

Growth Area A North Champaign

Opportunities and Challenges:

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

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

Infrastructure and Public Services:

Sanitary Sewers:

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

Roads:

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

Transit:

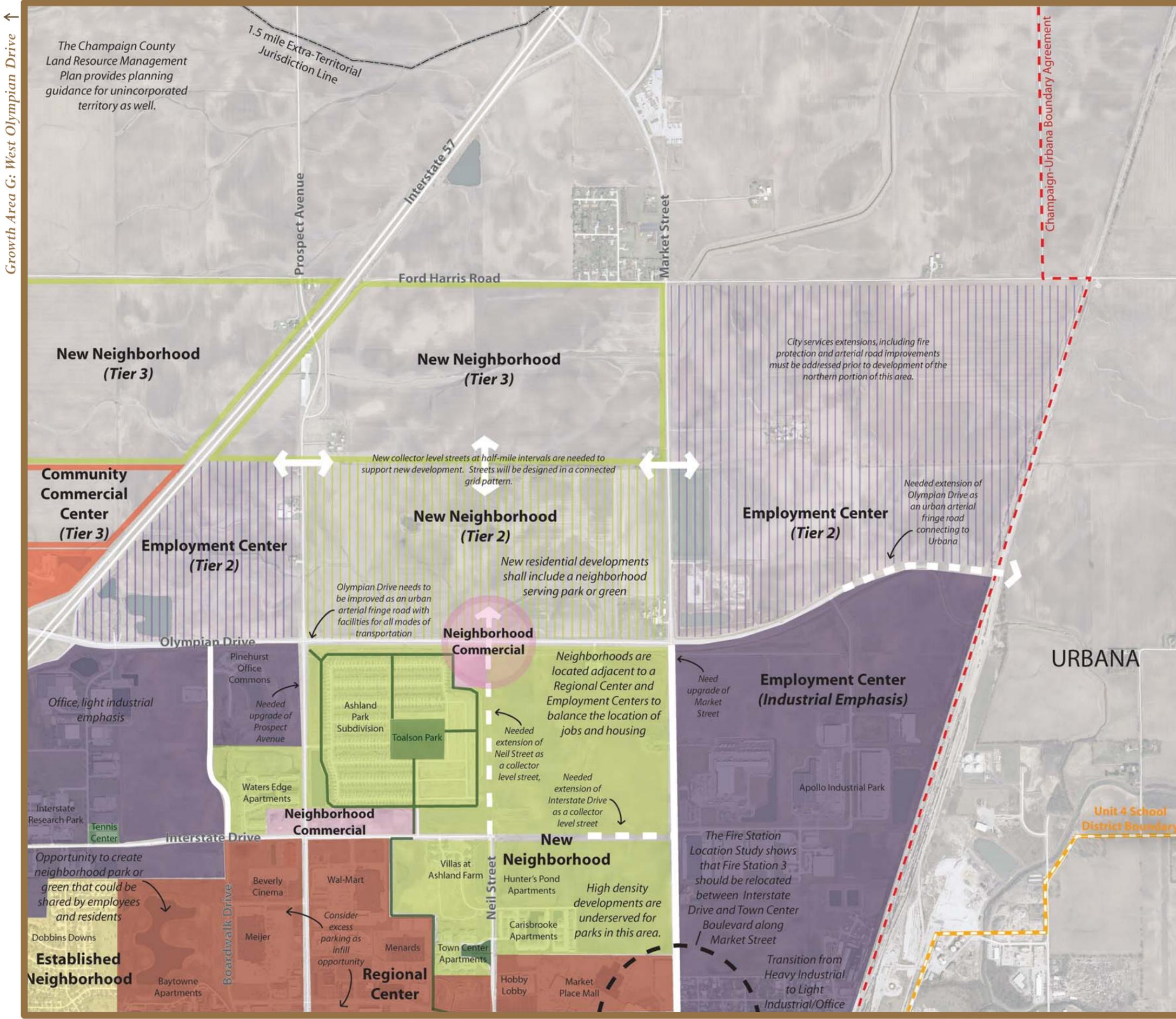
Residential and employment developments north of Interstate Drive have limited service by the Champaign-Urbana Mass Transit District (CUMTD) Red, Lavender and Blue lines as of 2010. Commercial areas south of Interstate Drive have higher levels of service.

Fire Protection:

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

Parks and Trails:

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



Growth Area G: West Olympian Drive

Area G, North Prospect Regional Center



Growth Area B West Olympian Drive

Opportunities and Challenges:

