

AN ORDINANCE ADOPTING THE URBANA COMPREHENSIVE
PLAN UPDATE

WHEREAS, since the adoption by the Urbana City Council of "The Comprehensive Plan for the City of Urbana, Illinois" on July 22, 1968, circumstances have indicated the need for a new study of the planning jurisdiction of the City of Urbana, and


WHEREAS, the attached Urbana Comprehensive Plan Update embodies the recommendations of the Urbana Plan Commission (Case #920) after public hearings were held following due and proper legal publications,

BE IT ORDAINED BY THE CITY COUNCIL OF URBANA, ILLINOIS, that the attached report entitled "Urbana Comprehensive Plan Update" consisting of fifty-six (56) numbered pages and a map in a pocket part, is herewith adopted as an amendment to "The Comprehensive Plan for the City of Urbana, Illinois" adopted on July 22, 1968, by the Urbana City Council, excepting that on page 19 thereof, within the Section entitled "goal 3", a new sentence as follows is hereby added: "3.5 Participation, to the fullest extent possible, in the initiation, implementation, and/or support of policies and programs that offer transportation alternatives to automobile use".

This Ordinance shall be effective immediately upon its passage and approval by the Mayor.

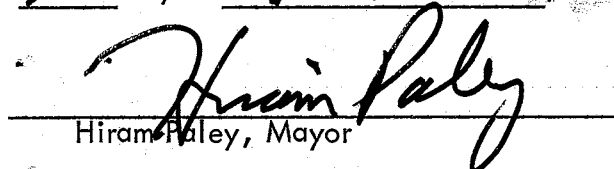
This Ordinance is hereby passed by the affirmative vote, the "ayes" and "nays" being called of a majority of the members of the Council of the City of Urbana, Illinois, at a regular meeting of said Council on the 17th day of December, 1973.

PASSED by the City Council this 17th day of December, 1973.



Duane Eckerty, City Clerk

APPROVED by the Mayor this 20th day of December, 1973.



Hiram Paley, Mayor

7374-50

THIS IS THE ATTACHMENT WHICH IS REFERRED TO IN
ORDINANCE NO. 7374-50 AND IS INCORPORATED
THEREIN BY REFERENCE.

Ruth S. Brookens, City Clerk

Date

urbana

comprehensive plan update

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foreword

The primary function of the plan program, at its outset, was to re-evaluate associations and recommend new relationships for land uses within the 1½-mile extraterritorial limits of the City, and in the downtown area. This was necessary because information concerning the 1½-mile area lacked specificity in the 1968 Plan, and needed greater refinement. Changing conditions in the downtown area had made many of the plan's premises out of date. As a result of this increasingly out-dated information and changing land use patterns, the need for current information and revised policy guidelines became obvious to the City of Urbana. With the realization that the Urbana Comprehensive Plan of 1968 no longer provided an adequate basis for establishing development guidelines and deciding on rezoning petitions, the City of Urbana entered into a special contract with the Champaign County Regional Planning Commission to prepare an update of the 1968 Plan.

The concept of the project was modified several times before completion. At the request of the City Council, the North Urbana - University Neighborhood (known as the "NUN" area) was added for special study because, as was the case downtown, previous studies and unofficial policies were out-of-date.

A second major change was in the relationship between the City and its extraterritorial area. Since 1969, Urbana has had zoning jurisdiction in the area within 1½ miles of its borders. The adoption of zoning by Champaign County nullifies this, and the area is transferred to County jurisdiction. Thus the City will no longer have the direct control over land use which it formerly exercised in this area.

However, the City of Urbana retains a vital interest in its peripheral areas, both because of the possibility of municipal expansion through annexation, and because the City may exercise a protest to any County change in zoning which is within 1½ miles of the City limits.

The County's zoning ordinance required that all County rezoning requests in this extraterritorial area be referred to the City. The City still retains subdivision approval authority in the 1½-mile area, and of course, responsibility to plan in the area.

The City submitted to the County Zoning Commission a "protest" map showing how the City wanted the extraterritorial area zoned, and this requested zoning, based on the long range land use proposals developed in the study, was subsequently adopted by the County. Thus the plan proposals have already proven useful, and whether ultimate jurisdiction is exercised by Champaign County or Urbana, the effort will not have been wasted.

The Commission also considered still another change in the original concept of the plan. This was the question of whether to adopt a single document, containing both new material and excerpts from the 1968 Plan, which would then be, not an "Update of the Comprehensive Plan of 1968," but a "Comprehensive Plan of 1973," a document complete in itself. An examination of the 1968 Plan text showed that some portions could readily be incorporated into the new document with limited editing; other portions in need of extensive revision based on further study could not be brought up to date without considerably delaying the completion and the adoption of the document.

Because of the immediate need for an officially adopted policy of land use in the former extraterritorial area, to be used as a basic guide in considering County rezoning requests referred to Urbana for comment and possible protest, the Commission decided to adopt the following text, as an update, and to include by reference the excerpts from the text of the 1968 Plan which are still current.

The report commonly known as "The Schellie Plan" was prepared by Schellie Associates, Inc., and submitted to the Plan Commission in November, 1967, under the title "Comprehensive Plan Final Report (Summary Statement)." After undergoing staff review, and with the addition of memoranda summarizing these reviews, the plan was adopted by the Urbana City Council on July 22, 1968, as "The Comprehensive Plan for the City of Urbana, Illinois." Subsequently,

Case #874 added to the text an addendum to Section V on Urban Renewal; this was adopted on April 3, 1972.

The 1968 Plan, as amended, included some sections which are replaced by corresponding sections in the update text. The Commission agreed that the best course of action would be to include by reference in the update text those sections of the 1968 Plan which are still of current value, with the understanding that these excerpts are, to varying degrees, in need of revision. The Commission anticipates a reduced volume of cases after the plan and comprehensive amendments to the Zoning and Subdivision Ordinances are adopted, and the Commission will then turn its attention to revising, as needed, those sections of the Plan of 1968 noted below.

In addition to its immediate end, this project also fulfills an obligation to the community to carry on the comprehensive planning process. The continuation of this process is to be accomplished by periodic revision of the Plan of 1968. As that plan stated:

It is intended to serve as a general guide for future development, and recognizing that unforeseen changes may occur which will alter the plan, it is not an inflexible instrument for regulation of community development.

In that vein, this plan represents the efforts of the City of Urbana to make the Comprehensive Plan a responsible and flexible instrument in the comprehensive planning process.

Excerpts from the "Comprehensive Plan for the City of Urbana, Illinois," of 1968, included by reference in this document:

<u>Page</u>	<u>Title</u>
vi	Forward
1-3	Section I, the Community Area
27	Section VI, Land Use - Goals and Recommendations
44-51	Section VII, Community Facilities Plan
53-57	Plan Implementation
61, 62, 64, 65	Carrying Out the Community Facilities Plan
66-75	Section IX, Suggested Capital Improvements Program
1-6	Addendum on Renewal Areas

Also to be included by reference is the Champaign - Urbana Urban Area Transportation Study plan and map.

introduction

Residents of Urbana who have lived in the City more than a few years are aware of the conflicting development goals being expounded by various groups and individuals. These ideas center around two opposite poles - limited growth and rapid growth. Urbana citizens today are also aware of the problems associated with the strong growth rate of the ten-year period from 1960 to 1970. During this period, construction of single family homes and apartments was above the national average. Although it brought many non-basic job opportunities to local citizens, it also brought an increased demand for community services. The current financial state of the City gives testimony to this fact. Presently each group expounding its different growth goal believes it offers the best solution to City problems. The limited growth proponents believe that limited growth will result in few new services being required, and the fast growth proponents suggest that additional growth means additional revenue will be generated to provide these services.

The central problem for Urbana at this juncture is to maintain the attractive quality of its environment, while providing some opportunities for growth, particularly industrial development. A basic premise of this plan update is that careful planning can accommodate these apparently conflicting goals, if the plan is implemented through the zoning and subdivision ordinances, and coordination with other public agencies.

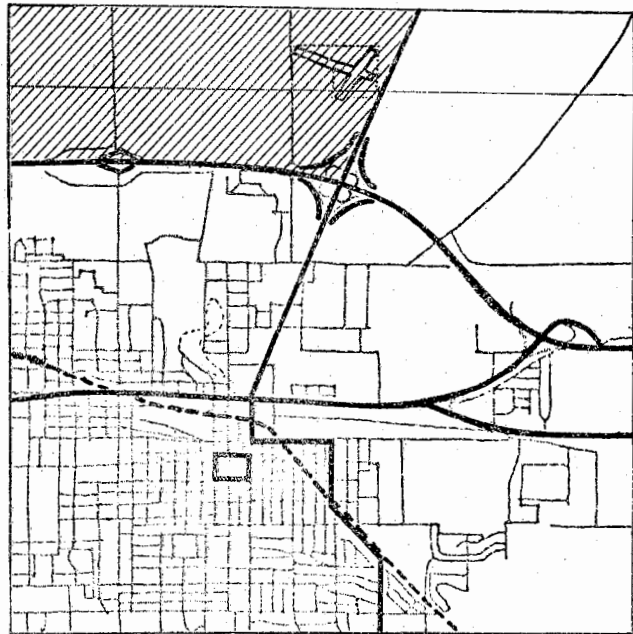
The Comprehensive Plan Update is divided into four major sections. The first section deals with growth and development in Urbana. This is intended to provide background information concerning past development trends and population and economic projections to determine the nature and extent of future development. The second section deals with guiding new growth and development by establishing goals, objectives and development policies. The third section explains the process used in updating the comprehensive plan and plan implementation

techniques. Finally the fourth section is the Appendix, which gives a detailed breakdown of proposals for each study area. The body of this plan can then be envisioned as a plan statement, with the Appendix presented as an analysis in depth of the content of that plan statement.

The total planning area of the Comprehensive Plan Update (see map enclosed) includes the City of Urbana, plus the area within one and one-half miles of the City limits. For the purpose of data collection and evaluation, the overall planning area was subdivided into a series of six major study areas.

