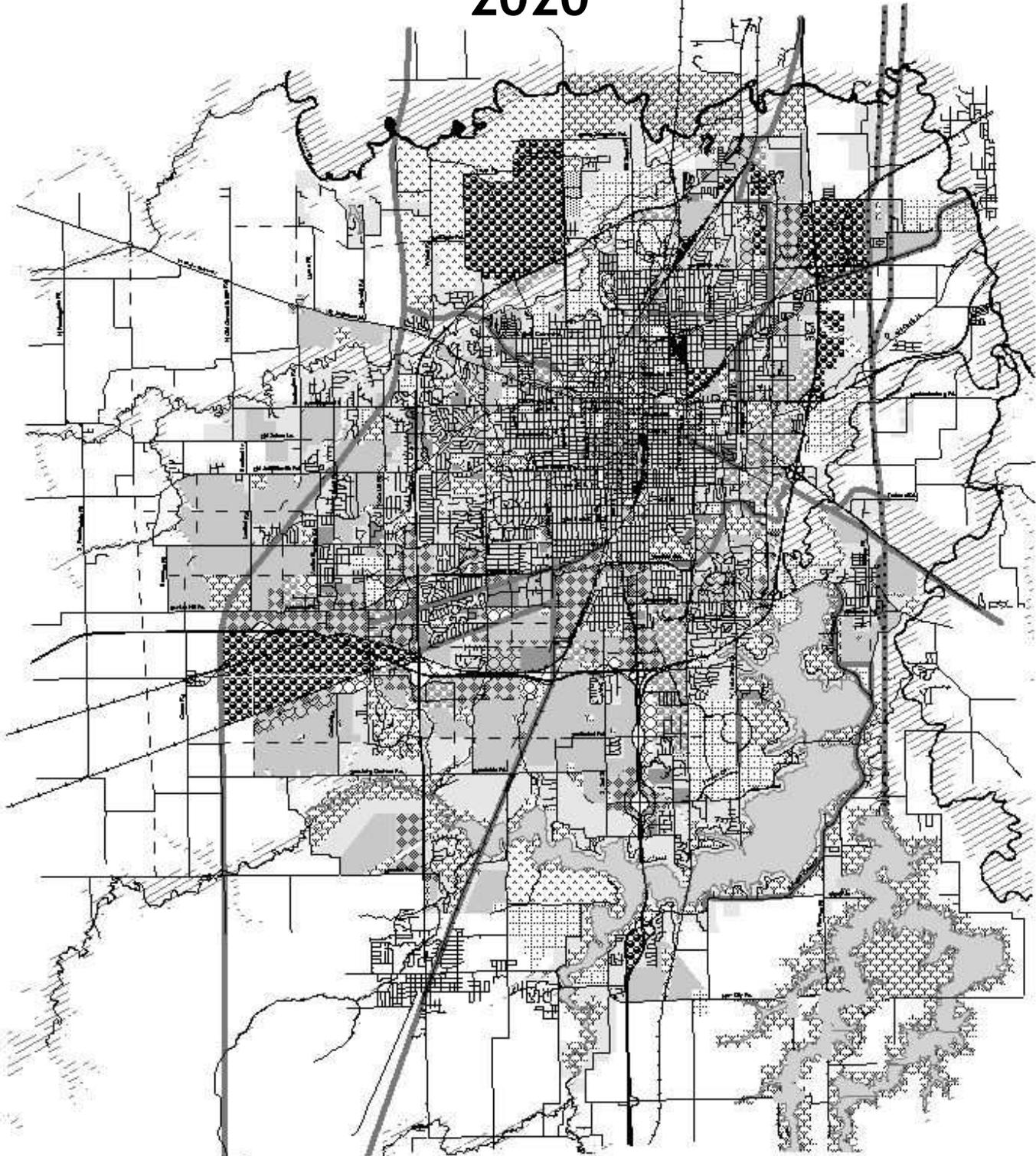


Springfield Comprehensive Plan 2020



Springfield Comprehensive Plan

2020

Prepared by: Springfield-Sangamon County Regional Planning Commission

December, 2000

Adopted by: Springfield City Council
December 18, 2001, as amended

Amended: April 2, 2002

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Amended: February 20, 2007

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INTRODUCTION

Springfield is a growing city in central Illinois. There are many opportunities and advantages available to those living in Springfield, the capital city of Illinois. The city has a rich historical background, much of which is associated with Abraham Lincoln's life in Springfield and central Illinois. There is a good educational system ranging from several public school systems and numerous private schools, two junior colleges, an upper level university, and a medical school. In addition there are several trade and business-oriented schools.

Recreational opportunities are plentiful. The university and various local groups provide a broad range of quality theater and musical productions. Lake Springfield, an Illinois Nature Preserve, and over a thousand acres of city parks provide outdoor recreation. There are also many and varied recreational opportunities available through the private sector.

The business climate is good with a well-trained workforce, a stable economy due in part to a large service sector, and a central location with interstate, rail, and air access. Springfield has a large medical community and large public sector employment base which contribute to the city's economic stability.

Springfield's tremendous economic assets and population expansion present challenges for coordinated growth. Surrounded by vast amounts of land that is attractive for commercial and residential growth, Springfield is a growing center of prosperity in central Illinois. However, we need to be careful that this rapid expansion occurs in ways that will be an asset to the community now and over the next century.

The purpose of this comprehensive plan is to create a set of principals to guide growth. These guides are meant to create opportunities for community improvement and economic enhancement. The plan is meant to be a tool available to all parties who wish to participate in the effort to build a prosperous, robust and healthy community.

The plan will help the city decide how we grow.

- Where should growth occur?
- Where should growth not occur?
- What should new growth look like?
- What should be the characteristics of new growth?
- How should it differ from past growth patterns?

The goals and objectives established during the planning process will help maintain and create a community characterized by:

- a sense of place and community;
- a vital urban core;
- adequate infrastructure and planning for infrastructure;
- harmony among various land uses;
- a healthy natural resource base;
- open spaces;
- a vigorous sustainable economy; and
- thriving neighborhoods.

LAND USE PLAN

The most familiar part of a comprehensive plan is probably the future land use map. Often the land use map is mistakenly viewed as the plan. It is best to think of the map as a graphic representation of the goals, policies and objectives of the comprehensive plan.

The Land Use Plan should be used in conjunction with the city's Goals, Policies & Objectives. It is dangerous to say that there is one correct or best development pattern. Continuous changes in the economy and population structure make it impossible to foresee exactly what development needs will be over the next 20 years. The comprehensive plan does set up a framework by which to assess development proposals through the Goals, Policies & Objectives. The comprehensive plan also presents a logical, visual picture of future land use based on these Goals, Policies & Objectives and our current assumptions about the future in the Land Use Plan. Used together, both documents are designed to provide a consistent, yet flexible, land use guide through the year 2020.

This Land Use Plan is part of the third update of the city's Comprehensive Plan. Previous comprehensive plans were completed in 1983 and 1991. The current revisions to the 1991 plan are needed because of rapid commercial expansion and continued population growth in the past decade. However, consistency and continuity of plans is necessary for their use and credibility. The plan cannot change drastically with each revision. Users of the plan, both citizens and government, need to be able to rely on a logical coherence from one revision to the next. Several guiding principals,

assumptions and clarifications were used in developing the current revisions to the land use plan. By following these principals, changes to the plan solely for the sake of change have been avoided and reasons for change can be identified.

1. **Planning Stability:** Major land use changes from the previous plan should not occur, particularly near residential areas. A major change would be considered any significant increase or decrease in intensity of use.
2. **Maintenance of Residential Areas:** Existing residential areas should remain residential areas unless there are extenuating circumstances. For example, if increased intensity of use has so changed the character of a neighborhood that the residential character is no longer obvious, other uses might be considered.
3. **Managing Change in Residential Areas:** In areas where strip commercial uses are encroaching into residential areas, the entire block face may be changed to commercial use if more than 50 percent of the block face is in commercial or office use.
4. **Non-Residential Uses and Neighborhoods:** Neighborhood commercial and residential uses should be balanced, with neighborhood commercial uses located within a convenient distance to the residential areas. Areas for outdoor recreational use, ranging from parks to open space, should be identified convenient to neighborhoods.
5. **Redevelopment of Vacant Industrial and Commercial Sites:** Vacant commercial or industrial sites available for redevelopment and reuse should be redeveloped to complement surrounding uses.

6. **Protection of Lake Springfield:** No industrial or commercial uses with the potential for pollutants, spills or heavy urban runoff should be located near Lake Springfield or its tributaries, and low density residential uses, served by all public utilities, should be encouraged in order to reduce runoff.
7. **Protection of Gateway Corridors:** The land use on major arterial streets that are primary entryways into the city should be no more intense than commercial with additional landscaping and attractive lighting and signage encouraged.
8. **Development of Open Space:** There will be no development in the floodplain, and areas in the floodplain should be set aside as green or open space or agriculture.
9. **Management of Undeveloped Land:** Currently undeveloped property, particularly in outlying or planning boundary areas, should not be developed in the absence of necessary infrastructure. To manage the ultimate use of this land, which is currently unimproved, it should primarily be identified for mixed use residential development.
10. **Identification of Special Areas:** Where, based upon current trends, areas are identified that are undergoing significant change that could make them marginal as either commercial or residential areas, they should be set aside as special redevelopment areas for more intensive monitoring and detailed land use planning.
11. **Necessity of Essential Public Services:** New development should not occur unless public water, public sewer, fire protection and adequate roads are available.

12. **Incompatible Land Uses:** Commercial and industrial properties which have become surrounded by lesser intense uses shall be permitted to remain commercial and industrial uses; however, in the event that these properties are made available for sale or transfer, less intense uses compatible with surrounding parcels are preferred.

The Land Use Plan contains several land use classifications. Following are the uses included in the plan along with examples of typical activities which might be found in each land use. These are examples and are not all inclusive of activities in a land use classification.

- Lower density residential

Single-family and/or duplex housing units and mobile home parks. (Approximate density averaging 3-5 housing units per acre with a maximum of 10 housing units per acre).

- Mixed density residential

Mixed residential uses including all lower density uses listed above and multiple family residences. Almost all new residential areas are designated mixed residential. (Approximate density averaging 7-8 housing units per acre with a maximum of 16 units per acre).

- Higher density residential

Multiple family residential uses and all other types of residential uses. (Approximate density averaging 15-16 housing units per acre with a maximum of 30 housing units per acre).

- Community facilities

Public facilities which are not representative of surrounding uses and should not be considered in land use decisions such as schools, churches and utility substations.

- Multiple family/office

A buffer zone of higher density multiple family and small, low-traffic generating offices such as medical, insurance, real estate or other professional offices.

- Office/service

Any type office or service use such as banks, hospital, laundromat, beauty parlor, small repair services and minor, low-traffic volume retail sales such as ice cream parlor, antique store, small drugstore.

- Redevelopment area

Mixed uses (residential, office/service, commercial) meeting stringent design guidelines to replace blighted or obsolete uses along major arterials.

- Neighborhood commercial

Low-traffic volume retail, service and office uses.

- Commercial

Any office, service and retail or wholesale trade use excepting those involving extensive trucking, shipping, warehousing and outside storage.

- Heavy commercial/light industrial

Service and commercial uses involving trucking, shipping, warehousing, or outside storage and light industrial uses.

- Industrial

Heavy and light manufacturing uses and heavy commercial uses.

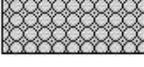
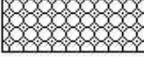
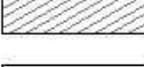
- Park and open space

Parks, nature preserves and other public and private outdoor recreation facilities.

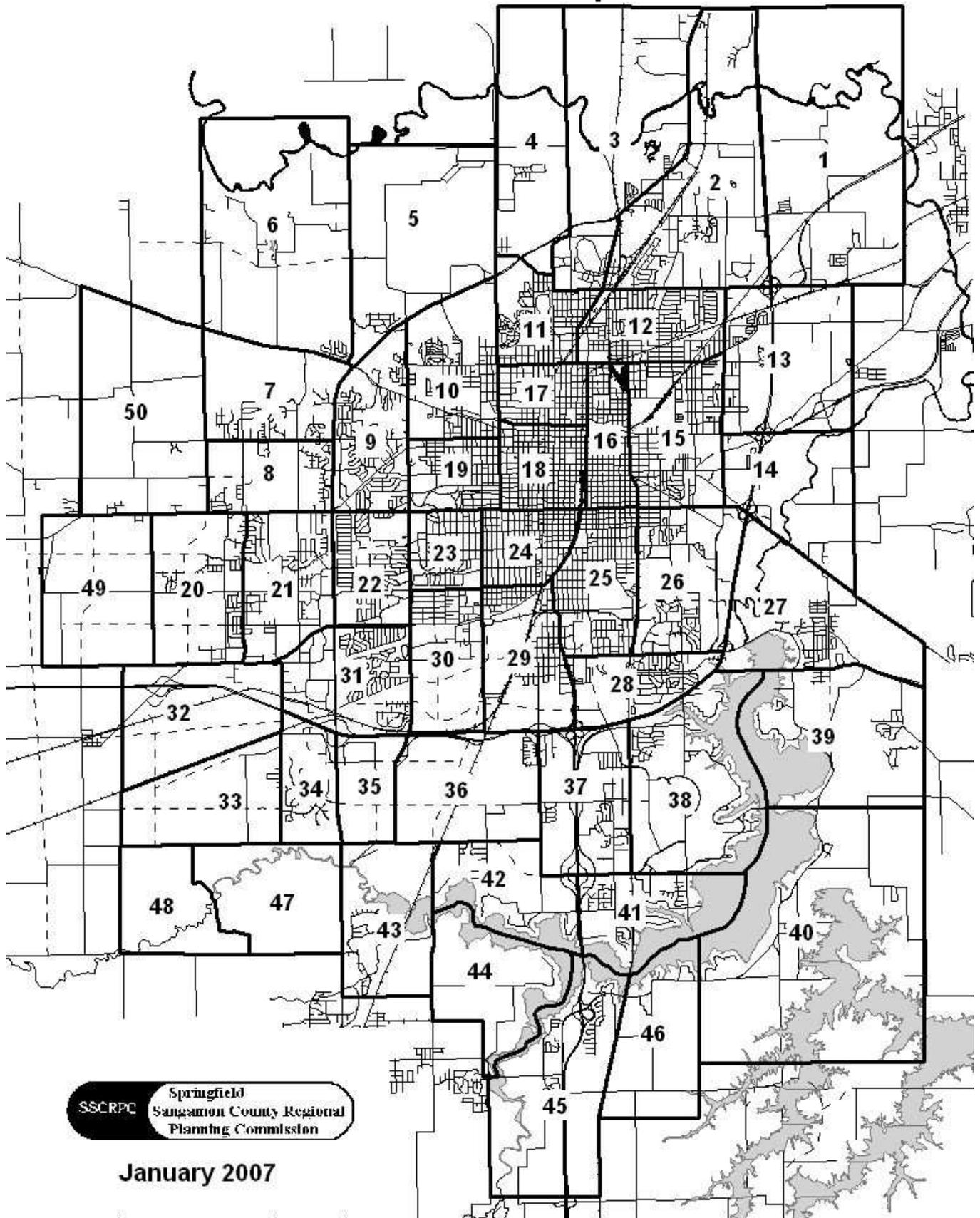
- Conservation area or agriculture

Agricultural land or natural areas in which no development should occur to provide scenic, natural resource or buffer protection.

2020 Land Use Plan Classifications

	Lower Density Residential
	Mixed Density Residential
	Higher Density Residential
	Community Facilities
	Multiple Family / Office
	Office / Service
	Redevelopment Area
	Neighborhood Commercial
	Commercial
	Heavy Commercial
	Industrial
	Park / Open Space
	Floodplain
	Conservation Area / Agriculture
	Proposed Roads
	Trail
	Pipeline

Sector Maps

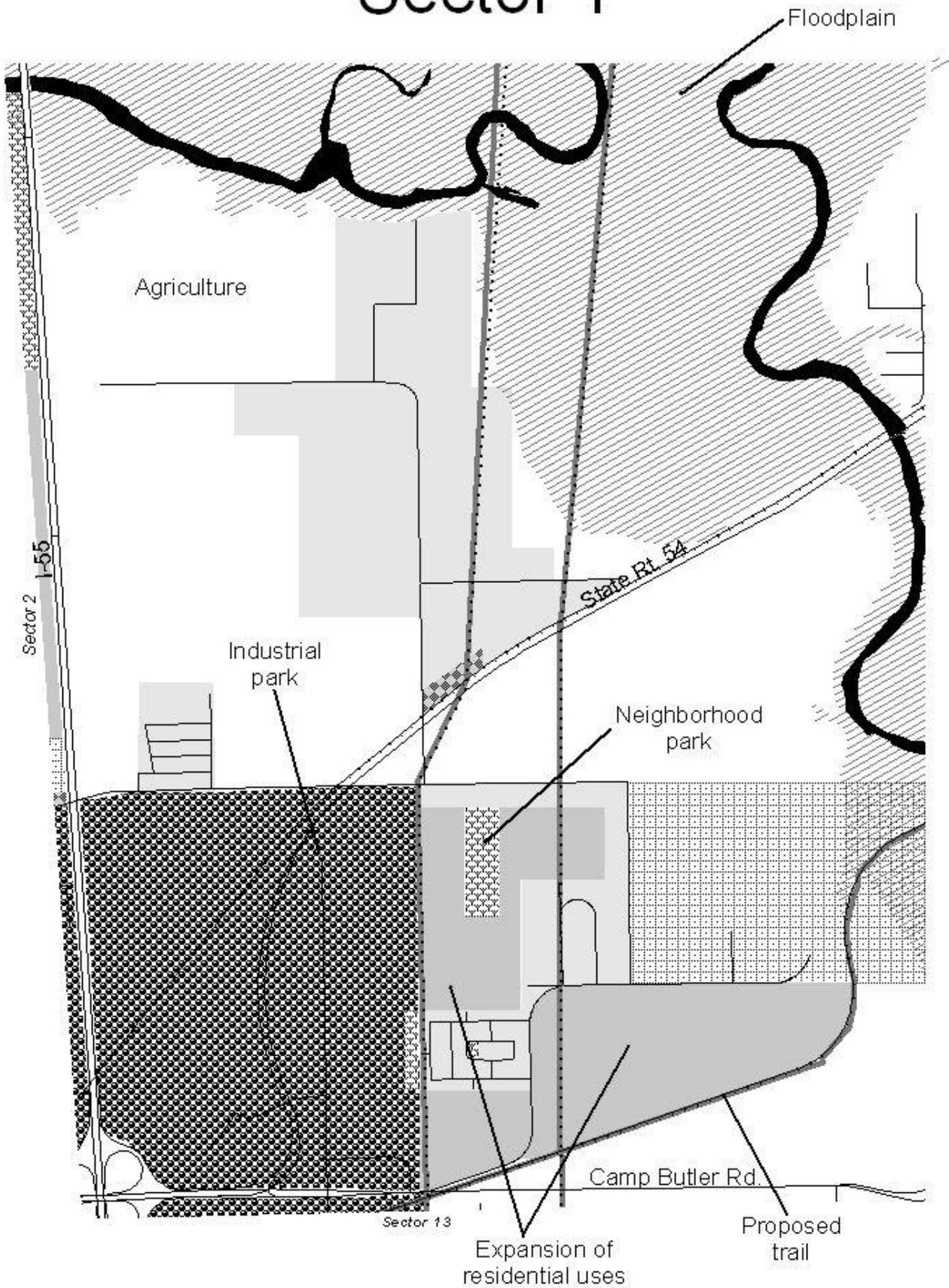


SECTOR 1

Recent sewer and water improvements to serve existing uses will allow a limited increase in development in this area. The existing industrial park and surrounding area is one of the city's industrial sites served by sewer, water, I-55, and the ICG railroad. A limited increase in residential development in the area served by sewer and water is planned along with a neighborhood park which incorporates the natural drainage way. However, additional residential expansion to the north is not desirable since public sewer and water are not available. A proposed trail runs along the south side of the area.

A green space is located along the west end of the Irisdale Subdivision to buffer the residential area from the industrial area.

Sector 1



SECTOR 2

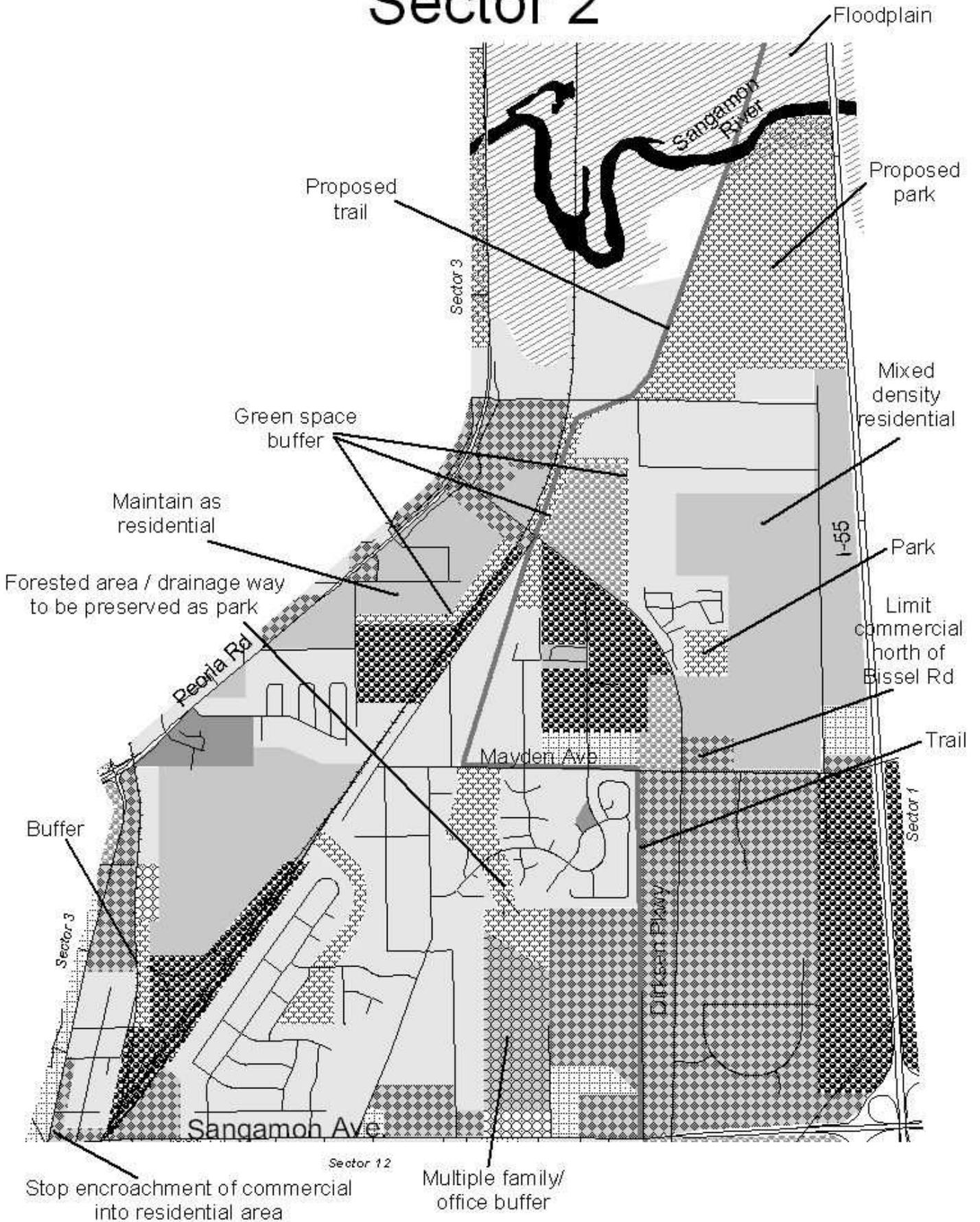
This area contains a wide range of land uses. Continuation of existing residential areas is shown in the southern portion of Sector 2. New residential is planned in the area between Dirksen and I-55 north of Bissell Road assuming sewer and water capacity is available. The active landfill in the northeast corner is proposed to be converted to a park when completed. This land use change will obviously improve the residential character of the area. A proposed trail along the abandoned railroad bisects this sector. The trail connects Sangamon Avenue to Mayden Street and eventually runs north across the Sangamon River to the Village of Sherman.

The area along the east side of Dirksen Parkway between Sangamon Avenue on the south and Mayden Avenue or Bissell Road on the north has been undergoing significant commercial development. In light of these changes, it is felt that the areas west of Dirksen Parkway should be similarly developed or redeveloped as commercial. Many older unsightly industrial uses exist on the west side of Dirksen Parkway. While some uses of this type may continue, this area should be improved and the land uses reflect the changes that are occurring in the Dirksen Parkway area. This commercial use should extend along Dirksen Parkway from Mayden Avenue, on the north, to Sangamon Avenue, to the south.

Because of the mix of land uses, green space buffers are shown in several locations. Along Sangamon Avenue west of Dirksen Parkway, a transition use of multiple-family/office is recommended between commercial and existing residential uses.

The commercial development at Sangamon and Peoria Road should be limited to the areas shown.

Sector 2



SECTOR 3

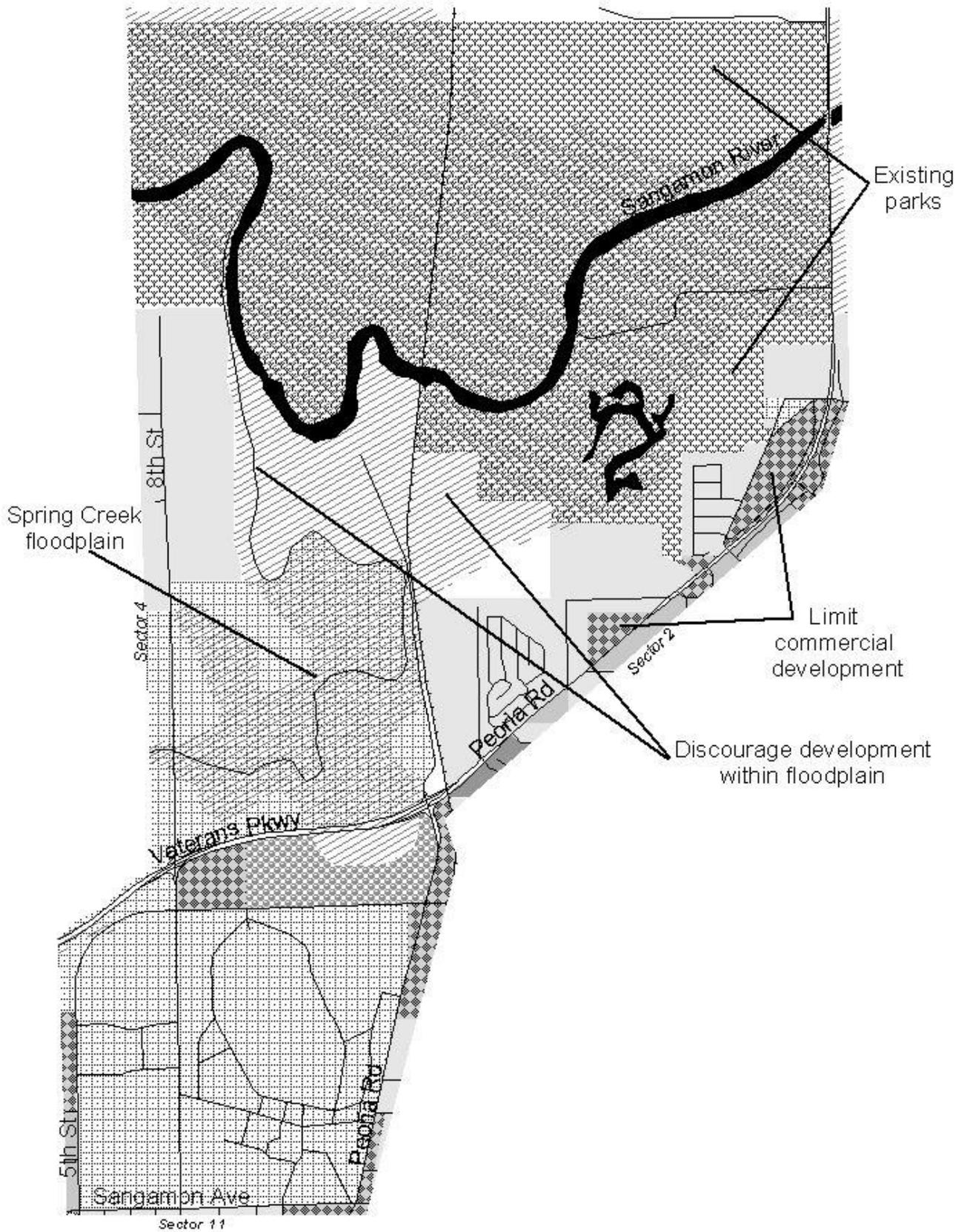
The area between Peoria Road (Business 55) and 8th Street Road is dominated by government owned uses – Illinois State Fairgrounds, Springfield Metro Sanitary District, Riverside, Carpenter and Gurgens Parks and the City Police Academy.

A re-orientation of the major entrance to the State Fairgrounds has been contemplated. A major north entrance would relieve traffic congestion in the neighborhoods near the fairgrounds.

Additional development along Water Works Road in the floodplain should not be allowed.

There is little room for residential expansion other than filling in of some vacant lots. The majority of the open area is floodplain and thus not available for development.

Sector 3



SECTOR 4

Most of this north segment between J. David Jones Parkway and 8th Street Road is in or near the noise zone of Capital Airport. This factor should be a major consideration in all development decisions. No new residential or other noise sensitive uses should be allowed in this area. However, there are some areas available for infill which would be acceptable as long as public sewer and water are available.

