

DATE: Thursday, June 18, 2026

TIME: 7:00 PM

PLACE: Council Chambers, City Hall, 400 South Vine Street, Urbana, IL 61801

AGENDA

A. Call to Order and Roll Call

B. Changes to the Agenda

C. Approval of Minutes of Previous Meeting

Minutes of April 10, 2025 Special Meeting

Minutes of December 18, 2025 Regular Meeting

Minutes of May 21, 2026 Regular Meeting

D. Communications

E. Continued Public Hearings

F. Old Business

G. New Public Hearings

Plan Case No. 2525-T-26 – An application by the Urbana Zoning Administrator to amend Article II (Definitions) and Article VIII (Parking and Access) of the Urbana Zoning Ordinance to bring requirements for parking into compliance with the People Over Parking Act.

Plan Case No. 2526-T-25 – An application by the Urbana Zoning Administrator to amend Article II (Definitions) and Article VIII (Parking and Access) of the Urbana Zoning Ordinance to lower minimum parking requirements for Workshops.

H. New Business

I. Audience Participation

J. Staff Report

K. Study Session

L. Adjournment

PUBLIC INPUT

The City of Urbana welcomes Public Input during open meetings of the City Council, the City Council's Committee of the Whole, City Boards and Commissions and other City-sponsored meetings. Our goal is to foster respect for the meeting process, and respect for all people participating as members of the public body, city staff, and general public. The City is required to conduct all business during public meetings. The presiding officer is responsible for conducting those meetings in an orderly and efficient manner.

Public Input will be taken in the following ways:

Email Input

In order to be incorporated into the record, emailed public comments must be received prior to 5:00 pm on the day preceding the meeting and sent to the following email address: Planning@urbanail.gov. The subject line of the email must include the words **"PLAN COMMISSION - PUBLIC INPUT"** and the meeting date. Emailed public comments labeled as such will be incorporated into the public meeting record, with personal identifying information redacted.

Written Input

Any member of the public may submit their comments addressed to the members of the public body in writing. If a person wishes their written comments to be included in the record of Public Input for the meeting, the writing should state so. Written comments must be received prior to the closing of the meeting record (at the time of adjournment unless otherwise noted).

Public Hearing

Any person desiring to appear at the public hearing and present testimony may speak during each public hearing at the time they appear on the agenda. This shall not count towards regular Public Input for the meeting. The Public Hearing is an opportunity for comments and questions to be addressed specifically to each case. Board or Commission members are permitted to respond and engage during this time and/or the Chairperson may direct the applicant to respond during rebuttal. Comments unrelated to any of the public hearings listed on an agenda should be shared during the Public Input portion of the meeting where Verbal Input guidelines shall apply.

Verbal Input

Protocol for Public Input is one of respect for the process of addressing the business of the City. Obscene or profane language, or other conduct that threatens to impede the orderly progress of the business conducted at the meeting is unacceptable.

Public comment shall be limited to no more than five (5) minutes per person. The Public Input portion of the meeting shall total no more than one (1) hour, unless otherwise shortened or extended by majority vote of the public body members present. The presiding officer or the city clerk or their designee shall monitor each speaker's use of time and shall notify the speaker when the allotted time has expired. A person may participate and provide Public Input once during a meeting and may not cede time to another person or split their time if Public Input is held at two (2) or more different times during a meeting.

The presiding officer or public body members shall not enter into a dialogue with citizens. Questions from the public body members shall be for clarification purposes only. Public Input shall not be used as a time

for problem solving or reacting to comments made but, rather, for hearing citizens for informational purposes only.

In order to maintain the efficient and orderly conduct and progress of the public meeting, the presiding officer of the meeting shall have the authority to raise a point of order and provide a verbal warning to a speaker who engages in the conduct or behavior proscribed under “Verbal Input”. Any member of the public body participating in the meeting may also raise a point of order with the presiding officer and request that they provide a verbal warning to a speaker. If the speaker refuses to cease such conduct or behavior after being warned by the presiding officer, the presiding officer shall have the authority to mute the speaker’s microphone and/or video presence at the meeting. The presiding officer will inform the speaker that they may send the remainder of their remarks via e-mail to the public body for inclusion in the meeting record.

Accommodation

If any accommodation is needed to participate in a City meeting, please contact the City at least 48 hours in advance using one of the following methods:

Phone: 217.384.2440

Email: Planning@urbanail.gov

Watching the Meeting via Streaming Services

All City meetings are broadcast on Urbana Public Television and live-streamed on the web. Details on how to watch are found on the UPTV webpage located at **<https://www.urbanail.gov/executive-department/page/urbana-public-television>**.



**MINUTES OF SPECIAL MEETING
URBANA PLAN COMMISSION**

DRAFT

DATE: April 10, 2025

TIME: 7:00 P.M.

PLACE: Council Chambers, City Hall, 400 South Vine Street, Urbana, Illinois

MEMBERS ATTENDING: Dustin Allred, Will Andresen, Andrew Fell, Bill Rose, Chenxi Yu

MEMBERS EXCUSED: Lew Hopkins

MEMBERS ABSENT: Debarah McFarland, Karen Simms

STAFF PRESENT: Kevin Garcia, Principal Planner; Teri Andel, Planning
Administrative Assistant II

OTHERS PRESENT: Makenzie Pamperin, Austin Wang

A. CALL TO ORDER and ROLL CALL

Chair Allred called the meeting to order at 7:01 p.m. Roll call was taken, and there was a quorum of the members present.

B. CHANGES TO THE AGENDA

There were none.

C. APPROVAL OF MINUTES

There were none.

D. COMMUNICATIONS

- Email from Beverly Fagan regarding Plan Case No. 2502-CP-25
- Email from Audrey Ishii regarding Plan Case No. 2502-CP-25
- *Imagine Urbana* Comprehensive Plan – DRAFT dated 04-10-2025

E. CONTINUED PUBLIC HEARINGS

Plan Case No. 2502-CP-25 – A request by the Urbana Zoning Administrator to adopt the *Imagine Urbana* Comprehensive Plan.

Chair Allred reopened Plan Case No. 2502-CP-25. He reviewed the procedure for a public hearing.

Kevin Garcia, Principal Planner, began by reviewing the changes made to the proposed plan since the previous meeting on April 3, 2025. He noted changes to the following:

- Minor Edits
 - Connected City Map
 - Events that have shaped Urbana since 2005
 - Adoption of the Land Development Code, formerly called the Subdivision and Land Development Ordinance
 - Adoption of the Manual of Practice in 2023
- Backgrounds and Trends
 - Language about adopting existing plans
- Added some complete streets language to Big Move 6
- Updated the Place Types matrix and some of the language in this section

Chair Allred asked if we have draft language for what would be in the ordinance that would address this. Mr. Garcia replied there is nothing that has been super fleshed out yet. City staff grabbed the adopted ordinance from 2005 Comprehensive Plan, inserted some language about adopting existing plans. They will need to look at the language and figure out exactly how we want to word it. Chair Allred stated that he did not believe the wording of the ordinance needs to come from the Plan Commission.

Mr. Rose and Chair Allred discussed with Mr. Garcia possible language regarding the adoption of existing plans. They agreed upon the following language, *“The following plans were adopted as amendments to the 2005 Comprehensive Plan. They will be adopted as individual plans by the ordinance that adopts the Imagine Urbana Comprehensive Plan.”* Chair Allred stated that the point is to get that statement in there so that it makes sense that we are backdating their adoption essentially.

Mr. Garcia talked about *“complete streets”* noting that it is defined as an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. He said that in 2011, City Council adopted a complete streets amendment to the 2005 Comprehensive Plan adding objective number 47.8 to the plan, which simply says, *“use complete streets concepts in designing, constructing, reconstructing, and maintaining roadways.”* The amendment also added an implementation strategy which said to update appropriate documents, such as the Land Development Code to reflect the complete streets policy. With respect to this amendment, the Implementation has been uneven and ad hoc. Most of it has been a result of developing and implementing the Bicycle and Pedestrian Master Plan. So, there has been no push to develop an implementation plan or to flesh out how the City is going to do complete streets and what the goals are.

He said that *Imagine Urbana* does not mention complete streets. It has a Little Move 6.6, which says *“to develop policies for traffic calming”*. However, traffic calming is related to complete streets, specifically focused on slowing down traffic, which is a great thing. Traffic calming can be just one element of what complete streets really encompasses in whole. He mentioned that staff received a comment from Cynthia Hoyle, who is a longtime Urbana resident and former member of the Bicycle and Pedestrian Advisory Commission for many years. Ms. Hoyle also wrote a book about traffic

calming in America. In her comment, she suggests that the City develop an implementation plan for the complete streets policy rather than focusing on traffic calming by itself. He mentioned that he found a study by Professor Michael Luen, who looked at numerous complete streets policies throughout the United States. Professor Luen found two main reasons why policies do not get implemented. One of the reasons is that the language of a policy is often so vague as to justify almost any conceivable policy. The problem can be mitigated if complete streets policies are more explicit. Policies should precisely state what they are designed to achieve and what means should be used to achieve those goals. Mr. Garcia recommends that they update Little Move 6.6 to read as such, *“develop a more specific complete streets policy and a plan to implement that policy”*. He said that we would lose the phrasing of traffic calming even though it is encapsulated within complete streets as a concept. He mentioned that he would be open to working traffic calming in the language, so they do not lose it.

