



Champaign Tomorrow

2021 Comprehensive Plan

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Note: Supporting documents are available on the City’s website and in the Planning & Development Department.



In our next 20 years...

Champaign yesterday, today and tomorrow



As we anticipate the coming vaccine for COVID-19, it is an excellent time to prepare a plan for tomorrow. The pandemic has revealed weaknesses but also highlighted our community's strengths. Champaign Tomorrow identifies these challenges and opportunities to guide us to a bright and more resilient future. The Plan outlines a vision for Champaign as a university town with a vibrant center city, desirable neighborhoods connected to convenient commercial areas and a commitment to sustainability, equity and opportunity for all.

Champaign has a strong history of city planning, going back to 1926. In recent years, sound planning has resulted in the rebirth of Downtown, Midtown and Campustown that continues today. Planning has also been key to neighborhood revitalization as witnessed in the Bristol Park neighborhood. Now there are exciting new opportunities throughout the City guided by planning, including the Curtis Road and Interstate 57 interchange area.

A community that is proactive and prepared for change is a community poised for success. In light of recent changes to our world, our economy, 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.

Mayor Deborah Frank Feinen

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 present to look forward and ensure that growth is fostered in a way that maintains and improves quality of life.

The City of Champaign has engaged in comprehensive planning since 1926. However, significant development activity in the community over the past decade coupled with the recent unprecedented challenges related to COVID-19 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. This is a policy document that is a precursor to the zoning ordinance and zoning map. The zoning ordinance and zoning 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 shape 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 need to be added to infrastructure systems?

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 thoughtfully. 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 is one way to achieve this goal.

Where We Have Been...

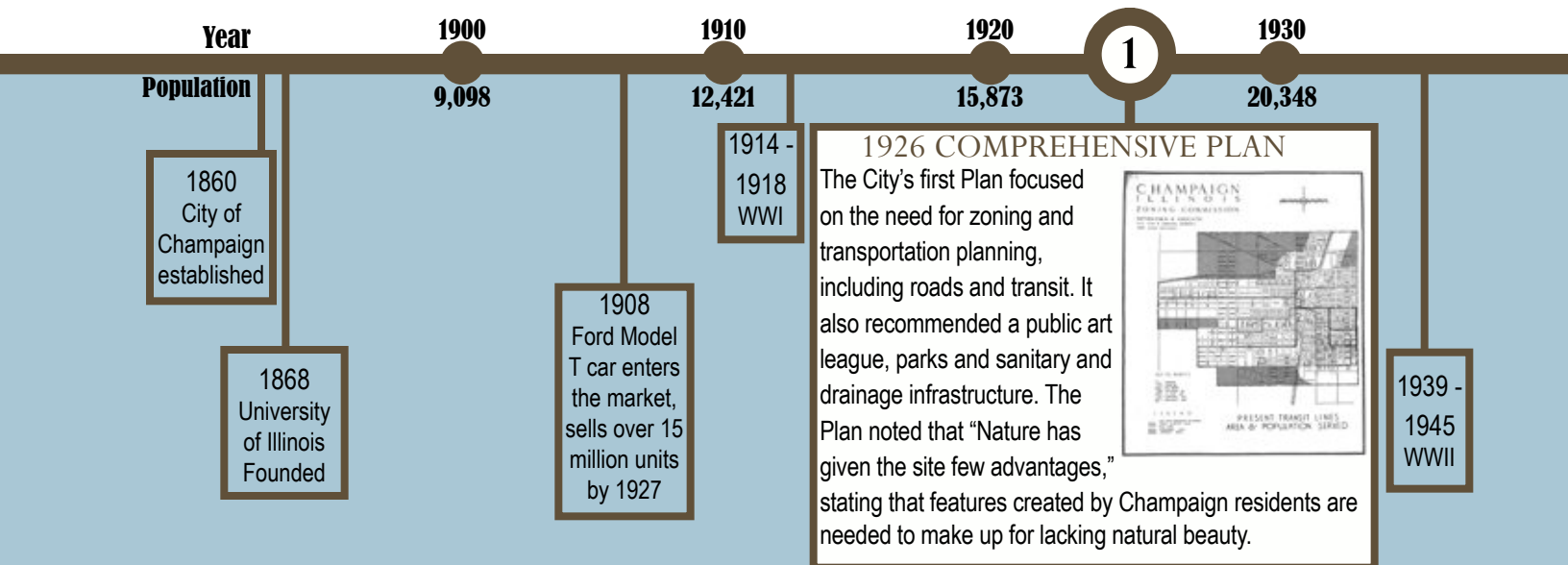


Bruce Knight, FAICP has been Planning Director for the City of Champaign since November 1988. Bruce serves on many local and national committees, including serving as the President of the American Planning Association from 2009 to 2011, the Planning Accreditation Board and many others, sharing his knowledge of the planning profession globally.

A history of planning in Champaign

The City of Champaign has completed seven 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.

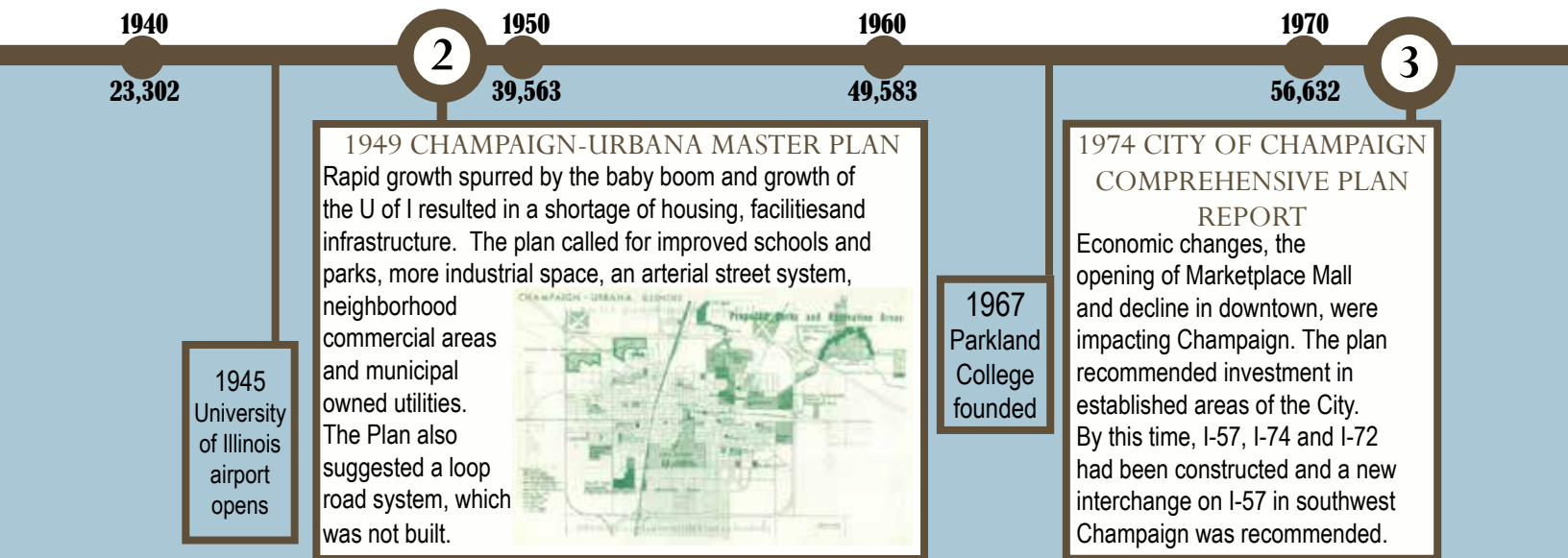
The many mentions of the importance of maintaining the vitality of Downtown, and then reestablishing the vitality of Downtown are also significant. As of the 1974 Comprehensive Plan, Downtown maintained almost 35 percent of all employment in the community. However significant changes were occurring with 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 park land 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 continues, as the Unit 4 School District proceeds with implementing facility improvement enabled by a recent referendum.

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 in an effort to revitalize a failing downtown. Just 12 years later, the mall was removed and the street was rebuilt, at great expense. 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.

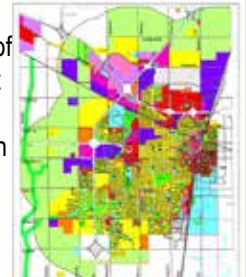
2000

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



Looking southeast at the campus skyline from the Boneyard Basin in Midtown.

2010

7

81,055

**2011 CHAMPAIGN TOMORROW
COMPREHENSIVE PLAN**

The Champaign Tomorrow Comprehensive Plan was initially adopted in 2011. It relied on studies, including Fiscal Impact and Growth Area Analyses, to recommend compact and contiguous growth following the 2008 national economic recession caused by the collapse of the housing market. The plan was created by staff in the Planning & Development Department with extensive public outreach.

2020

8

88,909 (est.)

**CHAMPAIGN TOMORROW
2020 COMPREHENSIVE PLAN
UPDATE**

Champaign Tomorrow 2021 updates the 2011 Comprehensive Plan. The 2011 post-recession era vision continues to offer a path forward, while updates to the Guiding Principles and Actions reflect needs and opportunities that have been revealed over the last ten years.

2030

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 does get into the detail that some implementation plans require. 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 2021, the elements of Champaign Tomorrow are as follows:



NEIL STREET CORRIDOR IMPROVEMENT PLAN, 2018

This plan provides recommendations for improving the North Neil Street corridor from I-74 to downtown as a unique community gateway. Recommendations to improve the appearance, pedestrian and transit safety and more are included.



CURTIS ROAD INTERCHANGE MASTER PLAN, 2017

Following completion of a new interchange at Interstate 57 at Curtis Road, a master plan was created to develop a vision for this new growth area. The vision for a new southwestern community gateway is being realized with the recommendations of this plan and zoning standards that implement the design standards outlined within it.



WALK CHAMPAIGN PEDESTRIAN PLAN, 2014

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.



CHAMPAIGN GROWING GREENER SUSTAINABILITY PLAN, 2013

This is the first environmental sustainability plan in the City’s history. It considers the green economy, water, energy, the built environment, transportation behavior local foods and more in a holistic understanding of improving and protecting the natural world. Plan recommendations emphasize goals and actions that have local control.



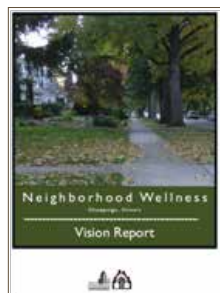
CHAMPAIGN TRAILS PLAN, 2011

This plan provides a vision for a community-wide trail system. The system is designed primarily for recreational purposes, with three trail types. There are seventeen trail segments identified as well as an implementation strategy on how the Champaign Park District and the City can collaborate to build the system.



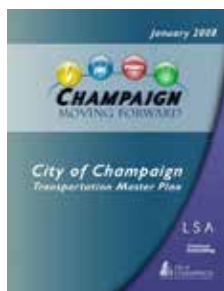
BRISTOL PARK NEIGHBORHOOD PLAN, 2011

This is a special study area plan that provides guidance to revitalize the neighborhood. The Bristol Park neighborhood includes three smaller neighborhoods in north Champaign: Bristol Place, Garwood, and Shadow Wood. It is a holistic plan that addresses physical issues like 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.



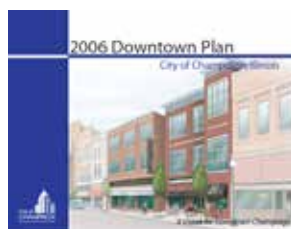
NEIGHBORHOOD WELLNESS VISION REPORT, 2008

The Neighborhood Wellness Plan creates a grid of neighborhood planning areas and provides a “health” rating for each of those areas. The 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.



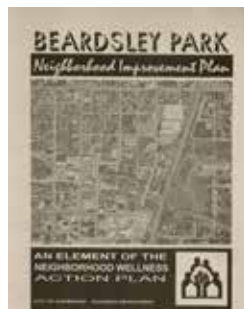
CHAMPAIGN MOVING FORWARD, TRANSPORTATION PLAN, 2008

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.



DOWNTOWN PLAN, 2006

This plan provides an illustrated vision for how the heart of the community 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. It also presents renderings of infill and beautification projects that would have a significant impact on the area.



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 policy document for land use and development related decisions. This is an update to the Plan adopted in 2011, using the adopted vision created through broad public input.

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.

Existing Conditions Reports. These reports provide facts that establish how the community has changed over time to understand its position today and anticipate future challenges. The reports include:

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

Future Land Use Analysis. The Future Land Use Analysis reviews key commercial and employment centers to determine if the recommended land use mix remains effective. The analysis showed that two areas, the Clearview Area and portions of Southwest Champaign needed revision. Staff was directed to incorporate these revisions into the updated Future Land Use Map.

Demographic Analysis. The demographic analysis identified key opportunities and challenges to address. These include steady population growth of approximately 10% since 2010, renewed demand for housing in the City's core and an increasingly diversified population. A growing gap between income and housing costs, changes in household composition, an aging population and unknown outcomes of the COVID-19 pandemic are some of the key challenges to be addressed to achieve the vision.

Outreach and Public Input. The Champaign Tomorrow vision is based on extensive public outreach conducted in the original planning process, including in-person meetings and online tools. As a targeted update, outreach efforts were more focused. Stakeholder meetings and presentations of existing conditions report results to Plan Commission and City Council were held. In response to the COVID-19 pandemic, outreach efforts were focused online. A more robust update effort is planned when the pandemic concludes.

Future Land Use Maps and Categories. The Future Land Use Map and categories were developed using results from previous studies, feedback from implementing the Plan since 2011 and direction from Plan Commission and 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 bring the vision of the Plan to fruition. These actions reflect City Council goals, and opportunities and needs identified in the existing conditions reports.

Document Adoption. Following study sessions with Plan Commission and City Council in spring of 2021, the document was adopted on June 1, 2021.

Planning Framework

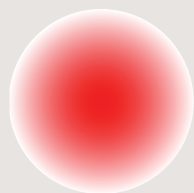
An effective plan for the growth of the City must integrate both land use and transportation issues. Recognizing this, the City's Transportation Master Plan, 'Champaign Moving Forward' brought forth the idea of an urban pattern of connected neighborhoods and nodes for the City. This idea also forms the 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.

