



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: The Urbana Plan Commission

FROM: Kevin Garcia, AICP, Planner II

DATE: February 2, 2019

SUBJECT: **Plan Cases 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, 406, 406 ½, and 408 North Lincoln Avenue.

Supplementary Memo

This is a supplementary memorandum for Plan Cases 2361-M-18 and 2362-SU-18 to address issues that were raised during the public hearing for these cases on January 24, 2019. At the public hearing, members of the public and of the Plan Commission discussed several topics of concern, including: sewer and street infrastructure, traffic/access to the site, parking, building height, density, and property values. Each of these items is discussed below.

Discussion

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 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 would be very time-consuming to calculate what percentage of the site would need to be devoted to parking for any given use that is allowed in the district. For the proposed development, parking covers approximately 65% of the site, which includes some ground-level parking spaces that are underneath the building.

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 9 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.¹ 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 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 unlikely that any building on this site that would be taller than two or three stories would not include residential units. 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 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 Sewers and Stormwater

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.

The site is well-served by sanitary sewers, according to Brad Bennett, Interim Co-City Engineer. There are two nearby sanitary sewers that the proposed development could connect to. Along Busey Avenue,

¹ 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.

there is a City-owned 8” sanitary sewer, and along University Avenue there is a sanitary sewer interceptor owned by the Urbana-Champaign Sanitary District, which is designed to handle large volumes of sanitary discharge. There is more than adequate capacity in the Lincoln Avenue interceptor sewer to handle the proposed development.

All new developments larger than two acres must provide stormwater detention for any increase in impervious area over what exists prior to development. The proposed development is approximately 2.5 acres, so stormwater detention will be required if the impervious area is increased.

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.

Traffic Impact Analysis

The applicant has retained Berns, Clancy and Associates (BCA) to perform a Traffic Impact Analysis (TIA) for the proposed development. Craig Shonkwiler, Assistant City Engineer, has asked for the following items to be included in the analysis:

1. A map showing the vehicular trips expected to be generated by the proposed development.
2. Analyze whether traffic signals are warranted at the intersection of Lincoln Avenue and Clark Street.
 - 2a. If traffic signals are warranted: more analysis will be needed.
 - 2b. If traffic signals are not warranted: provide the projected number of pedestrians and bicyclists crossing Lincoln Avenue at Clark Street. Using the projected numbers, perform an analysis to determine what crosswalk enhancements will be required using the Champaign-Urbana Pedestrian Crossing Enhancement Guidelines.
3. Determine the projected traffic volume using Clark Street and Busey Avenue in the vicinity of the proposed development. (*Knowing the proposed traffic volume will help staff determine if these streets can handle the expected traffic loads and if structural mitigation of these streets needs to occur.*)

Exhibit K includes a partial and preliminary analysis from BCA. More complete information will be presented at the February 7, 2019, public hearing.

Property Values

At the Plan Commission hearing, several people expressed concern that the proposed development would negatively affect their property values. At present, most of the properties along Clark Street contain older rental homes, and the commercial properties on the corner of Lincoln and University Avenues are mostly non-descript. The proposed development is estimated to cost between \$25 and \$30 million to construct. It is extremely unlikely that that kind of investment in a property would

somehow *decrease* the property values for nearby parcels. It is much more plausible that the development would increase surrounding property values.

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 their 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 is 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 is 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, which would be forced to use the existing driveway and/or alley on Lincoln Avenue. Those access points are very close to the intersection of Lincoln and University Avenues, and would likely exacerbate any existing traffic problems along 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, less likely, 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.

Summary

Rezoning cases are difficult because there is no guarantee that what ultimately gets built will be desirable. There is no perfect zoning district at present that would allow the proposed uses by right, while at the same time would disallow certain undesirable uses for the site. A prior attempt to rezone the site as B-3U, which would allow the proposed uses, was ultimately withdrawn by the property

owner for two main reasons: first, there was a strong desire to not allow any B-3U zoning east of Lincoln Avenue, and second, the rezoning was speculative (the rezoning was sought before a willing developer or plan was in place).

There is now a willing developer who has a contract to purchase the properties if the rezoning and Special Use Permit are granted. The developer has already made a significant investment in the project by creating several versions of a plan and architectural renderings for the site to respond to comments from City staff. The more time and money invested at the beginning of the project, the more likely that project will be completed. The proposed \$25-to-\$30 million development proposed here would help meet the objectives of the Comprehensive Plan by creating a mixed-use “gateway” on this site.

The proposed development meets most, if not all, of the criteria that must be considered for rezoning and Special Use Permit cases.

