



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: Urbana Plan Commission

FROM: Jeff Engstrom, AICP, Planner II

DATE: December 13, 2013

SUBJECT: Plan Case 2218-PUD-13 & Plan Case 2219-PUD-13: 704 E Windsor Road, A request by Gary Olsen on behalf of Verdant Prairies, LLC for preliminary and final approval for a Residential Planned Unit Development.

Discussion

On December 5, 2013, the Urbana Plan Commission held a public hearing on Plan Cases 2218-PUD-13 and 2219-PUD-13, which was continued to the December 19, 2013 meeting. These cases comprise an application for preliminary and final approval for a residential planned unit development (PUD) per Section XIII-3 of the Urbana Zoning Ordinance for a 4.01-acre parcel at 704 E. Windsor Road. The development consists of 15 one-story attached townhouse units, 16 two-story attached townhouse units and a three-story 15-unit apartment building. The applicant is simultaneously applying for preliminary subdivision approval for Verdant Prairies Villages Subdivision.

At the December 5, 2013 meeting, the preliminary and final PUD plans were reviewed and discussed. Plan Commissioners had a number of questions regarding the site plan and some suggestions for improved layouts. Topics addressed by the petitioner at the public hearing included marketing, phasing, homeowners association composition, and unit prices. In summary:

- Marketing is for varying age groups, from young professionals to empty nesters.
- Phasing will be based on sales. The northern three buildings will be developed first, then the two townhouse buildings on the southeast and southwest corners. Finally the apartment building will be constructed.
- The petitioner is recommending one homeowners association for the entire development, to be formed after one third of the units are sold (15 townhouses). This association would be responsible for maintenance of infrastructure and clearing snow from the public walkways.
- Prices for the units have not been finalized yet. The developer estimates that smaller townhouse units will be priced in the upper \$100,000's. Larger unit prices could approach \$250,000.

This memorandum includes additional follow-up information. In addition, the petitioner has submitted a revised site plan for the proposed PUD, which is attached as Exhibit A. The revised site plan is similar to what Plan Commission reviewed on December 5th, but the arrangement of lots and buildings

have been changed to address concerns of commissioners. One major concern voiced by commissioners was that the three-story (plus parking level) apartment building was proposed to be placed next to existing duplex homes on Anderson Street and could create a sharp contrast in scale. This apartment building has now been moved to the interior of the site. Proposed buildings adjacent to existing homes and duplexes will not exceed two and a half stories. Another concern was that the row of townhomes along Windsor Road would be too uniform and flat in appearance as viewed from the south. These townhomes are now on the southwest and southeast corners of the site, and are oriented in a north-south direction. The view from Windsor Road will now be of the apartment building, which is more visually interesting, with balconies, dormers and a cupola on the roof (see Exhibit B). Moving the townhomes to the southern corner lots also reduces the amount of zoning ordinance waivers requested, as the lots will be larger and units will not encroach into required rear yards. Also, all required parking will now be located on the lot on which it is required.

The revised site plan has also shortened and re-oriented the private alley from an east-west configuration along Windsor Road to a north-south configuration providing access to parking for townhouse units in the southwest corner. Previously the alley terminated in a hammerhead turnaround in order to allow emergency vehicles to turn around. Due to required turning radii for fire trucks, this resulted in a large area of pavement which would have to be kept clear of vehicles at all times. With the new configuration of the private alley, this hammerhead turnaround is no longer required. Instead, emergency vehicles can exit directly onto Windsor Road via an emergency accessway. This will be accommodated through reinforcing the soil and adding a mountable curb at the area where emergency vehicles would be entering or exiting the site. Urbana's Public Works and Fire Departments have reviewed this site change and approve the plan to have emergency vehicles access directly onto Windsor Road in the event of emergencies. The City Engineer has asked the developer to install collapsible bollards, which are shown on the updated site plan, to ensure residents do not attempt to use this exit.

