



CHAMPAIGN TOMORROW

2011 Comprehensive Plan



Table of Contents



Champaign City Council

- Jerry Schweighart, Mayor
- Michael La Due, Deputy Mayor
- Thomas Bruno
- Linda Cross
- Marci Dodds
- Deborah Frank Feinen
- Karen Foster
- Kyle Harrison
- Will Kyles

- Steven C. Carter, City Manager
- Dorothy A. David, Asst. City Manager

Champaign Plan Commission

- Terry Dudley, Chairperson
- Jon Bryan
- Paul Cole
- Mark Darling
- Brian DeMuyneck
- John Dodson
- Leonard Heumann
- Robert Miller
- Laurie Reynolds

Champaign Tomorrow Team

- Bruce A. Knight, FAICP, Director
- Rob Kowalski, AICP, Asst. Director
- Zeba Aziz, City Planner
- Lacey Rains Lowe, City Planner
- Mishauno Woggon, City Planner
- Vinod Kadu, Graduate Intern
- Robby Boyer, Graduate Intern

I. INTRODUCTION 3

Letter from Mayor Schweighart.....3
 Purpose of the Comprehensive Plan.....4
 History of Comprehensive Planning.....5
 Comprehensive Plan Elements.....8
 Update Process.....10
 Planning Framework.....12
 Building a Complete Community.....14

II. VISION & GUIDING PRINCIPLES 17

Assembling of the Vision & Guiding Principles.....18
 Vision & Guiding Principles Summary.....18
 Growing City.....20
 Sustainable City.....26
 Complete Neighborhoods.....30
 Community Identity.....34
 Healthy Community.....40
 Complete Public Facilities.....44

III. FUTURE LAND USE 51

Future Land Use Categories.....52
 Neighborhoods.....54
 Centers.....58
 Community Destinations.....62
 Growth Area Criteria.....64
 Street Classification Descriptions and Maps.....66
 Future Land Use Maps.....69
 Growth Area A - L.....71
 City Map.....95

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



In our next 20 years...

Champaign yesterday, today and tomorrow



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

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

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

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

Mayor Gerald Schweighart

The Purpose of the Comprehensive Plan

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

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



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

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

The Functions of a Comprehensive Plan:

ESTABLISHES A COMMUNITY VISION:

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

ANTICIPATES THE FUTURE NEEDS OF THE COMMUNITY:

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

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

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

Where We Have Been...