Chair Allred asked how many standalone policy statements we have. Would a new policy create a new ordinance that would be separate from the Zoning Ordinance and Land Development Code? Are there policy amendments that would be outside of these two ordinances? Mr. Garcia replied that he did not know that there would be anything outside of the Zoning Ordinance or the Land Development Code that the Plan Commission would address. The idea is that we would dive into policy documents/statements and figure out where they are failing in terms of meeting specific outcomes we are looking for in whatever policy we develop. Chair Allred stated that he is wondering if they really need policy or do we need to incorporate the concepts or ideas of complete streets into our existing ordinances? Mr. Garcia said that the existing Comprehensive Plan says to update appropriate documents such as the Land Development Code to reflect the complete streets policy. Our complete streets policy as it is stated is vague, so without fleshing out what our goals are from that policy or what we are looking to do, he does not know how we actually update our Land Development Code to match that policy. We need to work on the front end to figure out what exactly that we are talking about and then update those documents.

Chair Allred said that he is thinking of how to sequence the work or figure out the best way to get to the end point. He thinks that ultimately it is by making changes to existing ordinances which would occur through a staff report. He said that he would like to avoid creating more of these standalone policies that seem to not have a good home. It is not clear where their power is and how to keep them on our radar to pay attention to, rather than as an agenda item that the Plan Commission wants staff to research and come up with proposals on how to make changes to our Zoning Ordinance and Land Development Code.

Chair Allred stated that if we change the Little Move, then we also need to change the associated metric. Mr. Garcia said yes.

Mr. Rose stated that Mr. Garcia has provided a very succinct definition of what complete streets are. He would be comfortable with having Little Move 6.6 talk about traffic calming and add the definition of traffic calming. He does not know if they need to address implementation of that here.

Mr. Garcia continued with his presentation by talking about the Place Types matrix and their descriptions. He stated that he added sketches and photos. He noted language changes to the introduction of the matrix and changes to the colors used for indicating whether things are appropriate or not. He changed the formatting for the Development Type and Place Type columns.

He also processed photos to make them look sketchy and added photos where they were lacking. He noted that he made it so a person could click on the sketch and see a more detailed image.

He mentioned that he separated triplexes and quadplexes again. He added Cottage Court and used sketch photos of Buena Vista Court. He added sketch photos of small-scale, medium-scale, and large-scale apartments. Chair Allred asked if Mr. Garcia would be adding a description for the Cottage Court Place Type. Mr. Garcia stated that many of the Development Types do not have descriptions. Chair Allred replied that it may be something that needs to be added in the definitions and the terms, because it might not be familiar to people in terms of what that means.

Mr. Garcia stated that he removed the mixed-use large-scale from the Corridor Neighborhood. He intends to rename “*Institutional*” to “*Civic/Institutional*” with small-scale, medium-scale, and large-scale institutional buildings as well as campus institutional. He split Open Space and Recreation into three types with small and large recreation and then indoor recreation.

Chair Allred questioned using two churches as images for small-scale institutional. He said there are issues of constitutional rights in terms of suggesting some religious uses are not allowed in certain neighborhoods. Is this something that is reflected in the Urbana Zoning Ordinance currently? Singling out religious uses as opposed to places of gathering or something like that and regulating it that way. He said that he does not want to give the impression that City is suggesting something that would not actually be the way the City would regulate it. Mr. Garcia said that he would have to look at the Zoning Ordinance, but we currently have a use called *church, temple, or mosque*, and we parse out what zoning districts that use can be appropriate in.

Mr. Rose asked to see the introduction to the matrix. He stated that the last sentence of the first paragraph seemed repetitive with the first sentence of the following paragraph. He suggested eliminating the last sentence of the first paragraph and not begin the next paragraph with “for example” but rather begin with the future Zoning Ordinance. So, it would read as such, “*Details will need to be worked out when the zoning ordinance is rewritten to align with Imagine Urbana. {New paragraph} The future zoning ordinance may assign more than one zoning district with different regulations regarding the size, location, ...*”. He said the first sentence of the second paragraph could say, “*Each place type may contain more than one zoning district.*”. He stated that it is very important to note that each place type may contain more than one zoning district. Mr. Fell commented that the suggested language changes would be good for planners but not necessarily good for the public reading this document. He said that he would be more aligned with leaving the language the way it was presented by staff rather than changing it because it is clearer as currently written.

Ms. Yu stated that there is a way to make low quality photos into much better sketches without making them black and white. You can use a colorful sketch instead.

With there being no further questions for City staff, Chair Allred opened the hearing for public input. With there being no input from audience members, Chair Allred closed the public input portion of the hearing. He opened the hearing for Plan Commission discussion and/or motion(s).

Mr. Fell stated that staff did a good job of incorporating the changes in the language the Plan Commission talked about at the last meeting. So, he is comfortable with all of the changes that have been made, and he feels that City staff followed the Plan Commission’s directions well.

He asked if traffic calming policies are part of complete streets. Mr. Garcia said that they could be, but they do not necessarily have to be. Mr. Fell asked why we do not just substitute complete street policies for traffic calming. Mr. Garcia replied that there is benefit to being clear. He said that one of the things he read from a complete streets study is that many of them can be vague as to justify any policy or any sort of treatment. So, he could see a situation where a city is implementing what they consider complete streets policies by just adding a bunch of pedestrian overpasses to six lane roads. This would not be in the spirit of what he would envision complete streets to be. Traffic calming is just slowing down traffic and making it a safe place that is more walkable. While traffic calming is a component that may be part of any good complete streets policy, it is not inherently baked into all complete streets policies. If we want to be explicit, it might be good to include specific language about complete streets policy with a focus on traffic calming or including traffic calming. He said there may be other elements that we might want to see.

Chair Allred asked what it means to say we are going to develop policy. Is the Comprehensive Plan the policy? The complete streets policy has always been adopted as an ordinance without much in it. Are there other examples of policies that are adopted as ordinances? Is this like a route that we want to go down? Mr. Garcia replied that there are not many that he knows of. Chair Allred said the City wants to have complete streets, so how do we get there and what needs to be in the Comprehensive Plan to get us there? What would be the intervening steps or implementation? He said if the idea is for the Comprehensive Plan to provide direction to staff in terms of what staff should work on, then we should include it in the plan so it will be a metric that staff reports and gives updates on.

Chair Allred stated that he disagreed with Mr. Garcia's statement about the study. He said that he feels there is enough specificity in that as a concept in the same way that there is enough specificity in walkability as a concept that we can reference and have an idea about what we are trying to do when we task staff to provide a staff memo with some recommendations about changes to the ordinances that would achieve this. Mr. Garcia believed that there is other language in the draft plan that is more explicit about other things, for example, it will say "*amend the Zoning Ordinance to do X*", so we could say "*amend the Zoning Ordinance, the Land Development Code, and the Manual of Practice to focus on creating complete streets and calming traffic in our neighborhoods where appropriate.*". Chair Allred said this would get us around potentially adopting another policy through an ordinance which we do not know what to do with. Mr. Fell agreed. What we really want is for these things to be solidified in the Zoning Ordinance, so they become law, not policy. Chair Allred added that the policy is the Comprehensive Plan, and we do not need other policies outside of the Comprehensive Plan.

Mr. Fell said that he does not want to continue this case again if we do not have to. Mr. Garcia replied that we could tweak the implementation strategy that was adopted as part of the complete streets amendment to say, "*update appropriate documents such as the Land Development Code, Manual of Practice, and Zoning Ordinance to implement complete streets and traffic calming measures where appropriate*". Mr. Rose suggested adding a following sentence that describes "*complete streets*". Mr. Garcia said that he will add the following definition given by Smart Growth America: "*It is an approach to planning, designing, building, operating, and maintaining streets that enables safe access for all people who need to use them, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.*".

Chair Allred stated that he is still skeptical of the switch to sketchy type images. They look more sort of ghostly and old timey than they are something that is meant to convey indeterminacy to the public and to appease them in some way. He said that when he thinks about the development

community or architects working, there is more detail to be seen at least in the quality of the color images. Ms. Yu stated that it is springtime, which is prime time to take good photos. Mr. Garcia asked if the Plan Commission can move forward with the understanding that staff would add some better springtime photos.

Mr. Fell stated that the images are just conveying more scale than anything, and the current photos do that. He preferred if the photos were a little more solidified, but he is happy with staff's selection of the images to convey what they were trying to convey.

Mr. Andreson asked what the reasoning is for switching to the sketchy images. Mr. Garcia replied that it was a suggestion from the previous meeting to try it out. Chair Allred added that the idea was more of a psychological thing that sketchy images would create less anxiety in the viewer than something that appears as a real thing.