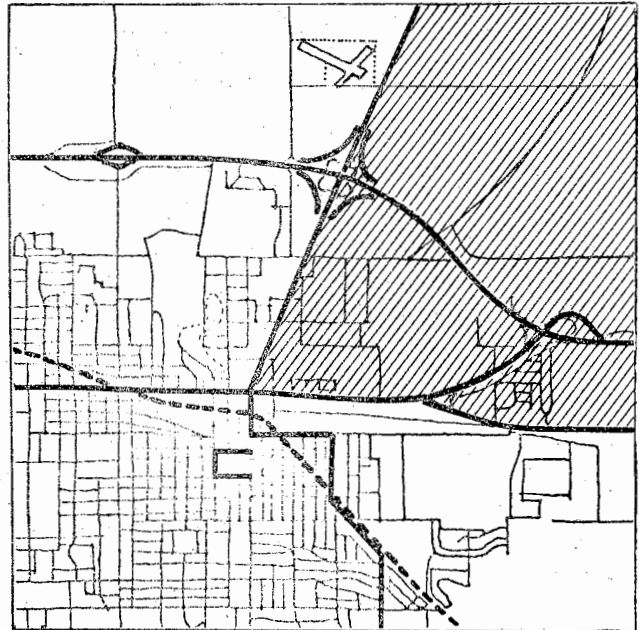
North Study Area

Bordered by Interstate 74 on the south and U.S. Route 45 on the east. Primary features in the area include the Illinois Central Railroad, Illinois Airport, Interstate 74 and its interchange at Lincoln Avenue, and the Saline Branch. Key development areas include industrial uses north of I-74, with residential areas to the south.



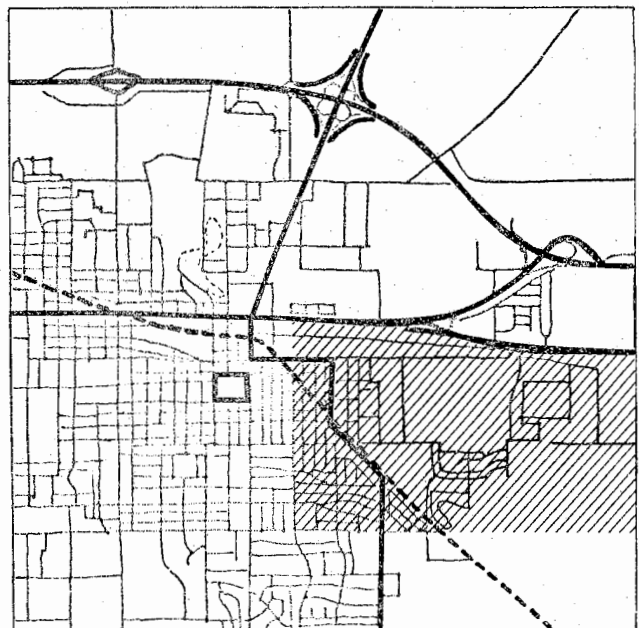
Northeast Study Area

Defined by U.S. 45 on the west, and U.S. 150 and I-74 to the south. Primary features include the Interstate and the Saline Branch, both cutting through the heart of the area. Current residential development is centered around Brownfield Road and Richardson Estates, with a mixture of commercial and industrial activities bordering U.S. 45 and U.S. 150.



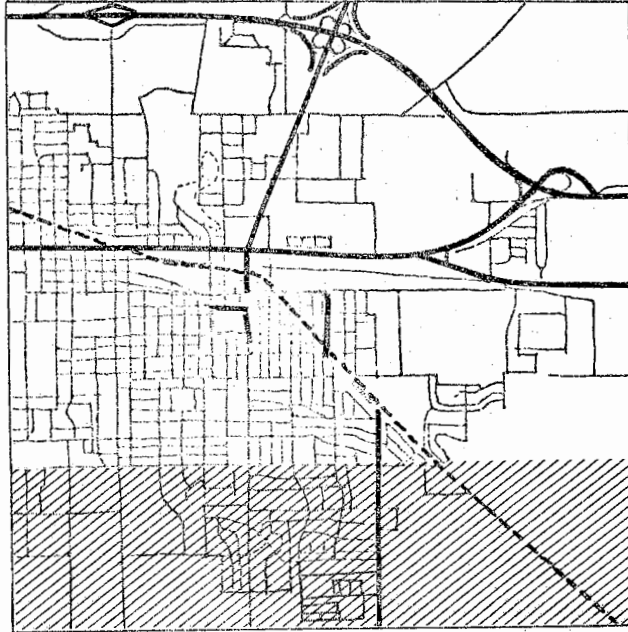
East Study Area

Bordered by U.S. 150 and I-74 on the north, Florida Avenue on the south, and Anderson Street on the west. Major features include two rail lines and the County activities south of Main Street. Mixed industrial development is located along the Penn - Illinois Railroad, with residential development to the east.



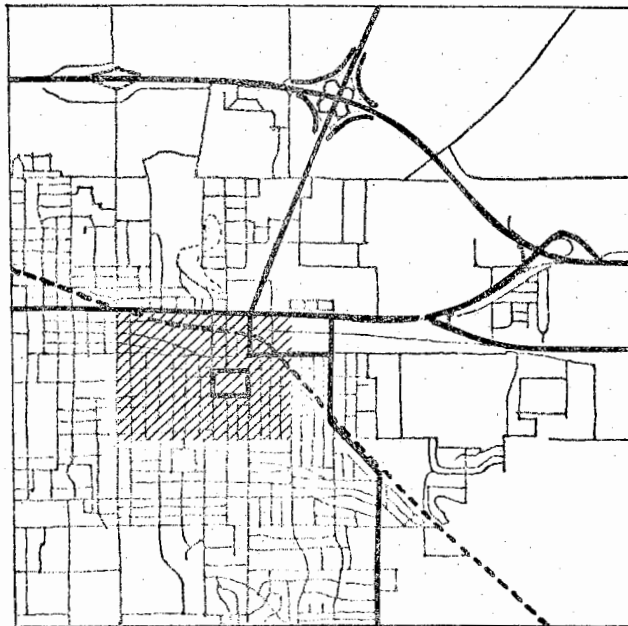
South Study Area

Includes all land south of Florida Avenue. The area is predominantly residential, with Sunnycrest Shopping Center near the northern border, and University-owned land to the west.



Downtown Study Area

The mixture of activities surrounding the central business district was studied in more detail. This includes the area bordered by University Avenue, Lincoln, Anderson and Washington Streets.

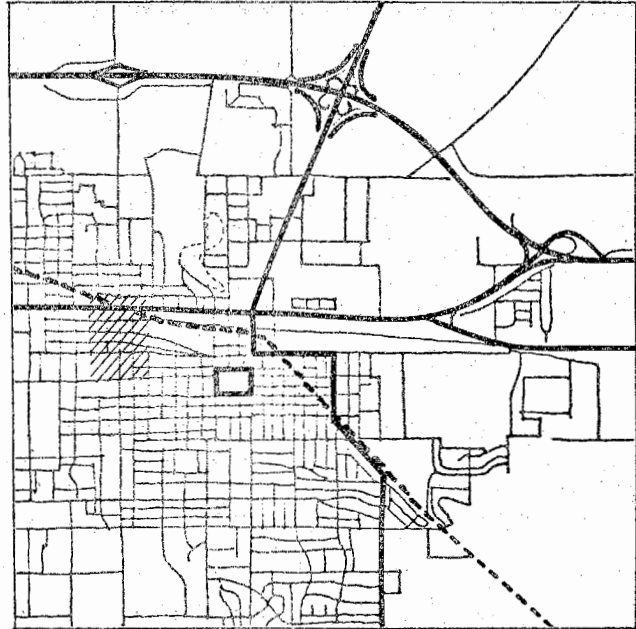


North Urbana Neighborhood

Study Area

Bordered by Green on the south, Busey on the east, Park on the north and Wright on the west, this area was also studied in more detail.

The remainder of the City not specifically involved in a study area was analyzed in light of changes in City policy since 1967, and updated accordingly.



growth and development

The structure and functioning of the local economy will greatly influence the nature and scope of future growth and development in the Urbana area. A vital, dynamic economy will create added employment, and new job opportunities will attract new families. An expanded population will, in turn, stimulate new development, placing pressure on the area's physical environment and the public services which support it.

The economy is, therefore, a crucial factor in gauging Urbana's potential for future growth. To be useful in planning, this growth potential must be expressed in terms of the population it can be expected to support. Population is the key to estimating the nature and scope of future development. Population projections are critical in estimating future needs for land and community facilities. The size of the expected population gives a rough indication of the amount of land which will be needed to accommodate various kinds of new development. The composition of the expected population suggests the nature of future demand for all types of community facilities and services, plus how these should be distributed throughout the surrounding area.

Economic and population prospects for Urbana are discussed below. These provide the groundwork for projecting future land use and community facility needs for the Urbana area. The existing physical environment will then be examined in terms of its capability for absorbing and serving this new development.

A. EXPECTED POPULATION GROWTH

The 1970 Census of Population found 33,739 people living in the City of Urbana. By 1972, Urbana's population had probably risen to about 34,300, according to a special census of areas recently annexed to the City. The entire area within Urbana's planning jurisdiction contained about 41,700 residents in 1970.

Urbana has experienced a healthy rate of growth since 1950. The City's population increased about twenty percent during the 1950-60 decade, and about twenty-four percent during the sixties. However, it is important to realize that Urbana's population includes all University of Illinois students living in the City, even though many live in dormitory facilities and stay for only nine months of the year. Much of Urbana's population growth has been a direct result of increases in the numbers of students and staff at the University.

The future growth of Urbana is expected to depend primarily on the expansion of other sectors of the economy. The enrollment in the University of Illinois at Urbana - Champaign reached a peak of approximately 34,000 in 1970. Tentative enrollment plans at the University currently anticipate only a modest increase of enrollment to a level of about 36,000 by the early 1980's. Henceforth, the growth of the City will be more closely dependent upon area industrial development efforts and the success of expanding existing non-University businesses.

Recent events suggest that just a single exponential projection of past growth trends would not be sufficient to describe future growth prospects. The City of Urbana has reached a point of transition in its economic history. For the nation as a whole, recent major declines in the birth rate, increases in the value of agricultural products and decreasing availability of low-cost energy may have far reaching effects upon the United States economy that cannot now be estimated. To provide a better picture of the growth alternatives, the following four population projections are presented in Table 1:

1. Moderately Rapid Growth

This projection assumes that birth rates will return to the level of the late 1960's and that the various sectors of business in Champaign County will expand in proportion

to expected national trends. This projection was prepared, at the County level, by the National Planning Association under a contract with the Illinois Office of Planning and Analysis (OPA). The Champaign County Regional Planning Commission developed projections for local municipalities based on the OPA county totals. This rate of growth would require strong expansion in the economy of the area.

2. Moderate Growth

For this projection, the OPA county totals were adjusted downward to reflect past relationships between growth in Champaign County and growth in surrounding counties. The result is a proportional reduction of the trends projected by the OPA model. The rate of population increase shown by this forecast would still require substantial economic growth in the area.

3. Slow Growth

This projection represents a proportional increase of the final economic stagnation projection. It is designed to present the picture of a relatively sluggish economy in which major new industries have not been attracted to the area.