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

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

Infrastructure and Public Services

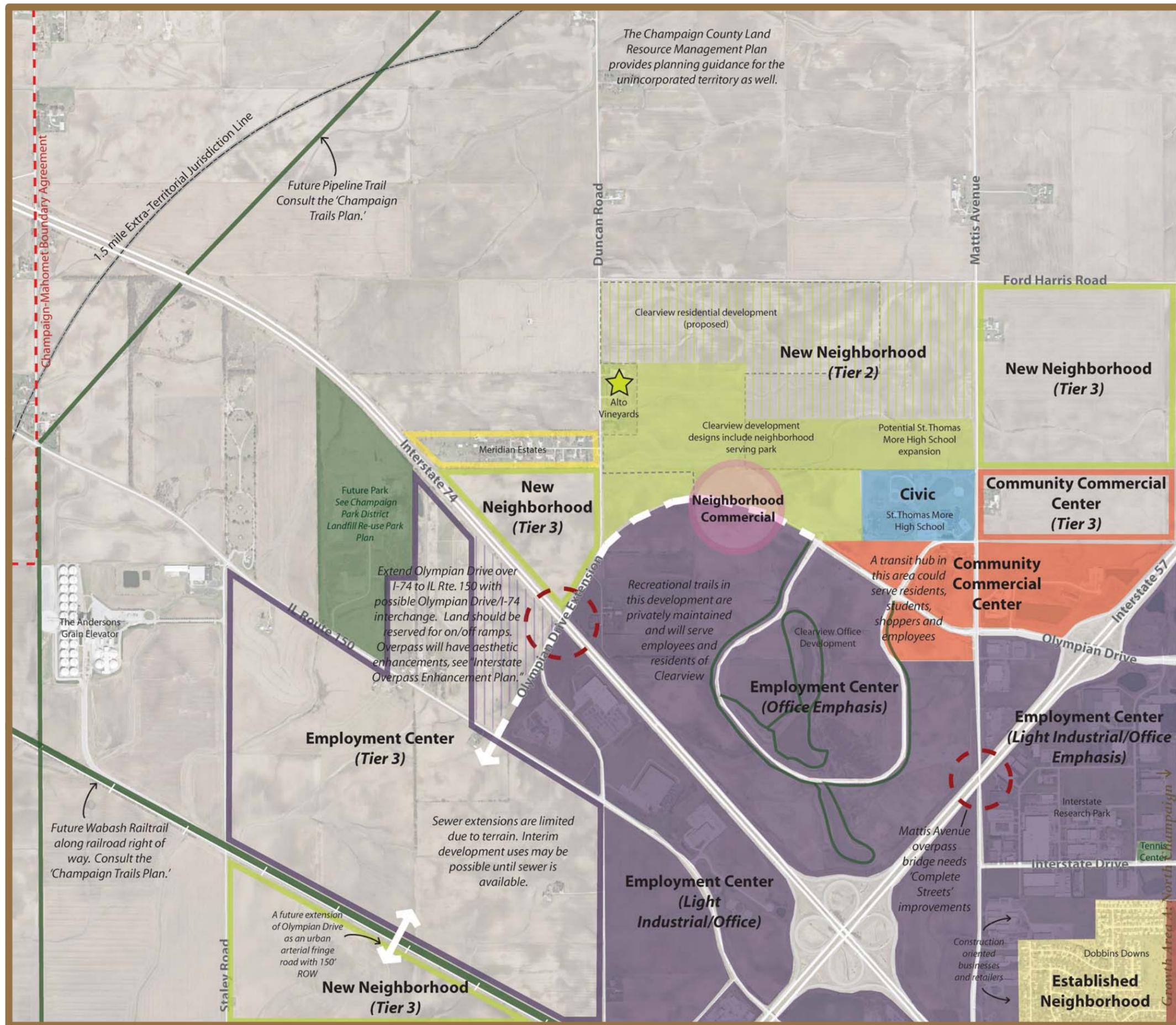
Sanitary Sewers:
Because of topography issues, this area becomes very difficult and expensive to sewer outside the designated growth areas. Areas designated Tier 2 need sewer extensions prior to development, but can be served by gravity. Extending sewer service into areas designated Tier 3 is not feasible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

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

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

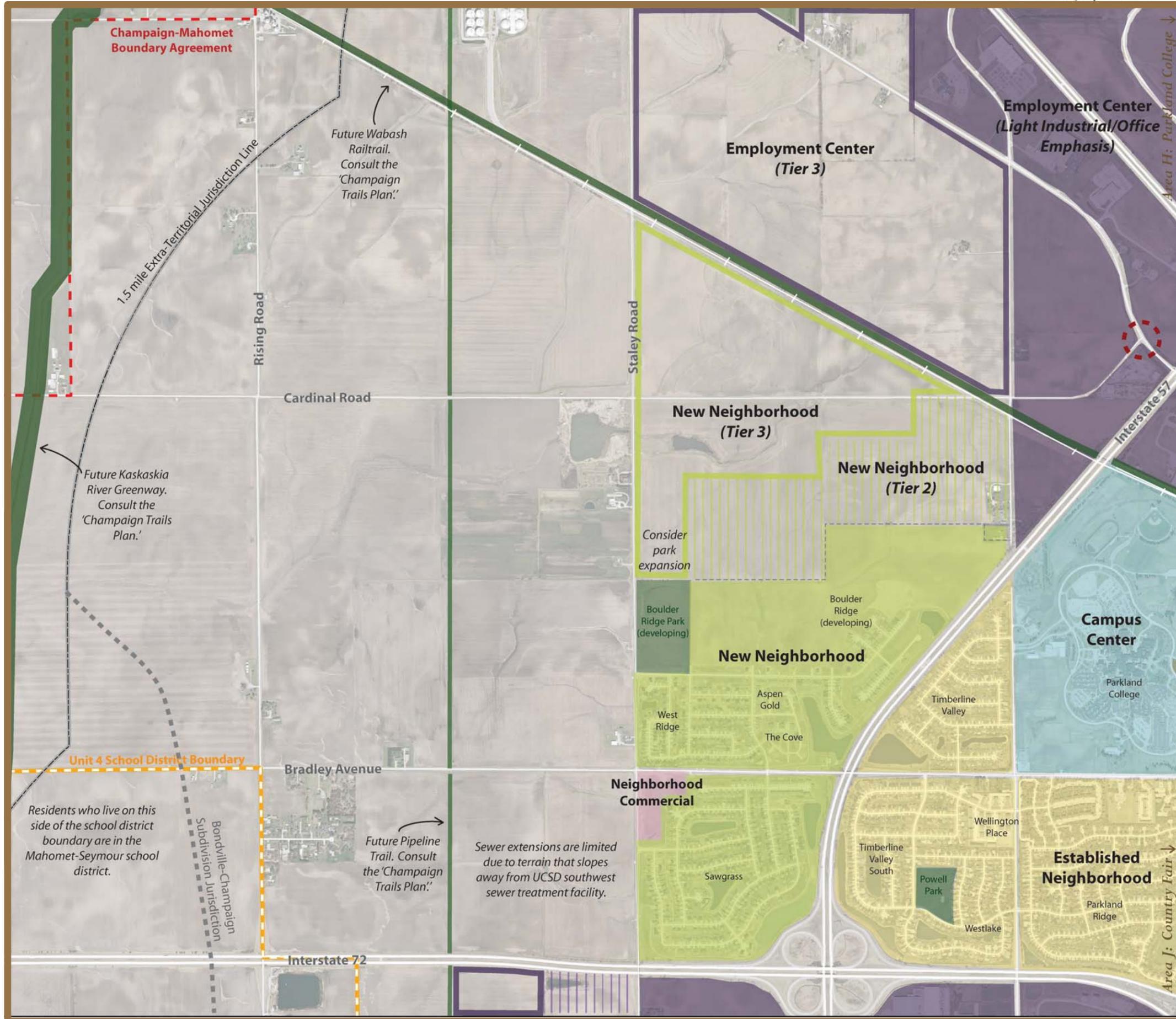
Fire Protection:
Fire Station 5 and a relocated Fire Station 3 in Growth Area A can provide coverage of this area.

