



CITY OF
URBANA

CITY OF URBANA
PLAN COMMISSION REGULAR MEETING

DATE: Thursday, July 11, 2024

TIME: 7:00 PM

PLACE: 400 South Vine Street, Urbana, IL 61801

AGENDA

A. Call to Order and Roll Call

B. Changes to the Agenda

C. Approval of Minutes

[Minutes](#) of the June 6, 2024 Regular Meeting

D. Communications

E. Continued Public Hearings

F. Old Business

G. New Public Hearings

[Plan](#) Case No. 2485-T-24 - A request by the Urbana Zoning Administrator to amend Articles IV, V, VI, and VIII of the Urbana Zoning Ordinance to rename the B-3U, General Business - University, Zoning District as the Campus Mixed-Use Zoning District, and update development and parking regulations in the district.

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@urbanaininois.us. 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 so state. 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 specific 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 an 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: 217.384.2455

Email: hro@urbanaillinois.us

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://urbanaillinois.us/upty>.

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

DRAFT

DATE: June 6, 2024

TIME: 7:00 P.M.

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

MEMBERS ATTENDING: Dustin Allred, Will Andresen, Andrew Fell, Lew Hopkins, Debarah McFarland, Bill Rose, Karen Simms, Chenxi Yu

MEMBERS ABSENT: None

MEMBERS EXCUSED: None

STAFF PRESENT: Marcus Ricci, Planner II; Teri Andel, Administrative Assistant II

OTHERS PRESENT: Mark Allen

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 of the members present.

B. CHANGES TO THE AGENDA

There were none.

C. APPROVAL OF MINUTES OF PREVIOUS MEETING

The minutes of the March 7, 2024, regular meeting were presented for approval. Mr. Hopkins moved that the Plan Commission approve the minutes as written. Mr. Andresen seconded the motion. The minutes were approved as written by unanimous voice vote.

NOTE: Ms. Simms arrived at 7:04 pm.

D. COMMUNICATIONS

There were none.

E. CONTINUED PUBLIC HEARINGS

There were none.

F. OLD BUSINESS

There was none.

G. NEW PUBLIC HEARINGS

Plan Case No. 2490-M-23 – A request by Mark Allen to rezone a portion of 710 Cunningham Avenue from AG (Agriculture) to B-3 (General Business).

Chair Allred opened the public hearing for Plan Case No. 2490-M-23. Marcus Ricci, Planner II, presented the written staff report to the Plan Commission. He noted the applicant's reason for the rezoning request. He stated the zoning, future land use designation and existing land use of the subject property as well as for the adjacent properties. He showed photos and talked about the history of the subject property. He reviewed the criteria from the La Salle National Bank and from the Sinclair Pipe Line Company cases that the Plan Commission should consider when making a determination on what to recommend to City Council. He noted that the proposed rezoning meets all eight criteria. He reviewed staff's findings and presented City staff's recommendation that the Plan Commission forward the case to City Council with a recommendation for approval.

Chair Allred asked if any members of the Plan Commission had questions for Mr. Ricci.

Mr. Fell asked why it was being handled this way when there is an easier way to achieve what the applicant wants. He said there is a u-shaped parcel that we are planning to cut a section off and rezone that section leaving the remainder of the parcel as an area that would be undevelopable on the south side. Would it not be more logical to rezone the entire u-shaped parcel and then let the two owners deal with trading ground? Mr. Ricci said that might be a more logical process but that is not what is before the Plan Commission. He noted that the u-shaped parcel is still the main access drive to the cemetery.

Mr. Fell stated that his main concern is that by sectioning off a strip of the parcel, it then makes the lot unusable. Mr. Ricci explained that the southern portion of the parcel slopes down to the creek thus making it already undevelopable. For this reason, staff finds the proposed rezoning and future expansion of the business as the best possible use of the land.

Mr. Hopkins asked if the proposed project requires a Creekway Permit. Mr. Ricci replied no. This creek is part of the Saline Creek, which is completely outside the Boneyard Creek district.

Chair Allred stated that there is a history of the City rezoning a property and then the property was not developed as planned. He asked if a Certificate of Exemption was normally considered after the rezoning was approved. Mr. Ricci said yes. He stated that many times the purchase of land is contingent on the land being rezoned. If the land is not rezoned, then the purchaser does not have a need to buy the land. With Conditional and Special Use Permits, conditions can be placed upon approval; however, there are not conditions for rezoning properties. The City cannot control what happens in the future, and in this case, since the existing SpeedLube lot is already zoned B-3, it will not hurt rezoning the 15-foot strip of land to the south.

Chair Allred stated that his concern is that if the City approves the proposed rezoning and the applicant does not purchase the strip of land to the south and follow through with the Certificate of Exemption, then the u-shaped parcel owned by the cemetery will have split zoning. Mr. Ricci said that is correct. There are many lots within the City that have multiple zoning districts.

Chair Allred stated that the Future Land Use Map in the Comprehensive Plan indicates a trail would be along the creek in the proposed area. Would granting the proposed rezoning foreclose

the possibility of a future trail in this area? Mr. Ricci stated that a trail here was not in the City's long range development plans. City staff is in the process of updating the Comprehensive Plan and in doing so they are planning to clean up anything that is not in the City's long range plans.

Mr. Hopkins asked how much land that will remain zoned AG and owned by the cemetery would be located next to the bank of the creek. Mr. Ricci replied that the bank of the creek starts right where the 15-foot strip is located. Steps to get an easement to construct a trail could be done with the new owner of the strip.

Mr. Hopkins asked who owns the land that the two billboards are located on. Mr. Ricci stated that the cemetery owns the property.

With there being no further questions for City staff, Chair Allred opened the hearing for public input. He invited proponents of the case to address the Plan Commission. The applicant, Mark Allen, stated that he had no additional input but was available to answer any questions. With there being no questions and no other audience, Chair Allred closed the public input portion of the hearing and opened it for Plan Commission discussion and/or motion(s).

Mr. Hopkins moved that the Plan Commission forward Case No. 2490-M-24 to the City Council with a recommendation for approval based on the findings in the written staff report. Mr. Andresen seconded the motion.

Mr. Rose asked for clarification if the motion was made with enough specificity to meet staff's satisfaction. Mr. Ricci said yes. Chair Allred added that the Plan Commission Bylaws state that if the Commission approves a case, it is with the assumption that written staff report is the justification for approval.

Mr. Fell stated that this seems like the most complicated way to solve this problem. They could rezone the entire parcel or ask the cemetery to pave 10 feet of the parcel. Does City staff work with applicants to find the best way to process a need? Mr. Ricci said yes. The applicant would be the person to ask if they would consider using the strip of land by easement rather than by ownership.

Chair Allred asked if they would be allowed to use it as an easement without rezoning it. Mr. Ricci said no. The strip of land would still need to be rezoned because you cannot use a property for a use that is not allowed in the zoning district it is located in.

Roll call on the motion was as follows:

Mr. Andresen	-	Yes	Mr. Fell	-	Yes
Mr. Hopkins	-	Yes	Ms. McFarland	-	Yes
Mr. Rose	-	Yes	Ms. Simms	-	Yes
Ms. Yu	-	Yes	Mr. Allred	-	Yes

The motion passed by unanimous vote.

Mr. Ricci noted that the earliest this case would be forwarded to Committee of the Whole would be on June 17, 2024, and to City Council on June 24, 2024.

H. NEW BUSINESS

There was none.

I. AUDIENCE PARTICIPATION

There was none.

J. STAFF REPORT

Mr. Ricci stated that Kevin Garcia, Principal Planner, has been working with property owners and neighbors to gather input for an upcoming text amendment regarding the B-3U Zoning District.

K. STUDY SESSION

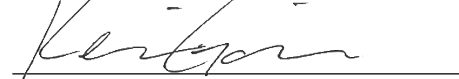
There was none.

L. ADJOURNMENT OF MEETING

Mr. Hopkins noted that there were eight Plan Commission members present at this meeting. He asked if there was a 9th member. Chair Allred said no, there is one vacant seat on the Commission.

The meeting was adjourned at 7:30_p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Kevin Garcia', is written over a horizontal line.

Kevin Garcia, 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: Kevin Garcia, Principal Planner and Zoning Administrator

DATE: July 3, 2024

SUBJECT: **Plan Case 2485-T-24:** A request by the Urbana Zoning Administrator to amend Articles IV, V, VI, and VIII of the Urbana Zoning Ordinance to rename the B-3U, General Business, University, zoning district as the Campus Mixed-Use zoning district, and update development and parking regulations in the district.

Introduction

The Urbana Zoning Administrator proposes a text amendment to replace the B-3U (General Business – University) zoning district with the CMU (Campus Mixed-Use) zoning district, and to: require parking only for larger residential projects, and reduce the amount required; add bicycle parking requirements; remove floor-area and open-space requirements; set a maximum building height; set minimum and maximum front yards; remove side and rear yard requirements; add building, landscaping, and parking design requirements; add screening requirements; and change the uses allowed in the district.

The proposal would amend Article IV – Districts and Boundaries, Article V – Use Regulations, Article VI – Development Regulations, and Article VIII – Parking and Access of the Zoning Ordinance.

The intent of the proposed changes is to create a district that better aligns with the 2005 Comprehensive Plan and with the reasoning behind the creation of the B-3U district, which was a direct outgrowth of the 1990 Downtown to Campus Plan.

