



Figure 4: Land Use Concepts

LOCATION

Urbana, Ohio

TASKS

- Project Management
- Data Collection & Analysis
- Mapping
- Street Network Concepts
- Future Land Use Concepts

HIGHLIGHTS

- Reviewed existing data and plans
- Prepared multiple future transportation network concepts
- Prepared multiple future land use concepts
- Outlined and defined future land use categories and recommendations

Detailed residential design guidelines

Detailed commercial design guidelines

PROJECT DESCRIPTION

In response to the anticipated development of a large tract of land, BPS assisted the City of Urbana with developing land use and street network concepts to guide future changes in the area. The BPS team began by collecting and reviewing pertinent studies and data related to demographics, land use, zoning, transportation, utilities, housing, natural environment, and more. From there, the team, in conjunction with City staff, conceptualized a future land use and transportation network map including definitions of land use categories and residential and commercial design guidelines.

URBANA NORTHEAST AREA PLAN

6 | DESIGN GUIDELINES

6A Residential Design Guidelines

Single- and Semi-detached Units (1-, 2-, and 3-unit dwellings)

1. Front porches are encouraged for new units and should be a usable space at least 7-feet in depth.
2. Front-facing attached garages should not exceed 40 percent of the home's width (including the garage) and should be set back at least two feet from the front elevation. In situations where it is not feasible to set back the garage from the front elevation, a functional front porch of at least 100 square feet should extend beyond the face of the garage. Additionally, side facing garages should provide windows on the front elevation of the home. Single bay garage doors and/or garage doors with windows are recommended.

Multunit Dwellings (>3 units)

1. The primary facade on the ground level of multiunit buildings should include entrances, stoops, porches, balconies or other features to contribute to pedestrian activity. Generally, buildings fronting on public streets should be one- or two-stories with three-story buildings setback from the public street.
2. Multiunit buildings should incorporate building articulation through the use of bays, balconies, cornice lines, and varying rooflines.
3. Multiunit development should incorporate plazas and courtyards which are open to and visible from the primary street.
4. Variation in building design is encouraged for multiunit developments with multiple buildings.
5. Building height transitions should be used to create a scale and massing that is appropriate based on the surrounding uses.
6. Multiunit development should face public streets and open space. Parking lots should be placed behind or, if necessary, next to buildings.



Figure 3: Transportation Network Concepts