



Reviewed By:	
Legal	<input checked="" type="checkbox"/>
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Parks and Recreation	<input type="checkbox"/>

Agenda Item Number

Old Business #1  
Revised Information

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Tracking Number

EDC 2019-23

**Agenda Item Summary Memo**

**Title:** Downtown Form Based Code and Master Streetscape Plan

**Meeting and Date:** Economic Development Committee – September 3, 2019

**Synopsis:** Revised Form Based Code and Master Streetscape Plan documents.

**Council Action Previously Taken:**

Date of Action: \_\_\_\_\_ Action Taken: \_\_\_\_\_

Item Number: \_\_\_\_\_

**Type of Vote Required:** \_\_\_\_\_

**Council Action Requested:** \_\_\_\_\_

**Submitted by:** Jason Engberg Community Development  
Name Department

**Agenda Item Notes:**

See attached memo.

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# YORKVILLE

Downtown Overlay District

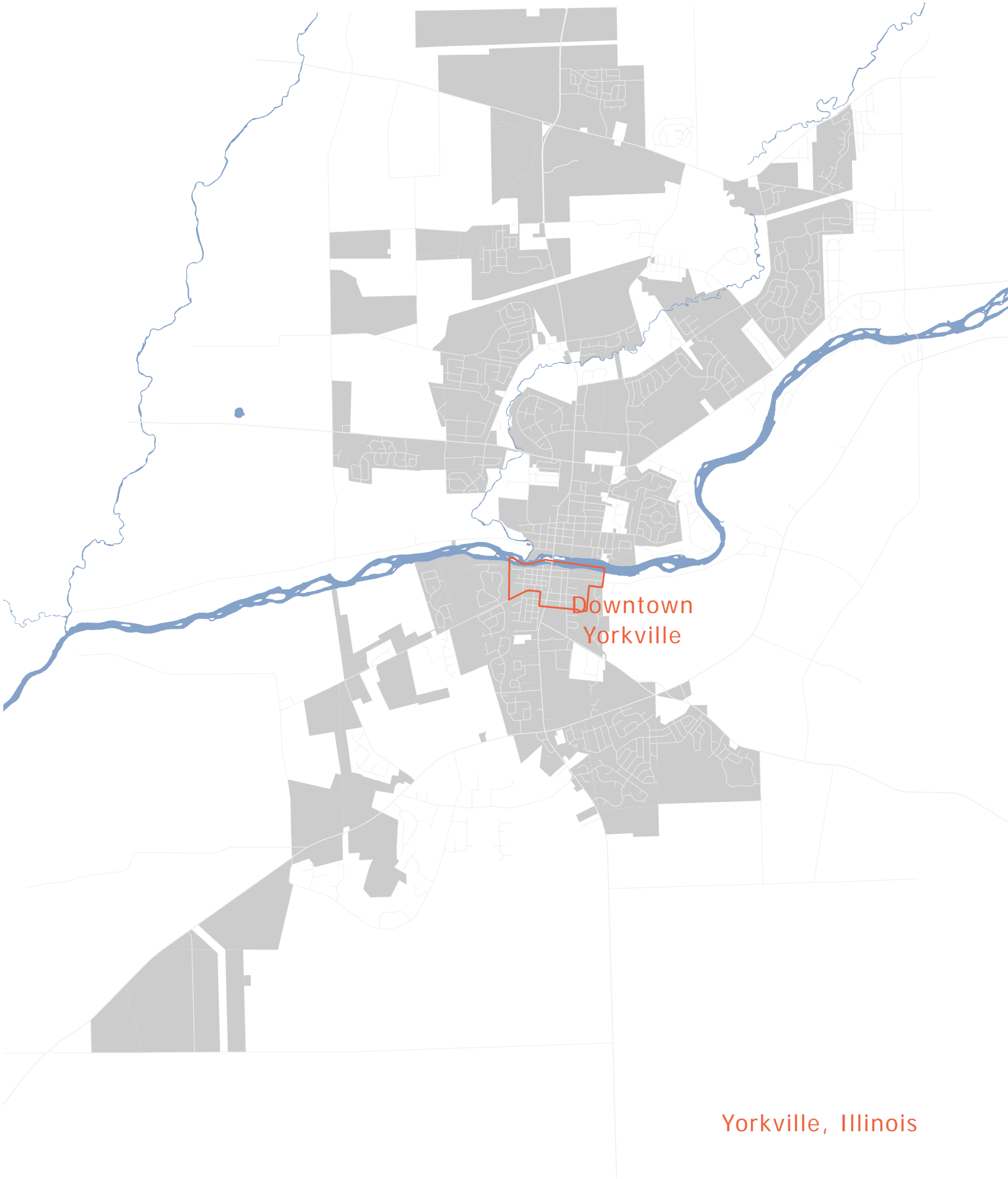
Streetscape Master Plan



United City of  
Yorkville ILLINOIS

FARR ASSOCIATES





Downtown  
Yorkville

Yorkville, Illinois

# Table of Contents

Introduction .....	p. 04
Streetscape Master Plan .....	p. 06
Bridge Street .....	p. 10
Hydraulic Street .....	p. 18
Van Emmon Street .....	p. 26
'B' Street .....	p. 34
Appendix .....	p. 52

## Acknowledgements

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## Introduction

A streetscape master plan provides guidance for the direction and character of future street related capital improvement projects. As downtown Yorkville continues to evolve, so too should its streets and public spaces to support the changing land uses over time. Downtown has experienced multiple moments of transition over the years, but recently, downtown has experienced a renaissance of sorts with desirable new restaurants and small local businesses occupying existing structures. An improved Fox River-oriented park and other recreational amenities add another layer to downtown's assets.

At its heart, Yorkville is a small-town on a sleepy river with residents committed to improving the quality of the city for all. What better place to start than improving a downtown that should be the center of the community, where events, festivals, and family gatherings take place regularly. The streets of downtown Yorkville should be the armature that supports these functions and helps contribute to building community and quality of life.

# Downtown Overlay District Streetscape Master Plan

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Street Type Classification .....	p. 08
Bridge Street .....	p. 10
Hydraulic Street .....	p. 16
Van Emmon Street .....	p. 24
'B' Street .....	p. 32
Wayfinding and Signage .....	p. 40
General Streetscape Guidance .....	p. 42

# Streetscape Master Plan

## Why a Streetscape Master Plan?



Figure 1 - Bridge Street (Farr Associates)

**Because downtown Yorkville needs one.** Investors and property owners interested in improving their downtown assets may think twice if they do not sense a commitment from the City. The downtown TIF I was certainly an effort to encourage redevelopment within downtown and TIF II is an added incentive for owners to invest; however, the lack of an inspiring plan that presents future capital improvement priorities for the City leaves much to be desired. This streetscape master plan is intended to get people excited about the potential of downtown. Knowing that improvements are in the pipeline, investors can get out in front and establish a presence prior to downtown realizing its full potential.

A streetscape master plan's focus is on the public realm - most notably the streets, furnishing zones, and sidewalks. It helps to establish what role each street will play moving forward. For example, it establishes which streets are 'A' Streets; meaning a street that should be accompanied by building frontages, glazing, signage, and activity. They are the

streets that residents come to downtown to stroll along and enjoy a sunny Saturday afternoon. Alternatively, a 'B' Street supports the 'A' Street. Parking access, sides of buildings, and service oriented functions should be accessed off 'B' Streets. Like 'A' Streets, they are critical to the functioning successes of places we love. Accommodating both within downtown, while defining which is which, can help property owners prioritize where their future front entry is located or where that new café tenant should face.

Downtown was identified as a primary concern in the 2016 Yorkville Comprehensive Plan for good reason. Despite its current downfalls, downtown contains exciting assets to build upon. Restaurants, old buildings packed with potential, plenty of infill and redevelopment opportunities, and a fantastic recreational amenity in the Fox River, all bode well for the future of downtown. This plan demonstrates some of the strategies the City can implement to pave the way for the future of downtown.



## Providing Framework for the FBC

The streetscape master plan is structured to complement the [Downtown Yorkville Form-Based Code](#). Form-based codes (FBC) are land development regulations that seek to produce predictable built results that prioritize building form over building use as a distinguishing factor. Often times, a regulatory zone or framework is applied at the block level, much like zoning, where parcels fall into a specific FBC classification.

The [Downtown Yorkville Form-Based Code](#) uses the street types as a regulatory framework. The parcels that front a specific street type identified in this plan use that street type as the underlying FBC classification. If a parcel fronts more than one street, the FBC articulates the process of discerning which FBC zone takes precedent. The FBC includes further instruction on how to identify a parcel, determine the underlying regulatory zone, and easily interpret the zone's requirements for redevelopment.

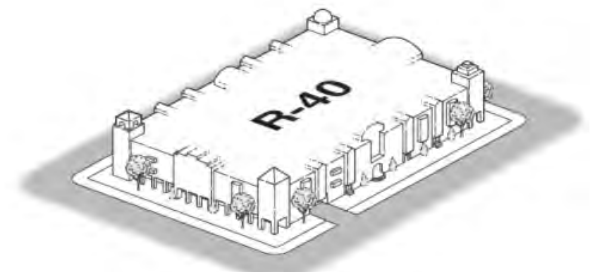
The streetscape master plan brings a visual interpretation of what form and character future capital improvements will exhibit. Though the streetscape master plan and the FBC are intended to be stand-alone documents, they are coordinated efforts that provide layers of detail to collectively envision the future of downtown Yorkville.

The series of diagrams on the right is from the Form-Based Codes Institute (FBCI) and meant to visualize the physical consequences that stem from conventional zoning (top), conventional zoning with supporting design guidelines (middle), and form-based codes (right). Standards that prioritize form over use have the capabilities of encouraging a more fine-grained outcome.

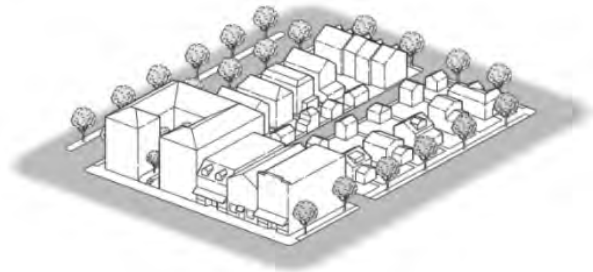
**Conventional Zoning (FBCI)**



**Zoning Design Guidelines (FBCI)**



**Form-Based Codes (FBCI)**



# Street Type Classification

## Street Type Classification

The following street types represent what will be the guiding framework for the form-based code (FBC) parcel classifications. Parcels fronting their respective street type should follow the form-based guidelines outlined in the Downtown Yorkville Form-Based Code. The different street types are

- 'A' Streets
  - Bridge Street
  - Hydraulic Street
  - Van Emmon
- 'B' Streets

These street types are represented on the following pages with the existing condition, proposed near-term improvements, and proposed long-term vision. The street types are represented at typical segments along key stretches; therefore, minor variations will occur where applicable.

This Streetscape Master Plan is intended to envision the character and role each street contributes to the future of downtown Yorkville and does not represent finalized landscape and construction details.



Figure 2 - Bridge Street (Google Maps)



Figure 3 - Hydraulic Street (Google Maps)



Figure 4 - Van Emmon Street (Google Maps)



Figure 5 - Main Street (Google Maps)



## Street Type Classification



# Bridge Street (Existing)

## IDOT's Improvements

Bridge Street, between Hydraulic Street to the north and Van Emmon Street to the south, was clearly the historic downtown core of Yorkville. Though this stretch is only one block long, it retains much of the scale and character of the past. Bridge Street was historically a two travel-lane street with parallel parking on either side to serve the businesses. Traffic became congested, since Bridge Street (IL 47) is the main truck route through Yorkville. The Illinois Department of Transportation (IDOT) studied widening the street along with other improvements to alleviate the congestion. Many years after the initial plan of a five-lane Bridge Street, the proposal was finally taken to construction. Yorkville residents were anxious to speed up flow through a downtown long removed from representing the heart of the community.

Since the IDOT improvements, the commercial viability of the businesses were challenged. Travel lanes replaced parallel parking and concrete barriers were placed between street and sidewalk. The combination of road widening, increased speed, lack of parallel parking, and other factors drove many of the primary building entries around to the backs of the Bridge Street buildings. The increased speeds and lack of pedestrian traffic along Bridge Street have effectively drained downtown of any potential for vitality. Residents have mixed opinions about the impacts of IDOT's improvements; however, it is clear that the term "improvements" may not be the correct expression for Bridge Street's new character.

This stretch of Bridge Street may be considered the gateway into downtown Yorkville and retains potential to become the iconic stretch that helps draw people into local businesses and displays an attractive image that represents the people of Yorkville.



Figure 6 - Bridge Street Facades (Farr Associates)

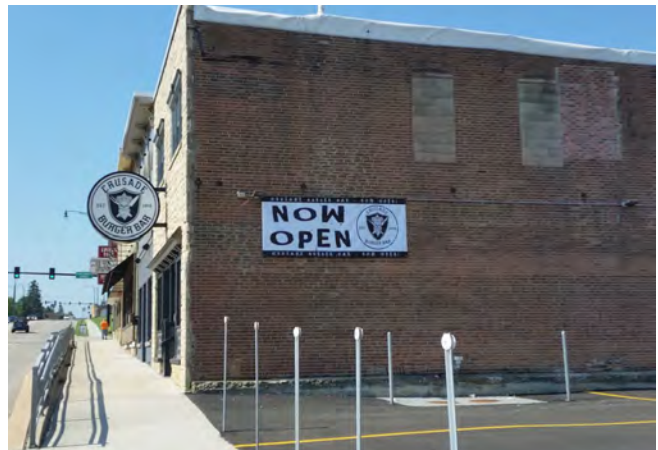
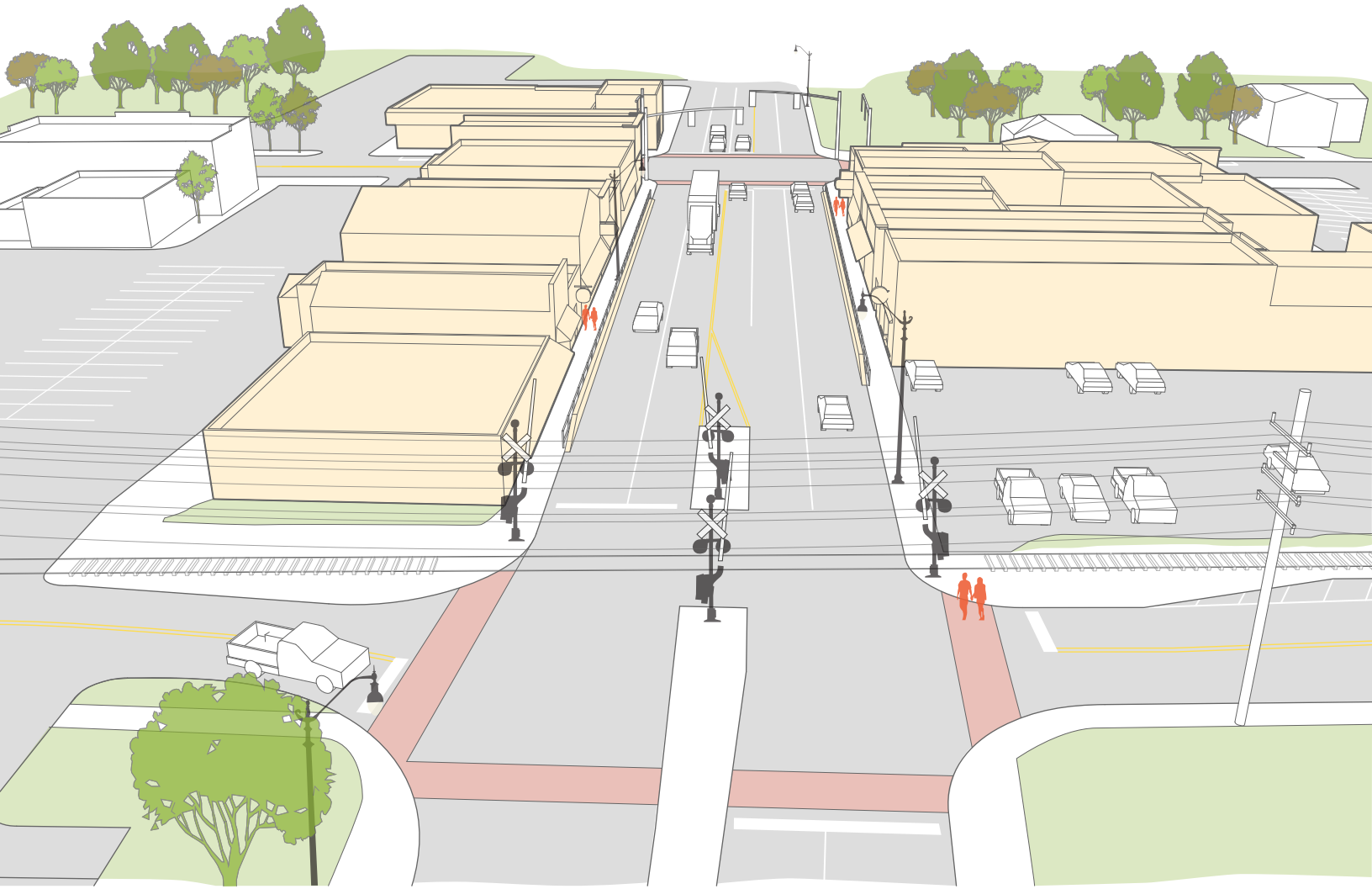


Figure 7 - Bridge Street Blank Wall (Farr Associates)

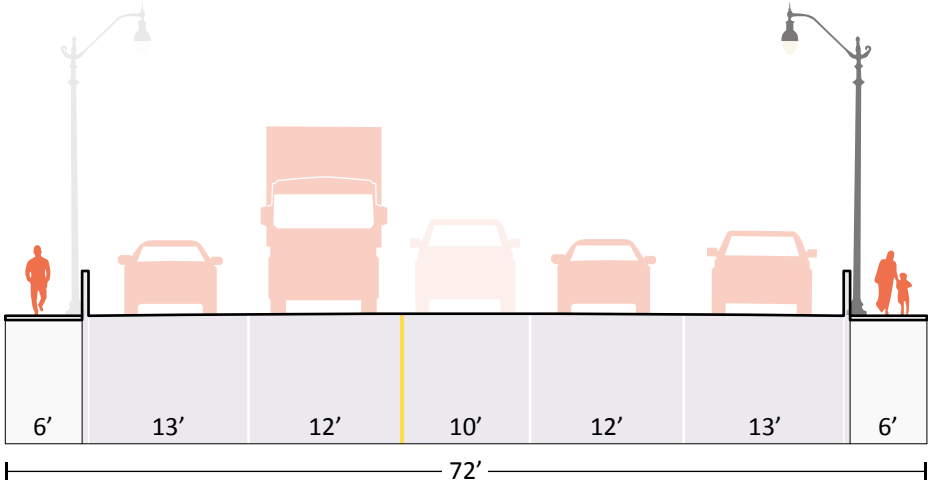


Figure 8 - Bridge Street Sidewalk/Barrier (Farr Associates)





Bridge Street (Existing)





# Bridge Street (Near-Term)

## Tactical Interventions

Meaningful measures to display an image of vitality and interest can be taken with a cost sensitive approach. For example, instead of temporarily narrowing traffic lanes or tearing down the now important concrete barriers flanking Bridge Street; beautification strategies might include painting the concrete barriers and hand rails with a custom design or painting large iconic murals on the blank downtown building walls. Each of these interventions could contribute to the overall character of downtown and play a dual role of encouraging vehicular and pedestrian traffic to be cautious and slow down.

Because this segment of Bridge Street is such an important gateway for the City, concentrating multiple interventions on this location within the greater downtown should take priority over other streets and locations. Drivers would recognize that downtown could be worth visiting. The larger scale of these proposed interventions caters to the car, because it is in this brief moment that downtown has to attract the attention of passersby.

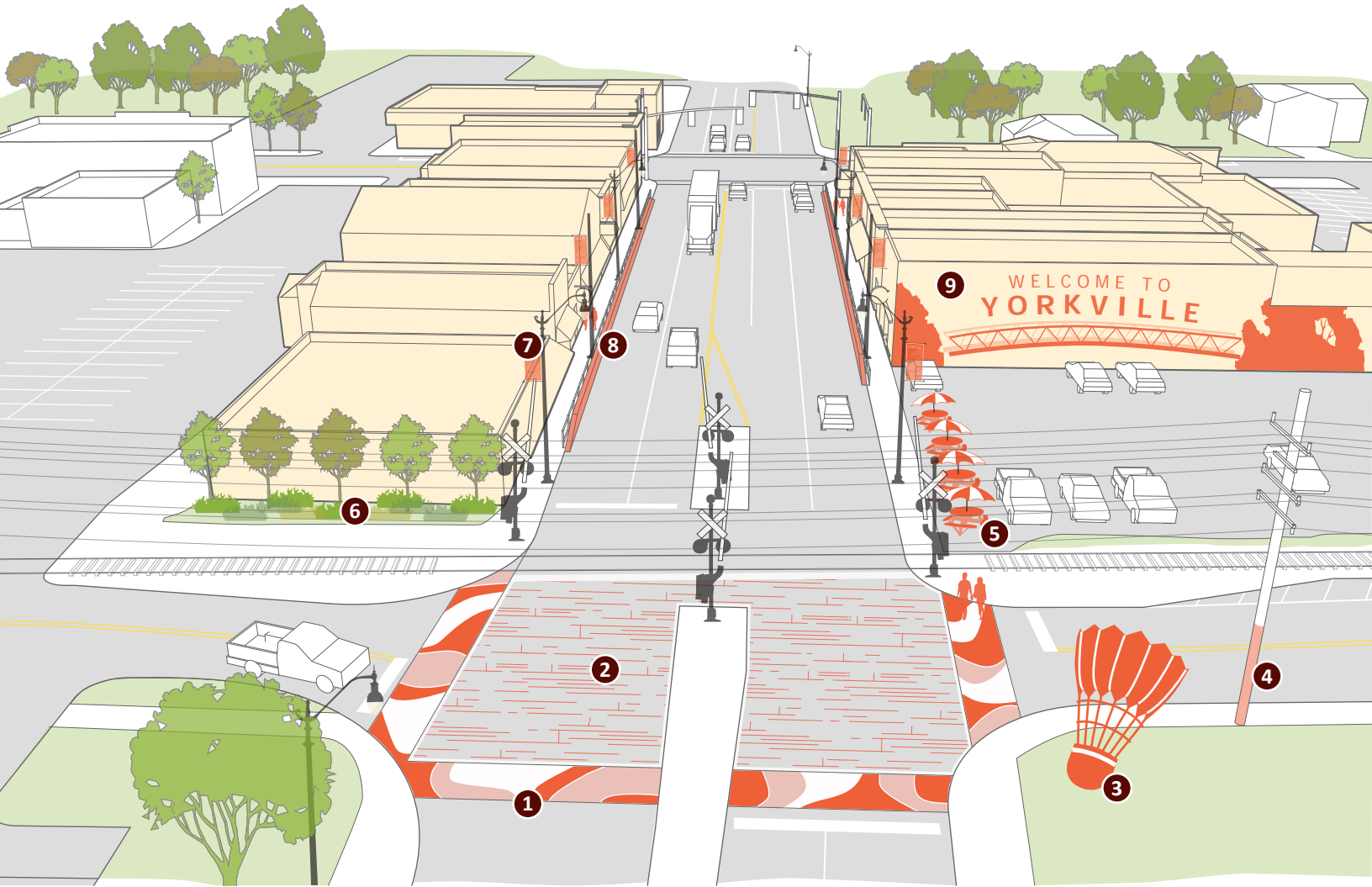
- 1 Painted Crosswalks
- 2 Paving Texture or Material Change
- 3 Public Art/Sculpture
- 4 Painted Light Poles
- 5 Outdoor Restaurant Seating
- 6 Entry Landscape Improvements
- 7 Seasonal Banners
- 8 Painted Bridge Street Barrier/Railing
- 9 Yorkville Entry Wall Mural



Figure 9 - Wall Mural (Philly Magazine)



Figure 5 - Outdoor Restaurant Seating (Pictures Boss)



Bridge Street (Near-Term)



Figure 11 - Painted Concrete Barrier (NYC Parks)



Figure 12 - Public Art / Sculpture (Designboom)



# Bridge Street (Long-Term)

## Minor Upgrades Go a Long Way

The existing Bridge Street right-of-way affords very little flexibility for major improvements; however, that does not preclude meaningful upgrades from happening. Squeezing in improvements where possible, such as: the addition of seasonal banners to the light poles; repaving the sidewalks with high-quality and interesting materials for pedestrians; or replacing the damaged handrail with a feature handrail that may be an art installation; can make a surprisingly dramatic impact for both drivers and pedestrians. Additionally, if the buildings better engage the sidewalks through accessible entrances, signage, and outdoor seating options, this would improve this highly visible stretch of downtown Yorkville.

A reduction in lane width on Bridge street, which would require a reclassification from IDOT to remove its truck route status, is not currently an option. Therefore, a five-lane street will likely be the long-term reality.

It will be critical for the City to address the perception issues with Bridge Street through near-term solutions that may last many years. Near-term strategies can add value to downtown Yorkville through amplified crosswalks, branding and wayfinding elements, visible outdoor seating, and much more.



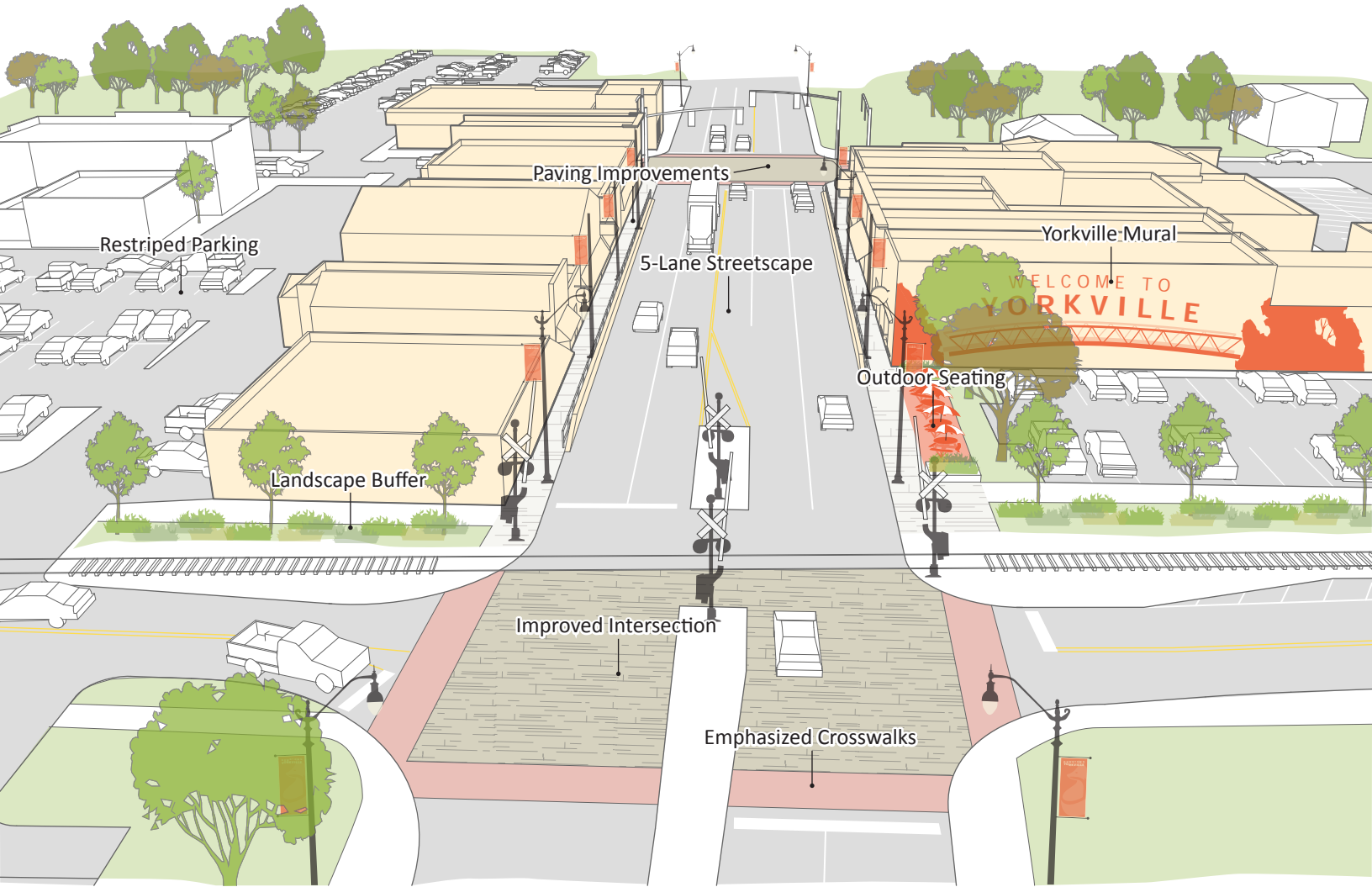
Figure 13 - Improved, Feature Handrail (Hype Science)



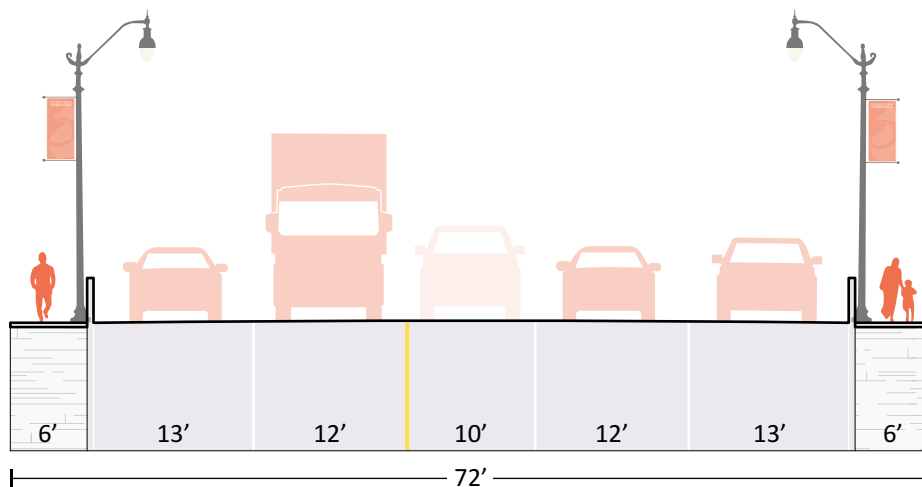
Figure 14 - Seasonal Banners (Farr Associates)



Figure 15 - Improved Sidewalk Pavement (California DOT)



Bridge Street (Long-Term)



# Hydraulic Street (Existing)

## Unique Industrial Character

Hydraulic Street includes complex conditions, such as utility poles landing in the street; a tapering right-of-way that narrows from west to east; and an active freight rail line that runs parallel to the street surface within the right-of-way. Because it runs parallel to the Fox River, there are multiple access and view corridors that connect pedestrians on Hydraulic Street to one of Yorkville’s most important assets.

The freight rail line tracks are immediately adjacent to the southern edge of the street. This proximity could be a safety issue; however, during the citizen engagement events, residents did not voice much concern over the rail, except the noise complaints and potential for trains to back up traffic along Bridge Street. Though only one rail company utilizes the line, it is important to the natural gas industry because it accesses select sand used for the fracking process. Any expectations of the rail line closure are unrealistic, at least in the near-term. The active rail line will remain something that any redesign plans, current or future, must address.

Hydraulic Street features a unique industrial character as a result of the rail and adjacent buildings and uses. The short, utilitarian buildings, as well as agricultural relics, such as the grain elevator, create an eclectic mix of land uses and character. Multiple popular businesses and parks exist along Hydraulic Street, and the existing character seems to support these types of businesses. As improvements occur to make Hydraulic Street a more attractive, safe, and usable street, a respect for its industrial past and present should be retained.



Figure 16 - Hydraulic Street (Farr Associates)



Figure 17 - Hydraulic Street (Farr Associates)

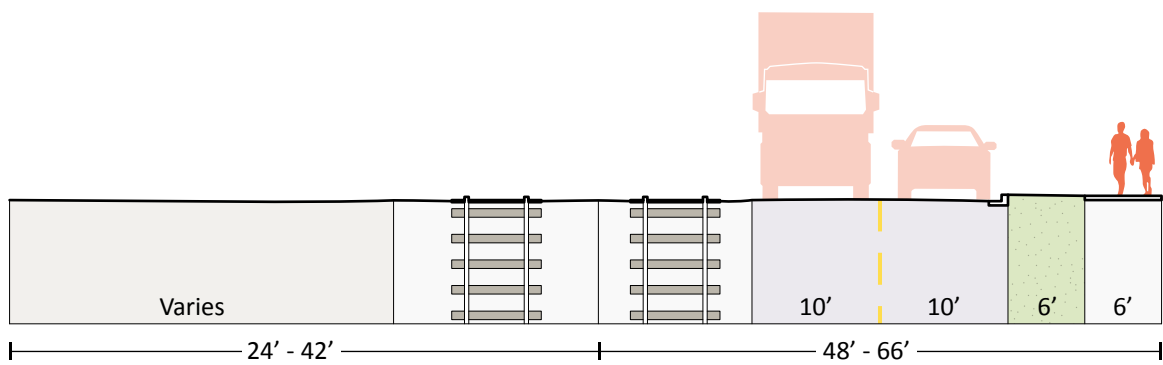


Figure 18 - Inactive Grain Elevator (Farr Associates)





Hydraulic Street (Existing)



# Hydraulic Street (Near-Term)

## Tactical Interventions

Hydraulic Street character will remain unique and interesting with or without planning interventions. The low traffic counts and limited number of businesses that currently front onto Hydraulic Street suggest that a lower level of resources should be placed in its near-term improvements.

However, a few key improvements that help support the current businesses should be prioritized. This could include allowing outdoor seating areas either in the parking lots or at the edge of the street and sidewalks; painting the existing light poles with unique artwork; adding seasonal banners to the existing light poles; and improving the rear facade of Bridge Street, as this has effectively become the primary entry to many of those businesses. The rear facade of the Bridge Street buildings is highly visible since no structures currently exist to obscure mid-block views.

Additionally, moveable planters with trees and other vegetation could bring life, shade, and color to an otherwise utilitarian Hydraulic Street.

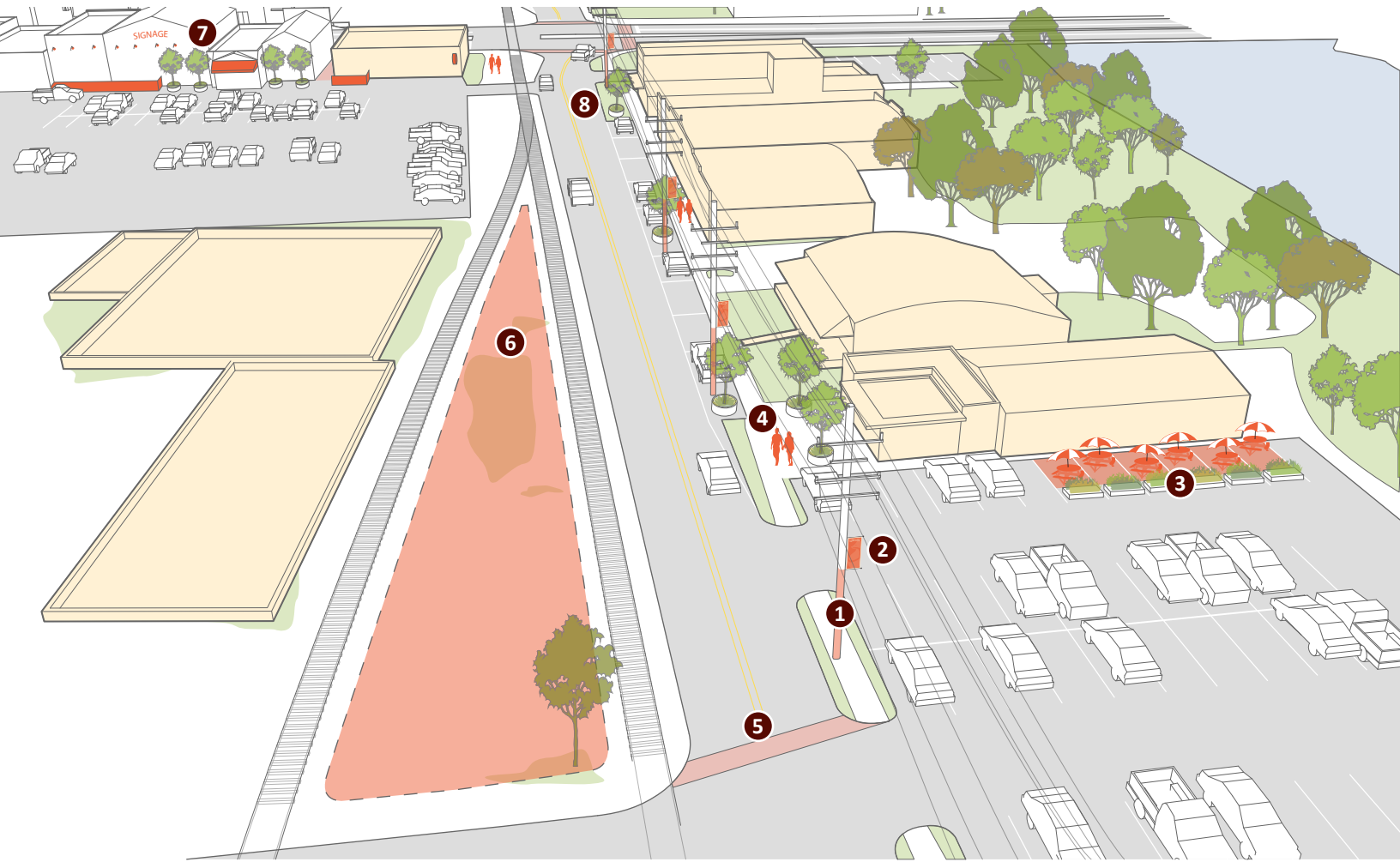
- 1 Painted Light Poles
- 2 Seasonal Banners
- 3 Outdoor Restaurant Seating
- 4 Temporary Tree Planters
- 5 Painted Crosswalks
- 6 Maintain Gravel Between Tracks
- 7 Bridge Street Rear Facade Improvements
- 8 Street Surface Lane Striping



Figure 19 - Painted Light Pole (Tops Images)



Figure 20 - Well Maintained Gravel Surface (Dare Inc.)



Hydraulic Street (Near-Term)



Figure21 - Rear Facade Lighting and Signage (House St. Clair)



Figure22 - Outdoor Restaurant Seating (South Milwaukee)



# Hydraulic Street (Long-Term)

## Conversion to a Shared Street

The unique qualities of Hydraulic Street with its irregular street section, limited traffic count, paralleling of the Fox River, and already funky, casual character lends itself well to becoming a woonerf, or “shared street”. This long-term vision would allow Hydraulic Street to be closed down for festivals or events between the current driveway aligning with the rear entrances of the Bridge Street buildings and Heustis or Mill Street. Circulation around the block would still be possible through the use of a “slip lane” or access lane that would run along the south edge of the railroad tracks in order to access future redevelopment on those parcels.

Hydraulic Street could take on a unique design such as permeable pavers to add character and stormwater management benefits. Being adjacent to the Fox River, an effort to minimize stormwater runoff and encourage percolation would be an environmentally conscious solution. Continuous pavers spanning between vehicular travel areas and traditional pedestrian areas would effectively blur the line between pedestrian and car right-of-way. This would encourage slow moving traffic on non-event days when Hydraulic Street is open, and add an attractive frontage for the businesses along Hydraulic Street.

A shared street deserves a custom design. When City budget is allocated towards Hydraulic Street capital improvements, an emphasis should be placed on hiring highly-qualified landscape architects experienced in right-of-way redesign.



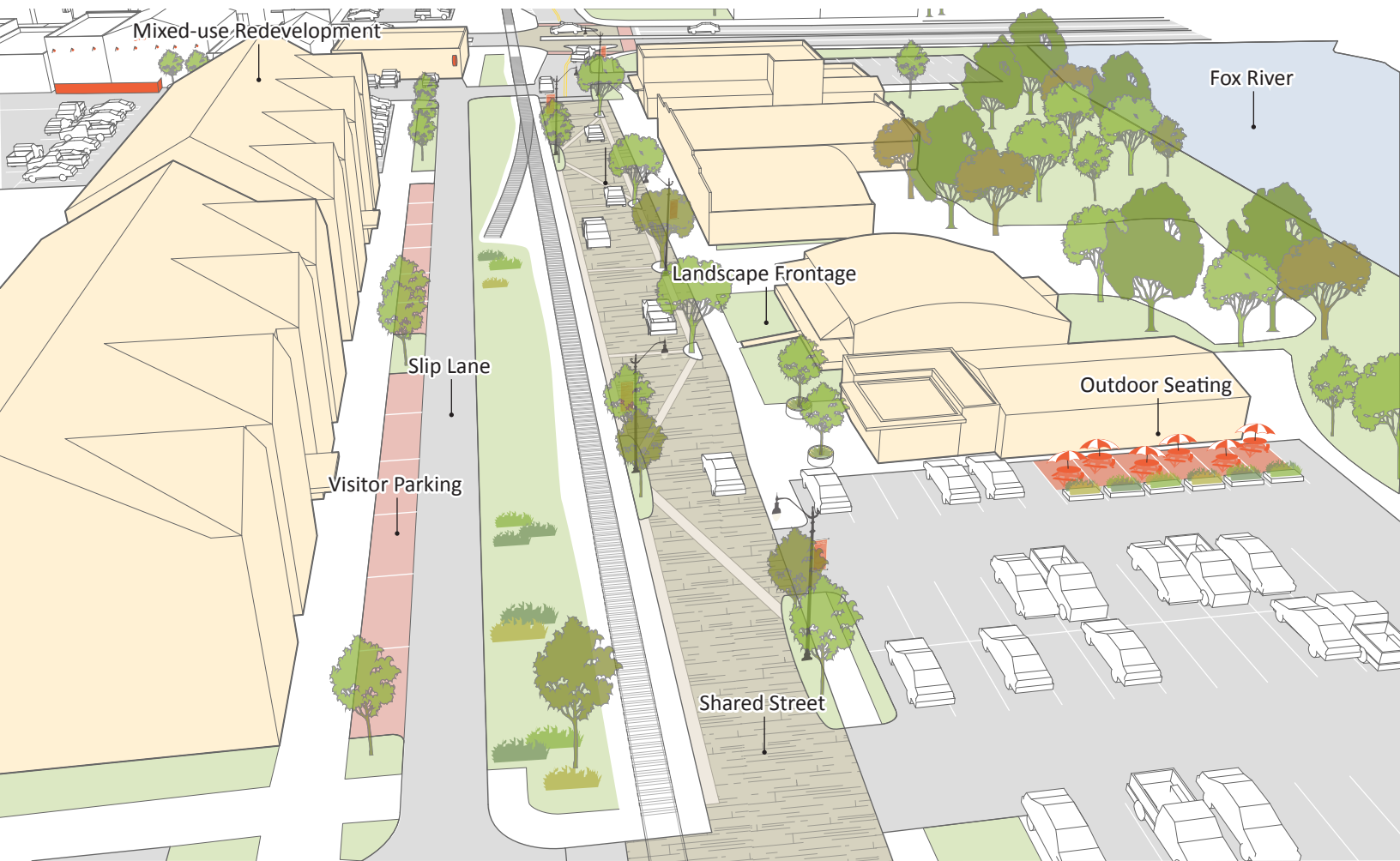
Figure 23 - Chicane Plantings (NACTO)



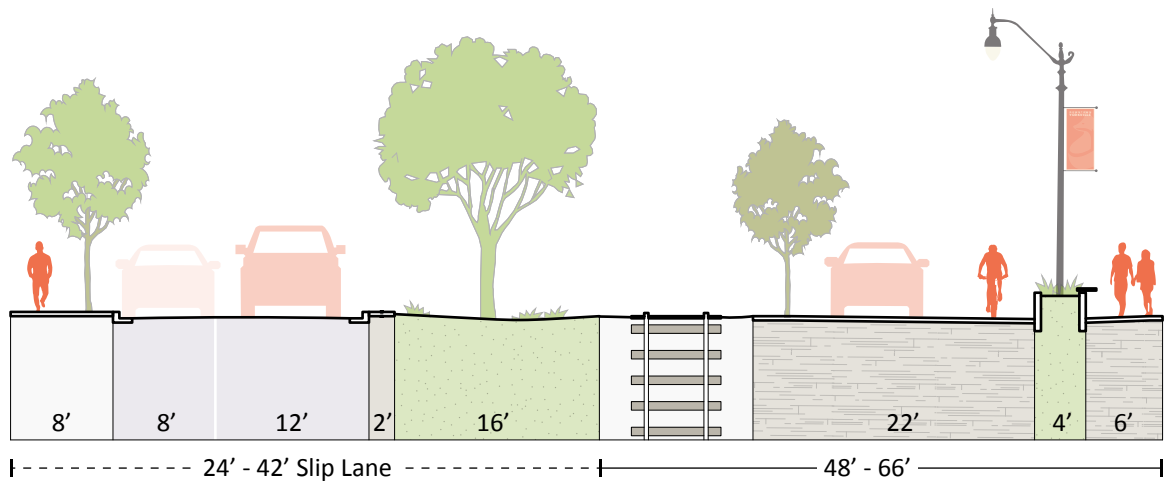
Figure 24 - Funky Outdoor Seating (Asik Site)



Figure 25 - Shared Street (Ithaca College)



Hydraulic Street (Long-Term)





## Hydraulic Street Shared Street

As previously mentioned, a shared street should blur the lines between vehicle and pedestrian zones. Subtle changes to paving materials and the use of planters, street furnishings, and markings can define where cars should or should not drive. Since Hydraulic Street runs parallel with the Fox River, a street section that sheet flows stormwater into a continuous drainage channel within paving change is an example of integrated street design. These site design details are important, as this will become a major downtown event location.

