



CHAMPAIGN TOMORROW

2011 Comprehensive Plan



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Note: Supporting documents will be available on the City’s website and in the Planning Department.



In our next 20 years...

Champaign yesterday, today and tomorrow



As we celebrate the 150th anniversary of the founding of the City of Champaign today, it is an excellent time to prepare a plan for tomorrow. Champaign Tomorrow builds on our history to guide us to a bright future. The Plan outlines a vision for Champaign with a bustling center city, desirable neighborhoods connected to attractive commercial areas and a world class university.

Champaign has a strong history of city planning, going back to 1926. In recent years, sound planning has resulted in the rebirth of Downtown and Campustown that continues today. Planning has also been key to neighborhood revitalization as witnessed in the Douglass Square neighborhood. Now there are exciting new opportunities throughout the City guided by planning, including the Curtis Road interchange area.

A community that is proactive and prepared for change is a community prepared for success. In light of recent changes to our economy, our world and our community, implementing this vision for a fiscally, environmentally and socially sustainable future is paramount. The recommendations of this plan will be implemented over many years with cooperation, patience and diligence. I look forward to working together to bring this vision to life.

A handwritten signature in black ink that reads "Gerald Schweighart". The signature is written in a cursive, flowing style.

Mayor Gerald Schweighart

The Purpose of the Comprehensive Plan

The purpose of a Comprehensive Plan is to establish a vision for how the community wants to grow and develop over a twenty-year horizon. The Comprehensive Plan uses knowledge from the past and today to plan ahead and ensure that growth is fostered in a way that maintains the quality of life Champaign residents currently enjoy.

The City of Champaign has engaged in comprehensive planning since 1926 and most recently adopted a plan in 2002. However, significant development activity in the community over the past ten years along with the recent unprecedented change in the local and national economy make it an appropriate time to revisit the current plan.



Following WWII, a dramatic increase in enrollment at the University of Illinois resulted in a severe housing shortage. A neighborhood of manufactured homes was erected adjacent to Memorial Stadium, seen here in 1946, to house students and their families.

The Comprehensive Plan establishes a guide for all residents in the City as to the growth and anticipated use of property in the future. The Comprehensive Plan is a policy document that is a precursor to the Zoning Ordinance and Map. The Zoning Ordinance and Map are the regulations that legally enact and enforce the vision of the Comprehensive Plan.

The Functions of a Comprehensive Plan:

ESTABLISHES A COMMUNITY VISION:

Each community has their own set of values that contributes towards their quality of life. Crafting a vision that captures these values is one of the most important components of the comprehensive plan. The vision is used to draft the guiding principles, actions and future land use maps in the comprehensive plan.

ANTICIPATES THE FUTURE NEEDS OF THE COMMUNITY:

The exercise of preparing a comprehensive plan includes studying recent growth trends and other aspects of the community to help understand what the future needs may be. For example, is the existing infrastructure adequate to serve a growing population or will additional capacity to existing infrastructure systems need to be added?

PRESENTS THE STRATEGY FOR GROWING IN A RESPONSIBLE AND SUSTAINABLE MANNER:

It is important for communities to be able to grow but it needs to be done responsibly and not diminish the quality of life. The comprehensive plan is an opportunity to describe how growth can be accommodated in the most efficient and sustainable way. For example, establishing policies that promote the redevelopment of the core of the community before further development on the fringe would help achieve this goal.

Where We Have Been...

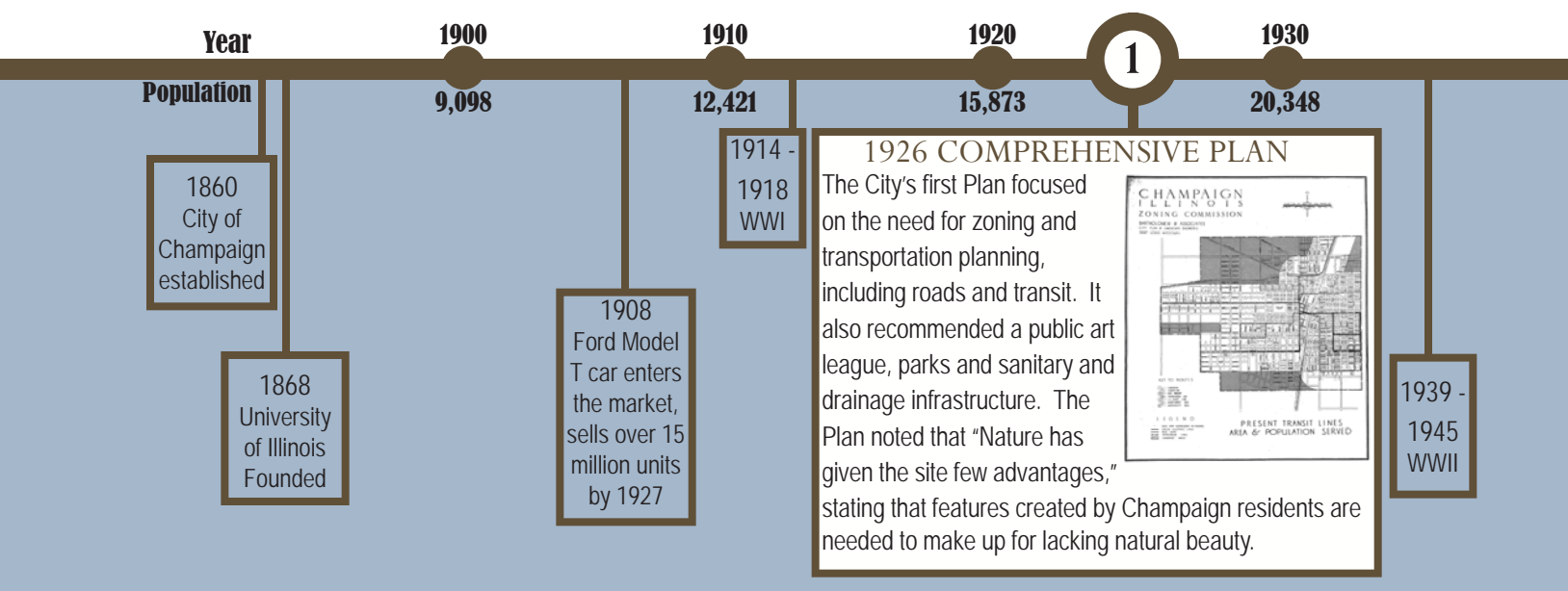


Bruce Knight, FAICP has been Planning Director for the City of Champaign since November 1988. Bruce is currently serving as President of the American Planning Association, sharing his knowledge of the planning profession worldwide.

A history of planning in Champaign

In its 150 year history, the City of Champaign has completed six comprehensive plans prior to this one. As we look to the future and think about what we want our community to look like 20 years from now, there is value in understanding the historical thinking that shaped Champaign as we know it today. In evaluating the City's comprehensive planning efforts over the years, a number of conclusions can be drawn. First there is a remarkable similarity in the call for compact and efficient development patterns throughout the various plans. It was often noted that such a pattern of development would provide for more efficient delivery of services, maximize the value of existing utilities and infrastructure, and help maintain the vitality of the City's core. This included repeated calls for infill development and redevelopment of areas that were deteriorating. A number of the Plans also promoted a mixture of housing types, styles and price points to meet the diverse needs of the Community, and also promoted the idea of placing housing in proximity to jobs, commercial services and important community facilities.

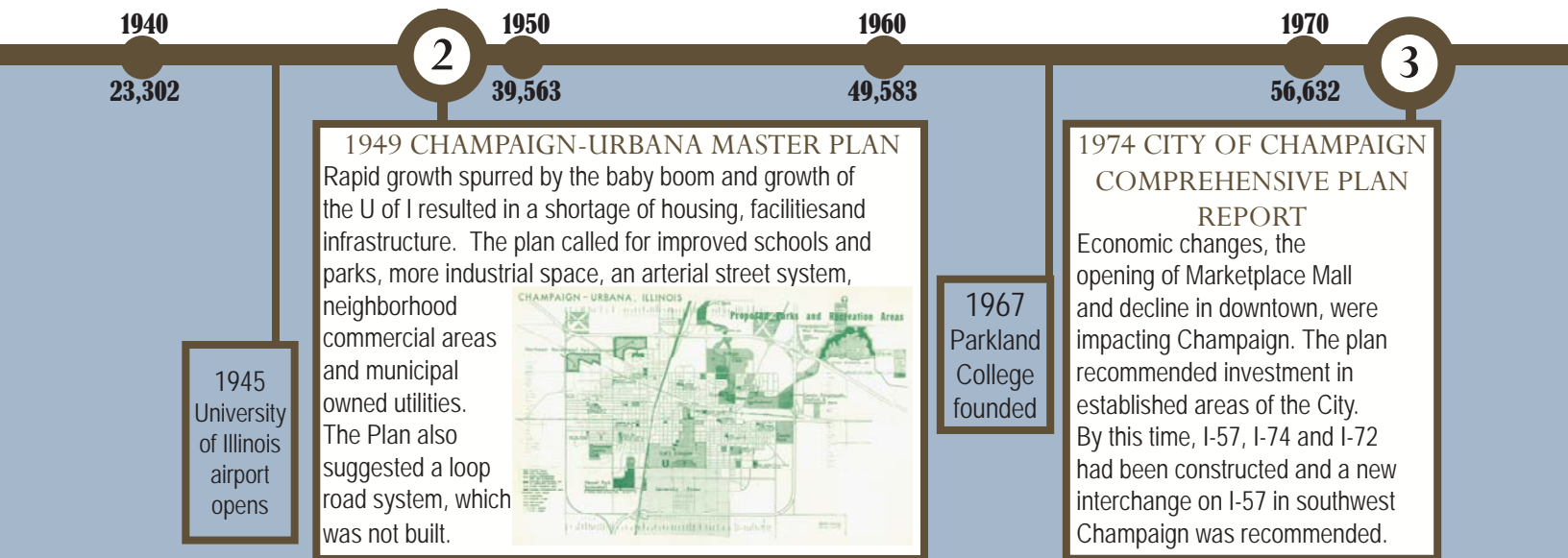
The many mentions of the importance of maintaining the vitality of Downtown, and then reestablishing the vitality of Downtown are also significant. As of the 1974 Comprehensive Plan, Downtown maintained almost 35 percent of all employment in the community. However significant changes were occurring with the development of Market Place Mall underway and the relocation of Parkland College out of Downtown completed. By the time of the 1980 Comprehensive Plan the language began to shift from maintaining Downtown's vitality to restoring it. The 1992 Comprehensive Plan was completed in conjunction with the "Downtown Comprehensive Development Plan" of the same year, which history now tells us marked the beginning of Downtown's rebirth.



Similarities in the goals of the transportation system are also notable. Beginning in the 1926 Plan, the recognition exists that transit is critical to the success of a dense urban area. At that time the community had four streetcar lines, two bus lines and the interurban that served the region. The 1926 Plan suggested that buses could be used to extend the streetcar lines to build ridership until demand existed for extension of the streetcar. This Plan also started a call for street widening to prepare for the impact of automobiles on the urban area that carried forward to the 1950 Plan. Fortunately for the community few of these proposals were implemented preserving the pedestrian character of the City’s core. However, dealing with traffic congestion and parking issues are topics that are repeatedly addressed throughout the various plans. Solutions include promoting the arterial and collector street system we see today, but in addition to improving the streets it is often noted that solutions to these issues include transit, pedestrian accommodations and bike facilities... what we now refer to as “Complete Streets”. All of the Plans also address the importance of building and improving public facilities and infrastructure as the City grows and develops. Both the 1926 and 1950 Plans call for a parkland dedication requirement, as well as

recommending a similar requirement for school sites. All six of the Plans have been consistent in noting that the City’s park acreage was below national standards. The 1926 and 1950 plans promoted the importance of planning for new and improved school facilities, an issue that was just recently addressed through the intergovernmental agreement between the City and School District to provide planning services.

Another common theme has been consideration of how to distribute the costs of infrastructure improvements needed to serve new development. The 1950 Plan recommends “The requirement of street surfacing installation in new subdivisions at the expense of the subdivider...” The 1980 Plan begins to recognize the need to address infrastructure outside of the subdivision and sets a goal of “Assignments of the cost of growth to those who receive its benefits” and goes on to suggest “In new developments, limit the public’s share of the cost for providing utilities and public services to that amount justified by the public benefits to be received.” The 1992 and 2002 plans both set goals to “Link the public cost for providing infrastructure to the public benefit received.” In short they are all proposing that developers and the “public” share proportionately, based on benefit received, in the cost of constructing expensive regional



infrastructure like arterial streets. This has led to the preparation of a Fiscal Impact Analysis as part of the current Plan Update, which has better defined what those proportional benefits are to allow consideration of appropriate fees to recover the developers proportionate share.

All of the plans also have in common a focus on implementation and over the years zoning and subdivision regulation, along with capital improvement planning have been the key tools used in this effort. The 1926 Plan led to the adoption of the City's first zoning regulations, and the 1950 Plan noted "...that property subdividers install utilities or post bond to secure installation exerts a measure of control over the urban pattern, and encourages orderly expansion as against spotty, scattered area growth." It is clear however that implementation of the recommendations of these plans has been inconsistent and has often lost out to, or been softened by, the demands of the market or opposition by focused public interests. Often, lack of jurisdictional control has also impacted implementation as can be seen with the development of Country Fair Shopping Center, and issues regarding parks and schools. Thus the diversity of local units of government clearly impacts the City of Champaign's ability to manage its patterns

of growth and development. Finally, implementation is often about the need for patience to gradually document, educate and inform enough people about the need for change to build the will to enact that change.

In closing it must also be noted that in each of these plans there are ideas that history tells us today were not great ideas. Proposals for massive street widening in the 1926 Plan, or a highway like by-pass around the north side of Downtown in the 1950 Plan, neither of which were implemented. The construction of a downtown pedestrian mall described in the 1974 Plan as the solution to making Downtown Champaign competitive with Market Place Mall, then under construction. That idea was implemented, and 12 years later reversed by removing the mall and rebuilding the street, at great expense, in an effort to revitalize a failing downtown. The take away from these examples is to beware of fads and quick fixes to substantial problems, and to never assume that what has worked in one location will work in our city without fully understanding the context. This is the value of developing a plan with local staff, guided by local citizen input, a local plan commission and a local city council. In the end, it is important that this is our community's comprehensive plan and not a rehash of one for another place.

1980

4

58,133

1980 COMPREHENSIVE PLAN LAND USE ELEMENT

This updated the Land Use Element of the 1974 Plan. Downtown had lost many businesses at this time. The Plan recommended reinvestment in downtown and a compact growth pattern that filled in 'gaps' in development.

1990

5

63,502

1992 DESTINATION CHAMPAIGN 21ST CENTURY

This was the first Comprehensive Plan to be completed by the City's Planning Department. The Plan addressed seven themes that continue to be targeted in the *Champaign Tomorrow* Plan, including quality of life, neighborhood preservation, environmental awareness and cultivation of community assets. The Plan also noted 15 areas with targeted planning needs that went on to become 'elements' of the Plan.

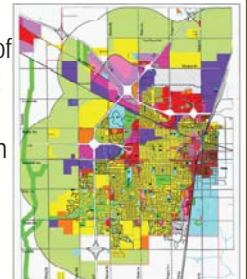
2000

6

67,959

2002 COMPREHENSIVE PLAN

The 2002 Plan was completed during a time of steady growth throughout Champaign, including reinvestment in downtown and campustown as well as commercial and residential edge growth. The 2002 Plan created an updated Future Land Use Map. Because of rapid growth following plan adoption, the Future Land Use Map was updated in 2006.



2010

81,055

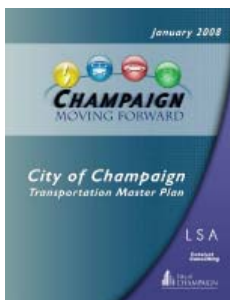
The Comprehensive Plan ‘Elements’

The Comprehensive Plan is not a stand-alone document. Rather, it serves as an “umbrella” for several other planning studies more focused on a specific area or subject. The Comprehensive Plan establishes the overall vision for the future of the community but it cannot get into the detail that some areas of the city require. For example, the Comprehensive Plan recognizes the importance of downtown as the heart of the community but a separate plan for downtown is necessary to establish targeted initiatives for its improvement. These planning studies are called “elements” of the Comprehensive Plan and are adopted to be an extension of the larger umbrella plan. Their goals, objectives, policies and future land use recommendations are extensions of the Comprehensive Plan. As of early 2011 the elements of Champaign Tomorrow are as follows:



BRISTOL PARK NEIGHBORHOOD PLAN, 2011

The Bristol Park Neighborhood Plan is a special study area plan that provides guidance for specific actions on how to revitalize the neighborhood. The Bristol Park neighborhood includes three smaller areas in north Champaign: Bristol Place, Garwood, and Shadow Wood Mobile Home Park. It is a holistic plan that addresses physical issues, such as vacant lots and declining housing stock as well as social issues, such as the need for more activities for children and creating a safer neighborhood.



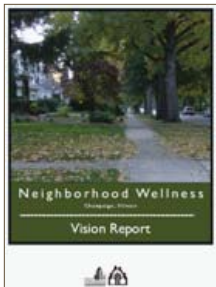
CHAMPAIGN MOVING FORWARD, TRANSPORTATION PLAN, 2008

Many comprehensive plans have a detailed transportation section. For Champaign Tomorrow the transportation element was adopted in 2008 as a separate, more detailed plan called *Champaign Moving Forward*. This plan establishes four visions (roadway, pedestrian, bicycle, transit) that together plan for a complete, multi-modal transportation system. The plan also establishes the city’s “Complete Streets” policy and offers targeted actions for improving the city’s transportation system.



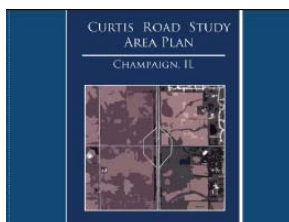
RESEEDING TOMORROW, LANDFILL REUSE PARK PLAN, 2008

This plan establishes a vision to transform the former Champaign Municipal Landfill on U.S. Route 150 near Staley Road into a park that would offer both active and passive recreational uses. The plan was completed in cooperation with the Champaign Park District. When implemented the park could include such amenities as picnic areas, a BMX racing track, a disc-golf course, a dog park and more. It is envisioned the park would serve as a regional amenity as well.



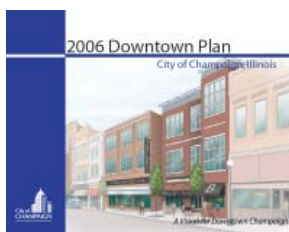
NEIGHBORHOOD WELLNESS VISION REPORT, 2008

The Neighborhood Wellness Plan breaks down the City neighborhoods into individual planning areas and provides a “health” rating for each of those areas. The Neighborhood Wellness Vision Report establishes goals for keeping those areas healthy. Indicators are used to measure progress in a neighborhood including the status of infrastructure, property values, crime, etc. A separate action plan then outlines specific projects that will be implemented during a two-year program cycle.



CURTIS ROAD INTERCHANGE MASTER PLAN, 2007

In 2008 the Illinois Department of Transportation completed construction of a new interchange with Interstate 57 at Curtis Road. The interchange is located in one of the growth areas of the City. This plan establishes a vision for how the quadrants around the interchange should develop. The plan contains a land use map and specific design criteria expected as the area develops.



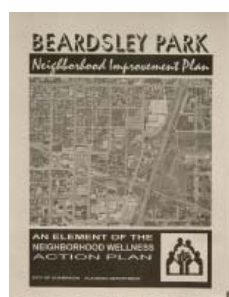
DOWNTOWN PLAN, 2006

Downtown represents the heart of the community. This plan provides a graphic vision for how downtown can build on its existing vibrancy. The plan presents strategies in the areas of urban design and development, transportation, market demand and land use, and overall organization. The plan also presents four wonderful renderings of infill and beautification projects that would have a huge impact on the area.



BURCH VILLAGE AREA REDEVELOPMENT PLAN, 2003

This plan was prepared in preparation of the redevelopment of the Burch Village public housing apartment complex on Bradley Avenue. However, the plan provides a broader vision, goals, objectives, policies and future land use recommendations for a larger area. The plan contains recommendations for land use and infrastructure and provides implementation strategies for accomplishing the goals of the plan.



BEARDSLEY PARK NEIGHBORHOOD PLAN, 1995

The Beardsley Park neighborhood is a mixed-use neighborhood located north of downtown. This plan addresses issues of property maintenance, zoning compatibility, housing and public safety. Recommendations include strategies for code compliance, infill housing, and specific infrastructure improvements. The plan also provides sub-area plans with targeted improvement strategies.

The Process:

The Comprehensive Plan is the guiding document for development decisions in the City, calling for data and map analysis, public input and study. The City's previous comprehensive plan was completed in 2002. Prior to beginning the process to update the plan, City Council and Plan Commission participated in a workshop to discuss growth and sustainability issues. This workshop yielded important guidance for staff regarding what and how sustainability, as well as other topics, should be addressed in the Comprehensive Plan.

Existing Conditions Report. The completion of the Existing Conditions Report provided facts and figures that establish how the community has changed over time to understand its position today. The report includes seven subject areas; Population and Housing, Physical Growth and Land Use, Economic Development, Environment, Transportation, Infrastructure and Utilities and Public Services.

Outreach and Public Input. Public input is essential to the Comprehensive Plan update process. Traditional public meetings as well as internet-based input methods were used. A project website at www.champaigntomorrow.com was launched with important documents, online surveys and other resources (pg. 11). Extensive public outreach, media releases and online input opportunities resulted in a high number of participants compared to traditional outreach efforts. The online PLACES Survey asked participants about the places they live, shop, work and play in Champaign and what they like and dislike.

Fiscal Impact Analysis. This study was completed to understand the true costs and revenues of development in the City. It considered existing development, as well as the City's potential costs and revenues for new growth in a variety of locations in and around the City. Costs examined related to public infrastructure and providing public services.

Growth Area Analysis. The growth area analysis examines the potential for growth of the City with limited extensions to service levels. The analysis was conducted to determine the amount of development that is already approved but not built along with "uncommitted" tracts of land that could be developed using existing available services. Primary services considered were sanitary sewers, fire protection and arterial road improvements. The analysis shows that existing development approvals could accommodate 10 – 15 years of population growth. City Council directed Staff to develop the Future Land Use Map using the assumption that adequate growth can occur without extending primary services.

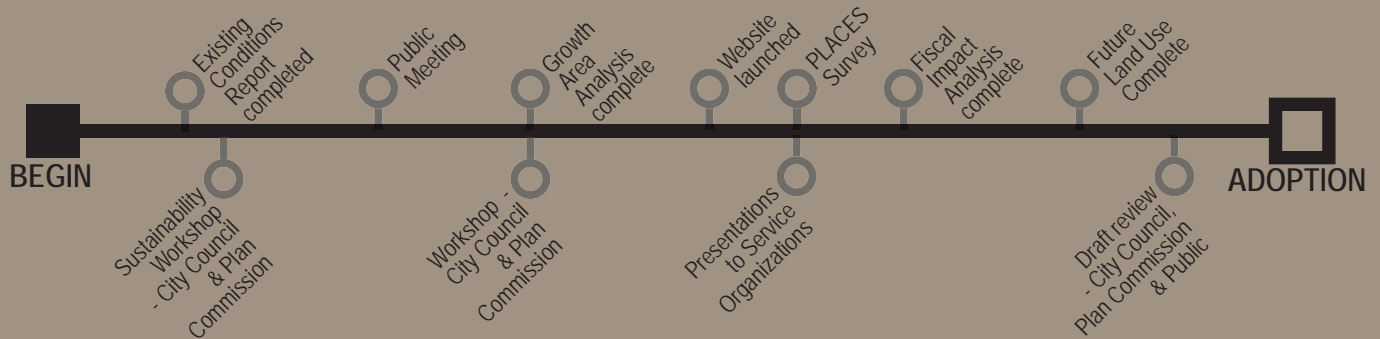
Vision & Guiding Principles. The input generated by the PLACES Survey was used in the creation of the Vision and Guiding Principles of the Plan. There are six vision statements and each vision statement has three to five guiding principles that help guide subsequent actions. Each chapter includes relevant actions needed to implement each vision.

