



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Mayor Diane Wolfe Marlin and City Council Members

FROM: John A. Schneider, MPA, Director, Community Development Services Department
Kevin Garcia, AICP, Planner II
Brad Bennett, P.E., Interim Co-City Engineer
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DATE: February 21, 2019

SUBJECT: **An Ordinance Amending the Urbana Zoning Map** (Rezoning 802, 804, 806, and 808 Clark Street from R-4 to B-3; and 810, 812, 814, and 816 Clark Street, and 408 North Lincoln Avenue, from B-2 to B-3 / Plan Case No. 2361-M-18)

An Ordinance Approving a Special Use Permit (802, 804, 806, 808, 810, 812, 814, and 816 Clark Street, 406, 406 ½, and 408 North Lincoln Avenue / Rael Development Corporation – Plan Case 2362-SU-18)

Introduction

Rael Development Corporation requests a rezoning and Special Use Permit to allow a mixed use development for several properties on the southeast corner of Lincoln and University Avenues. The proposed development would include apartments, an extended stay hotel, and commercial space. The properties currently have mixed zoning: B-3, General Business; B-2, Neighborhood Business – Arterial; and R-4, Medium-Density Multiple Family Residential. The request would make all of the parcels consistently zoned as B-3, General Business. In the B-3 district, multifamily housing is only allowed with a Special Use Permit, and since the proposed development includes apartments, the applicant requests a Special Use Permit in addition to the rezoning.

The Plan Commission recommended approval of both the rezoning and the Special Use Permit, with conditions. Staff recommends the same.

Background

Description of the Site and Surrounding Properties

The property consists of several parcels totaling approximately 1 ½ acres. It is east of Lincoln Avenue, south of University Avenue, west of Busey Avenue, and north of Clark Street (see Exhibit A). The property contains a mix of smaller-scale commercial buildings at Lincoln/University and residential buildings along Clark Street. The commercial buildings have vehicle access from Lincoln Avenue and Clark Street.

The surrounding area is commercial, residential, and medical- and university-related. To the west is a three-story commercial building (with Einstein’s Bagels on the corner); to the northwest is “The Retreat,” a townhome development that is under construction; to the north, northeast, and east are Carle Foundation Hospital properties; and to the south are residential properties.

The following chart identifies the current zoning, existing land uses, and Comprehensive Plan future land use designations of the site and surrounding properties (see Exhibits A, B, and C).

	Zoning	Existing Land Use	Future Land Use
Site	B-3, General Business / B-2, Neighborhood Business-Arterial / R-4, Medium Density Multiple-Family Residential	Commercial / Residential	Community Business / “Gateway”
North	MIC, Medical Institutional Campus / B-3, General Business	Hospital / Clinic	Community Business
East	B-3, General Business	Hospital	Institutional
South	R-4, Medium Density Multiple-Family Residential	Single-Family Residential	Multifamily / Campus Mixed Use
West	B-3, General Business / B-3U, General Business - University	Commercial	Campus Mixed Use

Proposed Use

The proposed uses are apartments, an extended-stay hotel, and retail that is accessory to the hotel and apartments. The preliminary site plan (Exhibit E) indicates there will be approximately 10,000 sq. ft. of leasable commercial space, 40 extended stay units, 208 apartments (336 bedrooms), and 204 parking spaces on the site. While the site plan is preliminary, the applicant will be required to submit final plans that conform with all of the City of Urbana’s development regulations prior to construction.

Public Input

On January 15, 2019, at Saint Patrick Catholic Church, the applicant held an open house about the project (including the “by right” development south of Clark Street). More than 50 people attended. The developer answered questions about the project’s design, building height and orientation, screening, parking, and more.

The Plan Commission held a public hearing on the requests at its January 24 and February 7, 2019, regular meetings. Several members of the public spoke in opposition to the requests. A number of issues were discussed by Commission during the hearing including building height, density, infrastructure, and transportation. At its February 7 meeting, the Plan Commission voted 5-3 to recommend approval of the zoning map amendment (rezoning) to B-3, and voted 7-1 to recommend approval of the Special Use Permit, with the following conditions:

1. The development shall be constructed in general conformance with the attached site plan.
2. The developer shall submit a final Traffic Impact Analysis, including analysis of pedestrian and transit use, prior to the City issuing any building permits.
3. The developer shall adequately mitigate negative impacts the final Traffic Impact Analysis anticipates prior to the City issuing a Certificate of Occupancy.
4. The maximum height of the building shall be 65 feet.

Discussion

A discussion of the main points raised by the Commission appears below, followed by an analysis of the rezoning and Special Use Permit criteria.

Building Height/Density

While the B-3 district does not have a limit on building height, height in the district is effectively limited by a combination of floor area ratio (FAR), parking requirements, and Urbana's building code.

The maximum FAR in the B-3 district is 4.0. In theory, this means that a four-story building could be built covering the entire site, a six-story building could cover three quarters of the site, or an eight-story building could cover half the site. In practice, the FAR is only one limiting factor, and a building taller than six stories is unlikely on this site.

Parking can take up a lot of land on a site. Given the large number of potential uses in the B-3 district, it is not reasonable to calculate what percentage of the site would need to be devoted to parking for any given use that is allowed in the district. However, it is fair to say that maximizing the density on the site would result in a substantial requirement for parking. In fact, for the proposed development, parking covers approximately two-thirds of the site, which includes some ground-level parking spaces that are underneath the building. The economics of development in Urbana usually do not justify underground or structured parking, which typically cost three to five times as much to construct as surface parking.¹

Building regulations and the resulting costs further limit the possibility that a building taller than six stories would be constructed. In basic terms, the taller a building is, the stricter the requirements are to build it (and the more expensive it is to build per story). Generally, any building under seven stories (like the proposed building) is the least expensive to build per story; buildings between seven and nine stories are more expensive per story; and buildings taller than nine stories are the most expensive per story.

Exhibit I includes a table from the International Code Council that provides estimates for a building's cost per-square-foot, based on the building's use and type of construction.² Notes have been added to the exhibit to help make the table more understandable and to highlight the relative costs of multiple-family residential and hotel uses based on building height. According to the table, to build a seven- to nine-story building with apartments and hotel rooms would cost about 15 percent more *per story* than the five-story building that is proposed. To build a building taller than nine stories would cost around 25 percent more *per story*. In short, it would be significantly more expensive to build a tall building on the site.

Taller buildings typically contain residential or office uses, often with commercial uses on the first floor (or two). According to Brandon Boys, Urbana's Economic Development Manager, Urbana has

¹ Victoria Transport Policy Institute, *Transportation Cost and Benefit Analysis II – Parking Costs*, available at: (<http://www.vtpi.org/tca/tca0504.pdf>)

² Exhibit I is based on nationally-derived data. While the costs presented are not specifically tailored to Urbana, they are useful in comparing the relative costs of different types of construction. In addition, Patrick Bolger, Urbana's Building Safety Inspector, has compared the national data presented in Exhibit I to recently-built projects in Urbana and has found the numbers to be quite comparable.

a surplus of office space. If the entire site is rezoned to B-3, it would not be economically feasible for a developer to purchase the site for office uses.

While a hotel would be allowed by right in the B-3 district, it is likely that any building on this site that would be taller than two or three stories would include residential units as well. Any proposal that includes residential units would require a Special Use Permit and would be subject to review by the Plan Commission and City Council.

Due to the FAR, parking requirements, and building code restrictions, and given the realities of the real estate market for tall buildings, it is extremely unlikely that any development on the site would be taller than six stories in the event that the parcels are rezoned and the proposed development is not built.

Sanitary and Storm Sewer Systems

At the public hearing, several people expressed concerns about whether the existing sanitary sewer infrastructure could handle the proposed development, and if the stormwater runoff from the site would be problematic and cause flooding issues for neighboring properties.

In a typical development process, the first step is to ensure that a proposed use is allowed. In this case, the proposed use will only be allowed if both the rezoning and Special Use Permit are granted. Only after receiving necessary zoning approvals are detailed engineering plans for infrastructure prepared. At that point, the detailed plans are reviewed to ensure all applicable regulations are met. To require an applicant to provide such plans at the zoning approval stage would be premature; if a proposed use is not allowed, there is no reason to spend time – and money – on detailed engineering plans.

Stormwater flows from the subject properties are presently undetained, and no stormwater detention is provided. The proposed development is required to provide stormwater detention for any increase in impervious area over the existing land use. The discharge rate for that new impervious area is restricted to the five-year pre-development design storm so the amount of additional stormwater runoff off the site is minimized. The proposed development site drains to a 48-inch storm sewer on Clark Street that runs east to Coler Avenue. Stormwater from the proposed site outlets to the Boneyard Creek by a 54-inch storm sewer on Springfield Avenue just east of its intersection with Coler Avenue.

A search of the City's flooding and drainage complaint files did not find any complaints for the area surrounding proposed development site. The Greely and Hansen Stormwater Master plan also did not identify any drainage problems or proposed any stormwater infrastructure improvements for the area around the proposed development site.

In conclusion, the increased amount of stormwater flow from the proposed development will be controlled by the City's stormwater detention requirements. Based on a review of the City's flooding and drainage complaint files and the Greely and Hansen Stormwater Master Plan there is no evidence to suggest there is a storm sewer capacity issue or street flooding in the area of the proposed development.

The proposed development site is projected to generate 60,000 gallons of wastewater per day. The wastewater generated by the existing properties for the proposed development is estimated at 10,000

gallons per day. The proposed development site is anticipated to discharge to an 8-inch sanitary sewer on Clark Street or Busey Street that has a capacity of 490,000 gallons per day, so the 50,000 gallons per day increase in flows represents only 10% of the capacity of the sanitary sewer pipe. A visual observation of the flows in the 8-inch sanitary sewers on Busey and Clark Streets on February 4, 2019, revealed that the pipe was flowing only at 10% of full depth so there is sufficient capacity for the proposed development.

The 8-inch sanitary sewers on Busey and Clark Streets flow north along Busey Avenue to a 10-inch sanitary sewer running east mid-block between Park Street and University Avenue. The 10-inch sanitary sewer has a capacity of 750,000 gallons per day, so the 50,000 gallons per day increase in flows represent only 7% of the capacity of the sewer pipe. A visual observation of the flows in the 10-inch sanitary sewer on Central Avenue on February 4, 2019, revealed that the pipe was flowing only at 50% of full depth so there is sufficient capacity for the proposed development. The 10-inch sanitary discharges to an Urbana-Champaign Sanitary District (UCSD) interceptor at Race Street mid-block between University Avenue and Park Street. Public Works Staff confirmed with the UCSD Engineer Mark Radi that their interceptor has sufficient capacity for the additional wastewater flows generated by proposed development.

A search of the City's sewer back-up complaint files did not find any complaints for the proposed development site. The Greely and Hansen Sanitary Master plan also did not identify any sanitary back-up problems or proposed any sanitary sewer infrastructure improvements for the area around the proposed development site.

In conclusion, the sanitary sewers for the proposed development have adequate capacity for the increase in wastewater flows generated by the new development. Also based on a review of the City's sanitary sewer back-up complaint files and the Greely and Hansen Sanitary Master Plan there is no evidence to suggest there is a sanitary sewer capacity issue in the area of the proposed development.

Site Access (Overview)

The site has good access whether walking, biking, taking transit, or driving to the site, although automobile access poses some challenges for the northern half of the site.

An important note is that the City is planning significant construction work on Lincoln Avenue this year between Green Street and University Avenue, which will include making sidewalks safer and more comfortable, and making better crossings of Lincoln Avenue for people walking and biking. The existing sidewalks on Lincoln Avenue between Clark Street and University Avenue are narrow, unwelcoming, and in disrepair (see Exhibit K). The proposed redevelopment provides an opportunity to work with the developer to improve the planned sidewalk reconstruction to make it even better than is currently planned.

Automobile Access

There are currently three active automobile access points to the site (two wide driveways and a private alley) on Lincoln Avenue. One of the driveways and the alley provide automobile access to the B-3-zoned commercial parcels on the corner of Lincoln and University Avenues. The driveway is less than 30 feet from the intersection, and the alley is in the middle of the block between University Avenue and Clark Street. The B-2-zoned commercial site on the corner of Lincoln Avenue and Clark Street

has a wide driveway on Lincoln Avenue and a driveway on Clark Street. The remaining (B-2 and R-4) parcels all have driveways on Clark Street.

If the rezoning request is granted and the proposed development is built, all three existing access points on Lincoln Avenue would be closed, which should improve safety on Lincoln Avenue. Several people expressed concerns at both the open house and the Plan Commission hearing that the proposed development would create traffic problems on Lincoln Avenue (from people trying to turn onto Lincoln Avenue from Clark Street). However, if the lots were successfully redeveloped with the current zoning and access points in place, the traffic problems on Lincoln Avenue would likely be much more problematic than if the current proposal is built.

Transit Access

Within two blocks of the site, there are MTD stops for the #6 and #22/#220 bus routes. The #6 route serves Downtown Urbana, Carle, OSF, the Illinois Terminal, and Downtown Champaign, while the #22/#220 serves the University of Illinois and apartment complexes along University Avenue and N. Lincoln Avenue. In addition, within four blocks of the site are stops on Springfield Avenue for the #13 and #10 bus routes, which serve the University of Illinois and Downtown Urbana, and on Lincoln and Fairview Avenue there is a stop for the #7 bus route, which serves Parkland College, Downtown Urbana, Downtown Champaign, and the Urbana Walmart.

The site is well-served by public transit.

Pedestrian Access

The site is within walking distance of the University of Illinois (especially the medical and engineering schools), the OSF and Carle medical campuses, and Downtown Urbana. Most of the surrounding streets have sidewalks. One exception is that there is no sidewalk on the west side of Busey Avenue between Clark Street and University Avenue, a portion of which lies along the subject properties. The Urbana Subdivision and Land Development Code would require a sidewalk be built along the subject properties as part of the redevelopment of the site.

The proposed development would have a significant pedestrian entrance on the corner of Lincoln Avenue and University Avenue, which would not only make walking to the site easier, but would enliven that street corner and help provide the “gateway” feel that the Comprehensive Plan called for more than 13 years ago. This entrance would also encourage pedestrians who wish to cross Lincoln Avenue to exit the building at the corner, where there are already traffic signals and crosswalks.

The site would also have additional pedestrian access points on Clark Street and Lincoln Avenue.

Bike Access

The site is a short bike ride from the University of Illinois, the OSF and Carle medical campuses, and Downtown Urbana. It is one block from Main Street, which is designated as a bike route in the Urbana Bicycle Master Plan. Furthermore, the intersection of Main Street and Lincoln Avenue will have a significantly improved bicycle/pedestrian crossing installed later this year, which will give the site better and safer biking access to and from the University. Nearby, there is a bike route on Coler Avenue, which connects to other bike routes to the south and off-street paths in Crystal Lake Park.

Future Plans for University Avenue and Lincoln Avenue

The Illinois Department of Transportation (IDOT) is undertaking the University Avenue Safety Improvement Project between Wright Street to the west and Maple Street to the east and will include safety enhancements to the University and Lincoln Avenues intersection. Improvements consist of new American Disability Act (ADA)-compliant curb ramps, crosswalk markings, signal modernization, and pavement resurfacing.

The project is scheduled for an April 2019 letting with the construction work expected to occur over several construction seasons.

Meanwhile, the City will soon begin the long-planned Lincoln Avenue and Springfield Avenue Resurfacing Project, with the Lincoln Avenue improvements slated from Green Street to University Avenue.

Overall improvements consists of pavement resurfacing and new ADA-complaint curb ramps, and a number of improvements are concentrated along Lincoln Avenue. The lane widths on Lincoln Avenue will be narrowed to 11 feet. The sidewalks along the west side of Lincoln Avenue and the south side of Springfield Avenue will be made ADA-compliant so they can serve as accessible pedestrian routes. Pedestrian refuge islands, side street curb bump outs, crosswalk markings and pedestrian warning signs will be installed at the Lincoln Avenue/Clark Street, Lincoln Avenue/Main Street and Lincoln Avenue/Stoughton Street intersections. Bi-directional curb ramps and new pedestrian push buttons will be installed at the Lincoln Avenue and Springfield Avenue intersection.

The project is scheduled for a late spring/early summer 2019 letting with construction work expected to occur over two construction seasons.

Traffic Impact Analysis

The applicant has retained Berns, Clancy and Associates (BCA) to perform a Traffic Impact Analysis (TIA) for the proposed development. A draft of that analysis is attached in Exhibit J.

At the February 7, 2019, Plan Commission hearing, Chris Billing of BCA presented findings from the preliminary traffic impact analysis. Mr. Billing stated that the preliminary analysis was not expected to add a significant amount of automobile traffic to surrounding streets, and that many of the residents are expected to take transit, walk, or bike to their destinations. (*See Exhibit L, Plan Commission minutes, for more information.*)

Prior Rezoning Attempt

In 2016 (Plan Case No. 2289-M-16), the property owner requested that the subject parcels be rezoned to B-3U, General Business – University. At the public hearing, several members of the public spoke in opposition to any B-3U zoning east of Lincoln Avenue. They voiced concerns about access to the site, about the speculative nature of the rezoning (the rezoning was intended to make the site more attractive to a potential developer, and as such did not include any proposal for the development of the site). After the case was continued at the Plan Commission hearing, the owner withdrew the application.

Potential Redevelopment Scenarios if Rezoning and Special Use Permit are Denied

If the rezoning and Special Use Permit are denied, several scenarios are possible.

Perhaps the most likely scenario would be that the site will remain in its current underdeveloped state for the near-to-long term. That scenario is undesirable. The Comprehensive Plan, adopted 13 years ago, clearly envisioned that the site would be redeveloped as a mixed-use gateway to the University District, which the current proposals would provide.

A second possible scenario is that the site would be redeveloped in separate pieces based on the current zoning designations. In this scenario, the northern parcels would be redeveloped under the B-3 regulations, the southwestern parcels under the B-2 regulations, and the southeastern parcels under the R-4 regulations. That scenario is also undesirable. As discussed at the Plan Commission meeting on January 24, the northern site has no automobile access on University Avenue. If the current B-3-zoned site is redeveloped and is successful, there would be increased traffic to the site. The City would likely require the closure of the northern driveway because it is very close to the Lincoln/University intersection, leaving the alley as the sole access point to the site. While reducing the access points to one would be an improvement, the increased traffic using the alley would likely cause congestion and safety issues on Lincoln Avenue.

While a desirable use like a grocery store or restaurant could be built in this scenario, a more auto-oriented use like a gas station or fast food restaurant would be equally likely, and could be built by-right under the current zoning.

A third scenario is that a developer attempts to create a unified development across all of the parcels as currently zoned. In this scenario, the developer would either need to create a by-right development that would have to meet the regulations of three separate zoning districts, or they could seek approval for a Planned Unit Development, which would require an architect to draw up new plans, and a new round of public hearings to occur.

Rezoning Criteria

In the case of *La Salle National Bank v. County of Cook* (the “La Salle” case), the Illinois Supreme Court developed a list of factors that are used to evaluate the legal validity of a zoning classification for a particular property. In addition to the six La Salle Criteria, the court developed two more factors in the case of *Sinclair Pipe Line Co. v. Village of Richton Park*. Together, all eight factors are discussed below to compare the current zoning to the proposed zoning.

1. The existing land uses and zoning of the nearby property.

Rezoning to the B-3 district would be compatible with the zoning and land uses of the areas surrounding all of the parcels in this request (see Exhibit A). To the north and east are Carle hospital properties, to the west are commercial properties zoned B-3 and B-3U, and to the south residential properties that are zoned for medium density multifamily residential.

This criterion weighs in favor of the proposed rezoning.

2. *The extent to which property values are diminished by the restrictions of the ordinance.*³

(This is the difference in the value of the neighboring properties with the current zoning of the subject properties, compared to the value of the neighboring properties if the subject properties are zoned B-3, Central Business.)

Rezoning the parcels to B-3 would allow more business uses on the properties, and would allow the proposed apartments to be built. Currently, as zoned (B-2 and R-4), the properties are underdeveloped and probably do not enhance the value of surrounding properties.

It is also unlikely that the rezoning would diminish the value of surrounding properties. If anything, the rezoning would make it more likely that the parcels are redeveloped in a way that could increase nearby property values.

This criterion weighs in favor of the proposed rezoning.

3. *The extent to which the ordinance promotes the health, safety, morals or general welfare of the public.*

The proposed rezoning would not harm the health, safety, morals, or general welfare of the public. The current zoning already allows business and multi-family uses, though not in a unified development as is proposed. It is unlikely the rezoning would affect the general welfare of the public in any way beyond what is currently allowed.

This criterion weighs in favor of the proposed rezoning.

4. *The relative gain to the public as compared to the hardship imposed on the individual property owner.*

The Lincoln/University intersection is one of the most important intersections in Urbana, and it has been underdeveloped and underutilized for decades.

The public would gain significant benefits from rezoning the site; it would allow the proposed development, which would create a mixed use gateway to the University District, fulfilling the Comprehensive Plan's vision for the block. It would also provide hotel rooms, apartments, and commercial space in close proximity to the University of Illinois, the OSF and Carle Foundation Hospital campuses, and Downtown Urbana.

This criterion weighs in favor of the proposed rezoning.

5. *The suitability of the subject property for the zoned purposes.*

The properties are well-suited for commercial uses, which the B-3 district allows. The site is on the important (but underdeveloped) corner of Lincoln and University Avenues. University Avenue is one of the major commercial corridors in Urbana, and rezoning the parcels along the north side of Clark Street would allow the entire site to be redeveloped as a cohesive development, which is difficult given the mixed zoning that currently exists.

This criterion weighs in favor of the proposed rezoning.

³ Please note that the Urbana City Planning Division staff are not professional appraisers and that a professional appraiser has not been consulted regarding the impact on the value of the property. Any discussion pertaining to property values must be considered speculative and inconclusive.

6. *The length of time the property has been vacant as zoned, considered in the context of land development, in the area, in the vicinity of the subject property.*

The parcels are not vacant, but they are underdeveloped given the importance of the location they occupy at corner of Lincoln and University Avenues. Several earlier attempts to rezone the parcels failed due in part to a lack of a development plan for the site (i.e. the rezoning requests were speculative). The proposed development would ensure that if rezoned, the parcels could be put to better use than at present.

This criterion weighs in favor of the proposed rezoning.

7. *The community's need for more of the proposed use.*

Urbana has few extended stay hotel options, especially so close to the University, OSF, and Carle campuses, which are all likely to be served by that use. While there have been many new apartment developments in Urbana (and Champaign) in the recent past, the proposed development is very close to the University and both hospitals. It is likely to be attractive to people who want to live near one (or more) of those. At such a prominent corner (Lincoln and University Avenue), more cafe/retail space is desirable.

This criterion weighs in favor of the proposed rezoning.

8. *The care with which the community has planned its land use development.*

In the 2005 Comprehensive Plan, the parcels are identified as "Community Business." They are further identified by a note stating "Promote as 'gateway' to University District through architecture and urban design of mixed-use redevelopment." The existing uses on the site do not provide such a gateway. The proposed rezoning would allow the redevelopment of the site, which could help to realize the goal of the Comprehensive Plan: to have a mixed-use "gateway" at the corner of Lincoln and University Avenue.

This criterion weighs in favor of the proposed rezoning.

Requirements for a Special Use Permit

According to Section VII-4.A of the Urbana Zoning Ordinance, an application for a Special Use Permit shall demonstrate the following:

1. *That the proposed use is conducive to the public convenience at that location.*

The property is located at a very important intersection in Urbana. Adding a mix of apartments, retail, and extended stay hotel units to this corner would be beneficial to the public. The site is along University Avenue, a commercial corridor. The retail space will add to the commercial mix along University Avenue and the apartments and extended stay units will add more customers for the nearby businesses.

The Urbana Comprehensive Plan designates this area of the City for Community Business uses, and further highlights the site as a mixed-use "gateway" to the University District. The proposed building is designed to complement the commercial building across Lincoln Avenue to provide an identifiable gateway to the corridor to the south.

2. That the proposed use is designed, located, and proposed to be operated so that it will not be unreasonably injurious or detrimental to the district in which it shall be located, or otherwise injurious to the public welfare.

The proposed use will not be injurious to the public at this location. The area is highly suitable for commercial and residential uses, and the addition of 40 extended stay hotel units so close to Carle Foundation Hospital, OSF HealthCare, and the University of Illinois' campus would be beneficial to the public.

3. That the proposed use conforms to the applicable regulations and standards of, and preserves the essential character of, the district in which it shall be located, except where such regulations and standards are modified by Section VII-7.

The character of the B-3, General Business District would be preserved and enhanced with the proposed use. The proposed development must meet all requirements for setbacks, screening, parking, drainage, and all other applicable development requirements prior to construction.

Summary of Findings

1. Rael Development, Inc. requests a rezoning to B-3, General Business, and a Special Use Permit to allow Multi-Family Residential use in the B-3, General Business District, at 802, 804, 806, 808, 810, 812, 814, and 816 Clark Street and 406, 406 ½, and 408 North Lincoln Avenue
2. The properties would be rezoned from their current designations to B-3, General Business to provide consistent zoning for a unified development.
3. The proposed zoning map amendment would correct inconsistencies in the Zoning Map.
4. The proposed zoning map amendment is consistent with the 2005 Urbana Comprehensive Plan.
5. The proposed zoning map amendment generally meets the rezoning criteria.
6. The proposed use is conducive to the public convenience at this location, as the retail space will add to the commercial mix along University Avenue and the apartments and extended stay units will add more customers for the nearby businesses.
7. The proposed use would not be unreasonably injurious or detrimental to the district in which it shall be located, as the area is highly suitable for commercial and residential uses, and the addition of 40 extended stay hotel units will be beneficial to the public.
8. The proposed use meets the regulations and standards of, and preserves the essential character of the B-3 district in which it shall be located, as it will meet setbacks, screening, drainage, and other requirements of the district.
9. The proposed use is consistent with the Community Business designation, and the "gateway" notation as identified in the 2005 Urbana Comprehensive Plan Future Land Use Map.

Options

The City Council has the following options regarding the Ordinance Amending the Urbana Zoning Map:

1. Approve the ordinance as presented; or
2. Deny the ordinance.

The City Council has the following options regarding the Ordinance Approving a Special Use Permit:

1. Approve the ordinance, which includes conditions.
2. Approve the ordinance without any conditions or with revised conditions.
3. Deny the ordinance.

Recommendation

At its February 7, 2019, meeting, the Plan Commission voted with five ayes and three nays to forward the rezoning request to the City Council with a recommendation for APPROVAL. The Plan Commission also voted with seven ayes and one nay to forward the Special Use Permit request to the City Council with a recommendation for APPROVAL with CONDITIONS. Following the Plan Commission meeting, the applicant's architect examined more closely the proposed building height and requested slightly more height in the northeastern portion of the building to accommodate roof access. The staff recommends approval of both ordinances, with the ordinance for the Special Use Permit including the following conditions:

1. The development shall be constructed in general conformance with the attached site plan and renderings.
2. The developer shall submit a final Traffic Impact Analysis, including analysis of pedestrian and transit use, prior to the City issuing any building permits.
3. The developer shall adequately mitigate negative impacts the final Traffic Impact Analysis anticipates prior to the City issuing a Certificate of Occupancy.
4. That the maximum height of the building is 65 feet, except that the building height may reach 70 feet near the northeast corner of the building to accommodate roof access.

Attachments: Exhibit A: Location and Existing Land Use Map
Exhibit B: Zoning Map
Exhibit C: Future Land Use Map
Exhibit D: Applications for Zoning Map Amendment and Special Use Permit
Exhibit E: Site Plan and Renderings
Exhibit F: Zoning Description Sheets for B-3, B-2, and R-4 Districts
Exhibit G: Sewer Infrastructure Map
Exhibit H: Transit and Walking Map
Exhibit I: Building Valuation Data
Exhibit J: Traffic Impact Analysis
Exhibit K: Site Photos
Exhibit L: Plan Commission Minutes – January 24, 2019, and February 7, 2019 (Draft)

CC: Graeme Rael, Rael Development Corporation

ORDINANCE NO. 2019-02-015

AN ORDINANCE AMENDING THE URBANA ZONING MAP

(Rezoning 802, 804, 806, and 808 West Clark Street from R-4 to B-3; and 810, 812, 814, and 816 Clark Street, and 408 North Lincoln Avenue, from B-2 to B-3 / Plan Case No. 2361-M-18)

WHEREAS, Rael Development Corporation, the owner of certain real property, has applied to the City of Urbana ("City") for a Zoning Map Amendment to rezone approximately 0.55-acres of parcels commonly addressed as 802, 804, 806, and 808 Clark Street, in west Urbana from R-4, Medium Density Multiple-Family Residential to B-3, General Business, and 810, 812, 814, and 816 Clark Street, and 408 North Lincoln Avenue, in west Urbana from B-2, Neighborhood Business-Arterial to B-3, General Business; and

WHEREAS, the Plan Commission held a public hearing on such application at 7:00 p.m. on Thursday, January 24, 2019, and Thursday, February 7, 2019, in Plan Case No. 2361-M-18; and

WHEREAS, in accordance with Urbana Zoning Ordinance Section XI-10, due and proper notice of such public hearing was given by publication in The News-Gazette, a newspaper having a general circulation within the City, on a date at least 15 days but no more than 30 days before the time of the public hearing, and by posting a sign containing such notice on the real property identified herein; and

WHEREAS, the Urbana Plan Commission voted five (5) ayes and three (3) nays to forward the case to the Urbana City Council with a recommendation to approve the rezoning request; and

WHEREAS, the findings of the Plan Commission indicate that approval of the rezoning request will promote the general health, safety, and welfare of the public; and

WHEREAS, the City Council finds that the requested rezoning is consistent with the goals, objectives, and generalized land use designations of the City of Urbana 2005 Comprehensive Plan; and

WHEREAS, the City Council finds that the requested rezoning is consistent with the criteria contained in *La Salle Nat. Bank of Chicago v. Cook County*, 12 Ill. 2d 40, 145 N.E.2d 65 (1957) and *Sinclair Pipe Line Co. v. Village of Richton Park*, 19 Ill.2d 370 (1960); and

WHEREAS, after due consideration, the City Council further finds that an amendment to the Urbana Zoning Map as herein provided will protect the public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1.

The Official Zoning Map of Urbana, Illinois, is herewith and hereby amended to change the zoning classification of the following described properties:

The subject properties to be rezoned from R-4, Medium Density Multiple-Family Residential to B-3, General Business is more accurately described as follows:

THE EAST 1/3 OF LOT 14 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, AS PER PLAT RECORDED IN DEED RECORD 8 AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS, EXCEPT THE FOLLOWING DESCRIBED TRACT:

BEGINNING AT THE NORTHEAST CORNER OF SAID LOT 14; THENCE WESTERLY ALONG THE NORTH LINE OF SAID LOT 14, A DISTANCE OF 66.00 FEET; THENCE SOUTHEASTERLY ALONG A CURVE CONVEX TO THE NORTH HAVING A RADIUS OF 91.75 FEET TO A POINT ON THE EAST LINE OF SAID LOT 14, SAID POINT BEING 28.17 FEET SOUTH OF THE NORTHEAST CORNER OF SAID LOT 14; THENCE ALONG THE EAST LINE OF SAID LOT 14, A DISTANCE OF 28.17 FEET TO THE NORTHEAST CORNER OF SAID LOT 14 TO THE POINT OF BEGINNING, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS

Commonly known as 802 West Clark Street.

Permanent Index No.: 91-21-08-352-012

THE WEST HALF OF THE EAST TWO-THIRDS OF LOT 14 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, AS PER PLAT RECORDED IN DEED RECORD 8 AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 804 West Clark Street.

Permanent Index No.: 91-21-08-352-011

THE WEST 1/3 OF LOT 14 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, AS PER PLAT RECORDED IN DEED RECORD 8 AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 806 West Clark Street.

Permanent Index No.: 91-21-08-352-010

THE EAST 1/3 OF LOT 19 OF M. W. BUSEY'S HEIRS' ADDITION TO THE CITY OF URBANA, AS PER PLAT RECORDED IN DEED RECORD AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 808 West Clark Street.

Permanent Index No.: 91-21-08-352-009

The subject properties to be rezoned from B-2, Neighborhood Business - Arterial, to B-3, General Business is more accurately described as follows:

THE CENTER ONE-THIRD OF LOT 19 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, AS PER PLAT RECORDED IN DEED RECORD 8 AT ~AGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 810 West Clark Street.

Permanent Index No.: 91-21-08-352-008

THE WEST ONE-THIRD OF LOT 19 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, AS PER PLAT RECORDED IN DEED RECORD 8 AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 812 West Clark Street.

Permanent Index No.: 91-21-08-352-007

THE EAST HALF OF LOT 18 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA AS PER PLAT RECORDED IN DEED RECORD 8 AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 814 West Clark Street.

Permanent Index No.: 91-21-08-352-006

THE WEST HALF OF LOT 18 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA AS PER PLAT RECORDED IN DEED RECORD A AT PAGE 444, EXCEPT THE NORTH 72 1/2 FEET, AND EXCEPT THE FOLLOWING PART OF SAID LOT 18:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 18, SAID CORNER BEING 33 FEET EAST OF THE CENTERLINE OF LINCOLN AVENUE AND 33 FEET NORTH OF THE CENTERLINE OF CLARK STREET; THENCE IN A NORTHERLY DIRECTION ALONG THE EAST LINE OF LINCOLN AVENUE, A DISTANCE OF 16 FEET; THENCE IN A SOUTHEASTERLY DIRECTION TO A POINT ON THE NORTH LINE OF CLARK STREET, SAID POINT BEING 6 FEET EAST OF THE SAID POINT OF BEGINNING; THENCE IN A WESTERLY DIRECTION, A DISTANCE OF 6 FEET TO THE POINT OF BEGINNING, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 816 West Clark Street.

Permanent Index No.: 91-21-08-352-005

THE NORTH 72 1/2 FEET OF THE WEST HALF OF LOT 18 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, AS PER PLAT RECORDED IN DEED RECORD 8 AT PAGE 444, SITUATED IN CHAMPAIGN COUNTY, ILLINOIS; AND

THAT PART OF LOTS 16 AND 17 IN M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF LOT 17 OF M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA, THENCE NORTH 30 FEET ON THE WEST LINE OF SAID LOT, THENCE EAST 150 FEET, THENCE SOUTH 30 FEET TO THE SOUTH LINE OF SAID LOT 16, THENCE WEST ALONG THE SOUTH LINE OF SAID LOTS 16 AND 17 TO THE PLACE OF BEGINNING; AND

THAT PART OF LOTS 16 AND 17 IN M. W. BUSEY'S HEIRS' ADDITION TO THE TOWN (NOW CITY) OF URBANA DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT 178 1/2 FEET NORTH OF THE SOUTHWEST CORNER OF LOT 18 OF SAID SUBDIVISION, THENCE EAST 200 FEET TO A POINT, THENCE NORTH 69_1 FEET TO THE RIGHT OF WAY OF THE WABASH RAILROAD, THENCE NORTHWEST ALONG SAID RAILROAD RIGHT OF WAY 98.3 FEET TO THE SOUTH .LINE OF UNIVERSITY AVENUE, THENCE WEST ALONG THE SOUTH LINE OF UNIVERSITY AVENUE 1 08.1 FEET TO THE EAST LINE OF LINCOLN AVENUE, THENCE SOUTH ALONG THE EAST LINE OF LINCOLN AVENUE 102 FEET TO THE PLACE OF BEGINNING, IN CHAMPAIGN COUNTY, ILLINOIS.

