

THE VILLAGE OF CURRAN

COMPREHENSIVE PLAN



Prepared for the Village of Curran by the
Springfield-Sangamon County Regional Planning Commission



LETTER FROM THE EXECUTIVE DIRECTOR

April 26, 2012

Dear Mayor Mathis, Trustees, and Citizens of Curran:

In conjunction with Village Zoning Chair Sam Luckey, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) is pleased to present this comprehensive plan. It has been an honor and pleasure to work with the leadership and citizens of Curran in the development of this plan, which we believe offers long-term guidance for the maintenance and enhancement of areas critical to the Village's successful growth and development.

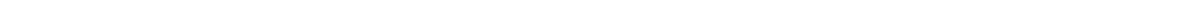
From the very inception of the planning process, all of those involved endeavored to incorporate the perspectives and desires of Village residents in the development of the plan. During the summer of 2011, for example, residents responded to a community survey to gather their opinions concerning both the opportunities and challenges Curran faces over the next 20 years. On November 17, 2011, residents of the Village of Curran were offered yet again the opportunity to provide input into the plan at a public meeting. During this meeting, residents reviewed and commented on the survey results and existing land uses, and also commented on a conceptual design for proposed future land use which SSCRPC staff had created based on community survey results and the recommendations of village officials.

As a result of this dialogue and the information gathered, the SSCRPC developed this plan, which shows the Village's past and present conditions, and highlights scenarios that the Village can pursue to further enhance the community in the years to come. We are hopeful that this comprehensive plan will meet the needs of the Village of Curran over the next 20 years.

The SSCRPC thanks you for the opportunity to participate in building Curran's future.

Sincerely,

Norm Sims, Executive Director
Springfield-Sangamon County Regional Planning Commission



COMPREHENSIVE PLAN TAKE-AWAYS: SUMMARY OF MAJOR THEMES

The comprehensive plan for the Village of Curran contemplates many goals for the community's long-term success, which are discussed thoroughly in the "Implementation" section of this plan. However, three over-arching themes represent key 'take-away' points for the Village to consider as implementation efforts unfold. These themes are flagged wherever they appear throughout the plan.



1. Despite having been incorporated only seven years ago, the Village has many unique opportunities arising from its geographical strengths. For example, it has all the benefits of being located near Springfield, allowing Curran's residents to have access to the amenities and commercial opportunities that a larger metropolitan area offers, yet still able to retain a "small town" feel within the Village itself. It is located near I-55 and I-72, providing it with excellent regional and interstate transportation access. It is also located adjacent to the developing Sangamon Valley Trail, providing ready access to a significant regional recreational amenity. Curran should take advantage of its [geographical strengths](#) while being aware of its geographical and locational difficulties.

2. The Village of Curran's future growth is largely dependent upon the availability of public sanitary sewers. Curran should work to attract funding for sewers in two ways: encouraging commercial development that would lead to cost sharing in public sewer system development, and applying for infrastructure grants and entertaining other forms of financial assistance. Many of Curran's other economic and community development goals can only be successful if Curran gains [access to a sanitary sewer system](#).

3. The Village of Curran faces competition from other small towns and communities near Springfield, many of which function as "bedroom communities" providing the area with an extensive mix of residential housing. In order to develop a competitive standing, Curran should [promote development within a market niche](#) of new housing stock in an affordable price range, all while continuing to address the other take-away points above. The potential for additional residential growth is enhanced by the Village's geographic location and easy access to near-by amenities, but limited by its lack of access to sanitary sewers.

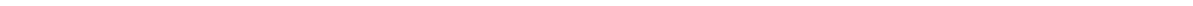




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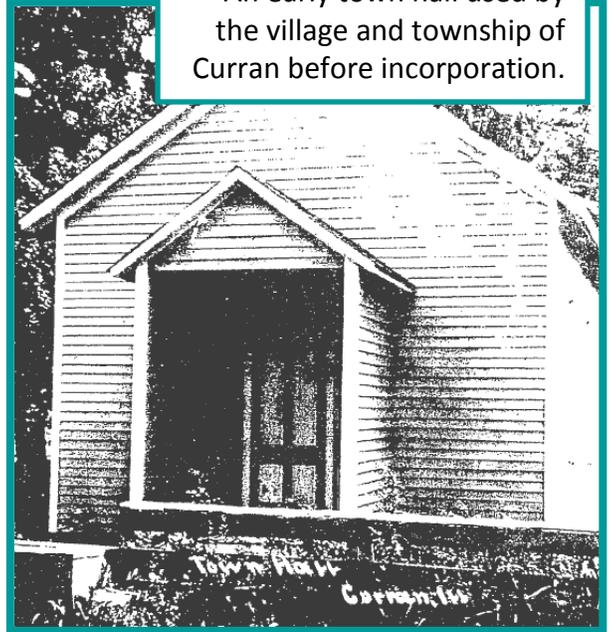
VILLAGE HISTORY

Early in the history of Illinois, a community developed a few miles to the south and west of the City of Springfield. In 1835, this village was officially founded as Curran, though it would not be incorporated until 2005.

The village and surrounding township are named after General Isaac B. Curran. General Curran owned a jewelry store on the south side of the early village's main square. Curran was a prominent figure in early Illinois history, and had broad interests in addition to his jewelry business, including railroad investments. Some of his descendents continued to live in the Springfield area following his death (*Journal of the Illinois State Historical Society, 1978*).

Although unincorporated, Curran and its residents took part in a number of important local issues throughout the nineteenth and twentieth centuries. Curran had its own elementary school and school district until the late 1950s, when it was incorporated into the New Berlin School District. Often during this time period, a group called the Curran Improvement Committee, which by the mid 1900s was a nine-member group, advocated for local interests. For instance, in the mid-1960s, residents of the township took part in efforts to create by referendum the Curran-Gardner Water District, finally completing the construction of water mains in the area in 1970. The village also took part in a series of debates regarding fire protection provision in the early 1970s (*State Journal-Register, Sangamon Valley Collection*).

An early town hall used by the village and township of Curran before incorporation.



Recurring concerns with residential septic system failure and storm water management led to efforts in the early twenty-first century to incorporate Curran, so that the Village would have better opportunities to access grant funding to combat these issues. An organized group of citizens, formerly known as the Curran Improvement Committee, worked with Senator Larry Bomke and Representative Rich Brauer to form what is now known as the Village of Curran.

To become incorporated, Illinois laws had to be changed and concerns from the City of Springfield had to be resolved. In addition, Curran's boundaries had to be drawn, many fundraising events were held, Curran citizens had to vote for incorporation, and many volunteer hours were spent to form what is now the Village of Curran (*DCEO-Curran Community Development Assistance Program Design Grant Application, 2006*). Curran residents now celebrate this incorporation on September 16, which is known as "Curran Day."



Section 1:
DEMOGRAPHIC FACTORS





DEMOGRAPHIC FACTORS

Population

According to the 2010 Census, the Village of Curran had a population of 212. Although population analyses often examine decennial growth rates, the Village was incorporated in 2005, and therefore its population growth cannot accurately be determined between 2000 and 2010.

Table 1.1, below, indicates the population of Sangamon County municipalities with less than 400 households. Curran is currently one of the smaller municipalities in Sangamon County, along with places such as Berlin, Cantrall, and Clear Lake.

Population Age

In 2010, the median age of Curran’s population was 44.3 years, as compared to Sangamon County’s median age of 39.2 years. Curran has large cohorts of 50- to 54-year-olds, 55- to 59-year-olds, and 60- to 64-year-olds. These age groups comprised 11.8%, 7.1%, and 7.1% of the total population, respectively. Another large cohort was the 30- to 34-year-olds, who made up 8.0% of the total population. This trend indicates that a large number of Baby Boomers (described by the Census Bureau as those born between 1946 and 1964) live in Curran. Also, the 30- to 34-year-old cohort could be indicative of the influence of the Echo Boomers, the children of the Baby Boomers, in the Village. As the Baby Boomer population continues to age, the Village may want to consider population age as it determines when and how to provide services.

The impact of the Baby Boomers and the Echo Boomers is shown in Figure 1.2, below. The chart provides a visual depiction of the age distribution of Curran as of the 2010 Census. Bulges at the bottom of the pyramid would commonly indicate a population with many children, which would be associated with rapid population growth. Bulges at the top of the pyramid would indicate a somewhat elderly population, associated with relatively little population growth. Curran’s growth does not reflect these patterns. However, its population pyramid reveals that its largest age cohorts are as noted above: the 50- to 54, 55- to 59, 60- to 64, and 30- to 34-years–old age groups.

TABLE 1.1:
SANGAMON COUNTY
POPULATIONS 2010

139	CANTRALL
180	BERLIN
212	CURRAN
229	CLEAR LAKE
509	DAWSON
590	MECHANICSBURG
693	THAYER
745	LOAMI
802	PLEASANT PLAINS
873	SPAULDING
891	ILLIOPOLIS

Source: 2010 U.S. Census

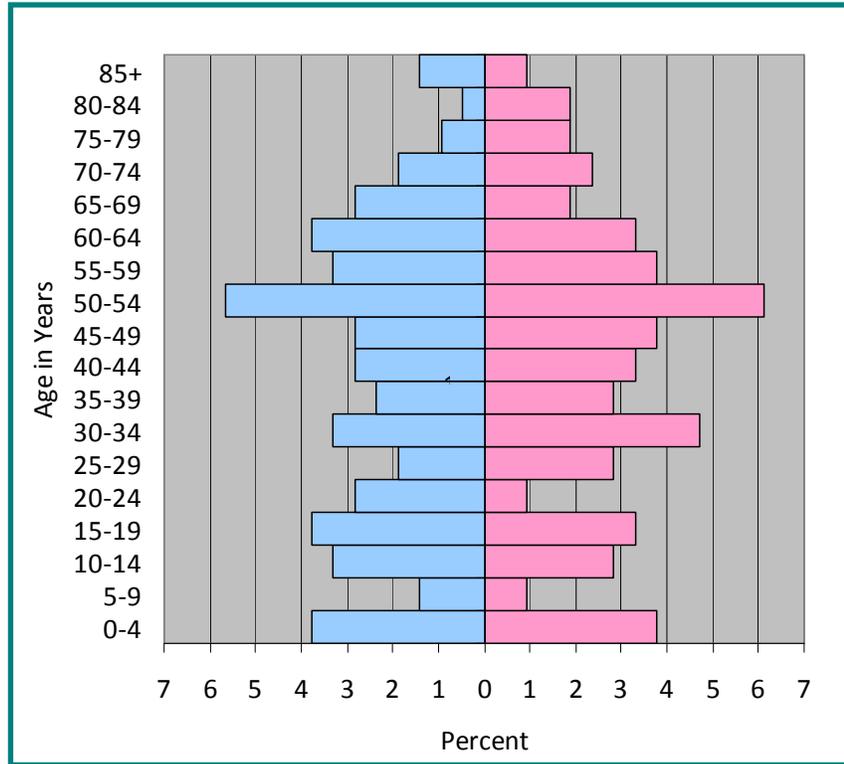
**FIGURE 1.2:
CURRAN POPULATION
PYRAMID**

Source: 2010 U.S. Census

LEGEND:

FEMALE

MALE



Race and Ethnicity

Curran has a relatively homogeneous population, reflecting less diversity than nearby municipalities like Springfield. Table 1.3, below, shows the racial and ethnic composition of Curran’s population as of the 2010 Census. As the table suggests, Asian Americans are Curran’s only minority group with more than one individual. However, they constitute less than 3% of the total population. Hispanics (which the Census Bureau defines as an ethnic, not racial, category) make up less than 1% of Curran’s population.

**TABLE 1.3
RACIAL COMPOSITION OF POPULATION
Curran, IL 2010**

Source: 2010 U.S. Census

RACIAL DESIGNATION	#	%
One Race	211	99.5%
White	206	97.2%
Black or African American	0	0.0%
American Indian and Alaskan Native	0	0.0%
Asian	5	2.4%
Native Hawaiian and Other Pacific Islander	0	0.0%
Some other race	0	0.0%
Two or more races	1	0.5%
TOTAL	212	100.0%
HISPANIC	1	0.5%

Household Type

As of 2010, the Village of Curran had 95 housing units. Of this total, 89 units were occupied and 6 were vacant. Table 1.4, to the right, shows the breakdown of the occupied households within the Village. Approximately 71% of the households were families, defined by the Census Bureau as “at least one householder and one or more other people related to the householder by birth, marriage, or adoption,” (Census Bureau, 2012). Approximately 29% of the households were non-family.

TABLE 1.4 HOUSEHOLD TYPE Curran, IL 2010 Source: 2010 U.S. Census		
TOTAL HOUSEHOLDS:		89
Family	63 (71%)	
With related children < 18		28 (31%)
With own children < 18		25 (28%)
Without children		10 (11%)
Non-Family	26 (29%)	
Male householder		8 (9%)
Female householder		18 (20%)

Education

Although education by grade level can reveal important insights about a community, the 2010

TABLE 1.5 EDUCATIONAL ATTAINMENT Curran 2010 Source: ESRI Business Analyst Online	
Total Population over 25 years old: 159	
Less than 9th grade	5.0%
9th - 12th grade, no diploma	5.7%
High school graduate	45.9%
Some college, no degree	24.5%
Associates degree	2.5%
Bachelor's degree	16.4%
Graduate/professional degree	0.0%

Census short form did not contain any items related to educational attainment. Since Curran was incorporated in 2005, educational attainment data from the 2000 Census is unavailable for Curran. Accordingly, this analysis relies on estimates provided by the Environmental Systems Research Institute (ESRI). ESRI estimates are generally based upon the population of individuals over age 25, with 2000 Census data for the base year. It may be important to recall, however, that Curran’s 2000 population base is also an estimate. Table 1.5, left, shows the ESRI 2010 estimates for level of education for individuals aged 25 and up.

According to the estimate, high school graduates comprise the most numerous category of Curran residents, with 45.9%. Approximately 89% of Curran’s population are high school graduates or higher. Approximately 16% of Curran’s population has a Bachelor’s Degree.

TABLE 1.6
EDUCATIONAL ATTAINMENT
Curran 2010
 Source: ESRI Business Analyst Online

	High School	College
Curran	89.3%	16.4%
Sangamon County	91.9%	33.2%
Chatham	96.8%	41.6%
New Berlin	91.7%	26.6%
Pleasant Plains	94.3%	21.3%
Springfield	91.9%	33.2%

Table 1.6, left, compares the ESRI 2010 estimates for high school and college graduates aged 25 and up in Curran to those of nearby municipalities in Sangamon County. Curran has fewer high school and college graduates than comparable Sangamon County municipalities.

Household Income

Table 1.7, right, displays the ESRI estimates of household income for Curran and Sangamon County in 2010. Again, the reader should understand the ESRI estimates are built from 2000 Census data, because the 2010 US Census did not collect income data by household.

The table indicates that the largest percentage of Curran residents fell in the “\$35,000 - \$75,000” range. However, Curran’s percentage of respondents with an annual household income of under \$35,000 (23%) was less than the comparable Sangamon County percentage (30%). Also, Curran has a larger percentage of its population in the “\$35,000 to \$75,000” (41%) and the “over \$75,000” (37%) categories than the corresponding Sangamon County percentages of 38% and 32%, respectively.

TABLE 1.7
HOUSEHOLD INCOME DISTRIBUTION 2010
 Source: ESRI Business Analyst Online

	Curran		Sangamon County	
	#	%	#	%
Total Households	93	100%	82,289	100%
Less than \$15,000	12	13%	8,036	10%
\$15,000 to \$24,999	4	4%	7,647	9%
\$25,000 to \$34,999	5	5%	8,990	11%
\$35,000 to \$49,999	20	22%	11,736	14%
\$50,000 to \$74,999	18	19%	19,286	23%
\$75,000 to \$99,999	29	31%	14,761	18%
\$100,000 to \$149,999	5	5%	7,783	9%
\$150,000 to \$199,999	0	0%	2,059	3%
\$200,000 or more	0	0%	1,991	2%
Under \$35,000	21	23%	24,673	30%
\$35,000 - \$75,000	38	41%	31,022	38%
Over \$75,000	34	37%	26,594	32%

Population Projections

Population growth is difficult to predict for smaller communities. Future growth in Curran may largely be driven by residential and commercial development, rather than simply mirroring regional trends of population growth and decline in Springfield or Sangamon County. Because Curran can be considered a “bedroom” community, additional amenities in Curran itself and in nearby communities will likely impact Curran’s growth. Furthermore, the small existing population means incremental changes have a disproportionate impact. Even a 5% increase in ten years would lead to a total population change of approximately 13% in twenty-five years.

The table below displays minimum, mid-range, and maximum projections given the various scenarios possible in Curran’s future. These scenarios include the potentiality of acquiring a sanitary sewer system, which will play a vitally important role in Curran’s growth.

Table 1.8
POPULATION GROWTH SCENARIOS
Curran 2010-2035
 Source: SSCRPC Staff estimates based on 2010 US Census

Growth Scenarios		2010	2020	2030	2035
Minimum Growth	No Change in Amenities	212	223	234	240
Mid-range Growth	Sanitary Sewer (Minimum)	212	234	282	424
Maximum Growth	Sanitary Sewer (Maximum)	212	248	310	488

As Table 1.8 displays, Curran’s growth will likely vary dramatically depending on community amenities and infrastructure. While normal population projections simply apply different annual growth rates to produce high and low future estimates, this method of population projection seems inadequate for Curran’s situation. If Curran were to remain without sanitary sewer capacity and Sangamon Valley Trail access, it would greatly impede the Village’s capacity to grow, because businesses and residences would be unlikely to settle there. Without sewer over the next 25 years, it seems likely that Curran will experience minimum growth. This is indicated by a 2035 population projection of 240 residents.

Table 1.8 suggests that if Curran acquired access to the sanitary sewer, it would see more robust growth, with a possible mid-range increase of approximately 420 residents. Although this figure suggests that Curran may double its current population in 25 years, it represents a reasonable estimate of mid-range growth, since sewer would allow for more business and residential development. It should be noted that rather than a smooth or evenly-incremented annual increase, these population projections represent delayed growth, with high percentages of

**COMPREHENSIVE PLAN
 TAKE-AWAY:**

2

Curran’s future growth is largely dependent upon the availability of public sanitary sewers.

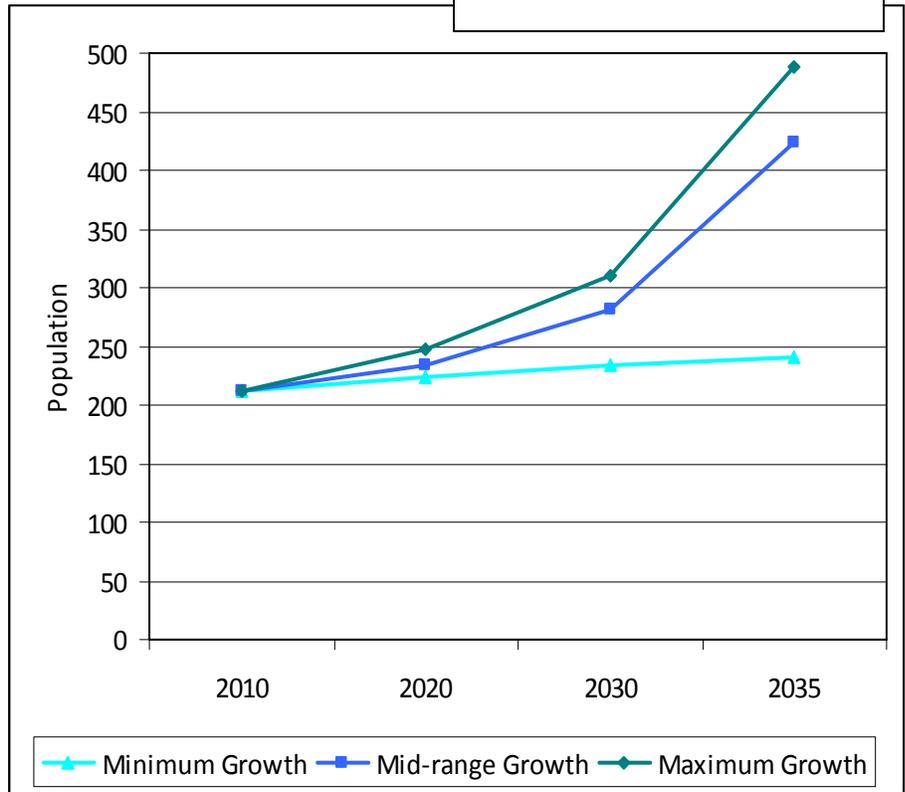
annual increase occurring in the years from 2020 to 2035, rather than preceding 2020. These varying rates represent an acknowledgement that community infrastructure like sewer would not necessarily inspire rapid or immediate growth, but would instead slowly and cumulatively enhance Curran’s attractiveness and development-readiness, causing increases in population growth in the more distant future.

The third scenario in Table 1.8 represents maximum projections for the Village’s growth. This growth would most likely occur only if Curran developed infrastructure improvements and managed growth through strong economic development strategies like marketing Sangamon Valley Trail access. We believe that more community amenities will enhance Curran’s attractiveness. However, these enhancements effectively increase development only in a context where other obstacles to growth, most notably the lack of a sanitary sewer system, are overcome. Based on the assumption that the effects of these amenities would be delayed and cumulative, annual growth rates once again have been estimated to increase with time for these scenarios.

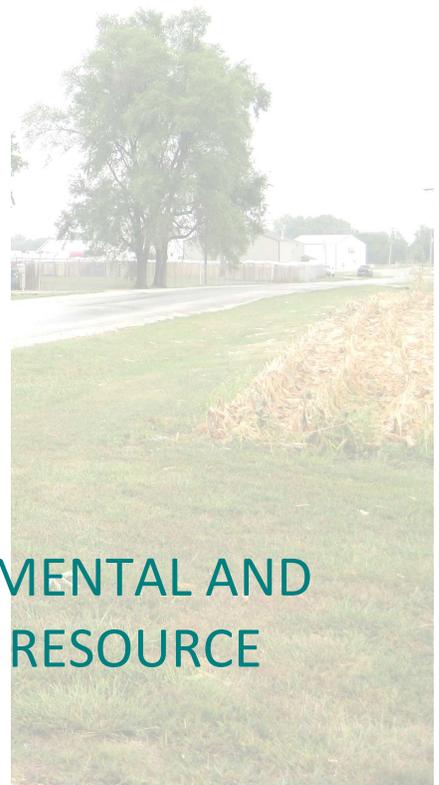
Maximum growth projections for Curran include a population of 310 people in 2020 and 488 people in 2035.