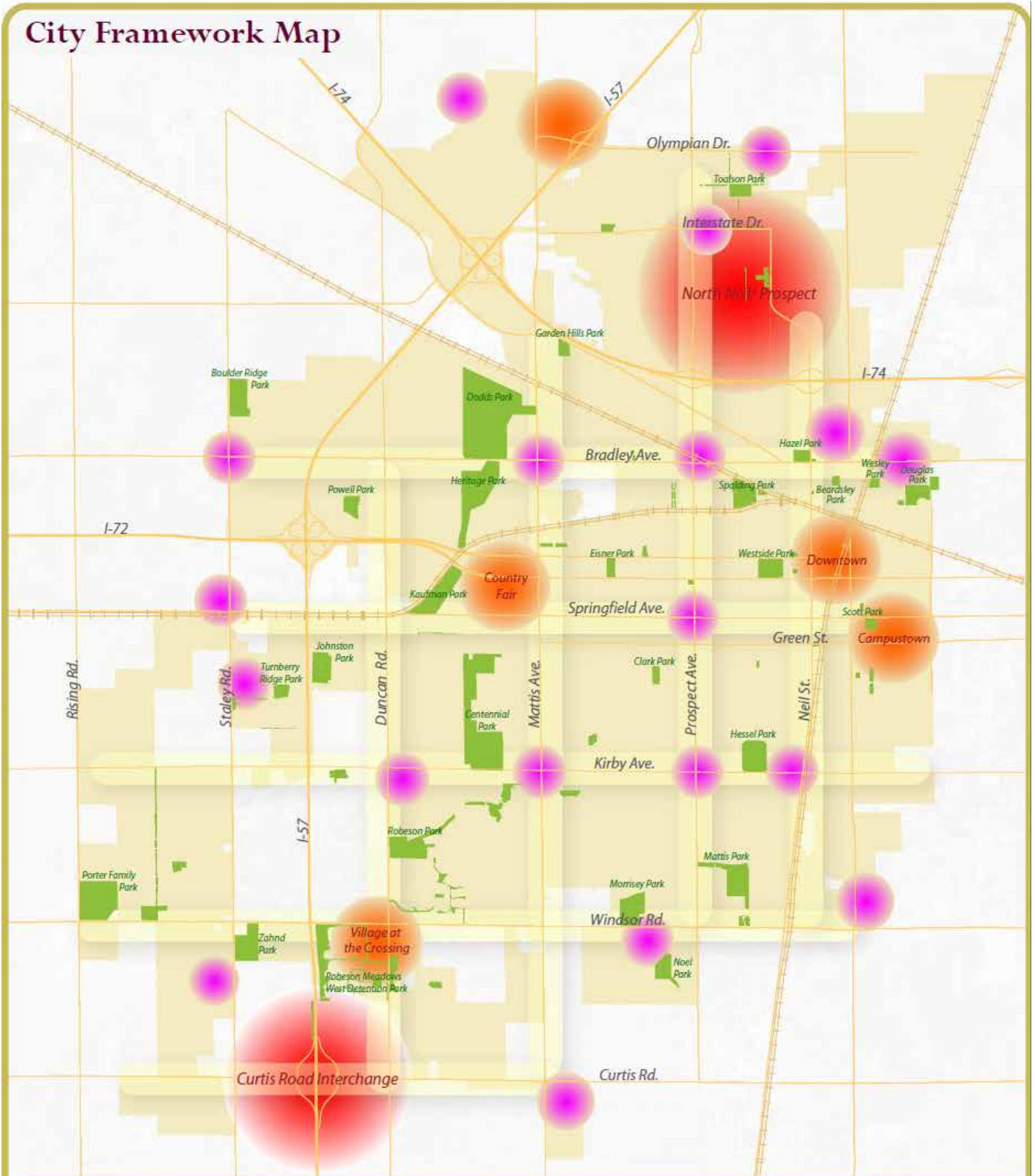




Community – The Community Center is a bigger commercial center that caters to the needs of the entire community and may include uses such as restaurants, offices, bowling alleys, copy and printing businesses, small retail stores, a grocery store etc. Community Commercial Centers are few in number, present 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 |  |  |  |
| Community |  | 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 |
| Neighborhood |  | | |
| | Centers come in different sizes, are generally compact, high density primarily commercial but mixed use spaces connected by multiple modes of transportation | | |

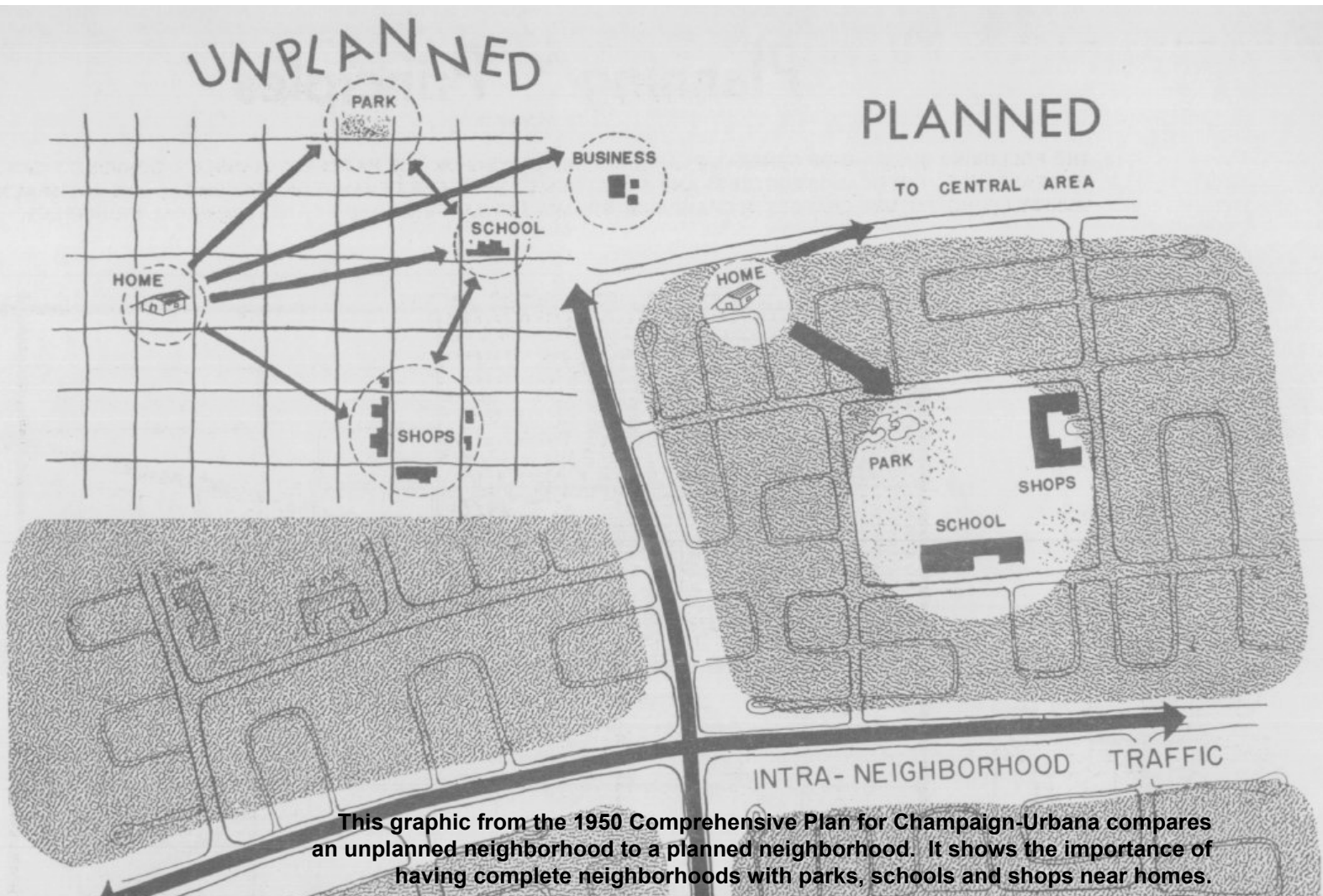
Building a “Complete” Community

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, sizes and price points.
- 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, like 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 of 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 that 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 section includes issues that were considered when creating the Vision statements and associated Guiding Principles, as well as measurables that can be used to track progress and actions needed to implement the vision. Though the Vision was originally drafted in 2011, the statements remain true to the desired future envisioned in 2021.



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. This vision originated in the 2011 Champaign Tomorrow Comprehensive Plan. Community input coupled with data analysis and feedback from Plan Commission and City Council informed these statements and shaped the priorities of the 2021 Comprehensive Plan.

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
- Cultivate opportunity through diversity advancement

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 consumption building design
- Renewable energy generation and use.

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
- Incremental development
- 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
- Celebrate diversity
- “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 and wellness facilities
- Healthy youth
- Food access

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

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

Growing City



Champaign offers an urban style city center, diverse employment choices, and a vibrant cultural scene coupled with the quality-of-life so cherished by residents of moderately sized communities. The City's location at the junction of three interstate highways with the presence of major rail lines, intercity bus services, Amtrak service and a regional airport make Champaign highly accessible. As a regional destination for commerce and employment, Champaign serves a market area with well over 250,000 people (*ESRI Business Analyst, Champaign, Douglas, Piatt Counties 2020*).

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



Champaign has a history of being a destination for higher education, research and technology, healthcare, arts and entertainment. Organizations in these fields, as well as other information based services along with 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 vibrant centers that cultivate synergistic relationships is key to attracting and retaining these businesses and the talent they need to operate.

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

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, sustainable use of resources.

Snapshot:

- As of 2017, the City of Champaign covers 14,547 acres or 22.7 square miles in total land area, with a population density of 5.89 persons/acre. Since 2010, that represents a physical growth rate of 1.32% but a population growth rate of 5.74%.
- According to the Bureau of Labor Statistics, 40% of Champaign residents work in the 'Education, Healthcare and Social Services' sector. The University of Illinois is the largest single employer in the County with approximately 13,400 employees. The next largest employers are Carle Foundation with 6,900 employees, Champaign Unit #4 Schools with 1,600 employees and Kraft Heinz foods with 925 employees.
- In 1960, out-of-county commuters counted for only 5% of the total workforce. In 2018, out-of-county commuters counted for 14% of the workforce, or over 15,000 people. Most out-of-county workers come from Vermillion, Piatt and Douglas Counties.
- Enrollment the University of Illinois continues to grow steadily, reaching 51,196 in Fall 2019, growth of 22% since Fall 2010. Though enrollment at Parkland College peaked at 24,035 students during the 2012/13 school year, it declined by 49% to 12,235 students for the 2018/19 school year.
- Of the largest 10 employers in Champaign County, five are publicly funded, including the University of Illinois, Champaign Unit #4 Schools, Champaign County government, Urbana Unit #116 Schools and Parkland College.
- The Bureau of Labor Statistics reports that there were 110,824 employees in Champaign County in April 2018. The largest 15 employers employ 28% of the County labor force, while the remaining 72% work for medium and small sized businesses.
- The number of new single-family and duplex construction permits increased rapidly between 2004 and 2006, jumping from an average rate of 125 - 150 permits per year to a high of 507 in 2005. That number declined sharply to 61 single-family permits in 2008 following the national housing recession. Between 2016-2018, the average number of single-family and duplex permits stood at 136, showing that the pace of residential construction has returned to pre-2008 recession levels.
- The University of Illinois Research Park has over 120 companies that employ over 2,100 people. This is an increase of 35 new companies and 600 additional employees since 2011.



Issues Considered:

- There are over 5,000 acres of undeveloped land within the growth area that have access to urban services. What might the post-COVID-19 pandemic economy hold for this property?
- A report completed in October 2019 showed that the University of Illinois-Willard Airport generated an annual economic impact to the region of nearly \$100 million, including supporting 751 full time employees and 122 visitors per day. In the post-pandemic era, how can Willard Airport be sustained and enplanements increased?



- 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.
- Over 22% of Champaign residents are employed in the retail, food service and hospitality industries. These industries have a direct correlation to public services, with over half of the City's budget funded by sales, food and beverage, hospitality and motor fuel taxes.
- Champaign County attracts workers that commute from outside counties. What can be done to attract these workers to relocate to Champaign?
- 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 partners of relocating workers or the 'trailing spouse' phenomenon is essential to attract applicants in the knowledge based economy.
- Champaign County has stable employment. The majority of employees in Champaign County work in medium and small sized businesses. Maintaining an environment that allows small and mid-sized businesses to grow is essential to our economy. How can financial incentives be used to grow woman and minority owned businesses?
- 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. College towns are consistently among the top places to retire because of their lifelong learning programs and activities for senior citizens. With an aging population, how can the community offer amenities and housing options to accommdate older residents?

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.

Cultivate Opportunity Through Diversity Advancement - Support small business development and growth through the Champaign Diversity Advancement Program (CDAP) and other economic development programs.



Measuring Success:

- Champaign's population continues to increase.
- 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.
- Vacancies in established commercial and employment centers will decrease over the life of the Plan.
- 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 continue to increase over the life of the Plan
- An increasing number of infill projects will be completed annually.
- Enrollment at the University of Illinois will continue to grow and Parkland College will continue collaborating with area employers to offer tailored workforce development opportunities.
- The City of Champaign Diversity Advancement Program becomes an effective tool in providing opportunity for women and minority owned business advancement.



Actions:

- Create an Economic Development Strategic Plan with a suite of economic development tools.
- Foster tourism promotion through the City's support of Visit Champaign County and 40 North Champaign County Arts Council organization.
- Package and expand existing policies and programs that promote infill development and reinvestment in established commercial centers.
- Promote incremental development through zoning, development regulations and other tools.
- Support efforts toward the establishment of an expanded multi-modal transportation terminal, conference center and facility for University of Illinois sports through the South Downtown Plan.
- Collaborate with the Champaign-Urbana Mass Transit District to create a west central transit hub.
- Support the Center City marketing partnership to build a strong urban core, including downtown, campustown and midtown.
- Administer and support programs that foster small business development and advance diversity in the community.
- Through the City's membership in the Champaign County Economic Development Corporation and partnership with the Small Business Development Center, work to collaboratively build economic opportunity.
- Through the Willard Airport Taskforce and advocacy, support local efforts to retain and grow air travel services and achieve high speed rail.
- Continue to support the completion of partially constructed and approved development projects.



Sustainable City



“Think globally, act locally.” Traditionally, many of the complex issues involving our environment have been discussed only at national and international levels. In reality, the impacts of pollution and natural resource depletion are most strongly felt at the local level. In Central Illinois, these can be seen in impacts to agriculture, air, water and soil 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, guiding land use patterns through the Comprehensive Plan offers perhaps 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 the community grows and how residents move around directly impacts sustainability. Becoming a sustainable city raises the issue of intergenerational equity. Should future generations not expect the same quality of life that the current generation enjoys?



A sustainable city is a place where prosperity and social well being is achieved while minimizing impacts on the environment. Reducing environmental impact is achieved in a number of ways. Reduction of greenhouse 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, stormwater runoff quality and the Mahomet aquifer.

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.

Snapshot:

- The U.S. Fish and Wildlife Service lists the rusty patched bumble bee and the eastern prairie fringed orchid as a threatened species native to Champaign County. Champaign is also a critical location along the migration route for the eastern monarch butterfly, which has declined by more than 80% in just 20 years.
- Champaign was instrumental in the effort to have the Mahomet Aquifer, the primary drinking water source for the region, designated as a Sole Source Aquifer. It takes an estimated 3,000 years for surface water from rain and snow to infiltrate and replenish the aquifer.
- Champaign currently has 78 LEED (Leadership in Energy and Environmental Design) certified buildings a significant increase from the 4 buildings that were certified in 2011.
- Champaign sits in a region of prime farmland, some of the most productive in the world.
- Since adopting the Stormwater Utility Fee in 2012, 545 residential properties have used incentives to install rain barrels, rain gardens and permeable pavement. The City maintains three detention basins with native plantings, along with 19 rain gardens and two bioswales.