Commonly known as 406 North Lincoln Avenue.

Permanent Index No.: 91-21-08-352-013

Section 2.

The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code.

This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this _____ day of _____, _____.

AYES:

NAYS:

ABSTENTIONS:

Charles A. Smyth, City Clerk

APPROVED BY THE MAYOR this _____ day of _____, _____.

Diane Wolfe Marlin, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Charles A. Smyth, certify that I am the duly elected and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois. I certify that on the ____ day of _____, _____, the corporate authorities of the City of Urbana passed and approved Ordinance No. _____, entitled: **Rezoning 802, 804, 806, and 808 West Clark Street from R-4 to B-3; and 810, 812, 814, and 816 Clark Street, and 408 North Lincoln Avenue, from B-2 to B-3 / Plan Case No. 2361-M-18** which provided by its terms that it should be published in pamphlet form. The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the ____ day of _____, _____, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this _____ day of _____, _____.

(SEAL)

Charles A. Smyth, City Clerk

ORDINANCE NO. 2019-02-016

An Ordinance Approving a Special Use Permit

(802, 804, 806, 808, 810, 812, 814, and 816 Clark Street, 406, 406 ½, and 408 North Lincoln Avenue / Rael Development Corporation – Plan Case 2362-SU-18)

WHEREAS, Rael Development Corporation has petitioned the City for approval of a Special Use Permit to allow Multiple-Family Residential use in the B-3, General Business, at 802, 804, 806, 808, 810, 812, 814, and 816 Clark Street, 406, 406 ½, and 408 North Lincoln Avenue.; and

WHEREAS, the Urbana Zoning Ordinance requires a Special Use Permit for multi-family dwellings in the B-3, General Business District; and

WHEREAS, the proposed use is conducive to the public convenience at this location and is located in an area that already contains residential and commercial uses; and

WHEREAS, the proposed use would not be unreasonably injurious or detrimental to the district in which it shall be located; and

WHEREAS, the proposed use conforms to the regulations and standards of, and preserves the essential character of the B-3, General Business Zoning District in which it shall be located; and

WHEREAS, after due publication, the Urbana Plan Commission held a public hearing on January 24, 2019, and February 7, 2019. On February 7, 2019, the Urbana Plan Commission voted with seven (7) ayes and one (1) nay to forward Plan Case 2362-SU-18 to the Urbana City Council with a recommendation to approve the request for a Special Use Permit, subject to the conditions specified in Section 1 herein; and

WHEREAS, approval of the Special Use Permit, with the conditions set forth below, is consistent with the requirements of Section VII-4 of the Urbana Zoning Ordinance, Special Use Procedures, and with the general intent of that Section of the Ordinance; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF URBANA, ILLINOIS, as follows:

Section 1. A Special Use Permit is hereby approved to allow a Dwelling, Multifamily in the B-3, General Business Zoning District with the following conditions:

1. The development shall be constructed in general conformance with the site plan and renderings in "Ordinance Attachment A".
2. The developer shall submit a final Traffic Impact Analysis, including analysis of pedestrian and transit use, prior to the City issuing any building permits.
3. The developer shall adequately mitigate negative impacts the final Traffic Impact Analysis anticipates prior to the City issuing a Certificate of Occupancy.
4. That the maximum height of the building is 65 feet, except that the building height may reach 70 feet near the northeast corner of the building to accommodate roof access.

Legal Description:

Tract 1:

Commencing 150 feet East of the Southwest Corner of Lot 17 of Col. M. W. Busey's Heirs' Addition of Town Lots to the Town, now City, of Urbana, Illinois, thence North 30 feet, thence East 50 feet, thence North 69.1 feet to the South Right-of-Way of the Wabash Railroad Company, thence Southeasterly along the said Right-of-Way line across Lots 16 and 15 of said Addition to the East line of said Lot 15, thence South on the East line of said Lot 15 to the Southeast corner of said Lot, thence West along the South line of said Lots 15 and 16 to the point of beginning, in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-003, Address: 406 ½ North Lincoln Avenue

Tract 2:

The North 72 1/2 feet of the West Half of Lot 18 of M. W. Busey's Heirs' Addition to the Town (now City) of Urbana, as per plat recorded in Deed Record 8 at Page 444, situated in Champaign County, Illinois; and

That part of Lots 16 and 17 in M. W. Busey's Heirs' Addition to the Town (now City) of Urbana described as follows:

Commencing at the Southwest corner of Lot 17 of M. w. Busey's Heirs' Addition to the Town (now city) of Urbana, thence North 30 feet on the West line of said Lot, thence East 150 feet, thence South 30 feet to the South line of said Lot 16, thence West along the South line of said Lots 16 and 17 to the place of beginning; and

That part of Lots 16 and 17 in M. W. Busey's Heirs' Addition to the Town (now City) of Urbana described as follows:

Beginning at a point 178 1/2 feet North of the Southwest corner of Lot 18 of said Subdivision, thence East 200 feet to a point, thence North 69_1 feet to the right of way of the Wabash Railroad, thence Northwest along said Railroad right of way 98.3 feet to the South .line of University Avenue, thence West along the South line of University Avenue 108.1 feet to the East line of Lincoln Avenue, thence South along the East line of Lincoln Avenue 102 feet to the place of beginning, in Champaign County, Illinois;

Permanent Index Number: 91-21-08-352-013, Address: 406 and 408 North Lincoln Avenue

Tract 3:

The East 1/3 of Lot 14 of M. w. Busey's Heirs' Addition to the Town (now City) of Urbana, as per plat recorded in Deed Record 8 at Page 444, situated in Champaign County, Illinois, except the following described tract:

Beginning at the Northeast corner of said Lot 14; thence Westerly along the North line of said Lot 14, a distance of 66.00 feet; thence Southeasterly along a curve convex to the North having a radius of 91.75 feet to a point on the East line of said Lot 14, said point being 28.17 feet South of the Northeast corner of said Lot 14; thence along the East line of said Lot 14, a distance of 28.17 feet to the Northeast corner of said Lot 14 to the point of beginning, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-012, Address: 802 West Clark Street

Tract 4:

The West half of the East two-thirds of Lot 14 of M. W. Busey's Heirs' Addition to the Town (now City) of Urbana, as per plat recorded in Deed Record 8 at Page 444, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-011, Address: 804 West Clark Street

Tract 5:

The West 1/3 of Lot 14 of M. W. Busey's Heirs' Addition to the Town (now City) of Urbana, as per plat recorded in Deed Record 8 at Page 444, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-010, Address: 806 West Clark Street

Tract 6:

The East 1/3 of Lot 19 of M. W. Busey's Heirs' Addition to the City of Urbana, as per plat recorded in Deed Record at page 444, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-009, Address: 808 West Clark Street

Tract 7:

The center one-third of Lot 19 of M. w. Busey's Heirs' Addition to the Town (now City) of Urbana, as per plat recorded in Deed Record 8 at ~age 444, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-008, Address: 810 West Clark Street

Tract 8:

The West one-third of Lot 19 of M. W. Busey's Heirs' Addition to the Town (now City) of Urbana, as per plat recorded in Deed Record 8 at Page 444, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-007, Address: 812 West Clark Street

Tract 9:

The East half of Lot 18 of M. W. Busey's Heirs' Addition to the Town (now City) of Urbana as per plat recorded in Deed Record 8 at Page 444, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-006, Address: 814 West Clark Street

Tract 10:

The West Half of Lot 18 of M. W. Busey's Heirs' Addition to the Town (now City) of Urbana as per plat recorded in Deed Record a at Page 444, except the North 72 1/2 feet, and except the following part of said Lot 18:

Beginning at the Southwest corner of said Lot 18, said corner being 33 feet East of the centerline of Lincoln Avenue and 33 feet North of the centerline of Clark Street; thence in a Northerly direction along the East line of Lincoln Avenue, a distance of 16 feet; thence in a Southeasterly direction to a point on the North line of Clark Street, said point being 6 feet East of the said point of beginning; thence in a Westerly direction, a distance of 6 feet to the point of beginning, situated in Champaign County, Illinois.

Permanent Index Number: 91-21-08-352-005, Address: 816 West Clark Street

Section 2. The City Clerk is directed to publish this Ordinance in pamphlet form by authority of the corporate authorities, and this Ordinance shall be in full force and effect from and after its passage and publication in accordance with Section 1-2-4 of the Illinois Municipal Code. Upon approval of this Ordinance, the City Clerk is directed to record a certified copy of this Ordinance with the Champaign County Office of Recorder of Deeds.

This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called, of a majority of the members of the Council of the City of Urbana, Illinois, at a meeting of said Council.

PASSED BY THE CITY COUNCIL this _____ day of _____, _____.

AYES:

NAYS:

ABSTENTIONS:

Charles A. Smyth, City Clerk

APPROVED BY THE MAYOR this _____ day of _____, _____.

Diane Wolfe Marlin, Mayor

CERTIFICATE OF PUBLICATION IN PAMPHLET FORM

I, Charles A. Smyth, certify that I am the duly elected and acting Municipal Clerk of the City of Urbana, Champaign County, Illinois. I certify that on the ___ day of _____, 2019, the City Council of the City of Urbana passed and approved Ordinance No. _____, entitled “**An Ordinance Approving a Special Use Permit (802, 804, 806, 808, 810, 812, 814, and 816 Clark Street, 406, 406 ½, and 408 North Lincoln Avenue / Rael Development Corporation – Plan Case 2362-SU-18)**” which provided by its terms that it should be published in pamphlet form. The pamphlet form of Ordinance No. _____ was prepared, and a copy of such Ordinance was posted in the Urbana City Building commencing on the _____ day of _____, 2019, and continuing for at least ten (10) days thereafter. Copies of such Ordinance were also available for public inspection upon request at the Office of the City Clerk.

DATED at Urbana, Illinois, this _____ day of _____, 2019.

Exhibit A: Location & Existing Land Use Map



Case: 2361-M-18 / 2362-SU-18
 Subject: Rezoning and Special Use Permit
 Location: SE Corner of Lincoln Ave and University Ave
 Petitioner: Rael Development Corporation

- Subject Property
- Proposed By Right Development

Exhibit B: Zoning Map



Case: 2361-M-18 / 2362-SU-18
 Subject: Rezoning and Special Use Permit
 Location: SE Corner of Lincoln Ave and University Ave
 Petitioner: Rael Development Corporation


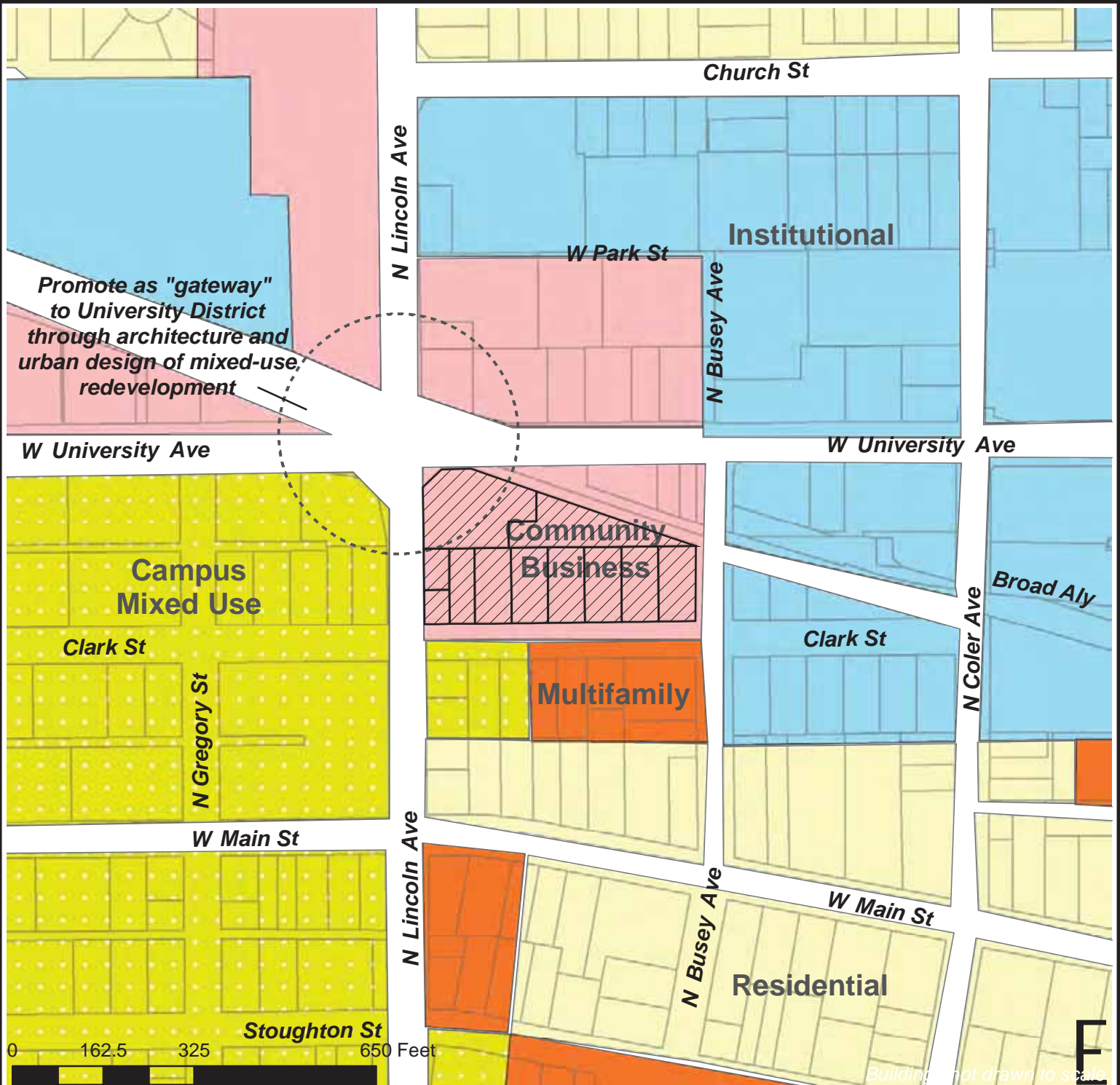




	B2		IN-1		R3
	B3		MIC		R4
	B3U		R2		R5
	Subject Property				

Exhibit C: Future Land Use Map



Case: 2361-M-18 / 2362-SU-18
 Subject: Rezoning and Special Use Permit
 Location: SE Corner Lincoln/University Ave
 Petitioner: Rael Development Corporation

- | | | | |
|--|--------------------------|---|------------------|
|  | Residential |  | Institutional |
|  | Multi-Family Residential |  | Subject Property |
|  | Campus Mixed Use | | |
|  | Community Business | | |



Application for Zoning Map Amendment

PLAN COMMISSION

The application fee must accompany the application when submitted for processing. Please refer to the City's website at <http://www.urbanaininois.us/fees> for the current fee associated with this application. **The Applicant is also responsible for paying the cost of legal publication fees.** Estimated costs for these fees usually run between \$75.00 and \$225.00. The applicant will be billed separately by the News-Gazette.

DO NOT WRITE IN THIS SPACE - FOR OFFICE USE ONLY

Date Request Filed _____ Plan Case No. _____
Fee Paid - Check No. _____ Amount _____ Date _____

PLEASE PRINT OR TYPE THE FOLLOWING INFORMATION

1. APPLICANT CONTACT INFORMATION

Name of Applicant(s): Rael Development Corporation Phone: 214.272.9790
Address (street/city/state/zip code): 14850 Montfort Dr, Suite 185 / Dallas / TX / 75254
Email Address: graeme@raelcorp.com
Property interest of Applicant(s) (Owner, Contract Buyer, etc.): Contract Buyer

2. OWNER INFORMATION

Name of Owner(s): Phone:
Address (street/city/state/zip code):
Email Address:
Is this property owned by a Land Trust? Yes No
If yes, please attach a list of all individuals holding an interest in said Trust.

3. PROPERTY INFORMATION

Address/Location of Subject Site: North of W. Clark Street between N. Lincoln and N. Busey Ave, South of W. University Ave
PIN # of Location: 406, 802, 804, 806, 808, 810 812, 814, 816
Lot Size: 91,175 +/- sq.ft. = 2.1 +/- acres
Current Zoning Designation: Mixed including B-3, B-2 and R-4
Proposed Zoning Designation: B-3 General Business with Special Use Permit for Purpose Built Student Housing / Apts
Current Land Use (vacant, residence, grocery, factory, etc): Vacant, Commercial, Residential
Proposed Land Use: Extended Stay Hotel and Purpose Built Student Housing / Apartments
Present Comprehensive Plan Designation: Community Business

How does this request conform to the Comprehensive Plan? Continues the transition from P2es to commercial and higher density development.

Legal Description *(If additional space is needed, please submit on separate sheet of paper):*

See attached "Exhibit A"

4. CONSULTANT INFORMATION

Name of Architect(s): Rosemann & Associates, P.C. **Phone:** 314.678.1448

Address (street/city/state/zip code): 168 N. Meramec, Suite 200 / St. Louis / MO/ 63105

Email Address: jcooper@rosemann.com

Name of Engineers(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

Name of Surveyor(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

Name of Professional Site Planner(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

Name of Attorney(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

5. REASONS FOR MAP AMENDMENT:

What error in the existing Zoning Map would be corrected by the Proposed Amendment?
Modification would consolidate the block in question and extend the existing B-3 zoning on the north half of the parcel to the entire site.

What changed or changing conditions warrant the approval of this Map Amendment?
Subject property is being consolidated to allow for redevelopment.

Explain why the subject property is suitable for the proposed zoning.

Higher density development at the intersection of University and Lincoln, that includes extended stay accommodations at the corner, is a good transition from medium density residential currently planned to the south, and single family beyond that. By approving this amendment the Zoning map will be clarified to allow a single B-3 Zone for the entire block.

What other circumstances justify the zoning map amendment

Major intersection of University and Lincoln is a higher traffic intersection and not conducive to lower density development. Also the property is cut off from access to the north by the existing railroad tracks (future park and trail) and needs to have primary access from the south.

Time schedule for development *(if applicable)*

Anticipate fast track development of the property starting as soon as possible in 2019 for 2020 school year.

Additional exhibits submitted by the petitioner.

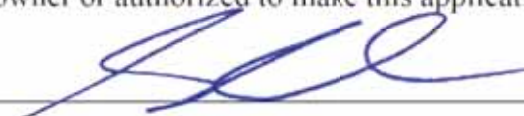
Proposed Site Plan and Building Elevations dated November 20, 2018.

NOTE: If additional space is needed to accurately answer any question, please attach extra pages to the application.

By submitting this application, you are granting permission for City staff to post on the property a temporary yard sign announcing the public hearing to be held for your request.

CERTIFICATION BY THE APPLICANT

I certify all the information contained in this application form or any attachment(s), document(s) or plan(s) submitted herewith are true to the best of my knowledge and belief, and that I am either the property owner or authorized to make this application on the owner's behalf.



Applicant's Signature

November 20, 2018

Date

PLEASE RETURN THIS FORM ONCE COMPLETED TO:

City of Urbana
Community Development Department Services
Planning Division
400 South Vine Street, Urbana, IL 61801
Phone: (217) 384-2440
Fax: (217) 384-2367



Application for Special Use Permit

PLAN COMMISSION

The application fee must accompany the application when submitted for processing. Please refer to the City's website at <http://www.urbanaininois.us/fees> for the current fee associated with this application. The Applicant is also responsible for paying the cost of legal publication fees. Estimated costs for these fees usually run between \$75.00 and \$225.00. The applicant will be billed separately by the News-Gazette.

DO NOT WRITE IN THIS SPACE - FOR OFFICE USE ONLY

Date Request Filed _____ Plan Case No. _____
Fee Paid - Check No. _____ Amount _____ Date _____

PLEASE PRINT OR TYPE THE FOLLOWING INFORMATION

A SPECIAL USE PERMIT is requested in conformity with the powers vested in the Plan Commission to recommend to the City Council under Section _____ of the Urbana Zoning Ordinance to allow (*Insert proposed use*) Mixed Use Development on the property described below.

1. APPLICANT CONTACT INFORMATION

Name of Applicant(s): Real Development Corporation Phone: 214.272.9790
Address (street/city/state/zip code): 14850 Montfort Dr, Suite 185 / Dallas / TX / 75254
Email Address: graeme@raelcorp.com

2. PROPERTY INFORMATION

Address/Location of Subject Site: North of W. Clark Street between N. Lincoln and N. Busey Ave, South of W. University Ave
PIN # of Location: 406, 802, 804, 806, 808, 810 812, 814, 816
Lot Size: 91,175 +/- sq.ft. = 2.1 +/- acres
Current Zoning Designation: Mixed including B-3, B-2 and R-4
Current Land Use (*vacant, residence, grocery, factory, etc*): Vacant, Commercial, Residential
Proposed Land Use: Extended Stay Hotel and Purpose Built Student Housing Apartments
Legal Description (*If additional space is needed, please submit on separate sheet of paper*):
See Attached "Exhibit A"

3. CONSULTANT INFORMATION

Name of Architect(s): Rosemann & Associates, P.C. **Phone:** 314.678.1448

Address (street/city/state/zip code): 168 N. Meramec Ave, Suite 200 / St. Louis / MO / 63105

Email Address: jcooper@rosemann.com

Name of Engineers(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

Name of Surveyor(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

Name of Professional Site Planner(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

Name of Attorney(s): **Phone:**

Address (street/city/state/zip code):

Email Address:

4. REASONS FOR SPECIAL USE PERMIT

Explain how the proposed use is conducive to the public convenience at the location of the property.

Property location near the University at the intersection of University and Lincoln is currently an underutilized series of parcels with sporadic uses and access. The proposed development will clarify access points for both vehicular and pedestrian traffic, eliminating the curb cuts and access into private parking lots along Lincoln.

Explain how the proposed use is designed, located and proposed to be operated, so that it will not be unreasonably injurious or detrimental to the district in which it shall be located, or otherwise injurious or detrimental to the public welfare.

Primary improvements will define vehicular traffic patterns by eliminating curb cuts on Lincoln and bringing a majority of access to Clark Street.

Explain how the proposed use conforms to the applicable regulations and standards of and preserves the essential character of the district in which it shall be located.

The proposed development maintains the character of and enhances Clark Street by maintaining the paver street surface and installing protective landscaped curb islands to guide and slowdown traffic, as well as protect parrallel parking spaces. Street trees and enhanced street lighting are proposed along all sides of the property.

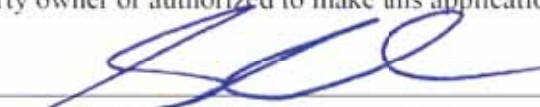
Reference attached Site Plan and Building Elevations dated "November 20, 2018"

NOTE: If additional space is needed to accurately answer any question, please attach extra pages to the application.

By submitting this application, you are granting permission for City staff to post on the property a temporary yard sign announcing the public hearing to be held for your request.

CERTIFICATION BY THE APPLICANT

I certify all the information contained in this application form or any attachment(s), document(s) or plan(s) submitted herewith are true to the best of my knowledge and belief, and that I am either the property owner or authorized to make this application on the owner's behalf.



Applicant's Signature

November 20, 2018
Date

PLEASE RETURN THIS FORM ONCE COMPLETED TO:

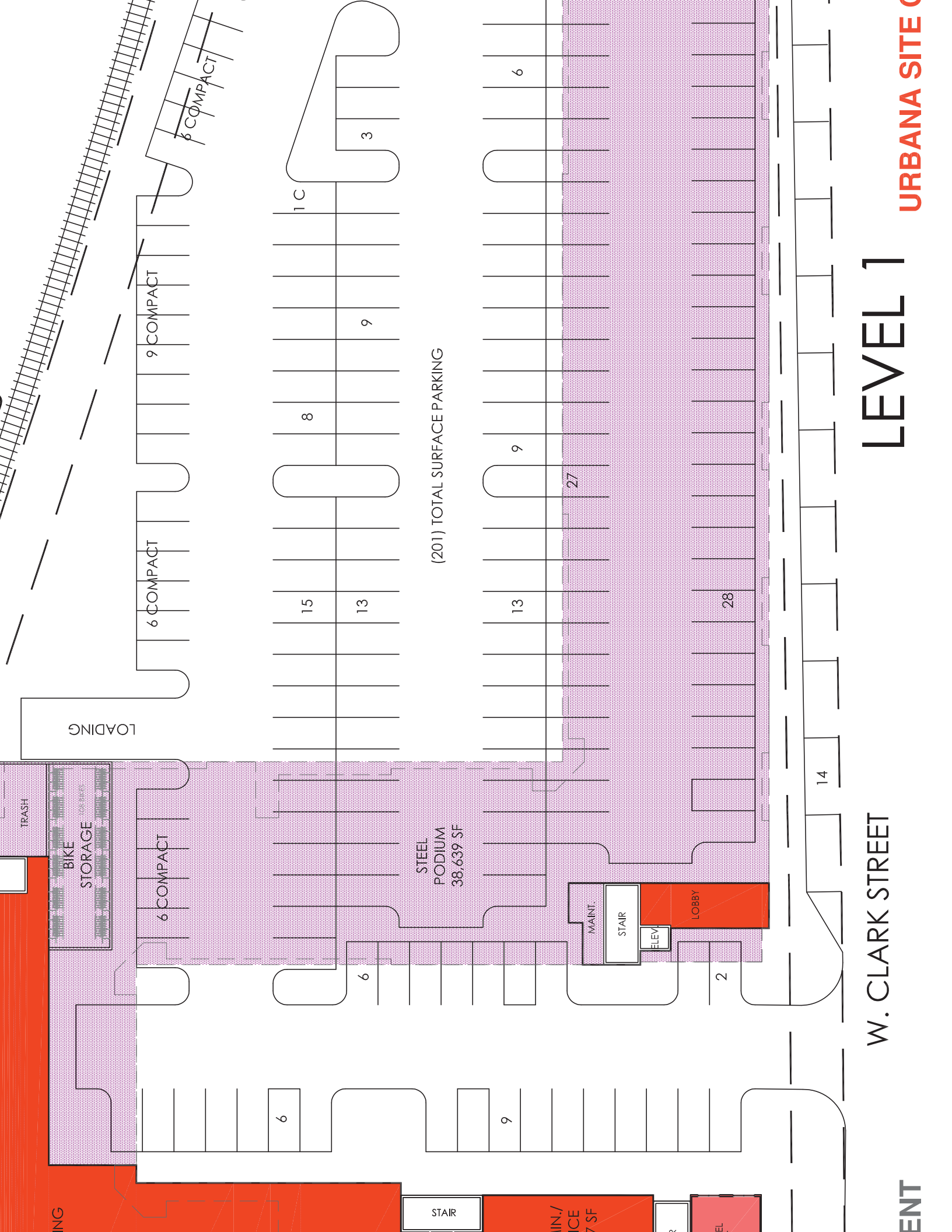
City of Urbana
Community Development Department Services
Planning Division
400 South Vine Street, Urbana, IL 61801
Phone: (217) 384-2440
Fax: (217) 384-2367

# of Beds	Total Net HSF	NORTH					TOTALS
		LVL.1	LVL.2	LVL.3	LVL.4	LVL.5	
36	14,544		9	9	9	9	36
32	12,928	4	7	7	7	7	32
44	22,176		11	11	11	11	44
4	2,016		1	1	1	1	4
16	8,064		4	4	4	4	16
40	14,860		5	5	5	5	20
38	14,193		4	5	5	5	19
8	2,908		1	1	1	1	4
22	9,932		2	3	3	3	11
96	32,592		6	6	6	6	24
336	134,273	4	80	82	84	84	210
		4	80	84	84	84	336

UNIT MIX	UNITS	BEDS
S1	32	32
A1	4	4
A2	20	20
B1	19	19
B2	4	4
B3	11	11
D1	24	24
TOTALS	210	336

UNIT MIX	UNITS	BEDS	SP. PER UNIT
116,341 SF	36	36	10.71%
14,646 SF	4	4	17.86%
17,932 SF	20	20	13.10%
148,919 SF	19	19	29.76%
182,210 SF	4	4	26.57%
36,442 SF	11	11	100.00%
38,279 SF	24	24	81.72%
38,639 SF	11	11	38.639 SF
10,550 SF	32	32	327.5 SF
1,217 SF	4	4	304.25 SF
504 SF	7	7	72 SF
1,628 SF	5	5	325.6 SF
3,000 SF	5	5	600 SF
17,646 SF	19	19	928.74 SF
194	194	194	194
189	189	189	189
108	108	108	108





TRASH

BIKE STORAGE

6 COMPACT

6 COMPACT

9 COMPACT

6 COMPACT

LOADING

STEEL PODIUM
38,639 SF

(201) TOTAL SURFACE PARKING

STAIR

MIN/ICE 7 SF

MAINT.

STAIR

ELEV.

LOBBY

6

9

6

2

15

13

8

9

1C

3

13

9

27

6

14

28

W. CLARK STREET

LEVEL 1

URBANA SITE C

ENT



LEVEL 2



LEVEL 3-5







B-2 – NEIGHBORHOOD BUSINESS-ARTERIAL ZONING DISTRICT

ZONING DESCRIPTION SHEET

According to Section IV-2 of the Zoning Ordinance, the purpose and intent of the B-2 Zoning District is as follows:

"The *B-2, Neighborhood Business-Arterial District* is intended to provide areas of limited size along arterial streets in proximity to low density residential areas for a limited range of basic commercial trade and personal services. This district is also intended to provide areas for new high density residential uses. These business and residential uses may occur in the same structure. Due to the location of arterial streets in many residential neighborhoods where commercial and high density residential uses would not be appropriate, the B-2 District shall be limited to only those areas that have been so designated in the City's adopted Comprehensive Plan and related amendments."

Following is a list of the Permitted Uses, Special Uses, Planned Unit Development Uses and Conditional Uses in the B-2 District. Permitted Uses are allowed by right. Special Uses and Planned Unit Development Uses must be approved by the City Council. Conditional Uses must be approved by the Zoning Board of Appeals.

PERMITTED USES:

Agriculture

Garden Shop

Business - Food Sales and Service

Bakery (*Less than 2,500 square feet*)

Café or Deli

Catering Service

Confectionery Store

Convenience Store

Meat and Fish Market

Restaurant

Supermarket or Grocery Store

Business - Miscellaneous

Mail-Order Business (*Less than 10,000 square feet of gross floor area*)

Business - Personal Services

Barber/ Beauty Shop

Dry Cleaning or Laundry Establishment

Health Club/ Fitness

Laundry and/or Dry Cleaning Pickup

Massage Therapist

Mortuary

Pet Care/ Grooming

Self-Service Laundry

Shoe Repair Shop

Tailor and Pressing Shop

Business – Professional and Financial Services

Bank/ Savings and Loan Association

Check Cashing Service

Copy and Printing Service

Packaging/ Mailing Service

Professional and Business Office

Business - Retail Trade

Appliance Sales and Service

Art and Craft Store and/or Studio

Bicycle Sales and Service

Clothing Store

Drugstore

Electronic Sales and Service

Florist

Hardware Store

Heating, Ventilating, Air Conditioning Sales and Service

Jewelry Store

Music Store

Pet Store

Photographic Studio and Equipment Sales and Service

Shoe Store

Sporting Goods

Stationery, Gifts or Art Supplies

Tobacconist

Variety Store

Video Store

PERMITTED USES Continued:

Public and Quasi-Public

Church, Temple or Mosque
 Institution of an Educational or Charitable Nature
 Library, Museum or Gallery
 Municipal or Government Building
 Park
 Police or Fire Station
 Principal Use Parking Garage or Lot

Residential

Assisted Living Facility
 Bed and Breakfast Inn
 Bed and Breakfast, Owner Occupied
 Boarding or Rooming House
 Dormitory
 Dwelling, Community Living Facility, Category I, Category II and Category III
 Dwelling, Duplex***
 Dwelling, Duplex*** (*Extended Occupancy*)
 Dwelling, Home for Adjustment
 Dwelling, Loft
 Dwelling, Multifamily
 Dwelling, Single Family
 Dwelling, Single Family (*Extended Occupancy*)
 Dwelling, Transitional Home, Category I and II
 Dwelling, Two-Unit Common-Lot-Line***
 Nursing Home

SPECIAL USES:

Business - Miscellaneous

Shopping Center - Convenience

Public and Quasi-Public

Utility Provider

Industrial

Microbrewery

PLANNED UNIT DEVELOPMENT:

Business - Miscellaneous

Commercial Planned Unit Development (*See Section XIII-3*)
 Mixed-Use Planned Unit Development (*See Section XIII-3*)

CONDITIONAL USES:

Agriculture

Plant Nursery or Greenhouse

Business – Transportation

Taxi Service

Business – Food Sales and Services

Banquet Facility
 Fast-Food Restaurant
 Liquor Store

Business– Miscellaneous

Contractor Shop and Showroom (*Carpentry, Electrical, Exterminating, Upholstery, Sign Painting and Other Home Improvement Shops*)
 Day Care Facility (*Non-Home Based*)
 Lawn Care and Landscaping Service
 Radio or TV Studio

Business – Recreation

Lodge or Private Club
 Theater, Outdoor****

Business – Vehicular Sales and Services

Automobile Accessories (*New*)
 Gasoline Station

Business – Retail

All Other Retail Stores

Industrial

Bookbinding
 Confectionery Products Manufacturing and Packaging
 Motion Picture Production Studio

Residential

Dwelling, Multiple-Unit Common-Lot-Line***

Public and Quasi-Public

Electrical Substation

Table V-1 Notes:

*** See Section VI-3 for lot area and width regulations for duplex and common-lot line dwelling units.

**** See Table VII-1 for Standards for Specific Conditional Uses.

DEVELOPMENT REGULATIONS IN THE B-2 DISTRICT

ZONE	MIN LOT SIZE (square feet)	MIN AVERAGE WIDTH (in feet)	MAX HEIGHT (in feet)	MAX FAR	MIN OSR	MIN FRONT YARD (in feet) ¹	MIN SIDE YARD (in feet) ¹	MIN REAR YARD (in feet) ¹
B-2	6,000	60	35 ³	1.50 ⁴	0.15	15	7	10

FAR = Floor Area Ratio

OSR = Open Space Ratio

Footnote¹ – See Section VI-5 and Section VIII-4 for further information about required yards.