The Plan Commission should recommend approval of the rezoning and Special Use Permit requests, with the approval of the Special Use Permit being 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.

| | | |
|--------------|------------|---|
| Attachments: | 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: | Updated Site Plans |
| | Exhibit K: | Draft Traffic Impact Analysis |
| | Exhibit L: | Site Photos |

CC: Graeme Rael, Rael Development Corporation



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 | 35³ | 1.50⁴ | 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 | None³ | 4.00 | None | 15 | 5 | 10 |

FAR = Floor Area Ratio
 OSR = Open Space Ratio

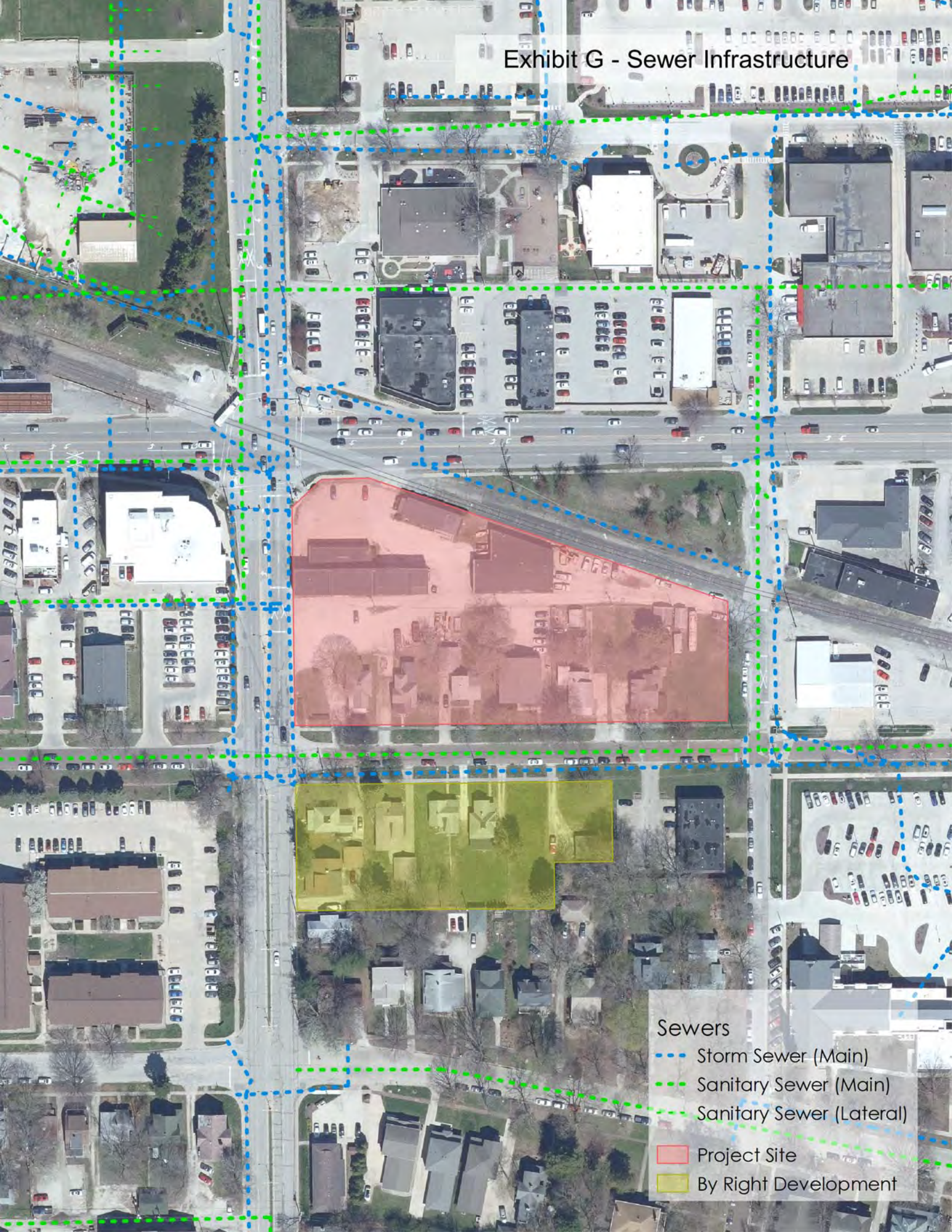
Footnote¹ – See Section VI-5 and Section VIII-4 for further information about required yards.

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.