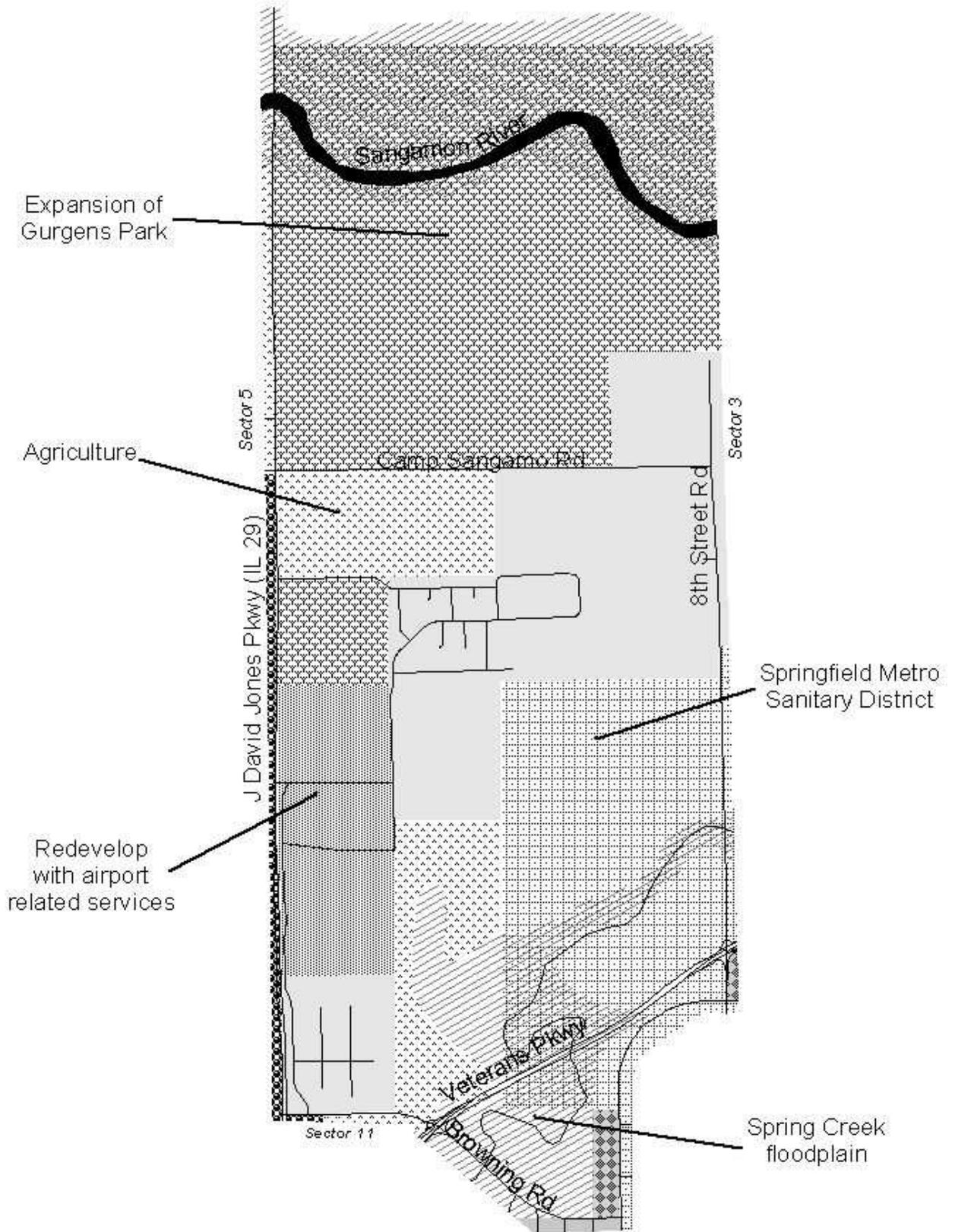
Although the actual noise contours from previous years have been reduced, the addition of jet service could expand them. It is recommended that noise contours which take into account desired improvements to the airport be used for planning.

The airport has acquired some of the land in the north to prevent incompatible uses. The expansion of Gurgens Park to the east is recommended. That action along with the long proposed extension of Gurgens Park to J. David Jones Parkway on the north side of the river would create a natural/park area on both sides of the Sangamon River from Business 55 to J. David Jones Parkway.

The extension of Veterans Parkway through the southern part of this area will have little development impact since it is surrounded by floodplain.

The mixed use area across from the airport should be redeveloped with airport related services. A frontage road should be developed to prevent individual entrances and exits onto J. David Jones Parkway.

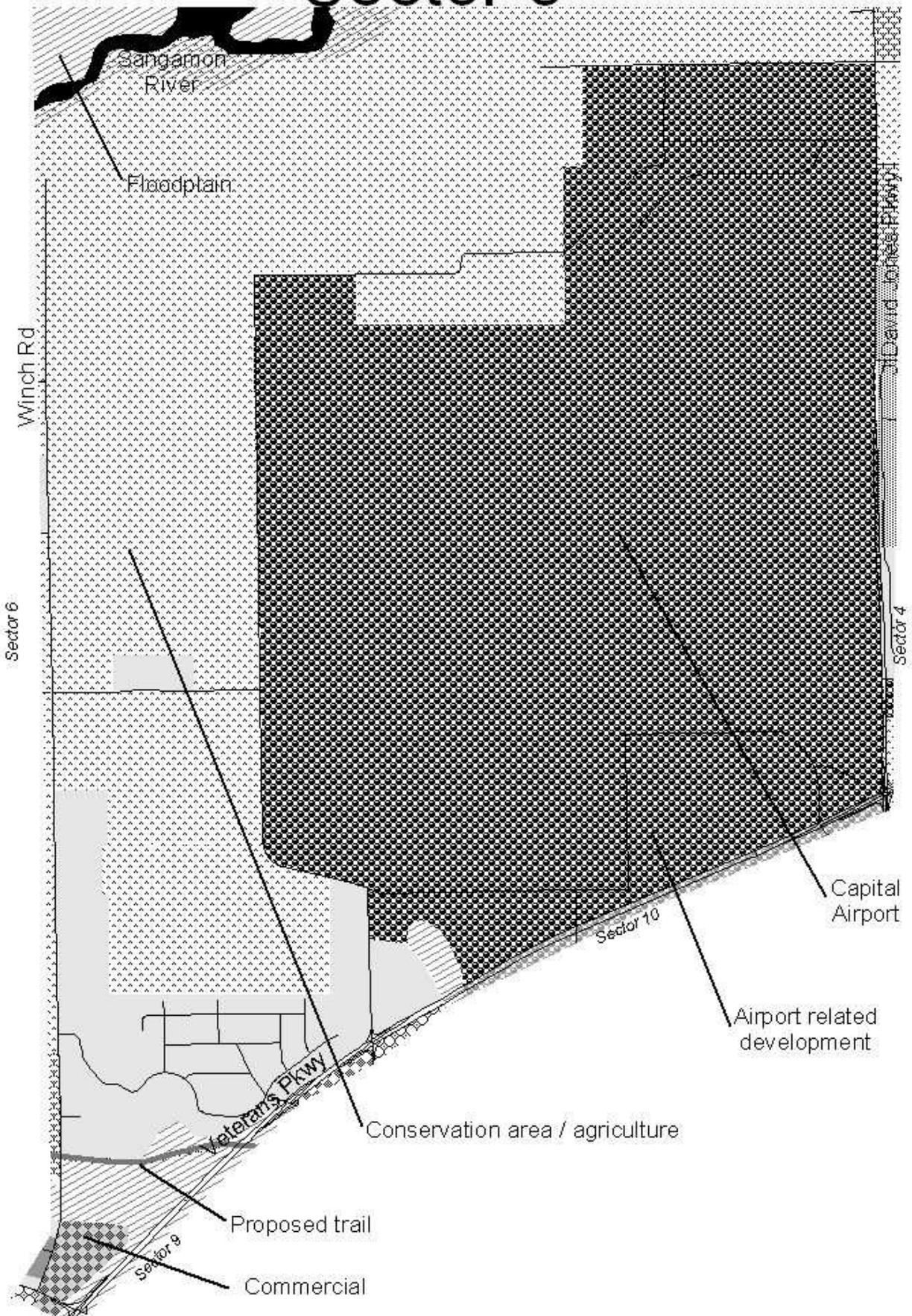
Sector 4



SECTOR 5

No additional residential or other noise sensitive land uses are proposed. The land on the north and west sides of the airport should remain in agricultural use. The area south of the airport property and Veterans Parkway is proposed for airport related and industrial uses. A portion of the proposed trail from Douglas Park to Stuart Park crosses this area south of Val-E-Vue Subdivision.

Sector 5



SECTOR 6

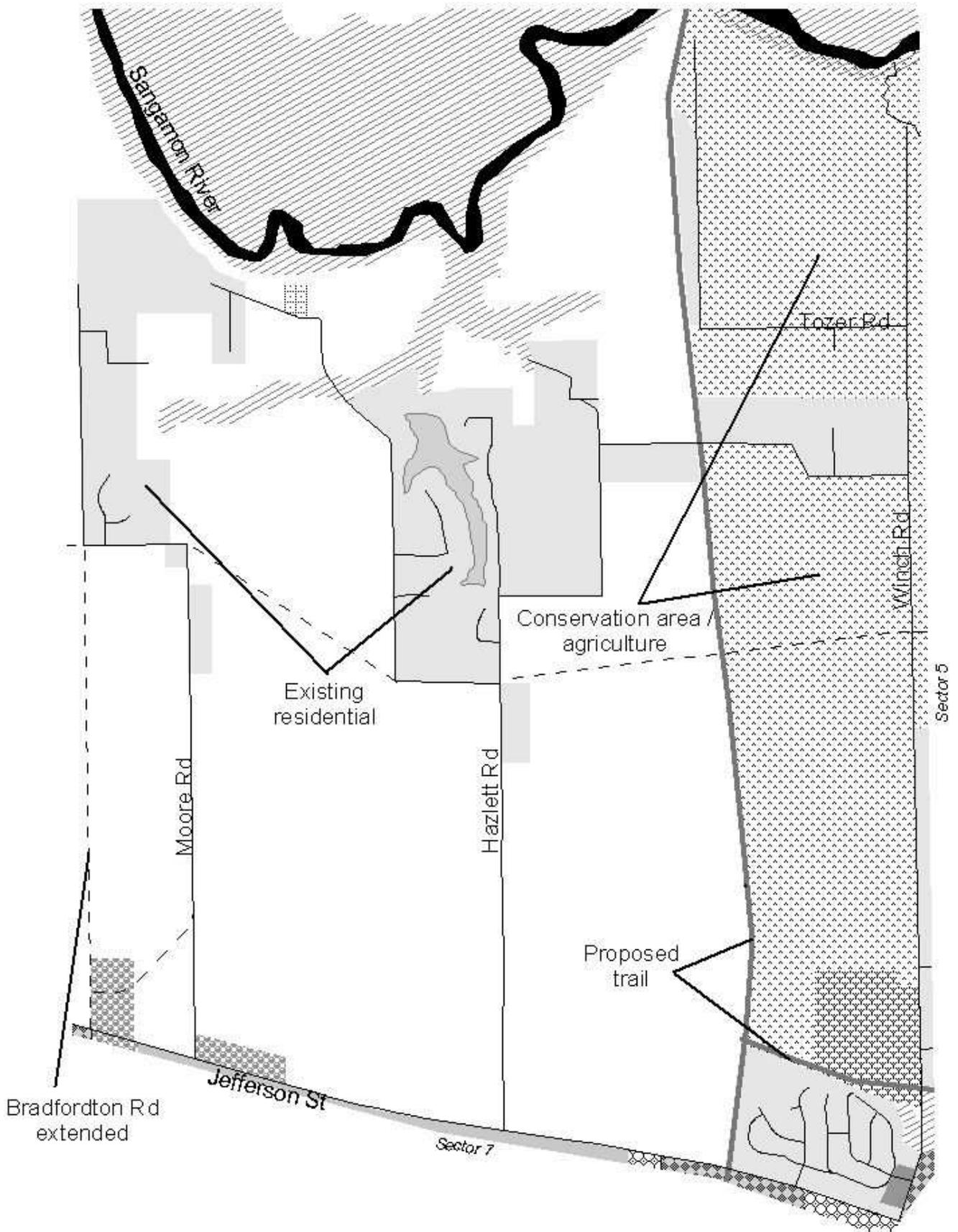
The east part of this sector is close to Capital Airport. This sector is generally separated from the developed Springfield area by the airport, floodplain and Route 97. This area is not currently served by sewer. Extension of sewer at this time is not economically feasible. However, the area could be developed as residential with some commercial expansion if a large project or user would make sewer extension economically possible. However, infill of existing subdivision lots may occur. Creation of additional large lots without public sewer and water should not be allowed.

Some existing commercial is located on both sides of Route 97 at Bradfordton Road. However, with little new growth projected for the area because of the lack of sewer, these commercial uses should not spread.

The extension of Bradfordton Road to the north may be warranted if the development situation changes.

The proposed Sangamon Valley Trail runs north/south through this sector. It is a 38 mile corridor from Girard to the south into Menard County on the north.

Sector 6



SECTOR 7

The southern portion of this sector is nearly fully developed.

Bradfordton Road, which is the west boundary of this sector, will become a major arterial as development of the west side of Springfield continues. Major road improvements can be expected. The Bradfordton Elevator is located at the corner of Bradfordton Road and Route 97. If public sewer and water become available, vacant tracts can be developed as mixed density residential. Care should be taken to preserve the mature trees on the site when it develops.

A large site is proposed as a new park. Approximately 1/3 of the site is within the Spring Creek floodplain and not suitable for urban development.

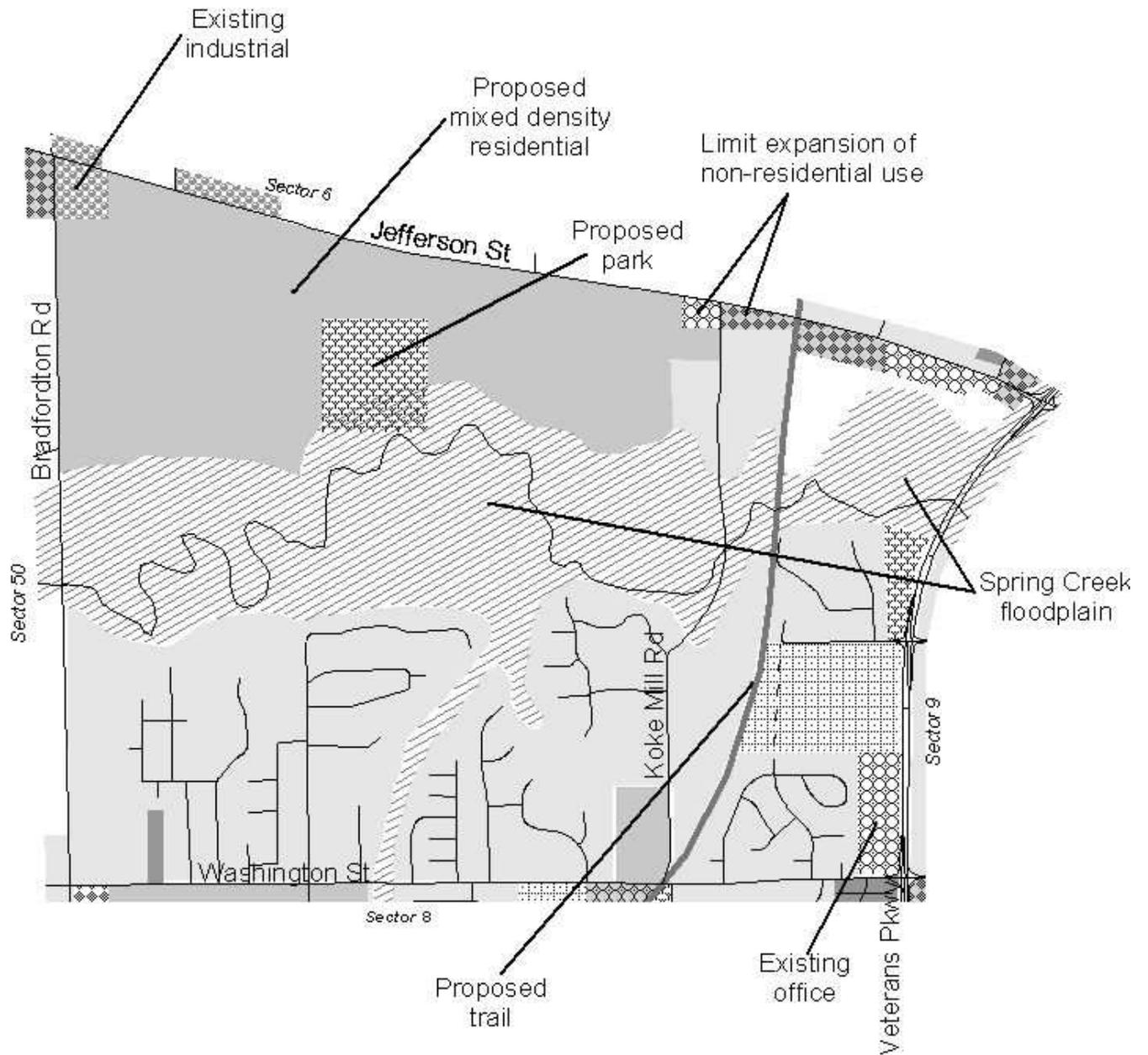
A variety of small business/shops are located on the south side of Jefferson and have expanded along Jefferson to west of Koke Mill Road. It is recommended that the low intensity office/service type uses continue in their present locations, but the strip development along Jefferson should be contained to maximize density.

A continuation of the office use at the northwest corner of Washington and Veterans Parkway is recommended. The size of the site and access to it do not make it suitable for residential uses.

The proposed Sangamon Valley Trail bisects this sector.

The area along Spring Creek midway between the proposed trail and Bradfordton Road is one of the two sites indicated by the Springfield Metro Sanitary District in which a new treatment facility could effectively be located.

Sector 7



SECTOR 8

This sector has two large areas of undeveloped land. As sewer and water become available, the areas can be developed as mixed residential density west to Bradfordton Road. Support facilities for the residential development include a neighborhood commercial center at the corner of Washington Street and Bradfordton Road and service and commercial uses at Meadowbrook and Old Jacksonville Road. Major improvements to both Meadowbrook Road and Koke Mill Road are planned. The realignment of Meadowbrook Road moves the intersection of Meadowbrook Road with Old Jacksonville Road east to align with Meadowbrook Road to the south. Commercial and office/service development in the area between the existing and proposed Meadowbrook Road is appropriate. Commercial zoning currently exists on the west side of the existing road.

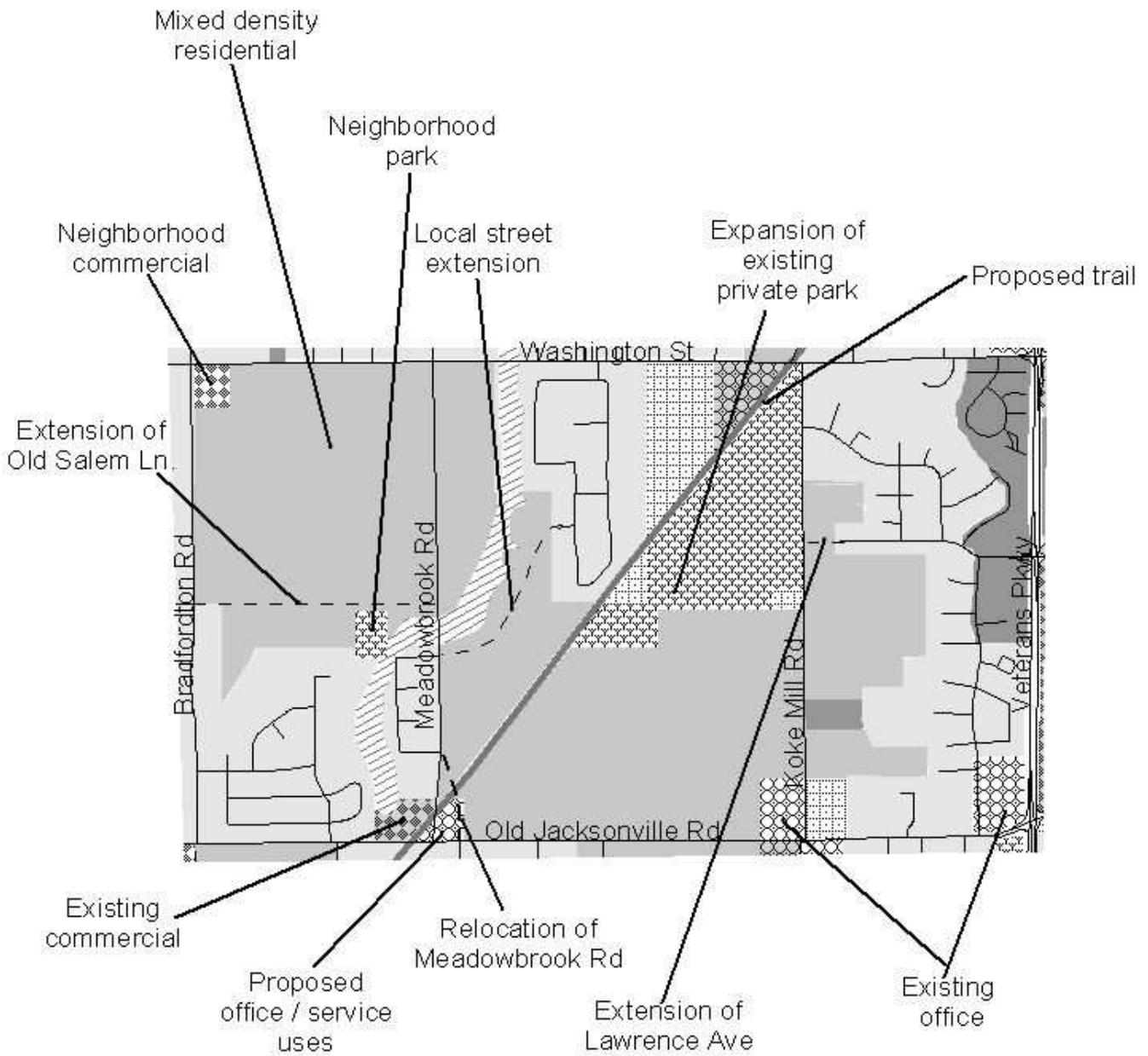
The extension of Old Salem Lane from Bradfordton Road to Meadowbrook Road will improve the east/west collector system. Development between Meadowbrook Road and Harrison Park Subdivision should include a local road connection as shown. Sidewalks are a necessity and must be included in this and all urban area road improvements.

A neighborhood park is proposed to serve new housing west of Meadowbrook Road. The expansion of the private church owned open space (open to the public) along Koke Mill Road is proposed. This expansion would provide public park area, additional access to the trail and trail related opportunities and buffer the electric substations from proposed residential uses. The proposed Sangamon Valley Trail bisects this area and provides an excellent link to the church owned open space. New development should include neighborhood trail access points.

Office development has occurred at Old Jacksonville Road and Koke Mill Road. It should be contained in the area shown at the intersection.

Development patterns between Veterans Parkway and Koke Mill Road are set. There is still some land on the east side of Koke Mill Road available for lower density residential development. Even though most of the land is in small tracts, an effort should be made to develop an internal circulation system. Lawrence Avenue should be extended to Koke Mill Road. Public sewer extension should be a priority.

Sector 8



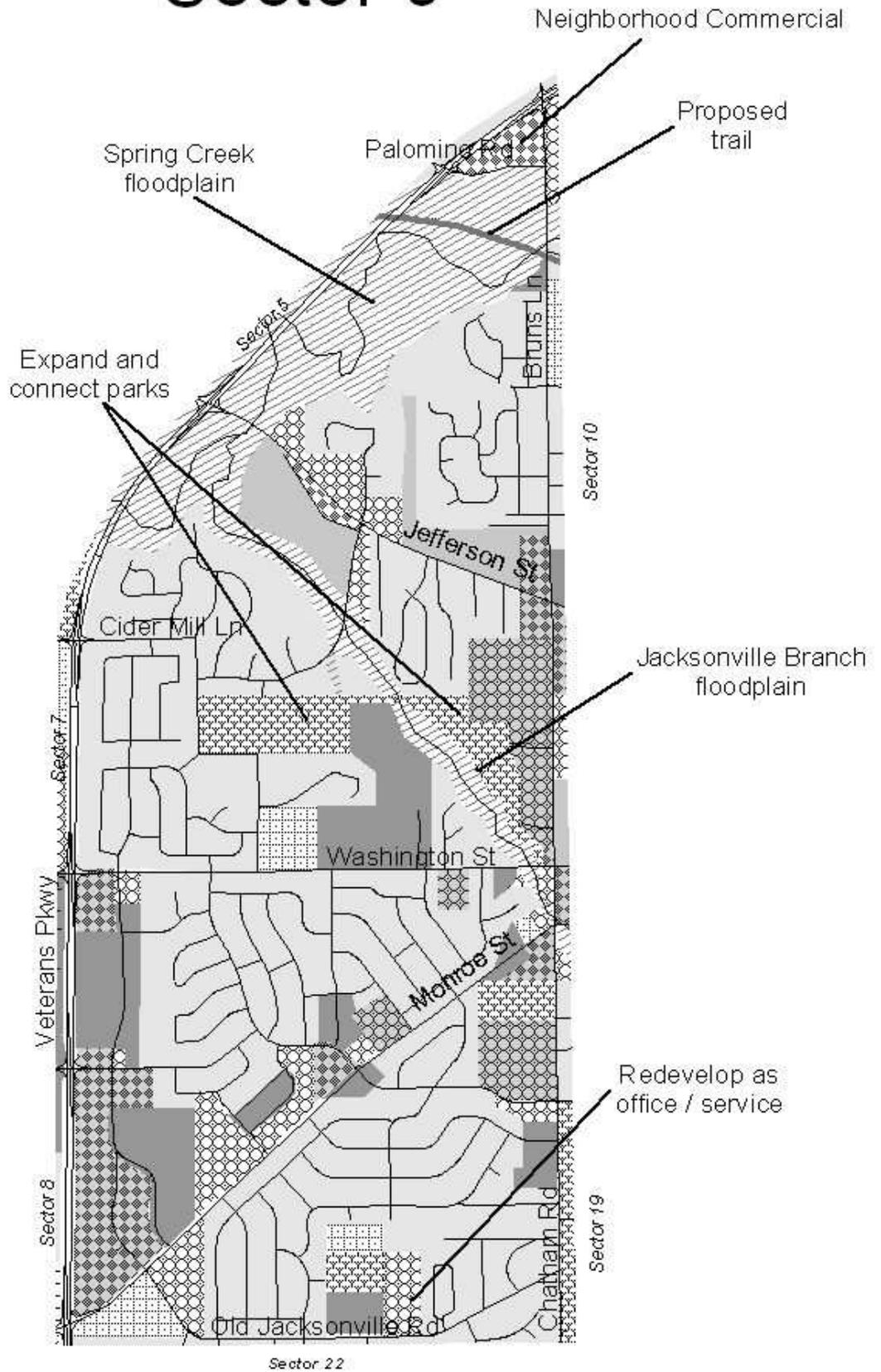
SECTOR 9

There is very little vacant land in the southern portion of this sector. The only major change in land use proposed is the eventual relocation of the industrial uses along Old Jacksonville Road with redevelopment of this area as office/service. The existing industrial use north of Old Jacksonville Road east of the school has become incompatible due to the subsequent residential use of the area. It is recommended that the industrial area be redeveloped as office/service if the property is vacated. This change would be more in keeping with surrounding land uses.

Although there are scattered vacant sites in the northern half of this sector, many of them are portions of existing approved development plans. Their development will represent a continuation of existing uses. Development on the north and west is limited by the floodplain of Spring Creek and the Jacksonville Branch.

Additional park land is recommended. Connection of Timberbrooke Park with Northwest Park is proposed via a hiking trail along the Jacksonville Branch. This mini-trail would also continue south to Pasfield and Washington Parks providing a scenic walk from Oxford Road to South Grand with only one major street crossing.

Sector 9



SECTOR 10

The recent extension of Veterans Parkway through the north part of this sector will bring about changes in this area. Since the south side of Veterans Parkway will be affected by airport noise, only non-noise sensitive uses are proposed. Office/service development is proposed at the southeast corner of Veterans Parkway and Bruns Lane.

Heavy commercial/light industrial uses are proposed in the middle segment across from the airport's industrial uses. Careful access planning is necessary for these development areas south of Veterans Parkway as no access will be allowed from Veterans Parkway. Water main extensions will be necessary before this area can develop.

Commercial development is also proposed south of the floodplain along Walnut. Again careful planning for access to the entire parcel is necessary so that individual entrances/exits do not occur. These areas should not extend into or conflict with the adjoining residential areas.

Strip commercial development along North Grand should be strictly limited to the boundaries shown.