Future Land Use Maps and Categories. The Future Land Use Map and categories were developed using results from previous studies, feedback from earlier surveys and direction from City Council. The map uses a tiered system of criteria for development in the growth area, based on availability of infrastructure and services.

Actions and Measurables. This section of the plan identifies tasks that will bring the vision of the Plan to fruition. These will be updated during the annual Comprehensive Plan report process.

Document Adoption. Following study sessions with Plan Commission and City Council in February, 2011, the document was adopted on March 1, 2011. A separate Implementation Plan will identify priority actions to be completed in the near term.

Comprehensive Plan Completion Timeline:



Summary of the Public Input Process:

October 2008 Public Meeting. Staff conducted a public input session at Illinois Terminal in October, 2008. The meeting included surveys on neighborhood preservation, quality of life and sustainability.

Champaign Tomorrow Website. The website was created by consultant Houseal-Lavigne and Associates. It includes presentations, announcements, input opportunities and documents pertaining to the project. Interactive features, including online surveys, a weblog and the Community Mapper, allowed the public to provide useful input without attending a meeting and to access project information at any time of day.

PLACES Web-based Survey. The survey generated information about what residents like and dislike about a variety of types of neighborhoods, shopping locations, employment options and recreation spaces. The information gathered was used in the development of the draft Vision and Guiding Principles.

Promotional Bookmarks. The bookmark has been handed out at meetings, in public places, in City employee paychecks and through the Unit #4 backpack program. Over 5,800 bookmarks were distributed.

Community Service Organization Presentations. In an effort to reach the public directly, Staff gave presentations on Champaign Tomorrow to local service organizations as guest speakers. Organizations include the Champaign Lions Club, Champaign West Rotary Club, Champaign Kiwanis Club, Champaign County Farm Bureau, Champaign County Bikes and realtors groups.

Media Coverage. Media releases have resulted in television and radio coverage on multiple stations. Media releases have also yielded a 2-page article in local paper The Buzz in April 2009 and News-Gazette stories on the Places Survey results in July 2009 and on the Vision and Guiding Principles Survey in September 2009.

Vision and Guiding Principles Survey. The draft Vision and Guiding Principles of the Plan were available for comment through an on-line survey.

Draft Document Review and Adoption. Following a series of stakeholder meetings, the draft document was available for public review at an open house held at the Champaign Public Library on January 25, 2011. It was also available on the City's website.

Planning Framework

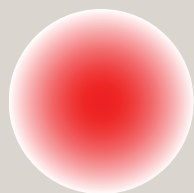
An effective plan for the growth of the City must integrate both land use and transportation issues. Recognizing this, the City's Transportation Master Plan, 'Champaign Moving Forward' brought forth the idea of an urban pattern of connected neighborhoods and nodes for the City. This idea also forms the basis for our comprehensive plan. The City Framework Map illustrates this concept - a community comprised of a series of well-located commercial centers surrounded by neighborhoods, connected by a multi-modal road network for easy access by walking, biking, automobile or transit. This pattern integrates how we build our transportation system with how we use our land. By locating housing close to shopping and jobs, we reduce commute distances thus promoting a community in which most daily shopping and service needs can be met within or near each neighborhood. Each of the elements in this system of neighborhoods, centers and connections is described below in greater detail:

NEIGHBORHOODS: Neighborhoods provide housing of various types, affordability and densities for people and families at different stages of their life. Neighborhoods are walkable and in close proximity to amenities such as parks, schools, convenience shopping, transit connections etc.

SYSTEM OF CENTERS: Commercial centers range in size and development intensity by the quantity of people they serve. The different levels in the hierarchy serve different requirements, ranging from daily needs to shopping for non-essential goods. The comprehensive plan envisions a hierarchy of centers distributed throughout the city, as described in the illustration below. The Future Land Use Map builds upon this idea for commercial centers surrounded by neighborhoods.

CONNECTIONS: Connections are multi-modal corridors complete with sufficient capacity and facilities for all modes of transportation including walking, biking, using the automobile or transit.

Centers



Regional - The Regional Center serves not only the population of the city but attracts customers from the surrounding region as well. A shopping mall containing national retailers, big box stores, large format grocery stores, restaurants etc. characterize the kind of uses present in a regional center.

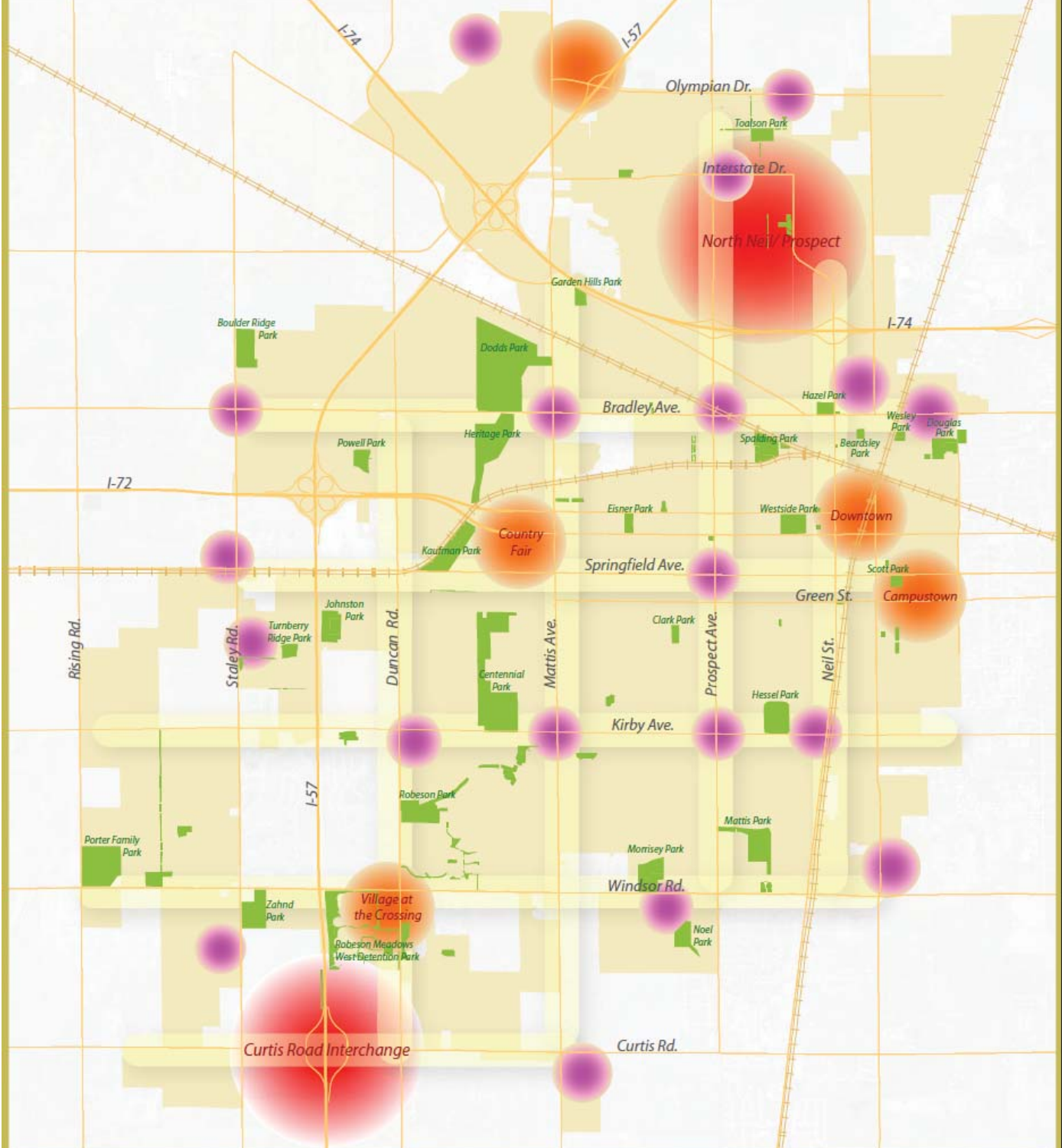


Community - The Community Center is a bigger commercial center that caters to the needs of the entire community and may include uses such as restaurants, offices, bowling alleys, copy and printing businesses, small retail stores, a grocery store etc. Community Commercial Centers are few in number, present at key locations in the city including downtown and campustown.



Neighborhood - The Neighborhood Commercial Center serves the day-to-day needs of the immediate neighborhoods around it. A pharmacy, a small clinic, a corner restaurant or a drycleaner's shop are the kind of uses one may see in such neighborhood centers. The neighborhood centers cater to a small population shed and are therefore greater in number and distributed throughout the city.

City Framework Map



Centers		Parks	Connections
Regional	Centers come in different sizes, are generally compact, high density primarily commercial but mixed use spaces connected by multiple modes of transportation	From neighborhood parks to streams, large recreational areas and trails, these areas can connect the community and provide for the health and entertainment of people	A system of transportation corridors that connects centers and neighborhoods
Community	Centers come in different sizes, are generally compact, high density primarily commercial but mixed use spaces connected by multiple modes of transportation		
Neighborhood	Centers come in different sizes, are generally compact, high density primarily commercial but mixed use spaces connected by multiple modes of transportation		

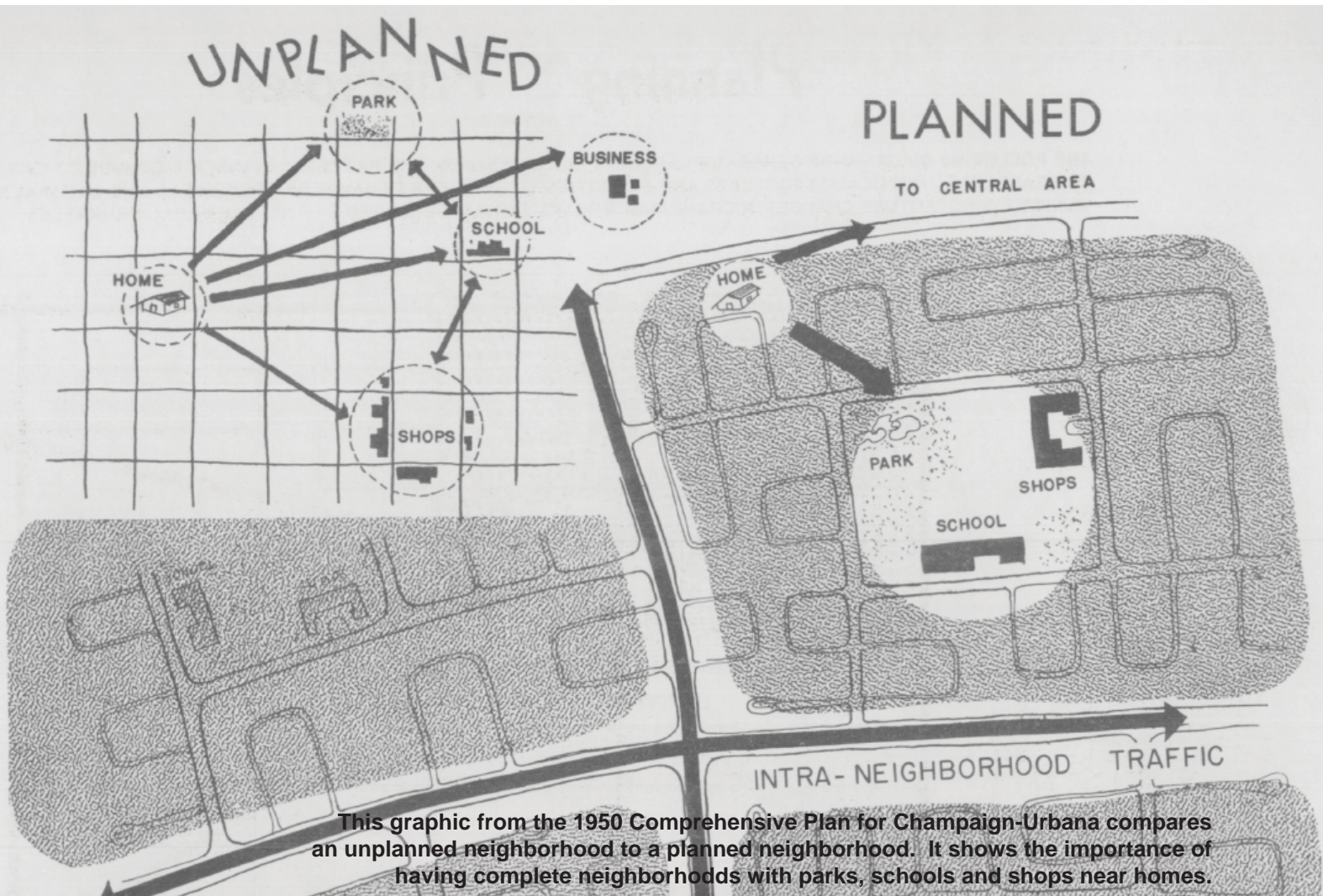
Building a “Complete” Community

The Comprehensive Plan frequently calls for the community to be “complete.” What does it mean to be a complete community? Complete is defined as, “having all necessary parts, elements or steps.” In City Planning terms, necessary parts include roads, sidewalks, homes, schools and much more. A ‘Complete Community’ is one that accommodates the needs of all residents and users in a way that simplifies their everyday lives.

Though this term may seem intuitive, there are specific elements that should be present to be considered ‘complete,’ depending on the context. There are three focus areas: Complete

Neighborhoods, Complete Public Infrastructure and Complete Streets (see facing page).

This concept is not new. The graphic below was originally used in the 1950 Comprehensive Development Plan for Champaign-Urbana. It illustrates the value of city planning in ensuring parks, schools and shops are located within each neighborhood to create desirable places to live. These elements should be constructed concurrent to growth. This simple philosophy can be difficult to implement, but it is vital to the fiscal, environmental and social sustainability of the City of Champaign.



This graphic from the 1950 Comprehensive Plan for Champaign-Urbana compares an unplanned neighborhood to a planned neighborhood. It shows the importance of having complete neighborhoods with parks, schools and shops near homes.

COMPLETE NEIGHBORHOODS

A complete neighborhood is one that includes a variety of housing choices, transit access and urban design features that withstand the test of time. Proximity to schools, parks, shops and services ensures that residents can meet their daily needs with ease. Logical street, sidewalk and trail connections provide convenient access to these amenities from homes, reducing the amount of time spent traveling.

Elements of a Complete Neighborhood:

- Variety of housing types, styles and sizes
- Access to transit
- Time-tested urban design
- Proximity to parks schools, shops and services
- Connected to amenities by streets, sidewalks and trails



COMPLETE STREETS

Complete streets provide safe travel facilities for all users including drivers, pedestrians, transit riders and bicyclists. Not all complete streets are the same, design standards are tailored to the traffic volumes of each street. For example, a low-traffic street may accommodate all users without special treatment, while a high-traffic street may need special markings, such as bike lanes, to keep all users safe.

Elements of Complete Streets:

- Auto lanes that fit traffic demand.
- Pedestrian facilities such as sidewalks and crosswalks
- Bicycle facilities including bike lanes, lane sharing with 'sharrows,' or multi-use trails
- Public transit stops



COMPLETE PUBLIC FACILITIES

Public facilities are essential to the function of a community. They include the physical infrastructure needed to make a community operate. These include public safety facilities such as fire and police stations, schools, utilities, parks and transit. When public facilities are not sufficient, the City cannot grow safely and quality of life diminishes.

Elements of Complete Public Facilities:

- Police and Fire stations and equipment located to maintain adequate response times
- Schools
- Parks and recreation facilities
- Water, sewer and power facilities and infrastructure
- Public transit





Vision & Guiding Principles



The purpose of the Vision & Guiding Principles is to broadly describe what the community desires to be like in the future.

The Vision and Guiding Principles are key components to the Comprehensive Plan. The purpose of the Vision and Guiding Principles is to broadly describe what the community desires to be like in the future. The Vision is a series of statements that describe what Champaign should be like in 20 years, if the Comprehensive Plan is implemented. Each vision statement has three to five associated Guiding Principles. The Guiding Principles provide focused goals associated with each vision statement. They will be used as a guide when reviewing development proposals and creating policies related to growth.

There are six vision statements that address topics important to the City's growth. They are, Growing City, Sustainable City, Complete Neighborhoods, Community Identity, Healthy City and Complete Public Facilities. Each Vision chapter includes issues that were considered when creating the Vision statements and Guiding Principles as well as measurables that can be used to track progress and actions that should be completed to implement the vision.

The Future Land Use Map and Action items provide more specific details on how to achieve the Vision and utilize the Guiding Principles.



Assembling the Vision and Guiding Principles:

The Vision and Guiding Principles of the Comprehensive Plan reflect the concerns and wishes of the residents of Champaign. Staff gathered input through the online PLACES survey, direct e-mail, the project website, conversations with citizens and feedback from Plan Commission and City Council. The response rate was considered very good, with over 650 responses to the PLACES survey alone. This information was used to generate the draft Vision and Guiding Principles statements. The draft statements were then reviewed through an online public survey.

Vision and Guiding Principles Summary:

Vision 1. Growing City

“Champaign will grow to accommodate new residents of all ages, visitors and employees while maintaining the community’s quality of life. Economic stability, coupled with fiscally sustainable growth and reinvestment in the City’s center result in a prosperous community.”

Guiding Principles

- Fiscally Sustainable Growth
- Foster a Knowledge Based Economy focusing on:
 - *Higher education*
 - *Research and technology*
 - *Healthcare*
 - *Creative and applied arts*
- Strong Employment Centers
- Regional Destination for Commerce
- Local Decisions With Regional Benefit

Vision 2. Sustainable City

“Champaign is a sustainable city that limits its impact on natural resources and on the local, regional and global environment.”

Guiding Principles

- Reduced consumption and impact
- Reuse of materials
- Reduced emissions
- Thoughtful site design
- Low-energy building design
- Renewable energy generation and consumption

Vision 3. Complete Neighborhoods

“Champaign’s neighborhoods are structured to ensure residents can attend school, shop, live and play within a short distance of their homes. The majority of convenience services and recreation can be found within neighborhood boundaries.”

Guiding Principles

- Well-planned mix of uses
- Well-designed density
- Range of housing types
- Connectivity
- Presence of neighborhood elements



Vision and Guiding Principles Summary:

Vision 4. Community Identity

“Champaign is known for embracing diversity and is attractive with well-planned spaces, streets and buildings.”

Guiding Principles

- High quality urban design
- Preservation of special places
- Neighborhood pride
- Beautification of urban areas
- “Center City”
- University town
- Community culture

Vision 5. Healthy Community

“Champaign fosters a healthy lifestyle for its residents.”

Guiding Principles

- Walking community
- Alternative transportation
- Community health facilities
- Healthy youth
- Local food systems

Vision 6. Complete Public Facilities

“As the City continues to grow, public facilities will be “complete” throughout the City to achieve a high quality of life for all residents.”

Guiding Principles

- Complete infrastructure
- Sufficient services
- Presence of community facilities
- Accessibility to transit service

Growing City



Champaign has been deemed a ‘micro-urban’ community, offering an urban style City center, diverse employment choices, and a vibrant cultural scene coupled with the quality-of-life so cherished by community residents. The City’s location at the junction of three Interstates with the presence of major rail lines, Amtrak service and a regional airport make Champaign highly accessible. As a regional destination for commerce and employment, Champaign serves a market area with over 350,000 people (Downtown Champaign: Retail Market Positioning Study, Business Districts, Inc., 2005).

Maintaining this position as a regional destination for commerce and employment is essential to the success of the community. Retail trade is an important component of the community’s business environment as well as a generator of tax revenues that fund City services, public safety and school facilities. Champaign is fortunate to have a diverse employment base, with strong businesses of all sizes and types.



A balanced land use plan ensures a diverse mix of land uses and city policies that promote specific kinds of development in defined areas.

Champaign has a history of being a destination for higher education, research and technology, healthcare and arts and entertainment. Organizations in these fields, as well as other information based services and supportive businesses make up the knowledge-based sector of the economy. Creating an environment that attracts and supports talent is paramount to the ongoing success of this sector. Offering leading-edge technological infrastructure, high-quality facilities and centers that cultivate synergistic relationships is key to attracting and retaining these businesses and the talent they need to operate.

The physical form of the City affects the bottom line of residents, consumers, businesses and government. From an economic standpoint, a dispersed population means longer commutes, the need to construct and maintain more road miles and costly service extensions. Fiscally responsible growth is vital now and in the future for the most efficient, responsible use of resources.

Snapshot:

- The City of Champaign covers 14,289 acres or 22 square miles in total land area. Since 1950, the City has physically grown by about 10,000 acres, an average of 6% growth annually.
- According to the Bureau of Labor Statistics, the majority of residents work primarily in the 'Education, Health and Social Services' industrial sector. The University of Illinois is the largest single employer in the County with approximately 10,900 employees. The next largest employers are Carle Clinic Association with 2,900 employees, Carle Foundation Hospital with 2,700 employees and Champaign Unit #4 Schools and Kraft Foods, each with 1,300 employees.
- In 1960, out-of-county commuters counted for only 5% of the total workforce. In 2000, out-of-county commuters counted for 14% of the workforce, or 9,300 people. Most out-of-county workers come from Vermillion, Piatt and Douglas Counties.
- Enrollment at both the University of Illinois and Parkland College has grown. Between Fall 2000 and Fall 2010, total enrollment at the University of Illinois grew by 13.5%, from 36,936 to 41,949 students. Enrollment at Parkland College grew by 22% over the same period, from 14,640 to 17,909 students.
- Of the largest 10 employers in Champaign County, four are publicly funded, including the University of Illinois, Champaign Unit #4 Schools, Parkland College and Champaign County government.
- The Bureau of Labor Statistics reports that there were 103,369 employees in Champaign County in 2006. The largest 25 employers employ 15% of the County labor force, while the remaining 85% work in small and medium sized businesses.
- The number of new single-family residential and commercial/multi-family construction permits increased rapidly between 2004 and 2006. New single-family permits jumped from an average rate of 125 - 150 permits per year to a high of 507 in 2005. That number declined sharply falling to 61 single-family permits in 2008. In 2009, 119 single-family permits were issued, showing that pre-2004 demand may be returning.
- The University of Illinois Research Park has over 85 companies, including 9 Fortune 500 companies, that employ 1,500 people. Since 2000, the park has grown to over 600,000 square feet of building space, including a daycare center and hotel/conference center.



Issues Considered:

- Currently the City has over 1,300 acres of land approved for residential development that does not yet have construction activity. It is uncertain what the new economy holds for these projects.
- The City has a variety of incentive programs that have resulted in significant private investment in the community. Most incentives are focused on redevelopment and job creation. Some of the existing programs have expiration dates. How will adequate infrastructure be provided where project costs can be higher?
- Champaign residents enjoy a relatively short commute compared to other cities. Maintaining low commute times is an asset that should be protected as the community grows.
- Champaign County attracts workers that commute from outside counties. What can be done to attract these workers to relocate to Champaign?
- What are the implications of expanding the City's boundaries coupled with declining population density? With increasing fuel costs and infrastructure costs, a more efficient development pattern is essential to a fiscally sustainable future.
- Statistics show that there are job opportunities in the area, though underemployment is a concern. Having job opportunities that are appropriate to the skill set of spouses and partners of relocating workers or the 'trailing spouse' phenomenon is essential to attract the best applicants.
- Champaign County has good, stable employment. The majority of employees in Champaign County work in medium and small sized businesses. Maintaining an economic environment that allows these businesses to grow is essential to our economy.
- Today's talented, mobile workforce is choosing their employer based upon the characteristics of the surrounding community. Building an urban environment that is attractive to that workforce will help Champaign remain competitive.
- Lifelong learning programs offered by the University of Illinois and Parkland College are desirable to retirees. In an October 2010 Money Magazine article, college towns were the top 25 places to retire because of their lifelong learning programs and activities for senior citizens.



