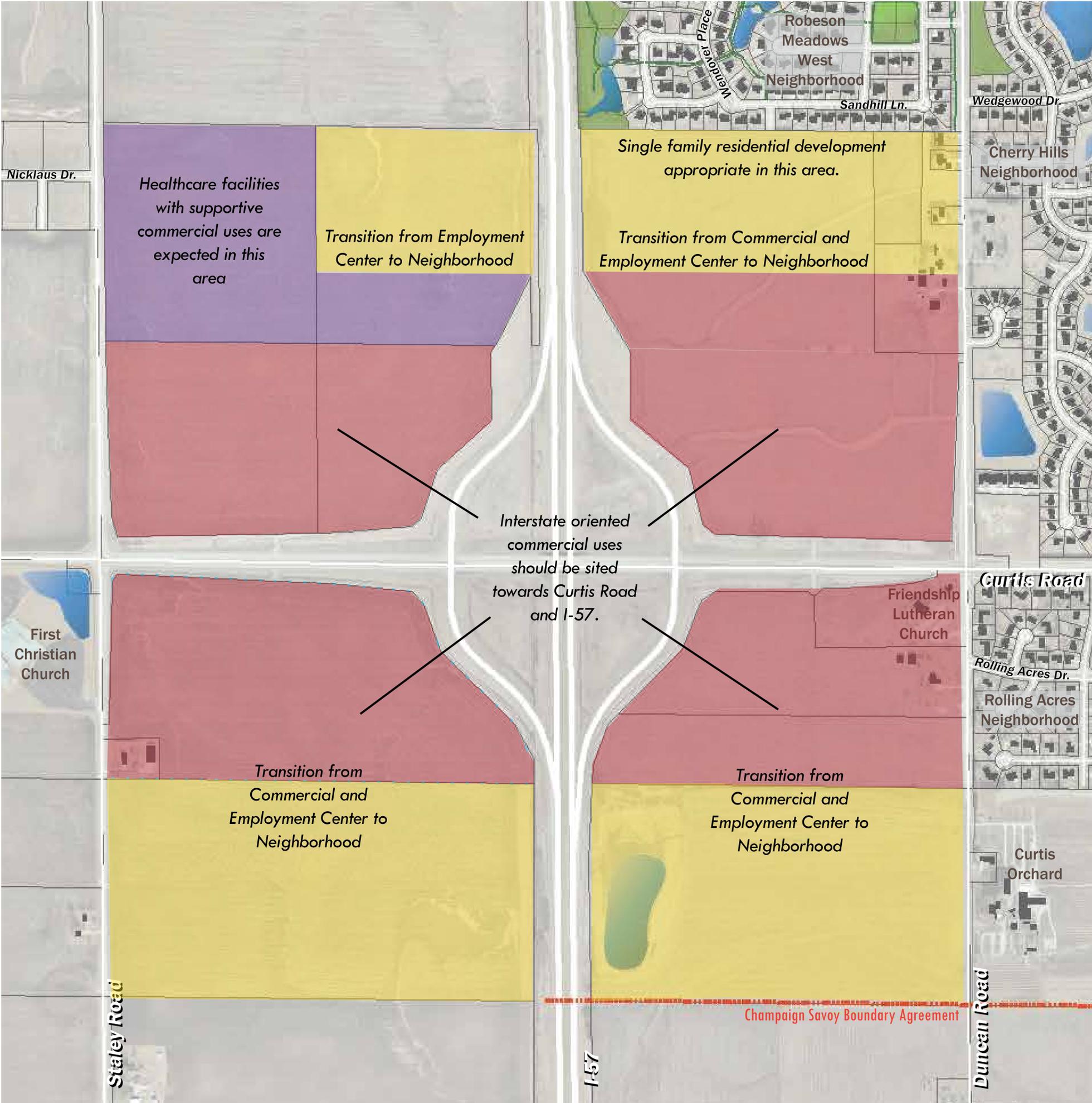


# CURTIS ROAD INTERCHANGE AREA FUTURE LAND USE



## INAPPROPRIATE USES

Uses that rely on heavy truck traffic or uses that do not add to the vibrancy of the site.