The Plan Commission should 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, with any clarifications or amendments as they see fit.

Background

The B-3U District was created in 1990. It is intended to provide a range of business and office uses close to the University of Illinois, and to provide high-density residential uses to ensure an adequate supply of housing for people who want to live near the campus. It is located exclusively on the west side of Lincoln Avenue. To date, development and redevelopment has been slow and does not reflect the intent of the district. Meanwhile, in similarly-situated areas in Champaign, development has been robust.

The B-3U district has not performed as intended for close to 35 years, and there are two main reasons for this. First, the district was created to promote office uses related to the University in close proximity to campus. This objective was eclipsed by the decision of the University to develop the

Research Park in Champaign. Second, the B-3U district was also created to promote high-density housing close to campus, without reflecting an understanding of how the requirements of the district (especially parking) would undermine that intent. The result is that the demand for high-density, campus-oriented housing has been satisfied largely by redevelopment of sites in Champaign. Not only is that a significant lost opportunity for the City of Urbana to build its residential tax base, but the related neighborhood-serving uses that would accompany those high-density residential uses are also being developed in Champaign. Urbana's residents lose twice.

It is imperative that changes be made to the B-3U district now, and not be delayed until a rewrite of the Zoning Ordinance can be accomplished years from now. There are large, well-situated parcels of B-3U land that are ripe for redevelopment. Staff strongly recommends that making the proposed changes as outlined will allow appropriate and desirable development to proceed in a timely manner. This is in both the short- and long-term best interests of the City.

Proposed Changes

To address the problems identified above, staff propose the following two-step approach:

1. Update the intent statements for the district to match the vision laid out in the Comprehensive Plan for the area.
2. Replace current development regulations with regulations that match the new intent of the district, while making the new regulations easy-to-understand and future development more predictable.

These two steps are explained below. In addition, some small changes to "clean up" references to the B-3U district and to address minor errors are proposed in Exhibit A, which includes the entire proposed text amendment.

1. Update the intent statements for the district to match the vision laid out in the Comprehensive Plan for the area¹

Staff propose renaming the B-3U, General Business, University, district as the CMU, Campus Mixed-Use district, then replacing the intent statement with the following:

The CMU, Campus Mixed-Use District is intended to provide opportunities to redevelop areas close to the University of Illinois campus at high densities, with a mix of commercial, office, and residential uses. Developments should be designed to be pedestrian-scale, with buildings close to the street, wide sidewalks, landscaped areas, few driveways, on-street parking, and parking behind structures.

A new Campus Mixed-Use district would align directly with the Comprehensive Plan, which designates the entire B-3U area, and a few others nearby, as "Campus Mixed-Use". The new intent statement borrows heavily from the Comprehensive Plan's future land use description of "Campus Mixed-Use":

... intended for limited areas that are close to campus. These areas promote urban-style private development with a mix of uses that commonly include commercial, office and residential. Design Guidelines shall ensure that developments contain a strong urban design that emphasizes a pedestrian scale with buildings close to the street, wide sidewalks, and parking under and behind structures. The design and

¹ See Exhibit A: Proposed Changes, Sections IV-1 and IV-2 for specific proposed changes.

density of development should capitalize on existing and future transit routes in the area. Large-scale developments containing only single uses are discouraged within this classification.

The proposed intent statement is not as prescriptive as the Comprehensive Plan's statement regarding design guidelines for the district; however, the proposed changes can achieve many of the aims of a set of design guidelines without being overly restrictive on new development/redevelopment.

2. Replace current development regulations with regulations that match the new intent of the district, while making the new regulations easy-to-understand and future development more predictable.

The updated intent of the district is to allow **high densities, a mix of commercial, office, and residential uses**, with developments designed to be **pedestrian-scale**, with **buildings close to the street, wide sidewalks, landscaped areas, few driveways, on-street parking, and parking behind structures**.

The proposed changes would address most of these intentions in the following ways:

High densities are addressed in the proposed amendment by simplifying the development regulations by removing floor-area and open-space ratios, setting a cap on building height, and removing or reducing minimum parking requirements. The changes, when taken together, will allow a more predictable, higher-density type of development in the district.

While **a mix of commercial, office, and residential uses** are already allowed in the district, the proposed amendment would remove several automobile-oriented businesses from the district, and would make some other minor changes that would match the new intent of the district.² In addition, the amendment would require 12-foot ceiling heights for the first floor of every building, which would make every first floor more usable for a mix of different uses.³

Pedestrian-scale development is addressed in each of the specific elements below. The proposed amendment would also do the following, which are considered “best practices” for pedestrian-scale/“walkable” districts: requiring main entrances that face the street and connect to the sidewalk⁴, requiring a certain amount of windows and doors (“transparent glass”) on walls that face the street⁵, and requiring that mechanical equipment and trash enclosures are kept out of front yards and are screened from public view.⁶

Buildings close to the street are addressed in the proposed amendment by setting both a minimum (10 feet) and maximum front yard (20 feet). That will ensure that buildings will be close to the street (between 10 and 20 feet from the front property line).⁷

Wide sidewalks are not something that the Zoning Ordinance can regulate; this could be addressed in the future through the Land Development Code/Manual of Practice, with a streetscape plan, or with a more comprehensive district plan that includes design elements for every block and every street.

Note: Footnotes 2-10 below refer the proposed changes in Exhibit A.

² Table V-1 – Table of Uses

³ Section V-7.C

⁴ Section V-7.A

⁵ Section V-7.B

⁶ Section V-7.G

⁷ Table VI-3.

Landscaped areas are addressed in the proposed amendment by requiring front yards to be landscaped, but without being overly-prescriptive.⁸

Few driveways are addressed by requiring access to parking off of alleys⁹, which will prevent more driveways from being built, and from more **on-street parking** from being lost. Over time, when properties are developed, existing driveways will be replaced with access off of alleys, further reducing the number of driveways and increasing the number of on-street parking spaces.

Parking behind structures is addressed in several ways in the proposed amendment: by requiring that parking be accessed off of alleys³, by stating that parking is not allowed in front yards and must be behind the principal face of a building, and by stating that parking areas shall not be visible from the street.¹⁰

Comprehensive Plan

The following goals and objectives of the 2005 Comprehensive Plan relate to this case.

Goal 1.0 Preserve and enhance the character of Urbana’s established residential neighborhoods.

- 1.4 Promote established neighborhoods close to campus and the downtown as attractive places for people to live.

Goal 12.0 Preserve the characteristics that make Urbana unique.

- 12.1 Identify and protect neighborhoods and areas that contain significant historical and cultural resources.

Goal 16.0 Ensure that new land uses are compatible with and enhance the existing community.

- 16.1 Encourage a mix of land use types to achieve a balanced growing community.
- 16.3 Encourage development in locations that can be served with existing or easily extended infrastructure and city services.

The 2005 Comprehensive Plan designates all of the B-3U area east of Harvey Street as “Campus Mixed Use”.¹¹ Making the proposed changes would align the intent statement of the newly-proposed “Campus Mixed-Use” district with the Comprehensive Plan, and would amend the development regulations in the district to match the new intent statement.

The changes would also meet Goal 1.0 and Objective 1.4, by promoting redevelopment, over time, of the district. Doing so would enhance the district, and it would also alleviate pressure to redevelop the established neighborhoods east of Lincoln Avenue.

⁸ Section V-7.D

⁹ Section V-7.F

¹⁰ Section V-7.E

¹¹ The University of Illinois owns several B-3U-zoned parcels west of Harvey Street

Alleviating development pressure east of Lincoln Avenue would also help meet Goal 12.0 and Objective 12.1.

Finally, the proposed changes would help meet Goal 16.0 and Objectives 16.1 and 16.3, by encouraging a mix of land uses in the area closest to the University of Illinois campus, which is also very close to both OSF and Carle Hospitals. The area is well-served by existing city infrastructure and services.

Property Owner and Public Outreach

Staff held two public meetings to discuss the proposed changes to the B-3U district: one at the Phillips Recreation Center on May 15, 2024, targeting property owners, and one at the Urbana Free Library on May 21, 2024, intended for the general public. Prior to those meetings, staff sent letters to all owners of B-3U properties inviting them to the meetings and asking them to fill out a survey. Staff also sent letters to every mailable residential address in the B-3U district and within 300 feet of the B-3U district (nearly 1,400 total) inviting residents to the second public meeting. Seven people in total attended the two public meetings. In general, attendees were supportive of the changes that staff proposes. In addition, seven people filled out the owners' survey (see Exhibit D).

Summary of Findings

1. The proposed amendment will modify Article IV – Districts and Boundaries, to replace the B-3U, General Business – University with CMU, Campus Mixed-Use, and add a new intent statement to better align the district's intent with the Comprehensive Plan.
2. The proposed amendment will modify Article V, by adding a new section, "Additional Regulations in the CMU District", to align the development regulations with the new intent statement.
3. The proposed amendment will modify Table V-1, Table of Uses, to align the uses in the district with the new intent statement.
4. The proposed amendment will modify Article VI, Table VI-3, Development Regulations by District, to match the new intent statement.
5. The proposed amendment will remove Section VI-4.B, which provides a bonus parking provision in the B-3U district.
6. The proposed amendment will remove Section VI-6.B.2, which regulates the screening of vehicles for sale, as it is irrelevant since vehicle sales are not allowed in the district.
7. The proposed amendment will modify Article VIII, Parking and Access, by adding a provision to only require off-street parking for residential projects with 20 bedrooms or more, at a lower rate than required in other districts; removing a regulation regarding parking in required yards; and adding provisions for bicycle parking.
8. The proposed amendment is consistent with the goals and objectives of the 2005 Urbana Comprehensive Plan to preserve and enhance the character of established residential neighborhoods, preserve the characteristics that make Urbana unique, and ensure that new land uses are compatible with and enhance the existing community.

