Lincoln-Busey Corridor Design Guidelines





City of Urbana, Illinois
Community Development Services
Adopted on January 20, 2009
Ordinance No. 2009-01-004

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January 20, 2009

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I. Introduction

Problem Statement

Due to the desirability of its proximity to the University of Illinois, the Lincoln-Busey Corridor (LBC) is in a unique situation. It has a wide variety of built forms, from large-scale institutional buildings to single-family homes, which can create incompatibilities. New development in the corridor can be built to a scale permitted by the Urbana Zoning Ordinance, yet should be executed in such a way as to be compatible with its surroundings and aid in the transition from the University to the West Urbana Neighborhood.

Purpose & Intent

The purpose of this document is to provide a basis for understanding and assessing the design of new construction and renovation projects in the corridor. The intent is to:

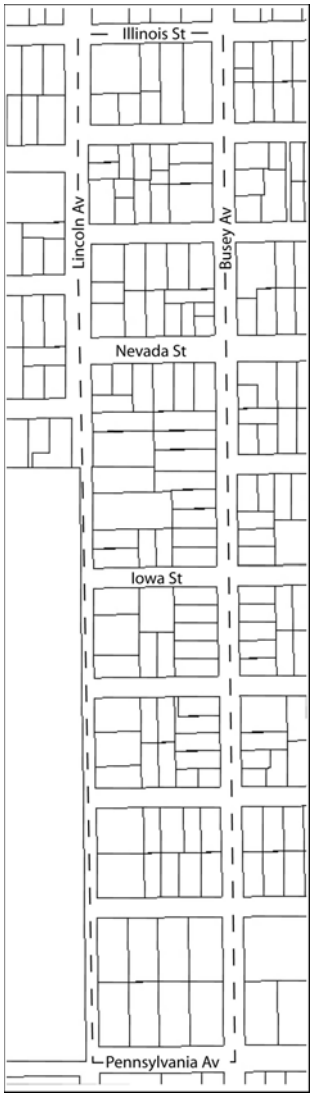
- ensure that future growth in the Lincoln-Busey Corridor is compatible with the existing built environment in the corridor, and
- aid in the visual transition from the larger scale buildings of the University and related institutional uses fronting Lincoln Avenue to the single-family homes of the West Urbana Neighborhood to the east.

These design guidelines provide guidance on how to achieve compatibility between new, existing, and historic development without restricting architectural style or creativity.

Both the Urbana Zoning Ordinance and the Urbana Subdivision and Land Development Code contain provisions intended to enhance compatibility between lower and higher density developments. However, much of the incompatibility in the LBC predates the Zoning Ordinance and the Subdivision Code and the potential for continuing incompatibilities necessitate the need for these design guidelines.

Map 1.

Lincoln-Busey Corridor



History

A growing concern that the neighborhood between Downtown Urbana and the University of Illinois was losing many older houses along with its historic character and unique appearance prompted the 1990 Downtown to Campus (DTC) Plan. The DTC Plan sought to maintain the balance between low-density residential with fraternities/sororities and other University group housing in the Lincoln-Busey Corridor and to prevent further encroachment of higher density buildings into the area (1990 Downtown to Campus Plan, p 75). The DTC Plan provided parcel-by-parcel zoning recommendations in the Lincoln-Busey Corridor and resulted in an overall down-zoning from multi-family to lower residential classifications in the area. The resulting zoning pattern is reflected in the 2005 Comprehensive Plan land use designations which are consistent with those shown in the DTC Plan.

The City of Urbana's 2005 Comprehensive Plan identifies the corridor as an area experiencing development pressure due to its proximity to the University. The Comprehensive Plan reiterates the need to "Preserve these uses as they now exist while precluding further encroachment of higher density buildings into this unique residential area," (p 79). The Comprehensive Plan also calls for the development of design guidelines for key corridors in Urbana, including Lincoln Avenue (2005 Comprehensive Plan, p 103).

Guidelines Vs. Ordinance

Per Ordinance No. 2009-01-004, this document is the official framework for development in the Lincoln-Busey Corridor Design Overlay District. This document is a design guidelines manual for the Lincoln-Busey Corridor. While what is presented here are *guidelines* rather than regulations, meeting the *intent* of the guidelines, as previously stated, is necessary for project approval.

The Urbana Zoning Ordinance includes two design criteria that are mandatory

and required, as specified in Section XI-15.K.2. These requirements state:

- that the project proposal shall be in conformance with the intent of the design guidelines as contained herein; and
- that the project proposal should achieve overall compatibility with the character of the neighborhood.

Where & When Design Guidelines Apply

The Lincoln-Busey Corridor is bounded by Illinois Street on the north, Pennsylvania Avenue on the south, Lincoln Avenue on the west, and Busey Avenue on the east (see Map 1). These guidelines are to be used to review development plans for the following projects in the Lincoln-Busey Corridor:

- Construction of a new principal structure; or
- Increasing the building footprint of an existing principal structure greater than 15%; or
- Increasing the floor area ration of an existing principal structure by more than 15%; or
- Installing or enlarging a parking lot; or
- Substantially changing the appearance and/or scale of an existing building, as determined by the Zoning Administrator in consultation with the Design Review Board chair.

Building Safety Code and Zoning Ordinance

Projects must comply with the development regulations of the Urbana Building Safety Code, the Zoning Ordinance, and Subdivision and Development Regulations in addition to the intent of the LBC Design Guidelines. For more information please contact:

City of Urbana
Community Development Services Department
400 S. Vine Street
Urbana, IL 61801

Tel: 217-384-2440
Web: www.city.urbana.il.us

The complete Urbana Zoning Ordinance and the Subdivision and Development Regulations are available on our website.

Locally Designated Historic Landmarks and Districts

Existing and proposed local Historic Landmarks and properties within local Historic Districts not subject to these guidelines. Such properties will continue to comply with the Historic Preservation Ordinance of the Urbana Zoning Ordinance (Article XII of the Urbana Zoning Ordinance).

Definitions

Balcony A platform projecting from the wall of an upper story, enclosed by a railing or balustrade, with an entrance from the building and supported by brackets, columns, or cantilevered out.

Compatibility Design which utilizes accepted site planning (e.g. building placement, orientation, and siting) and the elements of architectural composition within the context of the surrounding area. Compatibility does not mean "the same as." Rather, compatibility refers to the sensitivity of development proposals in maintaining the character of existing development.

Courtyard An open area that is partially or fully enclosed by one or more buildings, walls, and/or fences that is intended for use by more than one dwelling unit.

Divided Light Glass in a window or glazed door that is divided into smaller panes by secondary framing members (muntins).

Façade Zone The façade is the front or principal face of a building and any side of a building that faces a street or other open space. The façade zone includes the façade and any other elements of the site that are located in front of the façade and are visible from the public street. A corner lot will have two façade zones.

Massing The three-dimensional bulk of a structure: height, width, and depth.

New Construction New principal structures and additions and/or remodels visible from a public street, that would result in a substantial change to the appearance and/or scale of an existing building.

Orientation The placement of a structure on its lot with regard to other structures on the block face.

Patio A level surfaced area directly adjacent to a principal building at or within two feet of the finished grade, intended for the use of one dwelling unit, and not covered by a permanent roof.

Porch A roofed, open area, which may be screened, attached to or part of a building, and with direct access to or from it.

Roof Pitch The degree of slope or inclination of a roof. A medium, or average, pitched roof slopes at an angle of between 30 and 40 degrees. These angles roughly translate into rise-over-run ratios of between 6:12 and 12:12.

Wall to roof ratio The ratio of the front wall surface to the perceived height of the roof. This ratio can be measured from a photograph taken of a building, by measuring the front wall from grade to the roof and from the lowest part of the roof to the highest.

Scale The relationship of the perceived size, height, bulk, and intensity of a building to that of neighboring buildings as it appears to the pedestrian.

Setback The distance between the building and any lot line.

Solid to Void The recurrent alternation of structure to open space. Can also refer to the proportion of solid walls to openings, such as windows and doors.

II. Existing Conditions – Zoning & Future Land Use

Zoning is regulatory while future land use is policy. More specifically, zoning refers to the division of the City into districts, or zones, within which specific uses are allowed or prohibited. Future land use, on the other hand, comes from the 2005 Comprehensive Plan and is the policy for how land uses in the City will be organized. The current zoning of the Lincoln-Busey Corridor ranges from single-family residential to high density multi-family residential. Additionally, much of the corridor is zoned University Residential, which allows dormitories and rooming houses for students (see Map 3).