Vision

Champaign will grow to accommodate new residents of all ages, visitors and employees while maintaining the community's quality of life. Economic stability, coupled with fiscally sustainable growth and reinvestment in the City's center result in a prosperous community.

Guiding Principles

Fiscally Sustainable Growth- Direct growth to locations that take advantage of existing service capacity and infrastructure. Promote infill development to strengthen established neighborhoods and centers.

Foster a Knowledge Based Economy – The community fosters a knowledge-based economy by offering leading-edge technology, infrastructure and facilities within centers that cultivate synergistic relationships. Vibrant urban environments attract a creative, talented workforce with a focus on higher education, research and technology, healthcare, creative and applied arts and other supportive businesses.

Strong Employment Centers – Champaign prospers by growing existing and recruiting new employers.

Regional Destination for Commerce – Reinvestment in established commercial centers retains the City's competitive edge.

Local Decisions With Regional Benefit – Collaboration between local organizations and municipalities brings positive results to the region. Working together to ensure Willard Airport remains a full-service airport and welcoming high-speed rail contributes to a strong business environment.



Measuring Success:

- New development occurs within the existing service area of the City.
- There is a reduction in overall vehicle miles travelled (VMT) as compact residential neighborhoods are developed around employment centers and development of live-work-shop mixed used activity areas are established.
- An increasing number of infill projects will be completed annually.
- Vacancies in established commercial and employment centers will decrease over the life of the Plan.
- Enrollment at the University of Illinois and Parkland College will continue to grow.
- Maintain the Federal Aviation Administration (FAA) annual entitlement grant by ensuring greater than the minimum 10,000 enplanements occur at Willard Airport each year.
- The number of employees and square footage available at the University of Illinois research park will increase over the life of the Plan.



Actions:

- Create an Economic Development Strategic Plan that defines a suite of economic development tools.
- Package and expand existing policies and programs that promote infill development.
- Promote development of urban neighborhoods through zoning standards, development regulations and other tools.
- Create self-funded business organizations to maintain the health and attractiveness of established commercial centers. Targeted commercial centers include the North Prospect Regional Center and Round Barn Center initially. (From 'Community Identity' chapter)
- Continue to support the completion of partially constructed and approved development projects.
- Foster tourism promotion through the City's collaboration with the Champaign County Convention and Visitor's Bureau and 40 North/88 West arts organization.
- Through the City's membership in the Economic Development Corporation, support the University of Illinois and local efforts to ensure the retention of Willard Airport and efforts for high speed rail.
- Support the Center City marketing partnership to build a strong urban core, including downtown, campustown and midtown.



Sustainable City



“Think globally, act locally.” Traditionally many of the complex issues involving our environment have been discussed only at national and international levels. But as we have seen historically, the impacts of pollution and natural resource depletion are most strongly felt at the local level. These impacts can be seen in impacts to agriculture, air and water quality, aquifer depletion and more. International policies alone will fail to accomplish the goals of sustainability until each community and person does their part in reducing their ecological footprint.



While much attention is given to technological advances that can improve environmental quality, the reality is that guiding land use patterns through the Comprehensive Plan offers the greatest tool in achieving sustainability. Studies have shown that approximately 70% of greenhouse gas emissions are generated by the built environment and transportation. That means that how we grow and move around directly impacts our sustainability. Becoming a sustainable city raises the issue of intergenerational equity. Do we owe future generations the same quality of life that we enjoy?

The Comprehensive Plan is the most important tool to growing in a sustainable way. The Plan guides the way the City grows and develops by designating a pattern of appropriate land uses linked to an active transportation system.

A sustainable city is a place where prosperity and social well being is achieved while minimizing impacts on the environment. Reducing impacts on the environment can be achieved in a number of ways. Reduction of green house gas emissions which result from the use of fossil fuels that power homes and cars is an important step. Constructing and retrofitting buildings to be energy efficient, promoting development patterns that reduce auto dependency and using renewable resources will ease reliance on fossil fuels. Developing the City in a compact way using low-impact development techniques also minimizes impact on the environment by protecting farmland, water quality and the Mahomet aquifer.

Snapshot:

- Champaign-Urbana's per capita water consumption has increased tremendously in recent years. While the population of the urban area has doubled in the past 50 years, the overall water consumption in the area has quadrupled. Water comes from the Mahomet Aquifer, which also serves other communities in East Central Illinois. It is being studied by the Mahomet Aquifer Consortium. The capacity of the aquifer is unknown, but it is finite. It takes an estimated 3,000 years for surface water from rain and snow to infiltrate and replenish the aquifer.
- Champaign has maintained a good Air Quality Index for more than 80% of days in a year for the past 6-7 years. It also performs slightly better in air quality as compared to similar urban areas – Peoria, Decatur and Normal.
- Champaign sits in the middle of a region of prime farmland, some of the most productive in the world.
- Champaign currently has four LEED (Leadership in Energy and Environmental Design) certified buildings.

Issues Considered:

- Given the availability of prime farmland surrounding the City, how do we grow in a manner that preserves this resource but at the same time does not inhibit the growth of the city (in terms of population and supporting services and amenities)?
- Data indicates that air quality is currently good. Automobiles release a large portion of air pollutants. As the population of the City increases, so will the number of automobiles. How can future development be guided so as to maintain air quality?
- The City's only source of water is the Mahomet aquifer that spreads over much of East Central Illinois and is shared by other communities as well. What implications does this have for decisions on the use of water in the community? What decisions can be made through the comprehensive plan that promote sustainable use of this limited resource?
- What measures should be taken to ensure the community's built environment is environmentally sustainable?





Vision

Champaign is a sustainable city that limits its impact on natural resources and on the local, regional and global environment.

Guiding Principles

Reduce Consumption and Impact – Reduce the consumption of air, water, energy, land and other resources.

Conserve and Reuse Resources – Materials such as rehabilitated buildings, stormwater runoff and other resources, will be reused through best management practices.

Emissions – Reduce local greenhouse gas emissions through the reduction of vehicle miles traveled and the use of renewable energy and active transportation.

Development Patterns – New development will be located and designed to have a limited impact on the natural environment, be compact and contiguous to existing development, expand the urban forest, and encourage walking, cycling and transit use.

Building Design – New buildings will incorporate industry standards for low-energy use.

Renewable Energy - The generation and use of renewable energy will be encouraged through City codes and programs.

Measuring Success:

- Consider the percentage of new development occurred through infill or redevelopment versus greenfield development. The average density of new development compared to previous years should also be considered. The percentage of infill development should increase as compared to greenfield development.
- More of Champaign's energy needs are being met through renewable energy sources. An increasing number of properties will generate and use renewable energy.
- The number of acres of per capita park space should not decrease as the City grows.
- Consider the amount of solid waste generated by residents annually. Residents will recycle an increasing portion of their solid waste.
- Commute times in the City will not increase with growth. An increasing number of commuters will use transit and active transportation choices as the City's bicycle and trail network is implemented.



Actions:

- Create a density bonus or other incentive programs to encourage sustainable site design in the city using best practice standards.
- Integrate Low-Impact Site Design best practices into City's development standards.
- Create new mixed-use zoning districts to facilitate more compact and sustainable patterns of development. These categories should reflect the Future Land Use chapter.
- Develop criteria that clearly states expectations and exceptions in applying "complete street" standards for both construction of new streets as well as maintenance and reconstruction of existing streets.
- Develop and implement a Sustainability Plan for the City that is based on the findings and recommendations of the Comprehensive Plan.
- Develop standards for mixed-use activity centers and incorporate into the Zoning Ordinance.
- Establish maximum parking requirements that recognize: the availability and capacity of transit service, availability of active commute modes, access to off-site and on-street parking facilities, and the availability of joint-use parking in mixed-use areas.
- Expand or create new standards and programs to become a more sustainable community. These standards and programs could address: energy conservation and renewable energy generation, gray water and stormwater reuse, potential for a regional stormwater and detention system, recycling and salvage and community gardens and urban agriculture.

Complete Neighborhoods



Communities are personified by their residents and the neighborhoods they live in. Champaign is fortunate to have a cohesive neighborhood structure that gives the City its character. From older neighborhoods like Clark Park to postwar neighborhoods like Garden Hills and newer neighborhoods like Cherry Hills, Champaign has a variety of neighborhood types to suit all interests. The goal of the Comprehensive Plan is to not only strengthen existing neighborhoods but to provide a framework for creating new neighborhoods that are “complete”.

Complete neighborhoods are ones that provide a variety of housing types and densities, a mixture of different land uses, the essential civic elements, proximity to schools, parks, transit and shopping and an urban design that ensures long term viability. The PLACES survey performed for the Comprehensive Plan indicated a strong preference for the character of older neighborhoods. One of the reasons for the popularity of older neighborhoods is that they offer housing variety that many new homogenous subdivisions often lack. The goal of the Comprehensive Plan is to recapture these qualities when building new.

The goal of the Comprehensive Plan is to not only strengthen existing neighborhoods, but to provide a framework for creating new neighborhoods that are “complete.”

Issues Considered:

- Newer residential subdivisions developed in Champaign have a limited range of housing types and prices. Each subdivision targets a specific segment of the market but few attempt to attract a range of market interests. The lack of diversity in housing choices within developments often contributes to a lack of diversity in that development's residents.
- Complete neighborhoods must be designed to promote connectivity. This includes streets that connect to adjacent neighborhoods and can safely accommodate cars, transit, bicyclists and pedestrians.
- Neighborhood parks are an essential part of a complete neighborhood. However, the amount of new park acreage being provided is less than desirable according to national standards. Without a mechanism to ensure developers donate land for parks in new development, more new neighborhoods are being established without adequate access to parks.
- The recent shift in the economy and dramatic changes in the housing market call to question the future of housing demand and preference. There are reasons to believe that market demand for big homes on large lots far from city centers will weaken in favor of more affordable options closer to the core of communities.
- Older neighborhoods have many great amenities such as close proximity to parks, schools and a design that is very walkable. However, many lack the close proximity to daily shopping needs. Similar to the issue with new neighborhoods, promoting new neighborhood commercial uses will require careful urban design.
- The term "density" often raises concern for many people. However, higher densities create a more successful climate for business, can reduce per capita infrastructure and service costs, better support transit and promote sustainable growth by limiting sprawl. Careful planning and proper design can successfully blend residential densities.
- A goal of the Comprehensive Plan is to have residential uses in close proximity to neighborhood commercial so residents can enjoy short trips to accommodate their everyday needs. However, traditional development patterns separate these uses to a great extent to avoid possible incompatibilities. While this may be partially due to decisions in the market, the City's zoning ordinance also encourages this separation by not incorporating the latest best practices in land use patterns and site design.



Vision:

Champaign's neighborhoods are structured to ensure residents can attend school, shop, live and play within a short distance of their homes. The majority of "everyday needs," like convenience services and recreation can be found within neighborhood boundaries or in close proximity.

Guiding Principles:

Well-Planned Mix of Uses – Land uses are mixed in a way that provides for the needs of the neighborhood, with access to shops, services and employment within a short distance. Activity is concentrated at key centers, known as 'Activity Centers.'

Well-Designed Density – Residential density supports neighborhood commercial uses and fosters a more vibrant community.

Range of Housing Types – Neighborhoods offer a range of housing types, styles and price points to accommodate residents through many stages of life.

Connectivity – Neighborhood elements are integrated with other destinations through transit, trails, sidewalks, as well as through a grid street system.

Presence of Neighborhood Elements – Public parks, schools, convenience commercial areas and other elements are integrated into neighborhoods and can be accessed safely by walking or biking.

Measuring Success:

- Residents live within a mile of neighborhood commercial uses where they can satisfy most everyday needs.
- For residential development proposed on large tracts in the City's growth areas, analysis is provided demonstrating the proposed mix of housing types (single-family detached, townhomes, condominiums, apartments, etc.) and the overall density of the development.
- New residential subdivision developments achieve a gross density close to 4.0 dwelling units per acre or higher.
- New developments meet expectations for street connectivity and design. Waivers are granted only in extreme cases.
- Residential development is within a five to ten minute walk of a park and is safely accessible.



Actions:

- Develop “Complete Streets” criteria that clearly states expectations and exceptions in applying “complete street” standards for both construction of new streets as well as maintenance and reconstruction of existing streets.
- Collaborate with the Champaign Park District to develop a mechanism for securing public park space with new growth. Assist the Park District in clearly identifying the future needs (types of parks, their size and location by zone) and how park construction would be funded and scheduled.
- Revise the Champaign Zoning Ordinance to better address the issues of design compatibility with locating commercial uses near residential uses that focuses more on “form” than “use.”
- Create a ‘complete neighborhood’ checklist that can be used by staff and decision makers when considering new development proposals. This list would ensure that all new development is within 5 to 10 minutes walking distance of parks and neighborhood commercial centers, includes a mix of housing types to cater to different groups of population and more.
- Define neighborhood boundaries for the purpose of tracking densities, walking distance to activity centers, parks and other amenities.
- Explore the feasibility of requiring a mix of housing types and densities for new residential subdivisions.

Community Identity



Well designed and maintained spaces convey a sense of prosperity, safety and desirability.

Champaign is a diverse and culturally rich community. Considered to be a “micro-urban” city, Champaign offers an atmosphere not typically found in communities its size. The influence of the University of Illinois and Parkland College permeates the City. These institutions are not only places of higher learning, they are also economic engines, major employers, cultural centers and entertainment destinations. Most importantly, they bring people here from all over the world to teach, learn, research and live in the community. The cultural diversity generated from these institutions is invaluable and contributes to the area’s high quality of life. Champaign is also known as a micro-urban community because of its vibrant center city, the variety of globally inspired restaurants, shops for every taste and residents with a breadth of backgrounds.

The appearance of a place affects the impressions it makes on residents and visitors. As a regional destination, those impressions are imperative to Champaign’s future. Well designed and maintained spaces convey a sense of prosperity, safety and desirability. While many consider the community to be “beautifully flat”, others are quick to cite the lack of natural features in Champaign. As stated in the City’s 1926 Comprehensive Plan, “Nature moreover has given the site few advantages. Lack of hills and ravines, lakes and water courses must be offset by other features created by the people who live in Champaign.” This is typical of many Midwest communities with a rich farming history. As recognized by the community since 1926, with few natural attractions, a high-quality built environment becomes even more important.

Snapshot:

- Champaign takes pride in its history. There are 22 local Historic Landmarks, 3 Historic Districts and 24 properties listed on the National Register of Historic Places. Celebrations in 2010 marked the City's 150th birthday.
- Tax Increment Financing (TIF) programs fund redevelopment grants, public streetscape maintenance and beautification. The City has three TIF districts in areas of the City that suffered decline, the Downtown TIF, Eastside TIF and North Campustown TIF. The East Side TIF has resulted in a six to one return on investment, with \$416,000 of investment yielding \$2.3 million in private investment.
- In the PLACES Survey, over 80% of participants did not find the aesthetics or building design found in auto-oriented shopping centers to be attractive.
- According to a 2003 study conducted by the Illinois Arts Alliance Foundation, non-profit arts in Champaign County contribute \$33.7 million annually to the local economy.
- Currently, there are 43 active neighborhood groups registered with the City's Neighborhood Services Department. The Small Grants Program offers financial support to these groups and help sponsor various activities and projects. Frequent activities include block parties and clean ups. Common projects are tree plantings, and beautification.
- University of Illinois enrollment increased by 10% between the 2000/01 and 2007/08 school years resulting in nearly 42,000 students. Over the same time period, Parkland College enrollment increased by 17% for a total of approximately 9,400 students
- Since 1990, the City's population has continued to become more diverse. The 2010 population is 81,055 people. The population reporting as Black or African American grew by two percent in 2000 and remained steady in 2010 at 15.4%. The population reporting as Asian grew in both 2000 and 2010 to 10.5%. The Hispanic or Latino population, which is an ethnicity not a race, also grew to 6.5%



The sculpture, "Double Dutch - A Jump for Joy," part of a program run by the Public Art League, welcomes visitors to West Side Park

Issues Considered:

- Higher level streetscape standards require an additional level of maintenance, needing greater resource allocation. Resources include upkeep of street furniture, planting and watering flowerbeds and more. While these elements have greater maintenance costs, experience shows that beautification also results in greater economic interest in the area.
- The City's TIF funds have been used successfully to encourage private investment in areas suffering decline. Though much improvement has been made, these areas continue to need City investment to support the redevelopment process.
- Although Champaign enjoys a diversity of residents, trends in residential development suggest our neighborhoods may be becoming less diverse. What can be done to build "complete neighborhoods" that attract a diverse population?
- As neighborhoods and centers age, they often need improvements or upgrades to prevent decline. This is especially true in areas that were built with a focus on auto traffic or have urban design features that are no longer desirable. Creating funding sources as well as neighborhood or business groups for these areas is a proactive way to keep established parts of the City desirable.
- A higher quality of urban design is commonly desired by residents but can result in a greater expense for developers. How can these two interests be balanced?
- While historic preservation is an important aspect of the community, there are few economic incentives available for residents to consider protecting their homes and businesses that may greatly contribute to the historical culture of the city.



Vision

Champaign is known for being a diverse city that is attractive with well-planned spaces, streets and buildings.

Guiding Principles

High quality urban design – Sites are designed in a way that acknowledges the long-term legacy of development. The built environment becomes the scenery of the community.

Preservation of special places – Structures and neighborhoods of historical importance and architectural integrity are preserved for future generations.

Neighborhood Pride – Residents take pride in their neighborhood and engage in civic activity. Residents invest time and money in their property.

Beautification of urban areas– Special care is taken to enhance the appearance of urban areas.

Center City – The City’s core, comprised of Downtown, Campustown, and Midtown remains the economic and entertainment heart of the community. It flourishes with investment in infrastructure, infill development and coordinated leadership.

University Town – As home to the University of Illinois, Champaign is a center for innovation and a regional, national and global destination.

Community Culture – Residents have access to cultural pursuits, like museums, arts and theaters.

Measuring Success:

- Incentive programs continue to leverage public resources for a greater investment of private resources.
- The number of property nuisance violations decreases, contributing to a more aesthetically pleasing community.
- The number of local historic landmarks, districts and national register listing increases.
- The university and city partner in endeavors that extend the presence of the university off campus and into the community.
- Census data show that Champaign neighborhoods are becoming more diverse.
- The number of active neighborhood association increases.
- Existing commercial areas experience reinvestment and improvement rather than stagnating when new commercial areas are built.

Actions:

- Support the existing Redevelopment Incentive Policy and develop similar tools that can achieve like results in areas where the Redevelopment Incentive Policy is not available.
- Develop incentive programs for historic preservation and designation as a Local Landmark or Historic District. These incentives may include: property tax freeze, façade improvement grant program, no or low interest loan programs, cooperative program with the Neighborhood Services Department using existing grant programs to improve historic properties and more.
- Advance resident involvement. Actions may include a tool kit that offers residents information on how to work with City government, a web-based tool for neighborhood group information and more.
- Support a “Center City” concept where organizational and funding efforts for Downtown, Campustown and Midtown are coordinated together.
- Research the potential for unique urban design elements that enhance the Center City, including neighborhood signage, banners, historic plaques, etc. This offers the opportunity to brand the area and promote the efforts of redevelopment partnerships in the area.
- Create a program that encourages established neighborhoods to develop urban design elements that reflect their unique character.
- Support efforts to advance public art in the community.
- Consider creating business organizations and funding sources for public improvements, possibly a Special Service Area, in established commercial centers. Targeted commercial centers include the North Prospect Regional Center, Round Barn Center and Champaign Village/Country Fair initially.
- Continue to implement neighborhood plans and develop plans for areas in need of improvement. Areas in need of study include East Park Street, the Neil Street Corridor and the South State/South Randolph Street area.
- Identify opportunities to implement the Overpass Enhancement Master Plan when bridges are replaced.
- Identify opportunities to continue the implementation of the Boneyard Creek Master Plan to create an urban greenway linking established neighborhoods.
- Create a pattern book for the new Urban Neighborhoods future land use category.



Champaign has a tradition of community events that continues today. This picture shows the 1959 Fourth of July Parade at the corner of Sixth and Green Streets.

Healthy Community



The physical design of a city plays an important role in promoting the health of its residents. Although personal health involves individual lifestyle decisions, communities can help enable responsible decisions in part through urban design and land use. Studies show that individuals are healthier when they live in communities that are walkable, provide alternative modes of transportation such as transit and bicycling, provide ample park and recreational opportunities and build mixed-use, higher density neighborhoods. Similar to infrastructure for utilities that make a city work, there is basic infrastructure system that can promote a healthier population.



Champaign is well positioned to be a leader in providing “healthy infrastructure”. First, Champaign has outstanding health care services since the Champaign-Urbana area is a regional healthcare destination. More importantly, the City is built generally on a grid system of streets, is already quite walkable and is provided with a first rate public transportation system. Most older neighborhoods were designed with these physical attributes, but many newer developments have a design that encourages driving over walking. The Comprehensive Plan can play an important role in shaping the physical design of a community that can ultimately lead to more healthy residents.

Similar to infrastructure for utilities that make a city work, there is a basic infrastructure system that can promote a healthier population.

Issues Considered:

- Although the City's Subdivision Regulations require sidewalks to be built on both sides of streets in new residential developments, they must connect destinations for residents to use them.
- Residents are more likely to walk to a neighborhood shopping area to meet some of their daily needs. However, if it is too far or if one has to cross significant barriers (such as a busy arterial street) it is more likely they will drive to achieve these tasks.
- Recently, local health care providers have built satellite clinics on the edge of the community. These clinics help serve a regional customer base but can often make it difficult for local residents with a limited means of transportation to access them. It is important to keep health care facilities available in the core of the community where they can be easily accessed by multiple modes of transportation.
- Bicycling is a great way to improve one's health. Promoting a 'bicycle culture' in the community requires careful urban design of development and streets. It is important for Champaign to provide infrastructure that promotes commuting by bike as well as bicycling for recreation.
- A local food system plays an important role in the health of a community. Creating opportunities for local farmers markets, food co-ops and community gardens contributes to providing a better range of food options to residents. The Comprehensive Plan can play a role in promoting these activities.
- Neighborhood parks that are integrated into new residential developments afford residents the opportunity to easily walk to them. Community and regional parks have many benefits but usually result in the need to drive to them.
- Instilling positive fitness habits in children is critical to combating the epidemic of childhood obesity. The ability for kids to walk or bike to their school is an important way to establish positive fitness habits. Neighborhoods must be designed and built in a way that promotes a safe walking environment for children.
- Trails are very popular with residents. Champaign has opportunities to establish a network of trails throughout the community.



Vision

The physical design of Champaign enables residents to enjoy a healthy lifestyle.

Guiding Principles

Walking Community – Development is designed to promote street life and encourage walking with interconnected sidewalks, trails and streets. Buildings are built to a human scale, with features that accommodate people as the primary user, rather than vehicles.

Alternative Transportation – Transit, bicycle and pedestrian facilities are integrated into the transportation system throughout the community for both commuting and recreational purposes.

Community Health Facilities – Champaign continues to be a regional healthcare destination, with ready access by the local and regional community.

Healthy Youth – Urban design promotes healthy lifestyle options for the youth of the community including schools and parks within walking distance and interconnected neighborhoods that allow for walking and bicycling.

Local Food Systems - Healthy food options are available to the public in a variety of ways.

Measuring Success:

- Census data shows an increase in the number of individuals that access work by either walking, bicycling or taking transit.
- The Safe Routes to School (SRTS) program continues to grow and the number of children walking to school increases. In a 2009 Safe Routes to School survey conducted in Unit #4 schools, 12.5% of students walked or biked to school and 35.4% took a school bus or transit to get to school.
- The number of “community rides” (non-student) trips on the CUMTD increases.
- The number of acres of park space per capita increases in the community.
- More mileage of trails are constructed in the community.
- Champaign continues to provide a farmers market and the number of vendors providing healthy produce options increases.
- There continue to be health care options in the Center City.
- Sidewalks are built on both sides of streets in new development.