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

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

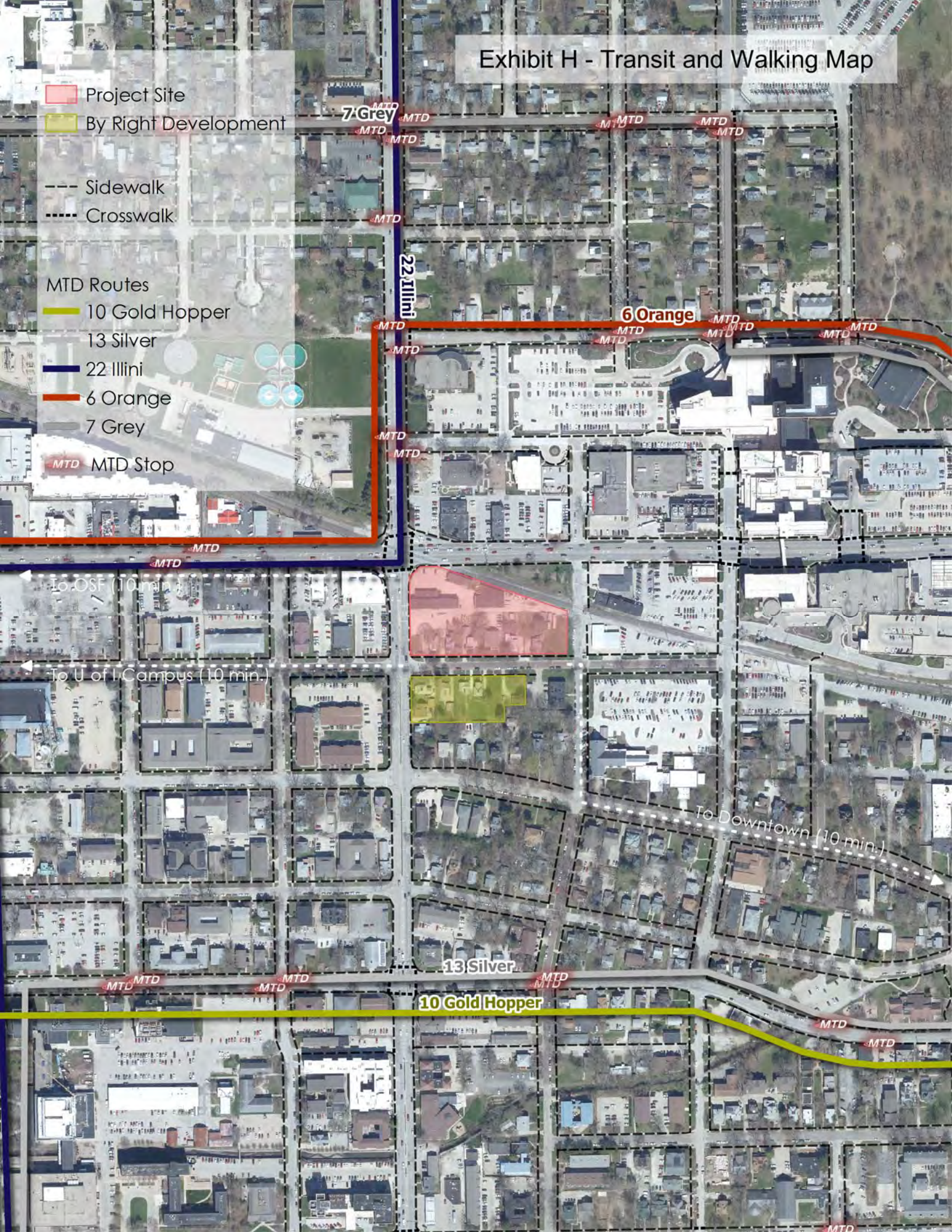
- Project Site
- By Right Development

- 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

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

| UNIT TYPE | #Beds/#Baths | Size in Net HSF | # Units | # of Beds | Total Net HSF | NORTH | LVL 1 | LVL 2 | LVL 3 | LVL 4 | LVL 5 | TOTALS | |
|---|--------------|-----------------|-------------------|------------------------------|----------------|-------|-------|-------|-------|-------|-------|------------|--------------------------|
| S1 | 1/1 | 404 | 28 | 28 | 11,312 | | | | | | | 28 | S1 |
| S1-EXTENDED STAY UNIT | 1/1 | 404 | 32 | 32 | 12,928 | | 4 | 7 | 7 | 7 | 7 | 32 | S1-EXTENDED STAY UNIT |
| A1 | 1/1 | 504 | 64 | 64 | 32,256 | | | 16 | 16 | 16 | 16 | 64 | A1-EXTENDED STAY UNIT |
| A1-EXTENDED STAY UNIT | 1/1 | 504 | 4 | 4 | 2,016 | | | 1 | 1 | 1 | 1 | 4 | A1-EXTENDED STAY UNIT |
| B1-AFFORDABLE | 2/1 | 743 | 7 | 14 | 5,201 | | | 2 | 2 | 2 | 1 | 7 | B1-AFFORDABLE |
| B2-INLINE | 2/2 | 747 | 34 | 68 | 25,398 | | | 7 | 9 | 9 | 9 | 34 | B2-INLINE |
| B2-INLINE EXT. STAY UNIT | 2/2 | 747 | 4 | 8 | 2,988 | | | 1 | 1 | 1 | 1 | 4 | B2-INLINE EXT. STAY UNIT |
| B3-INSIDE CORNER | 2/2 | 872 | 11 | 22 | 9,592 | | | 2 | 3 | 3 | 3 | 11 | B3-INSIDE CORNER |
| D1 | 4/4 | 1,358 | 24 | 96 | 32,592 | | | 6 | 6 | 6 | 6 | 24 | D1 |
| S2-JUNIOR AFFORDABLE | 1/1 | 452 | 12 | 12 | 5,424 | | | | | | | 12 | S2-JUNIOR AFFORDABLE |
| B4-JUNIOR AFFORDABLE | 2/1 | 626 | 24 | 48 | 15,024 | | | | | | | 24 | B4-JUNIOR AFFORDABLE |
| C1-JUNIOR AFFORDABLE | 3/2 | 989 | 12 | 36 | 11,868 | | | | | | | 12 | C1-JUNIOR AFFORDABLE |
| UNIT TOTALS | | | 256 | 432 | 166,599 | | | | | | | 208 | |
| | | | | Unit Avg. - SF/Unit | 651 | | | | | | | 208 | |
| | | | | Bedroom Avg. - SF/Bed | 386 | | | | | | | 96 | |
| UNIT MIX | | | | | | | | | | | | | |
| STUDIO UNITS | 40 | 15.63% | 40 | 9.25% | 15.63% | | | | | | | 40 | |
| 1 BED | 64 | 25.00% | 64 | 14.81% | 25.00% | | | | | | | 64 | |
| EXTENDED STAY UNITS | 40 | 15.63% | 44 | 10.19% | 15.63% | | | | | | | 44 | |
| 2 BED | 45 | 17.58% | 90 | 20.83% | 17.58% | | | | | | | 90 | |
| 2 BED AFFORDABLE | 31 | 12.11% | 62 | 14.35% | 12.11% | | | | | | | 62 | |