9. The proposed amendment conforms to the notification and other requirements for Zoning Ordinances as required by the State Zoning Act (65 ILCS 5/11-13-14).

Options

The Plan Commission has the following options in Plan Case 2485-T-24:

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: Exhibit A – Proposed Changes
Exhibit B – Maps
Exhibit C – Photos
Exhibit D – Owners’ Survey
Exhibit E – Pages from *Walkable City Rules*
Exhibit F – Champaign MFUniv/CB3 District Comparison to B-3U
Exhibit G – Photos of Champaign MFUniv Apartments w/No On-Site Parking

Exhibit A: Proposed Changes

The proposed changes can be summarized as follows, with more details below:

- In Article IV – Districts and Boundaries, the B-3U, General Business – University will be replaced with CMU, Campus Mixed-Use, and a new intent statement will replace the existing intent statement, to better align the new district’s intent with the Comprehensive Plan.
- In Article V, a new section, “Additional Regulations in the CMU District”, will be added to align the development regulations with the new intent statement. In addition, Table V-1, Table of Uses, will be updated to match the new intent statement as well.
- In Article VI, Table VI-3, Development Regulations by District, will be updated to match the new intent statement, and Section VI-4.B, which provides a bonus parking provision in the B-3U district, will be removed. In addition, a regulation regarding the screening of vehicles for sale will be removed, as it is irrelevant since vehicle sales are not allowed in the district.
- In Article VIII, Parking and Access, a provision to only require off-street parking for residential projects with 20 bedrooms or more, at a lower rate than required in other districts, will be added; a regulation regarding parking in required yards will be removed; and provisions for bicycle parking will be added.

The text changes are shown in detail in the following sections, with each change followed by a discussion of the reasoning behind the change. The changes are shown using a strikethrough and underline notation system. A strikethrough is used to indicate ~~deleted language~~, while an underline is used to indicate added language.

Section IV-1. Number and Designation of Districts

In order to carry out the purposes of this Ordinance, ... the City of Urbana, Illinois, is hereby divided into 21 zoning districts, which are hereby established as follows:

...

~~B-3U General Business – University~~

...

CMU Campus Mixed-Use

...

Section IV-2. Purpose of Districts

In addition to the general purposes of this Ordinance, as listed in Section I-1, the various zoning districts also serve more specific individual purposes, as follows:

...

- B. The Business districts generally are intended to provide areas for commercial uses in districts accommodating the range of types, intensity, and physical forms of trade, commercial services, and offices.

...

4. ~~The B-3U, General Business-University District is intended to provide areas in proximity to the University of Illinois for a range of business and office uses to meet the needs of persons and businesses associated with the University. This district is also intended to provide areas for high density residential uses to insure an adequate supply of housing for persons who desire to reside near the campus. These business and residential uses may occur as mixed uses in the same structure. The development regulations in this district are intended to allow buildings which are compatible with the size and scale of the University's buildings.~~

...

- E. The CMU, *Campus Mixed-Use District* is intended to provide opportunities to redevelop areas close to the University of Illinois campus at high densities, with a mix of commercial, office, and residential uses. Developments should be designed to be pedestrian-scale, with buildings close to the street, wide sidewalks, landscaped areas, few driveways, on-street parking, and parking behind structures. Large-scale developments containing only single uses are discouraged within this classification.

...

Section V-7. ~~(Reserved)~~ Additional Regulations in the CMU District

- A. Buildings must have a main entrance facing the street, with a walkway connecting the entrance to the public sidewalk.
- B. Building walls that face a street must have at least 20 percent transparent glass.
- C. The first story of every building must have a clear ceiling height of at least 12 feet.¹²
- D. Front yards must be landscaped, with a minimum of 30 percent vegetation that is not turf grass.
- E. Parking is not allowed in front yards, and must be located behind the principal face of a building. Parking areas shall not be visible from the street.
- F. When parking is provided, access to parking must be off an alley, when available.
- G. Mechanical equipment and trash enclosures must be screened from view at ground level from public rights-of-way, including alleys. No mechanical equipment or trash enclosures are allowed in front yards.

...

¹² See Exhibit E - *Walkable City Rules* excerpt, *Seven Rules for a Successful Downtown Tulsa*.

Table V-1. Table of Uses

[Condensed, showing changes between B-3U and CMU; P = Permitted, C = Permitted with Conditional Use Permit, S = Permitted with Special Use Permit, D = Permitted with Planned Unit Development]

Principal Uses	B-3U	CMU
Feed and Grain (Sales only)	P	
Principal Use Parking Garage or Lot	P	<u>S</u>
Car Wash	P	
Gasoline Station	<u>C</u>	
Shopping Center – Convenience	S	
Shopping Center – General	S	
Wholesale Business	P	
Residential Planned Unit Development		<u>D</u>

...

Table VI-3. Development Regulations by District

Zoning District	Minimum Lot Size (In square feet unless otherwise indicated)	Minimum Lot Width (In feet)	Maximum Height of Principal Structure (In feet)	Maximum Floor Area Ratio	Minimum Open Space Ratio	Required Yards (In Feet) ¹		
						Front	Side	Rear
B-3U <u>CMU</u>	6,000	60	none <u>120</u>	4.0 <u>none</u>	0.1 <u>none</u>	15 <u>10 min. / 20 max.</u>	5 <u>none</u>	5 <u>none</u>

...

Section VI-4. Floor Area and Open Space

...

- B. In the B-3U District, where parking is incorporated into or provided underground below a principal structure, the maximum Floor Area Ratio may be increased by up to 25% using the following formula:

$$F_{\text{bonus}} = 0.25(F)(P/R) + F$$

Where: F = Maximum Floor Area Ratio specified in Table VI-3.

— F_{bonus} = Maximum Floor Area Ratio after applying parking bonus

P = Number of parking spaces incorporated into or provided underground below the principal structure

~~R = Number of parking spaces required by Section VIII-5 of this Ordinance~~

...

Section VI-6. Screening

...

B. Screening of Off-Street Parking and Storage Areas

...

2. In the B-2, B-3, ~~B-3U~~ and IN-1 and IN-2 Zoning Districts, parking or storage of vehicles for sale is permitted to encroach ten feet into the required front yard setback if the encroachment conforms to the regulations set forth in Section VI-6.A.2.b.3, 4, 5, 6, 7 and 8.

...

Section VIII-4. Location of Parking Facilities

...

F. *Parking in a Required Yard is Prohibited Except as Follows:*

...

4. In the B-2 and ~~B-3U~~ Zoning Districts, parking is permitted in the required side yard setback (up to within 18 inches of the property line per Section VIII-4.G) if the zoning district adjacent to the setback is designated B-2; or B-3; ~~or B-3U~~ and if the adjacent area is also used for parking.

...

6. Parking in the B-2, B-3, ~~B-3U~~, IN-1, and IN-2 Zoning Districts may encroach ten feet into the required front yard if the buffer yard requirements set forth in Section VI-6.A.2.b.3, 4, 5, 6, 7 and 8 are met.

...

Section VIII-5. Amount of Parking Required

...

N. CMU, Campus Mixed-Use District Parking Requirements.

1. Off-street parking is only required for residential developments containing 20 bedrooms or more.
2. Parking shall be provided at a rate of 0.25 spaces per bedroom.

