

REGIONAL MIXED-USE CAMPUS

the CAMPUS

THE CODE

FINAL - Adopted February 20, 2017 (Version 2.10)

Prepared by: Development Services Department

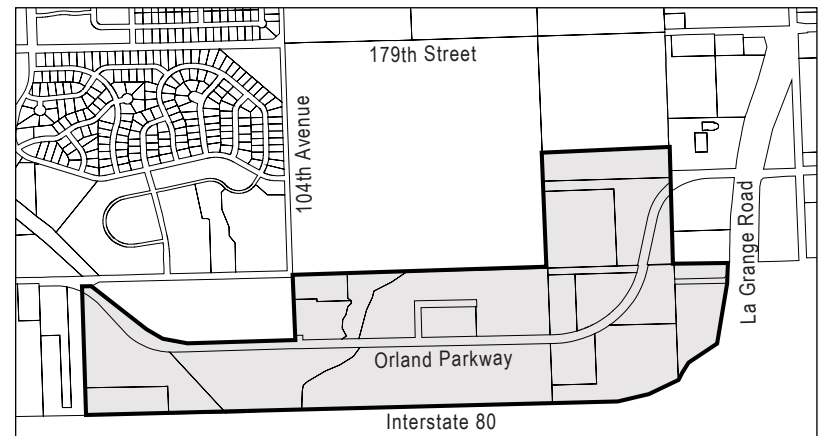
## Section 6-214: Regional Mixed-Use Campus

### A. Intent

These regulations for the Regional Mixed-Use Campus (RMC) are intended to guide the development of a high-intensity, interrelated live / work / learn / play district along Interstate 80 that emphasizes the pedestrian experience and public gathering spaces, promotes the clustering of various knowledge-based industries, respects the natural environment, and establishes a physical form that engages visitors, employees and residents.

### B. Applicability

The RMC District includes properties within the area loosely bordered by LaGrange Road on the east, Interstate 80 to the south, 107th Avenue to the west, and certain parcels on the north side of Orland Parkway.



Map 6-214.B.1: Regional Mixed-Use Campus District (RMC) Map Boundary

## C. Guiding Principles

### 1. Places for People

For places to be well-used and well-loved, they must be safe, comfortable, varied, and attractive for people.

### 2. Promote a Positive Image

Walkable mixed-use developments are attractive and distinctive places that create a positive image for businesses, investors, and residents. Developments within the RMC District shall strengthen this positive image by shaping the public and private realm based upon the overarching themes of innovation, accessibility, continuity, cooperation, pedestrian amenities, and sustainability.

### 3. Cultivate the Public Realm

Plaza areas, entrances to buildings, and other gathering places shall mark the origin and destination points of walking and bicycling trips, and collectively define the shape and extent of a multi-modal circulation system. Consistent landscaping, streetscape treatments, and signage shall provide visual continuity throughout the District.

### 4. Lead with Sustainability

Compact mixed-use developments concentrate development where the road, transit, and utility infrastructure can support it. Because of its planned concentrated character, the RMC District shall be much more energy efficient than the same amount of development built in a typical one- and two-story, car-oriented style. Thus sustainability shall start at the scale of the District - leveraging existing natural assets - and trickle down and inform green tactics among the individual buildings. A system to award the inclusion of such techniques should be considered.

### 5. Target Diverse Users of Varying Scales

Encourage and enable mixed-use, cluster development to create active nodes of residential, office, retail, entertainment, advanced manufacturing and other compatible uses. The aim is to foster a variety of activity throughout the day and strengthen economic and knowledge spillover among users of various scales and interests - ranging from established corporations to start-ups.

### 6. Promote Quality Urban Design & Architecture

Successful communities apply urban design principles to orchestrate numerous physical and non-physical elements to create dynamic, attractive places. This District shall use urban design methodologies to enhance the inter-relationships between blocks, streets, open space, and landscaping, and weave together different building forms and uses. Buildings shall display a coherent and memorable aesthetic with coordinated design details that create a consistent, attractive and welcoming built environment.

### 7. Incentivize Code Conformance

The Village shall reward those who strive to meet its standards and regulations. Therefore, the length of review time and number of meetings required to obtain project approval shall be based upon the degree of conformance to this code, with precise conformance resulting in a relatively quick review process.

## D. Development Objectives

### 1. Interconnected Site Planning

Buildings shall be (1) located at the street edge and clustered together with (2) shared parking facilities and (3) common amenity space, including (4) regional stormwater detention facilities.

### 2. Life Between Buildings

The defining quality and character of the District shall be the campus feel created through a network of (5) public plazas and open space areas. The spaces between buildings shall flow together and provide visual and physical connections for pedestrians.