| 4 BED | 24 | 9.38% | 96 | 22.22% | 9.38% | | | | | | | 96 | |
| 3 BED AFFORDABLE | 12 | 4.69% | 36 | 8.33% | 4.69% | | | | | | | 36 | |
| TOTAL | 256 | 100.00% | 432 | 100.00% | 100.00% | | | | | | | 432 | |
| BUILDING COMPONENTS | | | | | | | | | | | | | |
| NET HEATED APTS-NORTH | | | | | 116,351 SF | | | | | | | | |
| NET HEATED CLUB/LEASING | | | | | 13,511 SF | | | | | | | | |
| NET HEATED EXTENDED STAY UNITS | | | | | 17,932 SF | | | | | | | | |
| TOTAL NET HEATED-NORTH | | | | | 147,794 SF | | | | | | | | |
| TOTAL NET HEATED-SOUTH | | | | | 32,316 SF | | | | | | | | |
| TOTAL NET AREA | | | | | 180,110 SF | | | | | | | | |
| TOTAL GROSS AREA-NORTH | | | | | 181,230 SF | | | | | | | | |
| TOTAL GROSS AREA-SOUTH | | | | | 40,260 SF | | | | | | | | |
| TOTAL GROSS AREA | | | | | 221,490 SF | | | | | | | | |
| REQUIRED 20% COMMERCIAL SPACE | | | | | 36,246 SF | | | | | | | | |
| PROVIDED COMMERCIAL SPACE (EXTENDED STAY + LEVEL 1 AMENITY) | | | | | 38,299 SF | | | | | | | | |
| RESIDENTIAL BUILDING EFFICIENCY | | | | | | | | | | | | | |
| BUILDING EFF. HEATED | | | | | 81.317% | | | | | | | | |
| STEEL PODIUM LEVEL 1 | | | 39,693 SF LEVEL 1 | | 39,693 SF | | | | | | | | |
| COMMON AMENITY | | | | | | | | | | | | | |
| AMENITY LEASING LEVEL 1 | | | 10,083 SF | | 10,083 SF | | | | | | | | |
| ADMIN./OFFICE LEVEL 1 | | | 1,217 SF | | 1,217 SF | | | | | | | | |
| STUDY LEVELS 2-5 | | | 367 SF | | 1,468 SF | | | | | | | | |
| STUDY LEVEL 5 | | | 743 SF | | 743 SF | | | | | | | | |
| OUTDOOR TERRACE LEVEL 2 | | | 3,800 SF | | 3,800 SF | | | | | | | | |
| TOTAL AMENITY | | | | | 17,311 SF | | | | | | | | |
| PARKING REQUIRED (NORTH) | | | | | 204 | | | | | | | | |
| BIKE PARKING REQUIRED (NORTH) | | | | | 104 | | | | | | | | |
| SURFACE PARKING PROVIDED (NORTH) | | | | | 204 | | | | | | | | |
| BIKE PARKING PROVIDED (NORTH) | | | | | 108 | | | | | | | | |
| PARKING REQUIRED (SOUTH) | | | | | 50 | | | | | | | | |
| BIKE PARKING REQUIRED (SOUTH) | | | | | 24 | | | | | | | | |
| SURFACE PARKING PROVIDED (SOUTH) | | | | | 62 | | | | | | | | |
| BIKE PARKING PROVIDED (SOUTH) | | | | | 24 | | | | | | | | |
| TOTAL PARKING PROVIDED | | | | | 266 | | | | | | | | |
| PARKING RATIO | 0.616 | | SP. PER BED | 1.039 | SP. PER UNIT | | | | | | | | |

