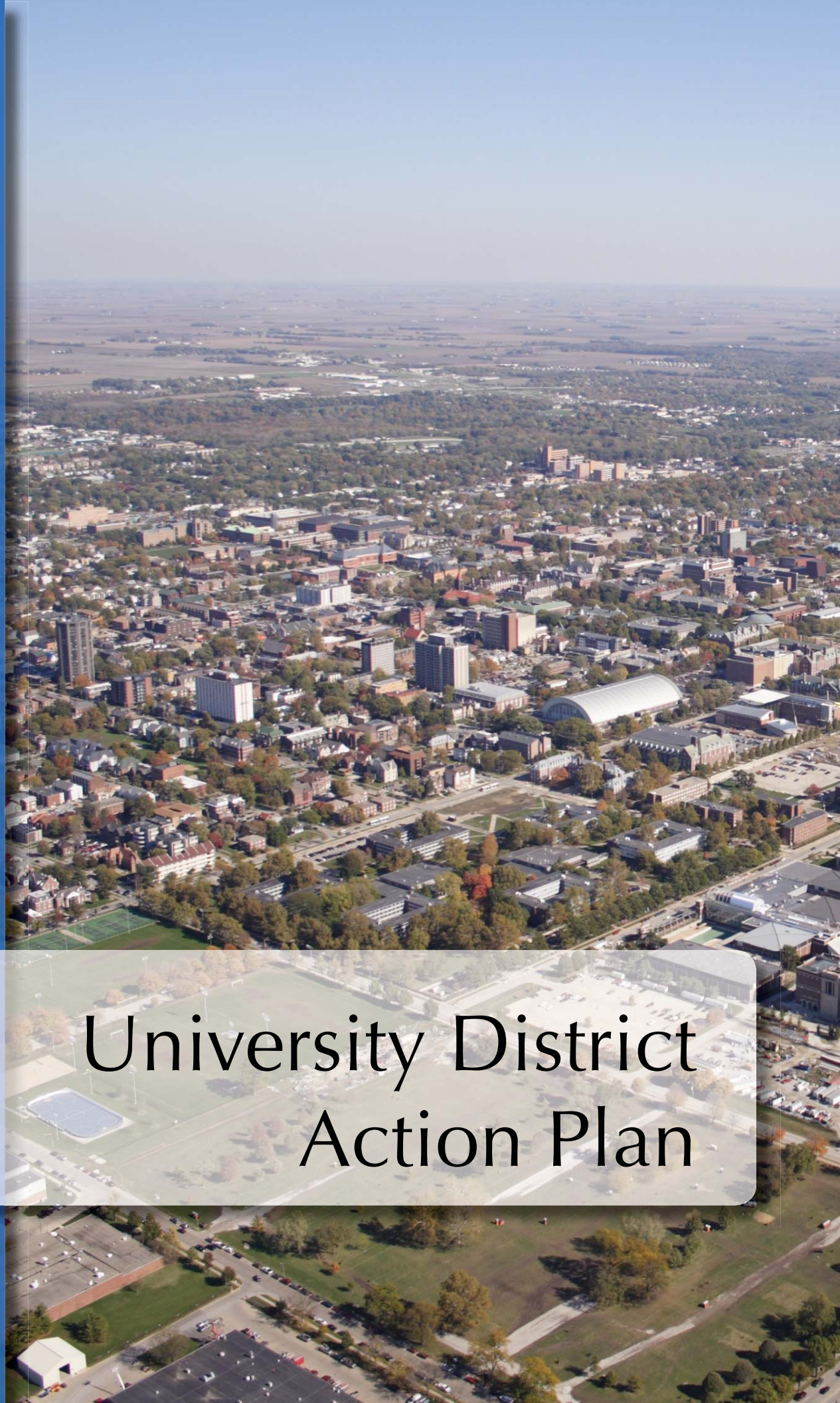


City of CHAMPAIGN

University District Action Plan

2008
University District Action Plan

City Council - City Manager

Gerald Schweighart, Mayor
Michael La Due, Deputy Mayor
Marci Dodds
Karen Foster
Gina Jackson
Vic McIntosh
Deborah Frank Feinen
Thomas Bruno
Ken Pirok
Steven C. Carter, City Manager

University District Advisory Board

Jill Guth, Chair
George Shapland, Vice Chair
Mary Cory
Thomas Gillespie
Jon Tichenor
Ronald R. Hermann
Robert Plecki
Max McClintock
Charlie Smyth
Jack Dempsey
William Adams (Alternate)

Champaign Planning Department

Bruce Knight, Planning Director
Rob Kowalski, Asst. Planning Director
Kevin Phillips, Zoning Administrator
T.J. Blakeman, Planner II
Jeff Marino, Planner II
Mishuano Woggon, Planner II
Lacey Rains, Planner II
Zeba Aziz, Planner II
Cassandra Wentz, Secretary I
Jeanne Gerard, Secretary II
Kathleen Wilson, Former Planner II

Introduction

City Council Goals

Every two years, the City Council adopts goals for the City organization. Citizens, boards and commissions, Council Members and City staff are all solicited for input into the goal setting process. The City Council reviews all of this input and selects a relatively small number of top priority five-year goals for the City. They also identify several actions for the next one - two years to address each goal.

The City Council Goals provide direction in determining how limited financial and staff resources are allocated. Staff prepares implementation plans for each City Council Goal Action, and written evaluations are conducted periodically to measure progress on each. The following goals were specifically targeted at the University District and carried throughout this Action Plan.

Our Community is the Home of the University of Illinois – A World Class University

- Implement the recommendations of the Campus Area Transportation Plan.
- Develop a joint City-University public education campaign to market the University's assets to City residents and promote the community to students, parents, and faculty.
- Implement crime control strategies for the campus area.
- Identify new opportunities for cooperating and improve communications between the City and the University of Illinois.

Our Community Has a Vibrant Center City – Downtown to Campustown

- Develop a plan and funding strategy for streetscape maintenance
- Update and implement the University District Action Plan.

Original University District Action Plan

The original University District Action Plan (known in the past as the Campustown Action Plan) was first created through a joint venture between Campustown businesses, the University of Illinois and the City of Champaign. In 1996 a not-for-profit group Campustown 2000 created a task force, led by merchants and key community leaders, and was charged with the task of addressing a wide range of concerns from infrastructure, safety, and aesthetics. This group produced their final report in January 1997. This report became the basis for the 1999 Campustown Action Plan. This document set forth a wide range of action items targeted at implementing the Task Force recommendations. These action items contained recommendations on priority, funding and responsibility.

Now nine years later, this update continues to build on the successes of that original document. Its chapters are molded after the original task force report. However, it is important to bear in mind that since the original plan adoption in 1999 several key changes have occurred. In 2002, Campustown 2000 was disbanded and in its place the University District Advisory Board was created. This board serves as an official City of Champaign board and is comprised of specific key leaders in the University District (Property Owners, University Representatives, Student Representatives, Real Estate Development, and Business Owner). This group, along with City staff, will be responsible for overseeing the implementation of this document.