**Truck Stops**

**Heavy Industrial Uses**

**Warehouse/Distribution**

# CURTIS ROAD INTERCHANGE AREA DEVELOPMENT APPROVAL PROCESS

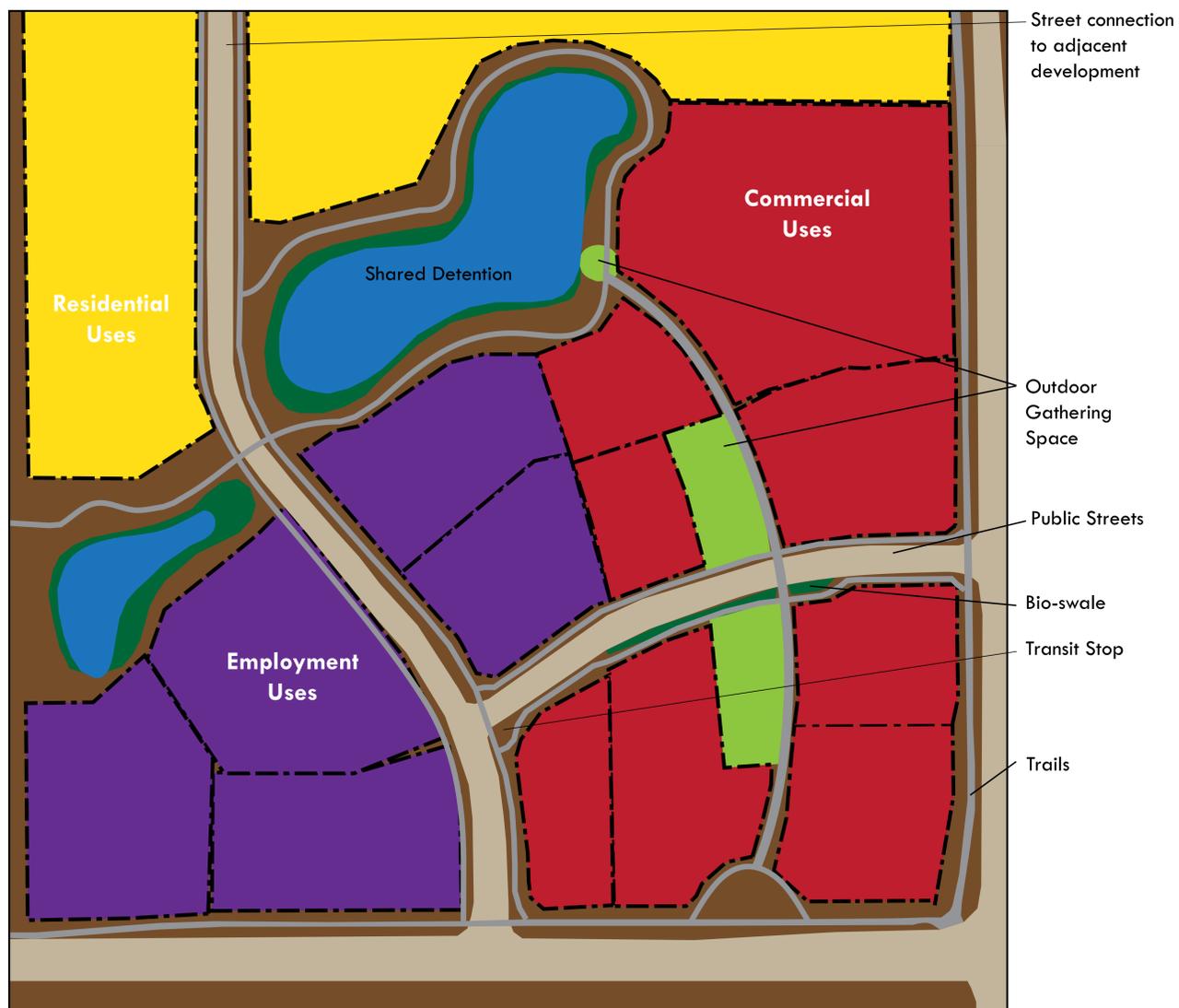
## STEP ONE: OVERALL DEVELOPMENT PLAN

The following elements must be included in the site plan in order to be reviewed by Planning & Development Staff:

- Public Street Network that supports transit
- Space for transit stop
- Outdoor gathering space
- Bicycle and pedestrian system
- Low-impact stormwater management features
- Shared detention and stormwater facilities
- Zoning categories

To begin the process, the owner submits an application for the overall development of the property. The **Overall Development Plan** shows the framework for the proposed project. It must include all of the required development standards. These include the street network, outdoor gathering spaces, trail system, shared stormwater management facilities and more. It must also show the desired zoning of the development.

Property in the study area is not yet annexed into municipal limits. To do that, an **Annexation Agreement** is needed. This agreement is negotiated between the City of Champaign and the property owner. The Annexation Agreement provides additional details about the conditions of annexation.



**A APPLICATION & ANNEXATION AGREEMENT SUBMITTED**

**B CITY AND OUTSIDE AGENCY REVIEW**

**C COMMENTS AND REVISIONS BACK TO APPLICANT**

**D NEIGHBORHOOD MEETING**

Following the neighborhood meeting, a **Study Session with Plan Commission** and revisions to the proposed development application may be needed. If this is not needed, the application can continue to step E.

**E PLAN COMMISSION PUBLIC HEARING**

**F CITY COUNCIL MEETING**

**DEVELOPMENT PLAN APPROVED**

**HOW DOES A DEVELOPMENT IN THIS AREA GET APPROVED?**

# CURTIS ROAD INTERCHANGE AREA GREEN INFRASTRUCTURE

## DETENTION AND LOW IMPACT DESIGN

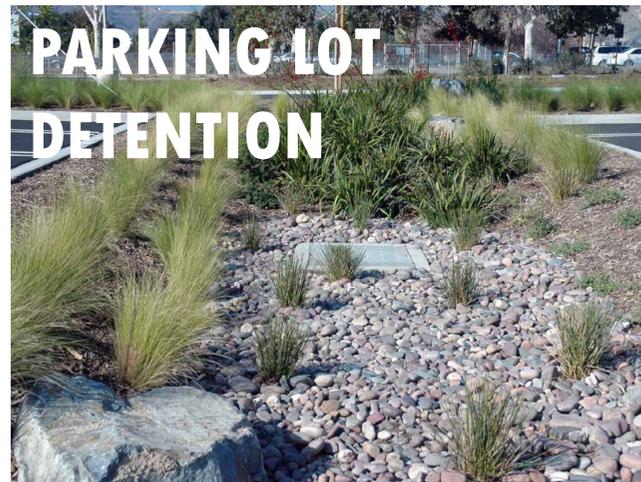
Each parcel will include a green infrastructure or Low-Impact Site Design (LID) stormwater management approach to reduce reliance on storm sewers and structured detention.

In the engineering profession, LID refers to a specific approach to site design that considers natural hydrology when siting buildings and parking lots, and also incorporates green space with carefully selected vegetation. These features help to reduce runoff flow rates, filter pollutants and capture precipitation in the location that it falls.

On the Overall Development Plan, the general location and size of the green infrastructure system should be identified. Key features, such as shade trees, rain gardens or special landscape design should be specified. Building lot details are not required. These details might include the design of parking lot islands or landscaping, which will be guided by the Site Design Standards.

Each development tract will include shared detention and stormwater facilities that are featured as a community amenity, in keeping with the philosophy used by the Stormwater Utility Incentive Manual. The Overall Development Plan should show the approximate location and size of detention and stormwater facilities that serve the minimum 20 acre parcel. The size of these facilities should be estimated based on the approximate square footage of impervious surface expected.