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



Area C: West Champaign ↓





Growth Area C

West Olympian Drive

Opportunities and Challenges

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

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

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

Infrastructure and Public Services

Sanitary Sewers:

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

Roads:

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

Transit:

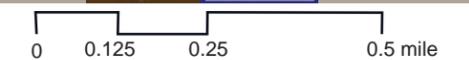
Limited weekday transit service along Bradley Avenue to the Sawgrass neighborhood is provided by the CUMTD Brown line as of 2010.

Fire Protection:

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

Parks and Trails:

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



Growth Area D West Kirby Avenue

Opportunities and Challenges

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

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

Infrastructure and Public Services

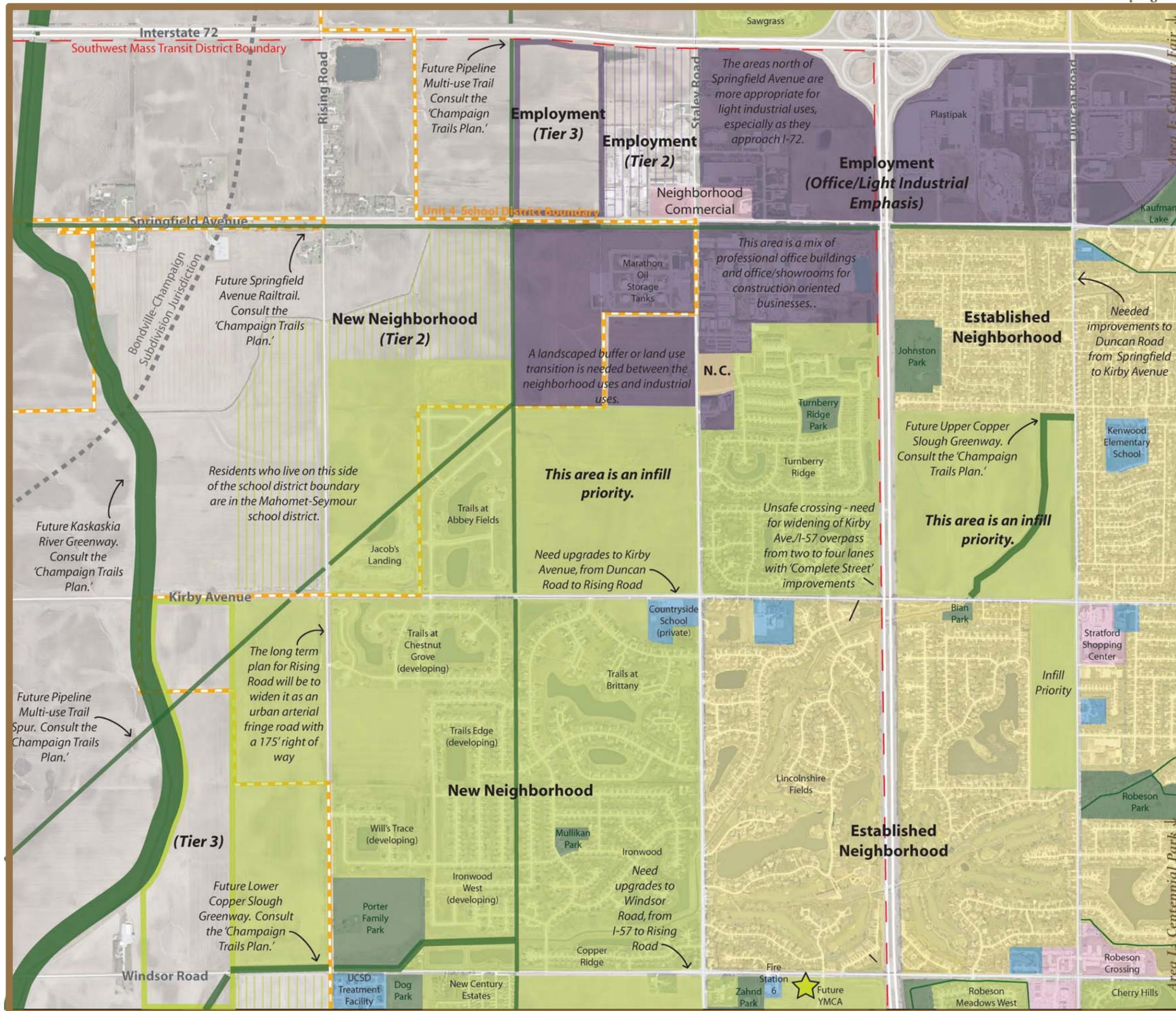
Sanitary Sewers: Sanitary sewer service is available throughout most of this growth area. This area has large parcels for infill development, neighborhoods that are under construction and properties that are approved for development but not yet built. Development of these properties is a priority and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