4. Economic Stagnation

This projection is based on the assumption that the in-migration to Champaign County would exactly balance the out-migration. The birth rate was assumed to drop rapidly from 1970 through 1980 and then slowly return to the level of zero population growth. The student population is assumed to remain at its present size. Growth at a rate lower than this would mean that the area was in an economic decline relative to the rest of the nation.

TABLE 1
CITY OF URBANA POPULATION, 1970 - 2000
ALTERNATIVE PROJECTIONS

	<u>Moderately Rapid Growth</u>	<u>Moderate Growth</u>	<u>Slow Growth</u>	<u>Economic Stagnation</u>
1970	33,700	33,700	33,700	33,700
1972	34,300	34,300	34,300	34,300
1975	36,300	35,800	35,200	34,900
1980	39,200	38,100	37,000	37,700
1985	43,300	41,700	39,000	37,700
1990	48,700	46,500	41,700	39,500
1995	52,500	49,700	43,300	40,900
2000	57,400	53,900	45,300	41,900

The moderate growth projections are suggested as being the most useful planning guideline. They represent a synthesis of the current state estimates and the local growth experience. The other three illustrate a range of alternative growth paths.

TABLE 2
MODERATE GROWTH PROJECTIONS, 1970 - 2000

	<u>Champaign County Population</u>	<u>City of Urbana</u>		<u>City of Champaign</u>	
		<u>Population</u>	<u>% of County Total</u>	<u>Population</u>	<u>% of County Total</u>
1970	163,300	33,700	20.7	56,900	34.8
1975	170,300	35,700	21.0	59,600	35.0
1980	178,400	38,100	21.4	62,800	35.2
1985	191,500	41,720	21.8	67,800	35.4
1990	208,800	46,500	22.3	74,300	35.6
1995	220,000	49,700	22.6	78,700	35.8
2000	234,700	53,900	23.0	84,500	36.0

Table 2 shows the moderate growth projections for Champaign County, the City of Urbana and the City of Champaign. Both Urbana and Champaign are projected to get an increasing share of County population, but the Urbana share increases somewhat faster.

Table 3 indicates the projected growth in the City of Urbana and in the unincorporated area within 1½ miles of its borders. As was noted in the Foreword, the "extraterritorial area" formerly subject to Urbana zoning was transferred to Champaign County zoning jurisdiction on October 10. However, the City does retain limited control over the area, and because it is in this peripheral area that centrifugal growth will occur and municipal expansion through annexation is possible, the 1½ mile area is both a realistic and a conveniently delineated area for planning attention, as in the case of population projections. As used in this context, the phrase "Urbana planning area" refers to the City of Urbana and what was formerly its extraterritorial jurisdiction area. At present, about 19% of the population in the Urbana planning area is outside the City. By the 2000, about 36% of the people in the current Urbana planning area will be in the part that is now outside the Urbana corporate limits. The difference between the Present Area of Urbana projection in Table 3, and the future City of Urbana in Table 2, consists of the populations in areas that will be annexed to Urbana in future years. In making these projections, it is assumed that during each decade the population growth within the original City limits will proceed at the rate experienced during the 1960-70 decade. All additional growth would result from annexation.

TABLE 3
CURRENT AREA OF URBANA PLANNING JURISDICTION
MODERATE GROWTH PROJECTION, 1970 - 2000

	<u>Total Area Population</u>	<u>Present Area of the City of Urbana</u>		<u>Remainder of Planning Area</u>	
		<u>Population</u>	<u>% of Total Area Pop.</u>	<u>Population</u>	<u>% of Total Area Pop.</u>
1970	41,700	33,700	81	8,000	19
1980	45,700	35,300	77	10,400	23
1990	54,000	36,900	68	17,100	32
2000	60,700	38,700	64	22,000	36

B. ECONOMIC PROSPECTS

Projected population growth in Urbana can be directly expressed in terms of future needs for residential land. The relationship between population and commercial land is not so direct. Neighborhood and community commercial facilities may be expected to grow in Urbana in response to local area population growth, but the commercial facilities which serve a larger region are not dependent on growth in Urbana or Champaign alone. The Urbana and Champaign urban area is a regional center which provides commercial services for all of Champaign County, and for certain adjacent areas. The importance of Urbana and Champaign in Champaign County's retail trade is indicated by the data in Table 4, which show that retail sales per capita in the two cities are 26 percent above the County average. However, between the two cities, Champaign clearly had the advantage as a regional retail center. Champaign retail sales per capita were nearly 50 percent above the County average, while Urbana's were below the average.

TABLE 4
1970 POPULATION AND RETAIL SALES COMPARISON
OF URBANA, CHAMPAIGN CITY AND CHAMPAIGN COUNTY

	<u>Population</u>	<u>Taxable Retail Sales</u>	<u>Retail Sales Per Capita</u>
Champaign County	163,281	\$297,933,700	\$1,825
Champaign - Urbana Total (Percent of County)	90,576 (55.5)	\$208,717,000 (70.1)	\$2,304 (126)
Urbana City (Percent of County)	33,739 (20.7)	\$54,684,300 (18.4)	\$1,621 (89)
Champaign City (Percent of County)	56,837 (34.8)	\$154,032,700 (51.7)	\$2,710 (149)

Sources: U.S. Bureau of the Census
Illinois Department of Revenue

The census year, 1970, was a relatively low period for retail sales in Urbana. Table 5 shows that Urbana's percentage of Champaign County retail sales increased moderately between 1970 and 1972. Urbana retail sales have averaged about 19

percent of Champaign County retail sales during the past twenty years, while the Urbana population remained about 21 percent of the County population.

TABLE 5
 URBANA PERCENTAGE OF TAXABLE RETAIL SALES
 IN CHAMPAIGN COUNTY

<u>Year or Period</u>	<u>Approximate Percentage of County Retail Sales in Urbana</u>
1972	19.1
1971	18.6
1970	18.4
1969	19.9
1968	20.3
1968 - 1972	19.2
1963 - 1967	19.2
1958 - 1962	18.7
1953 - 1957	19.3

Source: Illinois Department of Revenue

The evidence suggests that Urbana's retail business is largely devoted to providing services for local neighborhoods and the Champaign - Urbana urban area. Whatever retail sales advantage Urbana gains from sales to a broader region, seems to be offset by the lower buying power of the college students who comprise about 34 percent of Urbana's population. (In the City of Champaign only 26 percent of the population are college students.)

Under these circumstances, it appears that regional commercial facilities will not absorb a large proportion of the additional commercial land in Urbana over the next twenty years. It is projected that most future commercial facilities in Urbana will be designed to serve the community and local neighborhoods.

Thus the increase of commercial land uses will likely be in approximate proportion to the population growth in Urbana and Champaign.

Urbana is expected to have no more than 22 percent of all Champaign County retail sales by the year 1990. This share would be equivalent to its projected proportion of the Champaign County population in 1990.

The need for industrial land is more dependent upon specific policy decisions. In general, growth of population in Urbana resulting from industrial activity would be affected by expanded industrial activity in Champaign or other parts of the County.

Additional Champaign County industry which exports goods and services will tend to stimulate growth throughout the County, regardless of where it is located. However, the greatest impact would tend to be felt by the communities nearest the new industrial establishments.

Estimates by the Champaign County Regional Planning Commission show that in 1970, about 1,900 persons were employed in manufacturing jobs in the City of Urbana and its extraterritorial area. In the Champaign area, about 2,700 persons were so employed. Since 1970, the closing of the Magnavox Company plant has resulted in a large decrease of manufacturing jobs in Urbana. During the same period, the number of manufacturing jobs in Champaign and other areas of the County has increased moderately.

The citizens of Urbana must decide what role they wish their City to play in the larger economic system of Champaign County. However, any comprehensive plan for Urbana which reflects a growth pattern must provide for high quality industrial land in order to achieve any realistic growth objective.

C. FUTURE LAND USE AND COMMUNITY SERVICE NEEDS

The economic and population projections suggest that Urbana could experience significant growth during the next 30 years.

If this growth does occur, more land will be needed for a range of commercial, industrial, recreational, and residential activities. In addition, an expansion of community facilities and public services will be needed to support this growth.

The agricultural classification includes not only farming, but also a number of other low intensity, non-urban type uses compatible with agricultural operations.

The need for recreational facilities at the local level is affected by the density of residential development, the availability of state or national parks and facilities, and of private recreational and open space facilities. Since these factors are variable, national standards are rules of thumb rather than accurate guides. The Open Space Element of Champaign County's Areawide Open Space Recreation Plan and Program suggests that local parks should provide ten to fifteen acres per 1,000 population, broken down into four to six acres of neighborhood parks with a service area of one-half mile and a minimum size of 5 acres, and six to nine acres of community parks of one hundred acres or more, serving the entire city. There are now 347 acres of parks, which is 10.5 per 1,000 people, at the low end of this suggested range.

The plan proposes an additional 780 acres of parks and open space. Of this high figure, however, only 300 acres are proposed to be in publicly owned parks, and the remainder in private ownership, frequently coinciding with the conservation zone largely determined by physical constraints. The additional 300 acres of parks will raise the ratio of park facilities to approximately 13.8 acres per 1,000 population, in the middle of the suggested range for local parks.

The conservation designation was applied to areas, generally in private ownership, where natural conditions dictate against most forms of development or intensive use. Public recreation includes a variety of publicly owned recreation facilities and open space. Private recreational facilities in-

clude some operated on a commercial basis and open to the general public, and not-for-profit private associations and clubs.

Institutional uses include both public, quasi-public, and private uses of an educational, cultural, medical, charitable, or special governmental nature.

Three of the five commercial classifications are retained from the 1968 Plan. The neighborhood commercial areas are for small scale developments providing services and retail sales serving adjacent residential areas on a daily or frequent basis. The central commercial area allows a wide range of offices, services, stores and shops in the compact physical form characteristic of "downtown". The highway commercial classification is basically a retitled accommodation business from the 1968 Plan, oriented to its highly accessible location and catering to transportation-related uses, especially those directly serving the travelling public. The general commercial classification is an innovation at which the 1968 Plan hinted with its institutional/residential/commercial. It is an intermediate classification, with a range of uses broader than that of the more specialized neighborhood or highway districts but not as inclusive as central commercial. Finally the restricted business - high density residential commercial is a hybrid, intended as a buffer between the central commercial and high density residential classifications.

In considering industrial development in Urbana or the metropolitan area, it is important to distinguish between industry's effects on land use and on the economy. Urbana's existing 181 acres of industrial uses are not quite half the national average of 12 acres per 1,000 population. However, it should be borne in mind that the University of Illinois serves as Urbana's primary "industry," providing basic employment and a flow of revenue into the city, and producing and exporting education rather than guns or butter. The University and its population create a far different land use pattern than would a comparable amount of industrial development.