Issues Considered:

- Given the availability of prime farmland surrounding the City, how does Champaign grow in a manner that preserves this resource while also facilitating population growth along with supporting amenities and services?
- What measures should be taken to ensure the community's built environment is environmentally sustainable?
- What steps can be taken to protect and build habitat for endangered pollinators like the rusty patched bumble bee and monarch butterflies?
- Urban design that supports an active transportation network and ready access to essential services will reduce vehicle miles traveled, and result in a more equitable community.
- The City's only source of potable water is the Mahomet aquifer that spreads over much of East Central Illinois and is shared by other communities. What implications does this have for decisions on the use of water in the region? What decisions can be made through the Comprehensive Plan that promote sustainable use of this limited resources?





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 will be conserved through best management practices, such as building rehabilitation, stormwater management, recycling and more.

Reduced 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 wildlife habitat, 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 that occurs through infill or redevelopment versus greenfield development. The percentage of infill development should increase as compared to greenfield development, and the average density of new development should increase compared to previous years.
- 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.
- Pollinator habitat increases on both private and public properties.
- Residents will recycle an increasing portion of their solid waste and continue to support community collection events for household hazardous waste, residential electronics and more.
- 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:

- Integrate low-impact site design best practices into development standards.
- Continue to implement stormwater infrastructure improvements that utilize best management practices as well as environmental justice through the incorporation of recreation and neighborhood amenities.
- Update the Zoning Ordinance to improve and create mixed-use zoning districts that facilitate more sustainable patterns of development and housing attainability. These categories should reflect the Future Land Use chapter.
- Support the construction of bicycle and pedestrian infrastructure through the Complete Streets policy and biennial Capital Improvement Plan funding.
- Investigate the possibility of regional stormwater detention facilities in new growth areas.
- Continue to implement the Champaign Growing Greener Sustainability Plan to achieve environmental sustainability goals.
- 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 to reduce impervious surfaces.
- Support programs that increase access to healthy food, engage the community through urban agriculture and build a local food economy.
- Increase pollinator supportive habitat through development standards and on City-maintained property.

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. An increasing demand for infill development and reconstruction of residential properties in certain established neighborhoods indicates shifting preferences for the character and the amenities these established places offer. The Comprehensive Plan can ensure these components are present to when building new to recapture the best qualities of established neighborhoods for all Champaign residents.

Though the community has variety in neighborhood type, the housing stock may not accommodate the needs of a changing population. These changes include family and household composition, an increase in intergenerational living and an aging population, coupled with a widening gap between income and housing cost. Ensuring that there are attainable housing choices for to all Champaign residents, throughout their lives, is an essential component to acheiving the vision of Complete Neighborhoods.

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.”

Snapshot:

- Analysis of housing typologies shows that about 20% of homes in Champaign are in multi-family structures between two and ten units. Could increasing neighborhood-scale multi-family options, also called ‘Missing Middle’ housing accommodate changing demographics?
- In 2018, nearly half of renters and 20% of homeowners were considered housing cost burdened, meaning they spend more than 30% of their gross income on housing expenses, including rent or mortgage, utilities, insurance, etc.

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.
- Changing demographics and economic realities call into question the future of housing demand and preference. Trends indicate growing interest in options closer to the core of the community, with proximity to elements like parks, schools, shopping and active transportation options.
- 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. A mechanism to provide parks and recreation at the time of development is necessary to reverse this.
- 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.
- The widening gap between income and housing cost, coupled with changing household composition speaks to a need to better analyze local housing needs.
- The term “incremental development” is a new term for the time-tested practice of allowing a place to evolve over time. Allowing neighborhoods to develop incrementally with additional housing units and in some cases small businesses can reduce per capita infrastructure and service costs, better support transit, create a more successful climate for small business and improve housing attainability. Careful planning and proper design can incorporate increased development intensity in a harmonious way.



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.'

Incremental Development – 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 many 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.
- Ensure that changes to a neighborhood's built environment are gradual and compatible with existing neighborhood design.
- New developments meet expectations for street connectivity and design. Waivers are granted only rarely and with justification.
- Residential development is within a five to ten minute walk of a park and is safely accessible.
- Zoning allows for housing typologies that support changing demand, household composition and an aging population.



Actions:

- Develop a process for monitoring neighborhood conditions to inform neighborhood level planning that is informed by both data and resident engagement.
- 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 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.”
- Support the creation of attainable housing for all by creating ‘Missing Middle’ housing through zoning that supports incremental development.
- Implement incremental development by removing zoning and other code barriers.
- Complete a housing study to better understand both current housing needs and ensure the community is prepared for future change. This is particularly important in response to anticipated economic shifts catalyzed by the COVID-19 pandemic.

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 has 29 local Historic Landmarks, three local Historic Districts and one National Historic District and 28 properties individually listed on the National Register of Historic Places. Celebrations in 2010 marked the City's 150th birthday and plans are being developed to better celebrate Champaign's diverse cultural heritage.
- Visit Champaign County attracts conferences, events and tourism related activities such as high school football, wrestling and basketball championship tournaments, the Illinois Marathon and more. Pre-pandemic, estimates show that visitor spending exceeded \$400.5 million yielding \$7.6 million in local taxes.
- According to a 2015 study conducted by the Americans for the Arts Foundation, non-profit arts in Illinois are a \$4 billion industry, supporting over 111,000 full-time jobs and over \$478 million in tax revenue.
- Currently, there are 45 active neighborhood groups registered with the City's Neighborhood Services Department. The Small Grants Program offers financial support to these groups and helps sponsor various activities and projects. Frequent activities include block parties and clean ups. Common projects are tree plantings, and beautification efforts.
- Since 1990, the City's population has continued to become more diverse. The 2017 population of Champaign was 85,710. The population reporting as White remained at 56,000 people, though the share of the population declined to 66%, with those reporting as Black or African American growing to 18% and the population reporting as Asian at 12%. The Hispanic or Latino population, which is an ethnicity not a race, remained at 6%.
- Enrollment the University of Illinois continues to grow steadily, reaching 51,196 in Fall 2019, growth of 22% since Fall 2010. Though enrollment at Parkland College peaked at 24,035 students during the 2012/13 school year, it declined by 49% to 12,235 students for the 2018/19 school year. Both the University of Illinois and Parkland College offer activities including sports, performing arts, museum facilities, maker spaces and much more. They are resources for community members as well as college students, staff and faculty.



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:

- Increased 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 investment in beautification also results in greater economic activity in the area.
- The Neil Street Plaza Placemaking Plan envisions a gathering space in the heart of downtown to become everyone’s neighborhood, a representation of all members of the community that celebrates diverse cultural heritage through shared experience. How can this project be implemented?
- As neighborhoods and centers age, they often need improvements or upgrades to prevent decline. This is especially true in areas that were built with 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 areas competitive.
- 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 truly “complete neighborhoods” that attract a diverse population?
- 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.
- Champaign is a diverse community but the recognition, celebration and promotion of our diversity is not always evident, especially for the history of our Black community.
- 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 preserving 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 with the long-term legacy of development top of mind. 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.

Celebrate diversity– Care is taken to recognize and showcase the diversity of our community.

Center City – The City’s core, comprised of Downtown, Campustown, and Midtown remains the economic, entertainment and emotional 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 associations increases.
- Existing commercial areas experience reinvestment and improvement rather than stagnating.
- Investment in key public infrastructure projects catalyzes private investment.

Actions:

- Support existing redevelopment incentive programs and develop similar tools that can achieve like results in areas where these programs are not available.
- Develop incentive programs for historic preservation and designation as a Local Landmark or Historic District to improve historic properties and protect local heritage.
- Advance resident involvement through programs such as City Government 101 trainings, support for neighborhood grant and organizing programs and by providing online tools for residents to gain information on their neighborhood.
- Support a “Center City” concept where organizational and funding efforts for Downtown, Campustown and Midtown are coordinated together.
- Implement the North Neil Street Corridor Plan to create an iconic entryway to Champaign
- Implement the Neil Street Plaza Placemaking Plan to build a unique and representative community destination that appeals to residents and visitors of all ages and lifestyles, a key investment in the post-pandemic downtown economy.
- Research the potential for urban design elements and plantings that enhance public infrastructure, providing an opportunity to beautify and improve habitat within these spaces, while also creating a brand identity for Champaign.
- Create a program that encourages established neighborhoods to develop urban design elements that reflect their unique character.
- Support the Public Art League, 40 North Champaign County Arts Council and others in 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.
- Identify opportunities to continue the implementation of drainage master plans that include recreation amenities and wildlife habitat to achieve environmental justice throughout the community.
- Work collaboratively with other partners to establish a Black/African-American Cultural Heritage Trail highlighting the rich history of Black/African-American residents in Champaign.



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 a 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 purposefully 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 limited means of transportation to access them. It is important to ensure health care facilities can be easily accessed by multiple modes of transportation.
- 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.
- Ready access to healthy foods is critical to creating a healthy community. Creating opportunities for local farmers markets, food co-ops and community gardens contributes to providing a better range of food options to residents. Where food deserts persist, creative solutions to ensure access to healthy food should be explored.
- Neighborhood parks that are integrated into new residential developments afford residents the opportunity to easily walk to them. Community and regional parks also have many benefits but commonly require driving for a majority of residents to access them.
- Instilling positive fitness habits in children is critical to combating the epidemic of childhood obesity. Neighborhoods must be designed and built in a way that promotes a safe walking environment for children, without barriers to parks or schools.
- Trails are very popular with residents. Champaign has opportunities to establish a network of trails throughout the community. An increase in walking results in lifelong health benefits.



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 and Wellness Facilities – Champaign continues to be a regional healthcare destination, with the creation of the Carle Illinois College of Medicine, the first engineering-based medical school and 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.

Food Access - Healthy food options are easy to access in a variety of ways.

Measuring Success:

- Census data shows an increase in the number of individuals that access work, school and essential services 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 have a downtown farmers market and the number of vendors providing healthy produce options increases.
- There continue to be health care options in the Center City.
- Community health and wellness facilities are located throughout the community and residents have convenient access to them.



The City of Champaign Township has reimagined Prosperity Gardens program as an urban agriculture job training program for local homeless residents.

Actions:

- Support the efforts of the Safe Routes to School initiative to ensure school facilities are walkable.
- Implement the Bicycle Vision of *Champaign Moving Forward* and fund bicycle infrastructure in the capital improvement plan to continue momentum.
- Continue to implement the *Walk Champaign* Pedestrian Plan to improve sidewalk and intersection infrastructure to ensure a safe walking environment.
- Improve resident food access and build a local foods economy by supporting programs like farmers markets and urban agriculture to increase food access, support area producers and create additional social and environmental benefit.
- Collaborate with the Champaign Park District to implement the Trails Master Plan.
- Collaborate with the Champaign County Forest Preserve District to construct the Kickapoo Rail Trail and other regional trails, as well as on other projects within Champaign's growth area.
- Work with CU-MTD to ensure connections to bus stops are walkable and accessible.
- Work to ensure health care services continue to grow and provide equitable access to all residents, while also working to keep health care services in 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 public safety services 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 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. A key consideration when evaluating physical growth is the ability to provide adequate service levels throughout Champaign, and not to reduce infrastructure investment in established areas simply to facilitate new growth. 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. The Future Land Use Map and Growth Area Tiers provide additional guidance on where expansion has urban services, and should therefore be supported, and where those services are not available.

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 123 staff members in three divisions. The Champaign Fire Department has an Insurance Service Office (ISO) rating of 1.0, the best rating possible. This rating yields better home insurance rates 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. A local motor fuel tax and increased hospitality tax are helping to alleviate the backlog in the City's Capital Improvement Plan.
- 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.
- 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.
- 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 by donation.
- 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.
- In 2012, the City passed a stormwater utility fee that generates funding for stormwater management infrastructure, focusing on retrofits for established neighborhoods. Significant recent focus areas include Campustown, the John Street and West Washington Street Watersheds, Glenn Park as well as ongoing improvements to the Boneyard Creek. The stormwater utility fee program includes incentives for residents and business owners to reduce runoff quantity and improve water quality.
- The Champaign Unit 4 School District provides an early childhood center, eleven elementary schools, three middle schools, two traditional high schools and one alternative high school. The district boundary encompasses areas outside the City of Champaign including unincorporated areas and the Village of Savoy. In 2009, a local sales tax was passed to generate funding for capital improvements for public school districts in the County.



Issues Considered:

- The recommendations for growth in the Comprehensive Plan are closely tied to the existing capacity of the sewer system and plans for expansion. Analysis indicates that there is adequate sanitary sewer capacity for new residential growth on the north, west and southwest sides of the community. Boundary agreements control growth on the east and south municipal limits.
- Stormwater management is a vital piece of infrastructure. Some older neighborhoods have experienced flooding during heavy rain events due to inadequate stormwater drainage facilities. Similarly, the design of stormwater detention basins plays a functional and aesthetic role in new neighborhoods. Recent stormwater management retrofits demonstrate the power of infrastructure investment to serve many purposes, adding wildlife habitat and recreation amenities to the community. Regional stormwater facilities provide a similar opportunity for new growth areas.
- The recommendations on future growth in the Comprehensive Plan have an impact on established goals for fire and emergency service delivery. The Growth Area Analysis and Future Land Use Map can be used to anticipate future fire station locations and staffing needs.
- The improvement of the arterial street system is an important consideration of the Comprehensive Plan. The Future Land Use Map identifies growth areas that have urban services in place to direct growth efficiently.
- Recent sales tax and property tax referendums provide funding for Champaign Unit 4 Schools to improve existing schools and build new facilities. The Comprehensive Plan is an important tool to help Unit 4 decision makers better understand where growth is projected and establish a framework that envisions schools as a key ingredient in neighborhood design
- There are limited resources to fund expansion of infrastructure. It is important not to fund expansion at the expense of maintaining existing systems. Promoting infill development allows for new growth opportunities while utilizing existing infrastructure.
- Active transportation resources, including CUMTD transit service, bicycle and pedestrian infrastructure improve mode choice for all residents, creating a more affordable, resilient and inclusive community.



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.
- The Champaign Unit 4 School District can adequately provide educational facilities for a growing population.
- The Champaign-Urbana Mass Transit District annexes land into the District shortly after being annexed into the City. Policies should ensure transit connections to destinations like healthcare and education facilities.
- 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.
- 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.
- New development occurs in locations that can utilize the existing sanitary sewer interceptor system before extending the existing system or building new systems. Infil development is not constrained by sanitary sewer capacity issues.
- There is improved management of stormwater runoff in existing neighborhoods thus reducing incidents of flooding.



Actions:

- Ensure revenue sources to fund maintenance and improvements for existing arterial streets keep pace with need.
- 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.
- 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 and recreation space with new growth. Assist the Park District in clearly identifying future needs (types of parks, trails, their size and location by zone) and how construction would be funded and scheduled.
- Work with the Public Works Department to create a user-friendly manual to promote the Stormwater Utility Fee incentives and benefits to developers. Adjust the development review process to include a review of stormwater best practices for projects that include sizable impervious surfaces.
- Continue to complete and update drainage master plans and identify implementation opportunities to improve drainage in the community.
- Explore the potential for regional stormwater management resources in new development areas that could be also function as a habitat and recreation resource, much like retrofit projects have done.
- Continue to work with the Urbana-Champaign Sanitary District to ensure sanitary sewer is available to meet development demands, with emphasis on retrofits in the core of the community.
- 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 major proposed developments which address connections, access, and mobility for autos, transit, bicycles and pedestrians.
- 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.
- 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 and use intensities, 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.