2008

University District Action Plan

Introduction

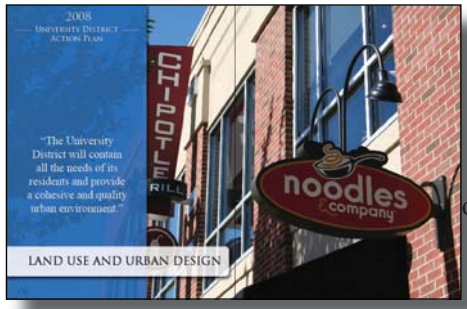
Purpose of this Document

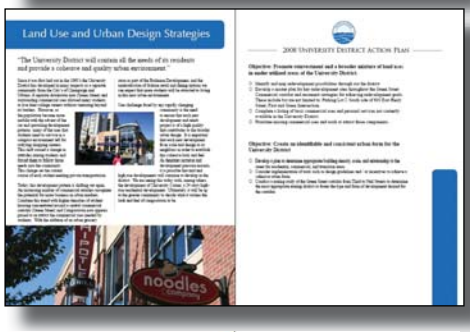
The purpose of this document is to provide a framework for implementation strategies over the next five years. This document is intended to be used by City Council, the University District Advisory Board, City staff, and outside agencies to better coordinate the efforts of those partners. Each year at the September annual meeting of the University District Advisory Board, members and staff review the progress of the previous year and evaluate the need to modify or amend specific objectives and strategies. This document is intended to be a living document and referred to often as existing policies are modified or new policies are created.

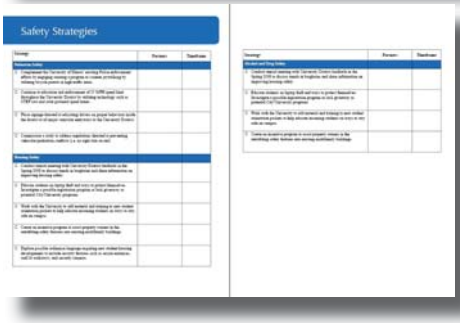
Plan Development Process

Development of this plan started with subcommittees comprised of the University District Advisory Board members. This nine member board is appointed by the City of Champaign Mayor and charged with the responsibility of advising City Council and City staff on policy decisions being considered for the district.

In 2007 the Board formed four separate committees comprised of Board members. These committees reviewed sections of the Campustown Action Plan and recommended new objectives and strategies. These were further reviewed by the entire Board and sent to City Council for review.







How to Read this Document

This document is intended to be easily read by all interested groups. The layout follows a simple formula of introducing the Goal area and then its objectives and strategies (or action items).

The document is organized into four Goal areas:

- Land Use and Urban Design
- Safety
- Transportation and Parking
- Infrastructure and Aesthetics

Each Goal area begins with a Goal Statement on the cover page. The following page gives a brief narrative followed by the listing of objectives and strategies. Finally the following page outlines the strategies in a bullet list with their key partners and time horizons.

2008
University District Action Plan

The University District

Situated between the University of Illinois and Downtown Champaign, the central University District is comprised of several distinct districts.

The **Burnham District** is a newly branded area anchored by the Burnham 310 project at the corner of Fourth and Springfield Ave. This District features older single family apartment conversions as well as Scott Park. Future plans include upgrades to Scott Park along with the creation of urban park space with the development of the Boneyard Second Street Reach project. The district will also be home to Campustown's first full service grocery store in 2008 along with the second phase of the Burnham Development. This phase will include a condo component.

Campustown - Green Street Corridor houses all of the commercial services in the University District. Major upgrades to the streetscape has spurred unprecedented development over the past five years. Emphasizing this fact is the current development of a 24 story high-rise apartment complex as well as an eight story office building which will house the first major national retailer in the area, Urban Outfitters.

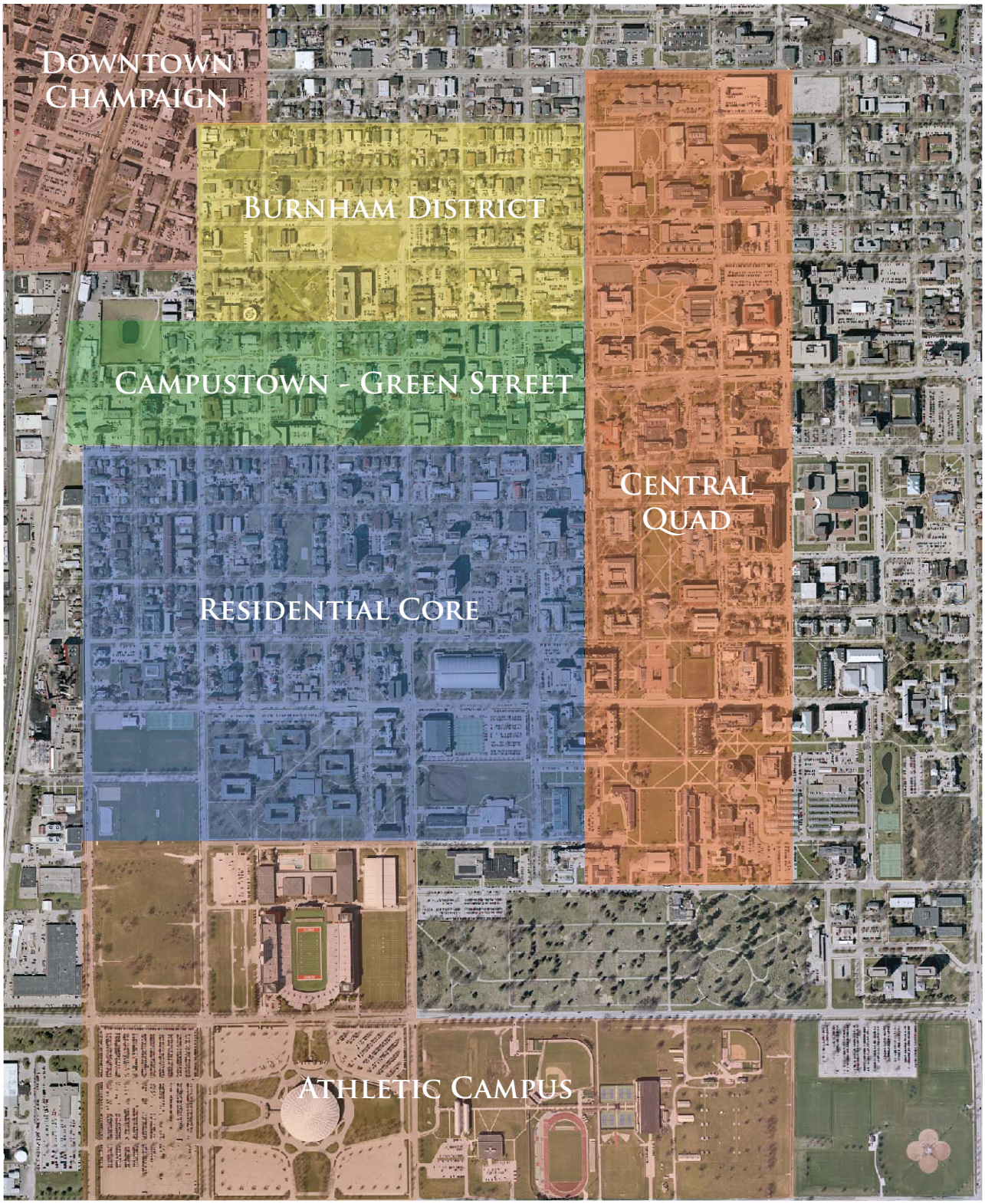
The **Residential Core** is the heart and soul of student living at the University of Illinois. This area is primarily comprised of apartment complexes, student dormitories and historic fraternity and sorority houses. The University of Illinois' Greek system leads the nation in enrollment and number of chapters. The area also features Washington Park (commonly known as Frat Park). A vast majority of the University population call this area home.