Because, as noted elsewhere, University enrollment and physical expansion are expected to stabilize in the near future, industrial development must "take up the slack" if the Urbana area is to continue to grow. The moderate growth policy upon which this plan is based therefore includes the reservation of attractive industrial acreage. This is discussed at greater length in the section on the North Study Area. The plan includes 750 acres in this study area designated for potential industrial development within the planning period, that is, by 1990. An additional 350 acres farther north could supplement this beyond that time, should the first phase be completely developed. The plan does not distinguish between light and heavy industry, or designate specific areas for either classification.

The 1968 Plan included standards for school facilities which the Urbana School District still regards as generally valid. These were used as guidelines in selecting sites and acreages for individual schools, which are discussed in the various study areas. The general standard for site area was 1 acre for each 100 pupils, plus a base of five acres for an elementary school, 15 for a junior high, and 25 for a senior high. The service radius of the designated elementary school sites is subject to alteration if pupils are bussed.

Many of the school sites included in the plan are suggested to be developed in conjunction with neighborhood parks. The playground facilities of elementary schools would thus serve the park as well, while the greater space and wider range of facilities included in the park would add flexibility and variety to the school's recreational programs, and add the possibility of on-site nature studies and science projects. The linear parks and conservation corridors leading to parks not only provide an off-street path for school children to the schools, but also relate these parks and schools to the entire community.

The residential density ranges included in the 1968 Plan were revised upward in order to correspond to the densities permitted by the various districts in the Zoning Ordinance. The 1968 Plan listed low, medium, medium-high, and high density as 0 to 5, 5 to 10, 10 to 15, and 15 to 20 units per net acre, respectively. This revised plan raises these categories to the following levels: low density, up to 8 units per net acre; medium, 8 to 20 units; medium high, 20 to 35 units; and high, over 35 units per net acre. Within each density range, a moderate increase in density is allowed in the case of Planned Unit Developments (PUDs), whose more carefully designed and reviewed developments can accommodate densities somewhat higher than would otherwise be permitted.

guiding new growth and development

GOALS AND OBJECTIVES

Urbana must insure that new development promotes a living environment which will support the community's collective needs for the future. Local goals and objectives define these collective aspirations, and provide the groundwork for policies and plans to guide future growth and development.

The Areawide Goals and Objectives developed by the Champaign County Regional Planning Commission provide a sound framework for Urbana. These goals and objectives relate to the City's situation, and all should be a part of the City's planning program. In addition, these areawide targets insure that Urbana's direction will be relatively consistent and harmonious with that of neighboring jurisdictions.

Those goals and objectives which are most crucial include:

GOAL 2 THE ORGANIZATION OF LAND USES IN A BALANCED, FUNCTIONAL AND MUTUALLY COMPATIBLE MANNER RELATIVE TO THE NEEDS OF THE COUNTY.

- 2.1 An optimum relationship of living, working and leisure areas.
- 2.2 A continuous, cohesive urban community with the minimization of "sprawl" and "strip" development.
- 2.3 The concentration of development centered upon existing communities where adequate public services are or can reasonably be made available.
- 2.4 Functionally distinct areas for the various types of commercial and industrial needs of the region.
- 2.5 The recognition of the natural landscape in land use development.

GOAL 3 A SAFE, EFFICIENT AND ATTRACTIVE TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS WITHIN AND THROUGH THE COUNTY.

- 3.1 A hierarchy of street systems with the majority of traffic movements on relatively few, well-improved facilities.

- 3.2 The utilization to the maximum extent practical of the existing street and highway system.
- 3.3 The minimization of local/non-local automobile traffic conflicts.
- 3.4 Adequate parking in all existing and newly developed areas.

GOAL 7 BALANCED, EFFICIENT AND ATTRACTIVE RESIDENTIAL NEIGHBORHOODS WHICH PROVIDE A VARIETY OF HOUSING TYPES AND PRICE LEVELS, ADEQUATE OPEN SPACE AND RECREATION FACILITIES, ACCESS TO EMPLOYMENT CENTERS, COMMERCIAL AREAS AND COMMUNITY SERVICES.

- 7.1 Adequate protective public services to all residential neighborhoods.
- 7.2 Adequate educational and social services to all residential neighborhoods.
- 7.3 Adequate utility services to all residential neighborhoods.
- 7.4 A high quality of architectural design, urban aesthetics and landscaping in residential areas.
- 7.5 Emphasis on planned unit developments, clustered housing, and improved mobile home developments.

GOAL 8 ADEQUATE AND ACCESSIBLE RECREATIONAL OPPORTUNITIES INCLUDING A RANGE OF AESTHETIC AND ACTIVITY-ORIENTED OPEN SPACE AREAS AND FACILITIES FOR ALL RESIDENTS OF THE REGION.

- 8.1 The concentration of open space facilities within urban areas and along major access routes between larger centers of population.
- 8.2 A balanced system with a hierarchy of parks ranging from local to areawide.
- 8.3 Utilization of woodlands, water bodies, and unique landscape features, in the selection of park sites.
- 8.4 By 1990, 45-55 acres of open space (local to areawide) per 1,000 people.
- 8.5 Land acquisition as the primary concern during the initial action stages of the long-range planning period.

GOAL 9 CONSERVATION OF ALL NATURAL RESOURCES TO ASSURE AN AESTHETICALLY PLEASING ENVIRONMENT AND CONTINUING ECONOMIC RETURN FOR THE RESIDENTS OF THE REGION.

- 9.1 Preservation of scenic and historical areas, and monuments.
- 9.2 Preservation of the native flora and fauna.

- 9.3 Protection of the region's prime agricultural lands from haphazard and scattered intrusions of urban uses.
- 9.4 Preservation of the natural qualities of major streams.
- 9.5 A coordinated environmental education program.

GOAL 10 A DYNAMIC OPEN SPACE SYSTEM ABOUT WHICH AN EFFICIENT, HEALTHFUL, ATTRACTIVE, AND ECONOMICALLY VIABLE URBAN FORM MAY DEVELOP.

- 10.1 Adequate sites for future public facilities and services coordinated with an areawide open space system.
- 10.2 Protection of areas subject to high groundwater levels, ponding and flooding from haphazard intrusions of urban uses.
- 10.3 Urban development only on soils capable of supporting the types of development intended.
- 10.4 The establishment of malls, squares, plazas, greenway linkage systems, and landscaping in urban areas when desirable and possible.
- 10.5 A balance between the physical, biological, and cultural elements of the landscape.

DEVELOPMENT POLICIES

Policies and objectives are often confused in planning matters. Objectives are statements of targets to be achieved, unrelated to specific methods for attaining them. Policies, on the other hand, can be thought of as guidelines for action directed towards the achievement of established goals and objectives. Consequently, land use policies need to be developed in order that Urbana might reach its adopted goals and objectives. The key word in understanding the exact nature of policy is action. To state a policy is to describe an activity which should be pursued. The following policies represent those courses of action necessary for Urbana to actualize the Goals and Objectives. The policies are categorized according to land use classifications. There are, however, certain policies applicable to all types of land use and these shall be presented first.

Land Use Policies Applicable to All Land Use Classifications

POLICY: Provision of public or private utilities and public services should be coordinated with future land development.

COMMENT: New development deserves adequate fire and police protection, water and sewer facilities, accessibility to transportation, etc. Without access to the above elements, community growth can become chaotic and uncoordinated, causing new residents problems while exerting pressure on existing facilities.

POLICY: Future development should be located in areas with few natural constraints, and individual projects should be designed in harmony with existing natural features.

COMMENT: Although Urbana does not have the dynamic variations in physical features associated with other areas of the country, certain natural constraints do exist. Floodplains along major streams should not be developed with urban uses. Soils with a high water table should be avoided. Areas where native stands or forest or prairie still exist should be preserved as open space or developed to maximize the benefits of such areas.

POLICY: The City should undertake, or continue to pursue, a program for upgrading the overall visual appearance of the community. New developments should be allowed to use innovative design and proven technical solutions to incorporate an aesthetically pleasing and socially acceptable environment.

COMMENT: Barriers to innovative and imaginative design solutions have in the past come from two sources, restrictive codes and ordinances and the developer's reluctance to use new techniques. The natural landscape of Urbana requires distinctive treatment, or

new development will take on an air of sterility and blandness. Both existing development regulations and past practices of developers will need to be modified to create a distinctive and pleasing future urban fabric.

Residential

POLICY: Future residential development should be planned on a physical neighborhood scale assuring appropriate transportation, service access and circulation, overall visual attractiveness, and other living amenities.

COMMENT: In the past, some areas of residential development have occurred in piecemeal fashion, resulting in an inefficient street system, inappropriate levels of service, and a visually dull neighborhood. The location and types of streets and highways to serve an urbanizing area should be pre-planned and enforced during the ensuing period of growth. Variety in housing styles, types, and their location in respect to lot lines should be encouraged along with an increase in the amount of basic open space and landscaping.

Commercial

POLICY: The best commercial areas for each particular commercial activity should be identified for each commercial land use type, and indiscriminate commercial development in other locations should be discouraged.

COMMENT: Location of neighborhood and community shopping centers should be based on studies which determine the market area required to support financially each classification of commercial activity, and such other factors as shopper trip length to each classification, transportation needs, and relation to the

anticipated land use type it serves, e.g. neighborhood facilities in primarily residential areas, highway commercial areas near major thoroughfares and interstate interchanges, etc.

Industrial

POLICY: Future identification and exclusive reservation of areas for industrial use should be determined by transportation access demands, utility requirements, availability of adequate parcel size, and compatibility with adjacent land uses.

COMMENT: Various types of industry will have different access requirements for transportation facilities, such as: highway oriented industry near interchanges and access routes, rail oriented industry near main rail lines, air related industry near airports, commercial and service industry near municipal internal streets capable of carrying industrial traffic loads. To attract various types of industry, Urbana must meet the need for various types of transportation facilities, provide parcels of adequate size which can accommodate large plants, facilitate future expansion, and insure industrial utility demands. For the benefit both of industry and of other land uses, the selected industrial areas must not conflict with the surrounding land uses.

Recreation

POLICY: The Urbana Park District should continue its active and progressive land acquisition program in order to precede future development and assure the existence of adequate park land for future needs.

COMMENT: Acquisition of park and conservation areas requires public agencies to be one jump ahead of the developer. Once acquired, a site does not have to be developed

immediately. It could remain in its present use until demand arises and/or development monies are available.