Housing for a Changing Population:

The composition of Champaign's residents is becoming more diverse, in a variety of ways. Continuing a decades-long trend, the population is becoming more racially and ethnically diverse. When taken as a whole, local residents are more highly educated than most communities in Illinois, though Champaign includes residents across all income and education levels. The composition of households also continues to change, with smaller family size, an increasing number of single or roommate households and more.

These changes are being observed nationwide, with organizations like the Urban Land Institute (ULI), American Planning Association (APA), American Association of Retired People (AARP) and many others identifying a growing mismatch between housing stock and population needs. Studies from the AARP Public Policy Institute and Fannie Mae report the desire of those

aged 50 plus to stay in their homes and neighborhoods as long as possible, and a growing need for a larger range of housing types within established neighborhoods to meet this desire, including accessory dwelling units and smaller rental housing options.

A growing gap between average wage earners and high earners is impacting housing attainability as well. Pairing this with housing costs that are greatly outpacing income increases portends a need for additional study of local housing supply and demand. The Champaign County United Way reports that 'Asset-Limited, Income Constrained, Employed (ALICE),' households or those that are above the poverty line but earning less than the cost of basic survival, have increased by 7.4% since 2010. The study shows that in 2020, a family of two adults with young children would need a minimum annual income of \$60,000 to make ends meet locally.

Data Shows Local Population Changes:

- Nearly 7,000 residents were gained from 2010-2018, a population increase of over 8%.
- Household composition is changing. Median age and the portion of residents over age 65 continues to increase. Nearly 15% of seniors live with relatives. Non-family households, comprised of roommates or individuals account for 34% of residents. Average household size is 2.3 people and average family size is 3 people.
- When adjusted for inflation, the median household income (\$44,638) and family income (\$73,788) declined over the last 20 years. Median rent increased by 9% and median home value increased 18% over the same period. Consumer prices have also increased more than 20% over the last decade. Increased healthcare and childcare costs add to budget concerns, though local data is not available.
- Median income varies dramatically by race and ethnicity with Black household median income 34% less and median family income 52% less than the comparable Citywide median for all races and ethnicities.
- About half of Champaign's housing units are single-family detached, 30% are large apartment complexes greater than 10 units and 20% are a mix of duplexes, townhomes, condominiums and others. With over 80% of units in detached homes or large apartment complexes, residents lack choice in housing typology.
- When a household spends more than 30% of their income on housing (rent/mortgage, utilities, etc.), they are considered cost-burdened. Nearly half of Champaign renters and 20% of homeowners are cost burdened. Housing assistance programs are generally reserved for those making 60% of the area median income or below, but lacking supply of attainable housing for earners at 90% - 120% of the area median income is a growing concern.
- Over 22% of residents work in the arts, entertainment, hospitality and retail sectors, which have been significantly impacted by the COVID-19 pandemic.

Sources: U.S. Census Bureau, U.S. Housing and Urban Development (HUD), U.S. Bureau of Labor Statistics (BLS)



“Perhaps the most significant economic trend of the last 12 years is the widening gap between the highest earners and the average wage...This has directly affected the housing supply, which is steadily bifurcating...”

- 2019 American Planning Association Housing Policy Guide

“Renters were disproportionately impacted by pandemic-related job losses and furloughs. Addressing wide-spread housing vulnerability, rent affordability, and potential evictions will need to be a top housing priority for policymakers.”

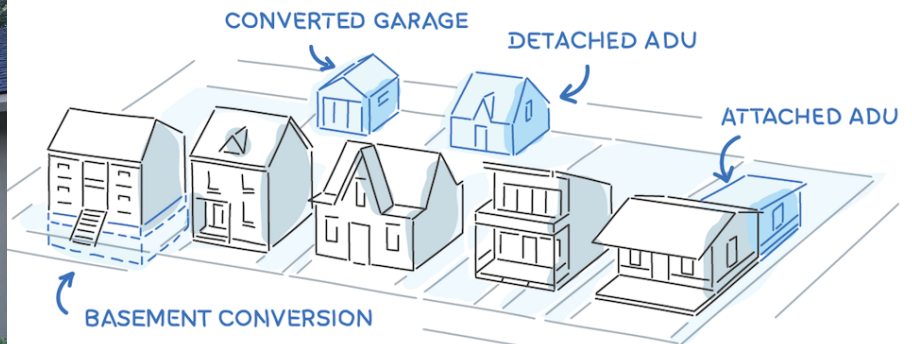
- Zillow



Solutions to Increase Housing Supply and Affordability:

Accessory Dwelling Units: Though accessory dwelling units (ADUs) are an old model, they have gained renewed interest in recent years. An ADU is an accessory unit or structure additional to the primary structure that shares the same lot. They can be part of the primary structure, attached to it or completely detached. They are separate living spaces generally on single-family lots. An ADU is designed to be smaller in size than the main living space. Historically, these were often quarters above a garage or carriage house or within a large home to accommodate live-in domestic help.

After the end of World War II, Champaign experienced a housing shortage spurred by the growth of the University of Illinois and baby boom. During that period, residents were encouraged to create accessory units in their homes for returning soldiers and their families. Today, ADUs offer an option for housing intergenerational families, allowing homeowners to modify their property to meet changing needs. These needs vary from housing aging parents, accommodating for live-in assistance to age-in-place, creating space for returning adult children or supplemental income.



Accessory dwelling units come in many forms, suited to lot conditions.

Source: www.murraylampert.com/infographic-pros-cons-different-adu-types

Solutions to Increase Housing Supply and Affordability:

Missing Middle Housing:

Opticos Design defines ‘Missing Middle’ housing as, “a range of house-scale buildings with multiple units - compatible in scale and form with detached single-family homes - located in a walkable neighborhood.” Essentially, these are homes that fill the gap between detached, single family homes and large apartment buildings with more than ten units.

Much like accessory dwelling units, the types of homes classified as missing middle are also very common historically. Champaign has many examples in established neighborhoods, including duplexes, stacked flats, cottage courts and more. Yet today, only 20% of Champaign’s housing stock is comprised of these options.

With attainable housing becoming more difficult to find due to income not rising at the same pace as cost of living increases, how can the local housing stock be changed? Increasing the portion of the housing stock comprised by missing middle housing could reduce the number of residents who are housing cost burdened while also increasing housing typology options that accommodate changing household composition. Providing housing options that suit a wide variety of needs and preferences throughout resident’s lives is a key component of creating complete neighborhoods.



Duplex



Duplex



Cottage Court



Townhome



6-10 Unit Co-op



Fourplex: Stacked



Live-Work



Multi-plex

Incremental Development:

Incremental Development should be promoted as an approach to increasing housing options and reducing barriers to entrepreneurship. Incremental development is characterized by small-scale changes to individual properties, allowing properties to evolve to the next more intense use. What is specifically allowed depends on site conditions and neighborhood context. It involves a mix of building sizes, shapes and styles and a measured change of pace.

Fostering incremental development can expand housing choice and affordability within neighborhoods and expand opportunity for small-scale, neighborhood serving commercial development. The philosophy ensures that changes to a place's built environment are gradual and compatible with existing neighborhood design. This approach also ensures that the specific building choices are responsive to present needs. Developing in an incremental fashion can increase the flexibility of an individual property, allowing the owner to reinvest rather than simply relocate to accommodate their needs.



Micro-retail: *This prefabricated unit is located on a vacant lot, providing opportunity for a home-based business to expand.*



Garage to ADU: *A detached garage was converted into a living space for the owner's parents.*



Garage conversion: *Swapping the overhead garage door for french doors created space for a home-based salon business.*



Infill duplex: *This duplex was designed to reflect the scale and characteristics of the surrounding neighborhood.*

Future Land Use Categories:

The future land use categories are organized into three groups; **parks, trails and open space**, **neighborhoods**, and **centers**. The pattern of development desired for the future of Champaign has key commercial and employment and center destinations surrounded by neighborhoods.

Centers are primarily commercial and are located along main corridors and community gateways. Neighborhoods and centers range in size, scale, character and density. Neighborhoods include residences, parks, trails, community institutions and walkable neighborhood commercial areas.

How land uses interact with one another has an indelible impact on the quality of life of the City of Champaign. Context criteria provide guidance as to when incremental increases in land use intensity may be appropriate. As a balancing test, meeting one single criteria is not sufficient to support increased intensity. At the same time, not all criteria need to be met to justify change. Criteria are described in the table on page 63.

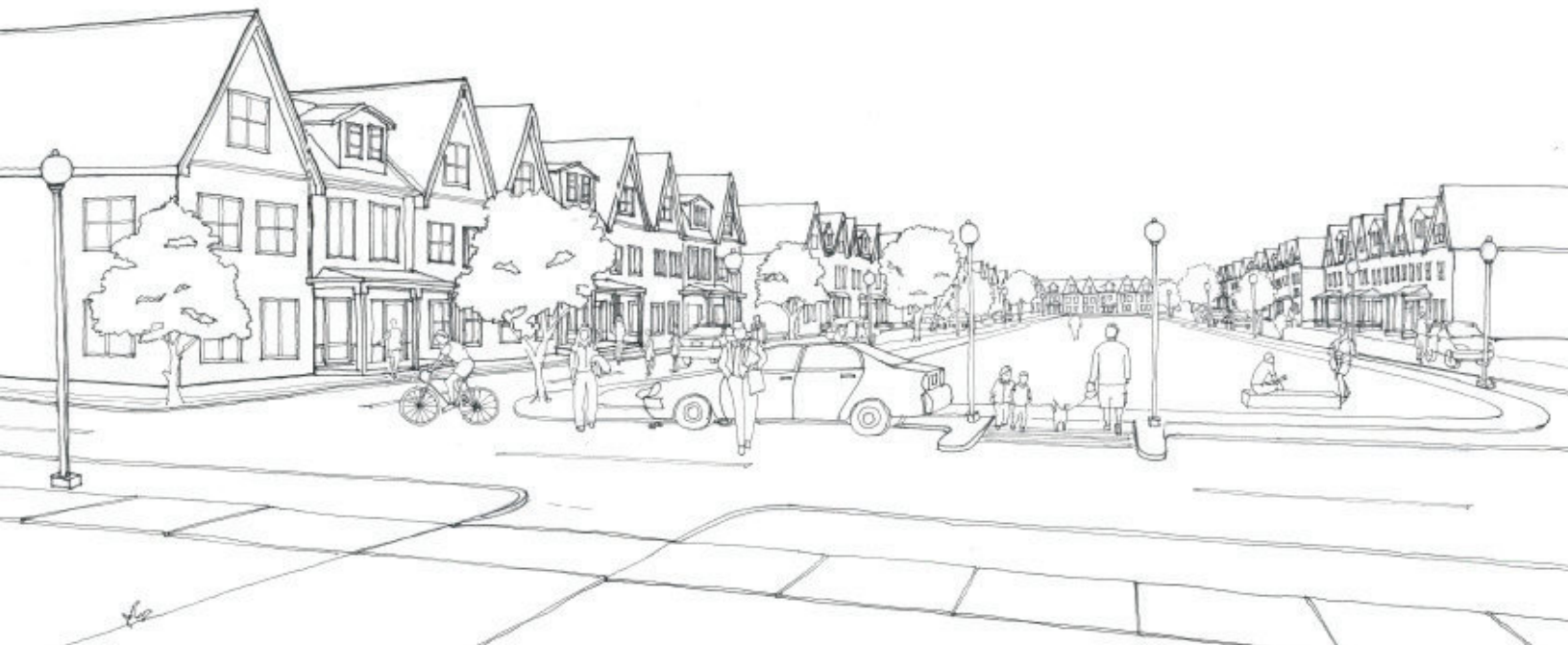
Parks, Trails & Open Space

Neighborhoods:

- Emerging & Future Neighborhood
- Established Neighborhood
- Central City Neighborhood
- University Neighborhood
- Walkable Neighborhood Commercial

Centers:

- Neighborhood Commercial Center
- College & University Campus
- Community Commercial Center
- Central City
- Campustown
- Regional Commercial Center
- Employment Centers



Parks, Trails and Open Space:

Parks, Trails and Open Spaces provide active and passive recreation opportunities for the public. Proximity and easy access to these amenities improves community physical and mental health and increases property value. These amenities also provide environmental benefits, including green infrastructure for stormwater management and wildlife habitat. Complete neighborhoods include a neighborhood serving park and/or access to larger community serving parks and trails. Readily available, convenient access increases usership of these amenities.

Site plans for new and infill development should include thoughtful connections to parks, trails and open spaces within the development and nearby.

The City does not manage parks, but collaborates with the Champaign Park District to ensure they are provided. Locations of parks, trails and open space are planned in a variety of ways. Though some are identified on Future Land Use Maps, others are identified in the Trails Master Plan or through policies, such as following utility corridors or including park space in new neighborhoods.



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 lives. For more information on the ‘Complete Neighborhoods’ vision, please see Complete Neighborhoods chapter, page 30.

The majority of neighborhoods are considered established or emerging/future. In the Central City area, higher density 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 built-out areas that are primarily residential in land use. Non-residential uses, such as institutional uses, that are sized to be compatible with the neighborhood are also appropriate. New or expanded non-residential uses should be considered on an individual basis to ensure compatibility with the scale of the neighborhood. Residential land uses include housing typologies such as single-family detached homes, duplexes, townhomes and apartment buildings. The areas of Established Neighborhoods that transition to Centers and higher traffic streets may be appropriate for incremental increases in land use intensity.



Emerging & Future Neighborhoods

Emerging & Future Neighborhoods are primarily residential in land use, though non-residential uses such as institutional uses are also found here. They are areas where construction may have begun, but is not substantially complete at the time of this Comprehensive Plan adoption. Residential land uses include many housing typologies including single-family detached homes, duplexes, townhomes and apartment buildings. Emerging and Future Neighborhoods are built to create complete neighborhoods, meaning that they should include land for public parks and trails, well-connected Neighborhood Commercial Centers and institutional uses as well as varied housing types to accommodate residents throughout all stages of life.

Central City Neighborhoods

Central City Neighborhoods are located in close proximity to Downtown and Midtown. They are primarily residential, though non-residential uses are appropriate closer to commercially-zoned areas. Appropriate non-residential uses include offices, institutional uses and walkable neighborhood commercial uses. To support the goal of providing a variety of housing opportunities to residents in close proximity to the City's center, a range of residential densities is appropriate. This includes housing types ranging from single-family homes to multi-family apartment buildings. Incremental increases in land use intensity may be appropriate in Central City Neighborhoods. The design of development in this area should be consistent with a walkable, urban pattern of development typically found in neighborhoods close to a city's historic downtown.



University Neighborhood

The University Neighborhood is the residential area near the University of Illinois, east of the Canadian National Railroad Tracks and south of University Avenue. Residences are primarily multi-family apartment buildings but may also include dormitories and group homes such as fraternity or sorority houses. Residents have easy access to Campustown, Downtown, Midtown and University of Illinois facilities with frequent transit service and a street grid network that promotes walking and biking.