Figure 1.9, right, depicts Curran’s minimum, mid-range, and maximum growth projections. The reader should note that these projections represent delayed growth and are contingent upon the development of Curran’s community amenities.

Figure 1.9
POPULATION PROJECTIONS
Curran 2010-2035
Source: 2010 U.S. Census



Section 2:
ENVIRONMENTAL AND
NATURAL RESOURCE
FACTORS





ENVIRONMENTAL AND NATURAL RESOURCE FACTORS

Geology and Terrain

Geology

Curran is located in an area called the Springfield Plain, which is west of the Buffalo Hart Moraine in Sangamon County. There are three primary layers of earthen material near Curran. The uppermost, or quaternary, layer consists primarily of loess, which is wind-blown silt, and till, which is “an unsorted mix of rock fragments from clay to boulders deposited directly by glaciers,” (Bergstrom, Piskin, and Kemal, 1976, p. 15). This layer was deposited when the Illinoian and Sangamon glaciers retreated thousands of years ago. The layers of loess near Curran appear to have a depth of 8-10 feet (Bergstrom et al., 1976), in keeping with the Sangamon County loess depth range of 6-15 feet. This is important because properly drained loess can provide excellent farm soil.

Below the loess and till layer is bedrock from the Pennsylvanian System, which formed millions of years ago. This layer extends several hundred feet below the surface. There are areas in the Springfield-Decatur Region of central Illinois where the bedrock may appear in stream beds (Bergstrom et al., 1976). Below the Pennsylvanian system of bedrock, there are rock formations from the Pennsylvanian, Mississippian, Devonian, Silurian, Ordovician, Cambrian, and Pre-Cambrian layers. These extend thousands of feet into the earth and were formed over the course of hundreds of millions of years (Bergstrom et al., 1976).

Topography

As with many municipalities in Sangamon County, the Village of Curran has a somewhat flat topography. The elevation of territory within Village limits has a general range of approximately 590 feet above sea level to approximately 630 feet above sea level, indicating a range of approximately 40 feet. However, this difference is somewhat misleading, because the only apparent difference in grade is near the Archer Creek tributary, which runs from the area’s southwest to the northeast, near Interstate 72. The lowest areas within Village limits are within the Archer Creek tributary stream. The highest areas of the Village are generally west and southwest of the core residential area.

Undermined Areas

Sangamon County has numerous abandoned coal mine sites. According to an Illinois State Geological Survey [ISGS] map dated July 2010, no active coal mines appear to exist within the Village limits of Curran. However, the SSCRPC cannot guarantee that coal mines have never existed near or within the Village of Curran,¹ especially since the ISGS suggests that undocumented coal mine entrances are reported on a somewhat regular basis. Accordingly, if Curran residents find what may

¹ See URL <<http://www.isgs.illinois.edu/maps-data-pub/coal-maps/mines-series/mines-maps/pdf-files/mines-map-sangamon.pdf>>.

be a coal mine entrance, they should contact the ISGS, so that records of under-mined areas can be investigated and updated.

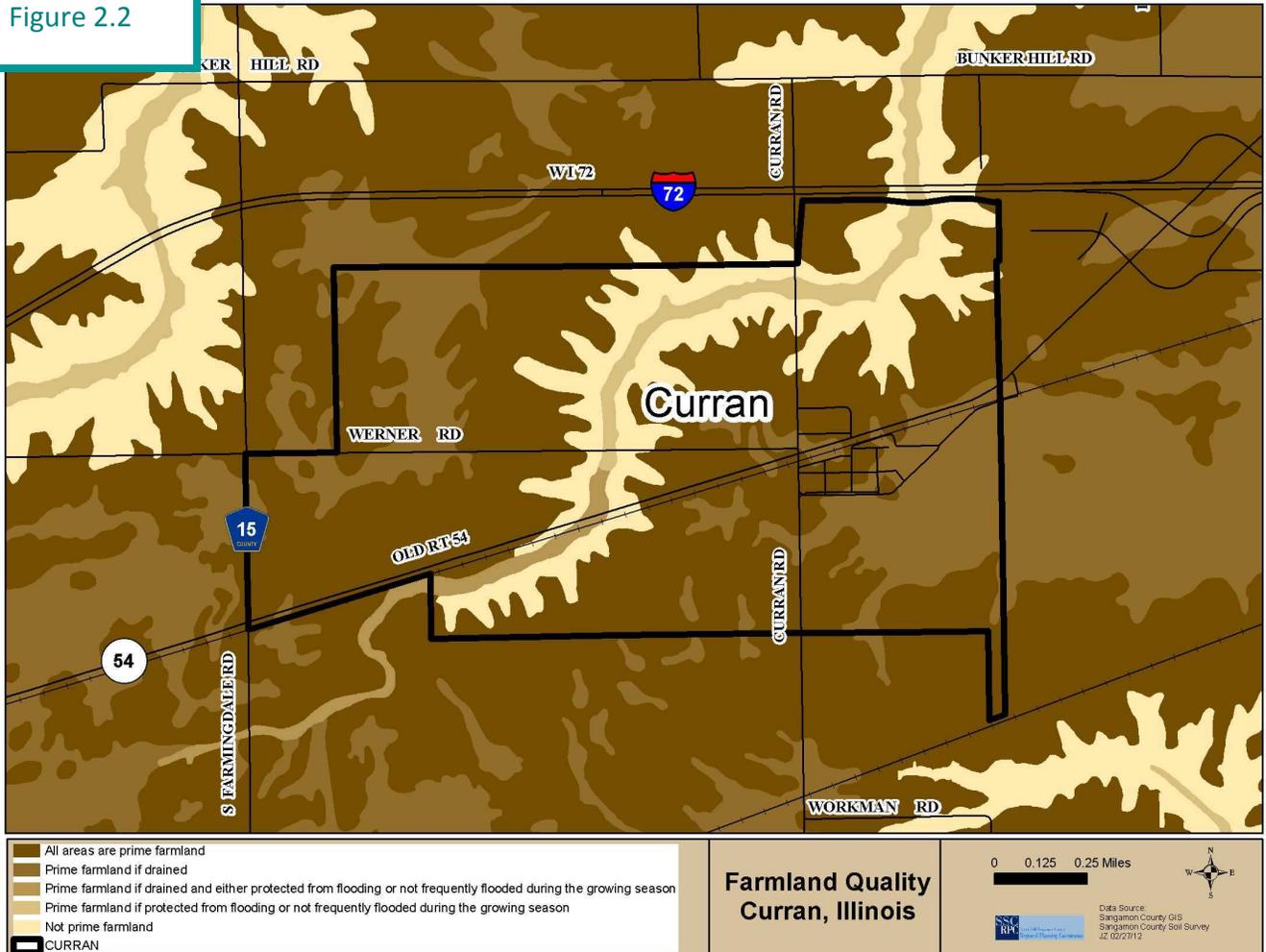
Soil Suitability for Agriculture and Septic Fields

Agriculture is a predominant land use in the vicinity of the Village of Curran, and soils play an important role in this sector of the economy. Furthermore, the weathering and soil products of the till and loess layers in the area can affect building foundations, soil slope stability, and drainage (Bergstrom et al., 1976). Because soils play an important role in both agriculture and development, and the area

TABLE 2.1
SOIL SERIES IN THE CURRAN AREA

Assumption	Elco	Hickory	Rozetta
Buckhart	Elkhart	Ipava	Sable
Clarksdale	Fayette	Keomah	Sawmill
Denny	Harrison	Oscos	Shiloh
Edinburg	Hartsburg	Radford	Virden

Figure 2.2



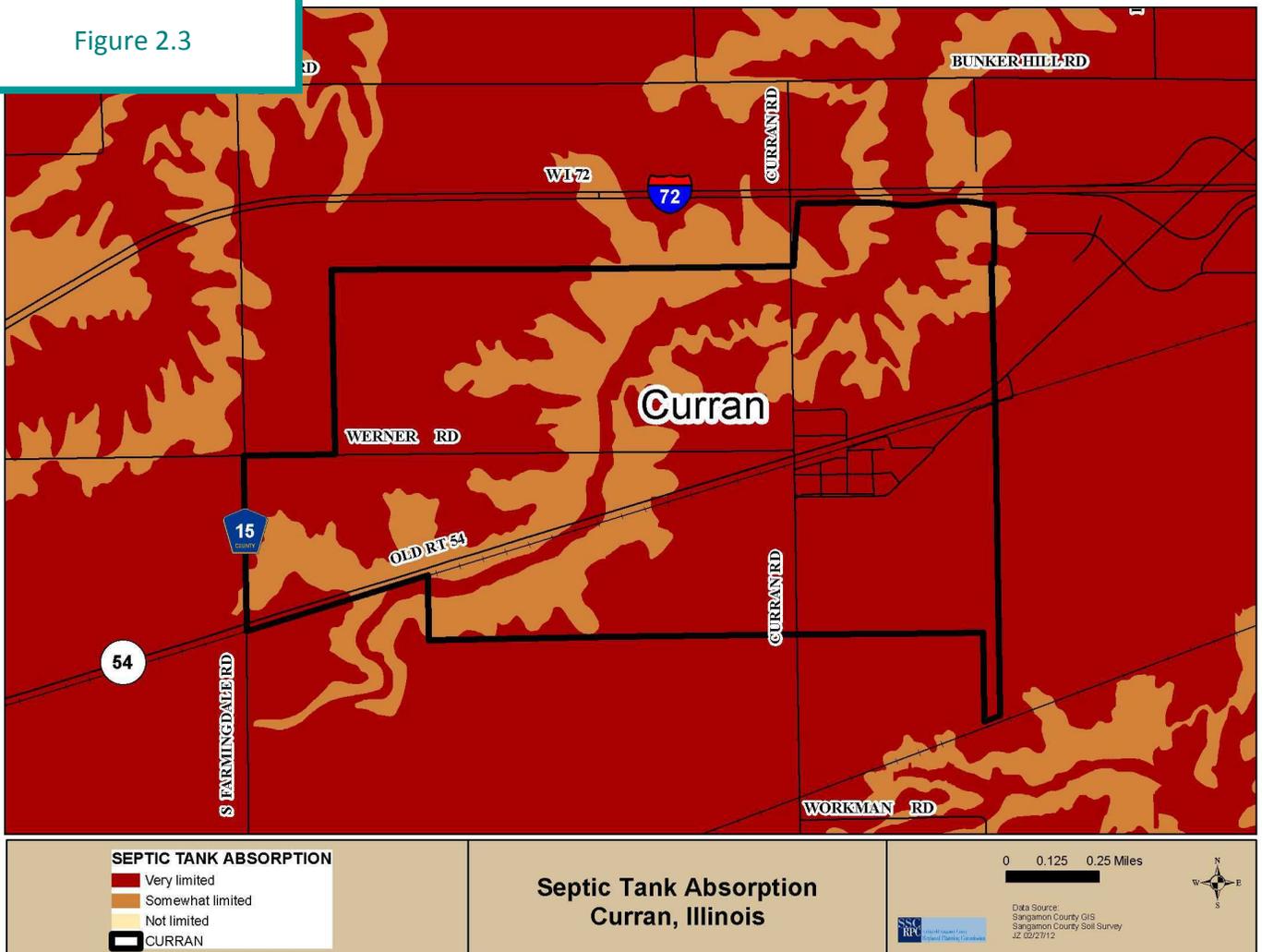
within 1.5 miles of the Village of Curran contains a variety of soils (see Table 2.1, above), the SSCRPC identified some characteristics of the soil that are important in these respects.

As communities located in rural areas continue to grow, there are development pressures to use the same land for both residences and agriculture. Figure 2.2, above, shows the areas near the Village of Curran that are prime farmland, prime under specific conditions, and not prime farmland. Darker areas indicate prime farmland.

The map indicates that much of the territory in and near the Village is prime farmland or prime farmland if drained. Lighter colors indicate non-prime farmland, which includes highly erodible or periodically flood-prone soils. Depending on how much farmland Sangamon County and the Village wish to preserve, quality of farmland could pose a constraint on future development near Curran.

The location of agricultural drain tiles provides another important consideration for Curran’s future development. When choosing the site for a new structure or subdivision on land that was previously farmland, it is important to have an understanding of where drain tiles are located. If heavy equipment or a foundation is placed on land where drain tiles are located, the tiles can crack or break. If the drain tiles remain broken, ground water can seep into foundations and basements,

Figure 2.3



causing cracking and/or structural problems.

The land within Curran has seasonally high water tables, since many of the properties and qualities of the soil series identified in Table 2.1 that make up the land have an apparent seasonal high water table of two feet or less from the surface. A high water table can affect the stability of a foundation and cause water to leak into basements. The nature of the soil in connection with high water tables can also interfere with the use of private septic fields to filter raw sewage. It is important that the water table and the soils on a particular piece of land be considered when building, especially if one is constructing a dwelling or other structure which will contain a basement and/or a septic field.

**COMPREHENSIVE PLAN
TAKE-AWAY:**

2

Curran's future growth is largely dependent upon the availability of public sanitary sewers.

Since the Village of Curran is not served by a public sanitary sewer system, any new development that occurs prior to the development of such a system must use a septic field. Figure 2.3, above, shows the suitability of soils in and around Curran for septic fields. Much of the soil has limitations for constructing septic fields, as indicated on the map. The ability of the soil to support septic fields could be a development constraint within the Village and within Curran's 1.5

mile planning jurisdiction. This map also underscores the importance of a soils analysis when a private sewage disposal system is the only method of sewage disposal. When and if the Village does construct a sewer system in the future, this information suggests that a public sanitary sewer system should be the preferred method of sewage disposal.

Floodplains and Wetlands

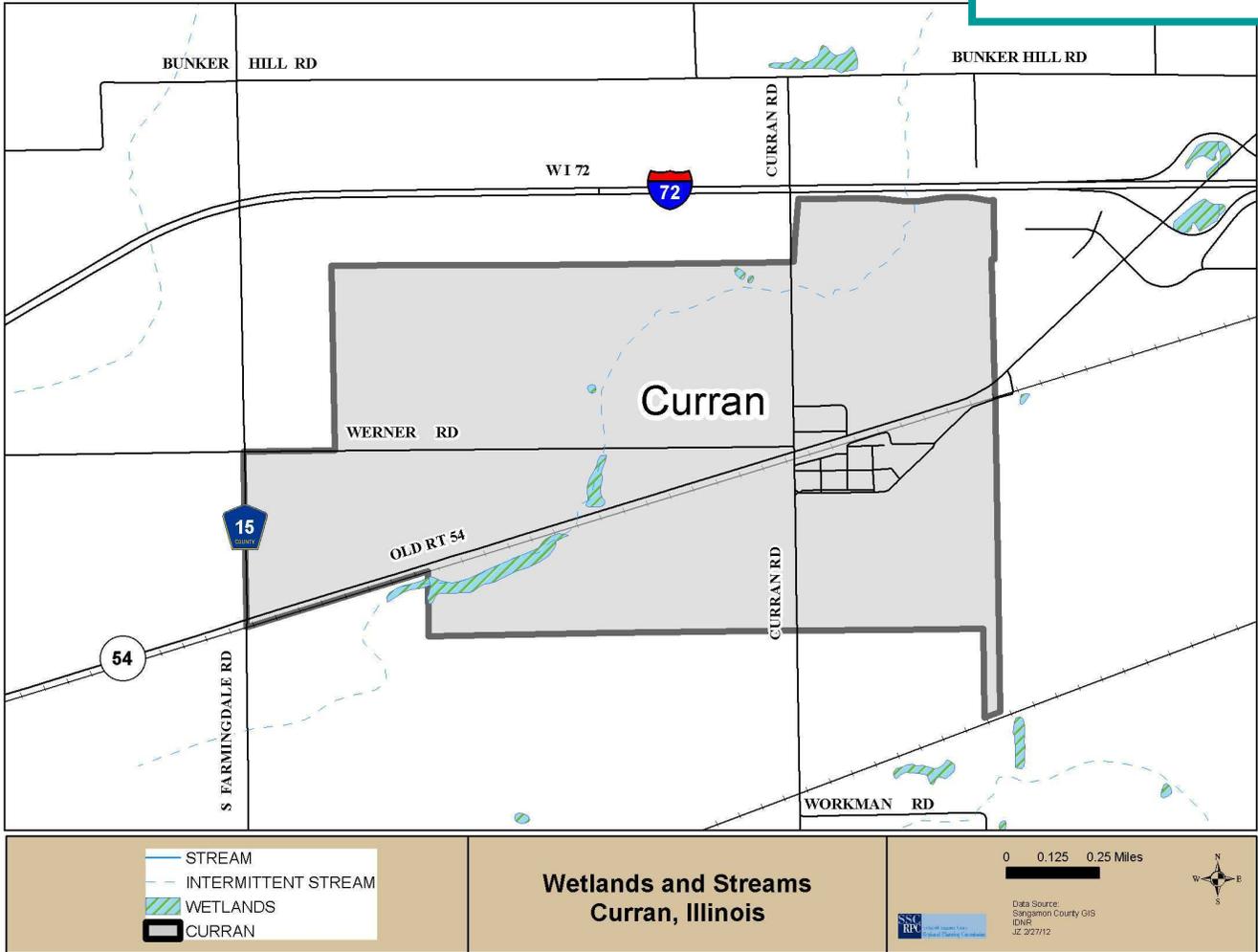
The presence or absence of floodplains can have a major bearing on long-term development and where development occurs. The existence of adjacent rivers and streams contributes to the formation of a floodplain, which is defined as the area where the rivers and streams settle during a flood. When natural forces create these bodies of water, they deposit silt and other rich soil materials. According to the latest Federal Emergency Management Agency (FEMA) maps issued in 2007, there are no 100-year floodplains within the Village of Curran corporate boundaries. It is important to note, however, that flood maps change every few years. As new maps are issued, the Village may re-assess whether territory within Village limits is within the floodplain.

Wetlands can also play an important role in determining where development can occur. Wetlands are created in areas when glaciers and erosion form streams and crevices. Wetlands generally retain ground water because they form over long periods of time at the edges of streams and other bodies of water. Figure 2.4, below, indicates the presence of a few wetlands within the corporate boundaries of the Village of Curran.

According to the National Fish and Wildlife Service, the wetlands located within the Village of Curran have classifications such as palustrine (another name for prairies, bogs, and fens) forested broadleaf deciduous, palustrine unconsolidated bottom, and palustrine aquatic bed (Cowardin, Carter, Golet, & LaRoe, 1979/1992). The wetlands are located along the Archer Creek tributary intermittent stream bed southwest and northeast of the core residential area. According to the National Fish and Wildlife Service, these wetlands have the potential to be flooded at a variety of times. The wetland codes indicate that water covers the wetlands within Village limits at rates which warrant either

Code A (temporarily flooded), and Code H (permanently flooded). Outside the Village corporate limits but within the vicinity of Curran, there are palustrine emergent and palustrine unconsolidated bottom wetlands (Cowardin et al., 1979/1992). The wetland codes for these areas indicate Code A, Code F (semipermanently flooded), and Code H, for the amount of time the wetlands are covered with water.

Figure 2.4



Wetlands and floodplains serve a variety of purposes. They act as a filter for nutrients, sediments, and pollutants before they enter local streams and other bodies of water. Wetlands and floodplains also recharge ground water as it seeps back into the earth aquifers where it may be re-used as potable water for human consumption. Wetlands and floodplains provide a habitat for a variety of plants and animals.

Natural Area Inventory

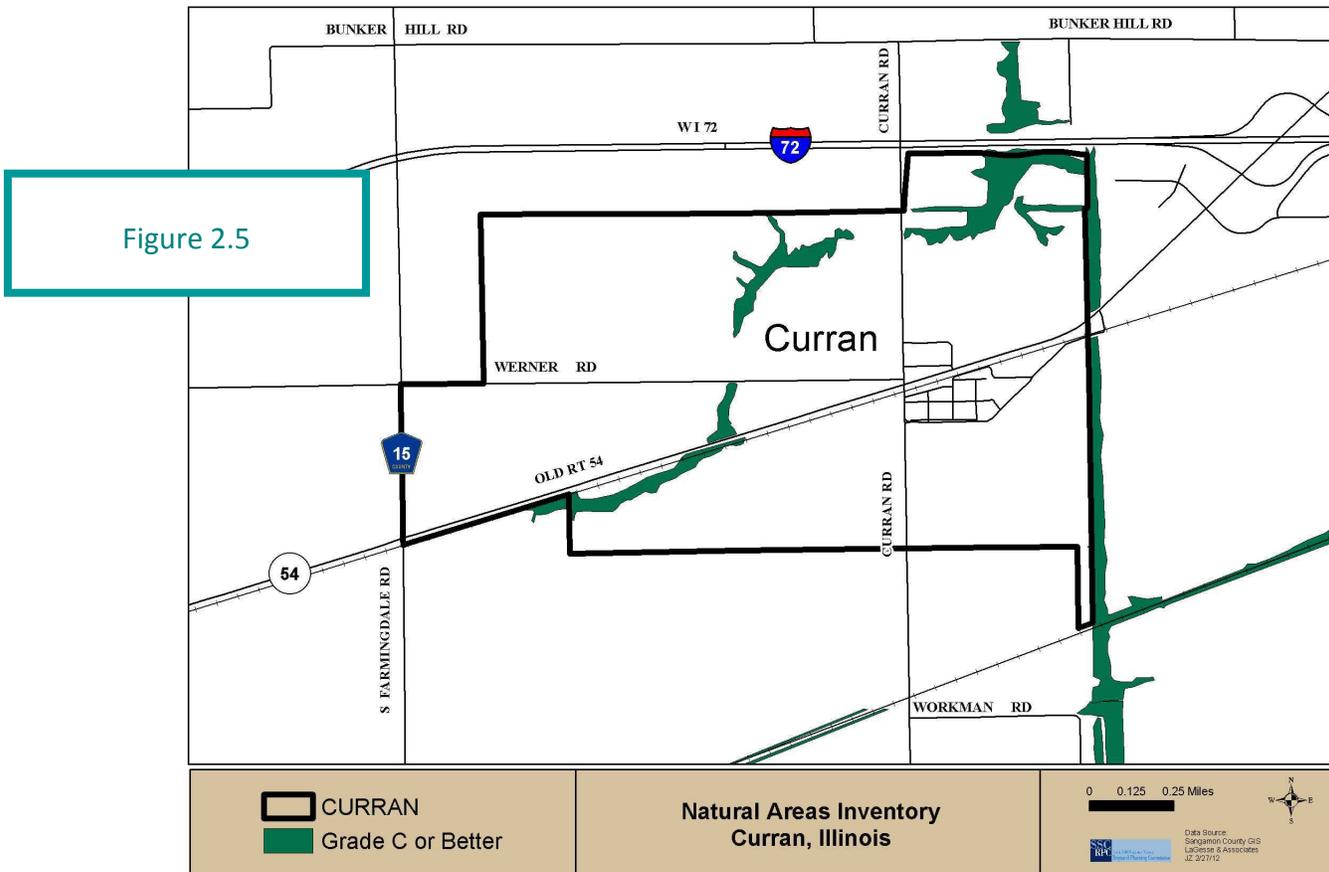
The *Inventory of Sangamon County Natural Areas* (2004), prepared by LaGessee and Associates, provides a classification of natural areas according to natural community type and relative quality.

