



DEPARTMENT OF COMMUNITY DEVELOPMENT SERVICES

Planning Division

m e m o r a n d u m

TO: The Urbana Plan Commission

FROM: Lisa Karcher, AICP, Planner II

DATE: April 1, 2010

SUBJECT: Plan Case 2124-PR-2010, Review and Formal Adoption of the University Avenue Corridor Study

Introduction & Background

The City of Urbana in collaboration with the City of Champaign, the University of Illinois and the Champaign-Urbana Mass Transit District, contracted with the Champaign County Regional Planning Commission (CCRPC) in May 2008 to complete a corridor study for University Avenue. In addition, representatives from the Illinois Department of Transportation, Urbana Park District, Carle Hospital and Provena Covenant Medical Center participated in the study as key stakeholders in the corridor. An Illinois Tomorrow Corridor Planning Grant from the Illinois Department of Transportation was received by Urbana, as the lead agency, to complete the study.

The study area for the University Avenue Corridor Study includes the length of University Avenue from State Street in the City of Champaign to Maple Street in the City of Urbana. The overall goal of the study is to determine how economic revitalization can occur through innovative streetscaping, landscaping, and façade improvements. In addition, the study examines how safety and mobility can be improved in the corridor for all transportation modes, whether by automobile, bus, bicycle or on foot.

CCRPC has prepared a draft University Avenue Corridor Study. The Draft Study is out for public review and comment during the period of March 19, 2010 through April 19, 2010. A digital version of the study is being provided to Plan Commissioners in CD format due to the length of the document. Paper copies of the study can be provided at Commission member's request. The Study may also be viewed and downloaded from the following website:

<http://www.ccrpc.org/transportation/university/documents.php>

The Urbana Plan Commission is asked to review the Draft Corridor Study and offer any comments concerning the study as well as recommend to the City Council whether or not to formally adopt the Study. Eric Halvorsen from CCRPC will make a presentation on the draft University Avenue Corridor Study at the April 8th Plan Commission Meeting and the Committee

of the Whole Meeting on April 12th. It is anticipated that the City Council will take action on the study on April 19th.

Discussion

An executive summary is included in the study and is attached as Exhibit A. The draft University Avenue Corridor Study has been organized into seven chapters. Following is a discussion of the study based on these chapters.

Chapter 1: Introduction

University Avenue serves as an important east-west thoroughfare connecting the City of Urbana, the University of Illinois and the City of Champaign. The entities involved in the University Avenue Corridor Plan have recognized this importance and the need to put a plan in place “which capitalizes on the corridor’s strengths and successfully addresses its weaknesses”. The study area extends from State Street in the City of Champaign to Maple Street in the City of Urbana. A corridor boundary map is included in the Executive Summary in Exhibit A. In the formulation of the study, the following overall goals were established for the corridor:

- 1) Promote orderly and attractive redevelopment along University Avenue.
- 2) Develop higher density multi-modal nodes at selected intersections.
- 3) Maximize the safety and efficiency of the current transportation network throughout the corridor.
- 4) Provide bicycle connections for the corridor to the rest of the community.
- 5) Improve pedestrian facilities, safety and access along the corridor.
- 6) Provide more direct transit service and additional transit facilities throughout the corridor.

Chapter 2: Planning Process

CCRPC began work on the study in 2008. A Corridor Study Steering Committee was formed with representatives from the City of Urbana, City of Champaign, University of Illinois and the Champaign-Urbana Mass Transit District. In addition, representatives from other key stakeholders in the corridor were included such as the Illinois Department of Transportation, Urbana Park District, Carle Hospital and Provena Covenant Medical Center. CCRPC staff met with the Steering Committee throughout the compilation of the study to present progress and receive feedback. The following two public input sessions were also held.

November 2008: Public Workshop

The workshop was a joint public workshop to discuss the University Avenue Corridor Study as well as the White-Springfield Corridors Analysis. The purpose of the workshop was to present existing conditions for the corridors and to solicit comments from the public on these conditions and future expectations for the corridors. Attendance: 28 participants.

June 2009: Public Meeting

The purpose of the meeting was to present proposed future scenarios and visions for the future of the corridor and solicit comments from the public. Attendance: 55 participants.

Chapter 3: Existing Conditions

CCRPC staff completed a detailed analysis of the existing conditions of the corridor including history of the corridor, land use, zoning, parcel and building conditions, streetscape and aesthetics, transportation, and economic development. Providing this detailed analysis is important in identifying how the corridor was originally developed, how it transformed to what it is today and to provide a foundation upon which to improve the corridor to meet our vision for the future. Please see Exhibit A, Executive Summary, for a list of findings identified in the analysis of the existing conditions of the corridor.

Chapter 4: Vision for the Future

Based on the review of the existing conditions of University Avenue and discussion by the steering committee, major stakeholders and public input, a vision for the corridor was formulated. As part of this process it was identified that there is a need to develop a streetscape concept that united the entire corridor, but at the same time acknowledged the uniqueness and individuality of individual segments. The concept of “Connected Nodes and Villages” was created to achieve this goal.

Nodes are key intersections where higher intensity, mixed-use development served by multi-modal transportation is desired. The intersections of Wright Street and University Avenue, Lincoln Avenue and University Avenue, and Broadway Avenue and University Avenue were identified as node locations in Urbana. Villages are the areas of transition between the nodes that are defined by major employers, attractions or neighborhoods within or surrounding them. The following villages have been identified in Urbana: Provena/University Village, Carle Village, and Urbana Urban Village. (See Exhibit A)

Chapter 5: Framework for the Future

Taking the analysis of the existing conditions of the corridor and looking at the vision for the future of the corridor, a framework has been identified to transform the corridor as envisioned. The Framework for the Future includes the following components:

- **Land Use and Zoning**
Provides recommendations for zoning and land use designation changes for specific areas/parcels to be consistent with the vision of the future of the corridor.

The study recommends one land use designation change on Future Land Use Map #4 in the 2005 Urbana Comprehensive Plan. (See Exhibit C) The recommended future land use designation change involves parcels owned by Carle that are located northwest of the intersection of McCullough Street and University Avenue. The parcels are currently designated as community business in the Comprehensive Plan. The study recommends changing the future land use designation to institutional.

The study also recommends two zoning changes to the Urbana Zoning Map. (See Exhibit C) The first zoning change involves parcels owned by the University of Illinois that are located southeast of the intersection of Goodwin Avenue and University Avenue. Half of these parcels are zoned R-5, Medium High Density Multiple Family Residential and the other half are zoned B-3, General Business. The study recommends rezoning all of the parcels to either B-3 or B-3U, General Business-University or alternatively to a new University Zoning District that is under

consideration by Urbana. The second zoning recommendation involves parcels located southeast of the intersection of Lincoln Avenue and University Avenue. The zoning of these parcels are mixed with the parcels along University Avenue zoned B-3 and parcels along the north side of Clark Street zoned B-2, Neighborhood Business-Arterial or R-4, Medium Density Multiple Family Residential. The study identifies that the B-3 zoning district would be appropriate if a development is proposed that meets the vision of the study. The study recommends that rezoning of any of these parcels be done so consistent with the Comprehensive Plan.

- Urban Form Concepts

Identifies urban form characteristics to be used to guide development within the corridor, and are recommended to be incorporated into Urbana’s zoning and development regulations. These urban form concepts include: building orientation, parking orientation and location, signage, streetscape elements and low-impact design.

As part of the study, CCRPC and the City of Urbana contracted with CBA, a landscape architecture firm, to assist with developing a streetscape plan for the portion of University Avenue that lies within the City of Urbana. The proposed streetscape plan includes streetscape elements such as landscaping, benches and trash receptacles, decorative walls, kiosks and bus shelters, lighting, and node enhancements. A copy of this section of the study is provided in Exhibit B for your review.

- Transportation Improvements

Following is a brief summary of the recommended transportation improvements:

- a. Roadway Improvements – signal timing adjustments, signal coordination and updating signal equipment
- b. Intersection Improvements – enhanced crosswalks, pedestrian signals, landscape islands, pavement enhancements
- c. Access Management – provides a plan for the location, design and operation of driveways, median openings and street connections. This includes recommendations for curbcut closures as redevelopment occurs.
- d. Bicycle and Pedestrian Improvements – improve sidewalks and intersections along the corridor for pedestrians and improve the connectivity of the bicycle network based on the Urbana Bicycle Master Plan.
- e. Transit Improvements – enhance transit service and bus shelters along the corridor.

- Economic Development

Recommends using development incentives either in the form of monetary incentives or relaxed regulatory incentives for the development of properties within the corridor.

Chapter 6: Urban Design Plan

The urban design plan is an illustration of how the corridor could look if redeveloped consistent with the goals and visions of the study as well as the framework guidelines identified in Chapter 5. An urban design plan is provided for each of the “villages” identified in Chapter 4. The parcels illustrated as being redeveloped per the study were based on the

results of an analysis of the redevelopment potential of all the buildings and properties in the corridor. (See Exhibit D)

Chapter 7: Implementation Plan

The implementation plan is a summary of the steps necessary to achieve the vision and goals identified in the study for the University Avenue Corridor. A copy of the implementation plan is provided in Exhibit E for your review. There are three overall categories identified with specific recommendations for implementation noted. These three categories are: land use and zoning, transportation improvements and streetscape improvements. The recommendations reflect the framework guidelines discussed in Chapter 5. Table 7.2 outlines the specific implementation steps, agencies responsible, timeframes for completion and estimated costs. The implementation plan will serve as a future guide for development and public improvements within the corridor for the City of Urbana.

Action Requested

City staff requests that the Plan Commission review the study, provide comments, and recommend approval to the City Council of the University Avenue Corridor Study.