### 3. Pedestrian Experience

Sidewalks and pathways are required to (6) connect the street frontage to all front building entrances, parking areas, plazas, and any other destination that generates pedestrian traffic.

### 4. Mix of Development Intensity

The vast majority of the District shall allow tall buildings, thereby encouraging more intense development (7) appropriate next to an interstate. Development of (8) low- and (9) medium-intensity structures will be encouraged to co-locate and share common areas.

### 5. Target Knowledge-Based Industries

A broad spectrum of users are encouraged to congregate within the District - office, retail, multi-family, entertainment, and recreation - with a special emphasis on knowledge-intensive sectors, such as Class A office, research labs, advanced manufacturing (3D printing), and business incubator facilities.



Figure 6-214.D.1



Figure 6-214.D.2

## E. Process Overview

The following provides a concise overview of the general review process. The intent of this code is to reward those who strive to meet its standards and regulations. Therefore, the length of review time and number of meetings required to obtain project approval shall be based upon the degree of conformance to this code, as determined by the Director of Development Services.

### 1. Precise Conformance (Board Only)

Site plan matches the development and redevelopment goals of the code, including use, site plan, massing, and architectural details. Proposal requires no variances and needs no special approvals.

### 2. Moderate Conformance (Committee & Board Only)

Site plan matches the spirit and intent of the code, but there are some qualitative differences that do not require a variance and needs no special approvals.

### 3. Non-Conformance & Special Approvals (Full Process)

Site plan does not meet the spirit or intent of the code, and/or requires a special approval, such as: a Special Use Permit, map amendment, and/or a variance.

## F. Uses

### 1. Permitted Uses

#### a. Office, Research & Manufacturing

Offices

Business Incubator Facilities

Laboratories for Research, Development, Testing, and Related  
Production Activities

Medical Research and Manufacturing Facilities, including but  
not limited to Pharmaceuticals, Biomedical Technologies,  
Medical Instruments and Supplies

Printing, Publishing, Lithographing or Similar

Advanced Manufacturing and Assembly

**b. Commercial**

Commercial Retail Establishments - not exceeding 30,000  
Square Feet of Floor Area

Convenience Stores

Personal Service Establishments

Restaurants - including Outdoor Seating

Wineries and Microbreweries under 12,000 Square Feet, and  
Distilleries under 5,000 Square Feet

Financial Institutions

Hotels - Not less than 50 Rooms

Convention Centers, Meeting Space, and Banquet Facilities

Movie Theaters - excluding Drive-in Theaters

Indoor Commercial Recreation

Day Care Facilities

Health Clubs and Fitness Centers

Dry-Cleaning and Laundry

c. Civic & Institutional

Hospitals, Medical Rehabilitation Centers and Clinics for the Treatment of Human Ailments, No Overnight Stay

Government Uses, including Offices, Public Schools, Parks, and Municipal and Recreational Facilities, and Incubator and Research Facilities

Boarding Schools

Colleges and Universities, Public and Private, Including Dormitories

Structured Parking - Ancillary to a Primary Use

d. Residential

Attached Dwellings - Provided that No Dwelling Units are Located on the Street Level Unless the Dwelling Units are Part of a Mixed Use Development.



## 2. Special Uses

### a. Office, Research & Manufacturing

Warehousing or Distribution Establishments

### b. Commercial

Commercial Retail Establishments - Exceeding 30,000 Square Feet of Floor Area

Drive-Through Establishments (Accessory to Restaurants, Banks, Pharmacies and All Other Uses)

### c. Civic & Institutional

Hospitals, Medical Rehabilitation Centers and Clinics for the Treatment of Human Ailments, With Overnight Stay

Vocational Schools

Theater, Auditorium, Museum, Library, And Other Civic and Cultural Facilities

Stadia, Auditoria and Arenas

Utility Substations

Public Transportation Facilities

Wireless Communication Facilities

### 3. Prohibited Uses

#### a. General

Adult Regulated Uses

Automobile / Gasoline Service Stations

Automobile Car Wash (Either Manual or Automatic)

Automobile Repair Shops (Including Bodywork)

Automobile Rental

Building Material Sales

Congregate Senior Housing

Contractors or Construction Offices

Funeral Homes, Mortuaries, and Cremation Facilities

Furniture Stores

Greenhouses, Garden Centers, and Landscape Nurseries

Gun Dealer / Shooting Range

Industrial Facility (Heavy)

Kennel / Pound

Machinery and Equipment Rental and Sales

Motel or Motor Inn

Plumbing, Heating, Air Conditioning Sales and Service

Second Hand Stores, Flea Markets, Pawn Shops

Self-Service Storage Facility

Tattoo Parlor

Truck Depot / Truck Stop

## G. Private Lot Standards

### 1. Land Use Intensity

This District shall have no restrictions on density or floor-area-ratio (FAR).