POLICY: Scenic areas and historical sites within the area should be identified, authenticated, and either preserved in their original state or developed in such a way as to retain inherent scenic or historical qualities.

COMMENT: Native flora and fauna exist in small quantities in Urbana, primarily along minor streams and in scattered woodlots. These areas are also prime sites for urban development, especially residential.

Community Facilities

POLICY: Community facilities should be adequate and accessible to the community residents and all parts of the planning area should be accessible to those community service departments, e.g. fire, police, schools, library, parks, etc.

COMMENT: In the City, some schools, health clinics, and welfare agencies should be located in neighborhoods where pedestrian access is possible. Hospitals and municipal buildings should be so located along major collector streets to accommodate safe, fast, and efficient access by car and public transportation. A firm and adequate street system should be established to provide inter- and intra-city access.

land use planning process

The land use planning process was undertaken in a series of six parts, each sequence consisting of a detailed examination and plan formulation for one study area. The evaluation process included an inventory of existing conditions, the evaluation of emerging development trends, and consideration of related plans and proposals which could affect the planning area. The elements in this process, which were similar for each study area, are outlined below.

A. EXISTING LAND USE

Existing land use data was taken primarily from the land use survey conducted by the Champaign County Regional Planning Commission during the summer of 1972. This provided a detailed listing of uses within the planning area. Existing uses were first mapped and then examined in terms of pattern, distribution, and trends. These characteristics begin to reveal the structure of the community, and the relationships between existing activities.

Institutional uses include both public, quasi-public, and private uses of an educational, cultural, medical, charitable, or special governmental nature.

The agricultural classification includes not only farming, but also a number of other low intensity, non-urban type uses compatible with agricultural operations.

B. ZONING

Zoning shows the community's past and present policies concerning the use of land in the jurisdictional area. The plan in general relates to this policy, especially recent changes in the zoning pattern. These reflect changing attitudes on land uses arising from a variety of causes. The study of

present zoning and the evolution of the current configuration also included the consideration of the effectiveness of past zoning policies in attaining the desired goals, and the effect of development regulations keyed to zoning.

C. PHYSICAL RESTRAINTS

Very little of the land surrounding Urbana is ideally suited to urban development. Soils are predominantly wet and poorly drained. Most soils require considerable site work to overcome severe problems which make the use of those soils for building foundations, roadbeds, and for the installation of septic tanks and sanitary sewers questionable. The soil problems include a high water table, low permeability, frost heave, and shrink-swell. The plan seeks to discourage development in those areas which exhibit the most severe soil conditions.

The restrictions of these poor soil conditions are compounded when they are combined with steep slopes, drainage swales, and flood plains. The plan is therefore more restrictive when these restraints overlap. As far as possible, development in these areas should be limited to low intensity uses, recreation, and open space. Development on floodplains should be prohibited. However, rather than treating these restrictions as a negative factor, the plan uses them as a key design feature consisting of a system of open space and recreation corridors, and greenways connecting community facilities, and defining and articulating the neighborhood units. They could also be used as a focal point for new development.

D. OWNERSHIP

Concern for ownership patterns was generally most important when consideration was given to large scale development. This was especially the case in the industrial section. Whenever large scale development was considered, small holdings under multiple ownership were avoided if possible, because of the difficulty and expense of assembling tracts. Moderately sized

holdings cover most of the fringe area of Urbana. Individual ownership was not considered, except where specific proposals have been put forward for the use of particular tracts.

E. COMMUNITY FACILITIES

To determine the need for community facilities of various types, the present levels of service and desired standards were applied to projected population and growth. For instance, the standards for parks and schools can be applied to the total population to be served, to determine the number of different types of facilities which will be needed (e.g., neighborhood parks, elementary schools), then generally located according to the more particular needs and desires of the clientele. In the case of these two examples, the staff consulted the Urbana Park and School Districts in preparing this phase of the plan.

Less predictable or regularly recurring needs are considered on an individual basis. These include more specialized recreational and cultural facilities, utility installations, government buildings of various types, and medical and charitable institutions.

F. RELATED PLANS AND PROPOSALS

Relevant reports, plans, and proposals prepared by private organizations and public agencies were scrutinized for desired directions and community aspirations. These were then categorized for possible use and implementation in the development of the plan.

G. THE COMPREHENSIVE PLAN OF 1968

This plan was also carefully scrutinized to determine which proposals or ideas are still applicable to Urbana. Since this was the basis of previous policy decisions regarding land development in Urbana, every effort was made to blend the new proposals with the existing pattern established by this plan.

PLAN DEVELOPMENT

The evaluation process yielded a series of preliminary plan proposals for each study area. Each proposal was presented to the Urbana Plan Commission for comment and review, restudied, and then mapped together in a composite plan for the entire planning area.

The Commission felt that maximum citizen input and participation was crucial to the development of a viable and effective plan. Thus local citizen groups were actively encouraged to provide comments and suggestions throughout the planning process. In addition, a series of informal neighborhood meetings was conducted to present directly to the residents of each study area the proposals for their area, plus the rationale behind the decisions. The purpose of these meetings was twofold. First, the Commission felt that all residents should have an in-depth understanding of the unique problems and potentials of their area, plus the range of alternative directions which could be open to their neighborhoods in the future. Secondly, the meetings were designed to allow citizens to influence directly the plans for their area, to comment on plans developed by the Commission, and to express their own desires and aspirations. These comments and suggestions were then incorporated into the process, and the plans were restudied and revised accordingly.

The exception to this procedure was the North Urbana - University Neighborhood. This study was included in the plan at the direction of the City Council, during the last three months of the plan's 18 month work period. This area had been studied in 1969, so that in order to include it in this plan, it was only necessary to review and revise the earlier study, rather than to start "from scratch" as was the case with the outlying study areas.

PLAN IMPLEMENTATION

The ability of the comprehensive plan to help guide community growth will depend on the dedication of legislators, administrative officials, and advisory boards to pursue the goals, policies, and recommendations set forth in this plan. If the commitment to the attainment of this plan is not vigorous, then this report will be relegated to the proverbial shelf. Since this plan is to be adopted by

the City Council, and thus represents the policy of the Council, there is serious need for active implementation of this comprehensive plan update.

Land development in Urbana is guided by various codes, regulations, and ordinances, which are administered by several governmental agencies. There are two basic tools which should be used predominantly to implement the comprehensive plan and guide land development within the City of Urbana and its extraterritorial area. These are the comprehensively amended zoning ordinance and subdivision ordinance.

A. ZONING ORDINANCE

The comprehensive amendment to the Zoning Ordinance is necessary for the implementation of the comprehensive plan. The present ordinance does not correspond to the plan's land use classifications; for that matter, it did not correspond to the 1968 Plan, which it was intended to help realize. The Plan Commission and City Council were therefore greatly handicapped, both in long range planning considerations, and especially in deciding on zoning cases. Among the most serious specific discrepancies of the present ordinance, its residential densities in the various districts greatly exceeded those indicated in the 1968 Plan, by a factor of four. Another difficult and recurring problem was that the two commercial zones, Neighborhood and Central, although adequate for those uses, did not provide appropriate regulations for other types of commercial uses.

To meet these needs and solve other difficulties, the new ordinance includes a number of detailed, relatively small changes, plus the following major new provisions:

1. The creation of the new Highway Commercial and General Commercial districts, to provide regulations more closely related to the location, physical form, and particular uses in these districts.
2. The creation of a Conservation-Recreation district to help in maintaining open space, natural drainage ways, flood plains, and other areas unsuitable for intensive use.

3. The combination of the two industrial districts, Light and Heavy Industrial, into one, with a more precise distinction between the uses permitted by right or conditionally in this district, and tight restrictions on non-industrial uses.
4. A revision of the regulations on housing types and densities in the six residential districts, and the creation of another district allowing high density residential uses and restricted business uses.
5. The establishment of an open space ratio and floor area ratio, to regulate building bulk and lot coverage in reasonable relation to the type and intensity of use.
6. A revision of the parking requirements, to make them correspond to the characteristics and needs of specific uses.
7. A reorganization of the ordinance, replacing articles on each individual zoning district with articles on use regulations, development regulations, and conditional uses.

B. SUBDIVISION ORDINANCE

Subdivision regulations are used in conjunction with the zoning ordinance in the implementation of the comprehensive plan. As a rule they are limited to providing standards for the division of land and its preparation for development. The subdivision ordinance is related to zoning in that the subdivision is laid out to provide suitable sites for uses of the type permitted by the applicable zoning.

While zoning can to some extent be retro-active because of the statutory authority to regulate non-conformities, and even to amortize them, subdivision regulations are not retro-active in this way, and subdivisions or developments made according to poor plans are likely to be long-lived if not absolutely irreversible. It is therefore extremely important that subdivision regulations contain clear administrative procedures and reasonable standards appropriate to local conditions and responsive to changes in design trends and technology. Urbana's

administrative procedure is unclear and not fully specified in the present ordinance. Similar problems in other jurisdictions in Champaign County led to the formation of a task force to consider a revised, thorough, and uniform set of procedures for the cities and villages as well as the County. The basic intent during the development of the subdivision procedures was to specify, as clearly as possible, in ordinance form the steps necessary for the final recording of the plat. These new subdivision procedures prescribe the steps for the preparation, review, and filing of subdivision documents.

The major features of the uniform procedures agreed upon by the task force are:

1. The appointment of a subdivision officer responsible for the acceptance and circulation of plat applications, and the approval of final plats.
2. Greater emphasis on the importance of the preliminary plat, which must be approved by the City Council after recommendation by the Plan Commission.
3. The identification of mandatory phases for subdivision approval.
4. The requirement of an informal pre-application conference between the subdivision officer and the subdivider, for the purpose of exchanging information.
5. The establishment of a minor subdivision procedure to expedite the processing of small subdivisions.
6. A section on the procedures for the approval, acceptance, and bonding of public improvements.

appendix

the plan

The Comprehensive Plan serves an important function in guiding the future growth of the community. The areas of land use on the plan map represent an inventory of land which is potentially developable, rather than desired or required development. The implementation of the plan through zoning should be guided by the need for additional land uses of various zoning classifications, and in considering specific sites, by the suitability of that property for the proposed use. These considerations should include contiguity of the land to existing development, its accessibility, its present use, and the availability of the appropriate utilities.

NORTH STUDY AREA

The area north of I-74 and bounded by the Illinois Central Railroad on the west, and U.S. 45 on the east, has a significant potential for large scale industrial development. Both the positive advantages which this area can offer industry, and the scarcity of the combination of such features throughout much of the rest of the Urbana area, support this proposal. The Land Use Task Force of the Regional Planning Commission is now conducting an "Areawide Industrial Land Needs Study," expected to be complete in the spring of 1974. This will put the analysis of the North Study Area in a broader geographic perspective and may well reveal new information which would modify this report.