Mr. Rose stated that he has a slight preference for the sketches over the photographs. However, both are capable of conveying the information that we need. He trusts staff to use the best images. He believes it is important to have the matrix. How the matrix is illustrated is a matter of style and taste. Mr. Fell added that developers and other technical people will use the Zoning Ordinance to guide them in their developments over using photos. Mr. Garcia noted that is why it is good that the language in the *Imagine Urbana* Comprehensive Plan is intended to guide further updates to the Zoning Ordinance.

Mr. Fell moved the Plan Commission forward Plan Case No. 2502-CP-25 to the City Council with a recommendation to adopt the *Imagine Urbana* Comprehensive Plan with the amendments discussed including language about complete streets and staff continuing to look at options for images in the matrix. Mr. Andresen seconded the motion.

Mr. Fell asked if Mr. Hopkins had any other relevant ideas or suggested changes. Mr. Garcia explained that Mr. Hopkins had submitted comments in writing. The changes that staff agreed with were included in the draft that was handed out prior to the start of this meeting.

Mr. Rose recalled a discussion of updating plans. Did the Plan Commission propose alternative wording to what is in the draft? He moved to amend the motion to include alternative language in the background and trends section to reflect what the Commission discussed. Mr. Andresen seconded the motion to amend. The motion to amend was approved unanimously by voice vote.

Roll call on the amended motion was as follows:

Mr. Andresen	-	Yes	Mr. Fell	-	Yes
Mr. Rose	-	Yes	Ms. Yu	-	Yes
Mr. Allred	-	Yes			

The motion was approved by unanimous vote.

Mr. Garcia mentioned that this case would be forwarded to Committee of the Whole on April 21, 2025. He talked about the next steps and gave a timeline for the rest of the approval process. Chair Allred mentioned that this project has been ongoing for five (5) years, and he thanked everyone involved and participated in the making of *Imagine Urbana* Comprehensive Plan. It is a quality

document. He encouraged Plan Commission members to attend at least one of the Council meetings to show support for this document.

F. OLD BUSINESS

There was none.

G. NEW PUBLIC HEARINGS

There was none.

H. NEW BUSINESS

There was none.

I. AUDIENCE PARTICIPATION

Makenzie Pamperin approached the Plan Commission to speak. She thanked the Plan Commission for their work on reviewing and editing the *Imagine Urbana* Comprehensive Plan. She mentioned that the entire process had taken five (5) years.

J. STAFF REPORT

There was none.

K. STUDY SESSION

There was none.

L. ADJOURNMENT

The meeting was adjourned at 8:09 pm.

Respectfully submitted,



Kevin Garcia, Secretary
Urbana Plan Commission



MINUTES OF REGULAR MEETING
URBANA PLAN COMMISSION

DRAFT

DATE: December 18, 2025

TIME: 7:00 P.M.

PLACE: Council Chambers, City Hall, 400 South Vine Street, Urbana, Illinois

MEMBERS ATTENDING: Dustin Allred, Andrew Fell, Bill Rose, Karen Simms, Chenxi Yu

MEMBERS EXCUSED: Will Andresen

STAFF PRESENT: Olivia Jovine, Director of Community Development Services;
Aimirou Sy, Planner II; Teri Andel, Administrative Assistant II

OTHERS PRESENT: Susan Norris

A. CALL TO ORDER and ROLL CALL

Chair Allred called the meeting to order at 7:02 p.m. Roll call was taken, and there was a quorum with all members present.

B. CHANGES TO THE AGENDA

There were none.

C. APPROVAL OF MINUTES OF PREVIOUS MEETING

Minutes of June 26, 2025 Rescheduled Meeting

The minutes of June 26, 2025 rescheduled meeting were presented to the Plan Commission. Mr. Fell moved that the Plan Commission approve the minutes as written. Ms. Simms seconded the motion. The motion passed by unanimous voice vote.

Minutes of November 6, 2025 Regular Meeting

The minutes of the November 6, 2025 regular meeting were presented to the Plan Commission. Mr. Rose moved that the Plan Commission approve the minutes as written. Mr. Fell seconded the motion. The motion passed by unanimous voice vote.

D. COMMUNICATIONS

- Email from Alejandro and Simona Lleras Buetti regarding Plan Case No. 2517-M-25
- UP510 | Plan Making – Corridor Planning for Urbana’s Philo Road | Fall 2025

- Community Engagement Map Activity Overview
- Using Tactical Urbanism to Activate Philo Road

E. CONTINUED PUBLIC HEARINGS

There were none.

F. OLD BUSINESS

There was none.

G. NEW PUBLIC HEARING

Plan Case No. 2517-M-25 – A request by Susan Norris, on behalf of Charlotte Pug Holdings, LLC, to rezone 904 East Main Street, from R-3 (Single-Family Residential) Zoning District to B-3 (General Business) Zoning District.

Chair Allred opened the public hearing for Plan Case No. 2517-M-25. He reviewed the procedures for a public hearing.

Aimirou Sy, Planner II, presented Plan Case No. 2517-M-25 to the Plan Commission. He began by noting that staff is recommending approval of the rezoning request. The remainder of the presentation will outline the analysis and findings that led to the recommendation.

He noted the purpose for the rezoning, which is to allow for the expansion of the Good Friends Animal Hospital and presented a brief background of the proposed site and the surrounding adjacent properties. He noted the zoning and explained how the request to rezone the lot relates to the 2025 *Imagine Urbana* Comprehensive Plan. He highlighted the major LaSalle National Bank and Sinclair criteria that the rezoning relates and complies with. He reviewed staff findings and presented staff's recommendation, which is as follows:

Based on the evidence presented in the written staff report, and without the benefits of considering additional evidence that may be presented during this hearing, staff recommends that the Plan Commission recommends APPROVAL of the map amendment (i.e. rezoning) to the City Council.

Chair Allred asked if any members of the Plan Commission had questions for City staff.

Mr. Fell asked what the side yard setback is for the proposed site. He said that some zoning districts have a different setback if the subject property abuts residential use as opposed to business use. Olivia Jovine, Director of Community Development Services, replied that in the R-3 Zoning District, the minimum side yard setback is five (5) feet, and in the B-3 Zoning District, the minimum side yard setback is also five (5) feet. There is no footnote if it is abutting a residential use in the B-3 District.

Mr. Fell stated that along this block a person is required to build to the average block face. What happens if they add on to this building? Are they required to do the average block face, or do they get to build out to the face of their existing building? He noted that the reason he is asking is because it will have some impact on the neighbor to the west. Ms. Jovine responded saying that she is not able to answer the question on the block frontage.

Mr. Fell asked if the alley that appears on the north side is vacated. Ms. Jovine said yes, it appears correct.

Chair Allred stated that the business is an animal hospital use; however, animal hospital is not listed in the Table of Uses. He asked what use in the Table of Uses did staff determine this to be. Ms. Jovine stated that there were several options for the service providing business. Staff decided to use the general commercial categorization. This is an interesting point because it is not a medical use, but rather a service for the care of animals.

Chair Allred asked why rezone from a residential district to a fairly intense business district as opposed to rezoning to the least permissive business district that would allow the use that is being requested for this particular project. He explained the reason he is asking this is because the Plan Commission has had a couple cases in the past where they have rezoned a property in support of a particular project and the project did not happen. Another use took advantage of the rezoning that was not intended, so this is a major concern of his. Mr. Sy replied that staff wanted to be consistent with the zoning of the adjoining property owned by the applicant, which is already zoned B-3. Chair Allred commented that the fact there is a B-3 use in this residential area is problematic to begin with.

Chair Allred noted that the place type in the recently adopted Comprehensive Plan's Future Land Use map shows this area as being classified as Neighborhood 1 and asked if the B-3 Zoning District is a good fit within the general description of the Neighborhood 1 place type. Mr. Sy replied yes because it is compatible with the adjoining property, which is zoned B-3. It removes a deteriorated structure and improves the neighborhood's conditions. It also prevents hardship that would result from keeping the outdated zoning classification.

With there being no further questions for City staff, Chair Allred opened the hearing for public input. He invited the applicant's representative to approach the Plan Commission.

Dr. Susan Norris, applicant, approached the Plan Commission to speak on behalf of her application. She explained why they purchased the property. She mentioned that they share a drive with the subject property, and there is very little space between the Animal Hospital building and the previous house at 904 East Main Street. Unfortunately, the house was in a state of disrepair, so they demolished it. The property, itself, is very small, and they were concerned about either having a new neighbor in a structure that was not in great shape or another business using the small lot. The Animal Hospital is hoping to expand at some point in the future. They have no immediate plans to do so at this time. In the meantime, they can park their cars in the vacant lot.

She said that they want to do what is right for the community and for the neighbors. If they need to rezone the property where the Animal Hospital currently is located, then she would consider that.

Ms. Jovine asked the applicant to describe the uses of the current animal hospital. Dr. Norris stated that they perform exams and surgeries, offer boarding for medical purposes, intensive care, and everything within an animal hospital.