Local youth grow vegetables in the Prosperity Garden on North First Street. The garden resulted from a partnership between the City of Champaign, the Don Moyer Boys and Girls Club, University of Illinois Extension and many others.

Actions:

- Support the efforts of the Safe Routes to School initiative that promotes schools in the community being walkable.
- Develop “complete streets” criteria that clearly states expectations and exceptions in applying “complete street” standards for both construction of new streets as well as maintenance and reconstruction of existing streets.
- Continue to implement the Bicycle Vision of *Champaign Moving Forward* and fund bicycle infrastructure in the capital improvement plan to continue momentum.
- Promote farmers markets and urban agriculture as a way to access affordable, local foods.
- Complete a Trails Master Plan and establish an effort with the Champaign Park District to regularly secure funding to construct trail extensions.
- Work to ensure health care services continue to be provided in the Center City, centrally located to multi-modal transportation services at the population center of the community.

Complete Public Facilities



Having complete public facilities ensures a community's ability to grow and prosper in a responsible manner. Public facilities are the utilities we rely on, the streets we travel on, the transit we ride on, the fire service we depend on and more. Inadequate public facilities compromise our quality of life (and perhaps our safety) and prevent the community from moving forward. As Champaign has grown the city has consistently maintained a base level expectation of public facilities to be provided. For example, the city maintains certain expectations for fire service response time within the community. The City also works closely with other entities to ensure that the utilities are properly extended to accommodate development and that there are provisions in place to maintain an expected level of service.



However, resources are not unlimited and it is not always possible to extend the same level of service everywhere on the fringe of the city. The Comprehensive Plan presents the opportunity to establish areas where growth can occur and be adequately provided with public facilities. The Plan also seeks to strike an appropriate balance between building new facilities and maintaining existing facilities. Finally, the Plan presents the opportunity to establish policy for how public facilities are to be financed and built.

As Champaign has grown, the City has consistently maintained a base level of public facilities provided to all residents.

Snapshot:

- The City of Champaign maintains 6 fire stations with 120 staff members in five divisions. The Champaign Fire Department has an Insurance Service Office (ISO) rating of 2.0 (a lower ISO rating, yields better insurance rates are in the community). The Department has an established policy to provide service to 90% of the calls within 4.0 minutes.
- Champaign has a well-defined network of arterial streets evenly spaced in grid-like fashion. However, improvements to many of the arterial streets have not kept pace with development, creating a backlog of needed projects. The City's Capital Improvement Plan lacks the funding to be able to schedule improvements in a reasonable timeframe thus creating the need for additional funding sources.
- The Champaign-Urbana Mass Transit District (CUMTD) accommodates over 10,000,000 trips per year which is considered extremely high for a community the size of Champaign-Urbana. While a large portion of these rides are generated by the University population, a growing percentage is "community" rides. The establishment of the Southwest Mass Transit District (SWMTD) in 2006 prevents the CUMTD from providing service in a defined area of the community and compromises the City's goals of promoting growth that can be served by all modes of transportation.
- Sanitary sewers run through at 3-tiered network of lines. The Urbana-Champaign Sanitary District is responsible for sewage treatment and major interceptors while the City of Champaign maintains lateral lines that connect development to the interceptors. Private property owners are responsible for service lines that connect lateral lines to structures.
- While Comprehensive Plans commonly look at issues of expanding infrastructure systems, it is important for the plan to consider how existing systems will be maintained and improved over time. These existing systems include sanitary and storm sewers, streets, public buildings and more. For example, in 2010 the City committed significant funding to resolve long-standing stormwater flooding issues in the Washington and John Street watersheds.
- The Champaign Unit 4 School District provides an early childhood center, eleven elementary schools, three middle schools and two high schools in the community. The district boundary encompasses areas outside the City of Champaign including unincorporated areas and the Village of Savoy. In 2009 Champaign County voters approved an increase in the local sales tax rate with the funding to be distributed to school districts in the County for capital facility improvements.
- The Champaign Park District maintains over 500 acres of parks in the community and offers a full menu of activity and programming options for residents. The Park District acquires new park land through purchase, grant funding and/or by donation.



Issues Considered:

- The sales tax referendum provides new funding for Champaign Unit 4 Schools to improve existing schools and build new facilities as appropriate. The Comprehensive Plan is an important tool in this process. First, it allows the District to better understand where growth is projected. Secondly, it provides a framework for establishing the design of neighborhoods to include schools as a key ingredient.
- The improvement of the arterial street system is an important consideration of the Comprehensive Plan. The plan offers policy direction on funding improvement but also presents a Future Land Use Map that identifies those growth areas that have fewer arterial street improvement needs.
- There are limited resources to fund expansion of the infrastructure system and it is important not to fund expansion at the expense of maintaining existing systems. Promoting infill development allows for new growth opportunities while still supporting the existing infrastructure system.
- The CUMTD operates on a “hub and spoke” system with campus and the downtowns as hubs, the CUMTD functions best when growth is compact, contiguous and designed to support transit.
- The recommendations for growth in the Comprehensive Plan are closely tied to the existing capacity of the sewer system and plans for expansion. It is anticipated that the Southwest Sanitary Sewer Project will be completed during the initial years of this plan. Additional interceptor projects are not needed in the foreseeable future to accommodate growth.
- Stormwater management is an important infrastructure consideration in both existing and new city neighborhoods. Some older neighborhoods have experienced significant flooding during heavy rain events due to obsolete stormwater sewer drainage facilities. The design of stormwater detention basins plays a functional and aesthetic role in new neighborhoods. Champaign’s relatively flat terrain slows conveyance of stormwater, contributing to flooding.
- The recommendations on future growth in the Comprehensive Plan have an impact on established goals for fire and emergency service delivery. The plan anticipates the relocation of Fire Station #3 to the north Market Street area which would provide better service delivery times to developments in north and northwest Champaign.



Vision

Public facilities will be complete throughout the City to achieve a high quality of life for all residents.

Guiding Principles

Stewards of the Public Infrastructure – The public infrastructure system is well maintained to ensure longevity and existing deficiencies are improved to appropriate standards.

Complete Infrastructure – Infrastructure, such as streets, sewers and other utilities, is constructed in conjunction with population growth.

Sufficient Services – Public service levels shall be maintained as the community grows.

Incorporating Advancing Technology – As the city grows and infrastructure is extended, the utility network shall incorporate advancements in technology that will keep the community competitive in the future.

Presence of Community Facilities – Community facilities, including parks and schools, will be constructed or improved as population grows, to maintain appropriate service levels.

Accessibility to Transit service – Transit service shall be extended as the community grows to ensure equal access to the transit system within walking distance of residences and commercial areas.



Measuring Success:

- The backlog of arterial street improvements is reduced over time.
- New development contributes to the improvement of the arterial street system commensurate with the impact it creates.
- As the community grows, the response rate for fire and emergency services remains within a four minute response time to 90% or more of the calls for service.
- Residential development is within a five to ten minute walk of a public park that is safely accessible.
- The existing ratio of park acres per capita (currently at 8) is not reduced as the community grows and increases where possible.
- The Champaign Unit 4 School District can adequately provide educational facilities for a growing population.
- New development occurs in locations that can utilize the existing sanitary sewer interceptor system before extending the existing system or building new systems.
- The Champaign-Urbana Mass Transit District annexes land into the District shortly after being annexed into the City.
- There is improved management of stormwater runoff in existing neighborhoods thus reducing the incidents of flooding.



Actions:

- Find new revenue sources to improve existing arterial streets.
- Develop a “Complete Public Facilities” checklist that can be used by staff and decision makers when considering new development proposals. This list would ensure that provisions for public facilities are provided ahead of development.
- Collaborate with the Champaign Park District to develop a mechanism for securing public park space with new growth. Assist the Park District in clearly identifying the future needs (types of parks, their size and location by zone) and how park construction would be funded and scheduled.
- Develop and maintain a map that clearly identifies the arterial street and sidewalk improvement needs. The map should be structured to show; 1) the backlog of improvements; 2) the scheduled improvements identified in either the current Capital Improvement Plan or in individual agreements; and 3) the unscheduled improvements that would have to be planned in conjunction with new growth.
- Update codes and standards to require multi-modal transportation assessments for all new proposed developments which address connections, access, and mobility for autos, transit, bicycles and pedestrians (*Champaign Moving Forward* Action RA-3).
- Develop “Complete Streets” criteria that clearly states expectations and exceptions in applying “complete street” standards for both construction of new streets as well as maintenance and reconstruction of existing streets.
- Consistent with the recommendations of the 2010 Fiscal Impact Analysis and the 2008 Transportation Master Plan *Champaign Moving Forward*, develop an impact fee system for the improvement of arterial streets.
- Continue to work with the Urbana-Champaign Sanitary District on the implementation of the southwest sanitary sewer project.
- Study the feasibility of a stormwater utility fee that would fund infrastructure improvements for managing stormwater runoff.
- Identify opportunities to implement drainage master plans to improve drainage in the community.
- Adjust the development review process to include an analysis of the impact to the public school system, both enrollment and transportation.
- Annually assess updates that may be necessary to the Manual of Practice to include provisions for utility needs that accommodate advancing technology, such as broadband.



Future Land Use



Urban expansion requires many considerations. The future land use map shows what kind of development is appropriate and where it should be located.

The future land use chapter is an essential part of implementing the Comprehensive Plan. This chapter illustrates the pattern and character of the future development of Champaign. It includes descriptions of the future land use categories, an explanation of the tiered growth system and a series of future land use maps.

The future land use categories promote a mix of development types and intensities where appropriate. For example, the ‘New Neighborhood’ category promotes a mix of low to medium density residential with neighborhood commercial developments located at key locations. This concept reinforces the creation of ‘complete neighborhoods’ that provide a mix of different housing types with access to shops, recreation and other daily needs within a short distance of homes.

The Future Land Use Map identifies generally what kind of land use patterns should be present throughout the City and where they should be located. As the name implies, it shows what land uses are appropriate in the future, not necessarily what land uses are in place currently. Often in established areas of the City, the current land use is the appropriate future land use as well.

Future Land Use Categories:

The future land use categories are organized into three groups; **neighborhoods**, **centers** and **community destinations**. The pattern of development desired for the future of Champaign has key commercial, employment and entertainment center destinations surrounded by neighborhoods. Centers are primarily commercial and are located along key corridors and community gateways. Neighborhoods and

centers range in size, scale, character and density. Neighborhoods include residences, parks, trails and convenient neighborhood commercial areas. Community destinations are landmarks to residents of the community as well as the region. They have an important impact on the quality of life of the City of Champaign.

Neighborhoods:

- Established Neighborhoods
- New Neighborhoods
- Urban Neighborhoods
- University Neighborhoods
- Neighborhood Commercial
- Parks and Trails

Centers:

- Regional Commercial Centers
- Community Commercial Centers
- Employment Centers
- Downtown
- Campustown

Community Destinations:

- Campus
- Civic
- Community Attraction



Urban Neighborhood: Townhomes surround a neighborhood park



Neighborhoods:

Neighborhoods are primarily residential areas that vary in size, style, age and density. They are the places that residents live, interact with neighbors and conduct their most frequent daily needs. Though the characteristics of each neighborhood vary, there are common elements that make every neighborhood complete. These include proximity to supporting neighborhood commercial areas, public parks and civic uses that are integrated into the neighborhood to help residents simplify their

daily lives. For more information on the ‘Complete Neighborhoods’ vision, please see Complete Neighborhoods chapter, page 30. The majority of neighborhoods are considered new or established. In the Center City area, higher density urban and university neighborhoods can be found with close proximity to Downtown and Campustown Centers. It is important to offer a variety of types of neighborhoods to accommodate the needs and wants of the City’s diverse population.



Established Neighborhoods

Established neighborhoods are existing residential areas that will be preserved and enhanced over time. Established neighborhoods include a mix of single-family detached homes, townhomes, condominiums, and apartments. Neighborhood serving commercial developments, schools, parks and civic uses are also common in established neighborhoods. The existing character of these areas should be protected when new development is proposed in order to preserve the quality of life of existing residents.



New Neighborhoods

New neighborhoods refer to areas that are either already emerging as a neighborhood or are planned to be a neighborhood in the future. They are primarily residential with a mix of housing types including single-family detached homes, attached homes and multi-family homes. New neighborhoods offer a range of densities from four to eight dwelling units per acre. New neighborhoods are in close proximity to parks, neighborhood commercial developments and centers. Housing types, though different, are designed to relate to each other to create vibrant and cohesive streetscapes. Agri-tourism uses, like orchards or vineyards, are supported in areas designated a new neighborhoods. New neighborhoods will have a walkable layout with streets that connect in a logical manner throughout the neighborhood and to adjacent developments for seamless transitions. They are designed to safely accommodate bicycling and transit.

Urban Neighborhoods

Urban neighborhoods are located in close proximity to downtown. They are primarily residential areas that are ideal for residents who wish to live within walking distance to employment or entertainment uses downtown. These neighborhoods mix existing homes with infill housing and include a range of densities that provide for a diverse range of housing types. Urban residences typically have smaller yards or shared open space areas. Buildings are scaled and sited with an emphasis on pedestrians to create a streetscape suited to regular walking and bicycling trips. These neighborhoods use a connected, pedestrian oriented street design that supports transit service.



University Neighborhood

The university neighborhood is the residential area close to the University of Illinois. Although they serve primarily students, they also serve others who wish to live close to campus. Residences are primarily apartment buildings, but may also include attached homes, condominiums, dormitories and group homes such as fraternity or sorority houses. It is centrally located with frequent transit service which allows residents to easily access campus, downtown, shops and entertainment with limited need for a personal vehicle. University neighborhoods have a connected street pattern which promotes pedestrian safety, bicycling and transit.



Neighborhood Commercial

Neighborhood commercial areas are intended to provide convenient shopping opportunities for the daily needs of nearby residential areas. They serve residents within a roughly one-half mile radius, offering shops, restaurants or other services that residents typically visit an average of one to three times per week. Neighborhood commercial areas are small in scale and intended to contain an urban design cohesive with adjacent neighborhoods. They are located along arterial streets but are easily accessed by walking, bicycling and by transit.



Parks and Trails

Parks and trails provide active and passive recreation opportunities for the public. They are needed in new neighborhoods to achieve the 'Complete Neighborhoods' vision and goals. Neighborhood parks may include passive recreation space and playgrounds and are located within walking distance of most residents. Community parks may provide more variety with sports fields and additional active recreation spaces. New residential and commercial developments should include trail connections where they connect to a larger trail system.



Neighborhoods Design Expectations:

- Walkable lot layout with connected streets.
- Presence of street trees, street lights and sidewalks along all streets.
- ‘Complete Streets’ that accommodate autos, transit, pedestrians, bicycles and users with limited mobility.
- Trail connections.
- Provisions for outdoor plaza space in neighborhood commercial areas.
- Low-impact, naturalized stormwater management.
- Variety in home styles and sizes.
- Choices in housing type in each neighborhood to accommodate changes in age and lifestyle.
- Densities should increase as development moves closer to centers and neighborhood commercial areas.
- Presence of neighborhood parks.



Neighborhood Commercial Area:
A neighborhood commercial area showing buildings organized along a public plaza with offices above.



Urban Neighborhood: A street in an urban neighborhood, showing shallow front lawns and on-street parking.



Complete Neighborhood Example:

Neighborhood is adjacent to regional park

Connected streets

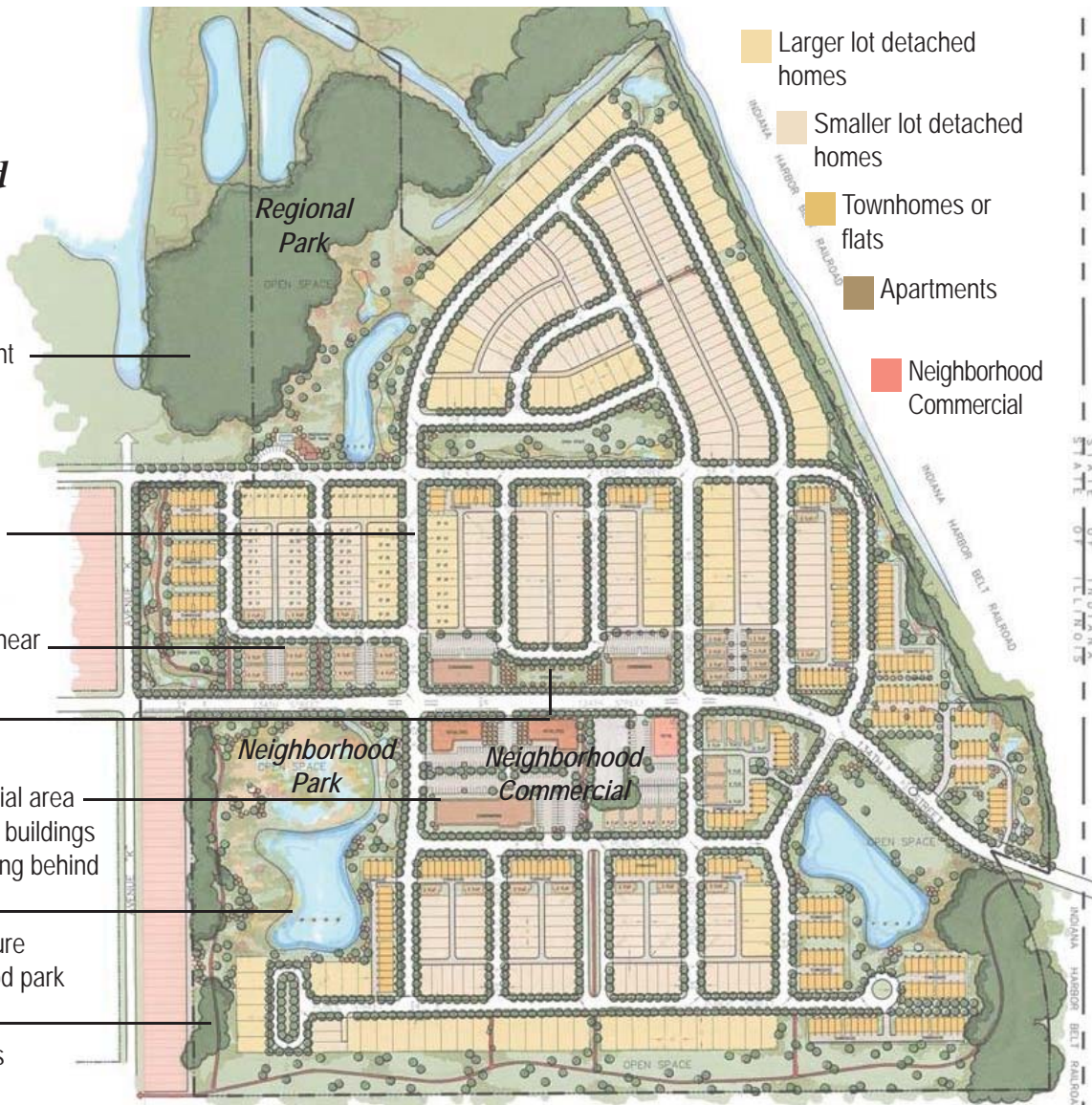
Higher density housing near commercial area

Public plaza

Neighborhood commercial area along arterial street with buildings pulled to sidewalk, parking behind

Integrated stormwater becomes desirable feature adjacent to neighborhood park

Trail connections link parks, commercial areas and nearby destinations



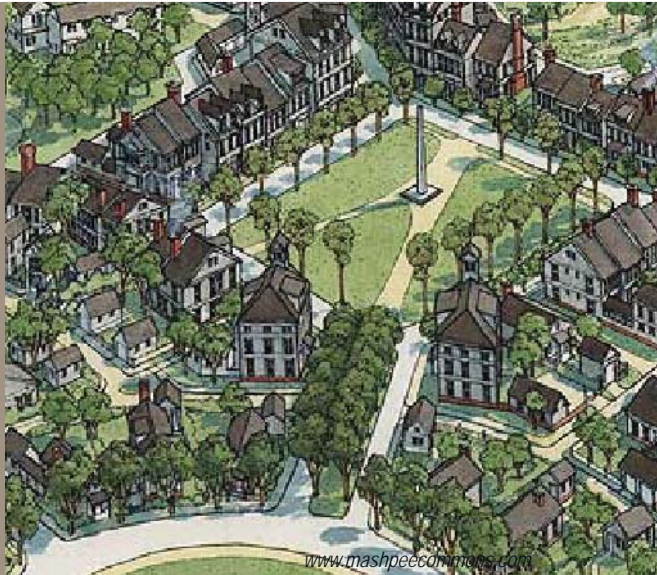
www.134thstreet.com



www.abbey-associates.com

Neighborhood Parks:
Attached homes overlooking a neighborhood park.

Low-Impact stormwater management:
Naturalized plantings filter water and add beauty to neighborhoods.



www.mashpeecommons.com

Centers:

Centers are locations where commercial, employment, entertainment, service and other activities come together. They are a destination for residents of the community, as well as the surrounding area. Centers are strategically located to capture demand, maximize visibility or access infrastructure, depending on the purpose. They vary in size and focus and depend greatly on market demand and trade area. Because many residents

work in Centers, residential uses are an important component used to balance the location of jobs and housing. Though they may have different purposes, all centers are designed to accommodate automobile traffic, transit, bicycles and pedestrians with integrated transit and pedestrian facilities. All centers should include transit facilities and a transit hub where demand shows that it is needed.



Regional Commercial Centers:

Regional centers are major commercial areas with a variety of large format retailers, restaurants, offices and services. They are located along arterial streets near interstate interchanges and draw local residents as well as users from surrounding communities up to 70 miles away. Regional centers are primarily commercial in use, though they may include a mix of employment and residential uses as well. Champaign has two regional centers, the North Prospect/North Neil Street center, which is established and the Curtis Road Interchange center, which is not yet built. While Regional Centers typically have an emphasis on automobile traffic, they should be designed (either through retrofitting or building new) to provide connection within the Center that makes it easy to access all parts of the Center through a variety of transportation modes.



Community Commercial Centers:

Community commercial centers offer a mix of retailers, restaurants, offices and services. They are smaller than regional centers, drawing patrons from within the local community. They may include office and residential uses, which may be located above ground floor commercial businesses. Community centers are larger than neighborhood commercial areas and contain businesses that are needed less frequently. Community centers are typically located near the intersection of two arterial streets and do not include large format retailers. Building placement promotes walking between businesses. Pedestrian, bicycle and transit connections to surrounding neighborhoods, including trail and sidewalk connections, are important elements to include.

Employment Centers

Employment centers are concentrated areas of office or industrial uses that are a destination for residents and employees from the community and the surrounding area. Employment may also include service businesses that provide convenience needs to employees, like restaurants or child care. Employment centers should include outdoor relaxation space for employees as well as transit and pedestrian connections to nearby neighborhoods and commercial areas. Buildings should be sited and designed to be compatible with each other.



Downtown

Downtown is the heart of Champaign. It is the historic business and entertainment center of the City and continues to serve this purpose. It is a destination that serves the entire community. Civic space, including outdoor plaza and dining space, is an important part of the downtown experience. Downtown is a high-density area with a vertical mix of residential and office uses above ground floor commercial uses. Commercial uses include retailers, restaurants and pubs, art galleries, theaters, offices and more. It also includes government buildings, religious institutions and medical facilities. In keeping with the traditional layout of the area, buildings are “pulled up” to the sidewalk. Emphasis is given to pedestrian, transit and bicycle access to maintain walkability. Parking is primarily provided in public facilities or on the street.