- 1 Paving Texture or Material Change
- 2 Chicane Planting Beds
- 3 Maintain Existing Distance from Tracks
- 4 Raised Planting Beds
- 5 Planter Seating Ledge
- 6 Continuous Drainage Channel on One Side

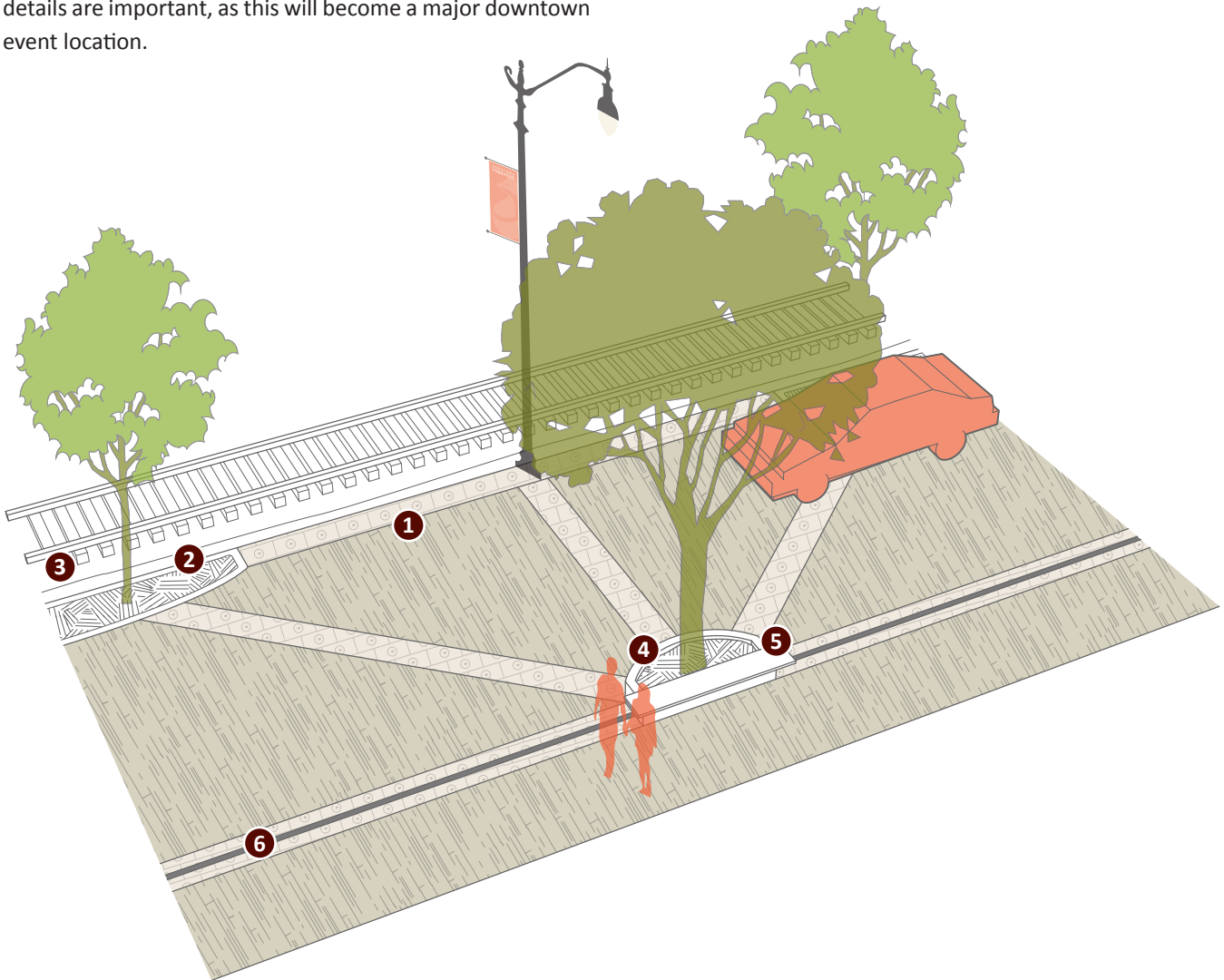


Figure 26 - Hydraulic Street Diagram (Farr Associates)

## Material Contrast

Subtle paving details, such as a change in material, texture, or orientation, contribute interest to the pedestrian environment. Minor variations can help make a design unique to a specific location and help brand the place. Paving details may be used to delineate where vehicles are allowed to drive or park. These variations may help inform the location of custom street furniture, emphasize locations for tree plantings and signage locations, or simply add aesthetic appeal.



Figure 27 - Paving Texture Change (Site Design Group)

## Street to Woonerf Transition

Shared streets typically have vehicular travel routes and parking at the same elevation as a sidewalk. This means that the street section will not have its typical curb and gutter condition and will also need to reconcile where a regular street meets the woonerf. Raised intersections and crosswalks commonly feature short ramp transition zones to raise travel lanes to the desired shared height. The transition zones can also help alert drivers that they are entering a special area and a heightened awareness for pedestrians is necessary.



Figure 28 - Raised Intersection (NACTO)

## Planter Seating Ledge

A custom street design can include custom street planters and seating. In the instance of a shared street, raised planters made of a durable material could house low plantings and street trees; accommodate one or multiple built in seating ledges; and play a role in vehicular circulation by delineating the travel lanes, narrowing travel lanes to encourage slower travel speeds, or creating chicanes that slow-traffic to a greater degree.



Figure 29 - Planter Seating Ledge (Transform KC)

# Van Emmon Street (Existing)

## Downtown's Second Gateway

Traveling east from downtown Yorkville, Van Emmon Street eventually becomes Van Emmon Road and meets Route 71, which connects Yorkville with Oswego. Van Emmon Street acts as the second gateway into downtown, particularly at its intersection with Bridge Street. Recently, buildings have been torn down along Van Emmon Street and the expectation of future redevelopment is not unreasonable.

The approach traveling west into downtown along Van Emmon does not best represent Yorkville. Vegetation overgrowth between Mill Street and Heustis Street; an imbalanced street section of residential buildings with parking in front; a concrete retaining wall; and multiple “missing teeth” in the urban fabric leave much to be desired. Additionally, the intersection of Van Emmon Street and Bridge Street is not particularly inspiring, as each corner does not activate the intersection. Businesses are making an effort at providing visible programming at the intersection, but improvements are needed to establish the cohesive image the downtown Yorkville deserves.

Van Emmon Street west of Bridge Street has a different character. It generally becomes more residential after the first half block. Naturally, the street section abruptly adjusts as it enters the neighborhood.



Figure 30 - View West Down Van Emmon Street (Google)



Figure 31 - View West Down Van Emmon Street (Google)

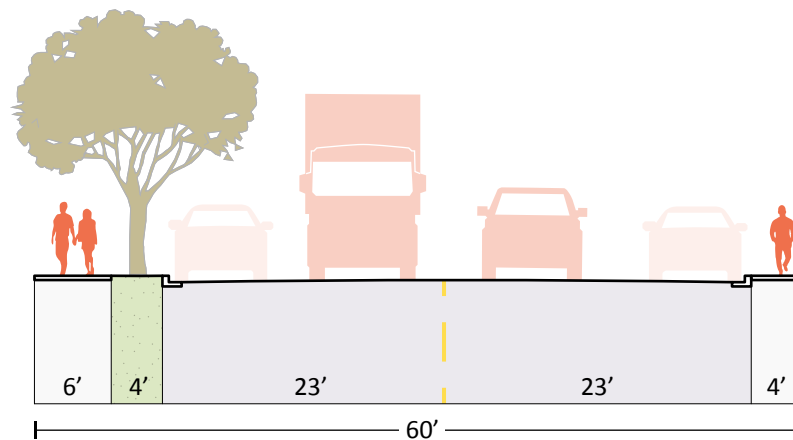


Figure 32 - View West Down Van Emmon Street (Google)





Van Emmon Street (Existing)





# Van Emmon Street (Near-Term)

## Tactical Interventions

Interventions should be focused at the intersection of Van Emmon Street and Bridge Street. Businesses on either side of the intersection are already considering providing outdoor seating options, which would add visible energy to the downtown when approaching from the south. This is a positive direction and can be amplified with the removal of parking spaces to construct a temporary or permanent parklet, providing a canopy or other form of weather protection, or introducing outdoor space heaters to extend seating months.

This intersection is also the primary crossing for pedestrians and vehicles moving between the east and west sides of Bridge Street due to traffic signalization and pedestrian crossing indicators. Painting the crosswalk and intersection would be an opportunity to brand downtown, enhance safety and visibility for crossing pedestrians, and draw attention to its businesses.

In addition to intersection treatments, the southwest corner of the intersection could be used for signage that greets residents and visitors traveling into downtown. Plans are already underway to improve the County Courthouse slope.

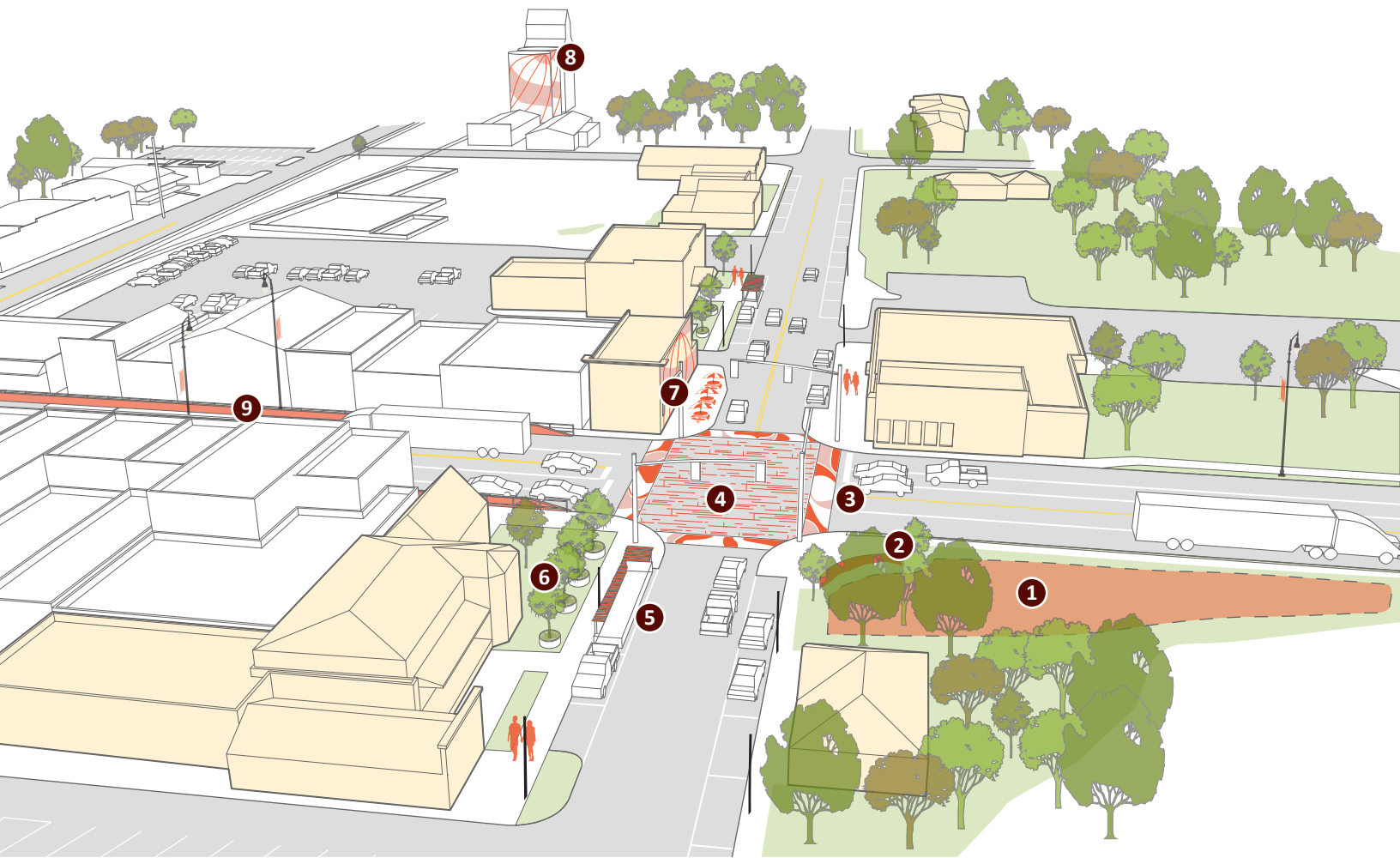
- 1 County Courthouse Landscape Beautification
- 2 Gateway Monument Signage
- 3 Painted Crosswalks
- 4 Painted Intersection
- 5 Parklet
- 6 Temporary Street Trees
- 7 Outdoor Seating
- 8 Painted Grain Elevator
- 9 Painted Bridge Street Barrier/Railing



Figure 33 - Landscape Beautification (Cedrus Landscaping)



Figure 34 - Painted Grain Elevator (News OK)



Van Emmon Street (Near-Term)



Figure 35 - Temporary Street Trees (ASLA)

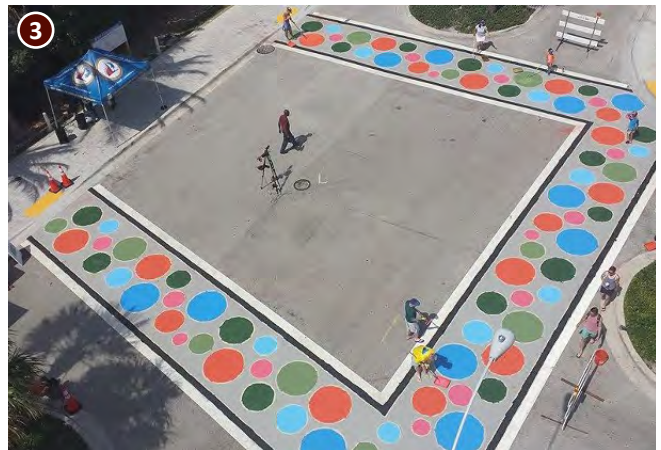


Figure 36 - Painted Crosswalk (Broward Palm Beach)



# Van Emmon Street (Long-Term)

## Greeting Visitors with Beauty

Van Emmon Street should be beautiful to establish a first impression to visitors, particularly east of Bridge Street. The mix of topography and building forms can be challenging when the desired outcome is a pleasant street; however, the asymmetry can be accommodated through careful design considerations.

A primary consideration should include where stormwater is flowing. With elevated parcels on the south edge of Van Emmon Street, surface water will flow towards the street and sidewalk. Utilizing rain gardens that temporarily store rainwater before discharge or percolation and/or using permeable pavers that allow water to dissipate through the parking surface, are ways to accommodate the increased runoff. Also helping with stormwater, street trees should be planted on either side of the approach from the east to create a block long gateway when driving into Yorkville from Oswego.

Downtown branding elements, such as seasonal banners and wayfinding signage, can add to the cohesion of downtown. The historic Kendall County Courthouse slope can act as a gateway feature incorporating signage, or some other built element, to establish a four-sided Van Emmon and Bridge Street intersect. These improvements could be completed in the near-term with the expectation that they would remain as other capital improvements take place.



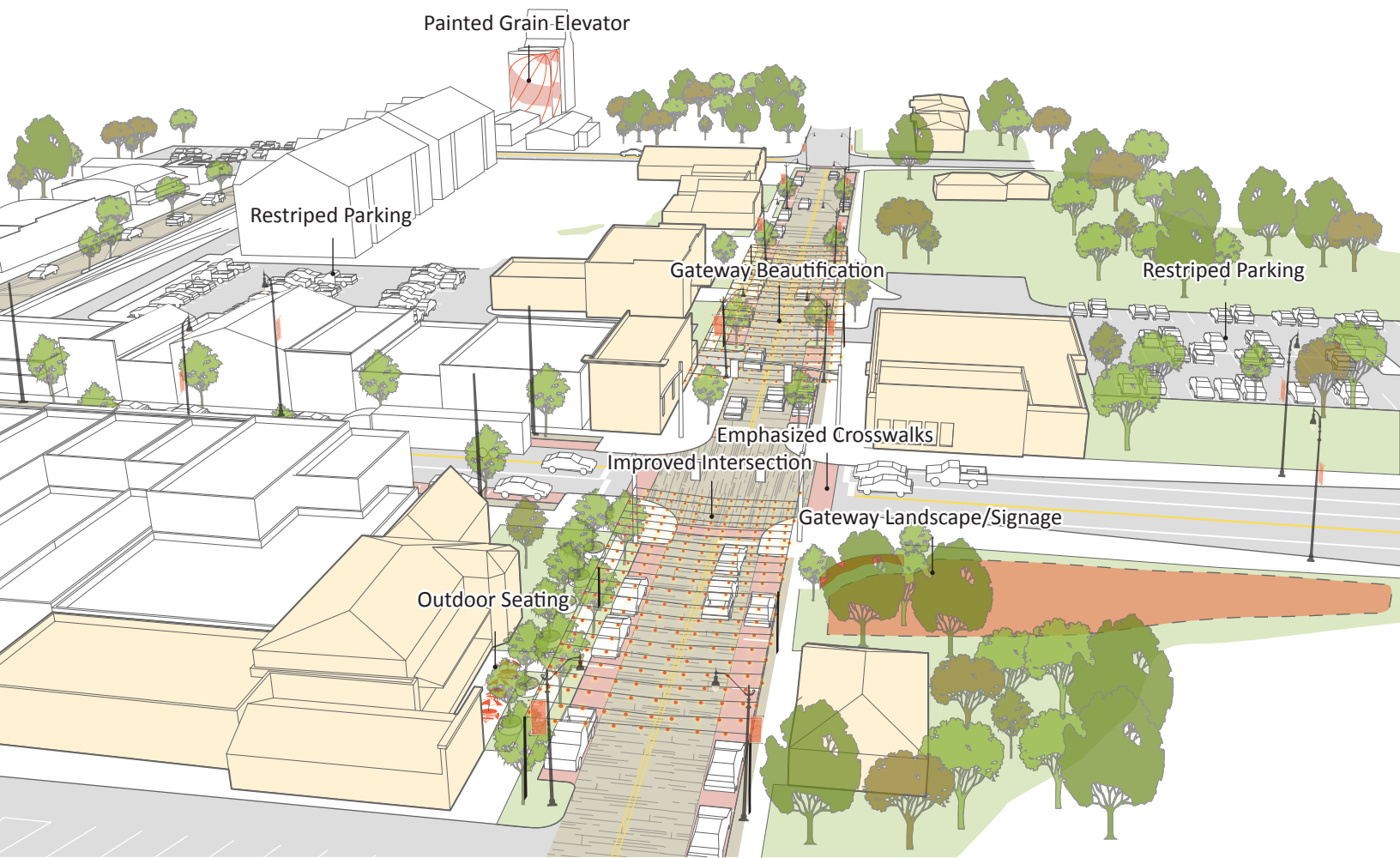
Figure 37 - Stormwater Streetscape (novitalas.com)



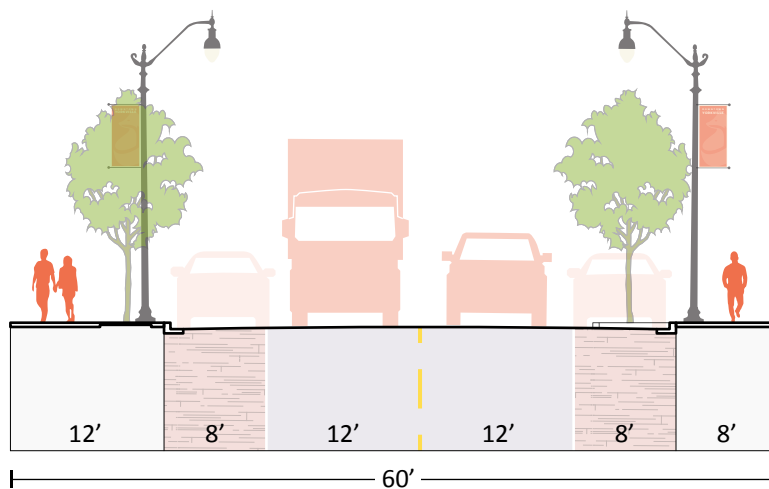
Figure 38 - Intersection Improvements (PicSnapper)



Figure 39 - Permeable Parking Pavers (Village of Shorewood)



Van Emmon Street (Long-Term)





## Stormwater Bulb-Outs

Bulb-outs typically narrow roadways to direct traffic, slow speeds down, expand the sidewalk, or simply accommodate plantings. Integrating bulb-outs that also perform stormwater management functions, would be an attractive design feature along Van Emmon Street. Bulb-out curbs should be slotted, or notched with openings, to allow surface stormwater to enter and exit the planting zone of the bulb-out.



Figure 40 - Stormwater Bulb-Out (Toni Best)

## Sidewalk Rain Gardens

Stormwater rain gardens could be used to improve runoff quality and provide detention for significant storm events. Like bulb-outs, they can accommodate a variety of planting types and should have inlets allowing water to flow in and out from the street. Trees and a variety of plantings that provide color and texture would add to the beautification of Van Emmon Street.



Figure 41 - Rain Garden (Vava)

## Permeable Parking Pavers

Tying designs back to other streets within downtown, Van Emmon Street could feature open grid permeable pavers that both define the parking areas and increase stormwater capacity. Coordinating pavers between Van Emmon Street, Hydraulic Street, and any other location they are used in the greater downtown would support a cohesive design and branding language.



Figure 42 - Permeable Pavers (Terran Capital)

## Sustainable Street Section

Van Emmon Street can represent Yorkville's demonstration of a sustainable street section. The right-of-way width provides plenty of flexibility for a two-lane street. Additionally, the asymmetrical street section that has a higher elevation on one side is an ideal candidate to display sustainable stormwater strategies.

- 1 Slotted Curbs
- 2 Stormwater Bulb-Out Planter
- 3 Parallel Parking
- 4 Rain Garden Planter
- 5 Permeable Pavers

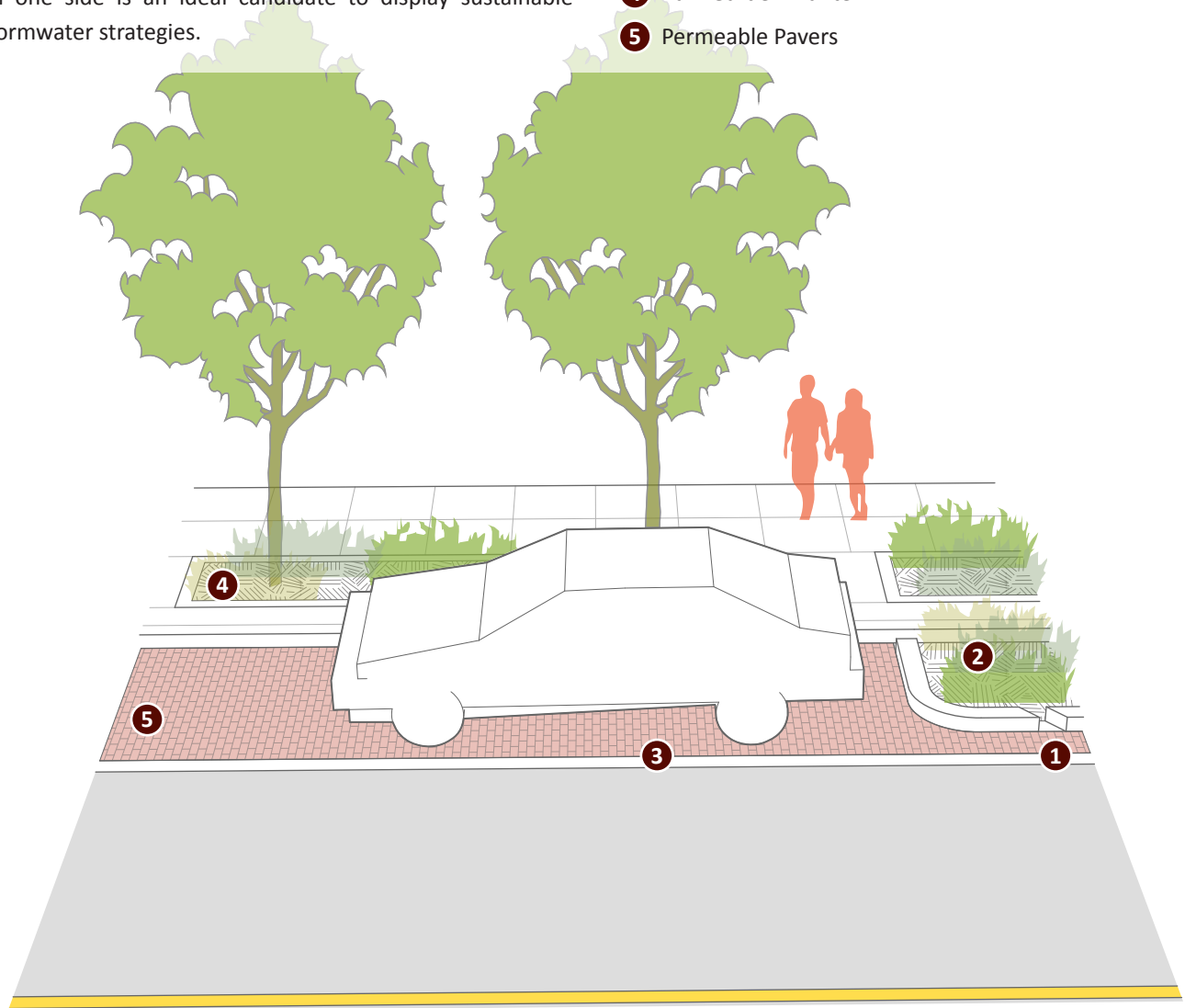


Figure 43 - Van Emmon Street Diagram (Farr Associates)

# 'B' Street (Existing)

## Small-Town Character

One of the most charming aspects of Yorkville, is the historic, small-town character inherent in the City's streets and buildings. These streets may have narrow or no sidewalks, are often curbless, and exhibit a casual feel that may slightly change between each individual property. Many of these streets are both the front door and driveway access to homes and buildings. These types of streets that serve buildings through parking and service access are vital to the functionality of the neighborhoods.

Around downtown the north/south streets that run parallel with Bridge Street act as 'B' Streets. These streets that feature a small-town character should continue to support the downtown uses, as well as provide a framework for future development to take place.

Because future development will likely be limited, to an extent, and single-family homes exist immediately adjacent to the downtown blocks, the 'B' Streets should maintain a small-town character that aligns with many future uses but does not negatively affect existing single-family homes.



Figure 44 - View North Down Main Street (Google)



Figure 45 - View North Down Main Street (Google)

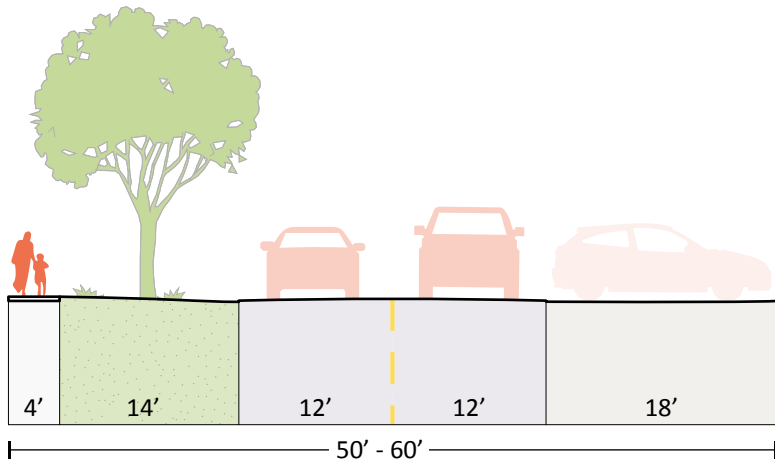


Figure 46 - View North Down Main Street (Google)





'B' Street (Existing)





# 'B' Street (Near-Term)

## Tactical Interventions

The 'B' Streets should be less of an investment priority. They receive less of the pedestrian and vehicular traffic compared to Bridge Street, Hydraulic Street, and Van Emmon Street. It is important that they play a supporting role, but resource allocation should be minimal.

Ensuring sidewalk continuity and basic maintenance should be the City's top priority. Having overgrown landscape shoulders, missing and poorly maintained portions of the sidewalks, and poor road surfacing are examples of issues that should be addressed. Downtown's 'B' Streets should be eligible for resurfacing and landscape maintenance.

One unique aspect of downtown's 'B' Streets, which primarily run north/south, is how they terminate into the Fox River. Each of these moments where drivers and pedestrians can look down the street and have a visual connection to the river is an opportunity that should be taken advantage of by implementing such measures as prohibiting parking, providing an active or focal point of interest, and trimming back overgrown vegetation to reveal the water.

- 1 Added Crosswalks Towards River
- 2 Roadside Swale Improvements
- 3 Additional Street Trees
- 4 River Access Signage
- 5 Public Art/Sculpture at Main Street Terminus
- 6 Trim Vegetation for View Towards Water



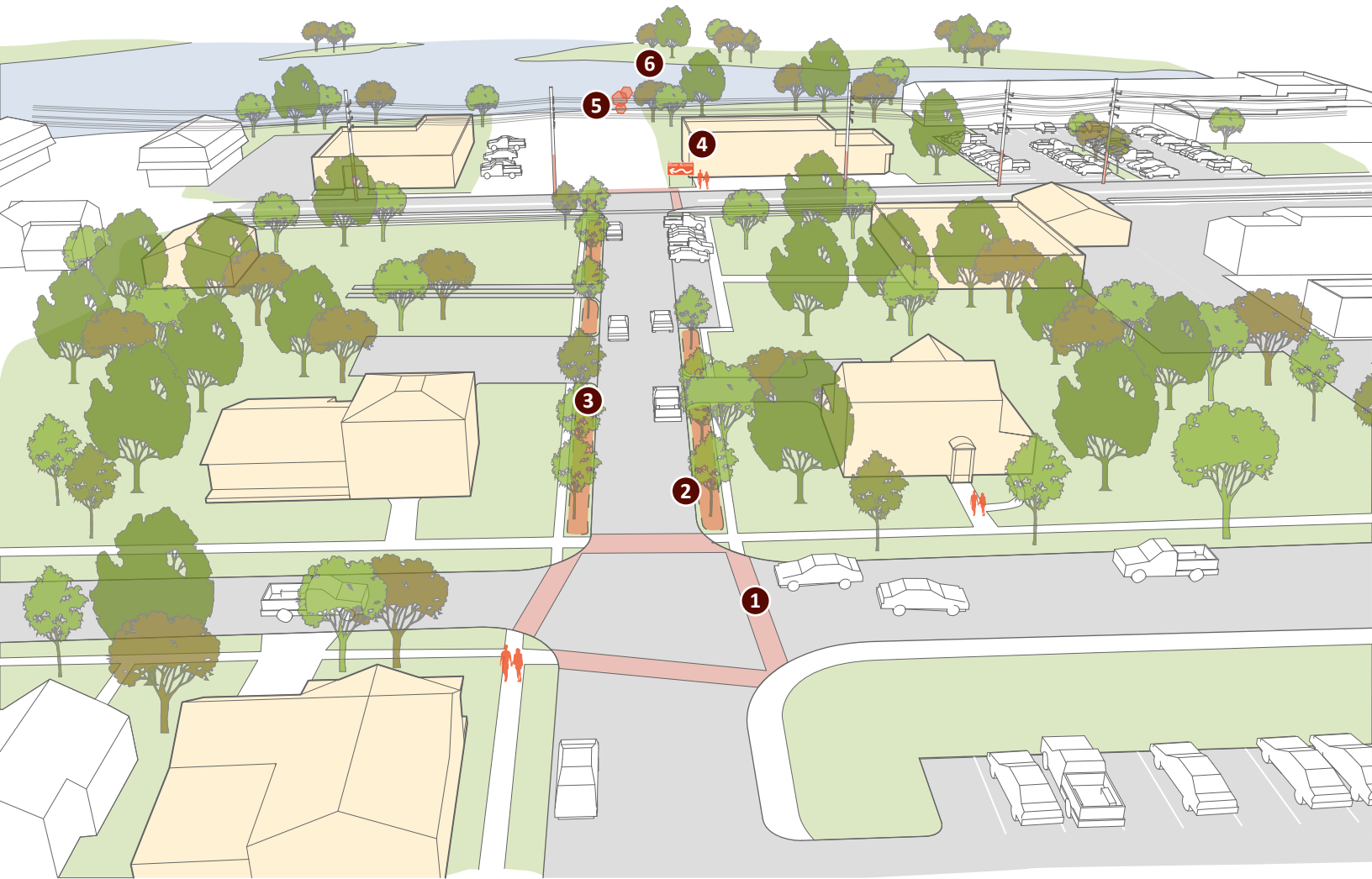
Figure 47 - River Access Signage (Google)



Figure 48 - Road Resurfacing (Decatur Daily)



Figure 49 - View Towards Water (Google)



'B' Street (Near-Term)

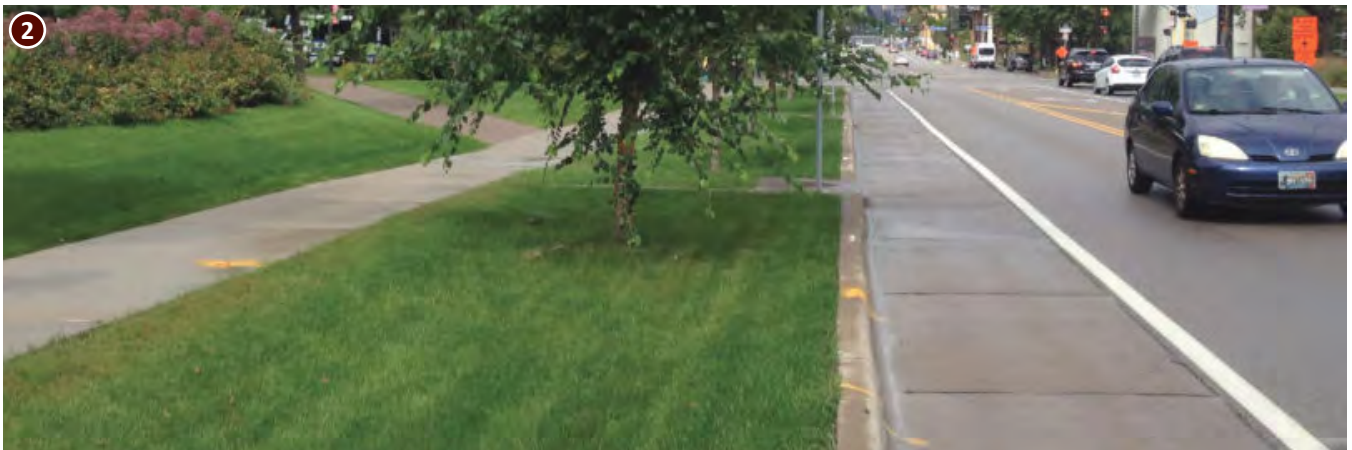


Figure 50 - Basic Roadside Swale (NACTO)



# 'B' Street (Long-Term)

## Redefining Small Town Streets

As streets are rebuilt to support a changing downtown, it will remain important to minimize impact on the pleasant, historic character of the surrounding neighborhood. Careful design consideration to not over-correct the 'B' Streets should be maintained. Community members have expressed how they value the small-town character that brought many of them to Yorkville, or kept them there, in the first place.

Roadside swales can be used to both direct and detain stormwater. Plantings can include a mixture of City contributions and resident contributions. This will allow the property owner to make some customizations to the extension of their front lawn. For example, small wooden bridges might connect the street with the sidewalk to their front door. These small customizations add to the character that already exists.

Small details can make these streets more attractive, such as having a curbless intersection that allows stormwater runoff to enter the roadside swales. The edge of the street pavement can be a gravel transition that delineates between travel lane and shoulder. Trees could be planted irregularly or even provided by the property owners from an approved landscape palette. Sidewalks should be narrow, but continuous to have minimal impact while providing maximum connectivity.



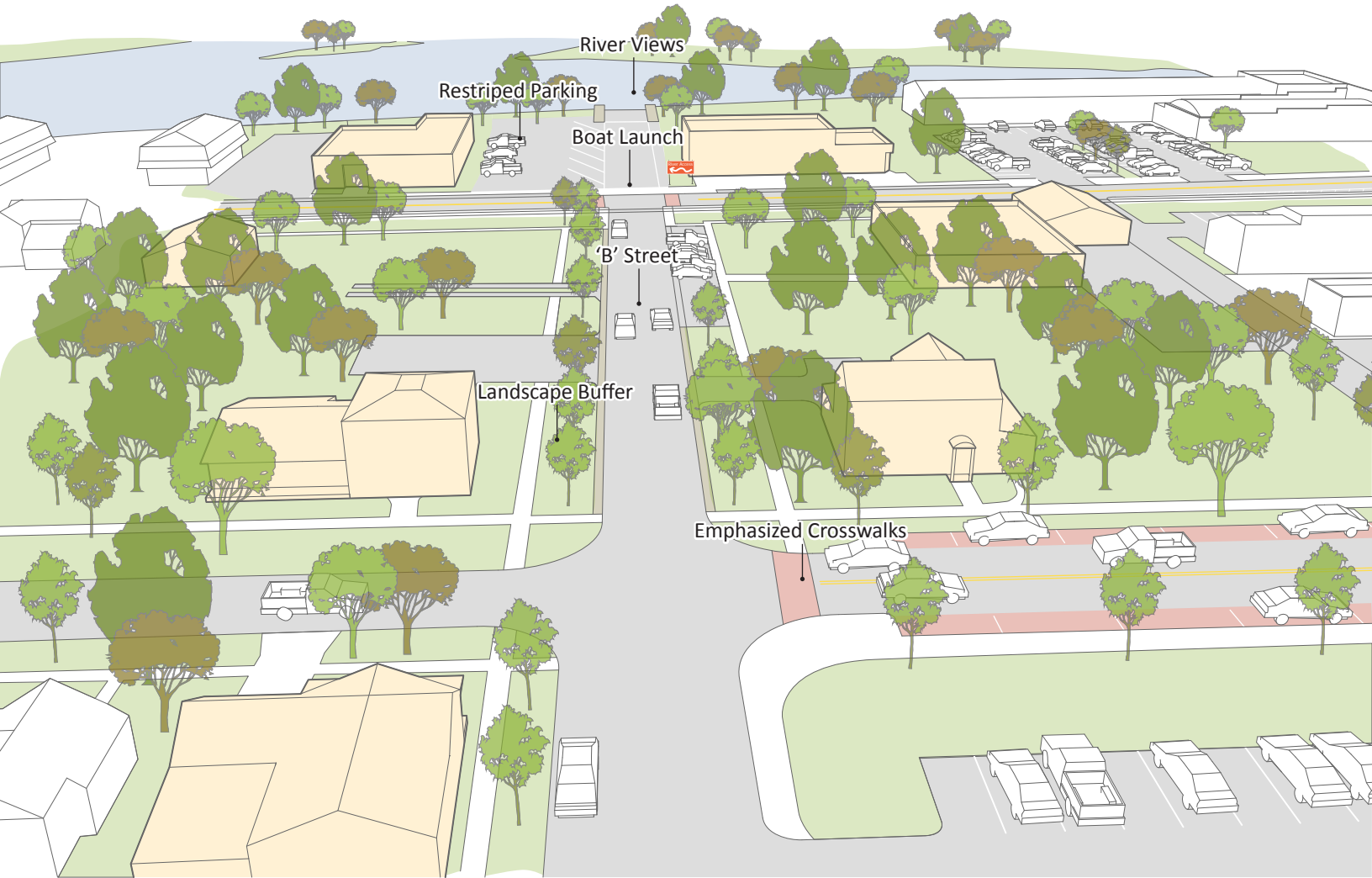
Figure 51 - Roadside Swale (Green Infrastructure Digest)



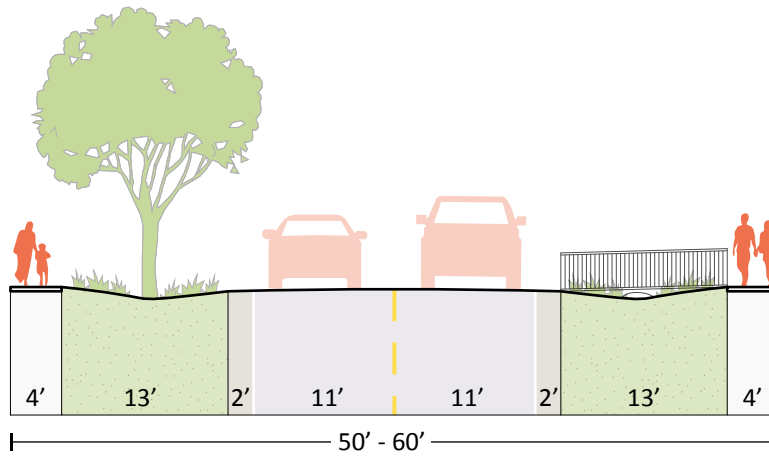
Figure 52 - Roadside Swale (Mithun)



Figure 53 - Roadside Swale (IPFS)



'B' Street (Long-Term)





## Concrete Curb Ribbon Apron

Curbless streets often become unkempt with grass, weeds and dirt loosely defining the edge between roadway and shoulder. To maintain visual tidiness, a 18"-24" concrete curb ribbon may be used to transition from roadway to landscape. This straight curb type is often used along roads to prevent vehicles from crossing over into a pedestrian walkway or any outdoor landscaped area and provides a barrier between the roadway and amenity zone.

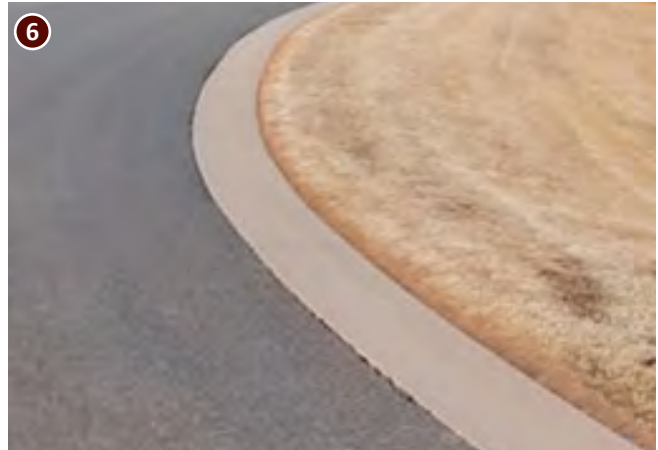


Figure 54 - Rolled Concrete Apron (Specify Concrete)

## Roadside Swales

Fitting with the character, roadside swales are often seen along rural or small-town streets or highways. They can take many forms and be aesthetically pleasing or simply utilitarian. They help detain and direct stormwater runoff from the roadway and provide a layer of buffer between sidewalk and street. Swales can be personalized by adjacent property owners or fully planted and maintained by the City.