Detention basins should be designed to improve the site, not simply retain stormwater. The shoreline of the basin should be planted with vegetation that filters stormwater, creates habitat and enhances the beauty of the development. Where possible, the required trails should be combined with the green infrastructure system to maximize each.



## REQUIRED OPEN SPACE

Within residential areas, publicly dedicated park space is required. Public park space must meet standards outlined by the Champaign Park District. The general location and size should be shown on the Overall Development Plan.

Within the commercial and employment areas of each 20 acre parcel, there must be outdoor gathering space that is central to the design of the development. The outdoor gathering space must be central to the design of the development. It should be a focal point. The space is intended to activate the surrounding development in a meaningful way. The Overall Development Plan must identify the general location of the space and how it will relate to surrounding buildings and site features. Trail and/or sidewalk connections shall be shown.

There must be a minimum amount of outdoor gathering space per 20 acres of development required. This can be in one single space or a series of connected spaces. The Overall Development Plan must describe the general design of the space. At a minimum, landscaping, trees, seating and waste receptacles will be provided. The precise design of the space is not required to be shown on the Overall Development Plan. A description of the character of the space and key features shall be attached. An ownership and management plan for the outdoor gathering space shall be provided as an attachment to the Overall Development Plan.



# CURTIS ROAD INTERCHANGE AREA TRANSPORTATION

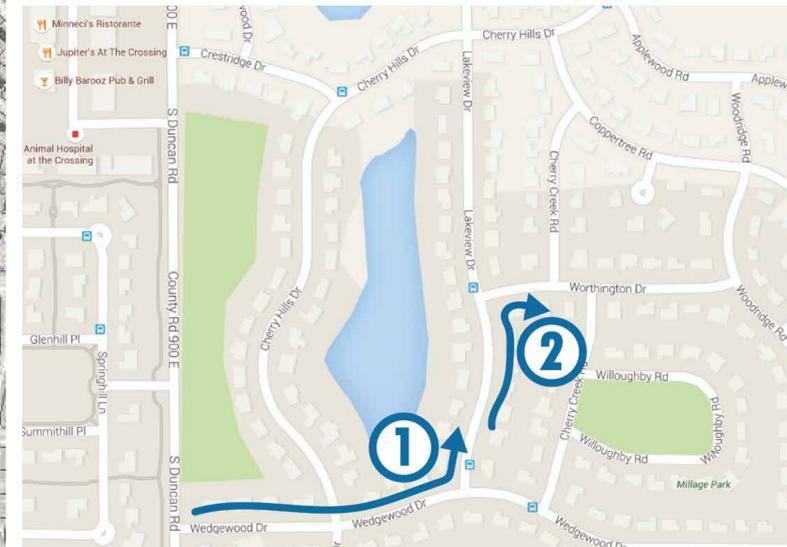


## CONNECTING WITHOUT CUTTING THROUGH

Connecting the existing street network in Robeson West to the new street network in the northeast quadrant will provide a number of important benefits. Emergency response will be quicker, while residents will be able to access to new amenities without needing to take a circuitous trip using Duncan Road. However, residents are understandably concerned about cut-through traffic speeding through the neighborhood using this new connection.

The development standards in this area will minimize cut-through traffic while maximizing connectivity for Robeson West residents. The street stub exiting Robeson West to the south will be built as a narrow local residential street. This street in turn will connect to another local residential street that does not intersect with Curtis Road or Duncan Road. In other words, any traffic entering off of Curtis Road or Duncan Road will need to make two turns before they reach the south border of Robeson West. A similar example can be found in Cherry Hills (see below). Drivers entering the neighborhood must make two turns before they reach Worthington Drive.

Two turns for drivers: discouraging for cut-throughs, but well-connected for residents.