Campustown

Campustown is the commercial hub that serves the university neighborhood, adjacent to the University of Illinois. It includes restaurants, pubs, offices, services and retailers that focus on the university population, though it is a destination for the entire community. Campustown contains the highest level of pedestrian, transit and bicycle activity in the City. Therefore it must have an urban design that is safe and walkable. It is a high density area with buildings “pulled up” to the sidewalk and a vertical mix of residential and office uses above ground floor commercial uses. Parking is primarily provided in public lots, parking structures or on the street.



Centers

Design Expectations:

- Presence of street trees, street lights and sidewalks along all streets.
- Building, signage and streetscape design is coordinated amongst developments.
- Internal circulation routes are public streets.
- Logical sidewalk connections are located between buildings and through parking lots.
- Layout encourages walking between businesses.
- Integrated park and plaza space.
- Parking lots will be divided into smaller parking 'rooms' using landscaped islands; in large parking areas, islands will be designed to absorb stormwater and sized to accommodate mature shade trees.
- Parking areas will be shared between businesses and will adhere to a maximum number of parking spaces. Parking should be located to the side or rear of the building where possible.



Infill, above: This new business in campustown takes design inspiration from nearby historic buildings for the facade and signage. Outdoor dining brings life to the street. Intersection Bulb-Out, below left: This bulb-out in downtown provides a safe place for pedestrians to wait when crossing the street and allows space for colorful plants. Complete Street, below: Bike lanes are present in this new community commercial center



Center Design Example:



Burr Ridge Village Center Plan

Shared parking lots behind buildings

Well-placed streets and pedestrian corridors allow circulation and access to parking lots

Corner 'bulb-outs' protect pedestrians

Intersection framed by buildings "pulled up" to street

Buildings organized around central public street

Bio-retention area absorbs stormwater

Public plaza

Upper level offices or residential



Burr Ridge Village Center Plan



www.legacyvillageinc.com

Community Destinations:

Community destinations are the campus, institutional and active recreational facilities that enhance the quality of life of the people of Champaign. Because they are used by the majority of residents, these facilities become local landmarks. Community destinations include college/university campuses, religious facilities, schools, government buildings, community centers and recreational

facilities. They attract residents of the community and in the case of the campus areas, they attract people from the region, state, nation and beyond the United States. Though they may have different purposes, all community destinations are designed to accommodate automobile traffic, transit, bicycles and pedestrians with integrated transit and pedestrian facilities.



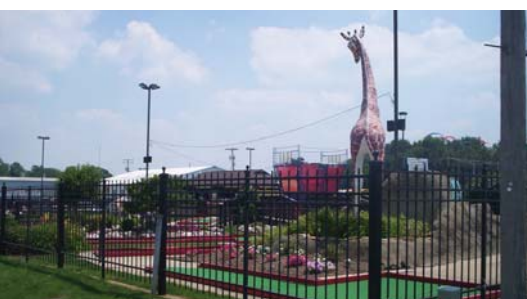
Campus:

Campus designates the areas affiliated with Parkland College and the University of Illinois, including classrooms and offices, eateries and cafeterias, libraries, recreation and sports facilities. Campus areas serve both full-time and part-time students, faculty and staff. Facilities have a coordinated appearance with common open spaces, complementary building design, shared parking and transportation choices. Each campus may have specific design guidelines that apply to their facilities. Though users may initially get to campus using a variety of transportation choices, they are primarily designed for users to walk, bike or take transit within the campus area.



Civic:

Civic, institutional and school facilities are essential to the community. They may include government buildings, libraries, religious facilities, community centers and schools. They are typically public or semi-public in nature. In addition to their primary use, they provide gathering spaces, recreation spaces and opportunities for residents to interact. When located in neighborhoods or commercial centers, the design and layout of facilities should connect with the surrounding areas.



Community Attraction:

Community attractions complement the public park and recreation system by offering recreation and entertainment facilities that may not otherwise be available. Community attractions include golf courses, indoor and outdoor sports fields, gymnasiums, orchards and agri-tourism facilities and more. They are typically large in scale, privately owned and attract users from the entire community.



Transit connection, below: Well located transit stops provide access for a variety of patrons and mitigate parking needs.



Parking rooms and landscaped screening, below left: Parking lots will be divided into 'rooms' or smaller blocks of parking spaces divided by landscaping. Landscaping should be designed to filter stormwater run-off, provide shade and screen the view of cars.



Civic Use in a neighborhood, right: This school, library, community center and park are located together and are a gathering place in the neighborhood.



Community Destinations Design Expectations:

- When they are surrounded by neighborhoods, special consideration should be given to lighting, parking and traffic flow concerns.
- Presence of street trees, street lights and sidewalks along all streets.
- Parking lots will be divided into smaller parking 'rooms' using landscaped islands and buildings; in large parking areas, islands will be designed to absorb stormwater and sized to accommodate mature shade trees.
- Logical sidewalk connections located between buildings and through parking lots that connect to surrounding neighborhoods.
- Naturalized stormwater management, designed and sited as an amenity.

Growth Area Criteria:

The Future Land Use Maps use criteria that indicate if a location is appropriate for future urbanized development or not. The geographic areas designated Tier One, Two and Three were determined using information gathered in the Fiscal Impact Analysis, interdepartmental cooperation and with coordination from outside service providers, including the Urbana-Champaign Sanitary District and others. The growth area criteria follow three tiers, with Tier One being ready for urban development with infrastructure and services already in place, Tier Two being possible if infrastructure and services are extended and Tier Three being not appropriate for urban development at this time.

Tier One represents areas that have their infrastructure and service needs satisfied and are ready for development. These areas are shown in the darkest color on the maps (beginning page 69).

Tier Two represents areas compact and contiguous to Tier One that have infrastructure and service needs, but may be appropriate for development consideration once those needs are met. These areas are denoted with a stripe or hatch pattern on the maps.

Tier Three represents areas that are outside the growth area, have infrastructure needs and are not appropriate for development at this time. It is anticipated that these areas will not be appropriate for development for many years. These areas are shown with an outline on the maps. During subsequent Comprehensive Plan updates, Tier Two and Tier Three areas will be reexamined to determine if they are appropriate for development consideration at that time.



Growth Area Criteria Table:

	Tier One: Appropriate for Growth	Tier Two: May be Appropriate for Growth, Service Extensions Required	Tier Three: Not Ready for Growth, to be Reevaluated in Plan Updates
Sanitary Sewers	<ul style="list-style-type: none"> • Interceptors available. • Ability to tie into existing system. • Capacity available and can be served by gravity flow. • Within the Urbana-Champaign Sanitary District (UCSD) Facilities Planning Area. 	<ul style="list-style-type: none"> • Existing interceptor sewers can be extended into area. • Area has capacity and can be served by gravity. • Within UCSD Facilities Planning Area 	<ul style="list-style-type: none"> • Cannot be served by gravity and/or shortage of capacity. • Requires significant infrastructure expansion. • Within the UCSD Facilities Planning Area.
City Services (primarily police, fire, public works, library)	<ul style="list-style-type: none"> • Development can be accommodated with existing city services. • Within acceptable range for fire service delivery. 	<ul style="list-style-type: none"> • Development can be accommodated without significant service cost increases. • Within acceptable range for fire service delivery. 	<ul style="list-style-type: none"> • Service extensions are not practical at this time. • Out of range for acceptable fire service delivery.
Roadway Infrastructure	<ul style="list-style-type: none"> • Development does not contribute to existing backlog of arterial street improvement needs (see Transportation Master Plan). • Collector and local level streets will be provided. 	<ul style="list-style-type: none"> • Development will include plans for arterial street improvements. • Collector and local level streets will be provided. 	<ul style="list-style-type: none"> • Arterial streets need upgrading and are not currently identified on backlog list (see Transportation Master Plan). Improvement of these arterial streets is low priority.
Transit	<ul style="list-style-type: none"> • Within the Champaign-Urbana Mass Transit District (CUMTD) boundaries. • Transit service is already provided or can reasonably be extended. 	<ul style="list-style-type: none"> • Plan for annexation into CUMTD boundary. • CUMTD can reasonably extend transit service in short term. 	<ul style="list-style-type: none"> • Outside acceptable range for inclusion in CUMTD boundary. • Beyond reasonable range for transit service at this time.

Street Classification Descriptions and Maps:

1. Principal Arterials

In urban areas, principal arterials are the highest classification of streets after interstates. They provide the highest level of mobility at the highest speeds for the longest distances. They also serve the major traffic movements and transit lines, connecting central business districts, residential areas, major intercity communities, and major suburban centers. Access on these streets is highly controlled with a limited number of intersections, infrequent openings and very limited or no direct access to parcels, depending on use and geographic setting. Principal arterials are typically at least 4 lanes in width and are designed for traffic volume ranging roughly between 15,000 and 25,000 vehicles (ADT).

2. Minor Arterials

Minor arterials interconnect and supplement the urban principal arterial system. When compared to the principal arterial system, minor arterials may provide lower travel speeds and accommodate shorter trip lengths and lower traffic volumes, but provide more access to property. They serve major traffic generators and link collector streets with the principal arterials. They may also carry local bus routes and provide intra-community continuity, but will usually not penetrate neighborhoods. The City's arterial street system typically occurs on a one-mile grid. The width of minor arterials may vary between 3 to 5 lanes including turn lanes and the traffic volume ranges roughly from 10,000 to 15,000 vehicles (ADT).

3. Major Collectors

The collector street system serves as the intermediate link between the arterial system and local streets, collecting and distributing trips to and from the arterial system. Collectors provide a lower level of mobility than arterials at lower speeds and serve shorter trip lengths. Major collector streets provide access to property and traffic circulation within residential, commercial and industrial areas. These streets typically occur at the one-quarter mile to serve local development. Typically, they have greater right-of-way than minor collectors, accommodating up to 3 lanes including a continuous left turn. Traffic volumes on major collectors roughly range between 5,000 and 10,000 vehicles (ADT).

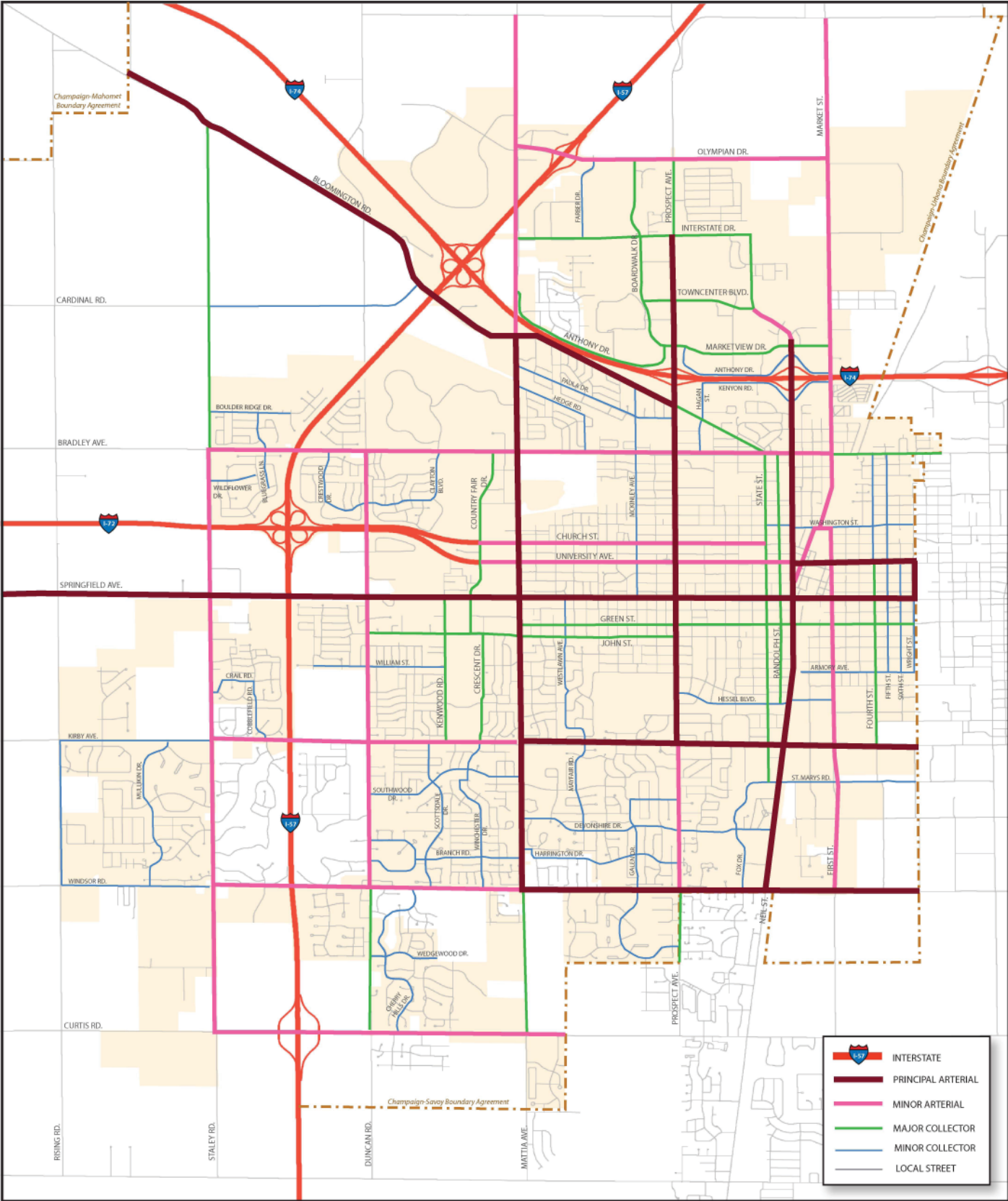
4. Minor Collectors

Minor collectors, also known as neighborhood collectors, are primarily found in residential neighborhoods. This set of collectors provides a higher degree of access to individual properties than major collectors. The typical capacity of such streets is 2 lanes. Minor collectors may also be designed as boulevards in some cases. Traffic volume on these streets usually ranges between 1,000 and 5,000 vehicles (ADT).

5. Local Streets

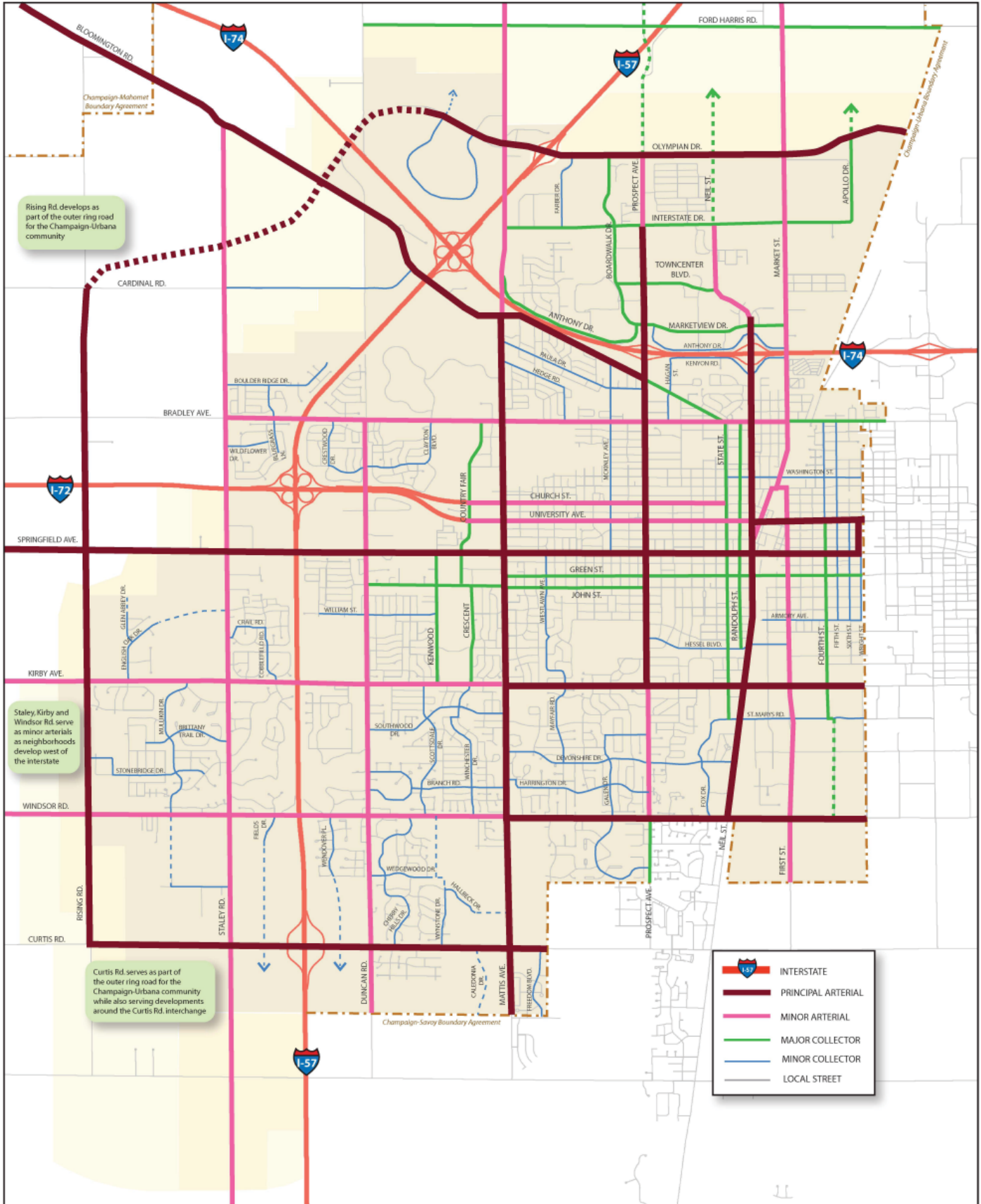
This is the lowest classification of streets. Local streets provide a high level of access to abutting land but limited mobility. They function primarily to serve local traffic circulation and land access. They also customarily accommodate shorter trips and have lower traffic volumes and lower speeds than collectors and arterials. Local streets are designed to discourage through traffic movements and are usually 2 lanes in width. As with minor collectors these streets may also be designed as boulevards in some cases. Traffic volume on local streets is usually less than 1,000 vehicles (ADT).

FUNCTIONAL STREET CLASSIFICATION - Existing





FUNCTIONAL STREET CLASSIFICATION - Proposed



Future Land Use Maps:

The Future Land Use Map is an essential part of the Comprehensive Plan. The map shows how all parts of the City and the one and one-half mile extra-territorial jurisdiction should grow and develop over time. Each land use, described previously, is assigned a representative color.

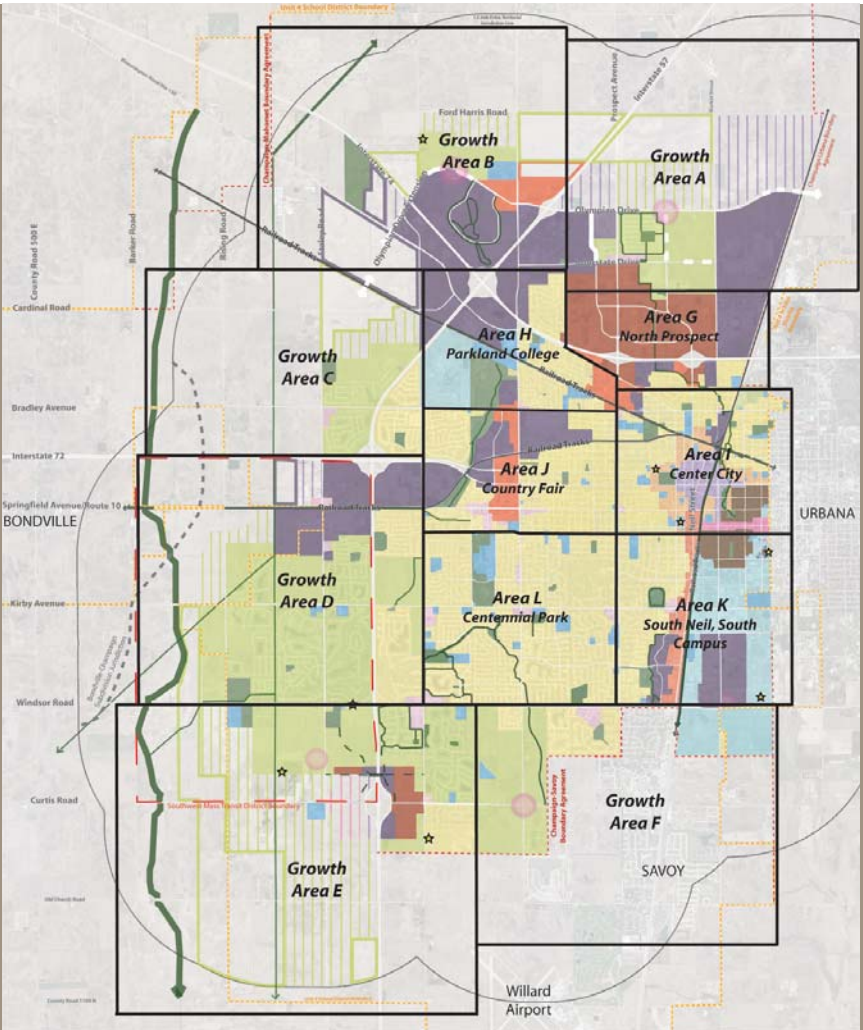
The map displays those colors to identify what land uses are appropriate and where they should be located. The growth area criteria is also displayed on the map. All parts of the map are considered Tier One unless otherwise noted. In the growth areas (Maps A-F), areas that are designated Tier Two are shown in a stripe pattern of the land use color. Areas designated Tier Three are shown with a bold outline

of the future land use color. In established areas of the City (Maps G-L), the current land use is often the appropriate future land use.

The Future Land Use Map and categories should not be confused with the Zoning Map or zoning categories. In short, the Future Land Use Map and categories describe what is desired in the future, while the Zoning Map and categories describe what is allowed currently. The Future Land Use Map and categories are not regulatory. They are a precursor to the City’s zoning ordinance, and inform development related policies concerning annexation, the timing and investment in infrastructure improvements and provision of public services.

How to use the Future Land Use Maps:

Find the area of the City in question on the inset map. Turn to page 95 and fold out the map key. There are 12 detailed maps including six growth area maps, A - F and six established area maps, G-L.





Growth Area A North Champaign

Opportunities and Challenges:

With proximity to two major employment centers and the regional North Prospect commercial center, this area is beginning to achieve a jobs/housing balance. A range of housing types and cost ensure that a diverse population can live in this growth area. Creating connections from neighborhoods to centers through sidewalks, bike lanes, trails and urban design will ensure that residents can safely access nearby jobs and businesses. As new neighborhood areas develop, elements like schools and parks should also be included to build a complete neighborhood.

The extension of Olympian Drive east to Urbana provides an opportunity to improve access and to strengthen the employment center. Olympian Drive will be upgraded to a principal arterial road, similar to Curtis Road, with limited access points and multi-use trails adjacent to the road way that will accommodate pedestrians and bicyclists.

Infrastructure and Public Services:

Sanitary Sewers:

Parcels south of Olympian Drive have access to sewer interceptors. Areas designated Tier 2 may have development potential if service needs are met by the developer. Sewer service is not available in the areas designated Tier 3.

Roads:

Over 5 lane miles of road improvements along Prospect Avenue, Neil Street, Olympian Drive, Interstate Drive and Market Street are needed to accommodate existing and future growth. All arterial road improvements will be built to 'Complete Streets' standards with facilities for bicyclists, pedestrians, transit riders and autos. In high traffic areas, bicycle facilities will be provided adjacent to the roadway rather than on-street bicycle lanes.