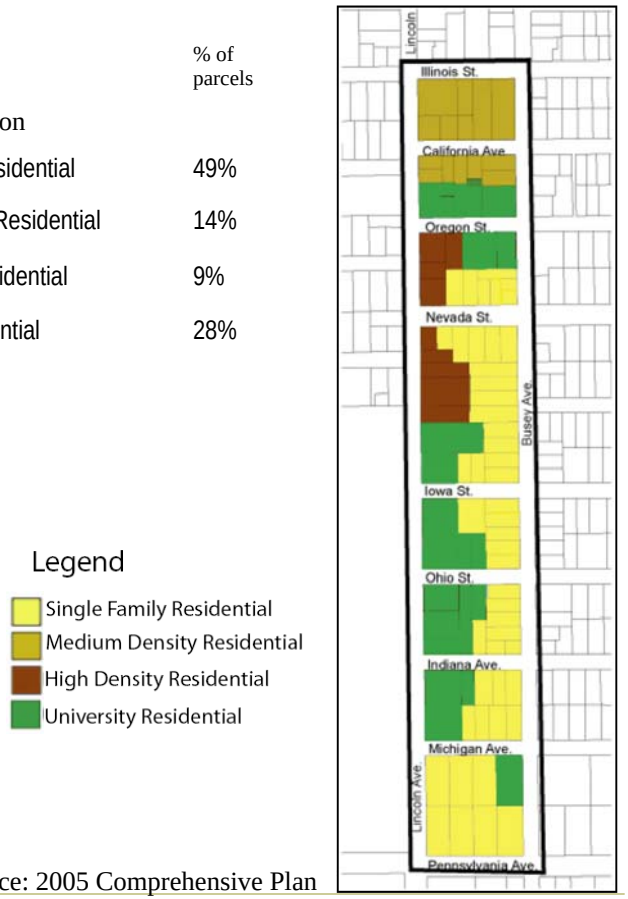
Map 3. Current Zoning

Current Zoning		% of parcels
Zoning Category	Description	
R2	Single-Family Residential	40%
R3	Single & Two Family Residential	2%
R4	Med. Density Multi-Family Res.	16%
R5	Med. High Density Multi-Family Res.	11%
R6	High Density Multi-Family Residential	1%
R7	University Residential	30%

Source: Official 2008 Zoning Map

Map 4. Future Land Use

Future Land Use	% of parcels
Land Use Designation	
Single Family Residential	49%
Medium Density Residential	14%
High Density Residential	9%
University Residential	28%

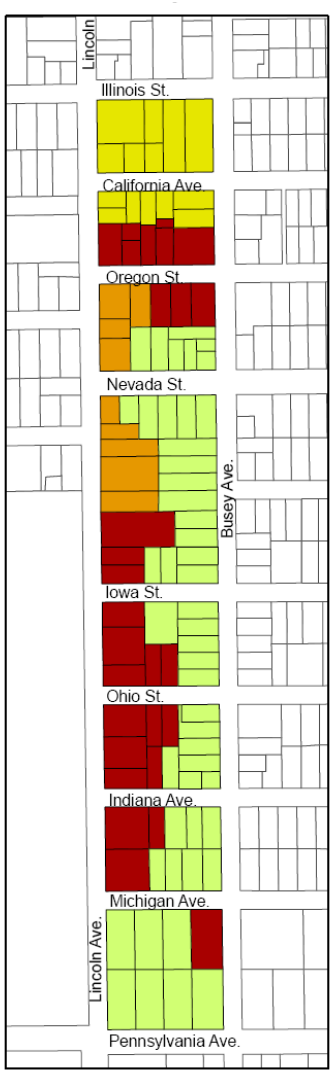


Source: 2005 Comprehensive Plan

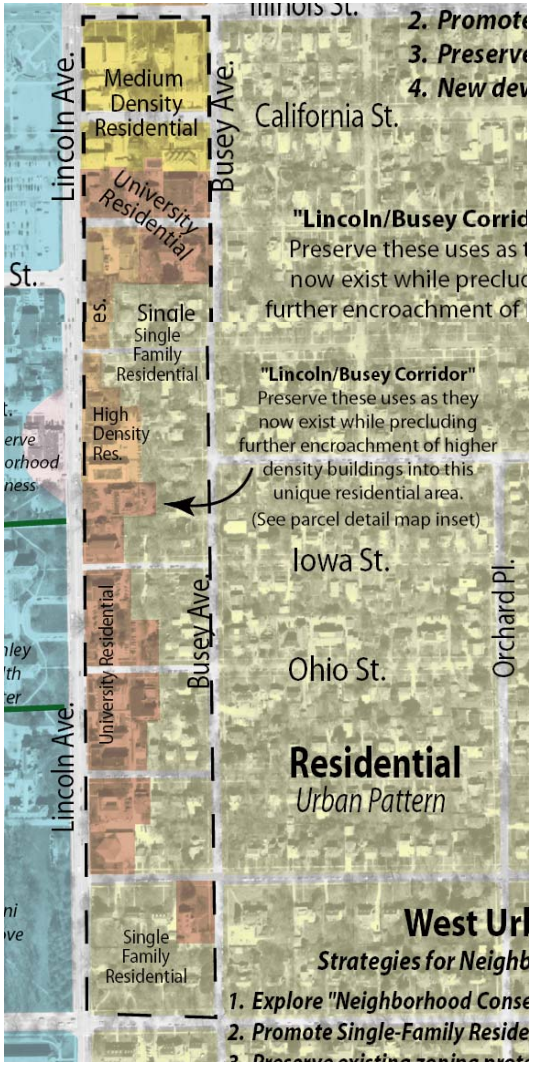
City of Urbana 2005 Comprehensive Plan

The City of Urbana 2005 Comprehensive Plan states the following about the Lincoln-Busey Corridor: "Preserve these uses as they now exist while precluding further encroachment of higher density buildings into this unique residential area." To the right are the Future Land Use Maps that include the LBC. Future land use matches that of the Downtown To Campus Plan.

"Lincoln/Busey Corridor" Inset
Future Land Use Map by Parcel



Future Land Use maps
Map #8 & Map #9



Legend

- Single-Family Residential
- Medium Density Residential
- High Density Residential
- University Residential

Map 5.

Although houses are the predominant building type, only 30% of properties in the corridor consist of owner-occupied single family homes and duplexes.

According to the Cunningham Township Assessor's Office, ownership patterns / existing land use in the LBC reveal the following (see map at right):

- Owner-occupied single family & duplex 30%
  - Single family 29%
  - Duplex 1%
- Group housing 23%
- Rental single family & duplex 22%
  - Single family 15%
  - Duplex 7%
- Multi-family 19%
  - 3-7 units 6%
  - 8+ units 13%
- Religious 6%

LBC Ownership / Existing Land Use Patterns

Source: Cunningham Township Assessor's Office
Created January 23, 2008

Existing Building Types

On the 100 parcels that comprise the Lincoln-Busey Corridor, there are a variety of building types and uses including single– and multi-family residential; sorority/ fraternity, rooming, and boarding houses; and religious institutions. Within each of these uses, a multitude of built forms exists, representing different eras of development.

Looking only at the built form and not considering the use or the zoning, the most common building type in the corridor is, by far, the house. The LBC consists of the following building types:

- Houses & Duplexes 72%
- Large Apartment Buildings 12%
- University & Greek Housing 7%
- Small Apartment Buildings 4%
- Institutional/Religious Buildings 3%
- Empty/Parking Lots 3%

Houses and Duplexes

University & Greek Housing

Apartment Buildings

Institutional/Religious

Empty/Parking Lot

Lincoln-Busey Corridor Character

Much of the existing built environment in the corridor (72 percent) is in the form of a house, while less than half of the parcels (42 percent) are currently zoned for single– and two-family homes. Because much of the corridor is zoned for a higher urban intensity than single-family residential, these design guidelines outline how a higher-intensity development can remain compatible in character with the single-family residential character of the neighborhood. To achieve compatibility, these guidelines address the façade zone, massing and scale, building orientation, patterns and rhythms, roof lines, window and door openings, outdoor living space, materials, landscaping, and parking.

The Lincoln-Busey Corridor naturally sub-divides into two zones with Lincoln Avenue and the higher intensity northern part of the corridor differing from the remainder of the corridor:

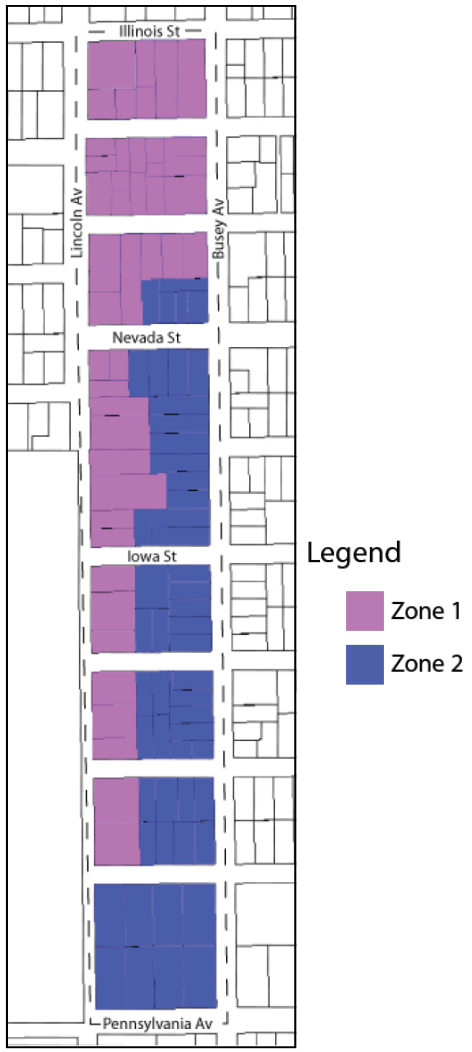
Zone 1: Lincoln Avenue & Higher Intensity Areas
Zone 2: Busey Avenue & Lower Intensity Areas

Differences Between Zone 1 & Zone 2

The zoning along Lincoln Avenue is generally higher. There is almost no owner-occupied housing, and the building masses are generally larger. Additionally, Lincoln Avenue is a main entryway to the City and to the University. Illinois, California, and Oregon Streets have been included in Zone 1 as they are zoned higher and are generally a higher intensity.

Due to the higher intensity nature of Zone 1 and the need for new development to be compatible, projects proposed in Zone 1 may be of a larger scale than those proposed in Zone 2.

Lincoln-Busey Corridor Zones



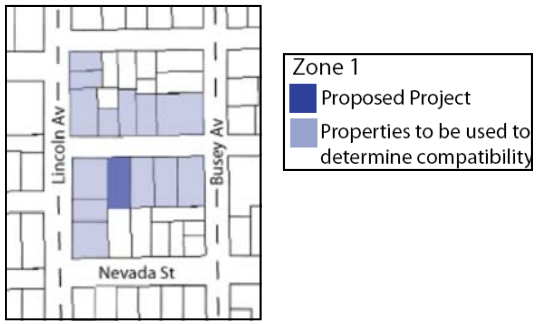
Zone 1: Lincoln Avenue & Higher Intensity Areas

The existing building types on Lincoln Avenue consist of about 50% houses and 50% multi-family residential, including apartment buildings, fraternity/sorority houses, and other rooming/boarding houses. This mix is quite different from the rest of the LBC. The structures are generally larger and more distinctive with smaller setbacks. The character on Lincoln Avenue is more urban than in the rest of the corridor.

