

Future Land Use



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

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

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

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

Future Land Use Categories:

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

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

Neighborhoods:

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

Centers:

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

Community Destinations:

- Campus
- Civic
- Community Attraction



Urban Neighborhood: Townhomes surround a neighborhood park



Neighborhoods:

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

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



Established Neighborhoods

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



New Neighborhoods

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

Urban Neighborhoods

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



University Neighborhood

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



Neighborhood Commercial

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



Parks and Trails

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



Neighborhoods Design Expectations:

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



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



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



Complete Neighborhood Example:

Neighborhood is adjacent to regional park

Connected streets

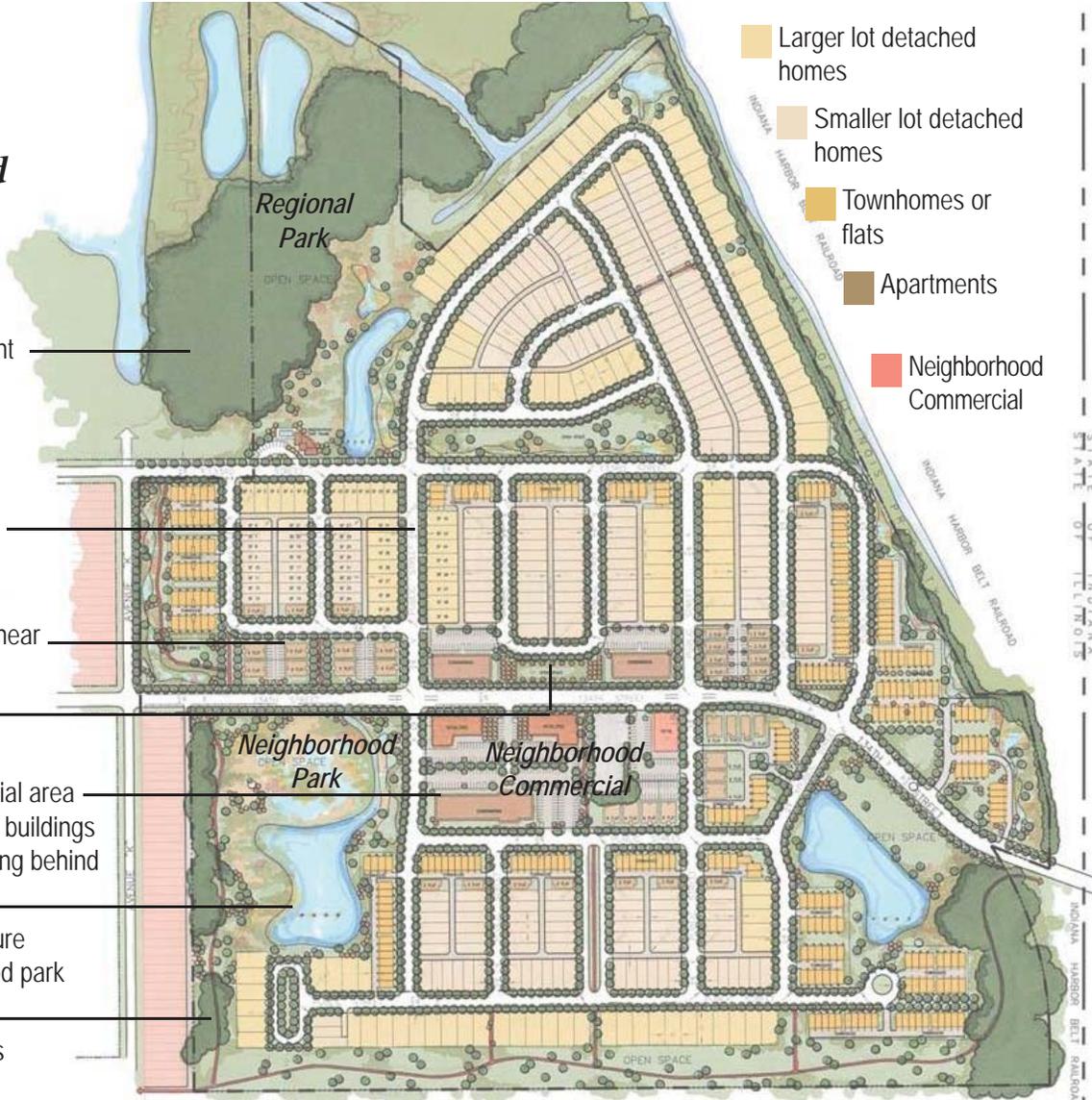
Higher density housing near commercial area