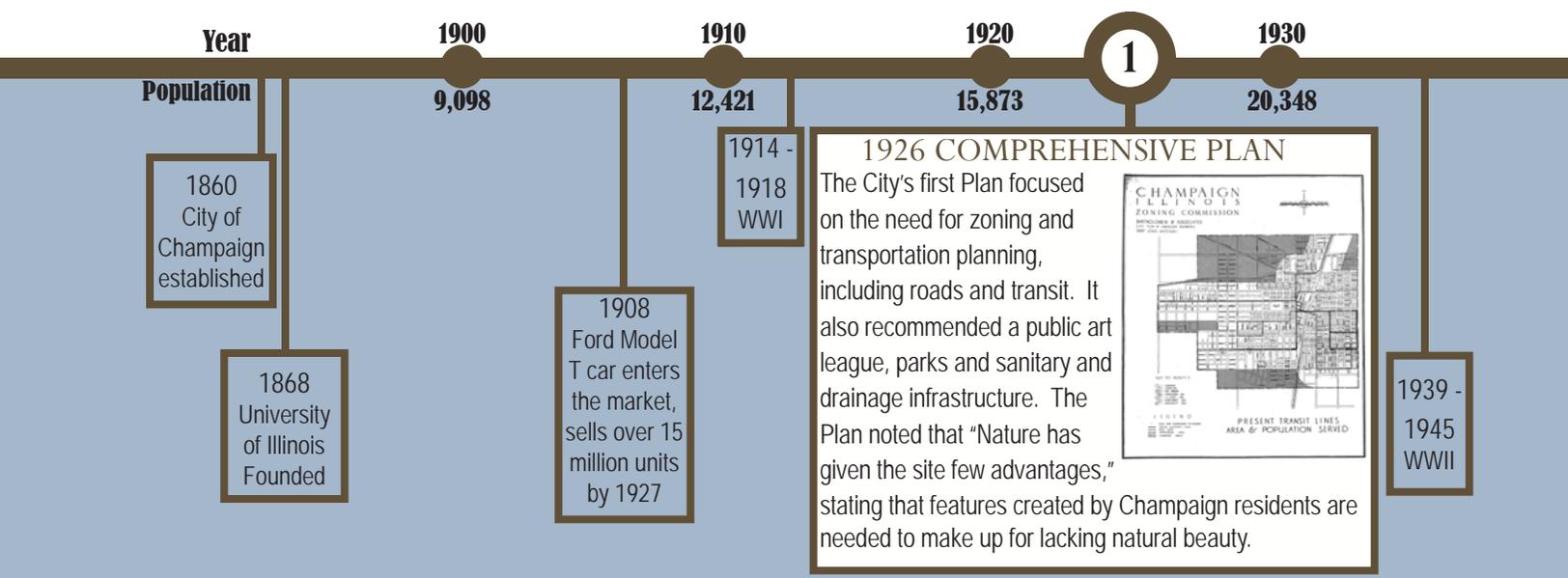


Bruce Knight, FAICP has been Planning Director for the City of Champaign since November 1988. Bruce is currently serving as President of the American Planning Association, sharing his knowledge of the planning profession worldwide.

A history of planning in Champaign

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

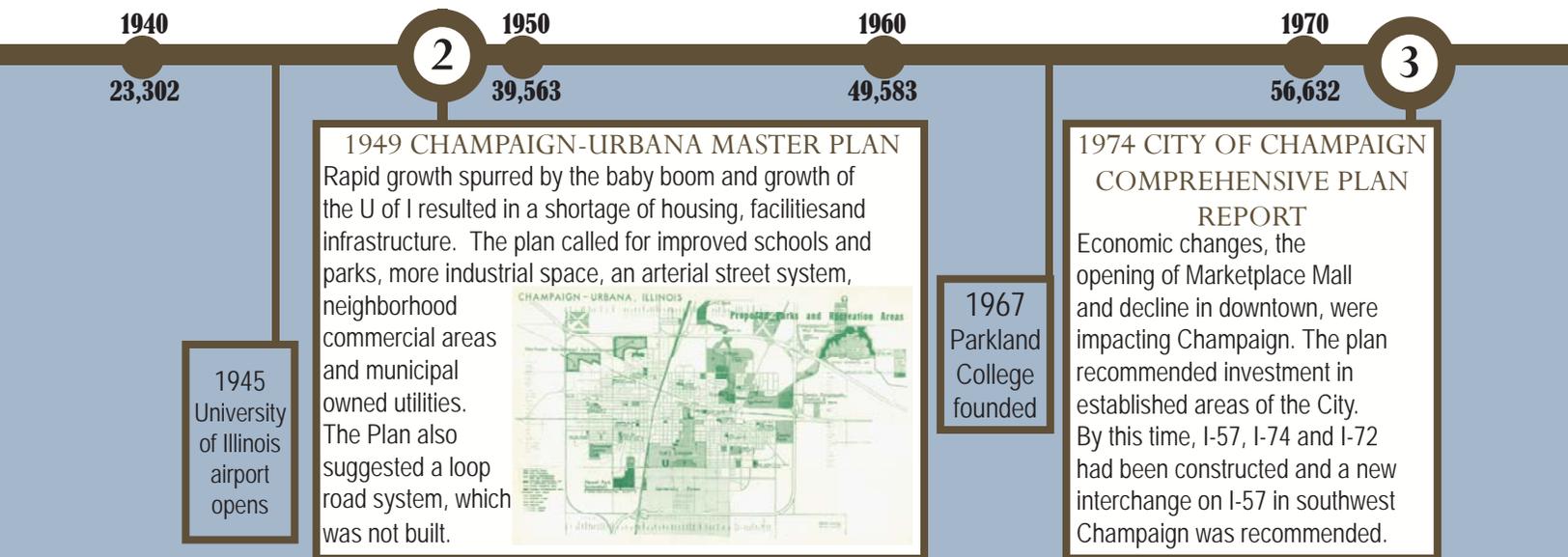
The many mentions of the importance of maintaining the vitality of Downtown, and then reestablishing the vitality of Downtown are also significant. As of the 1974 Comprehensive Plan, Downtown maintained almost 35 percent of all employment in the community. However significant changes were occurring with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