Walkable Neighborhood Commercial

Walkable Neighborhood Commercial uses are neighborhood serving businesses that are appropriate in Established Neighborhoods and Central City Neighborhoods. They are small in size and are designed to be more oriented to pedestrian customer activity and less to driving customers. This includes limited parking lot size and no drive-through windows. These businesses serve the surrounding neighborhood and are intended to remain modest in size. Business expansion should be carefully considered on a case-by-case basis. Conditions on the operation and site design are appropriate to ensure Walkable Neighborhood Commercial Centers are not disruptive to the surrounding neighborhood.



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.



Neighborhood Commercial Centers:

Neighborhood Commercial Centers are larger than Walkable Neighborhood Commercial establishments. They provide convenient shopping opportunities for the daily needs of nearby residents. They are most appropriate on arterial streets and often at the intersection of arterial streets. They frequently offer a mix of shops, restaurants and other services such as banking, specialty medical offices including dentists and childcare centers. The trade area and scale of individual businesses is smaller than in Community Commercial Centers. Overall site design and business operation should mitigate negative impacts that may be disruptive to nearby residential uses. The site layout should integrate access to surrounding neighborhoods with pedestrian connections between residential neighborhoods and the center.



College & University Campus

College and University Campus designates the areas affiliated with the University of Illinois and Parkland College, including classrooms and offices, eateries and cafeterias, libraries, recreation and sports facilities. Campus areas serve students, faculty and staff as well as being a destination for visitors from the community and for special events. Facilities have a coordinated appearance with common open spaces, shared parking and transportation choices. Each campus has specific design guidelines that apply to their facilities that are not overseen by City of Champaign regulations. 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.

Central City

Central City includes Downtown and Midtown. It is the original business, employment and entertainment center of the city and continues to serve this purpose as a regional destination. Unique entertainment uses like museums, theaters and performance venues are found here as well. Central City is appropriate for a vertical mix of residential and office uses above ground floor commercial uses. The addition of residential and office uses is encouraged to promote a greater mix of land uses in the Central City. Civic space, including outdoor dining and plaza space, is an important part of the downtown experience. The Center City provides a grid pattern of streets designed to accommodate all modes of transportation. Vehicular parking is provided on-street and in structured parking decks, though surface parking lots are discouraged. In this district, existing surface parking lots are considered infill development opportunities.

**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.

**Community Commercial Centers:**

Community Commercial Centers are primarily commercial in land use and draw patrons from within the local community. They are larger in size and serve a larger trade area than Neighborhood Commercial Centers. They include a mix of retailers, restaurants, offices and services. Community Commercial Centers with proximity to destinations like the University of Illinois may also include hotels and conference centers. They may include office and residential uses, which may be located above ground floor commercial uses. Community Commercial Centers are typically located near the intersection of two arterial streets and sites commonly include vehicular parking lots and businesses with drive-through windows. The site layout should include transit stops and features that are designed to facilitate pedestrian access to the businesses within the center. Building placement should encourage access from surrounding neighborhoods as well as walking between businesses.



Centers:



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. These areas may also include businesses that provide services to employees, such as restaurants or child care. Employment centers should have an urban design that includes outdoor spaces for employees as well as transit stops and pedestrian connections to nearby neighborhoods and commercial areas. Buildings should be sited and designed to be compatible with one another. Stormwater facilities, such as detention basins, should be designed to be an environmental and visual asset to the center.



Regional Commercial Centers:

Regional Commercial Centers are major commercial areas that draw local residents as well as patrons from the surrounding region. They are located near interstate interchanges. They include a variety of large format retailers, restaurants, auto dealerships, offices, hotels and other services. Though they are primarily commercial in use, they may include a mix of employment, residential and institutional uses. Regional Commercial Centers typically have an emphasis on vehicular traffic with large surface parking lots. Regional Commercial Centers should be designed to safely and comfortably accommodate pedestrians, bicyclists and transit riders as well.

Development Context Criteria:

Land use categories are general enough to allow for variety of land use intensities and building typologies. Variety in land use intensities is needed to build ‘Complete Neighborhoods.’ Context criteria provide guidance as to when incremental increases in land use intensity may be appropriate. For the purposes of this Plan, land use intensity refers to the impact of the land use category. The regulations found in the Zoning Ordinance, Subdivision Regulations and other codes provide regulatory guidance to determine how something should be built and when it is appropriate.

The scale begins with Parks, Trails and Open Space, which have a neutral or low impact, then continues on to Neighborhoods and Centers, with Centers being highest impact. The kind of activity within a land use category may vary. For example, the Employment Center land use could support both office and industrial uses. Though the Development Context Criteria provides a balancing test and guidance as to the compatibility of incremental land use change, the specific land use and site conditions of each proposal must be carefully weighed on a case-by-case basis.

| |
|---|
| <i>Parks, Trails & Open Space</i> |
| Neutral or very low impact; excellent buffer between higher and lower intensity uses. |
| <i>Neighborhoods:</i> |
| Categories allow for variety in housing form and type. Primarily residential in use, generally have lower intensity of land use than the Centers category. Scale, orientation, building placement and other features of nearby properties provide context to guide design of infill projects. |
| <i>Centers:</i> |
| Special consideration must be given to buffering, lighting, parking, noise, traffic and other concerns as they impact residential and lower intensity uses. |

Development Context Criteria:

The following standards provide guidance for determining if an incremental increase in land use intensity is compatible or should be recommended. These criteria are a balancing test, meaning that not every criteria has to be met, but the criteria is considered as a whole. A balancing test means that some criteria may be more satisfied than others and not all criteria need to be met to justify change.

Functional Street Classification:

- 1 An increase in land use intensity, within the same land use group (neighborhood or center) would generally be appropriate for parcels that front onto streets classified as Principal Arterial and Minor Arterial. On Major Collector streets, an increase in land use intensity within the same land use group may be supported if additional context considerations within this list are met.

Within neighborhoods, increasing land use intensity to a 'Center' land use group may be appropriate at intersections on Principal Arterial or Minor Arterial streets and in limited cases on Minor Collector Streets depending on site specific conditions.

Long-Standing Land Use:

- 2 In locations where the historical or long-standing land use exceeds the intensity of surrounding parcels, the continuation of the use may be appropriate. In neighborhoods, if the historical land use is not residential, conditions may be necessary for expansion or continuation of the use.

Proximity to Higher Intensity Land Use:

- 3 Where a parcel has proximity to an area with higher intensity land use, increased land use intensity within the same category (neighborhood or center) may be appropriate. Where the proximate parcels are not within the same land use category, conditions may be needed to ensure context sensitivity, particularly where there is a transition to residential land use.

Redevelopment of Underutilized Property:

- 4 Where a parcel has been underutilized for an extended period of time, additional land use intensity may be necessary to make redevelopment financially feasible. Where the adjacent parcels are not within the same land use category (neighborhood or center), conditions may be appropriate for expanding the proposed use.

Existing Site Conditions:

- 5 Where existing natural or physical site conditions allow for buffering from adjacent parcels, higher intensity land uses next to lower intensity land uses may be appropriate.

Solves or Addresses Stated Goals:

- 6 Where a proposal addresses a known goal, as stated in the Guiding Principles of this document and/or City Council Goals, additional land use intensity may be warranted to achieve the vision set forth by the Champaign community.

Growth Area Criteria:

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:



- 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.
- 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. Improved Principal arterials are typically three to five 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 two to four 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).

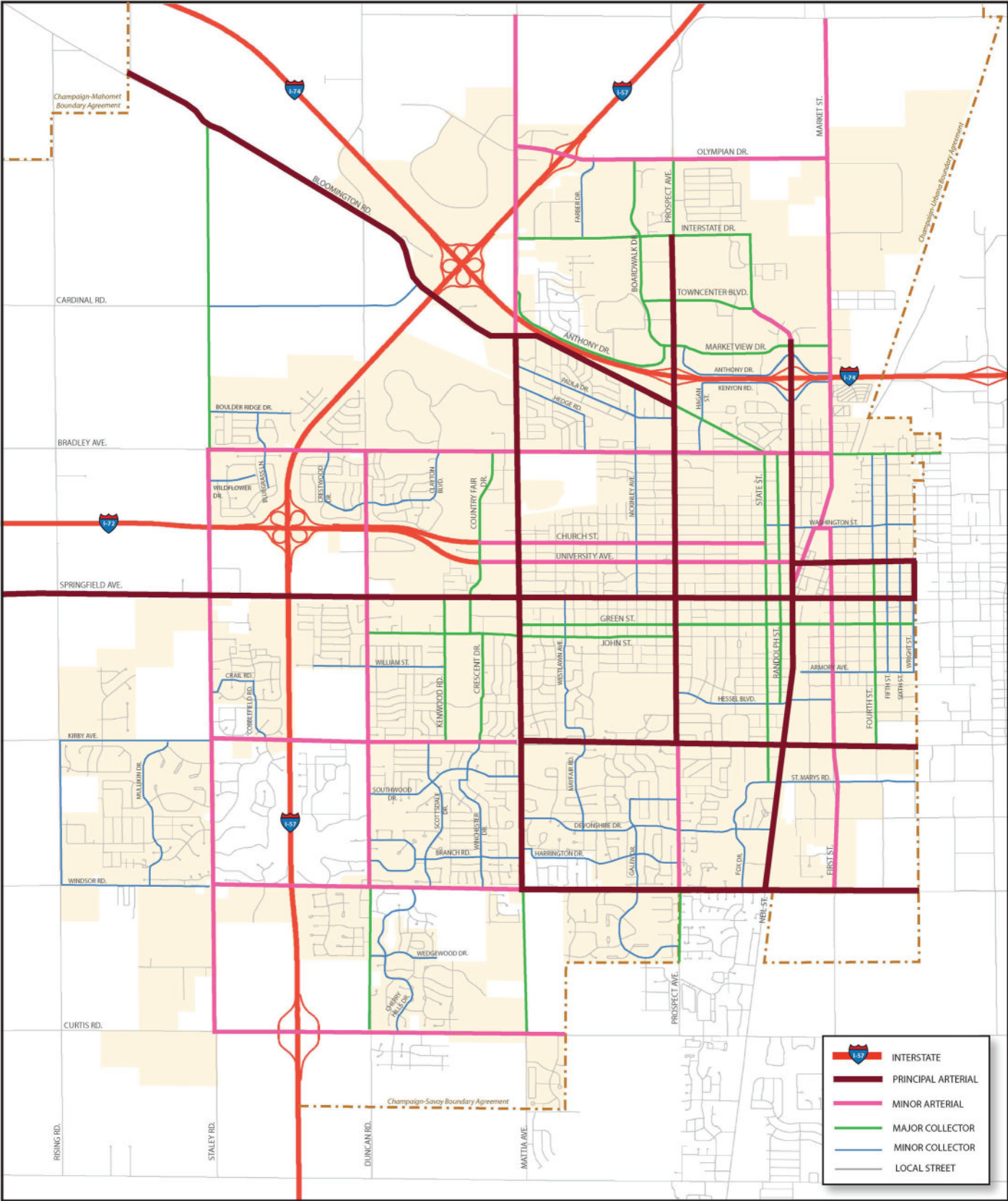
4. Minor Collectors

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





Champaign Tomorrow 2021

*Future Land Use
Maps*








Future Land Use Maps:

The Future Land Use Map is an essential part of the Comprehensive Plan. Maps 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 on the perimeter, areas that are designated Tier Two are shown in a lighter shade 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, 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.



NEIGHBORHOODS

| | | | |
|---|--------------------------|---|------------------------------|
|  | Established Neighborhood |  | Future Neighborhood (Tier 1) |
|  | Emerging Neighborhood |  | Future Neighborhood (Tier 2) |
|  | City Center Neighborhood |  | Future Neighborhood (Tier 3) |
|  | University Neighborhood | | |










CENTERS

| | | | |
|--|--------------------------------|---|----------------------------|
|  | Walkable Neighborhood Center |  | Employment Center (Tier 1) |
|  | Neighborhood Commercial Center |  | Employment Center (Tier 2) |
|  | Community Commercial Center |  | Employment Center (Tier 3) |
|  | Regional Commercial Center | | |
|  | Downtown Center | | |
|  | Campustown Center | | |








COMMUNITY FACILITIES

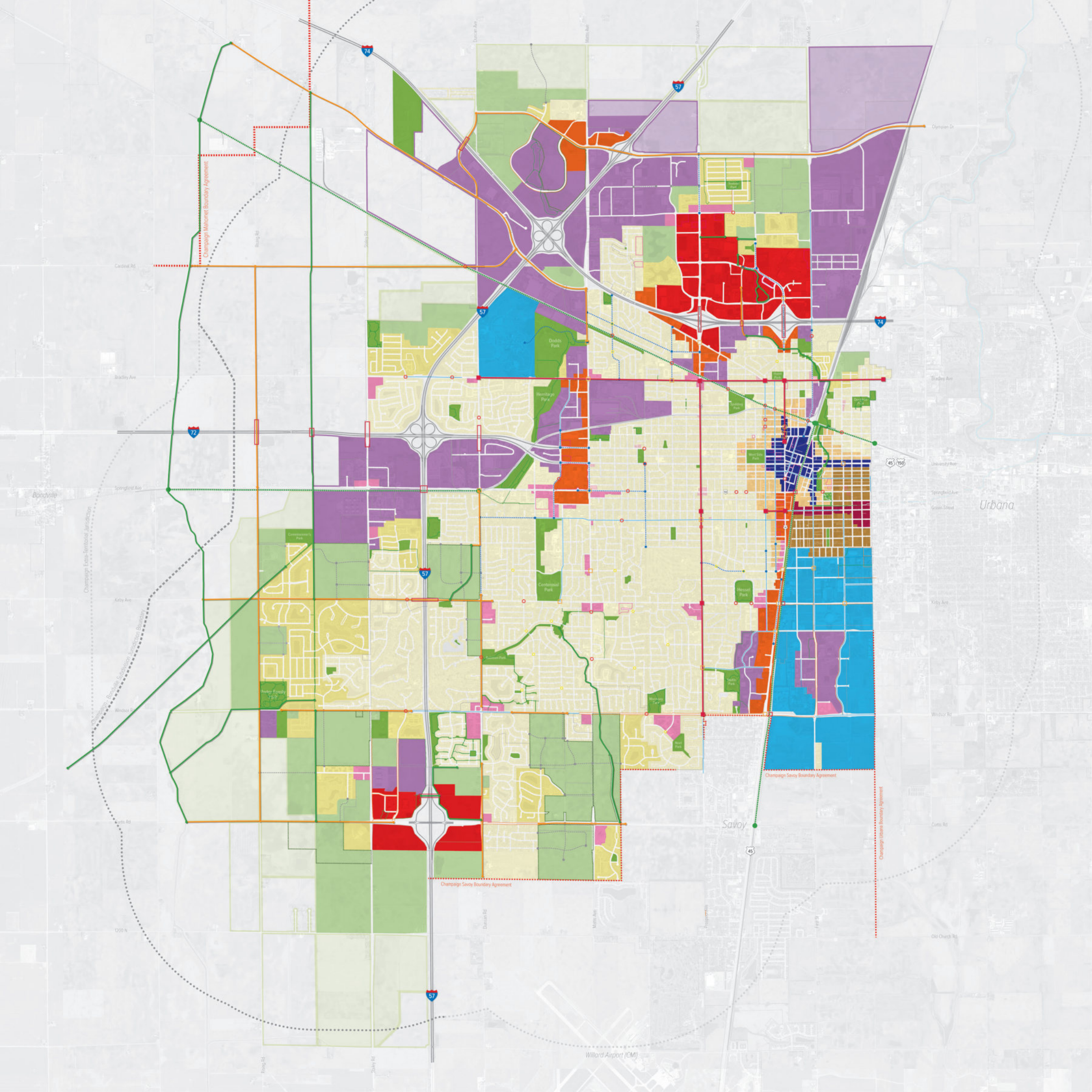
| | |
|---|------------------------------|
|  | Parks and Open Space |
|  | University or College Campus |