Additionally, Lincoln Avenue is one of the major entryway corridors into the City. One of the implementation strategies listed in the 2005 Comprehensive Plan is that corridor design guidelines be developed for Lincoln Avenue to reflect its status as an entryway into the City (2005 Comprehensive Plan, p 103).

When a project proposal is located on the east side of Lincoln Avenue, between Illinois Street and Pennsylvania Avenue, it will be reviewed in the context of the other properties located in Zone 1. Specifically, when the guidelines call for compatibility with other structures on the block face, along a block, or on the block, proposals located in Zone 1 will be reviewed with reference to all structures on the east side of Lincoln for the block the parcel is in and for one block to the north and one block to the south. If the proposed project is located in Zone 1, but not fronting Lincoln Avenue, the area to be used in reviewing compatibility will include all parcels in the block where the project is located and all parcels fronting Lincoln Avenue on the blocks directly north and south, as shown in the map to the right.

Example 1: Parcel not on Lincoln Avenue *



*If parcel is located on a corner of Busey Avenue, the compatibility area will include both sides of the East-West street and both sides of the block of Busey Avenue where the parcel is located.

Example 2: Parcel on Lincoln Avenue**

**If a parcel is located on a corner of Lincoln Avenue, the compatibility area will include the adjacent property to the east.

Zone 2: Busey Avenue & Lower Intensity Areas

The existing building types on Busey Avenue and the East-West Streets of the corridor are significantly different from those on Lincoln Avenue and abutting Lincoln Avenue. Over 85% appear to be single-family homes, with only 7% being multi-family residential buildings, such as apartment buildings, fraternity/sorority houses and other rooming/boarding houses. The character on Busey Avenue and on most of the East-West Streets is much more residential and of a smaller scale than that on Lincoln Avenue. The exception to this is on Illinois, California, and Oregon streets, as they are of a higher intensity compared to the other east-west streets and zoned for multi-family and University Residential. These streets, therefore, have been included in Zone 1. The projects on Illinois, California, and Oregon can be on a larger scale, yet are still intended to provide a transition from the monumental buildings of the University to the single-family neighborhood of West Urbana to the east.

Example 1: Parcel on Busey Avenue

Example 2: Parcel not on Busey Avenue

When a project proposal is located in Zone 2, it will be reviewed in the context of other properties in Zone 2 of the Lincoln-Busey Corridor. Specifically, when the guidelines call for compatibility with other structures on the block face, along a block, or on the block, proposals located in Zone 2 will be reviewed with reference to all structures on both sides of the block. If a project is located in Zone 2, but is not on Busey Avenue, it will be reviewed with reference to all structures on both sides of the block, but will wrap the corner onto Busey Avenue by one parcel on both sides of the street, as shown in the map on the right. If a project is located on a corner, it will be reviewed with reference to all structures on both sides of both the east-west and the north-south blocks in which it is situated.

III. The Design Review Process

The Design Review Board

The Design Review Board is a Mayor-appointed board created for the purpose of reviewing plans for new principal structures, renovations that would alter the exterior of any existing principal structure and installing or enlarging a parking lot in specified areas with adopted design guidelines. The Design Review Board will review plans for such projects located in the Lincoln-Busey Corridor.

Section XI-15 of the Urbana Zoning Ordinance outlines the membership requirements for the Board, review procedures, and application review criteria. Although no individual guideline in this document is mandatory, meeting the *intent* of this document is. The Design Review Board is different from the MOR Development Review Board in that the Design Review Board reviews proposals in a design review overlay district whereas the MOR Development Review Board reviews proposals only in the Mixed-Office Residential zoning district.

The overall intent of these guidelines is to:

- Help ensure that future growth in the Lincoln-Busey Corridor is compatible with the existing built environment in the corridor, and
- Aid in the visual transition from the larger scale buildings of the University and related institutional uses fronting Lincoln Avenue to the single-family homes of the West Urbana Neighborhood to the east.

Administrative Review

Proposals for renovations that will not result in a substantial change to the appearance and/or scale of the existing building as defined in Section XI-15.G.4.will not require review by the Development Review Board, but may be reviewed and approved by the Zoning Administrator. The Zoning Administrator together with the Chair of the Development Review Board shall make the determination as to whether the proposal will result in such a change. Applications for new construction, renovations which will substantially change the appearance and/or scale of the existing building, and other significant site changes (e.g. parking lot construction) shall go to the Development Review Board for review.

Application Review Criteria

Design guidelines are a flexible tool to be used as a supplement to prescriptive zoning requirements in order to allow new development to respond better to the distinctive character of the surrounding environment. Development plans must also conform to the land use and development standards of the Urbana Zoning Ordinance.

Proposals shall demonstrate consistency with the intent of the Lincoln-Busey Corridor as outlined herein. In reviewing proposals, the Design Review Board shall consider the effects of the proposal on the other properties on the block face (i.e., is the proposal compatible with the other structures on the block?).

To determine compatibility, the Development Review Board shall consider the following elements:

Façade Zone	Massing & Scale	Building Orientation
Patterns & Rhythms	Roof Lines	Windows & Doors
Outdoor Living Space	Materials	Landscaping
Parking		

IV. Design Guidelines

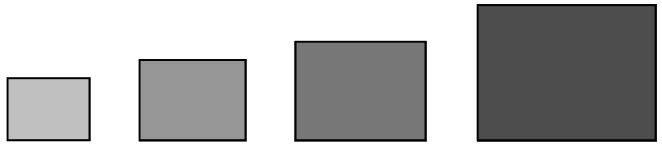
The LBC Design Guidelines do not regulate architectural style and are not intended to restrict creativity. The intent of this document is to ensure that future growth is compatible with the existing built environment and aids in the visual transition from the large scale buildings of the University to the single-family homes of the West Urbana Neighborhood.

While no single guideline in the LBC Design Guidelines is mandatory, project proposals must meet the overall intent of the guidelines as stated herein.

Encouraged & Discouraged

The design guidelines are recommendations which will help preserve the traditional architectural heritage of the Lincoln-Busey Corridor, but no single guideline is mandatory. For each of the design guidelines on the following pages, recommendations are grouped together under *Encouraged and Discouraged.* For each project proposal in the LBC, meeting the design guidelines will involve a unique set of the guidelines. For a project in a more intensively developed area, a higher intensity building will be allowed. For a project in a less intensive area, lower intensity buildings will be more appropriate.

Lower Intensity Development



Higher Intensity Development

The Façade Zone

The façade zone is important to the character of a site. The greatest emphasis for design review should be on the façade zone. Other elevations are secondary.

A façade is the exterior wall or face of a building that is visible from the public street. The façade zone includes the vertical wall of the building with its architectural qualities and any other elements of the site that are located in front of the wall face and are visible from the public street. These elements can include windows, doors, signage, garden sheds and various other site details. It is important that site details in the façade zone are compatible with other buildings on the block face.

The corridor is part of a larger grid system of streets creating two types of lots: corner lots and interior lots. Corner lots are located at the intersection of streets and have two façade zones. The majority of lots are interior lots that have one façade zone.

Encouraged

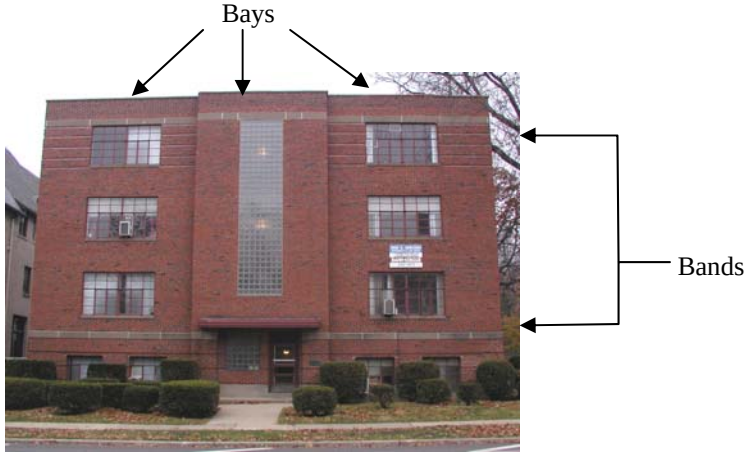
- Facades with street frontage should contain window openings and should not be blank walls.
- Facades with a focal point, interesting details and quality materials are encouraged.
- Planes in a building should be visually broken up into smaller areas. This can be done using bands and bays, as well as by incorporating recesses and projections and other architectural details.

Discouraged

- The location of mechanical equipment (such as air compressors, mechanical pumps, and utility meters) in the façade zone.
- Parking should be located behind the principal structure, not in the façade zone.
- Blank facades are not appropriate when visible from a public right-of-way.
- Confused, incoherent facades are discouraged.

The Façade Zone is the part of the building facing a public street. Interior lots typically have one façade zone.

A corner lot typically has two façade zones, one for each public street.



The stone bands running across the front façade of this building as well as the projecting center bay visually break up the large plane of the front façade of this building.

Massing & Scale

Massing is the three dimensional bulk of a structure, including height, width, and depth. **Scale** is the perceived relative height and bulk of a building relative to that of neighboring buildings. Proper massing, scaling, and detailing are essential when blending any building into the corridor. The building mass should be broken up, using changes in wall planes, building height and rooflines, and by stepping back sections when new construction or a building addition is larger in height or volume than surrounding structures. The architectural design of a project should encourage compatibility and not cause a visual disruption along a block.