Attachments: Exhibit A: University Avenue Corridor Study Executive Summary
 Exhibit B: Urbana Streetscape Concept and Streetscape Elements
 Exhibit C: Land Use and Zoning Recommendations
 Exhibit D: Urbana Urban Design Plan
 Exhibit E: Implementation Plan

Enclosures: Final Draft - University Avenue Corridor Study (CD)

cc: Eric Halvorsen, CCRPC

Executive Summary

Background

From the late 1910s to the present day, University Avenue has served as one of the most heavily traveled east-west corridors in the Champaign-Urbana urbanized area. University Avenue provides a critical transportation link between the City of Champaign, the University of Illinois and the City of Urbana. The corridor is also home to some of the largest employers in Champaign County which include: the University of Illinois, Carle Hospital/Clinic, Provena Covenant Medical Center, and Christie Clinic. Residents, employees and visitors alike all travel along University Avenue, and in its current form fails to capitalize on many of the strengths and opportunities that exist.

Portions of the corridor have not developed at the highest and best use, and the overall appearance of this auto-oriented corridor lacks visual clarity, cohesiveness and aesthetic appeal. The corridor has yet to find a clear vision and path for its future. University Avenue has experienced many changes throughout its history and will continue to evolve into the future.

The University Avenue Corridor Study sets out to analyze the existing and future conditions of the area in order to create a plan which capitalizes on the corridor's strengths and successfully addresses its weaknesses. The plan is meant to be a comprehensive analysis of land use, zoning, redevelopment opportunities, transportation and streetscape improvements. As these elements are addressed in the short, medium, and long term, the corridor will have a defined identity to bridge the varying public and private entities which are connected by University Avenue.

Existing Conditions Findings

A detailed existing conditions analysis was completed for the corridor. The findings of the analysis include:

- University Avenue falls under the jurisdiction of multiple entities, creating a unique planning challenge.
- The corridor has seen a significant drop in single family detached housing, but has seen an increase in multi-family dwelling units.
- Existing and future land use patterns show this corridor as a major commercial arterial for both cities.
- This corridor offers many excellent opportunities for infill development.
- Surface parking lots along the corridor provide unappealing views and are in need of additional landscaping.
- The corridor lacks a uniform streetscape design.
- Boneyard Creek is an important recreational and aesthetic feature in the corridor.
- The existing driveway spacing along University Avenue is less than the recommended distance in the CUUATS access management guidelines.
- Transit service is available along some segments University Avenue, and connects Downtown Urbana and Downtown Champaign.
- Mixed-use walkable developments are anchoring themselves in the corridor.
- Stronger bicycle, pedestrian, and transit connections are needed between the hospital campuses, the University, and services located within the corridor.

Vision for the Corridor

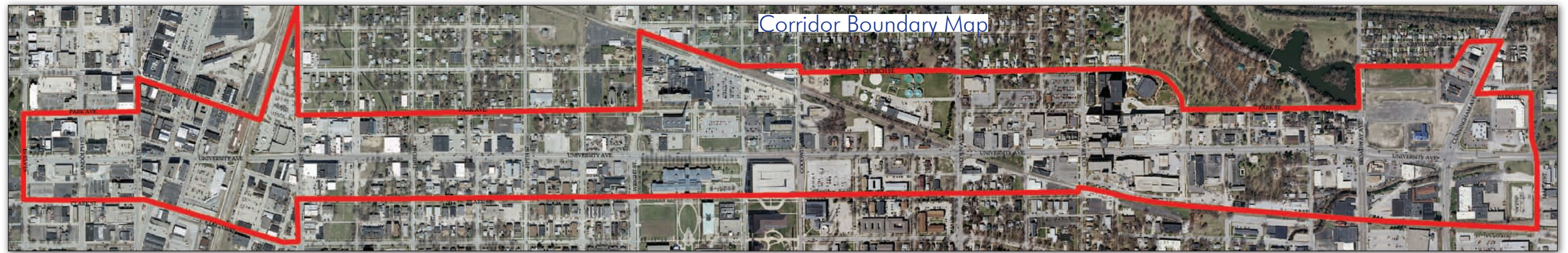
Based on the existing conditions analysis and input gathered during public participation meetings, a vision statement was developed:

"The University Avenue corridor will support an intensified and diverse mix of commercial, office, institutional, and residential uses at an appropriate density that serves to connect the two downtowns, University of Illinois and medical campuses to sustain adjacent neighborhoods. The corridor will be served by a multi-modal transportation system that facilitates its status as the communities' main east-west thoroughfare, while supporting other modes of transportation. Enhanced building design and streetscape features will help to unify and breath new life into this urban corridor."

Goals for the Corridor

A set of seven broad goals were established for the corridor:

1. Promote orderly and attractive redevelopment along University Avenue
2. Develop higher density multi-modal nodes at selected intersections
3. Maximize the safety and efficiency of the current transportation network throughout the corridor
4. Provide bicycle connections from the corridor to the rest of the community
5. Improve pedestrian facilities, safety and access along the corridor
6. Provide more direct transit service and additional transit facilities throughout the corridor
7. Create an enhanced streetscape with unifying elements along the corridor



Connected Nodes and Villages

A vision was developed to help unify the corridor while still uniquely identifying the various jurisdictions which are located along University Avenue. A concept called “Connected Nodes and Villages” was created to capture the needed unity of the corridor while still identifying the unique pockets of similar development.

What is a Node?

Targeted intersections along the corridor to focus higher intensity mixed-use development that will be served by a multi-modal transportation network and contain enhanced streetscape improvements.

What is a Village?

Segments of the corridor between Nodes designed to incorporate elements of housing, employment and commercial development at a lower density than that found at node locations. Villages act as zones of transition between Nodes.

Node Locations

University Ave/Fourth St
University Ave/Wright St
University Ave/Lincoln Ave
University Ave/Broadway Ave

Village Names

Downtown Champaign Village
Champaign Urban Village
Provena/University Village
Carle Village
Urbana Urban Village

Framework for the Future

The framework chapter presents recommendations which will improve the look, feel and functionality of this vital corridor and maximize its development potential. Recommendations are provided for multi-modal connectivity, higher density development and commercial amenities that serve residents and visitors alike. The framework principles will help guide decisions on future land use, zoning, site planning, streetscape, transportation improvements, and economic development. Some of the general recommendations include:

- Revise future land use maps and consider zoning changes to parcels outlined in the plan
- Revise existing zoning ordinances or establish an overlay district to reflect changes recommended to building orientation, parking orientation, signage, and low-impact design characteristics.
- Work with existing property owners and future development projects to implement the recommended streetscape concepts.
- Implement recommended transportation improvements:
 - Replace traffic signal equipment at recommended intersections
 - Coordinate and re-time signals along University Avenue
 - Remove and relocate access points as recommended
 - Improve connectivity of the bicycle network
 - Improve facilities for pedestrians along roadway segments and at intersections
 - Enhance transit service and facilities along University Avenue
- Review existing TIF District boundaries and fiscal incentive programs to determine feasibility of extended economic development incentives to other areas of the corridor.
- Develop regulatory incentives for new development to encourage developers to follow the recommendations in this plan.

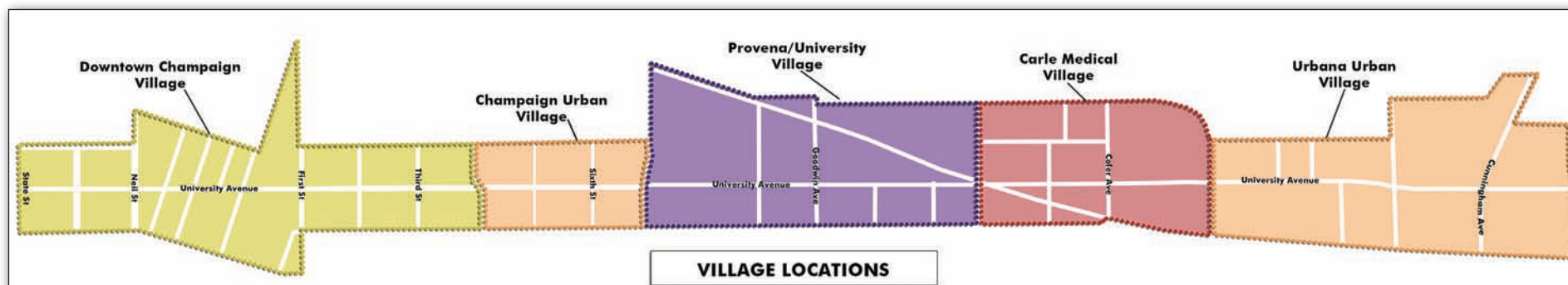
Urban Design Plan

The urban design plan proposed for the University Avenue corridor is organized into five areas which correspond to the five different villages. The urban design plan provides a preferred development scenario for how redevelopment could occur over the next 25 years. This plan is based on the goals of the overall vision for the study area and the principles laid out in the Framework Chapter.

While the urban design plan does lay out specific parcels for redevelopment and illustrates desired building massing and orientation, the scenario shown for each village is only one example of how future development may play out. This plan is meant to show how the recommendations described in the Framework Chapter could look if the general guidelines are followed. In order for this scenario to become a reality, more specific design codes and zoning ordinance changes would need to be put in place.