PLANNED IMPROVEMENTS

| | | | |
|---|--------------------------------|---|-----------------------------|
|  | Future Road Connections |  | Intersection Improvements |
|  | Future Pedestrian Improvements |  | Bridge/Viaduct Improvements |
|  | Future Multi-Use Paths |  | Protected Crossing |
|  | Future Trail or Greenway |  | Lighting Improvements |
|  | Potential Road Diet | | |








MAP LEGEND

| | | | |
|---|---------------------------------|---|-------------------------|
|  | Champaign 1.5 Mile ETJ Boundary |  | Existing Multi-Use Path |
|  | Boundary Agreement Line |  | On-Street Bike Lanes |
|  | Subdivision Jurisdiction Line |  | Existing Trails |
|  | Railroads | | |












NORTH GROWTH AREA



NEIGHBORHOODS

-  Established Neighborhood
-  Emerging Neighborhood
-  City Center Neighborhood
-  University Neighborhood
-  Future Neighborhood (Tier 1)
-  Future Neighborhood (Tier 2)
-  Future Neighborhood (Tier 3)










CENTERS

-  Walkable Neighborhood Center
-  Neighborhood Commercial Center
-  Community Commercial Center
-  Regional Commercial Center
-  Downtown Center
-  Campustown Center
-  Employment Center (Tier 1)
-  Employment Center (Tier 2)
-  Employment Center (Tier 3)








COMMUNITY FACILITIES

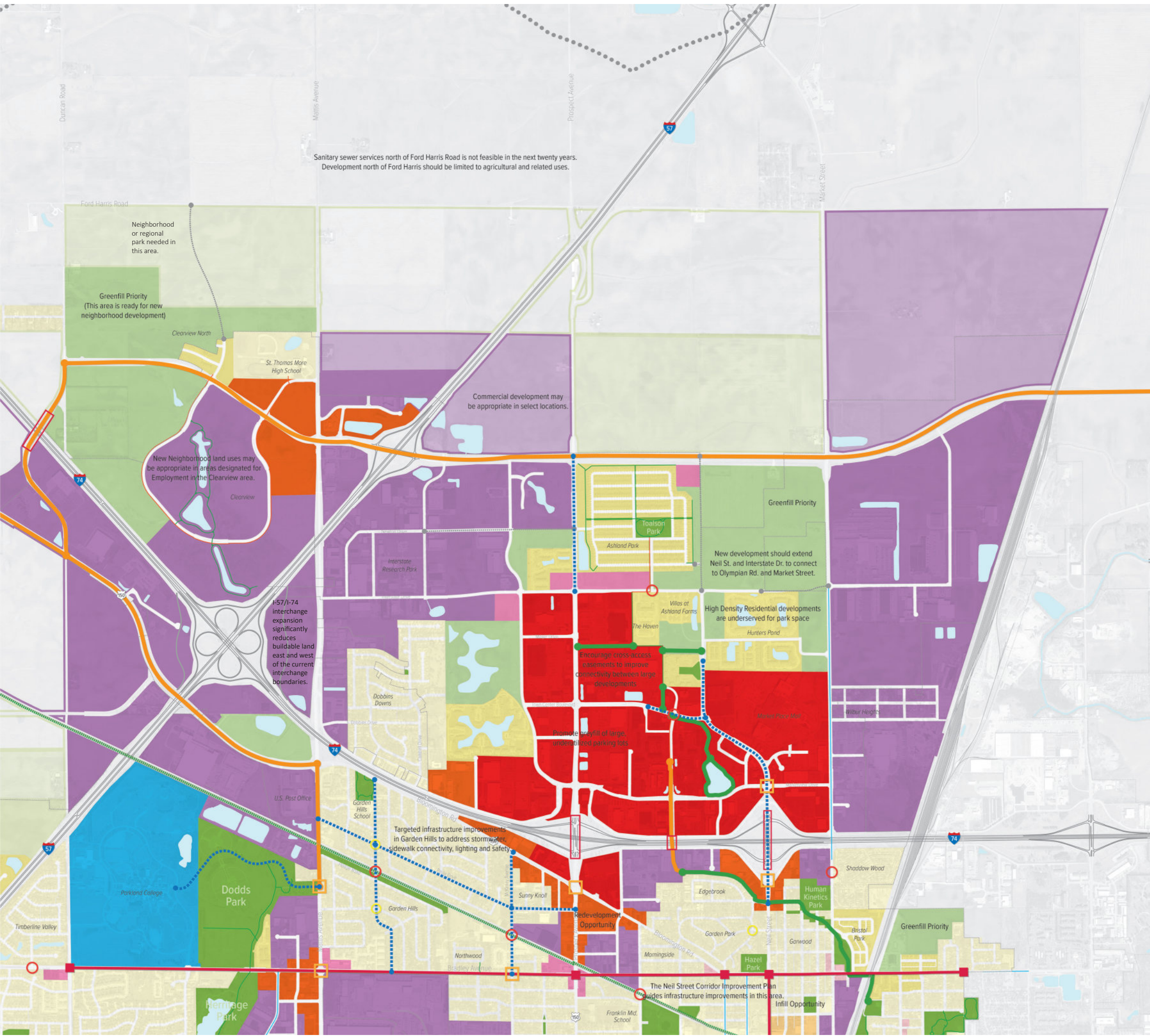
-  Parks and Open Space
-  University or College Campus

PLANNED IMPROVEMENTS

-  Future Road Connections
-  Future Pedestrian Improvements
-  Future Multi-Use Paths
-  Future Trail or Greenway
-  Potential Road Diet
-  Intersection Improvements
-  Bridge/Viaduct Improvements
-  Protected Crossing
-  Lighting Improvements

MAP LEGEND

-  Champaign 1.5 Mile ETJ Boundary
-  Boundary Agreement Line
-  Subdivision Jurisdiction Line
-  Railroads
-  Existing Multi-Use Path
-  On-Street Bike Lanes
-  Existing Trails



Sanitary sewer services north of Ford Harris Road is not feasible in the next twenty years. Development north of Ford Harris should be limited to agricultural and related uses.

Neighborhood or regional park needed in this area.

Greenfill Priority (This area is ready for new neighborhood development)

Clearview North

St. Thomas More High School

Commercial development may be appropriate in select locations.

New Neighborhood land uses may be appropriate in areas designated for Employment in the Clearview area.

Clearview

Greenfill Priority

Toalson Park

Ashland Park

New development should extend Neil St. and Interstate Dr. to connect to Olympian Rd. and Market Street.

High Density Residential developments are underserved for park space

I-57/I-74 interchange expansion significantly reduces buildable land east and west of the current interchange boundaries.

Encourage cross access easements to improve connectivity between large developments

Promote grayfill of large, underutilized parking lots

Dobbins Downs

Villas at Ashland Farms

The Haven

Hunters Pond

Market Place Mall

Wilbur Heights

U.S. Post Office

Garden Hills School

Targeted infrastructure improvements in Garden Hills to address stormwater, sidewalk connectivity, lighting and safety

Redevelopment Opportunity

Garden Hills

Northwood

Bradley Avenue

Sunny Knoll

Edgebrook

Human Kinetics Park

Shadow Wood

Dodds Park

Heritage Park

The Neil Street Corridor Improvement Plan provides infrastructure improvements in this area.

Infill Opportunity

Bristol Park

Garwood

Garden Park

Franklin Mid. School

Durcan Road

Mattis Avenue

Prospect Avenue

Market Street

Ford Harris Road

74

57

74

57

150

74

57

150








Timberline Valley

Parklona Cottage










Timberline Valley

NORTHWEST GROWTH AREA



NEIGHBORHOODS

| | |
|--|--|
|  Established Neighborhood |  Future Neighborhood (Tier 1) |
|  Emerging Neighborhood |  Future Neighborhood (Tier 2) |
|  City Center Neighborhood |  Future Neighborhood (Tier 3) |
|  University Neighborhood | |



CENTERS

| | |
|--|--|
|  Walkable Neighborhood Center |  Employment Center (Tier 1) |
|  Neighborhood Commercial Center |  Employment Center (Tier 2) |
|  Community Commercial Center |  Employment Center (Tier 3) |
|  Regional Commercial Center | |
|  Downtown Center | |
|  Campustown Center | |








COMMUNITY FACILITIES

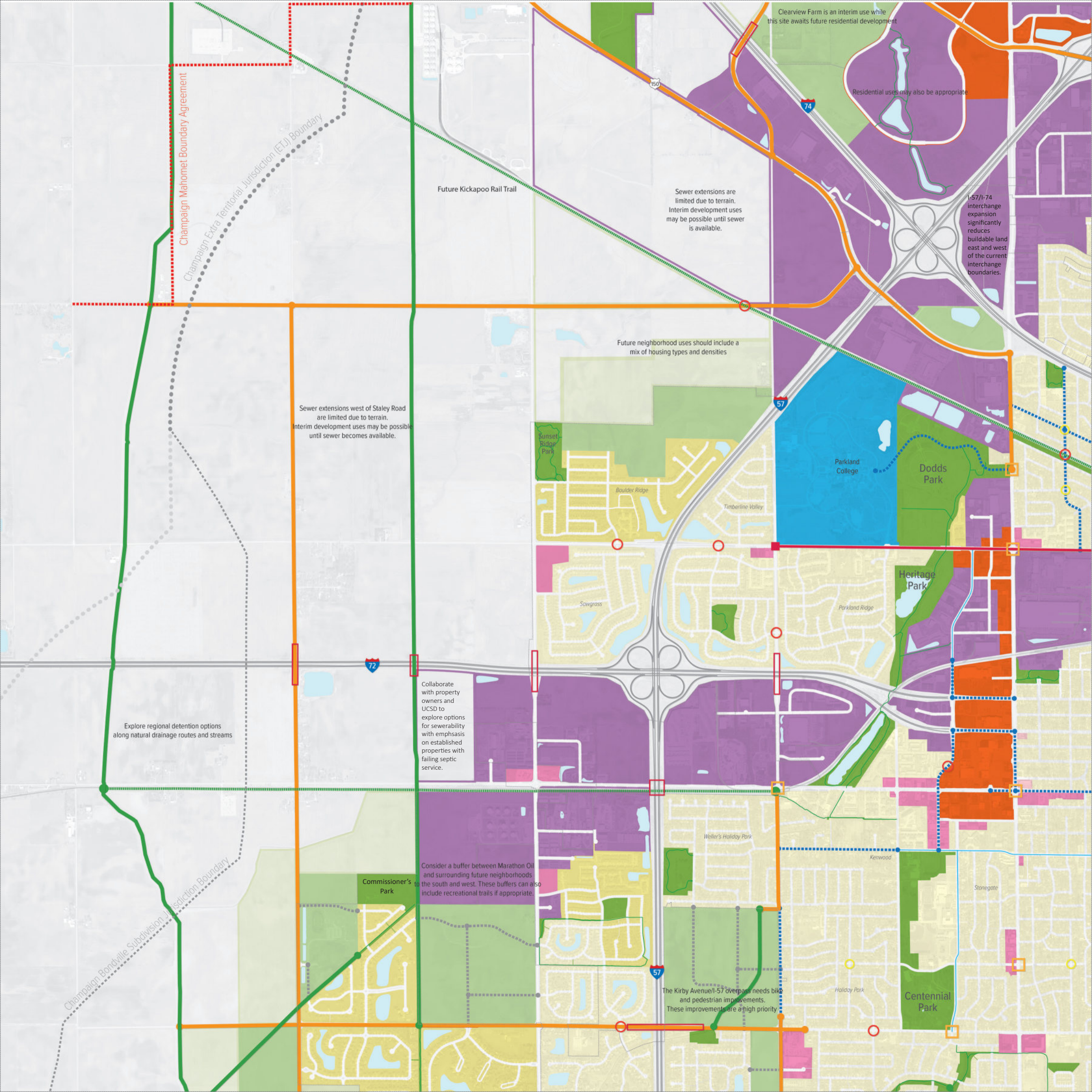
| |
|--|
|  Parks and Open Space |
|  University or College Campus |

PLANNED IMPROVEMENTS

| | |
|--|---|
|  Future Road Connections |  Intersection Improvements |
|  Future Pedestrian Improvements |  Bridge/Viaduct Improvements |
|  Future Multi-Use Paths |  Protected Crossing |
|  Future Trail or Greenway |  Lighting Improvements |
|  Potential Road Diet | |

MAP LEGEND

| | |
|---|---|
|  Champaign 1.5 Mile ETJ Boundary |  Existing Multi-Use Path |
|  Boundary Agreement Line |  On-Street Bike Lanes |
|  Subdivision Jurisdiction Line |  Existing Trails |
|  Railroads | |



Champaign Mahomet Boundary Agreement

Champaign Extra Territorial Jurisdiction (ETJ) Boundary

Champaign Bondville Subdivision Jurisdiction Boundary

Future Kickapoo Rail Trail

Clearview Farm is an interim use while this site awaits future residential development

Residential uses may also be appropriate

Sewer extensions are limited due to terrain. Interim development uses may be possible until sewer is available.

I-57/I-74 interchange expansion significantly reduces buildable land east and west of the current interchange boundaries.

Future neighborhood uses should include a mix of housing types and densities

Sewer extensions west of Staley Road are limited due to terrain. Interim development uses may be possible until sewer becomes available.

Explore regional detention options along natural drainage routes and streams








Collaborate with property owners and UCSD to explore options for sewerability with emphasis on established properties with failing septic service.

Consider a buffer between Marathon Oil and surrounding future neighborhoods to the south and west. These buffers can also include recreational trails if appropriate.