Encouraged

- The "height-to-width ratio" of a structure should be compatible with other structures on the block face. For example, if existing structures have a ratio of 2:1, then a ratio of 1:3 for a new development may not be appropriate.
- The scale of a structure should be compatible with other structures on the block face. If existing structures are smaller than the proposed new development, the use of changes in wall plane, building height, and roof line should be used to help the new structure fit in.
- Height and roof lines on new construction should be compatible with other buildings on the block.
- Use of various decorative details and exterior materials to add interest, scale, and dimension to a building.

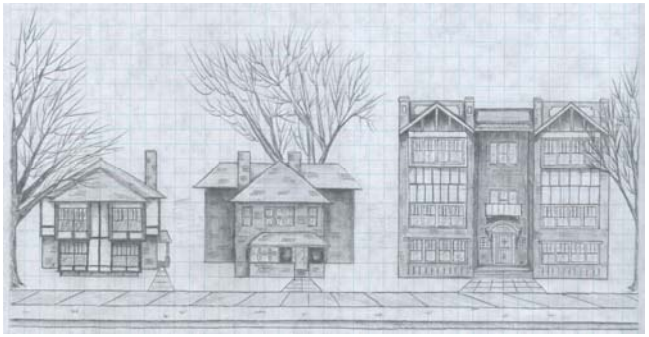
Discouraged

- Buildings with blank wall faces that are not broken up using changes in wall plane, building height, etc.
- Monotony of materials on large expanses.
- Inappropriate changes in scale.
- Extreme or jarring changes in height and/or roofline.

Combination of roof lines with varying roof heights and roof pitches add interest and break up mass.

Changes in the wall plane break up the mass of the building.

This new apartment building, outside of the corridor, makes use of changes in the wall plane, building height, and roofline



This sketch shows a stepping up of intensity, with the larger building using architectural details to achieve compatibility.

Sketch by Tony Weck

Building Orientation

Building orientation refers to the manner in which a building relates to the street, to other structures on the site and to adjacent properties. The entrance to the building plays a large role in the orientation of a building. The Lincoln-Busey Corridor follows a traditional neighborhood layout. The streets are on a grid, and the buildings are oriented towards the street. New construction should respect this traditional layout.

Encouraged

- Orient the primary entrance to the building toward the street. The primary entrance on a corner lot may be oriented towards either street.
- Buildings should have a clearly defined primary entrance. The primary entrance should be emphasized, using such architectural details as a door surround, door hood, pediment, front stoop or porch, or transom or fanlights.
- Entrances on the rear or sides of buildings should clearly be secondary to those on the front, except when the building is on a corner lot.
- Buildings on corner lots are encouraged to have entrances on both facades and to use such features as porches and stoops to create focal points on both facades.

Discouraged

- Buildings that are not oriented towards the street.
- Buildings that create "blank walls" on the front façade.
- Buildings without a defined primary entrance.
- A faux entry on the front façade is not encouraged, but may be appropriate in certain circumstances.

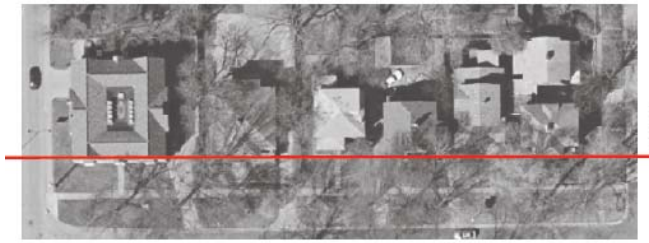
Encouraged: The primary entrance of this apartment building is oriented toward the street. The door hood and small side lights on either side of the door focus attention on the entrance.

Encouraged:This single-family house has its primary entrance on the front façade. The door is recessed and opens onto a small covered porch which emphasizes the entry.

Discouraged: The building on the left has a blank wall facing the street. The building façade on the right, while not presenting a blank wall, is not oriented toward the street.

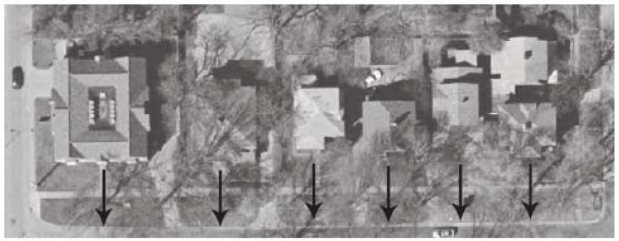
Patterns & Rhythms

Each block in the corridor displays predominant patterns. These patterns may include lot size, setback, building orientation, and the solid-to-void relationship. Projects within the corridor should be compatible with the patterns found on the block face. Observation of a block through both aerial and streetscape views is important when identifying patterns such as those listed above. The placement of a building should not drastically change or cause a visual disruption to the block.



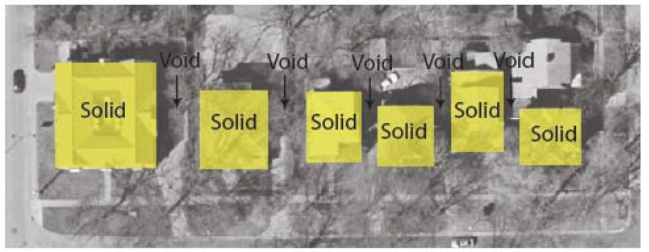
Encouraged

- Building placement and general orientation on a site should be compatible with other structures on the block.
- New buildings should be set back from the street the average distance of building setbacks on the block.*
- The placement of new buildings should reflect the rhythm of the spacing between buildings on the block.
- New construction projects, including additions, that incorporate common patterns (e.g. rhythm of solids to voids) and architectural characteristics found along a block (e.g. massing, openings, roof type, etc.)
- Use of architectural detailing and landscaping to help new construction "blend in" with the block.



Discouraged

- Setbacks that are too deep or too shallow visually disrupt the rhythm of the block and are discouraged.
- Locating a structure in such a way that it disrupts the rhythm of solids to voids, creating either gaps or a lack of gaps, is discouraged.
- Additions that are out of character with the surroundings are discouraged.



The rhythm of solids to voids is the recurrent alternation of structure to open space.

This is a streetscape view of the block seen above in aerial view.

* The Urbana Zoning Ordinance requires that the required front yard setback shall be the average on the block face or fifteen feet, whichever is greater.

Roof Lines

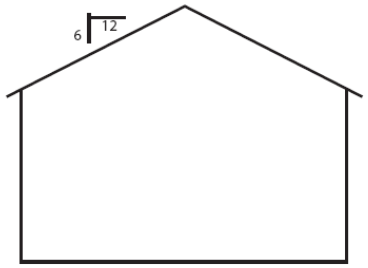
Roof forms for new construction should reflect other roof forms on the block face. Gable roofs are the most common form found in the Lincoln-Busey Corridor. Generally, the roof should not dominate the structure with the ratio of front wall surface to visible roof surface greater than 1½ :1. Flat roofs are generally discouraged, unless consistent with the architectural style of the building. The use of wall or roof dormers can help prevent the roof from dominating and can add interest to the roof form.

Encouraged

- Roof forms on new construction should be similar to those traditionally found on the block.
- Roof pitch should be 6:12 or greater.
- A combination of roof lines helps soften larger roofs, thereby making a larger structure seem more compatible.

Discouraged

- Flat roofs are discouraged, unless the architectural style of the building calls for a flat roof and the architectural details, such as a parapet, on the façade aid in compatibility.
- A single roof line on a large building with no variation.
- Roof pitch less than 6:12 is discouraged.
- Front wall surface to visible roof surface less than 3:2.



Example of a 6:12 roof pitch. The roof rises 6 inches vertically for every 12 inches horizontally.

Encouraged

This is a side-facing gable roof with architecturally appropriate dormers.

This is a front-facing gable roof with a smaller gable over the front porch.

The wall to roof ratio here is less than the desired 1½ to 1, but the use of the front gable helps with compatibility.

Example of a flat roof that is not desirable.

Example of a flat roof that is acceptable.

Window & Door Openings

Openings refer to the windows and doors on a structure. Openings and their arrangement are important to a structure's visual aesthetic. Materials, construction, and detailing of the openings are also important to the style of a building. Proposals within the corridor should be cognizant of the rhythm and patterns of openings on the façade. Height to width ratios for windows should encourage compatibility with the architectural style of the building as well as with the other styles found throughout the corridor.

Encouraged

- The proportion of window and door openings to solid surfaces in the façade zone should be compatible with that of the existing architecture on the block.
- Large wall expanses in the façade zone should be visually interrupted by windows in a balanced rhythmic pattern, unless the architectural style calls for an irregular pattern.
- Openings should reflect the building's architectural style.
- Openings that are in proportion to others in the façade and are similar in size and scale.
- A consistent rhythm of openings on the façade.
- True divided-light windows.
- Vertically oriented windows, unless the architectural style is compatible with horizontally oriented windows, such as in the brick apartment building to the upper right.

Discouraged

- Large wall expanses without openings.
- Sliding patio doors in the façade zone.
- Irregular patterns of windows and doors.
- Openings that are too small in proportion to the wall expanse.
- Proportion of openings to solid surfaces in the façade zone that are incompatible with the those found on the block.
- Windows and doors that are out of character with the architectural style of the building and/or are out of proportion to others in the façade zone.
- False divided-light windows.
- Horizontally oriented windows.

Encouraged

The ratio of openings to solids here is visually appealing, as is the consistent rhythm of openings. The architectural details and vertical orientation of the windows reflect the building's architectural style.

Discouraged

The ratio of openings (i.e., windows and doors) to solids in these buildings is discouraged.