Another key change in the revised site plan is that the cul-de-sac street right-of-way width is reduced to 40 feet from Windsor Road to the cul-de-sac circle. This subdivision ordinance waiver is requested in Plan Case 2217-S-13. With the reduced right-of-way width there will be a five-foot deep parkway adjacent to the paved streets. There are a number of advantages to this approach:

- There will be no vehicles parked in City right-of-way.
- The five-plexes along the circle drive no longer encroach into the required front yard.
- There will still be a parkway for the installation of utilities and fire hydrants.
- The City will own the right-of-way and be responsible for maintenance instead of a homeowners association.

The Plan Commission also inquired about pedestrian circulation and potential tax revenue. The revised site plan shows an improved circulation plan for pedestrians. In addition to the outer-ring sidewalk, there is an east-west sidewalk that bisects the development with clearly marked crosswalks across the public street and private driveway. There are now four connections to the existing sidewalk along Windsor Road, so pedestrians from the northern half of the site would not have to walk all the way to the perimeter path. Regarding tax revenue, once all 46 of the units are built and sold, the City's portion of annual property taxes could exceed \$40,000 if the developer's sales price estimates are accurate.

Staff Recommendation

Based on the evidence presented in the discussion above, and without the benefit of considering additional evidence that may be presented at the next public hearing, staff recommends the Plan Commission forward Case No. 2218-PUD-13 (Preliminary PUD) to the City Council with a recommendation for **APPROVAL**.

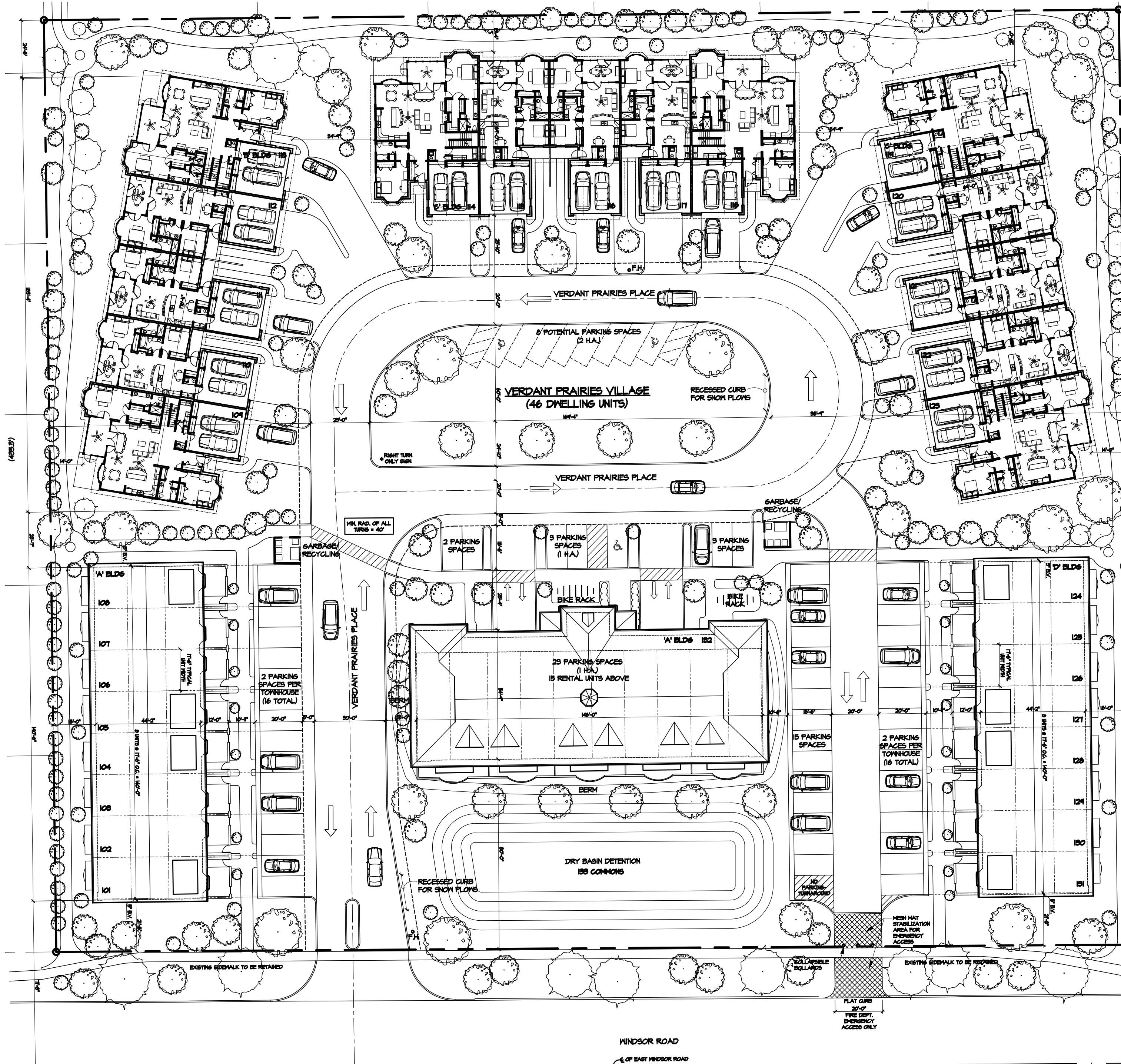
Based on the evidence presented in the discussion above, and without the benefit of considering additional evidence that may be presented at the next public hearing, staff recommends the Plan Commission forward Case No. 2219-PUD-13 (Final PUD) to the City Council with a recommendation for **APPROVAL** with the following waivers:

1. Minimum lot size shall be no less than 1785 square feet.
2. Average lot width shall be no less than 17 feet.
3. Maximum floor area ratio shall be as necessary to construct the PUD as presented herein.
4. Minimum open space ratio shall be as necessary to construct the PUD as presented herein.
5. Minimum front yard setback shall be no less than 5 feet for Lot 132.
6. Minimum rear yard setback shall be no less than 1 foot for Lot 132.
7. The apartment building on Lot 132 shall be a maximum of 51 feet 7 inches in height.
8. Access drives serving single-family homes and duplexes may be allowed to be up to 100% of the total lot width.

Attachments: Exhibit A: Revised Site Plan

Exhibit B: Architectural Elevation of Proposed Apartment Building

cc: Gary Olsen, AIA, Olsen + Associates Architects, 3121 Village Office Place, Champaign, IL 61822
Bryan Bradshaw
Brant Muncaster



CONSTRUCTION PHASES

PHASE ONE
 NORTH HALF OF SITE
 - THREE FIVE VILLA UNITS
 - WEST TO EAST SIDE OF SITE

PHASE TWO
 SOUTHEAST & SOUTHWEST CORNERS OF SITE
 - EIGHT TOWNHOUSE UNITS EACH (16 TOTAL)
 - SOUTH TO NORTH SIDE OF SITE

PHASE THREE
 SOUTH MIDDLE OF SITE
 - FIFTEEN APARTMENT UNITS
 - THREE STORIES OF UNITS OVER ON GRADE PARKING

PARKING CRITERIA

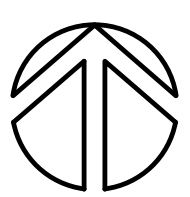
BLDG	ENCLOSED	OPEN	HA
A	0	16	0
B	0	16	0
C	0	16	0
D	0	16	0
E	0	16	0
F	0	22	0
ON-SITE	0	22	1
POTENTIAL	0	6	2
SUBTOTAL	0	41	4

*OPTIONAL GARAGE ENCLOSURE OR CARPORT COVER

TOTAL SPACES ON SITE = 146 (INCLUDES 8 POTENTIAL SPACES)

NO. OF SPACES PER UNIT = 3.2

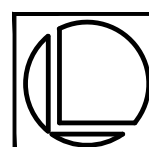
ON-SITE BICYCLE PARKING = 20 @ (2) BIKES PER RACK