Implementation

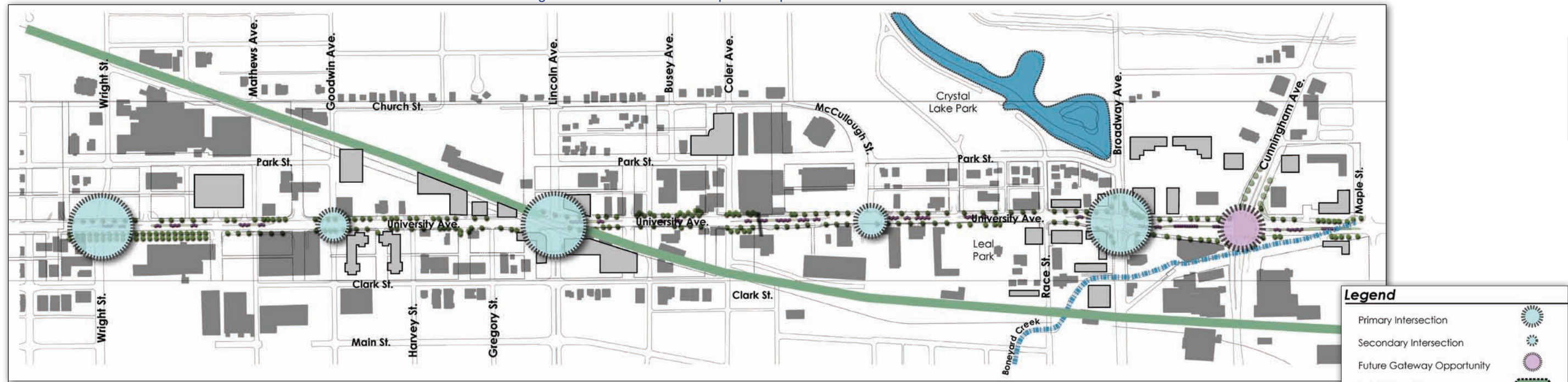
A detailed implementation plan was completed outlining the various steps needed to complete the plan recommendations. The implementation steps, parties responsible, cost estimates, and time frames are presented in an implementation table.



University Avenue/Wright Street Node with Improvements



Figure 5.12: Urbana Streetscape Concept - Plan View



Streetscape

One of the stated goals for this corridor study was to create a unified streetscape concept that could be implemented to help link all the different jurisdictions, agencies and businesses along the corridor. The main focus of streetscape improvements along the corridor fall within the City of Urbana from Wright Street to Maple Street. In 2009, the City of Champaign completed a streetscape project between Second Street and Wright Street upgrading sidewalks, planters, landscaping, and closing/relocating access points along the corridor. Since Champaign already had their streetscape designed and ready for construction, the focus of this study was placed on Urbana’s segment of University Avenue.

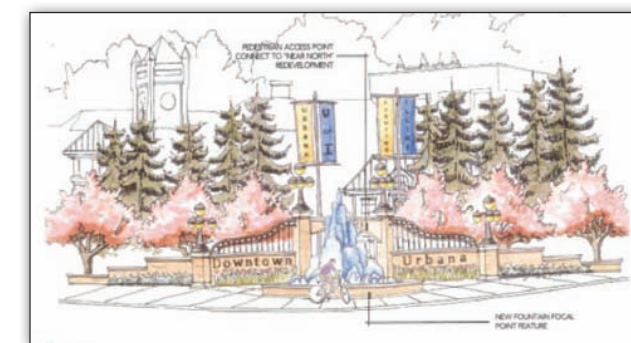
The final streetscape concepts for University Avenue are reflective of input received from stakeholders, government officials and the general public. Throughout several meetings and workshops, the design concepts were refined to create a corridor plan representing a unified vision for University Avenue. The plan recommendations respond to the need for future growth of residential, commercial and institutional uses along the corridor. The streetscape concepts were broken down into three planning areas: Provena/University Village, Carle Medical Village and the Urbana Urban Village (shown in Figure 4.2).

Primary and secondary intersections were identified in addition to a gateway intersection at University Avenue and Cunningham Avenue. Primary intersections, or nodes, defined by higher intensity development, include major landscape enhancements, decorative pavement, bus shelters, informational kiosks, and site furnishings. Secondary intersections are defined by lower intensity development and a reduced level of streetscape enhancements than primary intersections. These locations include Goodwin Avenue and McCullough Street. The gateway intersection at University and Cunningham Avenues acts as the primary entryway into Downtown Urbana. This location should include bus shelters, benches, signage, and gateway features. This gateway location was also included in the 2008 Cunningham Avenue Beautification Study and the 2002 Urbana Downtown Strategic Plan. Figure 5.13 shows one proposed design for the gateway feature.

The streetscape concept for the corridor has two hurdles to overcome. The first was the ability to create a unifying concept that would bring together the various businesses and stakeholders along the corridor under one common design theme. The second was to create subtle nuances in the streetscape concept that would denote each village within the corridor as a separate area with its own important characteristics. Unifying streetscape elements can be seen in the lighting styles, planting palettes, bus shelters, street furniture, kiosks, and crosswalk markings. To identify each village, a cast stone wall is proposed to

be constructed at appropriate site specific locations where right-of-way is available. The stone wall will be fitted with decorative fence panels that change from village to village. This element adds a cohesive feature to the corridor, and marks the beginning and end of each unique village. Figure 5.12 notes each primary, secondary and gateway intersection as well as the proposed locations of street trees.

Figure 5.13: Gateway Feature from 2002 Urbana Downtown Plan



Streetscape Elements

Between Wright Street and Maple Street, different streetscape elements are proposed which will help beautify and provide additional functionality to the built environment. Although these elements have been designed for Urbana's side of the corridor, they could easily be extended to the Champaign side or adapted to fit Champaign's design palette. The following describes each of the proposed streetscape elements:

- Landscaping** - Public and private landscaping should follow similar planting palettes to create unity along the corridor. Public landscaping enhancements include street tree plantings, planted medians and shrub/perennial plantings at node locations. Developers are encouraged to add landscaping above and beyond what is regulated by local ordinance to help enhance aesthetics. The City of Urbana encourages the use of native species and low maintenance landscaping. A listing of recommended plant species are listed below:

Tree Species	Perennial Species
<ul style="list-style-type: none"> Columnar Sugar Maple Columnar Hornbeam Princeton Sentry Ginkgo Thornless Honeylocust Thornless Hawthorne 	<ul style="list-style-type: none"> Russian Sage Salvia Daylily Yarrow Liriope Sedum Switch Grass Little Bluestem
Shrub Species	
<ul style="list-style-type: none"> Spirea Dwarf Sweetspire Knockout Shrub Rose 	

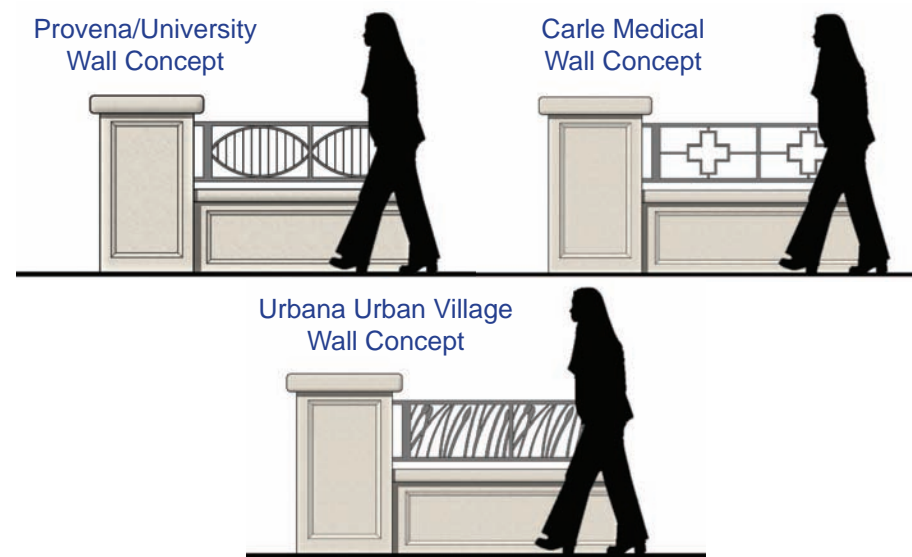
- Benches and Trash Receptacles** - The recommended benches and trash receptacles are consistent with designs found throughout the City of Urbana and on the Carle medical campus. The design of the trash receptacles reflects the prairie theme common to Urbana.

Figure 5.14
Proposed Bench
and Trash
Receptacle
Design



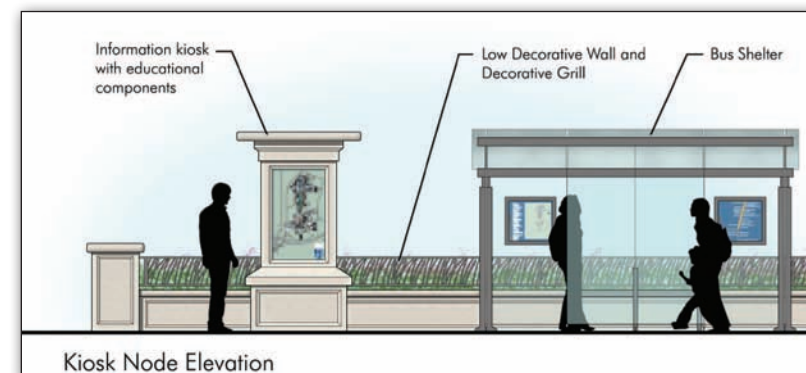
- Decorative Wall** - This decorative low stone wall creates a common streetscape element that can be carried throughout the corridor as a unifying element. Custom fence panel designs have been developed which correlate to the theme found in each individual village. While each fence panel is unique to the village, the underlying stone wall is consistent throughout the streetscape. Further site specific investigation will need to take place to identify appropriate locations for the stone walls where right-of-way is available and sight lines are not obscured. The proposed wall designs can be seen in Figure 5.15.