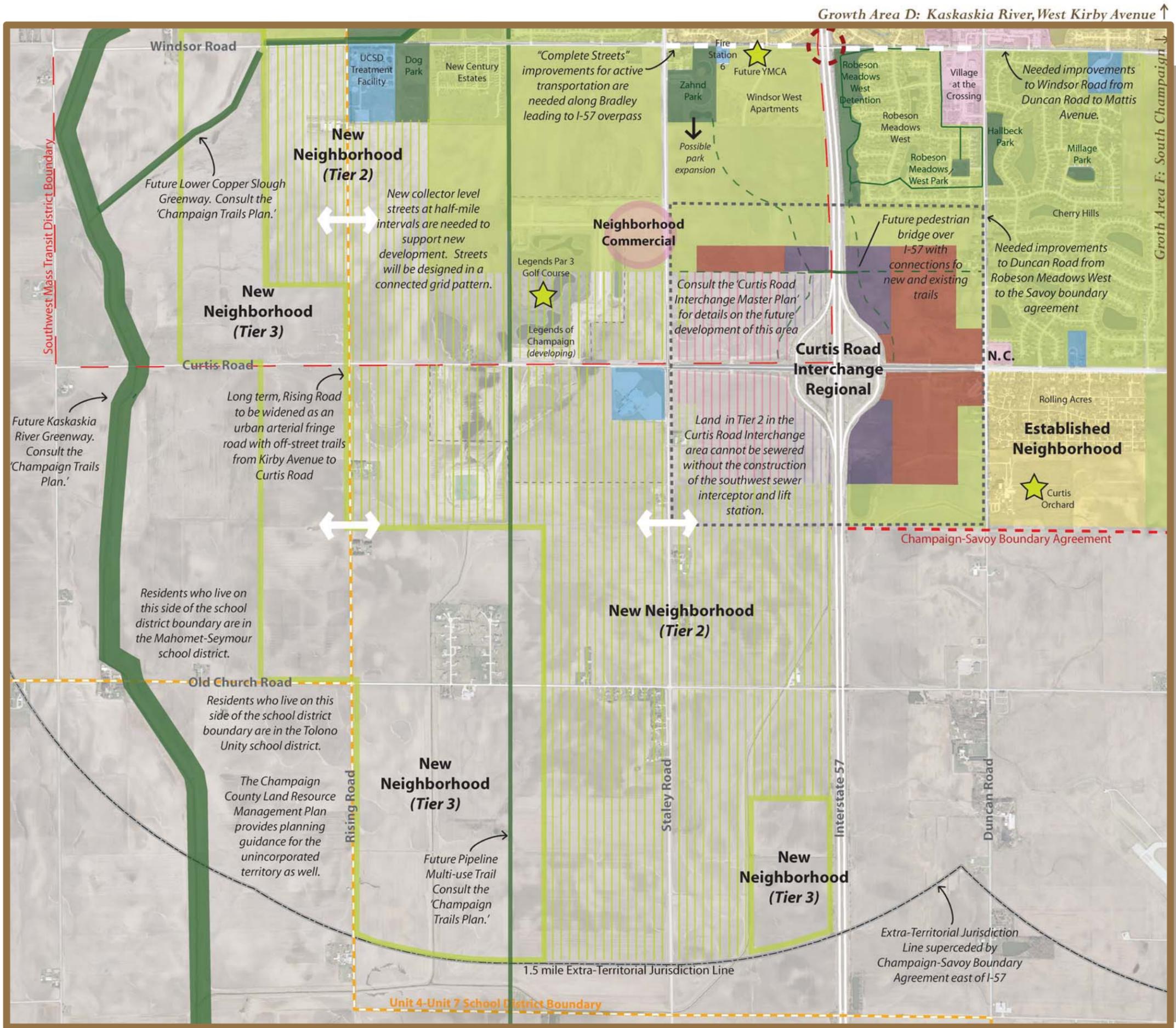
Roads: Over 9 lane miles of arterial road improvements to Duncan Road, Kirby Avenue, Windsor Road and Rising Road are needed in this growth area. The I-57 overpasses at Kirby Avenue and Windsor Road need improvements. The Kirby Avenue overpass is a priority for widening to four lanes in the future.

