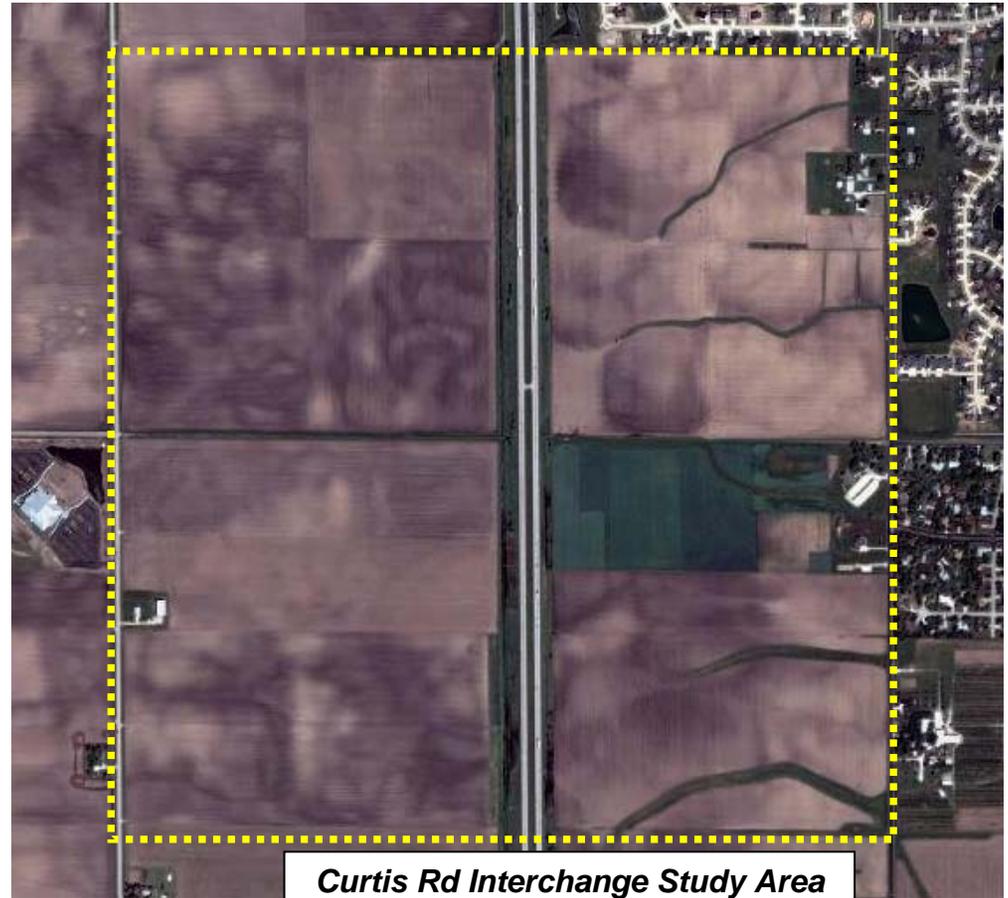


INTRODUCTION AND ASSESSMENT

The Curtis Road Interchange study area encompasses one section located at the southwest edge of the City of Champaign. The area is bounded on the east by Duncan Road and on the west by Staley Road. The northern and southern boundaries are approximately one-half mile north and south of Curtis Road respectively. The study area is located approximately 4.5 miles from downtown Champaign and approximately 5 miles from North Prospect Avenue.

The study area has a total of 640 acres. It is bisected by Interstate 57 (I-57) which runs north-south through the middle of the site. With the construction of the new interchange and the extension of Curtis Road through the site (prior to construction, Curtis Road terminated on the east at Duncan Road and on the west at Staley Road) the total amount of developable area will be reduced to approximately 515 acres. Due to the placement of the interstate, the developable acreage is not distributed equally. There are approximately 235 acres east of the interstate and approximately 280 acres west of the interstate.

The presence of a new interchange at this site will substantially alter the transportation dynamics of the metropolitan area. It will offer greater transportation accessibility to and from the southwestern portion of Champaign and will offer a new route for accessing the University of Illinois. In addition, the interchange will vastly increase the accessibility of the land immediately adjacent which will result in pressure to develop. Interstate interchanges, and especially interchanges with large areas of undeveloped surrounding land, within proximity of an urban market, are very rare economic development opportunities.