Figure 55 - Personalized Swale (City of Seattle)

## Over-Swale Pedestrian Bridges

Small pedestrian bridges can connect the street to sidewalk at each property. Each can take on a slightly different design language or be required to adhere to set design guidelines. These bridges could be a unique contribution to a 'B' Street that features minimal design qualities.



Figure 56 - Bridge Over Swale (Chesapeake Dock)

## Maintaining Small Town Charm

Each component from street, to swale, to narrow residential sidewalk works together to maintain a small town feel. No improvements should look over-engineered or oversized on Yorkville’s quaint neighborhood streets. These ‘B’ Streets should feel like a place where kids can play in the street and parents can take a quiet nighttime stroll.

- 1 Resurfaced Travel Lane
- 2 Flood Tolerant Street Trees
- 3 Continuous Swale Along N/S Streets
- 4 Bridge Over Swale
- 5 Private Property
- 6 Concrete Curb Ribbon Apron

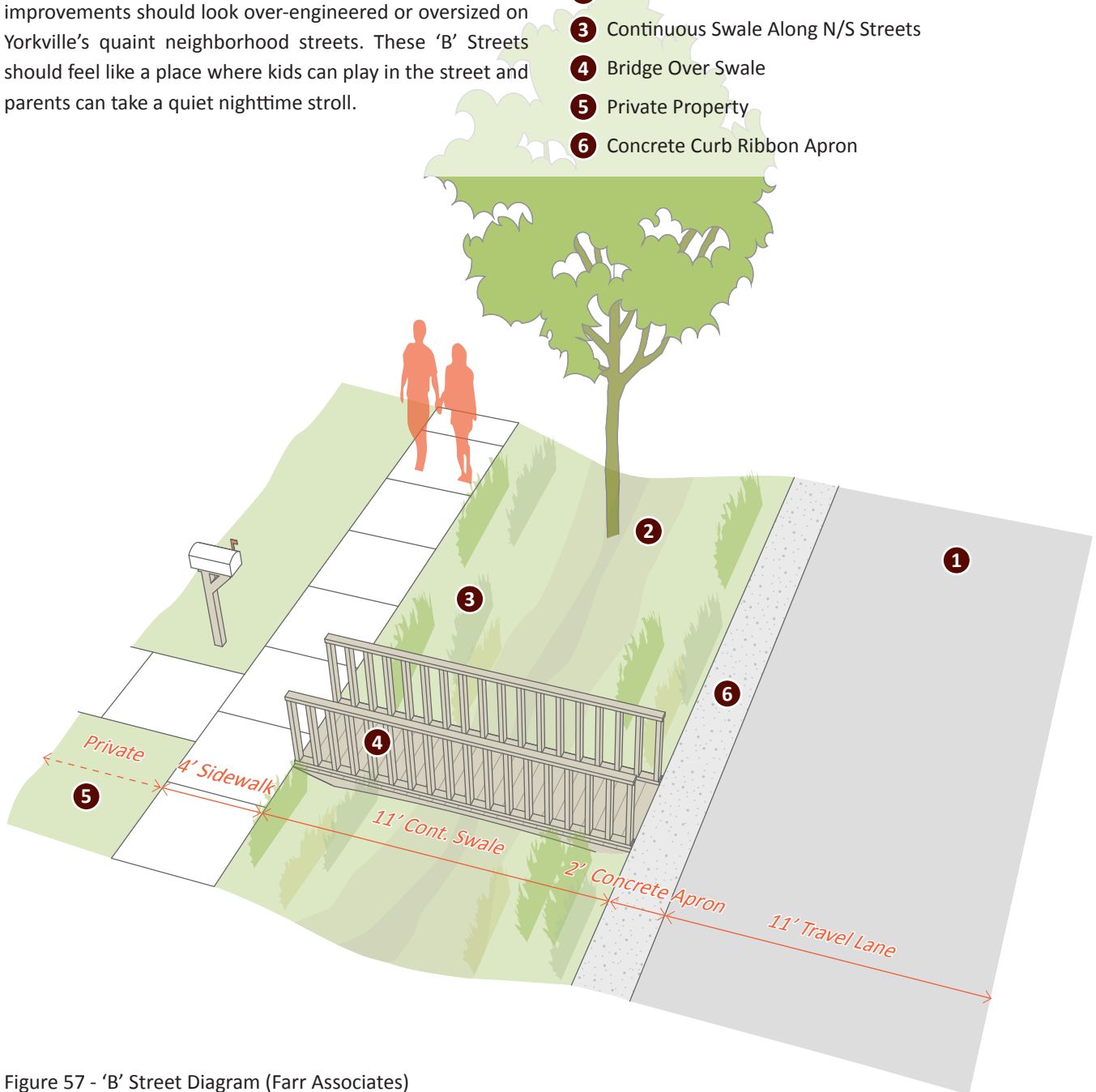


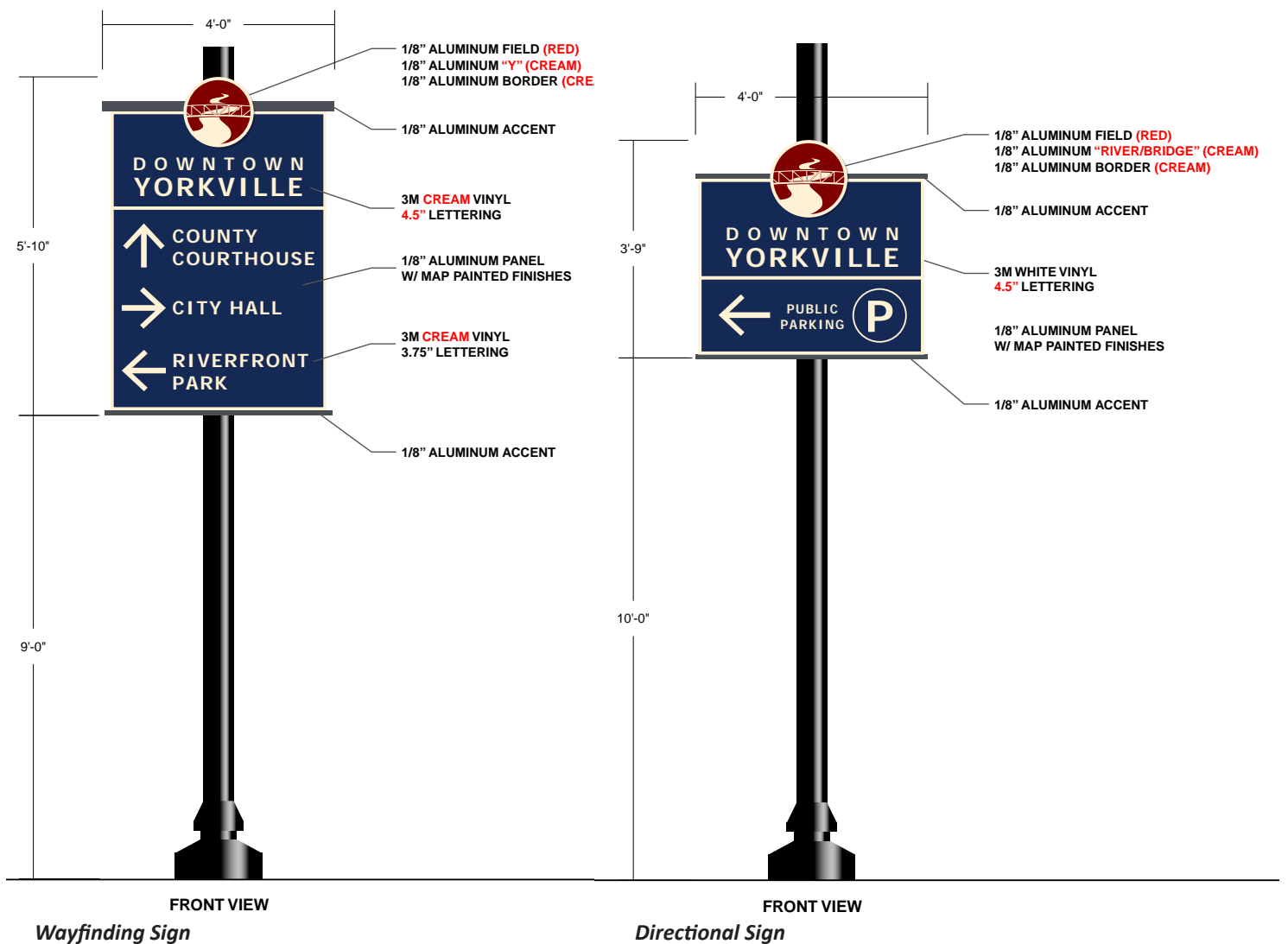
Figure 57 - ‘B’ Street Diagram (Farr Associates)

# Downtown Signage and Wayfinding

## Cohesive Downtown Signage

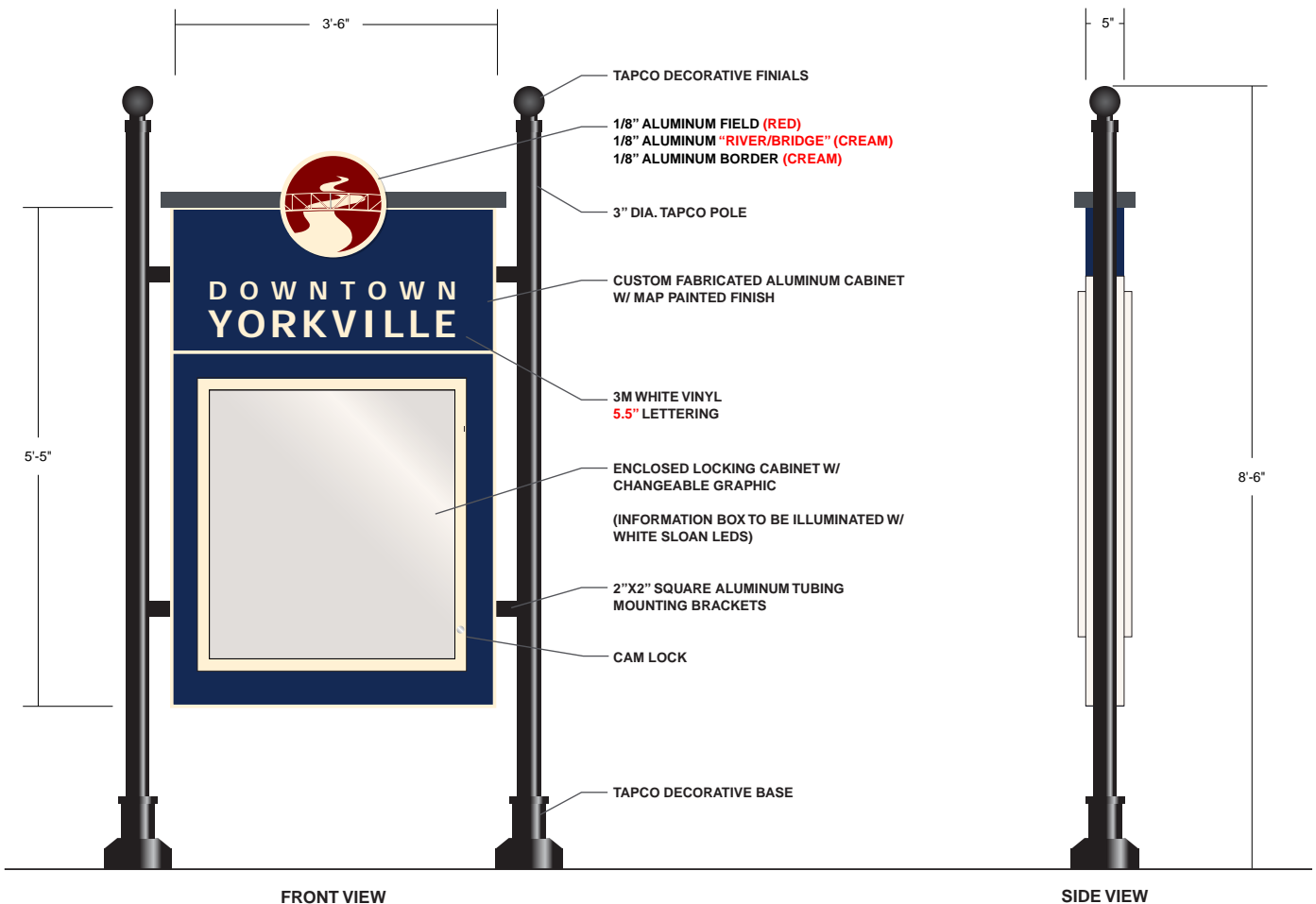
Effectively navigating downtown is one of the major elements to be improved. For example, there is currently sufficient parking to accommodate patrons of the downtown uses; however, that parking is dispersed unevenly throughout downtown and is difficult to locate unless you are familiar with the area. Situations, such as no left turns allowed at the Bridge Street and Hydraulic Street intersection, make it difficult to navigate if a turn is missed and an opportunity to redirect is not obvious.

One way to help alleviate this problem is through providing downtown signage. This signage can make a statement and solidify a cohesive brand and image for the area as a whole. From signage to banners or emblems, consistent, beautiful signage shows visitors that the city cares about providing an inviting user experience.





Seasonal Banners



Information Kiosk



## Downtown Wayfinding

Starting with three different wayfinding sign types: (1) an informational kiosk; (2) pole mounted directional signage; and (3) branded wayfinding signage; Yorkville can make a near-term impact on how users navigate the area.

Informational kiosks can house either rotating or stationary content, such as maps, historic markers, or recreational programming. Maps can help pedestrians identify where they are in relation to other nearby destinations and help them discover new places to explore. These kiosks will be sidewalk mounted and cater to the pedestrian over vehicles.

Directional signage is most effectively mounted on the existing light poles in locations that help drivers know when to turn for parking or riverfront access. The directional signage should have a specific purpose of getting someone from point A to point B. Though these signs should be pole mounted and high enough to be visible for passing cars, they should also be easily visible to pedestrians.

As with each type of sign, wayfinding signage should be both branded and informative, letting users know that they are located in the proper area or neighborhood and provide markers for points of interest. Points of interest within downtown Yorkville may include specific restaurants, the historic Kendall County Courthouse, County offices, Bicentennial Riverfront Park, and public parking lots.



Figure 58 - Informational Kiosk (Trans Associates)



Figure 59 - Directional Signage (Flickr)



Figure 60 - Branded Wayfinding Signage (Google)



- Key**
- i Kiosk
  - P Parking
  - + Wayfinding

## Downtown Signage



# Lighting Strategies

## Implement Lighting Best Practices

Lighting is a key component of walkability, as it lends itself to creating a more safe environment for pedestrians. There are several streets where street lighting exists, but the lighting is inconsistent and is not always human-scaled. Lighting in the downtown can serve multiple functions, including branding the area, creating more vibrancy, and increasing safe conditions for residents and visitors. The increase and consistency of lighting gives people a sense of street character and trust of what is to come, and encourages walking and biking.

Nancy Clanton of Clanton & Associates has provided lighting best-practices for municipalities by creating some “dos and don’ts” for street and facade lighting. In general, well-designed lighting strategies should not only light the area, but take into account all view angles while creating a beautiful ambiance without glare and annoyance. The list on page 45 expands on Nancy Clanton’s strategies.

High color temperature (CCT) light sources have the highest concentration of blue light. Many municipalities are limiting the CCT of their street and pedestrian lighting to 3000K or less which is similar to the color of the setting sun. Dimming or turning off lighting is another strategy to reduce over-lighting an area.

Ideally, light sources should change color over the course of the evening and into the late night. Blue light will enhance visibility during the rush hour, but as vehicular and pedestrian traffic decreases at night, the spectrum can minimize blue light and switch to the red range.



Figure 61 - Street Lighting “Do” (American City and County)



Figure 62 - Building Lighting “Do” (Houzz)



Figure 63 - Public Space Lighting “Do” (Google)





Figure 64 - Street Lighting “Don’t” (Farr Associates)

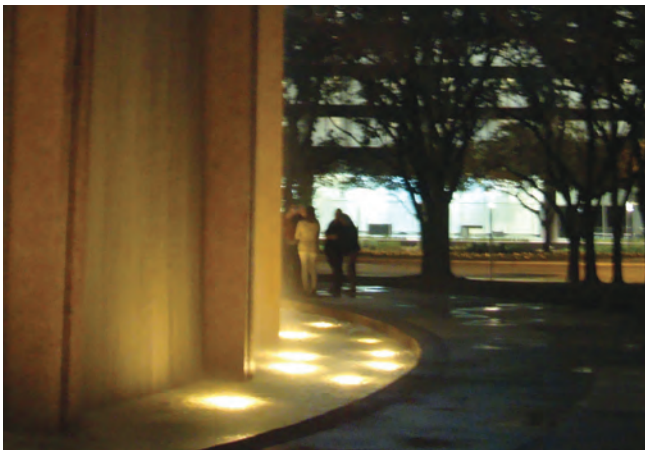


Figure 65 - Building Lighting “Don’t” (Farr Associates)



Figure 66 - Public Space Lighting “Don’t” (Google)

## Lighting “Dos”

### **Street Lighting**

- Light sidewalks and streets appropriately for the neighborhood and explicitly where needed
- Use low-glare streetlights
- Minimize uplight of all kinds (cobra lights, etc.)

### **Building Lighting**

- Mount light at the top of facades and aim inward
- Emphasize architectural features such as columns and arches using beam distributions
- Use warm-colored, dim light

### **Public Space Lighting**

- Define the space with lighting of a consistent type and brightness
- Dimly light the features where people gather: seating areas, outdoor dining, public parks and plazas

## Lighting “Don’ts”

### **Street Lighting**

- Use streetlights to light yards and private property
- Overlight
- Use high-glare streetlights

### **Building Lighting**

- Aim across a visual path with a floodlight
- Aim up a façade
- Overlight
- Select glaring luminaries

### **Public Space Lighting**

- Light individual elements unless they are features
- Flood the public space with heavy lighting
- Appear messy and unorganized
- Include multiple types of lighting accomplishing the same goal

# Stormwater Management

## Green Infrastructure

It is widely understood that stormwater runoff from roofs, pavement, and other urban surfaces are contributing to water body degradation and flooding. Minimizing this impact, particularly in urban contexts, is often difficult because of the amount of land dedicated to dense buildings, supportive surface parking lots, and wide streets with generous sidewalks; however, there are strategies to accommodate both the urban and green infrastructure solutions.

Yorkville has been a settlement for a long time - even longer than many other cities and villages in the greater Chicago area. The Fox River was the main reason for locating Yorkville where it is today, so taking measures to preserve the water quality, beauty, and function of the river should be a priority. The City has old stormwater infrastructure, so removing some of the burden would help to lengthen its useful life. As capital improvements occur, there is an opportunity to do two things: 1) updated the stormwater infrastructure and 2) construct green infrastructure in the public rights-of-way to reduce potential negative impacts of storm surges and surface runoff degradation the Fox River. Strategies such as rain gardens, bioswales on the sloped streets, or even green roofs could all contribute to beauty and utility.

## Signage Encouraging Awareness

Green infrastructure is not familiar to everyone, so these can be excellent educational opportunities for the public. Signage and story-telling of why the City is placing rain gardens next to sidewalks and bioswales cascading down slopes could encourage residents to invest in doing the same on their properties. Additionally, the City could incentivize rain gardens or rain water cisterns for private residences to minimize negative impacts on natural resources and reduce flooding.



Figure 67 - Residential Rain Garden (Metro Blooms)



Figure 68 - Rain Garden Off Curbless Street (Prairie Rivers)



Figure 69 - Rain Garden Signage (City of Springfield, MO)





Figure 70 - Pervious Pavers (Techniseal)



Figure 71 - Pervious Pavers (MWMO)



Figure 72 - Paver Laying Machine (Detroit News)

## Pervious Pavement

Permeable paving products, such as porous asphalt and concrete, as well as permeable pavers allow water to pass through the surface and into a stone storage layer below.

The water stored in the stone layer either infiltrates into the soil below or is slowly released to a sewer or other drainage system to reduce stormwater runoff volumes and rates. Sediment, metals, and organic compounds are filtered and/or biologically treated as the runoff moves through and is stored in the system.

Properly designed permeable paving systems are applicable to both pedestrian and vehicular areas. Permeable paving should be avoided in the through lanes of high traffic areas (such as County and State highway routes) and areas of high sediment or other pollutant loading that could clog the system or overwhelm the system's ability to treat typical urban runoff pollutants.

Ideal locations for pervious pavement might be Hydraulic Street, parallel parking lanes, mid-block alleys, and surface parking lots.

## Installing Pervious Pavers

Pavers appear laborious to lay down in large quantities, such as a street or sidewalk; however, technology advancements have bred paver laying machines that lay down entire swaths of pavers in one motion. This drastically minimizes installation times, but still provides that hand-laid, classic look that is often loved for its character. Pavers can be cost competitive to concrete, because of the external impact it has on sizing stormwater infrastructure systems.



# Public Art and Sculpture

## The Role of Public Art

Yorkville's current downtown does not compete well with some of the loved downtowns nearby, such as Oswego and Plainfield; however, it should not need to directly compete. Yorkville can distinguish itself with its own identity and unique character as a community. There are few better ways to do this than through public art.

First and foremost, public art is free. Anyone can experience and enjoy it. It also adds a layer of uniqueness when so many downtowns attempt to emulate each other and therefore lose some of their authenticity. There are plenty of opportunities for public art, from blank walls on the sides of buildings, to vacant parcels and parking lots, and even the grain elevator. Each can become a canvas for community expression.

The City should seek to commission works in addition to allowing community members to contribute pieces to the collection through interactive events for residents of all ages. When everyone can get involved, there is more of a sense of ownership over the end product. Public art is a medium to show visitors what Yorkville is all about.

## Make it Interactive!

Not only can art be something to experience visually, but it can also be interactive. This can be done through sculptures that encourage climbing or provide a backdrop for a photograph. Art can cater to children and adults alike and should remain informal enough to fit into Yorkville's beloved small-town character.



Figure 73 - Wall Mural on Blank Wall (City of Missouri City)



Figure 74 - Interactive Sculpture (ISU College of Design)



Figure 75 - Temporary Installation (Playscapes)



Potential Public Art Locations



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# Appendix

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## Supplemental Content

Context Scale Analysis Mapping .....	p. 52
Site Scale Analysis Mapping .....	p. 60
Website Survey Results .....	p. 68

# Downtown Overlay Context Scale

## Downtown Overlay District

The Downtown Overlay District context scale includes both the defined downtown from the 2016 Comprehensive Plan and the immediate surrounding areas, which includes the north banks of the Fox River. The following series of analysis maps reveals that downtown Yorkville has a variety of commercial, industrial, and public land uses surrounded by primarily lower density single-family housing. The underlying zoning allows for a more intense development pattern than currently exists; therefore, downtown has potential to densify and redevelop to more intense land uses. With relatively high traffic counts along Bridge Street, downtown experiences crosstown traffic that makes it visible and accessible by pedestrians and vehicles, and it could take advantage of higher traffic through non-residential uses.

A TIF 1 and 2 are current and future strategies that seek to encourage reinvestment in the downtown. Though the TIF boundaries are not consistent with the downtown boundary defined in the map, it does include much of the downtown land and parcels along the Fox River. Parcels along the Fox River may be the most attractive to investors because of the views towards the river and access to recreation.

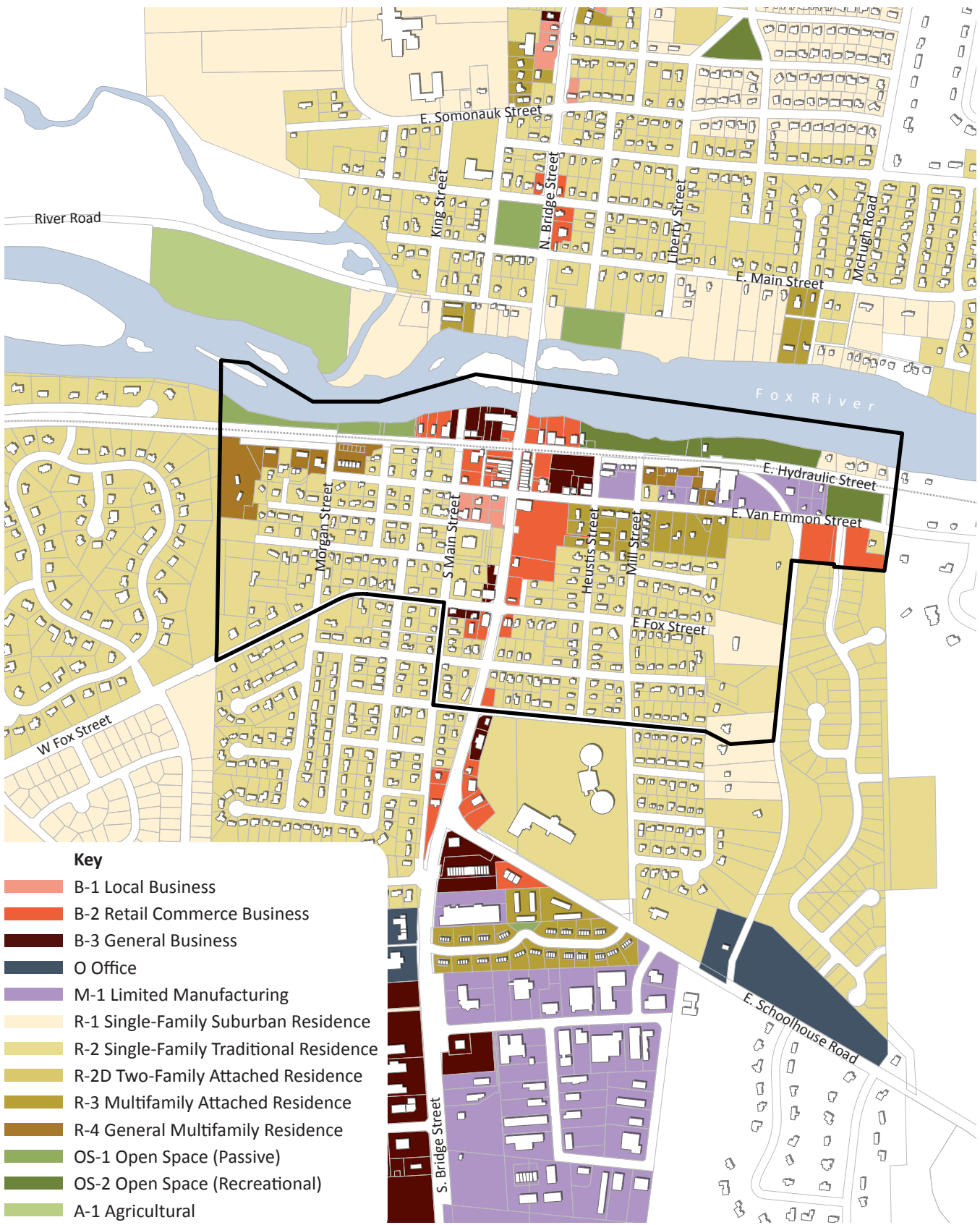
Investment in public space along the river has helped provide a destination for visitors and residents alike. Additionally, recreational bicycle facilities, trails, and connections to the greater trail system offer opportunities to improve quality of life and may become a catalyst for future real estate investment.



Area Scale Map (Aerial)

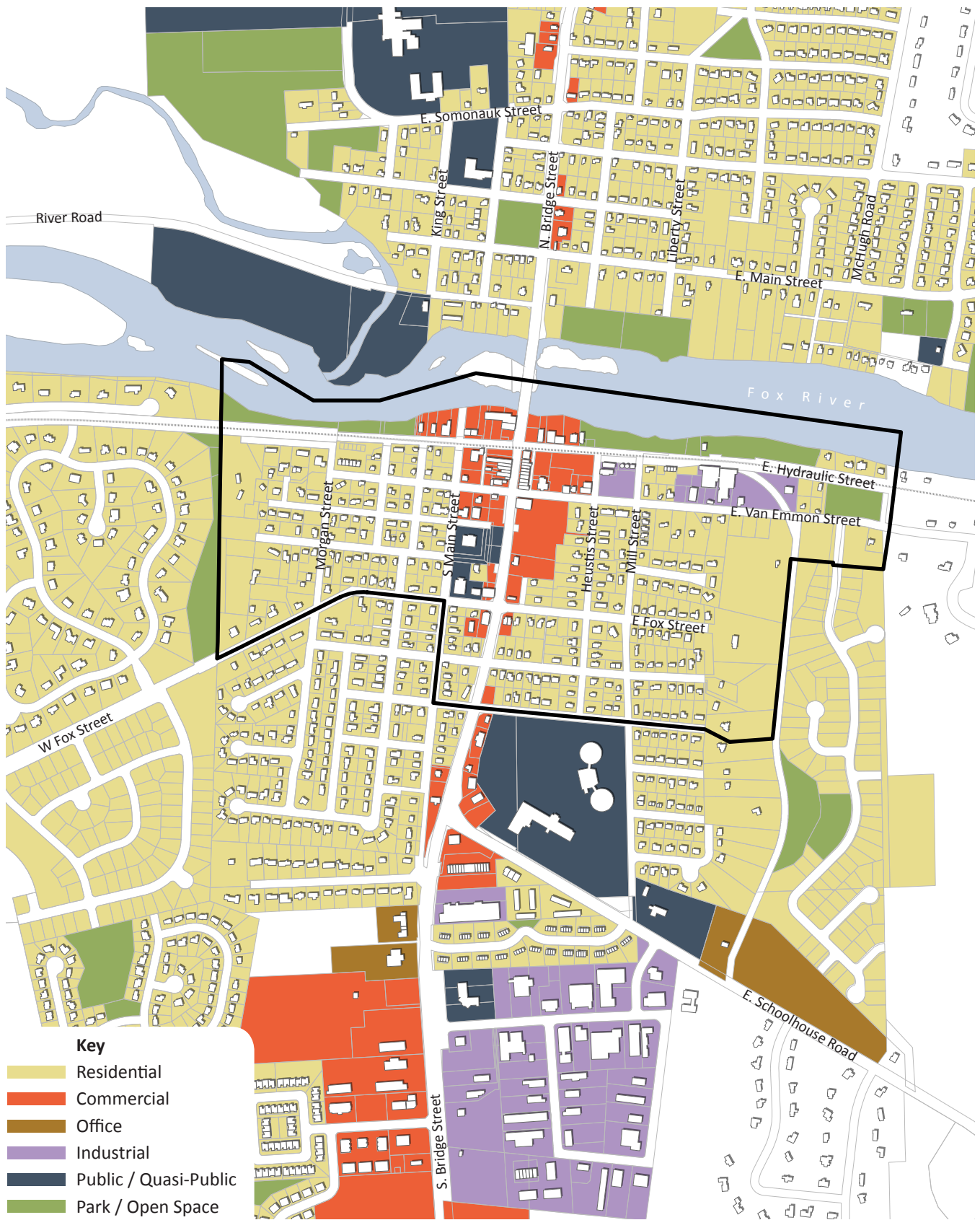




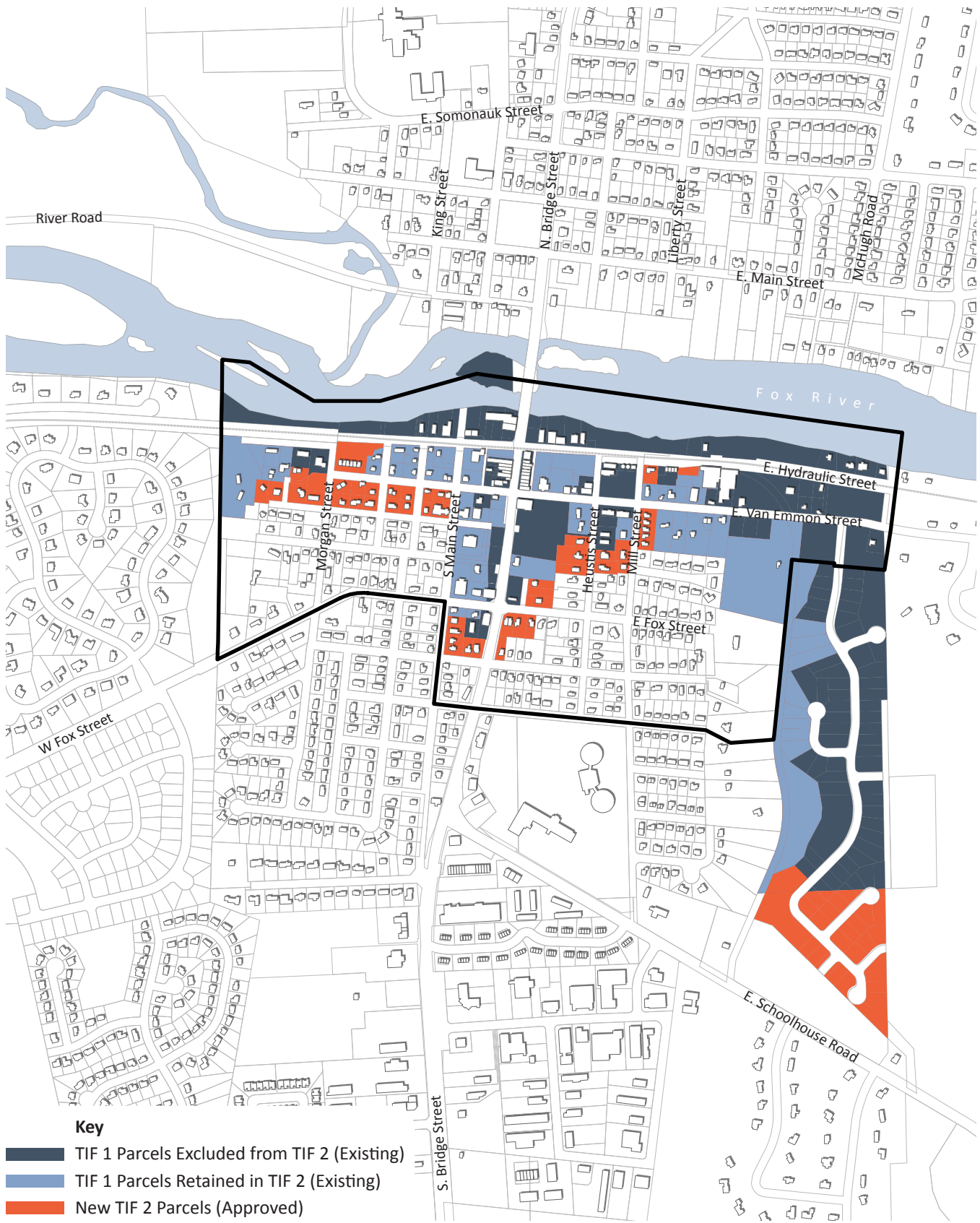


## Existing Zoning Classifications





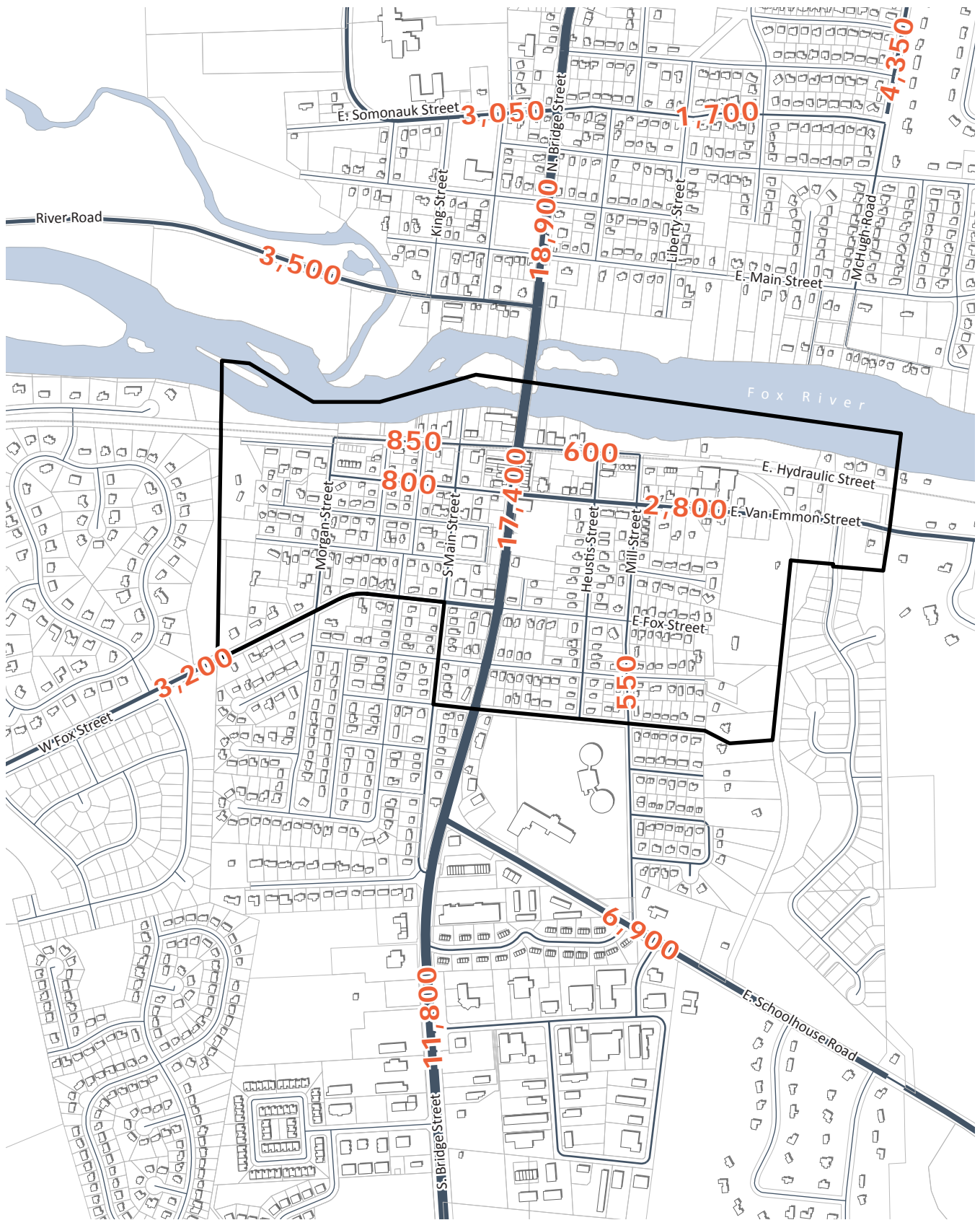
## Existing Land Uses



## Existing TIF Boundaries

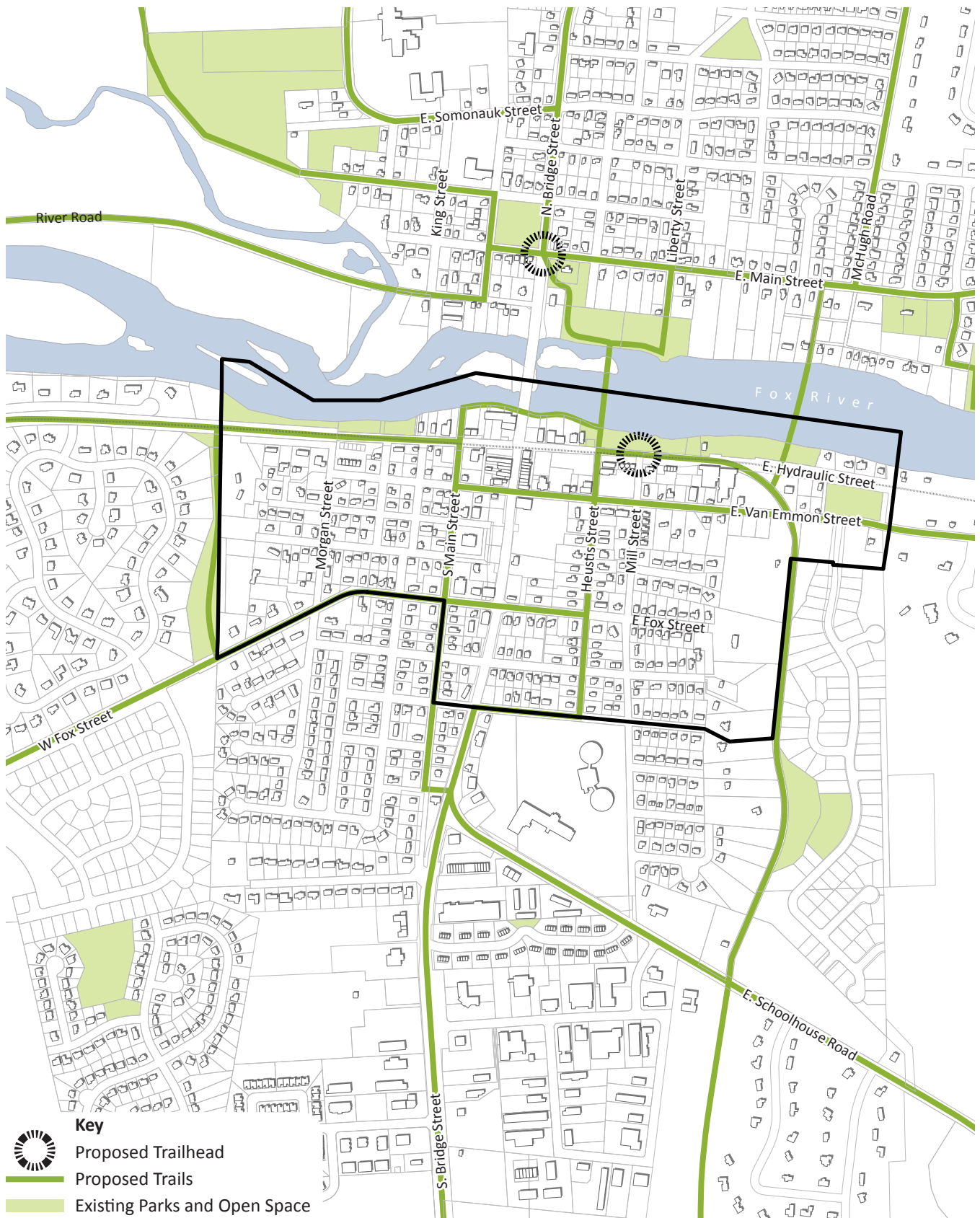




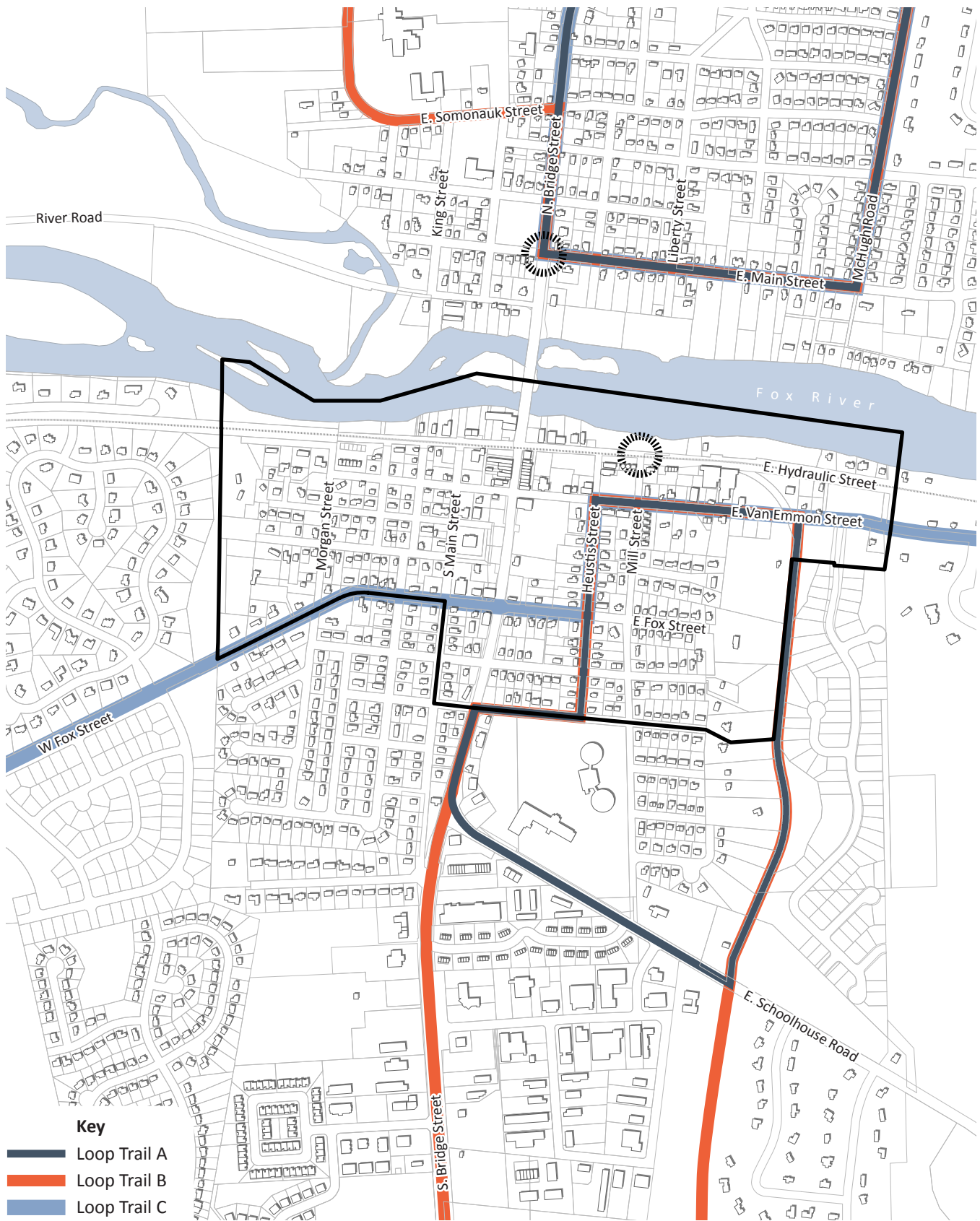


Average Annual Daily Traffic (AADT)





## Parks and Proposed Trail Network



## Proposed Loop Trail System



# Downtown Overlay Site Scale

## Downtown Overlay District

The Downtown Overlay District site scale includes most of the downtown as defined in the 2016 Comprehensive Plan, as well as the immediate areas to the north and south. The following series of analysis maps illustrates that downtown Yorkville features a walkable grid; however, certain factors are minimizing its effectiveness. Notable contributing factors include segments of non-continuous sidewalks, primary building entries being oriented towards parking lots, and blocks that feature highly visible surface parking.