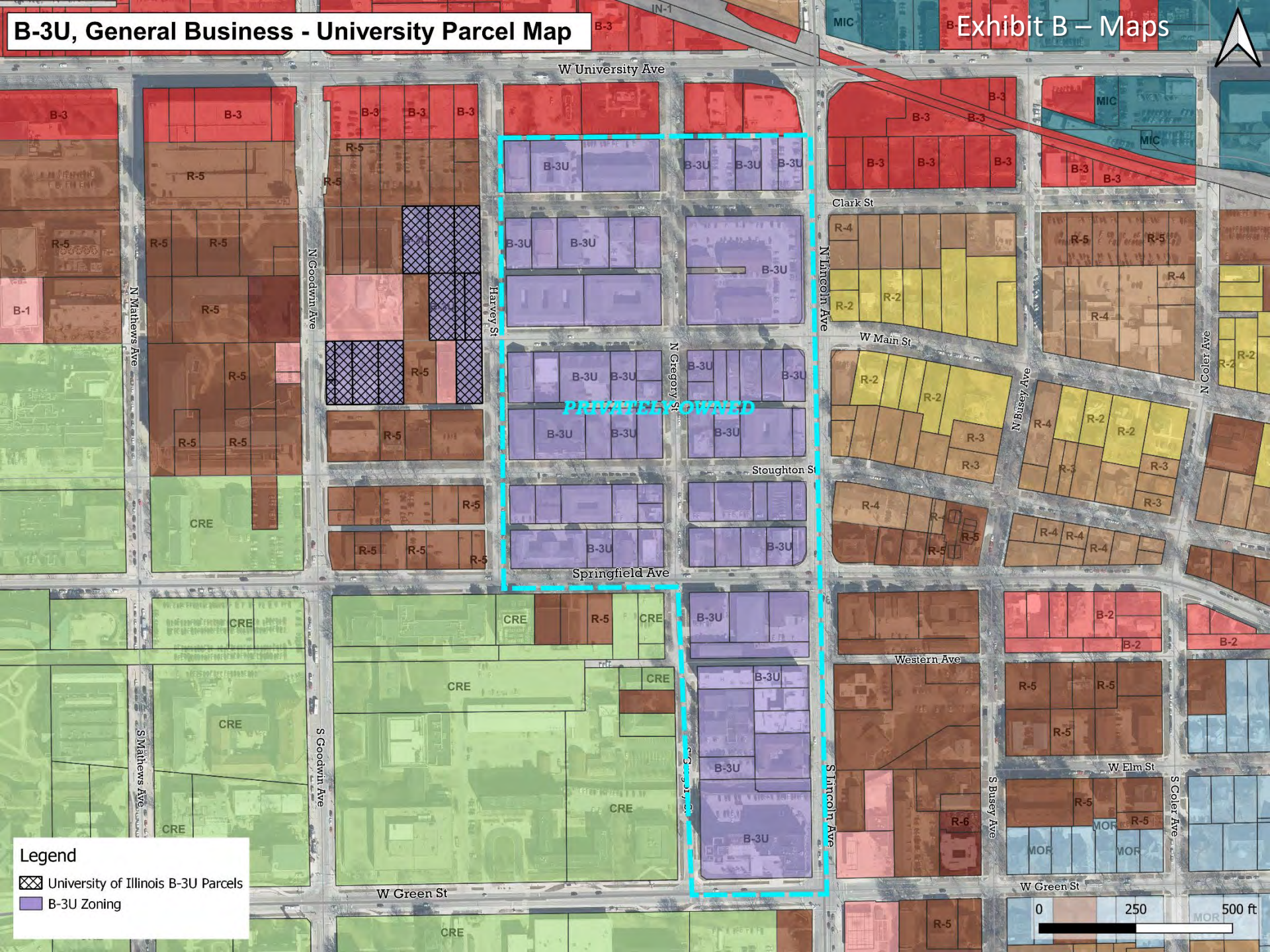
...

Table VIII-6. Bicycle Parking Requirements by Use¹

Use	Number of Spaces Required
Multi-family, Boarding or Rooming House, or Dormitory ²	1 for every 2 dwelling units; <u>1 for every dwelling unit in the CMU District</u>
Public and Quasi Public Uses ^{2,3,5}	
All schools	4 for every classroom
All other uses	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Commercial Uses ^{2,3,4,5}	
All uses	10% of required automobile parking up to a maximum of 25 bicycle parking spaces
Industrial, Transportation & Related Uses ^{2,3,5}	
All uses	4% of required automobile parking up to a maximum of 25 bicycle parking spaces
<p>¹ The Zoning Administrator shall determine whether proposed developments are subject to these bicycle parking requirements based upon demand generated by the use, the location of the development, the proximity to other uses with bicycle parking demand, and other relevant factors.</p> <p>² The Zoning Administrator shall further have the ability to reduce the number of required bicycle parking spaces by up to 50% in response to evidence regarding expected bicycle use submitted by the petitioner.</p> <p>³ For non-residential uses, bicycle parking spaces shall be required only for developments with 10 or more automobile parking spaces required.</p> <p>⁴ Commercial uses include the following categories from Table VIII-7: Office and Related Uses, Service Business Uses, Retail Business Uses, and Commercial Recreational Uses.</p> <p>⁵ <u>In the CMU District, since automobile parking is only required for some residential uses, for all other uses bicycle parking spaces shall be required based on the amount of automobile parking spaces that would normally be required.</u></p>	

B-3U, General Business - University Parcel Map

Exhibit B – Maps



Legend

University of Illinois B-3U Parcels

B-3U Zoning

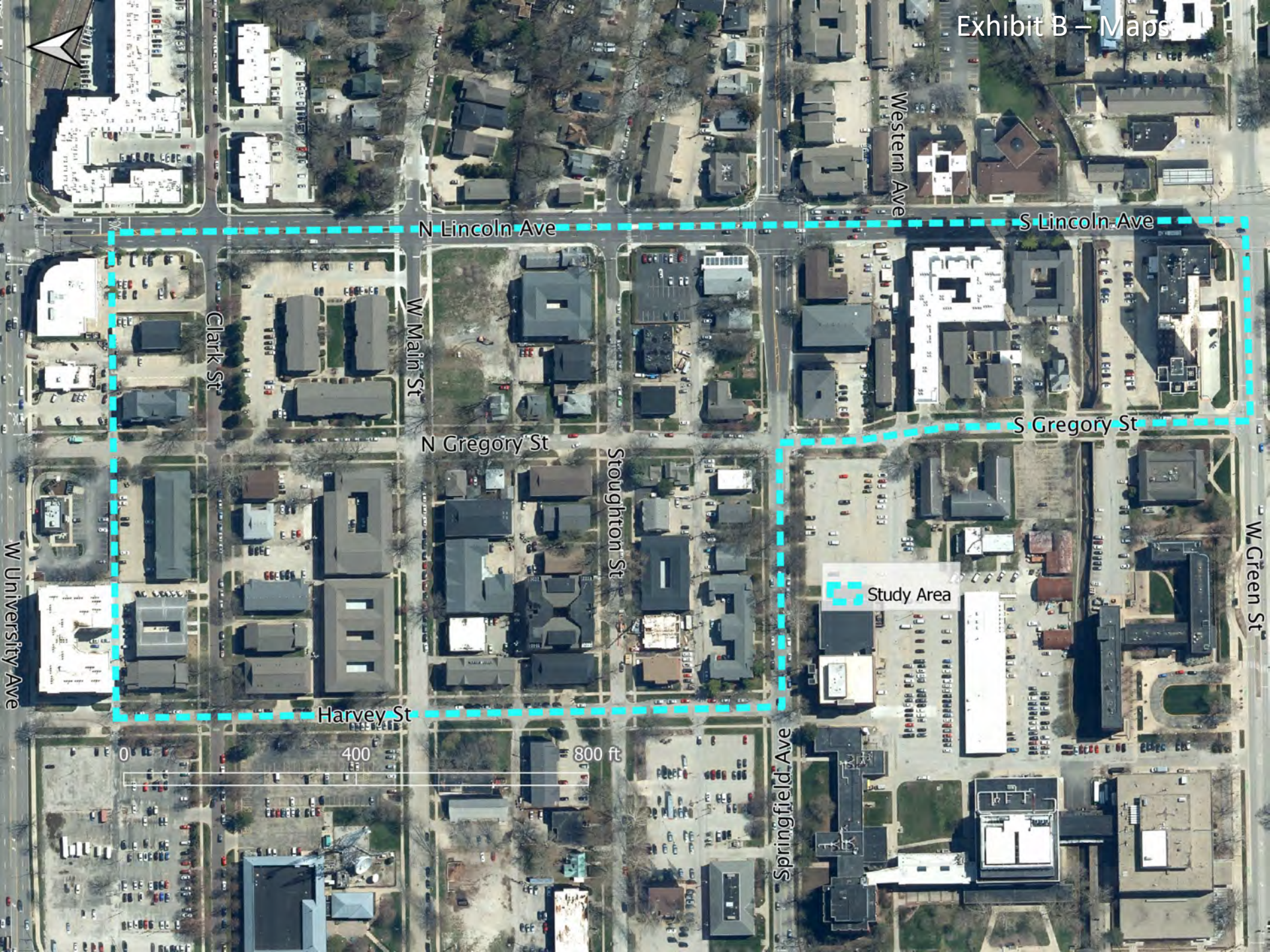
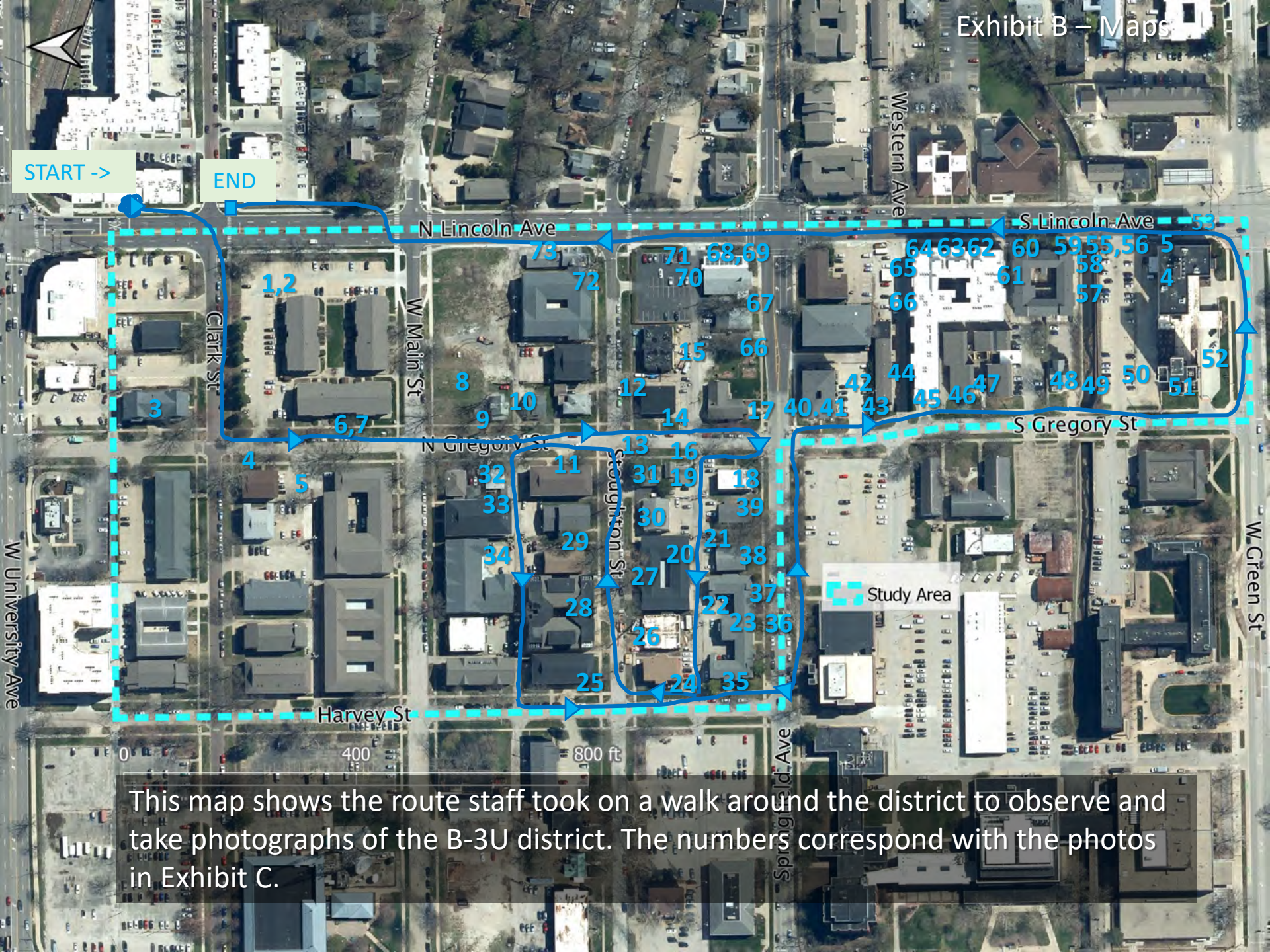