Footnote³ – In the AG, CRE, B-1, B-2, MOR and IN-1 Zoning Districts, and for residential uses in the B-3 and B-4 Districts, if the height of a building two stories or exceeds 25 feet, the minimum side and rear yards shall be increased as specified in Section VI-5.F.3 and Section VI-5.G.1, respectively. In the AG and CRE Districts, the maximum height specified in Table VI-3 shall not apply to farm buildings. However, the increased setbacks required in conjunction with additional height, as specified in Section VI-5, shall be required for all non-farm buildings.

Footnote⁴ – (Reserved)

For more information on zoning in the City of Urbana call or visit:

City of Urbana

Community Development Services Department

400 South Vine Street, Urbana, Illinois 61801

(217) 384-2440 phone / (217) 384-2367 fax

www.urbanaininois.us



R-4 – MEDIUM DENSITY MULTIPLE-FAMILY ZONING DISTRICT

ZONING DESCRIPTION SHEET

According to Section IV-2 of the Zoning Ordinance, the purpose and intent of the R-4 Zoning District is as follows:

"The *R-4, Medium Density Multiple-Family Residential District* is intended to provide areas for multiple-family dwellings at low and medium densities."

Following is a list of the Permitted Uses, Special Uses, Planned Unit Development Uses and Conditional Uses in the R-4 District. Permitted Uses are allowed by right. Special Uses and Planned Unit Development Uses must be approved by the City Council. Conditional Uses must be approved by the Zoning Board of Appeals.

PERMITTED USES:

Agriculture

Agriculture, Cropping

Business - Recreation

Country Club or Golf Course

Public and Quasi-Public

Church, Temple or Mosque
Elementary, Junior High School or Senior High School
Institution of an Educational or Charitable Nature
Library, Museum or Gallery
Municipal or Government Building
Park

Residential

Boarding or Rooming House
Dormitory
Dwelling, Community Living Facility, Category I, Category II and Category III
Dwelling, Duplex***
Dwelling, Duplex (*Extended Occupancy*)***
Dwelling, Multifamily
Dwelling, Multiple-Unit Common-Lot-Line***
Dwelling, Single Family
Dwelling, Single Family (*Extended Occupancy*)
Dwelling, Transitional Home, Category I
Dwelling, Two-Unit Common-Lot-Line***

SPECIAL USES:

Business – Professional and Financial Services

Professional and Business Office

Residential

Dwelling, Home for Adjustment

Public and Quasi-Public

Police or Fire Station
Principal Use Parking Garage or Lot

PLANNED UNIT DEVELOPMENT USES:

Business – Miscellaneous

Mixed-Use Planned Unit Development (*See Section XIII-3*)

Residential

Residential Planned Unit Development (*See Section XIII-3*)

CONDITIONAL USES:

Agriculture

Artificial Lake of One (1) or More Acres

Public and Quasi-Public

Electrical Substation

Business – Miscellaneous

Day Care Facility (*Non-Home Based*)

Residential

Assisted Living Facility
 Bed and Breakfast, Owner Occupied
 Dwelling, Transitional Home, Category II
 Nursing Home

Business - Recreation

Lodge or Private Club

Table V-1 Notes:

*** See Section VI-3 for lot area and width regulations for duplex and common-lot line dwelling units.

DEVELOPMENT REGULATIONS IN THE R-4 DISTRICT

ZONE	MIN LOT SIZE (square feet)	MIN AVERAGE WIDTH (in feet)	MAX HEIGHT (in feet)	MAX FAR	MIN OSR	MIN FRONT YARD (in feet) ¹	MIN SIDE YARD (in feet) ¹	MIN REAR YARD (in feet) ¹
R-4	6,000	60	35 ¹⁷	0.50 ¹⁴	0.35	15 ⁹	5	10

FAR = Floor Area Ratio
 OSR = Open Space Ratio

Footnote¹ – See Section VI-5 and Section VIII-4 for further information about required yards.

Footnote⁹ – In the R-1 District, the required front yard shall be the average depth of the existing buildings on the same block face, or 25 feet, whichever is greater, but no more than 60 feet, as required in Section VI-5.D.1. In the R-2, R-3, R-4, R-5, R-7, and MOR Districts, the required front yard shall be the average depth of the existing buildings on the same block face (including the subject property), or 15 feet, whichever is greater, but no more than 25 feet, as required in Section VI-5.D.1. (*Ordinance No. 9596-58, 11-20-95*) (*Ordinance No. 9697-154*) (*Ordinance No. 2001-03-018, 03-05-01*)

Footnote¹⁴ – In the R-4 District, the maximum floor area ratio may be increased to 0.70, provided that there is a minimum of 2,000 square feet of lot area per dwelling unit.

Footnote¹⁷ – Public buildings, schools, or institutions of an educational, religious, or charitable nature which are permitted in the R-2, R-3, and R-4 Districts may be erected to a height not to exceed 75 feet, if the building is set back from the building line at least one foot for each one foot of additional building height above the height limit otherwise applicable.



B-3 – GENERAL BUSINESS ZONING DISTRICT

ZONING DESCRIPTION SHEET

According to Section IV-2 of the Zoning Ordinance, the purpose and intent of the B-3 Zoning District is as follows:

"The *B-3, General Business District* is intended to provide areas for a range of commercial uses wider than that of Neighborhood Business but at a lower intensity than Central Business, meeting the general business needs of the City."

Following is a list of the Permitted Uses, Special Uses, Planned Unit Development Uses and Conditional Uses in the B-3 District. Permitted Uses are allowed by right. Special Uses and Planned Unit Development Uses must be approved by the City Council. Conditional Uses must be approved by the Zoning Board of Appeals.

PERMITTED USES:

Agriculture

Farm Equipment Sales and Service
Feed and Grain (*Sales Only*)
Garden Shop
Plant Nursery or Greenhouse
Roadside Produce Sales Stand

Business - Adult Entertainment

Adult Entertainment Uses

Business - Food Sales and Services

Bakery (*Less than 2,500 square feet*)
Banquet Facility
Café or Deli
Catering Service
Confectionery Store
Convenience Store
Fast-Food Restaurant
Liquor Store
Meat and Fish Market
Restaurant
Supermarket or Grocery Store
Tavern or Night Club

Business - Miscellaneous

Auction Sales (*Non-Animal*)
Contractor Shop and Show Room (*Carpentry, Electrical, Exterminating, Upholstery, Sign Painting, and Other Home Improvement Shops*)
Lawn Care and Landscaping Service
Mail Order Business
Medical Cannabis Dispensary
Radio or TV Studio
Shopping Center – Convenience
Shopping Center – General
Wholesale Business

Business - Personal Services

Ambulance Service
Barber/ Beauty Shop
Dry Cleaning or Laundry Establishment
Health Club/ Fitness
Laundry and/or Dry Cleaning Pick-up
Massage Therapist
Medical Carrier Service
Mortuary
Movers
Pet Care/ Grooming
Self-Service Laundry
Shoe Repair Shop
Tailor and Pressing Shop

PERMITTED USES Continued:

Business - Professional and Financial Services

Bank/ Savings and Loan Association
 Check Cashing Service
 Copy and Printing Service
 Packaging/ Mailing Service
 Professional and Business Office
 Vocational, Trade or Business School

Business - Retail Trade

Antique or Used Furniture Sales and Service
 Appliance Sales and Service
 Art and Craft Store and/or Studio
 Bicycle Sales and Service
 Building Material Sales *(All Indoors Excluding Concrete or Asphalt Mixing)*
 Clothing Store
 Department Store
 Drugstore
 Electronic Sales and Services
 Florist
 Hardware Store
 Heating, Ventilating, Air Conditioning Sales and Service
 Jewelry Store
 Monument Sales *(Excluding Stone Cutting)*
 Music Store
 Office Supplies/ Equipment Sales and Service
 Pawn or Consignment Shop
 Pet Store
 Photographic Studio and Equipment Sales and Service
 Shoe Store
 Sporting Goods
 Stationery, Gifts, or Art Supplies
 Tobacconist
 Variety Store
 Video Store
 All Other Retail Stores

Business - Vehicular Sales and Service

Automobile Accessories *(New)*
 Automobile, Truck, Trailer or Boat Sales or Rental
 Automobile/ Truck Repair
 Car Wash
 Gasoline Station
 Mobile Home Sales
 Truck Rental

Business - Recreation

Athletic Training Facility
 Bait Sales
 Bowling Alley
 Dancing School
 Driving Range
 Gaming Hall*****
 Lodge or Private Club
 Miniature Golf Course
 Outdoor Commercial Recreation Enterprise *(Except Amusement Park)*****
 Pool Hall
 Private Indoor Recreational Development
 Theater, Indoor

Business - Transportation

Motor Bus Station
 Taxi Service

Industrial

Microbrewery

Public and Quasi-Public

Church, Temple or Mosque
 Electrical Substation
 Farmer's Market
 Institution of an Educational or Charitable Nature
 Library, Museum or Gallery
 Methadone Treatment Facility
 Municipal or Government Building
 Park
 Police or Fire Station
 Principle Use Parking Garage or Lot
 Public Maintenance and Storage Garage
 University/College
 Utility Provider

Residential

Bed and Breakfast Inn
 Bed and Breakfast Inn, Owner Occupied
 Dwelling, Community Living Facility, Category II or Category III
 Dwelling, Home for Adjustment
 Dwelling, Loft
 Dwelling, Transitional Home, Category I or II
 Hotel or Motel

SPECIAL USES:

Business – Retail

Firearm Store†

Public and Quasi-Public

Correctional Institution or Facility
Hospital or Clinic

Business – Vehicular Sales and Service

Towing Service
Truck Stop

Residential

Dwelling, Multifamily

PLANNED UNIT DEVELOPMENT USES:

Business – Miscellaneous

Commercial Planned Unit Development (*See Section XIII-3*)
Mixed-Use Planned Unit Development (*See Section XIII-3*)

CONDITIONAL USES:

Business - Miscellaneous

Crematorium
Day Care Facility (*Non-Home Based*)
Self-Storage Facility
Veterinary Hospital (*Small Animal*)****

Industrial

Bookbinding
Confectionery Products Manufacturing and Packaging
Electronics and Related Accessories - Applied Research and Limited Manufacturing
Engineering, Laboratory, Scientific and Research Instruments Manufacturing
Motion Picture Production Studio
Printing and Publishing Plants for Newspapers, Periodicals, Books, Stationery and Commercial Printing
Surgical, Medical, Dental and Mortuary Instruments and Supplies Manufacturing

Public and Quasi-Public

Nonprofit or Governmental, Educational and Research Agencies
Radio or Television Tower and Station

Residential

Assisted Living Facility
Nursing Home

Table V-1 Notes:

- **** See Table VII-1 for Standards for Specific Conditional Uses
- ***** The establishment requesting a license for a principal use gaming hall shall be a minimum of five hundred feet from any other licensed gaming hall or pre-existing Day Care Facility, Day Care Home, School, or Place of Worship, as defined under the Religious Corporation Act (805 ILCS 110/0.01 et seq.). The establishment requesting a license for a principal use gaming hall shall also be a minimum of two hundred and fifty feet away from any previously existing establishment containing a licensed video gaming terminal. Said distances shall be measured as the intervening distance between business frontages.
- † See Section VII-5.D for Standards for Firearm Stores

DEVELOPMENT REGULATIONS IN THE B-3 DISTRICT

ZONE	MIN LOT SIZE (square feet)	MIN AVERAGE WIDTH (in feet)	MAX HEIGHT (in feet)	MAX FAR	MIN OSR	MIN FRONT YARD (in feet) ¹	MIN SIDE YARD (in feet) ¹	MIN REAR YARD (in feet) ¹
B-3	6,000	60	None ³	4.00	None	15	5	10

FAR = Floor Area Ratio
 OSR = Open Space Ratio

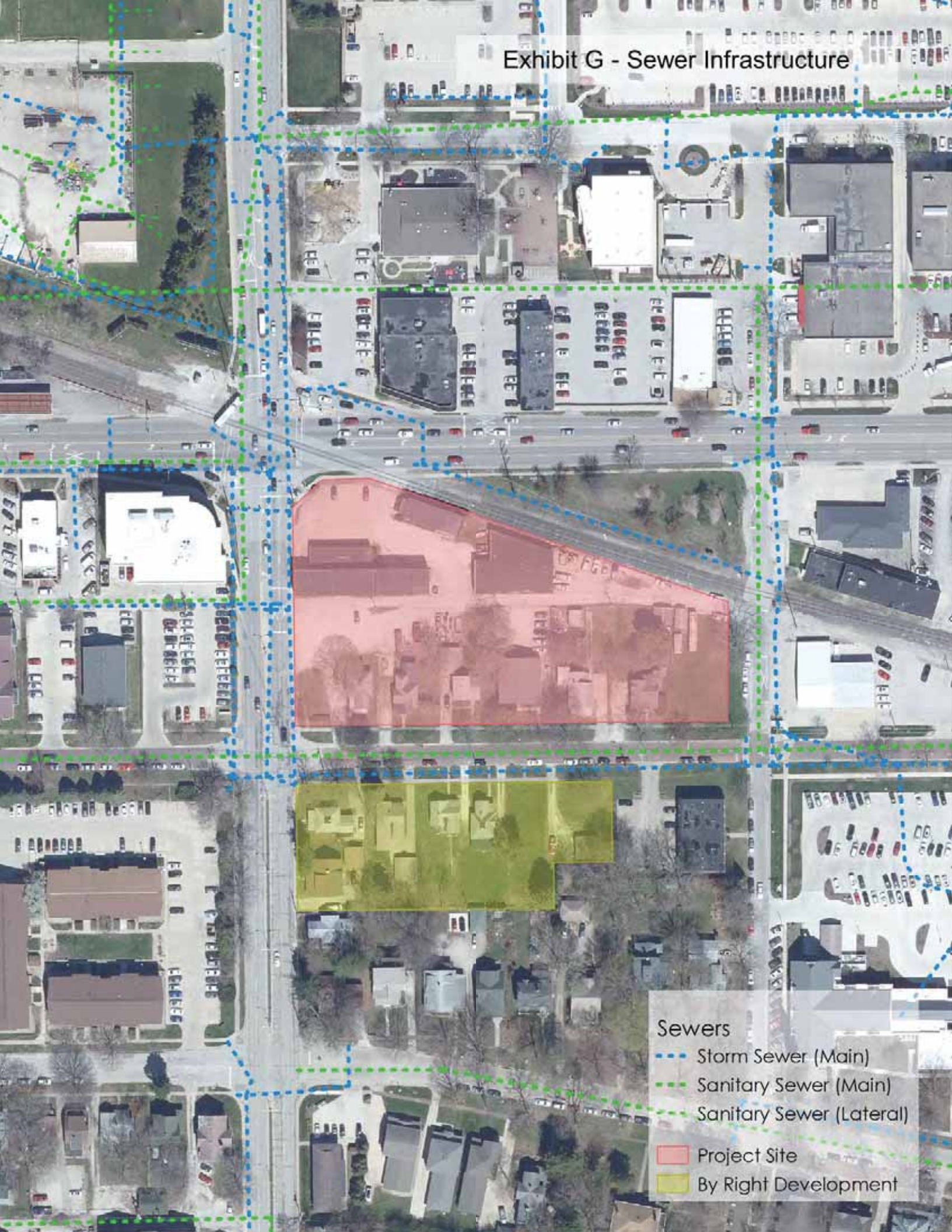
Footnote¹ – See Section VI-5 and Section VIII-4 for further information about required yards.

Footnote³ – In the AG, CRE, B-1, B-2, MOR and IN-1 Zoning Districts, and for residential uses in the B-3 and B-4 Districts, if the height of a building two stories or exceeds 25 feet, the minimum side and rear yards shall be increased as specified in Section VI-5.F.3 and Section VI-5.G.1, respectively. In the AG and CRE Districts, the maximum height specified in Table VI-3 shall not apply to farm buildings; however, the increased setbacks required in conjunction with additional height, as specified in Section VI-5, shall be required for all non-farm buildings.

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Exhibit G - Sewer Infrastructure



Sewers

- Storm Sewer (Main)
- Sanitary Sewer (Main)
- Sanitary Sewer (Lateral)
- Project Site
- By Right Development

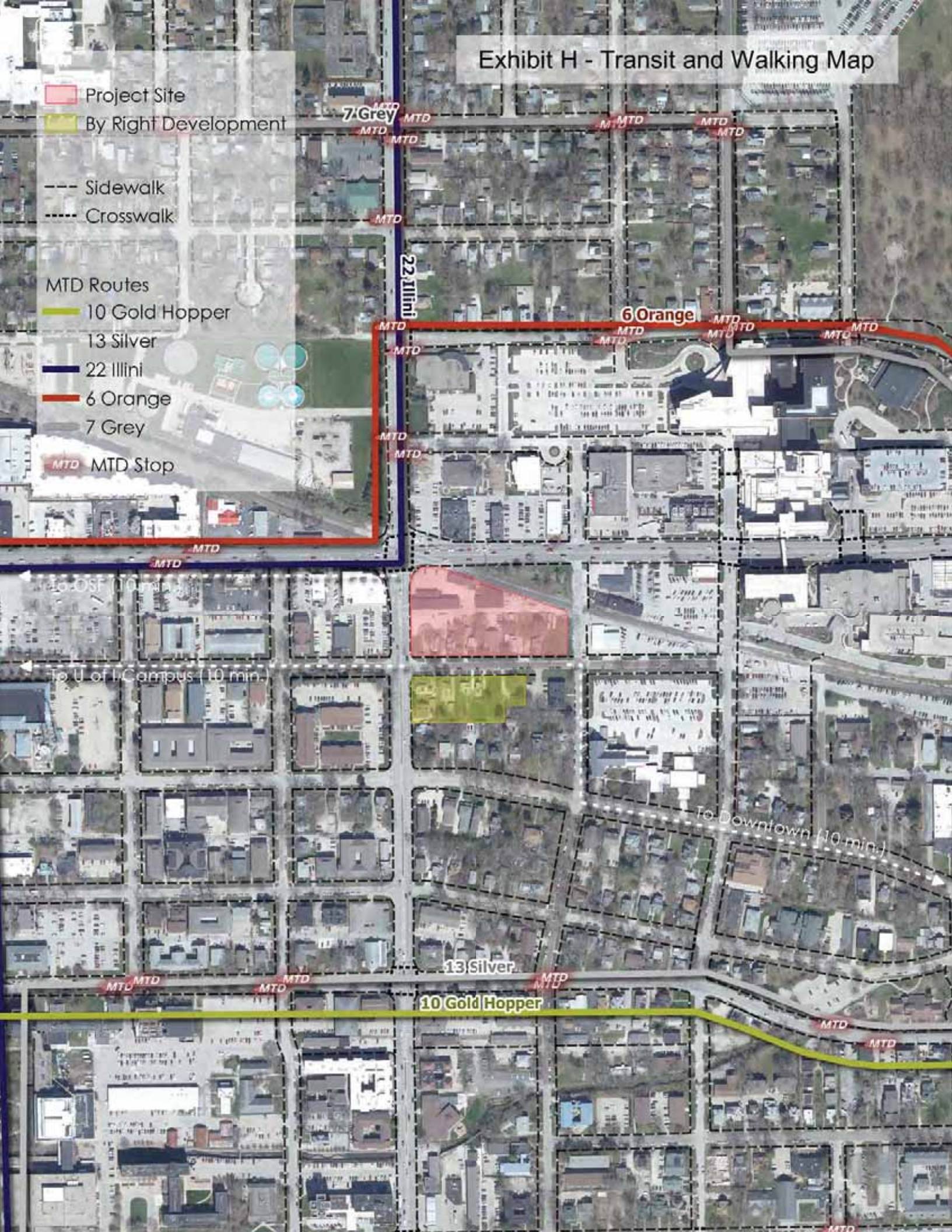
Exhibit H - Transit and Walking Map

- Project Site
- By Right Development

- Sidewalk
- Crosswalk

- MTD Routes
- 10 Gold Hopper
 - 13 Silver
 - 22 Illini
 - 6 Orange
 - 7 Grey

MTD MTD Stop



Building Valuation Data – FEBRUARY 2018

The International Code Council is pleased to provide the following Building Valuation Data (BVD) for its members. The BVD will be updated at six-month intervals, with the next update in August 2018. ICC strongly recommends that all jurisdictions and other interested parties actively evaluate and assess the impact of this BVD table before utilizing it in their current code enforcement related activities.

The BVD table provides the “average” construction costs per square foot, which can be used in determining permit fees for a jurisdiction. Permit fee schedules are addressed in Section 109.2 of the 2018 *International Building Code* (IBC) whereas Section 109.3 addresses building permit valuations. The permit fees can be established by using the BVD table and a Permit Fee Multiplier, which is based on the total construction value within the jurisdiction for the past year. The Square Foot Construction Cost table presents factors that reflect relative value of one construction classification/occupancy group to another so that more expensive construction is assessed greater permit fees than less expensive construction.

ICC has developed this data to aid jurisdictions in determining permit fees. It is important to note that while this BVD table does determine an estimated value of a building (i.e., Gross Area x Square Foot Construction Cost), this data is only intended to assist jurisdictions in determining their permit fees. This data table is not intended to be used as an estimating guide because the data only reflects average costs and is not representative of specific construction.

This degree of precision is sufficient for the intended purpose, which is to help establish permit fees so as to fund code compliance activities. This BVD table provides jurisdictions with a simplified way to determine the estimated value of a building that does not rely on the permit applicant to determine the cost of construction. Therefore, the bidding process for a particular job and other associated factors do not affect the value of a building for determining the permit fee. Whether a specific project is bid at a cost above or below the computed value of construction does not affect the permit fee because the cost of related code enforcement activities is not directly affected by the bid process and results.

Building Valuation

The following building valuation data represents average valuations for most buildings. In conjunction with IBC Section 109.3, this data is offered as an aid for the building official to determine if the permit valuation is underestimated. Again it should be noted that, when using this data, these are “average” costs based on typical construction methods for each occupancy group and type of construction. The average costs include foundation work, structural and nonstructural

building components, electrical, plumbing, mechanical and interior finish material. The data is a national average and does not take into account any regional cost differences. As such, the use of Regional Cost Modifiers is subject to the authority having jurisdiction.

Permit Fee Multiplier

Determine the Permit Fee Multiplier:

1. Based on historical records, determine the total annual construction value which has occurred within the jurisdiction for the past year.
2. Determine the percentage (%) of the building department budget expected to be provided by building permit revenue.
- 3.

$$\text{Permit Fee Multiplier} = \frac{\text{Bldg. Dept. Budget} \times (\%)}{\text{Total Annual Construction Value}}$$

Example

The building department operates on a \$300,000 budget, and it expects to cover 75 percent of that from building permit fees. The total annual construction value which occurred within the jurisdiction in the previous year is \$30,000,000.

$$\text{Permit Fee Multiplier} = \frac{\$300,000 \times 75\%}{\$30,000,000} = 0.0075$$

Permit Fee

The permit fee is determined using the building gross area, the Square Foot Construction Cost and the Permit Fee Multiplier.

$$\text{Permit Fee} = \text{Gross Area} \times \text{Square Foot Construction Cost} \times \text{Permit Fee Multiplier}$$

Example

Type of Construction: IIB

Area: 1st story = 8,000 sq. ft.
2nd story = 8,000 sq. ft.

Height: 2 stories

Permit Fee Multiplier = 0.0075

Use Group: B

1. Gross area:
Business = 2 stories x 8,000 sq. ft. = 16,000 sq. ft.
2. Square Foot Construction Cost:
B/IIB = \$170.56/sq. ft.
3. Permit Fee:
Business = 16,000 sq. ft. x \$170.56/sq. ft x 0.0075
= \$20,467

Important Points

Exhibit I - Building Valuation Data

For purposes of establishing the Permit Fee Multiplier, the estimated total annual construction value for a given time period (1 year) is the sum of each building's value (Gross Area x Square Foot Construction Cost) for that time period (e.g., 1 year).

- The BVD is not intended to apply to alterations or repairs to existing buildings. Because the scope of alterations or repairs to an existing building varies so greatly, the Square Foot Construction Costs table does not reflect accurate values for that purpose. However, the Square Foot Construction Costs table can be used to determine the cost of an addition that is basically a stand-alone building which happens to be attached to an existing building. In the case of such

This row represents type of building construction. I-V are the type of framing (e.g. steel, heavy timber); "A" and "B" indicate whether sprinklers are installed (A) or not (B)

the existing building
the addition to the
ings between the

- The Square Foot Construction Cost does not include the price of the land on which the building is built. The Square Foot Construction Cost takes into account everything from foundation work to the roof structure and coverings but does not include the price of the land. The cost of the land does not affect the cost of related code enforcement activities and is not included in the Square Foot Construction Cost.

Square Foot Construction Costs ^{a, b, c}

Group (2018 International Building Code)	IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
A-1 Assembly, theaters, with stage	239.41	231.54	226.03	216.67	203.74	197.86	209.82	186.11	179.13
A-1 Assembly, theaters, without stage	219.07	211.20	205.68	196.33	183.65	177.76	189.48	166.01	159.03
A-2 Assembly, nightclubs	188.23	182.77	178.14	170.93	161.13	156.68	164.92	145.88	140.94
A-2 Assembly, restaurants, bars, banquet halls	187.23	181.77	176.14	169.93	159.13	155.68	163.92	143.88	139.94
A-3 Assembly, churches	220.05	212.18	206.66	197.31	185.99	180.11	190.46	168.36	161.38
A-3 Assembly, general, community halls, libraries, museums	185.05	177.18	170.67	162.31	148.58	143.75	155.46	131.00	125.02
A-4 Assembly, arenas	218.07	210.20	203.68	195.33	181.65	176.76	188.48	164.01	158.03
B Business	192.02	185.04	179.30	170.56	155.93	150.11	164.01	137.00	131.05
E Educational	197.52	190.73	185.77	177.32	165.32	156.97	171.23	144.39	140.26
F-1 Factory and industrial, moderate hazard	114.08	108.82	102.59	98.59	88.51	84.45	94.44	74.21	69.43
F-2 Factory and industrial, low hazard	113.08	107.82	102.59	97.59	88.51	83.45	93.44	74.21	68.43
H-1 High Hazard, explosives	106.73	101.48	96.25	91.25	82.38	77.32	87.10	68.08	N.P.
H234 High Hazard	106.73	101.48	96.25	91.25	82.38	77.32	87.10	68.08	62.30
H-5 HPM	192.02	185.04	179.30	170.56	155.93	150.11	164.01	137.00	131.05
I-1 Institutional, supervised environment	191.30	184.81	179.46	171.90	158.36	154.06	171.99	141.86	137.45
I-2 Institutional, hospitals	321.25	314.27	308.52	299.78	284.17	N.P.	293.24	265.24	N.P.
I-2 Institutional, nursing homes	222.99	216.01	210.27	201.52	187.89	N.P.	194.98	168.96	N.P.
I-3 Institutional, restrained	218.28	211.30	205.55	196.81	183.43	176.62	190.27	164.50	156.55
I-4 Institutional, day care facilities	191.30	184.81	179.46	171.90	158.36	154.06	171.99	141.86	137.45
M Mercantile	140.27	134.81	129.18	122.96	112.68	109.23	116.95	97.44	93.50
R-1 Residential, hotels	193.08	186.60	181.24	173.68	159.89	155.58	173.77	143.39	138.97
R-2 Residential, multiple family	161.95	155.46	150.10	142.54	129.52	125.22	142.64	113.02	108.61
R-3 Residential, one- and two-family ^d	151.10	146.99	143.20	139.61	134.50	130.95	137.27	125.85	118.45
R-4 Residential, care/assisted living facilities	191.30	184.81	179.46	171.90	158.36	154.06	171.99	141.86	137.45
S-1 Storage, moderate hazard	105.73	100.48	94.25	90.25	80.38	76.32	86.10	66.08	61.30
S-2 Storage, low hazard	104.73	99.48	94.25	89.25	80.38	75.32	85.10	66.08	60.30
U Utility, miscellaneous	83.66	79.00	74.06	70.37	63.47	59.32	67.24	50.19	47.80

> 9 Stories

7-9 Stories

1-6 Stories

- a. Private Garages use Utility, miscellaneous
- b. For shell only buildings deduct 20 percent
- c. N.P. = not permitted
- d. Unfinished basements (Group R-3) = \$21.00 per sq. ft.



BERNS, CLANCY AND ASSOCIATES

PROFESSIONAL CORPORATION

ENGINEERS • SURVEYORS • PLANNERS

February 20, 2019

EDWARD CLANCY
CHRISTOPHER BILLING
DONALD WAUTHIER
GREGORY GUSTAFSON
ROGER MEYER
JUSTIN HOUSTON

THOMAS BERNS
1975-2018

MICHAEL BERNS
OF COUNSEL

Ms. Lorrie Pearson, Planning Manager and Zoning Administrator
City of Urbana, Illinois
400 South Vine Street
Urbana, Illinois 61801

RE: TRAFFIC IMPACT ANALYSIS – GATHER URBANA DEVELOPMENT
RAEL DEVELOPMENT CORPORATION

Dear **Ms. Pearson**;

Berns, Clancy and Associates has undertaken a traffic impact analysis for the Rael Development Corporation "Gather Urbana" development at Clark and Lincoln in Urbana, Illinois. The existing pedestrian, bicycle, transit and vehicular traffic conditions in the area were researched and the anticipated changes in these transportation modes were forecast. Recommendations are offered to accommodate impacts on the area.

Project Description

The proposed development called "Gather" is an urban infill redevelopment on the east side of Lincoln Avenue south of University Avenue in Urbana, Illinois. The development will consist of tracts both north and south of Clark Street totaling approximately 3.5 acres. The property on the north side of Clark Street is comprised of commercial parcels south of the Norfolk Southern Railroad tracks together with residential properties along Clark Street from Lincoln Avenue east to Busey Avenue. This area is undergoing a rezoning and special use permitting process to create uniform zoning. The property on the south side of Clark Street includes residential properties on only a portion of the northern part of the block to the west adjacent to Lincoln Avenue.

The proposed land use will be multi-family, primarily geared toward student housing due to this location in the proximity of the University of Illinois campus. This site is across the street from the northeastern most University building. Also included is a 36 room all-suites hotel component intended to serve users' needs related to nearby medical campuses, the University of Illinois and downtown Urbana. The Carle medical campus is essentially across the street to the north and northeast. The OSF Healthcare campus is within 1/3 mile to the northwest. Downtown Urbana is within 1/2 mile to the southeast. The proposed development site is shown on the attached Aerial Photo Exhibit, Sheet 1 of 7.

North of Clark is proposed one (1) 5-story building that includes 174 student apartment units and the 36 unit extended stay hotel component. The majority of this building is four floors above structured parking. Interior and exterior amenity areas are located at this building. South of Clark is proposed three (3) 3-story townhouse style buildings that include 48 student apartment units. The current Site Concept Plan is attached. A total of 263 parking spaces are indicated on the site as well as 108 bicycle parking spaces. We understand that 100 of these bicycle spaces are located inside the building in a heated area and a bicycle maintenance area will be provided.

The development north of Clark will be served by two (2) street accesses. A Clark Street access will be located about 120 feet east of Lincoln. The second access will be located on Busey Avenue between Clark Street and the railroad tracks. The development south of Clark will be served by two (2) street accesses – one about 120 feet east of Lincoln and the other about mid-block. No street access is proposed to either Lincoln Avenue or University Avenue.

Traffic Study Area

The site is located just southeast of the signalized intersection of two (2) major arterial roadways within the City of Urbana. Lightly used railroad tracks diagonal across this intersection and also form the northern limits of this site. Lincoln Avenue, the north-south arterial connects to Interstate 74 about 1 ½ miles to the north and serves as a major access route for regional traffic. Lincoln Avenue to the south generally forms the eastern edge of the University of Illinois campus. Lincoln Avenue in this area is 4-lane with a narrow concrete median. But at the south leg of this arterial intersection, Lincoln Avenue is 5-lane with a dedicated left turn lane. See the attached Aerial Photo Exhibit and other exhibits.

University Avenue, the east-west arterial is a highway route and a commercial street that directly connects downtown Urbana to downtown Champaign. University Avenue to the west generally forms the northern edge of the University of Illinois campus. In this area, University Avenue is 5-lanes which includes a dedicated or continual center left turn lane. The arterial intersection is signalized as well as the University / Coler intersection 2 blocks to the east.

The neighborhood or most likely area to expect traffic impacts from this development is the area from University Avenue south to Springfield Avenue and from Lincoln Avenue east to Coler Street. This study area of traffic impacts is denoted on the Aerial Photo Exhibit, Sheet 1 of 7 and is included on following exhibits. We expect that areas beyond these limits should expect negligible impacts.

Springfield Avenue to the south of the site is an east / west minor arterial street that continues westerly into the University of Illinois engineering campus that includes a traffic signal at its intersection with Lincoln Avenue. Springfield Avenue continues westerly through Champaign and becomes a state highway to the west. Springfield is generally a wide 2-lane street with parking on one (1) side in this general area. At the intersection with Lincoln Avenue, the Springfield approaches also include dedicated left and right turn lanes.

Coler Avenue 1 block to the east of the site is a north / south collector street from University Avenue south about ½ mile to Washington Street. It is designated as an on-street bicycle route. It has a traffic signal at its intersection with University Avenue. Coler south of the railroad tracks is 2-lane with parking on one (1) side.

Clark Street is a 2-lane local street through the study area. The travel lanes are a bit narrow as parking is allowed on one (1) side of the street. The brick surface reduces speed somewhat so this provides some traffic calming benefit.

Busey Avenue is a 2-lane asphalt street from University to Main Street. South of Main, Busey Avenue is brick. Parking is allowed on the west side south of the railroad tracks with a minimum number of angled parking spaces for a half block on the east side north of Main Street.

Main Street is a wide 2-lane collector street with parking on one (1) side.

Stoughton Street is a 2-lane local street with parking on one (1) side.

Designated on-street bicycle routes through the study area also run east-west along Main Street. It will be expected that any bicycle traffic from this new site will likely use the Main Street corridor for access westerly to the University of Illinois campus.

The existing commercial parcels currently have driveway access to the east and west along an alley just south of the commercial area. There are a total of three (3) entrances onto Lincoln Avenue in the block from Clark north to University. The existing residential properties of the development area have driveway access to Clark Street but with one (1) house that has a driveway to Lincoln Avenue. The four (4) existing driveway connections to Lincoln Avenue are anticipated to be removed as part of this re-development.