Curtis Rd Interchange Study Area

As noted above, this is a large amount of land which will experience significant development pressure with the opening of the interchange in early 2008. Elevated development pressure will mean that the city is likely to experience heightened demand to approve new projects for this area quickly. However, the demand for this property is unlikely to decline and may increase over time as approved residential subdivisions are completed and the population of the surrounding area rises. Strong development pressure will also result in increased property values for much of the land within the study area.

These site characteristics will allow the City of Champaign to approach development in the Curtis Road Interchange Area in a deliberate, thoughtful fashion, being able to critically identify good development which will have both positive short term and long term community benefits and to inform potential developers when development is not appropriate. Champaign is in the position to:

1. Wait for development proposals that offer the highest and best use.
2. Reserve portions of the study area for certain desired uses (e.g. office, commercial, research and technology, or open space).
3. Require a higher level of design and contribution from prospective developers.

The City of Champaign's position is further enhanced because none of the land within the study area is currently within the City of Champaign. Due to an agreement between Champaign, Urbana, Savoy and the Urbana-Champaign Sanitary District in the early 1990s, any development that will require connection to the sanitary sewer system must be annexed to a municipality. West of I-57, the land is to be served by a new lift station to which the City of Champaign is contributing. Champaign can remain patient with its approach to these properties.

This places Champaign in a strong position to control the type and design of development through annexation agreements. Annexation agreements provide a means for advanced planning and negotiation regarding a wide variety of issues related to the development of a property including zoning and subdivision controls, landscaping and architectural guidelines, and land and monetary contributions.

Planning Process

The 2002 Comprehensive Plan for the City of Champaign identifies the Curtis Road Interchange Area as a special area which will require a detailed analysis and development strategy beyond the scope of that document. Similar to the studies carried out for Downtown Champaign and the Northwest Growth Area, the City identified the need for a special area plan to recommend strategies adapted to the unique characteristics of this area.

In October 2006, the City partnered with Teska Associates, Inc. (TAI) to develop a special area plan for the Curtis Road Interchange Area. The planning process, which will extend over ten months, involved meetings with local stakeholders, development and resident interests and an analysis of the market, economic trends, land use pattern and environmental conditions that characterize the site. From this analysis developed a series of goals for the future development of this area and a plan for their implementation. The planning process revealed the need for a plan that is both supple – it must allow for flexibility on the mix of land uses to address the needs of both the City and the market – and strong – it must have very high standards of layout and design to ensure compatibility between new and existing development.

Site Characteristics

The dominant land use within the study area is currently agricultural. There are eight existing residential structures with frontage on Duncan Road and one with frontage on Staley Road. The northeast quadrant of the planning area also contains several active agricultural buildings. Friendship Lutheran Church is located within the planning area at the southwest corner of Curtis Road and Duncan Road.

The most significant existing site characteristic is the grade change east of Interstate 57. At its highest point near Duncan Road, the elevation is 750 feet. From there it falls between 50 feet and 54 feet to its low point adjacent to Interstate 57. The land west of Interstate 57 demonstrates no significant grade change. The elevation varies between 696 feet and 702 feet.

The planning area contains no significant stands of mature trees or other natural vegetation. No natural waterways exist within the planning area. There are several existing drainage swales east of Interstate 57. While these swales are likely the product of cultivation, consideration should be given to incorporating these features into greenways and open space.