Transit:

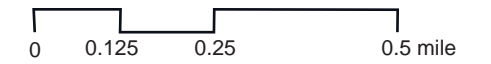
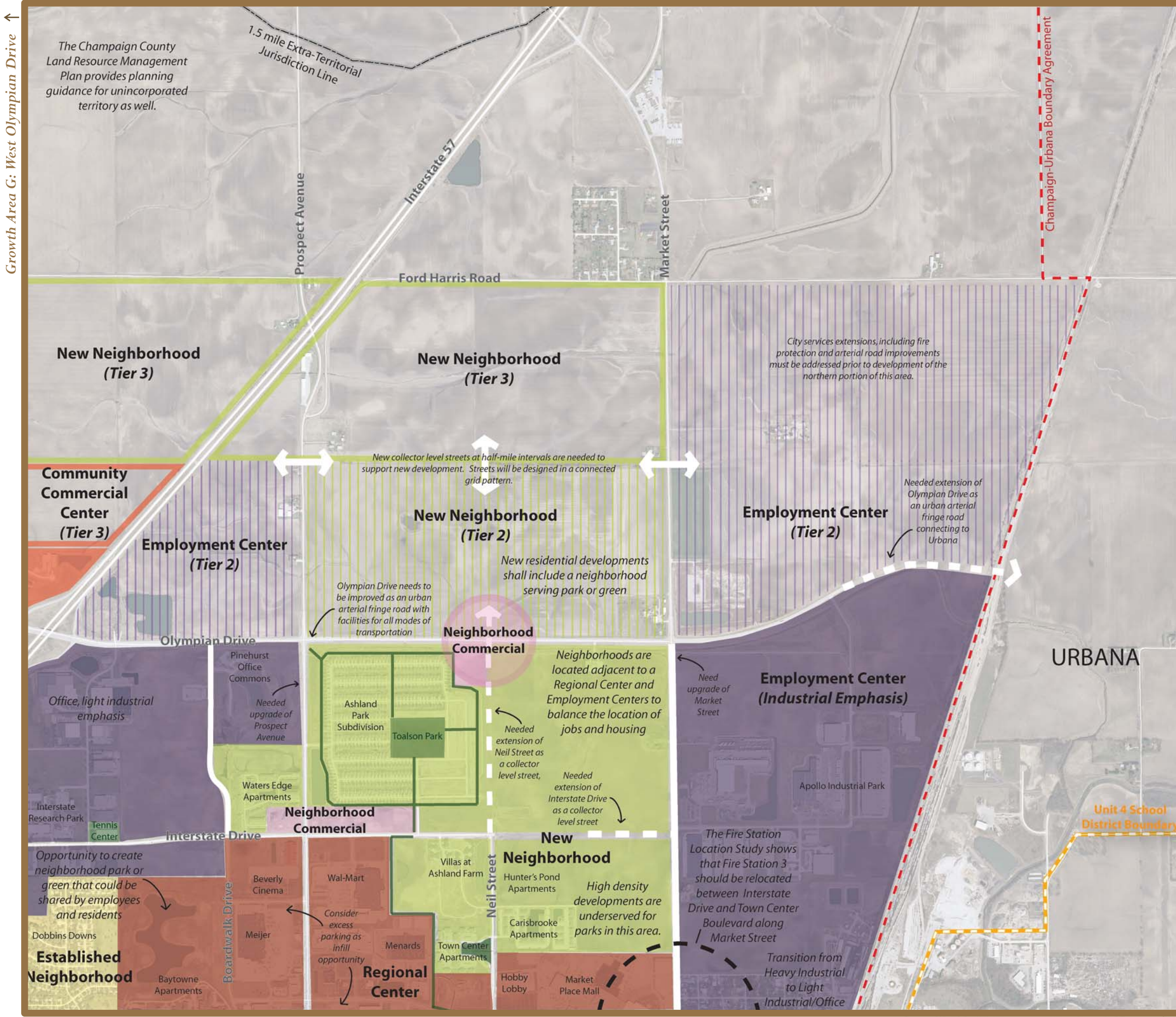
Residential and employment developments north of Interstate Drive have limited service by the Champaign-Urbana Mass Transit District (CUMTD) Red, Lavender and Blue lines as of 2010. Commercial areas south of Interstate Drive have higher levels of service.

Fire Protection:

According to the 2009 Fire Station Location Study, Fire Station 3 should be relocated to a site on Market Street between Interstate Drive and Town Center Boulevard to provide service as development extends north of Olympian Drive. Currently, response time to northern parts of this area exceed the Fire Departments's goal time.

Parks and Trails:

This area has only 7 acres of park land currently. This is inadequate to serve the existing residents and additional park land is needed. New residential developments should include a neighborhood serving park.



Growth Area B West Olympian Drive

Opportunities and Challenges:

The Clearview development presents a growth opportunity for the City. It will contain a mix of land uses, with offices, commercial space and residential neighborhoods. This property has been improved with trails, area wide detention and infrastructure in place. Visibility and access to Interstates 74 and 57 benefits business and employment potential here, although limited access points to the greater community may be a challenge. Implementation of the Landfill Re-use Master Plan will result in a community park featuring radio-controlled air facilities, bmx biking and disc golf, providing unique recreation uses for the community.

In the long-term, the western extension of Olympian Drive and interchange at I-74 will provide additional access to the northern part of the City. This will become part of a network of principal arterial roads, linking Champaign and Urbana. A new interchange at I-74 and Olympian Drive should continue to be studied for future construction.

Infrastructure and Public Services

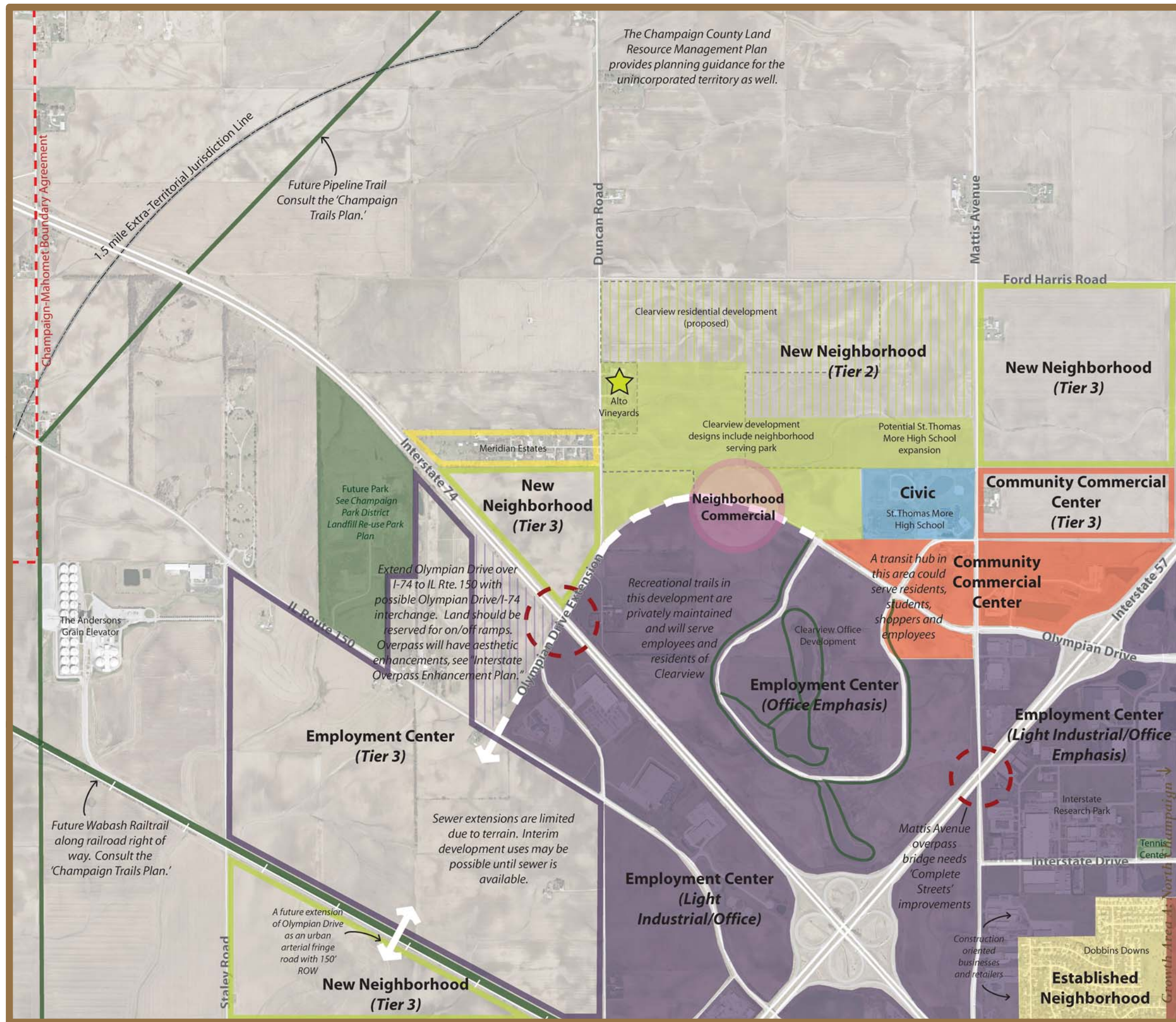
Sanitary Sewers:
Because of topography issues, this area becomes very difficult and expensive to sewer outside the designated growth areas. Areas designated Tier 2 need sewer extensions prior to development, but can be served by gravity. Extending sewer service into areas designated Tier 3 is not feasible at this time. Land south of I-74 is very difficult to sewer because it slopes away from the sewer treatment facility. Interim uses or agri-based industries that do not require sewers may be appropriate in these locations.

Roads:
Over 4.5 lane miles of road improvements along Mattis Avenue, Olympian Drive and Duncan Road are needed. The I-74/Olympian Drive interchange needs additional study. All arterial road upgrades will be built to 'Complete Streets' standards. In high traffic areas, bicycle facilities will be provided adjacent to the roadway rather than on-street bicycle lanes.

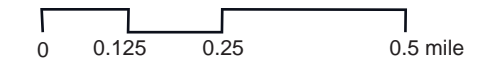
Transit:
Limited weekday transit service along Route 150 is provided by the CUMTD Lavender line. A transit hub located in the Community Commercial Center on Olympian should be built to serve the area.

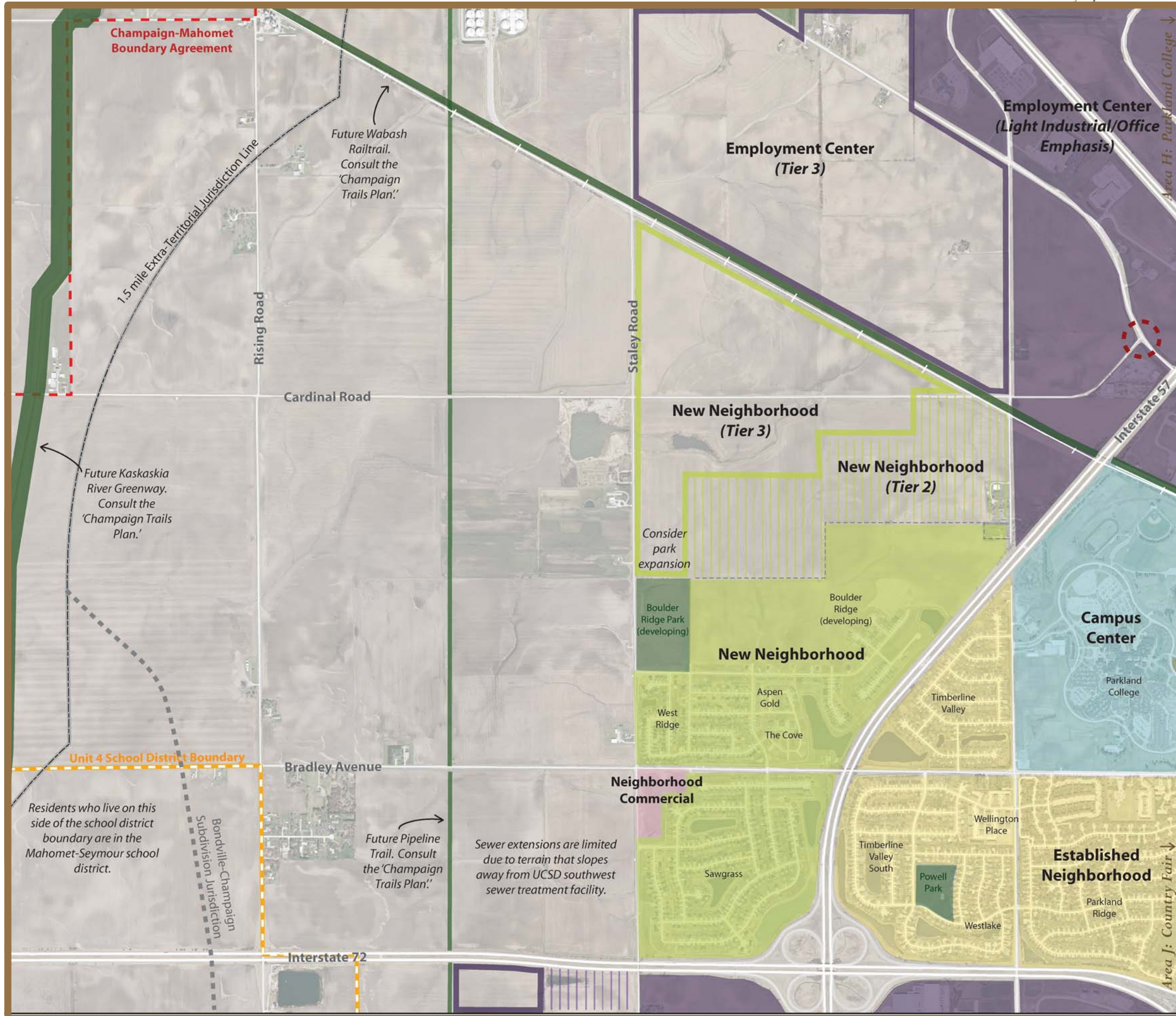
Fire Protection:
Fire Station 5 and a relocated Fire Station 3 in Growth Area A can provide coverage of this area.

Parks and Trails:
A 10 acre neighborhood park is planned in the Clearview residential development. The Landfill Re-use Park serves regional users, but is hard to access from area neighborhoods because of I-74. The Clearview office development includes a trail system and park-like amenities for employees. Two planned future trails, the Pipeline Trail and Wabash Railtrail, will connect into a planned regional trail system.



Area C: West Champaign ↓





Growth Area C

West Olympian Drive

Opportunities and Challenges

Residents of this area are located near Parkland College and Dodds and Heritage Parks east of the Area C boundaries. In the long-term, construction of the Wabash Railtrail will further enhance recreation activities in this area.

Interstates 57 and 72 impact transportation in this area. The key crossing over I-57 at Bradley Avenue does not safely accommodate cyclists and pedestrians and is in need of improvement. Another key intersection at Route 150 and Cardinal Road is in need of safety improvements. As these improvements are completed, residents west of I-57 will be able to take better advantage of proximity to Parkland College and other amenities east of I-57.

Further development to the west is limited by terrain which prevents sanitary sewer extension. The neighborhood commercial development at Bradley Avenue and Staley Road will likely not be practical until development on the west side of Staley Road occurs. Agricultural industries that do not require sanitary sewer connections may be appropriate. Growth potential exists in other areas, mitigating the impact of development limitations here.

Infrastructure and Public Services

Sanitary Sewers:

Tier 2 areas need sewer extensions in order to develop. Land area south of I-74 west of I-57 is very difficult and expensive to sewer because it slopes away from the sewer treatment facility. Extending service into Tier 3 areas is not feasible at this time.

Roads:

Over 3 miles of arterial road improvements to Bradley Avenue, Staley Road and Duncan Road are needed. The I-57 overpass at Bradley Avenue is narrow. Widening of the bridge and of Bradley Avenue leading up to the bridge is needed to safely accommodate bicyclists and pedestrians.

Transit:

Limited weekday transit service along Bradley Avenue to the Sawgrass neighborhood is provided by the CUMTD Brown line as of 2010.

Fire Protection:

Fire Station 5 provides coverage of this area, but cannot adequately serve beyond existing development according to the Fire Station Location Study.

Parks and Trails:

The area east of I-57 is adequately served by both neighborhood and community parks. On the west side of I-57, there is not enough park land to adequately serve current and future residents. The 18 acre Boulder Ridge Park is not yet developed. Expansion of Boulder Ridge Park into a community park should be considered. The future Wabash Railtrail, Pipeline Trail and Kaskaskia Greenway will link this area into the future regional trail system.



Growth Area D

West Kirby Avenue

Opportunities and Challenges

Three large infill tracts in this area present an opportunity to develop new neighborhoods within established areas of the City. Designing these to be interconnected with the surrounding neighborhoods, established schools, parks, trails and shopping will result in complete neighborhoods. These infill tracts are surrounded by neighborhoods at this time, and should be considered a priority for development.

The developments on the west side of I-57 can only access the greater community via Springfield Avenue, Kirby Avenue, Windsor Road and Curtis Road. These bridges are not safe for bikes and pedestrians and are in need of widening. They are being studied for replacement. Transit access is also limited by the Southwest Mass Transit District, which stretches from I-72 south to Curtis Road on the west side of I-57. The Champaign-Urbana Mass Transit District cannot operate within that boundary, disconnecting users in this area from the community-wide transit system.

Infrastructure and Public Services

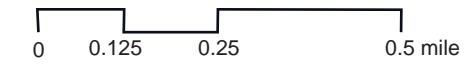
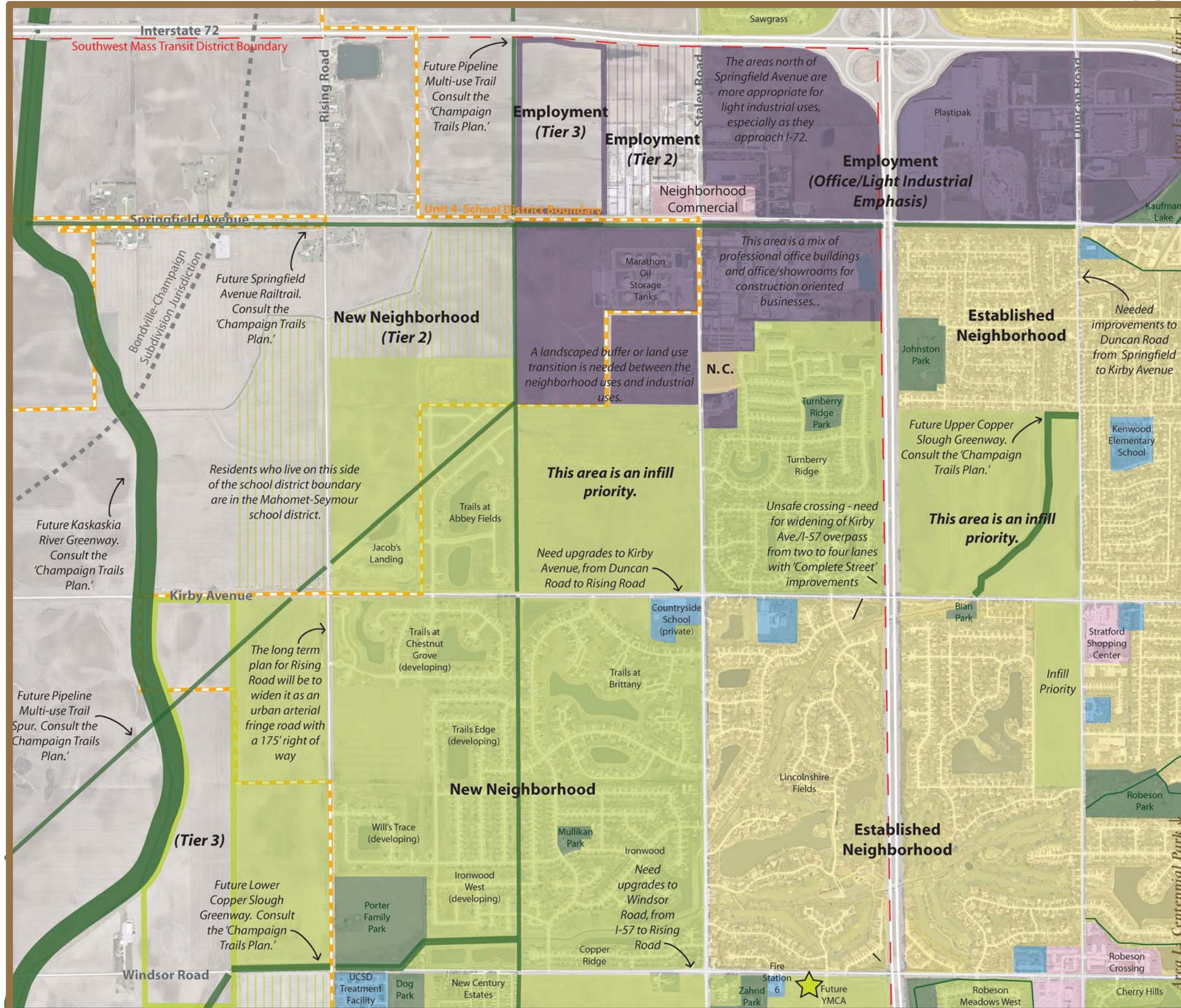
Sanitary Sewers:
Sanitary sewer service is available throughout most of this growth area. This area has large parcels for infill development, neighborhoods that are under construction and properties that are approved for development but not yet built. Development of these properties is a priority and should occur before sewers are extended to new growth areas.

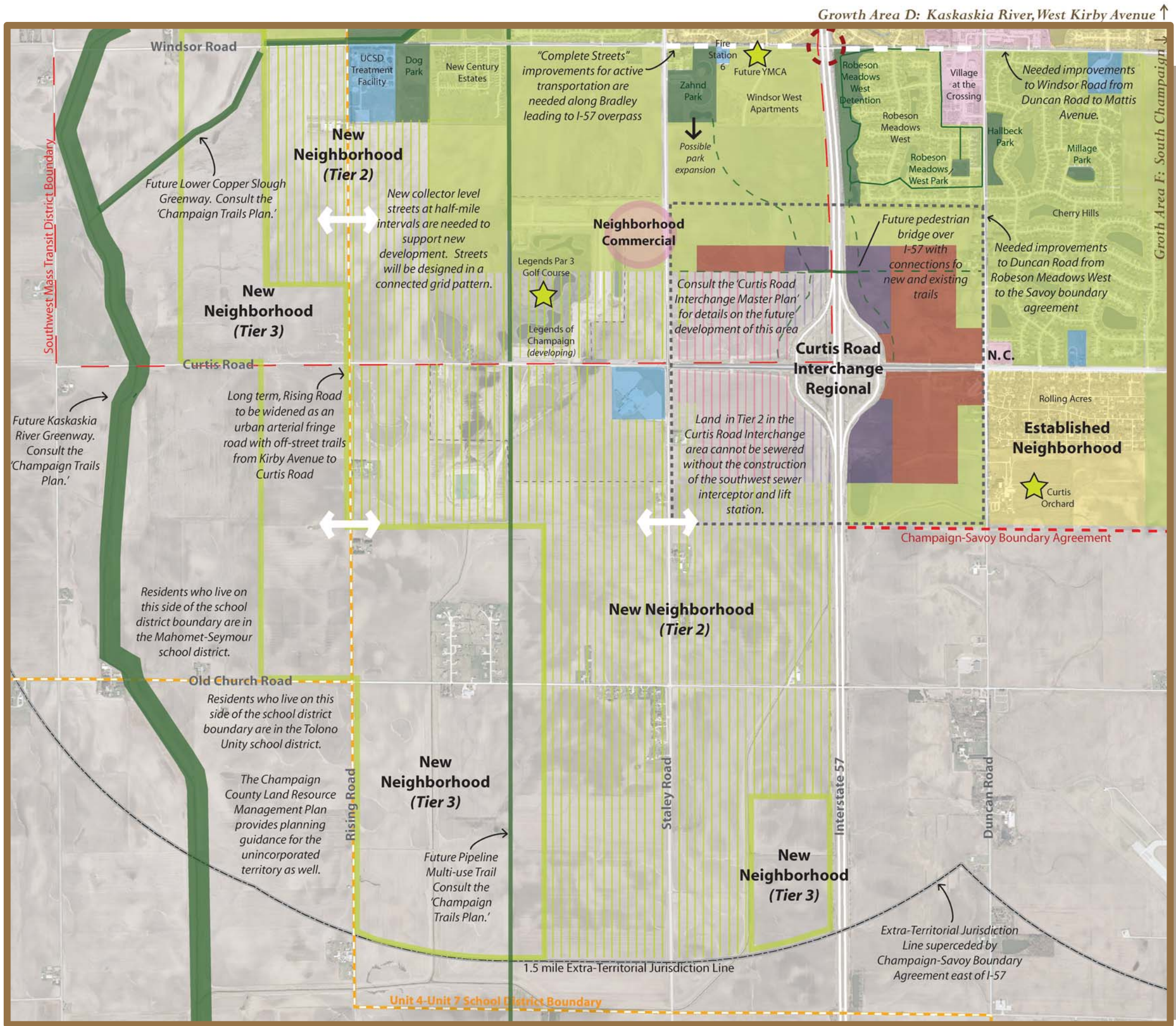
Roads:
Over 9 lane miles of arterial road improvements to Duncan Road, Kirby Avenue, Windsor Road and Rising Road are needed in this growth area. The I-57 overpasses at Kirby Avenue and Windsor Road need improvements. The Kirby Avenue overpass is a priority for widening to four lanes in the future.