Outdoor Living Space

Porches are outdoor spaces that are elevated or located above grade and usually are partially or fully covered by a roof. Front porches help provide a transition between the public street and the private use of a building. Balconies are outdoor spaces located above the first floor of a structure. Patios and courtyards are outdoor spaces located at grade that may or may not have a roof. Patios are generally private spaces while courtyards are often a shared or semi-public space. Traditionally, structures in the corridor included porches. The use of porches on new buildings can help the new structure fit in.

Encouraged

- Porches on new residential construction. Flat porch roofs that serve as balconies for the second floor.
- Outdoor living spaces that use a variety of styles and materials in order to complement the overall composition of the building.
- Buildings on corner lots with porches and/or stoops located in both facades.
- Courtyards in the façade zone of multi-family buildings.

Discouraged

- Patios that are private spaces for a single unit in an apartment building should not be located in the façade zone.
- Balconies should not directly abut single-family residences to protect privacy.
- Stairways facing single-family residences.
- Sliding glass doors on the ground floor.
- New principal structures with no outdoor living space.
- Balconies that dominate the façade.

Both of these houses have front porches covered with flat roofs that serve as balconies for the second floor.

The use of patios in the façade zone is discouraged. This apartment building is an example of balconies that dominate the façade.

Materials

Many types of exterior materials have been used in the corridor. The result is a diversity of architectural styles and building materials. Over time various exterior materials have stood the test of time, while others that may have been used as less expensive substitutes have proven less durable. In some cases, synthetic siding installed incorrectly over original siding has accelerated the deterioration of the original structure. Ultimately, the choice of exterior material should be based on durability and aesthetics, as well as cost.

Encouraged

- Long-lasting and durable exterior materials, such as brick and wood clapboard.
- Exterior treatment or siding that protects the integrity of the structure and provides an enhanced visual aesthetic to the block.
- Recognition of the diversity of materials used throughout the district and the importance of material quality.
- Roof materials that are compatible with those found within the district. In the case of new additions, roof materials that complement those found on the main structure.
- Fences that are made of wood and wrought iron. Using low stone or brick walls as an alternative to fencing.
- Use of multiple materials for architectural details to create a distinctive style.

Discouraged

- Materials that will not age well such as vinyl siding. Wood or fiber cement siding is encouraged as an alternative to vinyl siding.
- Monotony or over-use of a single material on large buildings, unless architectural style calls for a single material and the material is both long-lasting and durable.
- Fences that are visible from the public right-of-way made of chainlink or vinyl.

Encouraged Quality Materials

Exterior Materials

Stucco

Fieldstone

Brick Veneer

Quarry Faced Stone

Wood Lap Siding

Wood Sawn Siding

Flagstone Veneer

Painted Brick

Roofing Materials

Asphalt Shingles

Slate

Shake Shingles

Clay Tile

Landscaping

Landscaping is an important design element when blending any building or parking area into the neighborhood. Landscaping can soften the mass of a building as well as accentuate its features. Preservation of mature trees, adding visual interest to individual properties, and providing effective methods of landscaping are important. The City Arborist should be used as a resource to analyze existing trees and to determine the appropriate size and species of future tree plantings.

Encouraged

- Mature trees within the parkway and other public rights-of-way should be retained.
- Retention of mature trees on private property is strongly encouraged.
- New tree plantings on private and public property to replenish the urban canopy.
- Protection of mature trees from root damage during construction, both on the site and on adjacent properties.
- Use of evergreens, dense deciduous shrubs, masonry walls, and/or berms for screening of mechanical equipment such as utility meters, air conditioners, etc.
- Design landscaping to ensure safe pedestrian and automobile traffic circulation on and off private property.
- Diversity of tree species.
- Mix of annuals and perennials encourages all season landscape color accents.

Discouraged

- Invasive and dangerous species.
- Astro turf.
- Use of paving materials instead of landscaping.
- Monotonous expanse of turf without accent plantings.
- Loss of or damage to mature trees.
- Unscreened mechanicals.

Parking Areas

The corridor retains the scale and patterns of a traditional neighborhood in terms of the grid street layout. Vehicular access onto properties must meet engineering and safety standards and be appropriately incorporated into the site design. While parking areas are integral to many uses, softening their visual impact to adjacent properties and from the public street is essential.

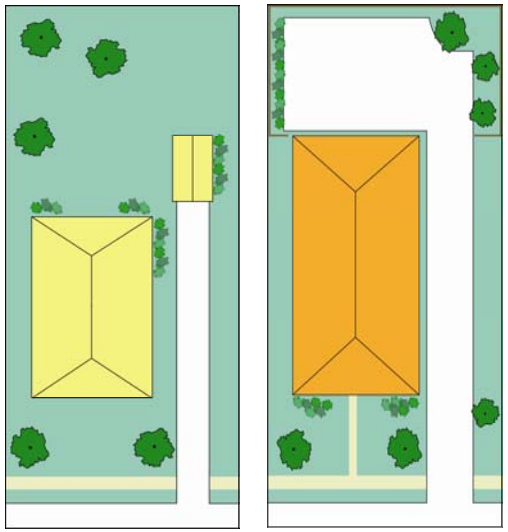
Encouraged

- To the extent possible, parking should be located behind the main structure or below ground.
- Parking at grade should be screened.
- Single-family garages should be located behind or recessed from the main structure.
- Screening to reduce visual impact from adjacent properties.
- Use of hedges, wood fences or masonry walls to screen parking areas from adjacent properties. Fences and walls should be architecturally compatible with the principal building in terms of material quality and detail.
- Use of permeable pavements.

Discouraged

- Buildings elevated to allow visible parking at grade.
- Parking located in the façade zone.
- Extensive parking areas.
- Excessive paved areas.

Recommended Parking Configurations



Single-Family w/ rear loading garage

Multi-Family on an interior lot

Parking on ground floor should be screened and not in the façade zone

Parking is on ground floor, but is screened and not visible in the façade zone

Non-Residential Development

Although largely residential, a small number of institutional properties exist within the Lincoln-Busey Corridor. The strict application of these guidelines can be difficult for such buildings. Overall, the intent of the guidelines is to ensure that new development and building additions are compatible with the neighborhood. When reviewing non-residential development, these guidelines should be applied to the best extent possible, with the recognition that not all criteria may be applicable.

Sustainability

The City of Urbana is committed to reducing Urbana's environmental footprint and including a sustainability component in the LBC Design Guidelines works towards that goal. As this document is concerned with design and not building techniques, this section should be considered direction for 'best practices' rather than being considered integral to the evaluation of the design of a project.

Sustainable Urbana
A Place to Work, Live and Grow

Encouraged

- The use of best practices in green building techniques, including but not limited to:
    - Re-use of buildings and building materials
    - Permeable surfaces for drainage
    - Cisterns for irrigation
    - Solar cells
    - Low-level and full cut-off lighting
    - LEED standards
    - Green roofs
    - Geothermal**,** passive solar, or straw bale construction
    - Landscaping to lower heating/cooling costs
    - Provide bike parking

Discouraged

- Wastefulness in building practices
- Excessive paved areas
- Intensive or wasteful lighting
- No provision for alternative transit

Source: Sustainable Cities, Environmentally Sustainable Urban Development.

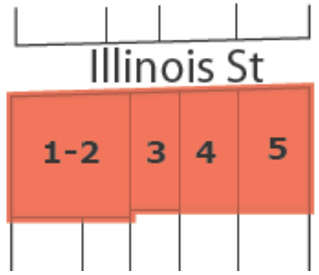
Lincoln-Busey Corridor Photo Inventory

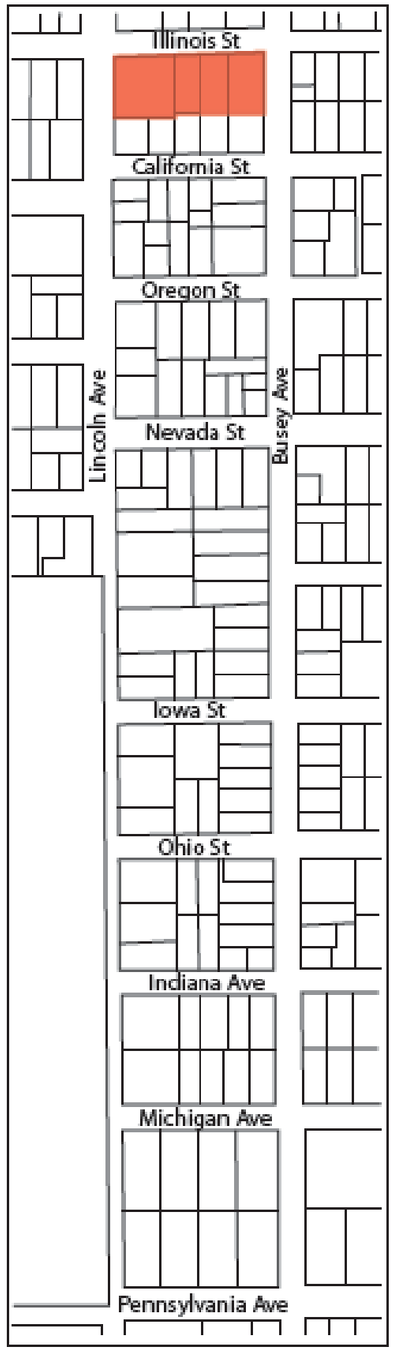




City of Urbana, Illinois
Community Development Services
Adopted on January 20. 2009
Ordinance No. 2009-01-004

LINCOLN-BUSEY CORRIDOR: ILLINOIS STREET
PHOTO INVENTORY as of October 2007





809 W. Illinois

809 W. Illinois

805 W. Illinois

803 W. Illinois

(side of 505 S Busey)