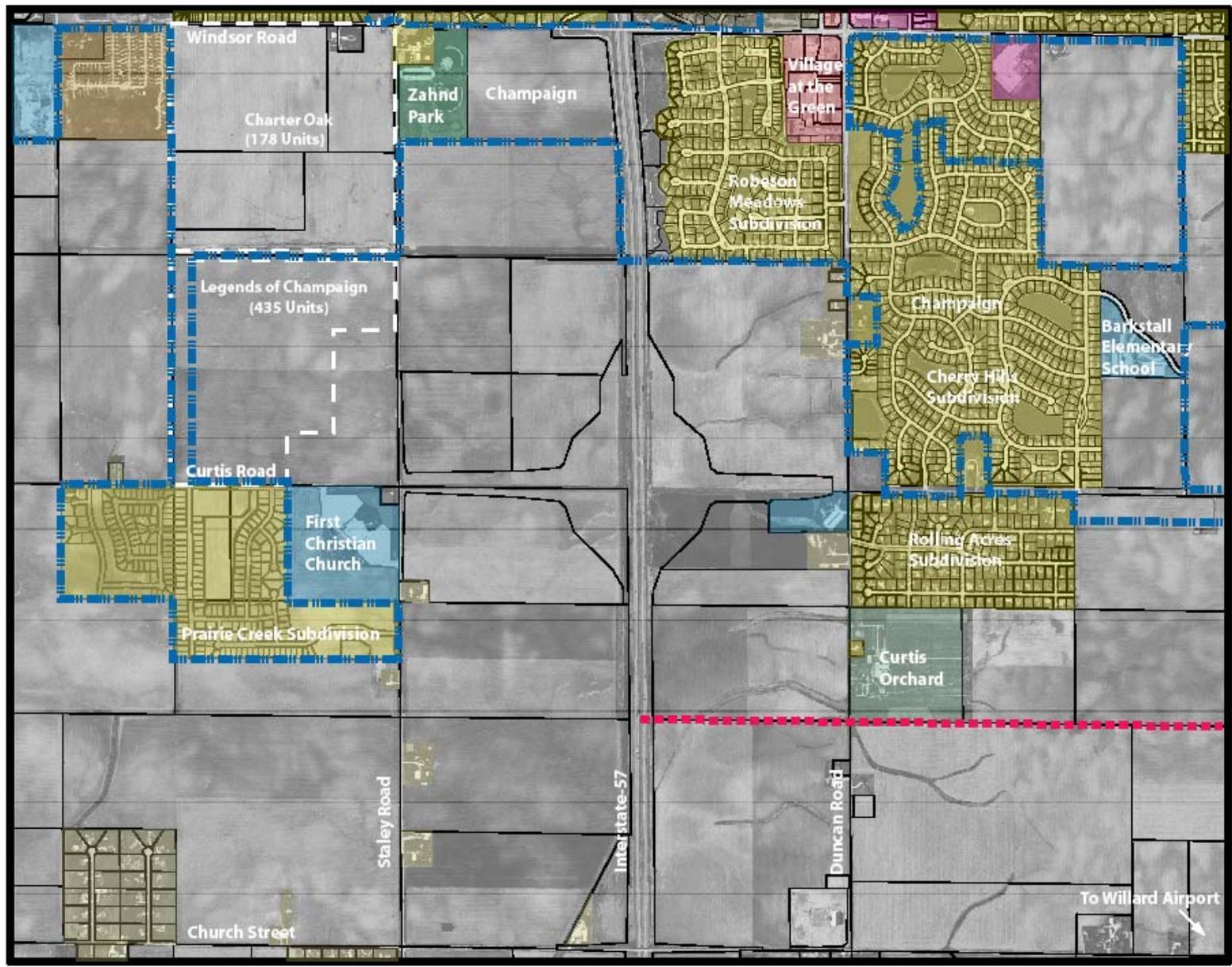
Surrounding Land Uses

East of Interstate 57 the study area is bordered on the north by the low-density, single-family subdivision Robeson Meadows. Sixteen single-family homes back up to the edge of the planning area and form the southern boundary of the Robeson Meadows subdivision. These existing homes should be buffered from new development within the planning area either by a logical land use transition (i.e. to the rear yard of similar low-density, single-family residences) or a substantial landscaped buffer. Additional detail regarding this transition is included in the Design Guidelines for the Neighborhood District. The Robeson Meadows subdivision has several existing internal trails and a trail and landscaped buffer along Duncan Road. Any new trails within the planning area should connect to this existing trail system.

West of Interstate 57, the planning area is bordered on the north by agricultural land. The land immediately south of the planning area on both the east and west sides of Interstate 57 is also currently used for agricultural purposes. The future use of this land is unknown at this time. However, transition to any future use should be made using logical land use transitions or landscape buffering.

The study area is bordered on the east by two low-density, single-family subdivisions – Cherry Hills and Rolling Acres – and Curtis Orchard. Unlike the areas to the north and south of the planning area, these subdivisions are separated from the planning area by Duncan Road. This creates a clear division between the existing development and the planning area. Development adjacent to Duncan Road within the planning area should maintain a neighborhood scale as described in the Design Guidelines for the Neighborhood District. The transition between new development west of Duncan Road with the existing neighborhoods east of Duncan road will be further accommodated through the establishment of a landscaped bike trail and buffer along Duncan.