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

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

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





Growth Area E Southwest Champaign

Opportunities and Constraints

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

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

Infrastructure and Public Services

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

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

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

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

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

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



Growth Area E: Southwest Champaign ↑



Growth Area F South Champaign

Opportunities and Challenges

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

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

Infrastructure and Public Services

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

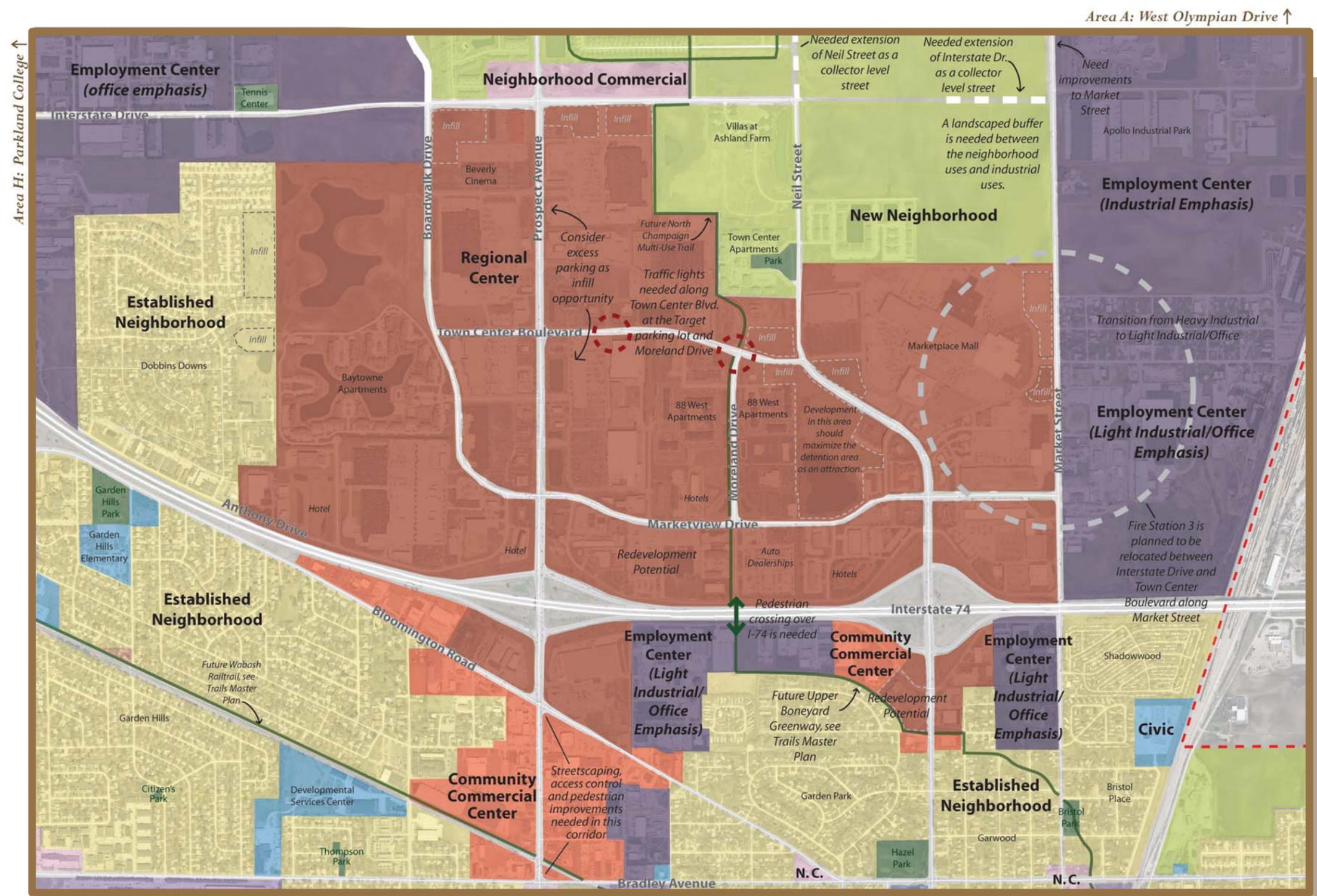
Roads:
There are over two miles of arterial road improvement needs on Mattis Avenue and Windsor Road.