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

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

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



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

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

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

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

1980

4

58,133

1980 COMPREHENSIVE PLAN LAND USE ELEMENT

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

1990

5

63,502

1992 DESTINATION CHAMPAIGN 21ST CENTURY

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

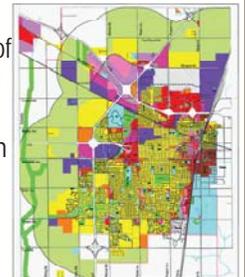
2000

6

67,959

2002 COMPREHENSIVE PLAN

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



2010

81,055

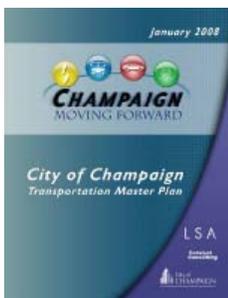
The Comprehensive Plan ‘Elements’

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



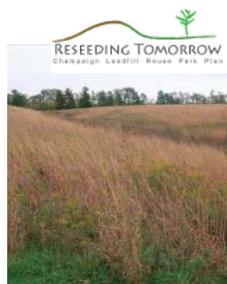
BRISTOL PARK NEIGHBORHOOD PLAN, 2011

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



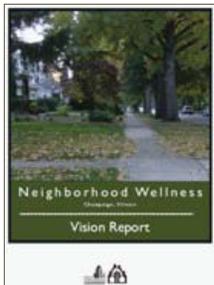
CHAMPAIGN MOVING FORWARD, TRANSPORTATION PLAN, 2008

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



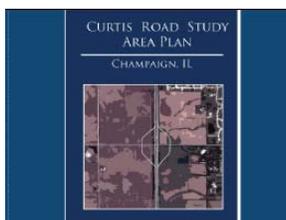
RESEEDING TOMORROW, LANDFILL REUSE PARK PLAN, 2008

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



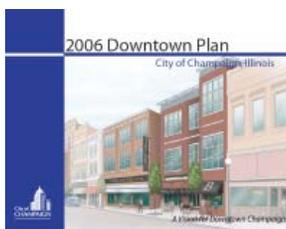
NEIGHBORHOOD WELLNESS VISION REPORT, 2008

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



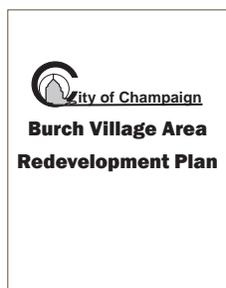
CURTIS ROAD INTERCHANGE MASTER PLAN, 2007

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



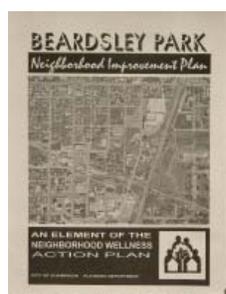
DOWNTOWN PLAN, 2006

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



BURCH VILLAGE AREA REDEVELOPMENT PLAN, 2003

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



BEARDSLEY PARK NEIGHBORHOOD PLAN, 1995

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

The Process:

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

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

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

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

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

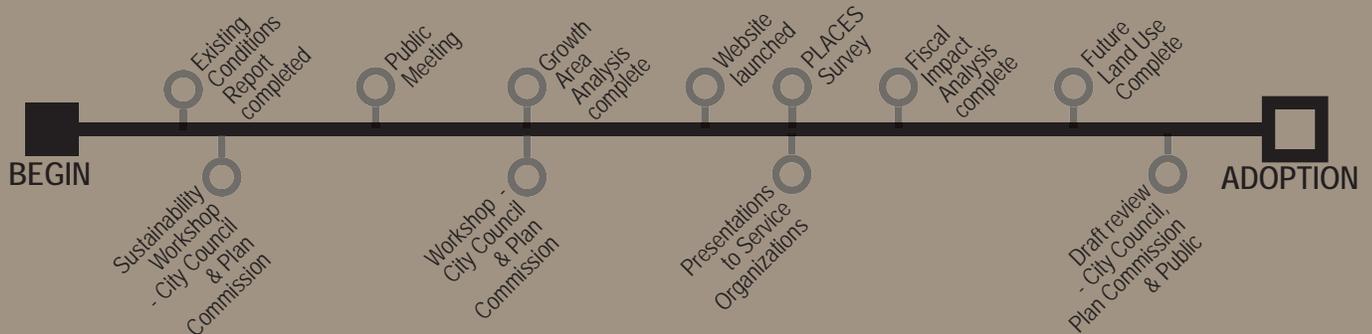
Vision & Guiding Principles. The input generated by the PLACES Survey was used in the creation of the Vision and Guiding Principles of the Plan. There are six vision statements and each vision statement has three to five guiding principles that help guide subsequent actions. Each chapter includes relevant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