Chair Allred asked if this provided more insight into the use and the Table of Uses in terms of zoning.

With there being no additional input from the audience, Chair Allred closed the public input portion of the hearing and opened it for Plan Commission discussion and/or motion(s).

Mr. Fell stated that his family used Good Friends veterinarians for their pets in the past. He stated that it is dangerous to drive around the Good Friends Animal Hospital building so he understands the need to mitigate this issue.

He went on to say that when he first looked at this case, he questioned why they rezone to B-3 when they do not need to. However, he is less concerned about that because we try not to spot zone places. If they rezone the property to another zoning district, then they would be spot zoning two different properties and would make the problem worse. Rezoning 904 East Main Street to a different zoning district would also limit the Animal Hospital's ability to potentially expand the building because different zoning districts have different criteria in square footage, open space, etc. Also, trying to construct one building across two different zones is problematic at times. So, while he understands questioning the B-3 Zoning District, he believes it is more appropriate to rezone the parcel to be the same zoning as the neighboring lot that Good Friends Animal Hospital is currently on.

Ms. Yu stated Mr. Fell just answered her question about the difficulty of expanding the use across two lots that are zoned differently. Ms. Simms said he answered her question as well.

Chair Allred said that he had not thought of it like this, but he is still concerned with rezoning a parcel for a particular project and owner. If something goes wrong, the list of permitted uses in the B-3 Zoning District are quite extensive, and many of them are not appropriate for a residential neighborhood, uses like liquor store, tavern, or a nightclub, among others. He does not know how the original animal hospital property came to have B-3 zoning, but he does not know that we want to compound that mistake by rezoning another parcel that could at some point in the future create more problems.

Ms. Norris stated that prior to the Good Friends Animal Hospital, there was a gas station on the property, which is why she believes that the property is zoned B-3. An animal clinic/hospital was opened around 1988 by Dr. Cole, formerly Dr. Lipton. She said that there are still buried gas tanks on the property, and a developer would need to follow the Environmental Protection Agency's steps to remove them.

Mr. Fell asked if Chair Allred would feel better if the applicant withdrew this rezoning request and submitted a new request to rezone both properties to B-1, Neighborhood Business. Chair Allred said yes. He feels that they should try to figure out how to allow for this project in a way that does not potentially allow for other incompatible uses. Ms. Jovine stated that her question is if the Plan Commission does not approve the proposed rezoning, then does that prohibit the petitioner from submitting a rezoning for the same property. If not, then she thinks pursuing a rezoning of both parcels is feasible given that there is no development time pressure, and the petitioner controls both parcels.

Mr. Fell asked if the applicant could withdraw their request. Then, the Plan Commission would not have done anything with it to prohibit a future application to rezone. Ms. Jovine said yes, that is correct. This would potentially be a workaround for our lack of knowledge of procedure. Chair Allred asked if the Plan Commission could take no action and continue the case to allow staff time to find an answer on how to proceed. Ms. Jovine stated that it needs to be a new case, because it

would affect the 250-foot boundary of neighboring properties. So, staff would need to assign a new case number, issue a new legal notice, etc. Mr. Fell suggested continuing the case to the next regular meeting to allow the applicants time to decide if they want to withdraw their request to rezone to B-3.

Ms. Simms asked if the original parcel, that was formerly a gas station, can be rezoned to B-1. She imagines that there may be environmental issues and some complications with the land.

Mr. Rose said that everyone considers B-1 zoning to be an appropriate fit for a Neighborhood 1 place type, whereas B-3 zoning is not a good fit within Neighborhood 1. He feels that everyone is also in favor of encouraging this particular use at this location and facilitating it however we can. He is in favor of continuing the case to allow the client to revise their course of action to the best outcome.

Mr. Fell moved that the Plan Commission continues Plan Case No. 2517-M-25 to the next regularly scheduled meeting. Ms. Simms seconded the motion.

Chair Allred stated that the Plan Commission’s intention is to give staff a chance to look into some of their questions that were raised and to give the opportunity for the petitioner in discussion with staff to figure out the best way forward. One option would be withdrawal of the current case and reapplication to rezone both properties to the B-1 Zoning District.

Roll call on the motion was as follows:

Mr. Rose	-	Yes	Ms. Simms	-	Yes
Ms. Yu	-	Yes	Mr. Allred	-	Yes
Mr. Fell	-	Yes			

The motion passed by unanimous vote.

H. NEW BUSINESS

There was none.

I. AUDIENCE PARTICIPATION

There was none.

J. STAFF REPORT

There was none.

K. STUDY SESSION

A Presentation by Staff on UIUC Department of Urban and Regional Planning’s “Plan Making: Philo Road Corridor”

Chair Allred opened this item on the agenda.

Ms. Jovine talked about the handouts that were in front of the Plan Commission members on the dais. She stated that the Philo Road Corridor used to be a thriving commercial district several

decades ago. In recent years, the Philo Road Corridor has seen depreciation and has high retail vacancies. There is quite a bit of purpose-built architecture along that corridor, for example, Burger King, the dollar stores, and Walgreens, which are all now vacant. So, this presents a challenge for the City of Urbana and has become a focus for the new administration. Mayor Williams is very interested in seeing revitalization in this corridor.

Building off of this momentum, Mr. Allred and the resources available at the University of Illinois graciously offered to frame some of these questions with a planning studio to explore what that revitalization might look like, and whether the corridor can return to a previous level of activity or should be reimagined entirely. So, City staff were very grateful for their work. She stated that she just wants to introduce it in this study session, so City staff has asked Mr. Allred's students to come before and present to the Plan Commission at a future date. The students work will inform a small area plan that City staff will undertake for the Philo Road Corridor.

She mentioned that the University course focused on the small area plan making process and was grounded in existing conditions research. and then recommendations for potential planning interventions for short, medium, and long-term strategies for transforming that area were made. The student work acted as proof of concept giving City staff kernels to spark broader conversations and have been provided to the City of Urbana as final work products.

Ms. Jovine stated that the first step of the course was really to build off the Philo Road Community Block party which was held on September 7, 2025. Philo Road Ahead branding was released and the parking lot of Sunnycrest Mall was transformed into a kind of popup experience. There were over 500 different community members who came out. She noted that the City's Fire Department had a barbeque. The Urbana Free Library had information. City staff had bubbles and live music. There were information stations from many City departments. The City's public partners and Mr. Allred's students were able to build off of this opportunity and created several engagement stations.

The first station had a mapping exercise, which grounded the community feedback based on commonly traveled paths and areas of activity nodes and hosted a series of casual interviews to get community feedback by asking questions and engaging in conversation with members of the community. All of this was reported, synthesized, and summarized in one of the handouts that you have in front of you. Those conversations helped ground the students in the context of the community and also to think about what Urbana might find useful in a broader sense.

Secondly, the students built off of the Philo Road Business District Revitalization Action Plan, which was produced in February of 2005. She said that this report identifies the characteristics, grounded it in data. and shadows of what is to come. There was already a decline in retail vibrancy in that area. The students refreshed data that had originally been used in 2005.

Ms. Jovine stated that the latter part of the school semester was devoted to producing work products that could be used to spark conversations and reimagine the area. The students provided recommendations across economic development with a focus on mobility, property ownership, and vacancy analysis. From the economic development angle, we also got some analysis on the feasibility of Tax Increment Financing (TIF) in the Corridor or a business association with helpful timelines, thinking strategically about building partnership along the way, and how it is a long process to create a TIF.

She said there were ideas for tactical urbanism which were more short-term interventions that would require fewer resources. She mentioned that the tactical urbanism recommendations were handed out as well. The tactical urbanism recommendations were received well by City staff because it is a continuation of the success that we had with the Philo Road Ahead event. There are more ways to continue engaging folks in low-cost, high-impact interventions that utilize existing partnerships with nonprofits or even businesses.

Ms. Jovine stated that there were some spatial planning recommendations which reimaged the area as a residential corridor or neighborhood as opposed to a fully commercial corridor. Those explorations in housing typology and residential neighborhood were interesting and certainly sparked a lot of conversation. City staff appreciated the students' work and will take the analysis, especially the existing conditions work, and will inform the future small area plan and additional work that we do in the Philo Road area.

Chair Allred stated that the work that the students did, in particular the latter half with the tactical urbanism and then economic development, were not necessarily recommendations to the city, but they were meant to be more materials that could be used to engage stakeholders and the community in the neighborhood to get the conversation going as opposed to just asking people what they like about Philo Road or what would they like to see different.

He asked what the City's long-term approach to this was intended to be. He said it sounds like a small area plan is the process and the eventual outcome of this. He asked what the role of the Plan Commission and the eventual procedural outcome would be, and whether it would be adopted as an amendment to the Comprehensive Plan. Ms. Jovine replied that she did not have any answers at this time. She noticed that this topic of discussion had come up before at previous Plan Commission meetings. She thinks it is very important that we enter the small area plan making process with a fully baked idea of how it will be adopted if necessary. She pointed out that the small area plan is identified in the *Imagine Urbana* Comprehensive Plan as one of the City's near-term goals.