LINCOLN-BUSEY CORRIDOR: CALIFORNIA STREET
PHOTO INVENTORY as of October 2007

(side of 402 S. Lincoln)

808 W. California

806 W. California

(back of 803 W. Illinois)

(side of 505 S. Busey)

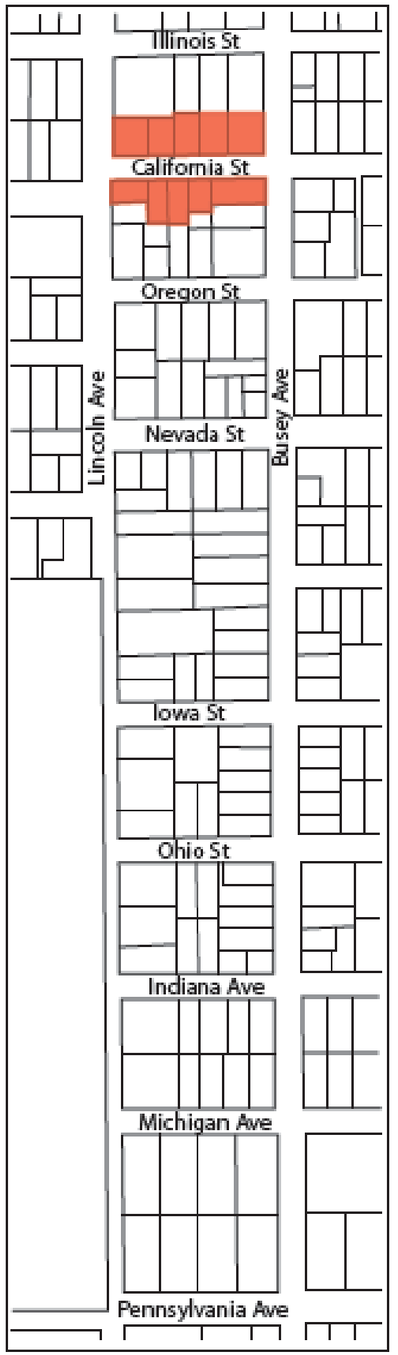
(side of 602 S. Lincoln)

809 W. California

807 W. California

805 W. California

(side of 601 S. Busey)



LINCOLN-BUSEY CORRIDOR: OREGON STREET
PHOTO INVENTORY as of October 2007

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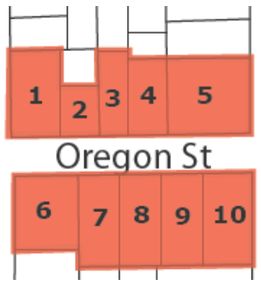
808 W. Oregon

806 W. Oregon

804 W. Oregon

(603 S. Busey)



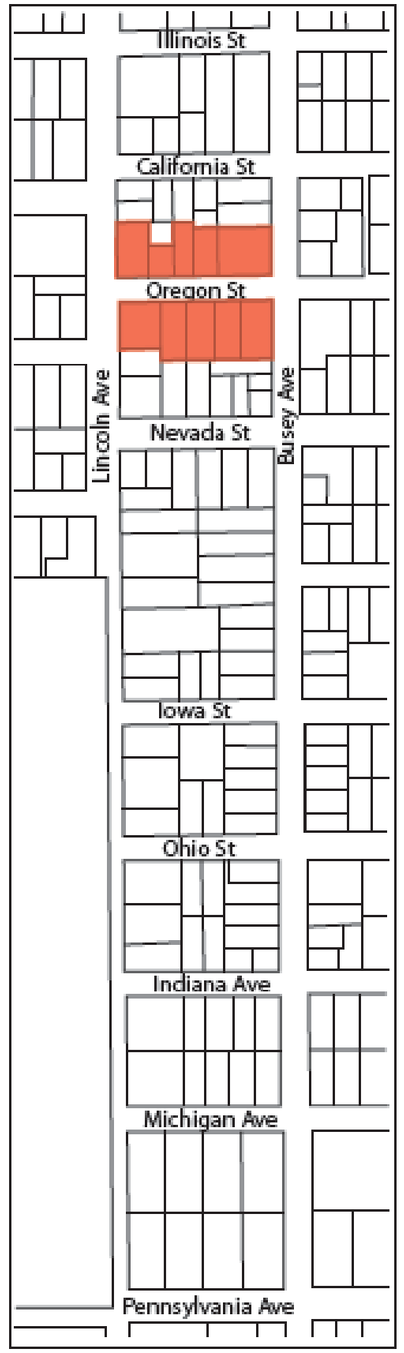
811 W. Oregon

807 W. Oregon

805 W. Oregon

803 W. Oregon

801 W. Oregon



LINCOLN-BUSEY CORRIDOR: NEVADA STREET
PHOTO INVENTORY as of October 2007

812 W. Nevada

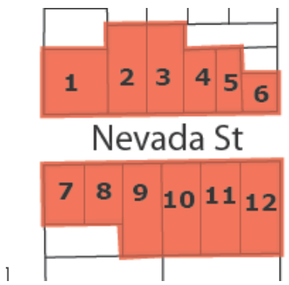
808 W. Nevada

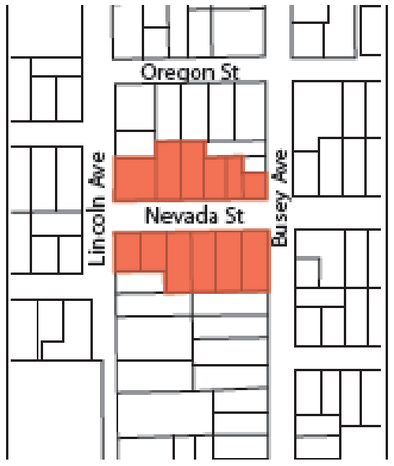
806 W. Nevada

804 W. Nevada

802 W. Nevada

(705 S. Busey)





(side of 802 S. Lincoln)

809 W. Nevada

807 W. Nevada

805 W. Nevada

803 W. Nevada

801 W. Nevada

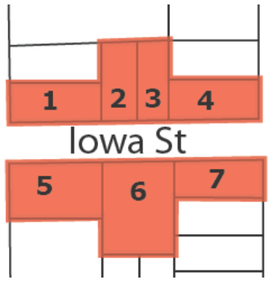
LINCOLN-BUSEY CORRIDOR: IOWA STREET
PHOTO INVENTORY as of October 2007

810 W. Iowa

808 W. Iowa

806 W. Iowa

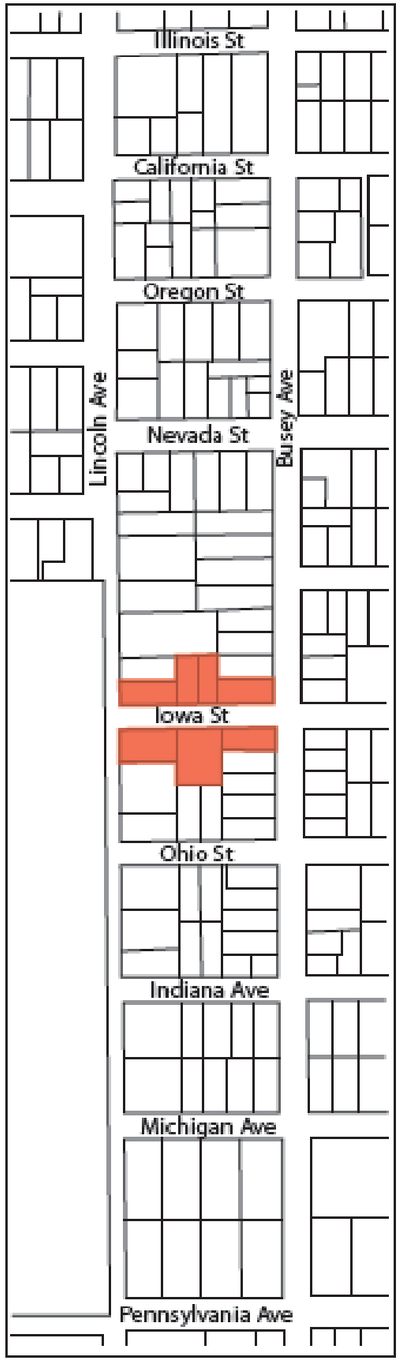
802 W. Iowa



(side of 1002 S. Lincoln)

805 W. Iowa

801 W. Iowa



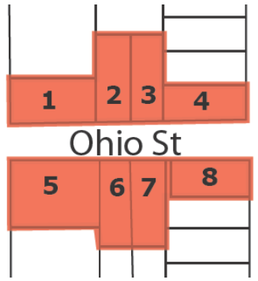
LINCOLN-BUSEY CORRIDOR: OHIO STREET
PHOTO INVENTORY as of October 2007

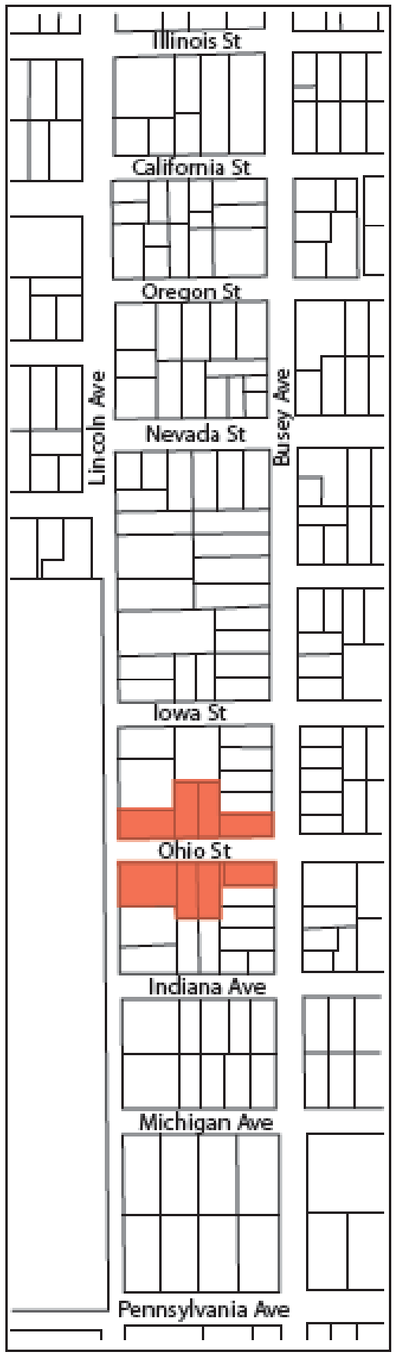
(side of 1008 S. Lincoln)