Exhibit B – Maps





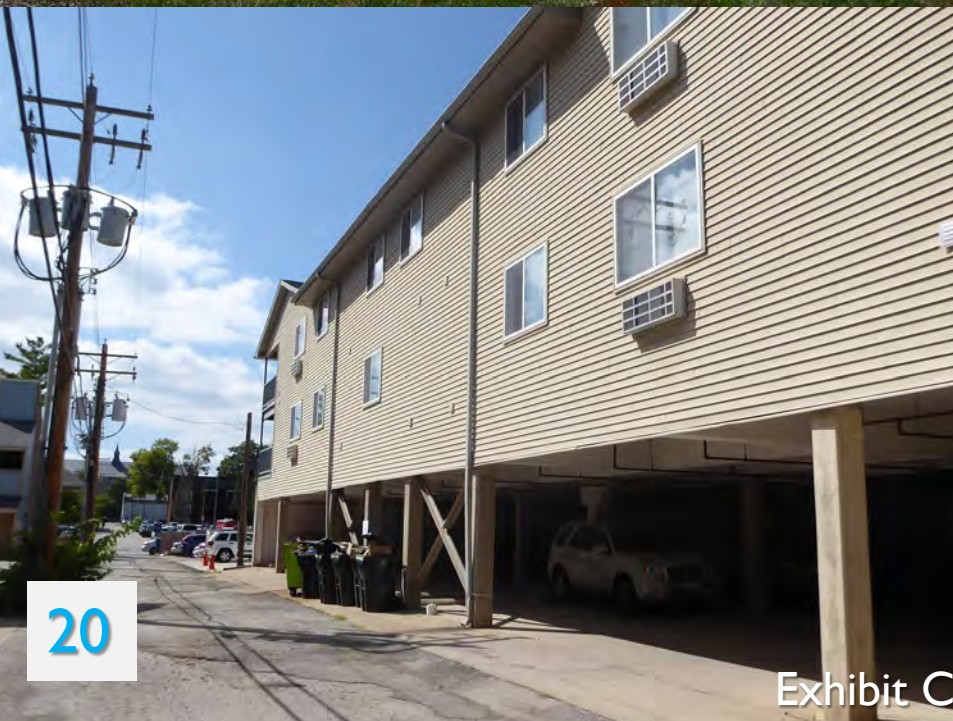


This map shows the route staff took on a walk around the district to observe and take photographs of the B-3U district. The numbers correspond with the photos in Exhibit C.

1

PARKING

23



20



21

22

PARKING

42



34



45

50

PARKING

70



37



41

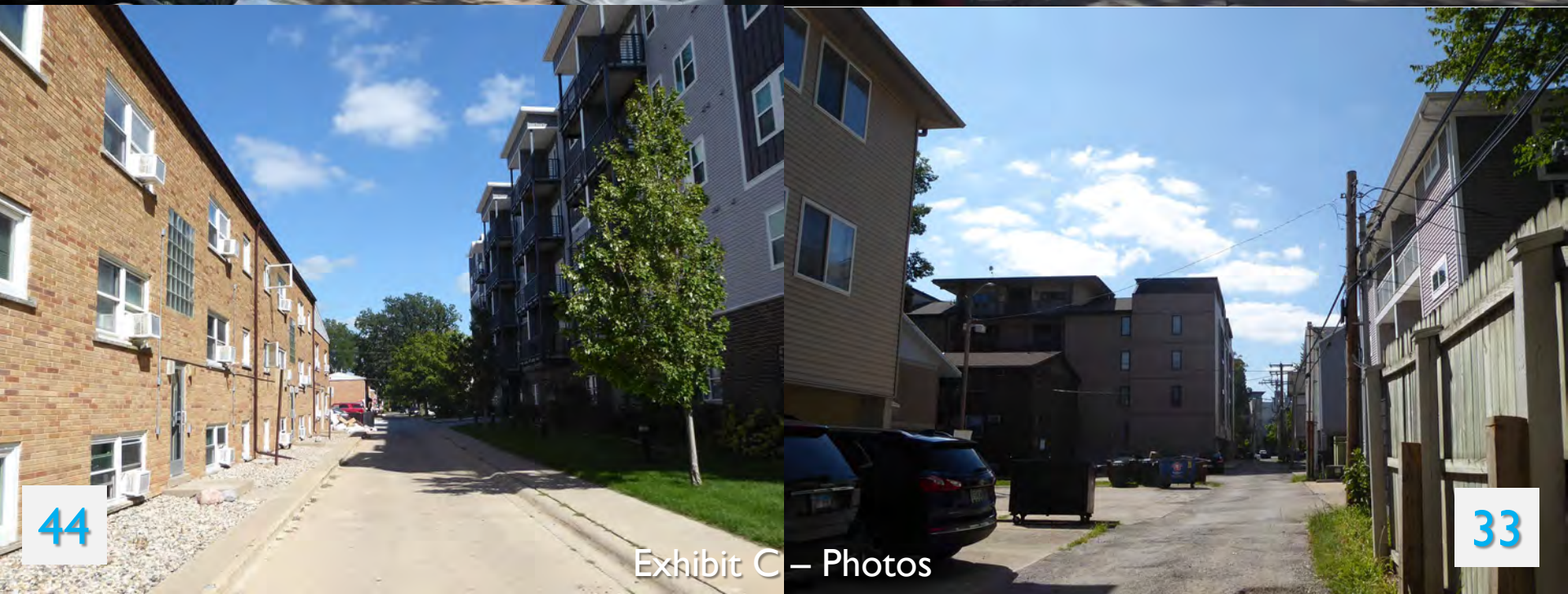
5

ALLEYS

16



44



33

6

SIDEWALKS

9



12

17

40

SIDEWALKS

27



67

68

3

BUILDINGS

11



28



14

18

BUILDINGS

26



46



19

36

BUILDINGS

25



38

51

49



GREENERY

58



66

Exhibit C — Photos



31

24

WASTE / MECHANICAL EQUIPMENT

35



62

7



Exhibit D - Owners' Survey

Summary Report for B-3U Zoning Update

Selected record count: 7

Total record count: 7

Use limportant to apply the filter to all responses, rather than just the responses selected for this report.

Recent 3 records in a table:

You can reference any field from your survey in a table.

Object Id	Submitted by	Submitted time
9	Anonymous user	May 21, 2024 12:45 PM
8	Anonymous user	May 13, 2024 3:57 PM
7	Anonymous user	May 13, 2024 2:22 PM

A summary section can also be put at the end of the report.

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 21, 2024 12:45 PM

Do you own property that is zoned B-3U?

I own property that is zoned B-3U

How many properties do you own that are zoned B-3U?

3

How many properties are you considering purchasing that are zoned B-3U?

Are any of the properties vacant?

No

Are you interested in developing or redeveloping any of the properties?

No

Exhibit D - Owners' Survey

What, if anything, is preventing you from developing the properties?

Please explain how those things are preventing you from developing the properties.

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

[redacted]

Please let us know who we're hearing from.

First Mennonite Church at 902 and 906 W Springfield Ave

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I plan to attend the May 21st meeting at the Urbana Free Library

Please add any additional comments you'd like to share with staff and the Plan Commission.