The inventory identifies grades for each forest within Sangamon County. All natural areas near Curran are grade C or D. The grades are described as follows:

- Grade A: Relatively stable or undisturbed communities.
- Grade B: Late successional or lightly disturbed communities.
- Grade C: Mid-successional or moderately to heavily disturbed communities.
- Grade D: Early successional or severely disturbed communities.
- Grade E: Very early successional or very severely disturbed communities.

The following map, Figure 2.5, displays the natural areas that the *Inventory* classified as Grade C or above. Within Sangamon County, many of the areas identified on the natural areas inventory map are floodplain forest, mixed timber, or tree plantings. The natural areas in and near Curran are primarily floodplain forest and mixed timber. The intermittent stream area that runs from the northeast to the southwest through the Village area is composed of floodplain forest. The *Inventory* classifies this forested area as dominated by willows, with silver maple trees dispersed through the floodplain forest. This natural area is graded C, which indicates a moderate to heavily disturbed natural community.

Other natural areas of note in and around Curran are comprised of mixed timber and tree plantings. The *Inventory* mentions that the mixed timber areas do not correspond to any natural community, yet provides little information about tree plantings areas, other than to note that many of them were planted near Lake Springfield. The mixed timber and tree planting areas were Grade C in the report. However, the report also notes concerning tree plantings: “[a]s with the mixed timber community described above, the quality ratings given here are not considered equivalent to the ratings given for other communities.” (LaGessee and Associates, 2004, p. 21).



Tree Canopy

Figure 2.6, below, indicates the areas within the Village limits that have tree canopy cover. Most of the core residential area has a relatively strong tree cover. Other tree-lined areas are concentrated in the Archer Creek tributary stream and along the former railroad viaduct at the east edge of Curran.

Street trees can improve a community's quality of life. For instance, trees can provide some protection from the sun during the summer. As the Village of Curran grows and permits new development, it is important to adopt a landscape ordinance. This will help the Village develop a reputation as a place which maintains well-shaded, tree-lined and landscaped areas. Such an ordinance can be achieved through development regulations including the zoning or the subdivision ordinances. Before adopting a landscape ordinance, the Village might seek the advice of tree experts on species selection to avoid future problems with weak limbed, disease prone, or pest prone trees (e.g. Austrian Pines, Elms, Ash, et cetera).

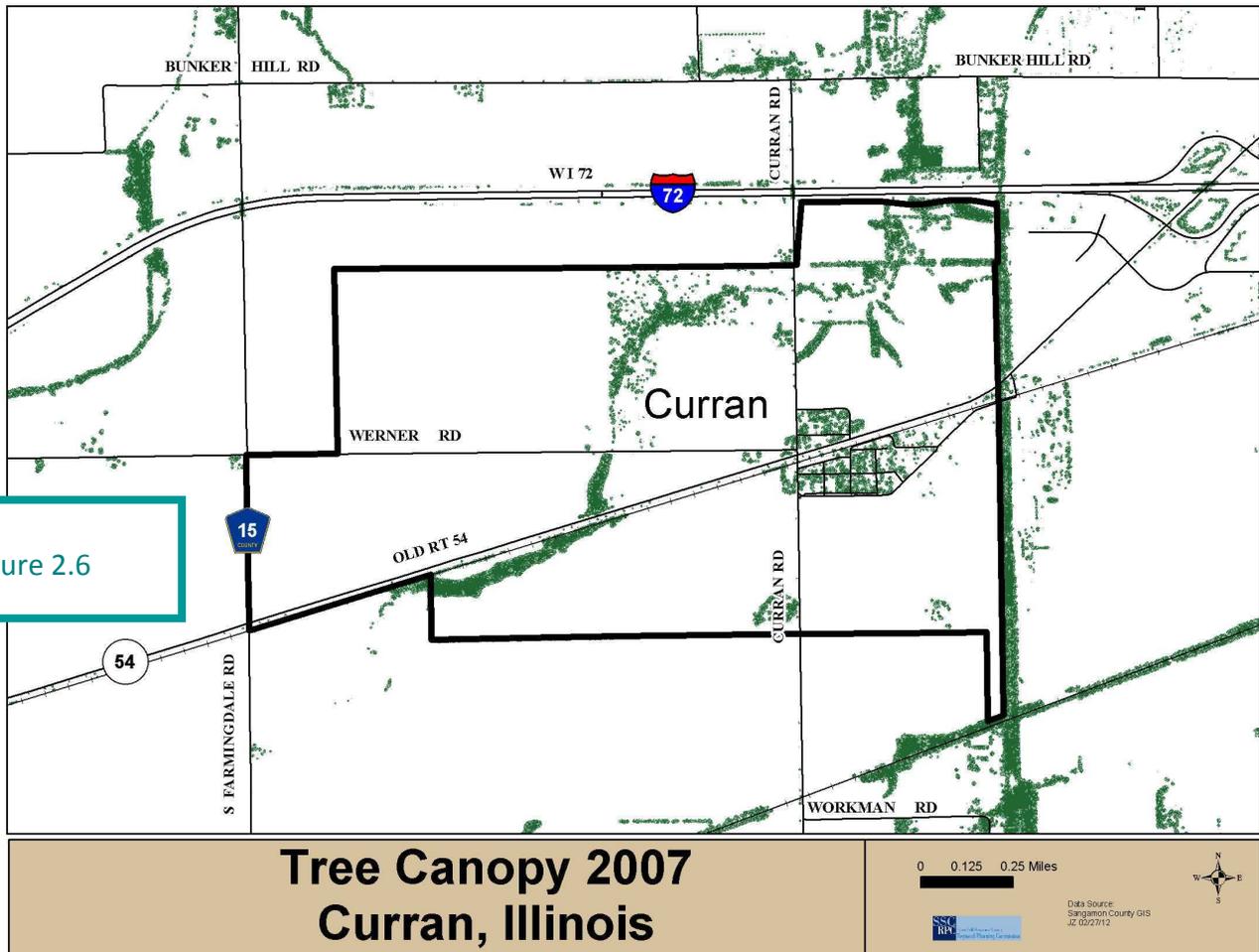
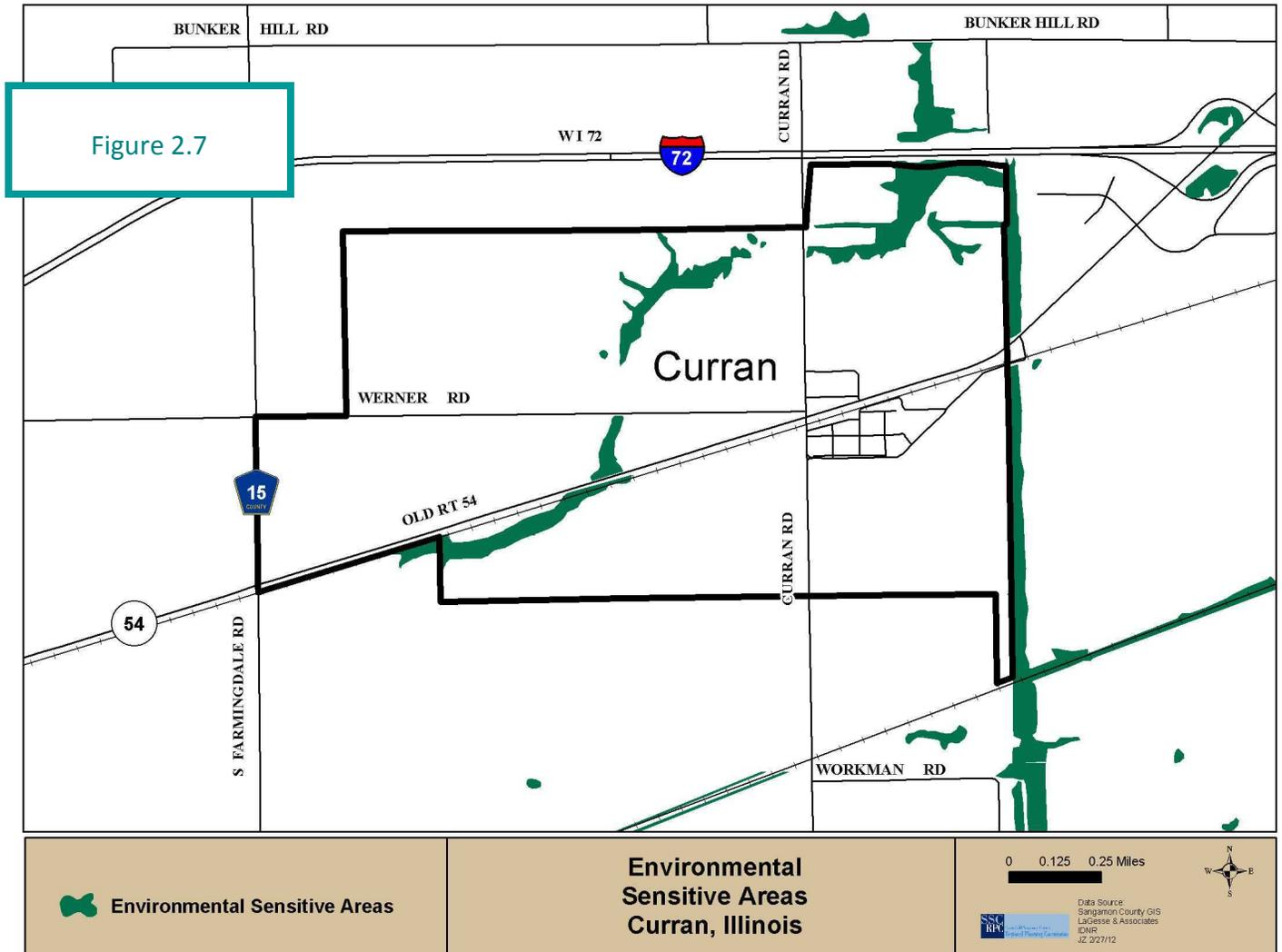


Figure 2.6

Environmentally Sensitive Areas

Figure 2.7, below, displays the environmentally sensitive areas within the Village of Curran. The map combines areas highlighted by both the natural areas inventory and the wetlands map. Floodplains, however, have not been included on this map for reasons mentioned above. If the flood maps change in the future to include a portion of the Village of Curran, it will be important to re-evaluate this map before making decisions on the location of potential developments.



Natural Hazard Mitigation

In August 2007, the Village of Curran participated in the Sangamon County Multi-Jurisdictional Natural Hazard Mitigation Plan, which was facilitated by the SSCRPC and developed through the Sangamon County Multi-Jurisdictional Natural Hazards Mitigation Plan Task Force. In November,

2008, FEMA approved this plan for several jurisdictions, including the Village of Curran. The plan identified nine hazards that affect Sangamon County: droughts, earthquakes, extreme heat, floods, severe storms, tornadoes, winter storms, dam failure, and mine subsidence.

Communities have long aspired to protect residents from disasters. Traditionally, this has meant responding to residents' needs after a natural hazard occurred.

Instead, mitigation attempts to reduce the need for response. One strategy for mitigation is to permanently remove people and structures from harm's way when a known area of impact can be identified, e.g., a floodplain. Another strategy is to significantly reduce the impact from a known risk, e.g., a tornado. The Natural Hazard Mitigation Plan provides an assessment of the risks to Sangamon County from natural hazard events and a comprehensive range of mitigation projects which lessen the impact of these hazards on communities. With the availability of mitigation grant funding from the federal government, communities have the opportunity to complete mitigation projects that would not otherwise be financially possible.

Each community and several technical partners submitted several projects for inclusion in the 2007 plan document. The projects selected by the Village of Curran were: (i) construction of a safe room, (ii) installation of a storm siren, (iii) improve drainage and retrofit storm sewer, and (iv) trim trees of excessive height and remove dead material. At the time of this writing, the Village of Curran is actively pursuing the achievement of many of these goals, and these efforts should continue under this comprehensive plan.



Section 3:
EXISTING LAND USE





EXISTING LAND USE

General Characteristics

Planners from the Springfield-Sangamon County Regional Planning Commission completed a field survey of existing land uses in the Village of Curran during March, 2011. The land uses were classified into the following categories:

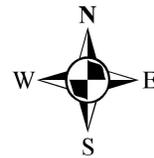
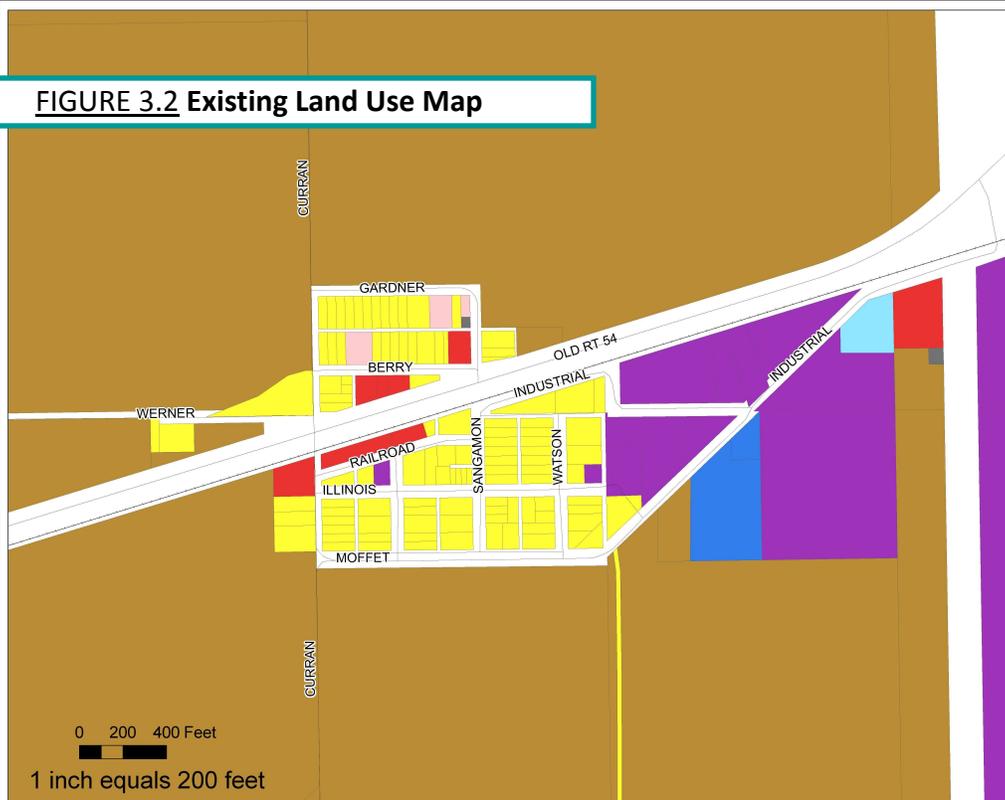
TABLE 3.1 CURRAN EXISTING LAND USE CATEGORIES Definitions	
Agriculture:	Areas that are pasture, farmed, or where livestock is present.
Single Family:	Detached, single family housing units, with one unit per lot.
Duplex:	Two-family, attached houses.
Community Facility:	Public facilities including but not limited to schools, churches, community centers, fire stations, libraries, village halls, cemeteries, or government buildings.
Office/Service:	Low-traffic office and service uses, including banks, healthcare, and insurance offices.
Commercial:	Any office, service, retail, museum, tourist attraction, or wholesale trade use except those involving extensive trucking, shipping, warehousing, and outside storage.
Heavy Commercial/Industrial:	Service and commercial uses involving trucking, shipping, warehousing, or outside storage, highway oriented businesses, heavy and light industrial uses.
Communication/Utility:	Facilities used for the distribution, collection, transmission, or disposal of water, storm and sanitary sewage, telecommunication, electricity, gas and cable.
Vacant:	Lots without buildings or other uses, or areas expected to be developed.

Existing Uses

The Village of Curran is comprised of approximately 1,169 acres, or 1.83 square miles of land. Curran has a distribution of land uses typical to a rural community. Approximately 38 acres were right-of-way, which were excluded from the following land use analysis. Table 3.3, below, contains the acreage in each land-use category, as well as the percentage distribution of each land-use category. Figure 3.4, below, depicts Curran’s percentages of agricultural and non-agricultural land uses, as well as the distribution of land use categories within the non-agricultural land use category.

FIGURE 3.2 Existing Land Use Map

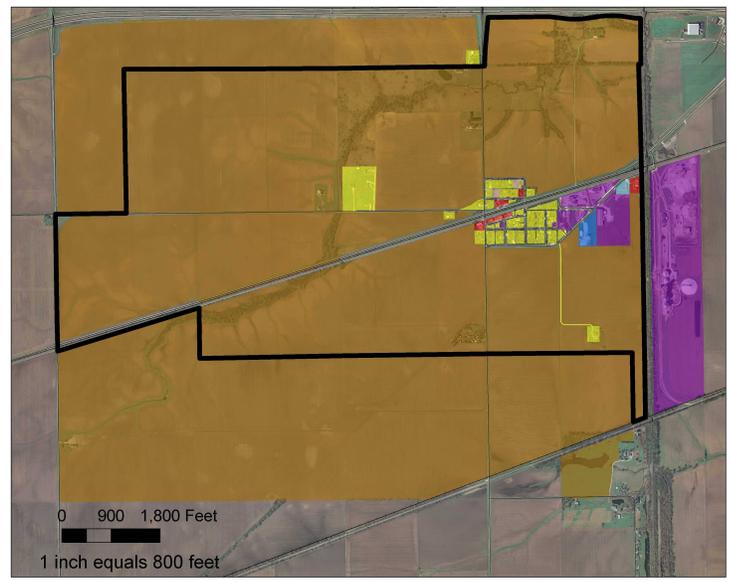
Curran Existing Land Use



Curran Existing Land Use Categories

- Agriculture:** Areas that are pasture, farmed or livestock is present
- Park/Open Space/Greenway:** Parks, natural areas, trails, greenways, and other public and private outdoor recreation facilities.
- Single Family:** Detached, single family housing units, with one unit per lot
- Duplex:** Two-family, attached houses
- Community Facility:** Public Facilities including but not limited to schools, churches, community centers, fire stations, libraries, village halls, cemeteries or government buildings.
- Office/Service:** Low-traffic office and service uses, including banks, healthcare, and insurance offices.
- Commercial:** Any office, service, retail, museum, tourist attraction or wholesale trade use except those involving extensive trucking shipping, warehousing, and outside storage.
- Heavy Commercial/Industrial:** Service and commercial uses involving trucking, shipping, warehousing, or outside storage, highway oriented businesses, heavy and light industrial uses.
- Communication/Utility:** Facilities used for the distribution, collection, transmission, or disposal of water, storm and sanitary sewage, telecommunication, electricity, gas and cable.
- Vacant:** Lots without buildings or other uses, or areas expected to be developed. Includes platted lots that have not yet been built on.

Legend	
	Single-Family
	Duplex
	Office/Service
	Community Facility
	Commercial
	Heavy Commercial/Industrial
	Vacant
	Utility
	Agriculture
	Curran Corporate Limits
	Railroad



3/23/2011

 Data Source:
 Sangamon County GIS
 02/02/2012

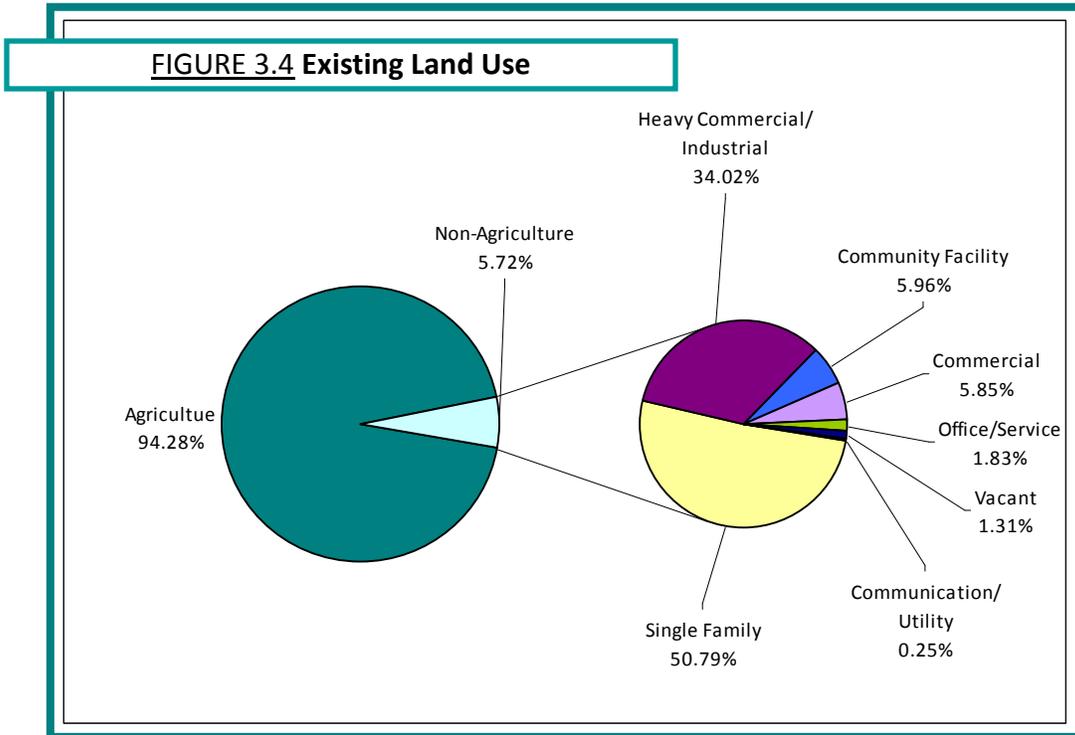
The top three categories of existing land use are agriculture, single family residential, and heavy commercial/industrial. It is not surprising to find that the overwhelming majority of acreage within Curran has agricultural use, because the Village was created from surrounding farmland.

Curran’s second largest land-use category is single family residential. The residential area is concentrated primarily along both sides of Old Route 54, between Van Deren Street and a line extending Watson Street to Old Route 54. The SSCRPC noted a number of mobile homes/manufactured dwellings near the center of the residential core south of the Norfolk Southern railroad tracks.