Ms. Jovine stated that from a department perspective the objective is to staff up and stabilize the Planning Division first. Before embarking on a small area plan, City staff have a housing study happening, which staff have engaged Champaign County Regional Planning Commission (CCRPC or RPC) to provide professional services for that. She said that the housing study will be informative for any future planning work.

Regarding the overall vision of the Philo Road area, she said that City staff has not fully landed on a vision or a strategy. Staff are still in the listening and study phase. There is an internal Philo Road working group that meets monthly to keep momentum building. Staff are looking at immediate stabilization of some of the retail and commercial assets. This is a priority. A longer-term vision is certainly still in development. The goal is to have a vibrant community that benefits the city as a whole.

Chair Allred asked if there is a timeline for the housing study. Ms. Jovine replied that the City just had a kickoff and is now in the data transfer stage. There will be various touch points in the spring and early summer, which could include a presentation to the Plan Commission. Full delivery is slated for early fall of 2026. So, it will be in development over the first half of the new year.

Chair Allred asked that the Plan Commission be kept in the loop. He said that many cases come before the Plan Commission, and the recommendations they make hinge on housing and the need

for certain types of housing. So, having this information is important for the work that they do. He asked if the housing study would address the wide variety of housing types...not just affordable housing, but market rate housing as well. Ms. Jovine explained that staff are framing this as a housing needs assessment in a traditional sense. It will cover all product types and income levels, including affordable but also market rate. We will be doing analysis on the rental market and shadow rental markets as well to understand what is happening with those dynamics. The housing study does include a portion of community outreach, feedback, and data gathering through surveys. This cannot begin until the students are back in school and established for the spring semester. She believes it might potential also include some analysis of from a from a business perspective what the commercial landlords are providing. Staff are limiting the scope to the existing conditions analysis with the focus on all market types. This will support future conversations about policy recommendations or strategies. Because of our budget constraints, staff are focusing on the housing needs assessment portion.

Chair Allred asked for an update on Planning staff. Ms. Jovine said that Aimirou Sy is Planner II. He joins us from St. Paul, Minnesota. She mentioned that the City has extended an offer to a Planner I candidate, who is also from out-of-state. Should she accept the offer, she would be bringing historic preservation expertise to the Planning team in addition to a wide range of other municipal planning expertise. Her plan is to release a job posting for a principal planner in the early part of the new year.

Ms. Simms asked if staff have data about why different businesses left the Philo Road area, in terms of economic variables and the media and messaging surrounding them. She mentioned that the Philo Road Corridor was impacted by the negative characterizations that she feels only amplified the exodus; however, it would be nice to have data. She does not want the City to come up with solutions that are disconnected from what the problem was, and she thinks that there could be some interim solutions that might address some of the problems that may not be complex.

She mentioned that there is a big push for entrepreneurship, but if the City does not deal with the messaging about the area along Philo Road, businesses are not going to want to think of the area as a viable option to locate. People need to see it as a safe, viable, and engaging area. Ms. Jovine replied that the City's efforts will not wait for the small area plan. Messaging and communication are core to the mission of the City's administration. She agrees that any recommendation should be grounded in data. City staff are in that phase now. From an economic development side, City staff are going to be conducting a void analysis to understand what potential retail opportunities are underserved and could be located there. Staff have also had several conversations with the broker community, and they certainly tell you everything that you need to improve and the challenges that have been faced. These conversations have been very valuable. Staff anticipate reaching out to larger corporate entities to understand their decision.

L. ADJOURNMENT

The meeting was adjourned at 8:05 pm.

Respectfully submitted,

Olivia Jovine

Olivia Jovine, Secretary
Urbana Plan Commission



**MINUTES OF REGULAR MEETING
URBANA PLAN COMMISSION**

DRAFT

DATE: May 21, 2026

TIME: 7:00 P.M.

PLACE: Council Chambers, City Hall, 400 South Vine Street, Urbana, Illinois

MEMBERS ATTENDING: Andrew Fell, Klayton Matlock, Bill Rose

MEMBERS EXCUSED: Dustin Allred, Will Andresen

STAFF PRESENT: Evan Alvarez, Principal Planner; Kate Himick, Planner I; Teri Andel, Administrative Assistant II

OTHERS PRESENT: Anicet Kori, Nathalie Kori Nkenlifack

A. CALL TO ORDER and ROLL CALL

Andrew Fell agreed to serve as Acting Chair in the absence of Dustin Allred. Acting Chair Fell called the meeting to order at 7:00 p.m. Roll call was taken, and a quorum of the members was present.

B. CHANGES TO THE AGENDA

There were none.

C. APPROVAL OF MINUTES OF PREVIOUS MEETING

Minutes of April 16, 2026 Regular Meeting

The minutes of April 16, 2026 regular meeting were presented to the Plan Commission. Mr. Rose moved that the Plan Commission approve the minutes as written. Mr. Matlock seconded the motion. The motion passed by unanimous voice vote.

Minutes of May 7, 2026 Regular Meeting

The minutes of May 7, 2026 regular meeting were presented to the Plan Commission. Mr. Rose requested a simple modification to the minutes on Page 10, 8th Paragraph, 2nd Sentence. It should read as such, "~~We~~ The Plan Commission can bring ~~our~~ their own judgment to ~~the~~ staff's recommended position on this, ~~but I just wanted to say that~~ He stated the two criteria in red have a peculiar instance in this case that ~~he~~ does not ~~think~~ reflects poorly on the project."

Mr. Matlock moved that the Plan Commission approve the minutes as amended. Mr. Rose seconded the motion. The motion passed by unanimous voice vote.

D. COMMUNICATIONS

There were none.

E. CONTINUED PUBLIC HEARINGS

There were none.

F. OLD BUSINESS

There was none.

G. NEW PUBLIC HEARING

Plan Case No. 2522-SU-26 – A request by Nathalie Kori Nkenlifack, operator of Dei Gracia Healthcare, for a Special Use Permit to allow a medical clinic at 909 North Cunningham Avenue in the B-3 (General Business) Zoning District.

Acting Chair Fell opened the public hearing for Plan Case No. 2522-SU-26. He reviewed the procedures for a public hearing.

Kate Himick, Planner I, presented Plan Case No. 2522-SU-26 to the Plan Commission. She began by stating the purpose for the proposed Special Use Permit. She gave a brief background on the history of the subject property and noted the existing land use, zoning, place type, and proposed use of the property and of the surrounding, adjacent properties. She talked about the proposed use and how it relates to Big Move 10, Little Move 10.2, and Little Move 10.4 of the *Imagine Urbana* Comprehensive Plan. She reviewed the requirements for a Special Use Permit according to Section VII-4.A of the Urbana Zoning Ordinance. She stated the Summary of Findings and read the options of the Plan Commission. She presented City staff's recommendation that the Plan Commission recommend approval of the proposed Special Use Permit in Plan Case No. 2522-SU-26 with no conditions and that the recommended Special Use Permit be tied to the land rather than specific to Suite A.

Acting Chair Fell asked if any members of the Plan Commission had questions for City staff.

Mr. Rose asked if the applicant is the owner or a renter. Ms. Himick replied that the applicant is a renter. The Zoning Ordinance specifies that if the applicant is not the owner of the land that the owner provides express written permission, which staff has obtained from Cunningham Motor Sales Inc., who is the owner. She added that staff recommend that the Special Use Permit recommendation to City Council be tied to the entire parcel rather than the individual suite. The reason is to keep the Special Use Permit tied to an actual parcel of land rather than a chunk of a building, which would be hard to regulate and possibly too restrictive.

Mr. Rose asked if the City approves the proposed Special Use Permit, then the only use allowed would be the medical clinic and not the other uses allowed with approval of a Special Use Permit in the B-3 Zoning District. Ms. Himick said that is correct. Any other uses that require approval of a Special Use Permit would be required to apply for one.

Mr. Rose asked for clarification on the reason staff is requesting that the Special Use Permit applies to the entire parcel. Ms. Himick explained that it is because the applicant may want to move to a different suite or may want to expand when another suite becomes available. Mr. Rose stated that he feels the recommendation should also mention that the Special Use Permit applies only to the

health clinic use. Ms. Himick stated that the Special Use Permit would only be tied to the proposed medical clinic use in this case.

Acting Chair Fell asked if another medical clinic business that wanted to set up in another suite would be covered by the proposed Special Use Permit if the City ties this request to the entire parcel. Ms. Himick said yes, that is correct.

Acting Chair Fell asked if the Special Use Permit would expire with the tenant or if it will stay with the building. Ms. Himick replied that the Special Use Permit would remain with the land.

Acting Chair Fell asked if the applicant has already been operating a medical clinic in the subject building. Ms. Himick stated that the applicant opened Dei Gracia Healthcare in September of 2025.

With there being no further questions for City staff, Acting Chair Fell opened the hearing for public input. He invited the applicant to approach the Plan Commission.