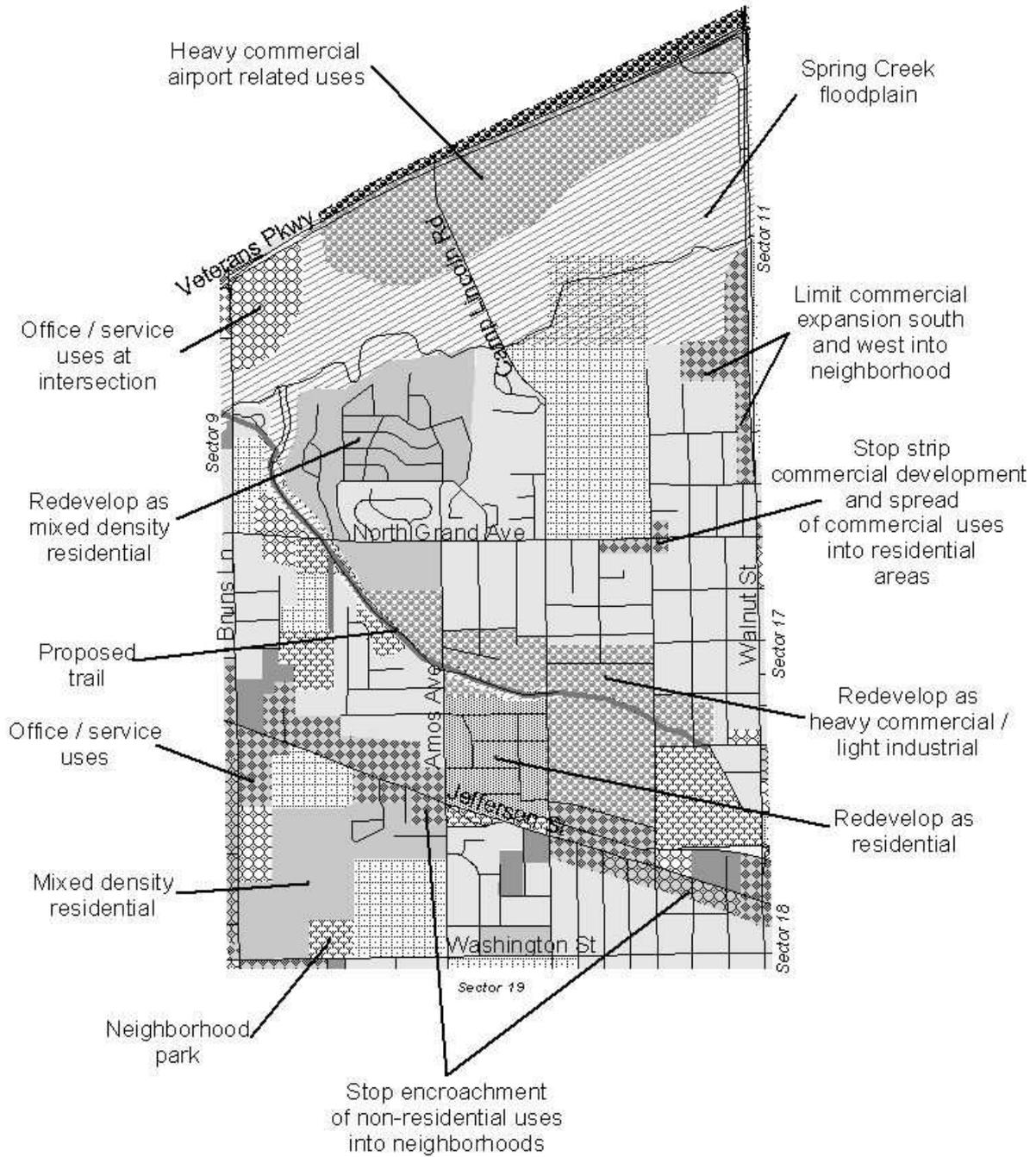
Some deteriorating housing exists in the area north of Jefferson between Amos and Lincoln. Housing quality in this area has improved in the past decade. Residential redevelopment is suggested with care to preserve existing neighborhood clusters and the natural and aesthetic qualities of the area. Access to this area via the Madison/Jefferson couple will be good.

Completion of Madison Street has brought about increased pressures for land use change. Commercial uses have spread to strip development on the south side of Jefferson. Sound residential neighborhoods exist south of Jefferson and should not be subject to commercial encroachment. The existing neighborhood-type commercial uses should be limited to their present locations.

Existing lower to medium density neighborhoods should be maintained along Washington. A mixed density development with a neighborhood park is suggested for the northeast corner of Washington and Bruns Lane. Some neighborhood commercial could be appropriate if designed to complement the new and existing residences and is pedestrian oriented.

The mobile home parks in the northwest quadrant are beginning to age. Redevelopment of these areas as another type of housing or updating the mobile home parks to current standards is recommended. A neighborhood park should be included in any redevelopment efforts. A proposed trail from Douglas Park to Stuart Park bisects this area with access from Jane Addams School/Site Q park as well as Douglas Park.

Sector 10



SECTOR 11

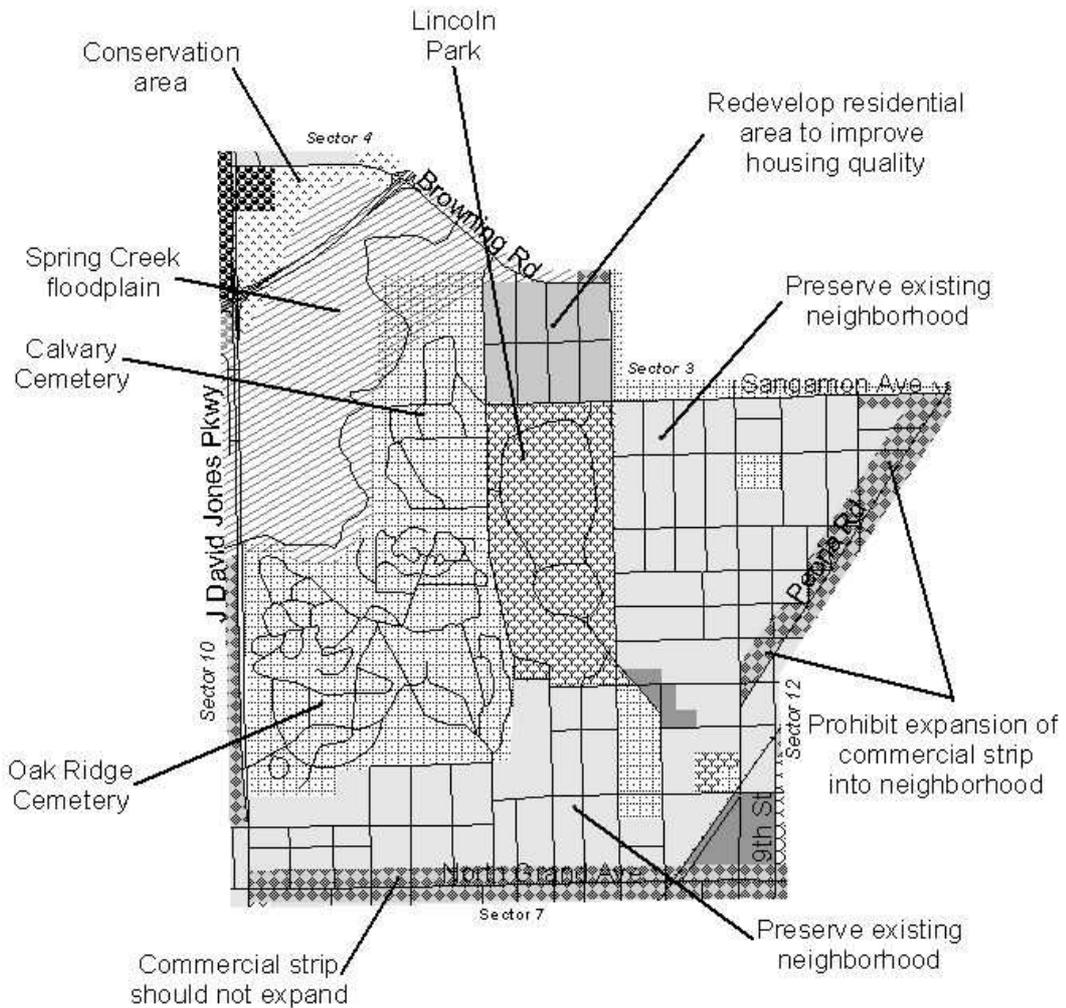
The developed area south of Sangamon Avenue is characterized by stable neighborhoods of sound, moderate to middle income houses. The major challenge in the area will be to stop encroachment of strip development along Sangamon Avenue at 11th Street and along Peoria Road west into the residential areas.

The same applies to the residential area north of North Grand. Existing strip development has spread to almost the entire length of North Grand in the past decade. It should not creep further into neighborhoods. The extent of strip development is clearly designated along both streets.

There is a small residential area north of Lincoln Park with increasing housing deterioration. A cooperative effort by the city and county is needed to improve the housing and infrastructure. Multi-family, duplex and single-family mixes are appropriate to stabilize and improve the area.

The northwest corner is designated as a conservation area. Development is not appropriate because of poor access, proximity to floodplain and airport noise.

Sector 11



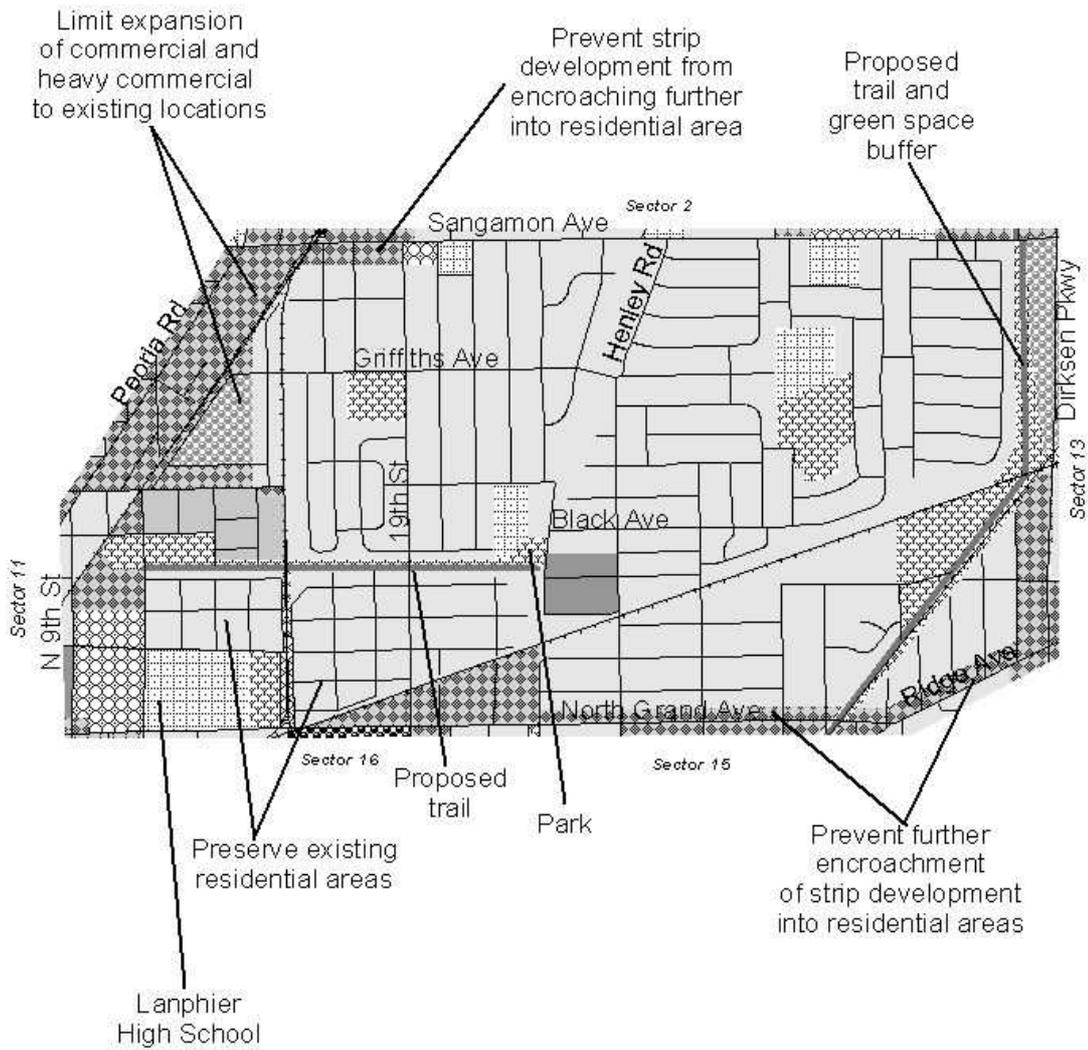
SECTOR 12

Virtually all land in this sector is currently developed. Most of the area consists of firmly established residential neighborhoods. The limits of commercial strip development along Sangamon and North Grand avenues are clearly designated. Such uses have spread in the last decade and should not intrude further into residential areas.

Abandoned railroad right-of-way from the ball diamonds at 11th Street east to Fairview School provide a trail/open space corridor. Sufficient land is also available to provide a park site next to the school connected to the trail.

The triangular area surrounded by railroads north of Ridgely in the northwest part of this sector contains a mixture of uses including houses, manufacturing, service uses, ball diamonds and vacant land. This mix is not benefiting any of the uses. Commercial and service type uses should be encouraged. However, their limits are clearly delineated and these uses should not be allowed to creep into surrounding residential areas.

Sector 12



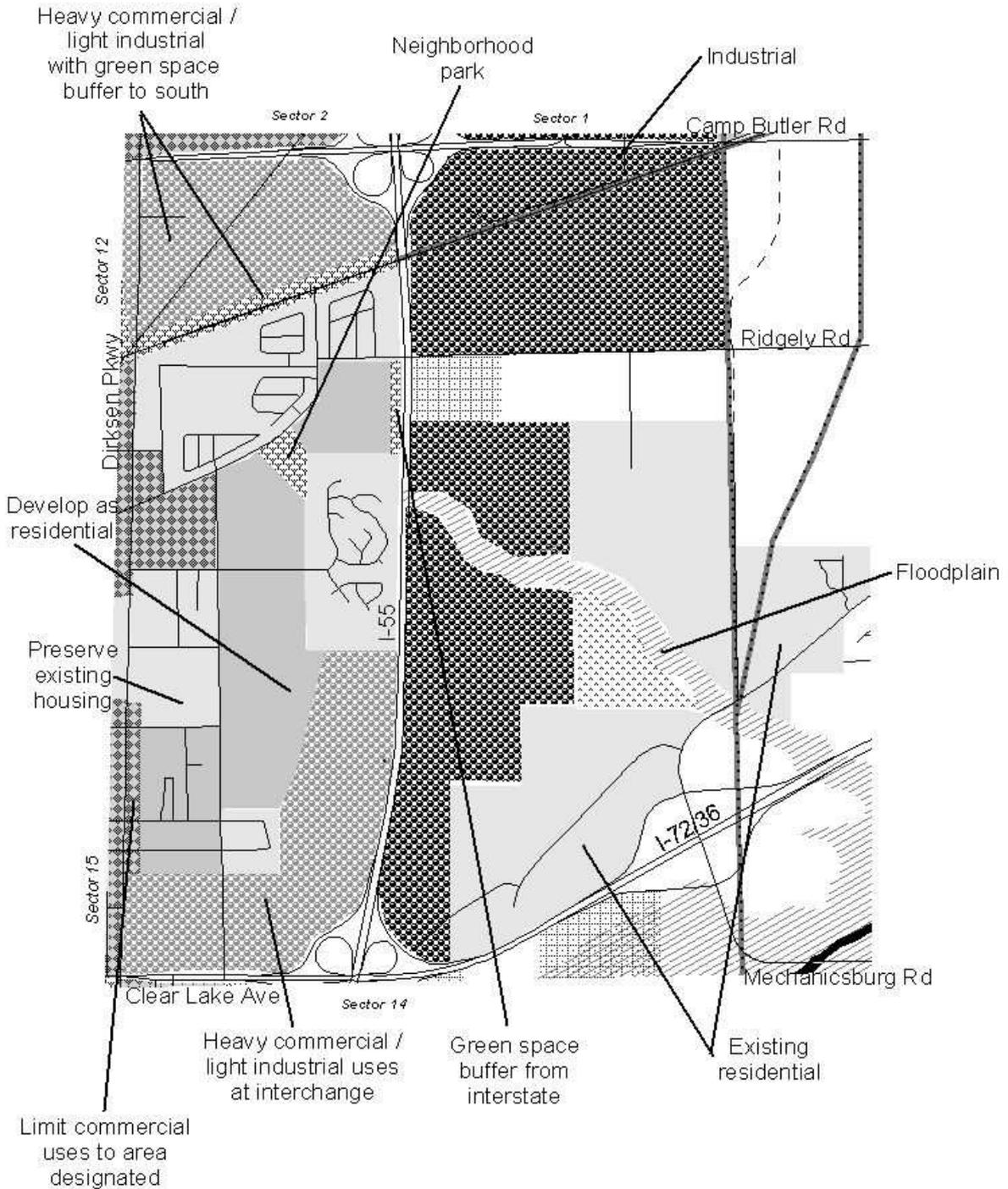
SECTOR 13

Under-developed areas east of the interstate are available for industrial development with the provision of water, sewer and road access. The forested area lying along the floodplain should be preserved through conservation easements or eventual purchase by a public agency.

Residential uses along with vacant land are the predominant existing land uses between Dirksen Parkway and I-55. Commercial development exists along Dirksen Parkway and near the Clear Lake Avenue interchange. The north side of the interchange area and property adjoining the west side of I-55, south of Cottonwood Cove Mobile Home Park, provide a reasonable opportunity for heavy commercial development. Commercial uses are currently locating along Dirksen Parkway north of Clear Lake to Elm. As shown, Elm Street should be the northern boundary of this type of development. Its high traffic location makes this a logical site for commercial uses. If the northwestern area of this sector is developed, it should be a light industrial type use. Water service extensions will be needed.

The remaining area is proposed as mixed density residential. A neighborhood park is shown to serve the increasing population. Green space is shown along I-55 south of Ridgely Road to buffer the residential area from the interstate. If this area is to develop into a stable residential area, it is vital that spot zoning to allow non-residential uses stop.

Sector 13

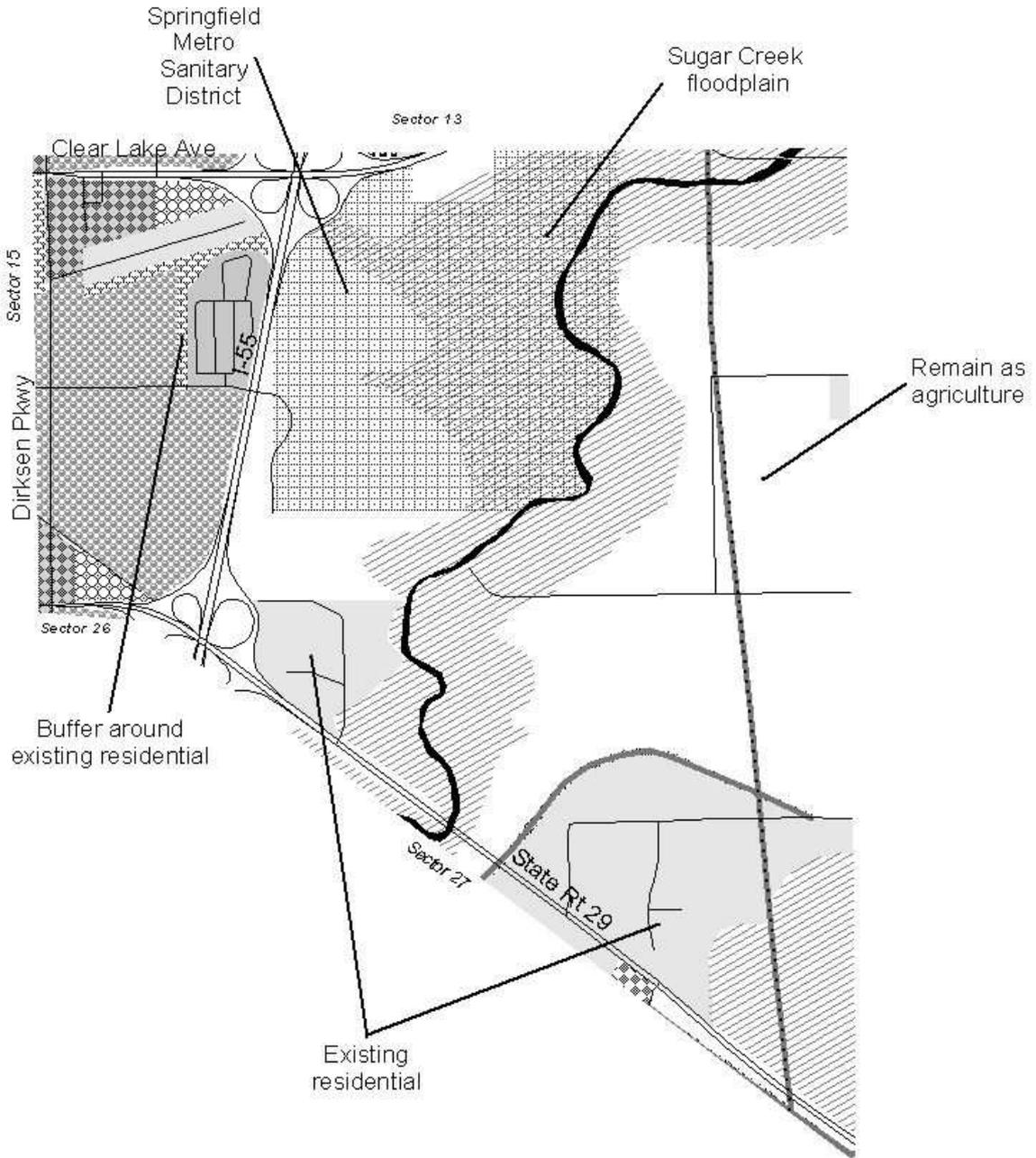


SECTOR 14

No additional development is proposed east of the interstate. Not all public services are available and the interstate and Springfield Metro Sanitary District property serve as a barrier to contiguous development. Development potential is further limited by the large floodplain corridor.

Land uses between Dirksen Parkway and I-55 are continuations of existing land uses. However, a green space buffer should be provided as the land near the two existing residential areas develops further.

Sector 14



SECTOR 15

There is very little vacant land in this eastern sector of Springfield. Land use plan proposals generally center on limiting strip commercial development and preventing it from encroaching into existing neighborhoods. This is true along North Grand, Clear Lake, Cook, Dirksen and South Grand.

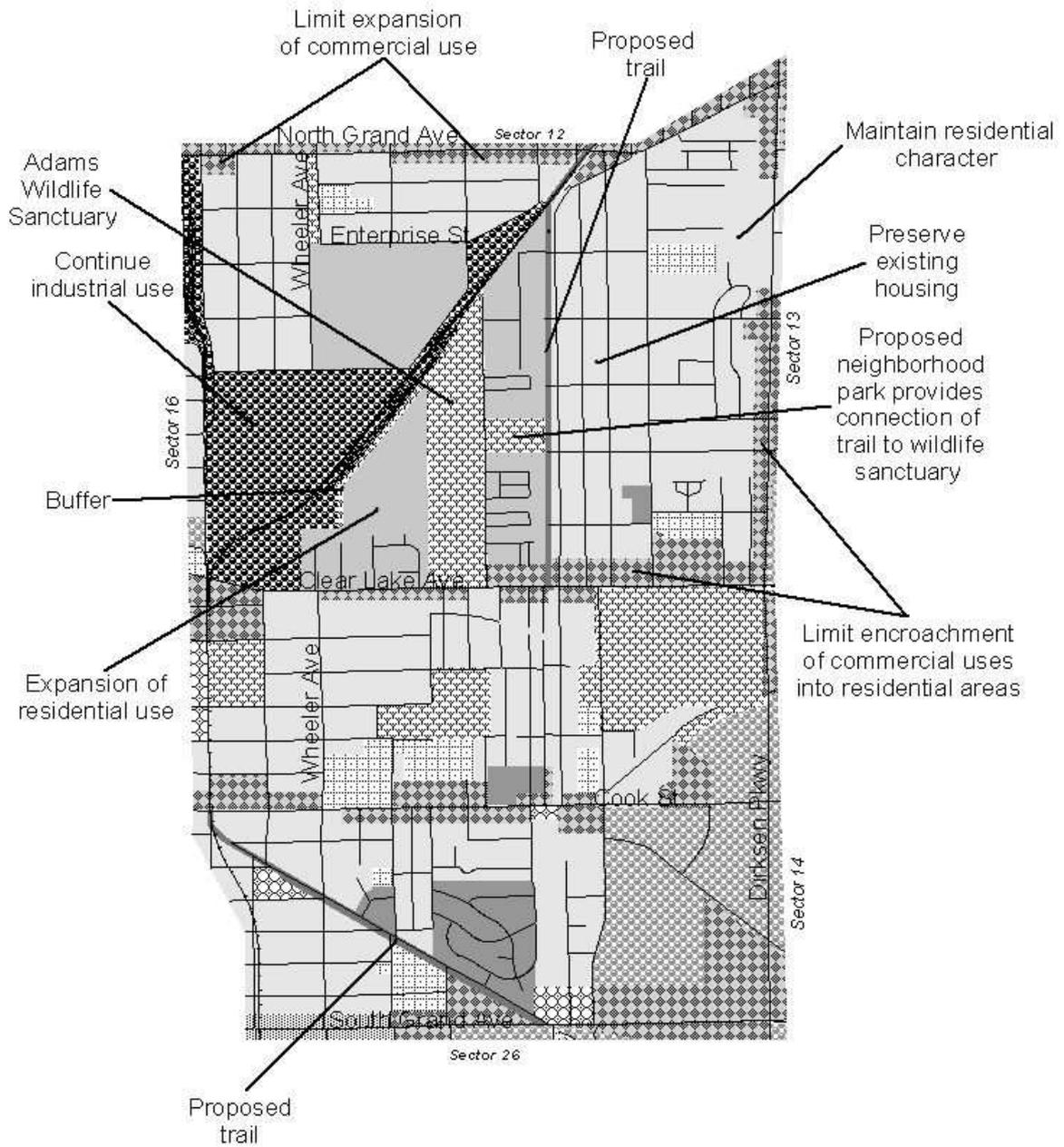
Housing quality varies from excellent to dilapidated, but overall is quite sound. The city should be alert to any signs of trends in housing deterioration and take measures to stop it. However, land use planning in the southern part of this sector will have little long-term effect unless the underlying social problems are also addressed.

Development of the large acreage at the southeast corner of Enterprise and Wheeler is stymied because of difficulties in providing sewer. Infill of residential uses is desirable and the city and the Springfield Metro Sanitary District should cooperatively provide a pump station making sewer service and development possible.

Expansion of existing heavy commercial (and commercial) uses in the southeast portion of this sector is appropriate.

The Adams Wildlife Sanctuary is an asset to the city. Residential uses to the west are recommended to buffer the open space from industrial uses and to provide an aesthetically pleasing housing site. Open space buffers along the north side of the sanctuary are needed. A neighborhood park is needed in the area and can provide a link from the proposed trail to the wildlife sanctuary.

Sector 15



SECTOR 16

Housing quality is the major concern in this east central sector. Reinvestment in the housing stock has been minimal and programs should be developed to encourage reinvestment. Obviously, physical programs to improve housing quality need to be combined with social programs to attack some of the underlying problems of lower income areas. Public Works programs to provide better streets, curbs and sidewalks would also improve the area.

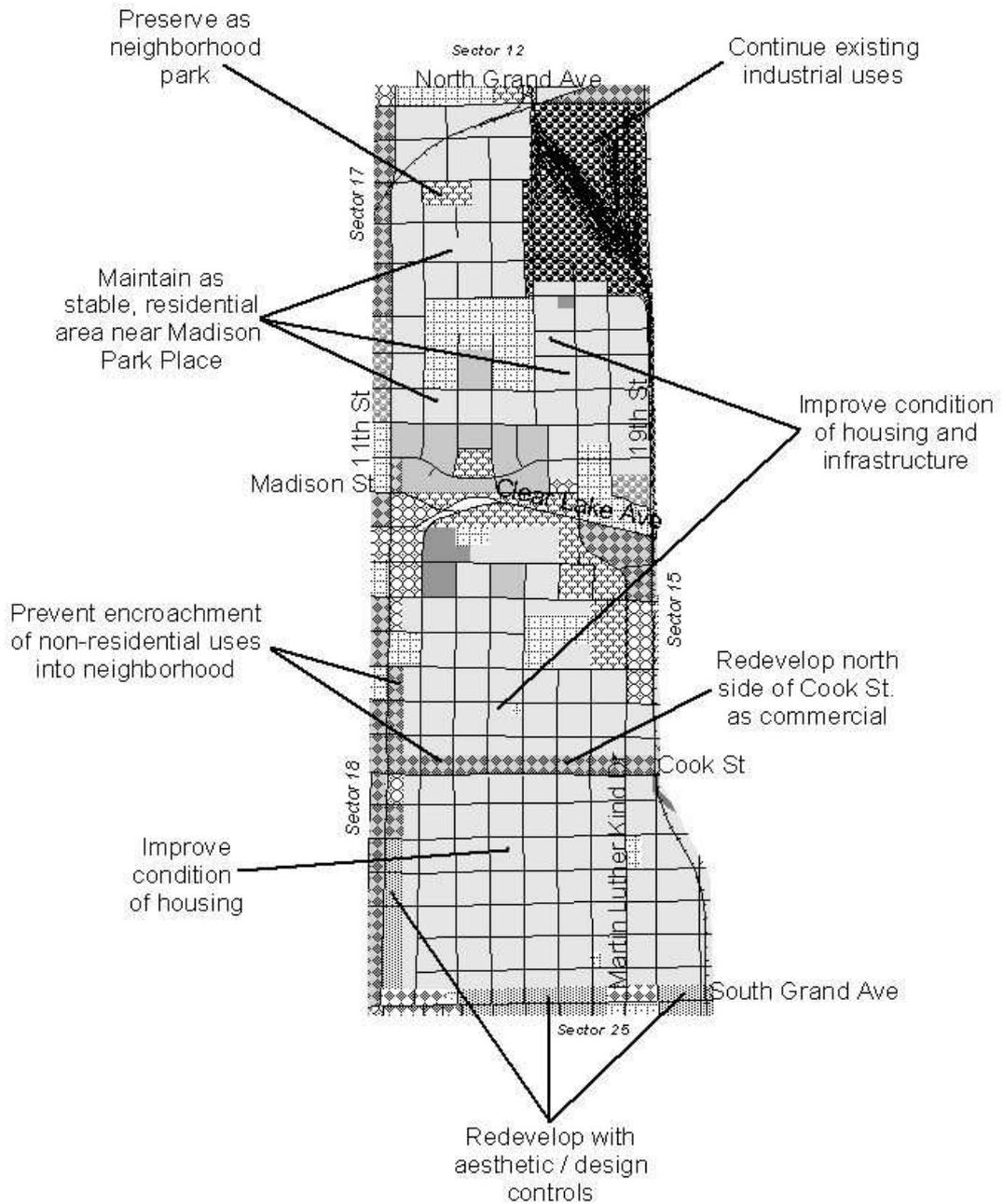
Efforts to maintain stable neighborhoods are very important in this area. Encroachment of strip commercial and office uses into residential areas must be prevented. In addition, housing unit density in this area should remain low. Conversions of single-family to multiple-family housing should be discouraged as this action frequently leads to overcrowding and housing deterioration.

Cook Street between 11th and 19th Streets is a mixture of various businesses and housing. Many of the structures are in poor condition. It is proposed that this area be designated as a redevelopment area with a special overlay zoning district developed to prevent it from becoming a commercial strip. Areas needing special attention include access and aesthetics.