The **Athletic Campus** is best known for Memorial Stadium and Assembly Hall. These two structures have seating capacities of 69,249 and 16,618 respectively, and serve as a major attraction to the University of Illinois. Because of this regional draw the area also contains a vast majority of the University's surface parking lots. These lots also serve as commuter and satellite lots for the residents, faculty and staff of the University.

The **Central Quad** area is the focal point of academic life at the University of Illinois. The Main Quadrangle serves as the social center of the University and also features its most historic and famous structures. In recent years additions to the Bardeen Quad, Engineering Quad and South Agriculture Quad have created additional gathering spaces.

Downtown Champaign, although not technically in the University District, plays a vital role in area. The historic center of Champaign contains a number of prominent services including the City of Champaign government offices, Illinois Terminal transportation hub, and additional retail and entertainment options. As the University District continues to grow the goal is to join these two areas into a cohesive district meeting the needs of local residents and students alike.

The University District



2008
University District Action Plan

University of Illinois Master Plans

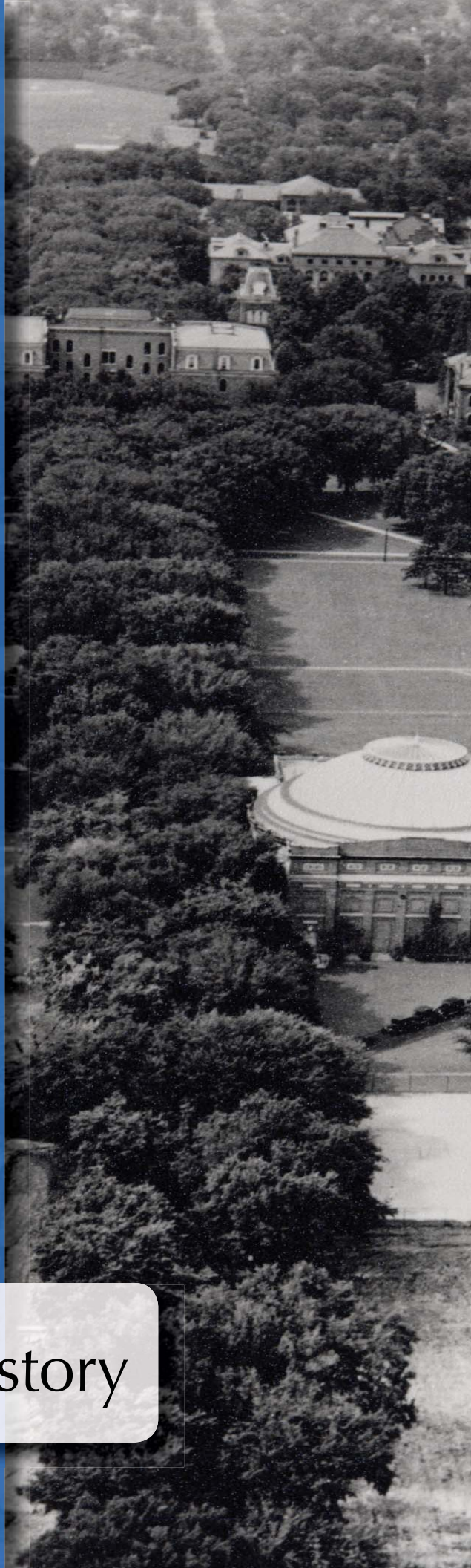
1871 - Map of Farm Buildings and Grounds
This is the first map showing the land holdings of Illinois Industrial University.

1922 - Charles A. Platt Plan
Platt's plan emphasized the north-south axis of the main campus area but also emphasized the east-west axis with a central building at their intersection.

1956 - University Campus Development Plan
This campus wide plan reflects the large amount of growth experienced over the past 30 years. This plan focused on locating various colleges within proper relationship with respect to student movement and administrative functions.

2007 - University Master Plan
This Master Plan relocated the South Farms and includes design for the South Research Park. It is also clear to see how the holdings of the University has grown since its first inventory in the 1871 map above.

Information provided by the University of Illinois Historic Preservation Plan



History

University District Timeline

1860

1860 - City of Champaign incorporated

March 11, 1868 - Illinois Industrial University holds first class on Champaign-Urbana Campus.

1871 - First issue of the Daily Illini printed

1880

1873 - Nathan Ricker becomes the first graduate of Architecture in the United States

June 1885 - Illinois Industrial University changes name to the University of Illinois

1907 - Foellinger Hall in completed on the Main Quad

1900

October 18, 1924 - Memorial Stadium dedicated as Harold "Red" Grange rushes for 5 TD's in a 39-14 win over the Michigan Wolverines

1931 - Designed by Chicago architecture firm Holabird and Root, the University Ice Arena opens on Armory Street

1940

Feb 5, 1941 - The Illini Union opens on the first day of the spring semester

1951 - First case of Dutch Elm disease reported. Ultimately over 12,000 trees would die, including over 1,850 on the University Campus

1960

October 24, 1960 - Democratic Presidential nominee Sen. John F. Kennedy speaks from the steps of Foellinger Hall.

1962 - The Alma Mater Statue is moved from its place behind Foellinger to the corner of Wright and Green Streets

May 3, 1963 - Assembly Hall dedicated

March 3, 1970 - Illinois National Guardsman descend on Campustown to quell antiwar rallies.

April 3, 1972 - Century 21 building opens at Third and John Street. Topping off at 21 stories and 205 feet tall the building becomes Champaign-Urbana's tallest building.