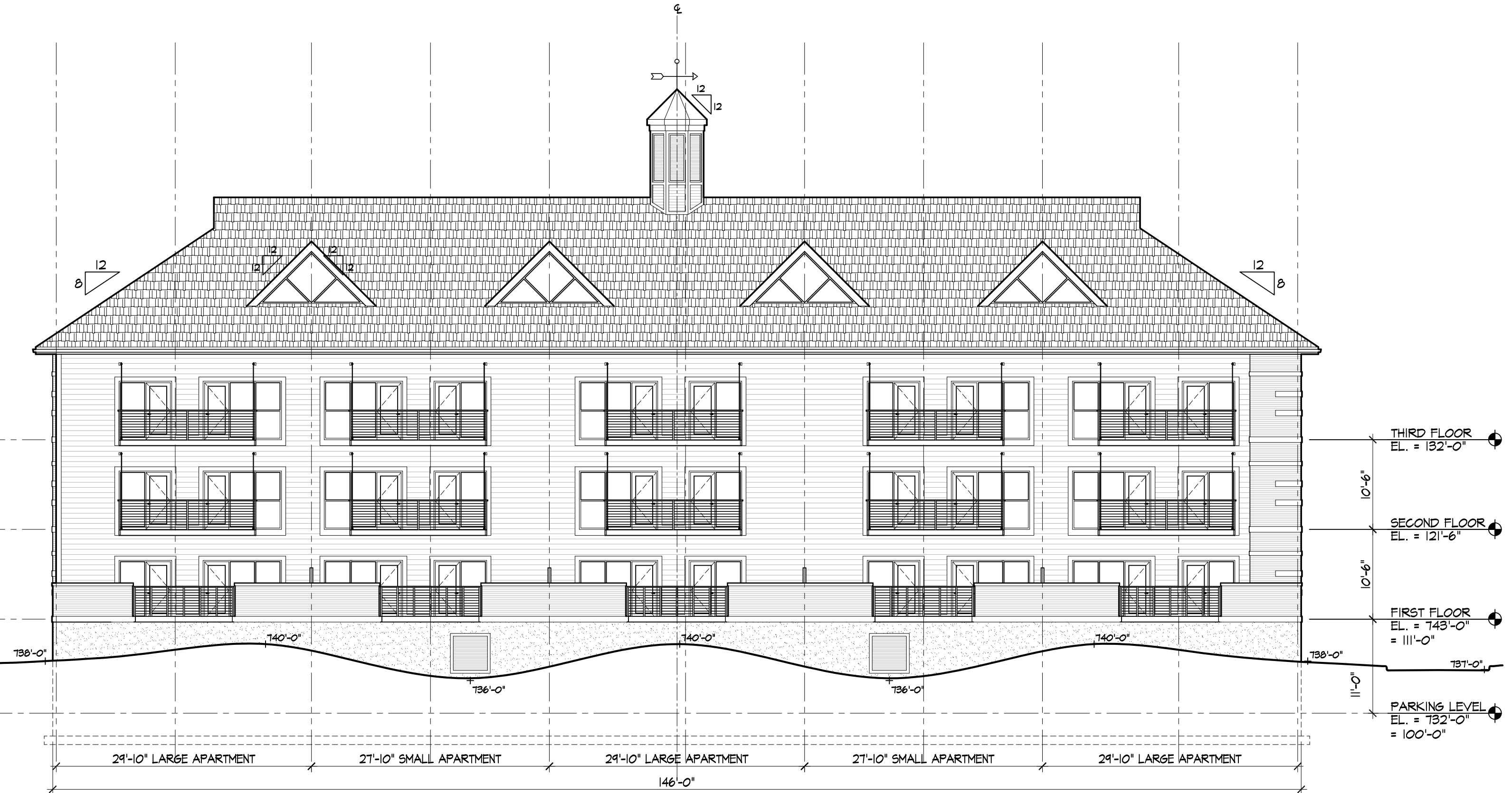
VERDANT PRAIRIES VILLAGE
SITE PLAN

SCALE: 1" = 30'-0"
 DATE 12-10-2013 O+A JOB# 1303

URBANA, ILLINOIS