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

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

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

Comprehensive Plan Completion Timeline:



Summary of the Public Input Process:

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

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

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

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

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

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

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

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

Planning Framework

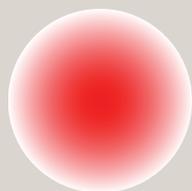
An effective plan for the growth of the City must integrate both land use and transportation issues. Recognizing this, the City's Transportation Master Plan, 'Champaign Moving Forward' brought forth the idea of an urban pattern of connected neighborhoods and nodes for the City. This idea also forms the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

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

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

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

Centers



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

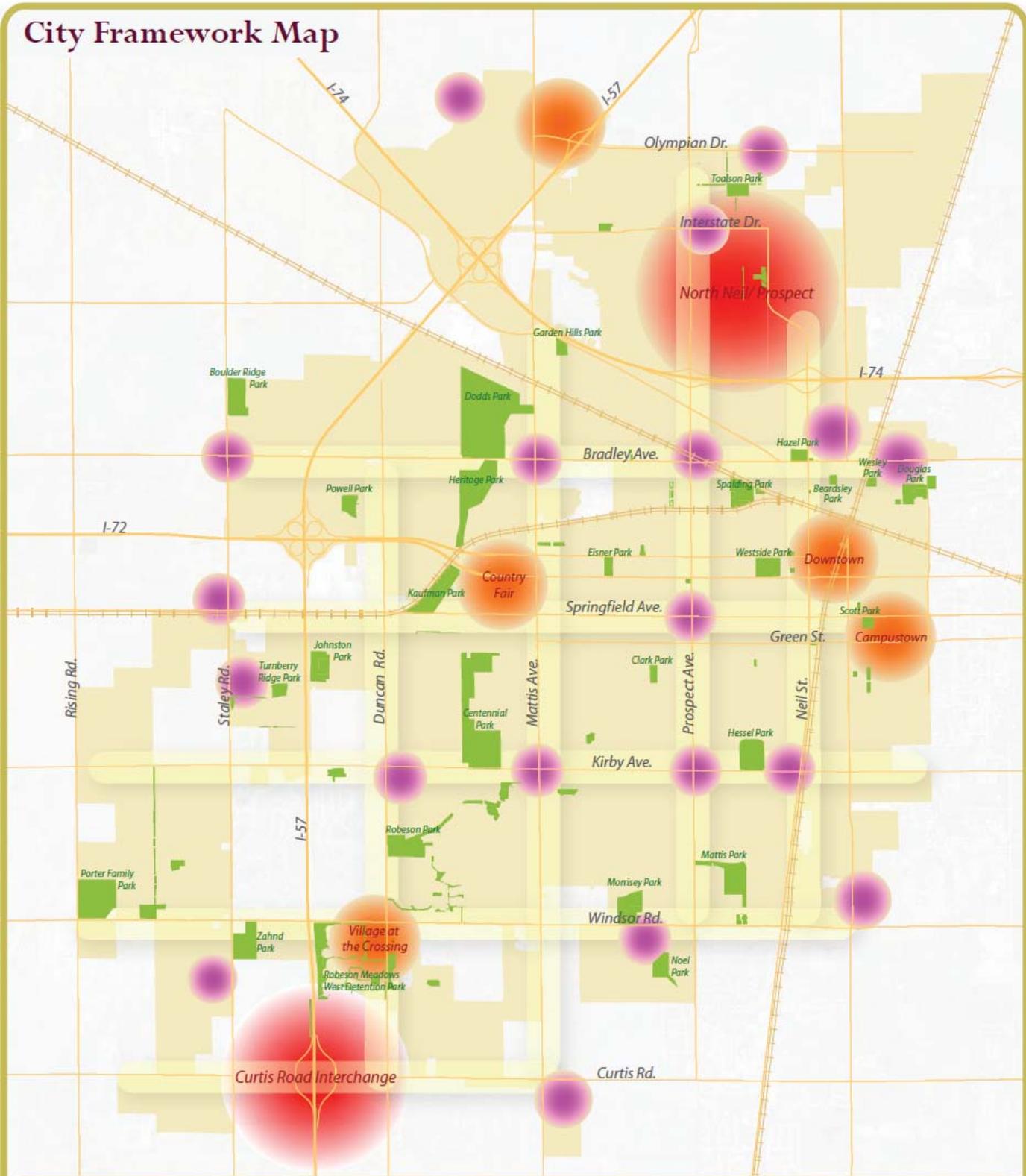


Community - The Community Center is a bigger commercial center that caters to the needs of the entire community and may include uses such as restaurants, offices, bowling alleys, copy and printing businesses, small retail stores, a grocery store etc. Community Commercial Centers are few in number, present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