The third largest land use category is heavy commercial/industrial. The heavy commercial and industrial land uses are primarily located along the east side of the Village, clustered on the south side of the Norfolk Southern railroad tracks and Old Route 54, generally east of the alley behind Watson Street. A number of heavy trucks use streets within the Village limits (although not necessarily under Village jurisdiction), particularly Old Route 54, Van Deren Street, Moffet Street, and Industrial Drive. The amount of heavy truck traffic is not surprising given the relatively intense land uses on the east side of Curran, including a grain elevator, a construction business, and agricultural chemical sales. Major heavy commercial/industrial uses within Village limits include Brandt Fertilizer, Crazy Horse Concrete, and PSS Sanitation.

TABLE 3.3
Curran Existing Land Use Categories

Category	Square Feet	Acres	% of Total Acres
Single Family	1,479,303	33.96	2.90%
Office/Service	53,265	1.22	0.10%
Community Facility	173,547	3.98	0.34%
Commercial	170,254	3.91	0.33%
Heavy Commercial/Industrial	991,004	22.75	1.95%
Vacant	38,067	0.87	0.07%
Utility	7,166	0.16	0.01%
Agriculture	48,015,831	1,102.29	94.28%
TOTAL	50,928,437	1,169.16	100.00%



Curran’s Land Use Survey also highlights the complete absence of parks/open space/greenways within Village limits. The Village has acquired five acres where Moffet Street begins to curve from west to northeast, which will be used to construct a municipal center and a park area in the future.

One common characteristic of rural communities is the large amount of land that is classified for agricultural use. However, many communities located outside of a large urban core tend to experience an increase in single family residential development over time. Curran’s location relative to the City of Springfield makes it a possible candidate for such growth. When this happens, the largest land use by percentage often becomes single family residential, in contrast to agricultural use. To examine this scenario, we used a technique from Land Vision (2007) to construct a table which eliminates agricultural land use as a category. The table is shown below as Table 3.5. The

distribution of land use in the table suggests that without agricultural uses, single family residential land use in Curran already comprises more than half of its land use. This information may assist the Village as it considers future options for encouraging or discouraging increased residential use.

TABLE 3.5
LAND USE DISTRIBUTION MINUS AGRICULTURAL USES

Category	Square Feet	Acres	% of Total Acres
Single Family	1,479,303	33.96	50.79%
Office/Service	53,265	1.22	1.83%
Community Facility	173,547	3.98	5.96%
Commercial	170,254	3.91	5.85%
Heavy Commercial/Industrial	991,004	22.75	34.02%
Vacant	38,067	0.87	1.31%
Utility	7,166	0.16	0.25%
TOTAL	2,912,606	66.86	100.00%

Vacancy Rate

The vacancy rate for the Village of Curran as of the 2010 Census was 6.3%. This percentage was less than the comparable county and state statistics of 7.7% and 8.7%, respectively. Vacancy rate is calculated by dividing the number of vacant housing units by the number of total housing units. Table 3.6, below, indicates the vacancy rates for the Village of Curran, Sangamon County, and the State of Illinois. Vacancy rates for the Village are slightly lower than the rates for Sangamon County and the state of Illinois.

This difference is likely due to Curran’s small size and rural character, making comparison to Sangamon County, including the City of Springfield, challenging.

TABLE 3.6
HOUSING UNIT VACANCY RATES 2010
Source: 2010 U.S. Census

Jurisdiction	Total Housing Units	Occupied Housing Units	Vacant Units	% Vacant
Illinois	5,296,715	4,836,972	459,743	8.7
Sangamon County	89,901	82,986	6,915	7.7
Curran	95	89	6	6.3

Curran was also in the middle of a comparison group derived from the 2010 Census records. Communities generally aspire to minimize vacancy rates so that properties are well-maintained and residential potential is not lost. Table 3.7 shows vacancy percentages of Sangamon County places that had less than 400 households. In comparison, Springfield had a greater vacancy percent (9.00%) than Curran, but New Berlin (2.89%) and Chatham (3.25%) had lower vacancy percentages.

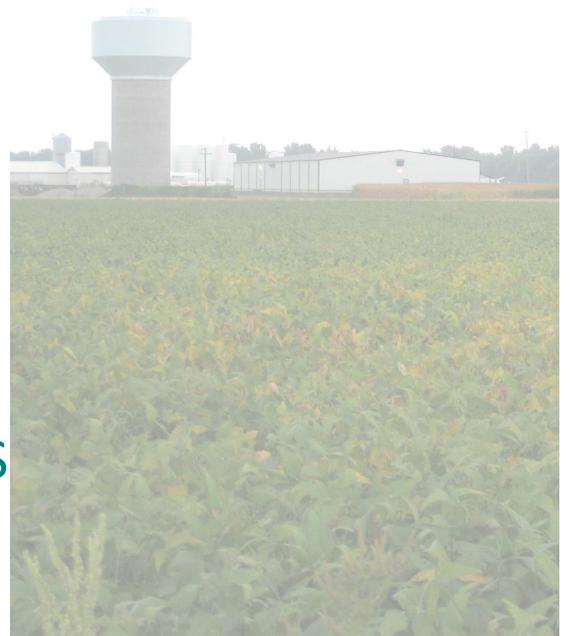
TABLE 3.7:
PERCENT VACANT
COMPARISON 2010

2.48%	SPAULDING
3.96%	CLEAR LAKE
5.17%	CANTRALL
5.20%	PLEASANT PLAINS
6.58%	DAWSON
6.32%	CURRAN
8.26%	MECHANICSBURG
9.58%	THAYER
9.68%	BERLIN
9.69%	LOAMI
10.94%	ILLIOPOLIS

Source: 2010 U.S. Census



Section 4:
UTILITIES





UTILITIES

Public Water

The Curran-Gardner Townships Public Water District provides public water service to the Village of Curran. In 2010, the water district constructed a 750,000 gallon water tower within the Village limits. The average water pressure for the Village exceeds 60 pounds per square inch (PSI) as reported by the general manager of the water district.

In order to improve the existing water system, the water district is extending a water line south of I-72 along Farmingdale Road, which will provide a second water source to the western part of the Village. In the future, the water district plans to extend a water line south of the Village along Curran Road to connect to an existing main located at Spaulding Orchard Road.

Currently, the public water system is underutilized. As long as dead end water lines are avoided, as development occurs, the current water system could serve additional development within the Village of Curran corporate limits. The public water system should not be a limitation to development as Curran continues to grow.

Public Sewer

No public sanitary sewer system currently serves the Village of Curran. The existing residents and businesses utilize private septic systems. Due to the high water tables and poor soil conditions, Curran has been at risk to experience failing private sewage disposal systems. Over time, numerous individual septic system failures could result in a health hazard for the community. Many of the lots located within Curran are small and do not accommodate a second location for a septic system if the original system fails. The small lot size serves as a limitation when the Sangamon County Department of Public Health reviews and approves the installation of a new private sewage disposal system.

COMPREHENSIVE PLAN
TAKE-AWAY:

2

Curran's future growth is largely dependent upon the availability of public sanitary sewers.

In 2005, the Village of Curran was annexed into the Springfield Metro Sanitary District (SMSD). SMSD has the capacity to serve the area, but in order to provide the necessary service a sanitary sewer main extension must be constructed from the area near Centennial Park, which is located north of Interstate 72. Curran's potential for residential and commercial development will be dramatically affected by the Village's lack of sanitary

sewer. This important concern will be addressed more thoroughly in the plan’s “Proposed Land Use” and “Implementation” sections.

Natural Gas and Electric Service

Curran receives natural gas and electric service from Ameren Illinois. Ameren would have capacity to support future development in the Village, and any needed additional utilities infrastructure could likely be added in conjunction with future commercial and residential development in Curran.

Storm Water Management

Like many of the surrounding communities, Curran occasionally confronts issues of storm water management. Excess storm water drainage is of particular concern in Curran because the Village is currently serviced only by septic systems. Increased storm water after heavy rainfalls therefore exacerbates septic failure and overflow problems. No formal plan for storm water management currently exists in Curran.

Development of curbed streets and a public storm sewer system would be initial steps in addressing Curran’s problems of septic overflow after heavy rainfall, because this infrastructure would facilitate better storm water drainage. The Village should also explore storm water management best practices such as drainage studies and impervious surface reduction, as highlighted in the “Implementation” section below.



Section 5:
TRANSPORTATION





TRANSPORTATION

The existing transportation system within the Village of Curran includes roadways, railroads and pedestrian ways.

Roadways

Every roadway system is made up of a hierarchy of streets as described below. For this plan, the SSCRPC used the following roadway descriptions to classify the existing street system for the Village of Curran.

Street System Definitions	
Major Arterial Street	A street designed to carry large volumes of traffic providing efficient travel from one point to another where access is controlled. With the exception of interstates, sidewalks and bike lanes are allowed on these roads.
Minor Arterial Street	A street designed to handle moderate volumes of traffic where access to some traffic generators is allowed. Minor arterials provide connections to collectors and local roads. Sidewalks and bike lanes are allowed on these roads.
Collector Street	A street that connects to an arterial road that provides circulation within and between neighborhoods. Collectors are intended for collecting trips from local streets and distributing them to an arterial street. Sidewalks and bike lanes are allowed on these roads.
Local Street	A street connecting areas within a neighborhood that are designed for short trips at low speeds. Sidewalks and bike lanes are allowed on these roads.

Major Arterials

- Interstate 72 passes north of Curran, and while there is not an exit within Village limits, there is a convenient access slightly northeast of the Village on Old Route 54/Wabash Avenue in Springfield. The annual average daily traffic count (AADT) in 2009 was approximately 15,200.
- Old Route 54 is a two lane highway that links Springfield, Curran, New Berlin, and other communities in west central Illinois. The road serves as the primary east-west conduit in Curran, with several businesses located adjacent to it. Traffic counts on Old Route 54 ranged from 3,100 to approximately 4,300 AADT in 2007. The major intersection with Old Route 54 in Curran is Curran Road/Van Deren Street. The state plans to add three lanes to Old Route 54/Wabash from Moffett Street at the eastern edge of Curran to Koke Mill Road in Springfield. Preliminary work has begun on this project with construction projected to start in 2014.

Minor Arterials

- Curran Road/Van Deren Street runs north to south, linking Curran with Springfield via Bunker Hill Road, and also proceeding south to Auburn. Traffic counts on Curran Road/Van Deren Street were approximately 1,700 to 2,000 AADT in 2007 south of Old Route 54. North of Old Route 54, the traffic counts are less than 500 AADT along this street.
- Farmingdale runs north to south along the western corporate limits of the Village of Curran. Traffic counts along Farmingdale Road north of Old Route 54 were approximately 500 to 700 AADT in 2007. Traffic counts along Farmingdale Road south of Old Route 54 were less than 500 AADT.
- Moffett Street/Industrial Drive along the southern edge of the Village functions like a minor arterial street because of its relatively intense heavy truck traffic. Moffett/Industrial has a number of traffic heavy commercial/industrial land uses as mentioned in the “Existing Land Use” section. Traffic counts along Moffett/Industrial were between 500 and 999 AADT in 2003, with heavier traffic near the Old Route 54 intersection. This street is also the site of the future Village hall and park site on the south edge of Curran. There is an at-grade railroad crossing onto Industrial Drive at its eastern terminus with Old Route 54 slightly outside the current Village limits.

Collector Streets

- Werner Road runs west to east from Farmingdale Road to Curran Road/Van Deren Street. Traffic counts on this street were less than 500 AADT in 2003. However, if development does occur northwest of the current Village center, this street would likely become a major thoroughfare.

Accident Data

The Illinois Department of Transportation (IDOT) uses five categories to record automobile accidents. They are described in the bulleted points below.

- **Fatal Crash:** A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.
- **“A” Injury** (incapacitating injury): Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.
- **“B” Injury** (non-incapacitating injury): Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

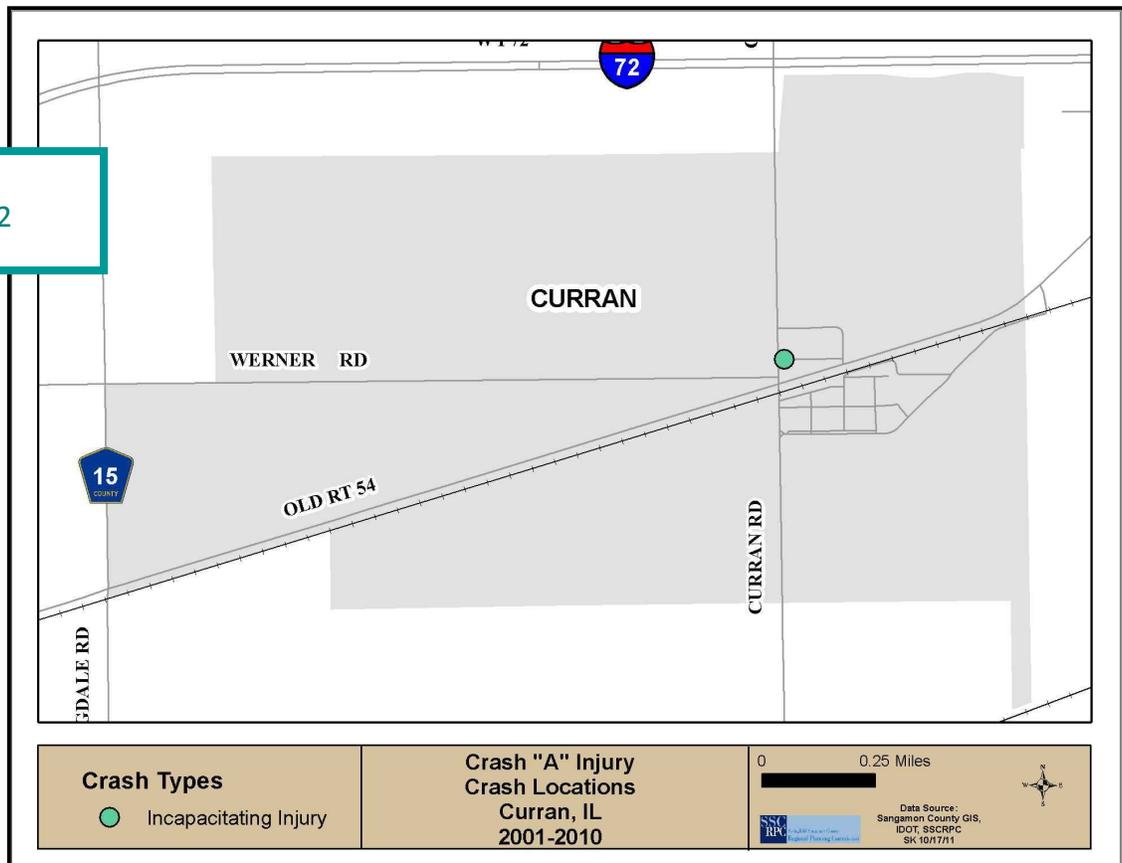
- **“C” Injury** (possible injury): Any injury reported or claimed which is neither of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, or hysteria.
- **Property Damage:** A crash in which there were no deaths or injuries, but property damage is in excess of \$500.

Between 2001 and 2010, there were 61 crashes within the Village of Curran’s corporate limits. This is illustrated in Table 5.1, right, which includes all crash categories from fatal to property damage. The year with the most crashes for all types was 2005 with 16. The year with the least crashes for all types was 2004 with 0. Of the 61 crashes, there were three incapacitating injury crashes. All three incidents were located near the intersection of Van Deren and Berry Streets. Figure 5.2, below, indicates the location near which the accidents occurred.

Year	Number of Crashes
2001	5
2002	9
2003	6
2004	0
2005	16
2006	2
2007	8
2008	8
2009	3
2010	4
TOTAL	61

The most dangerous intersection in Curran is at Old Route 54 and Curran Road/Van Deren Street. From 2006-2011 there were eleven crashes at this location. Sight Distance on the south leg of the intersection is obscured by the railroad crossbucks. The intersection is also very dark. The state plans to make several safety improvements here including signage, a flashing beacon, and lighting.

Figure 5.2



Railroads

The Norfolk Southern Railroad roughly bisects the current Village center in Curran. It runs parallel to Old Route 54. The rail is part of a trunk line which runs from Kansas City, Missouri through Springfield and Decatur to destinations further east. It is used to ship freight throughout the United States.



There are three at-grade railroad crossings within or near Curran's limits at Farmingdale Road, Van Deren Street, and Industrial Drive. These crossings are a barrier to north-south travel within the Village. In addition, motorists have to use extreme caution around all three intersections. Solutions to the railroad barrier are likely to be cost-prohibitive to the Village, unless the railroad funds an underpass.

Pedestrian Connectivity

Pedestrian safety is a concern at both the local and national levels of government. According to the National Highway Traffic Safety Administration (NHTSA), there were 4,092 fatal accidents involving pedestrians nationwide in 2009, while 59,000 were injured in traffic crashes. (NHTSA, 2010).

To address concerns about pedestrian safety at the local level, one possible strategy the Village could follow is to encourage complete streets. According to the Springfield Area Transportation Study, complete streets: "refers to public rights-of-way that are designed and operated to provide a safe and accessible transportation network for all users, including pedestrians, bicyclists, and transit riders, regardless of age or ability. This context-sensitive approach considers all transportation projects as potential opportunities to improve safety, access, and mobility for all travelers." Building complete streets is a way that the Village could improve public safety while improving transportation options for residents.

Currently, the residential core of the village has very few sidewalks. Sidewalks are an important means of protecting pedestrians and other non-motorized traffic when traveling from place to place within the Village. If there are no sidewalks in an area, pedestrians will have to walk in the street, thereby increasing the possibility of a pedestrian and vehicle conflict. A strong complete streets policy often includes a commitment from the municipality to require sidewalks as a condition of approving land divisions whenever possible.

Fortunately, incorporating complete streets into subdivision design is a relatively simple process for new divisions. Requiring an ADA compliant sidewalk along both sides of all streets in new subdivisions can help improve connectivity in newer areas. However, this requires the adoption of a subdivision ordinance.

Trails

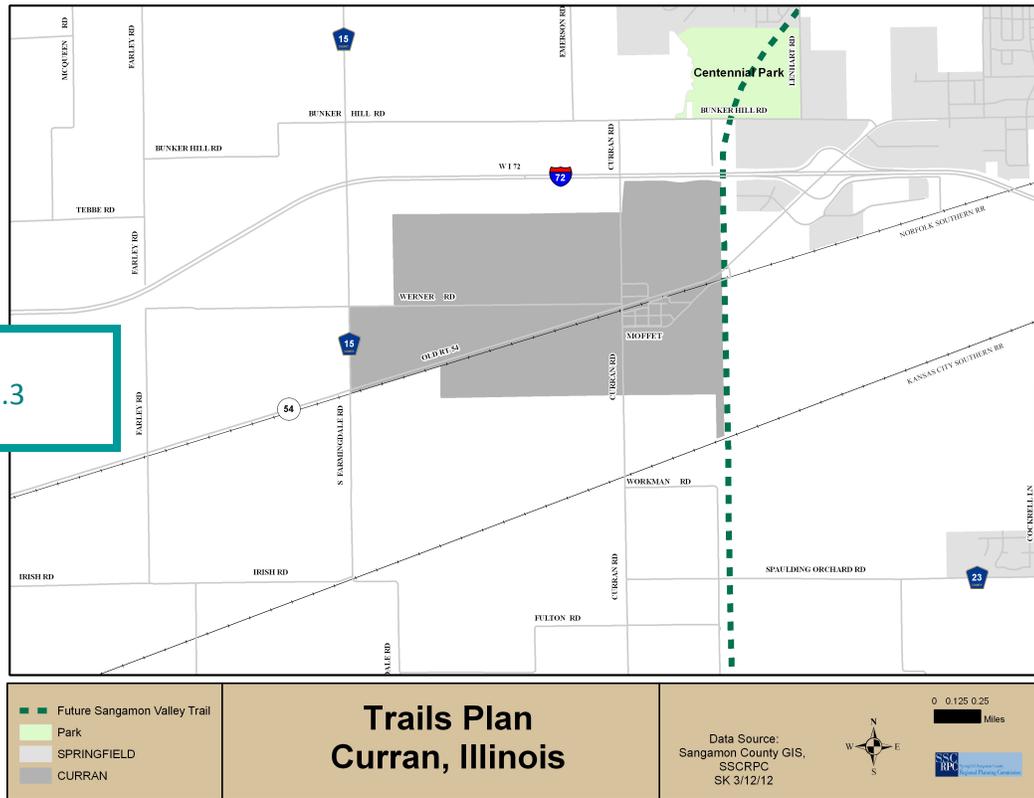
The Village of Curran has the ability to construct a network of on-road and off-road bicycle and pedestrian trails in the future.

The following funding sources could be used to construct a bicycle or pedestrian trail or fund improvements related to a bicycle or pedestrian trail. A proposed bicycle/pedestrian network of on-road and off-road improvements follows this description.

- The **Illinois Transportation Enhancement Program (ITEP)** provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify in one of the twelve eligible categories listed in the *ITEP Guidelines Manual* and it must relate to surface transportation to be eligible for funding.
- The **Recreational Trails Program (RTP)** funds a variety of motorized and non-motorized trail projects. This program is 80% federal funding with a 20% local match. The maximum award grant is \$200,000 per application for non-motorized development projects. There is no set maximum grant award amount for acquisition or motorized projects. This program could fund an unpaved trail. Since RTP was funded through the latest federal transportation bill, also called SAFETEA-LU, it is unknown at this time whether the program is funded. Applications are placed through IDNR and are due by March 1 of each calendar year. There are sometimes long delays between application and funding for this grant source.
- The **Crossing Safety Improvement Program (CSIP)** is appropriated to IDOT, but administered by the Illinois Commerce Commission (ICC). It is funded through a portion of the motor fuel tax. This program might be used to apply for a pedestrian bridge over the Norfolk Southern railroad track if the Sangamon Valley Trail connects to the Village in the future and if the program is still funded. Generally, grade separation projects are a 60% state, 40% local maximum match according to the grant guide.

A proposed bicycle/pedestrian network is shown in Figure 5.3, below. The map is meant to be illustrative. On-road improvements include things such as: wide shoulders/outside lanes, bike lanes (approximately 5 feet wide), and sharrows. A visual depiction of these examples can be found in Appendix C to the comprehensive plan. An on-road pedestrian/bicycle improvement can be as simple as way-finding signs along the roadway. An assessment of risk factors should accompany the planning of on-road improvements.