A. ACCESS

The study indicated that this area is strategically located in relation to a range of transportation facilities, including the highways and railroad mentioned above, as well as the adjacent Illini Airport. Via I-74, this area is also easily reached from I-57 and I-72. Thus the area can receive direct high-speed traffic from all directions, without routing traffic through the urban area, and can receive and ship raw materials and products by rail.

The existing street network is the basis for a long range transportation system. Lincoln Avenue is the major north -

south route, providing direct access to I-74, as does U. S. 45 on the eastern edge of the area. Lincoln Avenue is proposed to be extended east to U. S. 45 and Airport Road west to Lincoln. A third east-west route would be an eastern extension of County Road 163. Together with a northern extension of Lincoln Avenue, these streets of Collector size or larger would form a grid within which a secondary street system would provide access to industrial sites.

Spurs from the Illinois Central railroad on the western edge of the area will allow convenient rail freight service to adjoining sites.

B. PHYSICAL CONDITIONS

Most of the study area is level or very gently sloped, which is generally a requirement for industrial development. The Saline Branch, however, cuts a swath through the area, generally north-south, with relatively steep slopes and flood plains on both banks. The most severe soil conditions also occur along the Branch, so this corridor is proposed as a conservation area. The combination of the poor soils, slope, and flood plain makes this area unsuitable for development. Its preservation as a permanent green strip winding through the area will enhance the visual quality, particularly south of Airport Road extended, where it will screen the heavy rail-oriented industry on the west from the residential area on the east.

Restrictive soil conditions are widespread throughout the area, but are less severe than along the Branch. Generally the northern and eastern edges of the area have the greatest problems, which could increase development cost significantly. Care in site planning, the structural design of buildings, and the installation of drainage facilities can overcome most of these problems.

C. UTILITIES

The present boundaries of the Urbana-Champaign Sanitary

District extend into the southern portion of this study area. Virtually the entire area falls within the projected long range District expansion. Long and short range plans for interceptor lines are projected well into the area. Since sanitary sewer service is a prime necessity, new industrial development should be located near the present boundaries of the District, near the projected line extensions. This will avoid the initial cost of supplying trunk lines to the area. Similarly, the Northern Illinois Water Corporation currently serves the southern portion of the study area. For both water and sewer service, the central portion of the study area is the most logical area for the first stage of development.

The State Water Survey indicates that there is some ground water in the area. A more detailed analysis might find that construction of a new well, plant and water system would be more economical for high volume water users.

D. RESIDENTIAL USES

In addition to a small number of homes scattered through the area, there is some concentration of residential development, including mobile homes, in the southeast portion of the study area. The conservation buffer would shield this area from the industry on the west and the airport to the north, and the location would be convenient for workers in the area. Many of the scattered homes in the rest of the study area may be removed to clear industrial sites; the others would be allowed to remain but there should be no new residential construction.

E. COMMERCIAL USES

Highway commercial development along U. S. 45 could provide the variety of support facilities related to and needed by large industrial areas. Both on 45 and on Lincoln, highway commercial uses are appropriate because of the proximity of these locations to I-74, and the importance of these routes in their own right.

F. INDUSTRIAL USES

Some industrial growth has already occurred in the southwest corner of the study area. A few sites remain undeveloped, and if these and nearby new sites were developed at approximately the same time, the cost of many facilities could be shared, such as access roads, a rail spur, and utility lines. Development south and east of Lincoln Avenue should logically occur first, before sites northwest of the Saline Branch, primarily because more compact development will minimize these capital expenditures, both public and private, but also to avoid disrupting existing incompatible land uses (homes and farms) before necessary.

Expansion of Illini Airport can occur to the west, allowing an extension of the runway to the size needed for receiving corporate aircraft and light freight shipments. The closing of a north-south township road necessary to accomplish this would not seriously diminish access to any other property, because of the new roads proposed above, which would quite adequately serve adjoining land.

The classification of most of this area in the land use proposal is simply "industrial," rather than a distinction between heavy and light industry. For long range planning of this type it would be very difficult to anticipate the amount and location of the need for either type of industrial site, and therefore to show specific sites as either heavy or light industry would be rather arbitrary. Furthermore, the distinction is somewhat less important in a generally industrial area such as this is proposed to be, because there is less concern with the intrusion of undesirable effects such as noise or heavy traffic, than there would be with an adjoining mixture of nonindustrial uses. A more exact determination of the use of particular parcels is more properly and efficiently a function of zoning.

Similarly, zoning can control the phasing of industrial development, mentioned above, so that streets and utilities will not unreasonably or uneconomically be extended to serve undeveloped areas, while fully served lots are still idle.

NORTHEAST STUDY AREA

This quadrant of the extraterritorial area has been more sparsely developed than other peripheral areas, because of a number of factors including its relative isolation due to the barrier of Interstate 74, and its lack of utilities. However, it is potentially one of the most desirable environments for residential development, because of its varied topography, stands of trees, and freedom from an existing mixture of incompatible uses. These advantages suggested from the outset that this area was particularly well suited to residential development at a low density, which would preserve the natural amenities of the area while minimizing the problems caused by other physical factors.

A. OPEN SPACE

A dominant feature of the northeast area is the Saline Branch, which follows a meandering course, generally from southwest to northeast through this study area. This stream is the center of an open space corridor of varying width along its course. The corridor includes the streambed and the area of vegetation on the banks, as well as adjoining areas where soil conditions and slopes pose the most severe problems for development. The corridor also includes the area subject to periodic flooding, as well as the gravel pits on the northwest side of the stream, which are also in the flood plain. North of I-74, this corridor is intended as a conservation area, in private ownership with the possibility of limited public access through easements. Development in this segment would be limited to uses compatible with the natural character and passive recreation orientation of the corridor. South of I-74, the corridor expands considerably to include the present site of the City landfill. When the capacity of this landfill site has been exhausted, it will present an ideal site for a major public park; this is particularly feasible because the property is already in public ownership, and because a filled site is unsuitable for virtually any use which would require substantial

construction. The park would be connected with the existing Woodland Park and the park now being developed on the former Harvey Cemetery site. This corridor represents a community resource of considerable significance. In addition to providing a range of alternatives for recreation, the corridor could be used as a design focus for development in the surrounding area.

B. RESIDENTIAL

Most of the existing residential development in this study area is low density single family homes. This includes development along Airport, Brownfield, Perkins and High Cross Roads. Many of these houses were built individually on lots with frontage on these streets, but there is also some subdivision at the intersection of Brownfield and Airport Roads, and near the corner of Perkins and High Cross Roads. Some of these homes are duplexes, and there is also a sizable number of mobile homes, some on scattered sites and others in small mobile home developments and parks. The Town and Country apartment complex just east of U. S. 45 and north of Kerr Avenue is the only multiple family development of size in the area.

Low density residential use is proposed throughout most of the area in order to preserve, as much as possible, the vegetation and terrain of the area. Higher densities make it more difficult to accommodate these values, and would also pose potentially severe problems because of soil conditions restricting the suitability of the area for foundations and roadbeds. Drainage problems also dictate that the land coverage should be low.

The medium density residential on the west side of a proposed north-south collector street between Brownfield and Airport Roads is already zoned for multiple family development, but in keeping with the factors mentioned above, it is proposed to be reduced from medium high to medium density. Its suitability for a medium, rather than a low, density is largely due to the

access which the new collector will provide to Airport, Perkins, and Brownfield Roads, and the presence of sanitary sewers. Furthermore, even when abstracted from this particular site, some medium density development, probably of a garden apartment or townhouse type, is desirable in order to provide some variety of housing types for potential residents attracted to this area. Another medium density residential area is proposed, in lieu of the industrial use suggested by Schellie, for the area on the north side of the U. S. 150 spur and east of the present landfill. The large scale industrial classification of the north study area, west of U. S. 45, reduces the need for industrial land here, and the park on the landfill site would be incompatible with most industrial uses. Furthermore, although this tract is surrounded by highways on two sides, access onto the U. S. 150 spur would be awkward at best. A medium density residential development on the site, especially if carefully designed through the PUD procedure, would benefit from the adjoining park, and would in turn be an attractive neighbor to this major public investment.

C. COMMERCIAL

The lack of neighborhood business is a serious deficiency throughout most of this area. This is due primarily to the present small population, which is insufficient to support businesses needed on a regular basis, such as grocery and drug stores, laundromats, barber and beauty shops, etc. This problem will correct itself as population growth occurs, and therefore areas for neighborhood business should be designated. Three such sites are proposed: the southeast corner of U. S. 45 and Perkins Road, the northwest side of Brownfield Road just northeast of I-74, and the north side of U. S. 150 just east of the spur to I-74. In addition to the variety of existing commercial uses on U. S. 45, a newly created designation, highway commercial, is proposed along U. S. 45.

D. INDUSTRIAL

As noted above, the north study area proposal concentrated almost exclusively on the industrial potential of that area, and a deliberate effort was made to prevent industrial development in other areas which would divert industry from the north area. Accordingly, land designated industrial in the Schellie plan, which has not been so used, was considered for reclassification to other uses. This was the case with the property on the north side of the U. S. 150 spur, which is now proposed to be residential. However, areas of existing industrial development on both sides of U. S. 150 were retained in that classification. Included among the industrial uses is the Sanitary District's sewage treatment plant and its related facilities, and for the present, the City's landfill and dump area. Another quasi-public industrial use, proposed for the south side of U. S. 150, is a garage, storage yard, and offices for the Mass Transit District.

E. COMMUNITY FACILITIES

There are no public schools in the study area at present, and school children are bussed to schools to the south and west. The plan proposes an elementary school site on the north side of Perkins Road between Brownfield Road and the Saline Branch corridor. The playground usually provided for a school could be expanded into a small neighborhood park to complement the privately owned conservation corridor immediately to the east. Should the need arise, this site could even accommodate a junior high school as well. Another neighborhood park farther north, on the east side of the proposed north-south collector, would serve the residential growth anticipated there, including residents of the multiple-family development. A park east of Edgewood Subdivision could be incorporated into the design of new residential development to serve existing and expected growth in that area, which is somewhat cut off from Woodland Park by the barrier of the U. S. 150 spur and commercial and industrial development along it.

F. ACCESS

A new north-south collector along the section line, connecting Airport Road to Brownfield at Perkins will open up that area for the anticipated development of multiple family and mobile home parks. The improvement of Airport Road and of Perkins Road east of I-74 is included in the long-range CUUATS plan, and the improvement of the intersection of Perkins and U. S. 45 is scheduled next year.