The Kirby Avenue/I-57 overpass needs bike and pedestrian improvements. These improvements are a high priority

SOUTHWEST GROWTH AREA



NEIGHBORHOODS

-  Established Neighborhood
-  Emerging Neighborhood
-  City Center Neighborhood
-  University Neighborhood
-  Future Neighborhood (Tier 1)
-  Future Neighborhood (Tier 2)
-  Future Neighborhood (Tier 3)




CENTERS

-  Walkable Neighborhood Center
-  Neighborhood Commercial Center
-  Community Commercial Center
-  Regional Commercial Center
-  Downtown Center
-  Campustown Center
-  Employment Center (Tier 1)
-  Employment Center (Tier 2)
-  Employment Center (Tier 3)








COMMUNITY FACILITIES

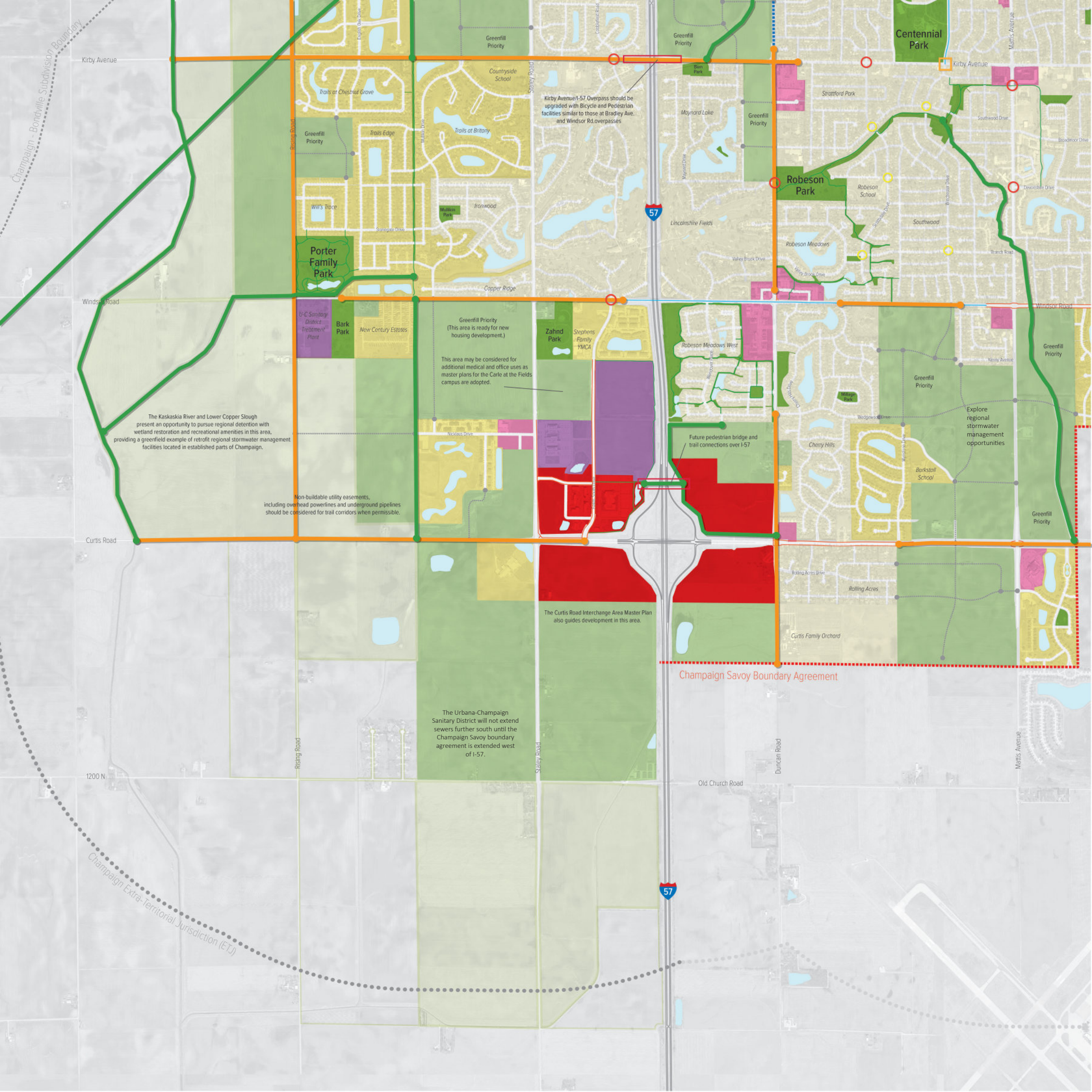
-  Parks and Open Space
-  University or College Campus

PLANNED IMPROVEMENTS

-  Future Road Connections
-  Future Pedestrian Improvements
-  Future Multi-Use Paths
-  Future Trail or Greenway
-  Potential Road Diet
-  Intersection Improvements
-  Bridge/Viaduct Improvements
-  Protected Crossing
-  Lighting Improvements

MAP LEGEND

-  Champaign 1.5 Mile ETJ Boundary
-  Boundary Agreement Line
-  Subdivision Jurisdiction Line
-  Railroads
-  Existing Multi-Use Path
-  On-Street Bike Lanes
-  Existing Trails



Champaign - Bondville Subdivision Boundary

Kirby Avenue

Windsor Road

Curtis Road

1200 N

Champaign Extra-Territorial Jurisdiction (ETJ)

Basing Road

Rising Road

Poplar Oak Drive

Bark Park

Staley Road

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Countryside School

Trails at Chestnut Grove

Trails Edge

Trails at Britony

Ironwood

Copper Ridge

Greenfill Priority (This area is ready for new housing development.)

Zahnd Park

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Kirby Avenue I-57 Overpass should be upgraded with Bicycle and Pedestrian facilities similar to those at Bradley Ave. and Windsor Rd. overpasses

This area may be considered for additional medical and office uses as master plans for the Carle at the Fields campus are adopted.

The Curtis Road Interchange Area Master Plan also guides development in this area.

The Urbana-Champaign Sanitary District will not extend sewers further south until the Champaign Savoy boundary agreement is extended west of I-57.

57

57

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Greenfill Priority

Champaign Savoy Boundary Agreement

Future pedestrian bridge and trail connections over I-57

Centennial Park

Robeson Park

Cherry Hills

Rolling Acres

Old Church Road

Duncan Road

Mattis Avenue

Kirby Avenue

Windsor Road

Curtis Road

Old Church Road

Duncan Road

Mattis Avenue

Mattis Avenue

Mattis Avenue

Mattis Avenue

Mattis Avenue








The Kaskaskia River and Lower Copper Slough present an opportunity to pursue regional detention with wetland restoration and recreational amenities in this area, providing a greenfield example of retrofit regional stormwater management facilities located in established parts of Champaign.

Non-buildable utility easements, including overhead powerlines and underground pipelines should be considered for trail corridors when permissible.










Explore regional stormwater management opportunities

SOUTH CHAMPAIGN GROWTH AREA



NEIGHBORHOODS

-  Established Neighborhood
-  Emerging Neighborhood
-  City Center Neighborhood
-  University Neighborhood
-  Future Neighborhood (Tier 1)
-  Future Neighborhood (Tier 2)
-  Future Neighborhood (Tier 3)


CENTERS

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-  Employment Center (Tier 3)








COMMUNITY FACILITIES

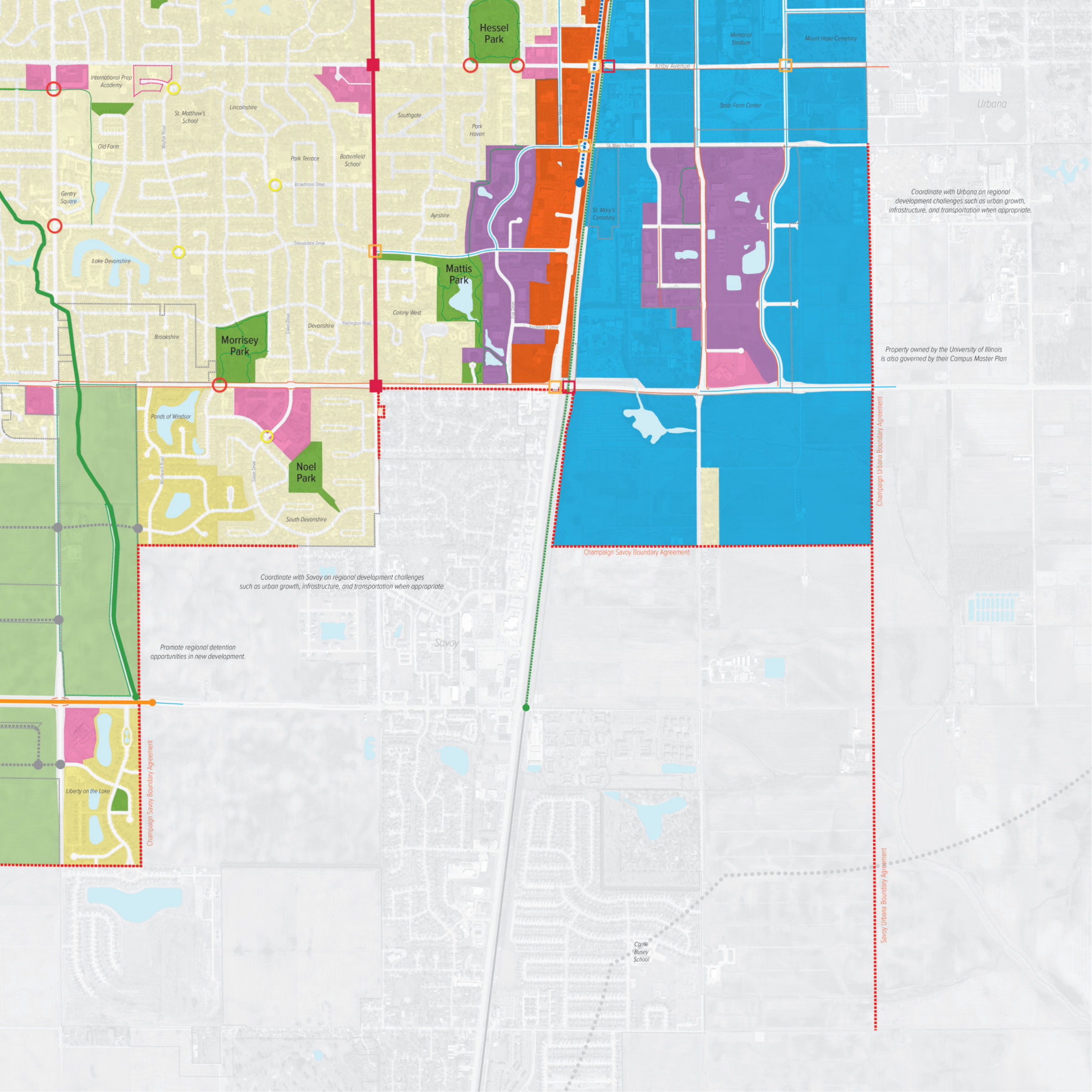
-  Parks and Open Space
-  University or College Campus

PLANNED IMPROVEMENTS

-  Future Road Connections
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-  Future Trail or Greenway
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-  Bridge/Viaduct Improvements
-  Protected Crossing
-  Lighting Improvements

MAP LEGEND

-  Champaign 1.5 Mile ETJ Boundary
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-  Existing Trails



Hessel Park

Memorial Stadium

Mount Hope Cemetery

Urbana

Stalk Farm Center

Coordinate with Urbana on regional development challenges such as urban growth, infrastructure, and transportation when appropriate.

Property owned by the University of Illinois is also governed by their Campus Master Plan

Mattis Park

St. Mary's Cemetery

Morrisey Park

Noel Park

Coordinate with Savoy on regional development challenges such as urban growth, infrastructure, and transportation when appropriate.

Promote regional detention opportunities in new development.

Savoy

Champaign Savoy Boundary Agreement

Champaign Urbana Boundary Agreement

Champaign Savoy Boundary Agreement

Savoy Urbana Boundary Agreement

Carrie Busey School

International Prep Academy

St. Matthew's School

Lincolnshire

Southgate

Park Haven

Gentry Square

Lake Devonshire

Park Terrace

Bottenfield School

Ayrshire

Brookshire

Ponds of Windsor

Devonshire

Colony West

Windsor Road








Eden Drive

South Devonshire










Liberty on the Lake

NORTH PROSPECT COMMERCIAL AREA



NEIGHBORHOODS

-  Established Neighborhood
-  Emerging Neighborhood
-  City Center Neighborhood
-  University Neighborhood
-  Future Neighborhood (Tier 1)
-  Future Neighborhood (Tier 2)
-  Future Neighborhood (Tier 3)




CENTERS

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-  Employment Center (Tier 1)
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-  Employment Center (Tier 3)








COMMUNITY FACILITIES

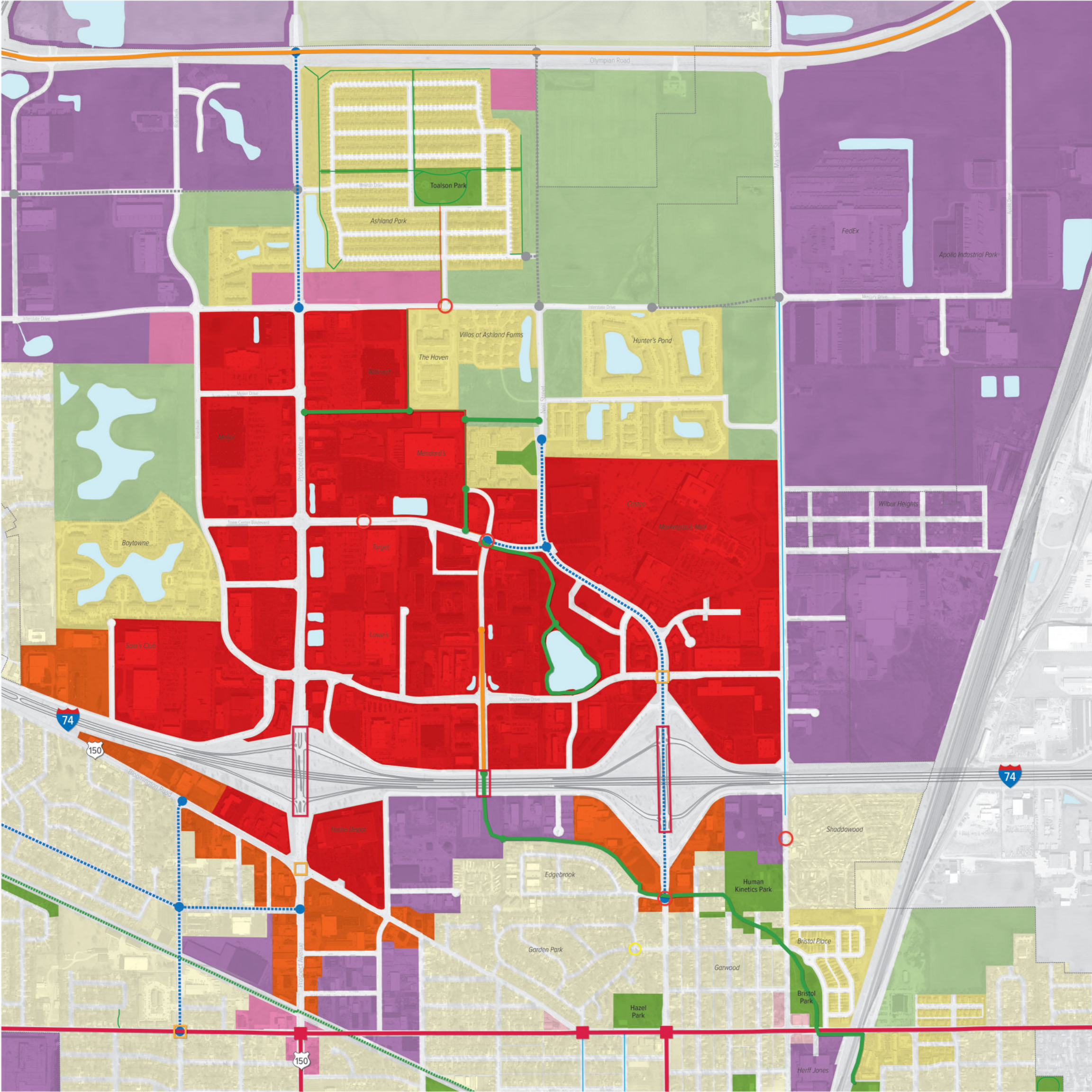
-  Parks and Open Space
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PLANNED IMPROVEMENTS

-  Future Road Connections
-  Future Pedestrian Improvements
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-  Future Trail or Greenway
-  Potential Road Diet
-  Intersection Improvements
-  Bridge/Viaduct Improvements
-  Protected Crossing
-  Lighting Improvements

MAP LEGEND

-  Champaign 1.5 Mile ETJ Boundary
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-  Subdivision Jurisdiction Line
-  Railroads
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-  Existing Trails










CITY CENTER AREA










Note: Property owned by the University of Illinois is also governed by their Campus Master Plan, available at <https://www.uocpres.uillinois.edu/resources/uiucplan>.