Several bus routes with many buses well-spaced through the day and evening hours all 7 days of the week already circulate in the general area of this site. These routes already serve off-campus student housing apartment complexes to the north. Students pay a flat fee per semester which essentially allows them to ride any bus at any time without payment of bus fares. This, and limited parking on campus encourages students to rely more heavily on bus transit than automobile transit. The nearest bus stop northerly of the site is located 1 block away at the Lincoln / Park intersection. About 2 blocks to the west, there are two (2) bus stops at the University / Harvey intersection. About 2 blocks to the south, there is a bus stop at the Springfield / Busey intersection. See the attached Exhibit Sheet 2 of 7 depicting area bus stop locations. Berns, Clancy and Associates has contacted the Champaign-Urbana Mass Transit District (C-U MTD) to determine if possible improvements to bus access might serve this site. C-U MTD is performing a global bus route analysis which will include consideration of the demands of this development site.

Comparison of Existing and Proposed Trip Generation

Using Traffic Generation data from the ITE Trip Generation Manual 8th Edition and additional sources including Spack Consulting that has specifically researched student housing apartment developments (research summary attached), we estimated existing and proposed daily vehicle trips for this site and include them in the following tables:

Description (Existing)	ITE Code	Unit Type	Weekday Trip Rate	Unit Qty.	Trip Qty.
Single Family Homes	210	Dwelling Unit	9.57	10	96
Apartment	220	Dwelling Unit	6.65	8	53
Single Tenant Office Building	715	KSF^2 *	11.57	6.0	69
Wholesale Market (approx. gen. retail)	860	KSF^2 *	15.86	4.5	71
Automobile Care Center	942	KSF^2 *	6.73	1.4	9
Existing Trips Generated		*KSF^2 = 1,000 Sq. Ft.		Total:	299

Description (Proposed)	ITE Code	Unit Type	Weekday Trip Rate	Unit Qty.	Trip Qty.
Student Housing Apartments (Spack data)		Bed	1.42	396	562
All Suites Hotel	311	Rooms	4.90	36	176
Proposed Trips Generated				Total:	738

We believe that this estimate of proposed ADT is likely somewhat high due to the site's near proximity to the University campus and existing mass transit will reduce expected vehicle trips in favor of walking, bicycle and bus transit. But, at present, it appears the development could add a net of around 440 vehicles per day to the roadway network.

Again using the cited trip generation sources, we reviewed the calculated trip generation in the am peak hour and pm peak hour for both the existing and proposed conditions. The following tables summarize this peak hour trip generation. The increased vehicle trips for these peak hours associated with the proposed development is modest in comparison to the current peak hour traffic on the area roadways.

Description (Existing)	ITE Code	Unit Type	Unit Qnty.	AM Peak Rate	PM Peak Rate	AM Qnty.	PM Qnty.
Single Family Homes	210	Dwelling Unit	10	0.75	1.01	8	10
Apartment	220	Dwelling Unit	8	0.51	0.62	4	5
Single Tenant Office Building	715	KSF^2 *	6	1.80	1.73	11	10
Wholesale Market (approx. gen. retail)	860	KSF^2 *	4.5	0.51	0.88	2	4
Automobile Care Center	942	KSF^2 *	1.4	2.94	3.38	4	5
Existing Trips Generated		*KSF^2 = 1,000 Sq. Ft.			Totals:	29	34

Description (Proposed)	ITE Code	Unit Type	Unit Qnty.	AM Peak Rate	PM Peak Rate	AM Qnty.	PM Qnty.
Student Housing Apartments (Spack data)		Bed	396	0.07	0.13	28	51
All Suites Hotel	311	Rooms	36	0.38	0.40	14	14
Proposed Trips Generated					Totals:	42	65

Existing Street Traffic Counts

For existing traffic counts and data near the Gather site, we reviewed available historic and current Illinois Department of Transportation traffic counts as well as data available from Champaign-Urbana Urbanized Transportation Study (CUUATS) and the City of Urbana. Attached are Exhibit Sheet 3, 4 and 5 of 7 that summarize this existing traffic data from various sources.

The current Clark Street traffic count west of Lincoln Avenue is 600 vehicles per day. Counts were not available from IDOT for Clark Street east of Lincoln Avenue.

Current Lincoln Avenue traffic counts are approximately 14,500 vehicles per day along the Main Street to University Avenue corridor and approximately 14,300 vehicles per day along the Main Street to Springfield Avenue corridor.

Current University Avenue traffic counts are approximately 22,700 vehicles per day along the Coler Avenue to Lincoln Avenue corridor.

The current Springfield Avenue traffic count is 5,900 vehicles per day east of Lincoln Avenue.

The current Busey Avenue traffic count is 650 vehicles per day between University Avenue and Springfield Avenue.

The current traffic counts for Main Street is 2,300 vehicles per day between Lincoln Avenue and Busey Avenue; 1,500 vehicles per day between Busey Avenue and Coler Avenue, and 2,100 vehicles per day east of Coler Avenue.

The current Coler Avenue traffic count is 900 vehicles per day between Springfield Avenue and University Avenue.

The City of Urbana recently performed traffic counts for intersections along Lincoln Avenue between Green Street and University Avenue including Clark Street as part of the design studies for the upcoming Lincoln Avenue overlay project. The overall peak hour for this count at Lincoln / Clark was 4:30 PM to 5:30 PM. These peak hour counts are shown on the attached Exhibit Sheet 3 of 7.

Traffic Distribution Analysis

An analysis of the historic and most recent traffic count data from all sources was made. For neighborhood streets with no AADT figures recorded, we made a determination of likely values for this traffic. The attached Exhibit Sheet 5 of 7 depicts the existing Average Annual Daily Traffic (AADT) for all of the streets in the area neighborhood that are either recorded or derived from available information. While the majority of the new site traffic will use the Clark-Lincoln access, some traffic is expected to be dispersed throughout the neighborhood street network based on source / destination directions. Impacts on the neighborhood street traffic were made to provide the expected traffic impacts.

For future traffic conditions, existing traffic from the site was deleted (300 vehicles per day) and new traffic was added (740 vehicles per day). Exhibit Sheet 5 of 7 also depicts the projected AADT for the neighborhood streets that include the added traffic expected from the proposed development. Exhibit Sheet 6 of 7 depicts the total peak hour traffic volumes to be expected on the neighborhood streets based on the AADT distribution. So these values include the existing background traffic on these streets plus the net new traffic from this proposed development.

The analysis shows that there are expected relatively minor AADT and peak hour increases on area neighborhood streets and no traffic volumes that cannot be accommodated by the existing street infrastructure. Throughout the entire neighborhood area, vehicle traffic impacts are expected to be small. Both Busey and Coler Avenues south of Clark might likely expect an increase of 50 vehicles per day. Neither Main Street nor Stoughton Street are likely to see any notable increase of vehicle traffic (attachment Sheet 5 of 7). The street to see the largest net impact from this development is the 1 block of Clark Street from Lincoln to Busey. This is expected as this street fronts the proposed development.

Even the expected total AM and PM peak vehicle traffic expected throughout the neighborhood streets (attached Exhibit 6 of 7) after construction is quite low and well served by the existing street infrastructure and traffic control through the area. No area traffic appears to cross any threshold of a traffic capacity or traffic safety concern. Even the narrower Busey Avenue with on-street parking will serve the traffic needs adequately and will lean more to traffic calming and reduced speeds, thus promoting safety.

Lincoln / Clark Traffic Signal Warrants

The traffic volume using the Lincoln / Clark intersection will be the most impacted by the proposed development. An initial assessment was made to determine if the expected traffic would meet established signal warrants and thereby require a new traffic signal installation. Existing peak hour with turning movement distribution data was reviewed from the City of Urbana Lincoln Avenue corridor study (Exhibit Sheet 3 of 7) to which was added the expected peak hour traffic from the new development. This peak hour Lincoln / Clark intersection traffic data is depicted on Exhibit Sheet 6 of 7. We made an assessment of signal warrants for the expected traffic using the Manual of Uniform Traffic Control Devices and found none of the traffic signal warrants were met. See the traffic signal warrants review attached with markups for each warrant.

Another review using the 55% Method was also made using traffic generated by the proposed development increased for traffic growth projected 3 years after the year of opening. Again, traffic signals were found not to be warranted at this intersection. Installation of a new traffic signal within 1 block of the signalized arterial intersection of Lincoln / University would also certainly be problematic.

Existing Neighborhood Street Infrastructure Conditions

The public streets in the neighborhood southeasterly of the Gather development are generally adequate for existing and projected conditions. Inspections of the neighborhood streets were performed February 6 and 7, 2019 to assess the infrastructure and make this determination. The inspection findings are included with this report as the Existing Street Conditions Exhibit Sheet 7 of 7.

Clark Street is an existing 26 foot wide, brick surface with parking allowed on the southern side on both blocks. Concrete sidewalks on both sides of the street are in good condition with adequate width. But on both sides of the street just west of Busey, sidewalks are brick and virtually grown over with grass. These sidewalks should be upgraded. Street lighting is adequate on both blocks.

Busey Avenue is an existing, asphalt surface with a width varying from 22 feet to 25 feet north of Main. South of main, Busey is brick and 26 feet wide. Parking is allowed on the western side of the street south of the railroad tracks. A sidewalk does not exist on the west side of Busey between University Avenue and Main Street. A sidewalk does exist on the east side, though is discontinuous across the railroad tracks. The asphalt roadway surface crossing extends both ways beyond the street pavement that does allow pedestrian crossing, though it is adjacent to traffic. Sidewalks continue on both sides of Busey Avenue south of Main Street to Springfield Avenue. Street lighting extends south from the railroad tracks to Springfield Avenue.

The other streets in the neighborhood will be little impacted by pedestrian, bicycle and vehicle traffic and are in sufficient condition to accommodate the moderate increases in traffic due to this development.

Lincoln Avenue Corridor Pedestrian / Bicycle Access Planning

The City of Urbana is currently evaluating the Lincoln Avenue corridor from Green Street to University Avenue with regard to bicycle and pedestrian conveyance along and across Lincoln Avenue. Crossing improvements are expected to be implemented with a street overlay project in the next year or two. We understand sidewalk improvements along the west side of Lincoln and crossing improvements including refuge islands at the intersections will be recommended. This intersection crossing enhancement should certainly be implemented at the Lincoln / Clark intersection as sufficient crossings are expected to result from this development. Coordination with City Staff during this planning / design effort will be continued to assure safe accommodation of travel by the student residents of this development.

Bicycle Traffic

The majority of bicycle riders bound for campus will likely use the Lincoln Avenue corridor to proceed southerly to Main Street with its designated bike route that connects to the campus on-street and off-street bike path network. We understand the City will improve the intersection of Lincoln Avenue and Main Street by providing east-west shared use paths that will better serve bicycles crossing Lincoln Avenue. Bicyclists that originate from the eastern side of the site can easily take Busey Avenue 1 block south to Main Street to access this existing bicycle route. The interior bicycle storage offered by this development and its proximity to campus is expected to enhance the likely bicycle trips of this student population.

Pedestrian Traffic

Pedestrians bound for the University campus will cross and use Lincoln Avenue sidewalks and crosswalks, which will be enhanced by the City's street overlay project. These improved conditions will be available to the walking patrons / users of this development site. It is expected that at least twenty (20) pedestrians in a peak hour will cross Lincoln Avenue at Clark Street to walk to the University of Illinois campus. This amount of pedestrian traffic crossing Lincoln Avenue will warrant the installation of an enhanced crosswalk with center refuge island to shorten the crossing distance and increase pedestrian visibility to motorists.

It is also likely that patrons of Carle Hospital that are using the extended stay suites hotel rooms will walk northeastward to the medical campus. As the hotel component is to be located along the Lincoln Avenue side of the development, most of these pedestrians will likely walk north along Lincoln to University Avenue and then eastward toward the medical campus. Pedestrians can safely cross University Avenue at either of the traffic signal intersections of Lincoln or Coler.

Some pedestrians could walk easterly along Clark however. The eastern 90 feet or so of the north sidewalk on Clark Street is brick. This brick sidewalk should be replaced with concrete, including a new curb ramp at Busey Avenue. There is no sidewalk on the west side of Busey Avenue between Clark and University. There is a concrete sidewalk on the east side of Busey, but with an 85 foot gap crossing the railroad tracks and a 30 foot gap further north toward University. As a part of the development, new sidewalk is recommended along the west side of Busey in this block from Clark to University. Assistance may be required from the City to negotiate and implement a new pedestrian crossing with Norfolk Southern Railroad. Pedestrian traffic is expected to be lite at this crossing. Adequate existing sidewalk exists along the north and south sidewalk of Clark Street from Busey to Coler and northward along Coler Avenue from Clark to University for pedestrians bound for the Carle medical campus along this route.

Mass transit riders must also walk northerly, westerly or southerly to posted MTD bus stops and shelters. Some bus riders will walk north to the Lincoln / Park bus stops, though the preponderance of bus riders will likely walk south to the Busey / Springfield bus stop. The existing sidewalks and crosswalks along Lincoln Avenue northward are adequate for that pedestrian need.

The west sidewalk along Busey from Clark to Main is non-existent and is brick from Main to Stoughton. The west sidewalk between Clark and Main appears to be missing due to impediments about mid-block that include three (3) large trees, a half dozen or so small trees and bushes, utility pole down guys, and notable elevation changes at driveway crossings. A sidewalk extension along this block is possible, but is not required. The sidewalk along the east side of Busey is concrete and continuous between Clark and Springfield and sufficient to accommodate the pedestrian need as the bus stop at Springfield Avenue is on the east side of Busey.

The sidewalk on the south side of Clark Street at the east end of the block between Lincoln and Busey also requires attention. The eastern 230 feet or so of sidewalk is brick and the easternmost 100 feet or so is either severely overgrown with grass or may be missing altogether. This brick sidewalk along the frontage of the lot south of Clark Street should be upgraded to concrete as a part of this development. More of the pedestrian traffic generated by the housing component of the project south of Clark will likely walk westward to Lincoln and then south to Springfield Avenue and the existing bus stops both east and west of Lincoln.

Recommendations

From the various perspectives of traffic considerations, the proposed site can accommodate the development proposed. Closure of four (4) Lincoln Avenue access points are planned as a part of the re-development. This will improve traffic flow and enhance safety along this corridor of Lincoln Avenue. The largest portion of new traffic will be directed through the Lincoln / Clark intersection as opposed to the current multiple locations along Lincoln resulting in improved safety along this corridor.

Due to the student housing nature, proximity to campus and existing mass transit access of this this development, low vehicle traffic generation is expected as pedestrian, bicycle and transit forms of access will predominate. Some vehicle traffic will be dispersed throughout the immediate neighborhood for destinations that are not the University campus, but these impacts will be small.

The existing street network and sidewalk infrastructure throughout the area is in good condition through some sidewalk enhancements are recommended. The City of Urbana is already contemplating sidewalk and access upgrades along the Lincoln Avenue corridor which will be constructed by the time of this new demand. This will provide enhanced crosswalks at Lincoln / Clark including center refuge islands to improve crossing safety.

Sidewalk improvements are also recommended in the immediate area. Removal and replacement of the brick sidewalks on both sides of Clark Street at the eastern end of the block are recommended. A new sidewalk extension northward from Clark to University on the west side of Busey is also recommended. This will include a pedestrian crossing of the railroad tracks crossing Busey.

Bicyclists will be able to more safely cross Lincoln Avenue directly; or can use Busey Avenue for 1 block southward to access the existing bicycle route on Main Street.

The mass transit district will be considering some route modifications through their system and will include the demand from this development in their studies. But even if there are no changes, bus service to this area is quite good.

On street parking along Clark Street should be reviewed as a part of the development as this brick street will accommodate the largest impact of increased traffic. It is recommended that parking be removed at the western end of the block between Lincoln Avenue and the western driveway accesses for the north and south sites as this will more safely accommodate the traffic maneuvers of the Lincoln / Clark intersection. This can be more carefully reviewed by the City and the developer as the site design progresses.

Changes to intersection traffic controls throughout the neighborhood do not appear warranted. Traffic signal warrants at the Lincoln / Clark intersection were reviewed and an upgrade from 2-way stop signs to a traffic signal is not warranted. The 2-way stop sign control at the Main / Busey intersection should remain sufficient to serve the slight increase of traffic on Busey, though the City may review this condition after construction to see if an upgrade to a 4-way stop control is warranted.

We appreciate this opportunity to provide this Traffic Impact analysis concerning the Rael Development at Lincoln / Clark.

Respectfully Submitted,
Berns, Clancy and Associates, P.C.



Justin Houston, P.E., Project Engineer



Chris Billing, P.E., Project Manager



Technical Memorandum

From: Mike Spack, P.E., P.T.O.E., Lindsay deLeeuw
Date: April 12, 2012
Re: Trip Generation Study – Private Student Housing Apartments

A recent spike in new construction surrounding the University of Minnesota led to an interest in determining how trips generated by student housing apartments vary from trips generated by a generic apartment building (as defined by ITE's *Trip Generation, 8th Edition* Code 220). This report provides trip generation data for six student housing apartment buildings. Weekday daily, a.m., and p.m. peak hour trip generation rates are provided. In addition to providing trip generation rates per Dwelling Unit (as in *Trip Generation*), trip generation data is also provided based on number of bedrooms and number of parking stalls.

Overall, it was found student housing apartments generate approximately a third the amount of traffic compared to a similarly sized, generic apartment building. Using ITE's guideline of preparing full traffic impact studies only if a development will generate more than 100 peak hour trips, a student housing apartment complex would need to have 416 dwelling units to trigger the need for a full traffic impact study.

Methodology

Data was collected on Thursday, March 29, 2012 (while school was in full session) at six typical student-housing apartment buildings near the University of Minnesota – Twin Cities using COUNTcam video recording systems. Each building is specifically designated for students by the property managers but none are directly associated with the university. The range of total apartment units is 44 to 253, with an average of 118, and the apartment types vary from studios to four-bedroom units. Additionally, all the buildings observed have parking with the number of stalls ranging from 40 to 135, with an average of 57 stalls.

The parking lot for each student housing apartment building was recorded for 24 hours on a weekday (multiple cameras were used for parking lots with more than one entrance or exit). The videos were watched at high speeds with the PC-TAS counting software and the vehicles in and out were tallied in 15-minute intervals.

Findings

Statistics and data plots for each trip generation period studied are attached. A summary of the student housing average trip generation rates is shown in Table 1 alongside the trip generation rates for Apartments from the Institute of Transportation Engineers' *Trip Generation, 8th Edition* (ITE Code 220).

Table 1 – Average Trip Generation Rates for Student Housing and Apartment per Number of Dwelling Units

	Student Housing Apartments	Apartment from <i>Trip Generation</i> , 8 th Edition
Weekday	2.82	6.65
Weekday A.M. Peak Hour (between 7-9 a.m.)	0.13	0.51
Weekday P.M. Peak Hour (between 4-6 p.m.)	0.24	0.62

The results in Table 1 show that student-housing apartments generate approximately one-third of the trips generated by regular apartment buildings. The student housing data was consistent where the fitted curves often resulted in R^2 values greater than 0.8 (anything higher than 0.75 indicates the data fits the best fit line equation well).

Similar trip generation reports (attached) were created based on the number of parking stalls and the number of bedrooms. The results for the number of parking stalls were as statistically significant as the number of dwelling units. However, the trip generation based on the number of bedrooms was less statistically valid with R^2 values less than 0.55.

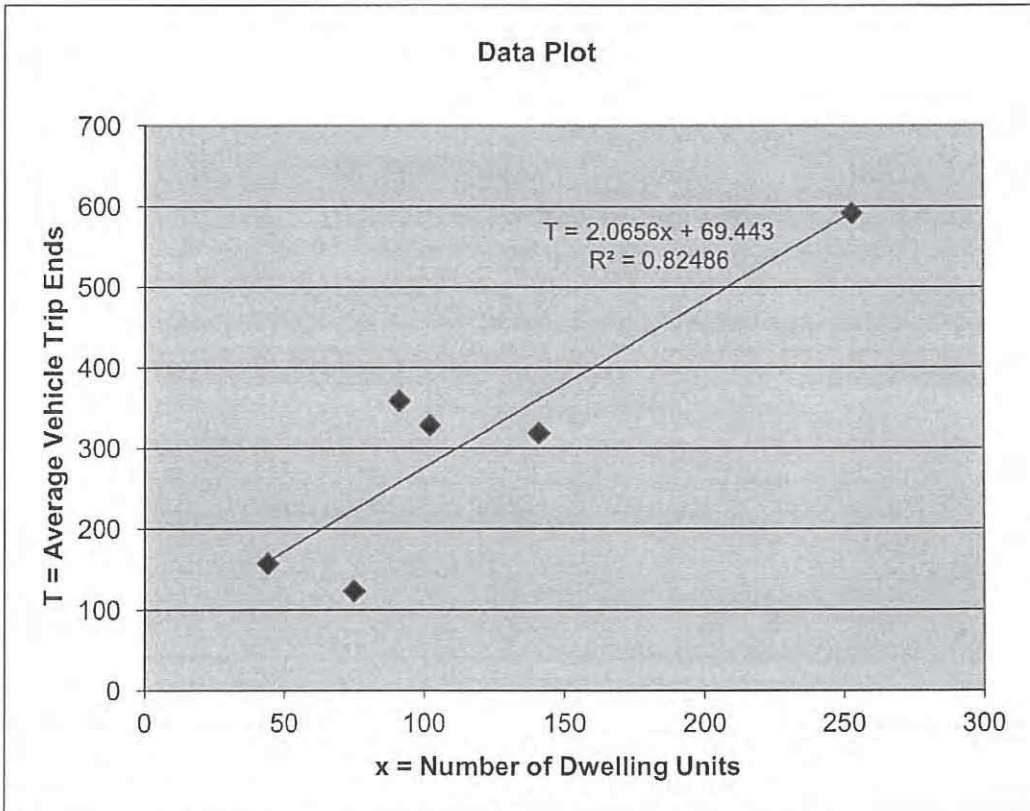
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Dwelling Units
 On a: Weekday

Number of Studies: 6
 Average Number of Units: 117.67
 Directional Distribution: 50% Entering
 50% Exiting

Trip Generation per Number of Dwelling Units

Average Rate	Range of Rates	Standard Deviation
2.82	1.64-3.93	0.88



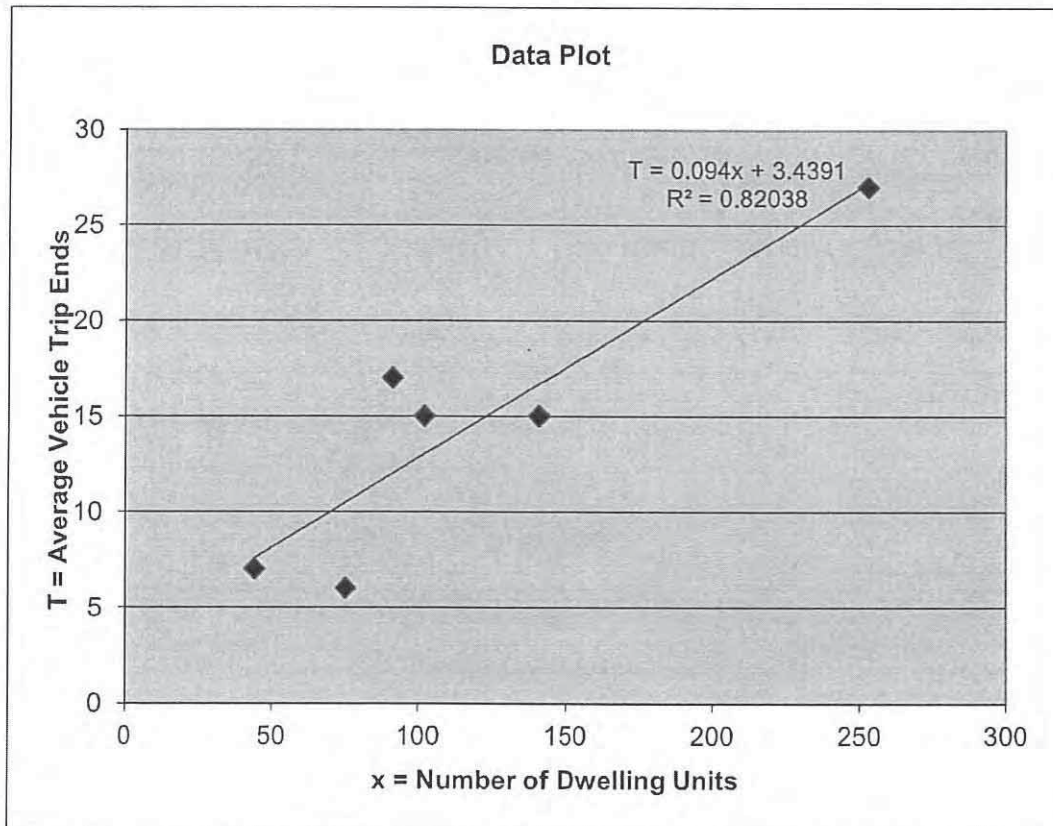
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic
 One Hour Between 7 and 9 a.m.

Number of Studies: 6
 Average Number of Units: 117.67
 Directional Distribution: 39% Entering
 61% Exiting

Trip Generation per Number of Dwelling Units

Average Rate	Range of Rates	Standard Deviation
0.13	0.08-0.19	0.04



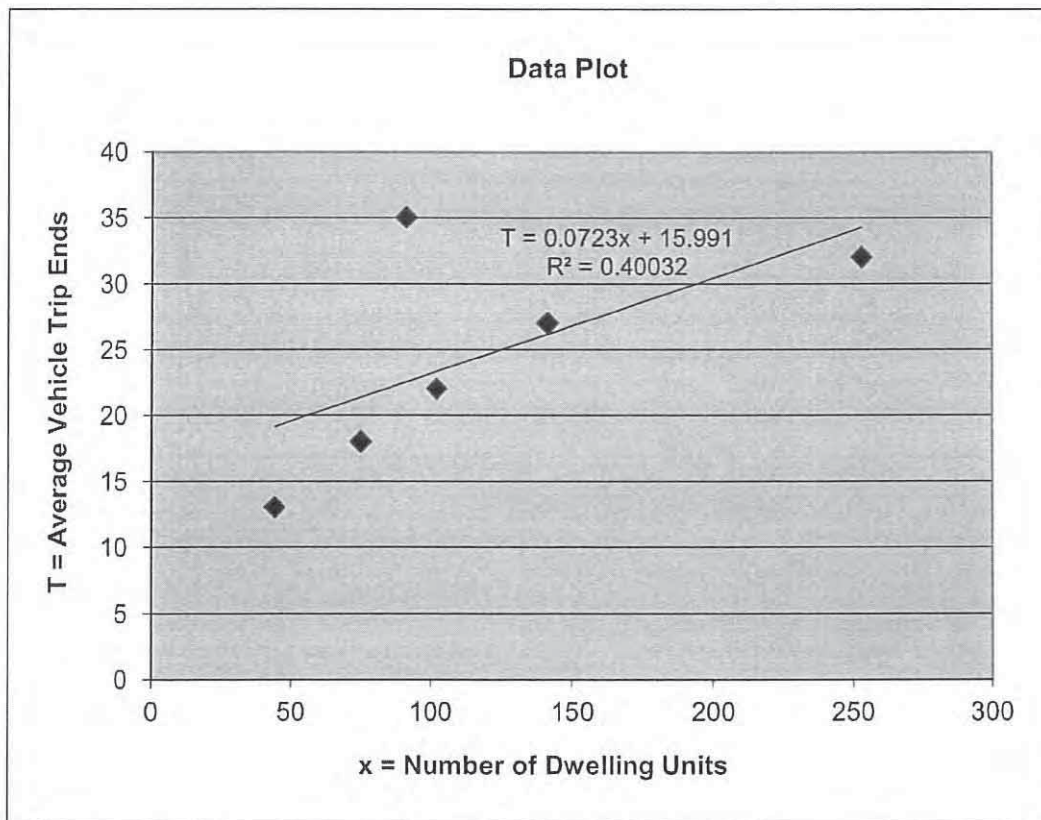
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Dwelling Units
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic
 One Hour Between 4 and 6 p.m.

Number of Studies: 6
 Average Number of Units: 117.67
 Directional Distribution: 54% Entering
 46% Exiting

Trip Generation per Number of Dwelling Units

Average Rate	Range of Rates	Standard Deviation
0.24	0.13-0.38	0.09



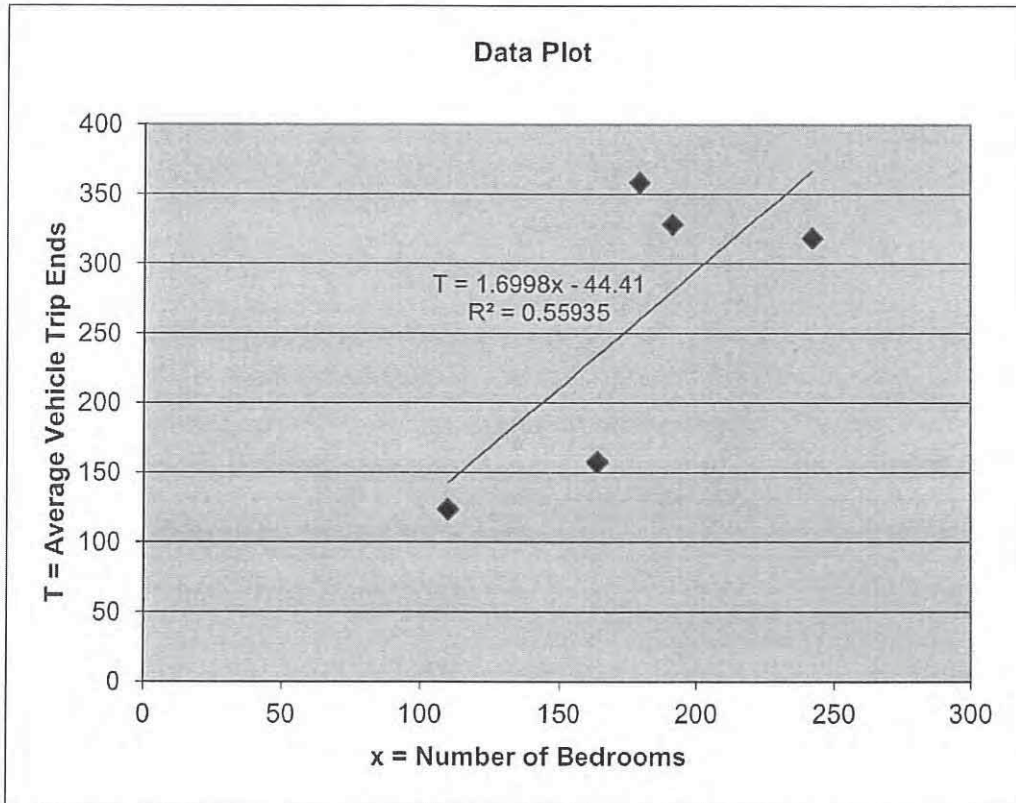
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Bedrooms
 On a: Weekday

Number of Studies: 6
 Average Number of Units: 147.67
 Directional Distribution: 50% Entering
 50% Exiting

Trip Generation per Number of Bedrooms

Average Rate	Range of Rates	Standard Deviation
1.42	0.96-2.00	0.43



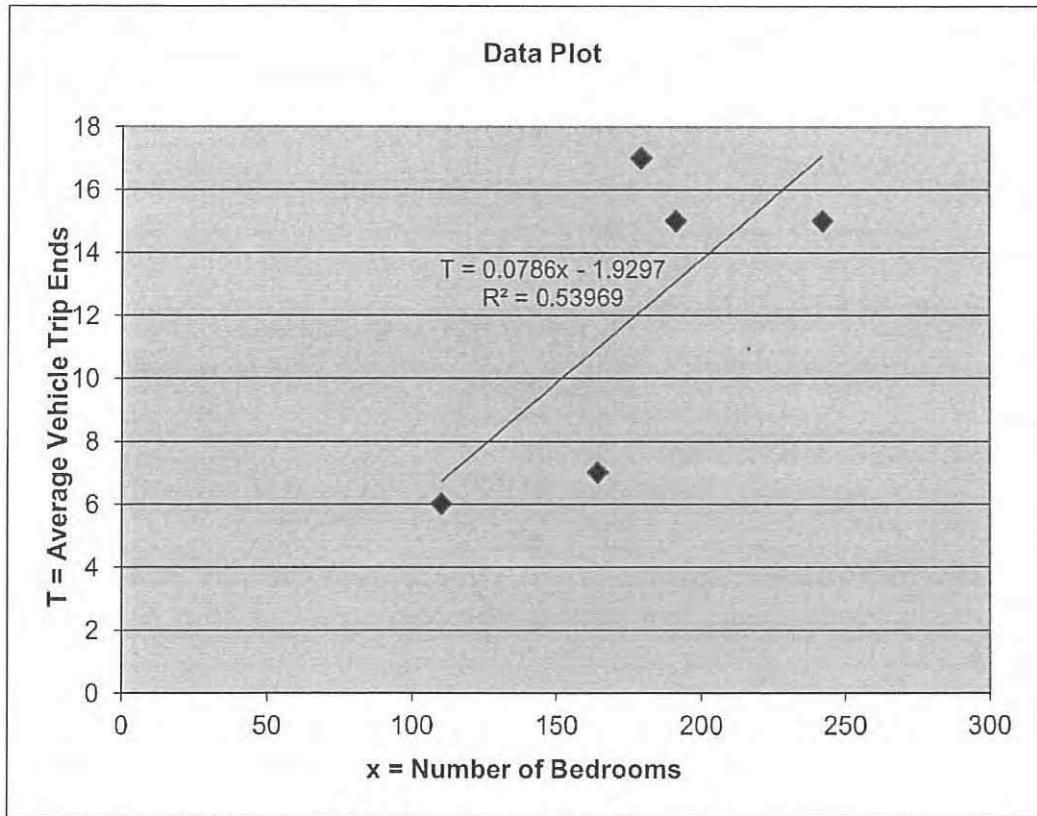
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Bedrooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic
 One Hour Between 7 and 9 a.m.