The primary stretch of downtown is defined by buildings that are built to the sidewalk in a continuous row along Bridge Street; however, Bridge Street's priority as a truck route has added to an anti-pedestrian feel. With only a small stretch of downtown being defined by urban building types, walkability is limited.

There are few buildings taller than two-stories, which reduces visual cues that downtown Yorkville is in fact a downtown. Some exceptions to this include the historic courthouse and grain elevator, which provide a unique sense of place. Large, vacant, or underutilized parcels are ripe for redevelopment and, with generous underlying zoning, should be attractive investments with modified guidelines.



Area Scale Map (Aerial)







**Key**

- State-owned
- County-owned
- City-owned
- Private-owned

**Parcel Ownership**







## Commercial Buildings & Frontages





Existing Sidewalks



# ROW Width and Ownership





Parcel Area





# Website Survey Results

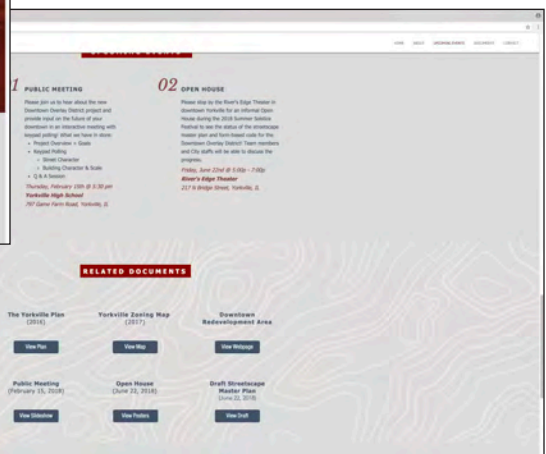
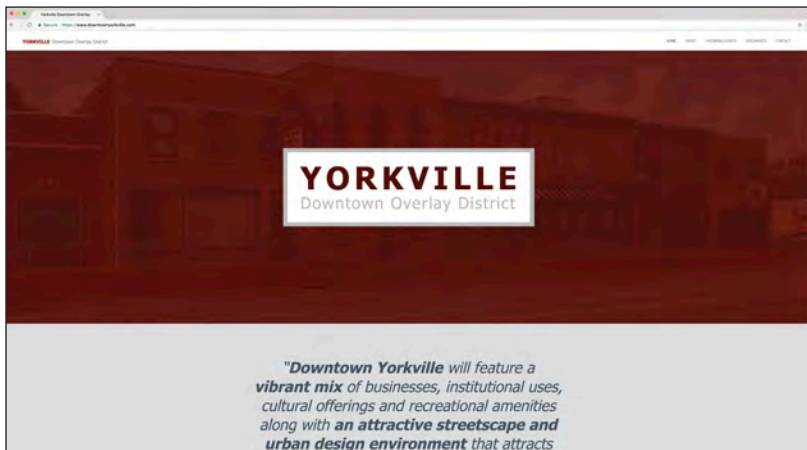
[www.downtownyorkville.com/](http://www.downtownyorkville.com/)

The Yorkville Downtown Overlay District website survey was posted between February 19, 2018, and March 12, 2018. The survey gathered **473 responses**. The survey participants were concentrated in the 18 - 49 years old range. Key takeaways from the online survey include:

- A faster actual driving speed on Bridge Street is revealed
- People seem to feel safer than expected walking along Bridge Street; however, online comments conflict
- There is a perceived or real lack of parking
- Bridge Street is clearly important from a downtown image standpoint
- All gateway elements seem popular; however, the overhead lights are leading
- Bridge Street, Hydraulic Street, and Van Emmon Street are the focus
- The form-based code should not regulate architectural

style to leave flexibility

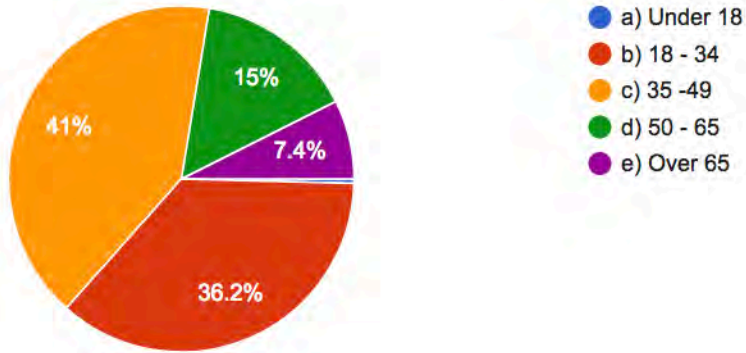
- The “step back” question was difficult to comprehend in the survey format
- The front of Bridge Street needs a makeover





Question 1

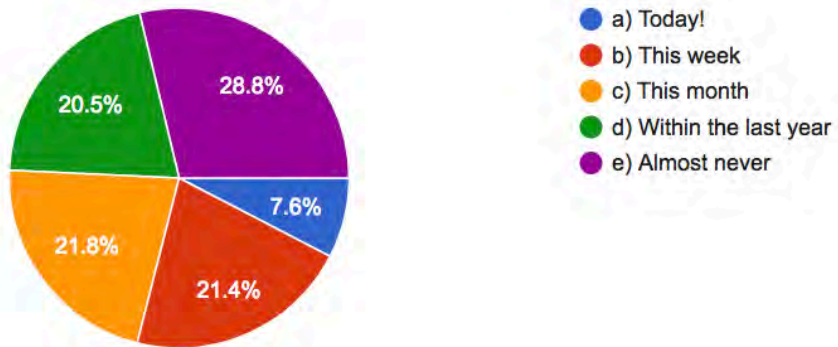
Which is our age group?



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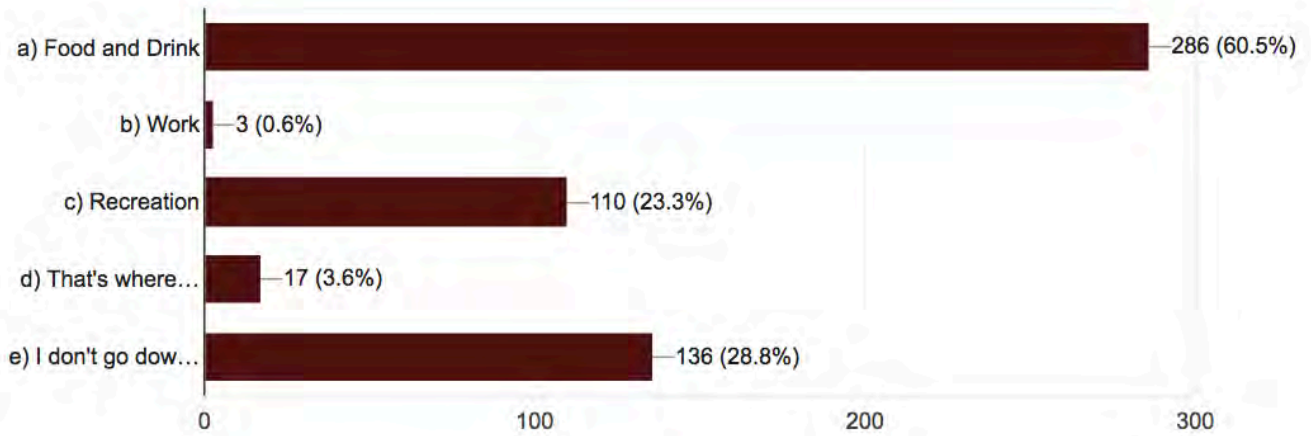
Question 2

When was the last time you visited downtown?



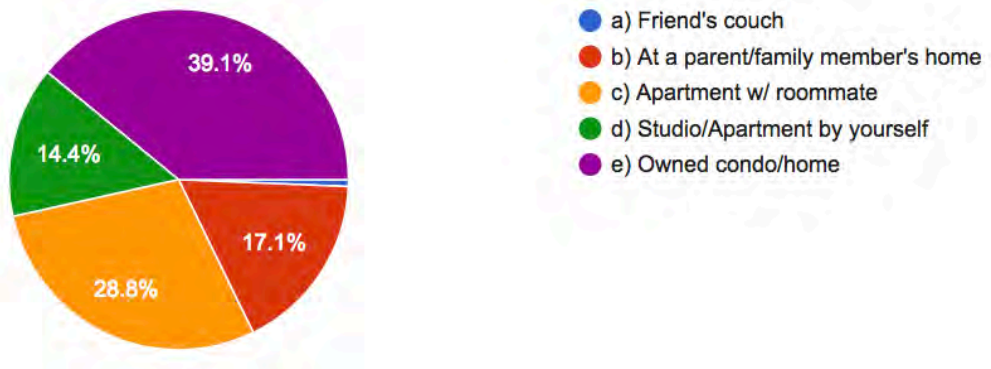
Question 3

What is the primary reason you come to downtown? (Check multiple)



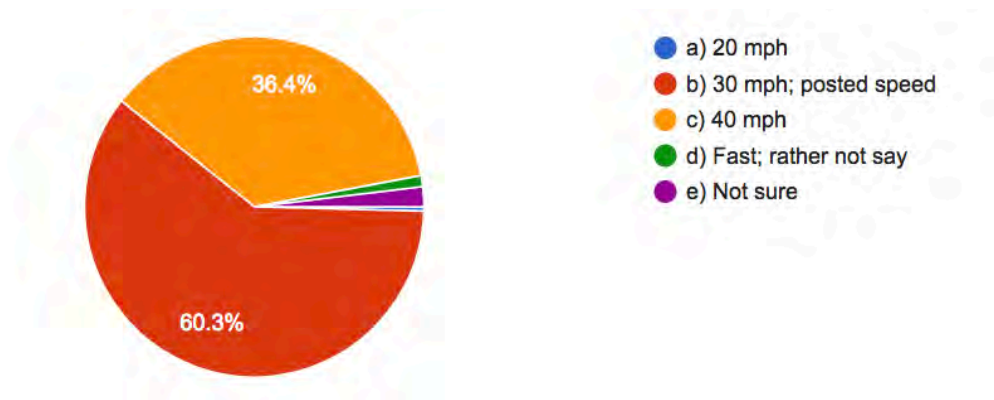
Question 4

Where was the first place you lived as an adult?



Question 5

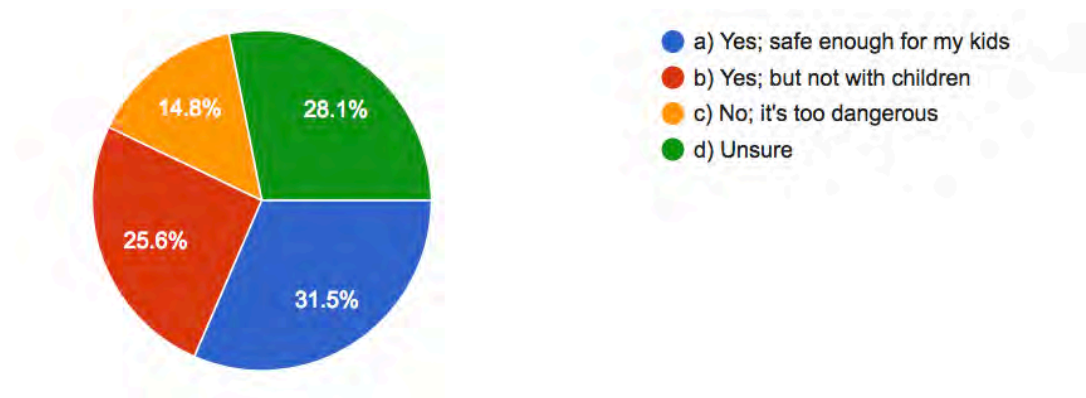
How fast do you drive through downtown on Bridge Street?



---

Question 6

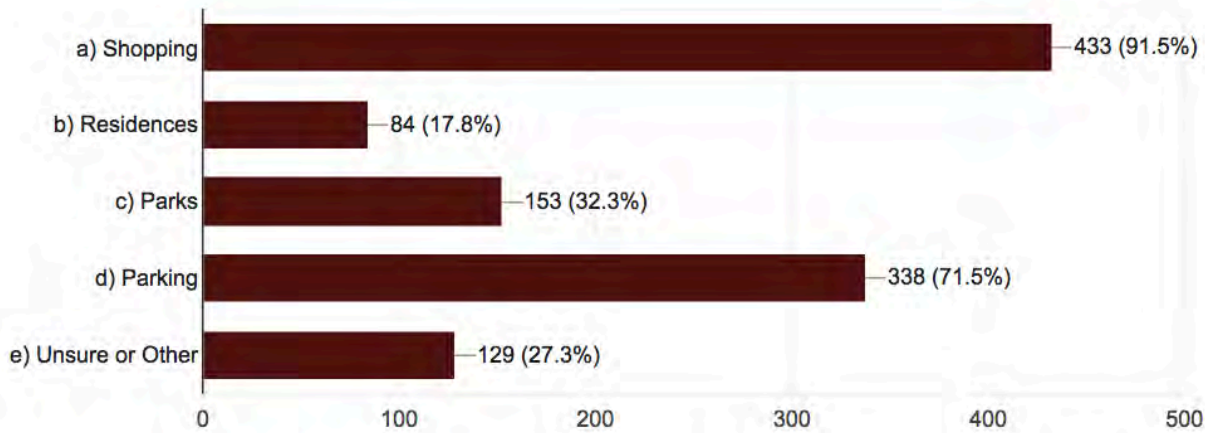
Would you feel safe walking along Bridge Street?





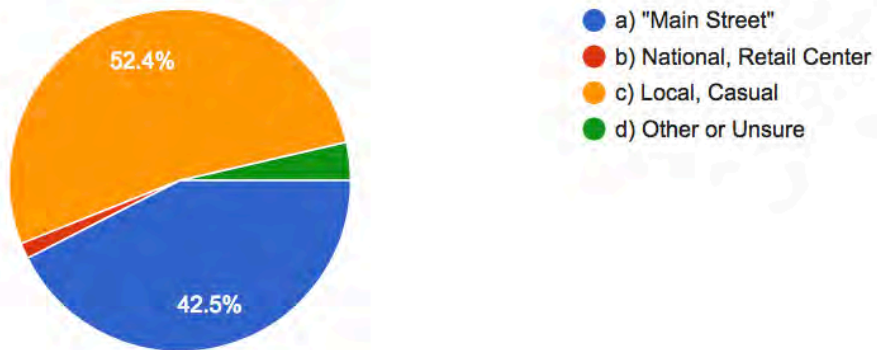
Question 7

What is missing most from downtown? (Check multiple)



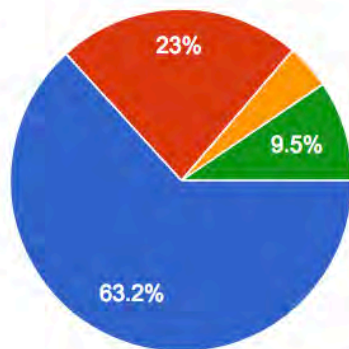
Question 8

Which image most represents your vision of downtown?



Question 9

Which street character do you prefer?

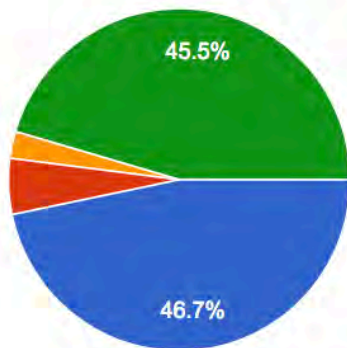


- a) Small Town Street
- b) Shared Street
- c) Rustic Street
- d) Modern Main Street

---

Question 10

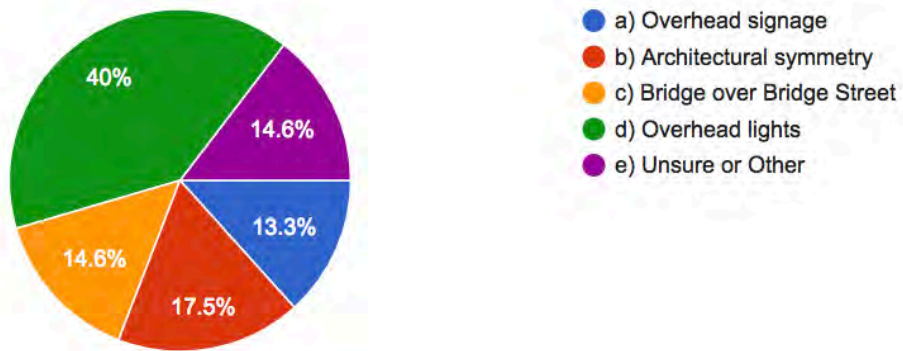
Should Bridge Street be a gateway to downtown?



- a) Yes; it is an important gateway
- b) No; it isn't the gateway
- c) The gateway is elsewhere in downtown!
- d) Unsure; how could it be?

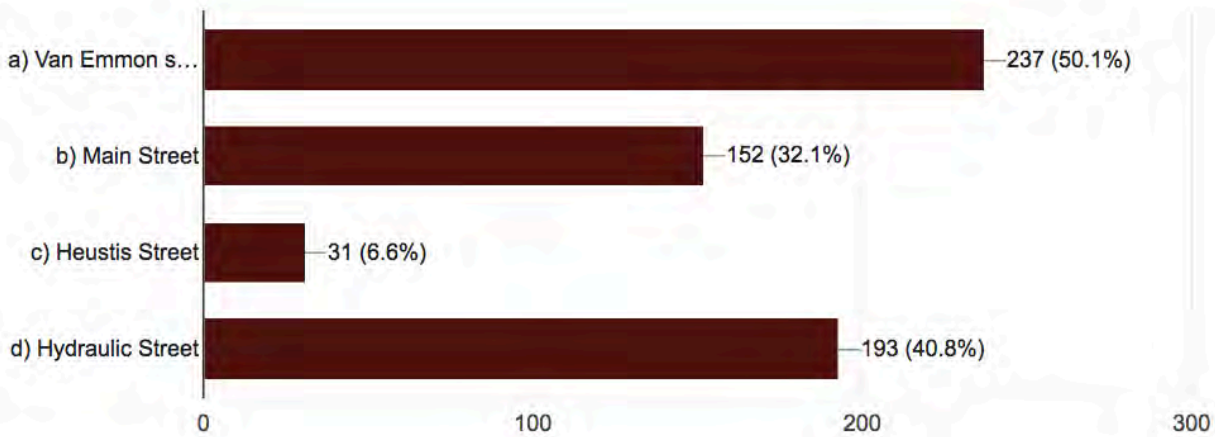
Question 11

Which is a preferred gateway element into downtown?



Question 12

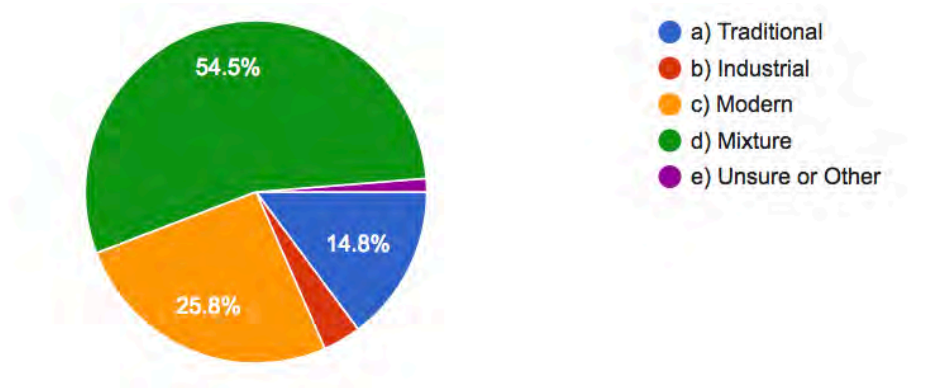
Which street do you most consider an 'A' Street? (Check multiple)





Question 13

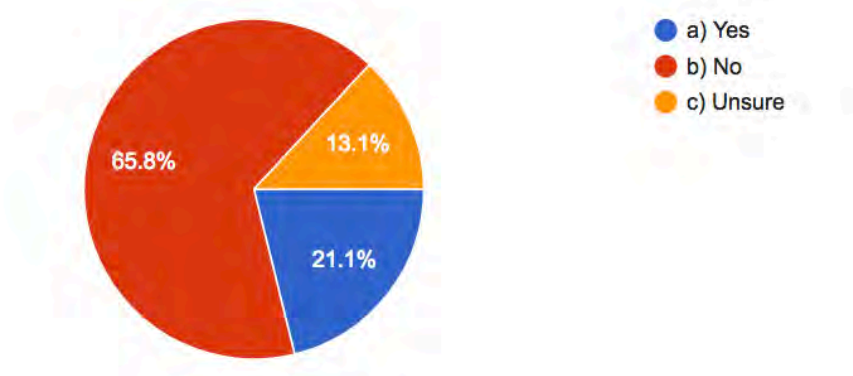
Which architectural character do you prefer?



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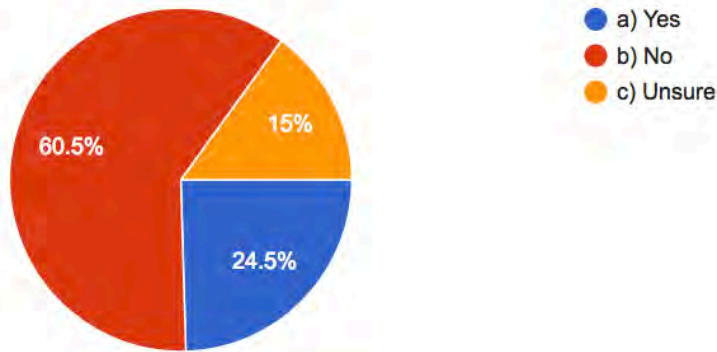
Question 14

Would attached housing be a good fit downtown?



Question 15

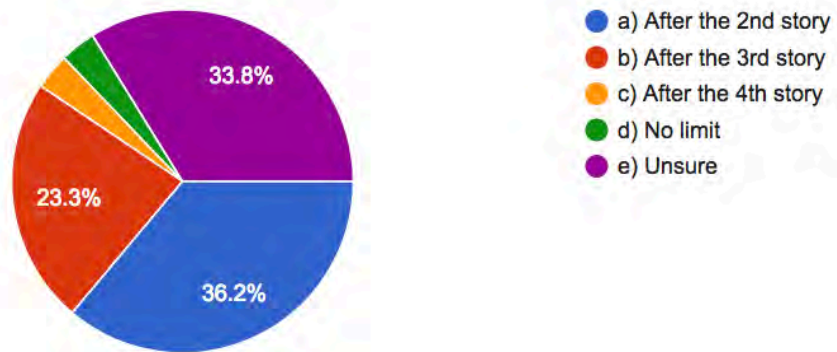
Would multi-family housing be a good fit downtown?



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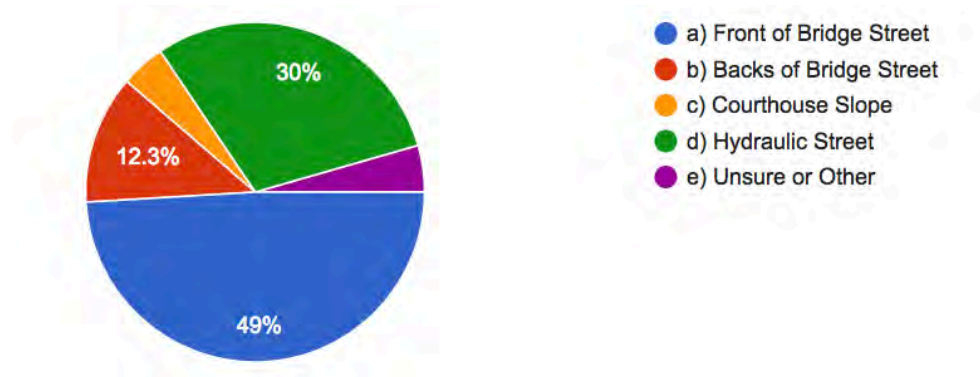
Question 16

After how many stories should upper levels “step back” from the facade?



Question 17

Which place would you invest in first?





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# YORKVILLE

Downtown Overlay District

Form-Based Code



*United City of*  
Yorkville<sup>ILLINOIS</sup>

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United City of  
**Yorkville** ILLINOIS



# Table of Contents

## 10-21-1 Introduction

- 1.A. Title
- 1.B. Intent
- 1.C. Overview of the Code
- 1.D. Applicability
- 1.E. How to Use The Code
- 1.F. Development Approval Process
- 1.G. Nonconforming Structures
- 1.H. Definitions

## 10-21-2 Districts

- 2.A. S1: Bridge Street District
- 2.B. S2: Hydraulic Street District
- 2.C. S3: Van Emmon Street District
- 2.D. S4: 'B' Street District
- 2.E. S5: 'B' Street - Residential District
- 2.F. Hierarchy of Districts
- 2.G. Primary Streets

## 10-21-3 Uses

- 3.A. General Provisions
- 3.B. Permitted Use Table
- 3.C. Use Requirements

## 10-21-4 Building Types

- 4.A. Introduction to Building Type Standards
- 4.B. Explanation of Building Type Table Standards
- 4.C. Downtown Commercial Building Type
  - Siting
  - Height & Use
  - Facade & Roof
- 4.D. Downtown Living Building Type
- 4.E. Cottage Commercial Building Type
- 4.F. Civic Building Type
- 4.G. Attached Building Type
- 4.H. Yard Building Type
- 4.I. Entrance Types
- 4.J. Roof Types
- 4.K. Additional Design Requirements
  - Materials and Color
  - Windows, Awnings, and Shutters
  - Rear Parking Facade Design
  - Balconies

## 10-21-5 Site Development Standards

- 5.A. Signage
- 5.B. Parking
  - Applicability
  - Requirements (#)
  - Multiple Use Reductions
  - Credits
  - Bicycle Parking
  - Access
- 5.C. Landscape
- 5.D. Street Guidelines
- 5.E. Temporary Structures

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# 10-21-1 Introduction

## A. Title

This Article 10-21 shall be known, cited, and referred to as the Downtown Overlay District code. Any reference to this Article following its effective date shall mean this entire Article as it may hereafter be amended.

## B. Intent

It is the intent of this Article to provide development standards to the United City of Yorkville for downtown and adjacent redevelopment areas that promote public health, safety, and general welfare of the community, including, but not limited to the specific purposes set forth below.

1. To guide the development of a mix of uses and a pedestrian-oriented environment as established in the United City of Yorkville 2016 Comprehensive Plan, adopted September 2016, and the 2019 Yorkville Downtown Overlay District Streetscape Master Plan.
2. To provide for a mix of housing types within the Downtown Overlay District and adjacent areas for people of all ages and lifestyles.
3. To achieve development that is appropriate in scale and intensity for the Downtown Overlay District and adjacent neighborhoods.

## C. Overview of the Code

1. **Section 10-21-2: Districts.** These regulations are organized within street types for adoption into the City's existing code. These zoning districts shall be mapped on the City's Zoning Map; however, the Primary Streets designation shall be referenced from Figure 10-21-2G (4). The following Districts are established for mixed use, commercial, and residential development within downtown and adjacent redevelopment areas. Figure 10-21-1B (1) illustrates the locations for the districts.

- S1: Bridge Street District
- S2: Hydraulic Street District
- S3: Van Emmon Street District
- S4: 'B' Street District
- S5: 'B' Street - Residential District

3. **Section 10-21-3: Uses.** Use requirements are defined in Section 10-21-3 for each of the Street Districts. Uses may also be further limited by the Building Types. Refer to Section 10-21-2 Building Types and the "Uses" section in the tables per building type.
4. **Section 10-21-4: Building Types.** Six (6) Building Types are defined for use in the Street Districts. A mix of building types are typically permitted per district. These Building Types outline the desired building forms for the new construction and renovation of structures and contain regulations that determine physical building elements such as build-to-zones, transparency levels, entrance location, and parking location. Refer to Figure 10-21-4A (1) for a typical Building Type page layout.
5. **Section 10-21-5: Site Development Standards.** The site development standards provide references to other City ordinances or parts of the zoning ordinance and may include additional information or revision to those ordinances applicable only to the Street Districts. These include signage, parking, and landscape.

## D. Applicability

These regulations apply to the downtown and adjacent redevelopment areas within the City as mapped on the City's zoning map. Refer to Figure 10-21-1B (1) for affected parcels.

## E. How to Use the Code.

Refer to Figure 10-21-1D (1) for a step by step illustration about applying the code to a parcel. Throughout this section, call out boxes titled "How to Use the Code" appear with code application instructions.

## F. Development Approval Process

1. **Site Plan Review.** An approved site plan is required for the development or redevelopment of all parcels in any District (refer to 10-4 of the Zoning Ordinance) with the following revisions:
  - (a) The Community Development Director may approve a major site plan if the site plan complies with all requirements of the city's zoning ordinance. If the Community Development Director denies approval of a major site plan, including the provision of written comments as to the reason for such denial, the denial may be appealed by the applicant to the Planning and Zoning Commission for review. The Planning and Zoning Commission shall then recommend approval to City Council the major site plan, recommend approval to City Council of the major site plan with conditions, or recommend denial of the site plan to City Council.
2. **Deviations.** The Applicant shall submit requested deviations to the Community Development Director with the Site Plan application. The Community Development Director may approve deviations to a site plan for the following:
  - (a) **Minor Deviations.** The Community Development Director may approve minor deviations to any dimension or percentage as follows:
    - i. The location of the building within up to one (1) foot from any minimum yard requirement or build-to zone width/location.
    - ii. Up to five percent (5%) increase in total impervious coverage, not to exceed the total amount of permitted impervious plus semi-pervious coverage.
    - iii. Up to five percent (5%) decrease in Front Property Line coverage.
    - iv. Additional height of any story up to two (2) feet, as long as the overall building height does not exceed the allowable height of all floors at their maximum permitted height.
  - (b) **Design Deviations.** The Community Development Director shall review and make a recommendation for the following deviations:
    - i. **Alternative Building Materials.** The Director may approve alternative building materials from the requirements of Section 10-21-5, with the exception of the prohibited materials. For approval, the Applicant shall submit samples and local examples of the material a minimum of four weeks prior to the review, to allow site visits to the location.

- ii. Facade Variety Alternative. The Director may approve a reprieve from the facade variety requirements in Section 10-21-4. The Applicant shall submit fully rendered elevations and three (3) dimensional drawings of all street facades with materials samples for all surfaces to prove a higher quality building design with variation and relief from monotony.
- (c) Existing Building Deviations. The Planning and Zoning Commission shall review and make a recommendation to City Council for the following deviations, when applied to the renovation of an existing building(s):
  - i. For renovation of existing buildings, the maximum front property line coverage may be waived with an existing coverage of sixty percent (60%); however, any expansion on the ground story shall contribute to the extension of the front property line coverage.
  - ii. For renovation of existing buildings, the location of the building within up to five (5) feet from any minimum yard requirement or build-to zone width/location.
  - iii. For renovation of existing buildings, the minimum height of the ground story and upper story may be increased or decreased by up to two (2) feet for existing stories.
  - iv. For renovation of existing buildings, other required dimensions may be modified up to five (5) feet or ten percent (10%), whichever is less, unless otherwise modified by this section.

## G. Nonconforming Structures

1. **Nonconforming Uses.** Refer to Section 10-15 of this Article for Non-Conforming Uses requirements with the following exception and addition.
2. **Nonconforming Structures.** The following regulations allow for the continuation of occupation of a structure that was legally constructed prior to the adoption or amendment to this code, but that could not occur under the provisions of this code.
  - (a) All Building Type standards apply to all new construction and renovation of existing structures, where the renovation includes an addition of more than sixty percent (60%) in gross building square footage.
  - (b) When the existing front or corner facade is located within the build-to zone and a renovation of the front facade occurs with or without any added building square footage, the Street Facade Requirements and Entrance Type Requirements of any permitted Building Type shall be met when the renovation includes any of the following:
    - i. Installation of additional doors or a change in location of a door;
    - ii. Expansion or change in location of thirty percent (30%) of windows on any street façade; or
    - iii. Replacement of thirty percent (30%) or more of facade materials on any street facade with a different facade material.
  - (c) When the existing building front or corner facade is located within the build-to zone and a renovation of the shape or style of the roof occurs with or without added building square

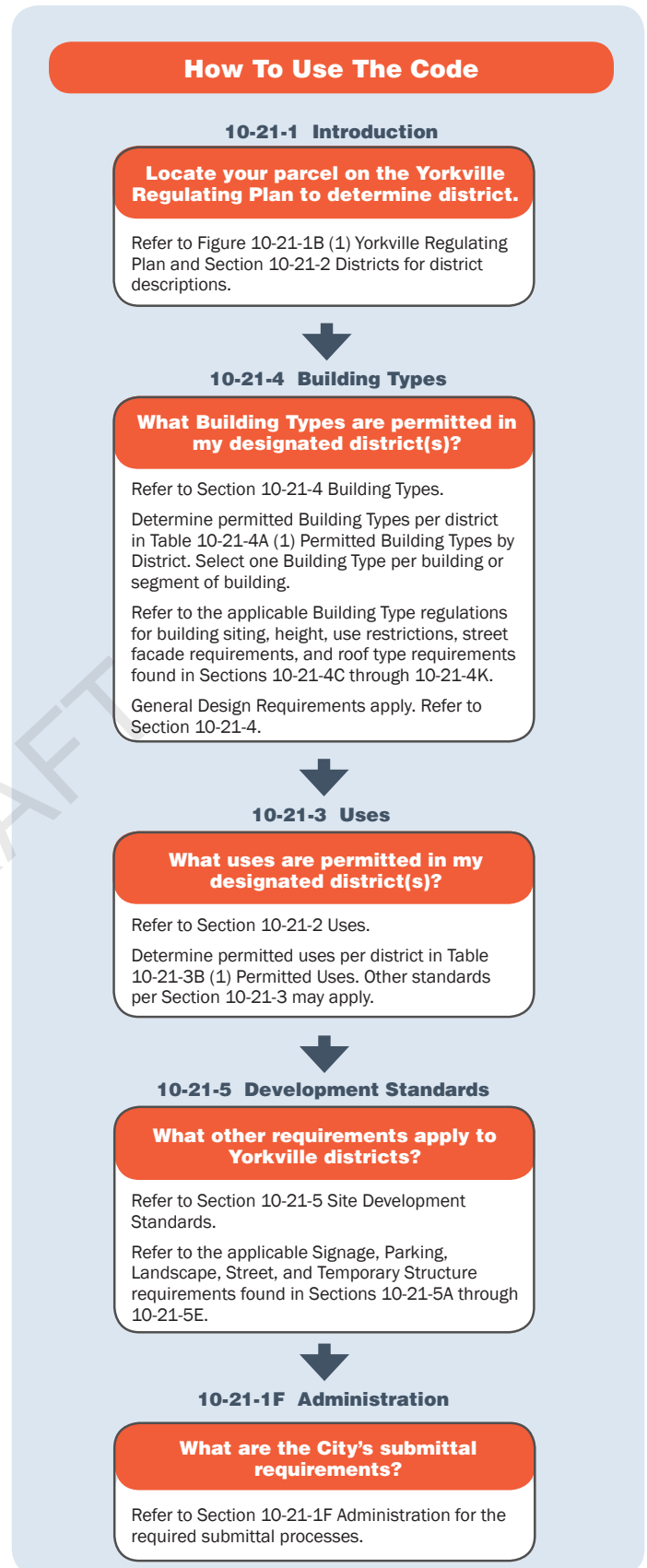


Figure 10-21-1D (1). Yorkville Code Flow Chart.



# 10-21-1 Introduction



Figure 10-21-1B (1). Yorkville Form-Based Districts Regulating Plan.

footage, the Roof Type Requirements of any permitted Building Type shall be met.

- (d) Under all circumstances, no portion of the Building Type standards must be met in the case of normal repairs required for safety and continued use of the structure, such as replacement of window or door glass.

## H. Definitions

For the purposes of this document, the following terms shall have the following meanings:

**Applicant.** The Owner of a subject property or the authorized representative of the Owner on which a land development application is being made.

**Block.** Refer to Section 10-2-3 for definition.

**Block Depth.** A Block measurement that is the horizontal distance between the Front Lot Line on a Block Face and the Front Lot Line of the parallel or approximately parallel Block Face.

**Block Ends.** The Lots located on the end of a Block; these Lots are often larger than the Lots in the interior of the Block or those at the opposite end of the Block and can be located on a more intense Street Type. They are typically more suitable for more intensive development, such as multiple family or mixed Use development.

**Block Face.** The aggregate of all the building Facades on one side of a Block.

**Block Length.** A Block measurement that is the horizontal distance along the Front Lot Lines of the Lots comprising the Block.

**Building Type.** The Facade of a structure defined by the combination of configuration, form, and function as it relates to the adjacent street. Refer to 10-21-4B Building Type Standards for more information and the list of permitted Building Types.

**Build-to Zone.** An area in which the front or corner side facade of a building shall be placed; it may or may not be located directly adjacent to a lot line. The zone dictates the minimum and maximum distance a structure may be placed from a lot line. Refer to Figure 10-21-1H (3).

**Courtyard.** An outdoor area enclosed by a building on at least three (3) sides and is open to the sky.

**Coverage, Building.** The percentage of a Lot developed with a Principal or Accessory Structure.

**Coverage, Impervious Site.** The percentage of a Lot developed with Principal or Accessory Structures and Impervious Surfaces, such as driveways, sidewalks, and patios. Refer to "Lot Coverage" in Section 10-2-3.

**Eave.** The edge of a pitched roof, typically overhangs beyond the side of a building.

**Entrance Type.** The permitted treatment types of the Ground Floor Facade of a Building Type. Refer to Section 10-21-4I for more information and a list of permitted Entrance Types.

**Expression Line.** An architectural feature consisting of a decorative, three (3) dimensional, linear element, horizontal or vertical,

protruding or indented at least two (2) inches from the exterior facade of a building typically utilized to delineate the top or bottom of floors or stories of a building.

**Facade.** The exterior face of a building, including but not limited to the wall, windows, windowsills, doorways, and design elements such as Expression Lines. The front facade is any building face adjacent to the Front Lot Line.

**Frontage District.** A type of zoning district specific to this Article, where the location, height and bulk of structures is defined by Building Types. Refer to Section 10-21-4.

**Landscape Area.** Area on a Lot not dedicated to a structure, parking or loading facility, frontage buffer, side and rear buffer, or interior parking lot landscaping. Landscape Areas may include landscape, sidewalks, patios, or other pedestrian amenities.

**Lot, Flag.** Refer to Section 10-2-3 for definition. Refer to Figure 10-21-1H (2).

**Lot, Interior.** For the purposes of this Chapter, a parcel of land abutting a vehicular Right-of-Way, excluding an Alley, along one Lot Line; surrounded by Lots along the remaining Lot Lines.

**Lot, Through.** Refer to Section 10-2-3 for definition. Refer to Figure 10-21-1H (2).

**Lot Area.** Refer to Section 10-2-3 for definition; it is typically denoted in square feet or acres.

**Lot Depth.** For the purposes of this Chapter, the smallest horizontal distance between the Front and Rear Lot Lines measured approximately parallel to the Corner and/or Side Lot Line. Refer to Figure 10-21-1H (2).

**Lot Frontage.** Refer to Section 10-2-3 for definition.

**Lot Line, Corner.** For the purposes of this Chapter, a boundary of a Lot that is approximately perpendicular to the Front Lot Line and is directly adjacent to a public Right-of-Way, other than an Alley or railroad. Refer to Figure 10-21-1H (2).

**Lot Line, Front.** For the purposes of this Chapter, the boundary abutting a Right-of-Way, other than an Alley, from which the required Setback or Build-to Zone is measured, with the following exceptions.

- (a) Corner and through Lots that abut a Primary Street (refer to Figure 10-21-2G (4)) shall have the Front Lot Line on that Primary Street.
- (b) Corner and Through Lots that abut two (2) Primary Streets or do not abut a Primary Street shall utilize the orientation of the two (2) directly adjacent lots, or shall have the Front Lot Line determined by the Director.
- (c) Lot Line, Rear. Refer to Section 10-2-3 for definition. Refer to Figure 10-21-1H (2).

**Occupied Space.** Interior building space regularly occupied by the building users. It does not include storage areas, utility space, or parking.

**Open Space.** Refer to Section 10-2-3 (Public Open Space and Usable Open Space) for definitions. Open space may also be utilized to host temporary private or community events, such as a farmer's

## 10-21-1 Introduction

market or art fair.

**Pedestrianway.** A pathway designed for use by pedestrians; it can be located mid-block allowing pedestrian movement from one street to another without traveling along the block's perimeter.

**Pervious Surface.** Also referred to as pervious material. A material or surface that allows for the absorption of water into the ground or plant material, such as permeable pavers or a vegetated roof.

**Primary Street.** A street that receives priority over other streets in terms of setting front lot lines and locating building entrances. Refer to Figure 10-21-2G (4) for mapped Primary Streets.

**Roof Type.** The detail at the top of a building that finishes a Facade, including a pitch roof with various permitted slopes and a parapet. Refer to 10-21-4I for more information and a list of the permitted Roof Types.

**Scale.** The relative size of a building, street, sign, or other element of the built environment.

**Semi-Pervious Surface.** Also referred to as semi-pervious material. A material that allows for at least forty percent (40%) absorption of water into the ground or plant material, such as pervious pavers, permeable asphalt and concrete, or gravel.

**Setback.** For the purposes of this Chapter, the horizontal distance from a Lot Line inward, beyond which a structure may be placed. For the purposes of this Chapter, structures and parking lots are not permitted within a Setback, unless specifically stated otherwise in this Chapter. Refer to Figure 10.21.1H (1).

**Solar Reflectance Index (SRI).** A measure of a constructed surface's ability to reflect solar heat, as shown by a small temperature rise. The measure utilizes a scale from zero (0) to one hundred (100) and is defined so that a standard black surface is zero (0) and a standard white surface is one hundred (100). To calculate for a given material, obtain the reflectance value and emittance value for the material; calculate the SRI according to ASTM E 1980-01 or the latest version.