Nathalie Kori Nkenlifack approached the Plan Commission to speak. She thanked the Plan Commission for considering her request, and she thanked Ms. Himick for doing a great job in presenting the case to the Plan Commission.

She explained that Champaign has resources like Public Health and Frances Nelson and wanted to build something similar in Urbana. She explained that she provides healthcare and psychiatric care to community members. Their goal is not to make money because they can make money through insurance, but they are doing this because their goal is to help people.

She talked about her life growing up in Cameroon in Central Africa. Her stepmom was a nurse, and she saw how her stepmom helped people, so her goal became helping people. She talked about her education and career in the medical field. Now, she has a full practice and can take all of her patients from medical to psych. She no longer needs to refer her patients to others or have a doctor supervise her. She mentioned that if she needs assistance, she has colleague that will come to help her. She urged the Plan Commission to approve her request for a Special Use Permit.

With there being no additional input from the audience, Acting Chair Fell closed the public input portion of the hearing and opened it for Plan Commission discussion and/or motion(s).

Acting Chair Fell stated that he originally had two concerns about this request. The first one is if this would be a use trying to go into a building where it would be incongruous with other tenants of the building. Now, he does not believe that would be the case. He believes medical use would be appropriate for the other uses in the existing building.

His second concern was if the applicant was suggesting the medical clinic in a location where it would not be directly serving the people that it intends to serve, but now he feels it is. He stated that he believes it is the most appropriate use in the most appropriate place.

Mr. Rose moved that the Plan Commission recommend approval of the Special Use Permit for a medical clinic in Plan Case No. 2522-SU-26 to City Council with no conditions and that the recommended Special Use Permit be tied to the land rather than specific to Suite A. Mr. Matlock seconded the motion.

Roll call on the motion was as follows:

Mr. Fell	-	Yes	Mr. Rose	-	Yes
Mr. Matlock	-	Yes			

The motion was approved by unanimous vote 3-0.

Mr. Alvarez stated that Plan Case No. 2522-SU-26 would be forwarded to Committee of the Whole on June 1, 2026.

H. NEW BUSINESS

There was none.

I. AUDIENCE PARTICIPATION

There was none.

J. STAFF REPORT

Mr. Alvarez reported on the following:

- Parking Over People Act
 - Act was passed on December 16, 2025 and goes into effect on June 1, 2026
 - “Section 5-10. Minimum automobile parking requirements prohibited. Except as otherwise provided in Section 5-15, a unit of local government may not impose or enforce any minimum automobile parking requirements on a development project if the project is located within one-half mile of a public transportation hub or one-eighth mile of a public transportation corridor.”
 - Definition – “*Public Transportation Corridor*” is defined as a street on which one or more bus routes have a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.”
Definition – “*Public Transportation Hub*” is an intersection of two or more bus routes with a combined frequency of bus service interval of 15 minutes or less.
 - Map Showing Areas that are affected by the Parking Over People Act – He noted that the areas in purple reflect the areas that are affected by this Act and pointed out how often MTD buses run down certain streets and where hubs are located. He asked if the City of Urbana could mitigate these types of issues when they occur in Urbana.

Acting Chair Fell mentioned that the City of Champaign has removed many of their parking requirements already, and as a result, it has created some problems, especially for delivery drivers having to park on the street because there is no other place to park or for students moving in and out at the beginning and end of the school year. Can the City of Urbana mitigate these kinds of issues? Mr. Alvarez replied that if a vehicle is parked in the street multiple times, then any traffic violation(s) would still be in effect and enforceable by the Police.

Mr. Rose asked if there are any actions that City staff is considering taking as a consequence of this Act. Mr. Alvarez replied yes. He reviewed the Next Steps, which are to create a text amendment to the Urbana Zoning Ordinance that will come before the Plan Commission at

the June 18, 2026 regular meeting. Staff plan to administratively monitor in the meantime to ensure compliance with both state law and the Zoning Ordinance. He pointed out that any development that is started or was approved with parking before June 1, 2026 will not change. This only effects new development after June 1, 2026.

- Staff Update on Previous Cases – He mentioned that Planning staff will be providing updates on previous cases at future meetings.

K. STUDY SESSION

There was none.

L. ADJOURNMENT

The meeting was adjourned at 7:39 pm.

Respectfully submitted,

Evan Alvarez, Secretary
Urbana Plan Commission



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: The Urbana Plan Commission
FROM: Olivia Jovine, Zoning Administrator
DATE: June 18, 2026
SUBJECT: **Plan Case 2525-T-26:** A request by the Zoning Administrator to amend Article II (Definitions) and Article VIII (Parking and Access) of the Urbana Zoning Ordinance to bring requirements for parking into compliance with the People Over Parking Act.

Introduction

The People Over Parking Act in Illinois is part of Senate Bill 2111 (SB2111) from the 104th General Assembly, which was passed in October 2025 and signed into law as Public Act 104-457, effective June 1, 2026. This text amendment is proposed in response to the People Over Parking Act. The Act places limitations on the ability of municipal governments to set minimum parking requirements within set distances of transit facilities.

The Plan Commission is asked to review the proposed Zoning Ordinance text amendment and make a recommendation for City Council to adopt or deny the proposed changes. Staff recommends that the Plan Commission recommend approval of the proposed changes as presented to bring the ordinance into compliance with Public Act 104-0457.

Background and Discussion

In December 2025, SB2111 (“People Over Parking Act”) was signed into law. Per the state law:

“[A] unit of local government may not impose or enforce any minimum automobile parking requirements on a development project if the project is located within one-half mile of a public transportation hub or one-eight mile of a public transportation corridor.”

Under the definitions included in SB2111, a “public transportation corridor” is defined as “a street on which one or more bus routes have a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.” A “public transportation hub” is defined as “an intersection of 2 or more bus routes with a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

Given the density of public transportation in Urbana, these two definitions form a substantial area, as shown in Attachment 1. The routes that meet these criteria on frequency alone would include the 5 Green/Green Hopper, the 6 Orange/Orange Hopper, the 10 Gold Hopper, the 13 Silver, and the 22 Illini. Other areas are included where lower-frequency routes overlap for a greater combined frequency.

While the key transit hub in Urbana is Lincoln Square, the definition of “hubs” in the legislation includes any point where two routes intersect with a combined frequency of 15 minutes or less.

Intersections meeting that criteria include Florida & Philo, Pennsylvania & Race, Florida & Race, and Lincoln & Fairlawn.

While the legislation prevents municipal governments from enforcing minimum parking requirements, it does not limit a developer's ability to provide automobile parking voluntarily. In cases where a project provides automobile parking, local governments are empowered to require a certain amount of car-share spaces, for spaces to be shared with the public, or for spaces to be available only for a fee.¹

Proposed Changes

The proposed changes would amend the definitions listed in Section II-3 of the Zoning Ordinance to include the definitions of "public transportation corridor" and "public transportation hub" listed in the People Over Parking legislation.² As neither of these phrases are currently in the Zoning Ordinance, definitions are needed.

(Section II-3. Definitions, between "Public Maintenance and Storage Garage" and "Public Utility Station")

Public transportation corridor: a street on which one or more bus routes have a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Public transportation hub: an intersection of 2 or more bus routes with a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.

Additionally, the proposed changes would amend Section VIII-5.A by adding a subpoint to communicate the requirements of the People Over Parking legislation. This would add subpoint "Section VIII-5.A.a" to Section VII-5A, see below:

- A. Except as otherwise provided herein whenever a use is established or a building or structure is erected or converted to any use listed in this Section or the use of a building is changed to a use listed in this section, off-street parking for the use shall be provided in the amount required by Table VIII-7, "Parking Requirements by Use." When a building or structure is enlarged, expanded, or structurally altered, and the existing parking is legally nonconforming, the total parking requirement shall be calculated by adding the number of existing off-street parking spaces to the number of newly required parking spaces for the additional floor area as determined by Table VIII-7.
 - a. Per the regulations of the state People Over Parking Act, no minimum parking is required for lots within one-eighth of a mile of a public transportation corridor, defined as a street on which one or more bus routes have a combined frequency of bus service of 15 minutes or less during peak commute periods. Additionally, no parking shall be required within one-half of a mile of a public transportation hub, defined as any intersection of two or more bus routes with a combined bus service frequency of 15 minutes or less during the morning and afternoon peak commute

¹ Requiring parking to be made available free of charge is expressly prohibited.

² The definition of "public transportation hub" includes provisions for rail-based transit, as well as boats and ferries. As these do not apply to Urbana, they were removed for clarity.

periods. Any voluntarily developed parking within the areas mentioned above shall be subject to any and all relevant site regulations under this Section.

(~~Strikethrough~~ = removed text ; Underline = added text)

Comprehensive Plan

The proposed text amendment would align with the following elements with the Imagine Urbana Comprehensive Plan (“Imagine Urbana”):

Big Move 6: Make Walkability a Priority

Little Move 6.2: Amend development regulations to support walkability, using *Walkable City Rules* as a guide.