Number of Studies: 6
 Average Number of Units: 147.67
 Directional Distribution: 43% Entering
 57% Exiting

Trip Generation per Number of Bedrooms

Average Rate	Range of Rates	Standard Deviation
0.07	0.04-0.09	0.02



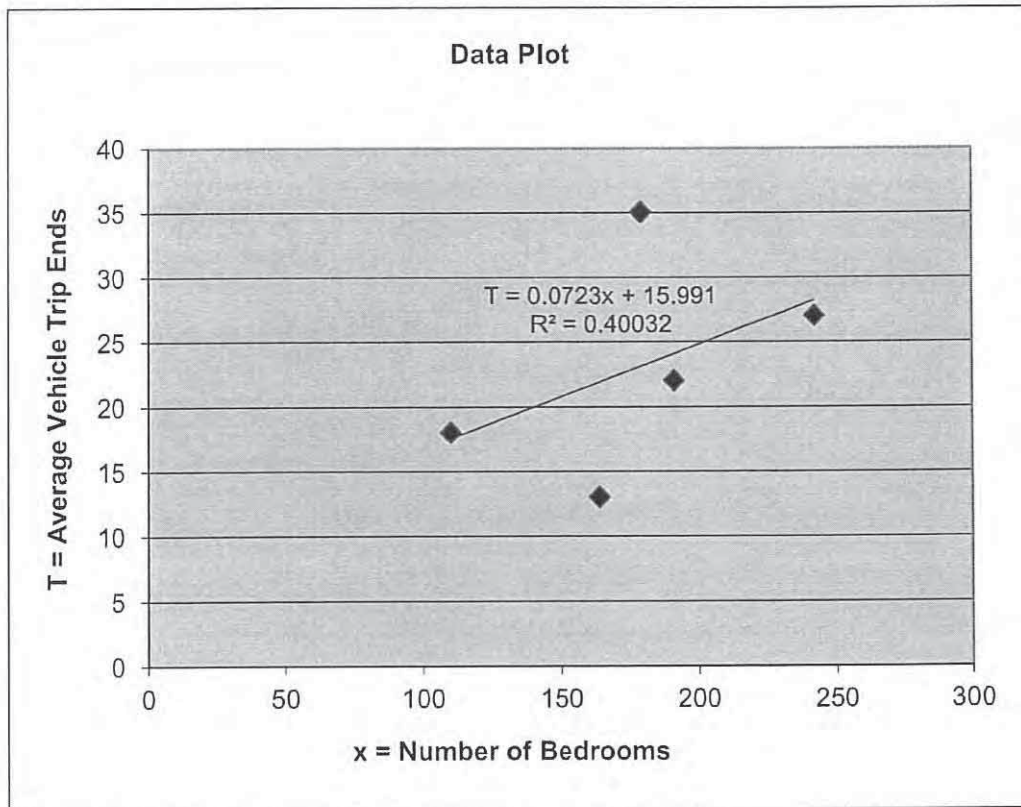
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Bedrooms
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic
 One Hour Between 4 and 6 p.m.

Number of Studies: 6
 Average Number of Units: 147.67
 Directional Distribution: 53% Entering
 47% Exiting

Trip Generation per Number of Bedrooms

Average Rate	Range of Rates	Standard Deviation
0.13	0.11-0.20	0.05



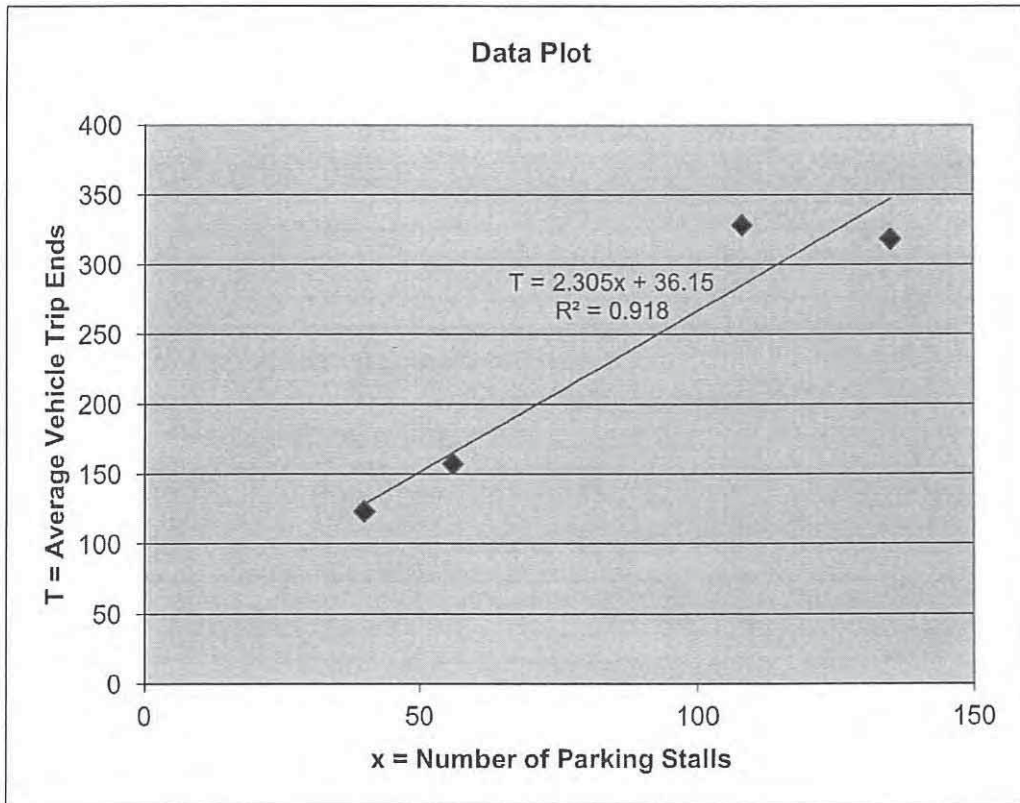
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Parking Stalls
 On a: Weekday

Number of Studies: 6
 Average Number of Units: 56.50
 Directional Distribution: 50% Entering
 50% Exiting

Trip Generation per Number of Parking Stalls

Average Rate	Range of Rates	Standard Deviation
2.82	2.36-3.08	0.33



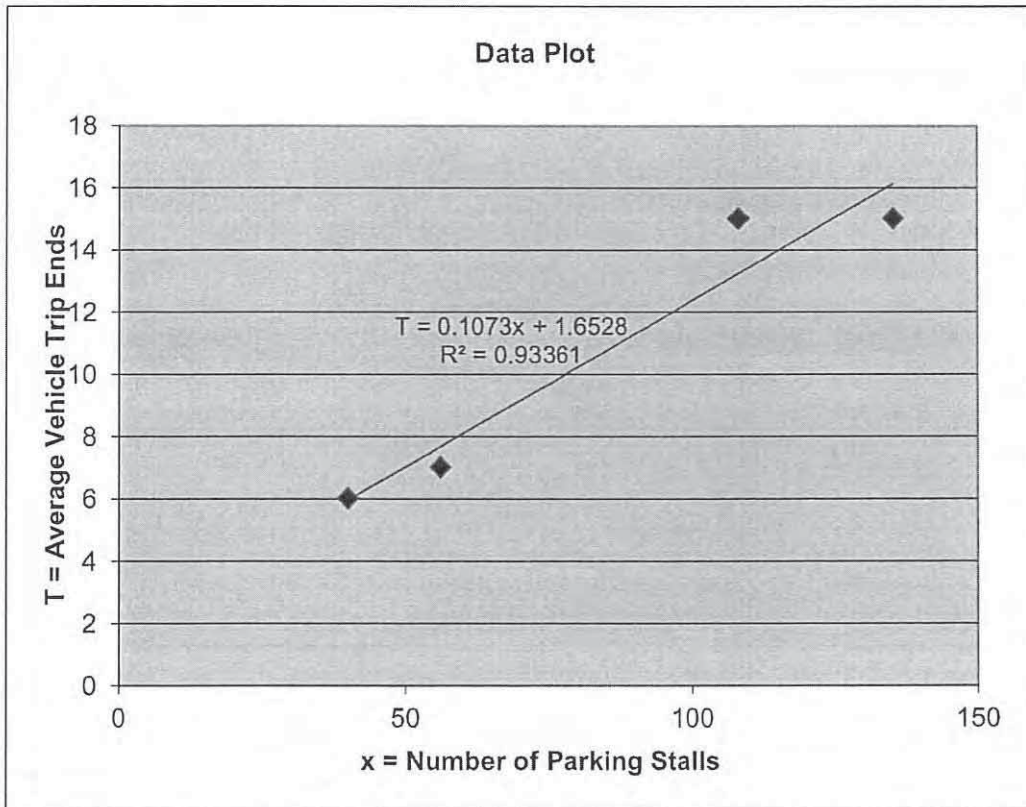
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Parking Stalls
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic
 One Hour Between 7 and 9 a.m.

Number of Studies: 6
 Average Number of Units: 56.50
 Directional Distribution: 47% Entering
 53% Exiting

Trip Generation per Number of Parking Stalls

Average Rate	Range of Rates	Standard Deviation
0.13	0.11-0.15	0.02



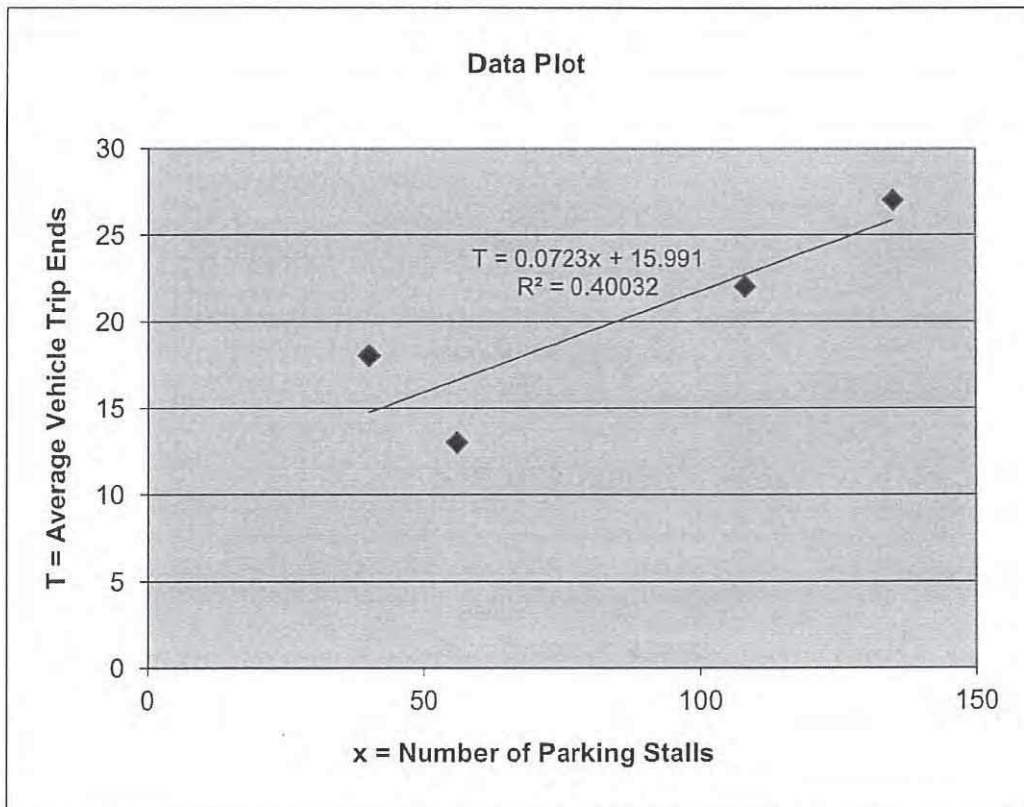
Student Housing Apartment Building

Average Vehicle Trip Ends vs: Number of Parking Stalls
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic
 One Hour Between 4 and 6 p.m.

Number of Studies: 6
 Average Number of Units: 56,50
 Directional Distribution: 54% Entering
 46% Exiting

Trip Generation per Number of Parking Stalls

Average Rate	Range of Rates	Standard Deviation
0.27	0.20-0.45	0.12



**TRAFFIC IMPACT ANALYSIS
GATHER URBANA DEVELOPMENT**

**LINCOLN / CLARK
TRAFFIC SIGNAL WARRANT REVIEW**

57-4.04 Traffic Signal Warrants**57-4.04(a) New Traffic Signals**

The investigation of the need for a traffic signal includes an analysis of factors related to the existing operations and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants from Section 4C of the ILMUTCD:

- Warrant 1, Eight-Hour Vehicle Volume
- Warrant 2, Four -Hour Vehicle Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection near a Grade Crossing

If none of the warrants are satisfied, then a traffic signal should not be considered at the study location. Furthermore, the satisfaction of one or more of the warrants does not in itself justify the installation of a traffic signal. An engineering and traffic study of the site's physical characteristics and traffic conditions is necessary to determine whether a traffic control signal installation is justified at a particular location.

57-4.04(b) Existing Traffic Signals

If it is obvious that an existing traffic signal meets one or more of the traffic signal warrants, then no special documentation will be required.

The Phase I report should document whether the existing signals should be removed or retained based on the following as well as other supporting information:

- number of warrants met,
- expected development and traffic growth on intersecting streets,
- signal progression with adjacent signals, and
- crash potential due to either retention or removal of the signal.

Include a traffic count data sheet to verify that signal warrant(s) are or are not met in the appendix of the phase I project report.

57-4.04(c) Proposed Volumes

For new intersections or where proposed intersection improvements for large developments will significantly increase traffic volumes, traffic signals may be justified where the 8-hour vehicle volume three years after construction exceeds the values required for Warrant 1. The three

year time frame should be increased in the event of staged development. The 8-hour vehicle volume may be considered as 55% of the projected 30th maximum hour volume. See the *ILMUTCD* for additional guidance.

57-4.05 Traffic Signal Needs Study

Although one or more of the warrants presented in *ILMUTCD* may be satisfied, the results of a thorough engineering and traffic study of the site's physical characteristics and traffic conditions may indicate that the installation of a traffic signal is not the most prudent choice. A traffic signal should not be installed unless an engineering study indicates that installing the device will improve the overall safety and/or operation of the intersection. In addition to the *ILMUTCD* traffic signal warrants, consider the following factors:

1. Crash Experience. Consider alternative solutions to crash-related problems (e.g., removing parking, using advance warning signs or larger signs).
2. Geometrics. The intersection's geometric design can affect the efficiency of the traffic signal. Traffic signal installations at poorly aligned intersections may, in some cases, increase driver confusion and reduce the overall efficiency of the intersection. If practical, properly align the intersection to adequately accommodate turning lanes, through lanes, etc. See Chapter 36 for the geometric design criteria of intersections.
3. Costs. The installation and maintenance of traffic signals can be very expensive. A cost-effectiveness analysis may be necessary to determine if the benefits from the reduction in crashes and delays will actually exceed the costs associated with signalization.
4. Location. Consider the intersection relative to the adjacent land use type and density (e.g., urban, suburban, rural) and the potential for future development in the study area. Also consider the location of the intersection within the context of the overall transportation system (e.g., isolated locations, interrelated operations, functional classification). Normally, isolated locations are intersections where the distance to the nearest signalized intersection or potential future signalized intersection is greater than 0.5 mile (800 m).
5. Approach Geometrics and Volumes. For the purpose of comparing intersection conditions to the warrants, lanes added on major streets within 300 ft (90 m) of the intersection should not be considered as approach lanes unless a significant volume of traffic enters the streets within the added lane (e.g., ramp connection).
6. Temporary Signals. The need for temporary traffic signals will be determined on a case-by-case basis. These installations are typically considered for construction and maintenance projects. Use the warrants for permanent signal installations as guidelines to determine temporary signal needs. As practical, design temporary traffic signals consistent with the design criteria for permanent signal installations.

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

- 01 An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.
- 02 The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

Warrant 1, Eight-Hour Vehicular Volume NOT MET
 Warrant 2, Four-Hour Vehicular Volume NOT MET
 Warrant 3, Peak Hour NOT MET
 Warrant 4, Pedestrian Volume N/A
 Warrant 5, School Crossing N/A
 Warrant 6, Coordinated Signal System N/A
 Warrant 7, Crash Experience N/A
 Warrant 8, Roadway Network N/A
 Warrant 9, Intersection Near a Grade Crossing N/A

- 03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Support:

- 04 Sections 8C.09 and 8C.10 contain information regarding the use of traffic control signals instead of gates and/or flashing-light signals at highway-rail grade crossings and highway-light rail transit grade crossings, respectively.

Guidance:

- 05 A traffic control signal should not be installed unless one or more of the factors described in this Chapter are met.
- 06 A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.
- 07 A traffic control signal should not be installed if it will seriously disrupt progressive traffic flow.
- 08 The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2.
- 09 Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. The site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles.
- 10 Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- 11 At a location that is under development or construction and where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into stop-and-go operation to determine if the signal is justified. If not justified, the signal should be taken out of stop-and-go operation or removed.
- 12 For signal warrant analysis, a location with a wide median, even if the median width is greater than 30 feet, should be considered as one intersection.

Option:

- 13 At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the "minor-street" volume and the corresponding single direction of opposing traffic on the major street as the "major-street" volume.
- 14 For signal warrants requiring conditions to be present for a certain number of hours in order to be satisfied, any four sequential 15-minute periods may be considered as 1 hour if the separate 1-hour periods used in the warrant analysis do not overlap each other and both the major-street volume and the minor-street volume are for the same specific one-hour periods.
- 15 For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians.

Support:

- 16 When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians.

Option:

- 17 Engineering study data may include the following:
- A. The number of vehicles entering the intersection in each hour from each approach during 12 hours of an average day. It is desirable that the hours selected contain the greatest percentage of the 24-hour traffic volume.
 - B. Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in some locations, bicycles), during each 15-minute period of the 2 hours in the morning and 2 hours in the afternoon during which total traffic entering the intersection is greatest.
 - C. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in Item B and during hours of highest pedestrian volume. Where young, elderly, and/or persons with physical or visual disabilities need special consideration, the pedestrians and their crossing times may be classified by general observation.
 - D. Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements at the location under study. These persons might not be adequately reflected in the pedestrian volume count if the absence of a signal restrains their mobility.
 - E. The posted or statutory speed limit or the 85th-percentile speed on the uncontrolled approaches to the location.
 - F. A condition diagram showing details of the physical layout, including such features as intersection geometrics, channelization, grades, sight-distance restrictions, transit stops and routes, parking conditions, pavement markings, roadway lighting, driveways, nearby railroad crossings, distance to nearest traffic control signals, utility poles and fixtures, and adjacent land use.
 - G. A collision diagram showing crash experience by type, location, direction of movement, severity, weather, time of day, date, and day of week for at least 1 year.
- 18 The following data, which are desirable for a more precise understanding of the operation of the intersection, may be obtained during the periods described in Item B of Paragraph 17:
- A. Vehicle-hours of stopped time delay determined separately for each approach.
 - B. The number and distribution of acceptable gaps in vehicular traffic on the major street for entrance from the minor street.
 - C. The posted or statutory speed limit or the 85th-percentile speed on controlled approaches at a point near to the intersection but unaffected by the control.
 - D. Pedestrian delay time for at least two 30-minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or Sunday.
 - E. Queue length on stop-controlled approaches.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

- 01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- 02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.
- 03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

- 04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:
- A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
 - B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

- 05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

- 06 The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Standard:

- 07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:
- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
 - B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Option:

- 08 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

Support:

- 01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

- 02 **The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.**

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Section 4C.04 Warrant 3, Peak Hour

Support:

- 01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

- 02 **This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.**
- 03 **The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:**
- A. **If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:**
 1. **The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and**
 2. **The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and**
 3. **The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.**
 - B. **The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.**

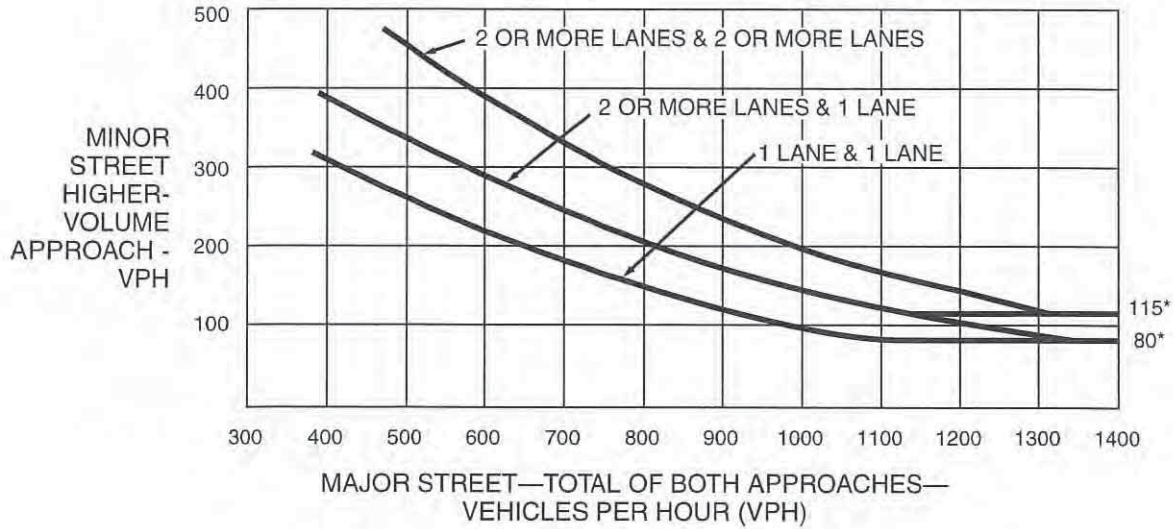
Option:

- 04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.
- 05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Guidance:

- 06 *If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.*

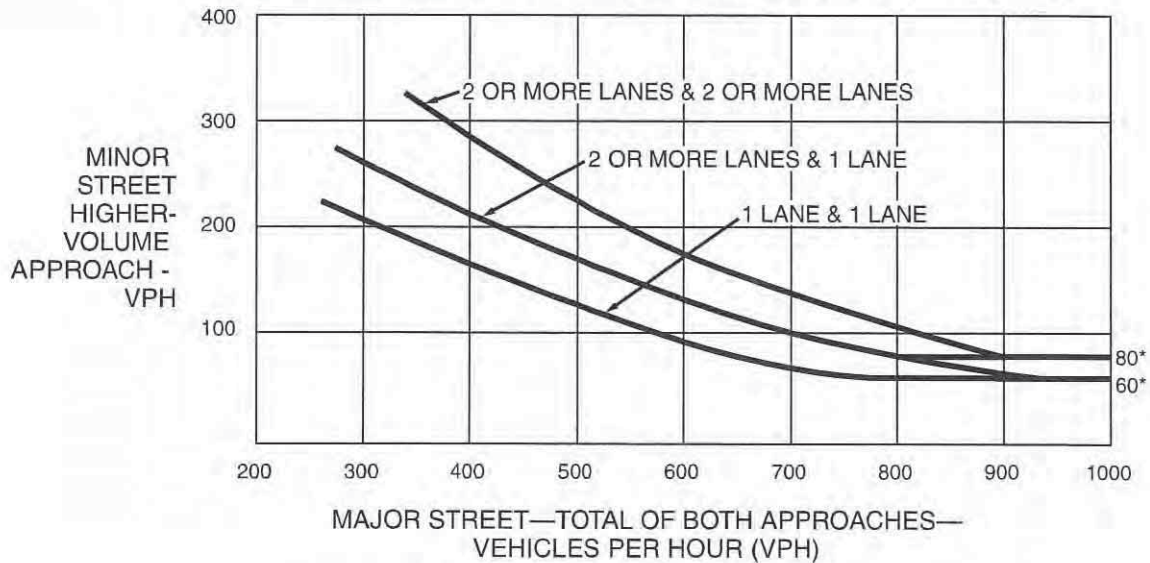
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Table for Figure 4C-1

One lane and one lane		Two or more lanes and one lane		*	Two or more lanes and two or more lanes	
VPH on the major street (Total of both approaches)	VPH on the minor street (Higher volume approach)	VPH on the major street (Total of both approaches)	VPH on the minor street (Higher volume approach)		VPH on the major street (Total of both approaches)	VPH on the minor street (Higher volume approach)
1400	80	1400	80	115	1400	115
1300	80	1300	90	115	1300	115
1200	80	1200	100	115	1200	145
1100	80	1100	120		1100	165
1000	100	1000	150		1000	200
900	120	900	175		900	240
800	150	800	200		800	275
700	180	700	250		700	340
600	220	600	290		600	390
500	260	500	340		500	460
400	310	400	390		400	

* Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-1 Warrant 2, Four-Hour Vehicular Volume
Two or more lanes and one lane

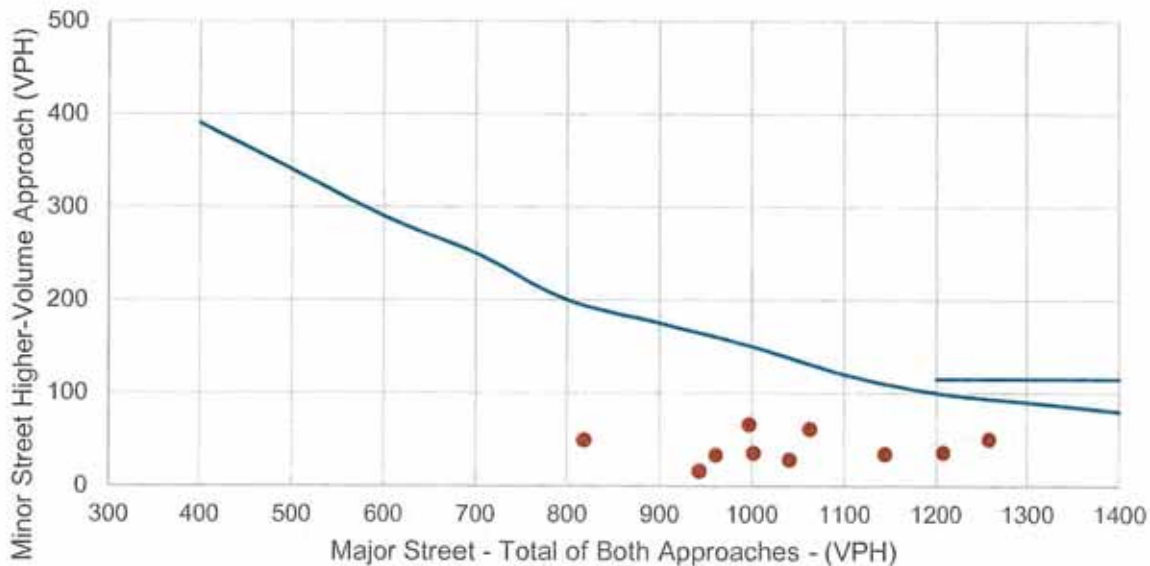


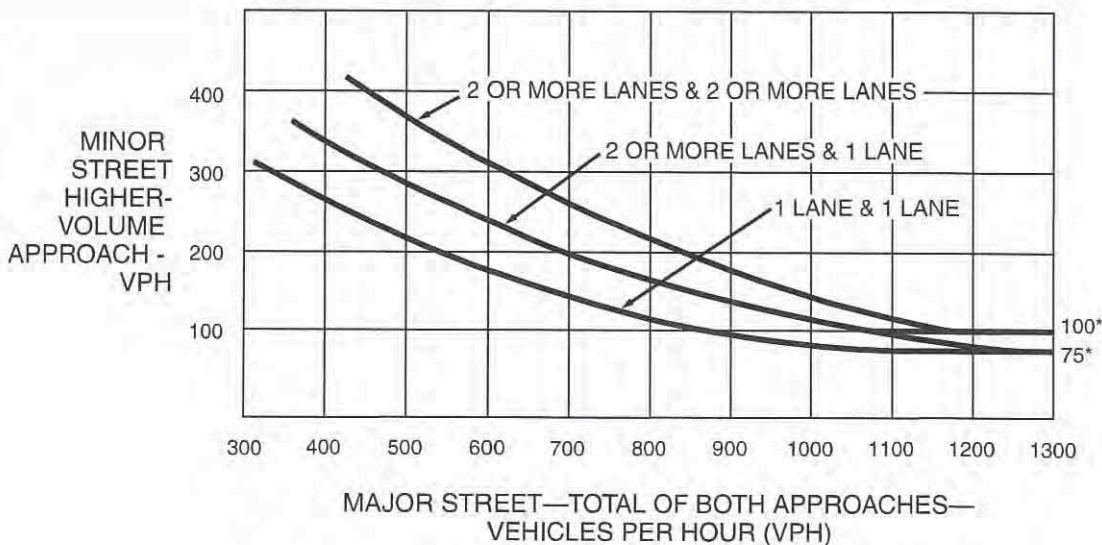
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



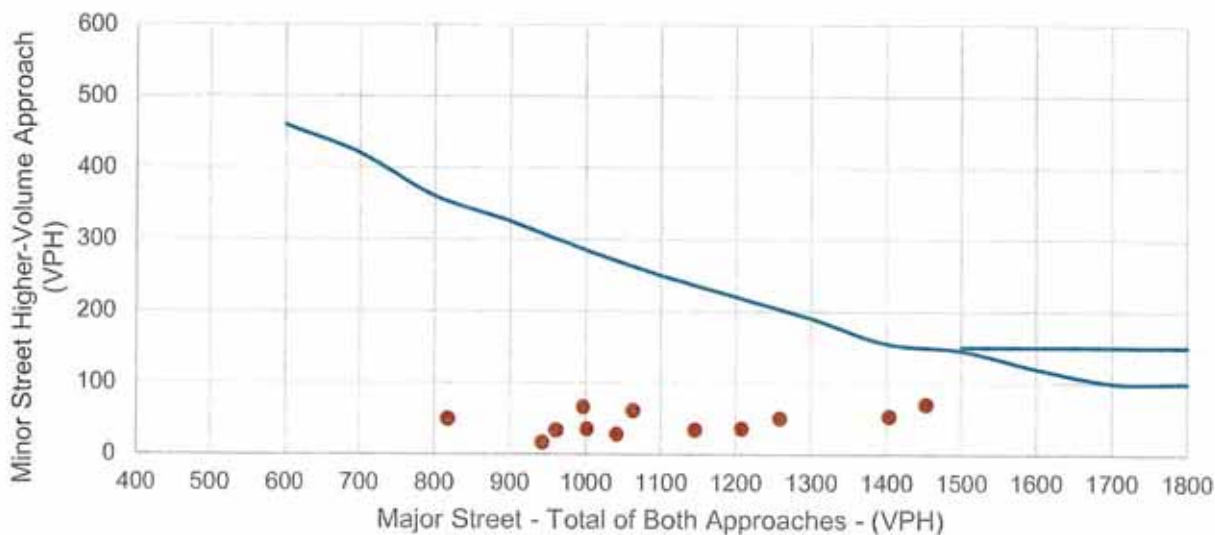
*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Table for Figure 4C-3

One lane and one lane		Two or more lanes and one lane		*	Two or more lanes and two or more lanes	
VPH on the major street (Total of both approaches)	VPH on the minor street (Higher volume approach)	VPH on the major street (Total of both approaches)	VPH on the minor street (Higher volume approach)		VPH on the major street (Total of both approaches)	VPH on the minor street (Higher volume approach)
1800	100	1800	100	150	1800	150
1700	100	1700	100	150	1700	150
1600	100	1600	120	150	1600	170
1500	100	1500	145	150	1500	180
1400	120	1400	155		1400	220
1300	130	1300	190		1300	250
1200	150	1200	220		1200	285
1100	175	1100	250		1100	340
1000	200	1000	285		1000	370
900	245	900	325		900	425
800	285	800	360		800	475
700	325	700	420		700	540
600	360	600	460		600	590
500	420	500			500	

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one

Figure 4C-3 Warrant 3, Peak Hour
Two or more lanes and one lane



Section 4C.05 Warrant 4, Pedestrian Volume *NOT APPLICABLE*

Support:

01 The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard:

02 The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:

- A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or
- B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.

Option:

03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-6 may be used in place of Figure 4C-5 to evaluate Criterion A in Paragraph 2, and Figure 4C-8 may be used in place of Figure 4C-7 to evaluate Criterion B in Paragraph 2.

Standard:

04 The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic. *STOP BAR AT LINCOLN + UNIVERSITY TO LINCOLN + CLARK < 300 FEET*

05 If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E.

Guidance:

06 If this warrant is met and a traffic control signal is justified by an engineering study, then:

- A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.
- B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.
- C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Option:

07 The criterion for the pedestrian volume crossing the major street may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second.

08 A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.

Section 4C.06 Warrant 5, School Crossing *NOT APPLICABLE*

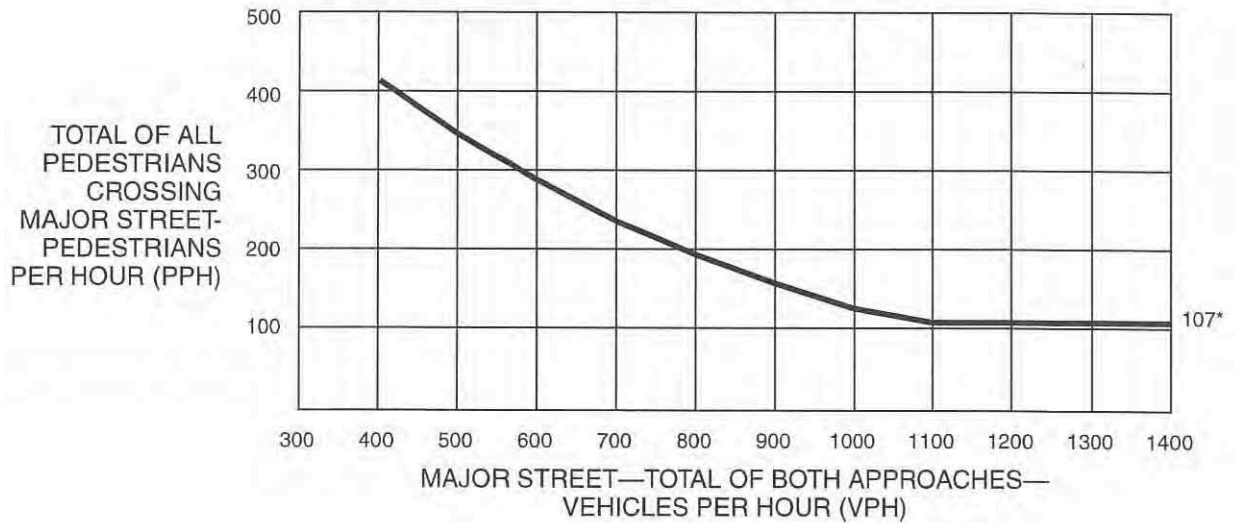
Support:

01 The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word "schoolchildren" includes elementary through high school students.