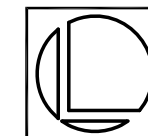


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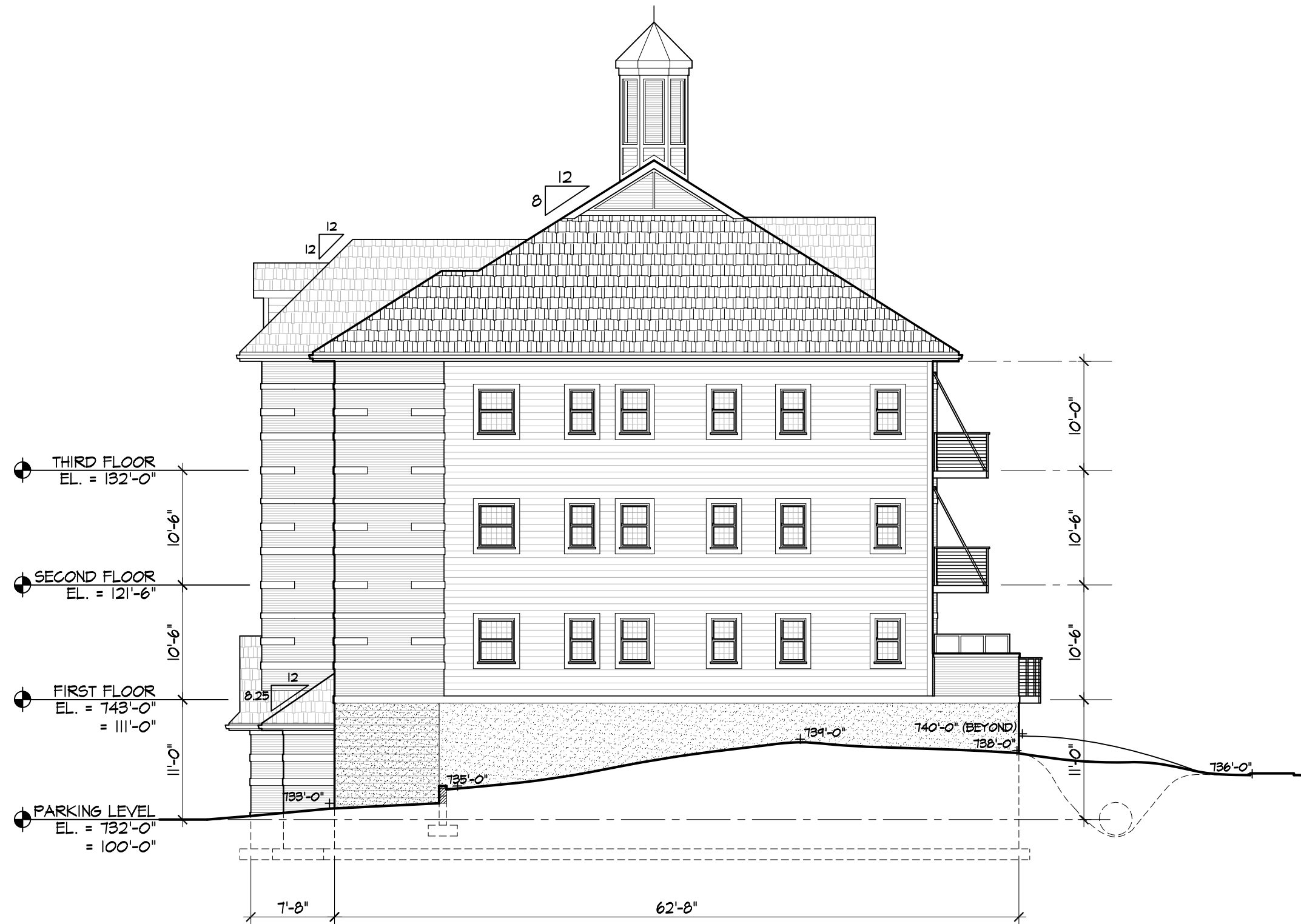