808 W. Ohio

806 W. Ohio

802 W. Ohio





(side of 1102 S. Lincoln)

805—803 W. Ohio

801 W. Ohio

LINCOLN-BUSEY CORRIDOR: INDIANA AVENUE
PHOTO INVENTORY as of October 2007

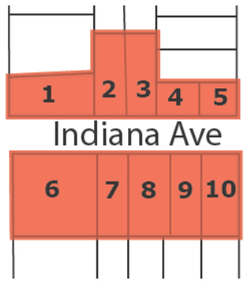
(side of 1108 S. Lincoln)

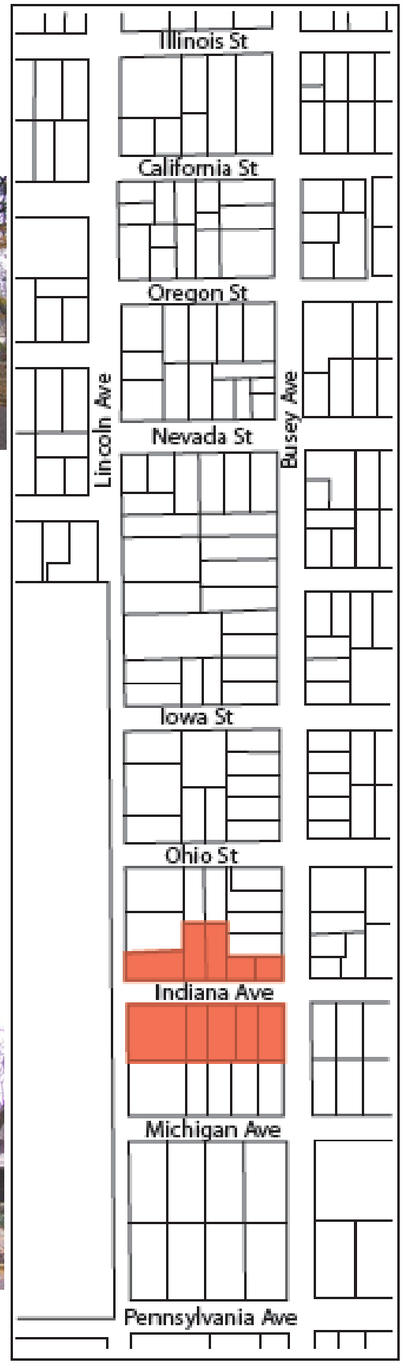
808 W. Indiana

806 W. Indiana

804 W. Indiana

802 W. Indiana





(side of 1204 S. Lincoln)

807 W. Indiana

805 W. Indiana

803 W. Indiana

801 W. Indiana

LINCOLN-BUSEY CORRIDOR: MICHIGAN AVENUE
PHOTO INVENTORY as of October 2007

810 W. Michigan

808—806 W. Michigan

804 W. Michigan

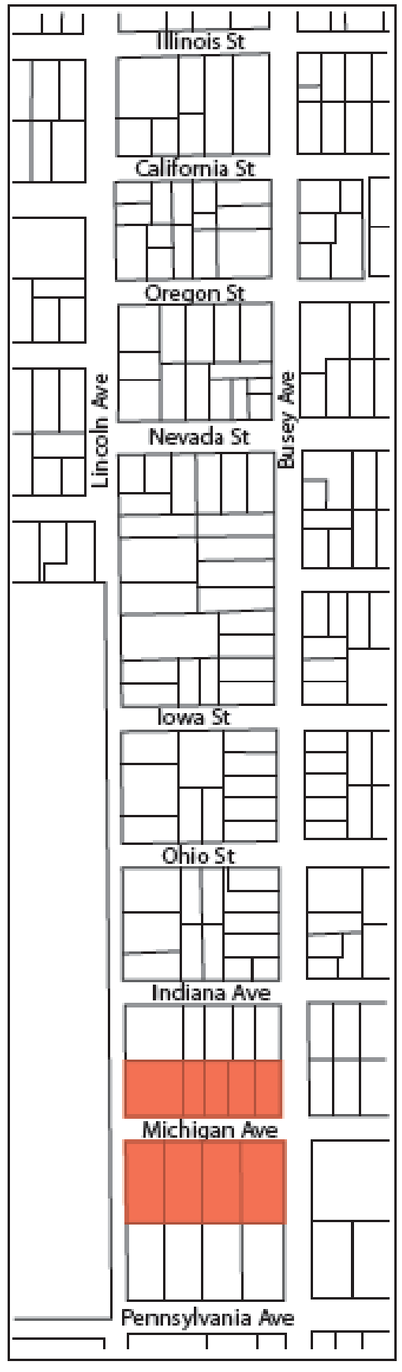
(side of 1207 S. Busey)

811 W. Michigan

805 W. Michigan

803 W. Michigan

(side of 1301 S. Busey)



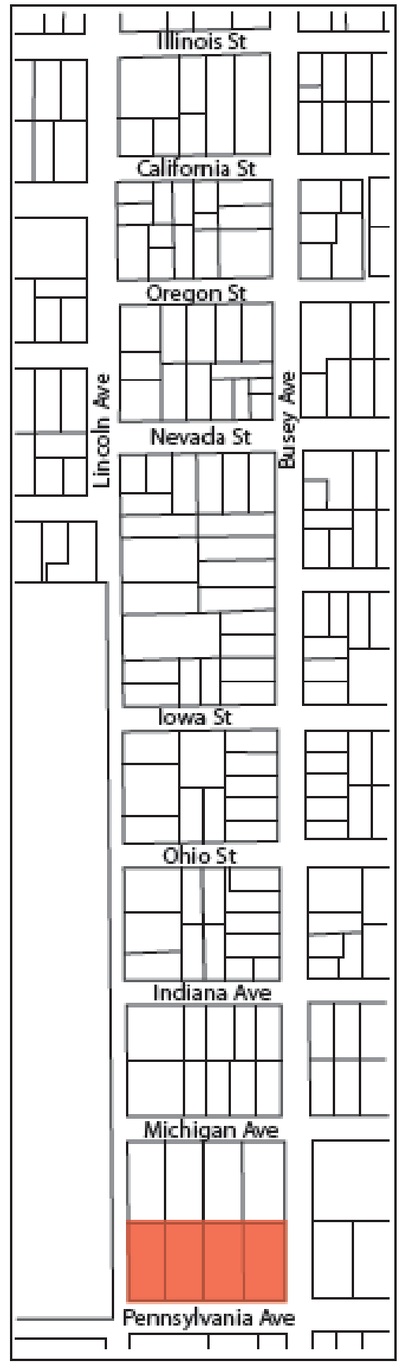
LINCOLN-BUSEY CORRIDOR: PENNSYLVANIA AVENUE
PHOTO INVENTORY as of October 2007

810 W. Pennsylvania

806 W. Pennsylvania

804 W. Pennsylvania

802 W. Pennsylvania



LINCOLN-BUSEY CORRIDOR: LINCOLN AVENUE
PHOTO INVENTORY as of October 2007 California to Nevada

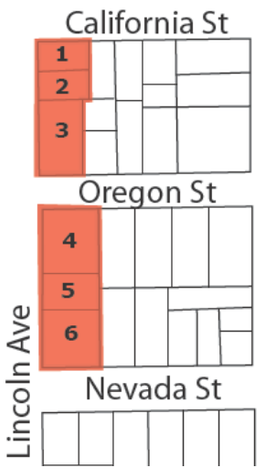
602 S. Lincoln

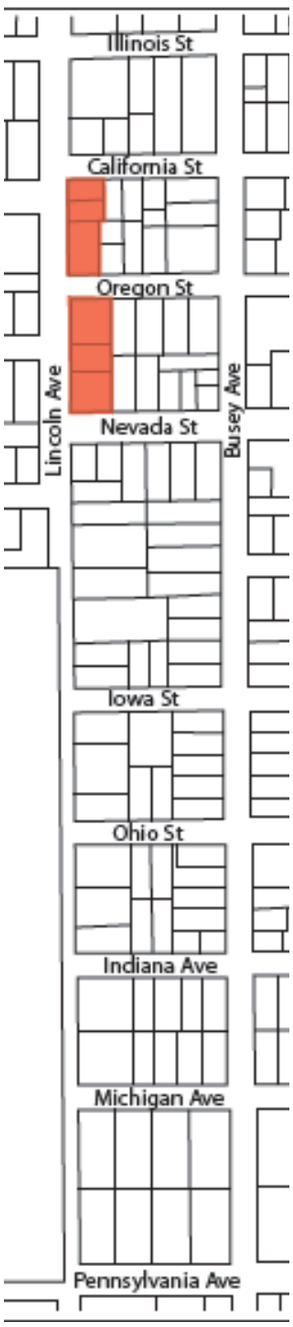
604 S. Lincoln

(side of 810 W. Oregon)

(side of 811 W. Oregon)

704 S. Lincoln





(side of 812 W. Nevada)