Figure 5.15: Proposed Wall Concepts for Each Village



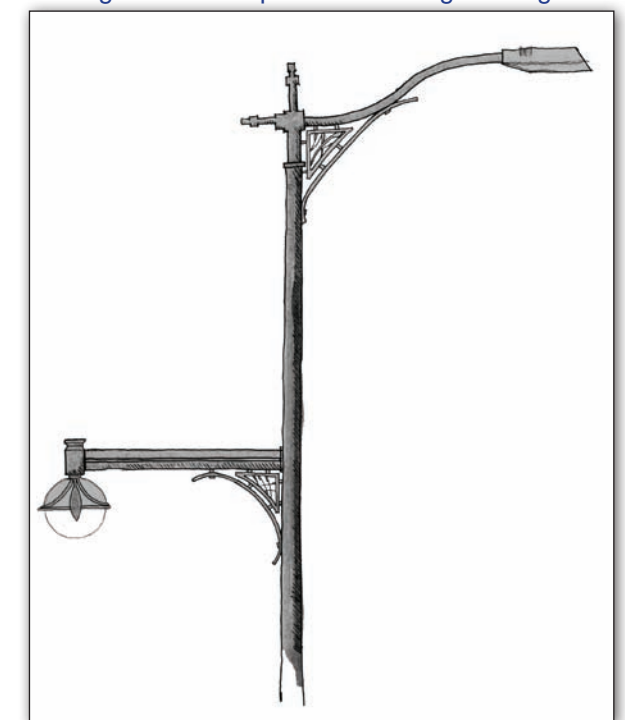
- Kiosks and Bus Shelters** - The information kiosks and bus shelters should be placed in close proximity to each other to direct transit users to information on arrivals, departures and destinations. The bus shelter design shown below, is currently being constructed by CU-MTD.

Figure 5.16 Proposed Kiosk and Bus Shelter Design



- Lighting Design** - The proposed design for lighting along University Avenue uses customized features to retrofit the existing cobra head lighting fixtures. The light poles have been modified to include a stylized bracket in keeping with the prairie motif at the top and a decorative side arm for pedestrian lighting. The globe light mounted on the pedestrian sidearm corresponds with the lighting found on the Carle Medical campus and elsewhere in Urbana. All new lighting in the corridor must incorporate full cutoff heads to reduce upward light pollution. Figure 5.17 illustrates the proposed lighting design.

Figure 5.17 Proposed Street Light Design



- Public Art** - The City of Urbana encourages public art to be incorporated into the streetscape and on public and private property. Through the Urbana Public Arts Commission, the City should work with property owners to identify potential locations for public art along the University Avenue corridor.

Node Enhancements - The primary and secondary nodes shown in Figure 5.12 include enhancements which may not be present at other points along the corridor. The nodes are designed to include multi-modal improvements such as: wider sidewalks, bicycle parking, transit stops and enhanced crosswalks. These enhancements are not only important for creating easier multi-modal travel, but they also denote node locations from other areas along the corridor.

The proposed streetscape improvements, planted medians and enhanced crosswalks will also help to calm some of the faster moving traffic along University Avenue. Bringing buildings closer to the street, adding street trees and planted medians will make the corridor feel more compact and naturally slow the speed of traffic.

Figure 5.18 shows how the intersection of University Avenue and Wright Street can be enhanced making the node more pedestrian friendly and aesthetically pleasing.

Figures 5.19 and 5.20 show how primary and secondary nodes can be enhanced with wider sidewalks, bus shelters, kiosks, plantings, and walls.

Figure 5.18: Perspective View of University Avenue/Wright Street Intersection with Enhancements



Figure 5.19: Example Kiosk Placement at Node Locations

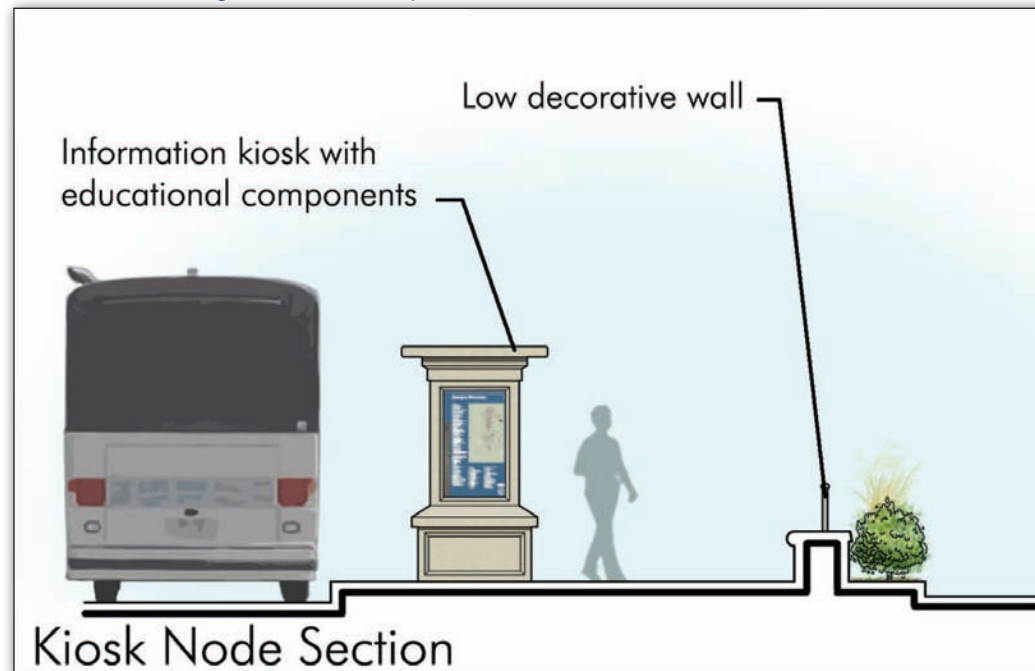


Figure 5.20: Plan View of Enhanced Node Location

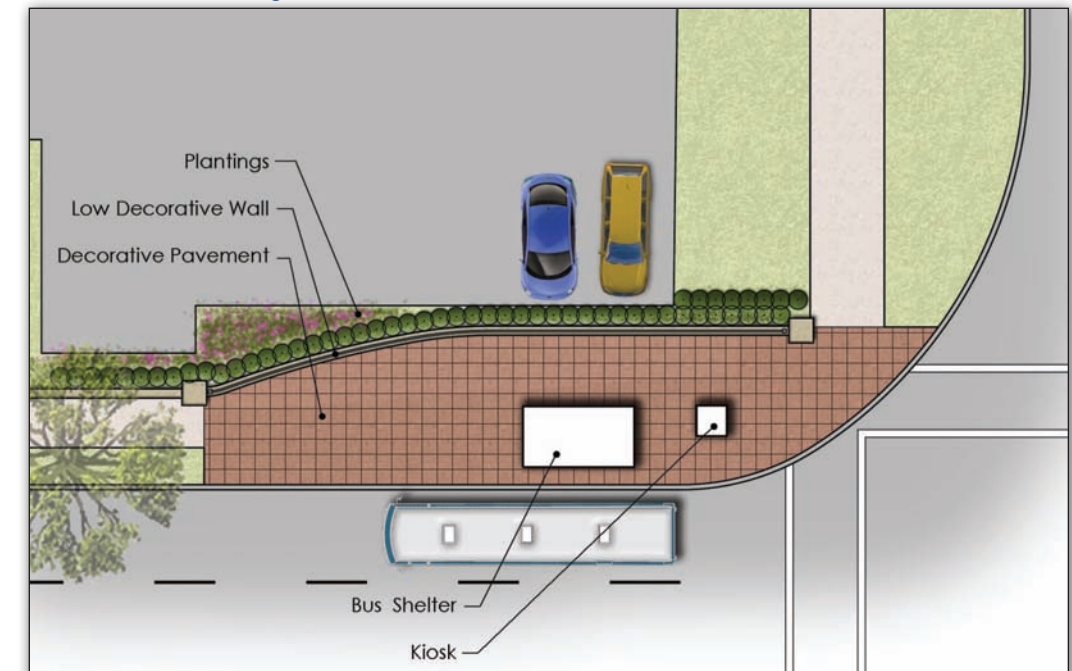


Figure 5.1: Future Land Use Changes Map



Champaign Future Land Use Legend

Single Family Residential	Commercial/Industrial
High Density Residential	Office
Commercial	Institutional

Urbana Future Land Use Legend

Multi-Family Residential	Campus Mixed-Use
Central Business	Institutional
Community Business	Park
Regional Business	

Recommended Changes to Future Land Use Maps

While a majority of the parcels shown in the future land use maps for Champaign and Urbana fit well within the overall vision for the corridor, there are a few parcels along the corridor which are recommended to be changed in future land use map updates. The changes recommended are minor, but would help establish a more accurate representation of future land uses along University Avenue. Figure 5.1 shows the future land use map for the University Avenue corridor, and highlights six areas where future land use designations should be adjusted. The following changes are recommended for future land uses:

1. This small parcel in Downtown Champaign is labeled as institutional, but currently supports commercial businesses. It is recommended that this parcel be changed to a commercial land use designation.
2. The assemblage of parcels located at the southwest corner of Chester Street and Water Street are currently shown as commercial/industrial in Champaign's future land use map. The City of Champaign's 2006 Downtown Plan envisioned this area supporting an artist live-work and/or gallery space development which could help "cultivate arts related uses." Based on the vision for this area as noted in the Downtown

Plan, this study recommends changing the land use from a mixture of commercial and industrial uses to only commercial land uses. This change would fit the current patterns seen in Downtown Champaign, with infill development coming in the form of mixed-use buildings accommodating commercial, office and residential uses.