VERDANT PRAIRIES VILLAGE - VERDANT PRAIRIES PLACE APARTMENTS
REAR (WEST) ELEVATION

SCALE: 3/32" = 1'-0" DATE 11-7-2013

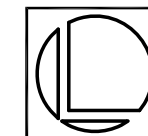


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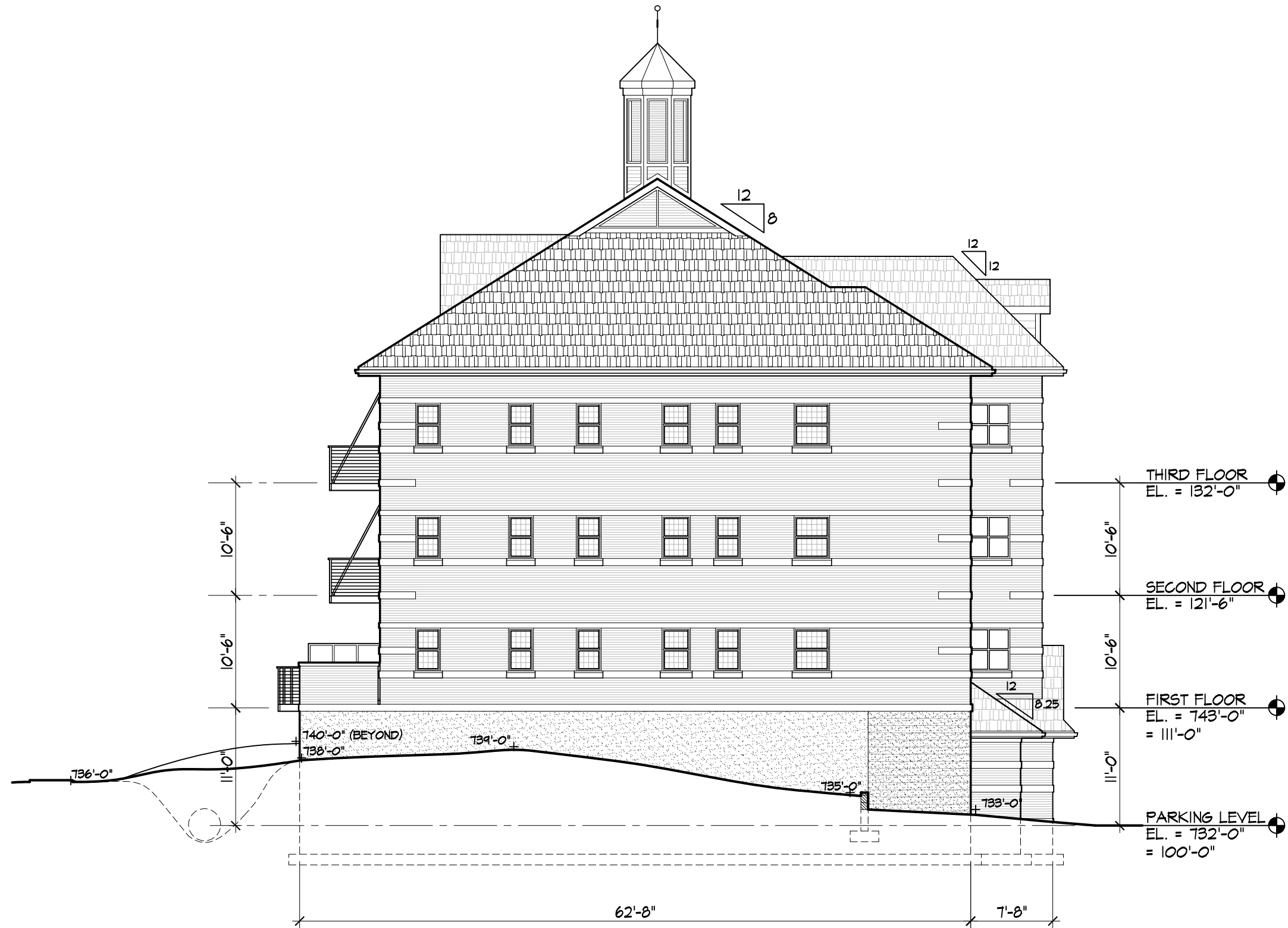


VERDANT PRAIRIES VILLAGE - VERDANT PRAIRIES PLACE APARTMENTS
NORTH ELEVATION

SCALE: 3/32" = 1'-0" DATE 11-7-2013

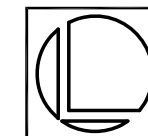


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VERDANT PRAIRIES VILLAGE - VERDANT PRAIRIES PLACE APARTMENTS
SOUTH ELEVATION

SCALE: 3/32" = 1'-0" DATE 11-7-2013



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