Figure 5.3



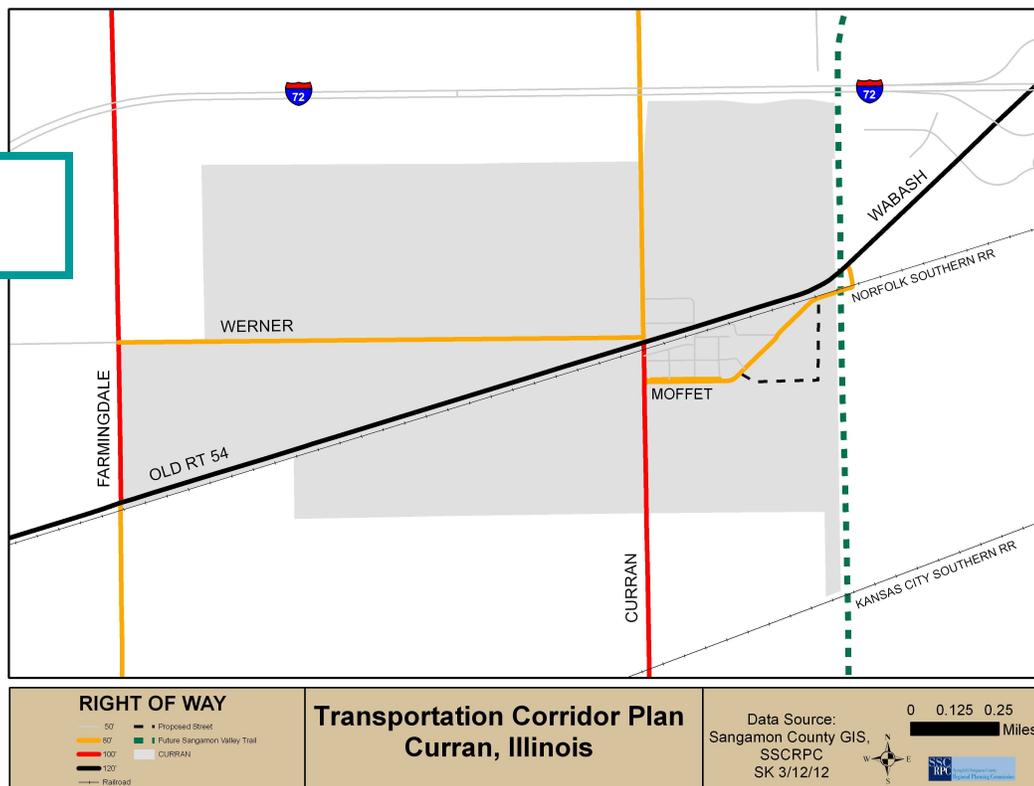
The risk factors for on-road bicycle/pedestrian signage and improvements stem from a court case, *Boub v. Wayne Township*, argued before the Illinois Supreme Court in 1998. The Route 66 trail plan, written by the Illinois Department of Natural Resources (IDNR), states local governments receive immunity for, “injuries suffered by cyclists due to road condition,” (IDNR, 2010, p. 44). However, it also states, “this immunity vanishes for roads designated with bicycle-specific features such as signage or bike lane markings,” (IDNR, 2010, p. 44). To promote the benefits of on-road improvements, the plan also notes that two insurers did not foresee insurance premium increases for ten miles of off-road bike paths, on-road bike lanes, or signed bike routes provided the insurers were consulted to ensure proper engineering design standards were met. The Village may wish to consult with its insurer before signing or constructing on-road bicycle improvements to ensure this information would apply.

Example off-road pathways for bicycles and pedestrians could include dedicated trails like the Sangamon Valley Trail, the Lost Bridge Trail, or the Interurban Trail, and six-foot side path trails next to roads in areas with higher speed limits such as Old Route 54. Visual examples of these concepts are also shown in Appendix C.

Transportation Corridor Plan

The main purpose of a transportation corridor plan is to move traffic – both vehicular and non-vehicular – from place to place in the most safe, effective, and efficient way possible. Recently, this has come to mean building a network which provides effective means of transportation for both pedestrians and automotive traffic alike. The proposed transportation corridor plan includes both a trail network, spearheaded by the proposed future extension of the Sangamon Valley Trail, and several classes of streets. *Major* and *minor arterial* streets are designed to carry traffic through an area in the most efficient manner possible. *Collector* streets carry traffic from local arterials to local streets and from local streets to arterial streets. *Local* streets carry traffic from collectors and primarily provide access to property. For the purpose of this proposed transportation corridor plan, the SSCRPC continues to use the definitions provided in the Roadways section of the plan.

Figure 5.4



The transportation corridor plan identified above (Figure 5.4) serves as a guide and should be incorporated within the Village’s subdivision ordinance when considering future developments. The plan indicates proposed road corridors that will be needed for future development as well as trail components that will provide a safe and efficient transportation system that incorporates all modes of transportation. The plan breaks down the existing and proposed street network according to the recommended Right-of-Way widths identified for each category.

Alternative Transportation Options

Curran’s rural location may limit a resident’s transportation options to means such as automobiles, walking, bicycling, or carpooling. Of these, carpooling may provide the most immediate alternative means of getting to work or other destinations outside of the Village.

According to the resident survey, 76% of respondents drove alone to work, while 27% said they would consider a carpool. This means slightly more than 1 in 4 survey respondents would consider a carpool.

At the time of this plan’s development, the Sangamon County Board is working toward the development and implementation of a rural transit system. In the future, this system could provide demand-response transit service, potentially using small buses or vans, to Curran residents as well as people living in the rural area outside of the Village. Rides will be available by making a reservation with service to all areas of the county including into Springfield.



Section 6:
**ECONOMIC
DEVELOPMENT**





ECONOMIC DEVELOPMENT

Economic development involves efforts designed to improve the financial well-being and quality-of-life of a community through the expansion, attraction, creation, and retention of business activity. These efforts are intended to create new employment opportunities in the community, but also to sustain and increase the community's tax base. Efforts to increase the economic base of a community are important because the generation of new wealth and business opportunity provides the public resources most often needed to implement the community's long-range plans. This being the case, economic development planning often includes policies and programs that governments use to achieve economic objectives by providing the vital infrastructure and services that improve or retain a community's competitive position while maintaining the necessary balance for substantial and sustained growth.

In developing plans for future growth, it is important to consider significant factors encouraging and retarding growth; the current market presence of the community; the potential the market holds for business retention, expansion and attraction; and any special challenges and opportunities that can be foreseen.

Supporting Infrastructure

Consumers, producers and suppliers all need physical access to the marketplace and the utilities necessary for both residential and commercial activities. For this reason the availability of supporting infrastructure is critical to long-term success. Minimally, this infrastructure includes roads and highways, necessary provision of water and sewer, and access to electricity and telecommunication services.

**COMPREHENSIVE PLAN
TAKE-AWAY:**

1

Curran should emphasize and take advantage of its geographical strengths.

The Village of Curran has adequate expressway access with Interstate 72 running on the northern edge of the Village and on/off ramps that allow for quick and efficient travel within 0.8 miles of the Village. The majority of the businesses in Curran are located along Industrial Drive. Growth and development in the future of the Village are closely linked to growth and development in nearby communities, since Curran functions in part as a "bedroom" community for the City of Springfield. The City of Springfield is located to the northeast of the Village, and the two are connected by Wabash Avenue, or Old Route

54. Curran should also be aware of all City efforts to improve and widen Wabash Avenue. At the time of this plan, coordinated efforts to widen Wabash Avenue from Springfield westward to Moffet Street are underway. The Village should support these efforts to provide its residents continued and improved access. The Village should also consider a future effort to create a turn lane on the section of Route 54 that passes through the Village between the railroad crossing and Curran Road.

In addition to the supporting infrastructure of road access, Curran's development capacity depends upon its ability to provide access to public sewer for growing businesses in the Village. Without a sewer system, both residential and commercial development would likely remain limited. The

Village is encouraged to seek funding opportunities for a sanitary system and consider all available options, some of which could include federal and state grant funding, fee-for-service, municipal property tax, or a special service area. Continued exploration of sewer development options will be directly linked to Curran’s capacity for future economic growth. If a sewer system were to be installed in Curran, sufficient infrastructure capacity would exist for foreseeable development projects.

Electric utilities for Curran are provided by Ameren Illinois. Telecommunication services, such as internet, are available to Curran through local providers such as Comcast. Comcast capabilities for the Village of Curran as of early 2012 included residential high-speed internet with download speeds of 50 MB/second, and comparably high rates for business development, capable of supporting standard business capacity needs. Both of these electric and telecommunications utilities providers would likely be able to support any feasible continued growth in Curran.

**COMPREHENSIVE PLAN
TAKE-AWAY:**

2

Curran’s future growth is largely dependent upon the availability of public sanitary sewers.

Workforce Availability

According to the US Census Bureau, in 2010, Curran’s population was 212. This represents a decrease from its estimated population of 222 in 2000. However, Curran was not incorporated until 2005, so population figures for the last decade exhibit some uncertainty. Nevertheless, population and resident age are relevant to assessing local development capacity.

According to SSCRPC estimates based on both the 2010 Census and American Community Survey (ACS) five-year estimates, Curran has approximately 107 workers in the labor force, comprising 61.4% of its population 16 years and older. These 107 account for 50.5% of Curran’s total population, comparable to the estimated 51.9% of the population that was in the labor force in 2000.

These labor force estimates, coupled with employment capacity of businesses within the Village, suggest that the majority of Curran’s labor force works outside the Village. The differential of those working within versus outside the Village would indicate that sufficient labor capacity exists within the Village to support some additional growth if jobs comparable to those being found outside the community were developed within it.

This labor availability is important, as total population growth has been steady but slight. Between 1990 and 2000 the estimated annual rate of population growth in the geographic area which now comprises the Village was 1.20%. Given the 2000 population estimate of 222 and the 2010 Village population of 212, the area that now comprises the Village has experienced little to no population growth, with estimates suggesting a decline of approximately 0.45% annually in the last decade. Adjacent population may be called upon to fill employment niches in a community, but population growth on the periphery of the Village (within a 2 mile radius of the Village center, which would largely include the Village’s extra-territorial jurisdiction) is also low, with ESRI estimating a 0.2% annual rate of growth between 2010 and 2015.

BUSINESS ESTABLISHMENTS IN CURRAN:

- Brandt’s Fertilizer
- Brent Theatrical Lighting Co.
- Bly’s Rental Hall
- Cloyd Builders Inc.
- Coz’s Frozen Pizza
- Coz’s Storage
- Crazy Horse Concrete Inc.
- Curran Antique Mall
- Heartland Equine Health Center
- Pedigo Sod Inc.
- Portable Sanitation Systems
- Prairie Sales Co.
- Shelly’s Licensed Day Care
- Trails End Saloon
- Winfield Solutions

Source: Village of Curran, IL

Business Establishments

According to the American Community Survey five-year estimates based on Census Bureau data, the Village of Curran’s main industries are Services, Finance/Insurance, and Transportation/Warehousing/Utilities. These industries employ 53.3%, 12.0% and 10.7% of Curran residents, respectively. Retail trade employs 8.0% of residents, making it the fourth largest economic sector. The service industries have been grouped together, and include Professional/Management Services, Education/HealthCare/Social Services, and Entertainment/Food Services. Among these various types of service industries in the Village, management services establishments employ approximately nine residents, social services employ approximately thirteen, and entertainment/recreation/food services employ approximately fifteen. The list above includes businesses that currently operate in Curran. Given Curran’s small population size, the numbers and types of existing business establishments may be less important to its future development than this information would be in a larger community. More important to development in Curran will be the businesses that may develop near additional residential growth, and those that might serve as suppliers

to businesses located in industrial and heavy commercial areas within Springfield’s jurisdiction to the east of the Village.

Business Revenue

The current state of revenue-generating business activity can be partially assessed from sales tax data. The sales and related taxes disbursed to the Village from 2005 through 2009 are shown in Table 6.1, to the right.

The table reveals that the revenues disbursed to the Village increased dramatically between 2005 and 2006, decreased from 2006-2008, increased between 2008 and 2009, and again decreased from 2009 to 2010. Many factors could have contributed to these changes in annual revenue. In examining these changes in municipal sales tax disbursement, it is first important to note that the

Table 6.1:
Disbursement Information for Sales Taxes
Calendar Years 2005-2010

Year	Municipal Sales Tax	Percent Change from Previous Year
2005	\$28,550*	NA
2006	\$50,848	+78%*
2007	\$43,865	-14%
2008	\$27,694	-37%
2009	\$45,995	+66%
2010	\$40,435	-12%

Source: Illinois Department of Revenue
*Curran was not incorporated until mid-2005, so disbursement figures for 2005 represent only half of the year.

Village was not incorporated until 2005. Accordingly, the sales tax disbursement data for that year represent only a partial figure, which accounts for the dramatic increase between 2005 and 2006.

The decline in sales tax disbursement in 2008 may be explained in two ways. First, this decline may be a continuation of the general decline from 2006-2007 that Curran experienced. Moreover, with the dramatic changes in the market and economic climate that occurred in 2008, Curran’s sales tax revenues were most likely subject to regional and national trends. As the table indicates, sales tax disbursements stabilized to Curran’s average of between \$40,000 and \$50,000 in 2009 and 2010.

Market Presence and Potential

As noted previously, Curran’s population in 2000 was an estimated 222 people and in 2010 its population was 212. Although ESRI estimates some growth in Curran by 2015, it is likely that growth would remain relatively slow.

It is also important to note, however, that Village residents maintain consumer potential. As Table 6.2 indicates, Curran ranks fifth on median household income when compared to four other nearby communities. As these five comparison communities all have considerably higher median household incomes than the countywide median household income of \$50,166 in 2010 (US Census Bureau’s 2010 American Community Survey Estimates), Curran’s median household income allows it to maintain a competitive footing in comparison to its surrounding region.

Table 6.2: 2010 MEDIAN HOUSEHOLD INCOME Sangamon County, Illinois		
	2010 Median Household Income	2010 Estimated Population
Curran	\$55,661	240
Pleasant Plains	\$62,298	783
Riverton	\$57,037	3,179
Sherman	\$79,460	3,636
Williamsville	\$65,266	1,466
Source: ESRI Business Analyst Online, 2010		

The Village does have a reasonably strong and stable residential base. In 1990 there were 75 households within the Village limits. By 2000 this had increased noticeably, by 12 households, to 87 occupied households. The Village experienced a very slight increase to 89 households between 2000 and 2010. This change in the market area represents an increase of only 0.23% annually. The ESRI 2015 five-year projection of households – moving to the estimated 94 – would be a change of 1.1% annually from the current year total, representing a slight increase in total number of households.

Average household size in the Village as of the 2010 Census is 2.38, demonstrating a slight decrease in size from the average of 2.68 in 2000. This decline is consistent with household size trends in the area, state, and nation. The current number of families in the market area – which is different from households – is 63.

According to the 2010 Census, 75 out of the 95 housing units (78.9%) in the current market area are owner-occupied, with 14.7% renter-occupied and 6.3% vacant. The number of housing units since 2000 been stable and ESRI estimates that the 2010 median home value in the market area is \$133,333, compared to a median national home value of \$157,913. However, ESRI projects that in five years median home value in the market area will increase 2.38% annually to \$149,219. This is slightly lower than the estimated 2000 to 2010 median home value increase of 2.77% annually.

Overall, this indicates that the Village has the number of households and property value to support some additional local retail, but any additional retail will come in a relatively slow-growing, neighborhood-like environment. Due to this slower growth, the Village will find itself competing with other nearby communities, such as Springfield’s west side and Chatham, for additional retail business growth. This will especially be the case with businesses which are not currently in Curran’s business inventory and which require a much larger population base to thrive, such as businesses with expensive inventory or those that cluster around other like businesses.

One of Curran’s valuable assets as a community competing with others to attract local retail business is its prospective access to the Sangamon Valley Trail. As the trail expands, Curran may be able to create a trailhead that would provide bikers and pedestrians with access to local businesses, thereby expanding market potential for those businesses. Such an amenity would also encourage residential development for the Village.

Local tax rates also affect business retention, expansion and attraction, and in this area the Village is competitive. The Village’s tax rates are similar and competitive with other smaller communities in Sangamon County, including villages of comparable size like Pleasant Plains. More importantly, Curran will be competing for development with other communities in its immediate geographic area. These communities include the western portion of the City of Springfield, the Village of Chatham, and potentially the Village of New Berlin. In contrast to Springfield, Curran charges no additional sales tax on top of the state sales tax rate of 6.25%. Moreover, Curran has the lowest Telecommunication Tax rates of the communities in its region, which can allow it to attract additional development.

Table 6.3: TAX RATES FOR COMPARABLE COMMUNITIES				
Sangamon County, Illinois				
	Curran	New Berlin	Chatham	City of Springfield
Sales Tax	6.25%	6.25%	6.25%	8.00%*
Use and Service Tax	6.25%	6.25%	6.25%	6.25%
Telecommunication Tax	7.00%	8.00%	13.00%	11.00%
Source: IL Department of Revenue, 2010				
*Springfield’s Sales Tax rate may vary by location. At the writing of this plan, the South Central Business District had a total Sales Tax rate of 9.00%.				

Curran does not have a municipal property tax, although some of its comparable communities do. Aside from the portion of municipal sales tax Curran receives from the Illinois Department of Revenue (1% of total sales tax for sales within its corporate boundaries, listed above) and Motor Fuel Tax money received from the Township, the Village of Curran receives no additional tax disbursements. The Village does not receive any disbursements related to the fire protection districts or the school districts servicing the Village of Curran. Curran’s local tax rates are therefore among the lowest in surrounding communities. While this could incent business development in Curran, the very limited tax base in Curran may instead inhibit the Village from having extensive enough revenue to develop needed infrastructure for business or retail growth

Strategies for the Future

Communities with strong economic development strategies strive to cultivate both community attractiveness and development-ready environments. Given the Village of Curran’s market presence and potential, the low cost of living and tax rate in relation to surrounding neighborhoods, and Curran’s small-town feel and proximity to the amenities of Springfield, it has great potential to foster economic development if certain community obstacles can be overcome. A forward-looking economic development strategy for the Village of Curran highlights tools and opportunities in the existing economic landscape of the Village, while seeking to identify and overcome the Village’s challenges.

Special Opportunities and Tools

Geographic Location

Curran’s proximity to the Interstate 72, Interstate 55 (access within approximately seven miles of the Village limits), and Old Route 54 suggests that it would be an optimal location for certain types

**COMPREHENSIVE PLAN
TAKE-AWAY:**

1

Curran should emphasize and take advantage of its geographical strengths.

of economic development as well as residential growth. The access to interstate highways and major roadways provides easy opportunities for transfer of goods. Curran’s geographic location is also of benefit to industrial developments because of its access to a rail spur, which directly adjoins the currently existing industrial area. These transportation opportunities would benefit mid-size office or retail businesses as well. By continuing to maintain these access points for transportation of goods, and by marketing these features when attempting to attract industrial and business development, the Village can further its economic development attempts.

The Village of Curran’s proximity to the City of Springfield can be also an opportunity for development. Curran should continue to attract residential development for those who prefer a smaller community that still has access to all of the cultural, commercial, and community amenities of the City. Curran residents can continue to benefit from employment opportunities, particularly in Springfield’s large and growing government and medical industries.

Education

Curran appears to have quality elementary and secondary education systems for its students. Residents of Curran attend schools in the New Berlin Community Unit School District 16. In a comparison of this district with neighboring districts and the State of Illinois average, District 16 falls in the mid-range for local schools and above the state average. Table 6.4, right, displays overall performance on state tests for several local community’s districts in 2010 and 2011, as reported by the Illinois District Report Card. The percentage figures for each district represent the percent of all students who met or exceeded state standards of performance under the Illinois Learning Standards on the Illinois Standards Achievement Test (ISAT) for grades 3 through 8 and the Prairie State Achievement Exam (PSAE) for students in grade 11, and, where applicable, the Illinois Alternate Assessment (IAA) for students with severe cognitive disabilities.

Table 6.4:
Overall Performance on All State Tests

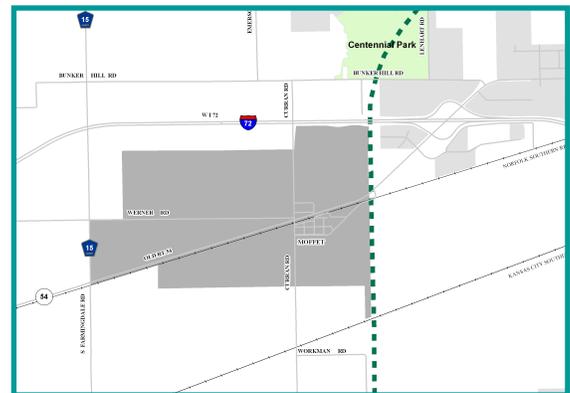
	2010	2011
New Berlin CUSD 16	83%	83%
Auburn CUSD 10	83%	82%
Pleasant Plains CUSD 8	87%	84%
Riverton CUSD 14	76%	74%
Williamsville CUSD 15	87%	90%
Statewide Average	76%	77%

Source: Illinois Interactive Report Card

Curran’s location additionally provides access to a number of institutions of higher education, which are a special tool Curran can leverage for community development. These institutions include the University of Illinois at Springfield, Lincoln Land Community College, Springfield Benedictine University, Southern Illinois University School of Medicine, and Robert Morris University.

Sangamon Valley Trail Access

The Village’s location as a future access point to the Sangamon Valley Trail provides another valuable asset for encouraging commercial and residential development. Phase I of the Sangamon Valley Trail, which links Centennial Park and Stuart Park on Springfield’s west side, opened in summer 2011. After stretching northward to cross the Sangamon River in Phase II, the trail’s third phase is intended to continue southward from Centennial Park, crossing Old Route 54 directly adjacent to the Village’s eastern limits.



A review of literature on recreational trails suggests that they can have positive impact on property values and sales times (Racca & Amardeep, 2006). For all segments of the population, especially the potentially growing residential core of single-family homeowners, the Sangamon Valley Trail is a valuable community amenity. Residential development in Curran would benefit from an economic development strategy that fully appreciates and utilizes the

Sangamon Valley Trail as such. Especially given the increasing emphasis on community amenities by the Generation X and Y age cohorts that will be the bulk of the home-owning residential population in coming years, trail access will likely become increasingly valuable in Curran’s future. The Village should continue to encourage the development of the trail, and work to provide trail access, potentially through an appealing trail-head that links the trail to recreational areas and allows access to Curran’s central downtown area.

Curran should also consider leveraging the trail access as an amenity to attract small commercial development to its community. Smaller food service establishments and other local retailers could provide a welcoming venue for trail-goers to pause from bike and pedestrian travel, thereby strengthening Curran’s local economy.

It is important to note, however, that the added value a trail brings to a community is generally contingent upon the pre-existing amenities in the community. Those residents who would appreciate and benefit from trail access would likely desire a community with strong pre-existing public infrastructure conditions. Curran may have to confront its current challenges and obstacles before becoming able to capitalize on the benefits afforded by Sangamon Valley Trail access.