3. The six parcels at the southeast corner of Second Street and University Avenue are currently designated as commercial and high density residential land uses. The City of Champaign is currently in the process of constructing the Second Street Reach Boneyard Creek improvements. As part of this project, the highlighted parcels would become public property and part of the park project. This study recommends changing those parcels from their current designation to a park land use category to more accurately reflect the land use after the Boneyard Creek improvements are complete.
4. The parcel at the southwest corner of Fifth Street and University Avenue is currently shown as institutional. This parcel has a mixed-use office/residential building constructed on it which does not fit the institutional designation. It would be more appropriate to change the land use of this parcel to commercial to reflect its current use and the desired future use should the parcel redevelop.
5. The two parcels along Wright Street adjacent to Provena are owned by Provena, but shown as low density residential. This land use does match the character of adjacent development,

but since it is owned by the hospital it is recommended that these parcels be changed to institutional. Currently, Provena is using this land as surface parking. It would not be inappropriate to locate low density residential units on these parcels in the future, but at this time it is recommended to change the designation to institutional.

6. Lastly, at the northwest corner of McCullough Street and University Avenue, Carle owns a large parcel which is shown as community business in the City of Urbana's future land use map. Carle is currently using this parcel as surface parking and does not plan to redevelop it as a commercial use. It would be appropriate to change this parcel to an institutional land use.

The minor changes recommended above will help to create additional consistency along the corridor. Designating all parcels with land uses that are consistent with the overall vision for the future is a quick and easily attainable step in the implementation process.

Figure 5.2: Recommended Changes to Existing Zoning



Champaign Zoning Legend

SF - Single Family Residential	
MF2 - Med. Density Multifamily	
CB - Central Business	
CG - Commercial General	
SUP - Special Use Permit	

Urbana Zoning Legend

R2 - Single Family Residential		B3U - General Business University	
R4 - Med. Density Multifamily		B4 - Central Business	
R5 - Med/High Density Multifamily		MIC - Medical Institutional Campus	
B2 - Neighborhood Business Arterial		IN - Industrial	
B3 - General Business		CRE - Conservation, Recreation, Education	

allows multi-family units above commercial and office in only the B-3U and B-4 commercial districts. A majority of the parcels zoned commercial along the corridor on the Urbana side are zoned B-3, where multi-family is listed as a special use. This would require a developer to request a special use permit, lengthening the approval process. Removing this barrier in Urbana may help in making mixed-use projects more attractive.

There are two sets of parcels in Urbana that may need to be examined for rezoning should a development proposal be brought to the City that fits within the vision of this plan. These two areas are described below:

1. At the southeast corner of University Avenue and Goodwin Avenue, a large surface parking lot exists which is owned by the University of Illinois. The long term plans for these parcels is for the construction of two university-owned buildings. The current zoning is mixed, with half in the B-3 district and half in the R-5 district. It is recommended that these parcels either all be placed in the B-3 or B-3U commercial district. Alternatively, these parcels could be rezoned to a new University District description, which is under consideration by the City of Urbana.
2. At the southeast corner of University Avenue and Lincoln Avenue, an assemblage of under-utilized parcels exists. The parcels fronting University Avenue are zoned B-3, but the parcels along the north side of Clark Street are zoned either B-2 or R-4. This intersection is the location of one of the four nodes along the corridor, and is recommended to develop as

higher intensity mixed-use buildings. The B-2 and R-4 zoning districts do now allow commercial or office uses at the character and scale which matches the vision for the nodes. A more consistent zoning category for these parcels, such as B-3, would be appropriate should a development proposal be brought to the City which matches the vision for the node. Any rezoning of these parcels should be done consistent with the Urbana Comprehensive Plan which recommends a buffering of the single family uses to the south and east from any commercial development.

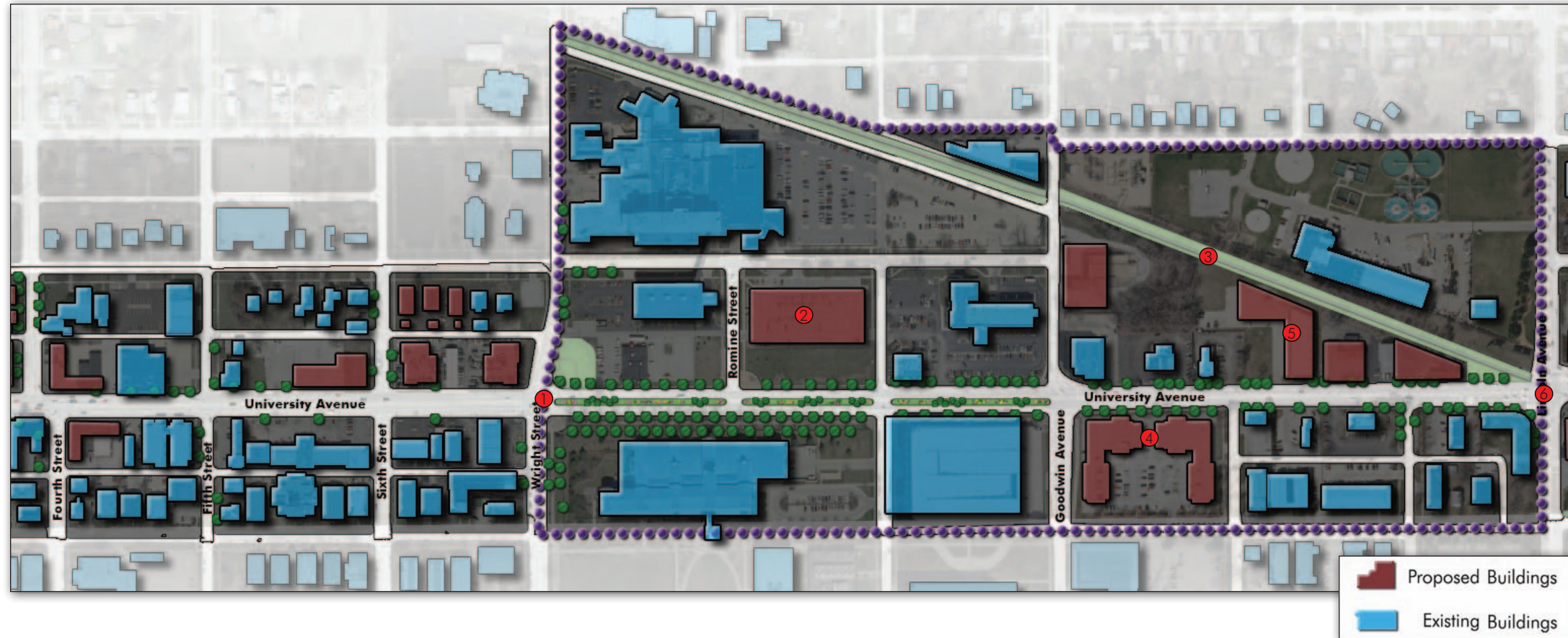
The following section of the Framework Chapter provides general urban form characteristics which should be incorporated into the zoning ordinances of both Champaign and Urbana. This plan will outline some general guidelines which each municipality, property owner, developer, and business can incorporate into future redevelopment efforts to fulfill the coordinated vision for University Avenue. Champaign and Urbana should use the guidelines recommended in this plan as a starting point for adjusting their respective zoning ordinances and regulations.

Zoning Recommendations

Similar to future land use, existing zoning designations are consistent with the overall vision for the corridor. The flexibility allowed within the commercial zoning districts in both Champaign and Urbana provide for a large range of uses and policies regulating height and bulk, giving developers the flexibility to build structures of varying size. If the conventional zoning categories impose undue hardship on a parcel, a Planned Unit Development (PUD) process is in place in both Champaign and Urbana. The PUD is meant to encourage development which exceeds the minimum zoning standards in return for flexibility under the standard zoning regulations. Both Cities utilize the PUD process for mixed-use and infill projects, two development types that are encouraged along University Avenue.

One recommendation for making vertical mixed-use development more appealing for developers would be to include multi-family dwelling units above ground floor commercial or office as a permissive use. Currently, the City of Champaign allows multi-family residential units above commercial and office uses in both the Central Business (CB) and Commercial General (CG) districts. The City of Urbana

Figure 6.4: Provena/University Village Urban Design Plan



Proposed Mixed-Use Project Along University Avenue



Proposed Improvements - Wright Street Node



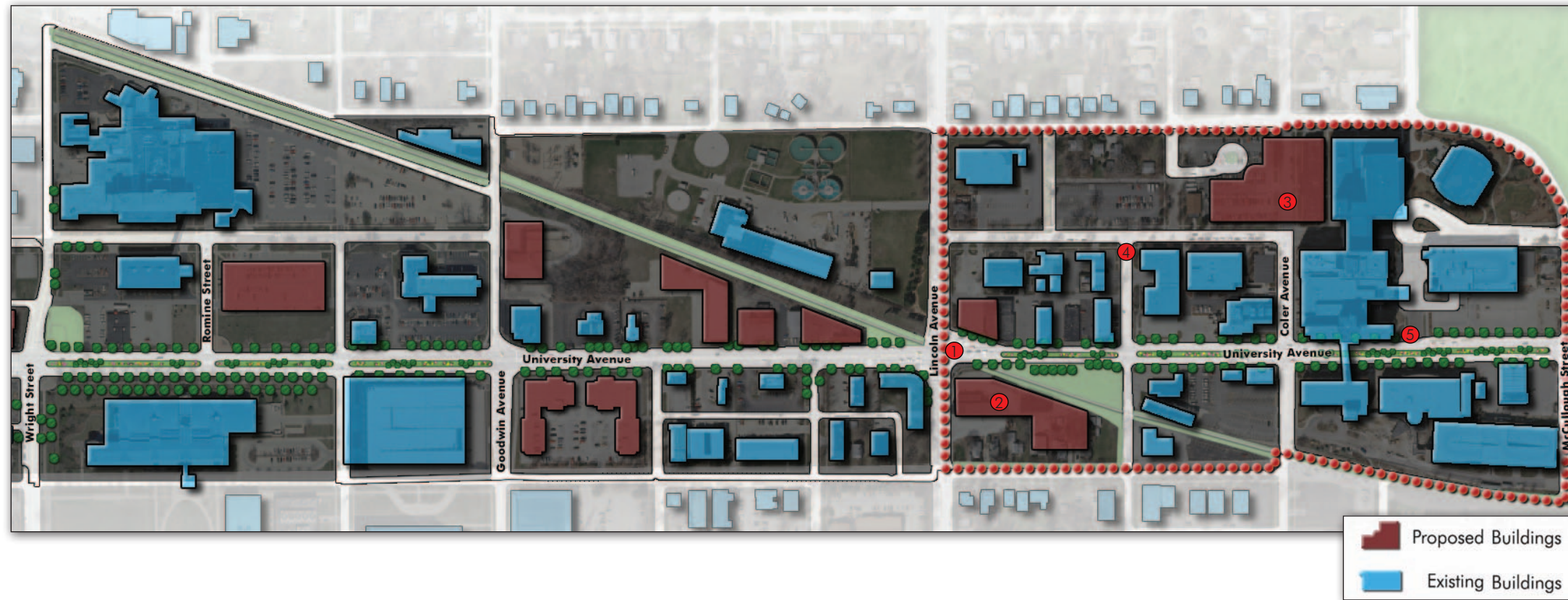
Urban Design Plan - Provena/University Village