### 2. Land Area Requirements

No minimum or maximum lot size.

### 3. Lot Width Requirements

No minimum or maximum lot width.

### 4. Maximum Lot Coverage

No more than eighty percent (80%) of the area of the parcel may be covered with building, pavement and storm water storage, leaving at least twenty percent (20%) of total parcel area in green space.

### 5. Maximum Building Height

a. Properties North of Orland Parkway: 10-stories or 120 feet, whichever is less.

b. Properties South of Orland Parkway: 15-stories or 180 feet, whichever is less.

## G. Private Lot Standards (cont.)

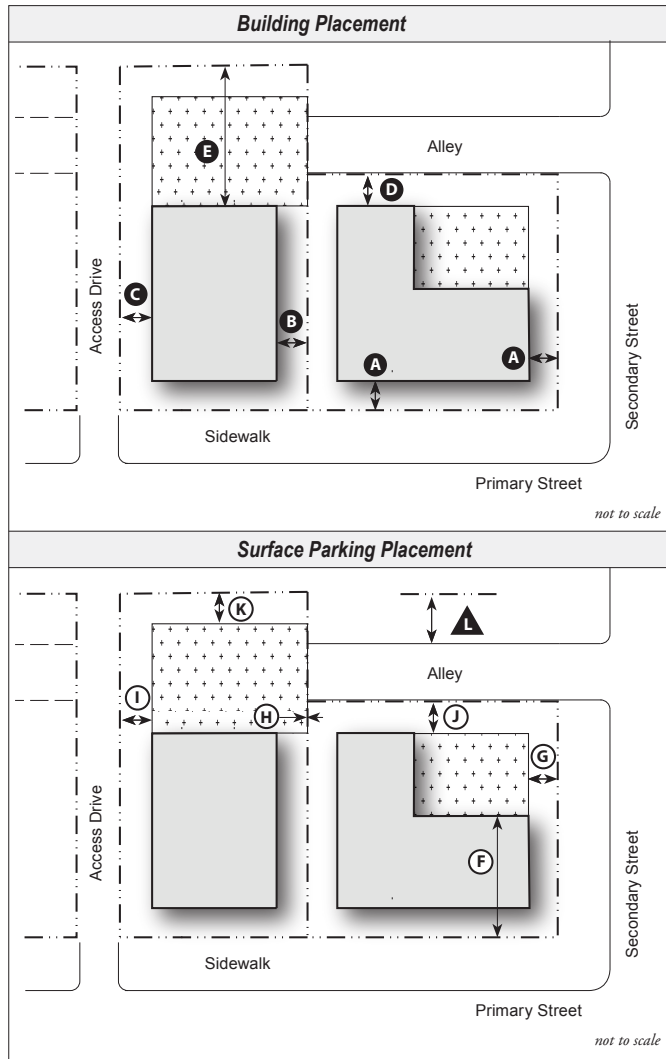
### 6. Dimensional Requirements

Table F.6.1 and Figure F.6.1 establish the dimensional regulations for the District, with the following special provisions:

- a. At least fifty percent (50%) of the length of the property line along the primary street frontage, excluding driveways, shall be occupied by the facade of the building.
- b. No more than thirty percent (30%) of the lot frontage of a site along a public right-of-way shall be devoted to parking or service.
- c. Where a plaza is between the building and the street, the actual maximum building setbacks from the public right-of-way shall be the depth of the plaza.

G. Private Lot Standards (cont.)

6. Dimensional Requirements (cont.)



--- Property Line    ■ Building Area    ■ Parking Area

Figure 6-214.G.6

<b>Building Setbacks</b>		
Front Yard (primary street)	10-40'	Ⓐ
Front Yard (secondary street)	10-25'	Ⓐ
Side Yard (interior)	15' min.	Ⓑ
Side Yard (along access drive)	10' min.	Ⓒ
Rear Yard (with alley)	5' min.	Ⓓ
Rear Yard (no alley)	30' min.	Ⓔ
<b>Parking Setbacks</b>		
Front Yard (primary street)	50' min.	Ⓕ
Front Yard (secondary street)	10' min.	Ⓖ
Side Yard (interior)	0'	Ⓗ
Side Yard (along access drive)	10' min.	Ⓘ
Rear Yard (with alley)	10' min.	Ⓙ
Rear Yard (no alley)	10' min.	Ⓚ
<b>Alley &amp; Access Road Setbacks</b>		
Alley Rear Yard Setback	5' min.	Ⓛ
<b>Outdoor Dining Setbacks</b>		
Front Yards	5' min.	
Other Yards	5' min.	