1980

September 22, 1985 - Memorial Stadium plays host to 78,000 music lovers at the First Annual Farm Aid Concert

October 5, 1985 - Beckman Institute for Advanced Science and Technology opens on the quickly developing North Quad

1994 - Champaign native Bonnie Blair speed skates her way to a record 6 Olympic Gold Medals.

1999 - Campustown Action Plan formally adopted by City Council

2000

2000 - The $23 million dollar Boneyard Detention project is completed, reducing the flooding that once plagued Campustown.

March 2005 - More than 15,000 students flood Green Street to celebrate the Fighting Illini's return to the Final Four.

2006 - Construction begins on the 18 story Burnham 310 tower at Fourth Street and Springfield Ave.

2007 - Construction begins on the 24 story College Corner development at Green and Fourth Street. At 230 feet tall, this building will become Champaign-Urbana's tallest building.

2008
University District Action Plan

Unprecedented Development

Development within the University District has been remarkable over the past two years. With additional building campaigns by the University of Illinois and the recent addition of two private high-rises the landscape is quickly changing in the District.

To the right is a snapshot summary of recent development currently under construction or planned in the near future. Together, this construction represents over $300 million in public and private development.

Development Snapshot 2007-08

University District Development

310 East Springfield Ave
Burnham 310
18 Story mixed use
259 Rental Units
Completion Fall 2008

601 East Chalmers Street
Newman Foundation
Residential
Completion Fall 2008

507 East Green Street
JSM Development
Urban Outfitters/Office
Completion Fall 2008

405 East John Street
McKinley Foundation
Residential
Completion Fall 2008

309-311 East Green Street
College Corner
Retail/Residential
176 Rental Units
Completion Fall 2008

Peabody Drive
IMPE - University of Illinois
Recreational
Completion Fall 2008

501 East John Street
Cohen Center for Jewish Life
Religious
Completion Fall 2007

College of Business
University of Illinois
Educational
Completion Fall 2008

Boneyard Second Street Reach
City of Champaign
Recreational Park
Completion 2010

Memorial Stadium
Division of Intercollegiate
Athletics
Recreational
Completion Sept. 2008

University Hotel and Conf Center
Fox/Atkins Development
Hotel/Retail
Summer 2008

2008

University District Action Plan

GOAL

"The University District will contain all the needs of its residents and provide a cohesive and high quality urban environment."

Land Use and Urban Design

noodles
& company™

Land Use and Urban Design

"The University District will contain all the needs of its residents and provide a cohesive and high quality urban environment."

Since first laid out in the 1860's, the University District has developed in many respects as a separate community from the Cities of Champaign and Urbana. A separate downtown area (Green Street) and surrounding commercial uses allowed many students to live their college careers without venturing beyond its borders. However, as the population became more mobile with the advent of the car, convenient mass transit throughout the community, and major retail moving to the fringe, many of the uses that students relied on left for outlying shopping centers. This shift caused a change in attitudes among students and forced them to follow those needs into the community. This change set the current course of many students relying on private transportation and living in off-campus student housing.

Today, this development pattern is shifting yet again. An increasing number of commercial retailers recognize the potential for more business in urban markets with high pedestrian counts. Combine this trend with higher densities of student housing concentrated around a central commercial corridor (Green Street) and Campustown now appears poised to re-attract the commercial uses desired by students. With the addition of an urban grocery store (Burhnam 310 Development) and the reintroduction of fashion retail and dining options in Campustown, it is expected that more students will be attracted to living in and close to this new urban environment.

One challenge faced by any rapidly changing community is the need to ensure that each new development and rehab project is of a high quality that contributes to the broader urban design. It is important that the scale and design of each new development be compatible with its neighbors to establish this cohesive look and feel. As densities increase and development pressure mounts, it is possible that mid and high rise developments will continue to develop in the district. We are seeing this today with, among others, the development of University Corner, a 24 story high-rise residential development. This plan will attempt to set the framework for how decisions on design are evaluated in the future.

Land Use and Urban Design Actions in the University District Since 1999

Project	Completed
Renovation of facades in 600 block of Green Street	1998
Completion of Green Street Streetscape between Fourth and Wright Streets	August 2002
Completion of Sixth Street Streetscape between Green and John Street	August 2004
Completion of Sixth Street Streetscape between Green and Healey	August 2007
Signed Development Agreement for Construction of County Market Grocery Store	2007
Attraction of over 15 new restaurants (both local and national) to Green Street	2000 - 2007
Attraction of top national retailer to Green Street	2008

Land Use and Urban Design Strategies

Objective: Promote reinvestment and a broader mixture of land uses in under utilized areas of the University District.

Strategy	Partners	Timeframe
Land Uses		
Work with property owners to identify and map redevelopment possibilities throughout the district including, underutilized properties between Fourth and First Street.	• Planning Dept. • Property Owners	1 year
Develop a master plan for key redevelopment sites throughout the Green Street Commercial corridor and identify strategies for achieving redevelopment goals.	• Planning Dept. • City Manager's Office • Public Works Dept.	1 year
Compile a listing of desired commercial uses and personal services not currently available in the University District and develop a program for business attraction.	• Planning Dept. • City Manager's Office • Business Owners	1-2 years

Objective: Create an identifiable and consistent urban form for the University District

Urban Design		
Determine the appropriate building density, scale, and relationship to the street for residential, commercial, and transition throughout the District.	• Planning Dept. • Property Owners	1-5 years
Develop of tools such as design guidelines and/or incentives to achieve a cohesive urban form that includes buildings pulled to the street and the elimination of large surface parking lots on the Green Street Corridor.	• Planning Dept. • City Manager's Office	1-10 years
Conduct a zoning study of the Green Street corridor from Third Street to Neil Street to determine the most appropriate zoning district to foster the type and form of development desired for the corridor.	• Planning Dept.	1-10 years

Page Left Intentionally Blank

2008
University District Action Plan

GOAL

"The University District will be a safe environment for residents, employees, and visitors."

Safety

NO TU
ON RE
Stay OUT!

Safety

"The University District will be a safe environment for residents, employees, and visitors."

Today, over 42,000 students from all fifty states and over 100 nations from around the world call the University of Illinois home. Many of these students are experiencing life away from home for the first time that presents a unique challenge for the Cities of Champaign and Urbana as well as the University of Illinois Police force.

Safety issues in the University District range widely from alcohol and substance abuse, personal safety, jaywalking, theft and property damage. As the University District continues to grow in density a number of new challenges will arise.

From a traffic safety standpoint, campus is becoming a more friendly environment for pedestrians through the implantation of special features such as more visible crosswalks and new signage. However, the driving public struggles to adapt with new features. From a property safety standpoint, an increasing number of residents living in close proximity to one another and an increase in the value of personal property has caused an increases in petty theft and personal property damage.