The Provena/University Village, as the name indicates, is primarily composed of parcels owned by Provena or the University of Illinois. Redevelopment potential in this village is greatest on the north side of University Avenue between Goodwin Avenue and Lincoln Avenue. Future redevelopment in this village should target businesses and housing options that cater to both University employees and students, as well as hospital staff. Mixed-use developments that incorporate a variety of housing options and price points is desirable and would be consistent with the vision of the corridor serving a live/work/shop/play functionality. The Lincoln Avenue node is at the eastern edge of the village, and is a major gateway for both Urbana and the University. Lincoln Avenue also provides a direct connection to I-74. If industrial use of the railroad should discontinue in the future, the development of the Rail-to-Trail facility would provide a link between University Avenue and Downtown Urbana for cyclists and pedestrians.

Key Village Concepts:

- 1 Promote redevelopment of the northeast and northwest corners of the Wright Street/University Avenue node. New development should include a mix of medical, educational and neighborhood-oriented uses. This node should also include transit facilities, bike and pedestrian amenities and additional landscaping.
- 2 Construct new medical facilities as per Provena campus master plan.
- 3 If rail line is not used for industry in the future, investigate Rail-to-Trail conversion to provide bike connection between the corridor and the rest of the community.
- 4 Proposed location of University owned buildings. Between now and the time of construction, a park and ride facility should be pursued for this surface parking lot.
- 5 Develop retail and office space that supports Provena and Carle employees and patrons. Support mixed-use development that includes workforce housing for hospital and University employees.
- 6 Develop Lincoln Avenue/University Avenue node as a gateway to the University, City of Urbana and Carle campus. This node should include transit facilities, pedestrian and bike amenities and additional landscaping.

Figure 6.5: Carle Medical Village Urban Design Plan



Urban Design Plan - Carle Medical Village

Redevelopment in the Carle Medical Village is focused around the modernization and intensification of the Carle campus. Redevelopment at the Lincoln Avenue node centers around a signature building for the Carle campus on the northeast corner of the intersection and a prime location for a hotel/conference center at the southeast corner. Carle’s master plan is focused on the campus modernization project between Coler Avenue and McCullough Street. The closure of the Orchard Street intersection along University Avenue is a key component to improving signal timing and safety in the village. Carle is the second largest employer in Champaign County and the redevelopment efforts in this village should be centered around serving their employees and visitors.

Key Village Concepts:

- ① Promote redevelopment of the northeast and northwest corners of the Lincoln Avenue/University Avenue node. New development should include a mix of medical, educational and neighborhood-oriented uses. This node should also include transit facilities, bike and pedestrian amenities and additional landscaping.
- ② Encourage the development of hotel and conference center space to support the needs of both hospital campuses and the University of Illinois.
- ③ Redevelop existing medical building as part of the Carle Campus Modernization Project.
- ④ As Carle campus redevelopments and roadways are reconfigured, ensure that bicycle facilities are constructed to be consistent with what is shown in Figure 5.34 Bicycle Facility Connection Map.
- ⑤ Pursue closure of Orchard Street intersection and access point off University Avenue and remove traffic signal.

Existing View - 2009
University Avenue Looking West to Lincoln Avenue



Future View - 2035
University Avenue Looking West to Lincoln Avenue



Proposed Carle Campus Modernization Project



Figure 6.6: Urbana Urban Village Urban Design Plan



Urban Design Plan - Urbana Urban Village

The Urbana Urban Village is marked with two key intersections: Broadway Avenue/University Avenue and Cunningham Avenue/University Avenue. The Broadway Avenue node serves as a connection between University Avenue and Downtown Urbana. Redevelopment at this node should be reflective of an extension of Downtown Urbana. Buildings along the proposed Boneyard Creek improvement areas should incorporate plazas and outdoor seating to create indoor/outdoor spaces for gathering and commerce. The Cunningham Avenue intersection marks another gateway for Downtown Urbana and a connection to I-74 to the north. This Village also has two excellent recreation destinations in Crystal Lake Park and Leal Park. Wayfinding signage should be developed along University Avenue to help visitors and residents locate these two park facilities.

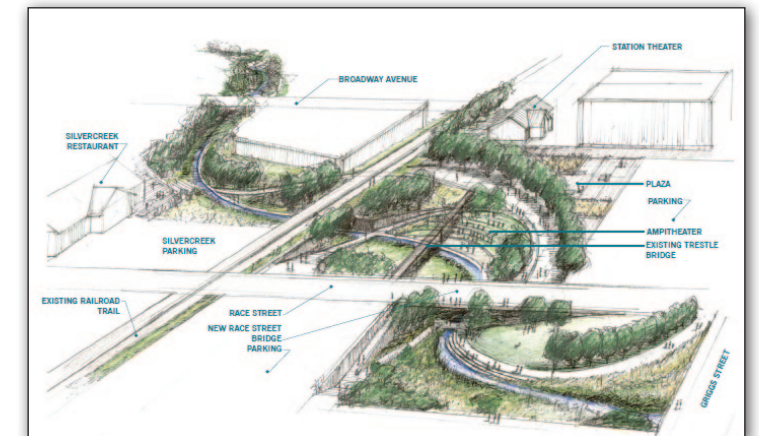
Key Village Concepts:

- 1 Develop wayfinding signage to help promote and direct visitors to Crystal Lake and Leal Parks.
- 2 Redevelop Broadway Avenue/University Avenue node with buildings that front the street, parking oriented to the sides and rears of buildings, transit facilities, bike and pedestrian amenities, and additional landscaping.
- 3 Improve segments 3, 4 and 5 of the Boneyard Creek as described in the 2008 Boneyard Creek Master Plan. Encourage redevelopment of existing buildings along the Boneyard as described in the Boneyard Creek Master Plan. Redevelopment should include outdoor plazas and seating and maximize the location along the improved segments of the creek.
- 4 Continue construction of Gateway Shoppes to fill out corners of Broadway Avenue/University Avenue and Cunningham Avenue/University Avenue intersections.
- 5 Implement streetscape improvements as recommended in the Cunningham Avenue Beautification Study and the 2002 Urbana Downtown Strategic Plan. Improvements include planted medians, art elements, gateway features, and additional landscaping.
- 6 Continue to develop Five Points center and encourage redevelopment of existing car wash along University Avenue.

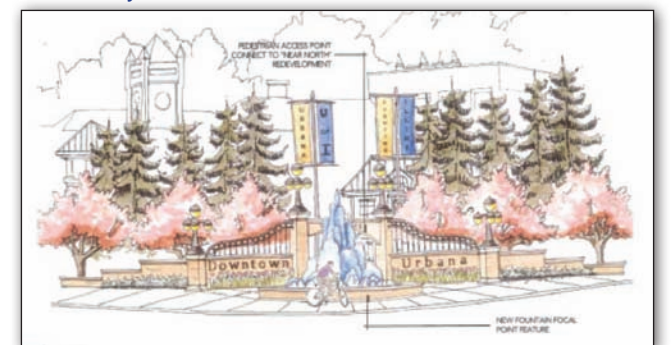
Crystal Lake Park



Proposed Boneyard Creek Improvements



Gateway Feature from 2002 Urbana Downtown Plan



UNIVERSITY AVENUE CORRIDOR STUDY

Plan Implementation

7 Implementation Plan

The successful transformation of a corridor begins when a committed set of stakeholders devise an overall vision that becomes a reality over time using a realistic and timely implementation plan. This corridor has been identified as a priority area for redevelopment by many of the stakeholders involved in the planning process. The steps and responsibilities outlined in this chapter are meant to jump start the redevelopment efforts along this underutilized urban corridor.

Land Use and Zoning

The realization of concepts listed in the Framework and Urban Design Chapters is dependent on a combination of changes to development regulations and the offering of incentive packages. Selected parcels were targeted for land use and zoning changes in the Framework Chapter. These changes are the responsibility of both Cities in updating their future land maps and zoning maps. The Framework Chapter also detailed building and parking lot orientations, suggestions for parking requirements, principles of mixed-use development, signage standards, and recommendations for low-impact design. In order for these characteristics to be realized in the built environment, they need to either be regulated through zoning or incentivized. This plan recommends that each municipality revisit their zoning ordinances and incorporate regulations that make these design characteristics part of urban infill development. These characteristics are not only desirable development patterns for this corridor, but are applicable to many other urban corridors in Champaign-Urbana. The use of overlay districts are also possible for this corridor. This would place an additional set of regulations over the existing zoning regulations, eliminating the need to overhaul the current zoning ordinance. This may be a more cost effective approach than enacting major changes to the current zoning ordinance.