EXHIBIT J - UPDATED SITE PLAN



LEVEL 1

RAEL DEVELOPMENT

URBANA SITE CONCEPT

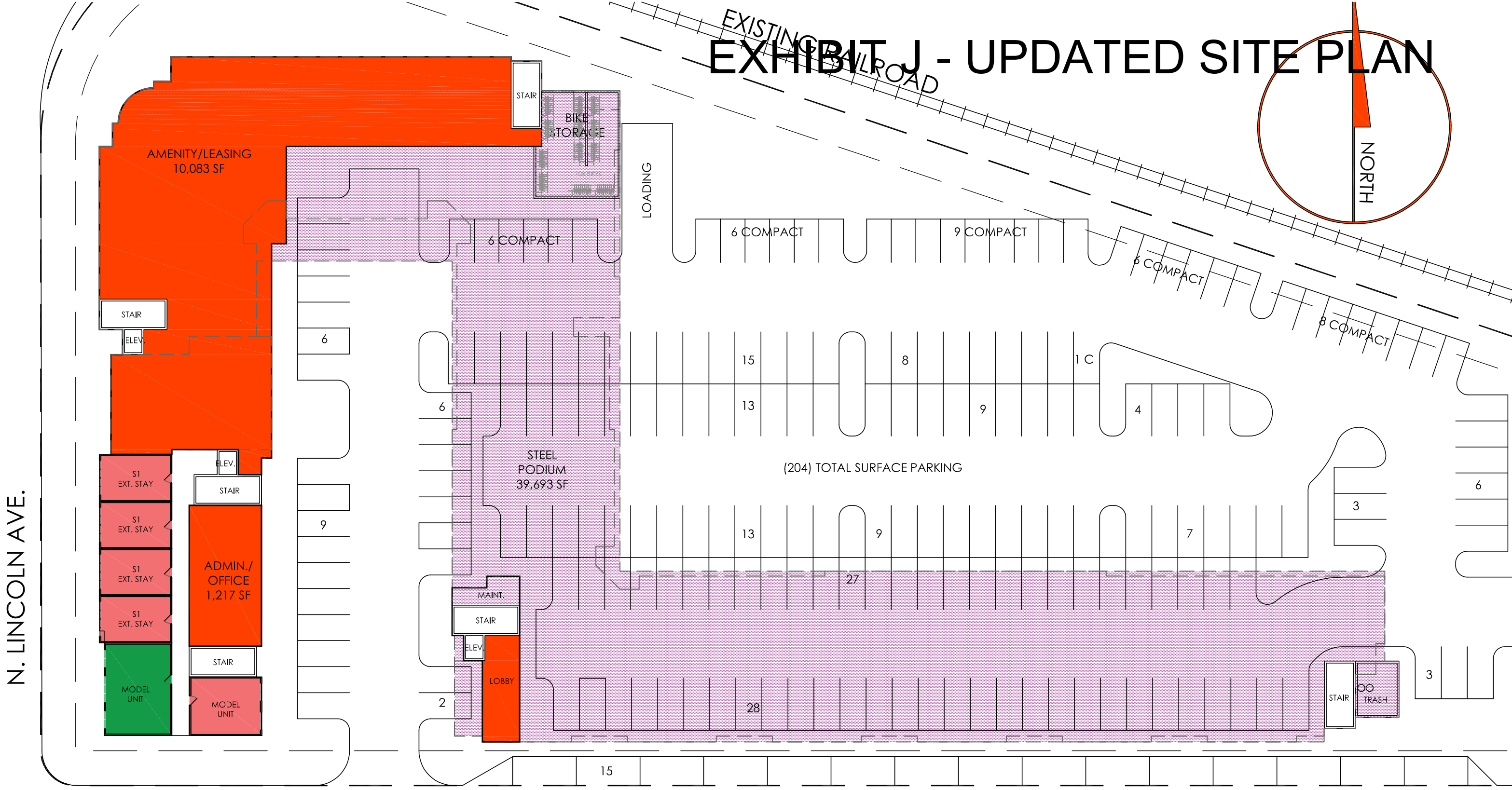
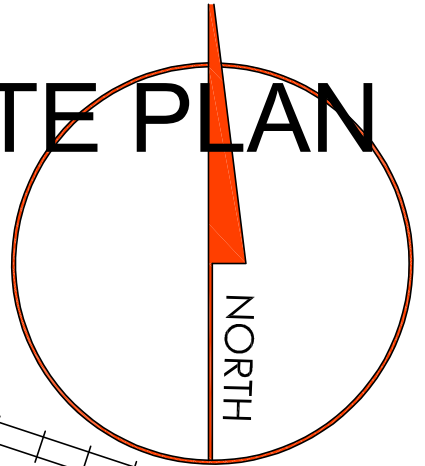
URBANA, IL