Perhaps the most visible safety concern on campus, though, is the danger associated with alcohol and drug abuse. Although not unique to the University of Illinois, dangers associated with substance abuse has gained the national spotlight in recent years for being a serious problem on all college campuses. Recent enforcement activities by the State of Illinois, Secretary of State, City of Champaign and University of Illinois police forces have made headway in the fight against underage drinking. Special programs such as T.I.P.S have been created and mandated by the local police to educate employees of bars on the dangers of over selling.

This chapter of the Action Plans focuses heavily on education and continued enforcement activities to combat all of these safety issues.

Safety Actions in the University District Since 1999

The following projects have been undertaken since adoption of the 1999 Campustown Action Plan.

Project	Completed
25 MPH speed limit throughout the University District	2004
Implementation of "Fire Factor" safety video and course	2005
Fourth Street pedestrian safety upgrades (refuge and signage)	2006
Created rental property registration program	2006
Increased enforcement of pedestrian jaywalking	2006
Completed Fourth Street Pedestrian Enhancements	2006
"Look Up Campaign" to promote pedestrian safety	2007
Strobe light turn signals on all MTD busses	2007
"All Walk" Pedestrian Crosswalk installation on Green Street at Wright and Sixth Streets	2007
Implemented mandatory snow removal program for all properties in the University District	2007
High visibility crosswalks at Green and Fifth Street.	2007

.

Safety Strategies

Pedestrian Safety

Objective: Promote safer behavior for pedestrians and motorists.

Strategy	Partners	Timeframe
Pedestrian Safety		
○ Support the University of Illinois' existing police enforcement efforts by creating a City program to counter jaywalking. (For example, utilizing bicycle patrols in high traffic areas)	• University of Illinois	1-2 years
○ Use new technology and traffic calming methods to continue enforcement of the 25 MPH speed limit and adjust as necessary.	• Champaign Police • University Police • Urbana Police	1-2 years
○ Place signage directed at educating drivers on proper behavior inside the district at all major vehicular entryways.	• University of Illinois • CATS	1-2 years
○ Continue to implement regulations directed at preventing vehicular/pedestrian/bicycle conflicts as recommended in the Campus Area Transportation Study.	• Public Works Dept. • Planning Dept.	1-10 years

Alcohol and Drug Safety

Objective: Continue to enforce laws related to drug and alcohol sales and consumption.

Alcohol and Drug Safety		
○ Continue existing liquor enforcement activities and adapt approach as needed.	• Champaign Police • University Police	Yearly
○ Support University educational programs teaching consequences of drug and alcohol abuse.	• Champaign Police • University of Illinois	1-2 years
○ Work with the University to add material to new student orientation packets educating students on alcohol and drug abuse resources.	• Champaign Police • University of Illinois	1-2 years

Housing Safety

Objective: Promote safe housing in order to reduce burglaries in the University District.

Housing Safety		
○ Conduct annual meeting with University District landlords in the Spring of each calender year to discuss trends in burglaries and share information on improving housing safety.	• Property Owners • Neighborhood Serv. Dept. • Champaign Police	Yearly
○ Work with the University to add materials to new student orientation packets to help educate incoming students on ways to stay safe on campus.	• University of Illinois • Champaign Police • Champaign Fire Dept.	1-2 years
○ Explore a program requiring balconies to be addressed in an effect to aid in identification of problem areas.	• Champaign Planning Dept. • Building Safety Dept.	1-5 Years
○ Educate students on laptop theft and ways to protect themselves. Investigate a possible registration program or lock giveaway as potential City/University program.	• University of Illinois • Champaign Police	1-5 years
○ Create an incentive program to assist property owners in retrofitting safety features into existing multifamily buildings.	• Property Owners • Building Safety Dept. • Champaign Fire Dept.	1-10 years
○ Explore possible ordinance language requiring new student housing developments to include security features such as secure entrances, well lit walkways, and security cameras.	• Planning Dept. • Neighborhood Serv Dept. • Champaign Fire Dept.	1-10 years
○ Continue to monitor the condition and occupancy of housing stock in areas north of Springfield Ave and West of First Street and develop programs to counter failing conditions.	• Planning Dept. • Neighborhood Serv Dept. • Champaign Police Dept.	1-10 years

2008

University District Action Plan

GOAL

"The University District will be accessible by all modes of transportation and provide adequate parking to support business development."

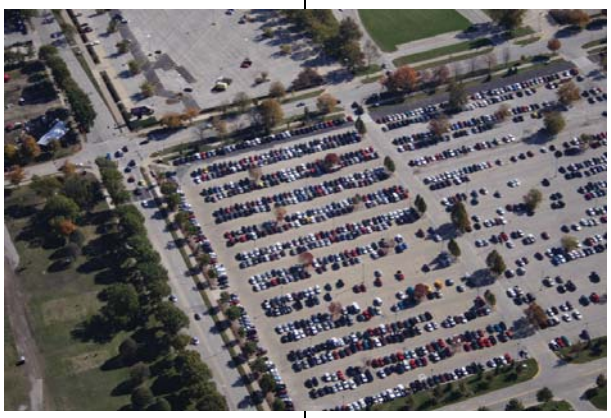
Transportation and Parking

OUT LATE?
TRAVEL WITH A FRIEND
0111
M122094
SPORTWORKS

Transportation and Parking

"The University District will be accessible by all modes of transportation and provide adequate parking to support business development."

Providing a strong transportation system in the campus area will help to maintain a vibrant University life. Without a variety of transportation systems gridlock could make it impossible for the business in the area to thrive and grow. Expanding these systems will play a vital role in continuing the development of the University District.



One of the largest struggles in the transportation system today is balancing the need for parking with the vibrancy of the area. As mentioned before, Campustown developed much the same as a traditional Downtown. That being true, the parking system must also function in this regard. A valuable lesson learned in the 1950's - 60's was that sacrificing the vibrancy of a Downtown area and its built environment to satisfy parking demand worked completely counter to each other. The result was large amounts of parking but no business or shoppers present due to the destruction of what made Downtown unique. This struggle exists today as more businesses locate in Campustown and demand increases. One of the primary reasons for locating in the area is its unique character. It is critical to balance this parking demand with the expectation that in order to preserve the character you will have to be willing to park and walk some reasonable distance to your destination. Parking will rarely be as convenient in Campustown as in a regional shopping center, but Campustown will exhibit a flavor that makes it completely unique.

Helping offset this demand is the outstanding mass transit system that operates within the University District. This system is funded through direct student fees and therefore prepaid for all students. Better utilizing this system in conjunction with not only residential service but commercial service, will assist in keeping pressure off the parking system.

The final component to the transportation system is bicycling. In recent years more attention has been paid to expanding this system. Additionally more residential developments are beginning to include large amounts of bike parking for their residents. Further expansion of the system to include on street striped bike lanes will further alleviate increases in demand.