Note: There are localized sewerability challenges in the areas surrounding the University of Illinois campus, Midtown and south Downtown. Consult with the Urbana-Champaign Sanitary District when making development plans in these areas.



NEIGHBORHOODS

-  Established Neighborhood
-  Emerging Neighborhood
-  City Center Neighborhood
-  University Neighborhood
-  Future Neighborhood (Tier 1)
-  Future Neighborhood (Tier 2)
-  Future Neighborhood (Tier 3)










CENTERS

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-  Employment Center (Tier 2)
-  Employment Center (Tier 3)








COMMUNITY FACILITIES

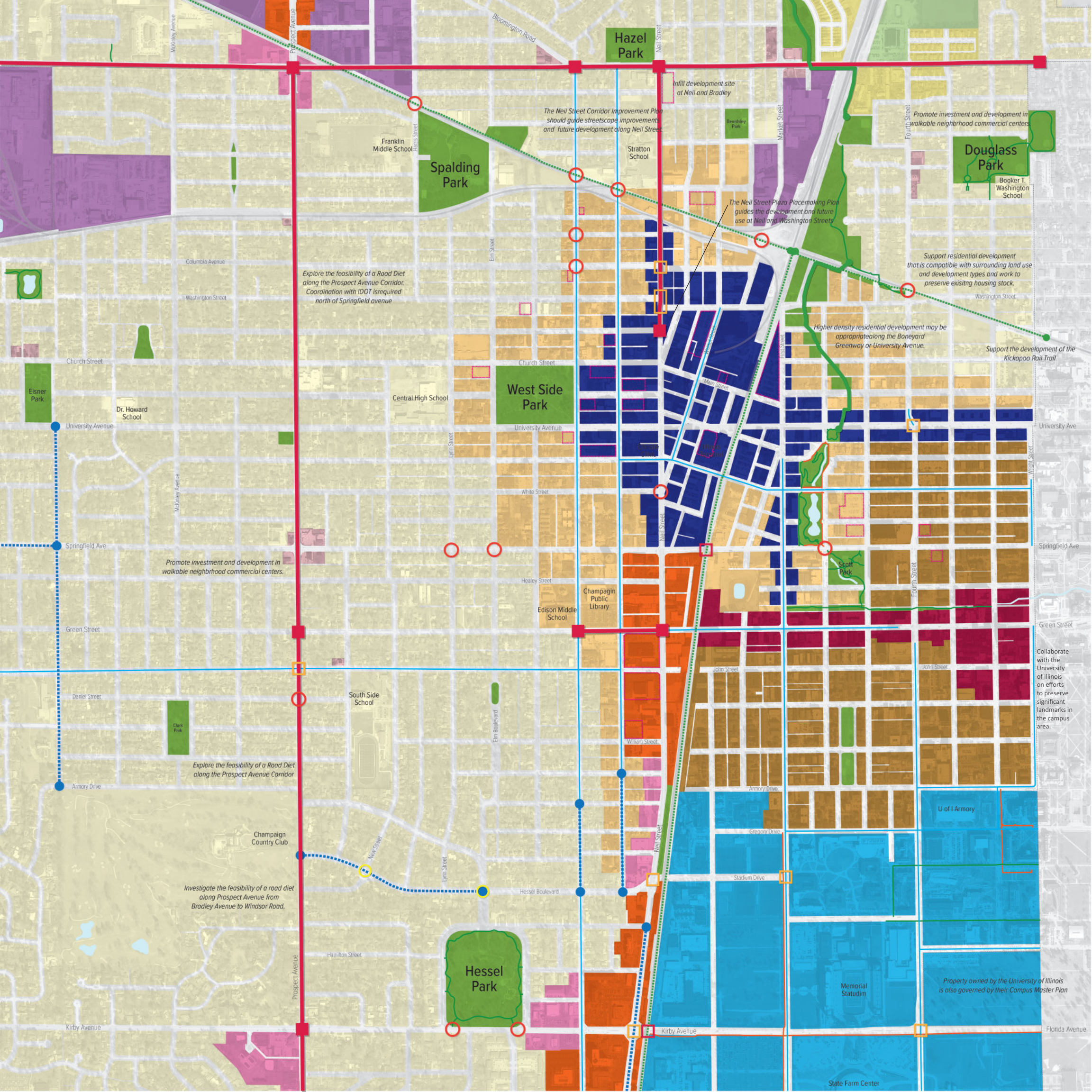
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PLANNED IMPROVEMENTS

-  Future Road Connections
-  Future Pedestrian Improvements
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MAP LEGEND

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-  On-Street Bike Lanes
-  Existing Trails



Hazel Park

Spalding Park

Douglass Park

West Side Park

Hessel Park

Franklin Middle School

Stratton School

Central High School

University Avenue

Dr. Howard School

Edison Middle School

South Side School

Champaign Public Library

U of I Armory

Memorial Stadium

State Farm Center

The Neil Street Corridor Improvement Plan should guide streetscape improvements and future development along Neil Street.

The Neil Street Plaza Placemaking Plan guides the development and future use at Neil and Washington Streets.

Support residential development that is compatible with surrounding land use and development types and work to preserve existing housing stock.

Higher density residential development may be appropriate along the Boneyard Greenway or University Avenue.

Support the development of the Kickapoo Rail Trail

Explore the feasibility of a Road Diet along the Prospect Avenue Corridor. Coordination with IDOT is required north of Springfield Avenue.

Promote investment and development in walkable neighborhood commercial centers.

Explore the feasibility of a Road Diet along the Prospect Avenue Corridor

Investigate the feasibility of a road diet along Prospect Avenue from Bradley Avenue to Windsor Road.

Property owned by the University of Illinois is also governed by their Campus Master Plan

Collaborate with the University of Illinois on efforts to preserve significant landmarks in the campus area.

Infill development site at Neil and Bradley

Promote investment and development in walkable neighborhood commercial centers

Booker T. Washington School

University Ave

Springfield Ave

Green Street

Florida Avenue

Bloomington Road

Neil Street

McKinley Avenue

Prospect Avenue

Edin Street

Columbia Avenue

Washington Street

Church Street

Church Street

University Avenue

McKinley Avenue

Springfield Ave

Green Street

Daniel Street

Armory Drive

South Side School

Edin Boulevard

William Street

John Street

John Street

Armory Drive

Gregory Drive

Stadium Drive

Hamilton Street








Hessel Boulevard

Kirby Avenue










Kirby Avenue

GARDEN HILLS & PARKLAND COLLEGE



NEIGHBORHOODS

-  Established Neighborhood
-  Emerging Neighborhood
-  City Center Neighborhood
-  University Neighborhood
-  Future Neighborhood (Tier 1)
-  Future Neighborhood (Tier 2)
-  Future Neighborhood (Tier 3)




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-  Employment Center (Tier 3)








COMMUNITY FACILITIES

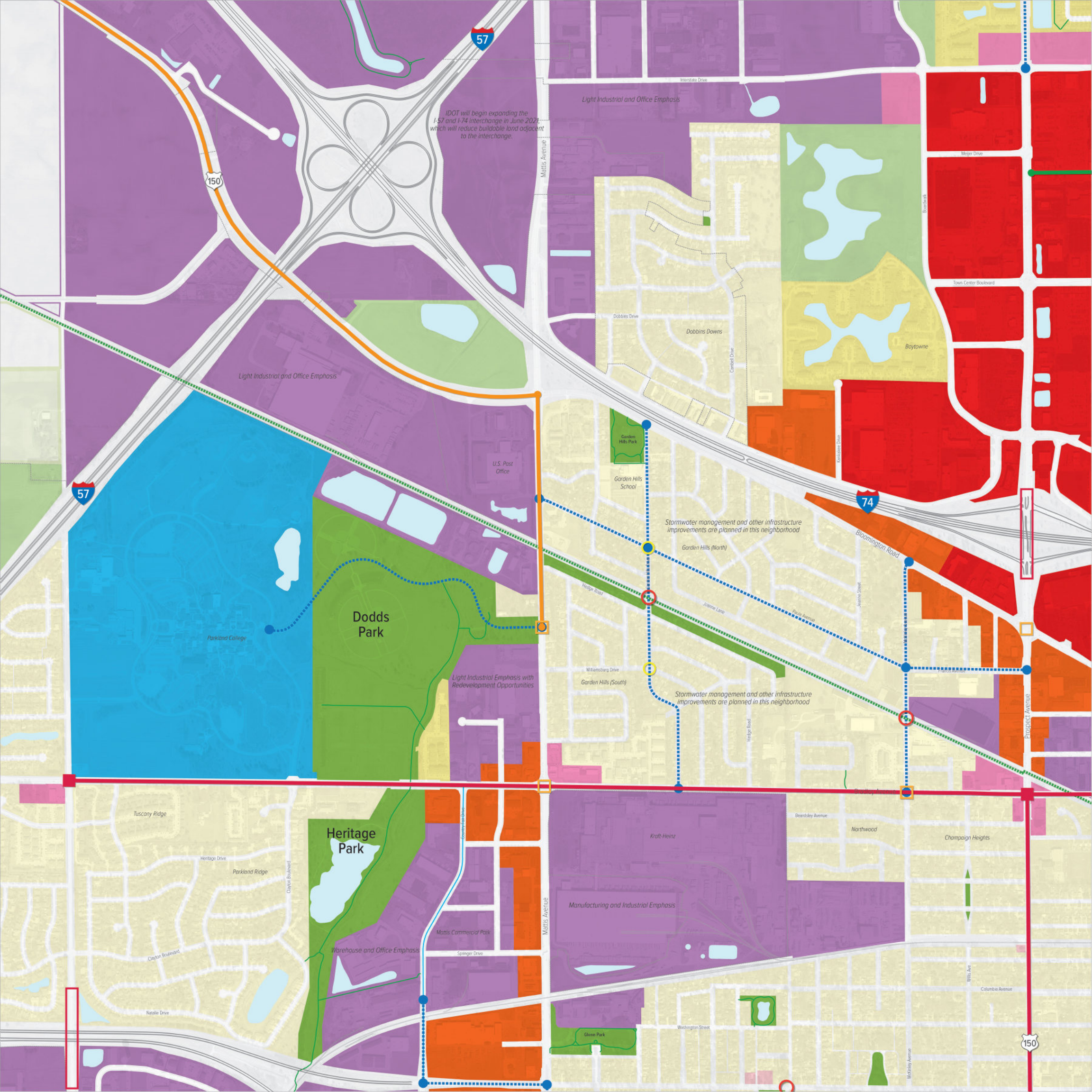
-  Parks and Open Space
-  University or College Campus

PLANNED IMPROVEMENTS

-  Future Road Connections
-  Future Pedestrian Improvements
-  Future Multi-Use Paths
-  Future Trail or Greenway
-  Potential Road Diet
-  Intersection Improvements
-  Bridge/Viaduct Improvements
-  Protected Crossing
-  Lighting Improvements

MAP LEGEND

-  Champaign 1.5 Mile ETJ Boundary
-  Boundary Agreement Line
-  Subdivision Jurisdiction Line
-  Railroads
-  Existing Multi-Use Path
-  On-Street Bike Lanes
-  Existing Trails



57

150

57

74

150

IDOT will begin expanding the I-57 and I-74 interchange in June 2021 which will reduce buildable land adjacent to the interchange.

Stormwater management and other infrastructure improvements are planned in this neighborhood

Stormwater management and other infrastructure improvements are planned in this neighborhood

Light Industrial and Office Emphasis

Light Industrial and Office Emphasis

Light Industrial Emphasis with Redevelopment Opportunities

Manufacturing and Industrial Emphasis

Warehouse and Office Emphasis

Dodds Park

Heritage Park

Garden Hills Park

Garden Hills School

Garden Hills (South)

Garden Hills (North)

Kraft Heinz

Glenn Park

Boytowne

Parkland College

U.S. Post Office

Mottis Commercial Park

Tuscany Ridge

Heritage Drive

Parkland Ridge

Clayton Boulevard

Natalie Drive

Coyne Boulevard

Springer Drive

Mattis Avenue

Washington Street

Beardsley Avenue

Northwood

Champaign Heights

Wills Ave

Columbia Avenue

McKley Avenue

Prospect Avenue

Bloomington Road

Joanna Lane

Paco Avenue

Aprino Street

Hedge Road

Hedge Road

Williamsburg Drive

Dobbinns Drive

Dobbinns Downs

Cambel Drive

Mejer Drive

Town Center Boulevard

Interstate Drive








Bowditch

Kerrisburg Drive










Prospect Avenue

COUNTRY FAIR AREA



NEIGHBORHOODS

- | | |
|--|--|
|  Established Neighborhood |  Future Neighborhood (Tier 1) |
|  Emerging Neighborhood |  Future Neighborhood (Tier 2) |
|  City Center Neighborhood |  Future Neighborhood (Tier 3) |
|  University Neighborhood | |



CENTERS

- | | |
|--|--|
|  Walkable Neighborhood Center |  Employment Center (Tier 1) |
|  Neighborhood Commercial Center |  Employment Center (Tier 2) |
|  Community Commercial Center |  Employment Center (Tier 3) |
|  Regional Commercial Center | |
|  Downtown Center | |
|  Campustown Center | |








COMMUNITY FACILITIES

- | |
|--|
|  Parks and Open Space |
|  University or College Campus |

PLANNED IMPROVEMENTS

- | | |
|--|---|
|  Future Road Connections |  Intersection Improvements |
|  Future Pedestrian Improvements |  Bridge/Viaduct Improvements |
|  Future Multi-Use Paths |  Protected Crossing |
|  Future Trail or Greenway |  Lighting Improvements |
|  Potential Road Diet | |

MAP LEGEND

- | | |
|---|---|
|  Champaign 1.5 Mile ETJ Boundary |  Existing Multi-Use Path |
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|  Railroads | |