Standard:

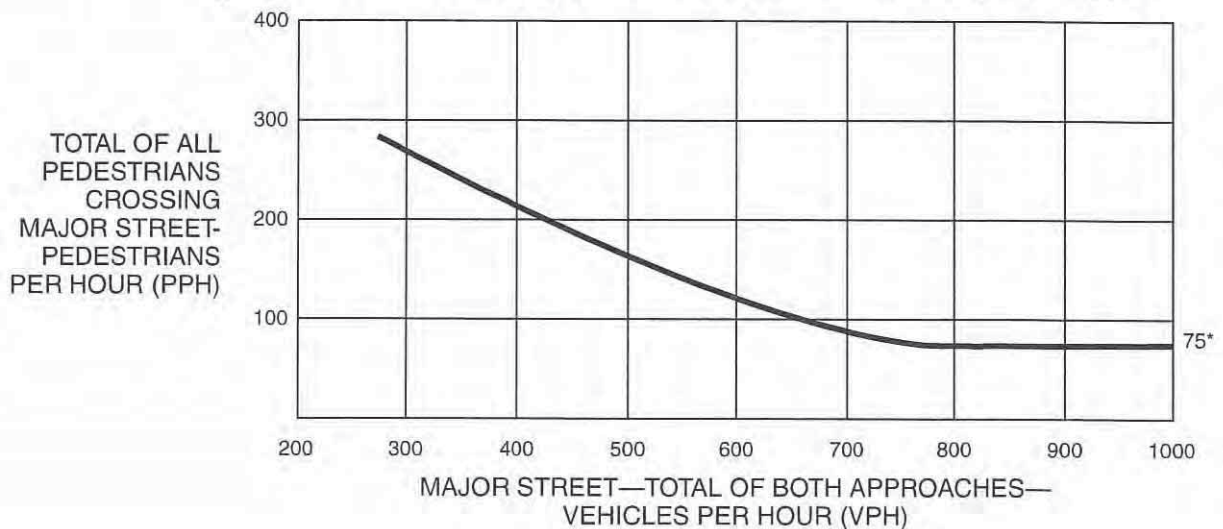
02 The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 schoolchildren during the highest crossing hour.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



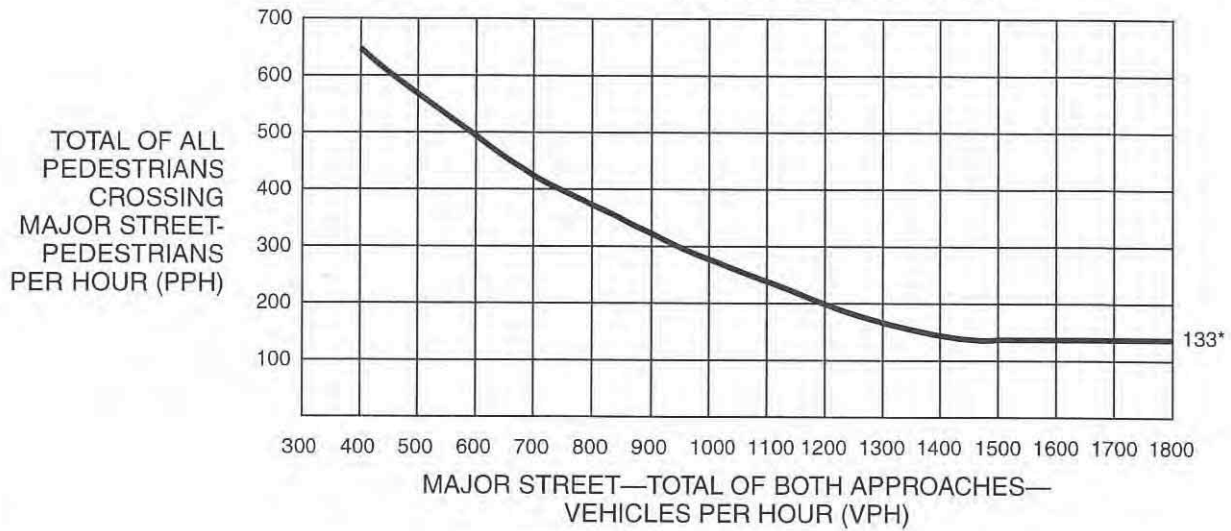
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



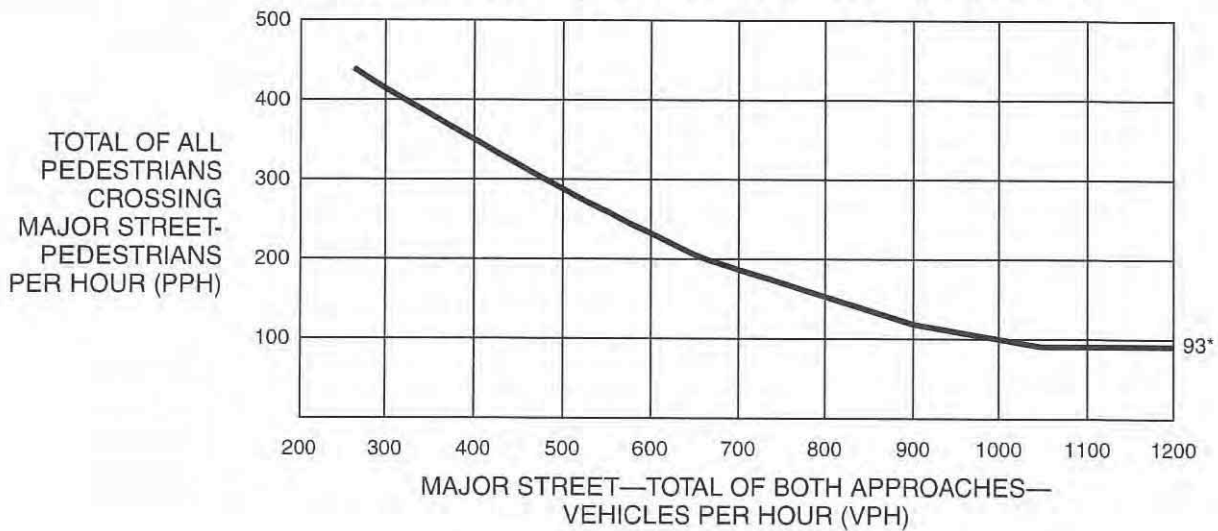
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

- 03 Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.
- 04 The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.

Guidance:

- 05 If this warrant is met and a traffic control signal is justified by an engineering study, then:
- A. If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.
 - B. If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.
 - C. Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.

Section 4C.07 Warrant 6, Coordinated Signal System

NOT APPLICABLE

Support:

- 01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Standard:

- 02 The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:
- A. On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.
 - B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Guidance:

- 03 The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.

Section 4C.08 Warrant 7, Crash Experience

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

- 02 The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:
- A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and ~~and~~ *THREE IN FIVE YEAR PERIOD (2012-2017)*
 - B. ~~Five or more~~ reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
 - C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.09 Warrant 8, Roadway Network *NOT APPLICABLE*

Support:

- 01 Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

Standard:

- 02 The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:
- A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
 - B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).
- 03 A major route as used in this signal warrant shall have at least one of the following characteristics:
- A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.
 - B. It includes rural or suburban highways outside, entering, or traversing a city.
 - C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Section 4C.10 Warrant 9, Intersection Near a Grade Crossing *NOT APPLICABLE*

Support:

- 01 The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

Guidance:

- 02 This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:
- A. Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or
 - B. Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.

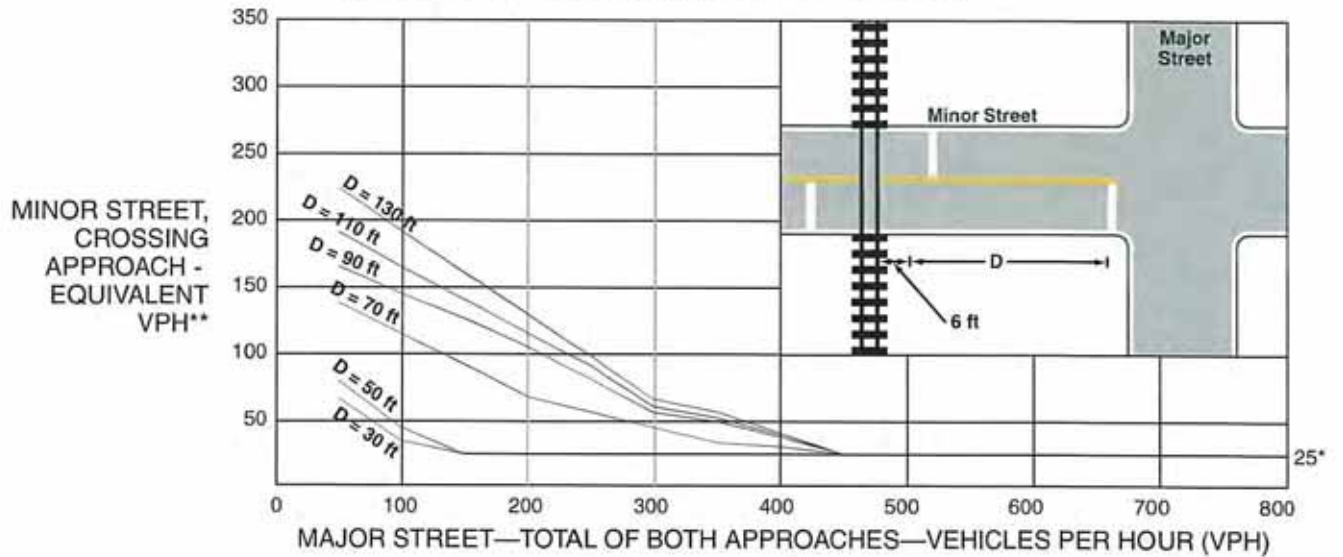
Standard:

- 03 The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:
- A. A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and
 - B. During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13.

Guidance:

- 04 The following considerations apply when plotting the traffic volume data on Figure 4C-9 or 4C-10:
- A. Figure 4C-9 should be used if there is only one lane approaching the intersection at the track crossing location and Figure 4C-10 should be used if there are two or more lanes approaching the intersection at the track crossing location.

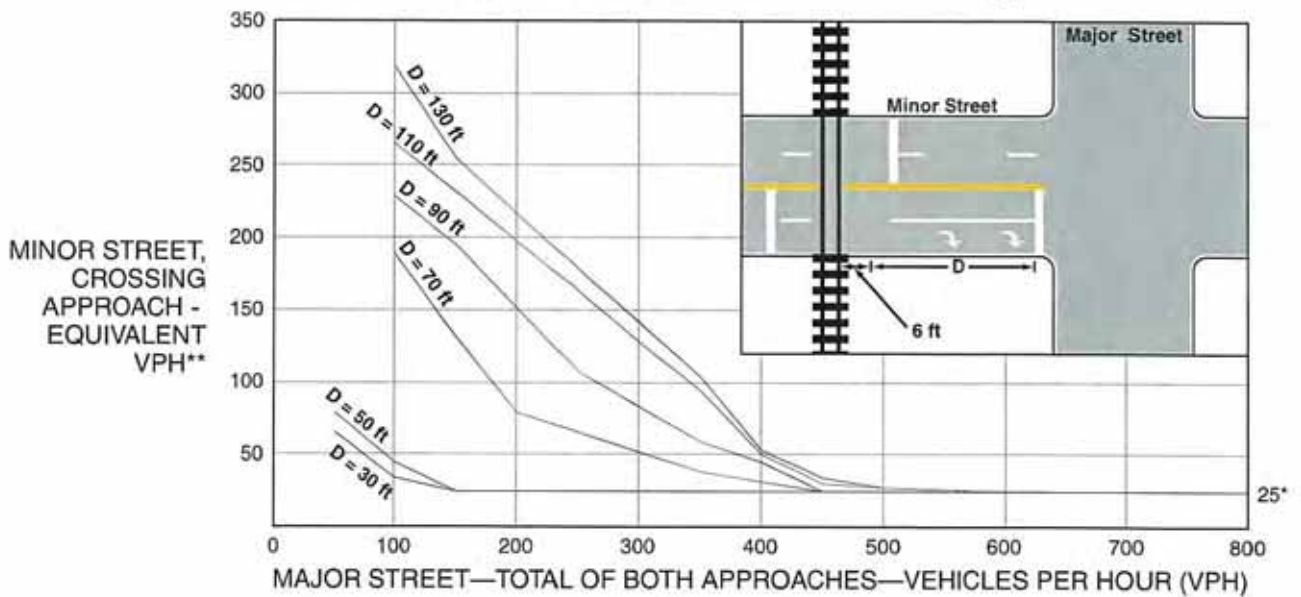
Figure 4C-9. Warrant 9, Intersection Near a Grade Crossing (One Approach Lane at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

Figure 4C-10. Warrant 9, Intersection Near a Grade Crossing (Two or More Approach Lanes at the Track Crossing)



* 25 vph applies as the lower threshold volume

** VPH after applying the adjustment factors in Tables 4C-2, 4C-3, and/or 4C-4, if appropriate

- B. After determining the actual distance *D*, the curve for the distance *D* that is nearest to the actual distance *D* should be used. For example, if the actual distance *D* is 95 feet, the plotted point should be compared to the curve for *D* = 90 feet.
- C. If the rail traffic arrival times are unknown, the highest traffic volume hour of the day should be used.

Option:

- 05 The minor-street approach volume may be multiplied by up to three adjustment factors as provided in Paragraphs 6 through 8.
- 06 Because the curves are based on an average of four occurrences of rail traffic per day, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-2 for the appropriate number of occurrences of rail traffic per day.
- 07 Because the curves are based on typical vehicle occupancy, if at least 2% of the vehicles crossing the track are buses carrying at least 20 people, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-3 for the appropriate percentage of high-occupancy buses.
- 08 Because the curves are based on tractor-trailer trucks comprising 10% of the vehicles crossing the track, the vehicles per hour on the minor-street approach may be multiplied by the adjustment factor shown in Table 4C-4 for the appropriate distance and percentage of tractor-trailer trucks.

Standard:

- 09 If this warrant is met and a traffic control signal at the intersection is justified by an engineering study, then:
 - A. The traffic control signal shall have actuation on the minor street;
 - B. Preemption control shall be provided in accordance with Sections 4D.27, 8C.09, and 8C.10; and
 - C. The grade crossing shall have flashing-light signals (see Chapter 8C).

Guidance:

- 10 If this warrant is met and a traffic control signal at the intersection is justified by an engineering study, the grade crossing should have automatic gates (see Chapter 8C).

Table 4C-2. Warrant 9, Adjustment Factor for Daily Frequency of Rail Traffic

Rail Traffic per Day	Adjustment Factor
1	0.67
2	0.91
3 to 5	1.00
6 to 8	1.18
9 to 11	1.25
12 or more	1.33

Table 4C-3. Warrant 9, Adjustment Factor for Percentage of High-Occupancy Buses

% of High-Occupancy Buses* on Minor-Street Approach	Adjustment Factor
0%	1.00
2%	1.09
4%	1.19
6% or more	1.32

* A high-occupancy bus is defined as a bus occupied by at least 20 people.

Table 4C-4. Warrant 9, Adjustment Factor for Percentage of Tractor-Trailer Trucks

% of Tractor-Trailer Trucks on Minor-Street Approach	Adjustment Factor	
	D less than 70 feet	D of 70 feet or more
0% to 2.5%	0.50	0.50
2.6% to 7.5%	0.75	0.75
7.6% to 12.5%	1.00	1.00
12.6% to 17.5%	2.30	1.15
17.6% to 22.5%	2.70	1.35
22.6% to 27.5%	3.28	1.64
More than 27.5%	4.18	2.09

Exhibit J - Traffic Impact Analysis

MUTCD - TRAFFIC SIGNAL WARRANT ANALYSIS

CITY/COUNTY: City of Urbana / Champaign County
 INTERSECTION: Lincoln Avenue & Clark Street
 MAJOR STREET: Lincoln Avenue
 POPULATION: > 10,000
 MAJOR STREET SPEED: 30 mph (posted)

DATE: 02/18/19
 YEAR OF CONSTRUCTION: 2019
 MINOR STREET: Clark Street
 ANALYST: JH / CB
 TRAFFIC COUNT DATE: 10/25/2016

	MAJOR STREET		MINOR STREET		WARRANTS											
					#1A	#1A (80%)	#1A (70%)	#1A (56%)	#1B	#1B (80%)	#1B (70%)	#1B (56%)	#2	#2 (70%)	#3	#3 (70%)
	TOTAL OF BOTH APPROACHES VPH	PEDESTRIAN CROSSING PPH	HIGHER VOLUME APPROACH VPH	PEDESTRIAN CROSSING PPH	* Major street 85th % speed > 40 m.p.h. or population < 10,000.											
12A																
1A																
2A																
3A																
4A																
5A																
6A																
7A	1145	1	34	1												
8A	1404	4	53	2												
9A	1002	5	35	3												
10A	818	9	49	4												
11A	997	7	66	9					1							
12P	1063	8	61	1					1							
1P	1041	5	28	4												
2P	961	14	33	1												
3P	1208	9	36	4												
4P	1259	8	50	6												
5P	1453	1	70	8					1							
6P	943	4	16	2												
7P																
8P																
9P																
10P																
11P																
TOTAL NUMBER OF HOURS THAT WARRANT CONDITIONS EXIST					0	0	0	0	0	3	0	0	0	0	0	0

BDE SECTION 57-4.04(c) 55% DESIGN METHOD

MAJOR ST. NO. OF APPROACH LANES: 2

MINOR ST. NO. OF APPROACH LANES: 1

	2019		GROWTH RATE = 0.5% PER YEAR	2022		x 0.55 =	2022	
	AM	PM		AM	PM		AM	PM
MAJOR APPROACH (both) =	1404	1453		1425	1682		784	925
MINOR APPROACH (higher vol.) =	53	70		54	81		30	45

Act. Vol. Met	MAJOR	MINOR	MINIMUM WARRANT VOLUMES	MAJOR	MINOR	55% Method Met	
						AM	PM
No	600	150	Warrant 1A - Minimum Vehicular Volume (Reduced Volume)	MUTCD Table 4C-1		No	No
No	900	75	Warrant 1B - Interruption of Continuous Flow	MUTCD Table 4C-1		No	No
No	720	60	Warrant 1 - 80% Combination (both conditions)	MUTCD Table 4C-1		No	No
No	MUTCD Figure 4C-1		Warrant 2 - Four Hour Vehicular Volume	MUTCD Figure 4C-1		No	No
No	MUTCD Figure 4C-3		Warrant 3 - Peak Hour	MUTCD Figure 4C-3		No	No

CONCLUSION:

Traffic signal warrants were not met for existing traffic. Traffic signal warrants were not met for projected traffic 3 years from opening using 55% Design Method. Traffic signals are not warranted at this intersection.



URBANA SITE CO

	NORTH						SOUTH						TOTALS
	LVL.1	LVL.2	LVL.3	LVL.4	LVL.5	TOTALS	LVL.1	LVL.2	LVL.3	LVL.4	LVL.5	TOTALS	
# of Beds	4	7	7	7	7	32	4	7	7	7	7	32	
Total Net RSF	14,544	12,028	12,028	12,028	12,028	50,656	14,544	12,028	12,028	12,028	12,028	50,656	
32-EXTENDED STAY UNIT						32						32	
A1						44						44	
A1-EXTENDED STAY UNIT						4						4	
A2						38						38	
B1-AFFORDABLE						20						20	
B2-INLINE						39						39	
B2-INLINE EXT. STAY UNIT						4						4	
B3-INSIDE CORNER						31						31	
D1						24						24	
UNITS	4	50	52	52	52	210	4	50	52	52	52	210	
BEDS	4	80	84	84	84	316	4	80	84	84	84	316	
TOTALS													
UNITS	4	4	4	4	4	32	4	4	4	4	4	32	
BEDS	4	8	8	8	8	32	4	8	8	8	8	32	
TOTALS													
UNITS	16	16	16	16	16	80	16	16	16	16	16	80	
BEDS	32	32	32	32	32	128	32	32	32	32	32	128	
TOTALS													

Bed \$k	UNIT MAKE	Bed \$k	UNIT MAKE
11.11%	18.60%	11.11%	18.60%
13.89%	23.26%	13.89%	23.26%
10.19%	15.50%	10.19%	15.50%
20.37%	17.05%	20.37%	17.05%
22.22%	9.30%	22.22%	9.30%
8.33%	4.65%	8.33%	4.65%
100.00%	100.00%	100.00%	100.00%

116,341 SF	14,486 SF	17,532 SF	148,799 SF	32,316 SF	181,695 SF
182,210 SF	40,260 SF	222,470 SF	36,442 SF	58,772 SF	281,242 SF
81,393%	18,019 SF	10,550 SF	1,217 SF	504 SF	747 SF
1,468 SF	3,000 SF	17,486 SF	194	105	299
203	108	50	24	63	24
268	SP. PER UNIT				

MENT

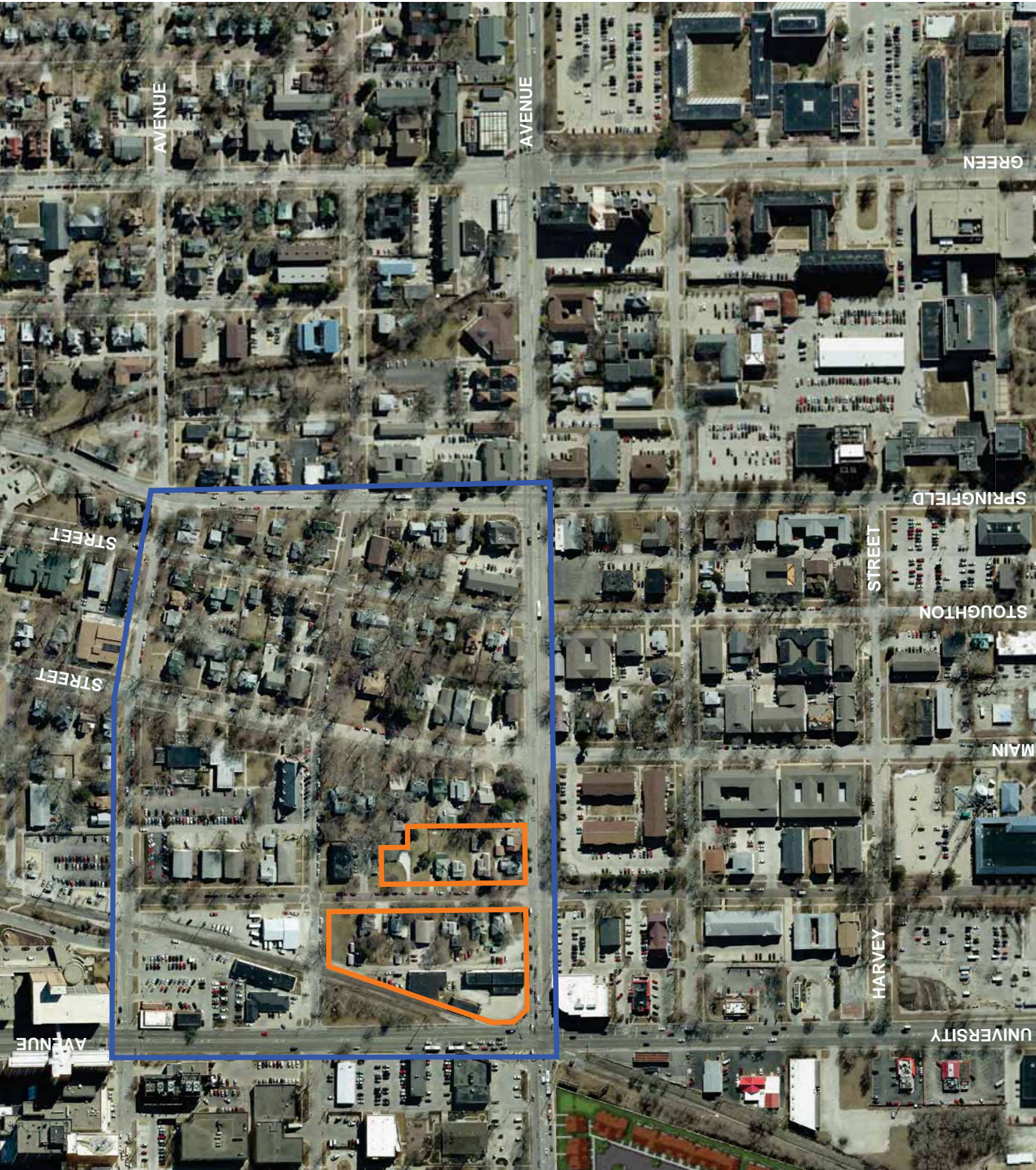
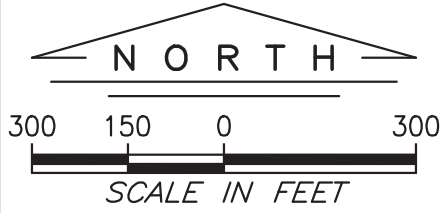
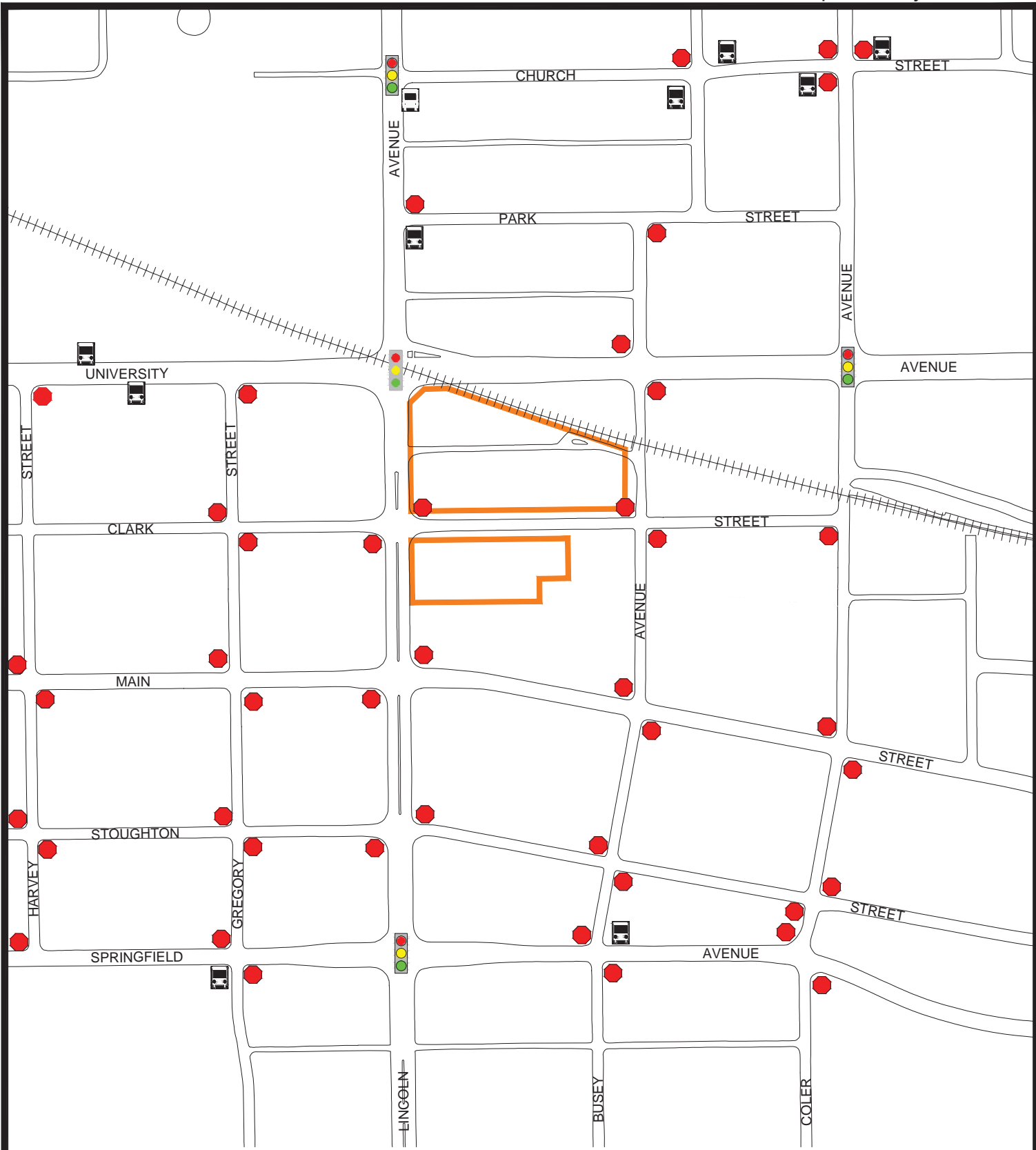



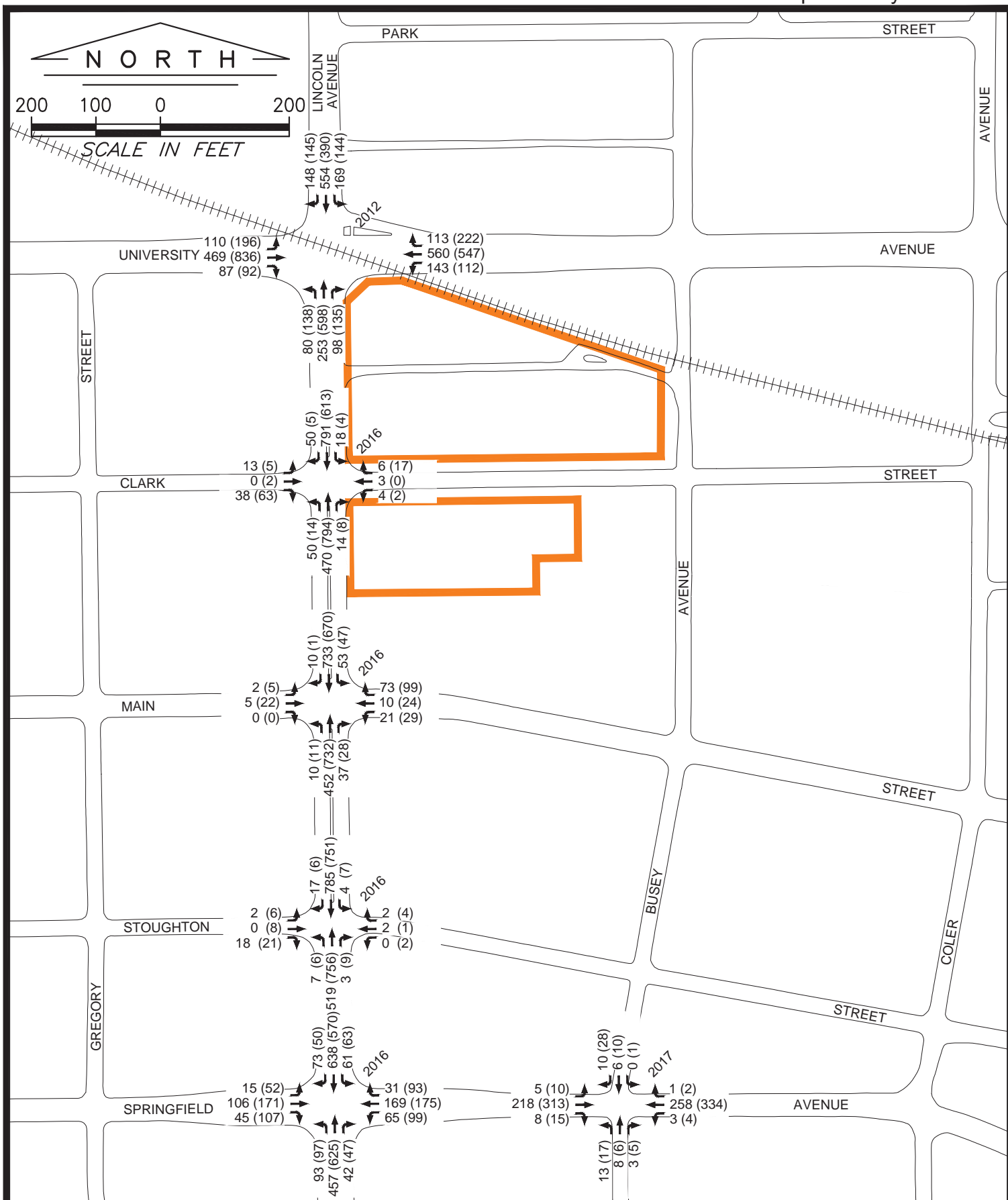


Exhibit J - Traffic Impact Analysis



-  BUS STOP SIGN/SHELTER
-  STOP SIGN
-  TRAFFIC SIGNAL LIGHT

**TRAFFIC CONTROLS AND
BUS STOP LOCATIONS**



DATA SOURCE: CHAMPAIGN-URBANA URBANIZED AREA TRANSPORTATION STUDY
CUUATS OPENDATA

EXISTING CUUATS PEAK TURNING MOVEMENT COUNTS

218 A.M. PEAK HOUR VEHICLE COUNT
(313) P.M. PEAK HOUR VEHICLE COUNT
YEAR VEHICLE COUNT TAKEN

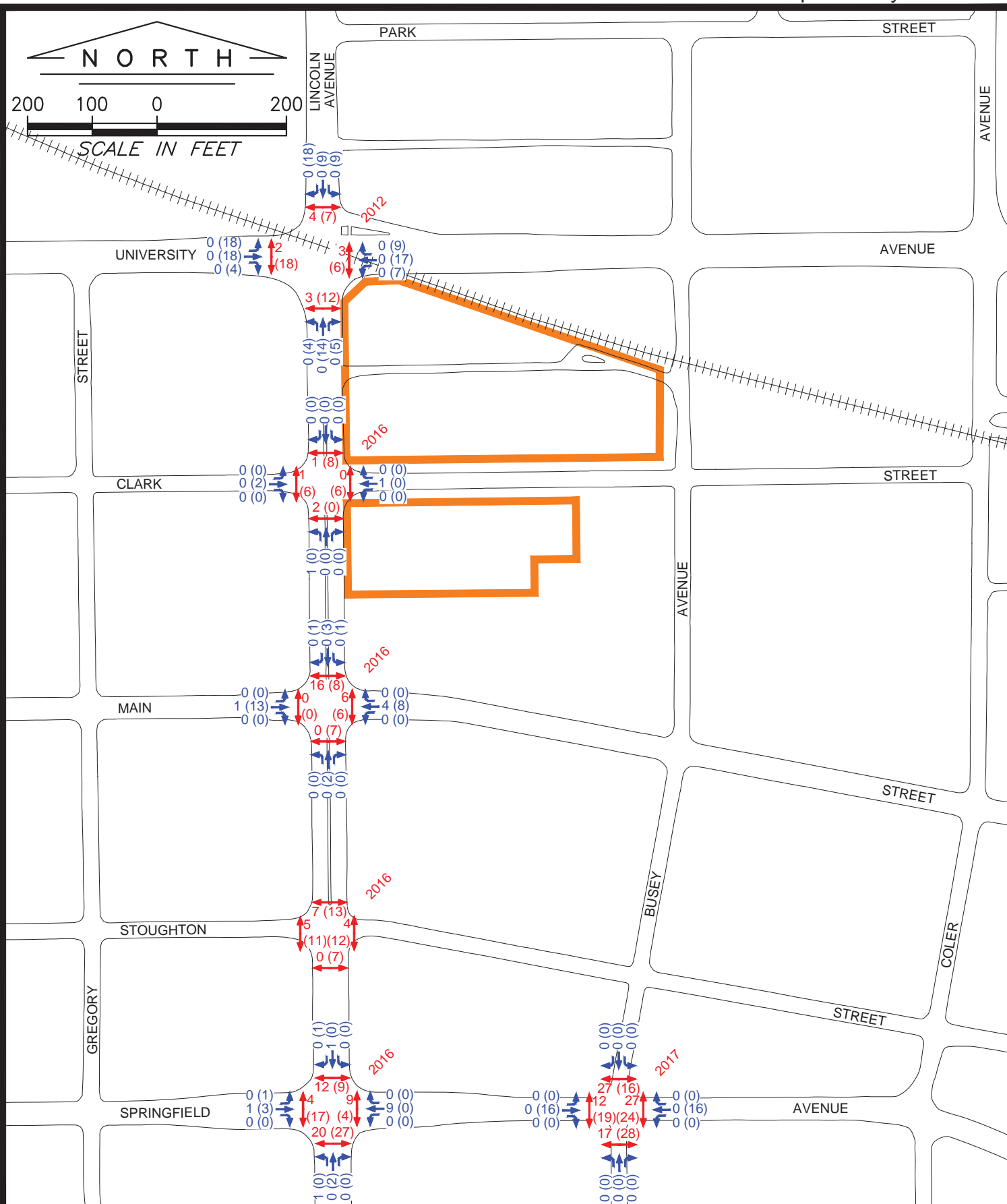
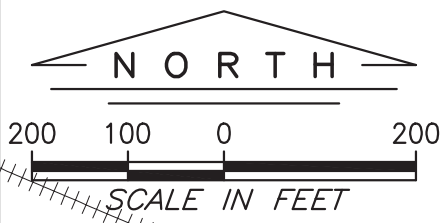
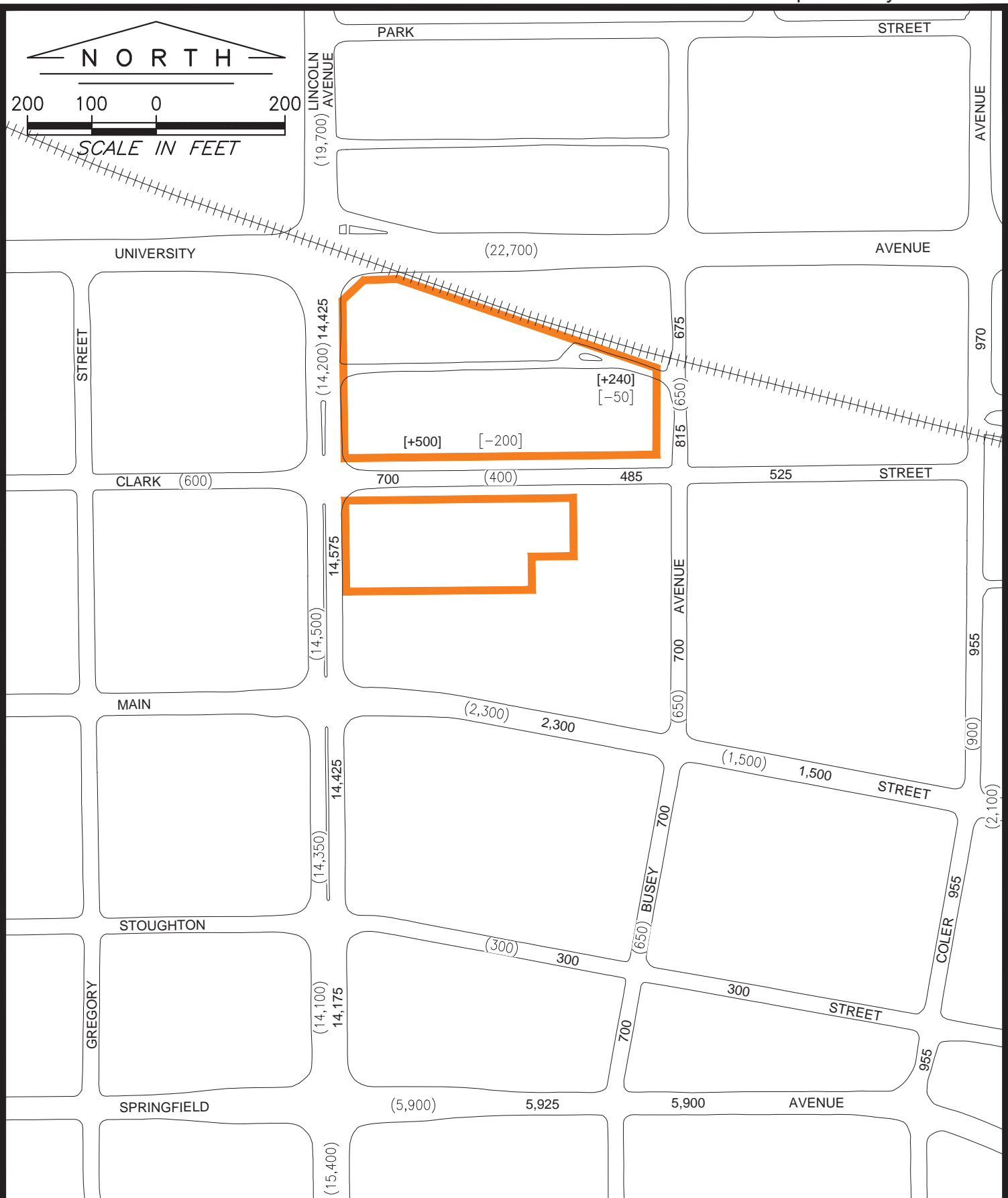