Illinois Route 130 is to be re-routed and improved along Myra Station Road north all the way to U. S. 150, and then east to the University Avenue - 150 spur, where traffic will be increased somewhat. This may also result in slight increases in traffic on High Cross Road north of I-74, since this will connect with the improved route to the south.

EAST STUDY AREA

This study area is small, with a limited amount of undeveloped land, so most of the planning decisions involved in the proposal were heavily influenced by existing land uses. These include extensive areas of low density single family homes, plus some apartments and small mobile home parks. The area also includes a large block of public and institutional uses between East Washington Street and East Main Street. These include the Brookens Junior High and the Prairie Elementary School on Washington, and a park site between them, and the County-owned complex fronting on East Main, which includes a nursing home, juvenile home, highway office, and other uses. Immediately adjoining this tract is the Solo Cup plant, also running from Main to Washington.

A. RESIDENTIAL USES

Most of the undeveloped land west of Myra Station Road and north of Florida is now zoned for low density residential development, and is so proposed in this plan, east of the present Edgewood, Scottswood, and Country Squire subdivisions. An undeveloped medium density area on the south side of East Washington, south of Scottswood is retained from the present zoning. The block between Green and Main, from Solo Cup west, is proposed as medium density residential, a change from its present predominantly low density homes, as is the tier of lots on the north side of Main opposite the County property. Another small area of medium density is the northeast corner of Philo Road and Florida Avenue.

The area east of High Cross Road is not proposed for development within the planning period, because much of it will not have full utility services, and also because the area intended for residential development is more than adequate to accommodate the projected population. West of Myra Station Road the system of sanitary sewer interceptors is already in place.

B. RECREATION AND OPEN SPACE

Closely related to the area and design of this residential development is the system of open space corridors which begins in the east study area and continues to the south. A study of the soils and topography showed some incidence of severe soil conditions in the undeveloped area on the east, complicated by a system of drainage swales.

A strip of open space along the principal swale, between Washington and Florida extended, could be the focus of a well designed residential development, especially of a PUD. This drainage basin would have an increased flow when the area is developed and the runoff therefore greater. Treating it as a desirable and attractive corridor through the area is a natural alternative preferable to draining the area through an underground pipe. This corridor could be of varying width, relatively narrow for much of its length and occasionally widening, with a pedestrian walkway or bicycle path along it. A neighborhood park is needed to serve this large residential area, and locating such a park on a site adjoining the open corridor would allow the two open spaces, linear and compact, to complement each other. Similarly, the northern end of the corridor is actually another neighborhood park on the north side of Washington, in a narrow vacant site surrounded by residential subdivisions.

The Urbana Park District now owns the site on East Washington between the two schools. Although this is fairly near the open space corridor and neighborhood parks farther east, it will serve a different function due to its larger size and particularly to its location, surrounded on three sides by other public uses.

C. STREETS

Myra Station Road is to be improved and Illinois 130 re-routed directly north along it, instead of 130's present northerly route through the eastern part of the city. This improvement, plus development on the west side of Myra Station, should

significantly increase traffic on this route. This will relieve the problem of north-south travel in this area, but another through street will still be needed. The railroad tracks on the northern edge of the area are a barrier to traffic; however, Smith Road crosses the tracks and now ends at Main Street. A southern extension of Smith, curving slightly to the east, could continue as far south as Florida extended, and would be the only through north-south street between Philo Road and Myra Station. The eastern extension of Florida, across the railroad tracks and as far east as Myra Station, would complete the basic network so that only collector and minor streets would be needed to provide access to lots in new subdivisions.

D. COMMERCIAL

This area is now almost entirely without businesses of a neighborhood type. The increased population as more development occurs will support limited commercial growth, which is already provided for by present zoning on East Washington, at the future southeast corner of Smith extended. This is bordered by medium density on the south and east, and also on the south by a narrow branch of the main open space corridor, which will serve as a buffer from the low density homes surrounding it. However, if the "superblock" bounded by Washington, Smith extended, Florida extended, and Myra Station Road is developed as a unit, or in a number of well-coordinated phases, these uses might be re-arranged in a Planned Unit Development.

E. COMMUNITY FACILITIES

Other than the linear and neighborhood parks mentioned above, the plan proposes no additional community facilities in the east study area. The County-owned property on East Main includes some undeveloped land, which would allow the addition of new uses, or the further expansion of existing ones. An undeveloped 20 acre tract owned by the School Board on East Washington just west of Myra Station Road appears to be unneeded for school purposes, because of its proximity to Prairie School. A substitute site in the South study area is proposed.

SOUTH STUDY AREA

The south study area is devoted primarily to low density residential uses, with the major exception of the large Sunnycrest commercial development and the medium density residential area near it. In addition, the University of Illinois owns all the land west of Race Street, including the Orchard Downs student housing area, and another block of land on the south side of Windsor, east of the Vine Street extension. Much of this University property is used for agriculture, as is privately owned land south and east of Philo Road.

A. RESIDENTIAL

The system of linear parks, or open space corridors, begun in the east study area is continued along the course of the drainage swales in this area. The undeveloped area generally bounded by Florida extended, Myra Station Road, and Philo on the south and west is proposed to be used primarily for low density residential use. The railroad cutting diagonally through this area is an undesirable intrusion into a residential area. However, these tracks are not heavily used, and careful design of subdivisions and the open space corridors could make them less objectionable. The streets indicated in this area were intended to provide the necessary access while keeping track crossings to a minimum. This area also includes medium density residential areas just west of Thomas Paine School, and in an L-shaped pattern on the north side of Philo Road southwest of the tracks. Medium density is also on the northwest side of Sunnycrest, on the south side of Colorado east of Anderson, and on the west side of Philo south of Colorado. A medium density residential area on the southeast corner of Windsor and Philo Roads is proposed to be slightly smaller and closer to Philo than the present zoning map pattern. South of Windsor Road in the Yankee Ridge area, low density residential is proposed. A Planned Unit Development for the elderly is now being planned, and has been approved, for the southwest corner of Windsor and Race. Sanitary sewer service is now available, or will be provided by the short range program of the Sanitary District, in all of the area proposed for residential

development. Most of the area south of Windsor Road and east of Vine extended, and east of Myra Station Road, will not be served within the planning period, nor will this area be needed for residential expansion for the projected population.

B. COMMERCIAL

The Sunnycrest shopping area has greatly exceeded the size typical of a neighborhood business area, and is therefore designated as "community shopping" on both sides of Philo Road between Florida Avenue and Colorado, and on the west side of Philo south of Colorado. Although Sunnycrest serves many of the shopping needs of the entire study area, further development will generate the need for commercial uses in other locations. Neighborhood business areas are therefore proposed for the north side of Philo west of Myra Station Road, and for the northeast corner of Windsor and Race. Both of these small commercial areas, if included in Planned Unit Developments, could be designed in conjunction with the residential uses surrounding them.

C. COMMUNITY FACILITIES

The study area includes the Thomas Paine and Yankee Ridge elementary schools, and a third, undeveloped school site on the southwest corner of Vine and Windsor. The need for this site is questionable because of its proximity to Yankee Ridge School, and because of its limited service area, with large blocks of University property to both the east and west. Should it be decided that this site is not needed for a school, it should remain in public ownership, preferably as an extension of the park immediately to the southwest. The Urbana Park District also owns property immediately south of the Thomas Paine School, which it hopes to expand to approximately twice its present size. The extension of Colorado Avenue across Philo is proposed to curve to the south in order to avoid bisecting this expanded park. This park would have access on the south and east from the system of lienar parks, which were laid out both to incorporate drainage swales and to connect the parks, schools, and relate to the residential areas. Another park on the southwest side of the

tracks is similarly connected by means of the open corridors. This park and the corridor leading to the northwest from it adjoin the railroad tracks, and although this is disadvantageous for the parks, it will provide some buffer from the tracks. Particularly if the school site at Vine and Windsor is not used, a third site more strategically located may be needed. In lieu of the site on East Washington in the east study area, which the School Board now owns, a school at the southwest corner of Florida extended and Myra Station Road would serve the presently undeveloped area on the northeast side of the tracks, as well as new development north of Florida extended. This school could be developed in conjunction with a neighborhood park, and would be accessible via the open space corridors from the north, west, and south.

D. TRANSPORTATION

An unresolved question clouding the consideration of this study area is that of the proposed major arterial in the Curtis Road corridor. This proposal for a major arterial, either along the Curtis Road right-of-way or as much as one-quarter mile north, envisions an east-west route with access limited to major grade intersections. A right-of-way of approximately 150 feet is expected to be sufficient. The debate on this proposal includes the question of whether it is needed at all, and if so, exactly where it should be located. At present the decision is being postponed until a comprehensive review of the CUUATS metropolitan transportation plan in 1974.

Very closely related to this question is a second, that of a major north-south route through the City. Vine Street is shown on the CUUATS plan as an improved through street extending as far south as Curtis Road. Objectors to this improvement fear the added traffic, with its noise and congestion, which this project would bring, particularly if Vine has an interchange with the new Curtis Road arterial. Proponents cite the need for at least one north-south route running all the way north to I-74, and offer Vine Street as the only feasible choice.

DOWNTOWN STUDY AREA

As the most intensively developed area in Urbana, the central business district has been the focus of much study and analysis, both public and private. In addition to its attention by Schellie in 1967, a special study in 1968 revised the Schellie proposals. For the purpose of this plan, the downtown area was considered as the nucleus of a larger study area, bounded by University Avenue, Lincoln Avenue, Maple Street, and Washington Street.

The 1967 plan anticipated considerable downtown development, and designated a commercial area from University to Oregon and from Urbana Avenue to Birch, within which the grid system of streets was preserved. The 1968 Downtown - West Urbana plan recommended a one-way couple of High and Elm Streets, with Green Street a pedestrian walkway closed to automobile traffic, and a similar pedestrian way south of Green on Birch Street. High density residential uses were proposed on both sides of Green between Lincoln Square and Lincoln Avenue; otherwise residential densities were generally unchanged. Both the Schellie Plan and the 1968 revision were proposed when the University growth rate was at its peak, and estimates of the ultimate student population ran as high as 60,000. The downward revision of this University growth projection, and more limited expectations of growth in downtown Urbana, were the prime considerations in this study area.

A. RESIDENTIAL

The buffering of residential densities is a widespread pattern proposed in this study area. A step-down pattern of residential densities, from high to medium high, to medium and down to low, was used where practical to avoid abrupt changes of density, and also to ease the transition between residential and commercial areas.