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2017 BSB Design, Inc.

February 1, 2019 | SH19XXXX.00



EXHIBIT J - UPDATED SITE PLAN



N. LINCOLN AVE.

W. CLARK STREET

LEVEL 1

URBANA SITE CONCEPT
URBANA, IL

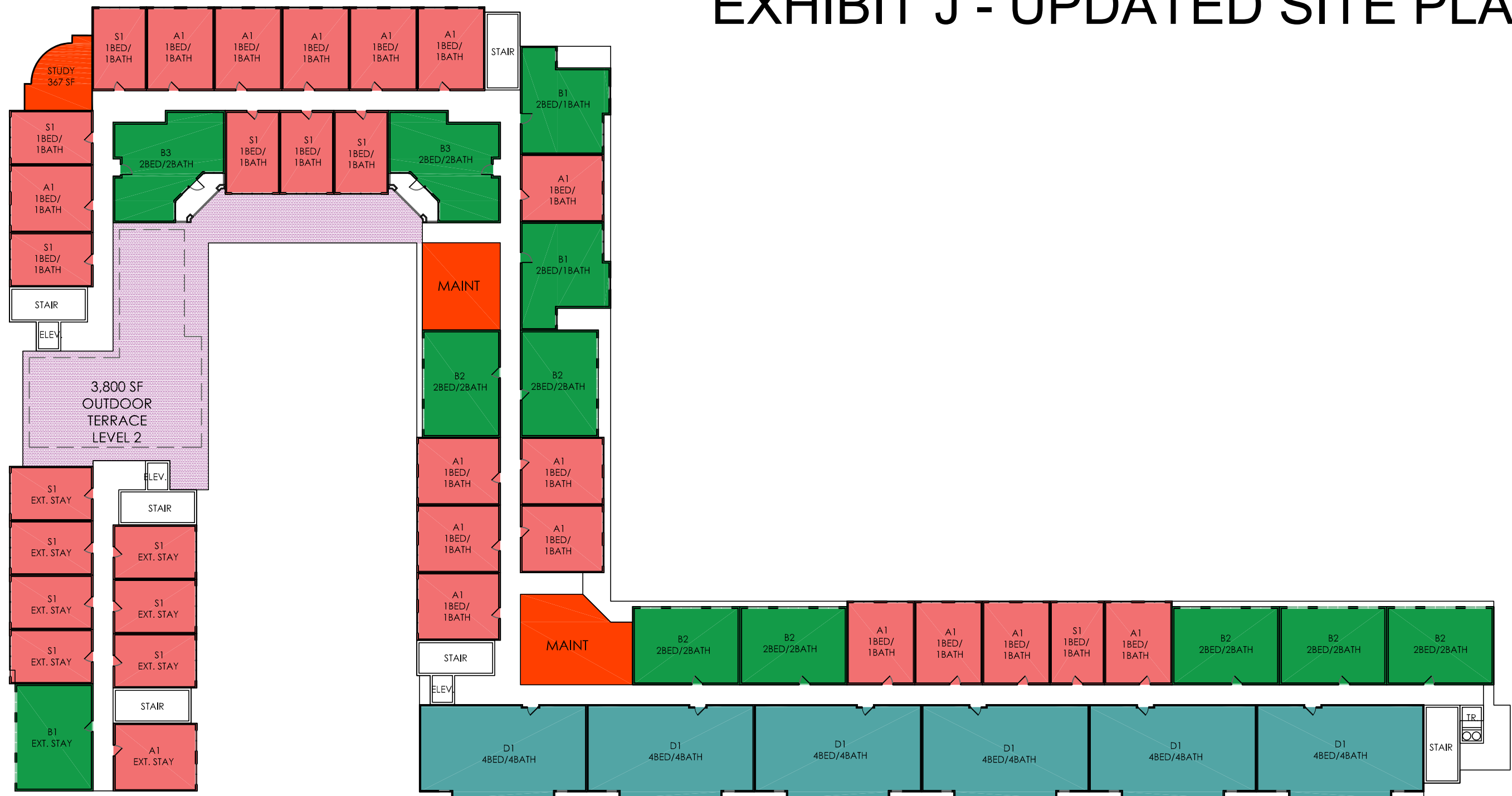
RAEL DEVELOPMENT

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February 1, 2019 | SH19XXXX.00