Exhibit J - Traffic Impact Analysis



(650) EXISTING AADT* [-50] EXISTING USE AADT
725 PROJECTED AADT [+300] NEW USE AADT

* DERIVED FROM 2016 CITY STUDY AND 2017 I.D.O.T. DATA

NEIGHBORHOOD TRAFFIC DISTRIBUTION

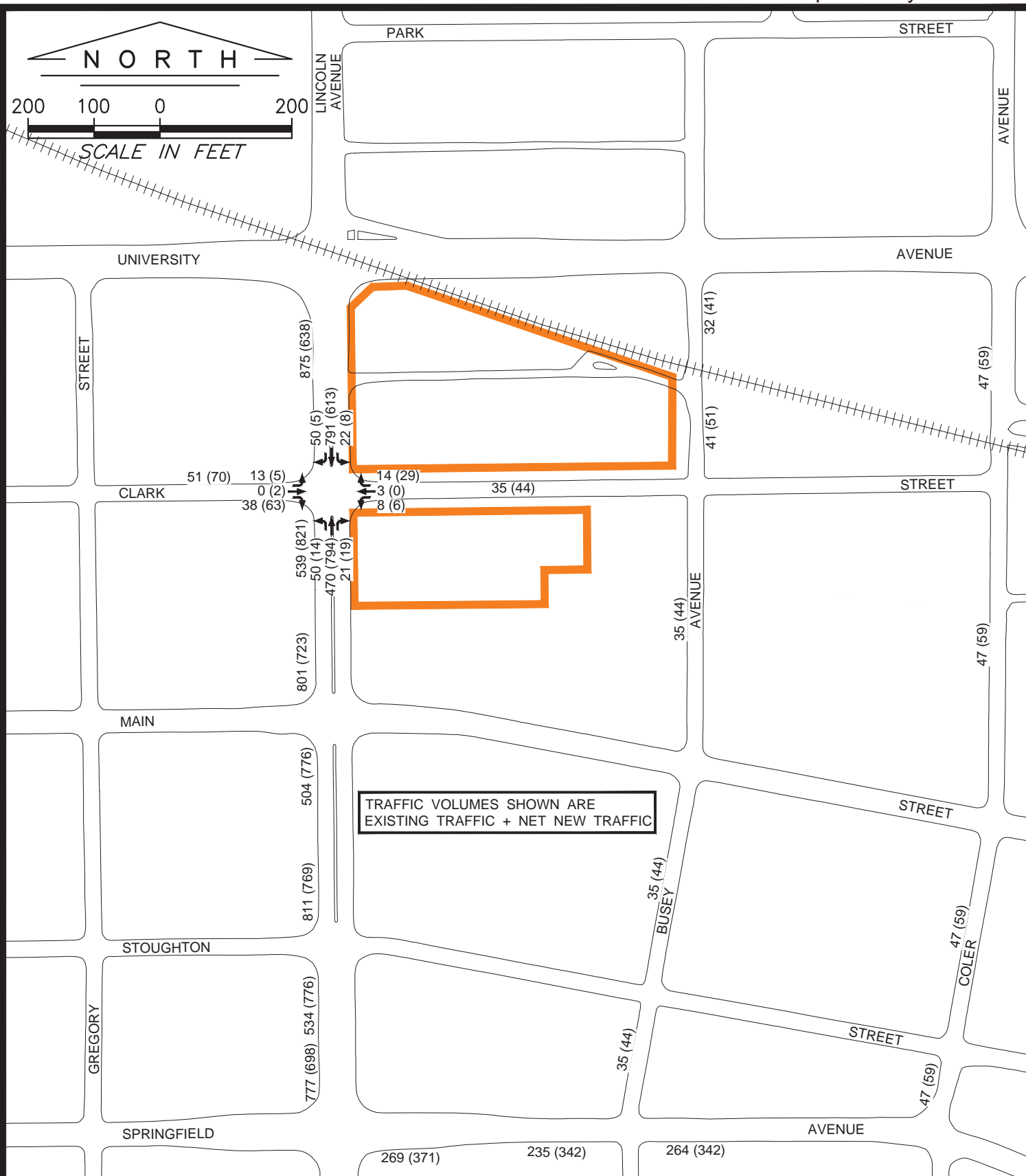
BCA
BERNS, CLANCY AND ASSOCIATES
ENGINEERS • SURVEYORS • PLANNERS
405 EAST MAIN STREET - POST OFFICE BOX 755
URBANA, ILLINOIS 61803-0755
PHONE: (217) 384-1144 • FAX: (217) 384-3355

GATHER URBANA TRAFFIC IMPACTS

**JOB: 7700-2
FILE: 7700-2.DWG**

DATE: 022019

SHEET 5 OF 7



470 A.M. PEAK HOUR VEHICLE VOLUME
 (794) P.M. PEAK HOUR VEHICLE VOLUME

**LINCOLN AVENUE / CLARK STREET
 PROJECTED PEAK HOUR TURNING MOVEMENTS
 FOR SIGNAL WARRANT ANALYSIS**

Corridor	Pavement Type	Width	Lane #	Condition	Curb / Side	Parking	Sidewalk Type / Side	Width / Side	Condition
to Busey Ave.	Asphalt	50 feet	5 lanes	Fair	B2:18 / North B2:18 / South	None	Concrete / North Concrete / South	4 feet / North 4 feet / South	Good Good
to Coler Ave.	Asphalt	50 feet	5 lanes	Fair	B2:18 / North B2:18 / South	None	Concrete / North Concrete / South	7 feet / North 5 feet / South	Good Good
to Busey Ave.	Brick	26 feet	2 lanes	Good	B8:18 / North B8:18 / South	1 lane on southern side of road	Concrete and Brick / North Concrete and Brick / South	4 feet / North 4 feet / South	Good Good
to Coler Ave.	Brick	26 feet	2 lanes	Good	B6:18 / North B6:18 / South	1 lane on southern side of road	Concrete / North Concrete / South	5 feet / North 5 feet / South	Good Good
to Busey Ave.	Concrete	36 feet	2 lanes	Fair	B6:18 / North B6:18 / South	1 lane on southern side of road	Brick / North Brick / South	5 feet / North 4 feet / South	Good Good
to Coler Ave.	Concrete	36 feet	2 lanes	Fair	B6:18 / North B6:18 / South	1 lane on southern side of road	Concrete / North Concrete / South	5 feet / North 5 feet / South	Good Good
to Busey Ave.	Asphalt	26 feet	2 lanes	Good	B6:18 / North B6:18 / South	1 lane on southern side of road	Brick / North Brick / South	4 feet / North 4 feet / South	Good Good
to Coler Ave.	Asphalt	26 feet	2 lanes	Good	B6:18 / North B6:18 / South	1 lane on southern side of road	Concrete / North Concrete / South	4 feet / North 4 feet / South	Good Good
to Busey Ave.	Asphalt	36 feet to 50 feet	2 lanes to 3 lanes	Good	B6:36 / North B5:15 / South	None	Concrete / North Concrete / South	5 feet / North 5 feet / South	Good Good
to Coler Ave.	Asphalt	36 feet	2 lanes	Good	B6:18 / North B6:18 / South	None	None / North Concrete / South	4 feet / South	Good Good
ve. to Clark St.	Asphalt	54 feet to 58 feet	4 lanes to 5 lanes	Fair	B6:12 / East B8:12 / West	None	Concrete / East Concrete / West	5 feet / East 5 feet / West	Good Good
to Main St.	Asphalt	54 feet	4 lanes with 4 feet median	Fair	B6:12 / East B8:12 / West	None	Concrete / East Concrete / West	5 feet / East 6 feet / West	Good Good
Stoughton St.	Asphalt	54 feet	4 lanes with 4 feet median	Fair	B6:12 / East B8:12 / West	None	Concrete / East Concrete / West	4 feet / East 5 feet / West	Good Good
to Springfield Ave.	Asphalt	56 feet	5 lanes	Fair	B6:15 / East B8:15 / West	None	Concrete / East Concrete / West	3.5 feet / East 3.5 feet / West	Good Good
ve. to Clark St.	Asphalt	22 feet	2 lanes	Good	none	None	Conc. / East, So. Of Tracks No Sidewalk Crossing at Tracks / West	4 feet / East	Good
to Main St.	Asphalt	25 feet	2 lanes	Good	None / East B6:18 / West	1 lane on western side of road	Concrete / East None / West	4 feet / East	Good
Stoughton St.	Brick	26 feet	2 lanes	Good	B6:15 / East B8:15 / West	1 lane on western side of road	Concrete / East Brick / West	4 feet / East 4 feet / West	Good Good
to Springfield Ave.	Brick	26 feet	2 lanes	Good	B6:15 / East B6:15 / West	1 lane on western side of road	Concrete / East Concrete / West	5 feet / East 4 feet / West	Good Good
ve. to Clark St.	Asphalt	38 feet	3 lanes	Good	B6:18 / East B6:18 / West	None	Concrete / East Concrete / West	4 feet / East 4 feet / West	Good Good
to Main St.	Asphalt	26 feet	2 lanes	Good	B6:15 / East B4:12 / West	1 lane on western side of road	Concrete / East Concrete / West	4 feet / East 4 feet / West	Good Good
Stoughton St.	Asphalt	26 feet	2 lanes	Good	B4:? / East B4:? / West	1 lane on western side of road	Concrete / East Brick / West	4 feet / East 4 feet / West	Good Fair
to Springfield Ave.	Asphalt	30 feet	2 lanes	Good	B4:18 / East B4:18 / West	None	Concrete / East Concrete / West	4 feet / East 4 feet / West	Good Good











MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

APPROVED

DATE: January 24, 2019

TIME: 7:00 P.M.

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

MEMBERS PRESENT: Barry Ackerson, Jane Billman, Tyler Fitch, Lew Hopkins, Daniel Turner, Chenxi Yu

MEMBERS ABSENT: Andrew Fell, Nancy Ouedraogo, Jonah Weisskopf

MEMBERS EXCUSED: Nancy Ouedraogo

STAFF PRESENT: Lorrie Pearson, Planning Manager; Kevin Garcia, Planner II; Teri Andel, Administrative Assistant II

OTHERS PRESENT: Suzanne Bissonnette, Jarrett Cooper, Dan Folk, Karen Fresca, Randall Kangas, Pierre Moulin, Diane Plewa, Graeme Rael, Joe Williams, Phyllis Winter-Williams

1. CALL TO ORDER, ROLL CALL AND DECLARATION OF QUORUM

Chair Fitch called the meeting to order at 7:02 p.m. Roll call was taken and a quorum of the members was declared present.

2. CHANGES TO THE AGENDA

There were none.

3. APPROVAL OF MINUTES

The minutes of the January 10, 2019 regular Plan Commission meeting were presented for approval. Mr. Turner moved that the Plan Commission approve the minutes as written. Mr. Hopkins seconded the motion. The minutes were approved as written by unanimous voice vote.

4. COMMUNICATIONS

- Revised Recommended Conditions for Plan Case No. 2362-SU-18

5. CONTINUED PUBLIC HEARINGS

Plan Case No. 2359-T-18 – An application by the Urbana Zoning Administrator to amend the Urbana Zoning Ordinance with changes to Article II (Definitions), Article V (Use Regulations), and Article VI (Development Regulations), and other relevant sections, to facilitate solar energy system installation.

Chair Fitch continued this case to the February 21, 2019 regular meeting of the Urbana Plan Commission at the request of the applicant.

6. OLD BUSINESS

There was none.

7. NEW PUBLIC HEARINGS

Plan Case Nos. 2361-M-18 & 2362-SU-18 – A request by Rael Development Corporation to rezone approximately 1.5 acres from B-2 (Neighborhood Business – Arterial) and R-4 (Medium-Density Multiple-Family Residential) to B-3 (General Business) AND for a Special Use Permit to allow multi-family residential use in the B-3 (General Business) District at 802, 804, 806, 808, 810, 812, 814, and 816 Clark Street AND 406, 406 ½, and 408 North Lincoln Avenue.

Chair Fitch opened the public hearings for these two cases.

Kevin Garcia, Planner II, presented one staff report for both the proposed rezoning and the special use permit requests. He began by stating the purpose for the two requests to allow a mixed-use development on several properties. He mentioned that the developer, Rael Development Corporation, held a neighborhood open house about the project and more than 50 people attended. Two of the main concerns expressed at the open house were regarding parking and traffic. He talked about the subject properties noting their location, zoning, and existing land uses as well as for the surrounding neighboring properties. He discussed the proposed use and reviewed the LaSalle National Bank criteria and the Sinclair Pipeline Company factors and how they relate to the proposed rezoning. He reviewed the requirements according to Section VII-4.A of the Urbana Zoning Ordinance for a special use permit. He read the options of the Plan Commission and presented City staff's recommendation for approval of the proposed rezoning including the revised recommended conditions listed below that were handed out prior to the start of the meeting and for approval of the proposed special use permit:

- 1. The development shall be constructed in general conformance with the Site Plans and renderings submitted with the application.*
- 2. The developer shall submit a Traffic Impact Analysis prior to the City issuing any building permits.*
- 3. The developer shall adequately mitigate negative impacts the Traffic Impact Analysis anticipates prior to the City issuing a Certificate of Occupancy.*

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

Mr. Ackerson asked if the Traffic Impact Analysis would be done by the developer or if it would be done jointly with the City. Mr. Garcia explained how the Traffic Impact Analysis works. The developer will work with a consultant, which has certain steps that will need to be followed to develop the Traffic Impact Analysis. City staff will then review to ensure that the consultant followed the necessary steps.

Mr. Hopkins wondered if the property to the northeast of the railroad right-of-way was exempt and if it was owned by Carle or the City of Urbana. Mr. Garcia believed it is owned by the Illinois Department of Transportation (IDOT). Lorrie Pearson, Planning Manager, added that IDOT had been acquiring right-of-way throughout University Avenue in order to support their safety improvements.

Mr. Hopkins inquired about the status of the railroad right-of-way. Mr. Garcia replied that the railroad is active.

Mr. Hopkins noticed that the proposed development plans ignore the existence of the railroad and show improvements on IDOT owned property. Mr. Garcia felt the plans were conceptual.

Mr. Turner questioned if there is a different zoning district that would encompass the proposed development rather than the developer having to request the proposed special use permit to allow the development in the B-3 Zoning District. Mr. Garcia said that the B-3U (General Business – University) would allow a mixed-use development and maybe B-4 (Central Business) which would not fit in the proposed area. City staff thought that since half of the properties are already zoned B-3, then they could request B-3 for all of the subject properties and ask for a special use permit. Mr. Hopkins asked if that is the only reason. Mr. Garcia said yes.

Chair Fitch noticed the plans show parking on the north side of Clark Street; however, he did not believe that parking was allowed on that side of the street. Mr. Garcia said that is correct. He reassured him that the City engineers would work with the developer to keep parking only on one side of the street. The plans are conceptual at this phase.

Mr. Fitch wondered if there was any anticipated street parking or sidewalk improvements along Busey Avenue. Mr. Garcia replied not that he was aware of with the proposed project. Ms. Pearson added that she would check this.

Chair Fitch reviewed the procedure for a public hearing. He opened the hearings for public input.

Graeme Rael, of Rael Development Corporation, and Jarrett Cooper, of Rosemann and Associates Architects, approached the Plan Commission to speak on behalf of their proposed requests.

Mr. Rael talked about the proposed mixed-use development project. They see the corner of Lincoln and University Avenues as the gateway to the University of Illinois. They believe that the historic district along West Main Street is another important component of the area. They scaled down the size of the buildings from University Avenue to the south side of Clark Street. They want to maintain the cobblestone street on Clark Street to make it feel pedestrian.

He explained that the intent of having parking on the south side of Clark Street would be to slow traffic down and give it even more of a pedestrian feel. They plan to work with City staff to address this.

He commented that including the triangular piece owned by IDOT in the project plans was illustrative. It is not part of the proposed project.

The subject properties are near Carle and the University. They met with Carle Hospital, and the Carle staff expressed excitement over the proposed development. He hoped the development would be an asset to the community.

Mr. Cooper offered to answer any specific questions about the project.

Mr. Hopkins stated that the closest thing to a Site Plan is Exhibit E, which is a rendering. The Site Plan does not indicate there would be a sidewalk along Busey Avenue. He asked if the applicant had done measured Site Plan drawings to know if they are meeting the parking requirements with the proposed configuration. Mr. Cooper said yes. He explained that they started with a hardline Site Plan, which then led to the proposed renderings. Exhibit E: Site Plan does not show it, but there will be parking within the first level of the building marked as residential.

Mr. Hopkins questioned where the access to the parking was located. Mr. Cooper showed where the access drives were located on the Site Plan. They talked about the layout of the parking and main entrance for the residential units.

Ms. Billman wondered what an amenity area would offer. Mr. Cooper stated that the amenity area would offer a business center or a fitness center. Mr. Rael added a hotel lobby, café/coffee shop, lounge, meeting/study rooms, etc.

Ms. Billman wondered where the retail space would be located. Mr. Cooper explained that the primary retail space would be located in the area facing University Avenue on the west corner of the building and continue down through the storefront space.

Mr. Ackerson asked if they had talked with OSF Healthcare. Mr. Cooper said no.

Mr. Ackerson wondered what part of the proposed development that Carle was enthusiastic about. Was it the extended stay use? Mr. Rael said that Carle expressed enthusiasm about each component of the development.

Ms. Yu asked how the extended stay hotel would operate in comparison to a regular hotel. Mr. Rael responded that there is not much difference other than people would be able to stay for longer periods because each unit would have a kitchen and is larger than a typical hotel room.

Mr. Turner questioned what other concerns were expressed at the neighborhood open house. Mr. Cooper replied that another main concern, other than parking and traffic, was the proximity of the proposed development to the homes along Main Street. They talked with the residents about different opportunities to provide screening (including landscaping) to their backyards; however, many of the neighboring property owners prefer a privacy wall.

Suzanne Bissonnette approached the Plan Commission to speak in opposition. She stated that she lives at 804 West Main Street. She and her husband have lived in the Busey Home since 1992. The neighborhood is diverse in terms of income, employment and demographics. There are many rental properties including the other two properties that they own at 802 West Main Street and 305 North Coler Avenue. The neighbors are close. Overcrowding parking issues and congestion are part of their daily lives. The neighborhood is located close to the University of Illinois, to Carle and to St. Patrick's Catholic Church.

She reviewed the following LaSalle National Bank and the Sinclair Pipeline factors and gave her interpretation of how they relate to the proposed rezoning and special use permit requests:

- 1) *Existing Land Uses and Zoning of Nearby Property.* Carle is two blocks away and not in her backyard as the proposed development would be. All of the B-3U (General Business – University) zoned properties are located on the west side of Lincoln Avenue. South of Clark Street is all residential properties. The developer would not need to worry about slowing down traffic since they planned to keep the cobblestone street. Because it is so bumpy, drivers are not able to drive fast going down the street.
- 2) *The extent to which property values are diminished by the restrictions of the ordinance.* They have turned their neighborhood into a historic district and maintained their properties to the best of their abilities. She felt that the proposed development would impact the value of her home in a negative way because it will add more congestion to the neighborhood and will affect their view from their backyards.
- 3) *The extent to which the ordinance promotes the health, safety, morals or general welfare of the public.* The developer stated that the proposed project would be aimed at students renting the residential units. Having students as neighbors, there things that property owners deal with such as parties, trash, damage to rental properties the students live in. She expressed concern for the students exiting the proposed development either by vehicle or by walking.
- 4) *The relative gain to the public as compared to the hardship imposed on the individual property owner.* She felt it would not be a benefit to the public as it would be difficult to access the development at the proposed location. It is a highly dangerous intersection at University Avenue and Lincoln Avenue.
- 5) *The suitability of the subject property for the zoned purposes.* She expressed concern about the egress of vehicles. To exit the proposed development and head towards the university, a driver would not easily be able to turn left onto Lincoln Avenue. If they take Busey Avenue, there is parking on both sides of the street, so there is only room for one car to travel down the street. Pedestrians walk down the middle of the street because there are no sidewalks on either side of Busey Avenue.
- 6) *The community's need for more of the proposed use.* She wondered if the City of Urbana needed more vacant apartments in the subject area. There are already many available to rent.
- 7) *The care with which the community has planned its land use development.* With regards to the subject area being a “gateway” to the University of Illinois, it would not match the west side of University Avenue with having taller buildings. There is already a “gateway” at Green Street and Lincoln Avenue and another one at Lincoln Avenue and Illinois Street.

She concluded saying that she does not want a view of a five-story apartment building from her kitchen or bedroom windows. The proposed development will negatively affect the historic district as well as the value of her properties.

Ms. Billman asked if there would be 412 additional residents. Ms. Bissonnette replied yes. That is the number that the developers told her when she asked them. This number includes the 16 townhouses and the 5-story apartment and extended stay buildings.

Mr. Fitch asked if Ms. Bissonnette was opposed to the rezoning request or the proposed special use permit request or both. Ms. Bissonnette said both.

Randy Kangas approached the Plan Commission to speak in opposition. He began by stating that it is a very hard corner to redevelop, especially because of the railroad going through it and because of University and Lincoln Avenues. Just because there is a lot of traffic does not make it a good location to develop a commercial use. For example, the old Huey's building sat vacant for a long time and had never been redeveloped for a higher use.

He expressed concern about the capacity of the City sewers in the proposed area. There is a new high-density residential project being developed on the northwest portion of the University Avenue/Lincoln Avenue intersection. He asked how old the sewer system is for this area. Would the existing sewer system in the area be able to handle another high-density residential development or were the sewer system built for single-family residential use? Mr. Garcia replied that it depends. Some of the system is old and some are new. Mr. Kangas continued saying that there is currently about 12 homes in the area and now there would be hundreds of people including residents and staff and employees of the commercial uses for the proposed development, not including the residential development on the northwest portion of the intersection. This also does not include the stormwater runoff created from covering the now permeable grassy areas with the proposed development. He asked who would pay for the improvements to the sanitary sewer system.

Parking is an issue. The developer is planning to provide 250 parking spaces for 420 beds. Traffic increase is also an issue. He handed out a photo of the parking along North Busey Avenue. He asked the Plan Commission to imagine more cars adding 1000 trips down this one lane street. In addition, Busey Avenue and Clark Street are in bad condition and in much need of repair. Parking and access to the site are reasons why projects for redevelopment have failed in the past.

He talked about the increase in density that the proposed development would create. Density would be increased 200 times what currently resides in the proposed location. This impacts parking, traffic, and the sanitary sewer system.

His interpretation is that the City wants to redevelop Main Street because the proposed rezoning would increase the property value of his home. If it is not the intent of the City to redevelop Main Street, then why would his home on Main Street become more valuable?

He talked about the aesthetics of the view from his back porch. He showed a picture of what the view is currently. He showed a rendering of what five stories would look like from his back

porch. Although the proposed development would be around 200 feet away from his house, he did not like the idea of residents in the new development being able to look into his property.

He mentioned that the proposed development would not look like the first rendering in Exhibit E as there are gates for the railroad that are not illustrated in the rendering. He believed that the developer should address the infrastructure before starting a major project like the one being proposed. He encouraged the Plan Commission to continue the case to allow the members the opportunity to drive around the neighborhood and imagine the magnitude of increased density and traffic that the proposed development would add.

Mr. Fitch asked if he was opposed to the proposed rezoning or to the proposed special use permit or both. Mr. Kangas said both. He added that he does not think that the proposed development would make West Main Street viable as a historic district any more. How important is historic preservation to the City of Urbana?

Ms. Pearson asked if City staff could keep the pictures that Mr. Kangas had passed around for the record. Mr. Kangas said that City staff could have the photos but not the rendering as he did not have a copy of it. He asked why City staff never asked for a rendering of the view of the proposed development from the backyards of the homes on Main Street. Mr. Fitch stated that it must have been an oversight.

Daniel Folk approached the Plan Commission to speak in opposition. He mentioned that he lives at 807 West Main Street. He pointed out that if the City approves the proposed rezoning, then we would end up with a historic R-2 zoned area within about 100 feet from a B-3 zoned area. The proposed development would be a very large increase in density for traffic and people. The City and the developer need to consider traffic flow exiting the subject properties. It would be quite difficult for someone leaving the proposed development turning south onto Lincoln Avenue. They need to create a plan for traffic to go down what is virtually a one-way street on Busey Avenue to Main Street. It is more than just the streets though. It is also about the sewer and sub-surface and surface drainage that would be impacted by the proposed development. The sewer system is old and when overloaded below the surface can cause them to crack and suck dirt. Who will pay to repair or improve the sanitary sewer once it fails? If the developer intends to charge for parking on-site, then people will park on Main Street where parking is free, so he believed that parking should be studied further.

Phyllis Williams approached the Plan Commission to speak in opposition. She mentioned that she lives at 810 West Main Street. She appreciated that the developer did not plan to construct balconies and felt that they could work with the developer about providing a buffer to the townhouses. However, she expressed concern about drainage onto her property. Busey Avenue is in need of repair. Pedestrians already find it difficult to cross Lincoln Avenue at Main Street. She encouraged the Plan Commission to step back and get input from the City Engineering Department. She mentioned that the neighborhood felt like they were blindsided by the proposed project. She is opposed to the density and height of the proposed development and she is opposed to the special use permit.

Diane Plewa approached the Plan Commission to speak in opposition. She expressed concern about access to proposed development. Drivers cannot turn south onto Lincoln Avenue from Clark Street, and drivers cannot turn west onto University Avenue from Busey Avenue. More

people bring extra noise, congestion and traffic to a neighborhood. She realized that the renderings may be too preliminary, but she did not notice any dumpsters or a loading dock/delivery area for the proposed development. She encouraged the Plan Commission to consider the sewer, stormwater runoff, and increase in parking.

She stated that she is tired of developers trying to spin additional space as being a community benefit. It will benefit the hotel or other businesses that locate there and it will benefit the residents, but it will not benefit the community. No one from the community will use the additional space to hold parties for children's birthdays or graduations.

The proposed development would set a precedent of encroachment into the historic district along West Main Street. The City always uses the justification that something similar is located across the street or on the same block or around the corner. Every development changes the character of the neighborhood and sets a precedent to allow the next development to change it more. She thanked the Plan Commission for listening to their concerns. She stated that she lives in Urbana because she loves it here, and she is not opposed to change. She loves her neighborhood because of the neighborhood feel it has. She just wants to preserve the neighborhood feel for herself, for her family and for future generations. She found difficulty in seeing how the proposed five-story apartment building and extended stay hotel would fit in with a quiet neighborhood of families and students. She encouraged the Plan Commission to delay in making a decision until there is a safety plan in place regarding traffic and the sewer system.

Mr. Rael and Mr. Cooper re-approached the Plan Commission to address some of the concerns that were mentioned by previous speakers.

Mr. Rael stated that many of the neighbor concerns related to traffic and infrastructure, which they cannot do anything about. He noted that Rael Development Corporation cares about pedestrian and vehicular safety as much as the neighbors, and he looks forward to the process to address it. He mentioned that they would be investing quite financially into the project and have a pride of ownership in all of their buildings. They do not have balconies on their buildings because they do not want bicycles and other items stored on them. Dumpsters would be located on-site and would provide valet trash so trash will not build up outside or in the hallways. He respects that the neighborhood is close and has gatherings. He hoped that they could become a part of the neighborhood. He noted that there is a reason why they are not proposing a street full of retail, because quite often they end up vacant. They have designed a project that is economically feasible and are looking forward to building it. They believe it can be part of the community, which is why they planned smaller scaled buildings next to the single-family residential neighborhood.

Mr. Cooper reiterated that they were intentional in the way they laid out the buildings on the properties so that they went from a higher density, taller building along University Avenue across Clark Street to a lower density building buffering up to a residential neighborhood. The maximum height of the townhomes would be 35 feet. Some of the historic residential homes with the extreme roof pitches do reach a similar height.

With regards to street improvements, once the Traffic Impact Analysis is complete and accepted, they plan to work with City staff to mitigate any traffic issues that this project might have on the surrounding area. Along with that is the improvements to streets along the property lines. The

attached renderings and Site Plan are early concepts. If the City requires a sidewalk, then they will provide one.

He explained that the process for developing. Seeking approval for zoning and the use is the first step in the process. After getting approval of these, they must then work closely with the City Engineering staff to make sure that all concerns are addressed. The last thing they want to do is have a negative impact on the neighborhood adjacent to them. During the course of the review with City staff, the sanitary sewer system and stormwater runoff will be reviewed entirely and any issues would be addressed.

He talked about maintenance of the property. Rael Development Corporation are very strict in making sure that their buildings are well cared for. He recommended going to their website and visit Rael's other properties.

By siting the property as they have proposed, they have tried to be very respectful of the Main Street corridor. They tried to maintain the walkability and the visual appeal of Clark Street. Part of the reason for configuring Clark Street as shown in the renderings is to slow down traffic and to provide safe parking zones along the street. They will work with City staff on the final configuration of the street.

Mr. Rael stated that there would be a charge for the covered parking areas, which is common in the City of Urbana. The rest is preliminary, and they have not determined the final resolution of all the parking spaces.

Mr. Cooper stated that community spaces provided in the development are truly meant to invite the community into the space.

Mr. Turner asked about the timing of the process. Mr. Cooper explained that it is normal to acquire the zoning and approval for the use prior to working out the details of the development and getting studies done because there is a cost associated with getting the studies done and doing all of the investigation that has to happen.

Mr. Turner asked if they have other developments in Champaign/Urbana. Mr. Rael said that this would be the first for this area; however, they have other developments nationwide from North Carolina to Washington. Their business is to locate attractive sites to redevelop. The proposed site is perfect for them because it is a key location, has a growing university, the hospital is just down the street, and it has visibility.