Areas on 11th Street and South Grand have also been recommended for redevelopment. A reinvestment in the housing stock by the private and public sectors or as low-intensity non-residential (or multi-family) use is recommended. However, new development should not have a detrimental effect on adjoining housing.

Madison Park Place is a new mixed density housing development north of Madison Street which replaced the obsolete and overcrowded John Hay Homes. Land uses surrounding Madison Park Place must be carefully controlled to prevent spot zoning and uses that would be detrimental to the neighborhood trying to be created. Hopefully, there will be a decrease in social problems and reinvestment in housing by both the public and private sector will increase in the surrounding area.

Sector 16



SECTOR 17

This north central sector has been one of the most rapidly changing areas in the city. It contains St. John's Hospital, Memorial Medical Center and the Southern Illinois University School of Medicine. Memorial Medical Center and SIU dominate the west half of this sector. These institutions place their long-range boundaries as 1st Street, Calhoun, Bond (extended) and Carpenter. Concentrating hospital/medical school growth within these boundaries prevents speculation for business opportunities in the sound residential area on the north and west. A stable neighborhood benefits both residents and the hospital which desires a safe environment for employees and visitors.

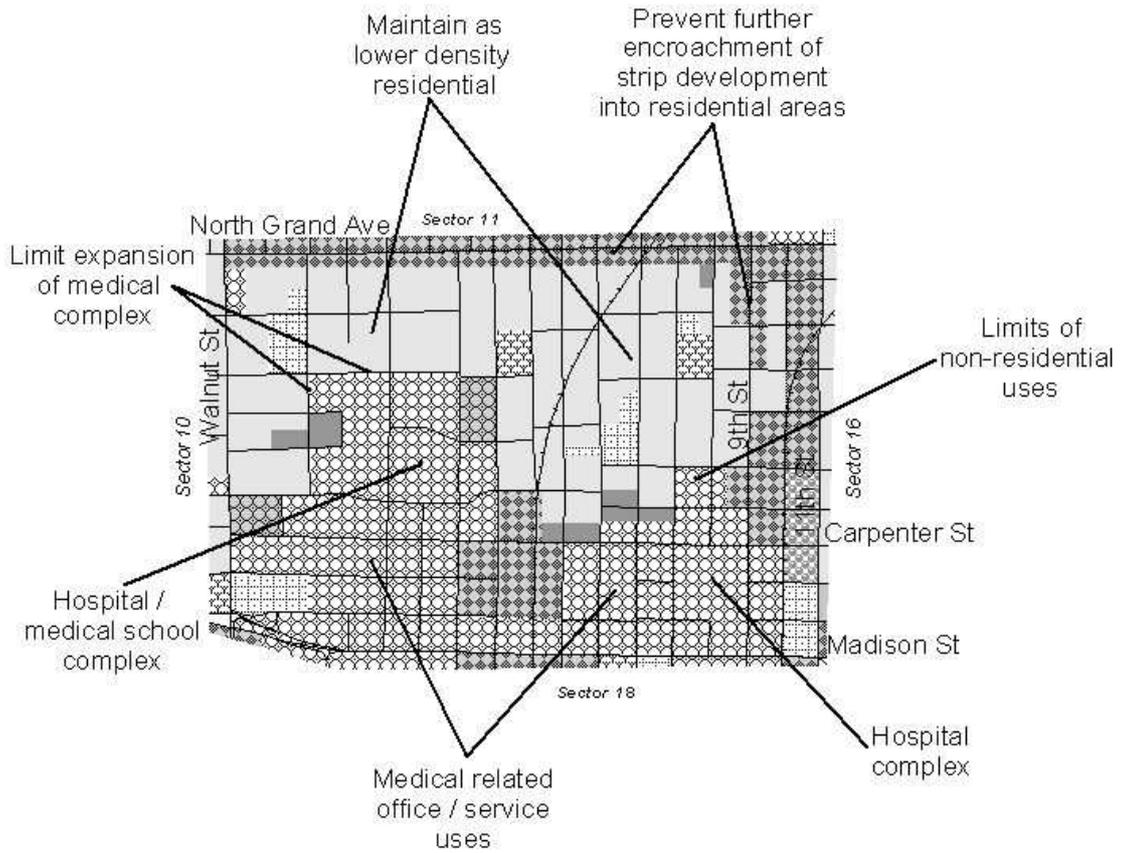
St. John's Hospital is located in the southeast corner of this sector. Representatives of this facility feel that 9th Street (except for some parking), Carpenter, 6th Street and Madison will form its long-range boundaries.

It is felt that the area between the three facilities will develop with various offices, specialists and research centers which are closely affiliated with the medical centers. Office/service uses south of Carpenter are proposed to offer this opportunity.

The residential area between 2nd and 9th Streets, the Enos Park Historic Area, contains a wide range of housing types from carefully restored single-family houses to deteriorating houses converted into many apartments. This area has the potential to become one of the city's finest old neighborhoods if the current restoration efforts continue. The city should concentrate its housing programs, including code enforcement, in this area to promote continued stability.

As with most areas of the city, the expansion of strip commercial development along major streets continued during the past decade. Non-residential uses must stop at the boundaries shown if the city wishes to preserve these existing, stable neighborhoods.

Sector 17



SECTOR 18

The Central Business District (CBD) and State Capitol Complex are located in this sector. The CBD is a mixed use area containing office, commercial and residential uses. The scope of the Comprehensive Plan does not provide the detail necessary for as important and diverse an area as the CBD. A plan specifically addressing the CBD is recommended.

The State Capitol Complex adjoins the CBD on the west. Additional commercial or office development is proposed to the north which will provide an office/commercial center from Lawrence Avenue to Memorial Medical Center.

The limits of office expansion in the Springfield High School area are clearly designated. It is important to retain the sound housing in the area for two reasons. It provides housing within walking distance of major employers and is a source of sound affordable housing.

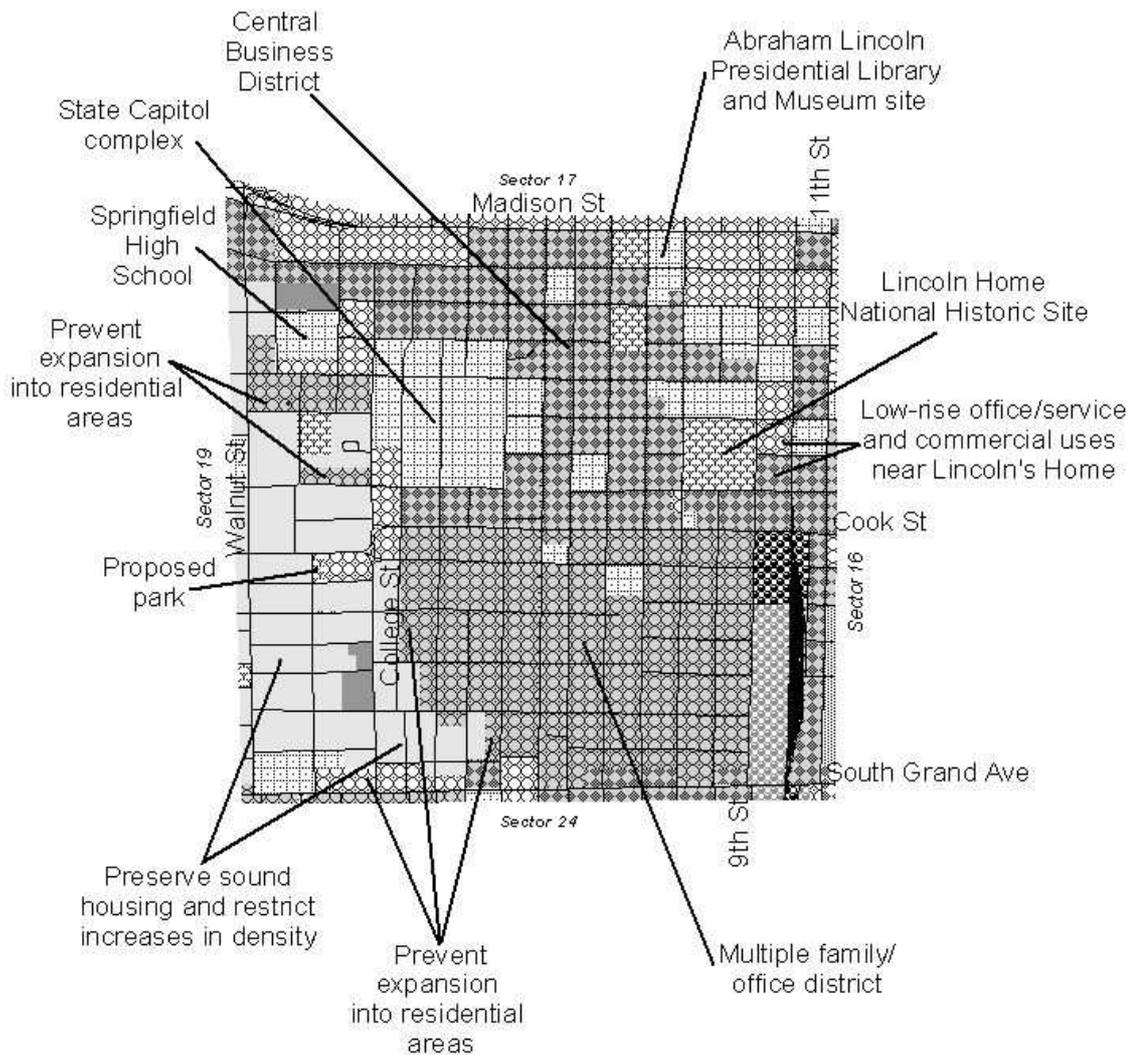
The current trend of office uses is encouraged south of the CBD and Capitol Complex and should continue. Again, this is an area where conversions of large houses to offices work well, but conversions to multiple-family cause problems. The character of the area can be maintained by maintaining "green area" front yards, trees and careful design of new construction. The city must prevent the expansion of commercial parking lots for State of Illinois and other offices in the area. These surface lots are destroying the aesthetics and cohesion of the residential areas. A cooperative effort among governments and the private sector to build parking ramps should be encouraged.

Non-residential development along South Grand should be limited and not encroach into residential areas. Commercial development along South Grand should be restricted to the area between 3rd and 9th Streets as shown.

The development of the area between 9th and 11th Streets has been influenced by the railroad running through the middle. Heavy commercial/light industrial uses are frequent. Office uses are proposed east of the CBD along 9th Street.

The Abraham Lincoln Presidential Library and Museum proposed to be located in the northeast portion of this sector will bring many additional visitors to Springfield and the downtown area. Commercial uses which would serve these visitors should be located south and west of the library. The CBD needs to remain compact with commercial uses concentrated within its existing boundaries.

Sector 18



SECTOR 19

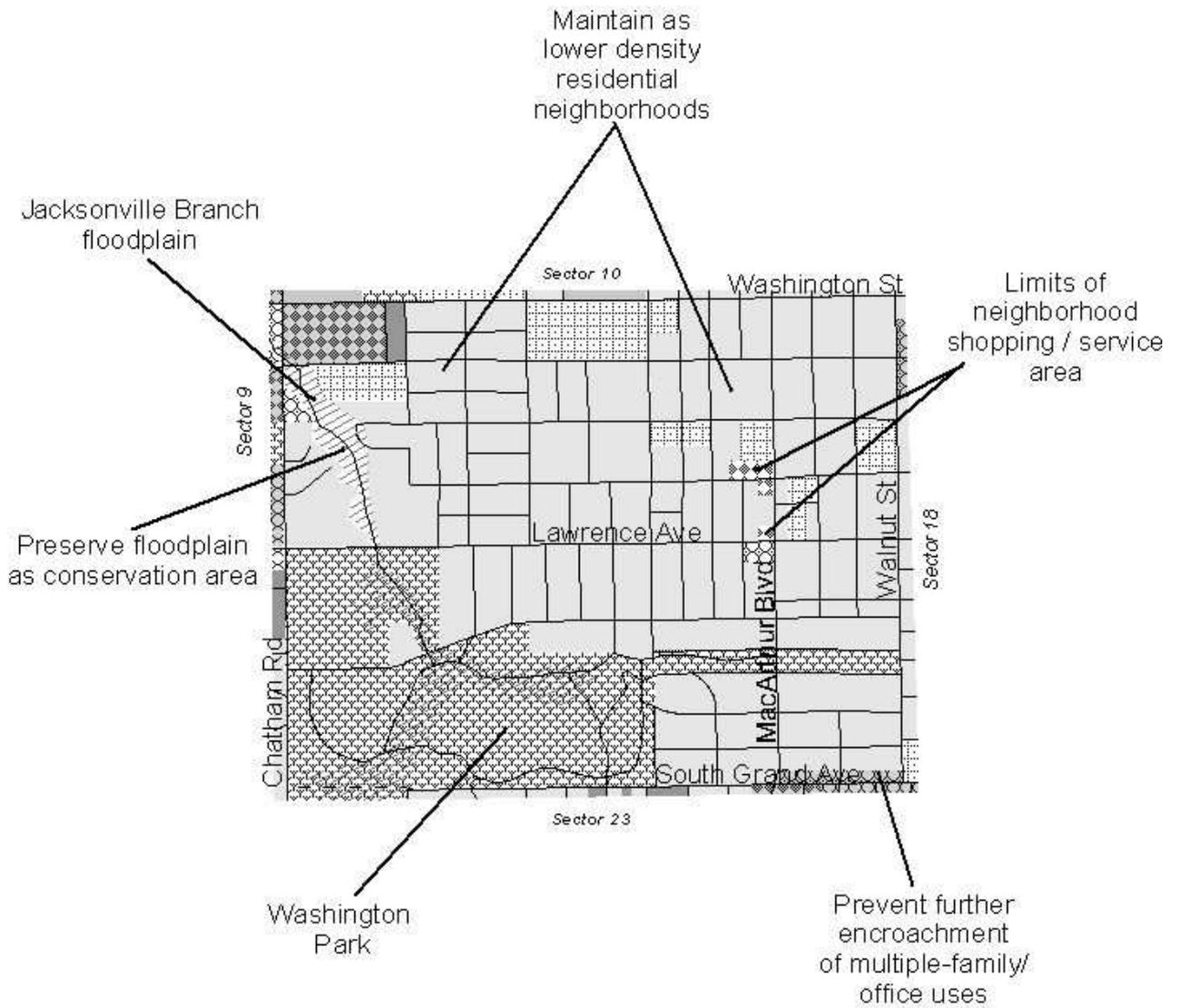
Large, older, sound housing characterizes this fully developed central west sector of Springfield. This area should be maintained as single-family/duplex density neighborhoods.

The major problem facing this area is the continuing pressure to locate non-residential uses along the more heavily traveled streets such as Lawrence, Edwards, MacArthur, Monroe and South Grand. There is a need for some neighborhood commercial type uses. It is recommended that they be located in the MacArthur/Lawrence/Edwards area as shown. These uses and their associated parking lots should not be allowed to encroach on the stable neighborhoods. Other scattered non-residential uses should be phased out.

Multiple-family/office development should be limited along South Grand as shown.

The floodplain along the Jacksonville Branch in the northwest portion of this sector should be preserved through conservation easements as a greenway.

Sector 19



SECTOR 20

About 1/3 to 1/2 of this west side sector has developed since 1990. Lower density residential characterizes the majority of new development with non-residential uses located in the south.

Continued mixed density residential development is appropriate for most of the remaining vacant land. Three areas of neighborhood commercial uses would be appropriate – at Bradfordton and Old Jacksonville Road; a site at Lenhart and Iles which is already zoned for commercial uses; and a site at Wabash and Bradfordton Road extended. Additional neighborhood service commercial centers would be appropriate if properly designed and planned as an integral part of planned development.

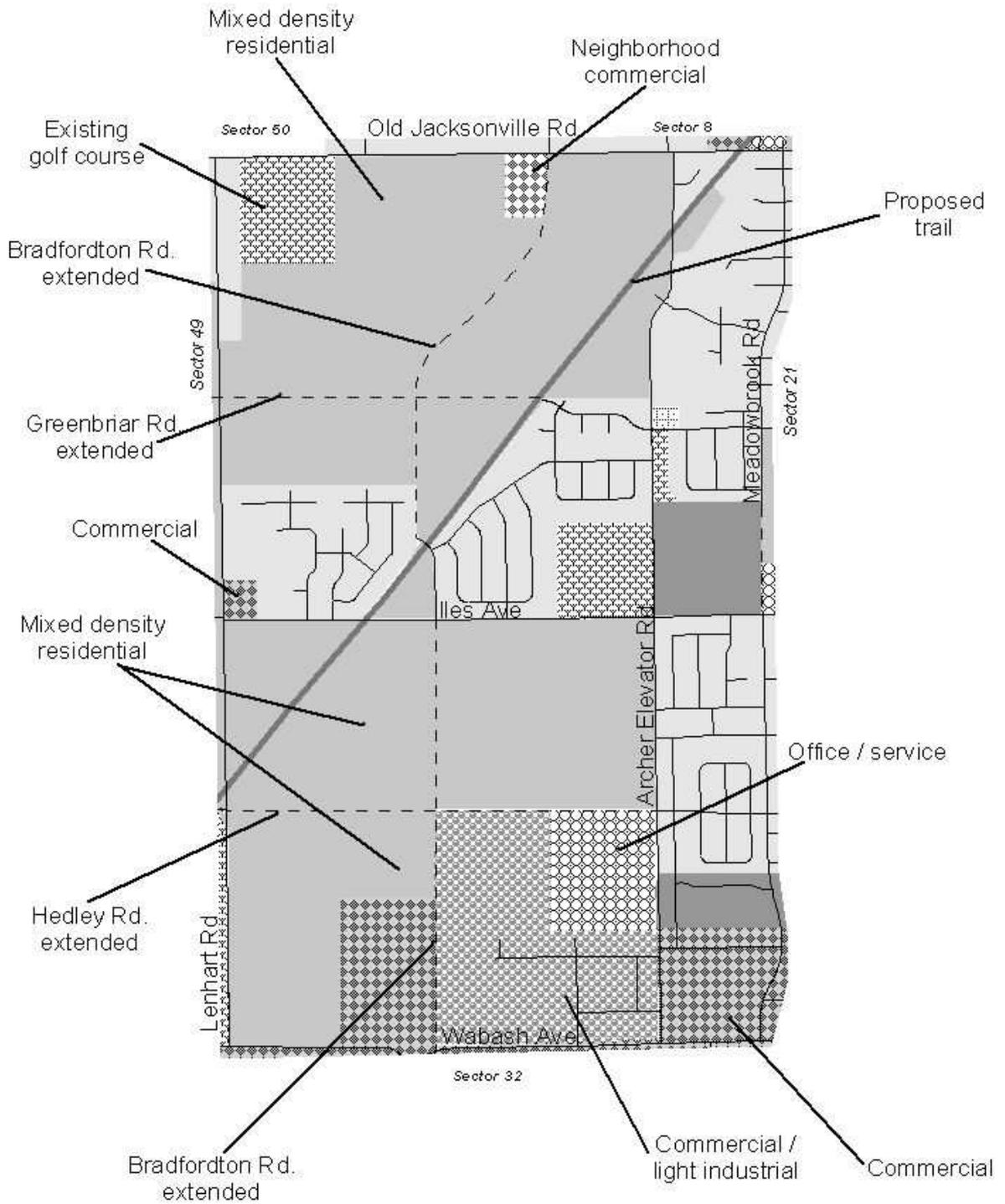
Continuation of the business development along Wabash is recommended with commercial and heavy commercial/light industrial continuing to Bradfordton Road extended. An area of office/service is designated along Archer Elevator Road. This use is lacking in the general area and it provides a buffer to the existing and proposed residential from more intense uses.

Mixed density residential is shown from Bradfordton west to the new park. Limited commercial development is recommended west of Bradfordton Road along Wabash.

Many street extensions are planned and laid out on a ½ mile grid. Meadowbrook Road should soon be completed as a north/south arterial. Bradfordton Road will extend south to Wabash. However, the exact alignment is not finalized. Major improvements will be necessary to Lenhart Road to upgrade it from a rural to an urban section. Greenbriar is to be extended west to Lenhart Road. Iles will be improved as development occurs. Hedley Road will be extended west to Lenhart.

A proposed trail bisects this sector providing recreational as well as alternative transportation opportunities. This trail is part of a 38 mile corridor from Girard to the south into Menard County to the north.

Sector 20



SECTOR 21

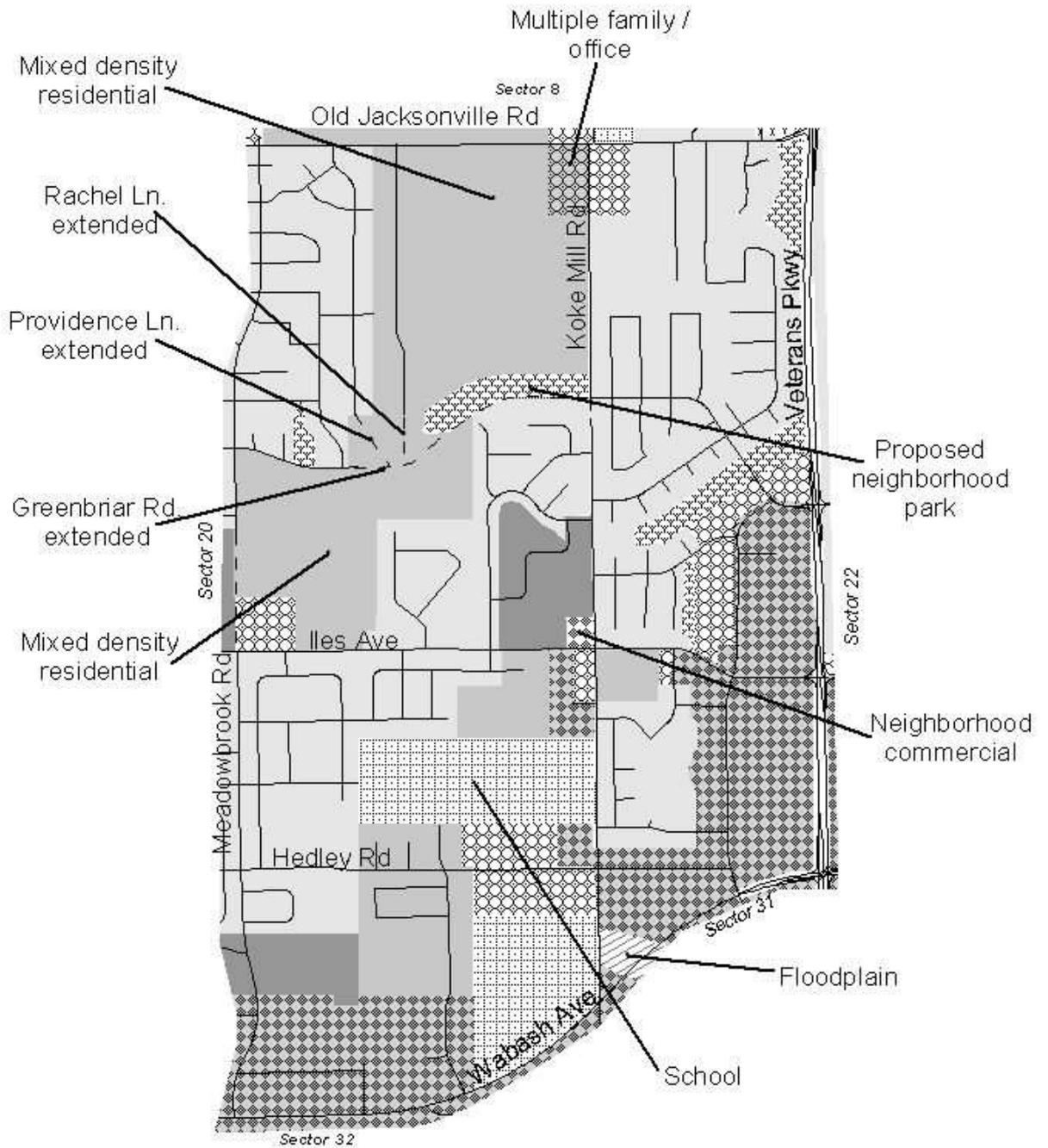
This west side sector has developed rapidly since 1990 with new development in almost all land use classifications.

Most of the land between Koke Mill and Veterans Parkway is currently developed. While there is still vacant land west of Koke Mill Road in this sector, development plans have been approved for most of the area. Mixed residential uses are appropriate on the remaining large undeveloped parcels of land. Multiple family/office is recommended at the southwest corner of Old Jacksonville Road and Koke Mill Road to serve as a buffer from the existing office and medical facilities.

A neighborhood park is designated along Greenbriar. There are currently no public parks in this sector.

Several major road connections and extensions still remain to be completed in this sector including Greenbriar from Koke Mill Road west to Meadowbrook, Providence Lane and Rachel Lane extended to Greenbriar, and Meadowbrook extended between Greenbriar and Iles.

Sector 21



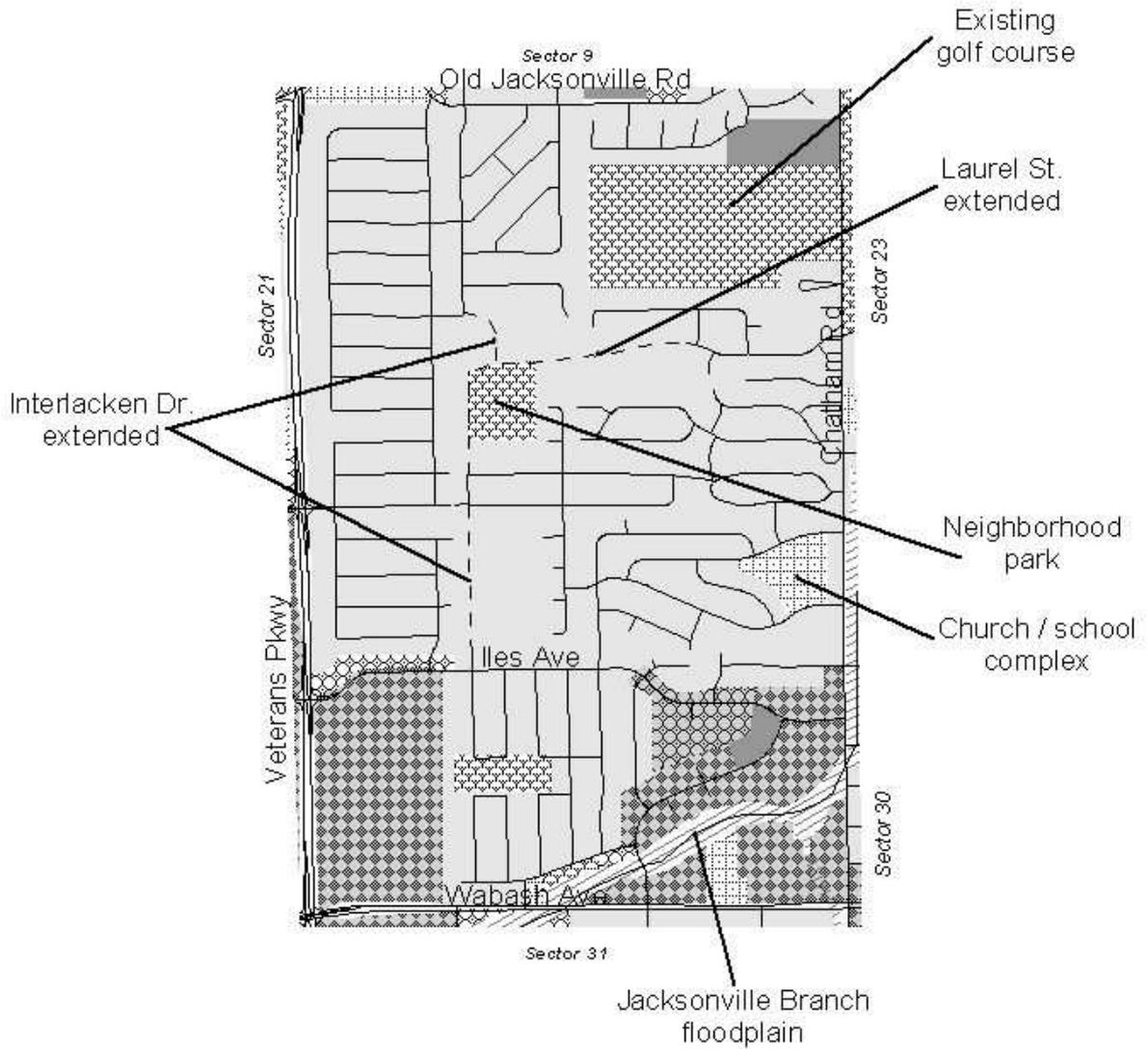
SECTOR 22

Although there is very little undeveloped land in this sector, the undeveloped parcels north of Iles Avenue contain very important transportation links for west side neighborhoods. These road extensions are partially implemented and have been on city plans for over 20 years.

Laurel will be extended from Chatham Road to Interlacken which, via Interlacken and Greenbriar extensions, will provide a connection to Veterans Parkway. Interlacken should be connected and extend south to Iles Avenue. These improvements are scheduled to occur as the land is developed. The improvements will provide efficient traffic flow and aid in the reduction of traffic congestion associated with this area.

A neighborhood park is proposed in this sector which is currently lacking in park land.