## H. Private Lot Standards (cont.)

### 7. Encroachments into Setbacks

Feature	Standard
Architectural Features	50% of setback
Awnings, Canopies, and Marquees	100% of setback
Drive-Throughs	prohibited
Flag Poles over 18'	prohibited
Landscape Features	50% of setback
Loading Facilities	prohibited
Parking Lots	prohibited
Porticoes/Arcades	50% of setback
Public Art	100% of setback
Stairs / Stoop	100% of setback
Trash Enclosures	prohibited

Table 6-214.D.7

### 8. Outdoor Seating

Outdoor seating shall have aisle widths of 36 inches or more, and any fence, wall, landscaping or similar barrier installed in or around the outdoor seating areas shall be not less than 24 inches in height and not greater than 48 inches in height. The service of liquor will also require conformance with the provisions outlined in Section 6-310 Fences, as well as the requirements of the Village Code, as amended.

### 9. Shared Parking Facilities

Large surface parking lots are not appropriate to the scale and character of this district. To promote smaller lots, shared parking, on-street parking and the shared use of public parking facilities, developments will be allowed to reduce the on-site parking requirements outlined in Section 6-306.B by up to twentyfive percent (25%).

## I. Design Standards

### 1. General Layout and Street Pattern

- a. Buildings shall be **(1)** located at the street edge and clustered together with **(2)** shared parking facilities and **(3)** common amenity space.
- b. Various land uses shall be laid out and spaced to make walking from one land use to any other land uses as easy as possible.
- c. Streets shall be laid out to create blocks, and blocks shall not exceed 600 feet in length before being interrupted by a street intersection.
- d. Streets shall be extended to abutting properties in logical locations, as determined by the Village. When warranted by unique circumstances, the Village may allow driveways to be used instead of streets for these connections, provided cross access for the driveway is guaranteed to the abutting property.

### 2. Pedestrian Design Standards

- a. Sidewalks with a minimum width of 6 feet are required along all street frontages and interior access roads.
- b. Sidewalks are required to connect the street frontage to all front building entrances, parking areas, plazas, and any other destination that generates pedestrian traffic. Sidewalks shall connect to existing sidewalks on abutting tracts and other nearby pedestrian destination points.



Figure 6-214.H.1



Figure 6-214.H.2

## I. Design Standards (cont.)

### 3. Open Space and Plaza Design Standards

a. Required open space areas shall only consist of **(1)** plazas, **(2)** central greens, playgrounds, trails, greenways with trails, pedestrian malls, promenades, picnic areas, and other similar types of usable, public space.

b. Plazas shall meet the following requirements:

i. Developments shall provide 1 square foot of plaza area for every 40 square feet of gross building floor area; however, developments with less than thirty thousand (30,000) square feet of gross floor area are not required to provide any plaza area. Because of limits on the maximum size of plazas, more than one plaza area may be required in larger developments.

ii. Individual plazas shall be no smaller than 2,500 square feet and no larger than 75,000 square feet.

iii. Plazas shall be surrounded on all sides by either **(3)** streets or the **(4)** front facades of buildings.

iv. At least twentyfive percent (25%), but no more than eighty percent (80%), of the plaza shall be landscaped with trees, shrubs, and mixed plantings with year round interest.

v. The plaza shall not be used for parking, loading, or vehicular access, except emergency and maintenance vehicular access.

vi. Plazas shall include a defining central element, such as a large fountain, sculpture, gazebo, pond, or similar feature.



Figure 6-214.H.3



Figure 6-214.H.4



## I. Design Standards (cont.)

### 4. Parking Design Standards

#### a. Surface Parking

i. Surface parking lots shall be located to the **(1)** rear of principal buildings or to the side. Surface parking (including drive-aisles) shall not be located between a building and a street.

ii. Surface parking lots visible from a street shall be continuously screened by a 4-foot-high wall/fence, berm or hedge.

iii. Surface parking lots within a block in development shall be interconnected by access driveways.

iv. Each lot shall provide **(2)** cross-access easements for its parking areas and access driveways guaranteeing access to adjacent lots within the same block. Interconnections shall be logically placed and easily identifiable to ensure convenient traffic flow.