This chapter will highlight the goals necessary to ensure a strong transportation system in the University District.

Transportation and Parking Actions in the University District Since 1999

The following projects have been undertaken since adoption of the 1999 Campustown Action Plan.

Project	Completed
Increased bicycle parking at key locations	2002
Created loading zones throughout Campustown to address delivery congestion	2002
Increase of hourly parking rate to $.75/hr	2002
Limited number of MTD busses on Green Street	2002
Implemented Campus Area Transportation Plan recommendation for street configuration throughout the University District.	2004
Reduced Green Street to three lane cross-section	2005
Constructed the Wright Street Transit Plaza	2006
Implementation of MTD StopWatch system for real time bus information	2006
Striping of on-street bike lanes on Gregory Drive	2007
Negotiated implementation of a car share program	2008
First Street on-Street bike lanes	Planned for 2008

Transportation and Parking Strategies

Pedestrian / Vehicular Interaction

Objective: Reduce conflicts between vehicles and pedestrians through implementation of the Campus Area Transportation Study.

Strategy	Partners	Timeframe
Pedestrian and Vehicular Interaction		
○ Upgrade the following intersections to meet high visibility crosswalk standards. - First Street and Green Street - Fifth Street and Daniel Street - First Street and Daniel Street	• Public Works Dept.	1-2 years
○ Implement traffic calming measures as recommended by the University Multi-modal Study and the Campus Area Transportation Plan.	• Planning Dept. • Public Works Dept. • CATS	1-5 years

Mass Transit

Objective: Promote all modes of transportation and enhance connections to surrounding areas.

Strategy	Partners	Timeframe
Mass Transit		
○ Promote the Boneyard Creek Trail to bicyclists as a connection from Downtown Champaign to the Campus system through common directional signs and marketing.	• Planning Dept. • University of Illinois	1-2 years
○ Partner with the Champaign-Urbana Mass Transit District to create a dedicated Campustown to Downtown commercial bus route with primary service down Green Street.	• Planning Dept. • CUMTD • Business Owners	1-2 years
○ Amend the Municipal Code to require bike and scooter parking in private residential developments.	• Planning Dept. • Property Owners	1-5 years

○ Create on-street and dedicated bike lanes on City and University Streets as outlined in the City of Champaign Transportation Master Plan.	• Planning Dept. • University of Illinois • Public Works	1-10 years
○ Provide centralized bike parking near City, University, and transit locations.	• Planning Dept. • CUMTD • University of Illinois	1-10 years
○ Create stronger north/south bike path system using Fourth Street and First Street as major routes.	• Planning Dept. • Public Works Dept. • CATS	1-10 years

Vehicle and Bike Parking

Objective: Develop a user-friendly parking system that promotes efficient utilization and reduces unnecessary travel.

Vehicle and Bike Parking		
○ Create an annually report on parking demand in the campus area and make recommendations on price and time structure maximize parking efficiency.	• Public Works Dept.	Yearly
○ Develop a sign program to better educate drivers about parking locations.	• Planning Dept. • Public Works Dept.	1-2 years
○ Create a master plan for the redevelopment of Parking Lot J and surrounding properties to include construction of a municipal parking structure.	• Planning Dept. • City Manager's Office • University of Illinois • Public Works Dept.	1-5 years
○ Partner with the University of Illinois and Champaign-Urbana Mass Transit District to create a park and ride facility for students, faculty and staff to reduce demand for vehicular parking in the campus core.	• City Manager's Office • University of Illinois • CUMTD	1-5 years
○ Partner with the University of Illinois to identify locations for visitor and customer parking in the core of Campustown.	• University of Illinois • Planning Dept. • Public Works Dept.	1-5 years
○ Develop an employee parking program that utilizes on-street leased spaces in fringe areas of Campustown.	• Public Works Dept. • Business Owners	1-5 years
○ Evaluate reducing the number of private off-street residential parking spaces required in new development in the campus core area.	• Planning Dept. • Property Owners • Business Owners	1-10 years

2008
University District Action Plan

GOAL

"The University District will have sound infrastructure and be an aesthetically pleasing place to live, visit and do business."

Infrastructure and Aesthetics

NO TURN
ON RED
SIXTH ST
MURPHY'S PUB

Infrastructure and Aesthetics

"The University District will have sound infrastructure and be an aesthetically pleasing place to live, visit and do business."

One of the most noticeable changes in the University District for alumni and visitors returning to campus is Green Street. Thanks to a partnership between the City of Champaign, University of Illinois and Campustown business and property owners, Green Street has been the University District's proudest accomplishment. This $7.5 million dollar capital streetscape project redefined the entire commercial core of campus and paved the way for a resurgence of commercial growth.

This growth has improved mobility, security, and the overall look and feel to the District. However, there remains a number of tired and dilapidated pieces of infrastructure which exude the opposite feeling.

Ensuring sound infrastructure is a basic need for any thriving area. As the cost of these projects increases the City and its partners must be creative and find new funding sources to expand these basic needs and encourage further growth. It is anticipated that one of these funding mechanisms is a continuation or expansion of the Campustown Special Service Area. This District, established in 2001, allows a percentage increase in property taxes to be diverted into a special account for payment of the streetscape bonds. The District was expected to pay for approximately 10% of the overall streetscape cost while the Food and Beverage Fund paid for the City's portion of the project. Many communities go further with these funds and use them to pay for a higher level of maintenance, landscaping, routine cleaning of sidewalks and special security. Using funds like this will ensure that the businesses and property owners paying into the fund receive direct tangible benefits for their investment and ensures everyone is paying a fair share toward the overall goal.

Maintenance of this valuable Campustown amenity is critical to ensuring continued success. Currently the City uses funds from its Food and Beverage Tax to fund yearly landscaping, periodic sidewalk cleaning, and promotional banners. While these activities are funded through the Food and Beverage tax now, this commitment of funding is temporary. Long term funding solutions will need to be identified if this higher level of service is to continue.

Infrastructure and Aesthetics Actions in the University District Since 1999

The following projects have been undertaken since adoption of the 1999 Campustown Action Plan.