Sector 22

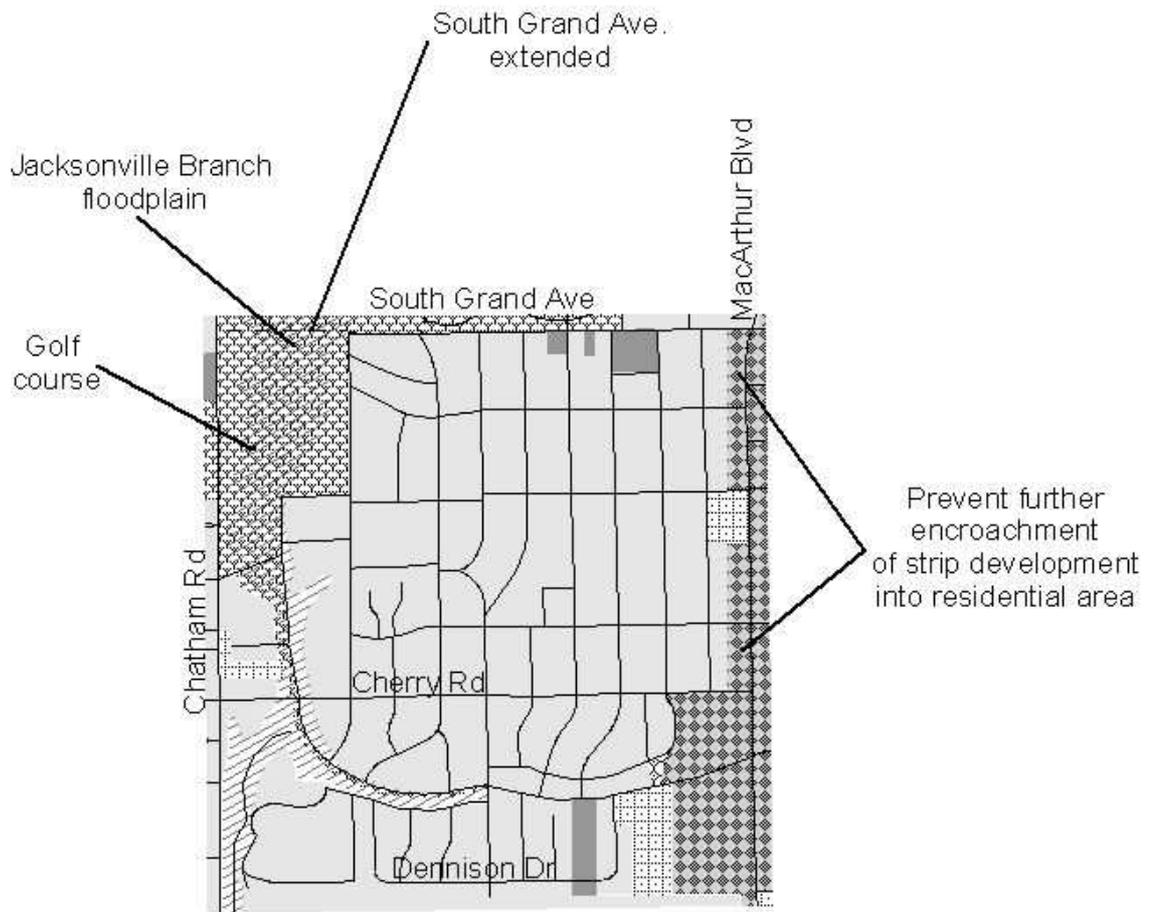


SECTOR 23

Single-family residential is the major land use in this completely developed sector. The major goal in this area is to prevent strip commercial development and parking lots along MacArthur from creeping into the established residential areas.

Parts of the commercial strip on MacArthur have existed for 30-40 years and the strip itself is undergoing use changes. As the area evolves and MacArthur Boulevard is extended south, the city should implement an access control plan, provisions for pedestrians, as well as landscaping and aesthetic controls. Such an effort could provide some relief to the existing problems and revitalize the area.

Sector 23

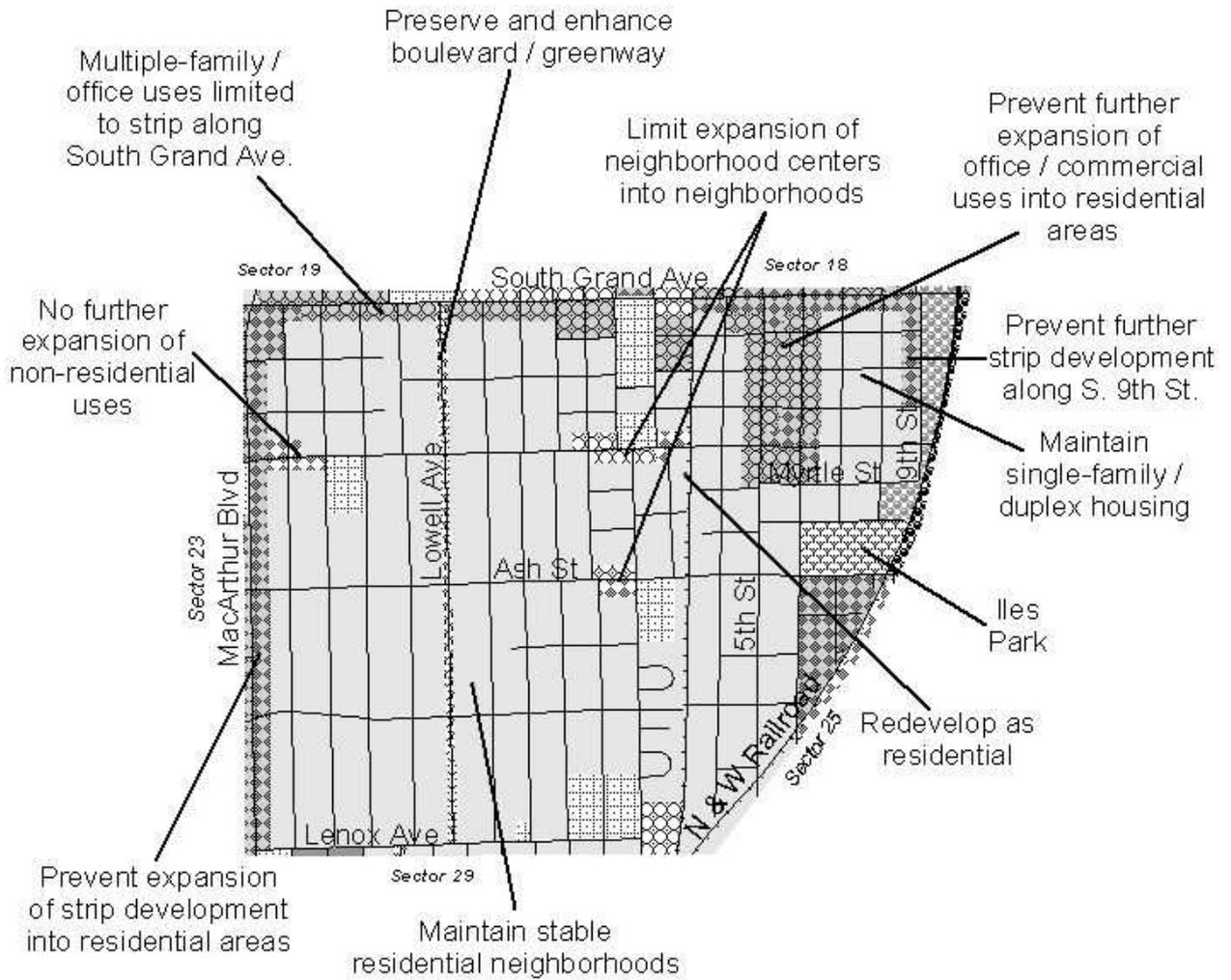


SECTOR 24

This sector is totally developed. However, uses are changing along the major streets from residential to non-residential. The limits of expansion of these uses have been carefully designated along 5th, 6th, 9th, MacArthur, Laurel and South Grand to prevent encroachment into residential areas. Any conversion from residential to non-residential uses along these major streets needs to be sensitive to the residential areas adjacent to these changing areas. Parking, lighting and signage for the non-residential uses should not interfere with the residential character of the surrounding areas. The existing lower density residential uses should be maintained because it provides a source of sound, moderately priced housing.

There is an area of commercial and heavy commercial uses which are not appropriate for the area near the 3rd Street railroad. Residential uses should replace these if the commercial uses relocate.

Sector 24



SECTOR 25

The southwest corner of this sector, the former Fiat-Allis site, is developing as a mixed commercial/office development. Care must be taken to prevent the expansion of related commercial and office development into the adjacent residential areas on the north and east.

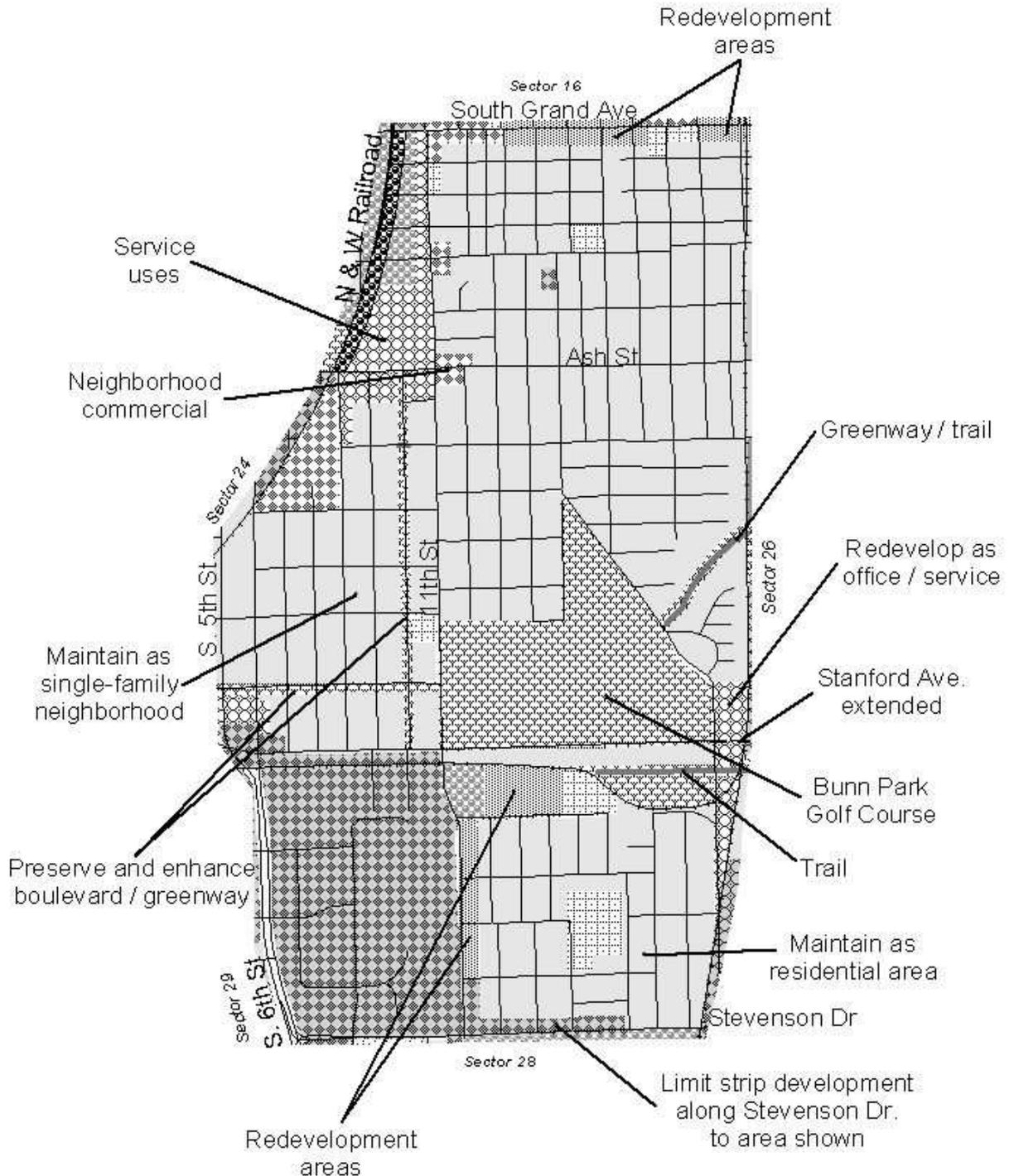
A greenway is proposed connecting Bunn Park to the Eisenhower Park. In addition a trail connecting Hobbs Park to the Lost Bridge Trail at IDOT originates in this sector. The extension of Stanford Ave. is planned to the east, eventually to Dirksen Parkway. This extension will provide better access to the triangular area east of Bunn and Hobbs Parks. Office uses are recommended here to replace the existing heavy commercial/industrial uses.

The remainder of this sector is fully developed. As with most central areas bisected by major streets, the goal is to stop the spread of strip development into existing residential areas. Neighborhood shopping areas have been designated along Ash Street, Laurel Street and South Grand Avenue and 9th Street south of Ash. The north part of this sector is characterized by scattered small businesses located in residential areas. These should not expand and should be phased out as the opportunities arise. Housing quality should be monitored in this north area and steps taken to halt any deterioration.

The heavy commercial, industrial and office/service uses along the railroad on the northwest are holdovers from past uses which had to locate near the railroad. While these uses are acceptable, more intense uses should not be allowed when changes occur.

Redevelopment areas have been designated along South Grand, 11th Street and Culver. A redevelopment area is one in which the existing structures are deteriorating or obsolete and piecemeal new uses or adaptive uses are not desired because of the effect on surrounding neighborhoods. The end use of the redevelopment area may vary, but new uses must be designed properly to fit in with adjoining uses and have no impact through lights, signage, increased traffic, associated parking lots, etc. on the adjoining uses. Landscaping could be used to soften the edge between the redevelopment areas and adjoining residential uses. Additional landscaping could be required if the redevelopment areas change to non-residential.

Sector 25



SECTOR 26

This sector contains a wide variety of uses including vacant land. Any vacant land between Dirksen Parkway and I-55 should develop following existing land use patterns – commercial in the south, heavy commercial to the north. Existing land use trends should also be followed adjacent to Dirksen Parkway on the west side. Office/service should be located along Dirksen on the southern half as it is an acceptable land use across Adloff Ln. from existing and proposed residential.

There are some semi-industrial uses along the south side of Cornell. This location is inappropriate for these uses. Upon any opportunity to redevelop this area, higher density residential is recommended.

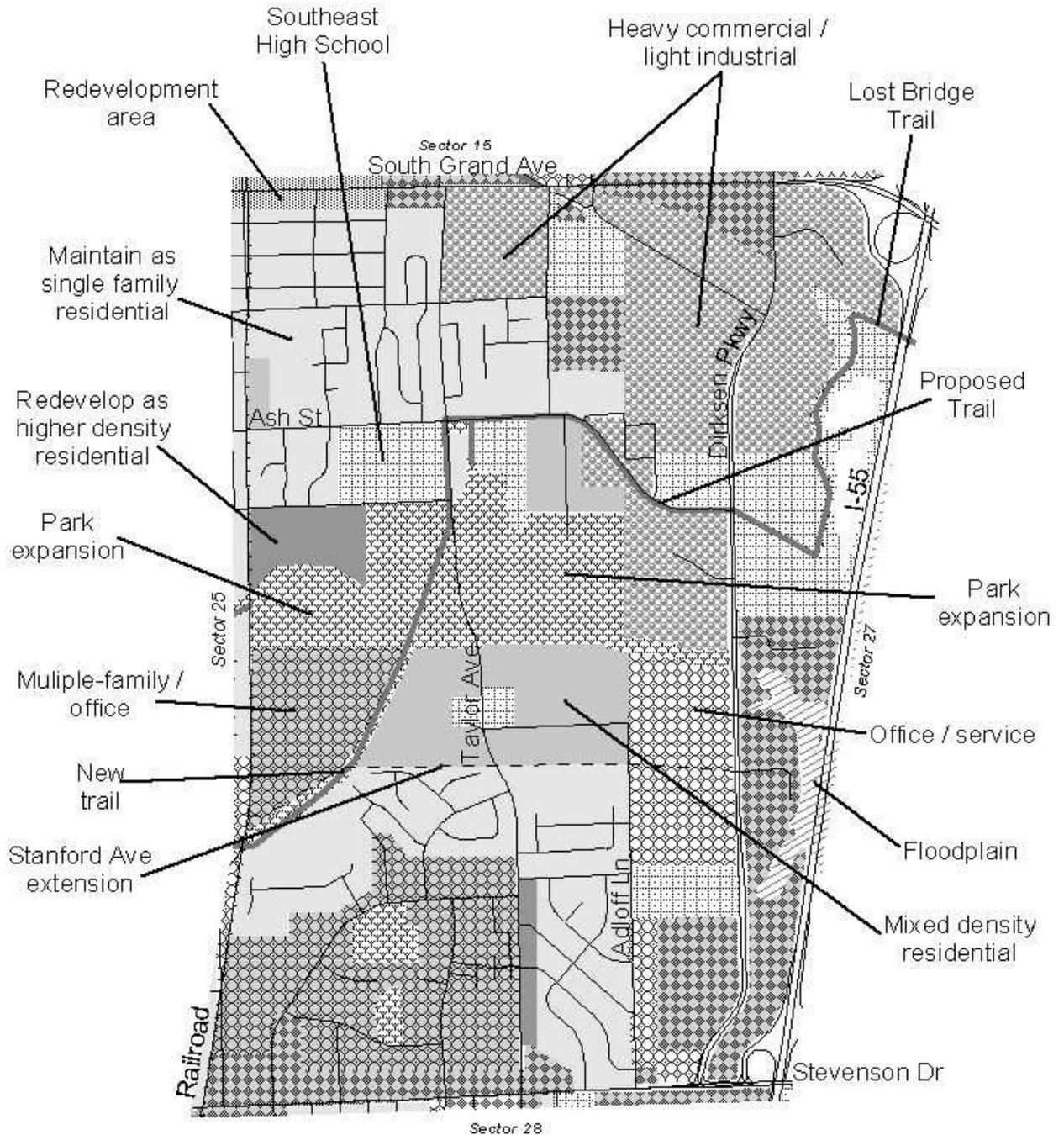
Expansion of Eisenhower Park on the west side of Taylor and Dreamland Park on the east side to provide a large city park is recommended. The area has a rolling terrain, many trees and is difficult to serve with sewer. The addition of the proposed trail through these parks connecting Hobbs Park to the Lost Bridge Trail will provide one of the best park/trail opportunities in the city.

The extension of Stanford Avenue bisects this sector. Mixed density residential is proposed north of this street, which continues the trend of the area. The rolling terrain which lends itself to a cluster type development and the intersection of two major streets makes multiple-family an appropriate use in this area. Multiple-family/office is proposed along the northwest part of Stanford as access improves.

The Lake Victoria area and adjoining land in the southwest part of this sector should continue as a mixed use development, including residential, office and service uses.

Strip development continued along South Grand in the last decade, aggravated by lack of housing investment and general deterioration of the buildings. Part of the South Grand redevelopment area continues into this sector. The South Grand frontage of these blocks may be redeveloped with various residential or non-residential uses. This portion of South Grand is also a major entrance to the city from I-55 and any redevelopment should take this into consideration. However, the goal is to provide low-impact, well-designed uses that will replace deteriorated areas and promote the stabilization of the residential area to the south.

Sector 26



SECTOR 27

This eastern sector is bounded by floodplain to the east and west and Lake Springfield to the southwest. Development is occurring steadily. Sewer extensions will be necessary before additional land can be developed in this area. A neighborhood park of 10-20 acres incorporating some floodplain is proposed.

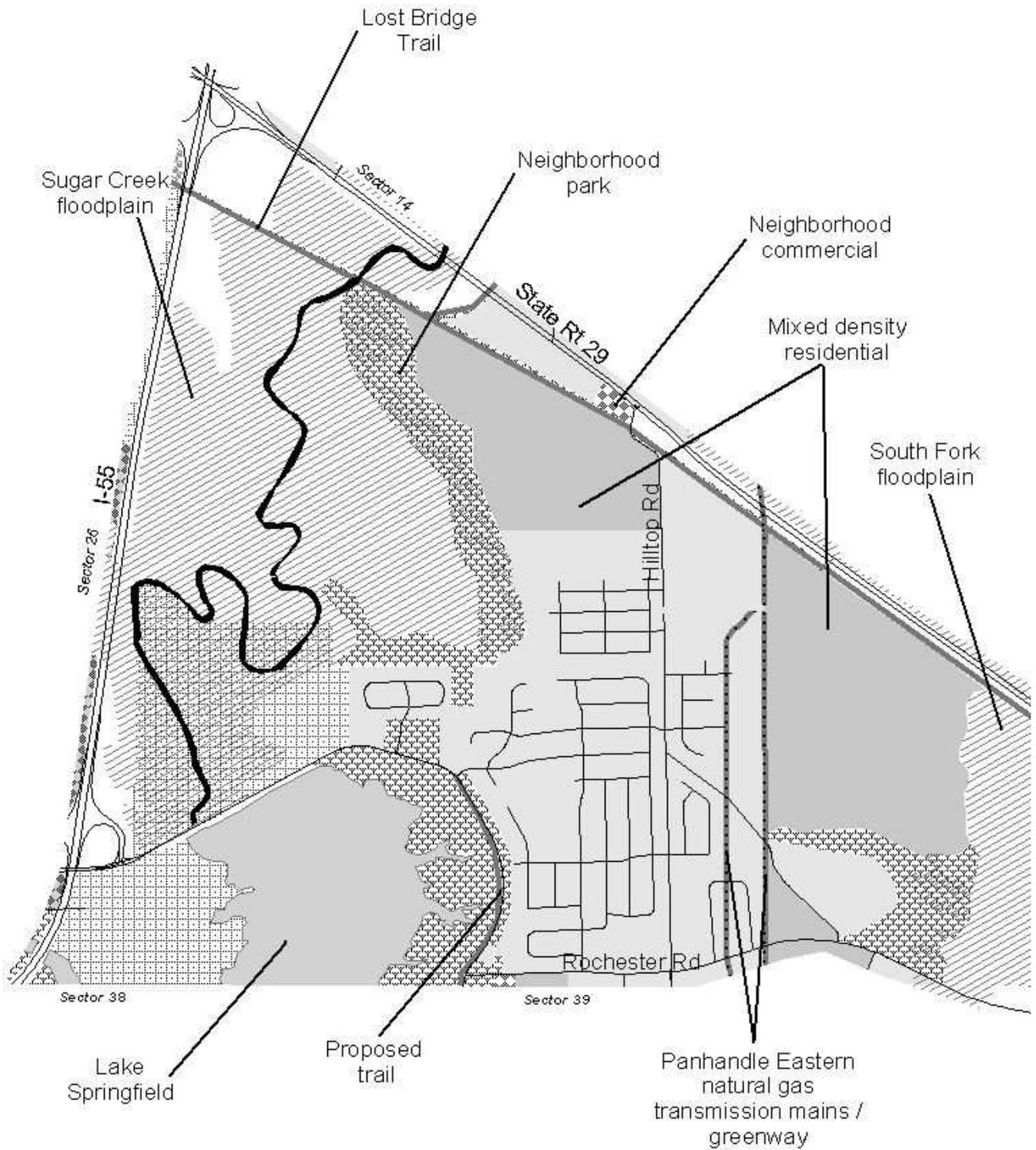
Some neighborhood commercial in this sector may be needed as the area develops.

A green belt through the east side of this sector to prevent development near the gas transmission mains is proposed. Existing easement agreements prevent all construction and many other activities in the gas main easements. This can provide a greenway link between the Lost Bridge Trail and the residential areas to the south.

All access to the east side of Lake Springfield is via Spaulding Dam or Hilltop Road. Spaulding Dam has been reinforced. Improvements to Route 29 are under construction and near completion. Hilltop Road will be improved and widened to an urban section.

The floodplain of the South Fork of the Sangamon River should be the city's easternmost boundary.

Sector 27

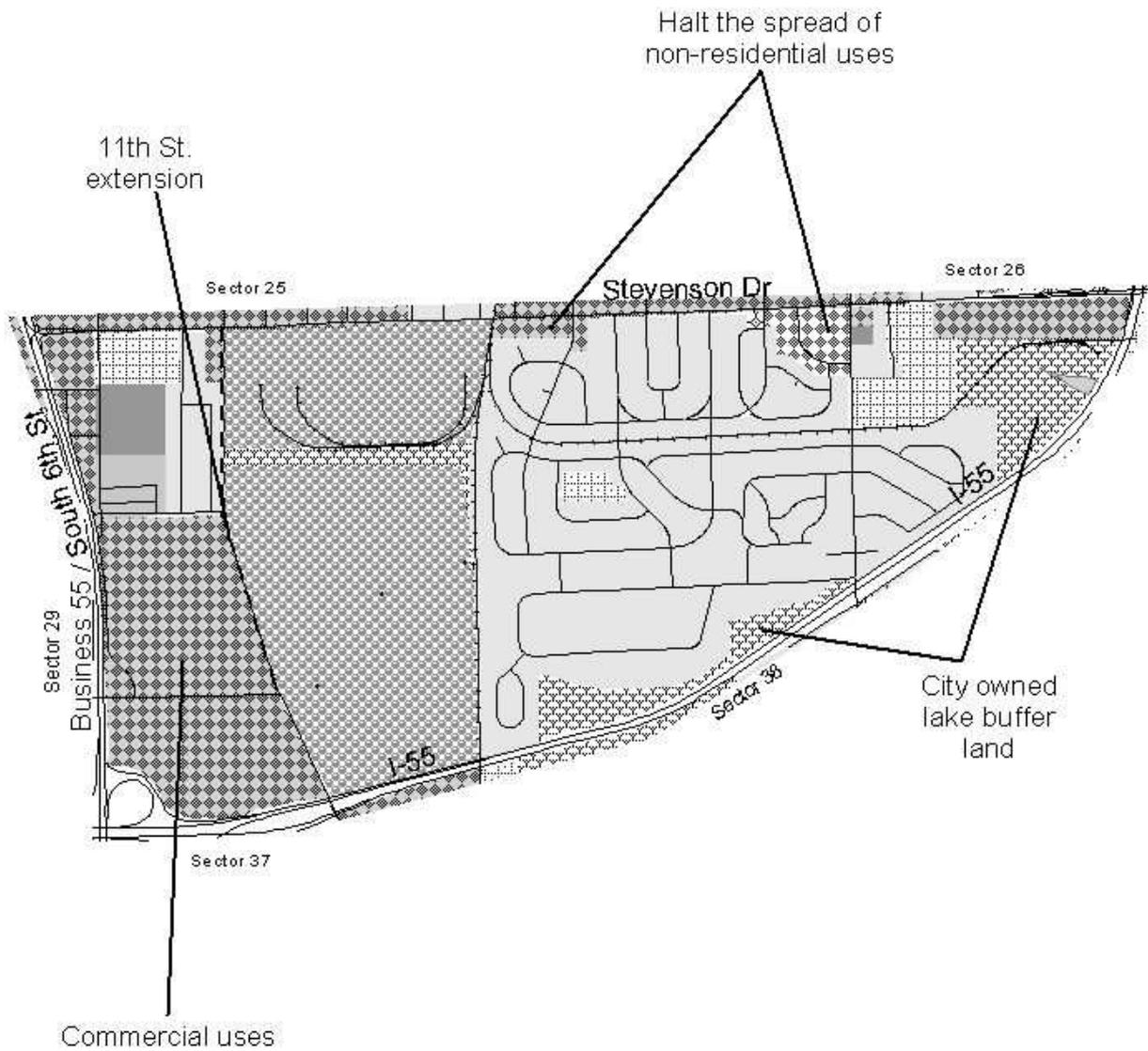


SECTOR 28

The eastern half of this sector is fully developed. Housing is sound located in stable neighborhoods. The limits of the two commercial/office areas along Stevenson Drive are clearly designated. They should not be allowed to encroach into the adjoining residential areas.

There is very little development west of the Southern Pacific railroad tracks. This area is bordered by the tracks, Stevenson Drive, Business 55 and I-55. The planned extension of 11th Street will cut through the middle of this sector providing improved access for development. There are currently heavy commercial/industrial type uses along Stevenson Drive. Commercial uses are proposed along 11th Street. Any development along 11th Street needs to be thoroughly planned to prevent strip development and numerous entrances and exits.

Sector 28



SECTOR 29

As with most areas along busy streets, preventing strip commercial development from encroaching into residential areas is very important.

The northwest part of this sector is a mixed residential/small business area. There is some housing deterioration and neighborhood stability is not enhanced by the proliferation of businesses. It is recommended that this area remain residential and be allowed to redevelop as single-family or mixed density residential as businesses are phased out.

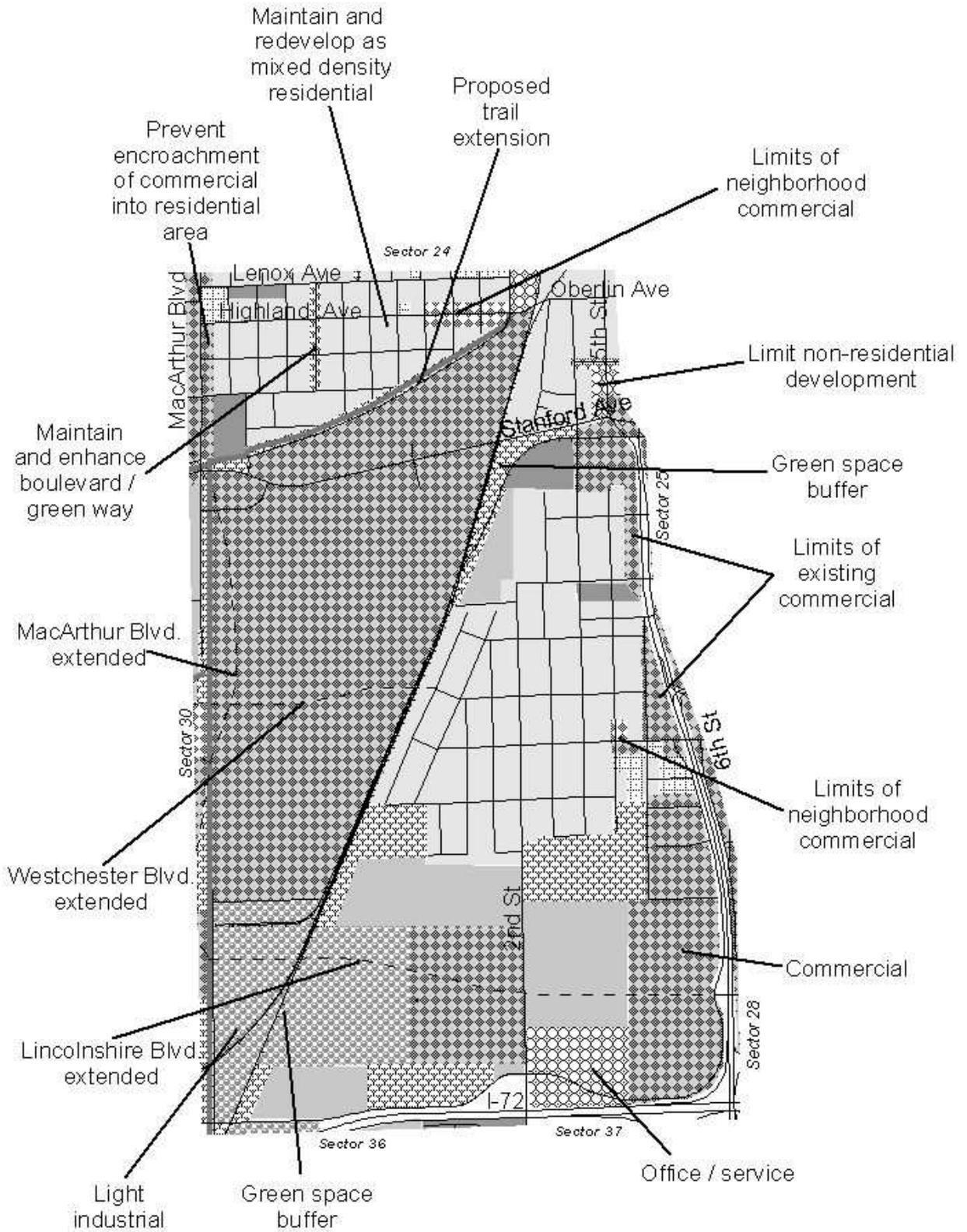
The city has constructed a railroad crossing at Stanford. This street will provide a much needed east/west arterial going east to Dirksen Parkway (Sectors 25 and 26) and joining North Street to go west to Chatham Road. Major improvements will be made at the North Street, MacArthur, Wabash intersection. A connection linking the Interurban Trail from the south to the Wabash Trail to the west needs to be included when the intersection is improved.