Transit:
East of I-57, weekday transit service is provided by the CUMTD Green lines with limited service on the Orange and Green Express lines. West of I-57, there is limited service provided by the West Direct Weekday and Navy lines. The Southwest Mass Transit District does not provide transit service.

Fire Protection:
Fire Station 6 and Fire Station 5 provide coverage of this area.

Parks and Trails:
Areas east of I-57 are served by both neighborhood and community parks. West of I-57, Turnberry Ridge and Mullikan Parks serve nearby residents. Porter Park is being developed as a community park. A neighborhood park is needed in the area between Staley and Rising Roads, north of Kirby Avenue. The Kaskaskia River corridor provides an excellent opportunity for a greenway that would provide habitat for wildlife and a recreational trail. In the long term, a neighborhood park should be sited adjacent to the Kaskaskia River Greenway.





Growth Area E Southwest Champaign

Opportunities and Constraints

The Curtis Road Interchange has become a new gateway to the community and a key entryway to the University of Illinois. The land surrounding the interchange is part of the Curtis Road Interchange Master Plan, which also includes design guidelines that will ensure high quality, comprehensively planned development. There is opportunity for a mix of employment, shops, services and housing with integrated plazas and open spaces. In addition to the Curtis Road Interchange area, there are large tracts of land planned for residential development.

Challenges in this area are found in sewerability and transportation. A new southwest sewer interceptor and lift station is needed in order to develop land south of Curtis Road. The greatest challenge is the large amount of unfunded arterial road improvements needed in this area. Another transportation challenge comes from the Southwest Mass Transit District, which does not provide transit. The I-57 overpass at Windsor Road is in need of widening, and is not safe for bicyclists and pedestrians.

Infrastructure and Public Services

Sanitary Sewers:
Following the completion of a new southwest sewer interceptor and lift station, this area has considerable land available south of Curtis Road. Tier 2 areas have outstanding sewer needs that are not yet satisfied.

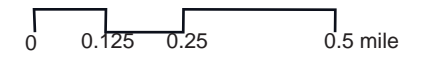
Roads:
Over 6 lane miles of arterial road improvements to Mattis Avenue, Duncan Road, Rising Road, Staley Road and Windsor Road are needed here.

Transit:
This area has limited weekday transit service provided by the CUMTD Navy, Green Express and West Direct lines as of 2010. Certain areas of the west side of I-57 are part of the Southwest Transit District. The Southwest Transit District does not provide transit service.

Fire Protection:
Fire Station 6 provides adequate coverage of this area.

Parks and Trails:
The existing Champaign neighborhoods east of I-57 are adequately served by neighborhood parks. The Curtis Road Interchange area is envisioned to develop with parks, plazas and trails as described in the Master Plan, as well as an I-57 pedestrian overpass. New parks should be sited adjacent to the Pipeline Trail to maximize connectivity. Expansion of Zahnd Park should be considered. Along the Kaskaskia River, opportunities for park space should be explored.

Other Considerations:
A new police patrol district will be needed as growth extends west and southwest. The location of a boundary agreement with Savoy, west of I-57, is under discussion.



Growth Area E: Southwest Champaign ↑



Growth Area F South Champaign

Opportunities and Challenges

The South Champaign area has large infill tracts ready for new neighborhoods in close proximity to the established community. This entire growth area is designated Tier 1, meaning it is ready for development. This area is poised to become a Complete Neighborhood with everyday needs within walking distance to homes. It is also located with convenient access to the University of Illinois Research Park by multiple transportation modes. The presence of Barkstall Elementary School and the planned addition of a neighborhood commercial center at Mattis Avenue and Curtis Road, will result in a desirable new area to live. The established neighborhoods of Devonshire South and Ponds of Windsor are well located near the Windsor Galleria neighborhood commercial center and two nearby parks.

Challenges to building a complete neighborhood in this area could result from owners who do not wish to develop their property at this time, as well as limited transit service. As of February 2011, transit service is not available to the Carle Clinic at Curtis Road and Mattis Avenue. Road improvements are needed along Mattis Avenue.

Infrastructure and Public Services

Sanitary Sewers:
Sanitary sewer service is available throughout most of this growth area. This area has large parcels for infill, neighborhoods that are under construction and properties that are approved but not yet built. Development of these properties is a priority and should occur before sewers are extended to new growth areas.

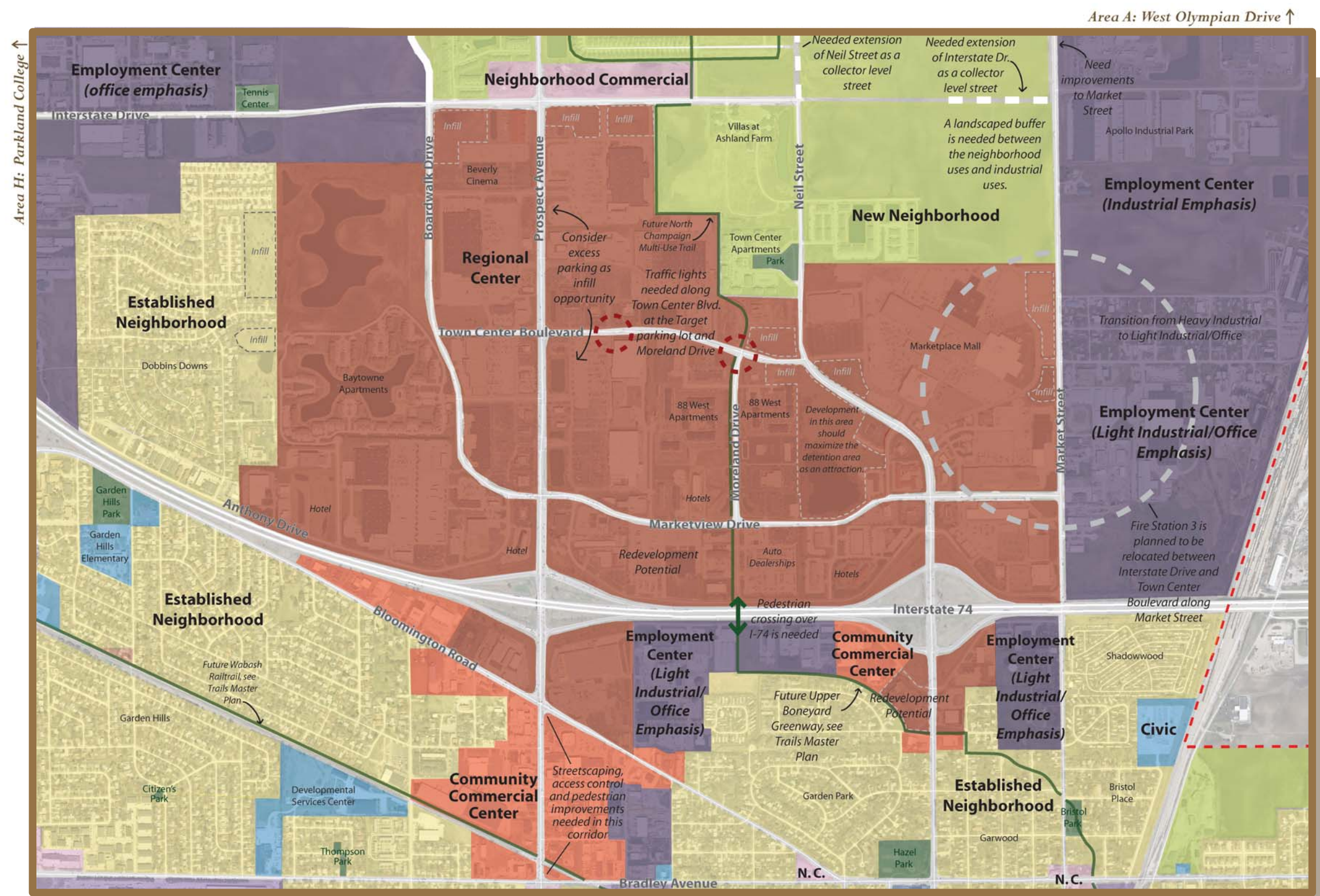
Roads:
There are over two miles of arterial road improvement needs on Mattis Avenue and Windsor Road.

Transit:
This area has weekday transit service provided by the CUMTD Yellow and Brown lines, with additional limited service on the Navy line as of 2010. Transit service is not available to the Carle Clinic at Curtis Road at Mattis Avenue.

Fire Protection:
Fire Station 6 provides adequate coverage of this area.

Parks and Trails:
New neighborhoods will need a park to serve residents. As the area around it develops, a neighborhood park should be considered in conjunction with the Barkstall Elementary School site.





Area G

North Prospect Regional Center

Opportunities and Challenges

The North Prospect Regional Center is the major shopping destination for the surrounding area. It offers many national retailers, restaurants and hotels, as well as auto dealerships, services, employment and multi-family housing. Numerous infill and redevelopment parcels are available, primarily near Marketplace Mall, along Anthony Drive and in underutilized parking areas. As a key gateway to the City, aesthetic improvements are an important consideration.

The neighborhoods and employment areas in this area and north of this area, coupled with the regional center provide a good jobs/housing balance. Pedestrian improvements through private parking lots and between developments are needed to better serve an increasing number of transit users. Detention areas provide an opportunity to create an amenity. The Town Center Boulevard Study recommends improvements for traffic flow at key intersections, though cooperation from private property owners is needed. The creation of a business improvement district in this area would provide funding for improvements to ensure that this area maintains its vibrancy and desirability in the future.

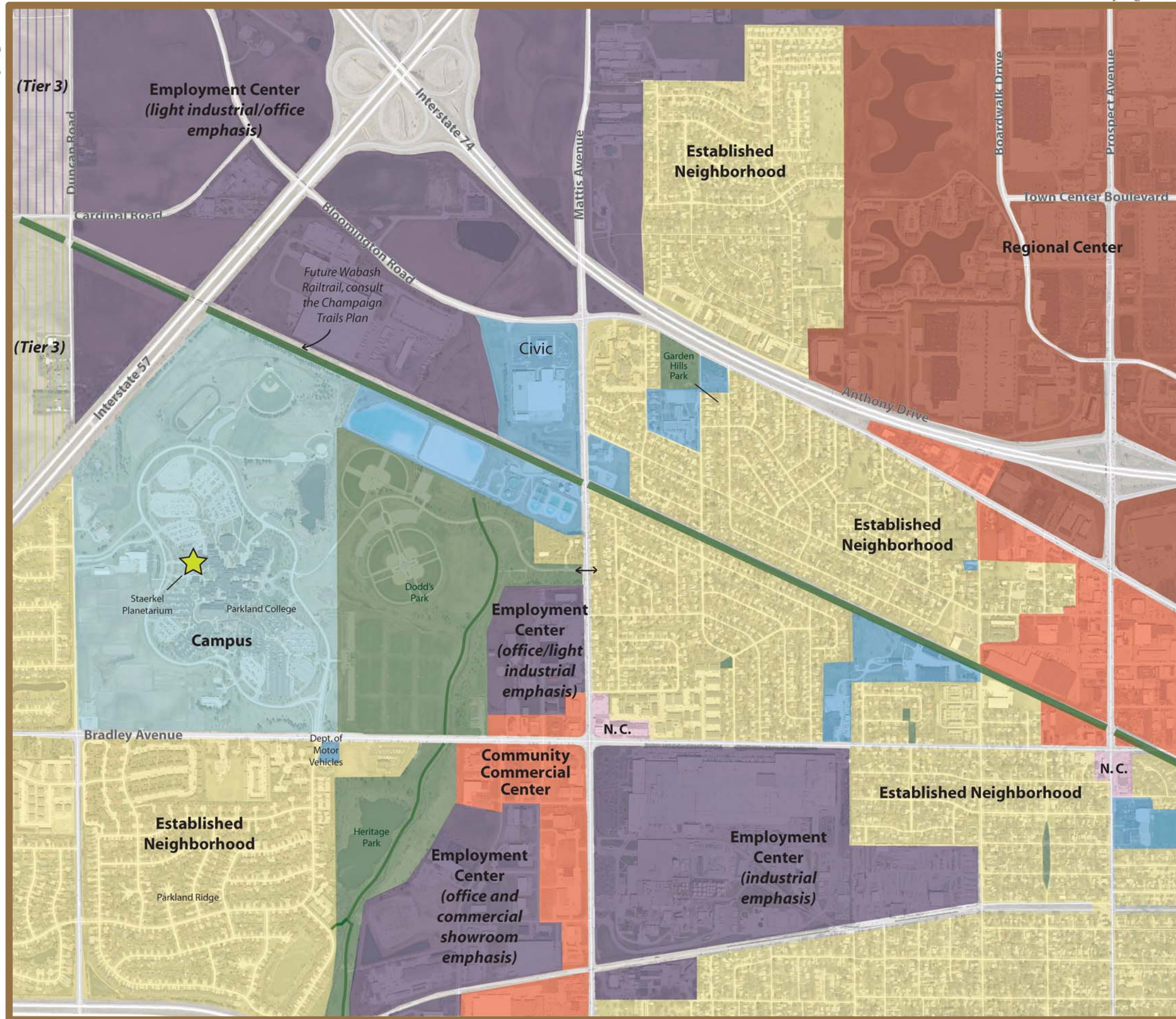
Access to the North Prospect Regional Center from areas south of I-74 is limited by the overpasses at Neil and Prospect, making Market Street a key thoroughfare for bicyclists, pedestrians and emergency responders. Improvements to Market Street and the construction of a pedestrian only bridge over I-74 at Moreland Drive will help alleviate this issue. In high traffic areas, especially North Prospect and North Neil Streets, bicycle facilities will be located off-street rather than on-street bicycle lanes.

Neighborhood Overview

Shadowwood, Bristol Place and Garwood: These neighborhoods are part of the Bristol Park Neighborhood Plan that provides strategies for future improvement. These neighborhoods provide affordable housing options located near the North Prospect Regional Center and not far from Downtown. Residents desire expansion of park space to accompany the planned construction of Phase 5 of the Upper Boneyard Greenway. Complete Streets improvements along Market Street and pedestrian friendly railroad crossing improvements along Bradley Avenue will improve safety. See the 'Bristol Park Neighborhood Plan'.

Garden Park: The Garden Park neighborhood has curvilinear streets without sidewalks or streetlights. The development of the Upper Boneyard Greenway and a pedestrian crossing over I-74 would provide a safer pedestrian connection to the North Prospect Regional Center. Improvements to the sanitary sewer system have been completed in recent years.





Area H

Parkland College, Kraft Foods

Opportunities and Challenges

The Parkland College, Kraft Foods area stretches west from Prospect Avenue to Duncan Road and north from Washington Street to the intersection of I-57 and I-74. Kraft Foods and Parkland College are two of the community's largest employers. The area includes many land uses, from established neighborhoods to community commercial developments featuring restaurants and shops to industrial employment centers. This mix of uses offers great potential for building complete neighborhoods. Improved connectivity is needed between neighborhoods and key commercial corridors along Prospect Avenue and Mattis Avenue.

With the Parkland College campus and both Dodds and Heritage Parks anchoring the west side of this area, residents benefit from community learning and recreation facilities nearby. Along Prospect Avenue, north of Bradley Avenue, access control and streetscaping is needed to improve pedestrian safety, traffic flow and appearance.

Neighborhood Overview

Dobbins Downs:

The Dobbins Downs neighborhood is primarily single story homes with some duplexes and small apartment buildings. Dobbins Downs was originally developed in the County and only a small portion has been annexed into the City. Some streets have sidewalks while others do not, resulting in a disjointed system. It has limited connectivity to the nearby employment uses or shopping in the North Prospect Regional Center. Infill parcels provide opportunities for new housing or park expansion if detention issues are mitigated.

Garden Hills:

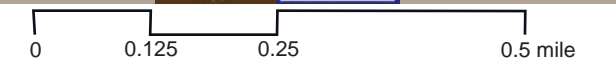
The Garden Hills area features one-story homes built in the 1950's and 1960's, as well as apartment complexes. Streets in this area do not have sidewalks. In the 2008 Neighborhood Wellness Plan, Garden Hills was described as needing property and infrastructure improvements. Connectivity north and south of the railroad tracks is limited to a pedestrian crossing at Garden Hills Drive. Residents have expressed interest in a neighborhood park with a playground on the south side of the railroad tracks.

Willis Park/Champaign Heights:

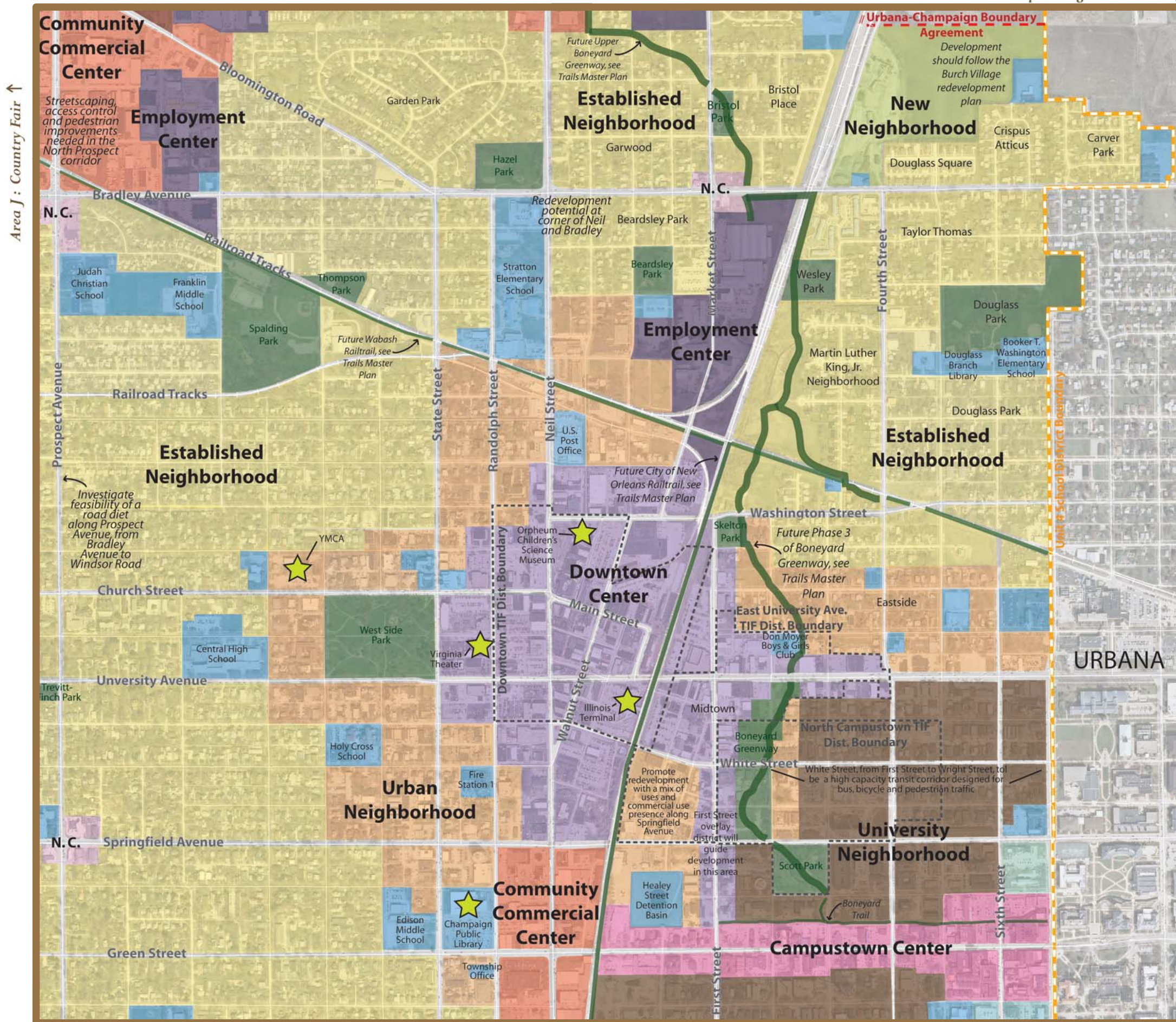
Willis Park/Champaign Heights is a small neighborhood bordered by railroad tracks and industrial properties. The area west of McKinley Avenue does not have sidewalks. The neighborhood does not have streetlights and some properties are in need of improvements.

Parkland Ridge:

The Parkland Ridge neighborhood has a mix of townhomes, duplexes and single family homes. It is adjacent to Heritage Park with access to the Greenbelt Bikeway. Housing and infrastructure is in good condition. There are no neighborhood commercial services in close proximity.



Area G: North Prospect Regional Center ↑



Area J: Country Fair ↑

Area I Center City

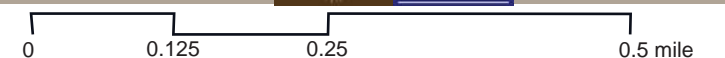
Opportunities and Challenges

This area represents the center of the City. It is the historic economic and social heart of the community and continues to be today. Thanks to public investment in infrastructure and other improvements, private investment has followed with new infill development bringing new housing, retail and office spaces to the area in addition to the renovation of existing buildings. Numerous infill opportunities exist in downtown, midtown and campustown. As investment occurs, the challenge will be to offer a variety of housing types and price points to preserve the diversity of residents and patrons that make this area vibrant. This area is part of the Campus Area Transportation Study. Areas surrounding these centers have the potential to become urban neighborhoods that offer higher density with traditional neighborhood design. The completion of the Burnham Park and the Boneyard Greenway creates the anchor for the emerging 'Midtown' neighborhood, connecting downtown and campustown. Construction of the greenway north of University Avenue will be completed in the future. This project can be a catalyst for new housing and businesses that take advantage of proximity to the greenway. Redevelopment of parcels in 'Midtown' as an urban neighborhood targeting non-students provides opportunity for more diversified residents in this area and reinforces the connection between two urban centers.

Neighborhood Overview

- Downtown and surrounding Urban Neighborhoods:** Through a variety of reinvestment tools, Downtown has experienced renewed interest and growth. Renovation of upper floors and new construction has brought housing back to downtown, reinforcing commerce in the area. The public parking deck provides opportunity for hotel or other high density projects. Infill parcels surrounding downtown have potential to be urban neighborhoods, creating new housing choices.
- Campustown and surrounding University Neighborhoods:** Campustown is the commercial heart of the University of Illinois campus and surrounding University Neighborhoods. An overlay zoning district along Green Street ensures consistency in design on this corridor. Recent high-rise construction has added to housing stock in the area. The need for reinvestment in aging rental properties could be a challenge here.
- Martin Luther King, Jr., East Downtown and adjacent neighborhoods:** Many neighborhoods in this area, including Douglass Square, MLK and Taylor Thomas, have undergone planning processes resulting in significant redevelopment. The East University Avenue TIF funds have encouraged renovations and new development. The location near Downtown and the University give this area great potential. Continued planning and implementation is needed to address persistent issues.
- Beardsley Park, Bristol Park and North Downtown:** These neighborhoods are well located between Downtown and the North Prospect Regional Center. North Downtown is positioned to take advantage of renewed interest in the area. The Beardsley Park and Bristol Park plans will guide reinvestment efforts in these neighborhoods.