Little Move 6.9: Evaluate the elimination of minimum parking requirements.

The text amendment would better align the Zoning Ordinance with Imagine Urbana by eliminating minimum parking requirements in the urban core, incentivizing the development of more economically productive land uses and activities.

Summary of Findings

1. The proposed text amendment would align with Big Move 6 of Imagine Urbana, to “Make Walkability A Priority,” as parking lots introduce space between destinations, increasing distance for pedestrians.
2. The proposed text amendment would align with Little Move 6.9 of Imagine Urbana by implementing the elimination of minimum parking requirements in much of the urban core.
3. The proposed text amendment conforms the Zoning Ordinance to the requirements of the Illinois People Over Parking Act (Public Act 104-0457).
4. The proposed text amendment conforms to the notification and other requirements for Zoning Ordinance as required by the State Zoning Act (65 ILCS 5/11-13-14).

Options

The Plan Commission has the following options in Plan Case 2525-T-26:

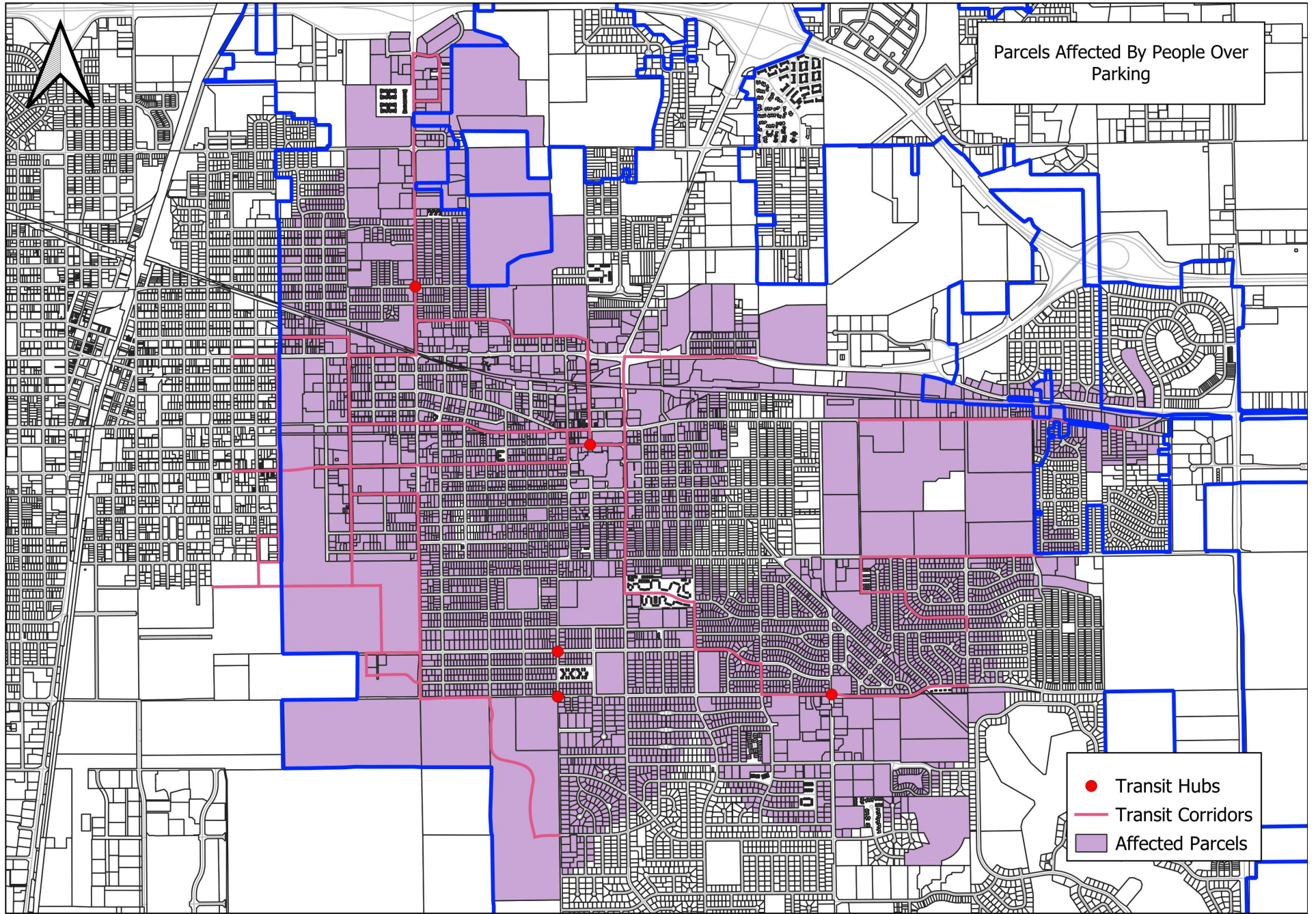
1. Forward the case to City Council with a recommendation to approve the text amendment as presented herein; or
2. Forward the case to City Council with a recommendation to approve the text amendment as modified by specific suggested changes; or
3. Forward the case to City Council with a recommendation of denial of the text amendment.

Staff Recommendation

Staff recommends that the Plan Commission recommend **approval** of the proposed text amendment to City Council.

Attachments:

1. City of Urbana People Over Parking Map
2. Senate Bill 2111 “People Over Parking” (Public Act 104-457)



(10) consider changes to existing and future funding programs; and

(11) submit recommendations for inclusion in the Department's final Public Transportation Plan.

(b) The Committee shall produce a report with its recommendations no later than 2 years after the effective date of this Act.

(c) The Department may procure consulting assistance necessary to support to work of the Committee.

(d) If the Department completes the final Public Transportation Plan before the Committee produces its report, then the Department may release an update to the Public Transportation Plan that incorporates any recommendations included in the Committee's report.

Section 2-25. Repeal. This Act is repealed on January 1, 2035.

Article 5.

Section 5-1. Short title. This Article may be cited as the People Over Parking Act. References in this Article to "this Act" mean this Article.

Section 5-5. Definitions. As used in this Act:

"Car-share vehicles" means motor vehicles that are

operated as part of a regional fleet by a public or private car-sharing company or organization and provide hourly or daily service.

"Commercial development project" means a development project that is undertaken for the development of land for commercial use, including residential housing, multi-family housing, mixed-use housing, and nonresidential commercial developments.

"Development project" means a project undertaken for the purpose of development of land. "Development project" includes (i) a project involving the issuance of a permit for construction or reconstruction, (ii) a housing development project, or (iii) a commercial development project. "Development project" does not include a project where any portion is designated for use as a hotel, motel, bed-and-breakfast inn, or other transient lodging, except where a portion of a housing development project is designated for use as a residential hotel.

"Efficiency living unit" has the meaning ascribed to that term in the 2018 International Building Code, Sixth Version (November 2021).

"Elderly housing", "low-income household", "moderate-income household", "multi-family housing", and "very low-income household" have the meanings ascribed to those terms in the Illinois Affordable Housing Act.

"Housing development project" means a development project

consisting of (i) residential units only, (ii) mixed-use developments consisting of residential and nonresidential uses with at least two-thirds of the square footage designated for residential use, or (iii) transitional housing or supportive housing.

"Maximum automobile parking requirements" means any law, code, or policy that limits a maximum number of off-street, private parking spaces for new residential and commercial developments.

"Minimum automobile parking requirements" means any law, code, or policy that requires a minimum number of off-street, private parking spaces for new residential and commercial developments.

"On-street parking" means parking of vehicles on public streets or thoroughfares located within the physical boundaries of a municipality.

"Public transportation corridor" means a street on which one or more bus routes have a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.

"Public transportation hub" means: (i) a rail transit station, (ii) a boat or ferry terminal served by either a bus stop or rail transit station, and (iii) an intersection of 2 or more bus routes with a combined frequency of bus service interval of 15 minutes or less during the morning and afternoon peak commute periods.

"Residential hotel" means any building containing 6 or more guest rooms or efficiency living units that is used or intended or designed to be used, rented, hired out, or occupied for sleeping purposes by guests and that is also the primary residence of those guests. "Residential hotel" does not include any building containing 6 or more guest rooms or efficiency living units primarily used by transient guests who do not occupy the building as their primary residence.

Section 5-10. Minimum automobile parking requirements prohibited. Except as otherwise provided in Section 5-15, a unit of local government may not impose or enforce any minimum automobile parking requirements on a development project if the project is located within one-half mile of a public transportation hub or one-eighth mile of a public transportation corridor.

Section 5-15. Exceptions and limitations to prohibited minimum automobile parking requirements.

(a) If a development project provides automobile parking voluntarily, then a unit of local government may impose on the development project requirements for parking spaces to be made available for car-share vehicles, for parking spaces to be shared with the public, or for parking spaces to be made available only for a fee. A unit of local government may not require voluntarily provided parking to be provided free of

charge.