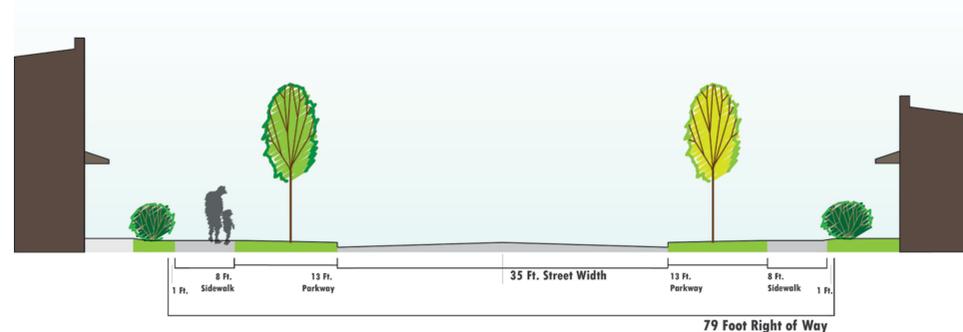


## TRANSPORTATION MAP

- Commercial Street - Fixed Location
- Commercial Street - Flexible Location
- Residential Street - Fixed Location
- Residential Street - Flexible Location

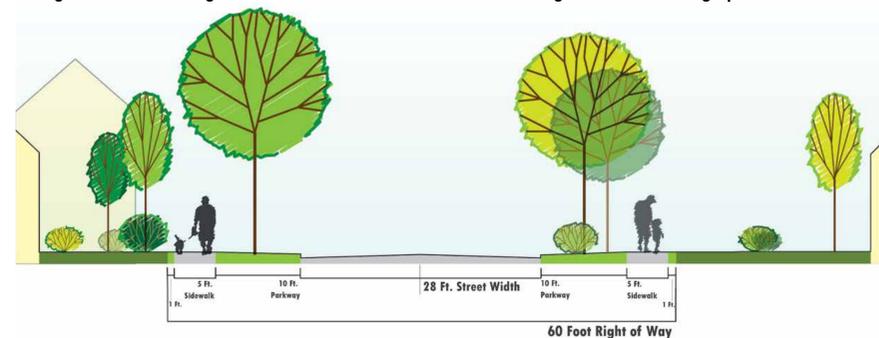
## COMMERCIAL COLLECTOR STREET

Designed to accommodate commercial traffic. Will only extend for a limited distance off of Curtis Rd. entrances.



## LOCAL RESIDENTIAL STREET

Designed to serve neighborhood traffic. Narrow width encourages slower driving speeds.



# CURTIS ROAD INTERCHANGE AREA NEXT STEPS

## STEP ONE:

### ADOPT CURTIS ROAD INTERCHANGE AREA MASTER PLAN UPDATE

The Master Plan establishes the Vision and Goals for the area. The Development Standards within the Master Plan establish the features that must be included in the Overall Development Plan.

#### Important Dates:

- **April 12, 2015** - City Council Study Session to review proposed changes to Master Plan
- **May 4, 2015 (TENTATIVE)** - Plan Commission Public Hearing for draft Master Plan
- **May 17, 2015 (TENTATIVE)** - City Council meeting to adopt Master Plan

## STEP TWO:

### ADOPT CURTIS ROAD INTERCHANGE AREA ZONING OVERLAY DISTRICT

In order to codify the overall development standards and review procedures within the Master Plan, an Overlay District must be adopted as an amendment to the City's Zoning Ordinance. An Overlay District is a special zoning district that applies additional requirements and restrictions to a certain geographic area.

The Overlay District will ensure that inappropriate uses, like truck stops, heavy industrial and warehouse uses are not allowed. It also enables the additional building and site standards like exterior materials to be required.

- **June 2016**

## STEP THREE:

### ADOPT SITE & BUILDING DESIGN STANDARDS

Site and building design standards ensure that the high quality development envisioned by the Master Plan is realized. These standards will shape the exterior materials and height of buildings, parking lot design, lighting and landscaping standards. These standards will also address signage.

- **July 2016**