**Story.** For the purposes of this Chapter, a habitable level within a building measured from finished floor to finished floor. Refer to Section 10-21-4 for dimensions.

**Story, Ground.** Also referred to as ground floor. The first floor of a building that is level to or elevated above the finished Grade on the Front and Corner Facades, excluding basements or cellars.

**Story, Half.** For the purposes of this Chapter, a story either in the base of the building, partially below grade and partially above grade, or a story fully within the roof structure with transparency facing the street.

**Story, Upper.** Also referred to as upper floor. The floors located above the Ground Story of a building.

**Street Face.** The Facade of a building that faces a public Right-of-Way.

**Street Frontage.** Also refer to Lot Frontage. The portion of a building or Lot directly adjacent to a vehicular Right-of-Way.

**Street Termini.** At a three (3)-way or "T" intersection, it is the location where one street terminates at the other street.

**Streetwall.** The vertical plane created by building Facades along a

street. A continuous Streetwall occurs when buildings are located in a row next to the sidewalk without vacant Lots or significant Setbacks.

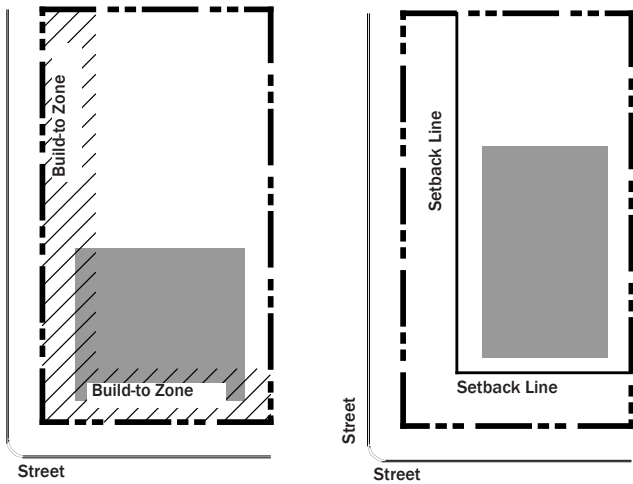
**Transparency.** The measurement of the percentage of a facade that has highly transparent, low reflectance windows. Mirrored glass is not permitted.

**Yard.** Refer to Section 10-2-3 for definition. Refer to Figure 10-21-1H (3) Illustration of Yards. Note that the Rear Yard is fully screened from the street by the Structure.

- (a) **Yard, Corner Side.** A Yard extending from the corner side building Facade along a Corner Side Property Line between the Front Yard and Rear Property Line.
- (b) **Yard, Front.** Refer to Section 10-2-3 for definition.
- (c) **Yard, Rear.** Refer to Section 10-2-3 for definition.
- (d) **Yard, Side.** Refer to Section 10-2-3 for definition.

**Visible Basement.** A half story partially below grade and partially exposed above with required transparency on the street facade.

# 10-21-1 Introduction



Build-to Zone vs Setback Line

A setback line indicates the closest a building may be placed to a property line, but is silent on where behind that line a building may be placed. A build-to zone indicates a zone or area in which the Facade of a building must be located. The use of a build-to zone allows some control over building placement, while the range provides some flexibility. This method also provides an element of predictability that is absent when the only requirement is to locate a building beyond a certain line.

Figure 10.21.1H (1). Build-to Zone vs. Setback Line.

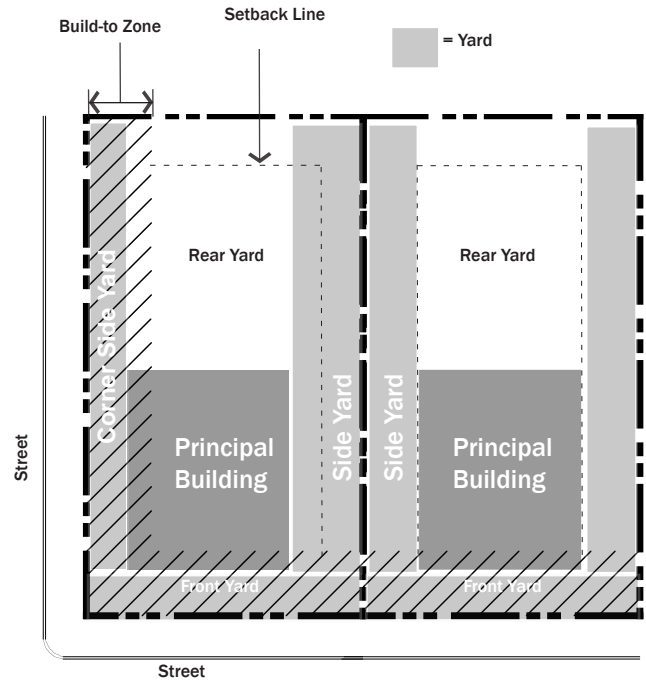


Figure 10-21-1H (3). Illustration of Yards.

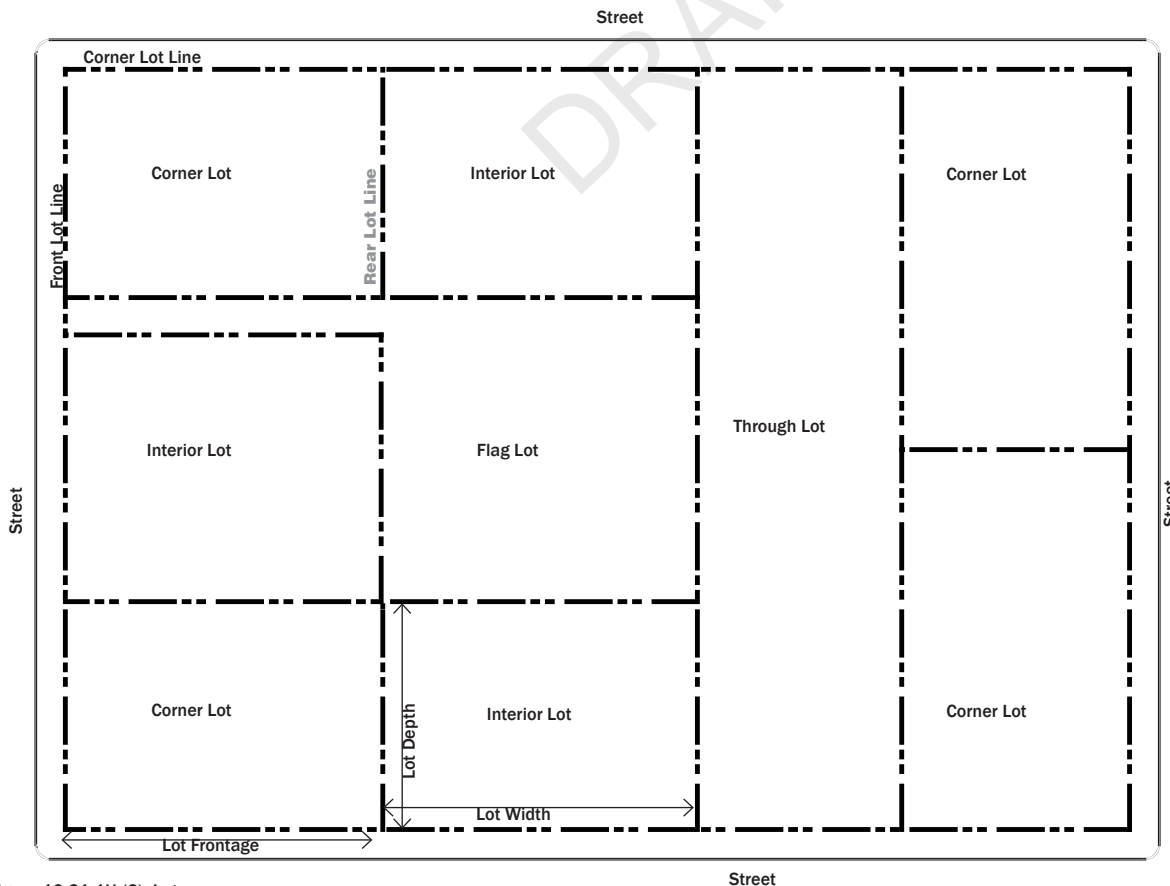


Figure 10-21-1H (2). Lots.



## 10-21-2 Districts

The following Districts are established for mixed use, commercial, and residential development within downtown and adjacent redevelopment areas. Figure 10-21-1B (1) illustrates the locations for the districts.

- S 1: Bridge Street District
- S 2: Hydraulic Street District
- S 3: Van Emmon Street District
- S 4: 'B' Street District
- S 5: 'B' Street - Residential District

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## A. S1: Bridge Street District

The Bridge Street District may be considered the gateway into downtown Yorkville and retains potential to become the iconic stretch that helps draw people into local businesses and displays an attractive image that represents the people of Yorkville. The form of this retail and service-centered area establishes a street wall of storefront style-building facades with shallow build-to-zones along the sidewalk and parking in the rear or off-site. It focuses pedestrian-friendly retail and service uses on the ground story with office uses in upper stories.

Bridge Street	
<b>Building Placement</b>	
Build-to Zone	0' to 10'
<b>Space Between Buildings</b>	
Attached	0'
Detached	5' to 10'
<b>Building Volume</b>	
Maximum Building Height	80'
Maximum Stories	6
Minimum Ground Floor Height	14'
<b>Typical Street Attributes</b>	
Typical ROW Width	72'
Number of Travel Lanes	4
Lane Width	10' to 13'
Dedicated Turn Lanes	1
Parking Lanes	none
Pavement Width	60'
Dedicated Bicycle Facilities	none
<b>Pedestrian Realm</b>	
Pedestrian Facilities	6' wide sidewalk
Street Buffer	concrete barrier

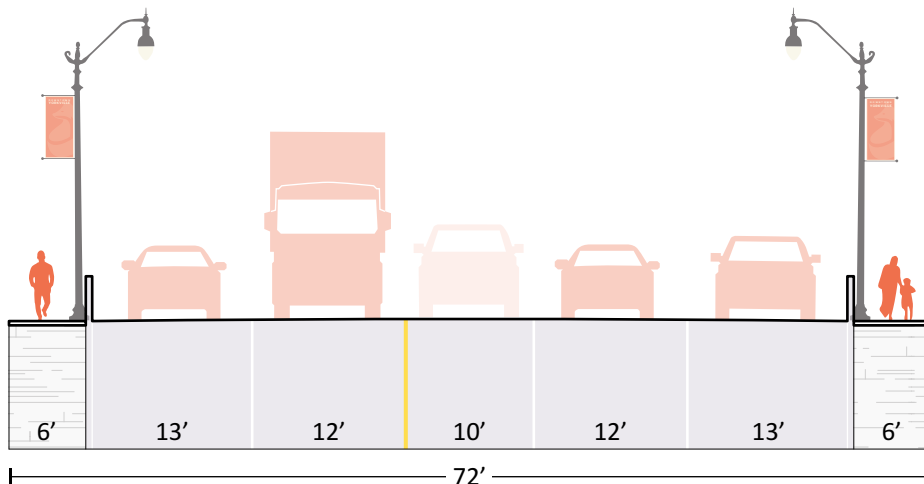


Figure 10-21-2A (1). Bridge Street (Long-term).

# 10-21-2 Districts

## B. S2: Hydraulic Street District

The Hydraulic Street District includes complex conditions, including a tapering right-of-way that narrows from west to east and an active freight rail line that runs parallel to the street surface within the right-of-way. Hydraulic Street features short, utilitarian buildings, as well as an inoperable grain elevator, that create an eclectic mix of land uses and character. The form of this area remains pedestrian-centered but storefront-style buildings focus a broader spectrum of retail and service uses on the ground story with residential and/or office uses in upper stories.

Hydraulic Street	
<b>Building Placement</b>	
Build-to Zone	0' to 15'
<b>Space Between Buildings</b>	
Attached	0'
Detached	10'
<b>Building Volume</b>	
Maximum Building Height	80'
Maximum Stories	5
Minimum Ground Floor Height	14'
<b>Typical Street Attributes<sup>1</sup></b>	
Typical ROW Width	48' to 66'
Number of Travel Lanes	2
Lane Width	10' to 12'
Dedicated Turn Lanes	none
Parking Lanes	1 lane of parallel parking on south side of street
Pavement Width	22'
Dedicated Bicycle Facilities	Multi-purpose lane on north side of street
<b>Pedestrian Realm</b>	
Pedestrian Facilities	6' to 8' wide sidewalk
Street Buffer	1 lane of parallel parking on south side of street; 4' planter on north side of multi-purpose street

Notes:

<sup>1</sup> The Streetscape Master Plan includes a proposed slip lane on the south side of Hydraulic Street between Bridge Street and Heustis Street. This table includes dimensions for the public right-of-way section of the street.

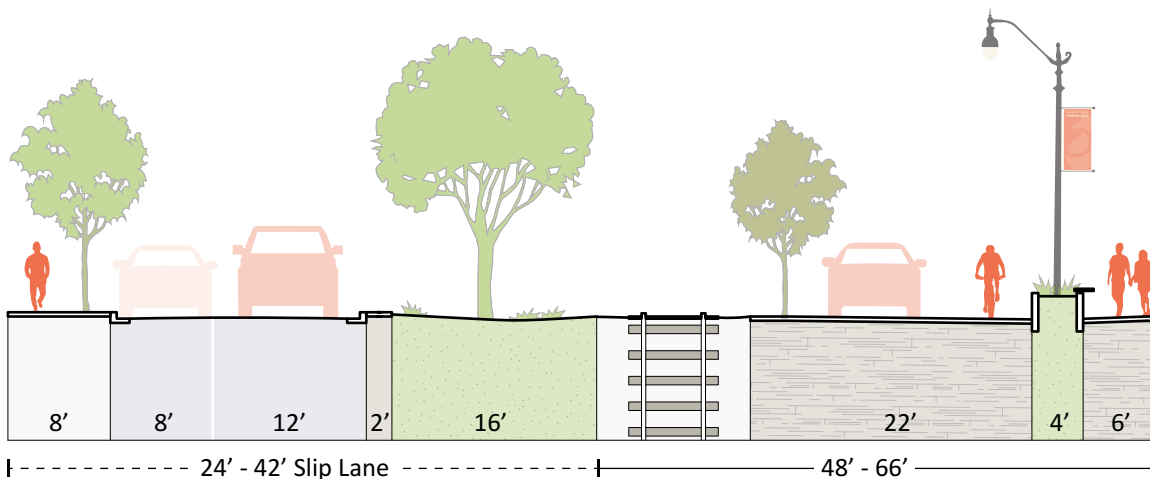


Figure 10-21-2B (1). Hydraulic Street (Long-term).

## C. S3: Van Emmon Street District

The Van Emmon Street District is a lower scale district. Commercial, residential, and mixed use buildings make up this district in variety of building types. A broader spectrum of retail, service, and office uses support the Bridge Street and Hydraulic Street Districts and ground floor residential is permitted. The form of this area is pedestrian-centered, but allows for more vehicular access and off-street parking options.

Van Emmon Street	
<b>Building Placement</b>	
Build-to Zone	0' to 20'
<b>Space Between Buildings</b>	
Attached	0'
Detached	10'
<b>Building Volume</b>	
Maximum Building Height	80'
Maximum Stories	5
Minimum Ground Floor Height	12'
<b>Typical Street Attributes</b>	
Typical ROW Width	60'
Number of Travel Lanes	2
Lane Width	12'
Dedicated Turn Lanes	none
Parking Lanes	1 lane of parallel parking on each side of street; permeable paving 1 lane of parallel parking each side of street (intermittent planting on south side to accommodate parking)
Pavement Width	24' to 40'
Dedicated Bicycle Facilities	none
<b>Pedestrian Realm</b>	
Pedestrian Facilities	8' to 12' wide sidewalk
Street Buffer	1 lane of parallel parking on north side of street; street trees or 1 lane of parallel parking on south side of street

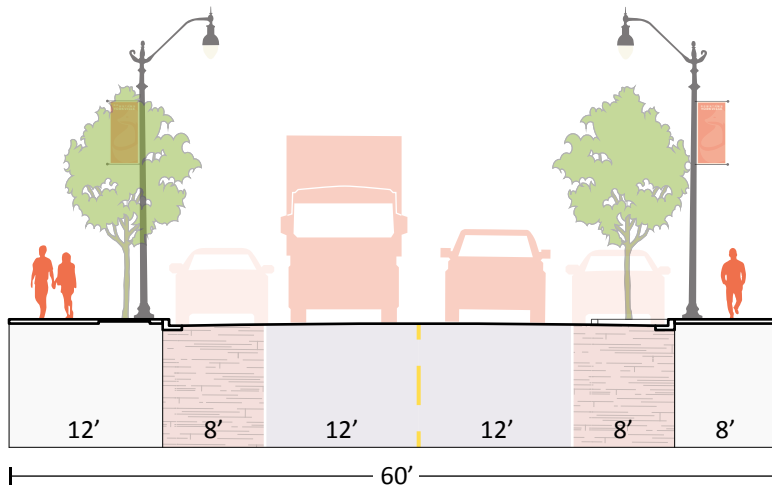


Figure 10-21-2C (1). Van Emmon Street (Long-term).



## 2.0 Districts

### D. S4: 'B' Street District

The 'B' Street District is a lower scale commercial district designed to serve adjacent neighborhoods and the greater community. Flanked by the Hydraulic and Van Emmon Districts, a wider range of residential uses is permitted. As one of the main street types between primary thoroughfares, pedestrian access and safety remains a priority.

'B' Street	
<b>Building Placement</b>	
Build-to-line Location	0' to 20'
<b>Space Between Buildings</b>	
Attached	0'
Detached	10'
<b>Building Volume</b>	
Maximum Building Height	80'
Maximum Stories	5
Minimum Ground Floor Height	9'
<b>Typical Street Attributes</b>	
Typical ROW Width	50'-60'
Number of Travel Lanes	2
Lane Width	11'
Dedicated Turn Lanes	none
Parking Lanes	1 lane of parallel parking each side of street (reduce planting where appropriate to accommodate parking)
Pavement Width	26'
Dedicated Bicycle Facilities	none
<b>Pedestrian Realm</b>	
Pedestrian Facilities	5' wide sidewalk
Street Buffer	13' swale and/or stormwater buffer; optional parking

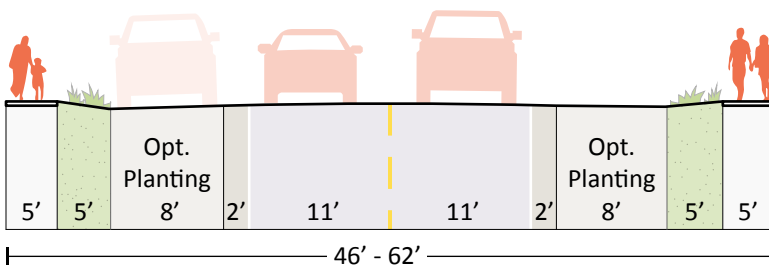


Figure 10-21-2D (1). 'B' Street (Long-term).

### E. S5: 'B' Street - Residential District

The 'B' Street Residential District is a lower-scale residential district with a mix of townhouses and yard buildings. With a maximum height of six (6) stories under the general provision of the zoning code, this area provides for a mix of housing types adjacent to downtown for people of all ages and lifestyles.

'B' Street - Residential	
<b>Building Placement</b>	
Build-to-line Location	0' to 15'
<b>Space Between Buildings</b>	
Attached	0'
Detached	10'
<b>Building Volume</b>	
Maximum Building Height	80'
Maximum Stories	3.5
Minimum Ground Floor Height	9'
<b>Typical Street Attributes</b>	
Typical ROW Width	50' to 60'
Number of Travel Lanes	2
Lane Width	11'
Dedicated Turn Lanes	none
Parking Lanes	1 lane of parallel parking each side of street (reduce planting where appropriate to accommodate parking)
Pavement Width	26'
Dedicated Bicycle Facilities	none
<b>Pedestrian Realm</b>	
Pedestrian Facilities	4' wide sidewalk
Street Buffer	13' swale and/or stormwater buffer; optional parking

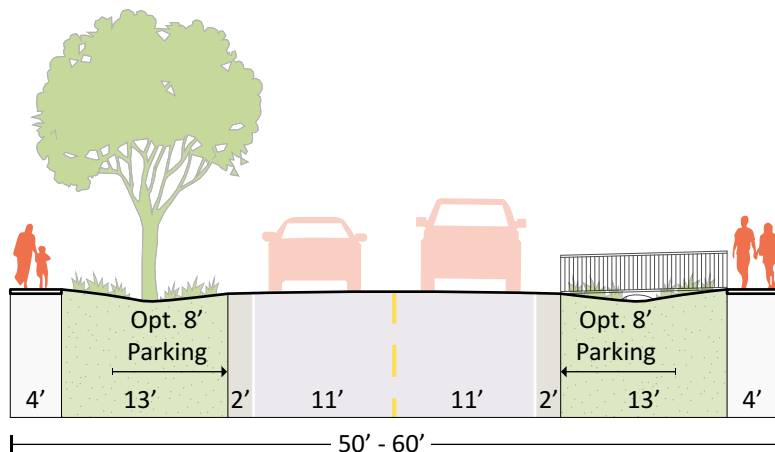


Figure 10-21-2E (1). 'B' Street - Residential (Long-term).

# 10-21-2 Districts

## F. Hierarchy of Districts

Development under this code is regulated by street type. The various street types are related to each other in a hierarchical manner. When these streets intersect, the primary street frontage is determined by its higher order in the hierarchy. The front of a building and its main entrance must face the primary street. Figure 10.21.2G (1) illustrates the hierarchy of street types.

## G. Primary Streets

The Primary Streets Map designates Primary, Secondary, and Tertiary Streets within the Downtown Overlay District. These designations prioritize the street frontages for locating the Front Lot Line for required amounts building frontage and allowable amounts of parking frontage. Refer to Figure 10.21.2G (4).

1. **Vehicular Access.** Vehicular access is also managed through this street prioritization within the Building Type requirements (refer to Section 10-21-4). See Figure 10.21.2G (2) and Figure 10.21.2G (3) for illustration of permitted vehicular access locations.
  - (a) The order of access is typically as follows, unless otherwise permitted by Building Type:
    - i. Lane (Tertiary Street) or Alley (un-mapped) permits unlimited access.
    - ii. If no Lane or Alley exists, one (1) driveway per secondary street frontage is permitted.
    - iii. If no tertiary or secondary street abuts the parcel, one driveway is permitted off the Primary Street and shared access with adjacent properties is encouraged.
  - (b) Refer to the Subdivision Control Ordinance for additional requirements of vehicular access off adjacent streets. Interparcel Access requirements shall be met.
2. **Primary, Secondary, and Tertiary Street Designations.**
  - (a) **Primary Streets.** Primary streets require the most intact and continuous streetwall with few, if any, driveway access. The Front Lot Line shall always be located on the Primary Street. When a parcel is fronted by more than two (2) primary streets, the Director shall determine which is the appropriate street for the Front Lot Line. The determination should be based on locations of existing and other proposed development Front Lot Lines.
    - i. Vehicular access should not be located off a primary street, unless no other options exists. Refer to Section 10-21-4 Building Type requirements for allowances of vehicular access, if applicable.
  - (b) **Secondary Streets.** Secondary streets are intended to have a fairly continuous streetwall, but will likely have a driveway for each parcel. If no tertiary street exists, access will likely be off the secondary street.
  - (c) **Tertiary Streets.** Tertiary streets typically have no streetwall requirements and could be fronted by parking structures and parking lots with multiple drives and/or vehicular access points.

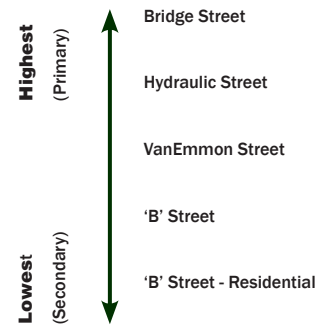


Figure 10-21-2G (1). Hierarchy of Street Types.

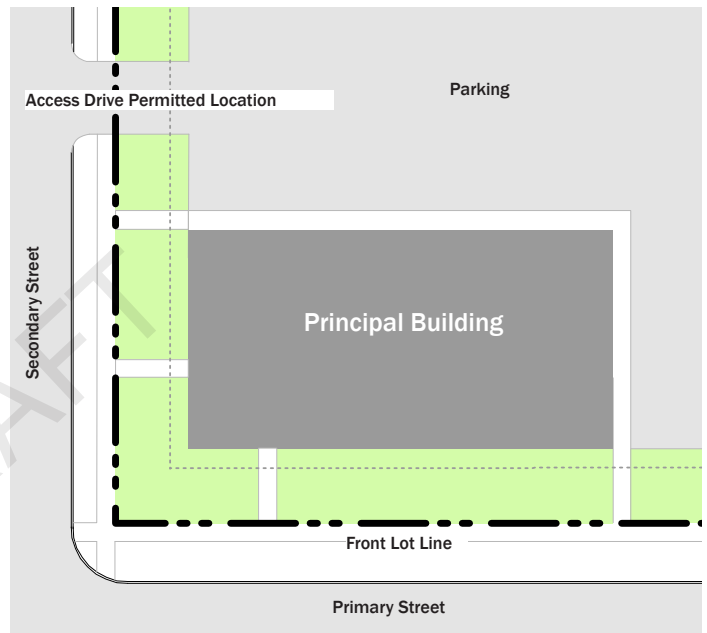


Figure 10-21-2G (2). Secondary Street Frontage: Access Drive Permitted Location

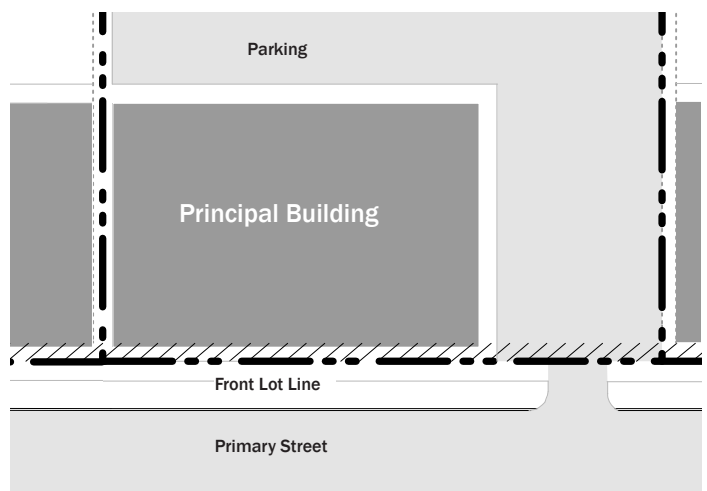


Figure 10-21-2G (3). Primary Street Frontage Only: Access Drive Permitted Location

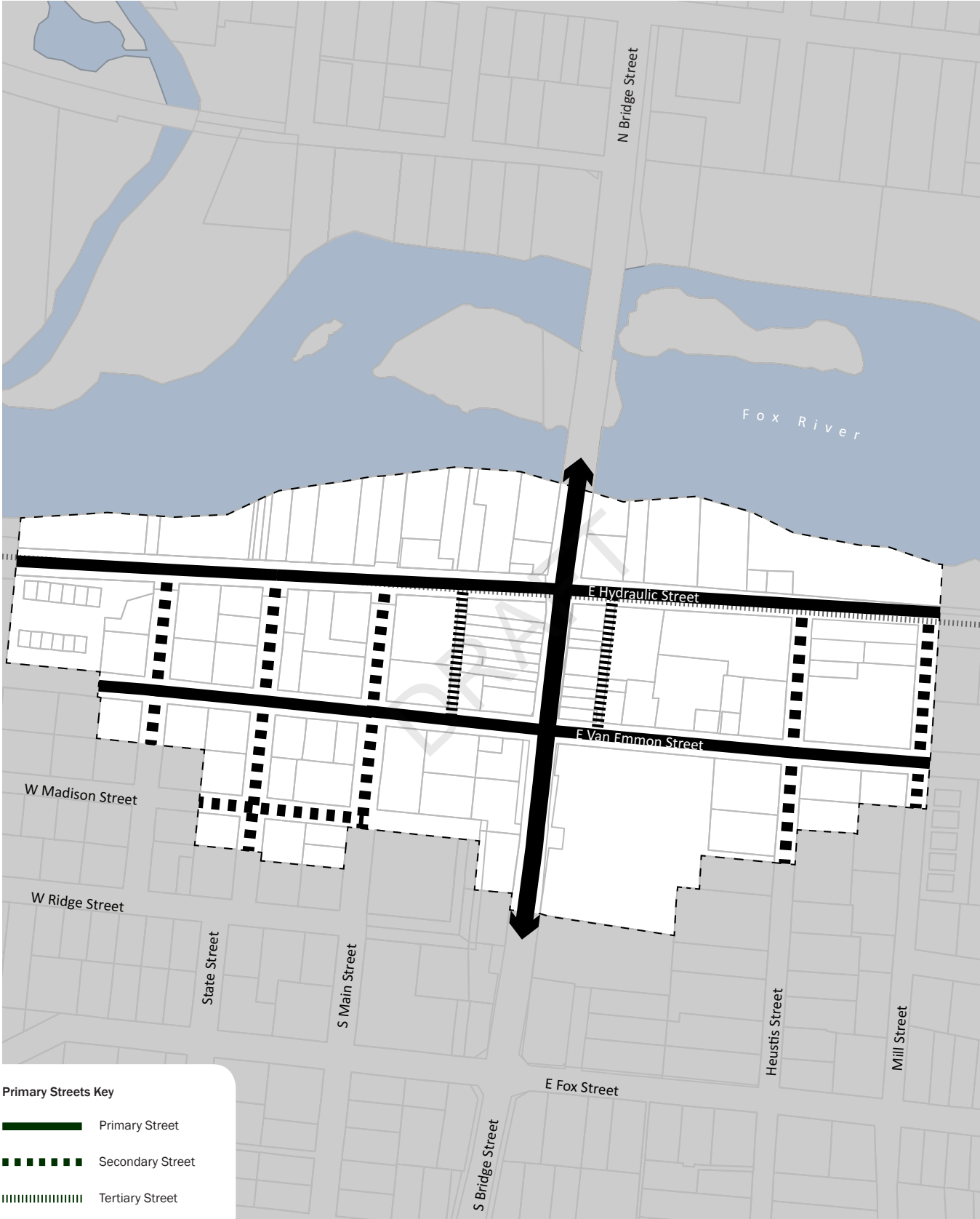


Figure 10-21-2G (4). Primary Streets Map.



# 10-21-3 Uses

## A. General Provisions

The following establishes a simplified set of uses permitted within the Building Forms of each downtown form-based zoning district.

- Uses by District.** Permitted and special uses available in each form-based district are shown in Table 10-21-3B (1).
- Use Definitions.** Uses listed in Tables 10-21-3C (1) - 10-21-3C (4) are defined in Section 10-2-3 of the Zoning Ordinance. Further definitions applicable only to the Yorkville Form-Based Districts are located in Section 10-21-3C.
- Permitted Use (“●”).** These uses are permitted by-right in the form districts in which they are listed.
- Permitted in Upper Stories Only (“◐”).** These uses are permitted by-right in the districts in which they are listed, provided that the uses are located in the upper stories of a structure. These uses may also be located in the ground story provided that they are located beyond a depth of at least twenty feet from the front primary facade.
- Requires a Special Use Permit (“○”).** These uses require a Special Use Permit (refer to Section 10-6 Special Use Regulations) in order to occur in the districts in which they are listed and must follow any applicable development standards associated with the use as well as meet the requirements of the special use.
- Permitted with Development Standards (“◑”).** These uses are permitted in the districts in which they are listed, provided that they are developed utilizing the listed development standards. These standards, combined with the Building Type requirements, are intended to alleviate any negative impacts associated with the use, making it appropriate in a district where it otherwise might not have been appropriate.
- Prohibited Use.** A blank cell or an unlisted use in the use table indicates that the land use is prohibited in that district.
- City Determination.** When a proposed land use is not explicitly listed in Table 10-21-3B (1), the Director shall determine whether or not it is included in the definition of a listed use or is so consistent with the size, scale, operating characteristics and external impacts of a listed use that it should be treated as the same use. Any such determination may be appealed to the Planning and Zoning Commission.
- Temporary Accessory Uses.** Temporary accessory uses are permitted in all Downtown Overlay Districts, including outdoor displays, seasonal displays and sales, festivals, and vendors. The following requirements apply:
  - Outdoor displays are permitted up to eight (8) hours per day, no more than three (3) consecutive days in any one (1) month.
  - Build-to Zone.** Temporary outdoor displays of merchandise are permitted in the Build-to Zone without a permit, subject to all other requirements of Section 10-21-3.
  - Right-of-way.** Any temporary outdoor display or occupation in the right-of-way requires a review approval by the Community Development Director.

### How To Use The Code

#### Permitted Use Table

The Permitted Use Table contains all the uses permitted in the Downtown Overlay District. It is organized by district, so only the information in a parcel’s district is applicable to that parcel. The other columns do not apply.

For example, a parcel in CC1 only applies the standards from that column, illustrated below.

	Districts				
	CC1: Core	CC2: Shopping	CC3: Core Support	CC4: Residential / Office	CC5: Gateway
<b>Residential &amp; Lodging Uses</b>					
Residential	◐	◐	●	●	◐
Bed & Breakfast				○	
Hotel/Motel	◐	●	●	●	●
Care Facilities	◐	◐	●	○	●
Senior Housing	◐	◐	◐	◐	◐
<b>Civic / Institutional Uses</b>					
Assembly Uses			●	●	●
Civic Offices & Services	●	●	●	●	
Library/Museum	●	●	●	●	●
School: Elementary, Secondary			●	●	●
School: High School				●	●
School, Private or Special				○	○
<b>Retail Uses</b>					
Neighborhood Retail	●	●	●	◐	●
General Retail		●			●
Adult Establishments		◐	◐		◐
<b>Service Uses</b>					
Neighborhood Service	●	●	●	◐	●
General Service		●			●
Automotive Specialty Shop					◐
Service Station					◐
Commercial Amusement, Outdoor					○
Daycare Facility			●	●	●
Hospital			●		●
Veterinary Clinic/Hospital or Kennel (Enclosed)		◐	◐		◐

Figure 10-21-3A (1). Yorkville Code Permitted Uses How-To.

# 10-21-3 Uses

	Districts				
	S 1: Bridge Street	S 2: Hydraulic Street	S 3: Van Emmon Street	S 4: 'B' Street	S 5: 'B' Street - Residential
<b>Residential &amp; Lodging Uses Category</b>					
Residential Dwelling	●	●	●	●	●
Hotel/Motel	●	●	●	●	○
Bed & Breakfast Inn	●	●	○	○	○
Residential Care Facility				○	○
Senior Housing		●	●	●	○
<b>Civic &amp; Institutional Uses Category</b>					
Civic Offices & Services	●	●	●	●	●
Library/Museum	●	●	●	○	○
Police & Fire	●	●	●		
Post Office (no distribution)	●	●	●		
Religious & Organization Assembly	●	●	●	●	●
School: Public or Private	○	○	○	○	○
School: College	○	○	○	○	○
<b>Retail &amp; Service Uses Category</b>					
Neighborhood Retail (<8,000 sf)	●	●	●	●	○
General Retail	●	●	●		
Neighborhood Service	●	●	●	○	○
General Service	●	●	●		
Recreation/Entertainment	●	●	●	○	
Automotive Services		○	○	○	
Food Services & Drinking Places	●	●	●	●	○
<b>Office &amp; Industrial Uses Category</b>					
Office	●	●	●	●	
Small-Scale Industry	●	●	●	●	
<b>Infrastructure Uses Category</b>					
Communication Antennae & Towers	○	○	○	○	○
Parking Lot	●	●	●	●	●
Parking Structure	●	●	●	●	●
Public Utility & Infrastructure	●	●	●	●	●
<b>Open Space Uses Category</b>					
Open Space	●	●	●	●	●

	Districts				
	S 1: Bridge Street	S 2: Hydraulic Street	S 3: Van Emmon Street	S 4: 'B' Street	S 5: 'B' Street - Residential
<b>Accessory Uses</b>					
Alternative Energy Generation	●	●	●	●	●
Amphitheater		○		○	
Car Washes, Detail Shops, and/or Service Stations		○	○	○	
Drive Through Facility		○	○	○	
Home Occupation	●	●	●	●	●
Outdoor Storage of Goods		●	●	●	
Outdoor Restaurant Dining	●	●	●	●	
Parking Lot (Accessory)	●	●	●	○	
Parking Structure (Accessory)	●	●	●		
Roadside Produce Stand/Vending		●		●	
Sidewalk Sales	●	●	●	○	○
Temporary Storage Containers		●	●	●	●
Mobile Food Vendors	●	●	●	●	●
Temporary Structures	●	●	●	●	●

### Key

- Permitted
- Permitted in Upper Stories Only
- Permitted with Development Standards
- Requires Special Use Permit

Table 10-21-3B (1). Permitted Uses Table.

# 10-21-3 Uses

## B. Permitted Use Table

See Table 10-21-3B (1) for a list of permitted and special uses.

## C. Use Requirements

1. **Residential and Lodging Uses.** A category of uses that include several residence types.
  - (a) Refer to 10-2-3 for the following definitions.
    - i. Residential.
    - ii. Bed & Breakfast Inn.
  - (b) Hotel/Motel. Refer to 10-2-3 for definition. In the districts where a hotel/motel requires development standards (“●”), rooms shall be located in the upper stories. Lobbies and eating facilities shall be located on the ground floor.
  - (c) Residential Care Facility. A facility offering temporary or permanent lodging to the public consisting of an unlimited number of sleeping rooms with or without in-room kitchen facilities. Includes such uses as independent and assisted living facilities, nursing homes, residential care homes, and transitional treatment facilities. Assistance with daily activities may be provided for residents. Secondary service uses may also be provided, such as dining and meeting rooms. Rooms shall be accessed from the interior of the building. In the districts where this use requires a special use permit (“○”), refer to Section 10-21-1F for procedure and development standards.
  - (d) Senior Housing. In the districts where Senior Housing requires development standards (“●”), the following shall apply:
    - i. Housing shall be designed, constructed and operated in accordance with the Fair Housing Amendments Act.
    - ii. The Property shall comply with all applicable local, state, and federal regulations and copies of any applicable permits shall be provided to the Department prior to the issuance of a Certificate of Occupancy.
  - (e) Use Permits. When a use is listed as permitted with a Use Permit “○,” refer to Section 10-21-1F for procedure and development standards.
2. **Civic & Institutional Uses.** A category of uses related to fulfilling the needs of day-to-day community life including assembly, public services, educational facilities, and hospitals.
  - (a) Civic Offices & Services. Any use that involves transactions between the City government and residents, property owners, or others doing business with the City or other activities related to the function of the municipality.
  - (b) Library/Museum. A structure open to the general public housing educational, cultural, artistic, or historic information, resources, and exhibits. May also include food service and a gift shop.
  - (c) Police & Fire. A facility providing public safety and emergency services; training facilities, locker rooms, and limited overnight accommodations may also be included. The facilities shall be housed in a permitted building, but shall have the following additional allowances:
    - i. Garage doors are permitted on the front facade.
    - ii. Exempt from maximum driveway widths.
- (d) Post Office. A publicly accessed facility for the selling of supplies and mail related products and the small scale collection and distribution of mail and packages. Large-scale postal sorting and distribution is not permitted.
- (e) Religious & Organization Assembly. Assembly Uses include Assembly Hall; Church, Temple, or Other Place of Worship; and Clubs.
- (f) Use Permits. When a use is listed as permitted with a Special Use Permit “○,” refer to Section 10-21-1F for procedure and development standards.
3. **Retail & Service Uses.** A category of uses that include several retail and service types. Refer to Section 10-2-3 for definitions.
  - (a) Neighborhood Retail. A use in this category occupies a space of less than 8,000 square feet. Neighborhood retail includes such uses as those listed in Table 10-21-3C (1).
    - i. When Neighborhood Retail is permitted with development standards “●”, it is limited to 8,000 square feet.
  - (b) General Retail. A use in this category includes all Neighborhood Retail uses occupying a space of greater than 8,000 square feet and such uses as those listed in Table 10-21-3C (1).
  - (c) Service Uses. A category of uses that provide patrons services and limited retail products related to those services. Visibility and accessibility are important to these uses, as most patrons do not utilize scheduled appointments.
  - (d) Neighborhood Service. A use in this category occupies a space of less than 8,000 square feet. Neighborhood service includes such uses as those listed in Table 10-21-3C (2).
    - i. When Neighborhood Service is permitted with development standards “●”, it is limited to 6,000 square feet.
  - (e) General Service. A use in this category includes all Neighborhood Service uses occupying a space of greater than 8,000 square feet and such uses as those listed in Table 10-21-3C (2).
  - (f) Recreation/Entertainment. Refer to Table 10-21-3C (3).
  - (g) Automotive Services. Refer to Section 10-2-3 for definition. In the districts where this use requires a special use permit (“○”), the following applies:
    - i. The use shall meet all of the requirements of the Building Type, refer to Section 10-21-4.
    - ii. Service doors shall all be located on the rear or interior side facade of the building.
    - iii. The showroom or retail space shall be located in the front storefront of the building and shall occupy a minimum of twenty percent (20%) of the gross floor area.
  - (h) Food Services & Drinking Places. Food Services & Drinking Places include only the following:
    - i. Full Service Restaurants
    - ii. Carry-out Food Service Stores
    - iii. Quick Service Restaurants
    - iv. Banquet Centers & Caterers
    - v. Drinking Places (Alcoholic Beverages)

- vi. Brewpubs. A microbrewery that brews beer for both on and off-premise consumption, and may include a bar and/or restaurant.
- vii. Wine Establishments. A properly licensed business which sells wine only (not liquor or beer) for both on and off-premise consumption, as well as wine accessories and/or merchandise.

4. **Office & Industrial Uses.** A category of uses for businesses that involve the transaction of affairs of a profession, service, industry, or government. Patrons of these businesses usually have set appointments or meeting times; the businesses do not typically rely on walk-in customers. Office uses include those listed in Table 10-21-3C (4), List of Typical Uses in Office Category.

- (a) Office. Office uses include those listed in Table 10-21-3C (4), List of Typical Uses in Office Category.
- (b) Small-Scale Industry. A use involving small scale manufacturing, production, assembly, and/or repair with little to no noxious by-products that includes a showroom or small retail outlet. Small-Scale Industry includes such uses as those found in Table 10-21-3C (5). List of Typical Uses in Cottage Industry Category. The following development standards apply:
  - i. This use may also include associated facilities such as offices and small scale warehousing, but distribution is limited to vans and small trucks. Distribution access shall be from the rear.
  - ii. The maximum overall gross floor area is limited to 10,000 square feet, unless otherwise noted.
  - iii. The showroom or retail outlet shall be located in the front storefront of the building and shall occupy a minimum of twenty five percent (25%) of the gross floor area.

5. **Infrastructure & Open Space Uses.**

- (a) Communication Antennae & Towers. Refer to Section 10-18. Communication Antennae & Towers located within the right-of-way or on utility poles are permitted.
- (b) Parking Lot. A lot that does not contain a permitted building and is solely used for the parking of vehicles. In the districts where a parking lot requires a special use permit ("O"), the following applies:
  - i. Corner Lots. A corner lot shall not be used as a parking lot.
  - ii. Adjacent Parking Lots. Two (2) parking lots cannot be located directly adjacent to one another.
  - iii. Single Family. Parking lot cannot be associated with a single family use.
  - iv. Distance. Parking lot must be within 1,300 feet of the principal entrance to the associated use unless:
    - (i) At least seventy five percent (75%) of the spaces are dedicated for public use.
    - (ii) An approved joint parking agreement is in place.
  - v. Pedestrian Access. Must be connected to associated use by a dedicated, public pedestrian pathway.
  - vi. Commercial Vehicles. Parking lots for commercial

vehicles are not permitted in Downtown Overlay Districts.