The low density character of the southwest quarter of the study area was maintained, from High Street south to Washington and between Busey and Cedar. High density residential growth is proposed for the block between Lincoln and Busey, from Green south to Oregon; south of Oregon high density faces Lincoln while medium density

faces Busey. Similarly, high density faces Green on both sides, while the north side of High between Busey and Birch is medium density.

Medium high density lines the west side of Race south of Green, while the western half of that block, fronting on Cedar, is medium density between High and California, and low density south of California. Between the central commercial north of California and the medium high residential south of Oregon, a block of high density-restricted business is suggested in the block between California and Oregon, between Race and Vine. This is another example of transitional classification, potentially including both residential and compatible commercial uses, primarily offices and small shops. East of Urbana Avenue, low density residential reappears and continues east of the study area boundary.

The northwest boundary of the central business district includes half a dozen blocks of the high density-restricted business classification, again as a buffer between central commercial areas of high intensity and medium high density residential development west of Cedar and north of Elm.

B. COMMERCIAL

The central commercial area proposed here is somewhat smaller than that shown in the 1967 and 1968 plans, although some of what Schellie designated central commercial is here proposed as general commercial along University Avenue. The general commercial classification, a new one including a wide variety of commercial uses, is proposed for almost the entire length of University Avenue in this study area, and for Vine Street-Cunningham Avenue north of the railroad tracks. This change, from one commercial classification to another, is intended primarily to provide appropriate physical forms of development, such as setbacks, parking, and bulk, rather than to regulate the uses themselves. The smaller central business district may result in a more intensively used and compact central area. This includes the proposal for an extension of Lincoln Square north to Main Street between Race and Broadway, which would not only expand the mall area but also have a revitalizing effect on the north side

of Main Street. The restricted business classification mentioned above would provide an effective buffer between the downtown area and the residential neighborhoods to the south and west.

C. COMMUNITY FACILITIES

The downtown study area is rich in community facilities and public buildings, both in number and variety. Government buildings include the County Court House; the complex of the Urbana City Building and Fire and Police Departments; the Urbana Civic Center; and the Post Office. Urbana's Busey Library serves the entire City; other recreation facilities include Leal Park, the Thornburn School building as a recreation center, and Crystal Lake Park on the northern boundary of the study area. Leal School and the Carle Hospital complex are other varieties of community facilities. The expansion of Busey Library is nearing completion, and Carle Hospital plans additional parking. Other than this, no new community facilities are proposed in the plan, except for the pedestrian walkways mentioned earlier.

D. STREETS

The determination of the circulation plans for downtown Urbana requires greater certainty of future development, and would be based on intensive traffic engineering studies. Two alternatives are suggested for circulation in the downtown area -- with the realization that a number of other alternatives are also feasible for this complicated problem. Both proposals include the closing of Elm between Broadway and Race, and both exclude the 1968 proposal of a Green Street mall. One alternative suggests that Main Street run one-way east, with Water one-way west, along the northern edge of the central business area between Cedar and Maple. One-way traffic on both streets would help to accommodate the traffic shunted to the north by the closing of Elm, and Main Street traffic lanes could be reduced to allow a more landscaped and attractive atmosphere, with perhaps increased on-street parking diagonally. The second alternative is basically a retention of the present pattern, with Main Street two-way and widened, in effect, by the elimination of on-street parking.

NORTH URBANA-UNIVERSITY NEIGHBORHOOD

The North Urbana-University Neighborhood (NUN) was the subject of a study by the Urbana Plan Commission staff in March 1969, which resulted in proposed policy on interim land development. Since that time a substantial number of changes in both the land use pattern and factors affecting future redevelopment of the neighborhood have occurred. The NUN study, which had never been formally adopted, was included in this plan, so that it could be revised and made a part of official City policy.

The procedure for the NUN study was therefore somewhat different from that used for the other study areas. The major focus of the update study was to determine land use developments which have occurred since 1969 and to examine changes in the factors which may affect the processes of redevelopment. In addition to incorporating these findings into the comprehensive plan, the NUN study revision will also provide policy guidelines for the review of redevelopment proposals, rezonings, University expansion plans, and public works improvement projects in the study area.

This study includes the original neighborhood area, bounded by Wright Street on the west, Park Street on the north, Busey Avenue on the east, and Illinois Street on the south. This is one block farther south than previously, in order to include the commercial area at Green and Lincoln.

A. HOUSING

Since the 1969 neighborhood study, the area has undergone gradual redevelopment in the land use pattern, particularly in housing. Since January 1969 building permits have been issued for 104 new apartment units, 14 remodeled apartment units in converted houses, and 6 new commercial uses. Total dwelling units have increased from 802 to 870, with average residential density at 14.8 units per net residential acre. Based on 1970 Census population densities, the total neighborhood population has increased from 1700 to 1840 persons. Since previous density computations were based on gross block acreage, which

does not accurately reflect actual residential land use, the current density figure has certainly increased somewhat since 1969.

Table 1 indicates the current distribution and density of housing units by block. One and two family structures continue to predominate, with 281 dwellings structures; there are 198 apartment units in 20 eight-to twelve-unit structures, one 16-unit structure, two 21- and two 24-unit structures, and one 48-unit structure.

A structural condition survey taken in July 1972 indicates only nine dilapidated structures in the area. About 55 structures were considered in substandard condition, with the remainder rated standard or excellent.

Several of the structures were or are being held for redevelopment purposes and have been abandoned or allowed to deteriorate. Increasing property values and rental potential tend to keep otherwise obsolete properties in at least minimal repair and in use until redevelopment becomes possible.

B. LAND USE CHANGES

Since the 1969 study, most of the land use changes have occurred in the housing supply, within the limits of existing zoning. . Of the six rezoning requests in the area, only two for a change from R-2 Medium Density to R-4 High Density Multiple Family Residential zoning have been granted, to allow construction of 21 and 24 unit apartment buildings. Two other requests for R-4 zoning, as well as requests for B-1 Neighborhood Commercial and B-2 Central Commercial, were denied.

Changes in commercial uses have occurred primarily along University Avenue, including three new restaurants, a service station, and an awning company. A small retail food store has also located at 1109 West Main Street.

Demand for retail and personal services in the area should continue to expand as redevelopment occurs and population density increases. University Avenue provides a variety of auto-

oriented business in the area, but no retail food, shopping or personal services. The nearest locations for these services are the Campus Town area or downtown Urbana. Due to the relatively small population, isolated location and nearby competing businesses, there appears to be limited prospect for any commercial development other than auto-oriented businesses.

The third major use in the area, education, has undergone very little change. The Lincoln School has been phased out of regular classroom use and now serves as an educational resource and special purposes center for Urbana schools. The few school age children remaining in the area have been absorbed by other nearby schools. University expansion has been limited to a few parcels.

C. TRANSPORTATION

Parking and traffic circulation continue to be problems in the study area. Although all new residential developments have been required to provide one off-street parking space for each unit, this is often insufficient for an area with multiple occupancy units. The additional demand placed on street parking by other University students and staff far exceeds the number of available spaces.

Circulation requirements in the area continue to be aggravated by increasing amounts of cross town traffic along major east-west arterials serving the University. Although University Avenue operates reasonably well during most hours, both Springfield Avenue and Green Street are quite congested during rush hours. Due to the traffic signal at University Avenue, Goodwin Avenue carries a substantial amount of north-south traffic, serving the east campus area. North of Springfield Avenue, Goodwin becomes a narrow two lane local street with restricted capacity. Other streets in the area serve primarily local traffic and parking needs of residents.

An additional transportation proposal which may affect the area is the proposed Green - Springfield couple in Champaign. Under this proposal, Green would become one-way east and Springfield one-way west from 5th street, with 3rd and 6th streets one-way south and 5th and Wright streets one-way north, all south of University Avenue.

This pattern would tend to increase the capacity of both Green and Springfield west of the campus. Although both streets would remain two way through the campus area, the increased volume to the west would tend to carry through to those streets in Urbana. The proposed extension of Goodwin Avenue north to an interchange with I-74 could substantially increase traffic congestion in the north campus area. A major widening program on Goodwin north of Springfield Avenue would probably be required to handle increased traffic.

D. UNIVERSITY GROWTH

Since completion of the 1969 neighborhood study, projections of University growth have been substantially revised. Enrollment projections for the next ten years indicate an increase of about 2,500. Total campus population would thus be approximately 36,000 by 1980.

Due to this considerably reduced growth rate, the current University policy of reducing their scope of campus housing operations, and the substantial growth in the private housing market, future development of University housing in the study area is unlikely. The University office for Capital Programs has, however, indicated a continued interest in previous plans for expansion of campus facilities in the area. Potential expansion of the College of Engineering will take in the area south of University and west of Goodwin Avenues. Other possible expansion would include the area south of Springfield and west of Lincoln Avenues. No time period has been established for these projects, and in view of recent cutbacks in capital budgeting, they may be extended over a considerable period.

E. REDEVELOPMENT ASSUMPTIONS

The proximity of the North Urbana-University Neighborhood to the center of the University campus makes this a prime housing area for the University related population. The area is also subject to long range expansion plans for University facilities. Both these factors create substantial redevelopment pressures on the old, single family housing stock in the area. In addition, rapidly increasing land values and obsolescence of existing structures add further impetus to the redevelopment process for both commercial and residential uses.

Previous assumptions regarding transportation proposals have been modified somewhat, as indicated earlier. In addition, the proposed University - Park one-way couple appears to be a questionable project, since minor traffic operations improvements on University Avenue could greatly increase its efficiency.

F. REVISED INTERIM DEVELOPMENT PLAN

The design objectives and policies of the 1969 study remain generally consistent with redevelopment trends in the area and factors affecting its future growth. The attached map indicates proposed revisions to Map 6, Proposed Interim Land Development Policy, of the 1969 study. The major changes include:

- Redesignation of commercial activities along University Avenue.
- Retention of high density residential areas at the fringes of potential campus expansion along Lincoln Avenue.
- Redesignation of residential density patterns in line with pending revisions to the Urbana Zoning Ordinance.
- Retention of Lincoln School for an indefinite period as the educational resources center for District 116.
- Closure or restriction of through traffic on Clark and Stoughton Streets. These streets could eventually either

be closed if redevelopment occurs in large enough parcels, or redesigned to provide increased parking and pedestrian paths and restricted to through traffic.

- Development of a system of one-way street couples to increase traffic service within and through the neighborhood.
- The closing of Green Street between Lincoln Avenue and Race Street, and the division of traffic onto a couple of one-way Elm and High Streets was proposed as one alternative in the 1968 addendum to the Schellie plan, and considered in the NUN study. This proposal has been eliminated from the NUN study revision, and the neighborhood commercial area proposed in conjunction with it reduced to the east side of Lincoln at Green.