West of the study area are two recently approved subdivisions – Prairie Creek and Legends of Champaign – and the First Christian Church. As of September 2007, these developments have been approved, but have not begun construction. As with development in the planning area along Duncan Road, development adjacent to Staley Road within the planning area should maintain a neighborhood character as described in the Design Guidelines for the Neighborhood District. In addition, a landscaped buffer and trail should run along Duncan Road and Staley Road through the planning area.



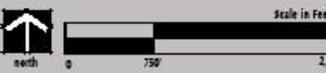
Existing Conditions

Existing Land Use

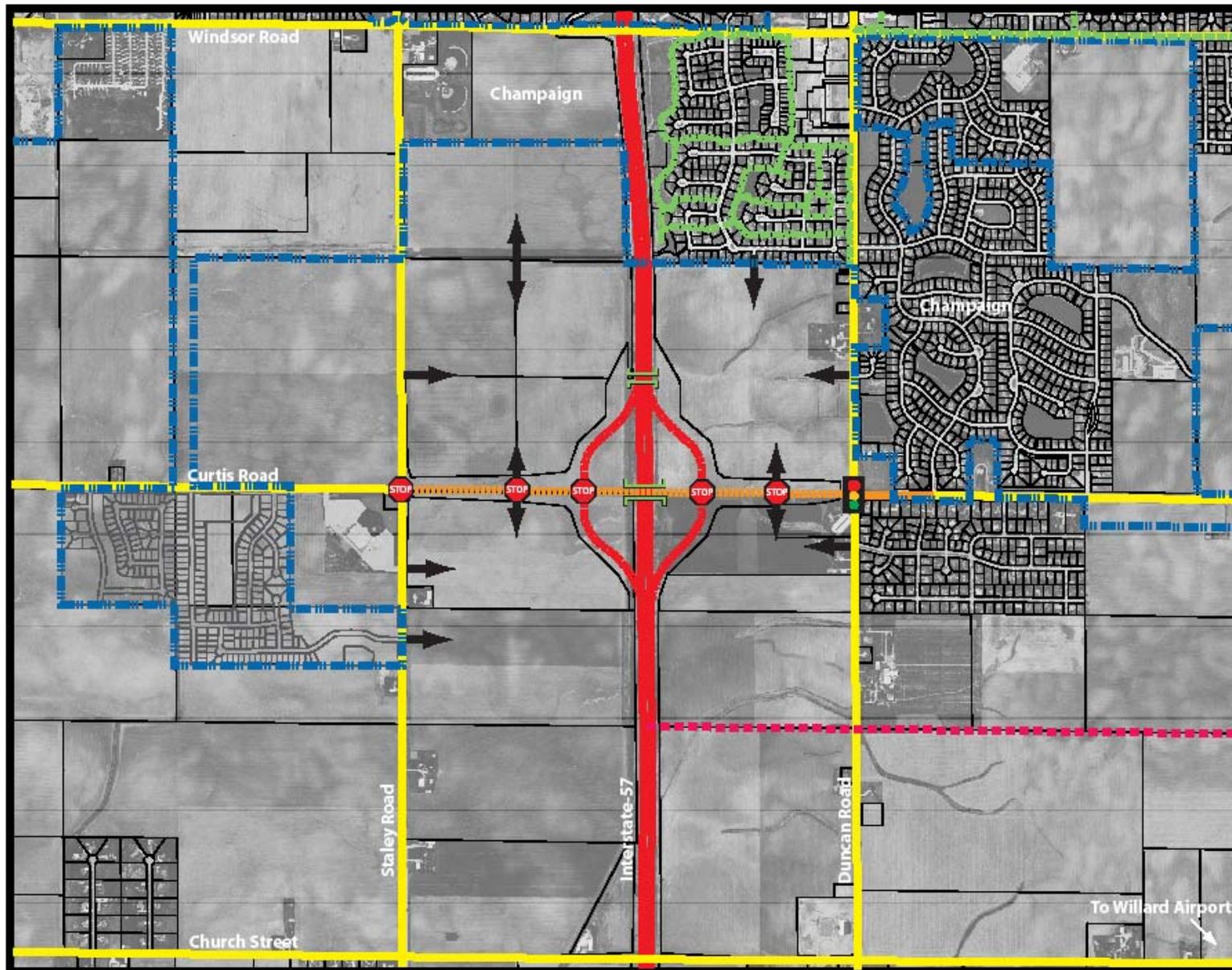
LEGEND

- EXISTING CONDITIONS**
- - - - - Approved Subdivision
 - Low Density Residential
 - Medium Density Residential
 - Retail
 - Office
 - Institutional/Churches
 - Agriculture Business
 - Parks
- BOUNDARIES**
- - - - - Champaign City Limits
 - - - - - Champaign-Savoy Boundary Agreement