Public plaza

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

Integrated stormwater becomes desirable feature adjacent to neighborhood park

Trail connections link parks, commercial areas and nearby destinations



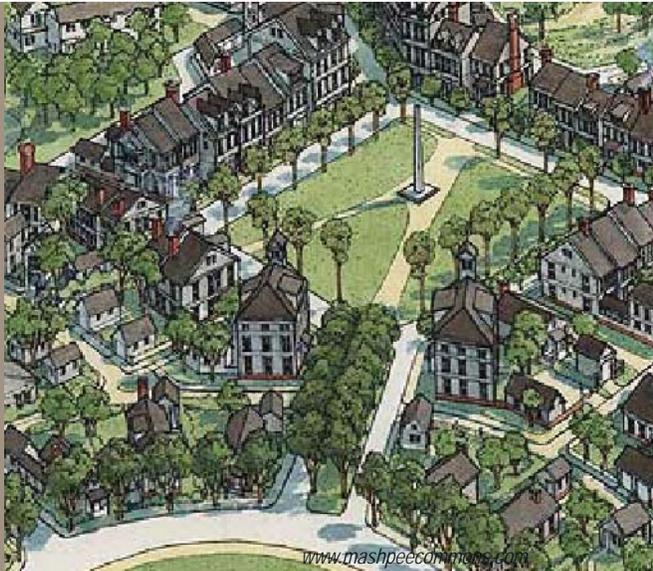
www.134thstreet.com



www.abbey-associates.com

Neighborhood Parks:
Attached homes overlooking a neighborhood park.

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



www.mashpeecommons.com

Centers:

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

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



Regional Commercial Centers:

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



Community Commercial Centers:

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

Employment Centers

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



Downtown

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



Campustown

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



Centers

Design Expectations:

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



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



Center Design Example:



Burr Ridge Village Center Plan

- Shared parking lots behind buildings
- Well-placed streets and pedestrian corridors allow circulation and access to parking lots
- Corner 'bulb-outs' protect pedestrians
- Intersection framed by buildings "pulled up" to street
- Buildings organized around central public street
- Bio-retention area absorbs stormwater
- Public plaza
- Upper level offices or residential



Burr Ridge Village Center Plan



www.legacyvillageinc.com

Community Destinations:

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

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



Campus:

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



Civic:

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



Community Attraction:

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



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



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



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



Community Destinations Design Expectations:

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

Growth Area Criteria:

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

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

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

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



Growth Area Criteria Table:

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

Street Classification Descriptions and Maps:

1. Principal Arterials

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

2. Minor Arterials

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

3. Major Collectors

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

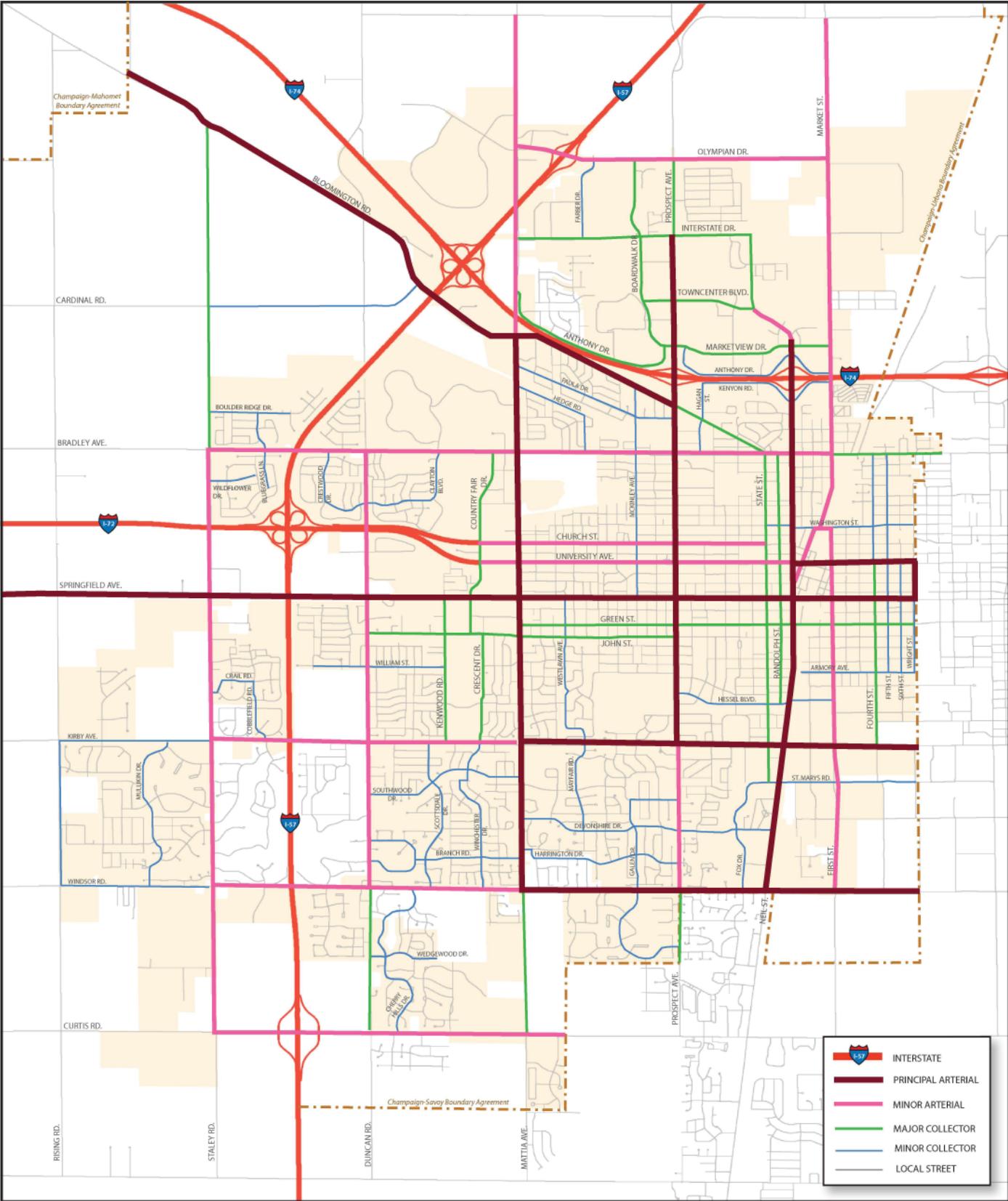
4. Minor Collectors

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

5. Local Streets

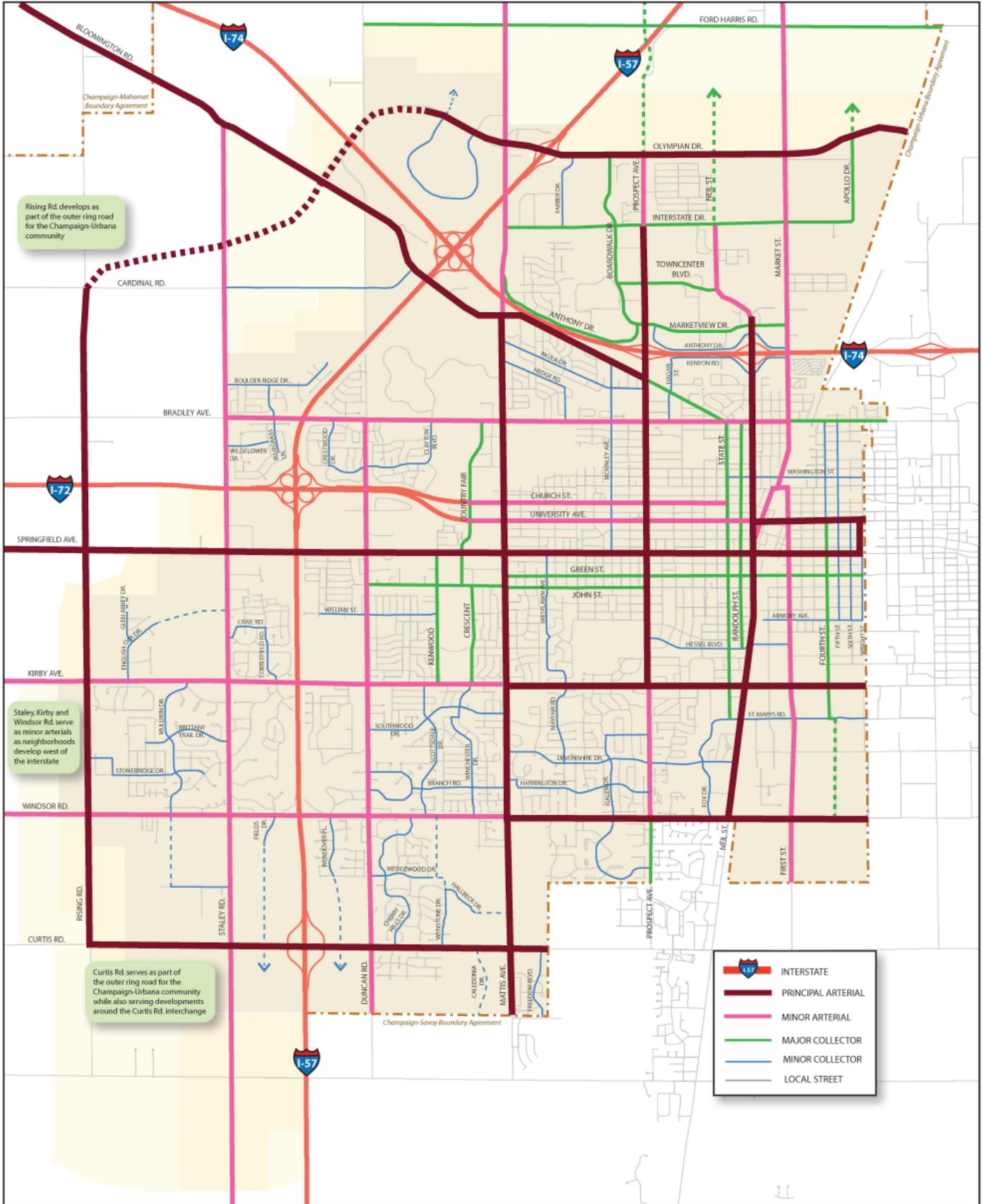
This is the lowest classification of streets. Local streets provide a high level of access to abutting land but limited mobility. They function primarily to serve local traffic circulation and land access. They also customarily accommodate shorter trips and have lower traffic volumes and lower speeds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

FUNCTIONAL STREET CLASSIFICATION - Existing





FUNCTIONAL STREET CLASSIFICATION - Proposed



Future Land Use Maps:

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

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

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

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

How to use the Future Land Use Maps:

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