Project	Completed
Creation of a Special Service Area for the purpose of funding the private portion of Green Street streetscape.	2001
Completion of Green Street Streetscape between Fourth and Wright Streets	August 2002
Contracted for flower island planting on a yearly basis	2003
Completion of Sixth Street Streetscape between Green and John Street	August 2004
Power washing of Green Street streetscape	2007
Campustown banner purchase	2007
Painting of Green Street viaduct	2007
Completion of Sixth Street Streetscape between Green and Healey	August 2007
Development of the Boneyard Second Street Reach Parkway	Planned 2008-2010

Infrastructure and Aesthetics Strategies

Infrastructure Funding

Develop a comprehensive plan and funding mechanism for physical aesthetic improvements and continue to implement the University District Master Streetscape Plan

Strategy	Partners	Timeframe
Infrastructure and Maintenance		
○ Meet with property owners in the University District to discuss creation of a Special Service Area to assist in the maintenance of existing and expanded streetscape and services.	• Planning Dept. • Property Owners • Business Owners	1-2 years
○ Partner with the University and private property owners for infrastructure projects with mutual benefit: - Wright Street bike lane reconstruction - Gregory Street safety improvements - Memorial Stadium/First Street sidewalks	• Planning Dept. • Property Owners • University of Illinois	1-5 years

Aesthetics

Ensure that campus is an attractive place to live, visit and conduct business.

Strategy	Partners	Timeframe
Aestetics		
○ Work with the University of Illinois to ensure seasonal banners are in good condition and properly displayed	• Planning Dept. • City Manager's Office • University of Illinois	Yearly
○ Evaluate the condition of street furniture and replace/repair as needed in a timely manner.	• Public Works Dept	Yearly
○ Work with the University of Illinois Department of Landscape Architecture and Horticulture to develop a sustainability plan for campustown planter islands.	• University of Illinois • Planning Dept. • Public Works Dept.	1-5 years
○ Work with the Champaign Park District to expand park space within the district and develop a plan for beautification of Washington Park.	• City of Champaign • Champaign Park District	1-5 years

Maintenance

Establish higher levels of public and private property maintenance for the University District.

Maintenance		
○ Continue yearly evaluations of move-in and move-out enforcement activities and present findings to the University District Advisory Board	• Neighborhood Serv Dept.	Yearly
○ Continue property maintenance code enforcement, and present yearly summary report on property violations to the University District Advisory Board.	• Neighborhood Serv Dept.	Yearly
○ Develop a Capital Improvement Plan project to address expansion of streetscape and maintenance	• Planning Dept. • Finance Dept. • Public Works Dept.	1-2 years
○ Create a priority list of damaged sidewalks and schedule repair as part of the yearly sidewalk repair program.	• Public Works Dept.	1-2 years
○ Develop a recycling program including on-street receptacles and cardboard recycling during move-in and move-out weekends.	• Neighborhood Serv Dept.	1-2 years
○ Encourage business owners to work together to purchase trash compactors to minimize effects of trash in the in the University District.	• Planning Dept. • Neighborhood Serv Dept. • Property Owners	1-5 years
○ Work with local not-for-profit organizations to establish a furniture recycling program during move-in and move-out weekends.	• Neighborhood Serv Dept. • Not-for-Profit Agencies	1-5 years

2008

University District Action Plan

Existing Conditions Report

Executive Summary

The University District is an integral part of the City of Champaign and caters to the needs of students of the University of Illinois at Urbana-Champaign as well as other neighboring residents. In 1995, the City Council established a goal to "Work with the University of Illinois and Campustown representatives to develop a comprehensive plan to address issues related to the Campus area." In 1999, Council adopted the **Campustown Action Plan** which outlined major project areas for improvement in the University District. The 2007 Campustown Action Plan Update will build on the current strengths of the Plan, and modify it to include the entire University District while creating a refreshed vision for the area. To identify what the 2007 Plan update must address, it is important to understand current conditions. A study of the existing conditions of the University District was initiated in December 2006 to identify issues to be addressed; this report is an executive summary of the study. The following map indicates the extent of the University District.

Under the study, the following aspects had been studied and assessed:

- Demography
- Public Safety
- Transportation
- Zoning
- Business
- Infrastructure

Highlights of the study have been summarized.

Demographics:

The University District accounts for 21 percent of the City of Champaign's population. A growth rate of 3.66 percent was observed in the University District from 1990 to 2000; much less than the 6.32 percent overall growth rate at the City level. The total number of households in the District increased by 12 percent from 1990-2000. The average household size decreased from 3.03 in 1990 to 2.80 in 2000. In terms of population characteristics, about 43 percent of the population is female. The racial distribution indicates that 78 percent population is white while Asians comprise 14 percent followed by 5 percent blacks. The concentration of white population has decreased, it was 85 percent in 1990. This could be partially attributed to the change in format of the race question in the census from 1990 to 2000. Hispanics constitute 7 percent of the University District population .

The University District is very popular among students for housing options close to campus. The District is therefore characterized by high density multi-family housing; most of which is rental. The total number of housing units increased by more than 10 percent since 1990; this can be attributed to some large scale housing developments, such as Bankier Apartments on Green Street and JSM's Technology Plaza. A total of 599 multi family and 13 single family units have been developed in the District since 2003. In terms of development activity in the District, an increase in total construction value of $85 million for residential and $51 million in non-residential development has occurred since 2003. In terms of property

maintenance, a study indicates a concentration of property violations south of Green Street, between Second and Oak Streets. A property violation could include unregistered vehicles on the property, accumulating garbage, unkempt premises etc. Most other blocks in the District had less than 20 violations in 2006.

Transportation

Due to high intensity of use, the University District area experiences heavy traffic on most of its roads. The highest volume of vehicular traffic is observed on University and Springfield Avenues and on First and Green Streets, which carry a large share of through traffic. In the north-south direction, Wright and Sixth Streets have high volumes of traffic, most of which is in-campus travel. Green Street is the major commercial core of the District and is therefore a major travel destination within the District for both vehicular and pedestrian traffic.

The Level of Service, a classification of general traffic conditions and an indicator of the performance of transportation infrastructure, is high for main corridors in the District, ranging between A & B, which is very good. Green street has an LOS of C which is acceptable for roads in urban settings with heavy pedestrian movement.

In terms of pedestrian safety, the main conflict areas are around Green street where heavy vehicular flow conflicts with a heavy pedestrian flow. The number of pedestrian accidents in the District have however been decreasing over the past few years from 552 accidents in 2002 to 328 in 2005, approximately 80 percent of which were non-injury accidents.

To balance different modes of transportation on Green Street and promote pedestrian safety, the width of Green Street was reduced from 4-lanes to 3-lanes from Wright Street to Fourth Street, as recommended by the Campus Area Transportation Study (CATS) in 2002. In 2003, as part of Phase II of CATS, Green Street was restriped to three lanes from Fourth Street to Neil Street on a trial basis. An evaluation of this change indicated that traffic counts for the entire section of Green Street were lower since the change. Pedestrian accidents had also reduced. In 2006, the University District Advisory Board reviewed the evaluation results and made a recommendation to the City Council to maintain the three-lane cross section.

Public Transportation: Public transportation also plays an important role in providing mobility in the University District area. The highest load on buses can be observed along Wright Street and Gregory, where many University departments are located and multiple bus routes pass through. Based on the '***Onboard City and Campus Route Surveys***' completed by Champaign - Urbana Mass Transit District (CUMTD) in 2006, 72-74% of the trips made in the University District are school or home based. Also, approximately 88% of the load for campus routes is generated within the University District itself.