- (c) Parking Structure. A parking structure on a lot that does not contain a permitted Building Type and is solely used for the parking of vehicles. In the districts where a parking lot requires a special use permit ("O"), the following applies:
  - i. Corner Lots. A corner lot shall not be used for a parking structure.
  - ii. Adjacent Parking Lots. Two (2) parking facilities (lots or structures) cannot be located directly adjacent to one another.
  - iii. Primary Street. No facade of the Parking Structure shall be located on a Primary Street. Refer to Figure 10-21-2G (4). For Parking Structures located on a Primary Street, the Main Street Building Type shall be utilized, requiring occupation of the building in the front thirty (30) feet of the facade on any Primary Street.
  - iv. Distance. Parking lot must be within 1,300 feet of the principal entrance to the associated use unless:
    - (i) At least seventy five percent (75%) of the spaces are dedicated for public use.
    - (ii) An approved parking agreement is in place (refer to Section 10-16).
  - v. Pedestrian Access. Must be connected to associated use by a dedicated, public pedestrianway.
  - vi. Commercial Vehicles. Parking structures for commercial vehicles are not permitted in these districts.
- (d) Utility and Infrastructure. A lot that is primarily utilized for the City's infrastructure needs. Utility and infrastructure includes such uses as electric or gas services, sewage treatment, water treatment and storage, and energy conversion systems.

6. **Open Space Uses.** A use of land for active or passive, public or private, outdoor space, including such uses as parks, plazas, greens, playgrounds, or community gardens. Open space uses may also be utilized to host temporary private or community events, such as a farmer's market or art fair. In the districts where open space is permitted with development standards ("O"), the following apply:

- i. Stormwater Accommodations. Open space that incorporates stormwater management on a site or district scale is encouraged.
  - (i) Stormwater facilities shall be designed to accommodate additional uses, such as an amphitheater or a sports field.
  - (ii) Stormwater facilities shall be designed not to be fenced and shall not impede public use of the land they occupy.
- ii. This use may involve small scale food and beverage service, no more than two hundred (200) square feet in space, located in a kiosk, with no service access.
- iii. Buildings located directly adjacent to an open space use shall treat facades facing this use with street facade requirements.

7. **Accessory Uses.** A category of uses that are not permitted to serve as the principal use on a zoning lot. These uses are incidental to



## 10-21-3 Uses

and customary in connection with the principal building or use and located on the same lot with such principal building or use.

(a) Alternative Energy Generation. Refer to Section 10-19.

Alternative energy generation includes structures for solar, wind, and geothermal. The following development standards apply:

- i. Roof or Building Mounted Solar panels are permitted with the following requirements:
  - (i) Panels mounted at the same angle of the roof or flush on the building facade are permitted on any roof or building face.
  - (ii) Panels projecting off the roof or building at a different angle are limited to the rear and side facing roofs, unless solar access is limited in these locations.
  - (iii) Panels shall not extend more than ten (10) feet at maximum pitch/tilt above the surface of the roof to which they are attached. On pitched roofs, panels shall not extend more than three (3) feet.
- ii. Roof Mounted Small Wind Energy Systems are permitted with the following requirements:
  - (i) Maximum rated capacity of five kW is permitted per turbine.
  - (ii) One turbine is permitted for each seven hundred and fifty (750) square feet of roof area.
  - (iii) Maximum height is fifteen (15) feet above the surface of the roof.
- iii. Geothermal Energy is permitted in any yard with the following requirements:
  - (i) Any related above ground structure shall be located in a side or rear yard with a maximum height of ten (10) feet, subject to all requirements of the Building Type.

(b) Amphitheater. Refer to Section 10-2-3 for definition. In the districts where an amphitheater is permitted with a special use permit "O," the following apply:

- i. Location. The amphitheater shall be located within an Open Space District (refer to Section 10-10).
- ii. The hours of operation shall be posted and limited to the hours of 8:00 a.m. to 11:00 p.m.

(c) Car Washes, Detail Shops and/or Service Stations. Refer to Section 10-2-3 for definitions. In the districts where car washes, detail shops and/or service stations are permitted with a special use permit ("O"), the following apply:

- i. Location. Use must be located inside a parking garage and not visible from the exterior of the parking garage.

(d) Drive-through Facility. In the districts where drive-through structures are permitted with development standards ("C"), the following applies. Refer to Figure 10-21-3C (1) for one illustration of the following requirements.

- i. Structure/Canopy. Drive-through structures or canopies shall be located on the rear facade of the building or in the rear of the lot behind the building, where permitted by use. The structure shall not be visible from any Primary Street.

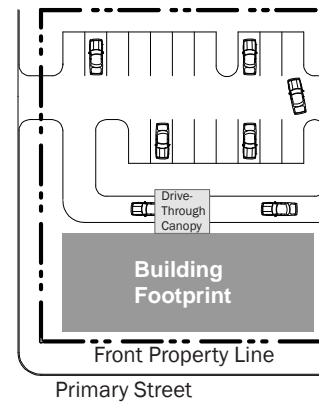


Figure 10-21-3C (1). Recommended drive-through Facility layout.

- ii. Stacking Lanes. Stacking lanes shall be located perpendicular to the Primary Street or behind the building.
  - iii. The canopy and structure shall be constructed of the same materials utilized on the building.
- (e) Home Occupation. An occupational use that is clearly subordinate to the principal use as a residence and does not require any alteration to the exterior of a building.
- (f) Outdoor Storage of Goods.
- i. Commercial Uses. This use includes outdoor storage of goods not typically housed or sold indoors, such as large scale materials and building and landscape supplies. In the districts where Outdoor Storage of Goods is permitted with development standards ("C"), the following apply:
    - (i) Loose materials shall not be stacked higher than six (6) feet.
    - (ii) Loose materials shall at a minimum be stored in a three sided shelter and shall be covered.
    - (iii) Materials shall be set back a minimum of ten (10) feet from any property line.
    - (iv) Materials shall not be located on required parking spaces or associated drive aisles.
    - (v) All outdoor storage areas shall be screened from view of adjacent parcels and vehicular rights-of-way using the Side or Rear Buffer.
  - ii. Residential Uses. This use includes temporary storage of personal or household goods in personal on demand storage (PODS) containers. In the districts where outdoor storage of goods is permitted with development standards ("C"), the following development standards apply:
    - (i) One (1) storage container can be located on a lot at a time.
    - (ii) On site storage of a container is permitted for up to two (2) months per year.
    - (iii) Containers shall not be located in the Front Yard, but permitted on a driveway.
- (g) Outdoor Restaurant Dining. Commercial outdoor dining, serviced by an adjacent service use, and permitted in any

- yard. When in a side yard along the front Lot Line, the Patio Frontage buffer is required.
- (h) **Parking Lot.** An uncovered paved surface used solely for the parking of vehicles, intended for use by the occupants in an adjacent building on the lot. Parking lot locations are regulated by Building Type. Refer to Section 10-21-4.
  - (i) **Parking Structure.** A structure used solely for the parking of vehicles, intended for use by the occupants in an adjacent building on the lot. Parking Structures within the buildings are regulated per Building Type. Refer to Section 10-21-4.
  - (j) **Roadside Produce Stand or Vending.** Refer to Section 10-21-1 for definition.
  - (k) **Sidewalk Sales.** A temporary outdoor sale of merchandise by retail businesses, typically occurring on the sidewalk within the public right-of-way for a limited period of time. In the districts where a Sidewalk Sale is permitted with development standards “●,” the following apply:
    - i. A minimum of four (4) feet of the sidewalk must remain available for passing pedestrians.
    - ii. Sidewalk Sales are permitted for up to three (3) days no more than six (6) times per calendar year.
    - iii. Merchandise must be stored inside the building during non-business hours.
    - iv. Merchandise sold shall either be regularly carried within the store, or have been regularly carried within the store in the past year.
  - (l) **Temporary Storage Containers.** Outdoor storage of personal or retail stock materials on a temporary basis within a portable storage container. When a Temporary Outdoor Storage use is permitted with development standards “●,” the following apply.
    - i. One (1) storage container may be located on a lot at a time.
    - ii. On site storage of a container is permitted for up to two (2) weeks; up to four (4) weeks is permitted with approval of the Director.
    - iii. The container shall be located in the rear yard, screened by the building from any primary or secondary street.
  - (m) **Mobile Food Vendors.** A motorized or towed wheeled vehicle that is designed and equipped to sell food. Shall include both “hot trucks” upon which food is cooked and prepared for vending, and “cold trucks” from which only ready to eat or packaged foods are handled. Refer to Section 10-3-14.

# 10-21-3 Uses

## Neighborhood Retail

(less than 8,000 square feet)

Antique Shop  
 Art & Education Supplies  
 Art Gallery  
 Bakery, Retail  
 Bicycle Sales & Repair  
 Book, Magazine, & Newspaper Store  
 Camera & Photo Supply Store  
 Candy Store  
 China & Glassware Shop  
 Clothing & Clothing Accessories  
 Coffee Shop  
 Computer Software Sales  
 Delicatessen  
 Electronic Sales & Service  
 Fabric & Craft Store  
 Florist  
 Garden Center/Plant Nursery  
 Gift, Novelty, & Souvenir Shop  
 Hardware Store  
 Hobby Shop  
 Jewelry Sales & Repair  
 Luggage & Leather Goods  
 Microbreweries, Microwineries  
 Music Store & Instruction  
 Musical Instrument Repair & Sales  
 Office Supply  
 Optical Goods  
 Paint & Wallpaper  
 Party Supply Shop  
 Pet & Pet Supply  
 Specialty Food Market (Butcher, Fish Market, Produce, etc.), with no alcohol sales  
 Sporting Goods Sales & Rental  
 Stationary & Paper Store  
 Toy Shop  
 Video/Game Sales  
 Wine Establishment (no liquor/beer)

## General Retail

All Neighborhood Retail (over 8,000 square feet)  
 Appliance Sales & Service  
 Department Store  
 Drug Store/Pharmacy  
 Furniture & Home Furnishings  
 General Merchandise Stores  
 Grocery Store  
 Medical Supply Store  
 Used Merchandise Stores (not including books, clothing & antiques)

## Recreation/Entertainment

Billiard Parlor  
 Boat Sales & Rental  
 Boat Storage  
 Indoor Playground  
 Indoor Shooting Gallery/ Gun Range  
 Marina  
 Outdoor Music Venue  
 Railroad Passenger Station  
 Skating Rink  
 Stadium  
 Swimming Pool

**Table 10-21-3C (3). List of Typical Uses in Recreation/Entertainment Category**

## Office

Architecture/Engineering/Design  
 Broadcasting & Telecommunications Studio  
 Building Contractor (office only)  
 Business Consulting  
 Charitable Institutions  
 Clinic  
 Computer Programming & Support  
 Detective Services  
 Educational Services (tutor & testing)  
 Employment Agency  
 Financial & Insurance  
 Government Offices  
 Legal Services  
 Management Services  
 Medical & Dental with Laboratory  
 Motion Picture & Sound Recording Studio  
 PR & Advertising  
 Professional Services  
 Property Development  
 Real Estate  
 Research & Development  
 Research Agency  
 Surveying  
 Tax Services

**Table 10-21-3C (4). List of Typical Uses in Office Category.**

**Table 10-21-3C (1). List of Typical Uses in Retail Category.**

## Neighborhood Service

(less than 8,000 square feet)

Amusement Arcade  
 Barber Shop & Beauty Salon  
 Catering/Carry-Out & Delivery  
 Communication Service  
 Childcare Centers  
 Dance/Fitness Studio  
 Dry Cleaning & Laundry  
 Emergency Care Clinic  
 Framing  
 Health & Fitness Center  
 Home Furniture & Equipment Repair  
 Locksmith  
 Mailing Services  
 Massage Establishments  
 Nail Salon & Specialty Body  
 Pet Grooming  
 Photocopying & Printing  
 Photography Studio & Supplies  
 Physical Therapy/Physical Rehabilitation  
 Repair of Small Goods & Electronics  
 Restaurant/Bar  
 Services (Spa)  
 Shoe Repair  
 Tailor & Seamstress  
 Theater  
 Travel Agency, Ticketing & Tour Operator  
 Veterinarian (no outdoor training, boarding or kennels)

## General Service

All Neighborhood Services (over 8,000 square feet)  
 Bowling Alley

**Table 10-21-3C (2). List of Typical Uses in Service Category.**

## Small-Scale Industry

Apparel & Finished Fabric Products  
 Bakery & Confections  
 Beverages, including Beer, Wine, Coffee  
 Botanical Products  
 Brooms & Brushes  
 Canning & Preserving Food  
 Dairy Products  
 Electrical Fixtures  
 Engraving  
 Fabricated Metal Products  
 Film Making  
 Furniture & Fixtures  
 Glass  
 Jewelry, Watches, Clocks, & Silverware  
 Leather Products  
 Microbreweries, Microwineries  
 Musical Instruments & Parts  
 Pottery, Ceramics, & Related Products  
 Research Laboratory  
 Shoes & Boots  
 Signs & Advertising  
 Smithing  
 Taxidermy  
 Toys & Athletic Goods  
 Upholstery  
 Woodworking

**Table 10-21-3C (5). List of Typical Uses in Small-Scale Industry Category.**

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# 10-21-4 Building Types

## 4.0 Building Types

### A. Introduction to Building Type Standards

The buildings detailed in this section outline the Building Types permitted for new construction and renovated structures within the Districts defined in Section 10-21-2.

1. **General.** All Building Types shall meet the following requirements to achieve the intents defined for the districts.
  - (a) **Zoning Districts.** Each Building Type shall be constructed only within its designated districts. Refer to Table 10-21-4A (1) Permitted Building Types by Districts.
  - (b) **Uses.** Each Building Type can house a variety of uses depending on the district in which it is located. Refer to 15.3 for uses permitted per district. Some Building Types have additional limitations on permitted uses.
  - (c) **No Other Building Types.** All buildings constructed shall meet the standards of one of the Building Types within the zoning district of the lot.
  - (d) **Permanent Structures.** All buildings constructed shall be permanent construction without a chassis, hitch, or wheels, or other features that would make the structure mobile, unless otherwise noted.
  - (e) **Accessory Structures.**
    - i. Attached accessory structures are considered part of the

principal structure.

- ii. Detached accessory structures are allowed per each Building Type and shall comply with all setbacks except the following:
  - (i) Detached accessory structures are not permitted in the front yard.
  - (ii) Detached accessory structures shall be located behind the principal structure in the rear yard.
  - (iii) Detached accessory structures shall not exceed the height or size (area) of the principal structure.

2. **Page Layout.** Document pages are laid out to provide the maximum amount of information for each building type on one spread of two pages. Refer to Figure 10-21-4A (1) for a typical Building Type layout page.
  - (a) **Tables.** Refer to Section 10-21-4B for further information on each Table.
  - (b) **Graphics** typically represent one example of a building that could be developed utilizing the standards for that building type. Graphics are provided to illustrate general intent. In all cases, tables and text supercede graphic representations.

Building Types by Districts						
		Districts				
		S1: Bridge Street	S2: Hydraulic Street	S3: Van Emmon Street	S4: 'B' Street	S5: 'B' Street - Residential
Building Types	Downtown Commercial	●	●	●	●	
	Downtown Living		●	●	●	
	Cottage Commercial	●	●	●	●	
	Civic Building	●	●	●	●	●
	Attached Building			●	●	○
	Yard Building				○	●

Permitted       Requires Permit / Review

Table 10-21-4A (1). Permitted Building Types by District

## How To Use The Code

### Page Layout

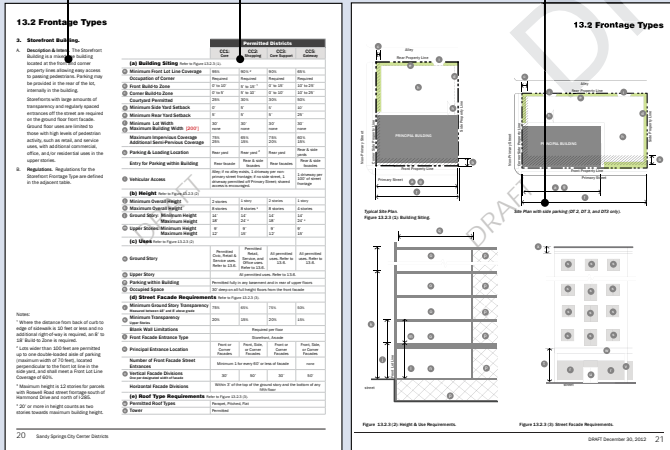
Building Type pages are laid out to provide the maximum amount of information for each Building Type on one spread of two pages.

Graphics typically represent one example of a building that could be developed utilizing the standards for that Building Type. Graphics are provided to illustrate general intent. In all cases, tables and text supercede graphic representations.

Tables define the regulations for each Building Type. Refer to 10-21-4B Explanation of Building Type Table Standards for narrative explanation of each line item.

Graphics related to the tables on the left. Graphics typically represent one example of Building Type standards

Intent of the Building Type.



One Building Type per Spread of Two Pages

Figure 10-21-4A (1). Representative Building Types Spread.

### Building Type Tables

Refer to 10-21-4B for an explanation of each line item on the tables. Building Type tables contain all the standards for that Building Type. They are organized by district, so only the information in a parcel's district is applicable to that parcel. The other columns do not apply.

For example, a parcel in CC1 only applies the standards from that column, illustrated below.

	Permitted Districts		
	CC1: Core	CC2: Shopping	CC3: Core Support
<b>(a) Building Siting</b> Refer to Figure 13.2.2 (1).			
Ⓐ Minimum Front Lot Line Coverage	95%	90% <sup>2</sup>	90%
Occupation of Corner	Required	Required	Required
Ⓑ Front Build-to Zone	0' to 10'	5' to 15' <sup>1</sup>	0' to 15'
Ⓒ Corner Build-to Zone	0' to 5'	5' to 10'	0' to 10'
Courtyard Permitted	25%	30%	30%
Ⓓ Minimum Side Yard Setback	0'	5'	5'
Ⓔ Minimum Rear Yard Setback	5'	5'	5'
Ⓕ Minimum Lot Width	30'	30'	30'
Ⓖ Maximum Building Width	none	none	none
Maximum Impervious Coverage	75%	65%	75%
Additional Semi-Pervious Coverage	25%	15%	20%
Ⓗ Parking & Loading Location	Rear yard	Rear yard <sup>2</sup>	Rear yard
Entry for Parking within Building	Rear facade	Rear & side facades	Rear facades
Ⓘ Vehicular Access	Alley; if no alley exists, 1 driveway per non-primary street frontage; if no side street, 1 driveway permitted off Primary Street; shared access is encouraged.	Alley; if no alley exists, 1 driveway per non-primary street frontage; if no side street, 1 driveway permitted off Primary Street; shared access is encouraged.	Alley; if no alley exists, 1 driveway per non-primary street frontage; if no side street, 1 driveway permitted off Primary Street; shared access is encouraged.
<b>(b) Height</b> Refer to Figure 13.2.2 (2)			
Ⓙ Minimum Overall Height	2 stories	1 story	2 stories
Ⓚ Maximum Overall Height	8 stories	8 stories <sup>3</sup>	8 stories
Ⓛ Ground Story: Minimum Height	14' 18'	14' 24' <sup>4</sup>	14' 18'
Ⓜ Upper Stories: Minimum Height	9' 12'	9' 15'	9' 12'
Ⓝ Maximum Height			
<b>(c) Uses</b> Refer to Figure 13.2.2 (2)			
Ⓤ Ground Story	Permitted Civic, Retail & Service uses. Refer to 13.6.	Permitted Retail, Service, and Office uses. Refer to 13.6.	All permitted uses. Refer to 13.6.
Ⓟ Upper Story	All permitted uses. Refer to 13.6.		
Ⓠ Parking within Building	Permitted fully in any basement and in rear of upper floors		
Ⓡ Occupied Space	30' deep on all front facade		
<b>(d) Street Facade Requirements</b> Refer to Figure 13.2.2 (3).			
Ⓢ Minimum Ground Story Transparency Measured between 18" and 8' above grade	75%	65%	75%
Ⓣ Minimum Transparency Upper Stories	20%	15%	20%
Blank Wall Limitations	Required per floor		
Ⓤ Front Facade Entrance Type	Storefront, Arcade		
Ⓟ Principal Entrance Location	Front or Corner Facades	Front, Side, or Corner Facades	Front or Corner Facades
Number of Front Facade Entrances	Minimum 1 for every 60' or less of facade		
Ⓡ Vertical Facade Divisions One per designated width of facade	30'	50'	30'
Horizontal Facade Divisions	Within 3' of the top of the ground story and the bottom of any fifth floor		
<b>(e) Roof Type Requirements</b> Refer to Figure 13.2.2 (3).			
Ⓢ Permitted Roof Types	Parapet, Pitched, Flat		
Ⓣ Tower	Permitted		

Figure 10-21-4A (2). Building Type Table Example.

# 10-21-4 Building Types

## B. Explanation of Building Type Table Standards

The following explains and further defines the standards outlined on the tables for each Building Type, refer to Sections 10-21-4C through 10-21-4H.

1. **Building Siting.** The following explains the line item requirements for each Building Type Table within the first section entitled "Building Siting". Table 10-21-4B (1) illustrates an example of a Building Siting Table from a typical Building Type.
  - (a) Multiple Principal Structures. The allowance of more than one (1) principal structure on a lot.
  - (b) Minimum Front Lot Line Coverage. Refer to Figure 10-21-4B (1). Measurement defining the minimum percentage of street wall or building facade along the street. The width of the principal structure(s) (as measured within the front build-to zone) shall be divided by the maximum width of the front build-to zone (BTZ).
    - i. Certain buildings have this number set to also allow the development of a courtyard along the front lot line.
    - ii. Some frontage types allow side yard parking to be exempted from the front lot line coverage calculation. If such an exemption is permitted, the width of up to one (1) double loaded aisle of parking, located with the drive perpendicular to the street and including adjacent sidewalks and landscaping, may be exempted, to a set maximum in feet.
    - iii. When driveway is located at the front lot line (Figure 10-21-4B (1)) and a side yard parking is not utilized, a driveway width of twenty (20) feet may be deducted from the width of the BTZ and is not included in the calculation of the minimum front lot line.
  - (c) Occupation of Corner. Occupying the intersection of the front and corner build-to zones with a principal structure.
  - (d) Front Build-to Zone. The build-to zone or setback parallel to the front lot line. Building components, such as awnings or signage, are permitted to encroach beyond the build-to zone.
    - i. All build-to zone and setback areas not covered by building shall contain either landscape, patio space, or sidewalk space.
  - (e) Corner Build-to Zone. The build-to zone or setback parallel to the corner side property line.
    - i. All build-to zone and setback areas not covered by building shall contain either landscape, patio space, or sidewalk space.
  - (f) Minimum Side Yard Setback. The minimum required setback along a side property line.
    - i. All build-to zone and setback areas not covered by building shall contain either landscape, patio space, or sidewalk space.
  - (g) Minimum Rear Yard Setback. The minimum required setback along a rear property line.
    - i. All build-to zone and setback areas not covered by building shall contain either landscape, patio space, or sidewalk space.
  - (h) Minimum Lot Width. The minimum width of a lot, measured at the build-to zone.

Permitted Districts	
District A	District B

(a) Building Siting		
Multiple Principal Buildings	Not permitted	Not permitted
Minimum Front Lot Line Coverage	95%	65%
Occupation of Corner	Required	Required
Front Build-to Zone	0' to 20' <sup>1</sup>	5' to 20' <sup>1</sup>
Corner Build-to Zone	0' to 5'	0' to 10'
Minimum Side Yard Setback	0'	5'
Minimum Rear Yard Setback	5'; 25' if located adjacent to residential	
Minimum Lot Width	30'	30'
Maximum Building Width	none	none
Maximum Impervious Coverage	75% <sup>3</sup>	65% <sup>3</sup>
Additional Semi-Pervious Coverage	25%	15%
Parking & Loading Location	Rear yard	Rear yard
Entry for Parking within Building	Rear & Side Facades	
Vehicular Access	Alley; if no alley exists, 1 driveway per street frontage	

Table 10-21-4B (1). Example Building Siting Requirements Table from a Typical Building Type.

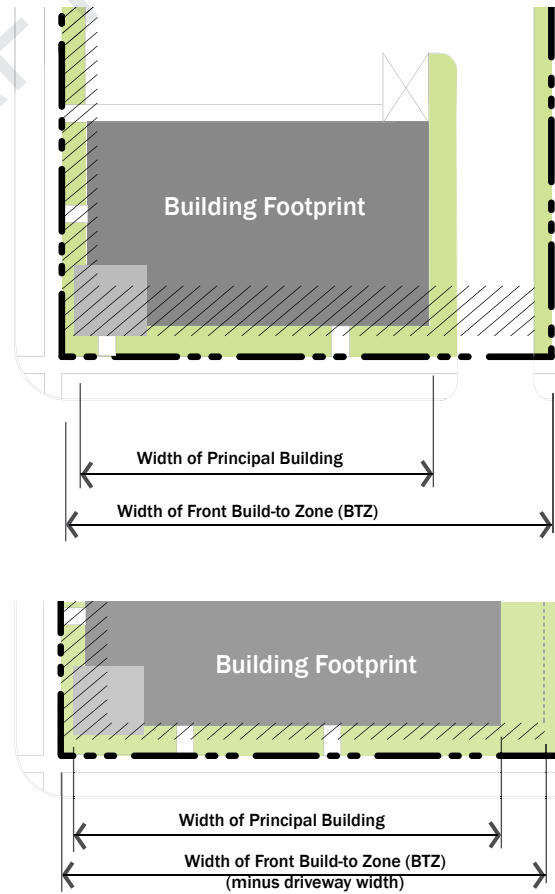


Figure 10-21-4B (1). Measuring Front Lot Line Coverage

# 10-21-4 Building Types

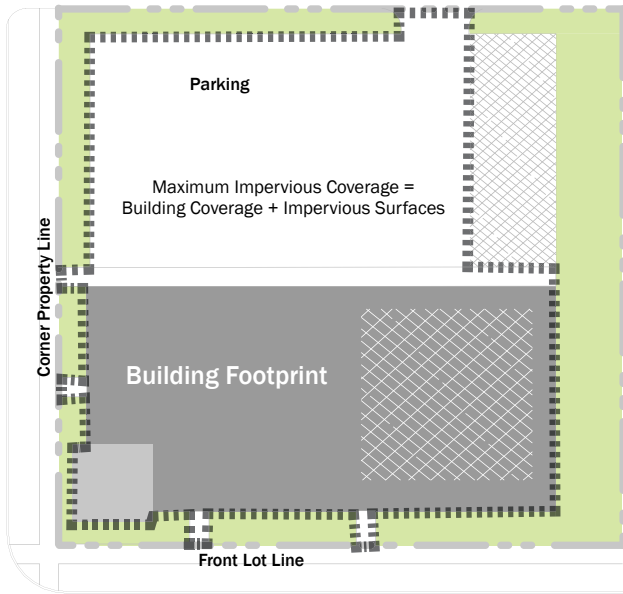


Figure 10-21-4B (2). Maximum Impervious & Additional Semi-Pervious Coverage.

- (i) Maximum Building Width. The maximum width of a building, measured across the front facade.
  - (j) Maximum Impervious Coverage. (Refer to Figure 10-21-4B (2)). The maximum percentage of a lot permitted to be covered by principal structures, accessory structures, pavement, and other impervious surfaces.
  - (k) Additional Semi-Pervious Coverage. The additional percentage of a lot beyond the Maximum Impervious Coverage, which may be surfaced in a semi-pervious material, including a green roof or pavers.
  - (l) Parking & Loading Location. The yard in which a surface parking lot, detached garage, attached garage door access, loading and unloading, and associated drive is permitted.
  - (m) Entry for Parking within Building. Permitted garage door location for parking entrance when parking is located within building.
  - (n) Vehicular Access. The permitted means of vehicular ingress and egress to the lot.
    - i. Alleys, when present, shall always be the primary means of access.
    - ii. When alleys are not present, a driveway may be permitted per Building Type and, if an alternative is available, shall not be located off a Primary Street.
2. **Height.** The following explains the line item requirements for each Building Type Table within the second section entitled "Height". Table 10-21-4B (2), illustrates an example of a Height Requirements Table from a typical Building Type.
- (a) Minimum Height (in Stories). The minimum overall height for

	Permitted Districts	
	District A	District B

<b>(b) Height</b>		
Minimum Overall Height	2 stories	2 story
Maximum Overall Height	5 stories	5 stories
Ground Story: Minimum Height	14'	14'
Maximum Height	18'	18'
Upper Stories: Minimum Height	9'	9'
Maximum Height	12'	12'

Table 10-21-4B (2). Example Height Requirements Table from a Typical Building Type.

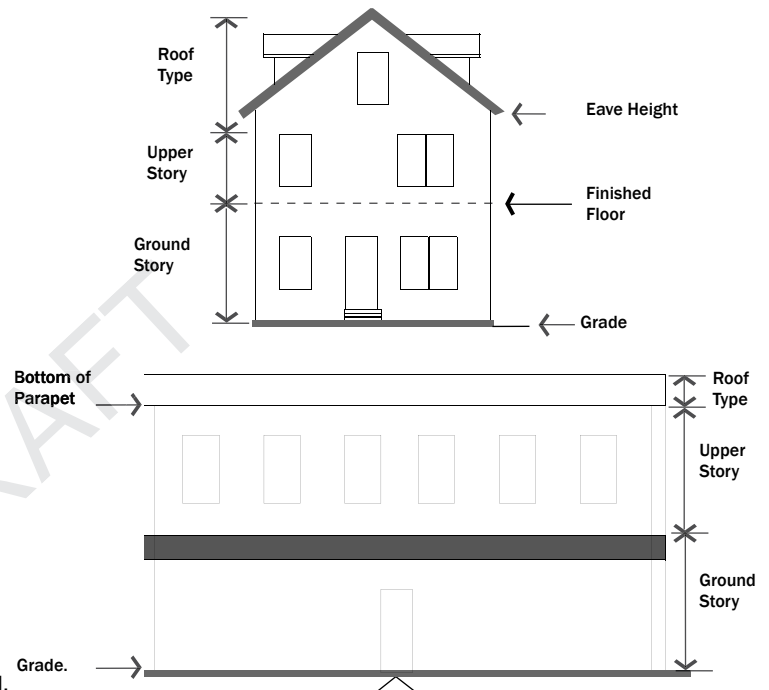


Figure 10-21-4B (3). Measuring Height

the building shall be located within the build-to zone; stories above the minimum height may be stepped back from the facade.

- (b) Maximum Height (in Stories). The sum of a building's total number of stories.
  - i. Half stories are located either completely within the roof structure with street-facing windows or in a visible basement exposed a maximum of one half story above grade.
  - ii. A building incorporating both a half story within the roof and a visible basement shall count the height of the two (2) half stories as one (1) full story.
  - iii. Some Building Types require a building facade to step back as its height increases. The upper stories of any building facade with street frontage shall be setback a designated amount beyond the building facade of the lower stories.



# 10-21-4 Building Types

- iv. Floors within the building shall be visibly designated on the street facades by the use of expression lines or the layout of the windows.
- (c) Ground Story and Upper Story, Minimum and Maximum Height. (Refer to Figure 10-21-4B (3)). Each frontage type includes a permitted range of height in feet for each story. Additional information is as follows:
  - i. Floor height is measured in feet between the floor of a story to the floor of the story above it.
  - ii. For single story buildings and the uppermost story of a multiple story building, floor to floor height shall be measured from the floor of the story to the tallest point of the ceiling.
  - iii. Double height spaces may be located along any non-street facade or in the entrance way to the building. The entrance way shall not exceed fifty percent (50%) of the street facade.

- i. No rectangular area greater than thirty percent (30%) of a story's facade, as measured from floor to floor, may be windowless; and
- ii. No horizontal segment of a story's facade greater than fifteen (15) feet in width may be windowless.

- 5. **Entrance Type.**
  - (a) Front Facade Entrance Type. The Entrance Type(s) permitted for the entrance(s) of a given Building Type. A mix of permitted Entrance Types may be utilized. Refer to Section 10-21-4I Entrance Types for definition of and additional requirements for each.
  - (b) Principal Entrance Location. The facade on which the primary building entrance is to be located.

3. **Uses.** The following explains the line item requirements for each Building Type Table within the third section entitled "Uses." Refer to Section 10-21-3 for uses permitted within each District. The requirements in this section of the Building Type Tables may limit those uses within a specific Building Type. Table 10-21-4B (3) illustrates an example of the Uses table from a typical Building Type.

- (a) Ground and Upper Story. The uses or category of uses which may occupy the ground and/or upper story of a building.
- (b) Parking Within Building. The area(s) of a building in which parking is permitted within the structure.
- (c) Occupied Space. The area(s) of a building that shall be designed as occupied space, defined as interior building space regularly occupied by the building users. It does not include storage areas, utility space, or parking.

	Permitted Districts	
	District A	District B
<b>(c) Uses</b>		
<b>Ground Story</b>	Per Section 15.3 Uses	
<b>Upper Story</b>	Per Section 15.3 Uses	
<b>Parking within Building</b>	Permitted fully in any basement and in rear of upper floors	
<b>Occupied Space</b>	20' deep on all full height floors from the front facade	

Table 10-21-4B (3). Example Uses Table from a Typical Building Type.

4. **Street Facade Requirements.** The following explains the line item requirements for each Building Type Table within the fourth section entitled "Street Facade Requirements." These requirements apply only to facades facing a public or private street right-of-way. The rear or interior side yard facades are not required to meet these standards unless otherwise stated. Table 10-21-4B (4) illustrates an example of a Street Facade Requirements Table from a typical Building Type.

- (a) Minimum Ground Story and Upper Floor Transparency. (Refer to Figure 10-21-4B (5)). The minimum amount of transparency on street facades with street frontage.
  - i. Transparency is any glass in windows and/or doors, including any mullions, that is highly transparent with low reflectance.
    - (i) Ground Story Transparency, when defined separately from the overall minimum transparency, shall be measured between two (2) feet and eight (8) feet from the base of the front facade.
    - (ii) A general Minimum Transparency requirement shall be measured from floor to floor of each story.
  - (b) Blank Wall Limitations. A restriction of the amount of windowless area permitted on a facade with street frontage. If required, the following shall both be met for each story:

	Permitted Districts	
	District A	District B
<b>(d) Street Facade Requirements</b>		
<b>Minimum Ground Story Transparency</b> <i>Measured between 2' and 8' above grade</i>	65%	65%
<b>Minimum Transparency</b> <i>Upper Stories</i>	20%	20%
<b>Blank Wall Limitations</b>	Required per floor	
<b>Front Facade Entrance Type</b>	Storefront, Arcade	
<b>Principal Entrance Location</b>	Front or Corner Facades	
<b>Number of Street Entrances</b>	Minimum 1 for every 50' or less of facade	
<b>Ground Story Vertical Divisions</b>	One per every 30' of facade width	
<b>Horizontal Facade Divisions</b>	Within 3' of the top of the ground story and the bottom of any fifth floor	
<b>Facade Variety Required</b> <i>Refer to 15.4B.4(h) for requirements.</i>	Every 80' of facade width	

Table 10-21-4B (4). Example Street Facade Requirements Table from a Typical Building Type.

# 10-21-4 Building Types

- (c) Number of Street Entrances. The minimum number of and maximum spacing between entrances on the ground floor building facade with street frontage.
- (d) Ground Story Vertical Divisions. The use of a vertically oriented expression line or form to divide the ground floor facade into increments no greater than the dimension shown in Figure 10-21-4I (1), as measured along the base of the facade, and extending a minimum of eighty percent (80%) from the average grade of the facade elevation to the interior ceiling. Elements may include a column, pilaster, or other continuous vertical ornamentation.
- (e) Horizontal Facade Divisions. The use of a horizontally oriented expression line or form to divide portions of the facade into horizontal divisions, extending a minimum of ninety percent (90%) of the full width of the facade. Elements may include a cornice, belt course, molding, string courses, or other continuous horizontal ornamentation a minimum of one and a half inch depth.
- (f) Facade Variety Requirements. Building design shall vary between designated vertical facade divisions, where required per the Building Type, and from adjacent buildings by the type of dominant material or color, scale, or orientation of that material and at least two of the following. Refer to Figure 10-21-4B (5) for one illustration of this requirement.
  - i. The proportion of recesses and projections.
  - ii. The location of the entrance and window placement, unless storefronts are utilized.
  - iii. Roof type, plane, or material, unless otherwise stated in the Building Type requirements.

6. **Roof Type.** The following explains the line item requirements for each Building Type Table in Sections 10-21-4C through 10-21-4H, within the fifth section entitled "Roof Types." Table 10-21-4B (5) illustrates an example of a Roof Type Requirements Table from a typical Building Type.

- (a) Permitted Roof Type. The roof type(s) permitted for a given Building Type. Refer to Section 10-21-4J for more specific requirements.
- (b) Tower. A vertical building extension that may be permitted in conjunction with another roof type on certain Building Types. Refer to Section 10-21-4J.



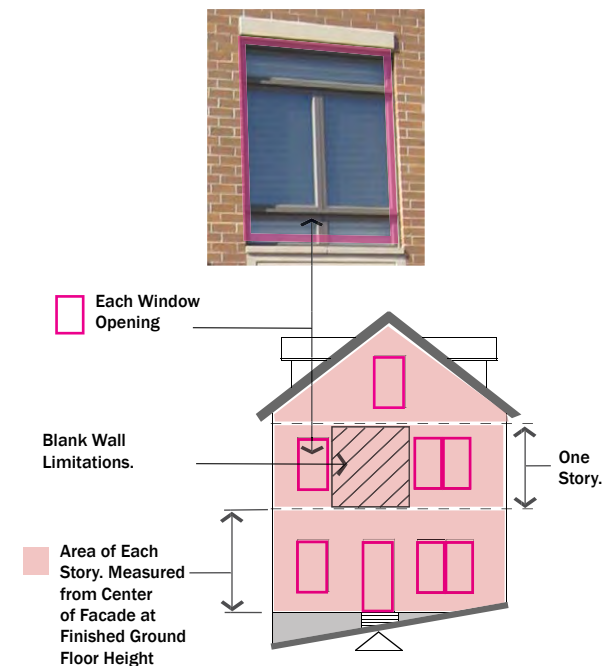
Figure 10-21-4B (4). Building Variety.

		Permitted Districts	
		District A	District B
<b>(e) Roof Type Requirements</b>			
<b>Permitted Roof Types</b>		Parapet, Pitched, Flat	
<b>Tower</b>		Permitted	

Table 10-21-4B (5). Example Roof Type Requirements Table from a Typical Building Type.



Measuring Ground Floor Transparency on a Storefront Base.



Measuring Transparency on Each Story with Slope.

Figure 10-21-4B (5). Measuring Transparency.

# 10-21-4 Building Types

## C. Downtown Commercial Building

1. **Description & Intent.** The Downtown Commercial Building is a building located at the front and corner property lines allowing easy access to passing pedestrians. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, no off-street parking is required.

Storefronts with large amounts of transparency and regularly spaced entrances off the street are utilized on the ground floor front facade. Ground floor uses are limited to those with high levels of pedestrian activity, such as retail, service, and office uses, with additional commercial, office, and/or residential uses in the upper stories.

2. **Regulations.** Regulations for the Downtown Commercial Building Type are defined in the adjacent table.

Notes:

<sup>1</sup> Each building shall meet all requirements of the Building Type.

<sup>2</sup> A max. six (6) foot gap is allowed if it serves as a walkable passage.

<sup>3</sup> If located adjacent to flood hazard area, refer to requirements of the Yorkville Stormwater Ordinance No. 2012-56. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

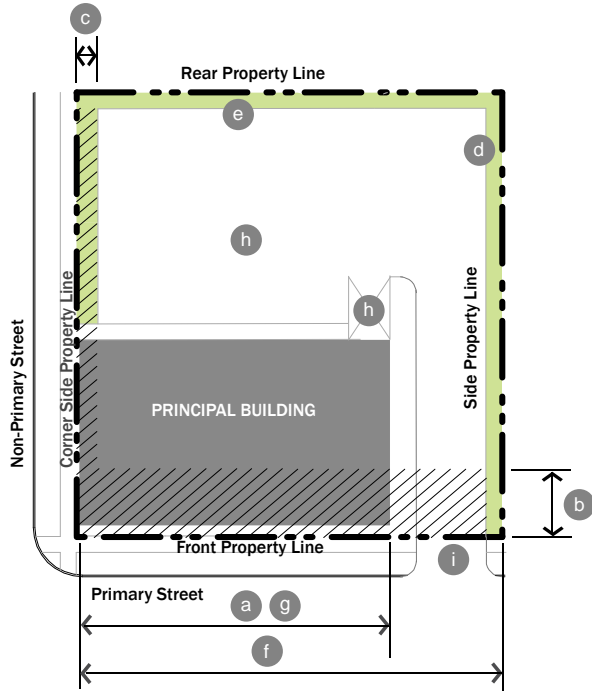
<sup>4</sup> Maximum Impervious Coverage shall be applied only to all non-flood hazard areas. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>5</sup> Lots wider than one hundred (100) feet are permitted one double-loaded aisle of parking (maximum width of seventy (70) feet), located perpendicular to the front lot line and shall meet a Front Lot Line Coverage of sixty percent (60%).

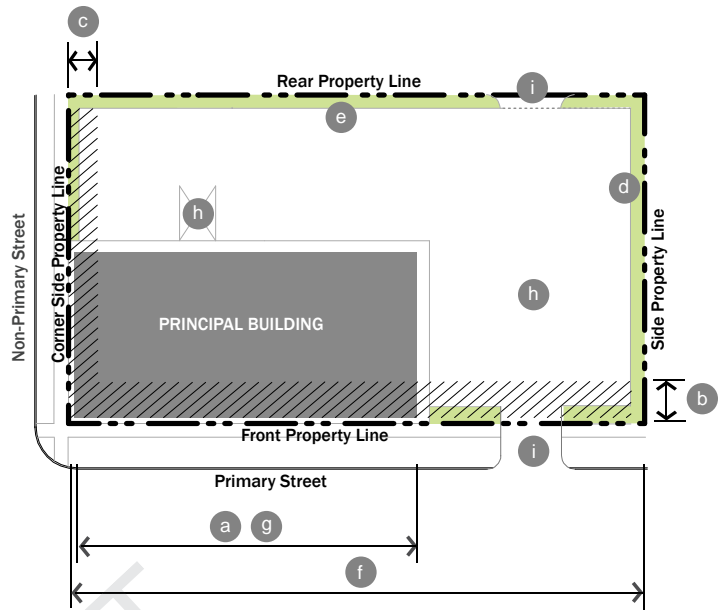
<sup>6</sup> Eighteen (18) feet or more in height counts as two (2) stories towards maximum building height.

		Permitted Districts			
		S 1: Bridge Street	S 2: Hydraulic Street	S 3: Van Emmon Street	S 4: 'B' Street
<b>(a) Building Siting</b> Refer to Figures 10-21-4C (1) and 10-21-4C(2)					
<b>Multiple Principal Buildings</b>		Permitted <sup>1</sup>			
a	<b>Minimum Front Lot Line Coverage</b>	100% <sup>2</sup>	75%	90% <sup>2</sup>	65%
<b>Occupation of Corner</b>		Required			
b	<b>Front Build-to Zone</b>	0' to 5'			0' to 10'
c	<b>Corner Build-to Zone</b>	0' to 5'	0' to 10'		
d	<b>Minimum Side Yard Setback</b>	0'; 5' if adjacent to other Building Type		5'	
e	<b>Minimum Rear Yard Setback</b>	5'; 25' if located adjacent to residential <sup>3</sup>			
f	<b>Minimum Lot Width</b>	none	16'		
g	<b>Maximum Building Width</b>	none	none		
<b>Maximum Impervious Coverage</b>		95% <sup>4</sup>		80% <sup>4</sup>	
<b>Additional Semi-Pervious Coverage</b>		5%		20%	
h	<b>Parking &amp; Loading Location</b>	Rear yard; existing developed sites require no add'l parking and/or loading facilities		Rear Yard & Side Yard <sup>5</sup>	
<b>Entry for Parking within Building</b>		Rear & Side Facades			All Sides
i	<b>Vehicular Access</b>	none	Alley; if no alley exists, 1 driveway per every 80' of frontage is permitted off non-Primary street; if no side street, 1 driveway permitted off Primary Street; shared access is encouraged.		
<b>(b) Height</b> Refer to Figure 10-21-4C (3)					
j	<b>Minimum Overall Height</b>	2 stories		1 story	
k	<b>Maximum Overall Height</b>	6 stories (with min. 3' setback at 3 stories)		4 stories	
l	<b>Ground Story: Minimum Height</b>	14'	12'	14'	12'
	<b>Maximum Height</b>	24' <sup>6</sup>	24' <sup>6</sup>	24' <sup>6</sup>	24' <sup>6</sup>
m	<b>Upper Stories: Minimum Height</b>	9'			
	<b>Maximum Height</b>	14'			
<b>(c) Uses</b> Refer to Figure 10-21-4C (3)					
n	<b>Ground Story</b>	Per Section 10-21-3 Uses; residential permitted provided that it is located at least 20' from the front primary facade			
o	<b>Upper Story</b>	Per Section 10-21-3 Uses			
p	<b>Parking within Building</b>	Permitted fully in any basement and in rear of all floors			
q	<b>Occupied Space</b>	20' deep on all full height floors from the front facade			
<b>(d) Street Facade Requirements</b> Refer to Figure 15.4C (4)					
r	<b>Minimum Ground Story Transparency</b> Measured between 2' and 8' above grade	50%			30%
s	<b>Minimum Upper Story Transparency</b> Street-Facing Stories	20%		15%	
t	<b>Front Facade Entrance Type</b>	Storefront, Elevated Storefront (permitted only on parcels in flood hazard areas per Section 18 of the City's Code of Ordinances)			
u	<b>Principal Entrance Location</b>	Front or Corner Facades			
<b>Number of Street Entrances</b>		Minimum 1 for every 30' or less of facade	Minimum 1 for every 50' or less of facade	Minimum 1 for every 80' or less of facade	
<b>Ground Story Vertical Divisions</b>		One per every 20-40' of facade width			
<b>Horizontal Facade Divisions</b>		Within 3' of top of ground story and the bottom of any fifth floor		Within 3' of top of ground story	
<b>Facade Variety Required</b> Refer to 10-21-4B(4)(h) for requirements.		Every 40' of facade width		Every 50' of facade width	
<b>(e) Roof Type Requirements</b> Refer to Figure 10-21-4C (4)					
v	<b>Permitted Roof Types</b>	Parapet, Pitched, Flat			
	<b>Tower</b>	Permitted			

# 10-21-4 Building Types



Typical Site Plan.  
Figure 10-21-4C (1): Building Siting.