Special Challenges

Geographic Location

**COMPREHENSIVE PLAN
TAKE-AWAY:**

3

Curran should promote development within a market niche of affordable housing.

Although it provides many opportunities, Curran’s geographic location is also a challenge that should be taken into consideration in its economic development strategy. While providing many benefits, Curran’s proximity to Springfield may also be detrimental if residents and businesses perceive Springfield or other surrounding communities as more attractive places to locate. Curran should continue to monitor its municipal tax rates and other factors that differentiate it from neighboring communities. It should work to distinguish itself from surrounding communities through affordable residential housing

or a similar market niche. Moreover, it should strive to identify and market amenities unique to its location, such as the Sangamon Valley Trail connection discussed above.

Sanitary Sewer System

Being a development-ready community includes having the infrastructure to support increased growth, both commercial and residential. The greatest challenge facing Curran’s economic development is the Village’s lack of a sanitary sewer system. Currently, the Village has only septic systems for the disposal of sewage. This decreases the livability and development readiness of Curran in comparison to neighboring areas.

**COMPREHENSIVE PLAN
TAKE-AWAY:**

2

Curran’s future growth is largely dependent upon the availability of public sanitary sewers.

As of December 1999, the Sangamon County Subdivision Ordinance mandates that lots with only septic systems cannot be divided for development into lot sizes smaller than one acre. This one-acre requirement will cause future development in Curran to be more expensive than it would be in areas with public sanitary sewer systems. Furthermore, within one-acre lots that rely upon conventional septic systems, a half-acre area must be reserved for the system. Accordingly, Curran may have difficulty maximizing its residential development potential, presenting a challenge to economic development. Furthermore, office or commercial developments of the size desired for growth in Curran cannot be supported by septic systems.

Because of the economic necessity made evident in these considerations, local efforts toward economic development have primarily focused on the development of sanitary sewer since the Village's incorporation in 2005. In 2010, Curran applied for USDA and CDAP Grants to help offset the cost of sewer installation. However, these grant applications proved unsuccessful, partially due to lack of 2000 Census data specific to household incomes in the incorporated Village.

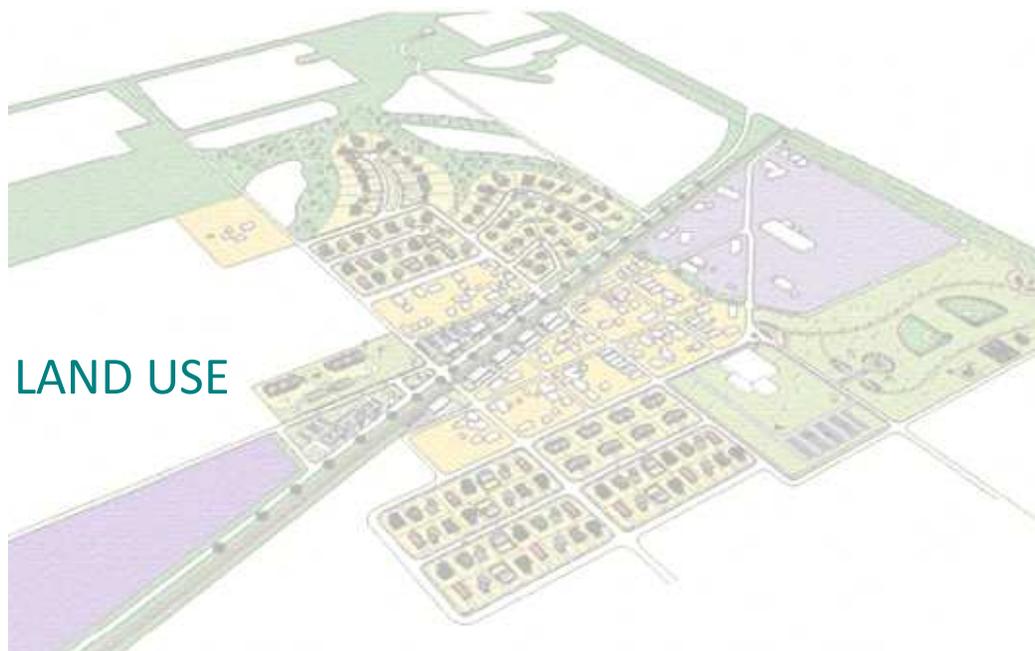
Efforts were renewed in 2011 and 2012, and Curran's re-application process is underway. It is of paramount importance that the Village gains access to funding for the development of sanitary sewer, without which other efforts toward economic development will most likely prove ineffective.



The development of such a system is critical to the Village's long term economic success.



Section 7:
PROPOSED LAND USE





PROPOSED AND FUTURE LAND USE

A comprehensive plan includes more than just proposed land use maps. Often the proposed land use map is mistakenly viewed as *the plan* by members of the public. It is important to note that, in addition to a land use map, a comprehensive plan includes proposed goals and initiatives to guide development throughout its planning period.

The Curran comprehensive plan presents a picture, using current assumptions, of what growth may look like in the future. Combined, the proposed land use maps, the related goals and initiatives, and the information presented in the prior sections of the comprehensive plan provide a framework to guide development decisions in Curran’s long-term future. The proposed land use maps provide logical, visual representations of where particular land uses should be located given different scenarios in Curran’s future. However, flexibility is also important in implementing the comprehensive plan, because the community’s needs and desires can change over time. Flexibility is also required because it is impossible to see exactly what development proposals will occur in Curran’s future.

The proposed land use maps for the Village of Curran include a number of land use categories, some of which already exist in Curran, and some that do not. The definitions provided in Table 7.1, below, indicate the general characteristics of the various proposed land use categories, including examples where appropriate.

Residential:	Existing Residential:	Mixed single family, mobile homes, and multi-family units.
	Single Family:	Detached, single family housing units, with one unit per lot.
	Multi Family/Duplexes:	Attached housing units for multiple families, such as apartments or duplexes.
Community Resources:	Community Facility:	Public facilities including but not limited to schools, churches, community centers, fire stations, libraries, village halls, cemeteries, or government buildings.
	Park/Trail Head:	Lots without buildings or other uses, or areas expected to be developed.
Commercial Uses:	Commercial:	Any office, service, retail, museum, tourist attraction, or wholesale trade use except those involving extensive trucking, shipping, warehousing, and outside storage.
	Existing Heavy Commercial/Industrial:	Service and commercial uses involving trucking, shipping, warehousing, or outside storage, highway oriented businesses, heavy and light industrial uses.
	Commercial/Heavy Commercial:	Mixed uses, service and commercial uses involving trucking, shipping, warehousing, or outside storage, highway oriented businesses, heavy and light industrial uses.

As with Curran’s population projections, the proposed land use plan takes into account the fact that Curran’s growth may vary greatly depending upon its infrastructure and community amenities. Several options have been highlighted in the following pages, with comparative overviews of the various options provided at the end of the section.

For each of the options, the community facility space has been located in accordance with the Village’s existing plans to build a community center/storm cellar. Adjacent to this community facility space, land could be developed as a community park, with trail access to the Sangamon Valley Trail.

OPTION 1: Proposed Growth Without Sewer

If Curran does not acquire a sanitary sewer system, its growth will be minimal. As suggested by the proposed map below, residential development could by necessity occur only on one-acre lots, which would impede development. All residential development in a minimum growth scenario occurs south of Old Route 54, adjacent to the bulk of existing residential dwellings in Curran. Twelve additional single-family residential units have been proposed.

Other features in a minimal growth proposal include the community facility and park space, along with minor growth in the commercial area along Route 54. It seems unlikely that Curran’s industrial use area will experience growth without sewer development. The proposed land use for this minimum growth option has been further described with details for the village both north and south of Route 54.

COMPREHENSIVE PLAN TAKE-AWAY:

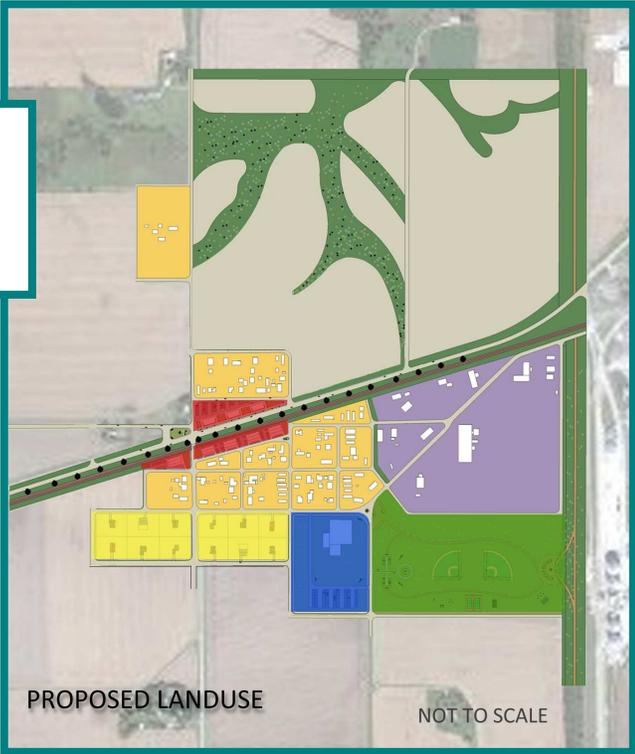
2

Curran’s future growth is largely dependent upon the availability of public sanitary sewers.

**Figure 7.2:
PROPOSED
GROWTH
WITHOUT SEWER**

LEGENDS:

- EXISTING HOUSING
- SINGLE FAMILY
- COMMERCIAL
- COMMUNITY FACILITY
- EXISTING HEAVY COMMERCIAL
- PARK / TRAIL HEAD



North of Route 54

In a minimum growth plan without sanitary sewer, few growth opportunities exist north of Route 54. The proposed land use map in this scenario indicates that there may be some potential for growth or maintenance of the commercial area fronting Route 54.

The extensive green space north of Route 54 could have potential with the development of the Sangamon Valley Trail. However, road access to Route 54 would be contingent on the Illinois Department of Transportation, and may preclude development opportunities. This area could also have potential as a community park, but the Village’s plans to develop a community center in the area south of Route 54 and patterns of existing development in the village suggest that such a facility would be better placed south of Route 54.

South of Route 54

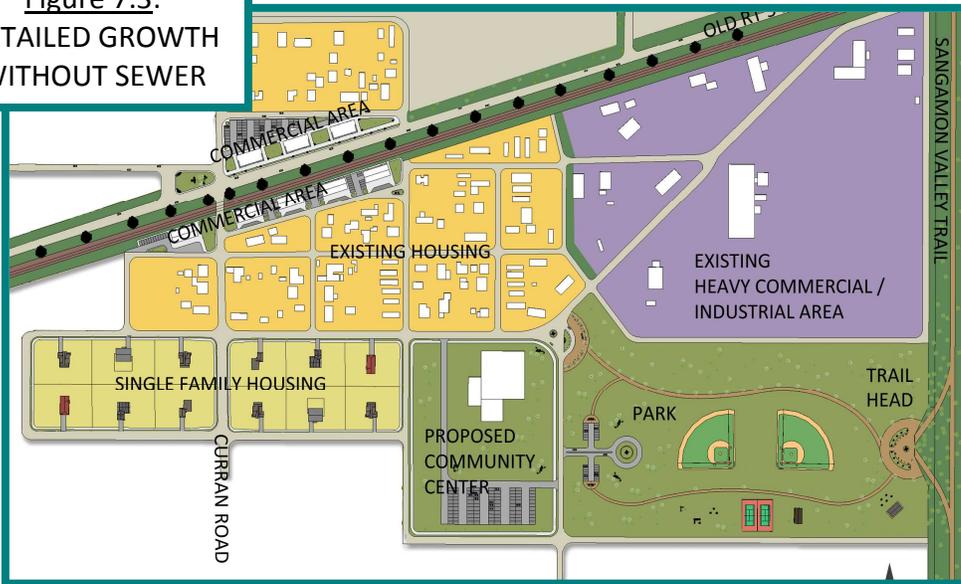
The illustration to the left gives a more detailed depiction of Curran’s proposed land use south of Route 54. Several important aspects of this illustration relate to Curran’s goal of taking advantage of its close proximity to Springfield, I-72, and I-55.

For instance, Curran has the potential to develop a more

streamlined road network to surround the currently existing industrial area. This could be achieved, as illustrated, through additional roadways encircling the industrial area, and through a roundabout near the community center on Moffet Street. Such a development plan would utilize Curran’s location as an industrial area with convenient highway access. The road system improvements and roundabout shown here could emphasize and facilitate transportation in the community.

Furthermore, even in a situation of minimum growth, Curran could attempt to create an appealing park or open space near its community center. This park could serve as a connection or trail head to the Sangamon Valley Trail, which would link Curran to Springfield and surrounding communities.

Figure 7.3:
DETAILED GROWTH
WITHOUT SEWER



COMPREHENSIVE PLAN TAKE-AWAY:

1

Curran should emphasize and take advantage of its geographical strengths.

Without an adequate sanitary sewer system, residential growth will be confined to one-acre lots, demonstrated by the single family housing included in the proposed land use plan. The area west of the community center and south of existing residential homes could be a convenient and beneficial location for any future development in this proposed land use option.

OPTION 2: Proposed Minimum Growth With Sewer

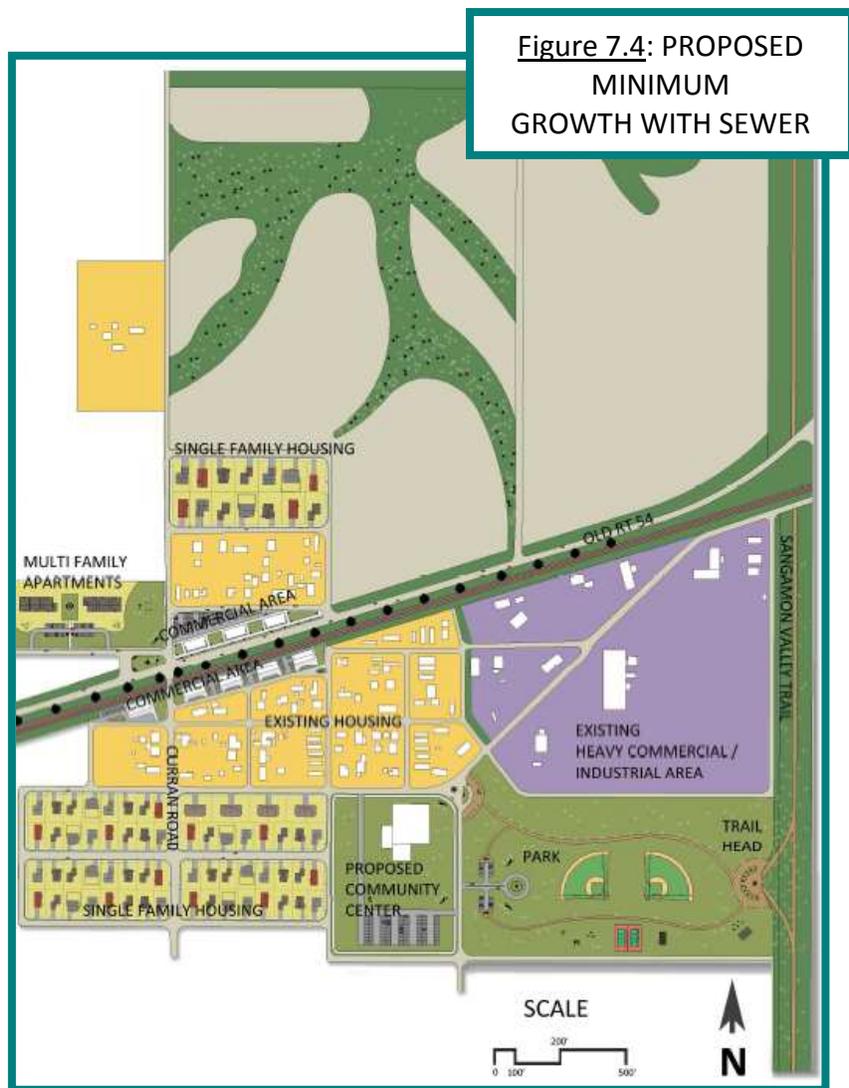
With the development of a sanitary sewer system in Curran, the possibilities for proposed land use change substantially. While much of the Option 2 land use plan reflects similar proposed uses to those described in Option 1, growth would likely be more extensive with sewer. Option 2 represents a moderate growth scenario, in which sewer exists but does not inspire the maximum possible growth impact.

North of Route 54

With sewer in place, potential growth could expand to the northern part of the Village. However, proposed land uses in this area, even with sewer, remain primarily residential for any scenario that examines less than maximum growth rates. A proposed land use plan for Curran must acknowledge potential limitations to village development. One such limitation is the lack of assurance that public access points to Old Route 54 will exist from its north side.

Single-family residential uses have been proposed to build upon the existing residential area, expanding to the north of Gardner Road. These residences are on quarter-acre parcels.

Option 2 could also include the use of multi-family homes in the northern part of the village. West of the existing developed residential area between Garner and Berry roads, and bordered



by Curran Road and Werner Road on the east and south, minimal multi-family apartment buildings could be a valuable asset to the community. Multi-family residences would allow renters in Curran's future to gravitate away from the existing housing stock of mobile homes. This could contribute to the phasing out of dilapidated housing stock, a concept which Curran residents supported in their community survey. The proposed use shown in this option includes 12 multi-family units, housed in two buildings. To maintain the attractiveness of the area, green space surrounding the multi-family homes is envisioned, as shown in the illustration to the right. This green space would allow the multi-family units to be set back from the existing commercial uses and from Old Route 54.



Figure 7.5:
RENDERING OF
MULTI-FAMILY
HOUSING AREA

South of Route 54

Many of the features and land uses from Option 1 are still proposed with the addition of sewer, although the growth of residential areas would likely increase. The community center and park/trail head areas remain in each of the proposed land use options.

Based on the capacity to have quarter-acre lots, seventy single family housing units could feasibly be proposed in an additional residential neighborhood, to the west of the proposed community center and south of Moffet Street. One block of this residential area could also be dedicated to duplex housing, which would contribute to the flexible character of housing stock that Curran would likely benefit from developing. The proposed duplex use in this option includes eight total duplex housing units, in four buildings south of Moffet Street. Again, it is important to note that development in Curran to the extent presented in Options 2 and 3 is contingent upon sanitary sewer, because of restrictions on lot sizes without sewer. Even in the event that sewer exists, locations for residential development may vary from those proposed here.

OPTION 3: Proposed Maximum Growth With Sewer

In a maximum growth scenario, Curran could leverage a sanitary sewer system to encourage both residential and commercial or industrial development. One key feature of the proposed land use plan that reflects maximum growth is the addition of increased growth areas for commercial, heavy commercial, and industrial uses along Route 54 to the west of the existing village development. Since population and commercial growth would likely occur in relation to one another, Option 3 proposes land uses that extend both.

North of Route 54

In Option 3, the northern part of Curran would retain the multi-family apartments described above. The area between Werner Road and Route 54 to the west of Curran Road could be the

site for an additional commercial area that would phase from light commercial uses, such as retail or office buildings, to mid- or heavier-commercial uses. Figure 7.6, below, demonstrates this proposed use.

With more commercial uses, multi-family housing becomes increasingly important. Those employed by the commercial and/or industrial developments north of Route 54 could benefit from affordable, walkable housing without having to cross a major roadway.

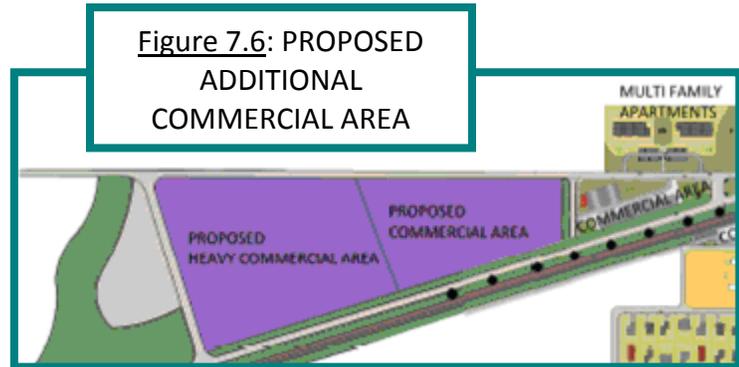


Figure 7.6: PROPOSED ADDITIONAL COMMERCIAL AREA

This principle of affordable housing would also benefit Curran in relation to its competitive standing when compared to nearby communities. The proposed residential land uses in this plan allow Curran to have flexibility in its development options. By including duplex housing and multi-family housing, Curran provides decent and affordable housing for renters. This would allow Curran to eventually phase out more dilapidated forms of rental housing in the Village. Curran could also supply numerous residential homes to fill a niche market for moderate income homeowners, especially with the quarter-acre lots possible after the development of sanitary sewer.

This proposed blend of residential development is in keeping with the over-arching goals of Curran’s comprehensive plan, such as meeting unique needs in the residential market.

COMPREHENSIVE PLAN TAKE-AWAY:

3

Curran should promote development within a market niche of affordable housing.

Finally, north of Route 54 under a maximum growth scenario, Curran’s proposed land use could include residential housing that fills in a portion of the area that is currently green space north and east of existing residential housing. By working within the terrain and waterways that currently exist, development could create a more aesthetically diverse area for homeowners

interested in slightly larger lot sizes. The proposed use maps displayed for Option 3 include single-family residential housing on lots between a quarter- and half-acre in size in this area. This area would have a distinct residential character, due to the curved boulevards and larger lot sizes. A rendering of this image has been provided.



Figure 7.7: PROPOSED ADDITIONAL RESIDENTIAL AREA NORTH OF ROUTE 54

The complete proposed land use map for Option 3 (maximum growth with sewer) is displayed below. This map incorporates the details described above. Proposed land use south of Route 54 remains similar to that of Option 2. In total, Option 3

adds 69 additional quarter-acres single-family residential lots, 46 half-acre single-family residential lots, 16 duplex housing units, and 12 multi-family apartment units.

**Figure 7.8: PROPOSED
MAXIMUM
GROWTH**

South of Route 54

The primary variation between minimum and maximum growth with sewer in the southern part of the Village is the increased amount of duplexes in the residential area. This increase is reflected by the proposed eight duplex buildings, or sixteen units, to the immediate west of the community center.

Additionally, the commercial area currently along Route 54 could be expanded westward under this scenario for proposed land use. Again, commercial and residential development in Curran’s future are potentially linked, and both appear to be dependent on the future of a sanitary sewer system in Curran.

These proposed land use options provide different scenarios for orderly growth, depending upon the population growth that Curran is able to achieve. Proposed land use represents only one part of Curran’s comprehensive plan. Although it is an important part, it is critically linked to all of Curran’s development and planning goals.