First Mennonite Church is the owner of the church building at 902 W Springfield, the adjacent parking lot to the north, and the apartment building (906) and open garden / green space to the west. We would appreciate being informed about any proposed zoning changes, and would likely have some questions about if/how those changes would affect the church. The 8-unit apartment building is not presently used for ministry purposes; it is managed by Weiner Inc., and typically fully rented.

Exhibit D - Owners' Survey

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 13, 2024 3:57 PM

Do you own property that is zoned B-3U?

I own property that is zoned B-3U

How many properties do you own that are zoned B-3U?

3

How many properties are you considering purchasing that are zoned B-3U?

Are any of the properties vacant?

No

Are you interested in developing or redeveloping any of the properties?

No

What, if anything, is preventing you from developing the properties?

Please explain how those things are preventing you from developing the properties.

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

[redacted]

Exhibit D - Owners' Survey

Please let us know who we're hearing from.

Christine Gunther

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I plan to attend the May 15th meeting at the Phillips Rec Center

Please add any additional comments you'd like to share with staff and the Plan Commission.

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 13, 2024 2:22 PM

Do you own property that is zoned B-3U?

I am considering purchasing property that is zoned B-3U

How many properties do you own that are zoned B-3U?

How many properties are you considering purchasing that are zoned B-3U?

1

Are any of the properties vacant?

No

Are you interested in developing or redeveloping any of the properties?

Yes

What, if anything, is preventing you from developing the properties?

Bulk Requirements (e.g. Floor Area, Open Space, Setbacks), Parking Requirements

Exhibit D - Owners' Survey

Please explain how those things are preventing you from developing the properties.

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

[redacted]

Please let us know who we're hearing from.

Rael Development Corporation

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I do not plan to attend, or am unable to attend, either meeting.

Please add any additional comments you'd like to share with staff and the Plan Commission.

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 10, 2024 1:59 PM

Do you own property that is zoned B-3U?

I own property that is zoned B-3U

How many properties do you own that are zoned B-3U?

5

Exhibit D - Owners' Survey

How many properties are you considering purchasing that are zoned B-3U?

Are any of the properties vacant?

No

Are you interested in developing or redeveloping any of the properties?

Yes

What, if anything, is preventing you from developing the properties?

Financing or Cost

Please explain how those things are preventing you from developing the properties.

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

[redacted]

Please let us know who we're hearing from.

Phil Bailey - Bailey Apartments

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I do not plan to attend, or am unable to attend, either meeting.

Exhibit D - Owners' Survey

Please add any additional comments you'd like to share with staff and the Plan Commission.

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 9, 2024 11:33 AM

Do you own property that is zoned B-3U?

I own property that is zoned B-3U

How many properties do you own that are zoned B-3U?

1

How many properties are you considering purchasing that are zoned B-3U?

Are any of the properties vacant?

No

Are you interested in developing or redeveloping any of the properties?

Yes

What, if anything, is preventing you from developing the properties?

Bulk Requirements (e.g. Floor Area, Open Space, Setbacks), Parking Requirements

Please explain how those things are preventing you from developing the properties.

Too much Parking requirement and setback requirement that limit the development potential to make it financially feasible.

Exhibit D - Owners' Survey

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

[redacted]

Please let us know who we're hearing from.

Tim Chao

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I plan to attend the May 15th meeting at the Phillips Rec Center, I plan to attend the May 21st meeting at the Urbana Free Library

Please add any additional comments you'd like to share with staff and the Plan Commission.

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 8, 2024 2:05 PM

Do you own property that is zoned B-3U?

I own property that is zoned B-3U

How many properties do you own that are zoned B-3U?

1

How many properties are you considering purchasing that are zoned B-3U?

Exhibit D - Owners' Survey

Are any of the properties vacant?

No

Are you interested in developing or redeveloping any of the properties?

Yes

What, if anything, is preventing you from developing the properties?

Financing or Cost, Bulk Requirements (e.g. Floor Area, Open Space, Setbacks)

Please explain how those things are preventing you from developing the properties.

Hemmed in by apartment buildings owned by NON-LOCAL developers/investment groups. My house is on less than 1/2 of a lot, so City prohibits adding anything. The rest is owned by developer (Wakeland). The neighborhood is no longer maintained by the City: open garbage, overrun by rodents, crows, etc. Broken sidewalks that don't get fixed, potholes that only get temporary fixes that open every few months. (Q2) But all the houses across the street are vacant. (Q3) Creating more space (1st floor bath)

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

Please let us know who we're hearing from.

Judy Checker. Please mail or call me. [redacted]

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I plan to attend the May 15th meeting at the Phillips Rec Center, I plan to attend the May 21st meeting at the Urbana Free Library

Exhibit D - Owners' Survey

Please add any additional comments you'd like to share with staff and the Plan Commission.

When I moved into my home 45 years ago it was a thriving residential neighborhood that was well-maintained by owners and the City. Since the change in zoning, garbage overflows; apartment buildings block light to adjacent housing, making plant growth difficult; huge problems exist for sewers that were not designed for the load. Trucks occasionally travel narrow streets, breaking up the asphalt curbs and lawns. [See scanned PDF for additional comments.]

Individual Record Report for B-3U Zoning Update

Submitted By: Anonymous user

Submitted Time: May 8, 2024 1:30 PM

Do you own property that is zoned B-3U?

I own property that is zoned B-3U

How many properties do you own that are zoned B-3U?

9

How many properties are you considering purchasing that are zoned B-3U?

Are any of the properties vacant?

Yes

Are you interested in developing or redeveloping any of the properties?

Yes

What, if anything, is preventing you from developing the properties?

Financing or Cost, Bulk Requirements (e.g. Floor Area, Open Space, Setbacks), Parking Requirements

Exhibit D - Owners' Survey

Please explain how those things are preventing you from developing the properties.

Tax incentives for developers.

Would you like to be kept informed about the proposed changes and when the Plan Commission will be considering them?

Yes

Please enter your email address.

[redacted]

Please let us know who we're hearing from.

Marta Conway - Tecton Group, LLC / Advantage Properties C-U

We're hosting two public meetings on this topic. Will you be able to attend one or both of them?

I do not plan to attend, or am unable to attend, either meeting.

Please add any additional comments you'd like to share with staff and the Plan Commission.

We currently have a developer who is working with the city to get approvals on a project. Anything we can do to speed the process, please let me know. Thank you.

16

Eliminate On-Site Parking Requirements

Replace parking minimums with maximums.

IN 2000, my colleagues and I wrote the following:

[The on-site parking requirement] is probably the single greatest killer of urbanism in the United States today. It prevents the renovation of old buildings, since there is inadequate room on their sites for new parking; it encourages the construction of anti-pedestrian building types in which the building sits behind or hovers above a parking lot; it eliminates street life, since everyone parks immediately adjacent to their destination and has no reason to use the sidewalk; finally, it results in a low density of development that can keep a downtown from achieving critical mass. All told, there is nothing to be said in favor of the on-site parking requirement. Cities that wish to be pedestrian friendly and fully developed should eliminate this ordinance immediately and provide public parking in carefully located municipal garages and lots.⁶⁷

Since that time, a lot has changed. Many cities have eliminated the on-site parking requirement in their downtown cores, and many others are reconsidering their park-

ing rules citywide. But most are not. Why they need to is well described in *The High Cost of Free Parking*. And if your city has good transit, then parking maximums, such as those in New York or Europe, are probably in order.

Even in car-dependent places, one need not worry that eliminating the parking requirement will result in too

“Removing off-street parking requirements will not eliminate off-street parking, but will instead stimulate an active commercial market for it.”

little parking. As Shoup notes, “removing off-street parking requirements will not eliminate off-street parking, but will instead stimulate an active commercial market for it.”⁶⁸ Developers will always meet the market; their financing usually requires parking anyway. But different developers should be able to meet different markets, and cities shouldn’t get in the way of that with one-size-fits-all auto-centric requirements.



The ramp to ample parking for the formerly homeless at Alma Place in Palo Alto, CA.

Nationally, the trend is slow but sure. Washington, DC, has eliminated parking requirements for retail near transit. Minneapolis just did the same for residential.⁶⁹ The greatest barrier to progress usually comes in the form of nearby residents worried about competition for on-street spaces.

Shoup tells the story of Alma Place, a 107-unit single-room-occupancy hotel that was proposed three blocks from the commuter train station in wealthy Palo Alto, CA. Given the high cost of providing parking, the need for affordability, the lower car ownership rates among its clientele, and the proximity to transit, the housing authority asked the city to waive its on-site parking requirement.

The city gave in—partway—reducing the requirement to 0.67 cars per unit. When it was built, this reduced parking still added a whopping 38% to the cost of construction.

Why did the city insist on making the cost of this “affordable” housing so high with unnecessary and unwanted parking? Because local residents were afraid of their new neighbors competing with them for a limited number of on-street parking spaces.

What if the City, instead of simply giving in, had come forward with a “Parking Preservation Plan:” a commitment to create and refine a resident-only permit system to protect existing abutters? Such a plan would have likely included a requirement that new renters sign leases proscribing car ownership. Such has been the proposal for several developments in Washington, DC.

A final counterintuitive note: in cities with good transit, eliminating the parking minimum results in less competition for on-street spaces, not more. Because when you allow a developer to put up a building without parking, the tenants show up without cars.

RULE 16: Eliminate on-site parking requirements; institute maximums where transit is ample. Where needed, create Parking Preservation Plans to protect current residents.