Transportation Improvements

If the idea of a multi-modal corridor is to be successful, investments must be made not only in roadway improvements but also in bicycle, transit and pedestrian improvements. The share of transportation dollars allocated to active modes of transportation and transit have historically been much less than those dedicated to roadways. Focusing on mode shift as redevelopment occurs along University Avenue is going to be necessary in order to reduce congestion on a roadway where expanded capacity is not possible. Providing safe and efficient travel options, other than the automobile, will help in reducing future congestion.

Recommendations

- Roadway Improvements - Recommended roadway improvements along the corridor include reconstructing the roadway and curbs, improving drainage, and constructing raised medians. The segment of the corridor in Champaign recently went through a resurfacing, curb reconstruction and signal upgrade at Fourth Street. The Urbana segment is under the jurisdiction of IDOT and any improvements to the roadway would require IDOT's approval and funding. The City of Urbana should continue to push for improvements to University Avenue and work closely with IDOT during improvement projects to try to complete City improvements at the same time as IDOT improves the roadway. This would minimize disturbance to traffic and businesses along the roadway. The condition of the Urbana segment is worsening with each passing winter, and should become a higher priority on IDOT's project list. IDOT has allocated funding in fiscal year 2010 to resurfacing University Avenue between Wright Street and Race Street.
- Operational Improvements - Signal timing adjustments, signal coordination and signal equipment upgrades are all operational improvements that could be made along University Avenue to reduce congestion in the future. These are cost effective measures that could be made in place of capacity improvements. The following signals should be replaced if effective coordination and optimization are to take place along the entire corridor:
 - University Avenue and State Street
 - University Avenue and Randolph Street
 - University Avenue and Neil Street
 - University Avenue and Walnut Street
 - University Avenue and Race Street
- Bicycle Improvements - As cycling becomes more popular in Champaign-Urbana, the demand for quality facilities will grow. Champaign and Urbana should follow their approved bicycle master plans in conjunction with the recommendations listed in the bicycle vision for the corridor. The City of Champaign should put together a project prioritization document to supplement their bicycle vision to detail to the public which roadways will be upgraded with facilities and when. The City of Urbana should continue to follow the priority guidelines described in the Urbana Bicycle Master Plan for implementing bicycle facilities. Both Cities should also work with developers to establish bicycle

parking on-site, even where parking is not mandated by the zoning ordinance. The nodes need to act as multi-modal hubs, and bicycle parking facilities will provide the necessary infrastructure for park and walk movement.

- Pedestrian Improvements - Quality pedestrian facilities are extremely important and greatly affect the walkability and attractiveness of the corridor. Without functional sidewalks that are safe and comfortable for pedestrians, the idea of a walkable multi-modal corridor will be ineffective. Sidewalks on the Champaign side of the corridor were recently reconstructed in 2009. The Urbana side of the corridor has segments where sidewalk quality is less than satisfactory. As parcels redevelop, the City should work with developers and property owners to upgrade sidewalks and add buffer spacing between the roadway and sidewalk areas. At node locations, sidewalks should be expanded to accommodate transit stops, kiosks and additional landscaping.
- Transit Service and Facilities - CU-MTD is considering the addition of 15-minute service on the Orange route, which connects Downtown Urbana to the University and Downtown Champaign via University Avenue. This increased service will and provide increased access for transit users in the University Avenue Corridor area. As redevelopment occurs and the corridor becomes more pedestrian-friendly, CU-MTD should reassess transit service in the area that would include the option of direct transit services along University Avenue. The emphasis should remain, however, on providing the greatest access to the most major destinations for transit users in the corridor. CU-MTD should continue to work closely with both Cities, the University, the hospitals, and other major employers to establish transit stops at appropriate locations as redevelopment occurs. The node locations have been targeted as areas for enhanced transit facilities, and should be the focus of improvements along with increasing pedestrian safety and access to the nodes as development occurs.
- Access Management - Closing or relocating access points is greatly needed to improve safety for motorists, pedestrians and bicyclists along University Avenue. In 2009, Champaign worked with property owners and businesses between Second Street and Wright Street to close or relocate curb cuts. As

parcels redevelop along this segment of the corridor, the City should continue to work with developers on closing additional curb cuts. The Urbana segment has had very little access management in the past, which has resulted in numerous curb cuts closely spaced along University Avenue. Urbana should continue to work closely with property owners and developers to close unnecessary curb cuts during any future road construction or redevelopment projects. One priority for Urbana should be the closure of Orchard Street once Carle Hospital constructs their Campus Modernization Project and reroutes traffic patterns away from Orchard Street.

- Parking** - The appearance of surface parking lots has been identified as a negative characteristic within the corridor. To address this, it will be important for both Cities to complete a more detailed parking study to better understand parking needs and usage for businesses along the corridor. A parking study would help justify future changes to parking regulations. Depending on the results of the study, both Cities should consider parking maximums to limit the amount of surface parking that a developer or property owner provides. If the redevelopment of the corridor reaches a point where surface lots are desirable locations for additional development, locations for public parking garages should be identified and the structures constructed. There are several private parking garages located along the corridor at the University of Illinois and on the Provena and Carle campuses. Depending on future use, Urbana could review the possibility of a public/private partnership in sharing those garages. New parking garages should be placed either below ground or behind redevelopment projects.
- Wayfinding Signage** - There are key locations easily accessible from University Avenue that may go unnoticed and could utilize wayfinding signage. Signage is an effective way to direct people to specific attractions in the area that are assets to the corridor. Signage should be placed along the corridor to help residents and visitors find attractions like Downtown Champaign, Downtown Urbana, the University of Illinois, Crystal Lake Park, Leal Park, and the Second Street Reach of the Boneyard Creek.

Streetscape Improvements

The implementation of streetscape improvements adds aesthetic qualities that can enhance the attractiveness of a corridor for not only

existing and future businesses, but also to help draw people to the corridor. The proposed streetscape concept for University Avenue includes enhanced sidewalks and pavement surfaces, decorative walls, bus shelters, bike racks, trash receptacles, benches, decorative lighting, planted medians, and additional landscaping. The implementation of these elements will help create a cohesive corridor image while still maintaining the unique aspects of the various agencies and businesses along University Avenue. A probable cost estimate is shown in Table 7.1.

Recommendations

- Champaign** - In 2009, the City of Champaign completed the final segment of streetscape improvements along University Avenue which now spans from State Street to Wright Street. There are some elements in this plan which should be added in the future to the Champaign streetscape, including decorative walls, trash receptacles and benches, landscaped medians, and decorative lighting. The node locations should also include additional streetscape elements as noted earlier in the plan.
- Urbana** - The proposed streetscape improvements for University Avenue were mostly designed to unify the various streetscapes already in place along the Urbana segment of the corridor. The City should work closely with property owners and developers to incorporate the streetscape concepts into site plans as properties redevelop. The City should also approach existing property owners and businesses that are unlikely to redevelop to discuss the incorporation of streetscape elements where applicable.
- University of Illinois** - The University should continue to implement streetscape improvements on properties that front University Avenue. While the University does have its own streetscape pattern in place, consideration should be given to incorporating some of the unifying elements listed in this plan.
- Carle and Provena Hospitals** - These two major employers also have their own streetscape patterns in place along University Avenue. The recommended streetscape concepts shown in this plan attempt to utilize these established patterns and suggest common themes which can be complementary to those already in place. The City of Urbana should work closely with both hospitals to incorporate streetscape elements from this plan into their existing streetscape patterns.

Table 7.1: Probable Cost Estimate for Streetscape Improvements in Urbana

Item	Qty.	Unit	Unit Cost	Amount
Site Improvements				
Concrete Sidewalk	58635	SF	\$ 7.00	\$410,445.00
Decorative Pavement	10000	SF	\$ 15.00	\$150,000.00
Painted Crosswalk	41	EA	\$ 500.00	\$ 20,500.00
Low Decorative Wall	780	LF	\$ 300.00	\$234,000.00
Bus Shelter	3	EA	\$ 25,000.00	\$ 75,000.00
Bike Rack	16	EA	\$ 1,000.00	\$ 16,000.00
Trash Receptacle	8	EA	\$ 1,200.00	\$ 9,600.00
Bench	8	EA	\$ 1,500.00	\$ 12,000.00
Decorative Light Fixture	73	EA	\$ 12,000.00	\$876,000.00
Landscape Enhancements at Major Nodes	12	EA	\$ 12,500.00	\$150,000.00
Trees	242	EA	\$ 600.00	\$145,200.00
Landscape Medians	4300	LF	\$ 200.00	\$860,000.00
Sub-Total				\$ 2,958,745
20% contingency				\$591,749.00
Soft Costs				\$739,686.25
TOTAL				\$ 4,290,180

*These estimates of probable construction costs represent best management practices and are preliminary only.

*Estimates exclude costs related to site demolition, grading and site preparation.

Plan Implementation

Phasing of Development

While both Cities would welcome redevelopment throughout the entire corridor, there is an order in which the Cities would like to see redevelopment occur.

Recommendations

- City of Champaign - The City of Champaign would like to see redevelopment first occur along First Street as an extension of downtown and along Second Street where improvements are being made to the Boneyard Creek. The Fourth Street node is also a high priority area for redevelopment on the Champaign side, which would act as a secondary location for higher intensity development east of Downtown Champaign. Finally, Champaign would like to see redevelopment occur on the west side of Wright Street.
- City of Urbana - The City of Urbana would like to see the two gateway intersections at Lincoln Avenue and Cunningham Avenue develop first to provide signature developments as visitors and residents enter and leave the City. The node locations at Broadway Avenue and Wright Street would be the focus of development after the gateway intersections to build up development intensity and provide multi-modal connections for the corridor. These nodes would also provide strong connections between the University campus and Downtown Urbana. Focus should also be placed on implementing improvements to the Boneyard Creek between Race Street and Broadway Avenue. Finally, infill development would take place connecting the nodes and spurring aesthetic and functional improvements along the corridor.