Area K: South Neil Street, South Campus ↓



Area J

Country Fair, West Springfield Ave.

Opportunities and Challenges:

This area has a mix of neighborhoods, employment and community commercial centers. The University Avenue and Church Street corridor is a key gateway to the City from Interstates 57 and 72, connecting to downtown and the University of Illinois. This is an opportunity for beautification and welcome signage along this gateway corridor. Residents of this area benefit from having shopping, employment, parks and housing in close proximity to one another. To fully take advantage of this proximity, urban design changes are needed to create a more cohesive transition between centers and neighborhoods.

A major challenge here is disinvestment in aging, large commercial tracts along Mattis Avenue, especially the Country Fair Shopping Center. Market analysis shows that the amount of land available for Community Commercial use exceeds reasonable current and future demand at this location. These large infill parcels provide an opportunity to create a new development within an established area that will be tailored to what the community wants and needs. In the interim, the potential for vacant large format retail stores to be used as non-commercial space should be explored.

Arterial streets like Prospect Avenue, Mattis Avenue and Kirby Avenue were designed with homes fronting directly on them. These arterial streets have a neighborhood feel, unlike outlying arterials that are bordered by fences or vegetation.

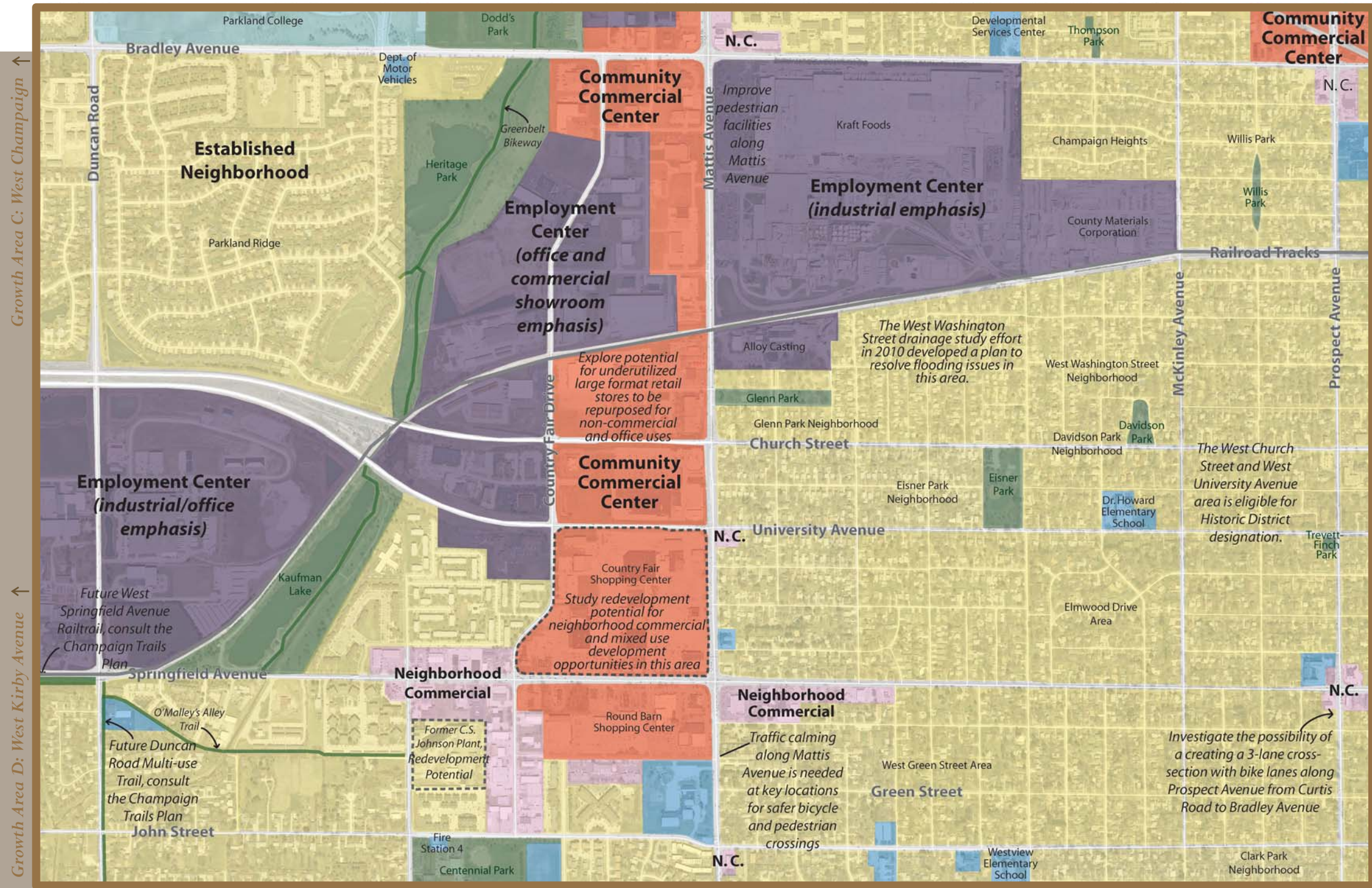
Opportunities and Challenges:

West Church Street, West University Avenue area: Some of the finest historic homes in the City are located along the West Church Street, Park Avenue and University Avenue corridor, built by Champaign's founding families. This area could benefit from Historic District designation that would highlight and protect these structures.

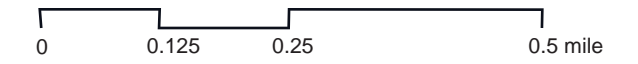
West Washington Street, Eisner Park and Glenn Park area: These neighborhoods feature historic bungalows on smaller lots. They are well located to access parks, shops and schools in walking distance. Through the West Washington Street Watershed project, drainage issues are being addressed in the area with detention basins proposed near Glenn Park, the Robinson Court area and County Materials.

Elmwood Drive area: This neighborhood was developed mid-20th-century with curvilinear streets and ranch style homes. Homes in this area and some small pockets nearby were built later than surrounding homes and have notably different urban design. The challenge for these areas comes from comparison to nearby neighborhoods with historic character.

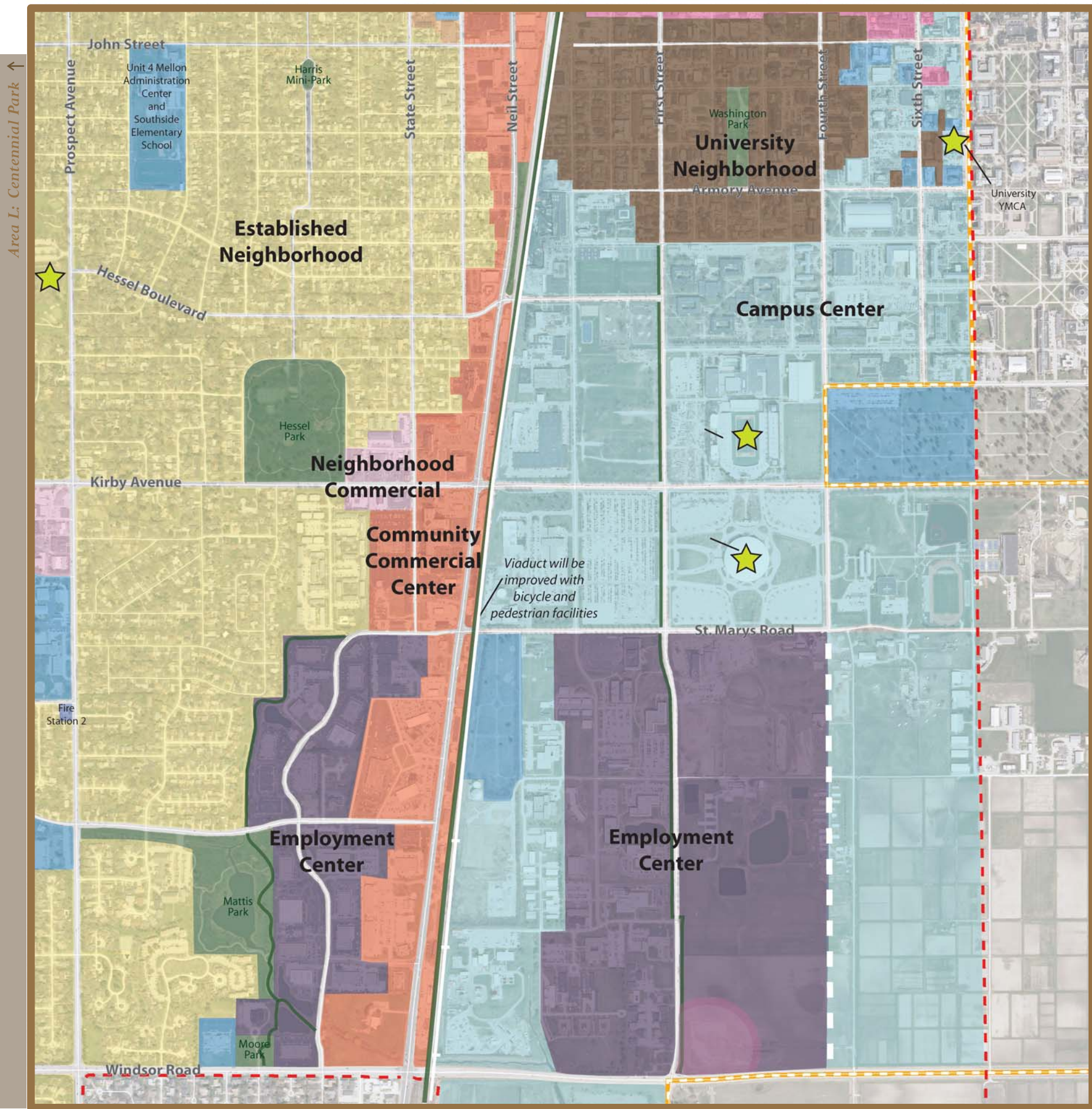
West Green Street Area: This area was built predominantly in the 1950's prior to being annexed into the City. The area is stable and well located near shopping and Wesview Elementary School. An upgrade of sidewalks and curbs is needed.



Area L: Centennial Park ↓



Area I: Center City ↑



Area K

South Neil Street, South Campus

Opportunities and Challenges:

This area has a mix of employment, commercial and neighborhood uses with a broad range of housing sizes and types. Residents benefit from close proximity to shops, services and employment. The elevated Canadian National railroad tracks bisect this area, limiting east/west access to arterial streets with viaducts. The east side of the railroad tracks is devoted primarily to University owned properties and student focused housing and businesses and is part of the Campus Area Transportation Study. The Neil Street Community Commercial corridor has an auto-oriented development pattern with retail, restaurant, hotel, automotive and services. As consumer preferences change, maintaining the viability of this corridor through redevelopment and infill presents a challenge. Neil Street is a State Route, with narrow sidewalks and narrow public right-of-way, limiting potential for bicycle and pedestrian facilities. The Fox Drive office park and University of Illinois Research Park are two of the community's major employment areas. Both have trail access, which will be enhanced if improvements to St. Mary's Road and viaduct are completed.

This area benefits from the presence of large community parks, trails and recreation facilities. This area is becoming more connected through bicycle facilities, both on street lanes along State, Randolph Street and First Streets and the First Street and Boulware Trails.

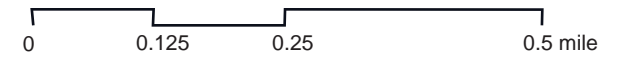
Neighborhood Overview:

Hessel Park:
The Hessel Park neighborhood has a range of housing sizes and types. This is a Complete Neighborhood because of proximity to Hessel Park, businesses on Neil Street and school and library facilities not far away. Near State and Randolph Streets, homes are transitioning to renter rather than owner occupancy, resulting in some disinvestment. Construction of apartment buildings in recent decades has contributed to this shift. Steps should be taken to improve this area.

Southgate/Ayreshire:
The Southgate/Ayreshire neighborhood is comprised of single family detached homes with curvilinear streets. Homes and infrastructure are generally in good condition. The street pattern and lack of sidewalks in the northern part of the area limit connectivity.

Colony West:
Colony West is a condominium community with both renter and owner occupied units. It is in good condition and has access to Mattis Park, the Boulware Trail and employment in the Fox Drive office park.

Campustown Neighborhood:
The Campustown Neighborhood is the most dense area of the City. It is renter occupied with a mix of mid-rise apartment buildings, group housing, converted single family homes and high rise apartment buildings. This area could be challenged by over building, creating a disincentive for landlords to maintain aging rental properties.



Growth Area F: South Champaign ↓

Area L: Centennial Park ←

Area L Centennial Park

Opportunities and Challenges

This is a stable, primarily residential area with limited infill potential. It is well served with parks, trails and walkable schools and neighborhood commercial areas. A proposed greenway along the Phinney Branch will improve access to the existing Roby Trail system. Protecting and preserving established neighborhoods here is both an opportunity and a challenge. West of Cambridge Drive to the Kenwood neighborhood and south to Stratford Park, the challenge will be to encourage reinvestment and homeownership as lifestyles change and residents transition. Many homes in these neighborhoods were built in the post-war era without sidewalks and streetlights, and are considered small by today's lifestyle standards. As original residents transition out of the neighborhood, these properties offer affordable housing options for first time homebuyers, young families and those downsizing.

Arterial streets like Prospect Avenue, Mattis Avenue and Kirby Avenue were designed with homes fronting directly on streets. These arterial streets have a neighborhood feel, unlike more outlying arterials, including Windsor Road. Along Prospect Avenue, from Curtis Road to Bradley Avenue, the roadway is a four lane cross section. Because of the traffic volume in this location, it may be appropriate to reduce the number of lanes to allow for a three-lane cross section with bike lanes. This would calm traffic while making the street safer for bicyclists and pedestrians

Neighborhood Overview:

Clark Park:

The Clark Park neighborhood has a mix of historic bungalows with larger homes along Army Drive. The centerpiece of the neighborhood is the park, which includes a playground and tennis courts. Residents have expressed interest in protecting the area from potentially insensitive renovations and teardown redevelopment. This area could qualify for historic district designation, which may help mitigate those concerns.

Mayfair and Country Club area west to Mattis Avenue:

These neighborhoods were built in the post-war era style with curvilinear streets and wide lots. The Country Club neighborhood has larger homes while there are more modest single story homes moving west.

Lincolnshire, Devonshire and Brookshire:

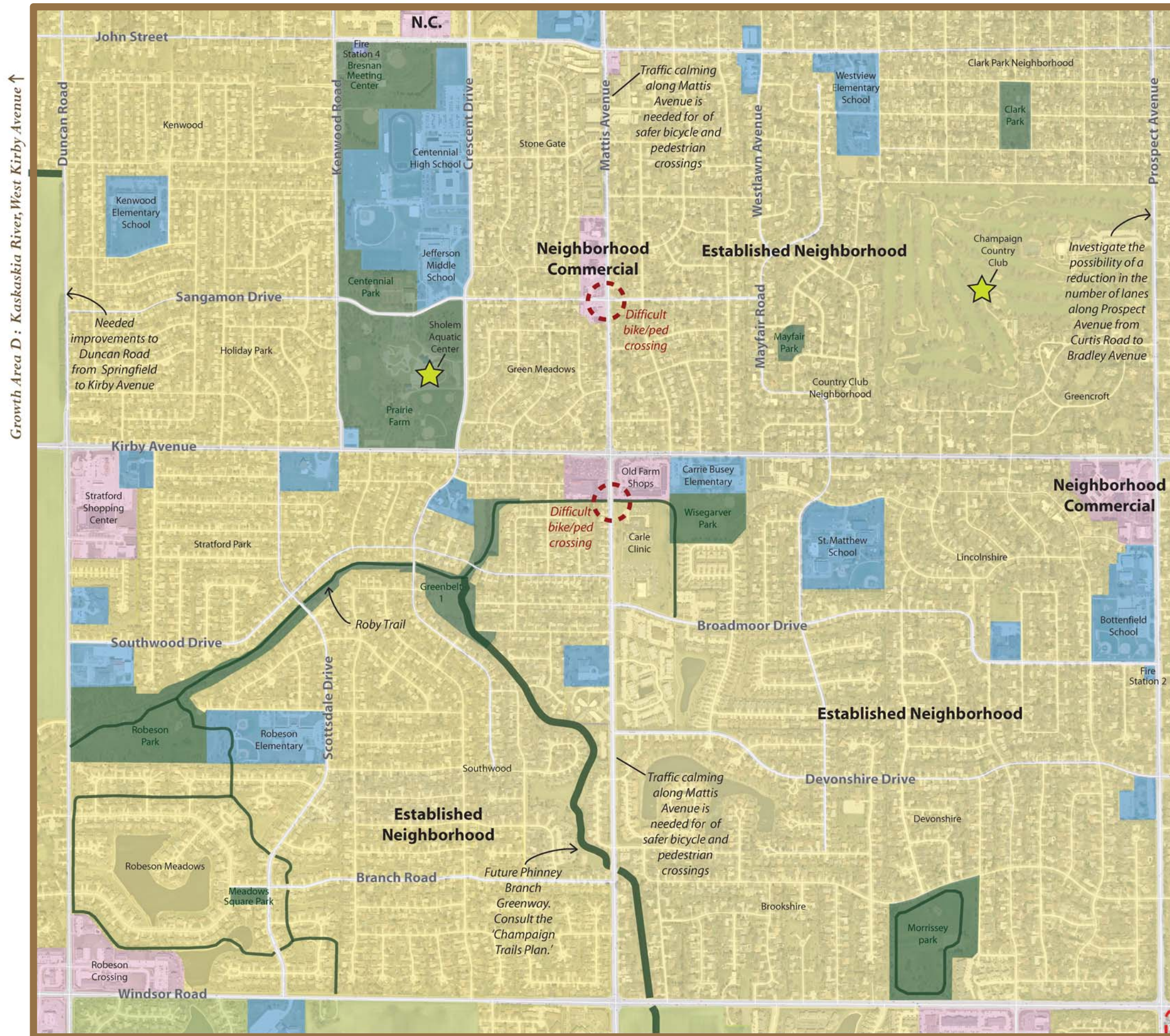
These neighborhoods are primarily single family with areas of attached housing and apartments. Residents have access to neighborhood commercial centers, two parks and three schools.

Southwood, Stratford Park and Robeson Meadows:

This area has excellent recreation facilities in the parks, sports fields, greenbelt and trails system. Residents have good access to three neighborhood commercial centers, as well as an elementary school.

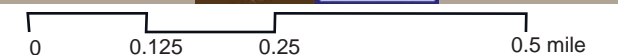
Stone Gate, Green Meadows, Kenwood and Holiday Park:

Residents here are well located to take advantage of schools, Centennial Park and the sports fields, swimming pool and other activities within. As these neighborhoods transition, homes are poised for reinvestment.

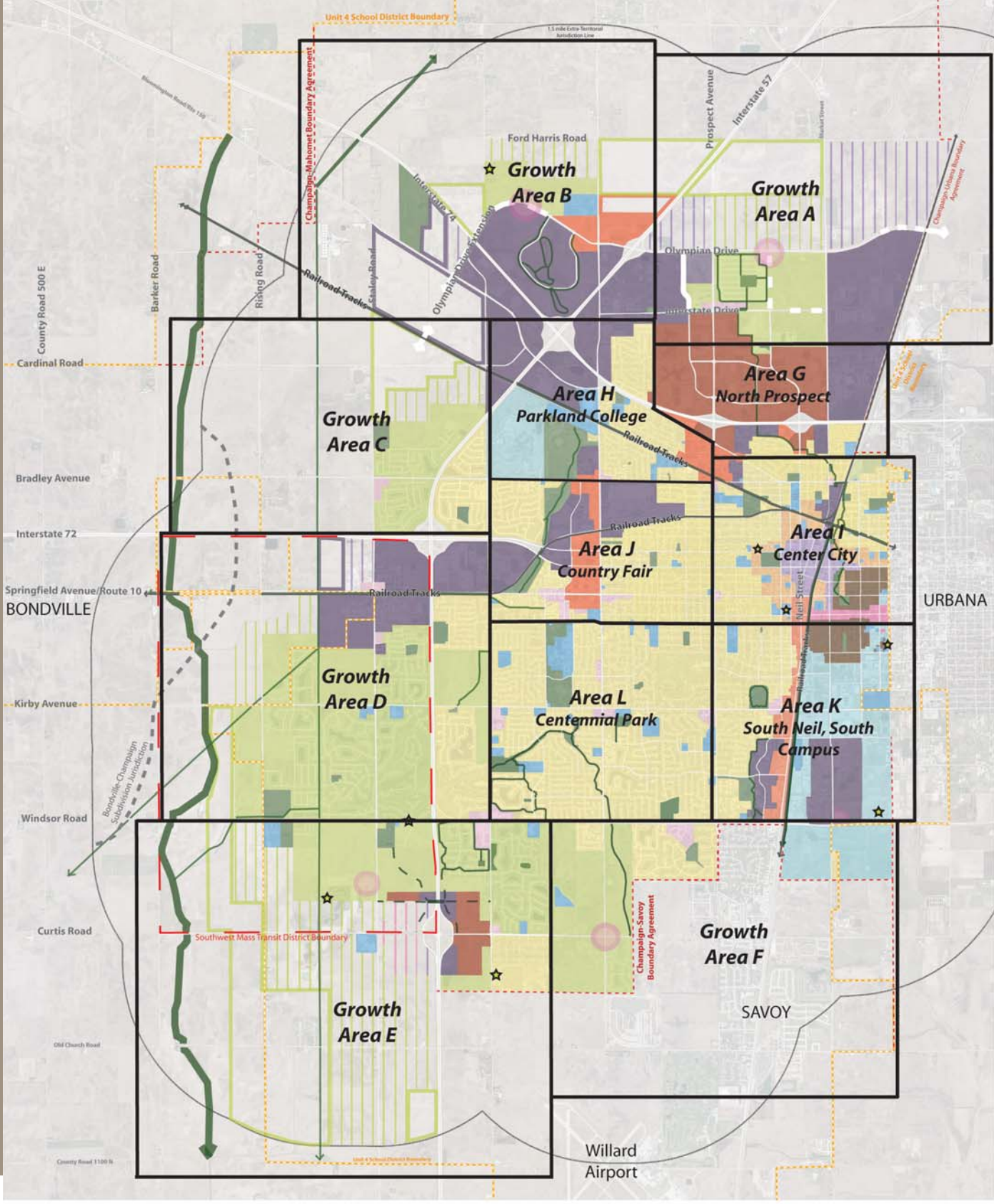


Growth Area D: Kaskaskia River, West Kirby Avenue ↑

Growth Area F: South Champaign ↓



City of Champaign Future Land Use Map



KEY

Nearhoods:

- New
- Established
- Urban
- University
- Neighborhood Commercial
- Parks and Trails
- Neighborhood Commercial, general location

Centers:

- Regional Commercial
- Community Commercial
- Campustown
- Downtown
- Employment

Community Destinations:

- Campus
- Civic
- Community Attraction

Growth Areas:

- Tier Two - May be appropriate for growth, but service extensions are required
 - New Neighborhood - T2
 - Employment Center - T2
- Tier Three - Not ready for growth but will be reevaluated during Comprehensive Plan updates
 - New Neighborhood - T3
 - Employment Center - T3
 - Community Commercial Center - T3
 - Established Neighborhood - T3

Other:

- Kaskaskia River Greenway
- Trail
- Railroad Tracks