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

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

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





Area G

North Prospect Regional Center

Opportunities and Challenges

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

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

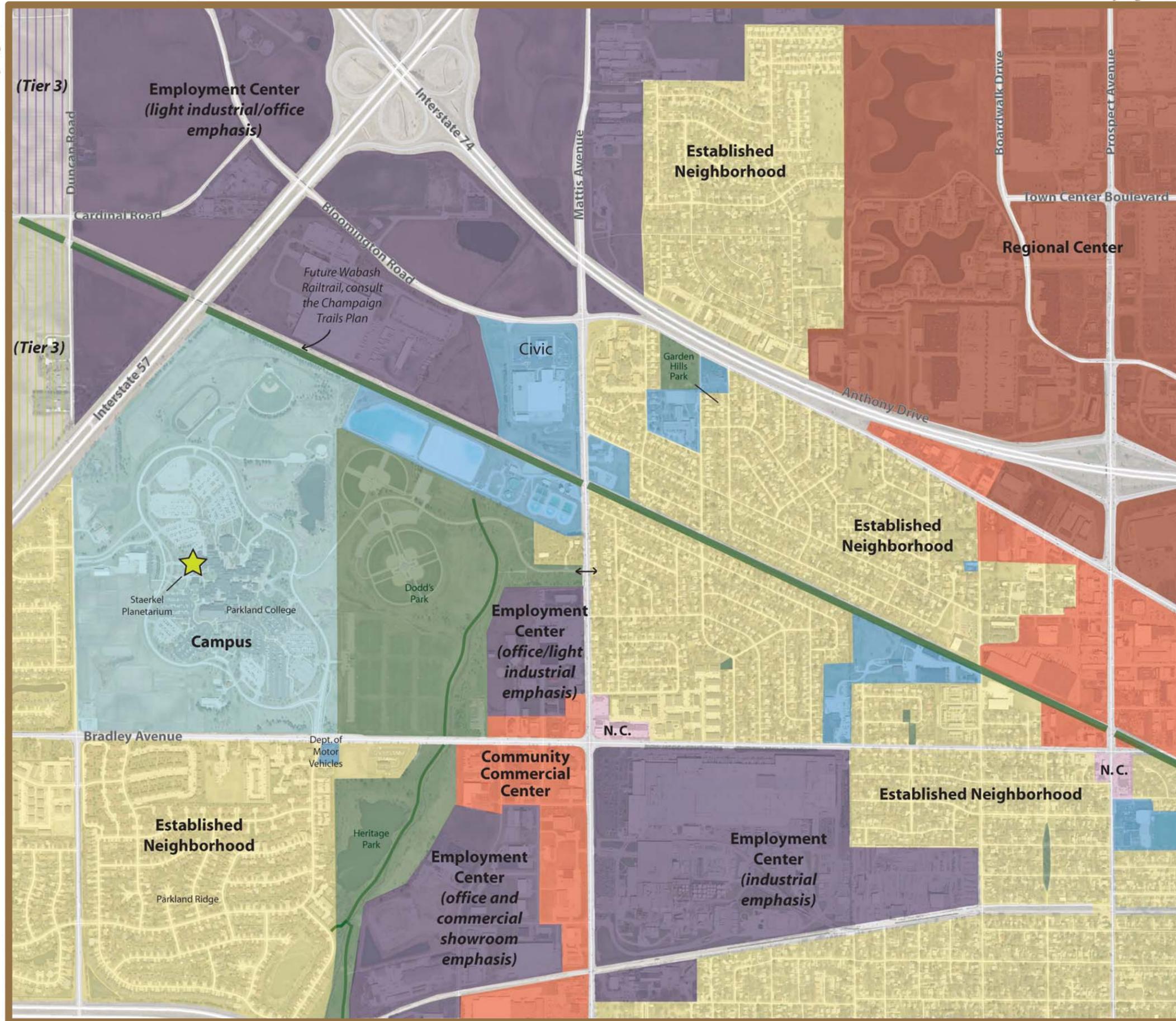
Access to the North Prospect Regional Center from areas south of I-74 is limited by the overpasses at Neil and Prospect, making Market Street a key thoroughfare for bicyclists, pedestrians and emergency responders. Improvements to Market Street and the construction of a pedestrian only bridge over I-74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

Neighborhood Overview

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

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





Area H

Parkland College, Kraft Foods

Opportunities and Challenges

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

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

Neighborhood Overview

Dobbins Downs:

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

Garden Hills:

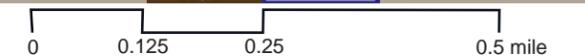
The Garden Hills area features one-story homes built in the 1950's and 1960's, as well as apartment complexes. Streets in this area do not have sidewalks. In the 2008 Neighborhood Wellness Plan, Garden Hills was described as needing property and infrastructure improvements. Connectivity north and south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

Willis Park/Champaign Heights:

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

Parkland Ridge:

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



Area J

Country Fair, West Springfield Ave.

Opportunities and Challenges:

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

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

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

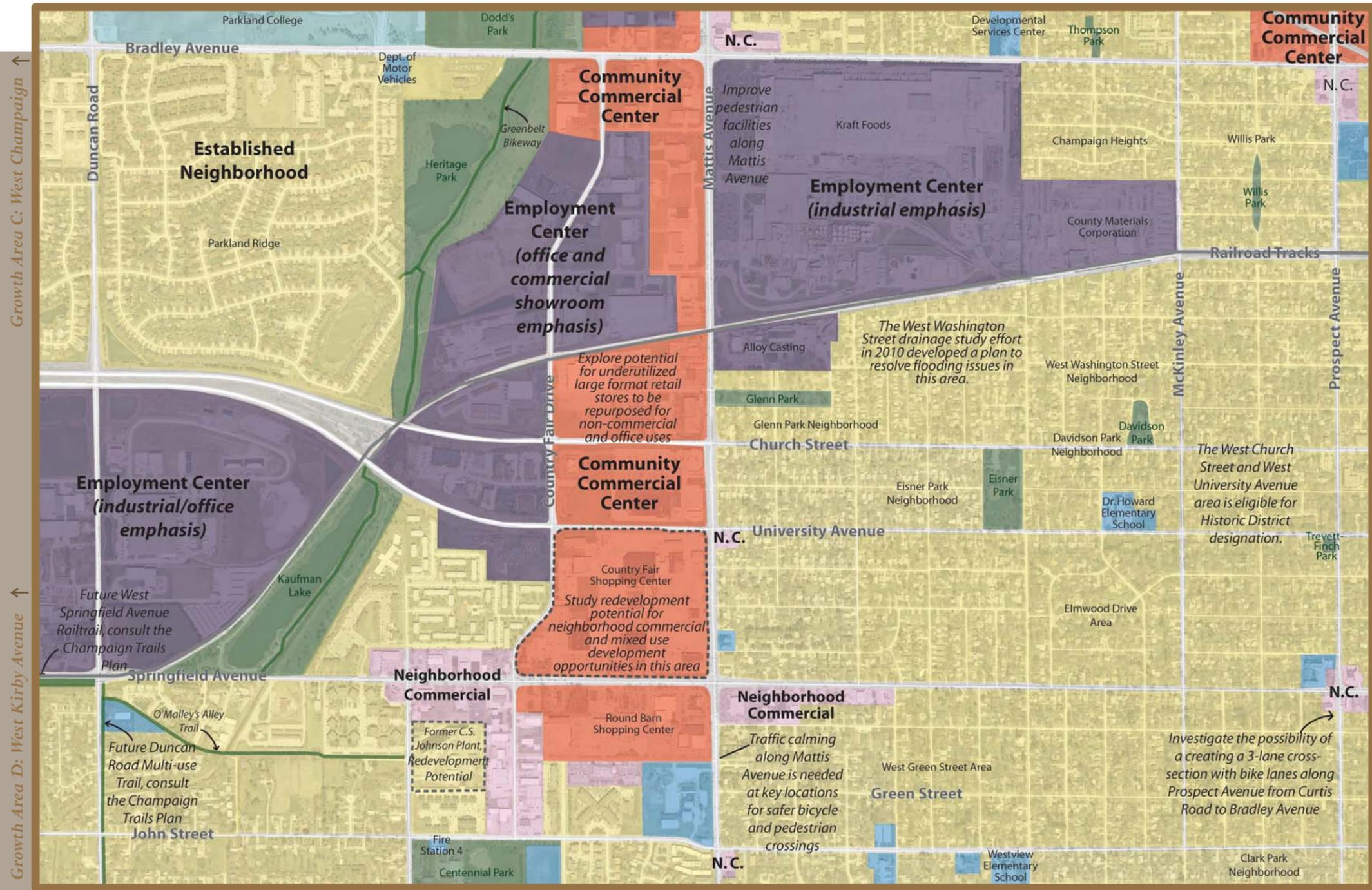
Opportunities and Challenges:

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

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

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

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

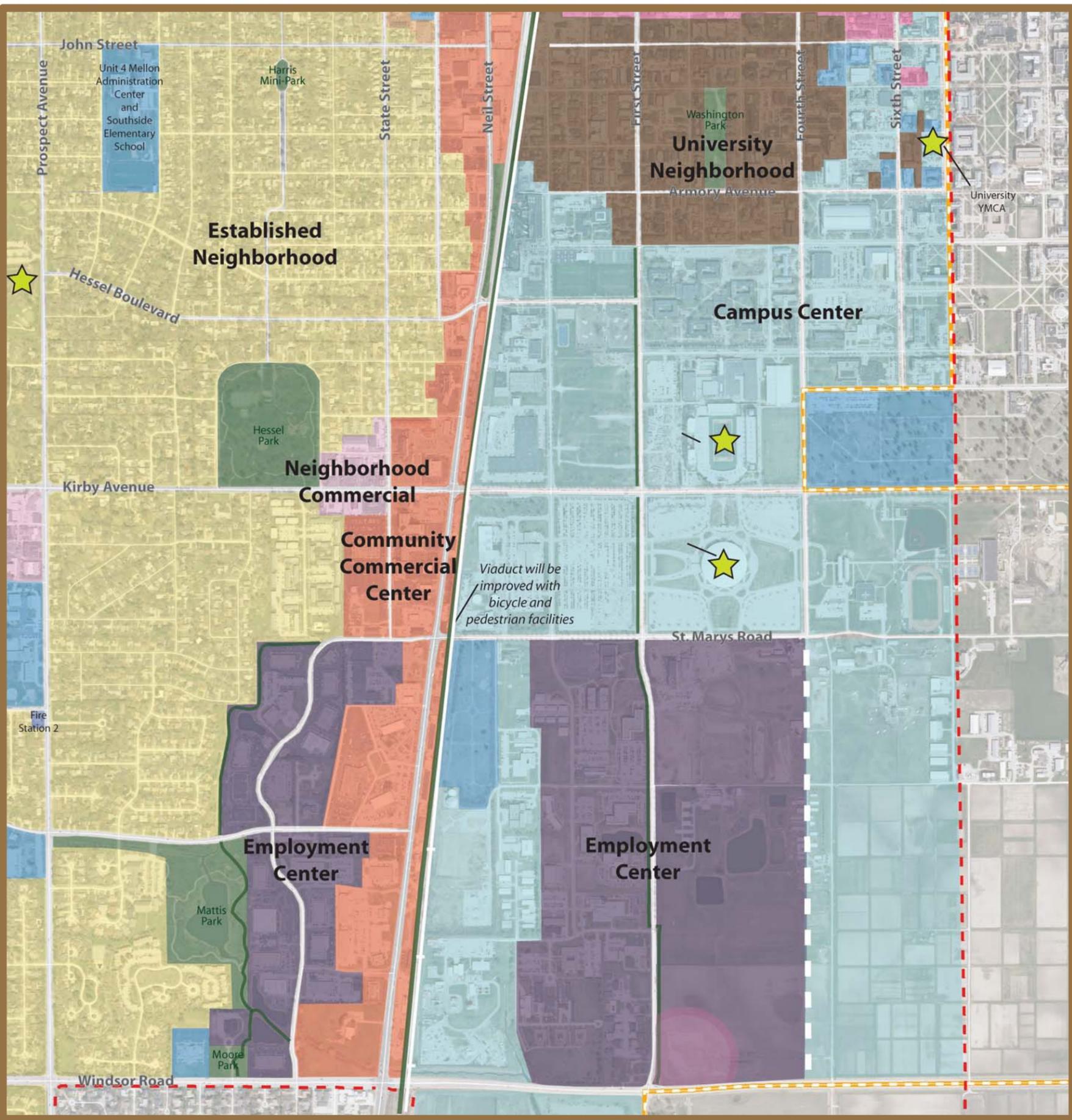


Area L: Centennial Park ↓



Area I: Center City ↑

Area L: Centennial Park ←



Area K

South Neil Street, South Campus

Opportunities and Challenges:

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

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

Neighborhood Overview:

Hessel Park:

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

Southgate/Ayreshire:

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

Colony West:

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

Campustown Neighborhood:

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

Growth Area F: South Champaign ↓



Area L Centennial Park

Opportunities and Challenges

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

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

Neighborhood Overview:

Clark Park:

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

Mayfair and Country Club area west to Mattis Avenue:

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

Lincolnshire, Devonshire and Brookshire:

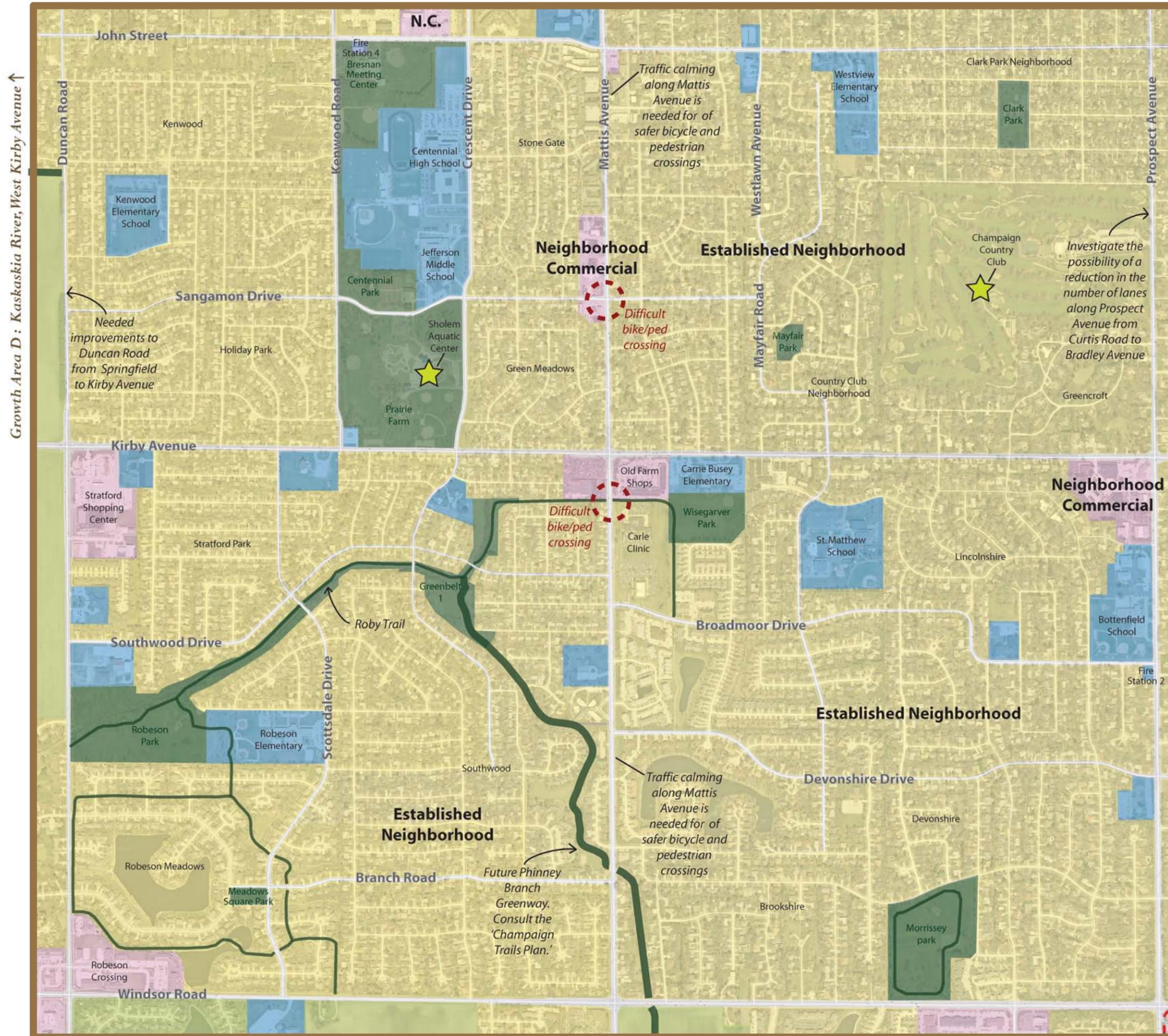
These neighborhoods are primarily single family with areas of attached housing and apartments. Residents have access to neighborhood commercial centers, two parks and three schools.

Southwood, Stratford Park and Robeson Meadows:

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

Stone Gate, Green Meadows, Kenwood and Holiday Park:

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



Growth Area D: Kaskaskia River, West Kirby Avenue ↑

Growth Area F: South Champaign ↓