Both Cities have expressed interest in partnering with developers to improve the public/private amenities as parcels come online for redevelopment. Improvements in the public and private realm would occur as properties redevelop rather than investing first in the improvements to draw redevelopment to the corridor. This approach allows each City to work closely with developers during the development process to ensure the proper improvements are made. While this approach to public improvements can be piecemeal, the end result may be less costly for each City than spending public dollars up-front to make the necessary improvements.

Continued Coordination

The University Avenue corridor is of vital importance to many stakeholders along its boundaries: the Cities of Champaign and Urbana, the University of Illinois, CU-MTD, Provena and Carle Hospitals, both Park Districts, neighborhood residents, business owners, and employees. Over the past 20-30 years, some development has left the inner urban corridors for greener pastures on the fringes of the community. Now the focus on redevelopment and multi-modal transportation systems is bringing interest back to urban areas where public infrastructure already exists.

The University Avenue Steering Committee worked closely in reviewing and advising the consultant team to formulate a plan that would accomplish the goals for this corridor. The high level of communication across jurisdictions during this planning process should not end with final adoption of this plan.

Recommendations

- With so many jurisdictions and agencies having a stake in the success of this corridor's transformation, continued coordination must be maintained. Compatible land uses, transportation system improvements and common streetscape enhancements are all unifying elements that will help tie the corridor together where changes in jurisdiction occur. Coordinated planning and communication efforts are important in assuring decisions along the corridor do not negatively affect others or the overall vision of the plan.
- It is recommended that each agency/stakeholder name a staff coordinator as a contact person for decisions affecting the corridor. This list of contacts should be distributed to make it known to all other agencies who the primary contact is for each agency. This will present a point of contact per agency streamlining coordination along the corridor.

Funding

This plan presents recommendations for changing the physical appearance of the roadway, bicycle and pedestrian network as well as enhancing the public/private realm through streetscape improvements. The plan describes the needed partnership between public improvements and private redevelopment and investment in the corridor, and recommends the exploration of a variety of funding sources to help support the recommended changes.

Recommendations

- Local Transportation Funding - Funding for transportation improvements can be budgeted in the Capital Improvement Programs for Champaign, Urbana, the University, and CU-MTD. These local funding sources can budget transportation dollars for roadway improvements, sidewalk replacement, bicycle facility construction, and median construction.
- State Transportation Funding - The segment of University Avenue between Wright Street and Maple Street is under the jurisdiction of IDOT. Any improvements to the roadway would be completed by IDOT. It is recommended that this segment be listed as a priority in District 5 for transportation dollars. State funding is typically allocated through a Multi-Year Capital Bill and through the State Transportation Improvement Program. The State also has grant programs for enhancement projects that improve the aesthetics, safety and functionality of corridors.
- Federal Transportation Funding - One source of transportation funding at the federal level are grant programs that focus on improving safety, efficiency or the environment as it relates to transportation. Federal STP-U funding can also be allocated to urban roadway projects through the local MPO. If grants are put together for federal funding, the applications and suggested improvements should be coordinated among all agencies affected.

- Economic Development Funds - Both Cities have the opportunity to capture private reinvestment dollars through the use of Tax Increment Financing (TIF) districts. Several districts already exist in and around the corridor but as pointed out earlier in the report, some TIF district boundaries may be reduced in the future, and some are not located in areas of the corridor where redevelopment is needed most. Both Cities should explore the possibility of enacting new districts or expanding the boundaries of existing districts. TIF districts can be used to complete public works projects such as streetscape improvements or curb cut closures, saving property owners these up-front costs. An enterprise zone covers nearly the entire corridor and could be used as well to bring in certain types of businesses.
- Public/Private Partnerships - Many improvements along the corridor can be made by creating cost sharing agreements between public and private entities in the absence of other funding sources. Developers may agree to make improvements to their own property if public agencies are willing to make concessions during redevelopment or share some of the cost. Examples of these types of improvements may be curb cut closures/relocations, sidewalk improvements, bike facility improvements, and streetscape enhancements.

The funding sources listed here are just a few examples of ways to jump start the implementation of the recommendations discussed in the plan.

Table 7.2 list implementation steps by category, agency responsible, time frame, and provides cost estimates where possible. Many of the implementation steps listed are shown as ongoing, which refers to the implementation of these elements as redevelopment occurs throughout the corridor. The City of Urbana plans to work with both existing property owners and future development projects to implement specific improvements along the corridor.

Monitoring the Plan

Plan implementation also involves certain “housekeeping” tasks that can be considered on two levels: project related implementation and concept related implementation. These tasks are necessary to fulfill goals and objectives, and the development of the corridor.

Project Related Implementation

- Review Study Recommendations Periodically: The recommendations for the corridor are projected out to the year 2035. As the corridor changes as recommended in the study, it may be pertinent to review the roadway, bicycle, pedestrian, and transit facility recommendations to ensure they are still applicable. These recommendations should be reviewed on at five-year increments after the plan is adopted.
- Keep a Record of Project Implementation: As a benchmark for completing the plan, project lists should be reviewed every five years along with the implementation of each recommendation.
- Seek New Funding Sources: Agencies should continually seek new funding sources for projects that do not currently have funding.

Concept Related Implementation

- Update Plan: Plans are updated to ensure the use of accurate information, check off implementation steps that have been completed and establish updated steps where necessary.
- Determine Responsible Parties: Each step and recommendation requires participation by different agencies, potentially including local, state, federal and private entities. Responsible parties should be clear on their role in implementing tasks, and should act upon them accordingly.
- Evaluate Change: Local agencies should assess how unanticipated changes will affect the plan, and react to these changes logically and efficiently.
- Seek Funding for Implementation: Some of the implementation steps will require staff time or other inputs to be completed. Funding should be sought for both projects and concept implementation.

Table 7.2: Implementation Table for University Avenue Corridor Study

Implementation Category	Implementation Step	Agency Responsible	Time Frame (Yrs.)	Estimated Cost
Land Use and Zoning	Update Future Land Use Plans with University Avenue Plan Recommendations	Champaign/Urbana	0-5	N/A
	Explore Feasibility of Enacting an Overlay District Along University Avenue Corridor	Champaign/Urbana		
	Enact Overlay District Along University Avenue Corridor	Champaign/Urbana	5-15	
	OR			
	Revise Individual Zoning Regulations to Reflect Recommended Outcomes in University Avenue Study	Champaign/Urbana	5-15	N/A
Transportation Improvements	Resurface University Avenue from Wright Street to Race Street	IDOT	0-5	\$1,274,000
	Replace Signals on University Avenue at State Street, Randolph Street, Neil Street and Walnut Street	Champaign		\$1,000,000
	Construct Landscaped Median Between Chestnut Street and Market Street in Champaign	Champaign		\$40,000
	Implement 15-minute Service on the Orange Transit Route	CU-MTD		N/A
	Install Wayfinding Signage Along University Avenue	Urbana/Urbana Park District		\$200 - \$400 per sign
	Implement Boneyard Creek Segment 3 Improvements (includes 8' multi-use trail)	Urbana/Developers		\$2,600,000
	Construct Proposed Landscaped Medians Between Wright Street and Maple Street in Urbana	IDOT	5-15	\$860,000
	Replace Signal Equipment at University Avenue and Race Street Intersection	IDOT/Urbana		\$200,000
	Implement Boneyard Creek Segment 4 Improvements (includes 8' multi-use trail)	Urbana/Developers		\$100,000
	Implement Boneyard Creek Segment 5 Improvements (includes 5' multi-use trail)	Urbana/Developers		\$200,000
	Reconstruct University Avenue from Wright Street to Cunningham Avenue	IDOT	15-25	\$8,000,000
	Implement Signal Coordination and Re-timing as Needed	Champaign/Urbana/IDOT	Ongoing	\$500 to \$3,000 per intersection
	Construct Bicycle Facilities According to University Avenue Study Recommendations	Champaign/Urbana/U of I/Carle		Varies by facility type
	Reconstruct Sidewalks Where Needed Between Wright Street and Maple Street	Urbana/IDOT/Developers		\$7.00 per sq.ft.
Remove and Relocate Access Points According to University Avenue Study Recommendations	Champaign/Urbana/IDOT/Developers	\$19 to \$25 per linear foot of curb		
Streetscape Improvements (Cost Estimates are for Urbana Segment Only)	Concrete Sidewalk Replacement	Urbana/IDOT/Developers/Property Owners	Ongoing	\$7.00 per sq.ft.
	Decorative Pavement at Node Intersections	IDOT/Urbana		\$15.00 per sq.ft.
	Painted Standard Crosswalk Markings	IDOT/Urbana		\$500.00 each
	Low Decorative Wall at Targeted Locations	Urbana/Developers/Property Owners		\$300.00 per linear foot
	Bus Shelters at Node Locations	CU-MTD		\$25,000 per shelter
	Bicycle Parking Infrastructure	Urbana/Developers/Property Owners		\$1,000 per rack
	Trash Receptacle	Urbana/Developers/Property Owners		\$1,200 each
	Benches	Urbana/Developers/Property Owners		\$1,500 each
	Decorative Light Fixtures	Urbana/IDOT/Developers/Property Owners		\$12,000 each
	Enhanced Landscaping at Node Intersections	Urbana/Developers/Property Owners		\$12,500 per node
	Street Trees	Urbana/Developers/Property Owners		\$600 each