LEGENDS:

- EXISTING HOUSING
- SINGLE FAMILY
- DUPLEX
- MULTI FAMILY
- COMMERCIAL
- COMMUNITY FACILITY
- EXISTING HEAVY COMMERCIAL / INDUSTRIAL
- COMMERCIAL / HEAVY COMMERCIAL
- PARK / TRAIL HEAD

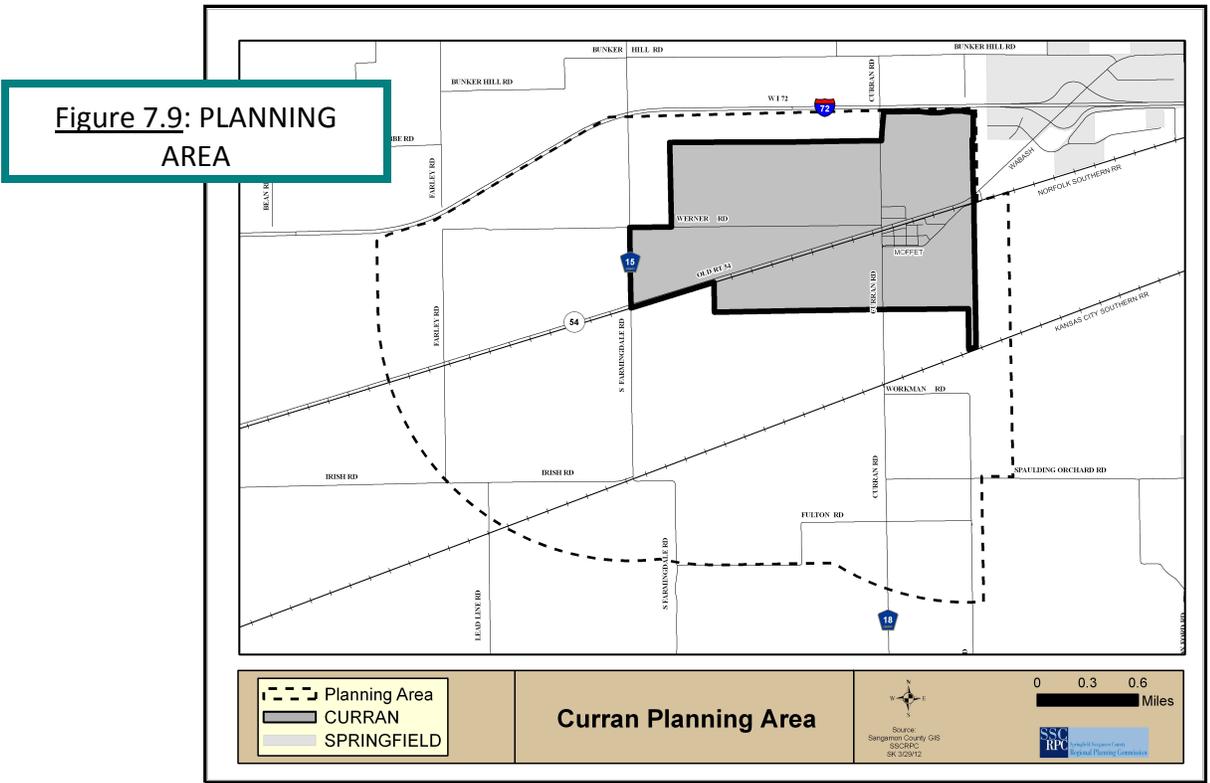
LAND USE IN THE EXTRA-TERRITORIAL AREA

Within the current Village corporate limits, Curran has annexed land beyond the area of existing development. As suggested in existing and proposed land use drawings and maps above, the land outside existing development, but within the corporate limits of the Village, currently falls

into primarily the agricultural use category. The land surrounding Curran’s incorporated Village limits also consists primarily of agricultural or industrial uses. These uses have been specifically identified in the existing land use map (page 22).

It is unlikely that Curran’s development will expand beyond its corporate limits within the horizon of the current plan. The Village should maintain patterns of development consistent with existing agricultural uses.

Upon the adoption of both a comprehensive plan and a local subdivision ordinance, a local municipality by State statute has jurisdiction over land within one and one-half miles of its corporate boundaries (65 ILCS 5/11-12-5). For Curran's eastern boundaries, this extra-territorial area of jurisdiction would overlap the area over which the City of Springfield can assert subdivision jurisdiction. By statute, the two communities may agree upon a boundary line between the jurisdictions, beyond which each cannot annex territory (65 ILCS 5/11-12-9). However, without a village subdivision ordinance this section of statute does not apply. Curran’s planning area is displayed in Figure 7.2, below.



Section 8: Implementation





IMPLEMENTATION

The preceding sections of this plan provide a blueprint for the Village’s future, identifying a number of considerations to be taken into account to ensure both community stability and prudent growth. As part of the planning effort, the Village should consider and address a number of specific goals relevant to plan implementation. Associated with these goals are recommended strategic initiatives. In some cases initial action steps are identified that will assist the Village in advancing these initiatives.

Curran’s Lead Implementation Strategy: Make every effort to develop sewers for the Village of Curran. Many of the goals and initiatives identified herein are dependent on the creation of a public sewer system in Curran.

Lead Initiative: Develop and construct a sanitary sewer system within the next ten years that meets the needs of current residents and a desired number of future residents.

Lead Action: Continue efforts to seek revenue sources to assist in development efforts, including grant revenue. Consider expanding village revenues and exploring borrowing options.

Lead Initiative: Severely limit or prohibit construction which does not make use of this sewer system.

Economic Development Goals

Economic development is a key part of enhancing the quality of life and financial interests of a community. Expanding, attracting, creating, and retaining existing businesses increases a community’s employment opportunities and household incomes. Effective economic development policies and programs produce the financial resources needed to ensure that a community’s long-range plans are carried out. Economic development policies and programs help pave the way for a community to create growth, sustain growth and become a competitive community. These efforts can create a “vital cycle” in which rising real incomes are reinvested in a community leading to additional economic growth. Studying a community’s market presence and its ability or inability to create or maintain growth is vital to long-range visions or plans. The following goals build upon key concepts discussed in the economic development section, and can be summarized as:

- Maintain and improve current infrastructure and development-readiness
- Cultivate a favorable business climate in the Village
- Engage in long-term development planning activities
- Improve local government operations to facilitate development

GOAL 1: Retain the Village's existing businesses and expand upon this base.

INITIATIVE 1.A: Take steps to improve ease of access and movement while creating an attractive neighborhood-like community setting.

INFRASTRUCTURE
AND
DEVELOPMENT-
READINESS

Action 1.A.1: Create a gateway at the entrance to Curran. See Figure 8.1, right.

Action 1.A.2: Work with transportation officials to encourage redesign of the viaduct to become a more functional crossing for vehicular and non vehicular traffic. The redesign should take into consideration the future widening of the roadway into the Village. This could be done as part of the extension of the Sangamon Valley Trail south.



Action 1.A.3: Improve the appearance of signage throughout Curran, so that it is attractive and consistent. As a Sangamon Valley Trail connection is developed, provide way-finding signage for visitors near the trail head.

Action 1.A.4: Encourage the development of the Southern portion of the Sangamon Valley Trail to attract and provide services for residents and visitors of Curran.

Action 1.A.5: Support future efforts to create a connected trail network in the Sangamon County region.

INITIATIVE 1.B: Increase the availability of a low cost, high-speed internet service.

Action 1.B.1: Identify existing areas in the village that are not currently provided with low-cost, high-speed internet service, or areas where the service is considered marginal.

Action 1.B.2: Work with service providers to address current service needs and plan for expansion of service into identified growth areas.

INITIATIVE 1.C: Enhance and maintain existing transportation infrastructure to facilitate and incent development.

Action 1.C.1: Take active steps to plan and ensure a quality entrance and exit on the Sangamon Valley Trail. Take active steps to ensure that the community is pedestrian and bicycle friendly.

Action 1.C.2: Create crosswalks and sidewalks, particularly near key intersections. Create or improve sidewalks and curbing to increase pedestrian safety and mobility. These actions can be addressed through the adoption of a Village Subdivision Ordinance.

(See Transportation Section, below, for additional transportation-related goals and initiatives.)

INITIATIVE 1.D: Develop and expand upon programs and policies that support existing businesses and encourage their expansion.

Action 1.D.1: Consider the adoption of building design codes that can guide future development and ensure quality construction materials and methods. Continue to work with Sangamon County to pursue cooperative code enforcement.

Action 1.D.2: Consider implementing or encouraging participation in a Facade Improvement Program for existing structures, such as commercial developments located along Route 54.

INITIATIVE 1.E: Promote “pride of place” through citizen participation in local projects.

Action 1.E.1: Consider hosting an annual picnic or other community oriented event.

Action 1.E.2: Consider recreating the Curran Improvement Committee, or creating a volunteer opportunity or program that involves residents in beautification efforts. For example, Curran could host village clean-ups or encourage residents to maintain flowerbeds for an attractive community entrance, or could encourage beautification efforts along the existing railroad corridor.

Action 1.E.3: Continue municipal efforts toward the development of a community center including a park or recreational area, a safe room, and a public facility for the Village.

INITIATIVE 1.F: Create and make use of potential Village special market amenities.

Action 1.F.1: Support efforts to create an inviting trail head and park.

Action 1.F.2: Utilize and market trail access and proximity to Springfield as unique Village assets.

Action 1.F.3: Pursue opportunities to link the Sangamon Valley Trail to communities to the South as well as to the trail network in Sangamon County.

Action 1.F.4: Encourage expansion of recreational opportunities with the addition of a ball field or other types of amenities.

GOAL 2: *Create an economic climate that encourages new businesses to locate in Curran.*

INITIATIVE 2.A: Create a community profile and an inventory of available development sites.

INITIATIVE 2.B: Maintain an up-to-date and professional presence on the World Wide Web that showcases the long term plan of the community, provides links to information and data that would be helpful to businesses considering locations of choice in the region, and provides links to local contacts that would be of assistance to them.



INITIATIVE 2.C: Encourage the use of state, federal and local programs that help fund local economic development projects.

Action 2.C.1: Create a development committee structure, create a list of potential program sources and maintain this list.

Action 2.C.2: Take active steps to become familiar with the programs, their applicability to potential projects, and their application requirements.

Action 2.C.3: Pursue opportunities to create linkages between an economic development committee and state and federal program staff who manage economic development assistance programs.

INITIATIVE 2.D: Encourage new commercial and industrial users to locate in the proposed commercial areas.

Action 2.D.1: Consider efforts to zone property in accordance with the proposed land use plan.

Action 2.D.2: Consider efforts to ensure all appropriate utilities are available to prospective commercial users.

Action 2.D.3: Develop a comprehensive document that provides all appropriate site information to help market a selected commercial or industrial site to a potential user. Ensure information is shared with economic development professionals.

INITIATIVE 2.E: Create effective zoning requirements and utilize new regulations to require more landscaping and plantings in zoning ordinances.

INITIATIVE 2.F: Support efforts to maintain high-quality education in the New Berlin School District.

GOAL 3: Prepare for long-term development.

INITIATIVE 3.A: Maximize public and private resources through partnerships, including economic development partnerships with regional actors such as the Greater Springfield Chamber of Commerce.



LONG-TERM
PLANNING FOR
BUSINESSES
AND LOCAL
GOVERNMENT

Action 3.A.1: Offer municipal support to local civic organizations to encourage growth and participation, and to foster citizen involvement in local projects.

Action 3.A.2: Work with other organizations to maintain a market presence.

INITIATIVE 3.B: Encourage local leaders to attend educational and professional development forums, including civic and other engagement seminars and learning opportunities.

INITIATIVE 3.C: In keeping with the implementation goals of the current plan, develop a comprehensive Economic Development plan in the future.

INITIATIVE 3.D: Continue to support the adoption and long-term enforcement of increased efficiency through strong building codes for existing and new structures.

GOAL 4: Study and pursue opportunities to strengthen and create efficiencies in local governmental operations so as to reduce future development costs.

INITIATIVE 4.A: Consider potential additional sources of municipal revenue to diminish existing revenue burdens.

Transportation Goals

Where people live and work, where economic activity takes place, and how people travel all contribute to the demand for an efficient, safe, and connected transportation network that is vital to the success of any growing municipality. The following proposed goals reinforce the key ideas discussed in the transportation section:



TRAIL
OPPORTUNITIES
AND
PEDESTRIAN
CONNECTIVITY

- pedestrian connectivity
- recreation and trail opportunities
- planning for an effective road network

GOAL 1: Provide a safe and efficient transportation network for all people.

INITIATIVE 1.A: Adopt and incorporate the complete streets concept.

Action 1.A.1: Develop Village complete streets requirements based on best practices in like communities.

Action 1.A.2: Ensure that future development includes complete streets designs, such as sidewalks or pedestrian ways.

INITIATIVE 1.B: Create a Sangamon Valley trail connection and trail head.

Action 1.B.1: Apply for grants for engineering plans and construction of the trail head and ramps of connectivity.

INITIATIVE 1.C: Construct or improve sidewalks in areas where they do not exist or are in poor condition.

Action 1.C.1: Refer to the list of grants in the “Transportation” section and update the list as legislation leading to new funding opportunities arises.

INITIATIVE 1.D: Construct, sign, enhance safety of, and expand existing and proposed trail networks.

INITIATIVE 1.E: Educate, support, and publicize to Village residents the proposed Sangamon County rural transit service.

INITIATIVE 1.F: Require street, sidewalk, and trail connections between existing and any future neighborhood development.

GOAL 2: *Anticipate potential growth within the next twenty-five years with a coordinated effort of transportation improvements.*

INITIATIVE 2.A: Support current regional efforts to widen Wabash Road/Route 54 as it approaches the Village from the east.

Action 2.A.1: Contribute to Wabash improvements through beautification efforts as the roadway passes through the Village of Curran.



INITIATIVE 2.B: Adopt the suggested transportation corridor plan.

Action 2.B.1: Obtain the suggested right-of-way widths through a controlled development process.

INITIATIVE 2.C: Evaluate development proposals for adequacy with the street network when they are submitted.

Land Development Goals

The proposed theme for this comprehensive plan envisions ways the Village can plan for growth while maintaining its small town feel. Residents have expressed a desire through the community survey to maintain a similar population to the Village’s current size. One way to achieve this goal is through land use policy that promotes infill development and a compact and contiguous growth pattern.

Because Curran does not face the growth constraints of some other villages, compact growth may be a less urgent priority, but it is still of great benefit to the Village. First, infrastructure costs to the Village will be lower because fewer linear feet of pipe and roads are necessary. Second, a compact and contiguous growth pattern makes it easier for people to walk to current and future retail development. Finally, compact and contiguous growth enables Curran to continue to utilize its surrounding prime farmland for agricultural uses to the maximum extent.

By promoting a contiguous growth pattern, this plan retains its consistency with the best practices in community development, while also realizing there are times when a contiguous growth pattern must be balanced with the need to serve current residents in the most effective manner. As such, flexibility and common sense should complement the implementation of the following goals and initiatives. In keeping with Curran’s first priority for all implementation goals, land development goals are also contingent upon a strategy for sanitary sewer implementation. Curran should work to acquire access to sewer, to adopt development codes, and to enforce these goals. A contiguous and smart growth pattern for Curran would prioritize goals that used land in accordance with Curran’s objectives:

- effective growth emphasizing long-range planning
- improve quality and flexibility of Curran’s housing stock

GOAL 1: *Promote an economical and efficient growth pattern which ensures development occurs in appropriate areas and maintains similar uses in similar areas.*

INITIATIVE 1.A: Facilitate the construction of a complete sewer system.

INITIATIVE 1.B: Direct growth to areas with adequate sewage capacity, once a sewer system is constructed.

INITIATIVE 1.C: Adopt a subdivision or unified development ordinance that meets Curran’s unique needs.

INITIATIVE 1.D: Ensure that all new development is served by public water and a public sewer.

INITIATIVE 1.E: Ensure that outlying areas are not developed in the absence of necessary infrastructure.



QUALITY AND
FLEXIBILITY FOR
CURRAN'S
HOUSING STOCK

Goal 2: *Make aggressive efforts to eliminate existing dilapidated housing. Attempt to limit the future use of mobile homes and place them in sites (such as mobile home parks) specific to this use.*

INITIATIVE 2.A: Adopt and enforce local building codes and require existing substandard structures to come into compliance or be removed from the site. Explore legislative rezoning of mobile homes to an appropriate district.

GOAL 3: *Once Curran has acquired access to sanitary sewer, consider promoting the development of a new housing stock that attracts families by meeting the needs of a niche market.*

INITIATIVE 3.A: Identify housing varieties and price ranges under-utilized in community and region.

INITIATIVE 3.B: Promote development specifically targeted to meet these market needs.

GOAL 4: *Periodically assess the comprehensive plan.*

INITIATIVE 4.A: Review and amend the comprehensive plan as necessary in five years to account for changes in land use and development patterns since inception.

INITIATIVE 4.B: Update the comprehensive plan as needed in ten years.



Environmental Goals

Pursuing land use policies that account for the environment helps the Village reach several goals. In the “Environmental” and the “Utilities” sections of this plan, we said the local soils will not be able to handle septic fields due to high water tables. This reinforces the need for the Village or another entity to construct a sanitary sewer system before substantial development occurs. Also, protecting environmentally sensitive areas will help ensure future generations enjoy the Village’s surroundings just as residents can today. The major goals of the environmental section include:

- the necessity for sewer
- the protection of environmentally sensitive areas
- the enhancement of the Village’s quality of life through programs, e.g. planting street trees

GOAL 1: *Develop and construct a sanitary sewer system within the next ten years that meets the needs of the Village’s residents and takes environmental factors into consideration. Severely limit or prohibit construction which does not make use of this sewer system.*

GOAL 2: *Preserve and protect environmentally sensitive areas.*



INITIATIVE 2.A: Adopt an ordinance which prohibits or greatly restricts development within environmentally sensitive areas such as within 50 or 100 feet of a wetland, or an intermittent stream area.

GOAL 3: *Enhance the Village's environment.*

INITIATIVE 3.A: Plan and construct a Village Hall within the time horizon of this plan. Construct an all-purpose gathering space and tornado shelter within the time horizon of this plan.

ACTION 3.A.1: Support current municipal efforts toward natural hazard mitigation, including the proposed storm shelter in the Village municipal center.

INITIATIVE 3.B: Create programs that increase shaded area in the Village limits.

ACTION 3.B.1: Promote street or yard trees for new development within the Village in the subdivision or zoning codes.

ACTION 3.B.2: Explore programs which encourage residents and businesses to plant trees and landscaping on property in Curran.

INITIATIVE 3.C: Create open space areas.

ACTION 3.C.1: Plan and be alert to funding, regulatory, and construction opportunities to provide more open space.

INITIATIVE 3.D: Incorporate storm water best management practices to help with drainage.

ACTION 3.D.1: Work to develop and adopt a formal storm water management plan.

ACTION 3.D. 2: Explore the creation of a Village rain barrel program.

ACTION 3.D.3: Explore possibilities to partner or construct model rain gardens or bioswales.

ACTION 3.D.4: Explore an engineered study of drainage problem areas within Village limits. Act on its recommendations.

ACTION 3.D.5: Require that storm water be discharged onto yards rather than onto the street to allow better water infiltration into the ground.

ACTION 3.D.6: Explore opportunities to reduce the amount of impervious surfaces within Village limits.

ACTION 3.D.7: Incorporate storm water management designs in the Village's planning and construction of a sanitary sewer system.





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Section 9:
APPENDICES





Appendix A: Village Officers, Zoning Committee, and Consulting Staff

The SSCRPC would like to acknowledge all of the citizens of Curran for their role in the development of Curran’s long-range comprehensive plan. The Village Zoning Committee and other village officials listed below played a particularly extensive role in guiding the SSCRPC’s efforts in the planning process.

Village Board Members

President: Robert Mathis
Clerk: Karie Bullard
Treasurer: Mary Bilyeu

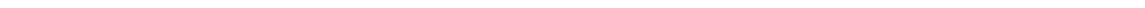
Trustees: Timothy Luckey
Susan Edwards
Anthony Grider
Emil F. Krone III
Kathryn Massey
Harold Pedigo

Zoning Committee

Sam Luckey, Chair
Frank Krone
Kathy Massey

Consulting Staff

Jeff Fulgenzi, Senior Planner- Comprehensive & Strategic Planning
Joe Zeibert, Senior Planner- Development Planning
Steve Keenan, Principal Planner- Development Planning
Amy Uden, Graduate Public Service Intern, UIS



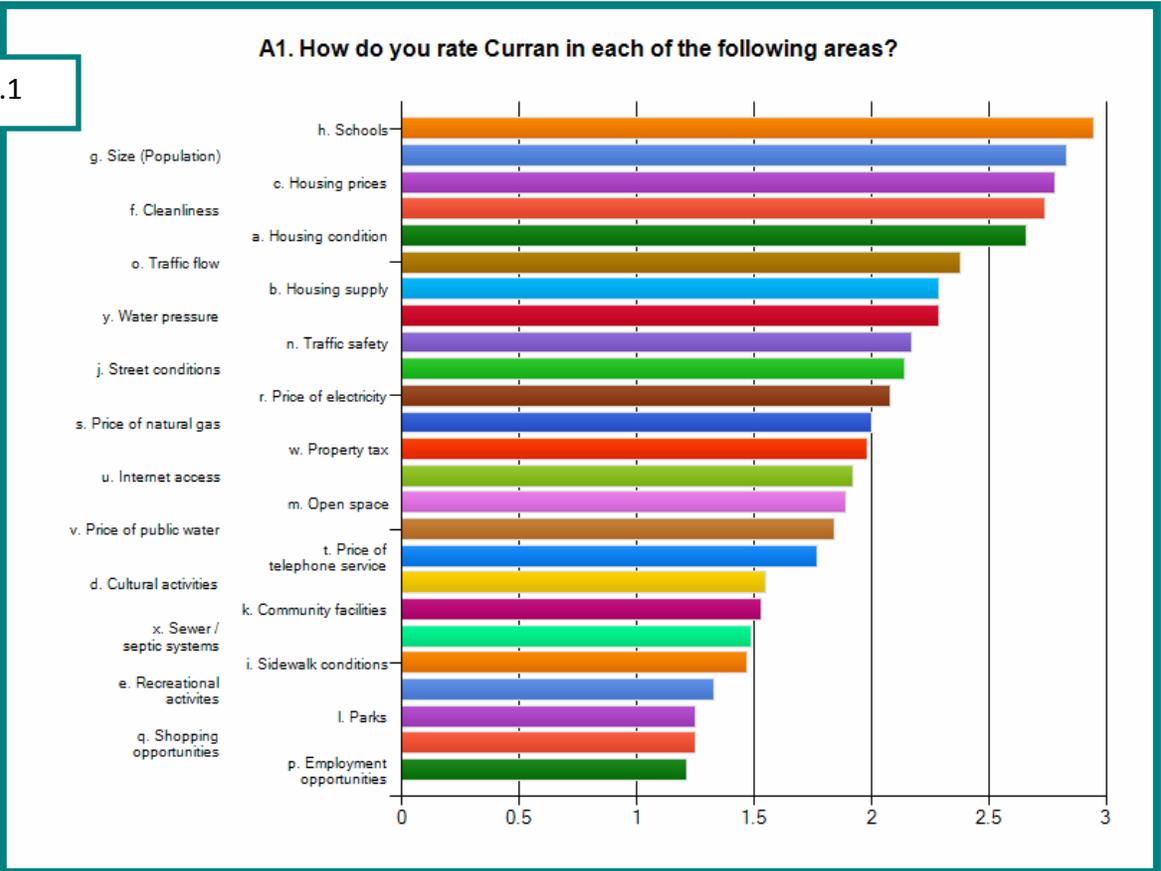
Appendix B: Community Survey Analysis

In the summer of 2011, the SSCRPC prepared a community-wide survey for the Village of Curran. The survey was intended to provide an avenue for residents’ opinions, interests, and desires to shape Curran’s comprehensive plan. The survey was distributed to each household located within Curran (106 households). Residents returned the survey by mail to the SSCRPC for data analysis. Fifty respondents returned completed surveys, for a response rate of 47.2%. The following information identifies important findings from the community survey.