An extension of MacArthur south to the interstate is proposed with an interchange (Sector 36).

The railroad relocation corridor enters this sector from the southwest and continues northeast along the general alignment of existing railroad tracks. The triangular-shaped site enclosed by the railroad and MacArthur extended becomes very desirable as a commercial site. Plans to develop this area as commercial have been submitted. Westchester Boulevard will be extended through this area to Southern View. The southern segment of the triangle is suitable for light industrial with rail and interstate access.

The remaining vacant land in the south is proposed to be mixed density residential and commercial. Drainage improvements will be necessary, as well as sewer and water extensions, to develop this area. Lincolnshire Boulevard should extend through this residential area. A green space buffer south of the park is proposed to serve as a buffer to the noise generated by the railroad corridor. A green space buffer is also needed along the northern part of the corridor between the railroad and residential uses.

Sector 29



SECTOR 30

The northern portion of this sector is completely developed. A stable, middle income single-family residential area exists surrounded on three sides by commercial uses. As in all areas of the city, the commercial should not expand off the arterial streets into the residential areas.

The southern 2/3 is largely undeveloped. Major road extensions and transportation improvements will greatly influence development.

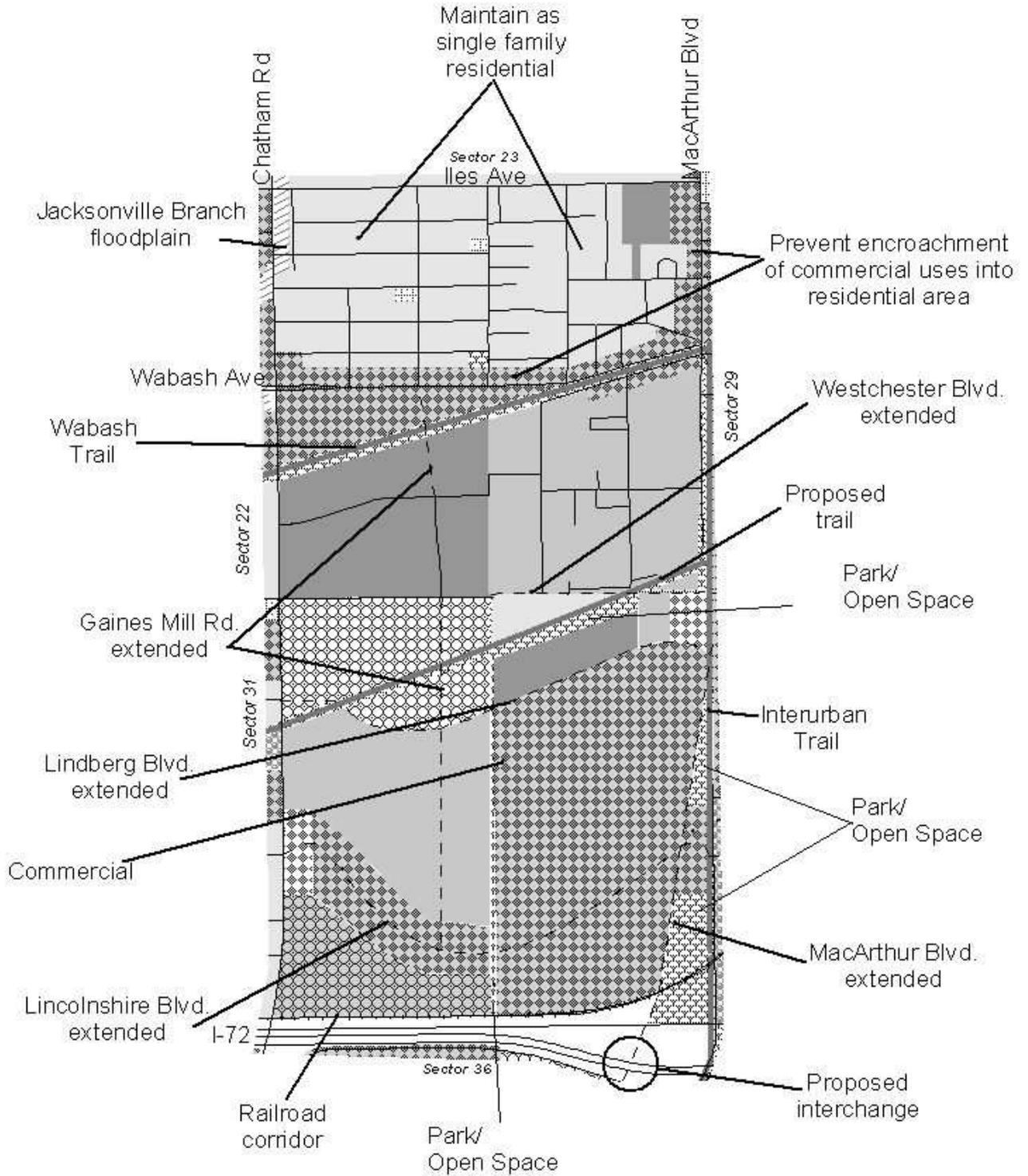
Gaines Mill Road will extend south. The MacArthur Boulevard extension will swing west and bisect the southeastern portion of this sector continuing south to Woodside Road. A new interchange at MacArthur and I-72 is planned. Westchester, Lindbergh and Lincolnshire Boulevards will all be extended east through this sector. The railroad relocation corridor runs along the south edge. The Interurban Trail runs along the east side and the Wabash Trail runs east/west in the northern part.

Office/service and mixed density residential are planned for the southern portions of this sector.

Major office/service developments are designated in two areas at the intersections of Chatham Road and the new arterials.

The remainder of the site is projected to be mixed density residential. The interconnection of existing and proposed trails offers a unique environment. A neighborhood park that also provides trail access is proposed. A neighborhood commercial area running from the intersection of MacArthur, Lincolnshire and the Interurban Trail to Chatham Road could provide easily accessible neighborhood services.

Sector 30



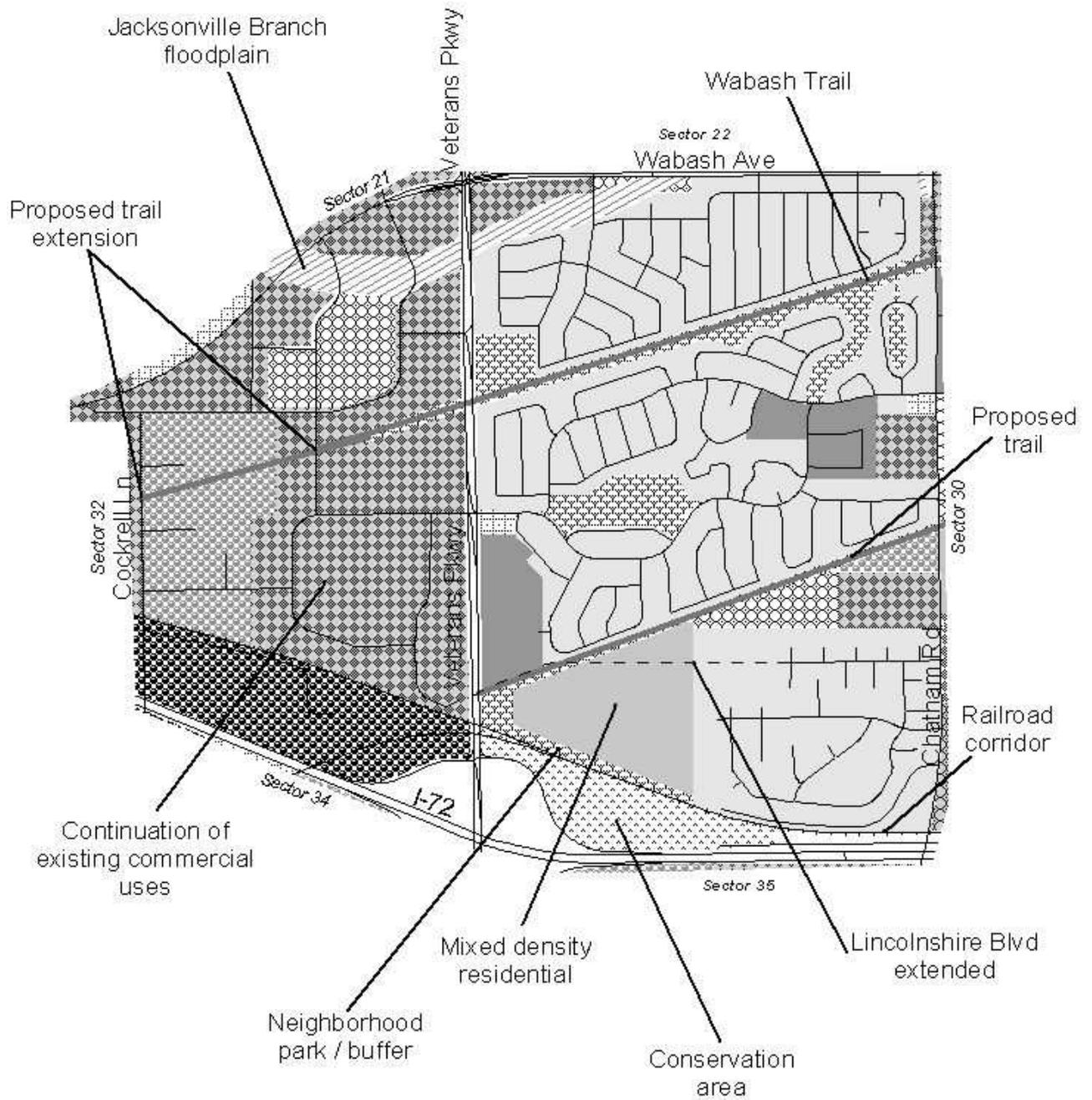
SECTOR 31

Most of this sector is developed, although there are a few scattered vacant lots or parcels in the developed areas. Mixed density residential is proposed for the only vacant site west of Lincolnshire Subdivision. Proper drainage and a high water table are concerns in the development of this site. A neighborhood park is indicated at the west side of the site. The park provides a buffer from the railroad and Veterans Parkway in addition to providing needed open space. As mentioned previously, an open space buffer along the railroad can create a more pleasing atmosphere. Although not rated a high priority, an additional trail is proposed on the abandoned railroad south of Westchester Subdivision.

Current studies show that Lincolnshire Boulevard can use the abandoned Southern Pacific underpass at Veterans Parkway to provide an additional access to the area west of Veterans Parkway. This proposed extension is indicated on the plan.

The area between the railroad corridor and I-72 is designated as a conservation area. This site is proposed as a drainage facility and/or wetlands bank.

Sector 31



SECTOR 32

This far west sector is proposed for commercial and industrial uses.

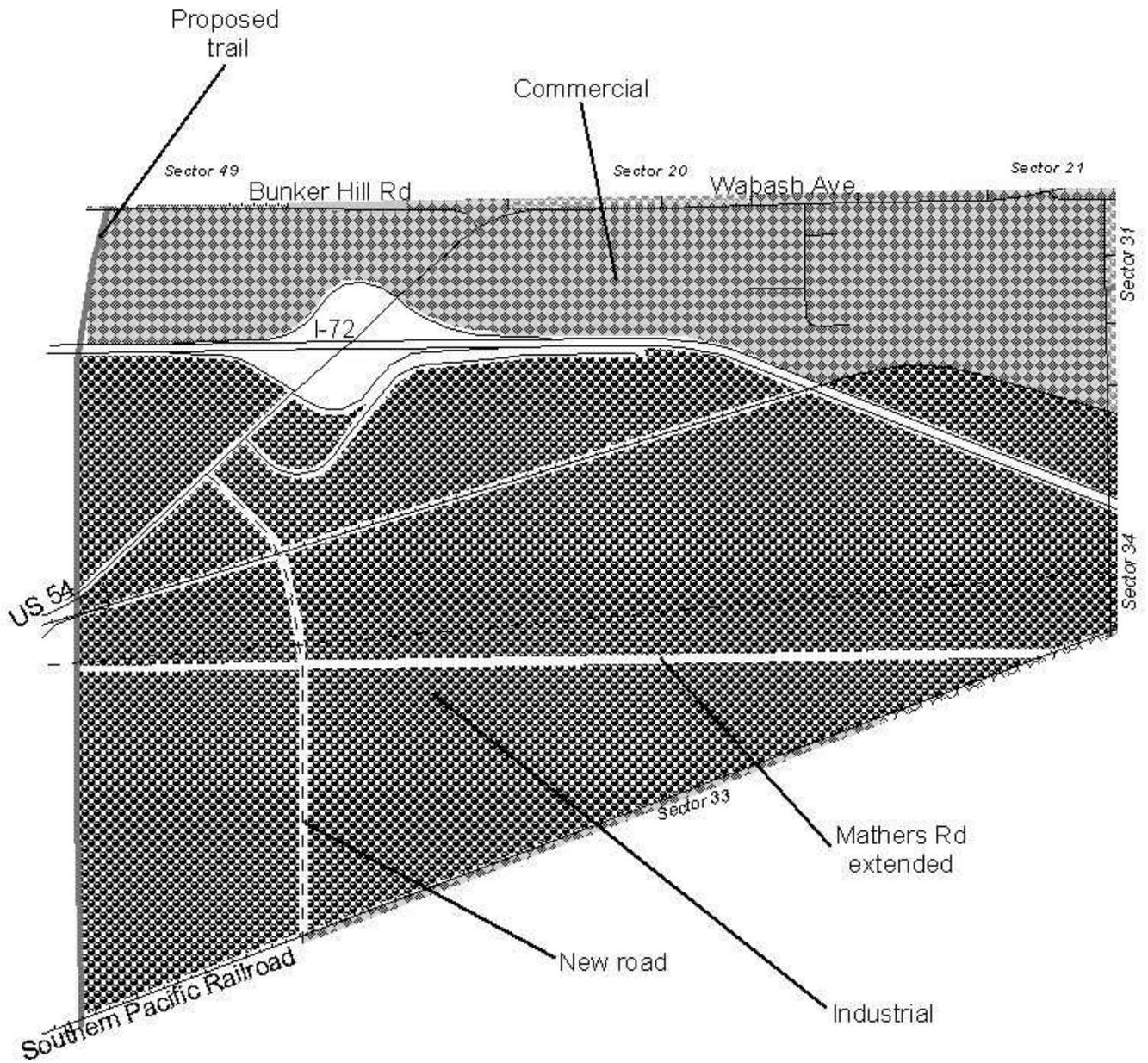
Commercial and office uses currently exist in areas south of Wabash. The entire segment south of Wabash, north of I-72 is proposed for a continuation of these uses.

South of I-72 is all shown as industrial. This area is one of the city's best industrial sites with rail and interstate access. Utilities are adequate for most users. However, the city should upgrade both the sewer and water to the area now in order to be in position to attract major industrial uses.

Two roads are proposed, Mathers Road extended west and a new north/south road south to Spaulding Orchard Road. Continuation of these roads would involve grade separation structures at the railroad and will occur only if major employers locate in this area.

The proposed Sangamon Valley Trail runs along the west border of this sector. This trail corridor is the highest rated trail corridor providing 38 miles of continuous trail from Girard to the south into Menard County to the north.

Sector 32



SECTOR 33

This sector is located in the southwest corner of the proposed Springfield development area and currently is comprised of a developing residential subdivision, scattered single-family houses and farmland. Commercial, which should include some neighborhood service and commercial uses, is proposed on the north side of the sector south of the railroad. Multiple family/office uses are shown on the south side of the new road.

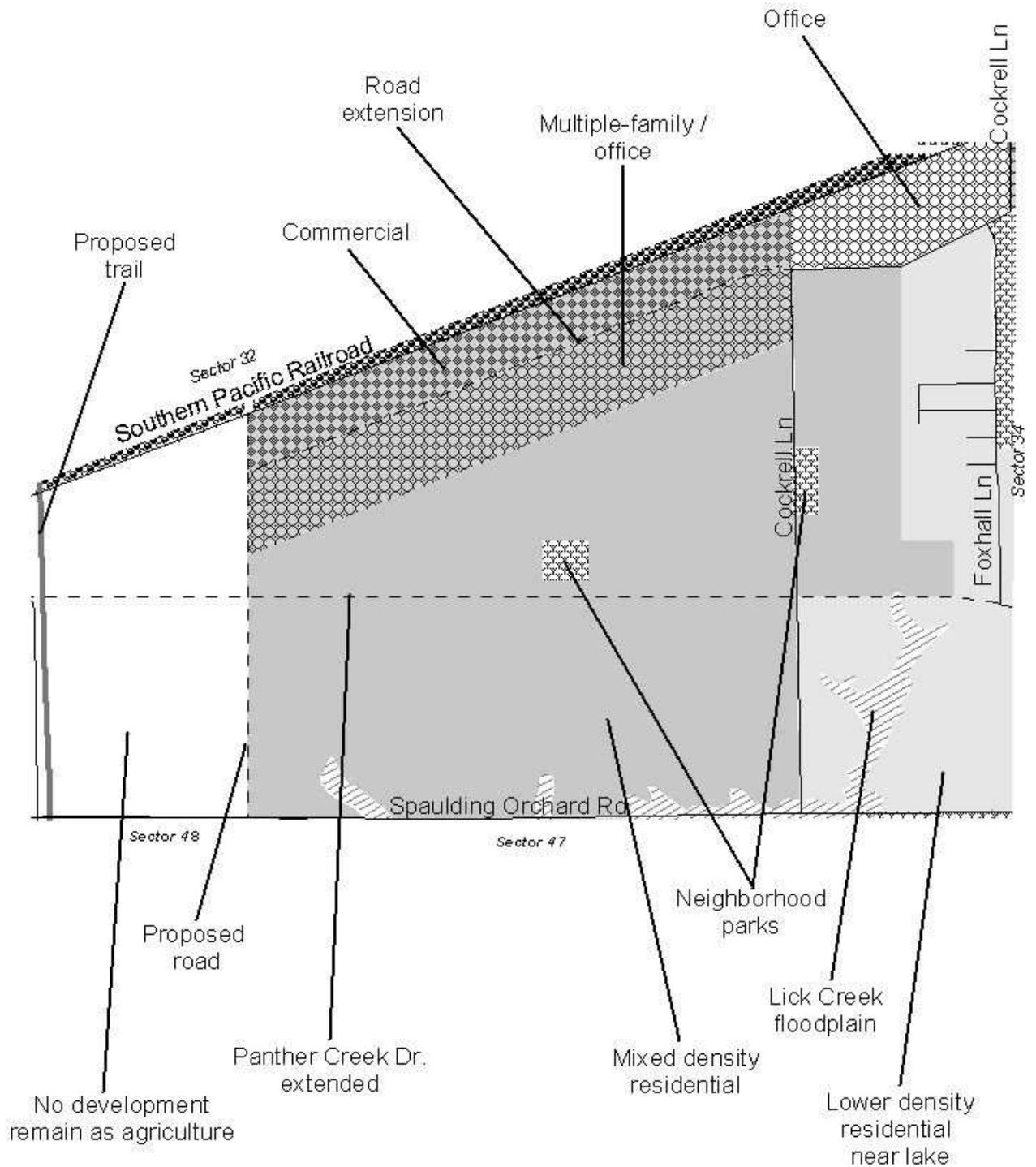
A road network using existing roads, extensions and new roads laid out in a grid system has been proposed. When sewer and water are available, most of the area can be developed at a residential density. However, no development should occur until both public sewer and public water can serve development. Lower density residential is recommended in the southeast part near Lake Springfield to reduce urban runoff into the lake. If properly integrated into a planned development, some neighborhood services would be appropriate.

Two neighborhood parks are proposed. The west park is located to include a small stream and wooded area.

No development is proposed in the west portion of this sector. Sewer and water will not be available within the plan time frame.

The proposed Sangamon Valley Trail is located on the west border of this sector. This trail corridor is the highest rated trail corridor providing 38 miles of continuous trail from Girard to the south into Menard County to the north.

Sector 33

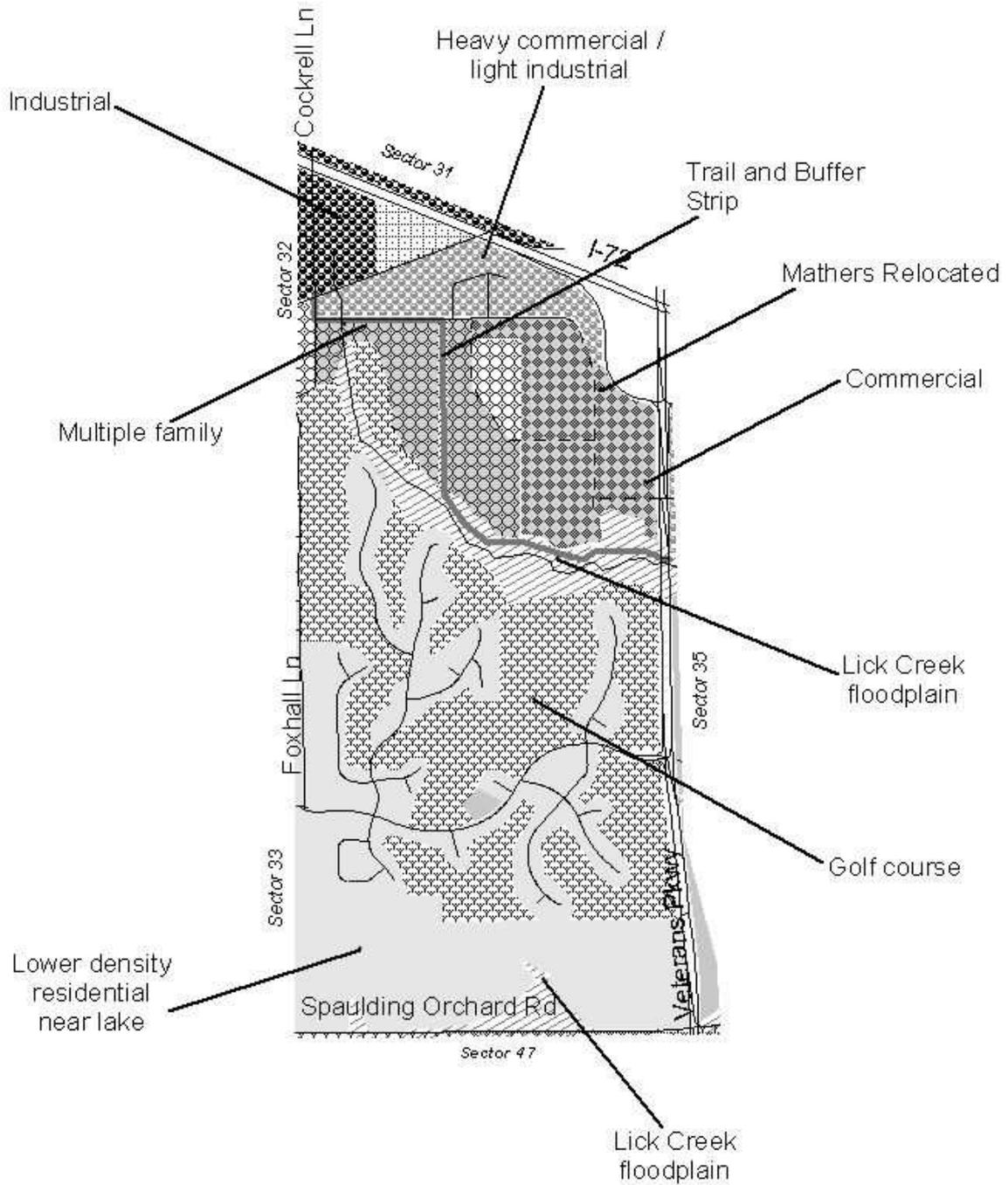


SECTOR 34

The central part of this sector has been developed as a residential golf course community. The southern portion of this sector on the north side of Spaulding Orchard Road is currently comprised of large parcels with houses on wells and private septic systems. No further divisions or developments should occur until public sewer and water are available to serve the area.

There is a large amount of vacant land north of the floodplains. Commercial is recommended at the Mathers Road/Veterans intersection because of the high traffic volume. Mixed density residential is appropriate for the remaining area north of the floodplain.

Section 34



SECTOR 35

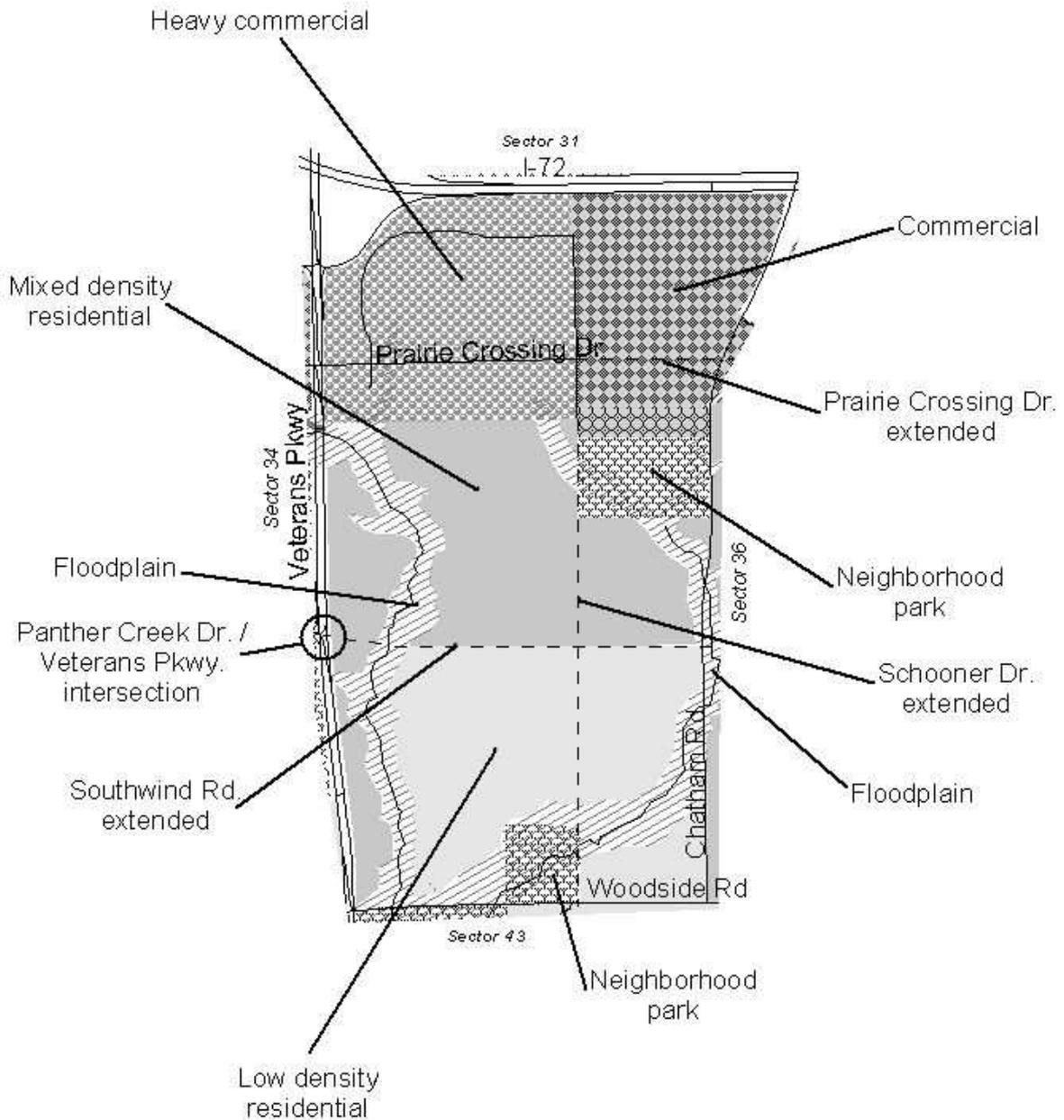
Residential development is proposed as the basic use in the southern 2/3 of this sector. Lower density residential is recommended nearer Lake Springfield with the remainder being developed as mixed density residential. Public sewer, water and drainage facilities must be provided.

Two neighborhood parks are shown located to take advantage of rolling terrain and to preserve stream areas with floodplain. The parks' sizes should range between 10-20 acres.

A continuation of the commercial uses south of I-72 is proposed, however, with the intensity of use lessened to the east. Commercial south of I-72 with multiple family/office on the south to the park is proposed.

Road extensions include Southwind Road extended to meet Panther Creek Drive, Prairie Crossing Drive extended east to Chatham Road and Schooner Drive extended south to Woodside Road.