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

City Framework Map



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

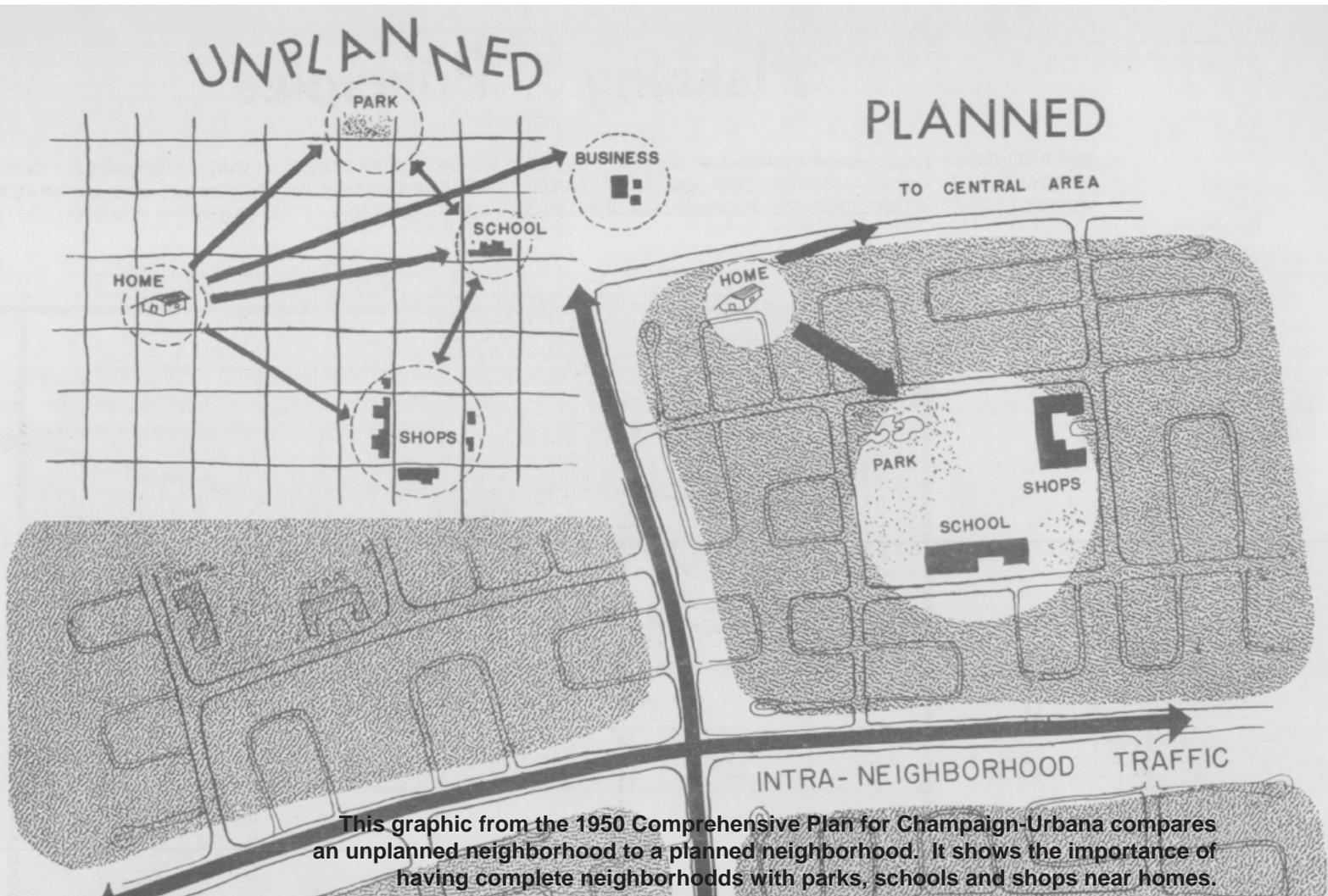
Building a “Complete” Community

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

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

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

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



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

COMPLETE NEIGHBORHOODS

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

Elements of a Complete Neighborhood:

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



COMPLETE STREETS

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

Elements of Complete Streets:

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



COMPLETE PUBLIC FACILITIES

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

Elements of Complete Public Facilities:

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