#### b. Structured Parking

i. Except for their pedestrian and vehicular entrances, structured parking garages, or structured parking within a principal building, that is located within fifty (50) feet of a street curb-line at street level shall have **(3)** office, entertainment, institutional, apartment lobby, retail, restaurant, or a related use in occupied space along seventy percent (70%) of the first floor of the structured parking that faces the street.

ii. Cars shall generally be screened from the street through features such as grills, lattices, **(4)** mock windows, louvers, false facades, etc. Such screening shall be in keeping with the rest of the building's architectural style and materials. Landscape screening is required.



Figure 6-214.H.5



Figure 6-214.H.6

## I. Design Standards (cont.)

### 5. Building Design Standards

#### a. Building Orientation and Entrances

i. Front facades of buildings shall be **(1)** oriented towards existing and proposed streets, with an everyday entrance in the front façade. Buildings with multiple front façades shall have entrances in each front façade, corner entrances, or, if permitted by the Village, entrances in only some of the front façades.

ii. All primary building entrances shall be **(2)** accentuated. Permitted entrance accents may include: recessed, protruding, canopy, portico, or overhang.

iii. Loading doors, service doors, and loading docks shall not be located in any façade facing a street or any portion of a façade within 35 feet of a street, plaza or outdoor gathering area.

#### b. Walls and Windows

i. Blank walls shall not be permitted along any exterior wall facing a street. Walls in these locations shall comprise a minimum of thirty-five percent (35%) window area.

iii. Ground floor **(3)** facades of retail, restaurant, office and related uses facing a street shall comprise a minimum of fifty percent (50%) clear window area, with windows providing views of display areas or the inside of the building.

iv. Smoked, reflective, or black glass in windows is prohibited.



Figure 6-214.H.7

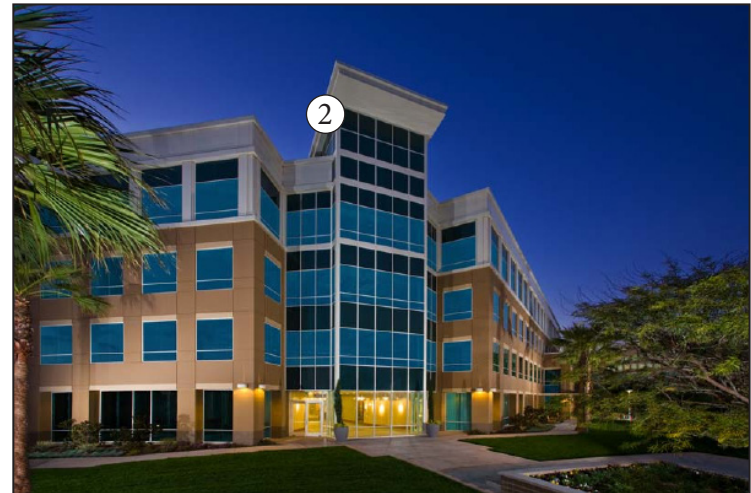


Figure 6-214.H.8

## J. Supplemental Standards for Special Uses

### 1. Warehousing or Distribution Establishments

- a. Minimum Lot Size: one (1) acre
- b. Maximum Lot Size: three (3) acres
- c. Cannot be located within 200 feet of a public right-of-way.
- d. The building height shall not exceed 48 feet.
- e. All exterior portions and/or facades, including the roof, shall use colors consisting of a neutral earth tone.
- f. Storage bay doors shall not face any abutting property located, nor shall they be visible from any public street.
- g. No outside storage shall be permitted.

### 2. Drive-Through Establishments (Accessory to Restaurants, Banks, Pharmacies and All Other Uses)

- a. Drive through facilities cannot be located on the building face which fronts a public street.
- b. The drive through should be designed as a single lane with a maximum width of 14 feet and a minimum turning radius of 20' from the centerline of the drive aisle.
- c. Drive through lanes must be a minimum of 10 feet from all property lines.
- d. Drive through lanes must be constructed with decorative pavement or pervious pavers.

### 3. Commercial Retail Establishments - Exceeding 30,000 Square Feet of Floor Area

- a. Buildings shall be designed to achieve a fine-grained texture by dividing large facades into the appearance of several sections or smaller buildings to avoid the appearance of a large, monotonous building mass.
- b. Buildings must have at least a 3 foot break in depth in all front facades for every one hundred (100) feet of continuous façade.
- c. In addition to the required 3 foot break, building facades of two hundred (200) feet or more facing a street, surface parking lot, or walking area shall include design elements that will break up the façade, such as awnings, canopies, towers, bays, gables, changes in materials, changes in façade treatments, etc.

### 4. Hospitals, Medical Rehabilitation Centers and Clinics for the Treatment of Human Ailments, With Overnight Stay

- a. Structured parking shall be provided to accommodate at least seventy-five percent (75%) of required on-site parking.

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