LINCOLN-BUSEY CORRIDOR: LINCOLN AVENUE
PHOTO INVENTORY as of October 2007 Nevada to Iowa

802 S. Lincoln

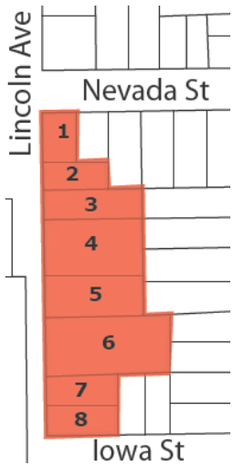
804 S. Lincoln

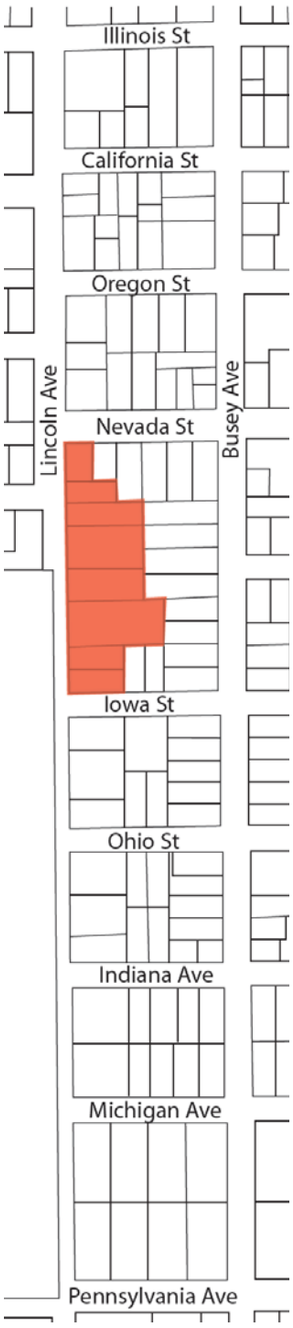
806 S. Lincoln

808 S. Lincoln

902 S. Lincoln

904 S. Lincoln



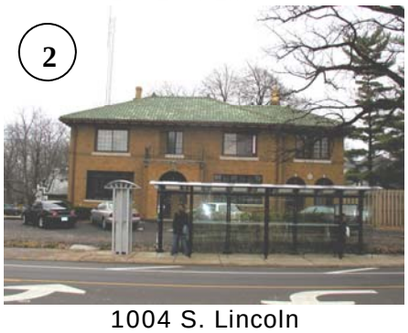


908 S. Lincoln

(side of 810 W. Iowa)

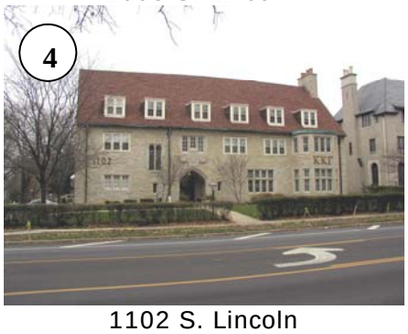
LINCOLN-BUSEY CORRIDOR: LINCOLN AVENUE
PHOTO INVENTORY as of October 2007 Iowa to Michigan

1002 S. Lincoln



1004 S. Lincoln

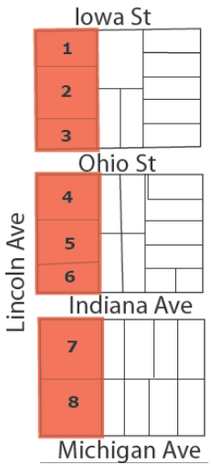
1008 S. Lincoln

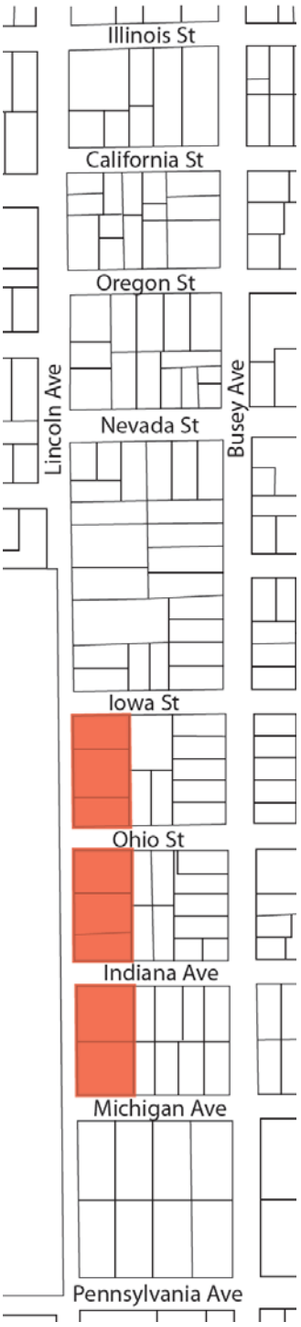


1102 S. Lincoln

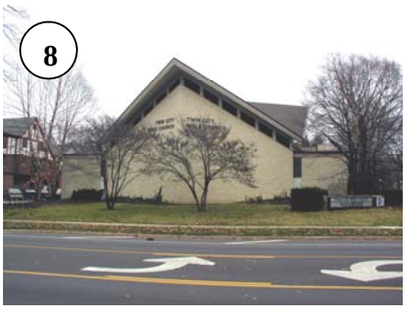
1106 S. Lincoln

1108 S. Lincoln





1204 S. Lincoln



(side of 810 W. Michigan)

LINCOLN-BUSEY CORRIDOR: BUSEY AVENUE
PHOTO INVENTORY as of October 2007 Illinois to Nevada

505 S. Busey

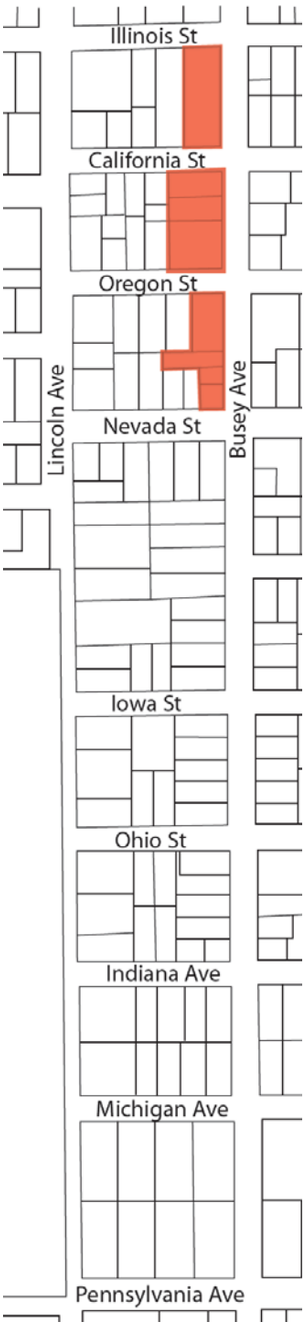
601 S. Busey

603 S. Busey

603 S. Busey

(side of 801 W. Oregon)

701 S. Busey



703 S. Busey

705 S. Busey

LINCOLN-BUSEY CORRIDOR: BUSEY AVENUE
PHOTO INVENTORY as of October 2007

Nevada to Iowa

(side of 801 W. Nevada)

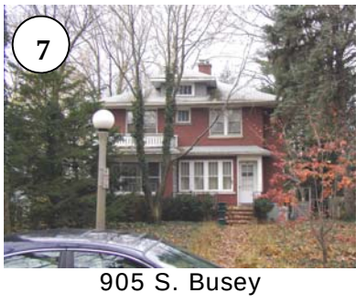
805 S. Busey

807 S. Busey

809 S. Busey

901 S. Busey

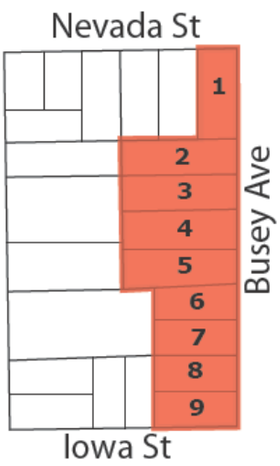
903 S. Busey

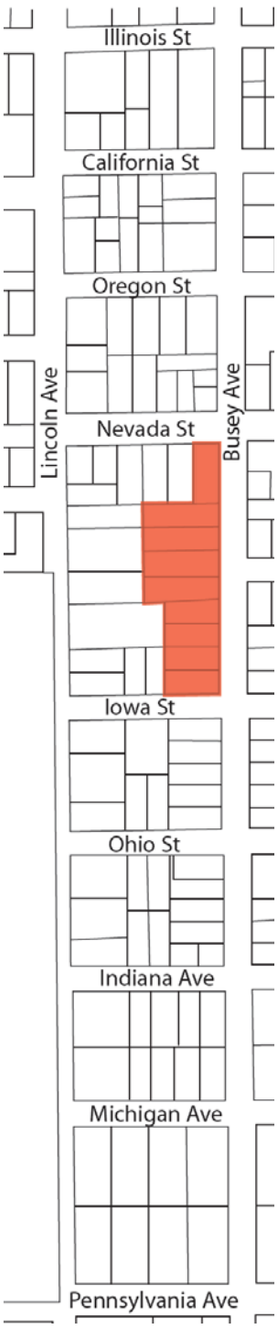


905 S. Busey

907 S. Busey

(side of 802 W. Iowa)





LINCOLN-BUSEY CORRIDOR: BUSEY AVENUE
PHOTO INVENTORY as of October 2007 Iowa to Indiana

(side of 801 W. Iowa)

1003 S. Busey

1005 S. Busey

1007 S. Busey

(side of 802 W. Ohio)

(side of 801 W. Ohio)

1103 S. Busey

1105 S. Busey

1107 S. Busey

(side of 802 W. Indiana)