81

Disallow Curb Cuts

Driveways across sidewalks don't belong in walkable districts.

EVERY DRIVEWAY that crosses a sidewalk presents a potential danger to people walking and biking who may be hit by a vehicle crossing their path. This danger makes the sidewalk feel less safe and comfortable, a feeling that is reinforced by the tilt of the driveway skirt and the missing curb. Additionally, curb cuts eliminate on-street parking that would otherwise protect the sidewalk edge, resulting in a visual widening of the street that encourages illegal speeds.

Fast-food and bank drive-throughs have no place in walkable districts.

That's not all. When trying to make a place more walkable, curb cuts threaten to derail many of the needed improvements, for several reasons. Adding curb parking to a street by right-sizing the number and width of driving lanes has little impact if the parking is removed for curb cuts. Bike lanes crossed by curb cuts are not as safe as they would be otherwise. Cycle tracks, where parked cars protect bike lanes from traffic, are especially undermined by curb cuts, which replace the parked car with a wide striped

buffer zone providing little protection. Finally, it is more challenging to plant street trees when the sidewalk is regularly interrupted by driveways.

The first step to addressing the curb cut problem in most cities is simply to stop allowing them, except for key facilities like parking structures. Fast-food and bank drive-throughs have no place in walkable districts. Nor do gas stations, car repair, and other auto-centric uses; put them out on the strip. While smaller hotels should be satisfied with curb drop-off in reserved parking spaces, sometimes developing downtowns cannot land a desired hotel without offering a dedicated porte-cochere; these should be located not at front, but off of an alley at the flank or rear. No other uses merit a dedicated driveway through an urban sidewalk.

New curb cuts should never be allowed for any use if the property is adjacent to a public alley that provides alternative access. When they are (rarely) allowed, curb cuts should be paved to match the sidewalk, and no larger than absolutely necessary. The conventional standard for a curb cut is two 12-foot lanes. These gaping maws invite cars to speed across the sidewalk. New curb cuts should be limited to 20 feet in width for any large parking lots need-



In downtown Tulsa, sidewalks that are continually violated by curb cuts do not feel safe to walk along.

ing two lanes, and 10 feet otherwise. Most cars are only 6 feet wide, after all.

But what do cities do about all the curb cuts they are already living with? No established best practice exists. In cities like Tulsa, where curb cuts were given away like candy for fifty years, it would seem that a dedicated and properly funded government effort is needed to close curb cuts along streets that are considered part of the walkable core.²³⁹

Such a program to eliminate unnecessary curb cuts would have to be structured in a way that acknowledges the cost to property owners, in time and effort, of closing

these access points. Ideally, it would provide the following owner-assistance process:

- The property owner is notified of the upcoming curb replacement, and a meeting is requested. If the owner chooses not to meet, the curb is replaced without the owner's involvement.
- For cooperating owners, the City provides a design for reconfiguring owner's property, and executes the design, modified as necessary, with owner's approval.
- In some cases, reconfiguring a property such as a parking lot will result in a net loss of interior parking spaces, representing a foregone revenue to the owner. This anticipated revenue would be calculated according to a standard formula as the net present value of future income, and paid in a lump sum to the owner as a subsidy.

If properly executed, this owner-assistance program could be funded principally from the additional revenue that the City would receive from new curb parking installed along the reconstructed curbs. Such a program is under consideration in downtown Tulsa and should be tested in other cities with similar challenges.

RULE 81: In would-be walkable districts, disallow all new curb cuts except for parking structures and hotel drop-offs lacking alley access. Limit curb cuts to 20 feet maximum for large parking lots, 10 feet otherwise, and pave them to match the sidewalk. Where needed, create a municipal program for eliminating existing curb cuts.

84

Never Allow Front Parking

Embrace the sidewalk with buildings fronts.

ONE OF THE EARLIEST BOOKS to come out of the New Urbanist movement was *City Comforts*, by David Sucher. It begins with three crucial rules for creating community. Rule #1: “Build to the sidewalk.”²⁴² While it takes more than three rules to make great places—how does 101 sound?—it is hard to imagine a better place to start. Because when it comes to destroying walkability, the front parking lot is probably the most common and the most impactful error that cities make.

Front parking lots do five bad things simultaneously.

Case in point, Over-the-Rhine in Cincinnati: 1,200 feet of continuous revitalization along Vine Street after a two-way reversion in 1999 (see Rule 38), stopped in its tracks after three full blocks by a Kroger Deli parking lot. Shoppers and diners stroll north from downtown, hit this beauty—with a mere fifteen spots—and turn on their heels. As of this writing, the buildings to the north, 100 feet from bustling vitality, are still boarded up.

Similar mistakes can be found along more North American main streets than it is possible to count. Some time around 1960, the suburban auto-age Quickie Mart was allowed to invade the downtown, and things went south from there. The ugly, plastic, fluorescent-glowing storefront added insult to injury, but the real culprit was the parking in front.

Front parking lots do five bad things simultaneously. They push buildings back from the street, destroying its spatial definition. They put store windows out of view, making the walk less interesting. They create curb cuts across the sidewalk, undermining its comfort and safety (see Rule 81). They allow patrons to park directly in front of businesses, depopulating sidewalks of strolling shoppers. And they send a not-so-subtle message that the store is meant to serve motorists—who could be from anywhere—rather than locals.

Most cities’ planning departments understand that front parking is a blight, but that does not mean it is not allowed. A common struggle is with Walgreens or Rite Aid, whose standard store plans presume front parking, typically right at the corner, where spatial definition is most needed. Happily, these merchants have shown a willing-



The parking lot that stalled redevelopment on Vine Street in Over-the-Rhine.

ness to be flexible—in those cities that insist. The proper solution involves a parking lot that is one bay wide (double head-in in 60 feet) that wraps around the back two sides of a building that sits on the corner.

This result still places gaps in the streetscape while introducing two curb cuts, but it is vastly superior to the alternative. If the curb cuts are paved to match the sidewalk, and the parking lot edged by decorative walls, the impact is limited.

Cities that wish to ensure a positive outcome must be specific in their codes. All good new urban development ordinances outlaw front parking lots. Most also stipulate

that stores may have secondary doors facing their rear parking, as long as they have front doors on the sidewalk. But very few remember to require that the front doors be kept open during store hours. This was the problem in Birmingham, MI, which over a decade transformed its downtown from auto-oriented to “walker’s paradise” following a DPZ plan. One glitch was a large jeweler who followed the plan to a T but kept their sidewalk doors locked.

Shifting back to urban, walkable development patterns from conventional suburban models has been a struggle, especially in suburbia. The first step has always been—and remains—reorienting buildings to the street.

RULE 84: Do not allow front parking lots, and require businesses with rear or side parking lots to place their primary entrance at front.

92

Hide the Parking Structures

Exposed parking structures do not belong next to sidewalks.

THE IMAGE BELOW IS FROM GRAND RAPIDS, MI, which, over the last few decades, has achieved a very walkable city center. Unfortunately, very few people want to walk on the street pictured, which connects the front doors of the two best downtown hotels, because when one



A perfect 1:1 street section—the Renaissance ideal—fails to please when it is this dull.

side of the street is an exposed parking deck, and the other side is a conference facility that was apparently designed in admiration for that parking deck, the experience is simply too boring.

The conference facility would benefit from more vertical articulation (see Rule 88); the garage is beyond fixing. While there are many ways to make a parking deck more attractive, there is no way to make it more interesting, except to make it something other than a parking deck. Doing just that—at least at ground level—is a strategy that many cities have been using for decades, with mixed results. A more reliable approach is to hide the parking from the street entirely. Both techniques merit discussion.

Active ground floor: The mid-twentieth century was the era of dropping massive, exposed parking decks into city centers. The late-twentieth century was the era of experiencing the sidewalk blight they caused, and looking for solutions. Two main responses arose. One, common in car-happy Sun Belt cities, was the tower in which a ground-floor lobby sits below a bunch of levels of parking, above

which the floors for humans begin. The other was the parking structure with a ground floor of retail.

Both types are viable but not ideal, and rely on super-interesting ground floors to distract passers-by from the utterly inactive parking levels. When that parking forms the base of a taller tower, its success usually depends on how convincingly the parking levels are clad to resemble occupied real estate. The best versions are passable, but they still look like offices with no staff; think Lehmann Brothers circa 2008.

It only takes 20 feet of building to hide 200 feet of parking.

When a parking structure includes a commercial ground floor, the outcomes can vary widely. The two key criteria are a tall ground floor that allows optimal retail, and the location of the garage in a place where the shops can thrive. Some have turned out quite well, but many cities have made the mistake of placing low-ceilinged retail on the ground floor of parking decks in bad retail locations, with sad results.

The lot-liner: For this reason, many cities and developers have moved on to the better solution, which is to set the parking lot back slightly and hide it from view. In the 1990s, Mayor Riley of Charleston, SC, demonstrated that it only takes 20 feet of building to hide 200 feet of parking. That model has since proliferated, even spawning a now-



In Charleston, a little lot-liner building buffers a giant parking deck from its historic neighborhood.

common apartment-house type, the Dallas Donut, in which a ring of apartments hides a large parking lot at its center. Given all the successful versions of this building type across North America, it is fully reasonable for cities to require hidden parking, and to stop allowing buildings to place parking up against would-be walkable streets, however well it is clad.