EXHIBIT J - UPDATED SITE PLAN



LEVEL 2

RAEL DEVELOPMENT

URBANA SITE CONCEPT

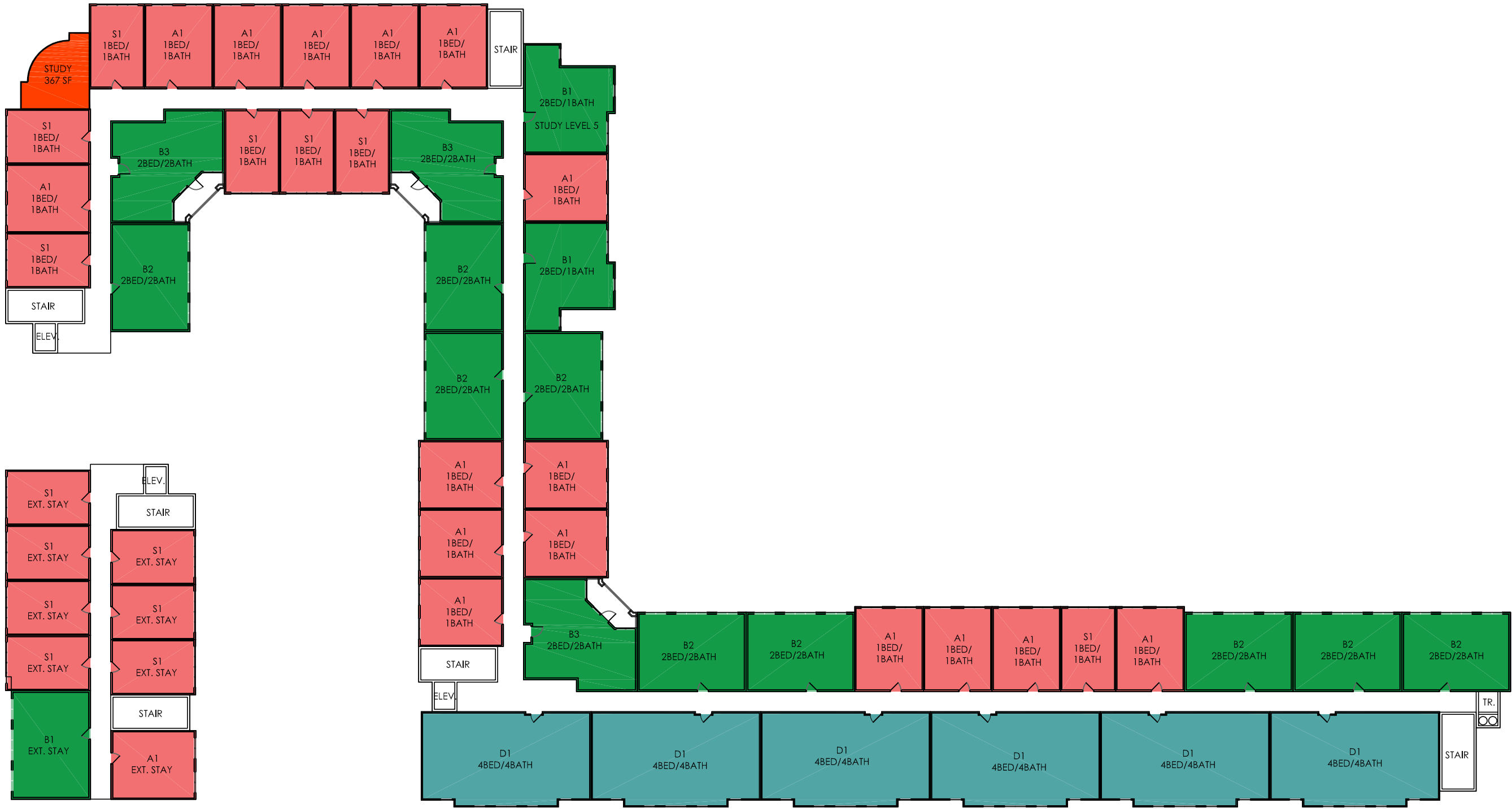
URBANA, IL

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February 1, 2019 | SH19XXX.00



EXHIBIT J - UPDATED SITE PLAN



LEVEL 3-5

RAEL DEVELOPMENT

URBANA SITE CONCEPT
URBANA, IL

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February 1, 2019 | SH19XXXX.00



February 1, 2019

**TO: Lorrie Pearson, Planning Manager and Zoning Administrator
City of Urbana, Illinois**

**FROM: Chris Billing, Project Manager
Justin Houston, Project Engineer
Berns, Clancy and Associates, P.C.**

**RE: Draft Traffic Impact Analysis
Rael Development**

Dear **Lorrie**;

Berns, Clancy and Associates is working on a traffic impact analysis for Rael Development, and we provide some of our analysis to date with this draft memorandum.