Sector 35



SECTOR 36

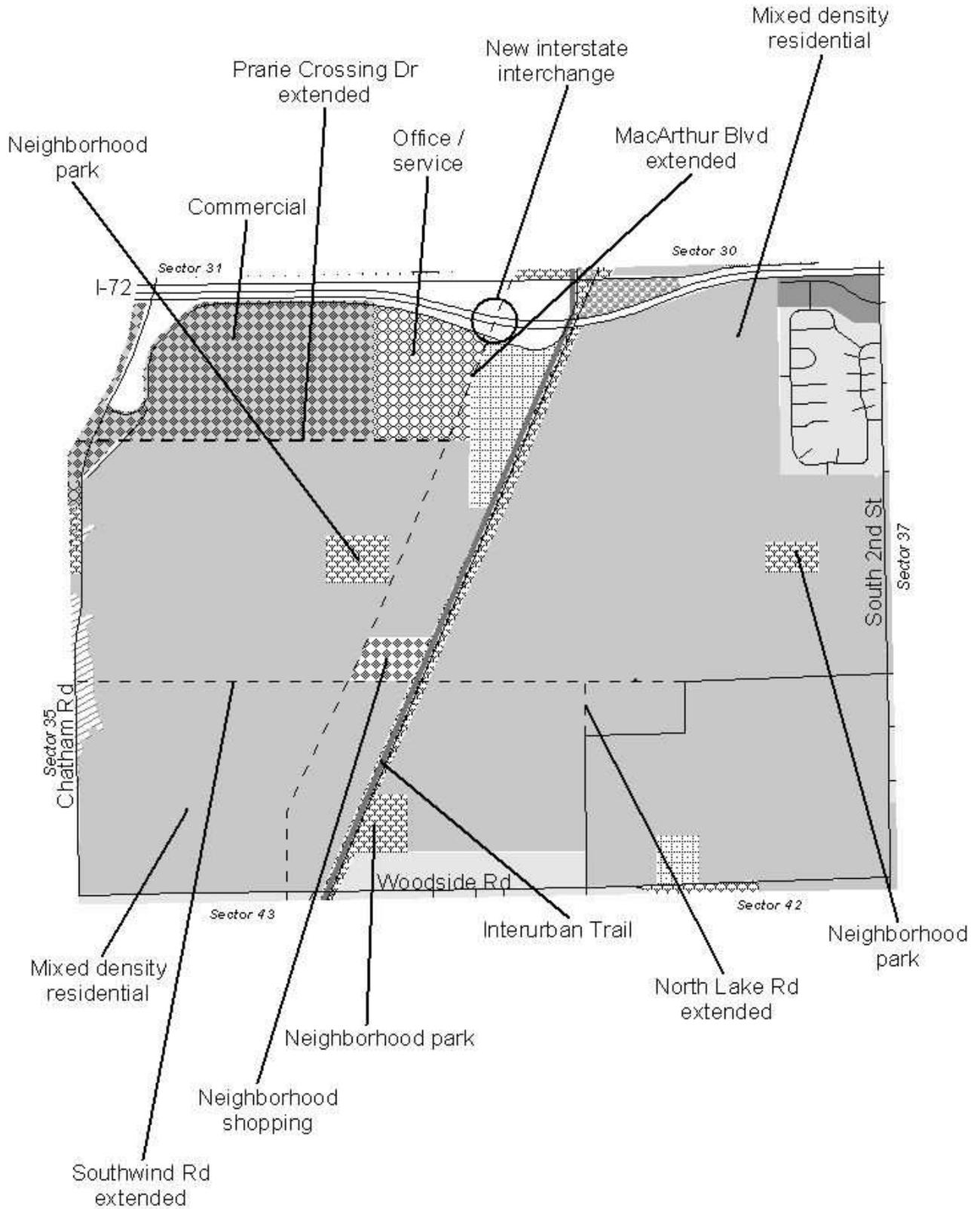
Mixed density residential is proposed for most of this large southern sector. Public sewer and water will be necessary before further development. Large lot development without public sewer and water should be halted. In addition, drainage studies should be conducted and construction of drainage facilities may be needed. Southwind Road should be extended west and MacArthur south to Woodside Road providing a grid street pattern. North Lake Road should extend north to Southwind Road.

Three neighborhood parks are proposed. Again, their locations are proposed to take advantage of some natural features. One provides access to the Interurban Trail which bisects this sector.

A continuation of existing commercial and office/service uses is proposed between Chatham Road and MacArthur extended. However, non-residential uses should not continue east of the trail. Trevi Gardens has started a residential trend on this half.

Neighborhood shopping is proposed at the intersection of MacArthur Boulevard extended and Southwind Road extended. This location will provide trail access to shopping and services also. If properly integrated into a planned development, additional neighborhood services may be appropriate.

Sector 36



SECTOR 37

There is an existing industrial park with heavy commercial/light industrial uses in the northeast quadrant of this sector with some vacant areas for expansion. 11th Street will provide improved access to this area. An open space buffer should be provided adjacent to the residential areas.

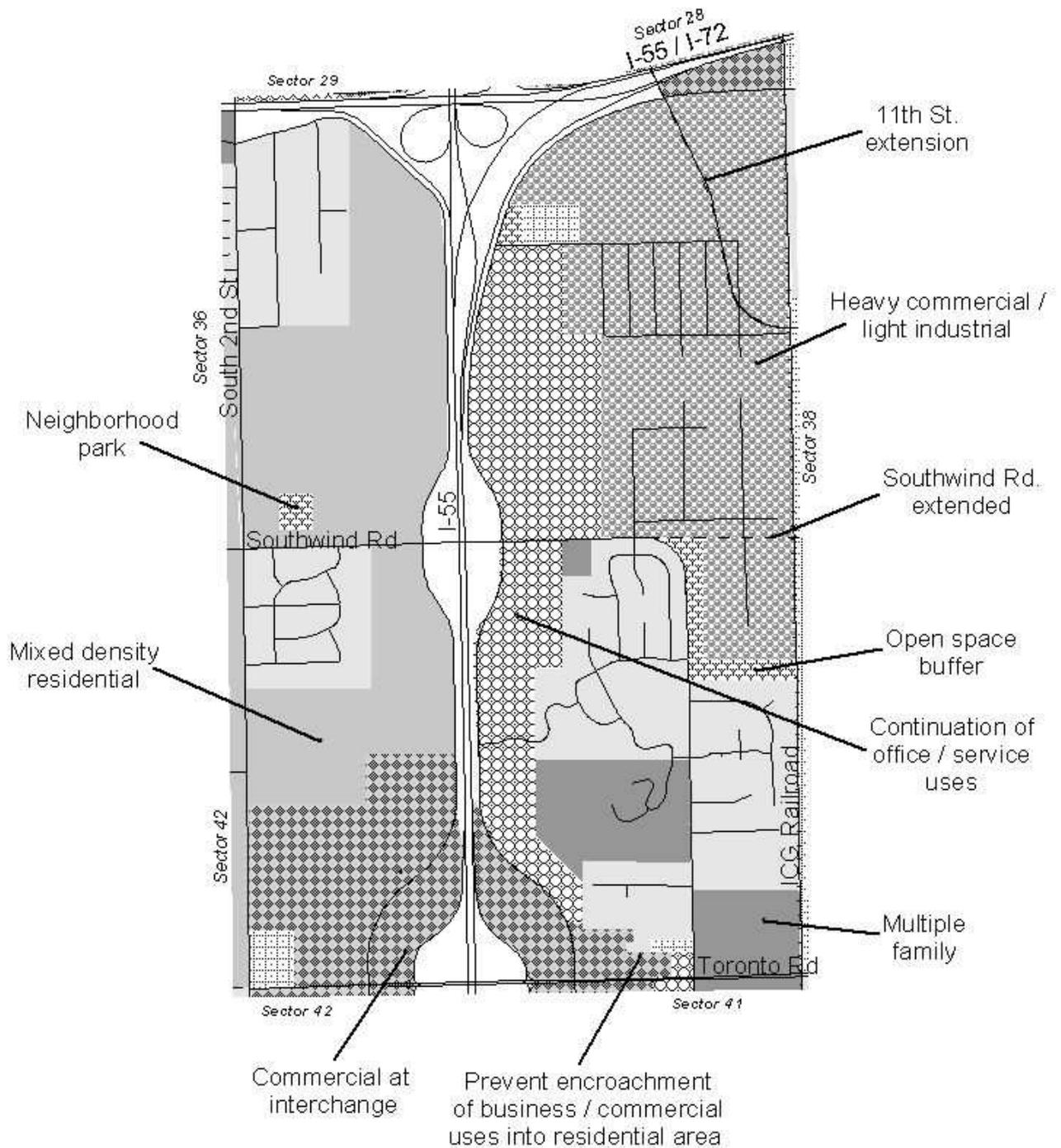
The southeastern area contains a mixture of housing types, office/service uses and commercial uses. Office/service should continue along the east side of the interstate with commercial development closer to the Toronto Road interchange. The remaining land can develop as medium density residential.

The only major street improvement recommended in this area is the extension of Southwind road east to intersect 11th Street. An interstate interchange at Southwind Road is also a consideration. Pedestrian and bicycle access to employment, shopping and services in this area is poor. Sidewalks are needed along all major streets.

Some commercial uses are proposed on the west side of I-55 near the Toronto Road interchange and existing commercial development. The remaining vacant area can develop at a mixed residential density. Drainage problems must be addressed during development. A neighborhood park is proposed in the northwest sector.

Large lot residential development without public sewer and water should not be allowed.

Sector 37



SECTOR 38

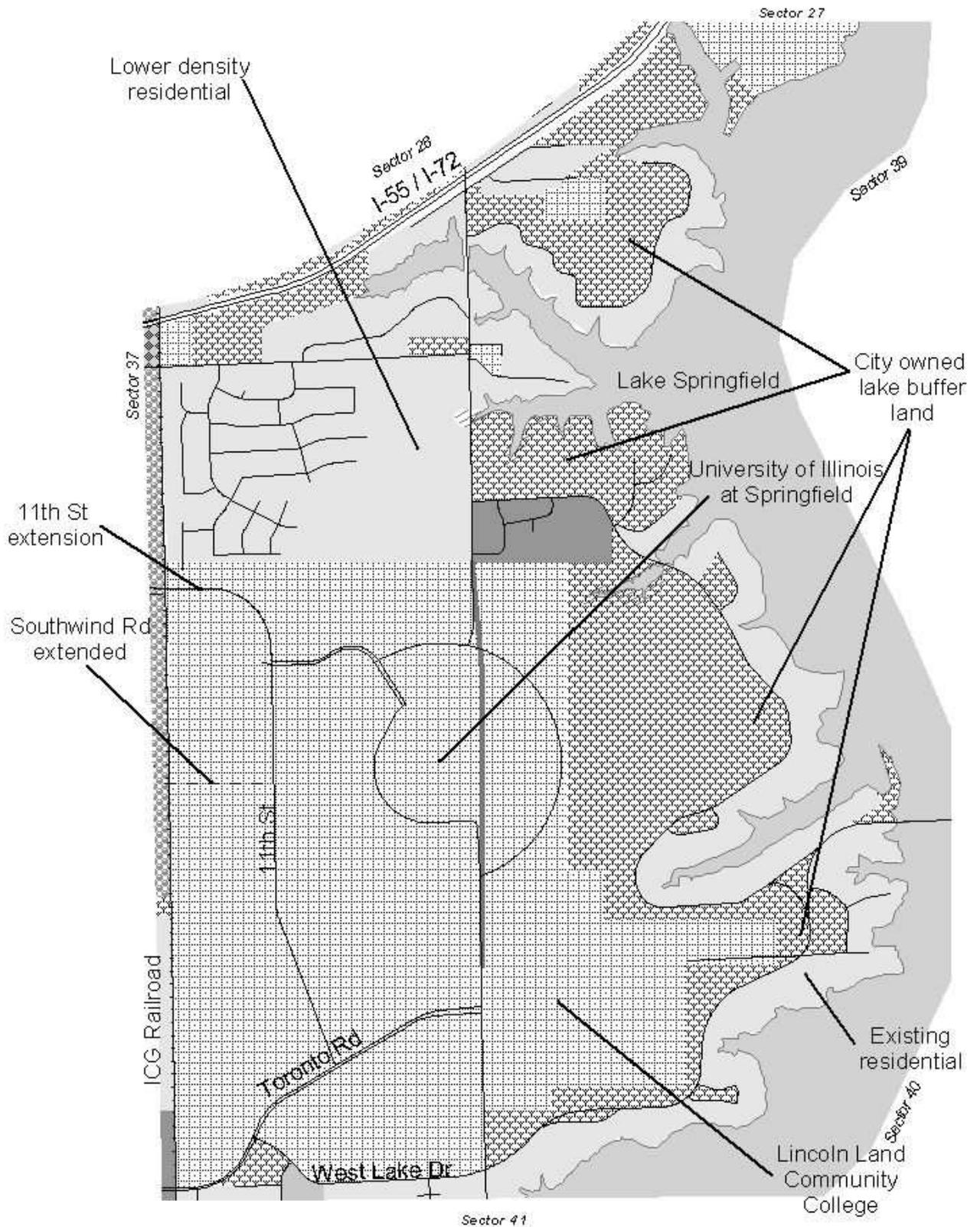
Although there is a lot of undeveloped land in this sector, the southern 2/3 is under control of either the Sangamon State University Foundation, the Lincoln Land Community College Foundation or the Capital Area Career Center.

In the northern third of this sector, the area next to Franklin Park Subdivision can develop as lower density residential when sewer is available.

The growth of the educational institutions has created traffic pressures in the area. 11th Street is or soon will be open to the University of Illinois at Springfield. Southwind Road also can be extended east to 11th Street to provide alternate routes to and from the college area. Pedestrian and bicycle access to the educational facilities is poor. Sidewalks are needed along all the major streets.

Depending on the growth of its on-campus housing, UIS may want to allow development of a neighborhood commercial/service center on campus. Public/private office/research centers could also be a compatible use of university land in this area.

Sector 38



SECTOR 39

Lake Springfield and lake parks comprise the west part of this sector. A trail around Lake Springfield is proposed. When sewer and water are available, the northeast quadrant can develop at a mixed residential density. A neighborhood park is proposed in this area. A green belt is proposed along Panhandle Eastern's gas transmission mains. Existing easements currently prohibit construction and most uses around the pipeline.

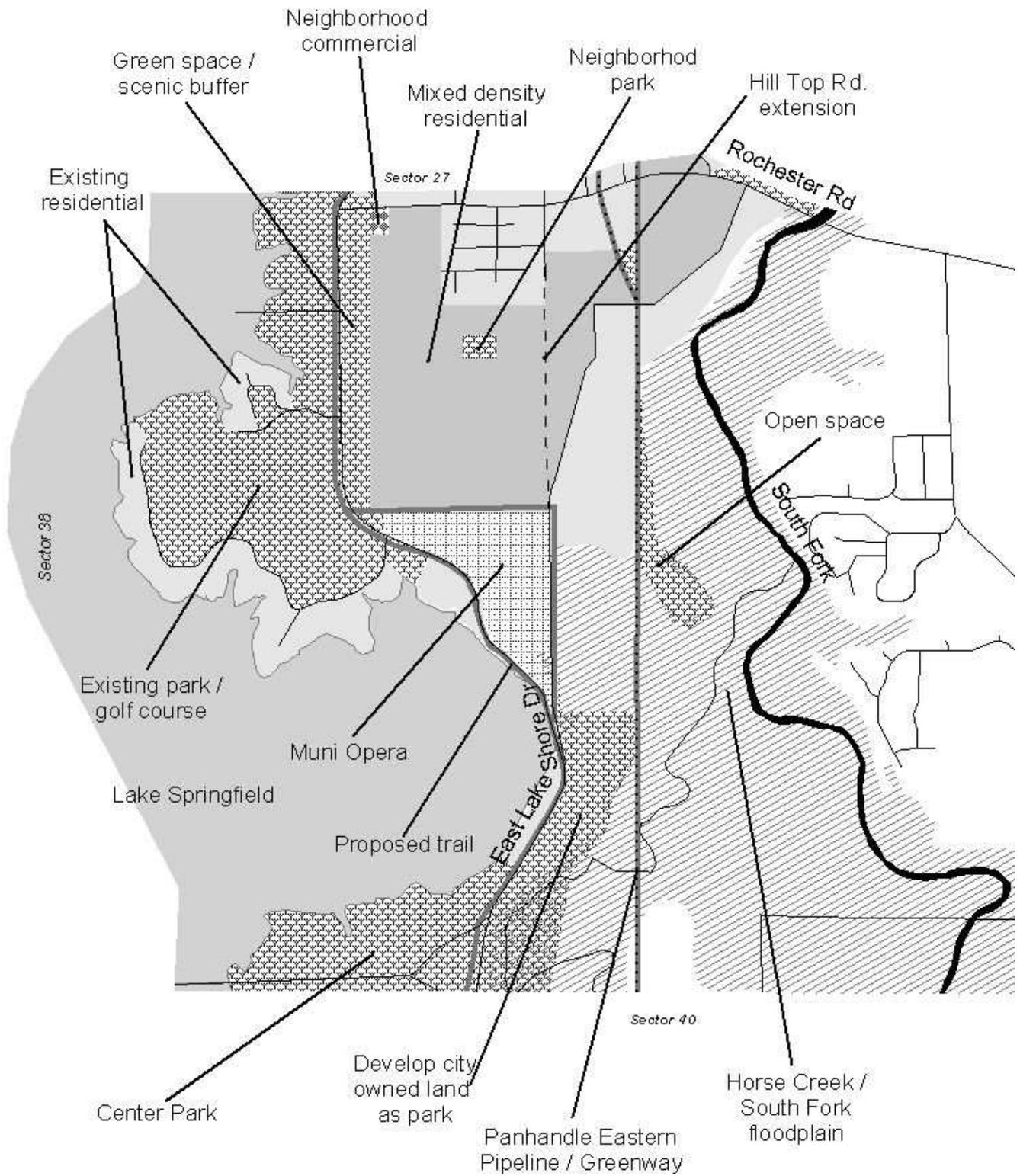
Floodplain from Horse Creek and the South Fork prevent the east part from being developed. The South Fork provides a boundary between Springfield and the Village of Rochester.

The extension of Hilltop Road south as shown is proposed. The intersection with Woodhaven Road would be realigned to provide a safe intersection.

No additional development should be allowed in the sector without public sewer and water.

City owned lake buffer land near Horse Creek should be developed into a park to relieve some of the pressure from Center Park.

Sector 39



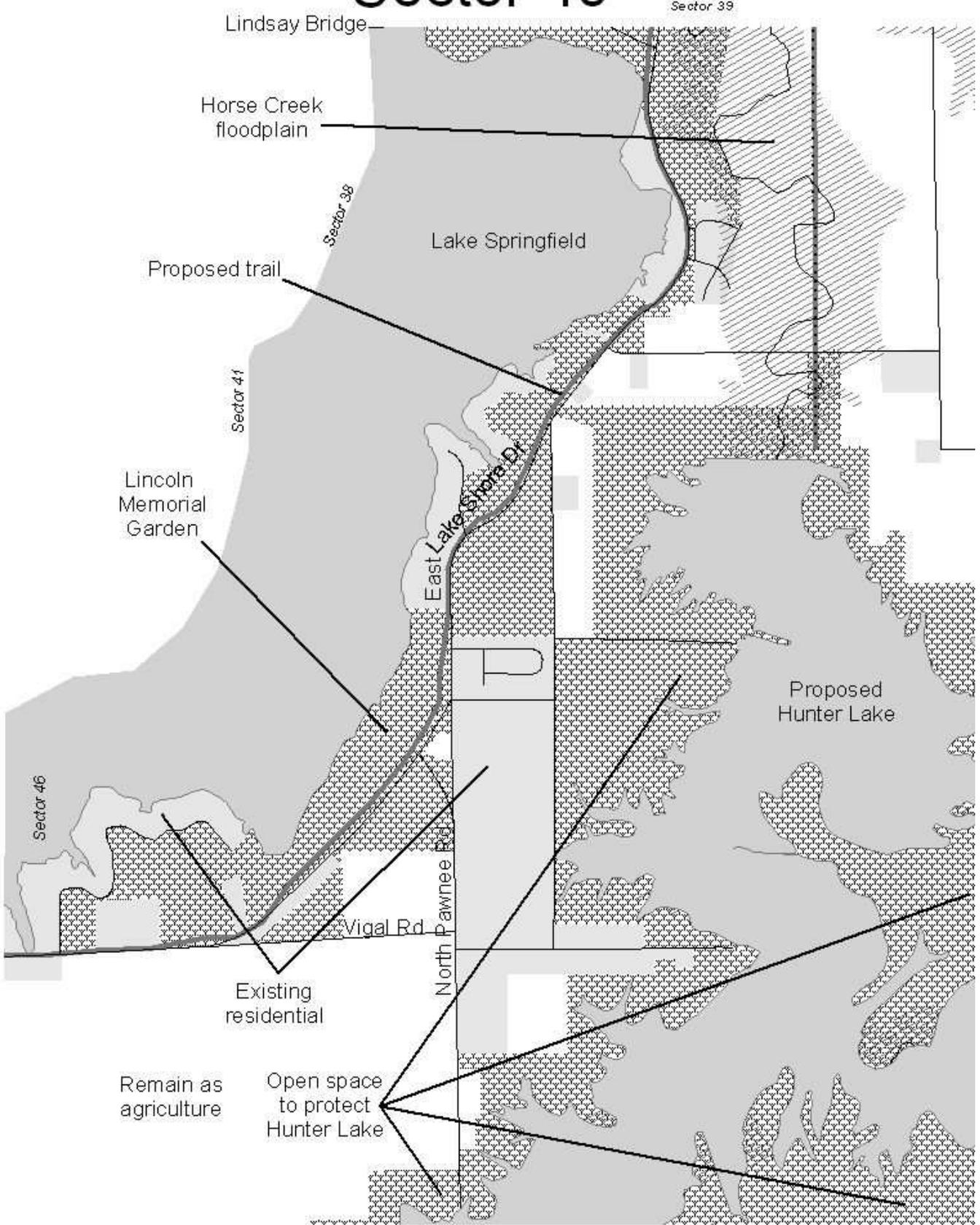
SECTOR 40

No additional development is proposed in this sector. Sewer is not available and the public water supply is marginal.

The proposed trail around the lake continues through this sector.

The proposed Hunter Lake to augment the city's water supply is located in this sector along with the proposed open space to protect the lake's shoreline. No additional development is planned or desired near Hunter Lake at this time. Future development in the Hunter Lake area must have full city services. Expansion of sewer and water into this area is not planned during the time frame of this plan.

Sector 40

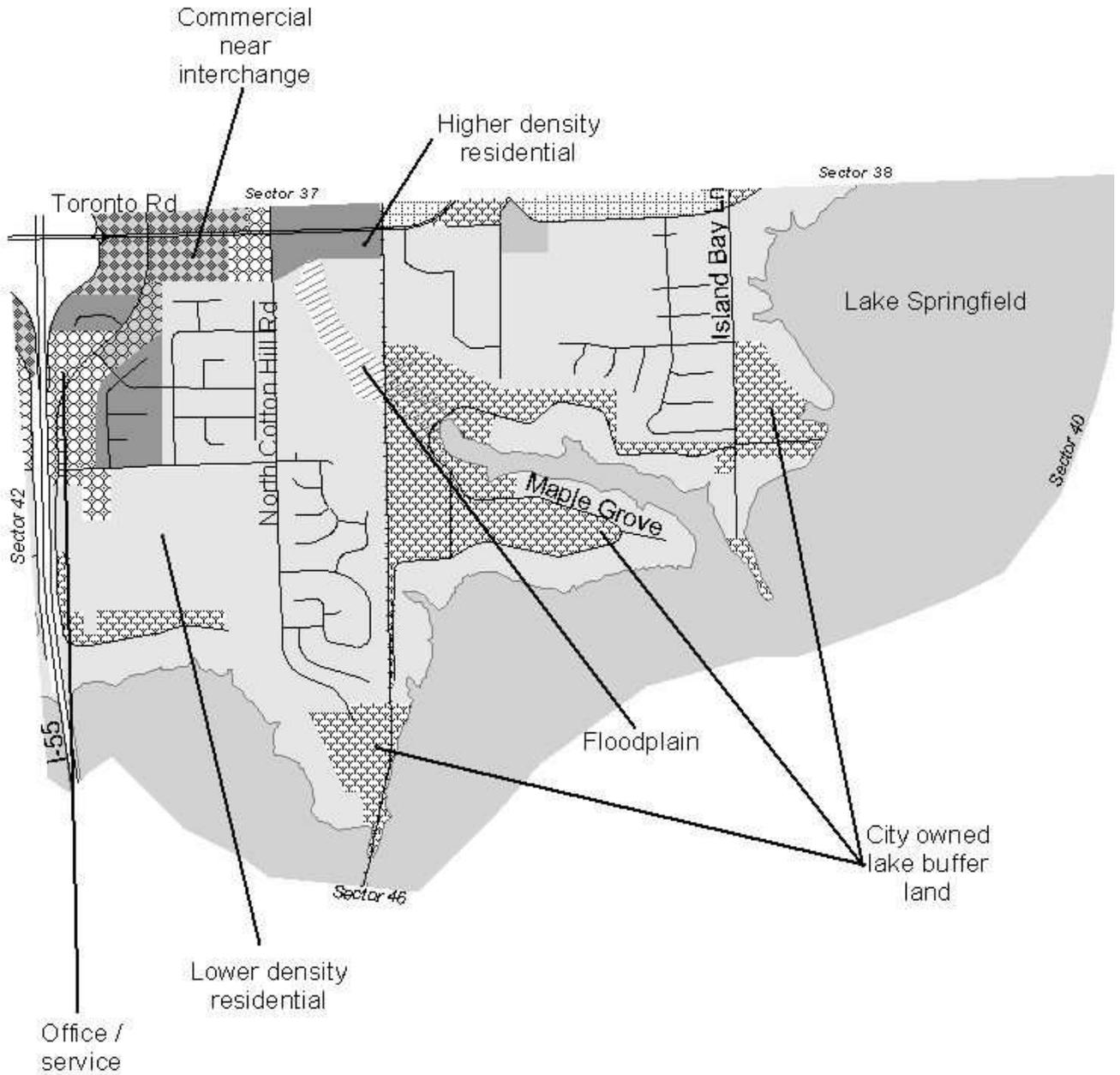


SECTOR 41

The majority of this sector is already developed or development plans have been approved since the last plan. Excluding land at the intersection of Hoechester Road and South 6th Street Frontage Road, land south of Hoechester is vacant and should be developed as lower density residential to reduce runoff into Lake Springfield. Large lot development without public sewer and water should not be allowed.

There is an existing business use at Crows Mill Road and West Lake Drive. A residential use would be appropriate if the current use ends.

Sector 41



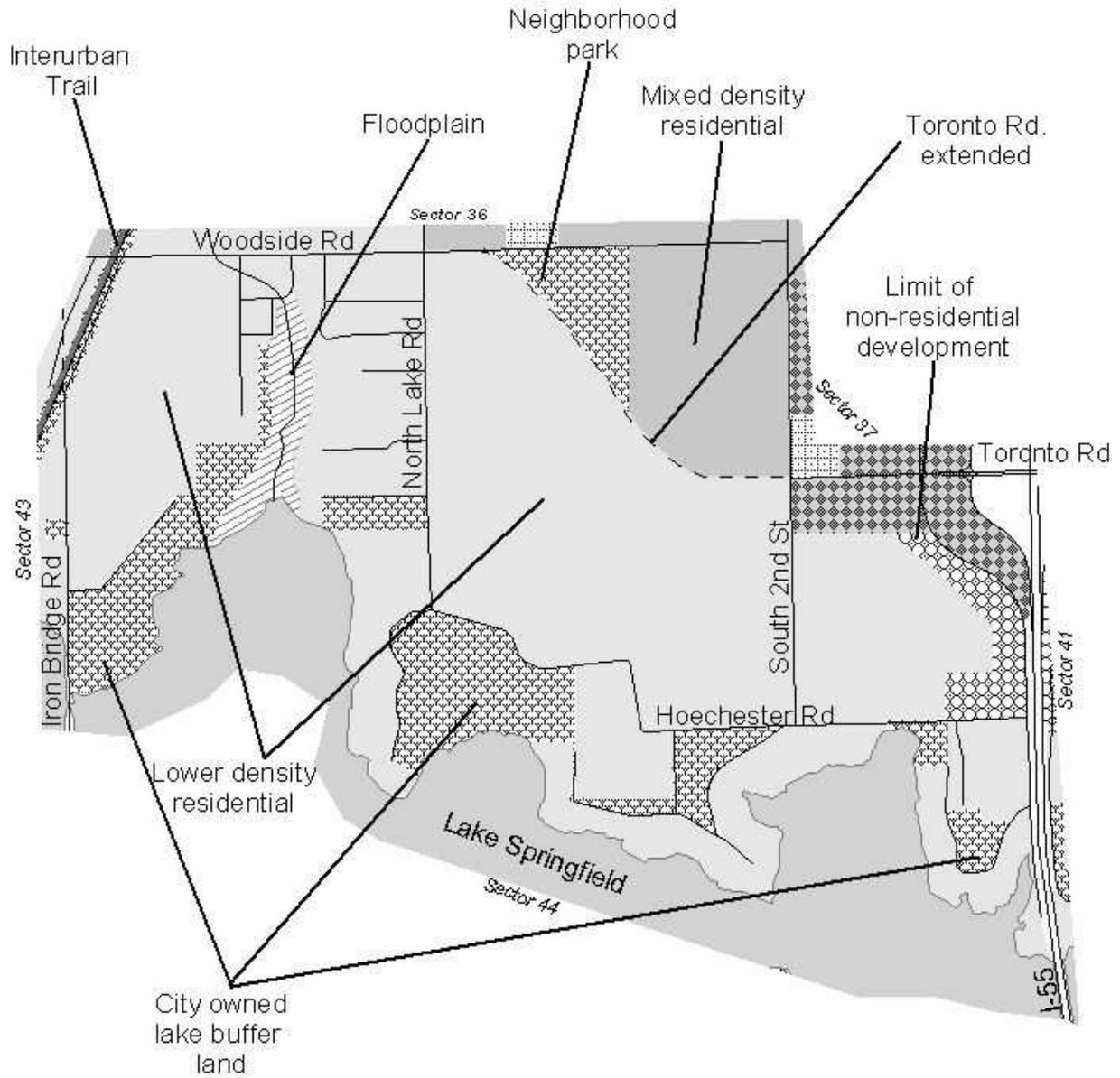
SECTOR 42

Lower density residential is proposed for most vacant areas in this sector due to the proximity to Lake Springfield. A neighborhood park at the corner of Toronto Road extended and Woodside Road is recommended. The extension of Toronto Road to Woodside Road should improve traffic flow. Sidewalks are needed along all the major streets in this sector to provide safe pedestrian circulation between the commercial areas along Toronto Road and the residential areas.