(b) Section 5-10 does not apply to minimum automobile parking requirements if the requirements conflict with a contractual agreement or approved site plan with the unit of local government that was executed or approved on or before the effective date of this Act. However, Section 5-10 applies to an amendment or extension to the contractual agreement or approved site plan if the amendment or extension increases automobile parking requirements.

(c) A development project may voluntarily build additional parking that is not shared with the public.

(d) Nothing in this Act shall be interpreted to prevent a unit of local government from regulating access to on-street parking.

(e) Nothing in this Act prevents a unit of local government from enacting or enforcing local laws that establish a maximum parking requirement.

(f) Nothing in this Act prevents a unit of local government from enacting or enforcing local laws that establish a minimum parking requirement for bicycles, including electric-assisted bicycles.

Section 5-90. Home rule. A home rule unit may not regulate minimum automobile parking requirements in a manner inconsistent with this Act. This Act is a limitation under subsection (i) of Section 6 of Article VII of the Illinois

Constitution on the concurrent exercise by home rule units of powers and functions exercised by the State.

Section 5-95. Conflict with other laws. To the extent that this Act conflicts with any other provision of law, this Act controls.

Section 5-300. The State Officials and Employees Ethics Act is amended by changing Sections 75-5 and 75-10 as follows:

(5 ILCS 430/75-5)

Sec. 75-5. Application of the State Officials and Employees Ethics Act to the Regional Transit Boards and Regional Development Authorities.

(a) The provisions of Articles 1, 5, 10, 15, 20, and 50 of this Act, as well as this Article, apply to Regional Transit Boards and Regional Development Authorities. As used in Articles 1, 5, 10, 15, 20, 50, and 75, (i) "appointee" and "officer" include a person appointed to serve on the board of a Regional Transit Board or a board of a Regional Development Authority, and (ii) "employee" and "State employee" include: (A) a full-time, part-time, or contractual employee of a Regional Transit Board or a Regional Development Authority; and (B) Authority leaders of a Regional Development Authority. As used in this subsection, "Authority leader" has the meaning given to that term in the various Acts and Laws creating the



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: The Urbana Plan Commission
FROM: Olivia Jovine, Zoning Administrator
DATE: June 18, 2026
SUBJECT: **Plan Case 2526-T-26:** A request by the Zoning Administrator to amend Article II (Definitions) and Article VIII (Parking and Access) of the Urbana Zoning Ordinance to lower minimum parking requirements for Commercial Workshops.

Introduction

The Zoning Administrator proposed a text amendment to clarify use definitions for workshops and maintenance facilities and refine the parking requirements associated with those uses. This text amendment is proposed in response to staff and constituent feedback regarding minimum parking requirements for non-customer-facing commercial properties.

The Plan Commission is asked to review the proposed Zoning Ordinance text amendment and make a recommendation for City Council to adopt or deny the proposed changes. Staff recommends that the Plan Commission recommend approval of the proposed amendment as presented.

Background and Discussion

Table VIII-7 of the Zoning Ordinance outlines minimum parking requirements by land use. These requirements are generally calculated as a function of either 1) floor area (e.g., one parking space for every 300 sq. ft. of floor area) or 2) anticipated foot traffic (e.g., one space per employee on maximum shift, or 0.5 spots per bedroom). The commercial categories of land uses listed in Table VIII-7 range from requiring one parking spot for every 250 sq. ft. of floor area up to one spot for every 500 sq. ft., with a requirement of one space for every 250 sq. ft. as a default for any use not specifically listed.

For every new development, an appropriate land use is determined from Table V-1 of the Zoning Ordinance. If that land use has a corresponding parking category, those parking requirements shall be applied. If the land use is not listed in Table VIII-7, then per Section VIII-5.B, “parking shall be provided according to the requirements for the use to which it is most related or similar.”

For non-customer-facing commercial land uses, such as workshops or maintenance facilities, the closest land use category listed in the parking table is “Contractor Shop and Showroom,” requiring one parking space for every 400 sq. ft. of floor area. The intention of this use is semantically unclear in indicating whether “shop” is intended to be short for “workshop,” or whether the use is a retail shop and showroom with contractors as an intended customer base, or a business allowing contractors to work and showcase goods to potential buyers. As currently written the “Contract Shop and Showroom” is ambiguous as this category can apply to multiple land uses with disparate parking needs.

Under the “Miscellaneous Business” category, “Contractor Shop and Showroom” becomes a de facto catch-all use for many businesses that offer construction, manufacturing, or repair services, but would

be too low-impact or small in scale to be considered an industrial use. As “Contractor Shop and Showroom” is also specifically mentioned in the parking table, all uses in that category are automatically assigned the same parking requirement.

The current parking requirements don’t work well for big “Contractor Shop and Showroom” uses because the rules rely too heavily on floor area, which isn’t a good indicator of how much parking those larger facilities actually need. Similarly, large “Contractor Shop and Showroom” uses don’t quite fit into industrial use categories. The two main categories corresponding to industrial-type uses in Table VIII-7 are 1) “Warehouse,” requiring one space per 2,000 sq. ft. of floor area, and 2) “Other Industrial Uses,” requiring one space per 1,000 sq. ft. As a “Warehouse” is strictly defined in the Table V-1 of the Zoning Ordinance to apply to storage warehouses for future retail sale, and characterizing uses as “industrial” outside of industrial zoning districts is potentially arbitrary and complicated, additional categories, with clear definitions, would allow for more appropriate right-sizing of parking requirements.

The proposed text amendment splits “Contractor Shop and Showroom” into two different categories on Table VIII-7 to address the land use category’s ambiguity. The first new category would keep the current standards for retail uses that serve contractors and sell contractor supplies, while a second new category would cover contractor workshop operations. By creating the new categories for parking, businesses can be assigned the most appropriate minimum parking requirements based on their needs. In the broader sense, though, this would create an additional designated parking requirement category for other small businesses that require large amounts of space without generating the same amount of foot traffic.

Proposed Changes

The proposed changes would add to the “Definitions” in Article II of the Zoning Ordinance for clarity in future staff use.

(Section II-3. Definitions, between “Building Line” and “Creekway Permit”)

“Building Material Sales: A structure or premises occupied primarily by the sale of heavy construction materials, such as concrete, lumber, asphalt, or roofing shingles.

...

Commercial Workshop: A facility providing workspace for manufacturing, repair, or production of material goods, often including storage for supplies, materials, and equipment.

...

Contractor Supply and Showroom: A structure or premises occupied primarily by the sale of supplies and materials for construction, repair, or installation for homes and other structures. This includes upholstery, electrical or plumbing supplies, and similar goods.”

Additional proposed changes would split the “Contractor Shop and Showroom” use in Table VIII-7 into two different categories.

Table VIII-7. Parking Requirements By Use

Use	Number of Spaces Required
Retail Trade	
<u>Contractor Supply and Showroom</u>	<u>1 for every 400 sq. ft. of floor area</u>
Miscellaneous Business	
<u>Contractor Shop and Showroom</u>	<u>1 for every 400 sq. ft. of floor area</u>
<u>Commercial Workshop</u>	<u>1 for every 1,000 sq. ft. of floor area</u>

(~~Strikethrough~~ = removed text ; Underline = added text)

Comprehensive Plan

The proposed text amendment would align with the following elements of the Imagine Urbana Comprehensive Plan (“Imagine Urbana”):

Big Idea 2: Urbana is Both Financially and Environmentally Resilient

Big Move 7: Promote Incremental Development

Little Move 7.1: Identify and resolve barriers to incremental and infill development.

The proposed text amendment would help align the Zoning Ordinance with Imagine Urbana by updating parking requirements for target land uses and streamlining regulatory review to support local businesses. Furthermore, reduced surface parking improves area walkability and improves environmental outcomes such as temperature and stormwater runoff. Additionally, these changes allow for businesses to locate within the City limits—instead of building on undeveloped land on the city’s perimeter or located in the County.

Summary of Findings

1. The proposed text amendment would align with Big Idea 2 in Imagine Urbana, to “Urbana is Both Financially and Environmentally Resilient,” as these changes would make it easier to open new businesses, invest in development, and be innovative. It also has the potential to reduce the need for an oversupply of surface parking which improves permeability and stormwater management.
2. The proposed text amendment would align with Big Move 7 in Imagine Urbana, to “Promote Incremental Development,” as these changes would contribute to community growth and sustainability by allowing for gradual, adaptive improvements that meet the needs and preferences of residents.
3. The proposed text amendment would align with Little Move 7.1 by resolving barriers to incremental and infill development.
4. The proposed text amendment conforms to the notification and other requirements for Zoning Ordinance as required by the State Zoning Act (65 ILCS 5/11-13-14).

Options

The Plan Commission has the following options in Plan Case 2526-T-26:

1. Forward the case to City Council with a recommendation to approve the text amendment as presented herein; or
2. Forward the case to City Council with a recommendation to approve the text amendment as modified by specific suggested changes; or
3. Forward the case to City Council with a recommendation of denial of the text amendment.

Staff Recommendation

Staff recommends that the Plan Commission recommend **approval** of the proposed text amendment to City Council.