Site Plan with side parking (S 2 and S4 only).  
Figure 10-21-4C (2): Building Siting.

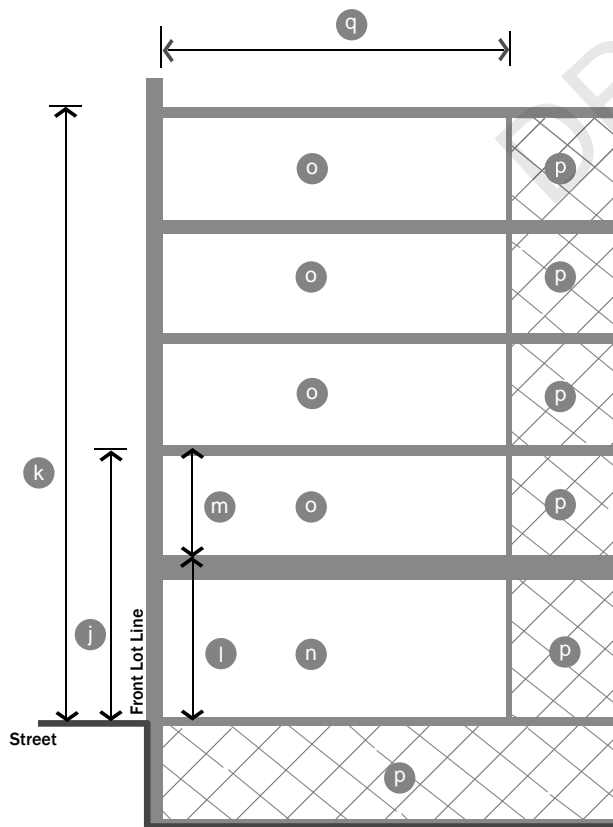


Figure 10-21-4C (3): Height & Use Requirements.

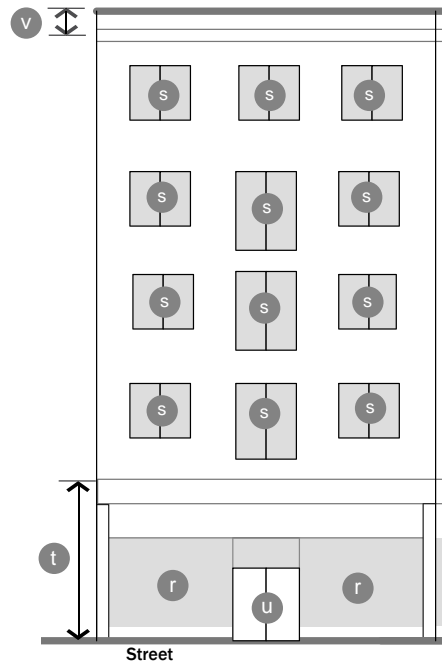


Figure 10-21-4C (4): Street Facade Requirements.



# 10-21-4 Building Types

## D. Downtown Living Building

- Description & Intent.** The Downtown Living Building Type is limited in terms of uses by the district within which it is located, generally housing office and/or residential uses. Similar to the Downtown Commercial Building, the Downtown Living building is intended to be built close to the front and corner property lines, but generally allows for more landscape space between the building and the street. Parking may be provided in the rear of the lot, internally in the building, or, in some cases, one double loaded aisle of parking is permitted in the interior or the side yard at the front lot line.
- Regulations.** Regulations for the Downtown Living Building Type are defined in the adjacent table.

Permitted Districts		
S 2: Hydraulic Street	S 3: Van Emmon Street	S 4: 'B' Street

<b>(a) Building Siting</b> Refer to Figures 10-21-4D (1) and 10-21-4D (2)			
<b>Multiple Principal Buildings</b>		Permitted <sup>1</sup>	
<b>a</b>	<b>Minimum Front Lot Line Coverage</b>	75%	50%
<b>Occupation of Corner</b>		Required	
<b>b</b>	<b>Front Build-to Zone</b>	5' to 15'	5' to 20'
<b>c</b>	<b>Corner Build-to Zone</b>	0' to 10'	5' to 20'
<b>d</b>	<b>Minimum Side Yard Setback</b>	5'	10'
<b>e</b>	<b>Minimum Rear Yard Setback</b>	5'; 25' if located adjacent to residential <sup>2</sup>	
<b>f</b>	<b>Minimum Lot Width</b>	16'	
<b>g</b>	<b>Maximum Building Width</b>	none	
<b>Maximum Impervious Coverage</b>		65% <sup>3</sup>	75% <sup>3</sup>
<b>Additional Semi-Pervious Coverage</b>		20%	20%
<b>h</b>	<b>Parking &amp; Loading Location</b>	Rear yard <sup>4</sup> , Side Yard	
<b>Entry for Parking within Building</b>		Rear & Side Facades	
<b>i</b>	<b>Vehicular Access</b>	Alley; if no alley exists, 1 driveway per every 80' of frontage is permitted off non-Primary street; if no side street, 1 driveway permitted off Primary Street; shared access is encouraged.	
<b>(b) Height</b> Refer to Figure 10-21-4D (3)			
<b>j</b>	<b>Minimum Overall Height</b>	1 story	
<b>k</b>	<b>Maximum Overall Height</b>	4 stories	
<b>l</b>	<b>All Stories: Minimum Height</b>	9'	
	<b>Maximum Height</b>	14'	
<b>(c) Uses</b> Refer to Figure 10-21-4D (3).			
<b>m</b>	<b>All Stories</b>	Per Section 10-21-3 Uses; residential dwelling allowed provided that it is located at least 20' from the front primary facade	
<b>n</b>	<b>Parking within Building</b>	Permitted fully in any basement and in rear of all floors	
<b>o</b>	<b>Occupied Space</b>	20' deep on all full height floors from the front facade	
<b>(d) Street Facade Requirements</b> Refer to Figure 10-21-4D (4).			
<b>p</b>	<b>Minimum Transparency</b> Per each Story	20%	
<b>q</b>	<b>Front Facade Entrance Type</b>	Stoop, Porch	
<b>r</b>	<b>Principal Entrance Location</b>	Front facade or corner facade	
<b>Number of Street Entrances</b>		Minimum 1 for every 100' or less of facade	
<b>Ground Story Vertical Divisions</b>		Every 60' of facade width	
<b>Horizontal Facade Divisions</b>		Within 3' of the top of the ground story and any visible basement	
<b>Facade Variety Required</b> Refer to 10-21-4B(4)(h) for requirements.		Every 50' of facade width	
<b>(e) Roof Type Requirements</b> Refer to Figure 10-21-4D (4)			
<b>s</b>	<b>Permitted Roof Types</b>	Parapet, pitched, flat	
<b>t</b>	<b>Tower</b>	Permitted	

Notes:

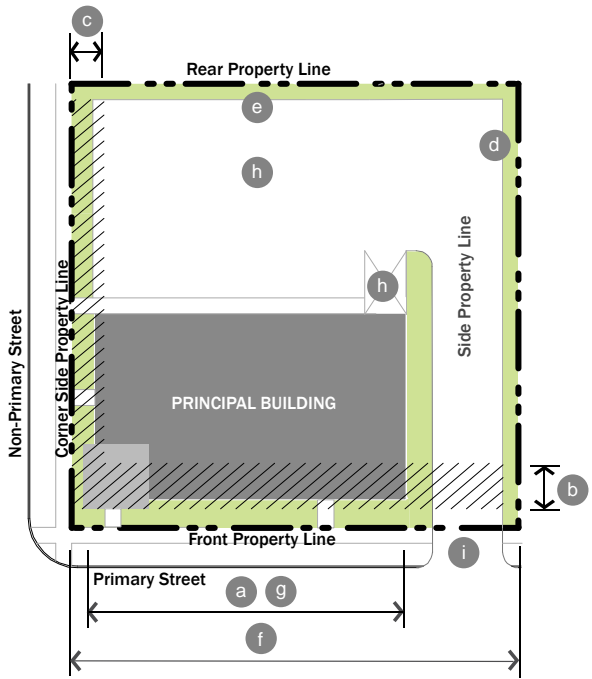
<sup>1</sup> Each building shall meet all requirements of the Building Type.

<sup>2</sup> If located adjacent to flood hazard area, refer to requirements of the Yorkville Stormwater Ordinance No. 2012-56. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

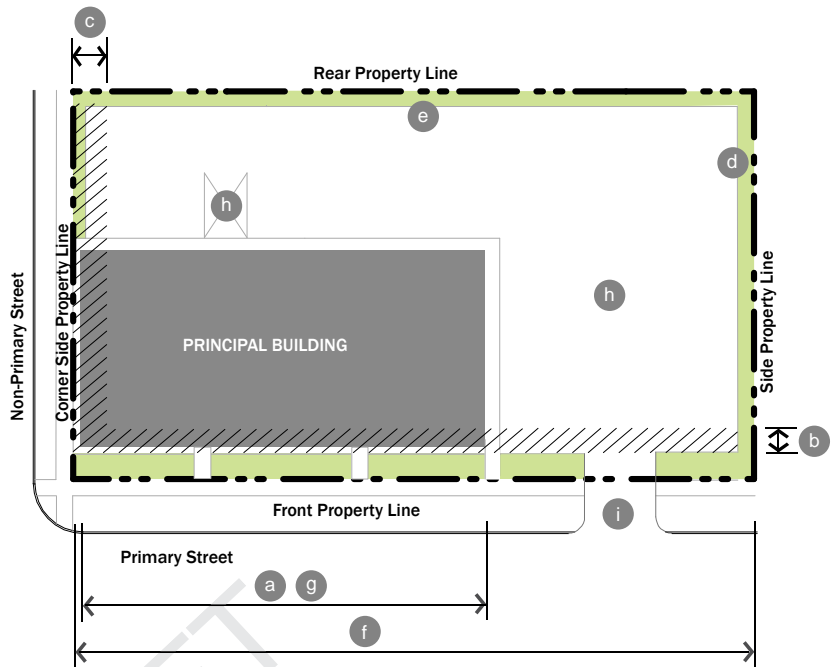
<sup>3</sup> Maximum Impervious Coverage shall be applied only to all non-flood hazard areas. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>4</sup> Lots wider than one hundred (100) feet are permitted one double-loaded aisle of parking (maximum width of seventy (70) feet), located perpendicular to the front lot line and shall meet a Front Lot Line Coverage of sixty percent (60%).

# 10-21-4 Building Types



Typical Site Plan.  
Figure 10-21-4D (1): Building Siting.



Site Plan with side parking (S 3 and S 4 only).  
Figure 10-21-4D (2): Building Siting.

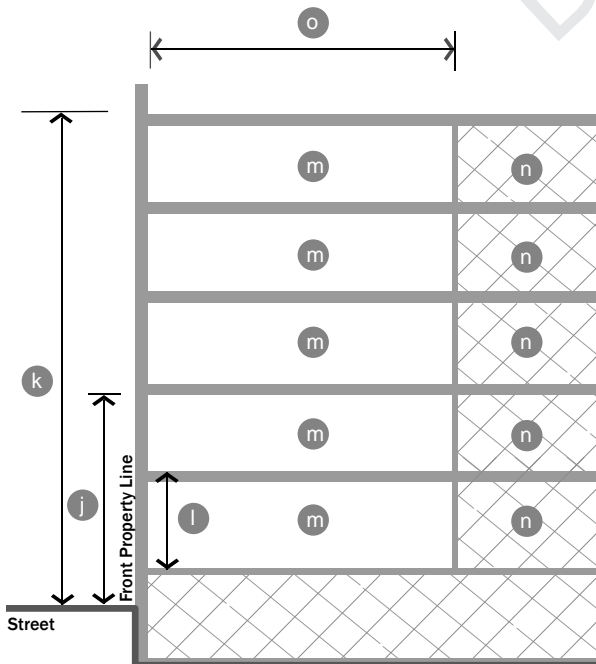


Figure 10-21-4D (3): Height & Use Requirements.

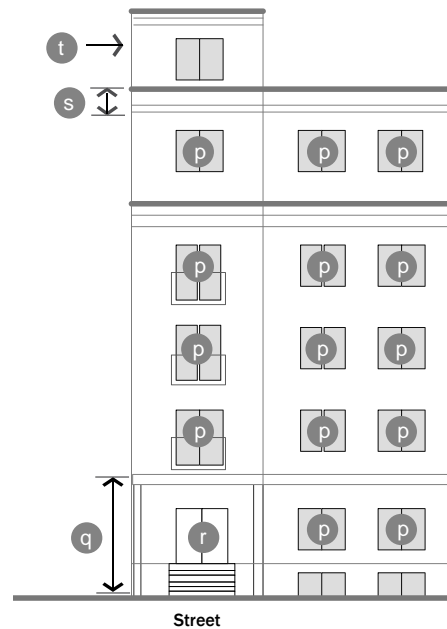


Figure 10-21-4D (4): Street Facade Requirements.

# 10-21-4 Building Types

## E. Cottage Commercial Building

1. **Description & Intent.** The Cottage Commercial Building combines characteristics of the Downtown Commercial Building Type with physical characteristics of a residential cottage, such as a pitched roof and a front stoop or porch.

This lower-scale building has a pedestrian-friendly storefront, stoop, or porch entrance type with moderate transparency and a primary entrance that faces the street. Constructed with Setbacks similar to a residential cottage, this building typically has more landscape area than the Downtown Commercial Building Types. Parking is permitted in the rear of the lot or a side aisle (with conditions).

The Cottage Commercial Building may contain a mix of uses, including retail, service, and office uses on the ground floor, with residential uses on upper floors.

2. **Regulations.** Regulations for the Cottage Commercial building type are defined in the adjacent table.

**Notes:**

<sup>1</sup> Each building shall meet all requirements of the Building Type.

<sup>2</sup> If located adjacent to flood hazard area, refer to requirements of the Yorkville Stormwater Ordinance No. 2012-56. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>3</sup> Maximum Impervious Coverage shall be applied only to all non-flood hazard areas. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>4</sup> Lots wider than eighty (80) feet are permitted one single-loaded aisle of parking (maximum width of forty (40) feet), located perpendicular to the front lot line, and shall meet a Front Lot Line Coverage of fifty percent (50%).

<sup>5</sup> Attached garages are considered part of the principal building and shall meet all setbacks. Detached garages shall meet all setbacks unless an alley is present. When an alley is present, detached garages shall have a minimum rear setback of five (5) feet.

		Permitted Districts			
		S 1: Bridge Street	S 2: Hydraulic Street	S 3: Van Emmon Street	S 4: 'B' Street
<b>(a) Building Siting</b> Refer to Figure 10-21-4E (1)					
<b>Multiple Principal Buildings</b>		Refer to District Street Details			
a	<b>Minimum Front Lot Line Coverage</b>	60%	50%	40%	
<b>Occupation of Corner</b>		Required			
b	<b>Front Build-to Zone</b>	5' to 10'	5' to 20'		
c	<b>Corner Build-to Zone</b>	5' to 10'	5' to 25'		5' to 15'
d	<b>Minimum Side Yard Setback</b>	10'	15'		
e	<b>Minimum Rear Yard Setback</b>	25' <sup>2</sup>			
f	<b>Minimum Lot Width</b>	25'			
g	<b>Maximum Building Width</b>	50'			
<b>Maximum Impervious Coverage</b>		70% <sup>3</sup>		60% <sup>3</sup>	
<b>Additional Semi-Pervious Coverage</b>		15%		15%	
h	<b>Parking &amp; Loading Location</b>	Rear yard; attached garages access off rear facade only. <sup>4,5</sup>			
<b>Entry for Parking within Building</b>		Not Permitted on Primary Street			
i	<b>Vehicular Access</b>	Alley; if no alley exists, 1 driveway permitted off non-Primary street; if no side street, 1 driveway permitted off Primary Street; shared access is encouraged.			
<b>(b) Height</b> Refer to Figure 10-21-4E (2)					
j	<b>Minimum Overall Height</b>	none			
k	<b>Maximum Overall Height</b>	3.5 stories			
l	<b>Minimum Ground Story Height</b>	10'			
<b>(c) Uses</b> Refer to Figure 10-21-4E (2)					
m	<b>Ground Story</b>	Per Section 10-21-3 Uses			
n	<b>Upper Stories</b>	Per Section 10-21-3 Uses			
o	<b>Parking within Building</b>	Not Permitted on Primary Street			
p	<b>Occupied Space</b>	20' deep on all full height floors from the front facade			
<b>(d) Street Facade Requirements</b> Refer to Figure 10-21-4E (3)					
q	<b>Minimum Ground Story Transparency</b> <small>Measured between 2' and 8' above grade</small>	40%	30%		
r	<b>Minimum Transparency</b> <small>Upper Stories</small>	15%			
<b>Blank Wall Limitations</b>		Required per floor			
s	<b>Front Facade Entrance Type</b>	Porch (Storefront, Elevated Storefront permitted only on parcels in flood hazard areas per Section 18 of the City's Code of Ordinances; Stoop permitted with design review			
t	<b>Principal Entrance Location</b>	Front or corner side facade			
<b>Number of Street Entrances</b>		Minimum 1 per Building			
<b>Ground Story Vertical Divisions</b>		Not required			
<b>Horizontal Facade Divisions</b>		Within 3' of the top of any visible basement			
<b>Facade Variety Required</b> <small>Refer to 10-21-4B(4)(h) for requirements.</small>		Between adjacent buildings			
<b>(e) Roof Type Requirements</b> Refer to Figure 10-21-4E (3)					
u	<b>Permitted Roof Types</b>	Pitched			
<b>Tower</b>		Permitted			





# 10-21-4 Building Types

## F. Civic Building

1. Description & Intent. The Civic Building Type is a more flexible Building Type intended only for civic and institutional types of uses. These buildings are distinctive within the community fabric created by the other Building Types. Parking is limited to the rear in most cases. The maximum heights of this Building Type depend on the district within which it is located.
2. Regulations. Regulations for the Civic Building Type are defined in the adjacent table.

Permitted Districts				
S 1: Bridge Street	S 2: Hydraulic Street	S 3: Van Emmon Street	S 4: 'B' Street	S 5: 'B' Street Residential

<b>(a) Building Siting</b> Refer to Figure 10-21-4F (1)				
<b>Multiple Principal Buildings</b>	Refer to District Street Details			
<b>Minimum Front Lot Line Coverage</b>	Refer to District Street Details			
<b>Occupation of Corner</b>	Required			
<b>a Front Build-to Zone</b>	0' to 10'	0' to 15'		
<b>b Corner Build-to Zone</b>				
<b>c Minimum Side Yard Setback</b>	5'	10'		
<b>d Minimum Rear Yard Setback</b>	5'; 25' if located adjacent to residential <sup>1</sup>			
<b>e Minimum Lot Width Maximum Building Width</b>	16' none	30' none		
<b>Maximum Impervious Coverage Additional Semi-Pervious Coverage</b>	70% <sup>2</sup> 20%	70% <sup>2</sup> 10%	50% <sup>2</sup> 20%	
<b>f Parking &amp; Loading Location</b>	Rear yard <sup>3</sup>			
<b>Entry for Parking within Building</b>	Rear & Side Facades			
<b>g Vehicular Access</b>	Alley	Alley; if no alley exists, 1 driveway is permitted per street frontage		
<b>(b) Height</b> Refer to Figure 10-21-4F (2)				
<b>h Minimum Overall Height</b>	1 story			
<b>i Maximum Overall Height</b>	6 stories (with min. 3' setback at 3 stories)	4 stories		3 stories
<b>j Ground Story: Minimum Height Maximum Height</b>	14' 24' <sup>4</sup>	12' 24' <sup>4</sup>	14' 24' <sup>4</sup>	12' 18' <sup>4</sup>
<b>k Upper Stories: Minimum Height Maximum Height</b>	9' 14'			9' 12'
<b>(c) Uses</b> Refer to Figure 10-21-4F(2)				
<b>l All Stories</b>	Limited to uses in the Civic category and Entertainment Uses by Special Use. Refer to 15.3 Uses.			
<b>m Parking within Building</b>	Permitted fully in any basement and in rear of all floors			
<b>n Occupied Space</b>	30' deep on all full height floors from the front facade			
<b>(d) Street Facade Requirements</b> Refer to Figure 10-21-4F (3)				
<b>o Minimum Transparency Per each Story</b>	12%			
<b>Blank Wall Limitations</b>	None			
<b>p Front Facade Entrance Type</b>	None required			
<b>q Principal Entrance Location</b>	Front or corner Facade			
<b>Number of Street Entrances</b>	1 per each 150' of front facade			
<b>Ground Story Vertical Divisions</b>	none required			
<b>Horizontal Facade Divisions</b>	none required			
<b>Facade Variety Required</b> Refer to 10-21-4B(4)(h) for requirements.	none required			
<b>(e) Roof Type Requirements</b> Refer to Figure 10-21-4F (3)				
<b>r Permitted Roof Types</b>	Parapet, Pitched, Flat, Other Roofs with approval per 10-21-4J			Pitched
<b>s Tower</b>	Permitted			

Notes:

<sup>1</sup> If located adjacent to flood hazard area, refer to requirements of the Yorkville Stormwater Ordinance No. 2012-56. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>2</sup> Maximum Impervious Coverage shall be applied only to all non-flood hazard areas. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>3</sup> Lots wider than one hundred (100) feet are permitted one double-loaded aisle of parking (maximum width of seventy (70) feet), located perpendicular to the front lot line.

<sup>4</sup> Eighteen (18) feet or more in height counts as two (2) stories towards maximum building height.

# 10-21-4 Building Types

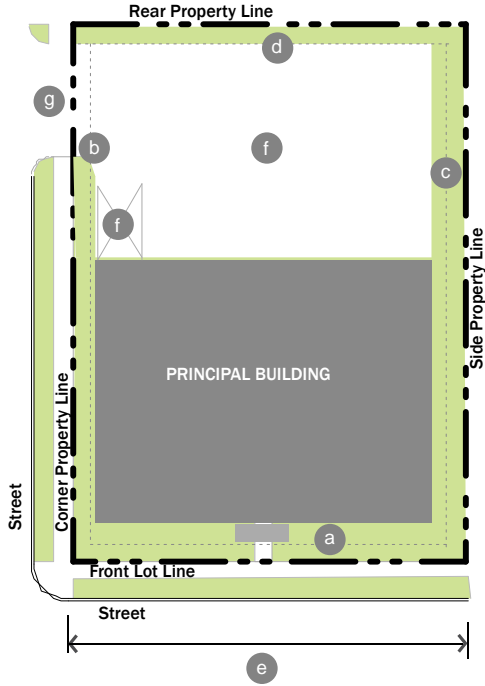


Figure 10-21-4F (1). Building Siting.

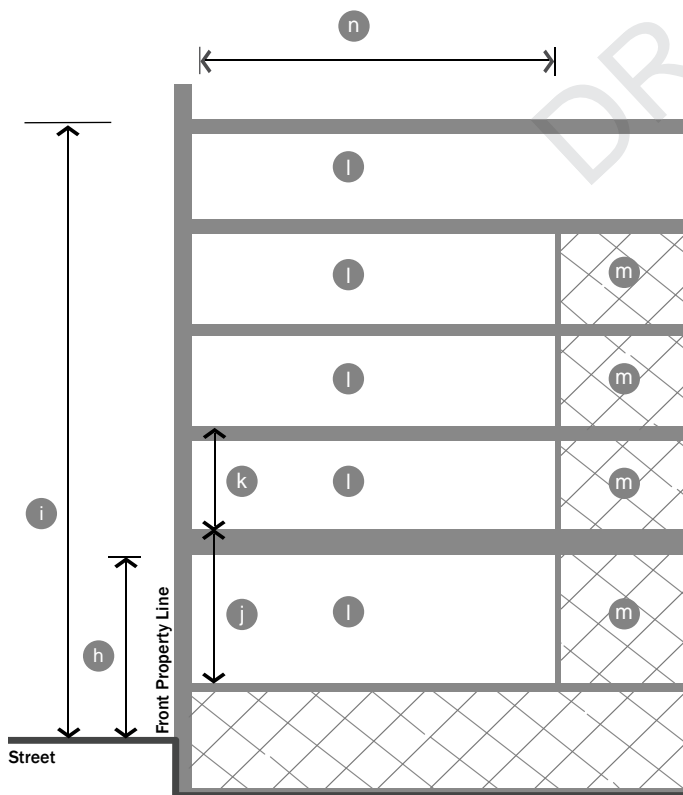


Figure 10-21-4F (2). Height & Use Requirements.

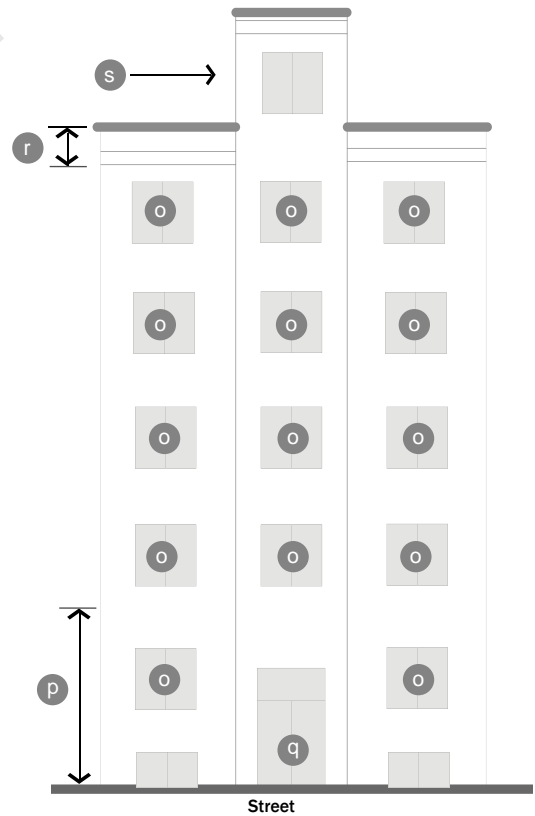


Figure 10-21-4F (3). Street Facade Requirements.

# 10-21-4 Building Types

## G. Attached Building

1. **Description & Intent.** The Attached Building is a building comprised of multiple vertical units, each with its own entrance to the street. This Building Type may be organized as townhouses or rowhouses.

Parking is required to be located in the rear yard and may be incorporated either into a detached garage or in an attached garaged accessed from the rear of the building. However, when the garage is located within the building, a minimum level of occupied space is required on the front facade to ensure that the street facade is active.

2. **Regulations.** Regulations for the Attached Building Type are defined in the adjacent table.

Notes:

<sup>1</sup> For the purposes of the Attached Building, a building consists of a series of units. When permitted, multiple buildings may be located on a lot within the minimum space between them. However, each building shall meet all requirements of the Building Type.

<sup>2</sup> Each building shall meet the front lot line coverage requirement, except one of every five (5) units may front a courtyard with a minimum width of thirty (30) feet. The courtyard shall be defined on three (3) sides by units.

<sup>3</sup> Maximum Impervious Coverage shall be applied only to all non-flood hazard areas. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>4</sup> Attached garages are considered part of the principal building and shall meet all setbacks. Detached garages shall meet all setbacks unless an alley is present. When an alley is present, detached garages shall have a minimum rear setback of five (5) feet.

Permitted Districts		
S 3: Van Emmon Street	S 4: 'B' Street	S 5: 'B' Street Residential

**(a) Building Siting** Refer to Figures 10-21-4G (1) and 10-21-4G (2)

<b>Multiple Principal Buildings</b>	Permitted <sup>1</sup>		
<b>a Minimum Front Lot Line Coverage</b>	75% <sup>2</sup>	70% <sup>2</sup>	65% <sup>2</sup>
<b>Occupation of Corner</b>	Required		
<b>b Front Build-to Zone</b>	5' to 20'	10' to 20'	10' to 25'
<b>c Corner Build-to Zone</b>	5' to 10'	10' to 15'	
<b>d Minimum Side Yard Setback</b>	0' per unit; 10' between buildings'		0' per unit; 15' between buildings'
<b>e Minimum Rear Yard Setback</b>	15', if alley present 5'		20', if alley present 5'
<b>f Minimum Unit Width</b>	16' per unit	16' per unit	18' per unit
<b>g Maximum Building Width</b>	Maximum 8 units per building	Maximum 6 units per building; maximum 120' width	Maximum 6 units per building; maximum 120' width
<b>Maximum Impervious Coverage</b>	65% <sup>3</sup>	60% <sup>3</sup>	50% <sup>3</sup>
<b>Additional Semi-Pervious Coverage</b>	20%	20%	20%
<b>h Parking &amp; Garage Location</b>	Rear yard; attached garages access off rear facade only. <sup>4</sup>		
<b>i Vehicular Access</b>	Alley; if no alley exists, one driveway is permitted per building		

**(b) Height** Refer to Figure 10-21-4G (3)

<b>j Minimum Overall Height</b>	1 story		
<b>k Maximum Overall Height</b>	4 stories	3.5 stories	
<b>l Minimum Ground Floor Height:</b>	12'		

**(c) Uses** Refer to Figure 10-21-4G (3)

<b>m All Stories</b>	Residential only		
<b>n Parking within Building</b>	Permitted fully in any basement and in rear of all floors		
<b>o Occupied Space</b>	30' deep on all full height floors from the front facade		

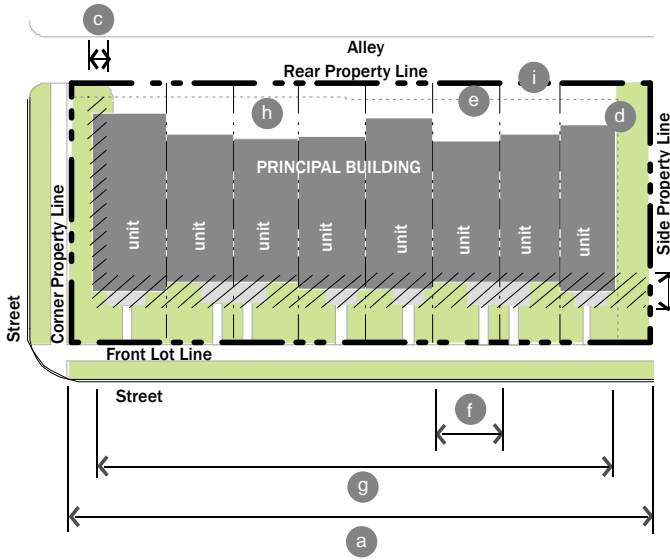
**(d) Street Facade Requirements** Refer to Figure 10-21-4G (4)

<b>p Minimum Transparency per each Story</b>	15%	12%	
<b>q Front Facade Entrance Type</b>	Stoop, Porch		
<b>Principal Entrance Location</b>	Front or Corner Side Facade		
<b>r Number of Street Entrances</b>	1 per unit		
<b>Ground Story Vertical Divisions</b>	none required		
<b>Horizontal Facade Divisions</b>	none required		
<b>Facade Variety Required</b> Refer to 10-21-4B(4)(h) for requirements.	Between adjacent buildings		

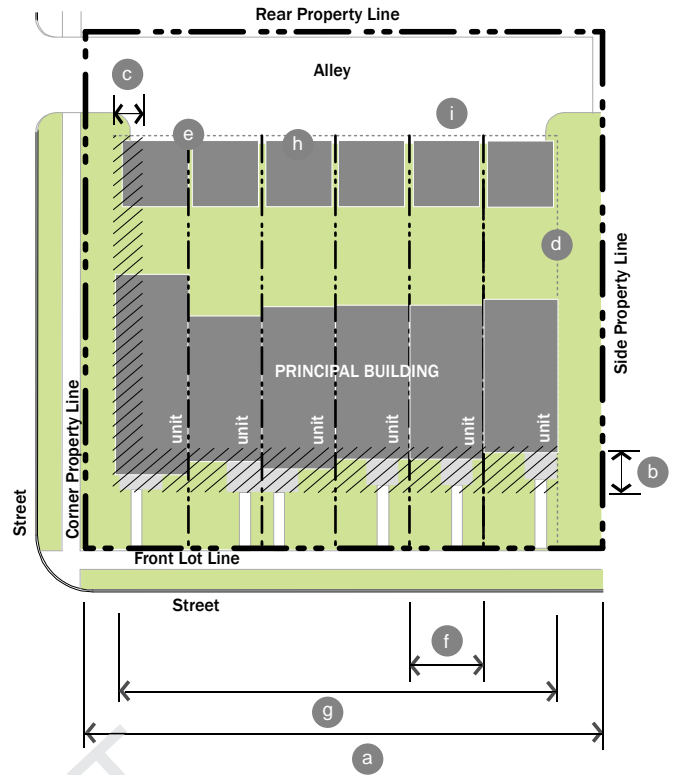
**(e) Roof Type Requirements** Refer to Figure 10-21-4G (4)

<b>s Permitted Roof Types</b>	Parapet, Pitched, Flat		
<b>Tower</b>	Permitted		

# 10-21-4 Building Types



Site Plan without Rear Yard  
Figure 10-21-4G (1): Building Siting.



Site Plan with Rear Yard  
Figure 10-21-4G (2): Building Siting.

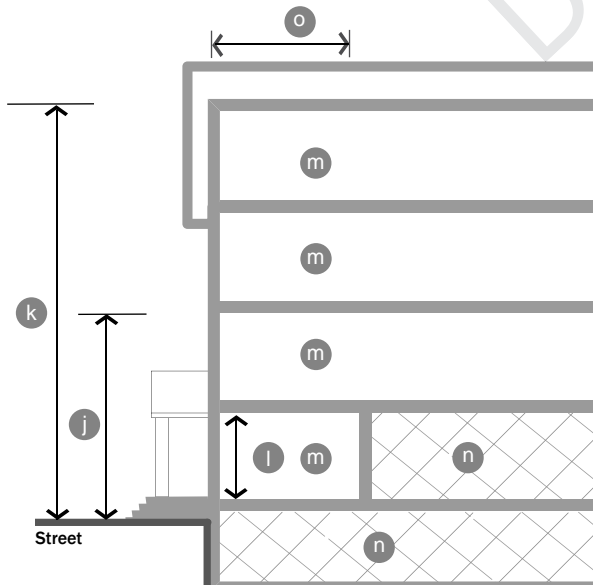


Figure 10-21-4G (3): Height & Use Requirements.

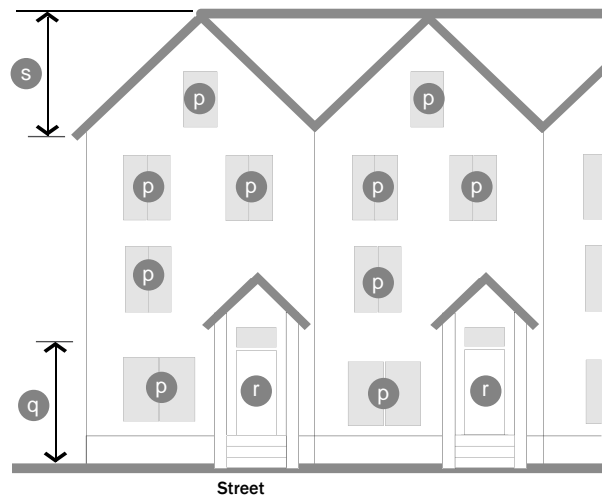


Figure 10-21-4G (4): Street Facade Requirements.



# 10-21-4 Building Types

## H. Yard Building

- Description & Intent.** The Yard Building is a residential building, incorporating a landscaped yard surrounding all sides of the building. Parking and garages are limited to the rear only with preferred access from an alley.
- Regulations.** Regulations for the Yard Building Type are defined in the adjacent table.

Permitted Districts	
S 4: 'B' Street	S 5: 'B' Street Residential

<b>(a) Building Siting</b> Refer to Figure 10-21-4H (1)		
<b>Multiple Principal Buildings</b>	Permitted <sup>1</sup>	
<b>a Minimum Front Lot Line Coverage</b>	50% <sup>2</sup>	40%
<b>b Occupation of Corner</b>	Required	
<b>c Front Build-to Zone</b>	10' to 20'	10' to 25'
<b>Corner Build-to Zone</b>	10' to 20'	10' to 25'
<b>d Minimum Side Yard Setback</b>	5'	7.5'
<b>e Minimum Rear Yard Setback</b>	35', if alley present 5'	
<b>f Minimum Lot Width</b>	30'	30'
<b>Maximum Lot Width</b>	50'	70'
<b>g Maximum Impervious Coverage</b>	60% <sup>3</sup>	50% <sup>3</sup>
<b>Additional Semi-Pervious Coverage</b>	20%	20%
<b>h Parking &amp; Garage Location</b>	Rear yard; attached garages access off rear or side facade only. <sup>4</sup>	
<b>Vehicular Access</b>	Alley; if no alley exists, one driveway is permitted per building	
<b>(b) Height</b> Refer to Figure 10-21-4H (2)		
<b>i Minimum Overall Height</b>	1 story	
<b>j Maximum Overall Height</b>	3.5 stories	
<b>k All Stories: Minimum Height</b>	9'	
<b>Maximum Height</b>	14'	
<b>(c) Uses</b> Refer to Figure 10-21-4H (2)		
<b>l All Stories</b>	Residential only	
<b>m Parking within Building</b>	Permitted	
<b>n Occupied Space</b>	30'	
<b>(d) Street Facade Requirements</b> Refer to Figure 10-21-4H (3)		
<b>o Minimum Transparency per each Story</b>	12%	
<b>p Front Facade Entrance Type</b>	Stoop, porch	
<b>q Principal Entrance Location</b>	Front or side facade	
<b>Number of Street Entrances</b>	Any	
<b>Ground Story Vertical Divisions</b>	None required	
<b>Horizontal Facade Divisions</b>	None required	
<b>Facade Variety Required</b> Refer to 10-21-4B(4)(h) for requirements.	Between adjacent buildings	
<b>(e) Roof Type Requirements</b> Refer to Figure 10-21-4H (3)		
<b>r Permitted Roof Types</b>	Parapet, Pitched, Flat	Pitched
<b>Tower</b>	Not permitted	

Notes

<sup>1</sup> Each building shall meet all requirements of the Building Type.

<sup>2</sup> When multiple buildings are located on a single lot, the buildings shall collectively meet the front lot line coverage requirement. Buildings located internal to the lot may be arranged with a courtyard or bungalow court that is a minimum of twenty (20) feet in width. The width of the courtyard shall be exempt from minimum front lot line coverage requirements. The courtyard or bungalow court shall be defined on three (3) sides by units. This layout shall not be allowed on corner lots, only lots internal to a block segment.

<sup>3</sup> Maximum Impervious Coverage shall be applied only to all non-flood hazard areas. Refer to FEMA National Flood Hazard Layer FIRMette maps for all flood hazard areas.

<sup>4</sup> Attached garages are considered part of the principal building and shall meet all setbacks. Detached garages shall meet all setbacks unless an alley is present. When an alley is present, detached garages shall have a minimum rear setback of five (5) feet.

# 10-21-4 Building Types

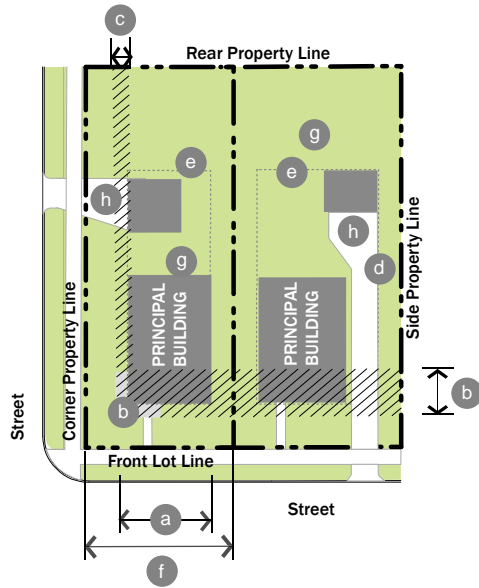


Figure 10-21-4H (1). Building Siting.

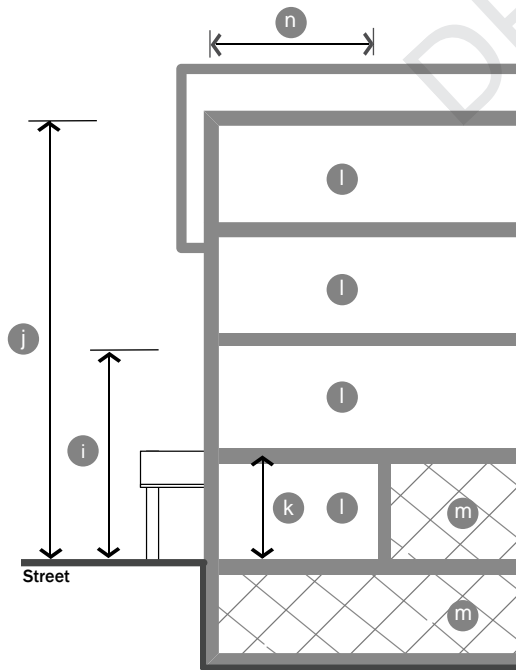


Figure 10-21-4H (2). Height and Use Requirements.

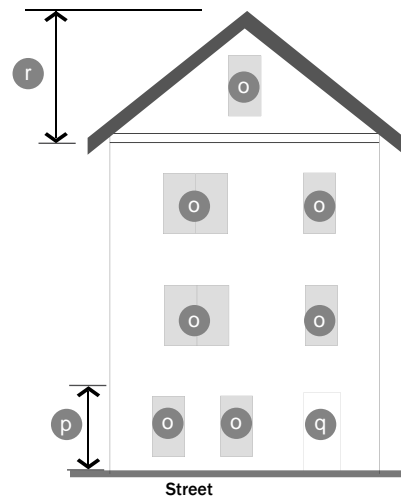


Figure 10-21-4H (3). Street Facade Requirements.

# 10-21-4 Building Types

## I. Entrance Types

Entrance type standards apply to the ground story and visible basement of front facades of all Building Types as defined in this Section. Refer to the Building Type Table Requirements, Sections 10-21-4C through 10-21-4H.