An expansion of office uses near the interstate interchange is recommended to provide a buffer to residential areas.

Large lot building without public sewer and water should be stopped in this sector.

Sector 42



SECTOR 43

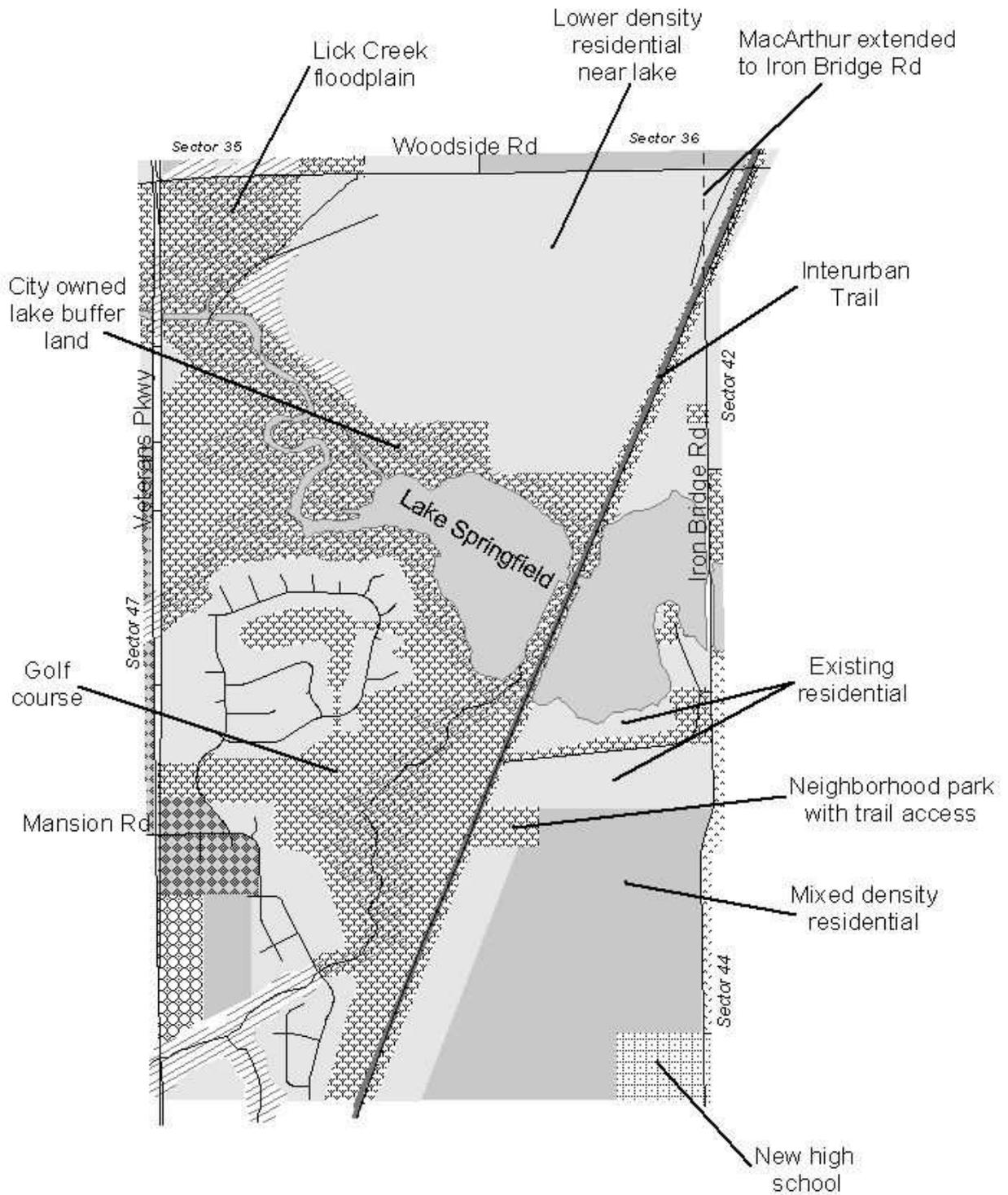
Lower density residential is proposed in the northeast part of this sector near Lake Springfield when sewer is available.

The west portion south of the lake is currently developing as a residential golf course community.

The east portion may develop residentially when sewer and water are available. A neighborhood park with trail access is recommended. Lower density is recommended near the lake.

No further building should take place in this sector without public sewer and water.

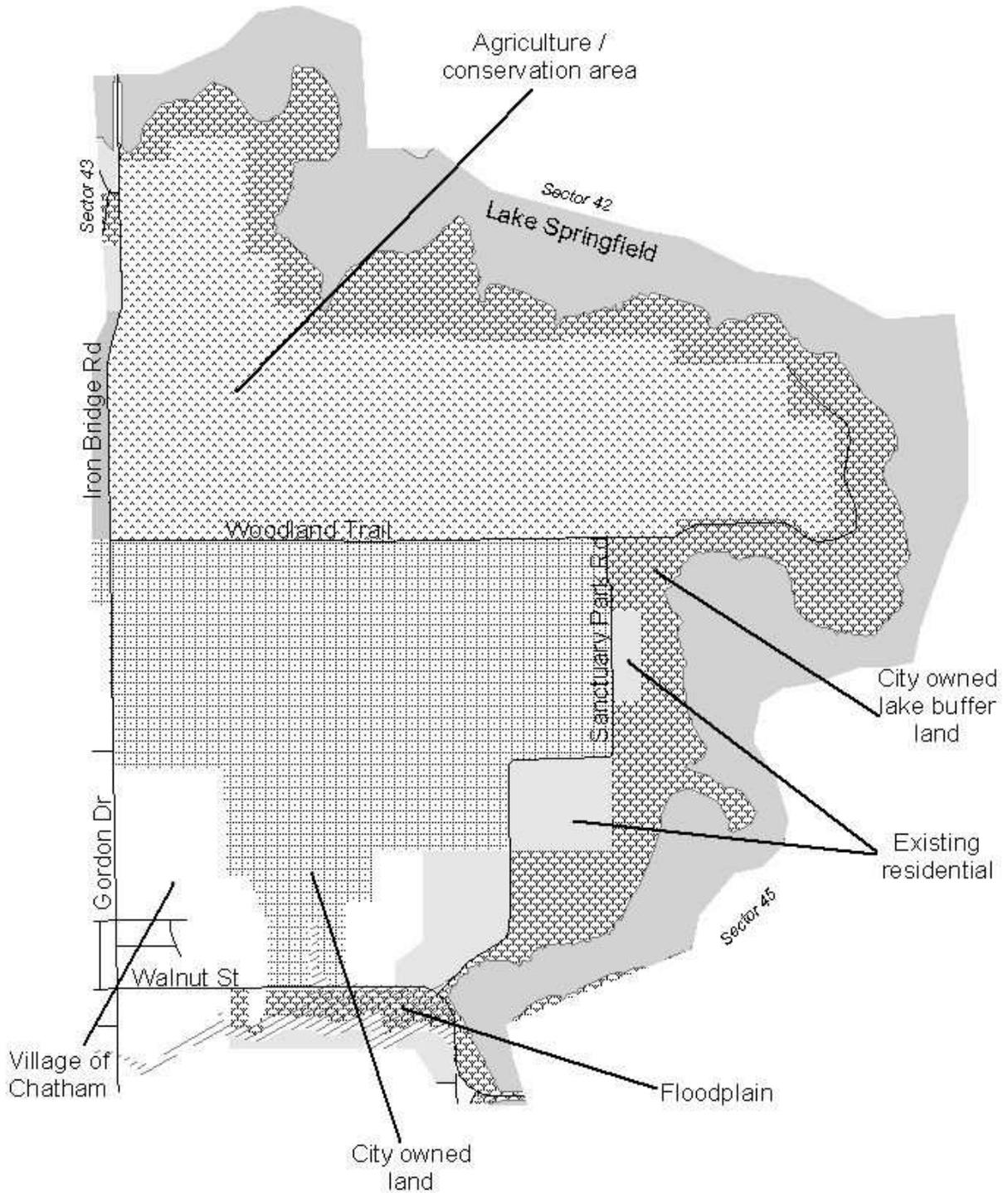
Sector 43



SECTOR 44

No additional development is proposed in this sector. A large portion of this sector is comprised of City of Springfield owned land – either lake buffer land or the former holding site for Lake Springfield dredged material. This site should be kept undisturbed and can be used for future dredging uses or conservation uses. The area south of Lake Springfield has marginal public water availability and no sewer. This area should remain in agriculture because adequate services are not available and it provides a buffer between Springfield and the Village of Chatham.

Sector 44



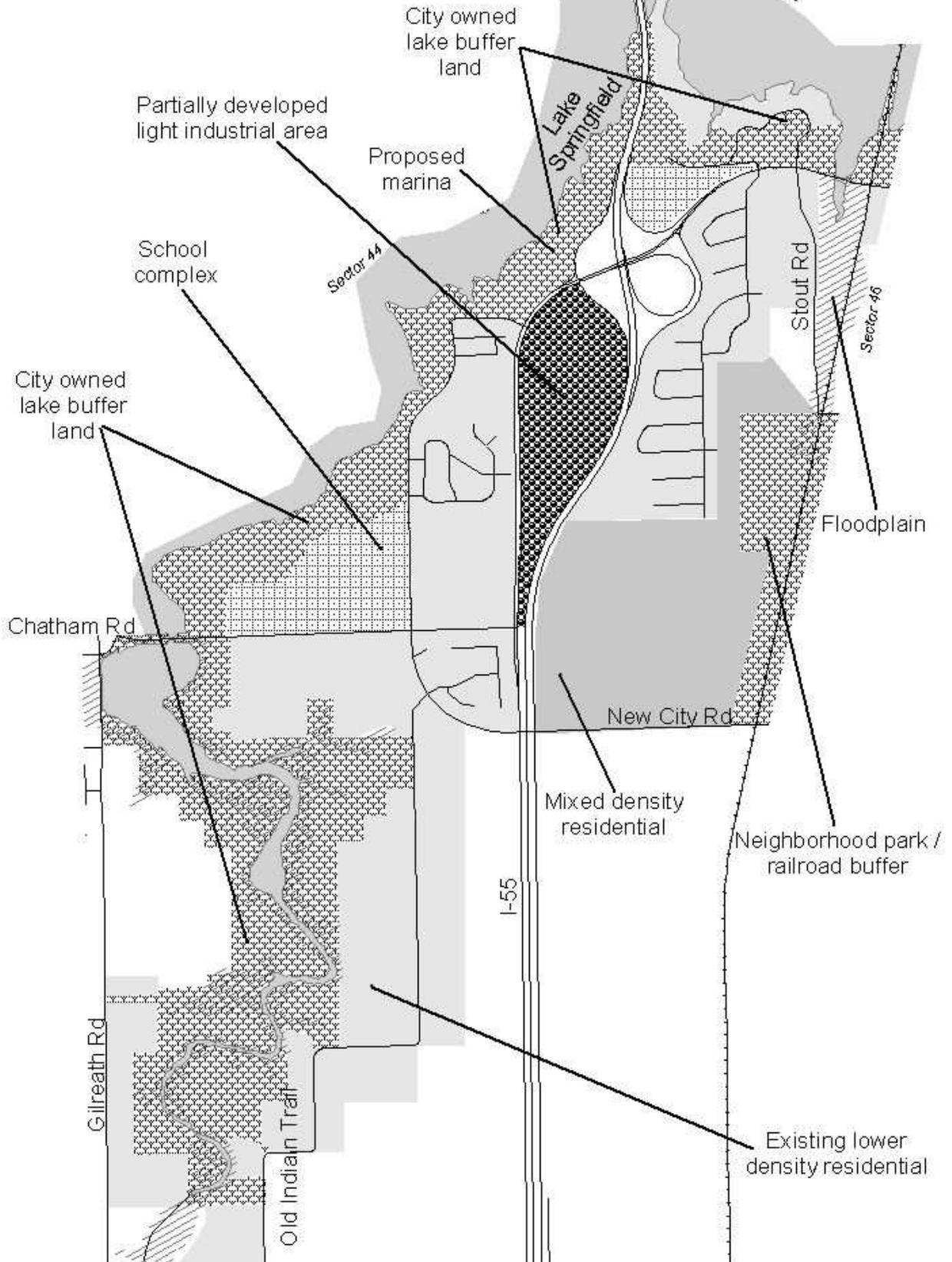
SECTOR 45

This sector contains the southern part of Lake Springfield extending into Sugar Creek. Septic system development must stop in this area because of the potential to pollute Lake Springfield. No additional large lot development should occur. A marina and mixed use area providing support services is proposed in this sector.

Public sewer and water can eventually serve the area south of Hunting Meadows. This area can develop as mixed density residential. Any residential development on sewer west of I-55 should be lower density to reduce runoff into the lake.

The southeast quarter of this sector will remain agriculture.

Sector 45

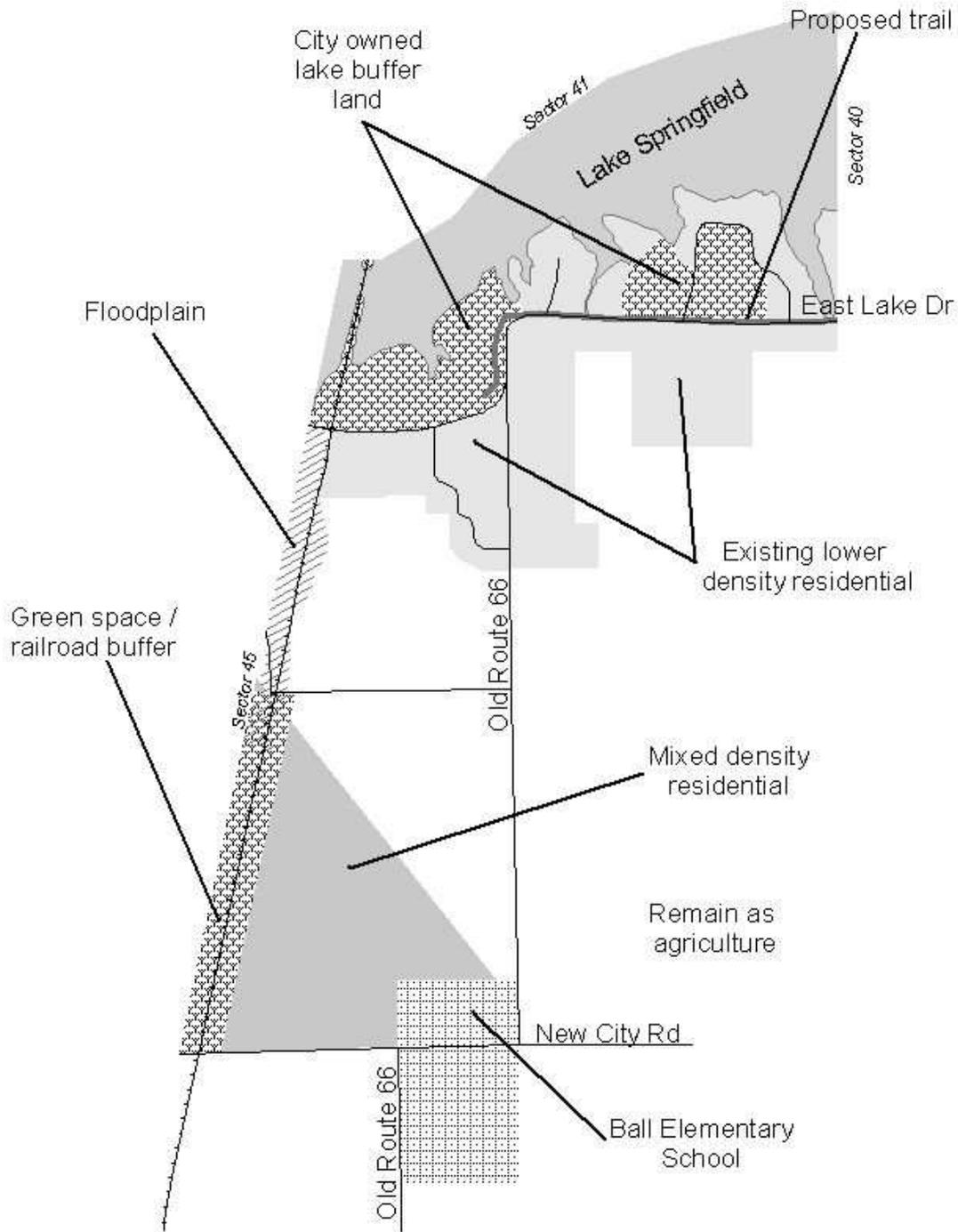


SECTOR 46

Public sewer will only be available to serve the area denoted mixed density residential in the southwest quadrant of this sector near Ball Elementary School. No sewer is projected to serve the remainder of this sector.

No additional development is proposed. Large lot housing should stop if public sewer and water are not available.

Sector 46



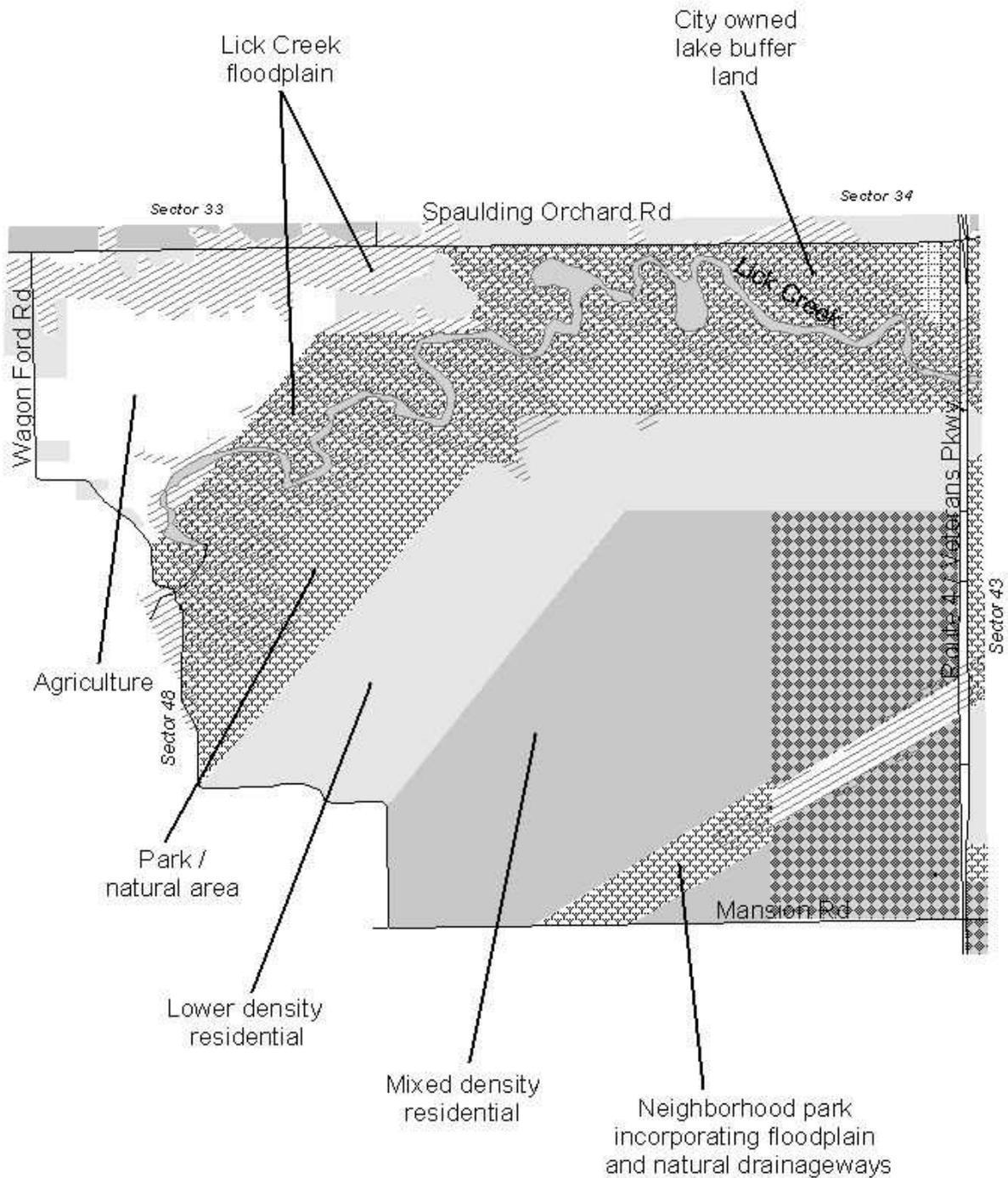
SECTOR 47

This area is bisected by Lick Creek and its floodplain. The city owns a large amount of protective buffer land in the northeast. This protected area should be extended southwest as the area develops through conservation easements and developer donations.

The area south of Lick Creek can develop. Public sewer and water are available. Lower density residential should be next to the floodplain to reduce runoff with mixed density appropriate away from Lick Creek.

Floodplain and major drainage ways should be conserved and incorporated into a park. Commercial is proposed north of Mansion Road. Strip commercial development along Veterans Parkway should be prohibited.

Sector 47

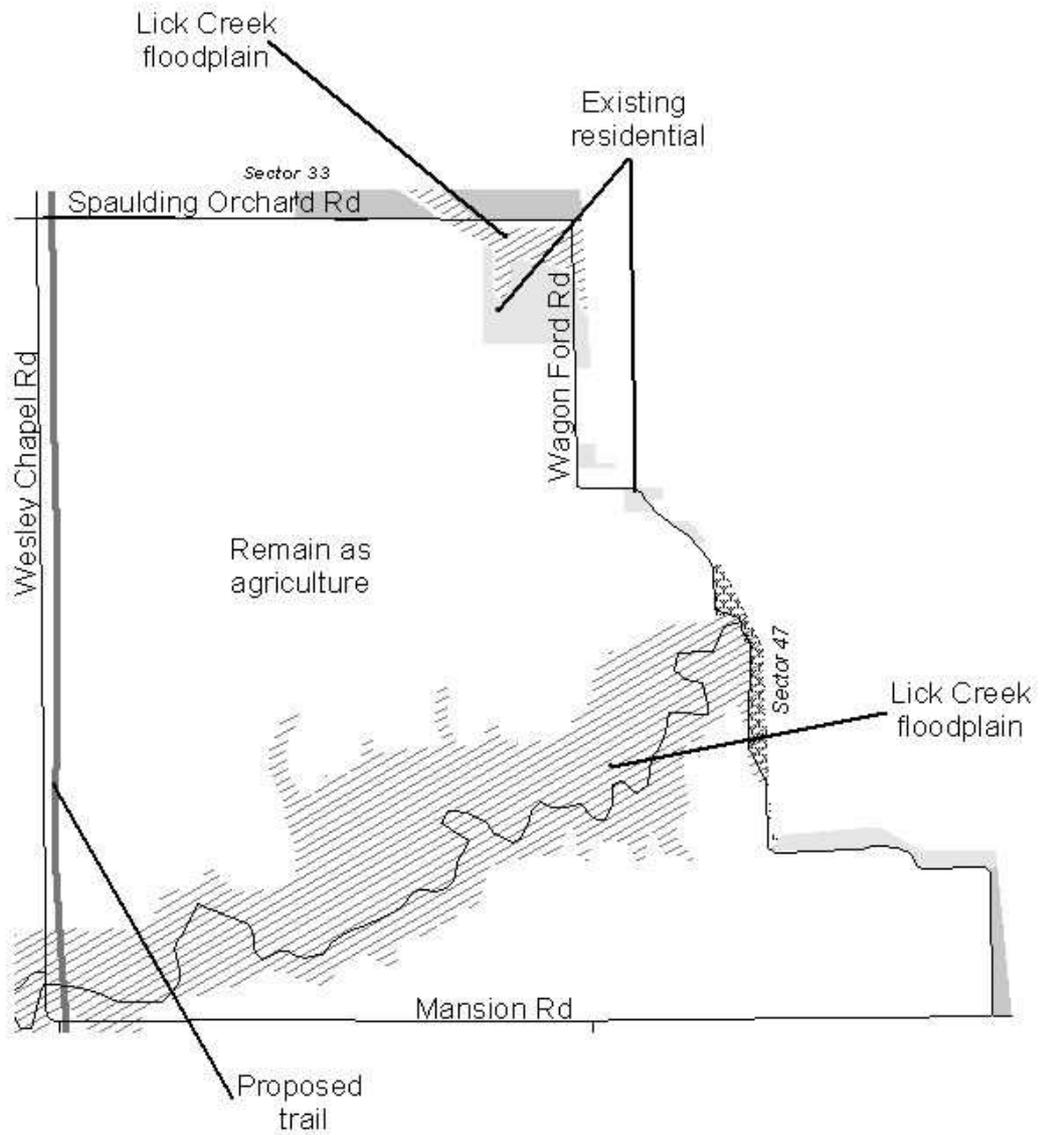


SECTOR 48

No development is proposed in this sector. Public sewer and water are not available. The area should remain in agriculture use. No large lot residential development should be allowed to occur.

The proposed Sangamon Valley Trail runs along the west side of this sector along the abandoned railroad. This trail corridor is the highest priority trail corridor providing 38 miles of continuous trail from Girard to the south into Menard County to the north.

Sector 48

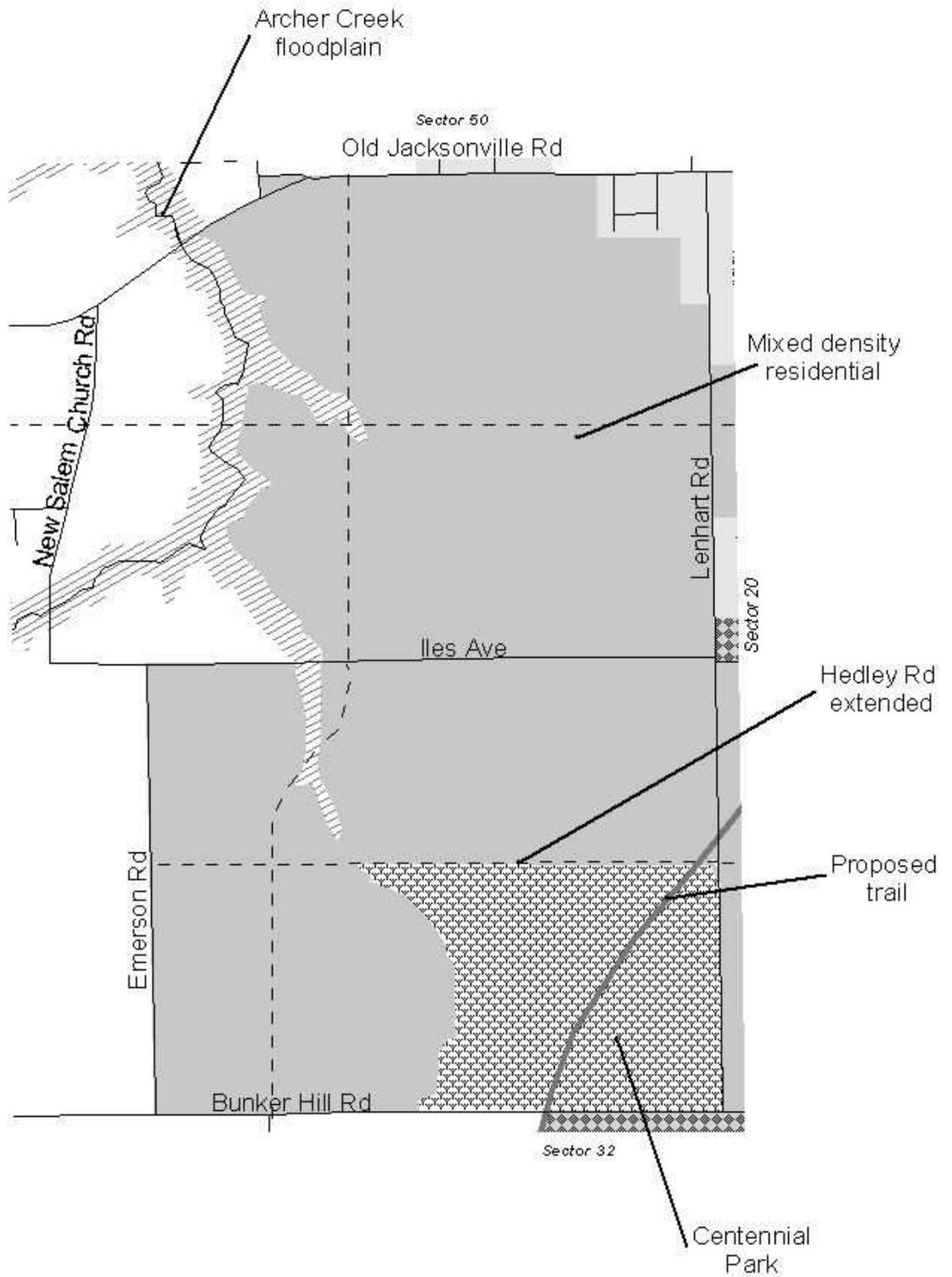


SECTOR 49

Residential development in the area anchored by a new 100 acre park is the proposed use. Some of the area can develop now with pump stations to facilitate sewage disposal. However, future development will depend on the construction of a new Springfield Metro Sanitary District treatment plant. Any further development without public water and sewer should stop.

The proposed 38 mile long trail bisects the southeast corner of this sector. The trail will provide an excellent opportunity for pedestrian circulation between the park and the adjoining residential areas. The trail corridor extends from Girard to the south into Menard County to the north.

Sector 49



SECTOR 50

Development potential in this sector is limited. Public sewer is available only to the two residential areas shown. The remainder of the sector should remain in agriculture. Construction of a new Springfield Metro Sanitary District treatment plant is necessary before further development can occur. The area near Spring Creek is one of the two locations the Springfield Metro Sanitary District has indicated as a possible site for a new treatment facility. A new treatment facility in this location would tremendously expand the area the Springfield Metro Sanitary District is capable of serving.

Sector 50