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 property is located on former commercial parcels together with residential properties along Clark Street from Lincoln Avenue east to Busey Avenue. The development will consist of two tracts north and south of Clark Street totaling approximately 3.5 acres.

The proposed land use will be multi-family residential buildings with a planned 249 units (457 bedrooms) in total between 4 buildings. A landscaped amenity area is planned as well. There will also be parking that will provide a total of 272 parking spaces. A Concept Plan exhibit is attached.

Two primary entrances of the development will be mid-block of Clark Street on both sides of the street. There will be another entrance for the northern portion on the east end of the development that connects to the existing Busey Avenue. No 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. 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. 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. Lincoln Avenue to the south is 4-lanes with a narrow, center, curb median. Lightly used railroad tracks cut diagonally across this major intersection.

The neighborhood or most likely area to expect traffic impacts is the area from University Avenue south to Springfield Avenue and from Lincoln Avenue east to Coler Street. 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 University of Illinois engineering campus that includes a traffic signal at its intersection with Lincoln Avenue.

Coler Avenue one block to the east of the site is a north / south local road which has a designated on-street bicycle route. It has a traffic signal at its intersection with University Avenue.

Designated on-street bicycle routes through the study area run east-west along Main Street and Stoughton Street. It will be expected that any bicycle traffic from this new site will use the Main Street and Stoughton Street corridors 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. Residential properties have driveway access from Clark Street with the exception of one house that has a driveway to Lincoln Avenue. Existing driveway connections to Lincoln Avenue are anticipated to be removed as part of the 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 at the Lincoln / Park intersection. To the west, there are two bus stops at the University / Harvey intersection. To the south, there is a bus stop at the Springfield / Busey intersection. Berns, Clancy and Associates is working with the Champaign-Urbana Mass Transit District to determine possible improvements to bus access for this 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 is geared toward student apartments we estimated existing and proposed daily vehicle trips and include them in the following tables:

| Description (Existing) | ITE Code | Unit Type | Weekday Trip Rate | Unit Qnty. | Trip Qnty. |
|--|----------|---------------|------------------------|------------|------------|
| 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 Qnty. | Trip Qnty. |
|---|----------|-----------|-------------------|------------|------------|
| Student Housing Apartments (Spack data) | | Bed | 1.42 | 390 | 554 |
| All Suites Hotel | 311 | Rooms | 4.90 | 40 | 196 |
| Proposed Trips Generated | | | | Total: | 750 |

We believe that this initial estimate of proposed ADT is somewhat high, and may decrease as analysis progresses. At present, it appears the development could add a net of as much as 450 vehicles per day to the roadway network.

Traffic Distribution Analysis

[In Progress]

Existing Street Traffic Counts

For existing traffic near the Gather site, we reviewed available Illinois Department of Transportation's latest traffic counts as well as data available from Champaign-Urbana Urbanized Transportation Study (CUUATS) and the City of Urbana.

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 16,500 vehicles per day along the Main Street to University Avenue corridor and approximately 17,200 vehicles per day along the Main Street to Springfield Avenue corridor.

Current University Avenue traffic counts are approximately 20,700 vehicles per day along the Coler Avenue to Lincoln Avenue corridor.

The current Springfield Avenue traffic count is 9,300 vehicles per day between Race Street and Lincoln Avenue.

The current Coler Avenue traffic county is 2,800 vehicles per day between Springfield Avenue and University Avenue.

The City of Urbana recently performed traffic counts at the intersection of Clark Street and Lincoln Avenue. The overall peak hour for this count was 4:30PM to 5:30PM. These peak hour counts are listed in the following table.

Existing Neighborhood Street Infrastructure Conditions

[In Progress]

Current Access Planning

We understand the City of Urbana is currently evaluating the Lincoln Avenue corridor from Green Street to University Avenue with regard to bicycle and pedestrian conveyance and crossing improvements that might be implemented with a street overlay project in the next year or two. Coordination with City Staff during this planning / design effort will be necessary to assure safe accommodation of travel by the student residents of this development.

Recommendations

[In Progress]

We appreciate this opportunity to provide a preliminary draft analysis concerning the Rael Development.

Thank you.