There was no additional input, so Chair Fitch closed the public input portion and opened the hearing for Plan Commission discussion and/or motion(s).

Mr. Hopkins felt that a project like this is appropriate for this location. His problem is with the mechanism for permitting and approving it. Currently, the property along University Avenue is already zoned B-3, which has no height restrictions. They are talking about a proposal to redevelop and are being asked to vote on a rezoning of the property. In effect, this proposal is only an instance of something that could be created that might be useful information to consider when making a rezoning decision. However, the zoning decision is really about what the zone would be. His impression is that they are trying to do this to create a single zoning parcel so they

can get a project that is reasonably coherent. There have been many times when they have rezoned a property for a project, and then the project does not happen, so he is reluctant to make a rezoning of the entire block to B-3 based on this project. He expressed concern about what could be built by right if this project is not done. B-3, by right, does not allow residential. For the neighbors who do not want this project in their backyard, this project would be rather nice to have compared to what could be built by right in the B-3 Zoning District. If this were built, then it would protect you from something else being built.

Mr. Fitch pointed out that there are two separate cases. One is for rezoning and the other is for a special use permit.

Mr. Turner recalled a rezoning request for the proposed properties coming before them in the past. He remembered one of the Plan Commission's issues was that they did not have a plan for redeveloping the site. Mr. Fitch stated that it ended up being that they had to look at all the uses in the B-3 Zoning District that would be allowed and not just one use.

Mr. Hopkins talked about the special use permit request. One of the recommended conditions is that *the development shall be constructed in general conformance with the attached site plans and renderings*. He does not feel they have a Site Plan, which makes him reluctant to approve the special use permit. He has been trying to find a solution to this, because this corner should be redeveloped and something similar to the proposed development is potentially appropriate. He cannot find a zoning category that would allow the extended stay hotel but would have a height limit. Unlimited height is not okay to him.

There may be a couple of ways to achieve this but it would involve creating an aggregated parcel. He asked if they could create an aggregated parcel under the Planned Unit Development (PUD) Ordinance. Ms. Pearson thanked him for articulating some of the things City staff had discussed at length. There is not a perfect zoning district. While there is no height limit in the B-3 Zoning District, the Floor Area Ratio (FAR) maximum is four, and there is a parking requirement. So, there are practical limitations to the height. They could treat the subject properties as one lot with separate zoning and have a PUD over it. It had been proposed at Lincoln Avenue and Nevada Street site, which had two zoning districts. City staff had asked the architect on that project to calculate a weighted ratio of all of the requirements. So, it has been done and it is not easy.

Mr. Hopkins stated that he would like to continue the two cases so they can do more work on it. Chair Fitch echoed that there is a need to redevelop the proposed lots, and there is a need to protect the West Main Street historic district. He also understands the neighbors' concern for access to and from the proposed site. Mr. Turner stated that he would like to see a Traffic Study performed for the area. Mr. Fitch asked if they could require a stormwater management plan. Ms. Pearson explained that if the property were over a certain size, then the developer would need to provide stormwater management plan above and beyond for what is currently pervious. City engineers would look at the plans and determine how much of the stormwater would need to be dealt with.

Mr. Ackerson commented that one should not assume that everyone has a car. A traffic study as well as a study of the use of mass transit needs to be done. There are students who live much further north on Lincoln Avenue who largely take the bus to campus. They can identify where the

mass transit stops are located in the area and where there would be a safe place for people to cross Lincoln Avenue.

Ms. Pearson asked the Plan Commission to list their main issues. To do a PUD is a separate process and would need to re-advertise the public hearing. If the Plan Commission wanted, City staff could ask the developer to address any issues that the Plan Commission may have.

Mr. Ackerson asked for more clarification on how the FAR affects the height of a building. Mr. Garcia replied that the B-3 Zoning District has a 4.0 FAR. One could build a four-story building that covers the entire site or they could build a taller building with a smaller footprint. However, the height of the tallest building possible would not be much taller than what the developer is proposing. Ms. Pearson added that it is more expensive to build additional stories after five. Additional stories require more parking spaces.

Mr. Hopkins stated that he was interested in finding procedural options of how to get a project we want without opening up possibilities through zoning that we do not want. He asked staff for help.

Chair Fitch listed the following issues that Plan Commission would like to see addressed:

- 1) Height of the building – density that five stories would create
- 2) Traffic Patterns and Parking
- 3) City Improvement Plans for Busey Avenue, Clark Street, University Avenue and Coler Avenue
- 4) Traffic Study
- 5) Use of Mass Transit and pedestrian crossing on Lincoln Avenue
- 6) Information about stormwater and the existing sewer system capacity

Ms. Pearson stated that she had some ideas to discuss with the developer and potentially provide a quick turnaround. If they are not acceptable, then the Plan Commission could continue the case again during the next meeting of the Plan Commission.

Mr. Hopkins moved that the Plan Commission continue Case Nos. 2361-M-18 and 2362-SU-18 to the next regular meeting of the Plan Commission. Ms. Billman seconded the motion. Roll call on the motion was as follows:

Ms. Billman	-	Yes	Mr. Fitch	-	Yes
Mr. Hopkins	-	Yes	Mr. Turner	-	Yes
Ms. Yu	-	Yes	Mr. Ackerson	-	Yes

The motion passed by unanimous vote.

8. NEW BUSINESS

There was none.

9. AUDIENCE PARTICIPATION

There was none.

MINUTES OF A REGULAR MEETING

URBANA PLAN COMMISSION

DRAFT

DATE: February 7, 2019

TIME: 7:00 P.M.

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

MEMBERS PRESENT: Barry Ackerson, Jane Billman, Andrew Fell, Tyler Fitch, Lew Hopkins, Daniel Turner, Jonah Weisskopf, Chenxi Yu

MEMBERS EXCUSED: Nancy Ouedraogo

STAFF PRESENT: Teri Andel, Administrative Assistant II; Brad Bennett, Interim Co-City Engineer – Drainage & Development; Patrick Bolger, Building Inspector; Kevin Garcia, Planner II; Lorrie Pearson, Planning Manager/Zoning Administrator; John Schneider, Community Development Director; Craig Shonkwiler, Interim Co-City Engineer – Transportation

OTHERS PRESENT: Carolyn Baxley, Chris Billing, Suzanne Bissonnette, Marc Edler, Dan Folk, Karen Fresca, Eric Jakobsson, Naomi Jakobsson, Randy Kangas, Graeme Rael, Dennis Roberts, Chase Stebbins, Joe Williams, Phyllis Winter-Williams

1. CALL TO ORDER, ROLL CALL AND DECLARATION OF QUORUM

Chair Fitch called the meeting to order at 7:00 p.m. Roll call was taken and a quorum of the members was declared present.

2. CHANGES TO THE AGENDA

There was none.

3. APPROVAL OF MINUTES

The minutes of the January 24, 2019 regular Plan Commission meeting were presented for approval. Mr. Turner moved that the Plan Commission approve the minutes as written. Mr. Ackerson seconded the motion. He then suggested a change to the minutes to reflect his comments that people should stop assuming that everyone has cars and that we need to start

looking at mass transit and especially pedestrian crossways. The minutes were approved as amended by unanimous voice vote.

4. COMMUNICATIONS

5. CONTINUED PUBLIC HEARINGS

Plan Case Nos. 2361-M-18 & 2362-SU-18 – A request by Rael Development Corporation to rezone approximately 1.5 acres from B-2 (Neighborhood Business – Arterial) and R-4 (Medium-Density Multiple-Family Residential) to B-3 (General Business) AND for a Special Use Permit to allow multi-family residential use in the B-3 (General Business) District at 802, 804, 806, 808, 810, 812, 814, and 816 Clark Street AND 406, 406 ½, and 408 North Lincoln Avenue.

Chair Fitch re-opened the public hearings for these two cases.

Kevin Garcia, Planner II, presented an update to the staff report. He gave an overview of the order of his presentation. He began by giving a photographic tour using Exhibit L – Site Photos to show the context of the existing subject properties as well as of the surrounding adjacent properties. He stated the existing land uses, zoning and future land use designations of the proposed parcels. He, then, summarized the issues that were discussed in the staff memorandum:

1.

Mr. Garcia continued his presentation by discussing the previous attempts to rezone to the B-3U (General Business – University) Zoning District and to redevelop the subject properties. He noted that some of the public were opposed to rezoning any property located east of Lincoln Avenue to B-3U. Another concern was that there was no specific plan or developer to redevelop the proposed site. That rezoning request was then withdrawn.

He reviewed three potential redevelopment scenarios if the proposed rezoning and special use permit were denied. He summarized staff's findings and presented City staff's recommendation for approval of each case with the Special Use Permit subject to the following conditions:

1. The development shall be constructed in general conformance with the attached site plan.
2. The developer shall submit a final Traffic Impact Analysis prior to the City issuing any building permits.
3. The developer shall adequately mitigate negative impacts the final Traffic Impact Analysis anticipates prior to the City issuing a Certificate of Occupancy.

He recommended that the Plan Commission consider the rezoning and the Special Use Permit requests separately, and they would require separate votes as each request has its own set of criteria or standards that must be met. He introduced other City staff that were in attendance. Brad Bennett and Craig Shonkwiler, Interim Co-City Engineers, were present to answer questions

about sewers or roads. Patrick Bolger, Building Inspector, was present to answer questions about building codes and building height.

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

Mr. Fell asked if a Special Use Permit stayed with the site or was specific to the owner. Lorrie Pearson, Planning Manager, stated that if the proposed site was sold to another person and that person had similar plans to develop the site, then the Special Use Permit would remain with the land. However, if the new owner planned to redevelop the site with a different layout or use, then the Special Use Permit would expire and the new owner would have to seek new approval.

Mr. Fell wondered if there is a time requirement for when a traffic study is done. He asked because a traffic study performed in September is going to be vastly different from one performed in July because due to more students being present during the school year. Mr. Shonkwiler replied that City staff always collects data when students are present in the fall or spring semesters. City staff recently collected data last October for the road improvement project being planned for Lincoln Avenue between University Avenue and Green Street. This information was given to Berns, Clancy and Associates, who would be performing the Traffic Impact Analysis for the proposed project, so the data for the Traffic Impact Analysis for the proposed development is valid. An analysis, itself, is independent of the time of year and is based on the use of a site. For this case, the proposed use would be student housing, so it would be based on the numbers for student housing.

Mr. Fell questioned if it would be possible to issue a Planned Unit Development for the proposed site without rezoning it. Mr. Garcia replied that a Planned Unit Development would be possible; however, the developer felt that rezoning the site with a special use permit would be best path moving forward.

Chair Fitch asked what kinds of things the developer could do to mitigate any negative impacts from the Traffic Impact Analysis. Mr. Shonkwiler stated that one way to mitigate would be for the City to install a traffic signal at Clark Street and University Avenue or installing a wider refuge aisle in the middle of Lincoln Avenue. The City could move an access point if City staff felt it would be too close to University Avenue or we could restrict the number of access points. City staff would negotiate these types of mitigation solutions with the developer.

Chair Fitch inquired who would pay for the installation of a traffic signal or the construction of a wider refuge aisle. Mr. Shonkwiler said it would be part of the negotiations with the developer. Unlike the Illinois Department of Transportation (IDOT) who believes that the developer should pay for all of it, the City of Urbana is willing to work with a developer to avoid them walking out on good projects unless the site would generate a huge amount of traffic. Then, the City would look to the developer to help the City financially pay for traffic control improvements.

Mr. Ackerson said his concern is for pedestrians as they try to access bus routes. A couple of routes run on the other side of University Avenue. Would it be part of the negotiations with the developer to reroute a bus stop, move a bus stop, or provide a pedestrian island? Mr. Shonkwiler answered that moving bus stops or rerouting buses would be part of the Traffic Impact Analysis to access where they are now and if some of them should be moved; however, it is ultimately Mass

Transit District's (MTD's) decision to serve. In preliminarily talking with MTD, MTD has a lot of density at Goodwin Avenue so they want to maintain the existing bus stop located there.

Mr. Shonkwiler said that fortunately the City of Urbana is completing the design stage of a resurfacing project on Lincoln Avenue from Green Street to University Avenue. As a result, City staff has studied every crossing at Stoughton, Main and Clark Streets along Lincoln Avenue. Results show that many pedestrians cross at Stoughton and both pedestrians and bicyclists cross at Main Street. These results will necessitate a need for wider refuge aisles at these intersections. City staff plans to narrow the vehicle lanes along Lincoln Avenue, widen the refuge space to six feet and provide crosswalks with proper signage at these two crossings. The City is planning to do this regardless of whether the proposed development happens. While there does not seem to be as many pedestrians crossing at Clark Street, they plan to install an unmarked crossing for the pedestrians that do. There would be painted space created to work with the proposed type of development and put a pedestrian island in if the Traffic Impact Analysis determines one is needed.

This is a change in philosophy over the years within engineering. We used to be a car centric society, and now we are looking more at pedestrians and bicyclists. While Main Street has been designated as a bike route, it is also very difficult for bicyclists to cross Lincoln Avenue at Main Street. City staff plans to merge bicyclists off the road and onto a multi-use path. He felt that City staff is in a good position where the City has been in front of this on our own planning for improvements and now we are working with the developer to plan for improvements at Lincoln Avenue and Clark Street.

Ms. Billman asked when Mr. Shonkwiler expected the changes to occur. Mr. Shonkwiler replied that they have clearances they have to go through and easements that they have to obtain. He noted that this is a budgeted project so there are funds for this project. He hoped to get the project out to bid in the late spring/early summer, start construction this summer and wrap it up in 2020.

Ms. Billman wondered if he had any data regarding traffic on Busey Avenue between University Avenue and Main Street. Mr. Shonkwiler stated that he did not have traffic counts on Busey Avenue. As you get closer to St. Patrick's Catholic Church, the street gets narrow. There is parking on one side of the street all the way down Busey Avenue, so there is low volume traffic on this street. He explained that in a traffic engineer's world, anything less than 1,000 vehicle in a day is low volume. University Avenue has 20,000 to 22,000 vehicles a day. Lincoln Avenue has 14,000 to 16,000 vehicles a day. Clark Street is 400 vehicles a day. He figured Busey Avenue has 400 to 600 vehicles a day.

Ms. Billman expressed concern with Busey Avenue because it essentially only allows one car to pass through. The proposed development would increase traffic on Busey Avenue. Is there a possibility of removing the street parking to allow two cars to pass down the street? Mr. Shonkwiler believes parking is a good thing because it serves as traffic calming. If they remove the parking, then the road is widened and then vehicle speeds would go up. They do not want to encourage Busey Avenue to be used for the proposed project south of Clark Street. Ms. Billman stated that this would only add to the traffic problems for the proposed development. Mr. Shonkwiler responded that the developer hired Berns, Clancy and Associates to perform the Traffic Impact Analysis, and their preliminary report indicates that the expected traffic volumes are fairly low because it is a student housing type of development. Students mostly walk, ride

bicycles or use transit, so they are not expecting a huge amount of vehicular traffic. The preliminary reports do not warrant a traffic signal at Clark Street and Lincoln Avenue, so this tells him that there would not be a concern for an increase of vehicular traffic on Busey Avenue.

Chair Fitch stated the procedure for a public hearing and opened the hearing for public input. He asked that if any audience members had questions for the applicant, to please direct their questions to him rather than addressing the applicant directly.

Graeme Rael, of Rael Development Corporation, approached the Plan Commission to speak in favor of his proposed rezoning and Special Use Permit requests. Chris Billing, of Berns, Clancy and Associates also approached to speak in favor.

Mr. Rael stated that the project is generally the same as what was proposed at the previous meeting. He noted a couple of changes including additional parking and bicycle spaces. He commented that they are equally concerned about pedestrian safety and willing to contribute to their share of improvements on Lincoln Avenue. He was available to answer any questions.

Mr. Fell commented that there is a lot of contention about the height of the proposed development. He asked what the construction type would be. Mr. Rael said it would be Type 5, which is wood frame, nine-foot ceiling height apartments above a steel podium on the ground floor.

Chair Fitch asked if there would be five floors all the way around the proposed apartment/extended stay building. Mr. Rael said yes.

Mr. Billing presented some of the findings from the preliminary Traffic Impact Analysis that he had performed. He stated that the majority of the traffic from the proposed development would utilize Clark Street out to Lincoln Avenue. Because some traffic will want to head east, they looked at the impact that will have on the neighborhood streets. Therefore, they looked at the area from Lincoln Avenue east to Coler Avenue and University Avenue south to Springfield Avenue. They find that student housing developments generate less traffic, especially being within close proximity to the campus. He expected a fair amount of students to walk or bike to their classes, especially in the warmer months.

He mentioned that he talked with MTD about where the existing bus stops are located. MTD told him that they are looking at making some changes based on the larger area, not just solely on the proposed development. He noted the location of the existing bus stops, which are available within two blocks north, west and south of the subject site.

They looked at the traffic that would be generated from the proposed development and routed it through the adjacent neighborhood and intersections. The current traffic of the subject site might generate around 380 ADT (average daily traffic). The proposed development might generate 800 ADT. There would be a net increase of about 500 ADT. Traffic would distribute well with most of the traffic exiting onto Lincoln Avenue and the rest would distribute up to University Avenue or down through the neighborhood. The impact on the neighborhood streets would be a maximum of 75 vehicles. Again, this is because the proposed development would be primarily student housing.

Mr. Billing commented that looking through historic traffic data from sources such as IDOT, CUUATS (Champaign Urbana Urbanized Transportation Study), and the City of Urbana he found that over the course of the last five to ten years, traffic volumes have decreased on Lincoln Avenue and on University Avenue. He accredited the decrease to the public transit system and to the change in how people do things.

In summary, the proposed development would not add much traffic at the am (ante meridiem) or pm (post meridiem) peaks. The increase does not warrant a traffic signal at Clark Street and Lincoln Avenue. There will be some impact on Busey Avenue and on Coler Avenue. He did not expect to see any impact to Main Street or Stoughton Street. Anyone that would be outbound would be heading either to Lincoln Avenue or to Springfield Avenue or to University Avenue to go places. The pedestrian and bicycle improvements that the City of Urbana is planning will be instrumental in making crossings of Lincoln Avenue much safer.

Chair Fitch inquired if he anticipated finalizing the Traffic Impact Analysis before the cases go to the City Council. Mr. Billing said yes. They are very close to completing the report.

Carolyn Baxley, of 510 West Main Street, approached the Plan Commission to speak in opposition. She stated that the site is not suited for the intensity of the proposed development. A railroad track runs diagonally along the subject property. Trains can be quite noisy at times.

One of the main problems is egress. Clark Street and Busey Avenue are not intended to handle the increase in traffic. Clark Street is a brick road, and she was not sure how the traffic load would affect the Brick Ordinance in place.

Another problem is that the proposed development would be too intense and the building would be too big. One cannot control or dictate how much traffic would be generated by the proposed development. While she agreed that it probably would be student housing, she disagreed with the comment that students do not generate intensive car use.

She felt the Plan Commission should consider the impact of the proposed development and traffic increase on the adjacent historic district. West Main Street Historic District is one of the few historic districts in the City of Urbana.

She recommended that the Plan Commission deny the proposed rezoning and Special Use Permit requests. The City of Urbana is overbuilt with multi housing apartments. Many apartment buildings have low occupancy.

Suzanne Bissonnette, of 804 West Main Street, approached the Plan Commission to speak in opposition. She did not feel that the studies that were presented during this meeting addressed her concerns that she expressed at the previous meeting. One of her major concerns is about stormwater drainage. Would a development of the proposed size require a retention basin? Mr. Bennett replied that based on the zoning, the developer would have to provide a stormwater detention for any new impervious area. This could be in the form of underground detention that might be constructed under the parking surface. At this stage, they probably have not sized it; however, it will have to hold the storage volume of the difference between a fifty-year post development storm and the five-year predevelopment storm. It takes time to put this analysis

together, but the developer will have to provide the information to get approval of the Site Plan. Typically, this step is not completed at this phase in the process.

Ms. Bissonnette stated that she is concerned about the height of the proposed apartment /extended stay hotel building. She showed an illustration of the view from her backyard. Another concern is pedestrian safety crossing Lincoln Avenue. City staff did not address how many more vehicles there would be with this size of a development or what they planned to do with the extra vehicles. How many more parking spaces would be taken up in the neighborhood, which is already full from Carle staff and visitors, St. Patrick's Catholic Church, and other students? Many students have cars.

Lastly, she and her husband also own 802 West Main Street and 305 North Busey Avenue. She disagreed that the proposed development would not decrease their property values. Just because the proposed development would be expensive to construct, it does not mean that the adjacent neighbors would not be affected.

Randy Kangas, of 804 West Main Street, approached the Plan Commission to speak in opposition. He thanked the Plan Commission for the amount of time they have taken to review the proposed requests. He handed around a photo of the front of his historic home.

He asked how old the sewers are in the City of Urbana. Are we relying on the Greeley and Hansen Stormwater Plan? Mr. Bennett stated that the City of Urbana's sanitary system dates back to the 1920 era and the storm sewer dates back even earlier. The subject site does have quite a bit of sewer infrastructure around it with a 42" storm sewer along Lincoln Avenue, a 48" storm sewer along Clark Street and a 24" storm sewer that runs down Busey Avenue. In addition, an 8" sanitary sewer runs down Clark Street, and another one that runs down Busey Avenue. It has sufficient capacity to provide for the proposed development, and City staff felt confident that the underground infrastructure would be able to support the proposed development. City staff has performed some cleaning and televising inspections of the infrastructure to assess its condition and to make sure there are no problems with it. They will continue as the infrastructure ages to repair and replace it. He mentioned that while they still reference the Greeley and Hansen Stormwater Plan, they rely more on recent televising data. There were no infrastructure improvements recommended or capacity issues identified in the Greeley and Hansen Stormwater Plan. City staff is currently undertaking a new stormwater master plan. Mr. Kangas clarified that he did not intend anything negative about engineers. His concern was about the City relying on 100-year-old sewer and water drainage systems and a 40-year-old water plan and massively increasing the density in the neighborhood. He did not believe that 8" pipes would work for the increase in density. He felt if the City needed to make improvements to the sanitary system, then now is the time to do so and to argue about who has to pay for the improvements.

Concerning the Berns, Clancy and Associates preliminary Traffic Impact Analysis report, Mr. Kangas found it difficult to read. He noticed that the report was for 457 beds, not for the 412 beds that the applicant was proposing. Even though they have increased the number of on-site parking spaces, there will still be a couple hundred cars needing a place to park. The developer said that he would be charging for parking, but people are cheap and will be trying to park on the neighborhood streets for free. He remembered a study he read when he was on the Plan Commission about students each having a car and never having shared a bathroom. He believed that while there may only be 457 beds, there might be a need for 500 parking spaces. 457 does

not include amenities, staff, service vehicles, and customers for the retail use. If vehicular traffic does not exit onto Lincoln Avenue, then they will have to exit onto the neighborhood streets, including Busey Avenue. He talked about parking along Busey Avenue and how it makes it impossible for two cars to pass each other. He handed around a photo showing cars parked on both sides of the street.

He talked about the history of the land and of his house. They believe that the history adds more to their neighborhood than what can be measured in tax assessments. He read a quote from an article about historic preservation in Seoul, which talks about landlords allowing their rental homes to become dilapidated so they can redevelop the properties with more density buildings. He interpreted City staff's comments about the proposed development increasing the property values of the neighboring homes to mean that he should stop maintaining his home and rental properties and start preparing to turn them into apartments. Who will want to play catch with their child under the windows of a five-story apartment building? Add the lights and the increase noise and traffic. The proposed development would have an impact on historic preservation, on traffic, on sewers and all the other things, so he disagreed that it would not decrease the value of the single-family neighborhood. He urged the Plan Commission to continue the cases until the studies are completed or to recommend denial to the City Council.

Naomi Jakobsson, of 803 West Main Street, approached the Plan Commission to speak in opposition. She asked what Rael Development Corporation had been developed that was on the same scale as the proposed development that the City of Urbana could see the success of and how long it has been occupied. In addition, would City staff consider installing a 4-way stop at the intersection of Busey Avenue and Main Street? Mr. Shonkwiler replied that it depends on the Traffic Impact Analysis as to whether the City would consider a 4-way stop at that intersection.

Phyllis Williams, of 810 West Main Street, approached the Plan Commission to speak in opposition. She mentioned that during the Lincoln Avenue/Nevada Street development public hearing, one of the residents in that area hired Berns, Clancy and Associates to create an engineering report. So, she thought it might be helpful to do the same for the proposed development. She went to Berns, Clancy and Associates and to MSA and found that both companies had been hired by the Rael Development Corporation. She was not sure where to go at this point.

She commented that the neighborhood's opposition against the previous plan was not due to a lack of developer or development plan. It was about rezoning the properties to B-3 (General Business) because of some of the uses allowed. It makes sense to scale down the zoning to single-family residential. Just because it would be more expensive to construct a building taller than five stories does not mean it could not happen.

When talking about density, we must remember that we just added 470 beds on the north side of Lincoln Avenue at the Retreat. If the proposed development were approved, then there would be almost 1000 new beds in the area adding to the stormwater and sewer systems, to the traffic and to the transit system.

The University of Illinois has increased the cost for parking, which will result in an increase in the need for parking in their neighborhood. If the City installs a sidewalk along Busey Avenue from University Avenue and Clark Street, then they should continue it to Springfield Avenue because

there is a bus stop at Busey and Springfield Avenues, however, it is difficult to access. She mentioned that the Greeley and Hansen Stormwater Master Plan for Lincoln and Nevada mentions that it is for a two-year event. She did not know how it would be better for the proposed area. When Mr. Garcia considered the impact on property values, he only took into consideration the homes on Clark Street that would be demolished and not the adjacent properties. In conclusion, she said it would be nice if a developer would create a design that uses the existing zoning.

Daniel Folk, of 807 West Main Street, approached the Plan Commission to speak in opposition. He wished that he could support a development like this but this particular project would be too big and would have so many people living there. He did not feel that there would be enough buffer between the proposed five-story development and the West Main Street Historic District and single-family homes. He has lived in the neighborhood since 1980, and if you need to go south, then you go south on Busey Avenue. Unprotected left turns onto Lincoln Avenue are not practical.

Mr. Fell asked how much of a buffer would be needed from a project of this size. He estimated that the five-story building would be approximately 400 feet to Mr. Folk's property. Mr. Folk stated that 400 feet to his property would be adequate, but it is not enough of a buffer to the historic district on the north side of Main Street.

Mr. Rael re-approached the Plan Commission to address questions from the audience. Other developments they have built similar in scale include City Parc at Fry Street in Denton, Texas, which was built in 2002. It was built within a neighborhood of residents that were sensitive about an existing hospital being redeveloped into an apartment building. Several years after building it, it was acquired by the largest student housing company in the country. They still own it, which tells you that it was a high quality project.

One of their most recent projects was in Bellingham, Washington. It was located in a neighborhood with historic homes near a campus. The building was designed and constructed architecturally to fit in with the existing neighborhood.

Ms. Billman asked how many of the developments that Rael built do they still own. Mr. Rael said about 65%.

Mr. Fell wondered how many parking spaces are they required to provide. How many are they providing? Mr. Rael said they are required to provide 204 vehicular parking spaces and 104 bicycle spaces. They are providing 204 vehicular parking spaces and 108 bicycle spaces.

Mr. Fell did not see any accessible parking on the Site Plan. Mr. Rael explained that as they get into more details they would provide that information. Ms. Pearson added that they are not labelled on the Site Plan, but the developer must meet the zoning requirements. Mr. Fell explained his concern that one of the conditions recommended by City staff is that the development shall be constructed in general conformance with the site plan they were given. Ms. Pearson explained that it must meet "*general conformance*" so it must meet code.

Chair Fitch asked if the developer had any interest in developing the site as a Planned Unit Development or under the existing zoning. Mr. Rael replied that his preference is to move forward with the existing rezoning and Special Use Permit requests due to time constraints.

Mr. Fell wondered if the developer was willing to modify the plan. One of the neighbors' biggest concern is the closeness of the five-story building. There is a giant leg of the building on the south side of the site. Would he consider moving the leg? Mr. Rael was open to suggestions. He did not want to see the development delayed. Rael Development Corporation has thought about the plan quite a bit. They want to have a presence on Clark Street to create a certain environment. The building was also designed to be cost efficient – where they plan for the parking, separating the extended stay hotel from the residential.

There was no additional input, so Chair Fitch closed the public input portion of the hearing and opened it for Plan Commission discussion and/or motions.

Mr. Ackerson recalled the previous proposal for rezoning the subject properties to B-3U. The Plan Commission denied the case because there was no plan for redevelopment. The neighbors were against having a B-3U zoned property on the east side of Lincoln Avenue. While the neighbors are now against having a five-story building east of Lincoln Avenue, a sizeable portion of the proposed site is currently zoned B-3, which allows five-story buildings by right. City plans call for the subject property to be a gateway to the University district. He wondered if B-3U might be a more elegant solution. Everything the developer wants to do would be allowed in the B-3U Zoning District, and they would not even need a Special Use Permit. The proposed three-story townhomes across Clark Street are allowed in their existing district and would serve as a buffer to the adjacent historic district. Mr. Hopkins argued that the advantage of a B-3 Zoning District is that an owner could not build residential without approval of a Special Use Permit. This gives the City the ability to review the development rather than it being allowed by right.

Mr. Hopkins stated that there are many goals in the City's Comprehensive Plan. Among them are having intense development close to where people want to be as opposed to being far away. City staff has identified locations where this would work. By having the mixed pattern of development that we have, we are able to make reasonable trade-offs between having density close to campus and close to downtown Urbana and still protecting specific things like a historic district and the state streets area. He moved to forward Plan Case No. 2361-M-18 to the City Council with a recommendation for approval. Ms. Billman seconded the motion.

Mr. Fell commented that this is the third proposal for the subject properties. It keeps coming before them because no one can do anything with it with the way the parcels are currently zoned and laid out. We finally have a developer who has a plan and wants to develop it. Mr. Turner agreed.

Ms. Billman said that her only concern is if there would be an impact on the neighboring historic district.

Mr. Fell asked if they approve the motion, then it would have no height restrictions. Chair Fitch said that was correct. Mr. Fell responded that he felt uncomfortable with no height restrictions along Clark Street. The zoning change does not limit the construction type or other things under the building code. He asked if the Plan Commission could change the zoning and impose a height

limit. Ms. Pearson answered saying not at this meeting. The Plan Commission cannot place conditions on rezoning cases. She mentioned that she has tasked City staff with researching an appropriate height for the B-3 zoning district they could propose to the Plan Commission. Mr. Fell urged City staff to make the height in feet, not in stories because he could build a one-story building that is 40 feet tall.

Chair Fitch stated that he was uncomfortable with allowing a zoning district with unlimited height so close to a single-family residential neighborhood, especially one in a historic district. The reason is primarily due to density, but also due to the look and feel of the character of the development.

Mr. Ackerson wished the proposed development would not have five stories along Clark Street, but he stated he was trying to deal strictly with the zoning and making the properties zoned the same so there would not be split zoning.

Mr. Fell asked if there was a way the City could change the zoning and limit the height. Although it would be possible through the Special Use Permit, it would not be wise because the developer could abandon the Special Use Permit. Ms. Pearson replied that the City Council has the ability to enter into a development agreement, which could impose limitations on the site. City staff has discussed this as a possibility, and it is still an option of the City Council. The Plan Commission did not have that ability.

Mr. Turner stated that he worries about will happen with the subject property. It is an eyesore. He wondered what the Plan Commission could do, especially if this was not approved. Chair Fitch replied that Mr. Garcia had given three scenarios of what could potentially happen if the rezoning is not approved.

Roll call on the motion was taken and was as follows:

Ms. Billman	-	No	Mr. Fell	-	No
Mr. Fitch	-	No	Mr. Hopkins	-	Yes
Mr. Turner	-	Yes	Mr. Weisskopf	-	Yes
Ms. Yu	-	Yes	Mr. Ackerson	-	Yes

The motion passed by a vote of 5 to 3.

Regarding the Special Use Permit, Mr. Fell felt that the City should put a height limit in feet on the building on the south side of the site. He believed that if the developer would move the giant leg of the building to the north, it would make the neighbors happier, but he does not want to encumber the developer by asking for new plans. Chair Fitch agreed. Mr. Ackerson also agreed. He did not have a good idea of how to fix it. Chair Fitch replied that there are ways to fix it. The question is how much it would cost and how much would it affect the profitability. It is the developer's decision. The Plan Commission could continue the Special Use Permit case and hope that the developer looks for a solution in order to make the plan work and to take the concerns of the neighbors into account. Ms. Pearson reminded the Plan Commission that the Special Use Permit is only for the multi-family residential use in the B-3 Zoning District. The extended stay hotel would be allowed by right.

Mr. Fell noted that if the City does not approve the Special Use Permit, then the developer could construct a building as tall as they want. Mr. Hopkins stated that it was clear that they would want to approve the Special Use Permit and now the Plan Commission’s task is to define the conditions. He felt that one condition should limit the height of the residential building in feet. Mr. Rael asked that the height limit be 65 feet as this would allow for the five stories and allow architectural design to give it a historic feel. There was discussion about the height and whether it would be applied to the entire site or only to the multi-family leg of the building along Clark Street. Ms. Pearson noted that if the developer needed more than 65 feet for a missed factor in the calculation, then they could make that change when presenting to City Council.

Chair Fitch stated that he was opposed to 65 feet for the multi-family leg of the building along Clark Street. He believed it would be too tall next to a single-family residential neighborhood. He believed the maximum height should be 35 feet. Ms. Billman stated that she liked this idea; however, the Plan Commission just voted to recommend approval of the B-3 Zoning District, which allows the developer to build as tall as he wants to.

Mr. Hopkins moved that the Plan Commission forward Plan Case No. 2362-SU-18 to the City Council with a recommendation for approval including the following conditions:

1. The development shall be constructed in general conformance with the attached site plan.
2. The developer shall submit a final Traffic Impact Analysis including pedestrian and transit prior to the City issuing any building permits.
3. The developer shall adequately mitigate negative impacts the final Traffic Impact Analysis anticipates prior to the City issuing a Certificate of Occupancy.
4. The maximum height limit for the building is 65 feet.

Mr. Ackerson seconded the motion. Roll call on the motion was as follows:

Mr. Fell	-	Yes	Mr. Fitch	-	No
Mr. Hopkins	-	Yes	Mr. Turner	-	Yes
Mr. Weisskopf	-	Yes	Ms. Yu	-	Yes
Mr. Ackerson	-	Yes	Ms. Billman	-	Yes

The motion passed by a vote of 7 to 1.

Mr. Garcia noted that these two cases would be forwarded to City Council on February 18, 2019.

6. OLD BUSINESS

There was none.

7. NEW PUBLIC HEARINGS

There were none.

8. NEW BUSINESS