Land Use

The University District is comprised of residential and commercial uses, with the latter concentrated around Green Street. Within residential land use, most area is zoned MF3 - Multi-family high density, with limited commercial to cater to the high demand for student apartment housing in the District. Under commercial use, Green Street (from Wright Street to Third Street) is zoned Central Business, which allows for high density retail development by removing the parking requirement for any use except residential. The western portion of Green Street is zoned Commercial General.

Economic Significance of University District

As described in the Land Use section, commercial uses are the second most common land use in the study area. At the time of this study, 157 retail businesses were located in the University District area of which 71 were eligible for collection of Food and Beverage Tax. Sales tax generation from the businesses in the University District has been increasing over the past years. Sales tax revenue from the University District increased from $23 million in 2003-04 to $29 million in 2005-06. Also increasing steadily is the share of the University District's contribution to the total sales tax generated by the City. The share increased from 12.32% in 2003-04 to 19.72% in 2005-06. A similar trend can be

observed in the generation of Food and Beverage tax. A number of new businesses have opened up in the District over the past few years and are making significant contribution to revenue generation. Some examples are: Starbucks Coffee, Noodles & Company and Potbelly Sandwich Works.

The District also contributed to the City's economy through property tax. Approximately 9 percent of the total tax generated by the City is derived from the University District.

Infrastructure

Infrastructure plays an important role in supporting development. However, much of the public infrastructure in the University District is aging and was not designed for the high-intensity development for which it is now being used. The study comprised a review of the following elements:

Streets: In general, streets in the District are in fair condition, though conditions vary among individual streets. The average Pavement Condition Index (PCI - ranges from 1 to 100) is 50.9 for the University District. The average age of these streets is approximately 18.2 years. Overall John, Clark and Fourth Streets are in the best condition with a PCI of over 75. The poorest street conditions can be observed in certain blocks, e.g. 800 block of Sixth Street (PCI-2), 500 block of Third Street (PCI-4) and 200 block of Daniel (PCI-6). From 2000 to 2003, while the percentage of streets in excellent condition rose from 3.7 percent to 22.2 percent, the percentage of streets in poor condition rose from 17.8 percent to 38.6 percent. Apart from age, other factors such as amount of traffic and paving type can affect the condition of a street.

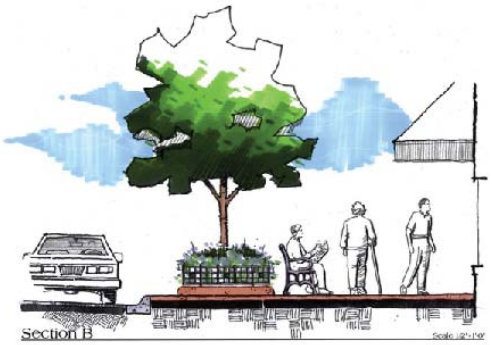
Alleys: There are currently 72 alleys in the University District with a total length of nearly 5 miles. About 6,800 feet of alleys have been vacated to their owners. Widths of the alleys range from 8 feet to 29 feet with an average of 16 feet. Over 48 percent of the alley square footage was identified as a "top priority," for improvement, while over 38 percent was identified as "no action". In 1990 and again in 2001, City Council gave direction to staff that all alleys in high-density areas, including the University District, should be paved with concrete or asphalt. The estimated cost of bringing University District alleys up to permanent improvement standards is $3.3 million. As part of the Boneyard Creek Project, 1890 feet of alleys were improved in 1999. One alley in the District, Bash Ct. (between Springfield, Stoughton, Fourth, and Fifth Streets), was improved as part of the Cost-Share Program.

Streetscape: *Campustown Infrastructure Reconstruction & Streetscape Project - 2002:* The Project was aimed towards rebuilding the old, deteriorated infrastructure along Green Street between mid-block Fourth Street to Wright Street in 2002; and along Sixth Street between Healey to John Street in 2003. The project which aimed to transform the look and function of Campustown, included improvement of drainage in the area, pedestrian safety, traffic circulation, and lighting.

Sidewalks: The Cost-Share Program, City-funded Gap Projects, and the provision of a sidewalk along one side of

arterial streets, allow for development and improvement of sidewalks. The Neighborhood Infrastructure Repair Program (NIRP) and Sidewalk Rehabilitation Program provide for sidewalk repairs. NIRP contractual work will focus on the Campus area in 2007 and 2008.

Storm Sewers: In general, the District is not considered a major flooding problem area. The recent construction of the Healey Street Detention Basin and the Boneyard Creek project have improved the drainage of the District. The Second Street Reach project will further improve drainage in the District.



In June 2004, Donohue & Associates completed the "University District Drainage Capacity Assessment," a study of the secondary storm sewer system. The report suggests three top priority areas that should be addressed:

- Locust Street from Armory to Green Street
- First Street from Armory to Green Street
- Fifth Street from White to Green Street

A City staff workshop also listed other areas of concern: inlet capacity on First Street from Armory to John; pipe size, capacity and condition on Locust street from Daniel to Green and between Locust and First; and intersection flooding at Springfield Avenue and Fifth Street.

Sanitary Sewers: Sanitary sewers throughout the District consist of interceptors, gravity mains, and laterals that are owned by the City of Champaign, the Urbana-Champaign Sanitary District, or the University of Illinois. The Wellness Prognosis Report for Planning Area 3 found that there were 163 structural defects in the sanitary sewer system in the District (many of which are minor defects), and that the sanitary sewers in the area are in need of improvements. The high levels of development in the District makes maintenance more difficult and costly.

Trees: 76 percent of the trees in the University District are in good condition. All streets in the District have some trees in the public right-of-way, and some streets have a relatively high density of trees. However, a number of "street tree deficit areas" have been identified in the District. These areas include:

Third Street between Springfield and Daniel

Springfield Avenue throughout the District

Sixth Street from Clark to Green

First Street from roughly Healey to John

Second Street from Healey to Green

Fifth Street from roughly Green to Daniel

Parking: The City of Champaign owns and operates off-street parking lots as well as on-street parking spaces, throughout the University District. There are a total of 2,300 public parking spaces (on-street and off-street), 1,309 which are permit parking and 91 which are metered. The City also owns 8 parking lots in the University District (4 lots and 4 parkettes). With the high demand for parking, occupancy rates for permit spaces within the District are mostly 100 percent, except for the area between Fourth and First Streets, North of Green Street.

Public Safety

According to police records for 2006, there were approximately 15-20 incidences of crime in most blocks in the District over the year. Criminal property damage constituted roughly 75 percent of these cases. Crime incidences could also include trespassing, any type of assault or robbery, drug-related crimes, burglary etc.

City of
CHAMPAIGN