The other mandate for the twenty-first century is to make parking lots convertible. If ride-hailing services—and eventually AVs—end up drastically reducing the need for parking, as predicted, we will wish that we had built all those parking structures with flat floors, removable ramps, and frames that can support conversion to human uses. Smart developers are doing it now.

RULE 92: Hide all parking structures from abutting streets behind occupied buildings. Design parking structures for eventual conversion to human use.

99

Start Code Reform Now

*Introduce stopgap measures while mounting
a campaign for true zoning reform.*

MUCH HAS BEEN WRITTEN about the failure of twentieth century zoning practice, and how it has been instrumental in creating many of the current problems facing our cities, our country, and our planet (see Rule 9). Thousands of communities have taken half-measures to circumvent their deeply flawed zoning codes and subdivision ordinances, such as eliminating unit size and parking minimums, modifying height limits and setback requirements, and changing street design standards. Every change helps, but many North American cities have reached the conclusion that simple code modifications are not enough. Just as fattening a rat does not make it a cat, conventional land use codes—introduced principally to limit disease and overcrowding, and subsequently developed as a tool for enforcing neighborhood homogeneity—simply lack the DNA to make vibrant, walkable neighborhoods. Particularly as they address the design of private buildings, conventional codes are missing the tools needed to ensure that streets and public spaces end up adequately comfortable and interesting; that edges are firm, parking is hidden, facades are sticky, and repeti-

tion is limited. Achieving these objectives requires a code organized around them. Such an instrument is referred to as a form-based code.

The first modern form-based codes were written in the 1980s. As already discussed, close to four hundred have been officially adopted. Some are citywide, but many apply only to areas within cities where walkability is specifically desired. This makes sense, since their rules are largely irrelevant in automotive sprawl.

Cities that want their ordinances to support walkability, rather than undermine it, probably need a form-based code. The problem is that major zoning reform is difficult, expensive, and slow. For that reason, it is smart, while pursuing more comprehensive reform, to enact a stopgap overlay for areas where current zoning is allowing mistakes to be made. In Tulsa, fear in the business community over excessive regulation led to the suggestion of a simple one-page code, to be applied in the downtown's Network of Walkability.²⁶² While it is catered to specific local challenges, one can see how a similar instrument could be useful in many other places.

SEVEN RULES FOR A SUCCESSFUL DOWNTOWN TULSA

A One-Page Zoning Overlay for Private Development

All developments proposed abutting the Network of Walkability shall be reviewed in light of the following criteria by City Planning staff, with exceptions to be granted only in the case of exemplary architectural merit.

- 1. Surface parking lots kill vitality.** No surface parking lots may be placed between a building edge and the sidewalk.
- 2. Dead walls create dead sidewalks.** Parking structures shall be exposed to sidewalks on the ground floor only at the locations of their car entrances. Entrance drives may be no wider than 11 feet for each lane of travel. The remainder of the parking deck's ground floor (and other floors, if desired) shall be shielded from the sidewalk by a habitable building edge at least 20 feet deep. That edge may be office, retail, residential, and/or vertical circulation, but retail use is not recommended where not adjacent to successful retail, and new retail space must have a minimum ceiling height of 12 feet.
- 3. Sidewalks need buildings near them.** With the exception of hotel porte-cocheres (allowed only for hotels with more than 100 guest rooms), all buildings shall place their facades within 10 feet of the sidewalk edge. If retail, any setback shall be paved to match the sidewalk. If residential or office, any setback may include greenery, stoops, patios, and other construction, with the exception that no walls or fences shall exceed

three feet in height. Exceptions may be granted for public or semipublic greens, plazas, or courtyards.

- 4. Curb cuts endanger people walking.** Curb cuts are not allowed for any buildings other than parking structures and hotels with more than 100 guest rooms. Smaller hotels shall conduct loading against the curb in the parking lane, where several spaces shall be designated for this use. No set of curb cuts shall be more than two lanes in number.
- 5. Front doors are essential.** Buildings with sidewalk facades and rear (or side) parking must place a primary entrance on the sidewalk frontage. Said entrance shall be unlocked whenever the secondary entrance is unlocked.
- 6. Homes against sidewalks need height.** Residential facades placed within 5 feet of the sidewalk edge must have a ground floor elevation of at least 18 inches. Ground-floor residential units are encouraged to have front porches or stoops along the sidewalk, even where also hallway-served.
- 7. Urban buildings need friendly faces.** Facades enfronting sidewalks shall average no less than 18 feet tall and shall have regularly spaced door and window openings on every story, with at least one opening in every 10 linear feet, with rare exceptions granted for special architectural features. The window-to-wall ratio for all facades shall be between 20% and 80%.

RULE 99: Begin the effort now to create a form-based code for the potentially walkable parts of your city. In the meantime, pass a one-page code overlay for key areas.

Exhibit F - Champaign MFUniv/CB3 District Comparison to B-3U

Champaign MFUniv and CB3 District Takeaways

Background and District Purpose

Most of Champaign's student housing is contained in its MFUniv and CB3 districts.

CB3 is Champaign's campus-oriented business district, which also allows residential uses above building ground floors. CB3 properties are primarily located along Green Street.

The MFUniv district consists of areas to the North and South of Green Street, and allows only residential uses.

Because our B3-U district is designed to attract both business and residential development, it is worth looking at both of Champaign's campus-oriented zoning districts.

General Development Regulation Comparisons

<u>Regulation</u>	<u>B-3U</u>	<u>MFUniv</u>	<u>CB3</u>
Max Height	None	75	175
Lot Size Min.	6,000 sf	6,500 sf	None
Lot Width Min.	60 feet	60 feet	None
Max FAR	4	None	None
Min OSR	.1	None	None
Front Yard	15	10	None (10 foot <u>max.</u>)
Side Yard	5	5	None
Rear Yard	.1	None	None
Parking	Required; based on use	None	None
Residential Bike Parking	Based on % of car parking	1 per 4 bedrooms	1 per 4 bedrooms

Other Design-Related Features of MFUniv and CB3

Both districts:

- When provided, parking access must be via an alley where available
- No parking allowed along a primary building façade
- Require a certain percentage (20-30%) of transparent glass on building façade

MFUniv:

- Multifamily units capped at 4 bedrooms per unit
- Architectural variation requirements for buildings longer than 75 ft (Sec. 37-197.e.)
- Buildings must have a primary, pedestrian entrance connecting to public sidewalk along a public street
- 70% of façade facing a public street must be brick

CB3:

- 20 foot height minimum
- Ground floor must be commercial (25% ground floor square footage cap for residential accessory lobbies and common areas)
- *Maximum* 10 ft setback
- Ground floor frontage must extend along 90% of lot width

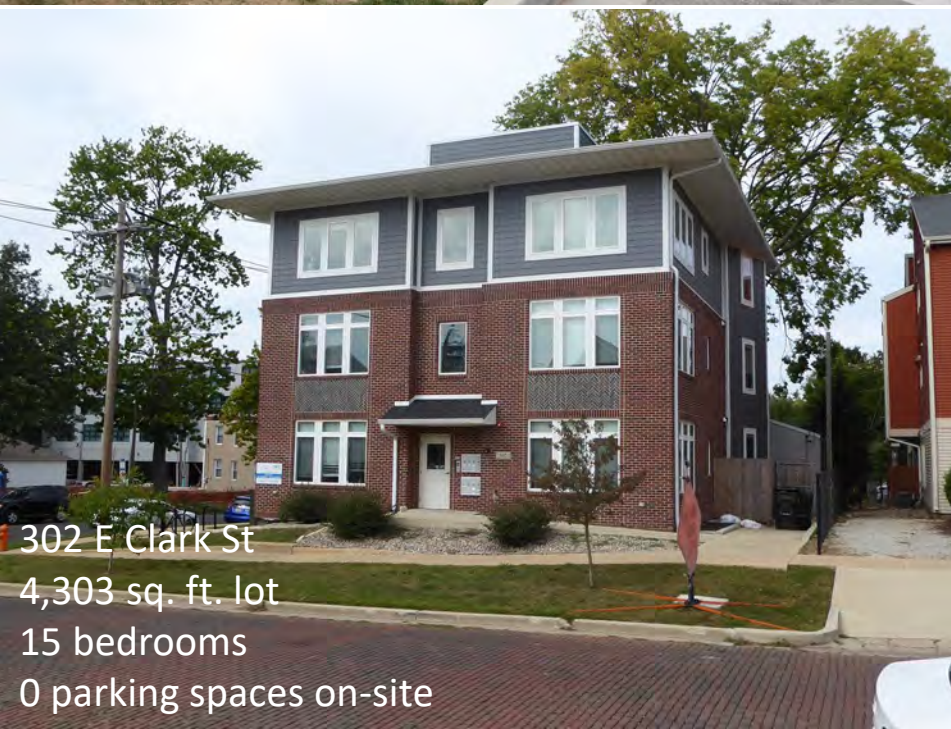
Exhibit F – Photos of MFUniv Apartment w/No Parking



207 S Wright St
4,762 sq. ft. lot
17 bedrooms
0 parking spaces on-site



301 S Wright St
4,479 sq. ft. lot
17 bedrooms
0 parking spaces on-site



302 E Clark St
4,303 sq. ft. lot
15 bedrooms
0 parking spaces on-site



405 S Fifth St
4,450 sq. ft. lot
15 bedrooms
0 parking spaces on-site

Exhibit F – Photos of MFUniv Apartment w/No Parking



Similar example in Urbana, with some parking