1. **General.** The following provisions apply to all entrance types.
  - (a) **Intent.** To guide the design of the ground story of all buildings to relate appropriately to pedestrians on the street. Treatment of other portions of the building facades is detailed in each Building Type standard (refer to Building Types 10-21-4C through 10-21-4H).
  - (b) **Applicability.** The entire ground story street-facing facade(s) of all buildings shall meet the requirements of at least one (1) of the permitted entrance types, unless otherwise stated.
  - (c) **Measuring Transparency.** Refer to Section 10-21-4B Explanation of Building Type Table Standards, for information on measuring building transparency.
  - (d) **Visible Basements.** Visible basements, permitted by entrance type, are optional. The visible basement shall be a maximum of one-half the height of the tallest story.
2. **Storefront Entrance Type.** Refer to Figure 10-21-4I (1). The Storefront entrance type is a highly transparent ground story treatment designed to serve primarily as the display area and primary entrance for retail or service uses.
  - (a) **Transparency.** Minimum transparency is required per Building Type.
  - (b) **Elevation.** Storefront elevation shall be between zero (0) and one (1) foot above street sidewalk.

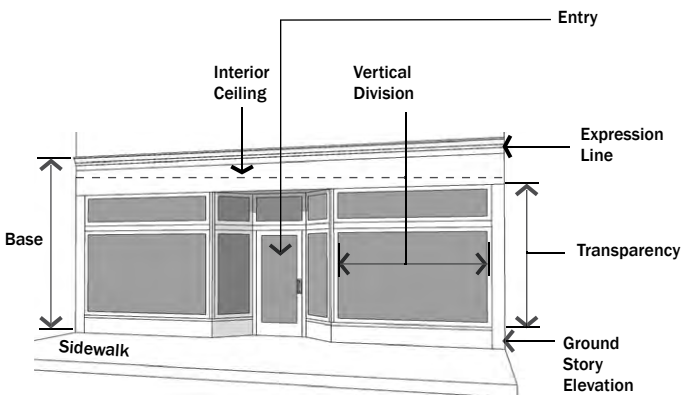


Figure 10-21-4I (1). Storefront Entrance Type.

- (c) **Visible Basement.** A visible basement is not permitted.
  - (d) **Horizontal Facade Division.** Horizontally define the ground story facade from the upper stories.
  - (e) **Entrance.** All entries shall be recessed from the front facade closest to the street.
    - i. Recess shall be a minimum of three (3) feet and a maximum of eight (8) feet deep, measured from the portion of the front facade closest to the street.
    - ii. When the recess falls behind the front build-to zone, the recess shall be no wider than eight (8) feet.
3. **Elevated Storefront Entrance Type.** Refer to Figure 10-21-4I (2). The Elevated Storefront entrance type is a highly transparent ground story treatment similar to the Storefront, but permitted to be elevated above the sidewalk for buildings located on parcels with flood hazard areas.
    - (a) **Transparency.** Minimum transparency is required per Building Type.
    - (b) **Elevation.** Storefront elevation may be a half story above the street sidewalk elevation.
    - (c) **Visible Basement.** A visible basement is permitted and does not require Occupied Space.
    - (d) **Horizontal Facade Division.** Horizontally define the ground story facade from the upper stories and any Visible Basement from the ground story.
    - (e) **Entrance.** All entries shall be located off a secondary walk along the building face within the build-to zone.
      - i. The secondary sidewalk shall be elevated above and essentially parallel to the street sidewalk to provide

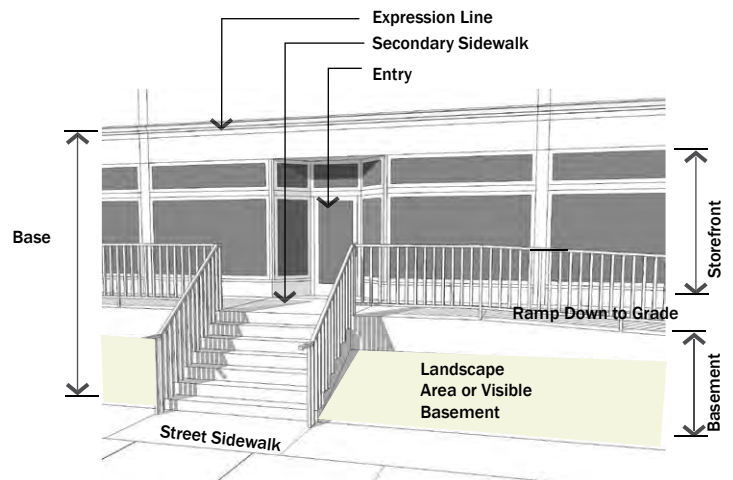


Figure 10-21-4I (2). Elevated Storefront Entrance Type.

# 10-21-4 Building Types

- continuous walking along the facade of the building.
  - ii. The secondary sidewalk shall be continuous along the facade of the building and shall connect to the street sidewalk by steps and ramps every fifty (50) feet.
  - iii. The secondary sidewalk shall connect to any other adjacent developments secondary sidewalks, when feasible. Drive crossings shall be of the same material as the secondary walk.
  - iv. The transition between the secondary sidewalk and street sidewalk shall include landscape, patios, and connecting walks.
  - v. The visible basement shall be located a minimum of five (5) feet from the street sidewalk to allow softening of the transition.
  - vi. The street and the secondary sidewalks shall be a minimum of eight (8) feet in width.
4. **Stoop Entrance Type.** Refer to Figure 10-21-4I (3). A stoop is an unroofed, open platform.
- (a) Transparency. Minimum transparency is required per Building Type.
  - (b) Stoop Size. Stoops shall be a minimum of five (5) feet deep by six (6) feet wide.
  - (c) Elevation. Stoop elevation shall be located a maximum of two (2) feet six (6) inches (2' 6") above the sidewalk without visible basement and a maximum of four (4) feet six (6) inches (4' 6") above the sidewalk with a visible basement.
  - (d) Visible Basement. A visible basement is permitted and shall be separated from the ground story by an expression line.
- (e) Entrance. All entries shall be located off a stoop. The stoop may be continuous along the facade of the building.
- (f) Landscape Area. A minimum five (5) foot wide landscape area is required within the build-to zone along the length of this entrance type with the exception of walks accessing the building.
5. **Porch Entrance Type.** Refer to Figure 10-21-4I (4). A porch is a raised, roofed platform that may or may not be enclosed on all sides. If enclosed, the space shall not be climate controlled.
- (a) Transparency.
    - i. Minimum transparency per Building Type is required.
    - ii. If enclosed, a minimum of forty percent (40%) of the enclosed porch shall be comprised of highly transparent, low reflectance windows.
  - (b) Porch Size. The porch shall be a minimum of five (5) feet deep and eight (8) feet wide.
  - (c) Elevation. Porch elevation shall be located a maximum of two (2) feet six (6) inches (2' 6") above the sidewalk without a visible basement and a maximum of four (4) feet six (6) inches (4' 6") above the sidewalk with a visible basement.
  - (d) Visible Basement. A visible basement is permitted.
  - (e) Height. Porch may be two (2) stories to provide a balcony on the second floor.
  - (f) Entrance. All entries shall be located off a porch.

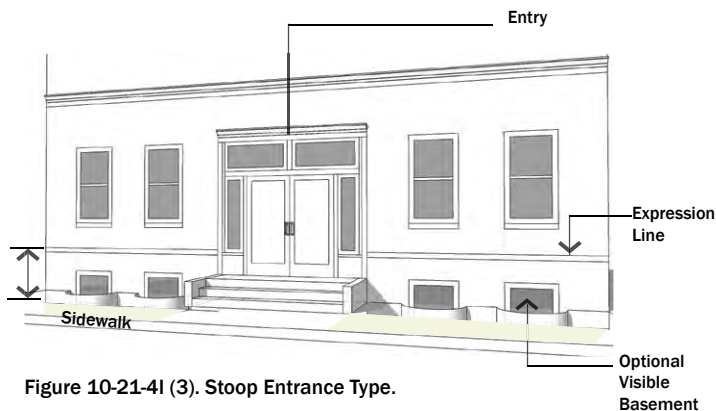


Figure 10-21-4I (3). Stoop Entrance Type.

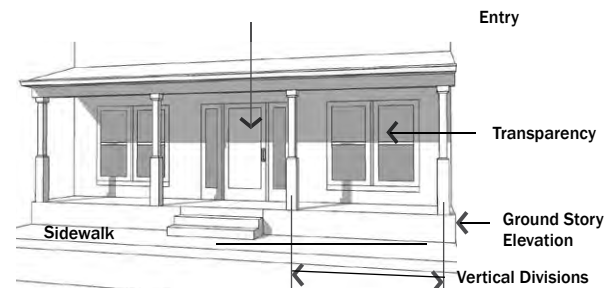


Figure 10-21-4I (4). Porch Entrance Type.



# 10-21-4 Building Types

## J. Roof Types

Roof type standards apply to the roof and cap of all Building Types as defined in this Section. Refer to the Building Type Table Requirements, Sections 10-21-4C through 10-21-4H.

1. **General Provisions.** The following provisions apply to all roof types.

- (a) Intent. To guide the design of the cap of all buildings.
- (b) Applicability. All buildings shall meet the requirements of one of the roof types permitted for the Building Type.
- (c) Measuring Height. Refer to Section 10-21-4B for information on measuring building height.
- (d) Other roof types. Other building caps not listed as a specific type may be requested with the following requirements:
  - i. The roof type shall not create additional occupiable space beyond that permitted by the Building Type.
  - ii. The shape of the Roof Type shall be significantly different from those defined in this section 10-21-4J, i.e. a dome, spire, vault.
  - iii. The building shall warrant a separate status within the community from the fabric of surrounding buildings, with a correspondence between the form of the roof type and the meaning of the building use.

2. **Parapet Roof Type.** Refer to Figure 10-21-4J (1). A parapet is a low wall projecting above a building’s roof along the perimeter of the building. It can be utilized with a flat or low pitched roof and also serves to limit the view of roof-top mechanical systems from the street.

- (a) Parapet Height. Height is measured from the top of the upper story to the top of the parapet.
  - i. Minimum height is two (2) feet with a maximum height of six (6) feet.

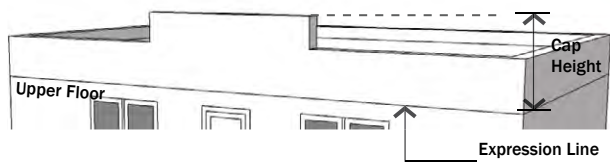


Figure 10-21-4J (1). Parapet Roof Type

- ii. The parapet shall be high enough to screen the roof and any roof appurtenances from view of the street(s).
  - (b) Horizontal Expression Lines. An expression line shall define the parapet from the upper stories of the building and shall also define the top of the cap.
  - (c) Occupied Space. Occupied space shall not be incorporated behind this roof type.
3. **Pitched Roof Type.** Refer to Figure 10-21-4J (2). This roof type has a sloped or pitched roof. Slope is measured with the vertical rise divided by the horizontal span or run.
- (a) Pitch Measure. The roof may not be sloped less than a 4:12 (rise:run) or more than 16:12.
    - i. Slopes less than 4:12 are permitted to occur on second story or higher roofs. Refer to Figure 10-21-4J (2).
  - (b) Configurations.
    - i. Hipped, gabled, and combination of hips and gables with or without dormers are permitted.
    - ii. Butterfly roofs (inverted gable roof) are permitted with a maximum height of eight (8) feet, inclusive of overhang.
    - iii. Gambrel and mansard roofs are not permitted.
  - (c) Parallel Ridge Line. A gabled end or perpendicular ridge line shall occur at least every one hundred (100) feet of roof when the ridge line runs parallel to the front lot line. Refer to Figure 10-21-4J (3).
  - (d) Roof Height. Roofs without occupied space and/or dormers shall have a maximum height on street-facing facades equal to the maximum floor height permitted for the Building Type.
  - (e) Occupied Space. Occupied space may be incorporated behind this roof type.

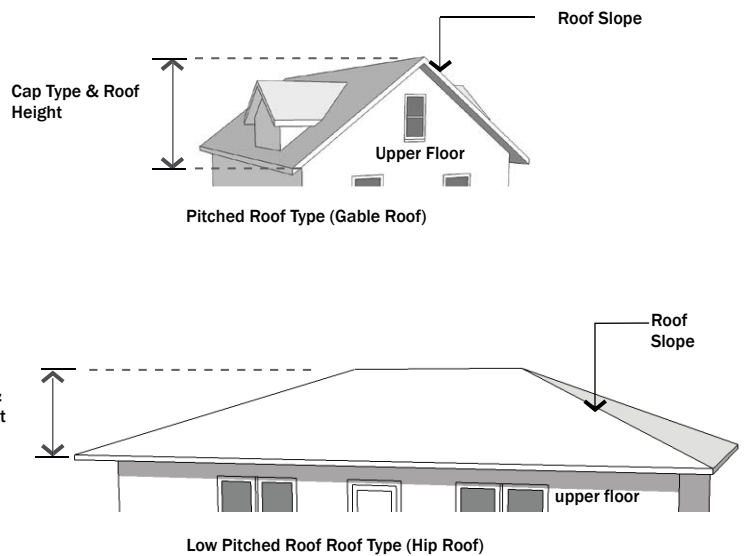


Figure 10-21-4J (2). Pitched Roof Type

# 10-21-4 Building Types

4. **Flat Roof Type.** Refer to Figure 10-21-4J (5), Flat Roof Type. This roof type has a flat roof with overhanging eaves.
  - (a) Configuration. Roofs with no visible slope are acceptable. Eaves are recommended on all street facing facades.
  - (b) Eave Depth. Eave depth is measured from the building facade to the outside edge of the eave. Eaves shall have a depth of at least fourteen (14) inches.
  - (c) Eave Thickness. Eave thickness is measured at the outside edge of the eave, from the bottom of the eave to the top of the eave. Eaves shall be a minimum of eight (8) inches thick.
  - (d) Interrupting Vertical Walls. Vertical walls may interrupt the eave and extend above the top of the eave with no discernible cap.
    - i. No more than one-half of the front facade can consist of an interrupting vertical wall.
    - ii. Vertical walls shall extend no more than four (4) feet above the top of the eave.
  - (e) Occupied Space. Occupied space shall not be incorporated behind this roof type.
  - (f) No mechanical equipment on roof shall be visible from the adjacent sidewalk.

5. **Towers.** Refer to Figure 10-21-4J (4). A tower is a rectilinear or cylindrical, vertical element, that shall be used with other roof types.
  - (a) Quantity. All Building Types, with the exception of the Civic Building, are limited to one (1) tower per building.
  - (b) Tower Height. Maximum height, measured from the top of the parapet or eave to the top of the tower, is the equivalent of the height of one (1) upper floor of the building to which the tower is applied.

- (c) Tower Width. Maximum width along all facades is one-third the width of the front facade or thirty (30) feet, whichever is less.
- (d) Occupied Space. Towers may be occupied by the same uses allowed in upper stories of the Building Type to which it is applied.
- (e) Application. May be combined with all other roof types.
- (f) Tower Cap. The tower may be capped by the parapet, pitched, low pitched, or flat roof roof types, or the spire may cap the tower.

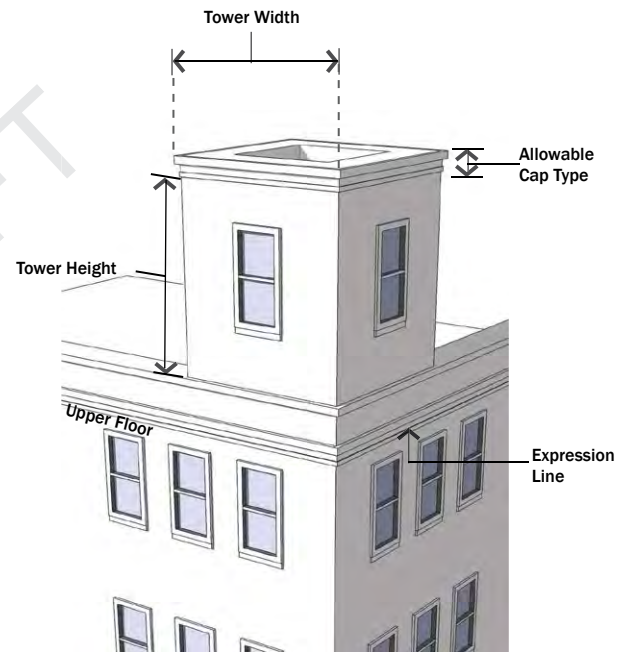


Figure 10-21-4J (4). Tower

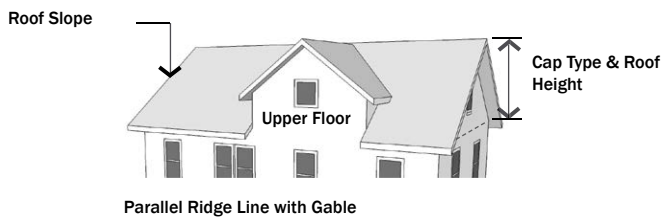


Figure 10-21-4J (3). Parallel Ridge Line

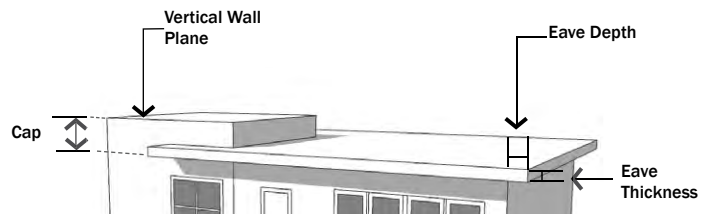


Figure 10-21-4J (5). Flat Roof Type

# 10-21-4 Building Types

## K. Additional Design Requirements

The following outlines the district design requirements that affect a building's appearance and district cohesiveness. They improve the physical quality of buildings, enhance the pedestrian experience, and protect the character of the neighborhood.

### 1. Materials and Color.

- (a) **Primary Facade Materials.** Eighty percent (80%) of each street facade shall be constructed of primary materials. Street facade materials shall continue around the corner a minimum depth of twenty (20) feet onto the side facade.
  - i. Permitted primary building materials include high quality, durable, natural materials, such as stone, brick; wood lap siding; fiber cement board lapped, shingled, or panel siding; glass. Other high quality synthetic materials may be approved during the site plan process with an approved sample and examples of successful, high quality local installations. Refer to Figure 10-21-4K (1).
- (b) **Secondary Facade Materials.** Secondary materials are limited to details and accents and include gypsum reinforced fiber concrete for trim and cornice elements; metal for beams, lintels, trim, and ornamentation, and exterior architectural metal panels and cladding.
  - i. Exterior Insulation and Finishing Systems (EIFS) is permitted on upper floor facades only.

- (c) **Roof Materials.** Acceptable roof materials include three hundred (300) pound or better, dimensional asphalt composite shingles, wood shingles and shakes, metal tiles or standing seam, slate, and ceramic tile. "Engineered" wood or slate may be approved during the site plan process with an approved sample and examples of successful, high quality local installations. Refer to Figure 10-21-4K (2).
- (d) **Color.** Main building colors shall utilize any historic palettes from any major paint manufacturer. Other colors may be utilized or details and accents, not to exceed a total area larger than ten percent (10%) of the facade surface area.
- (e) **Appropriate Grade of Materials.** Commercial quality doors, windows, and hardware shall be used on all ground floor Building Types with the exception of the Attached Building and the Yard Building. Refer to Figure 10-21-4K (3).

### 2. Windows, Awnings, and Shutters.

- (a) **Windows.** All upper story windows on all historic, residential, and mixed use buildings shall be recessed, and either casement or double hung. Percent of transparency is required per Building Type. Horizontal or vertical strip windows, tinted or reflective glass, and glass block (Figure 10-21-4K (4)) are prohibited on street facades.
- (b) **Security Grills.** Grills shall be fully retractable and completely within the interior of the building and inconspicuous to the



Primary Materials: Brick



Primary Materials: Stone



Roof Materials: Asphalt Composite Shingles



Roof Materials: Metal



Primary Materials: Painted Wood



Roof Materials: Ceramic Tile

Figure 10-21-4K (1). Primary Materials.

Figure 10-21-4K (2). Roof Materials.



# 10-21-4 Building Types

extent possible. Exterior bars are prohibited on any window. Refer to Figure 10-21-4K (5).

- (c) Awnings. All awnings shall be canvas or metal. Plastic awnings and canopy awnings that extend from the front facade into the right-of-way are prohibited. Awning types and colors for each building face shall be coordinated. Refer to Figure 10-21-4K (6).
- (d) Shutters. If installed, shutters, whether functional or not, shall be sized for the windows. If closed, the shutters shall not be too small for complete coverage of the window. Shutters shall be wood. "Engineered" wood may be approved during the site plan process with an approved sample and examples of successful, high quality local installations.

3. **Rear Parking Facade Design.** The following applies in all locations where a public building entrance occurs on the rear facade adjacent to a parking lot. Refer to Figure 15.4K (7).

- (a) Entrance Type. An Entrance Type shall be utilized for a minimum of twenty (20) feet of rear facade. Refer to 10-21-4(2)-(5).



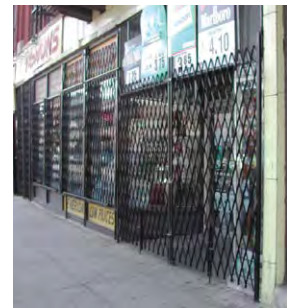
**Prohibited: Glass block windows on front facade.**

Figure 10-21-4K (4).Windows.



**Permitted: Fully retractable, interior security grills.**

Figure 10-21-4K (5).Security Grills.



**Prohibited: Exterior grills and bars.**



**Prohibited: Residential Grade Doors on Commercial Buildings.**



**Permitted Awnings: Metal (left) and Canvas (right)**



**Permitted: Commercial Grade Doors & Windows on Commercial Buildings.**

Figure 10-21-4K (3).Commercial Grade Doors & Windows.



**Prohibited Awnings: Canopy awnings that extend from the front facade into the right-of-way**

Figure 10-21-4K (6). Awnings.



## 15.4 Building Types



Front Facade Example.

Rear Facade Example.

Figure 10-21-4K (7). Rear Parking Facade Design.

- (b) Transparency Requirement. Public building entrance facade area, minimum twenty (20) feet wide, shall utilize one of the following:
  - i. When the Storefront Entrance Type is utilized, a minimum forty five percent (45%) transparency is required for the ground floor facade entrance, and the door shall be a minimum of forty five percent (45%) transparent.
  - ii. When any other Entrance Type is utilized, the minimum transparency required for upper floors of the street facade shall apply to the rear ground floor entrance area, and the door shall be a minimum of forty five percent (45%) transparent.

(c) Awnings and signage are encouraged.

4. **Balconies.** The following applies in all locations where balconies are incorporated into the facade design facing any street or parking lot. Refer to Figure 10-21-4K (8).

(a) Size. Balconies shall be a minimum of six (6) feet deep and five (5) feet wide.

(b) Connection to Building. Balconies shall be integral to the facade at the street line. Balconies on stepbacked stories shall be independently secured and unconnected to other balconies.

(c) Facade Coverage. A maximum of forty percent (40%) of the front and corner side facades, as calculated separately, may be covered with balconies, including street-facing railing and balcony structure.

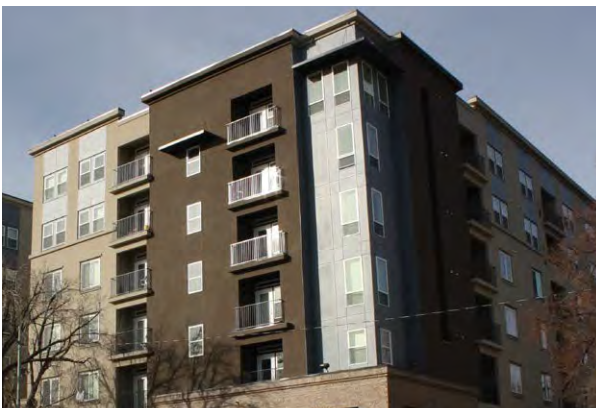


Figure 10-21-4K (8). Balconies Integral to Facade.

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# 10-21-5 Site Development Standards

## A. Signage

1. **General Requirements.** Refer to Section 10-20 of the Yorkville City Code for all signage regulations applicable to the Downtown Overlay Districts.
2. **Revisions to the Signage Regulations.** The following revises Section 10-20 of the Yorkville City Code specific to the S Districts.
  - (a) Freestanding Low Monument Signs. (Refer to Section 10-20-4) Low Monument Signs are permitted only in the S 4 District.

## B. Parking Requirements

1. **Applicability.** This section shall apply to all new development and changes in use or intensity of use for existing development in any S Districts.
2. **General Requirements.** Off-street parking spaces shall be provided in conformance with Section 10-16 Off-Street Parking and Loading Regulations, unless revised in this Section 10-21-5B.
  - (a) Required Vehicle Parking. The Required Vehicle Parking Table 10-21-5B (1) indicates the maximum vehicle parking ratio for a given use.
3. **Parking Credits.** Vehicular parking standards within Section 10-16 may be reduced by achieving one or all of the following credits.
  - (a) On-Street Parking Credit. For all non-residential uses, on-street parking spaces that meet the following shall be credited against the parking requirement.
    - i. Spaces shall be designated on-street parking available twenty four (24) hours of every day.
    - ii. On-street space located a minimum of fifty percent (50%) adjacent to the property line of the lot.
  - (b) Public Parking Credit. For all non-residential uses, public parking spaces located within six hundred and sixty (660) feet of any property line may be credited against the parking requirement at a rate of one credit for every three public parking spaces.
  - (c) Car-Share Parking Credit. The vehicular parking requirements can be reduced with the inclusion of car-share parking spaces as follows.
    - i. Per each car-share parking space provided, required parking spaces shall be reduced by four (4) spaces.
    - ii. Required parking spaces may be reduced up to forty percent (40%).
    - iii. Approval. Applicant must provide documentation of an agreement with a car-share company. If this agreement should terminate at any point, applicant shall be required to provide parking as otherwise required herein.
  - (d) Shared Parking. Required Parking may be reduced to the lower amount if at least eighty percent (80%) of non-residential parking is available as publicly shared parking. Otherwise, the higher standard parking requirement shall apply.
  - (e) Other Parking Reductions. Additional reductions may be approved by the Planning and Zoning Commission with the submittal of a parking study illustrating the reduction.

## 4. Bicycle Parking.

- (a) Required Bicycle Parking. The Required Bicycle Parking Table 10-21-5B (2) indicates the minimum bicycle parking ratio for a given use.
  - i. Bicycle parking is not required for uses not listed.
  - ii. Bicycle parking is not required for uses less than 2,500 square feet in size.
  - iii. No Use, other than Civic is required to accommodate more than twenty (20) bicycles.
- (b) Bicycle Parking Dimensions.
  - i. Required bicycle parking spaces shall have minimum dimensions of two (2) feet in width and six (6) feet in length.
  - ii. An aisle a minimum of five (5) feet wide shall be provided behind bicycle parking facilities to allow for maneuvering.
  - iii. A minimum of two (2) feet shall be provided beside each parked bicycle to allow access. This access may be shared by adjacent bicycles.
  - iv. Racks shall be installed a minimum of two (2) feet from any wall or other obstruction.

Land Use	Vehicle Spaces
Residential (Studio and 1 bedroom)	1 per unit
Residential (2 or more bedrooms)	1.5 per unit
Civic/Institutional	max. 2 per 1,000 square feet
Retail/Services (less than 8,000 square feet, excluding Restaurants)	no min. or max. parking requirements
Retail/Services (8,000 square feet or more, excluding Restaurants)	max. 2 per 1,000 square feet
Restaurants	max. 4 per 1,000 square feet
Office	max. 2 per 1,000 square feet

Table 10-21-5B (1). Required Vehicle Parking.

Land Use	Bicycle Spaces
Multifamily	1 per 2 Vehicular Spaces for buildings with 8+ units
Civic/Institutional	1 per 10 Vehicular Spaces, min. of 4
Retail	1 per 10 Vehicular Spaces
Services	1 per 10 Vehicular Spaces
Office	1 per 10 Vehicular Spaces

Table 10-21-5B (2). Required Bicycle Parking.

# 10-21-5 Site Development Standards

- (c) Location. Bicycle parking should be located within fifty (50) feet of the entrance of the Use.
  - i. Indoor or outdoor spaces are permitted, provided they are located on the lot with which they are associated.
  - ii. Bicycle parking facilities shall be separated from vehicular parking areas to protect parked bicycles from damage. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles or other similar features.
- (d) Racks and Structures. Racks and structures shall be provided for each unprotected parking space, and shall be designed to accommodate both chain and U-shaped locking devices supporting the bicycle frame at two (2) points.

## C. Landscape

1. **General Requirements.** Refer to Section 10-17 Fencing and Screening for all landscaping and screening requirements.
2. **Build-to Zones and Setbacks.** All build-to zone and setback areas not covered by building shall contain either landscape, patio space, or sidewalk space.
  - (a) Driveways are permitted to cross the front and corner build-to zone and rear setbacks perpendicularly at a maximum of twenty five (25) feet in width.
  - (b) Driveways may encroach upon the side setbacks longitudinally on parcels fifty (50) feet or less in width.
  - (c) Parking lots shall not encroach upon any setbacks. Side and rear yard parking lots shall not be located closer to the front or corner lot line than the building.

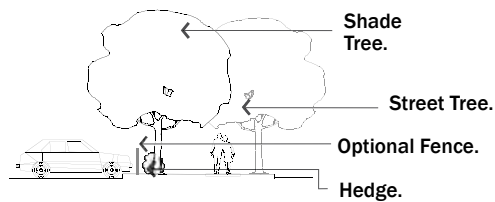
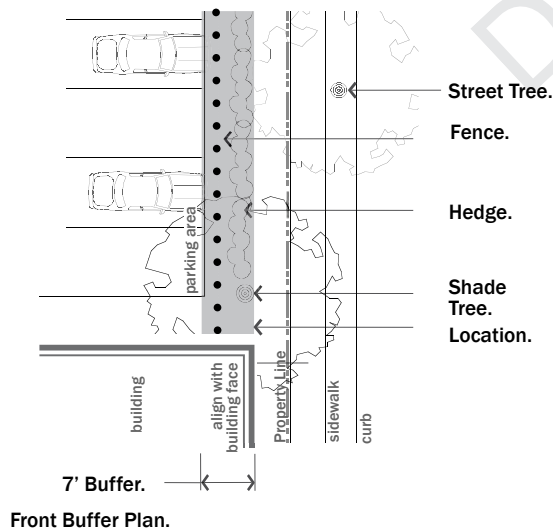


Figure 10-21-5C (1). Frontage Buffer Plan and Section.

Frontage Buffer Requirements	
<b>Buffer Depth &amp; Location <sup>1</sup></b>	
Depth	7'
Location on Site	Between street facing property line and vehicular areas <sup>2</sup>
<b>Buffer Landscape Requirements</b>	
Uses & Materials	Uses and materials other than those indicated are prohibited in the buffer
Shade Trees	Medium or large shade tree with full, spreading canopies required at least every 40'; Locate on the street side of the fence; Spacing should alternate with street trees
Hedge	Required continuous hedge on street side of fence, between shade trees & in front of parking areas
Hedge Composition	Individual shrubs with a minimum width of 24", spaced no more than 36" on center
Existing Vegetation	May be credited toward buffer area
<b>Fence</b>	
Location	2' from back of curb of vehicular area
Materials	Non-galvanized steel or painted PVC; Masonry Columns (maximum width 2'6") and Low Wall (maximum 18" height) permitted
Minimum Height	3' for Steel or Painted PVC
Maximum Height	4' for Steel or Painted PVC, 18" for Low Wall
Colors	Black, gray, or dark green for Steel or Painted PVC
Opacity	Minimum 30%; Maximum 60% for Steel or Painted PVC
Gate/Opening	One gate permitted per street frontage; Opening width maximum 6'

**Notes:**

- <sup>1</sup> This screening requirement does not prohibit the installation of or provision for openings necessary for allowable access drives and walkways connecting to the public sidewalk.
- <sup>2</sup> In Front and Corner Yards, when the parking area is located adjacent to any building on the lot, the buffer must be located so that it aligns with or is behind the face of the adjacent building back to the vehicular area. The area between the buffer and the property line must be landscaped.

Table 10-21-5C (1). Frontage Buffer Requirements.

3. **Frontage Buffer Requirements.** Refer to Figure 10-21-5C (1). The following additional requirements are specific to the S Districts and is in addition to information within Section 10-17 Fencing and Screening guidelines.
  - (a) Intent. To lessen the visual impact of parking areas visible from the street.
  - (b) General Applicability. Applies to properties in all S Districts where a parking area is located adjacent to a right-of-way.
  - (c) Exceptions. Parking areas along alleys, except when a residential district is located across the alley. Single and two family residences are also excepted.



# 10-21-5 Site Development Standards

## D. Street Guidelines

1. **General Street Guidelines.** The following guidelines should apply to all new streets within S Districts with the intent of creating pedestrian oriented, multimodal streets.
  - (a) **Typical Street Elements.** All street rights-of-way should include the following vehicular and pedestrian realm considerations. Refer to Figure 10-21-5D (1).
    - (1) **Vehicular Realm.** The vehicular realm is comprised of the travel lanes, bicycle lanes, and parking lanes.
    - (2) **Pedestrian Realm.** The pedestrian realm is comprised of pedestrian facilities, such as sidewalk. A buffer area that serves to buffer pedestrians or bicyclists from the movements of higher speed vehicles in the vehicular realm shall consist of one (1) of the following:
      - (i) **Landscape Zone.** A landscape area between the back of curb to the sidewalk in which street trees, stormwater swales, lighting, and signage may be located. Typically used adjacent to residential ground floor uses.
      - (ii) **Furnishings Zone.** A hardscape area that extends from the sidewalk to the back of curb, in which street trees, street furniture, lighting, and signage may be located. Typically used adjacent to commercial or office ground floor uses.
  - (b) **Bicycle Facilities.** Bicycle facilities, such as dedicated lanes and dedicated shared lanes should be included on any streets based on the City's bicycle plan. New streets within S districts shall utilize shared lanes. A shared lane refers to a street that does not have bicycle lanes or a designated shared lane, but the speed and configuration of the street is such that bicycles could comfortably share lanes with traffic.
  - (c) **Vehicular On-Street Parking.** On-street parking, whether parallel or diagonal, shall be included according to the District Street Details for that street.

2. **Street Trees.** Street trees are required along all existing and new street frontages.
  - (a) All planting material requirements within Landscaping and Screening Guidelines shall be utilized.
  - (b) Street trees shall be located in either a Landscape Zone (within a planting bed or lawn) or a Furnishings Zone (in trees wells with grate as required).
  - (c) **Permeable Surface.** For each tree preserved or planted, a minimum amount of permeable surface area is recommended.
    - i. Preserved trees should have a permeable surface area equal to the critical root zone. The critical root zone is equal to half of the radius of the tree's mature canopy, measured from the trunk out to the dripline.
    - ii. Planted trees have a suggested minimum permeable area and soil volume based upon tree size; refer to Table 10-21-5D (1) for details.
    - iii. Permeable area for one (1) tree cannot count toward that of another tree.
  - (d) **Structural Soil.** When the critical root zone of an existing tree or the suggested permeable surface area requirement of a newly planted tree extends below any pavement, structural soil is required underneath the pavement.
3. **Pedestrian Lighting.** Pedestrian light fixtures shall be installed per the street requirements of the City's Department of Public Works and any streetscape master plan adopted by the City.

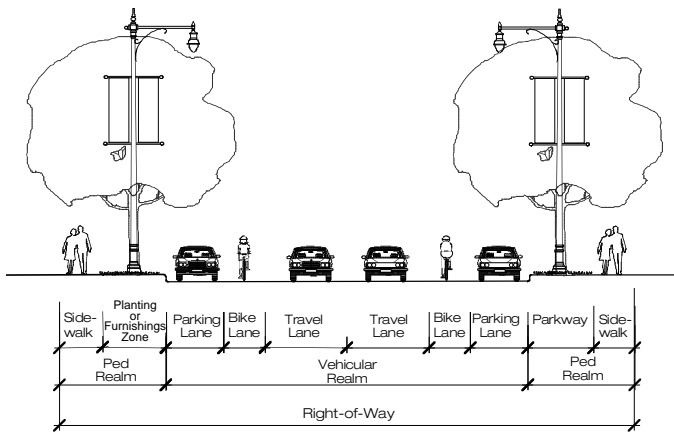


Figure 10-21-5D (1). Typical Right-of-Way Elements.

Tree Size Type	Soil Volume (cubic ft)	Soil Surface Area (sq ft) with 2.5' Soil Depth	Permeable Surface Area Requirement (sq ft)
Medium	2,852	1141 (approx. 34' x 34')	225 (15' x 15')
Large	6,532	2681 (approx. 50' x 50')	400 (20' x 20')

Table 10-21-5D (1). Minimum Recommended Soil Volumes and Permeable Area per Planted Tree.

## 10-21-5 Site Development Standards

4. **New Streets and Subdivision.** For all developments with total parcel acreage larger than five (5) acres, subdivision and construction of a new street will yield the most buildings. (Building Types require buildings to front streets). Refer to Figure 10-21-5D (2) for an example of a typical new block and street configuration. The following recommendations apply:

- (a) **Interconnected Street Pattern.** Streets shall connect and continue existing streets from adjoining areas and cul-de-sac and dead end streets should be avoided.
- (b) **Blocks.**
  - i. The shape of a block shall be generally rectangular, but may vary due to natural features or site constraints.
  - ii. Blocks shall typically be two (2) lots deep with the exception of blocks containing open space. Blocks may also include an alley. Blocks may include existing lots within an existing zoning district.
  - iii. Blocks shall typically be fronted with lots on at least two (2) faces, preferably on the longest street faces.
  - iv. Consider lot and block orientation for maximum energy efficiency. For example, block orientation along an east-west longitudinal axis will encourage development of buildings oriented along an east-west axis, with smaller east and west facing facades, able to take advantage of passive solar technology.
  - v. Block size should be less than four hundred (400) feet.
- (c) **Access Points.** A minimum of two (2) access points should be provided for each development, with a minimum of one (1) per every 1,500 feet of boundary recommended.
- (d) **Primary Streets.** Designate primary streets so that all buildings front at least one primary street. Vehicular access should not be located off a Primary Street, unless the parcel is fronted by more than two primary streets.
- (e) Blocks may include interior alleys or lanes.
- (f) **Typical Lot Configuration.** All lots shall have frontage along a public street unless otherwise specified in Building Type requirements. Flag lots are prohibited.

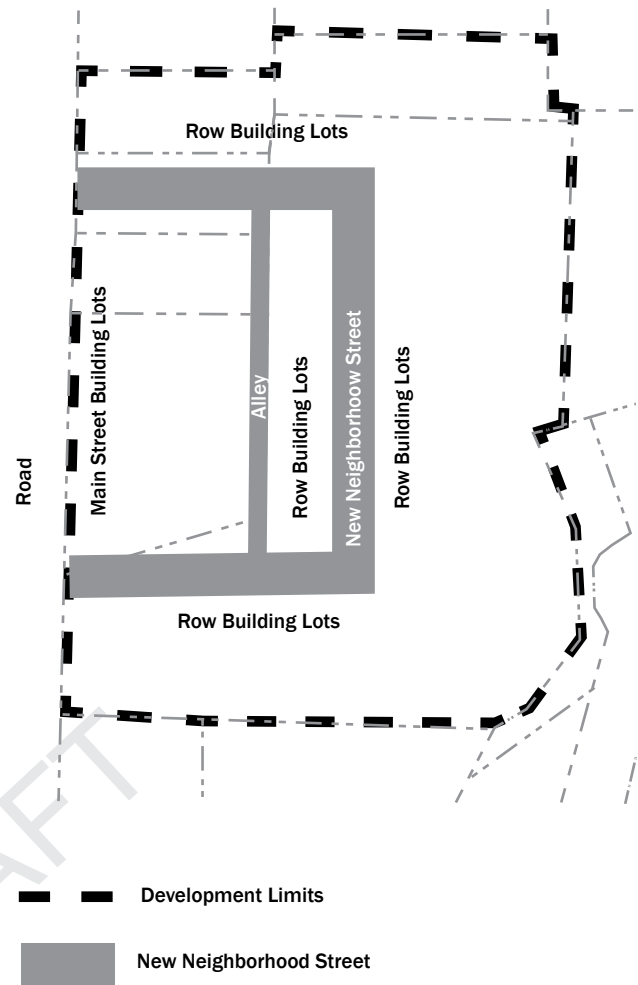


Figure 10-21-5D (2). Example of New Street and Block Configuration for Large Parcels or When Multiple Parcels are Combined.

# 10-21-5 Site Development Standards

## E. Temporary Structures

- General Requirements.** Refer to 10-17 Fencing and Screening for all landscaping and screening requirements.
- Description and intent.** Temporary Structures are allowed in all Districts according to the following guidelines.  
  
The small scale activity or display area can be a patio for outdoor eating or display of goods and should constitute the majority of the site. The frontage required continues the streetwall of the adjacent buildings, allowing a continuous pedestrian experience from the street with views into the outdoor space.  
  
Two accessory structures are permitted. A temporary building may be erected in the rear of the Lot and allows patrons to enter the building. A permanent kiosk may be located anywhere on the Lot, but allows employees only in the interior.
- Regulations.** Regulations for Temporary Structures are defined in the adjacent table.
- Mobile Food Vendors.** Refer to Section 10-3-14 Mobile Food Vendor Vehicles & Retail Vendor Vehicles for all mobile food vendor requirements.

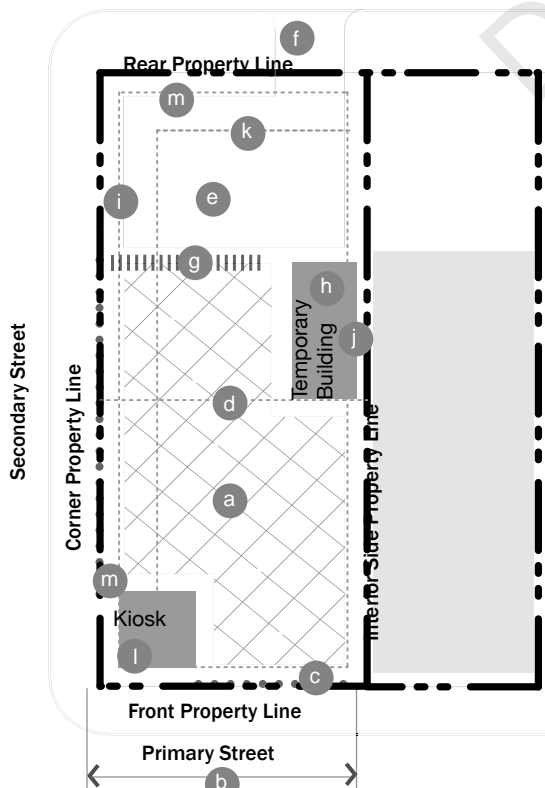


Figure 10-21-5E (1). Temporary Structure Siting

Temporary Structures Requirements		
<b>1. Siting</b>		
Minimum area of Unenclosed, Fully or Partially Paved Outdoor Activity/Display Area	45% of parcel	a
Min Lot Width	none	b
Max Lot Width	50'	
Max Impervious Coverage	80%	
Additional Semi-pervious Coverage	15%	
Required Front & Corner Side Frontage Type	0' to 5'	c
Parking Setbacks		d
Front	75'	
Corner, Side, Rear	5'	
Parking & Loading Facility Location		e
Access	From Alley or Side Street	f
Required Buffer between Parking & Activity/Display Area	none	g
<b>2. Accessory Buildings</b>		
Number of Permitted Accessory Buildings	2	
Max Building Coverage	20%	h
Temporary Building		
Front Yard Setback	75'	i
Corner Side Setback	15'	j
Side Yard Setback	0'	
Rear Yard Setback	5'	k
Kiosk Building		l
Front, Corner, Side, Rear Setback	5'	m
Max Size	500 sf	
Max Height	one story or 15'	
Min Front Facade Transparency	20%	
Roof Type	Pitched, Flat, Parapet	
Existing Vegetation	May be credited toward buffer area	
<b>3. Uses</b>		
Permitted Uses	Assembly General Retail General Service	

**Notes:**

- <sup>1</sup> This screening requirement does not prohibit the installation of or provision for openings necessary for allowable access drives and walkways connecting to the public sidewalk.
- <sup>2</sup> In Front and Corner Yards, when the parking area is located adjacent to any building on the lot, the buffer must be located so that it aligns with or is behind the face of the adjacent building back to the vehicular area. The area between the buffer and the property line must be landscaped.

Table 10-21-5E (1). Temporary Structures Requirements.

**10-21-5 Site Development Standards**

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# Administrator Checklist: Pre-Application Meeting