CURTIS ROAD INTERCHANGE STUDY
 City of Champaign, Illinois March 12, 2007



1



Existing Conditions Transportation

LEGEND

EXISTING CONDITIONS

- - 2 Lane Collector
- - 4 Lane Arterial
- - - - Planned 4 Lane Arterial
- - - - Off-Ramps
- - Expressway
- - Access
- - Proposed Bridges
- - Paths

BOUNDARIES

- - - - Champaign City Limits
- - - - Champaign-Savoy Boundary Agreement

CURTIS ROAD INTERCHANGE STUDY

City of Champaign, Illinois March 12, 2007

↑ North Scale in Feet
0 750 2,250

1

Transportation

Within the Curtis Road Interchange Area there are four major roadways: I-57, Curtis Road, Duncan Road, and Staley Road. I-57 is a four-lane, north-south interstate roadway. It connects to Chicago to the north and, via I-55, to Memphis and New Orleans to the south.

Duncan Road and Staley Road are two-lane, north-south “section line” arterial roadways. Through the Curtis Road Interchange Planning Area, Duncan Road and Staley Road have a rural cross-section and lack curbs and gutters. As development occurs within the planning area, improvements will need to be made to both Duncan Road and Staley Road. Duncan Road has already been improved north of the planning area and at the intersection with Curtis Road. These improvements include additional lanes and curbs and gutters. The remainder of Duncan Road, as well as Staley Road, will need to be improved as outlined in the City’s Transportation Master Plan. Staley Road should also be improved using this standard. As the need for these roadway improvements will be a direct result of the development of the planning area and adjacent parcels, developers will be expected to bear a proportionate share of the cost of improving Duncan Road and Staley Road.

Access to each of the four quadrants from Curtis Road will be limited to one full intersection approximately equidistant between the interchange ramps and Duncan Road or Staley Road. No additional access points – either full intersections or right-in right-out – will be allowed from Curtis Road. This will limit the accessibility for portions of each quadrant, particularly along I-57. Additional access into each quadrant is expected to be provided from Duncan Road, Staley Road and from adjacent parcels to the north and south. Access from these locations should also be limited to a maximum of two full intersections per quadrant. Access through the quadrants should be provided via new public street that promote connectivity and convenient and efficient access to new development.

The intersection of Curtis Road and Duncan Road is traffic signal controlled. The two planned Curtis Road intersections will be traffic signal controlled when warranted, but will be controlled with stop signs until the warrants are reached. The intersection of Curtis Road and Staley Road will be made a four-way stop. The interstate interchanges will be two-way stops; traffic will not stop on Curtis Road. Control of all other intersections will be determined as the area is developed.

The planning area is not currently served by transit service. The Champaign-Urbana Mass Transit District (CU-MTD) extends to I-57. It is anticipated that the CU-MTD will provide bus service to the eastern half of the planning area once the area has been developed. A transit hub should be incorporated into any development plan for the eastern portion of the planning area. The portion of the

planning area west of I-57 is included in the Champaign Southwest Mass Transit District which provides no transit services.

Sewerability

The Curtis Road interceptor currently provides sewer service to land extending approximately ½ mile south of Windsor Road. Due to topography, land south of this point, including portions of the Curtis Road Interchange Planning Area, cannot be served by sewers without the aid of a pumping station. In conjunction with the approved Prairie Creek and Legends of Champaign subdivisions, the City expects that a new interceptor sewer and pumping stations will be constructed that will make sewer service available to the entire Curtis Road Interchange Planning Area. This new interceptor should be adequately sized to accommodate all planned development within the Curtis Road Interchange Planning Area. In keeping with the policy of the City and the Urbana-Champaign Sanitary District (UCSD) any future sewers within the planning area will be constructed by developers under the coordination of the City and the UCSD.

All sewage from the planning area will flow to the UCSD's southwest treatment plant which was recently expanded to handle the anticipated growth of southwest Champaign, Savoy and the University of Illinois.