The Community

Survey results indicated that the Village of Curran has several positive components, but needs improvement in other areas. For twenty-five community features, Curran respondents rated Curran on a scale of 1-4, with 1 being “Poor” and 4 being “Excellent.” Figure 9.1 indicates that on average, Curran residents found schools to be good, giving them a higher average rating than other community features. In fact, 38.6% of respondents rated Curran’s schools as excellent. Residents of Curran attend school in New Berlin Community Unit School District 16. Population size, housing prices, cleanliness, and housing condition also all had average responses in the “good” range. Community features that rated most negatively among respondents included employment and shopping opportunities, parks, recreational activities, sewer systems, and

Figure 9.1



sidewalk conditions. Parks most frequently received the lowest rating, with 84.1% of respondents calling them “poor.” Several respondents indicated that there were no parks available.

When asked about a number of possible problems in the community, the majority of respondents described each as not being a problem. The major exception to this was drainage, which 41.7% of respondents called a severe problem. Crime was also mentioned by 44.7% of respondents as a slight problem.

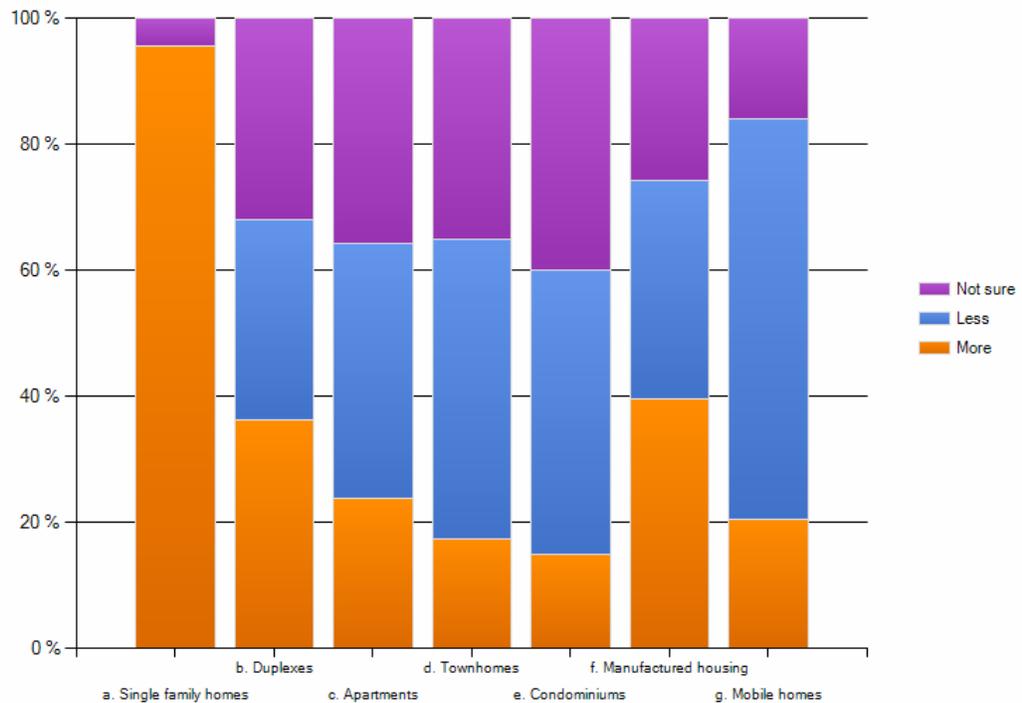
Curran’s lack of a sewer system and its drainage issue appear to be a popular concern among Curran residents. One possible solution to the sewer and drainage issue is a village-wide system. Respondents were asked about the highest percentage increase they would accept on their current utility bill in order to pay for sewer service. 73.8% of respondents answered 0-10%, with 17.4% answering 6-15% and 4.3% of respondents indicating a willingness to pay 15-25%.

Housing

Curran has a variety of housing available, including single-family and mobile homes. When asked whether the variety available was sufficient, 48.0% of respondents indicated that it was. However, 32.0% of respondents felt that Curran’s housing variety was insufficient, and 20.0% of respondents were unsure.

Figure 9.2

B3. As the Village continues to grow what type of housing developments should the Village encourage?



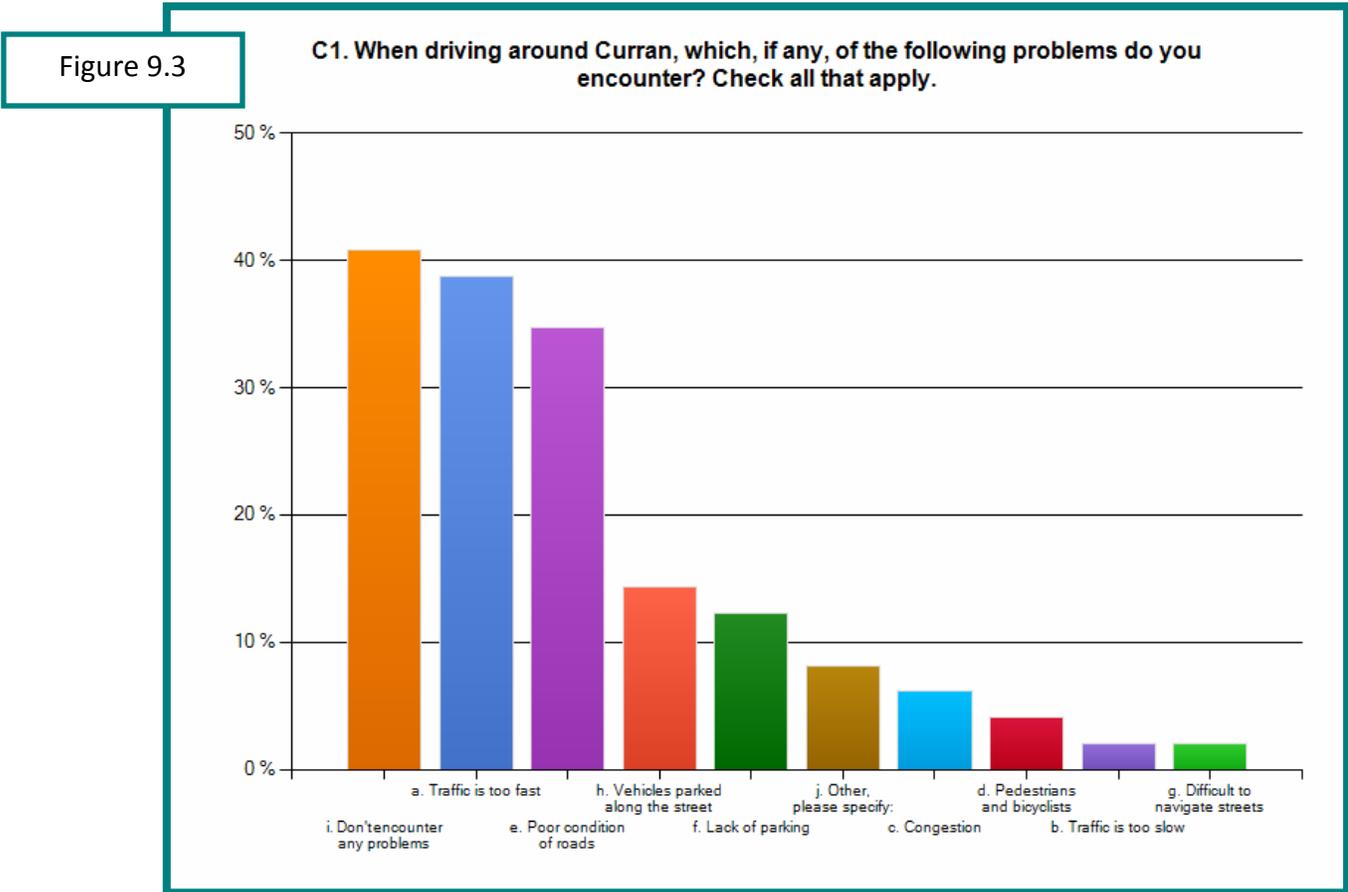
Additionally, 65.9% of respondents felt that it is important or somewhat important for Curran to have housing for all ages, and 60.5% found it important or somewhat important to have housing for all income levels.

As Figure 9.2 indicates, 95.7% of respondents felt that more single-family homes should be encouraged. Respondents experienced higher levels of uncertainty with varieties of housing such as apartments, townhomes and condominiums. In contrast, respondents wished to encourage less availability of mobile homes, with 63.6% desiring less and only 20.5% wishing to encourage more.

Respondents had mixed opinions about the adoption of a building code to regulate new construction, with 50.0% of respondents in favor and 50.0% opposed.

Transportation

Concerning transportation, residents of Curran were asked if they encounter any problems while driving around the village. The lead responses were that residents do not encounter any problems (40.8%) or that traffic is too fast, reported by 38.8% of respondents. Additionally, 34.7% of respondents mentioned poor condition of roads. Figure 9.3, below, displays these values and other indications of Curran transportation problems.



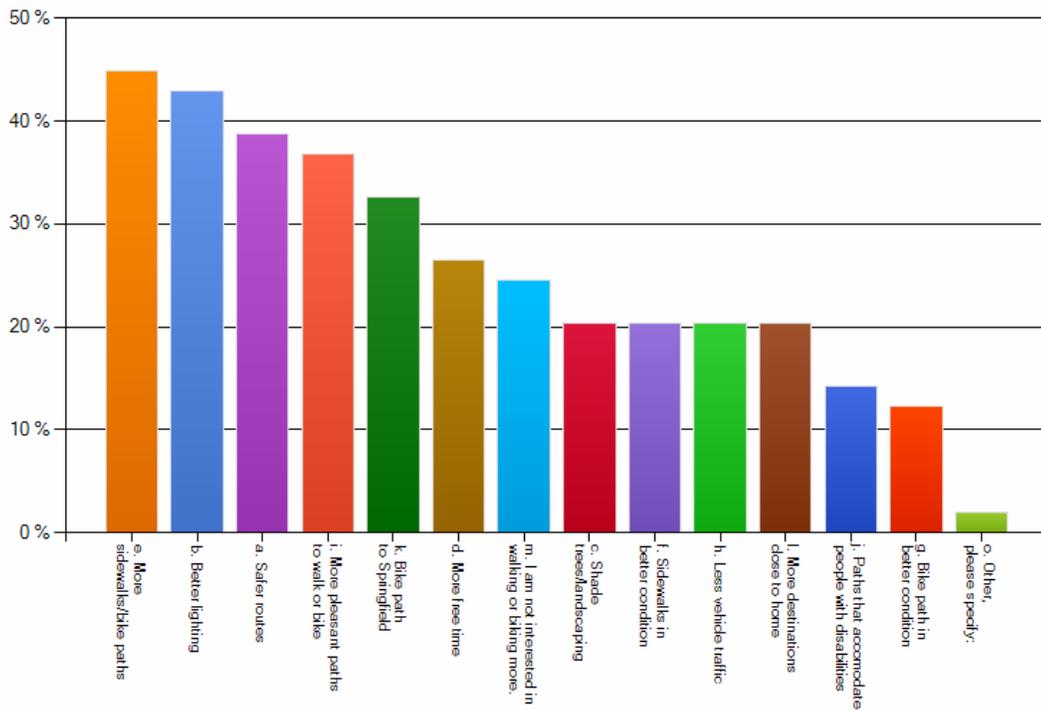
A portion of the survey was intended to gauge Curran citizens' traveling trends. When asked how household members generally travel to work, 76.0% of respondents indicated that they traveled by car. Other modes of transportation, including carpooling (2.0%), walking (0.0%), or biking (0.0%) to work were indicated by few, if any, respondents. The remaining 32.0% of the respondents indicated that they are retired, don't work, or work from home. While 70.0% of respondents reported changing their driving habits in response to increased gas prices, 72.9% nevertheless said that they would not consider using a carpool. A slightly lower number, 68.1%, indicated that they would not consider using public transit were it available.

The survey also asked respondents how often they walk or bike within their neighborhoods. The majority of respondents, 59.2%, indicated that they bike very rarely. Only 10.2% of respondents bike or walk monthly, 16.3% bike or walk weekly, and 14.3% bike or walk daily. Respondents who do bike indicated that most frequently they do so for the purpose of exercise (78.6%), whereas 40.5% of those who bike do so for recreation.

To gauge opportunities for encouraging more bicycle and pedestrian transportation, the survey also asked under what circumstances respondents and their families would walk or bike more often. Figure 9.4, below, displays these responses. Respondents most commonly reported that more sidewalks or bike paths and better lighting would encourage them to bike more frequently, with 44.9% and 42.6% indicating each of these responses, respectively. Curran residents also commonly suggested that more pleasant paths (36.7%), a bike path to Springfield (32.7%), and safer routes (38.8%) would all encourage them to walk or bike more frequently.

Figure 9.4

C8. Which of the following would encourage you or your family to walk or bike more often? Check all that apply.

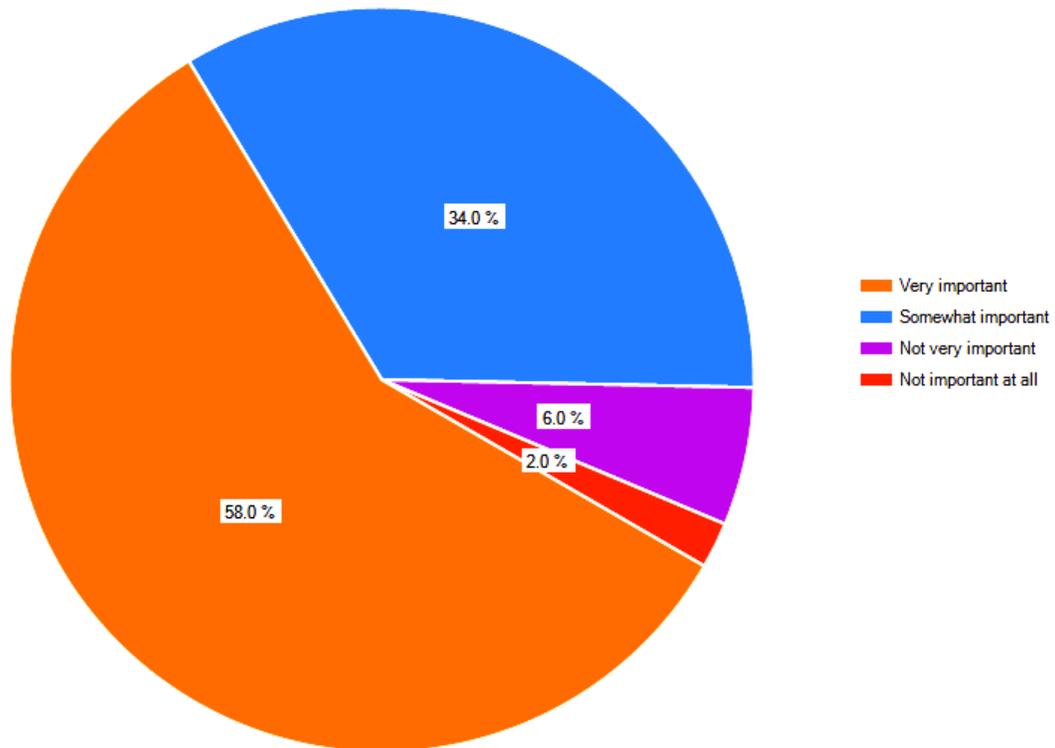


Environment

With continued development, many villages face the challenge of preserving prime agricultural farm land along with other environmentally sensitive areas. Accordingly, the survey asked respondents how important they felt it was for the Village of Curran and Sangamon County to protect agricultural land in the area around Curran. Nearly all respondents deemed the preservation of agricultural land important or somewhat important, as shown in Figure 9.5.

D1. How important is it for the Village of Curran to protect the agricultural land around Curran?

Figure 9.5



The survey asked how residents feel about Curran’s current regulations that allow landscape waste burning seven days a week between sunrise and sunset. While 68.0% of respondents felt that these regulations are fine as is, 22.0% expressed that they are too restrictive. On the other hand, 6.0% of respondents felt that these regulations are not restrictive enough, and 4.0% feel that landscape waste burning should not be allowed.

In light of energy use trends, the United States has moved toward being more environmentally conscious and has urged its citizens to increase conservation efforts. The survey asked Curran residents if they have done anything to reduce the amount of energy they use at home. A large percentage of respondents, 93.8%, claim that they have. While 74.0% of respondents reported that these efforts have been successful, 18.0% say that they cannot tell whether their attempts

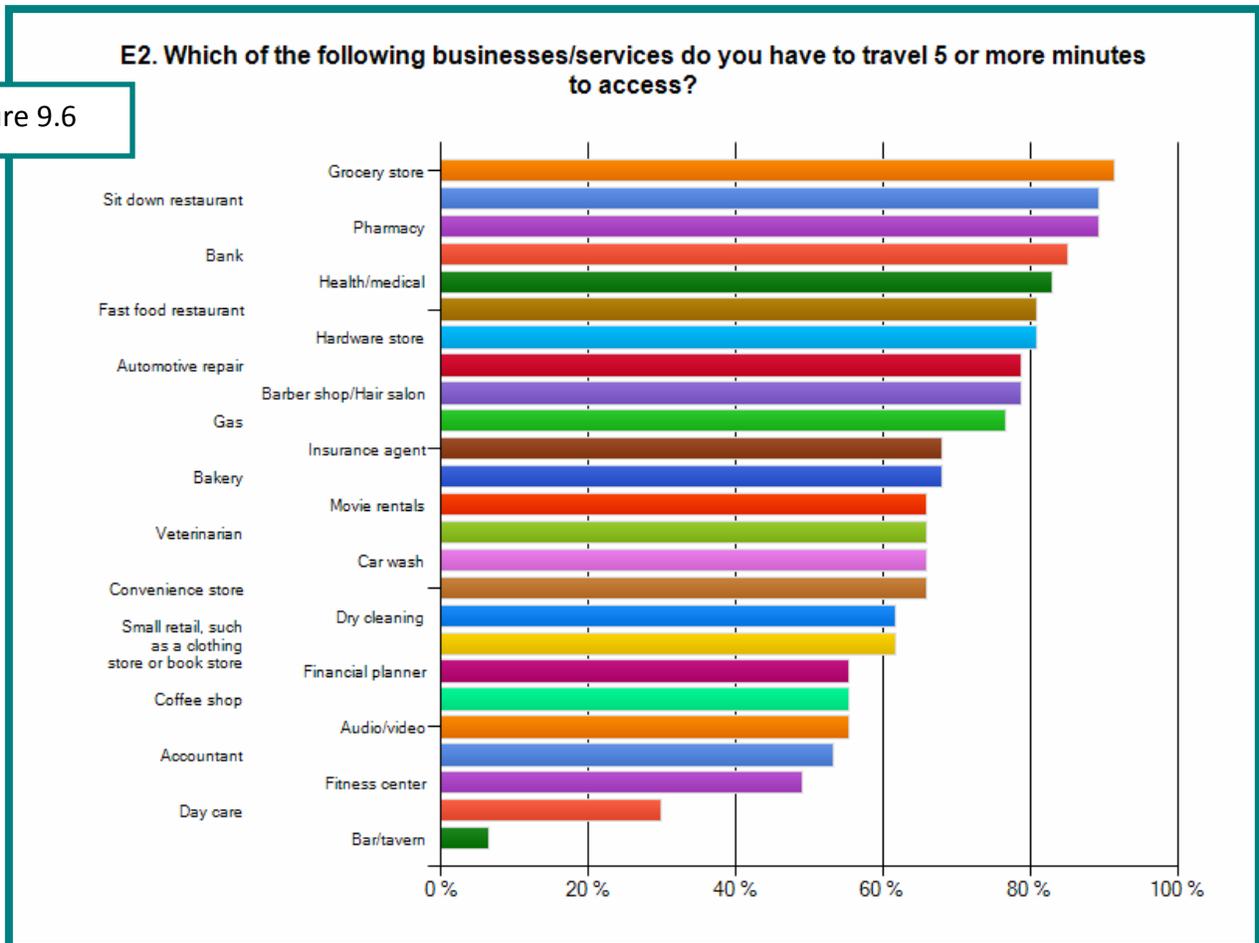
have been successful. Only 2.0% have been unsuccessful, and 6.0% did not try to reduce their energy consumption. Curran’s residents have mixed opinions regarding whether or not the Village should provide assistance to those attempting to reduce energy, with 54.2% in favor of such assistance and 45.8% opposed.

Finally, the survey asked respondents whether or not they would use a recycling program, if the Village had one. 84.0% of respondents stated that they would use such a program, whereas 16.0% indicated that they would not.

Shopping & Business

A section of the survey measured respondents’ shopping trends and how respondents feel about businesses and shopping opportunities currently available within the Village of Curran. Respondents indicated which of a number of businesses they had to travel more than five minutes to access. Most frequently, respondents named the grocery store (91.5%), along with a sit-down restaurant (89.4%), the pharmacy (89.4%), and the bank (85.1%). These and other responses are displayed in Figure 9.6, below.

Figure 9.6



Future Growth

The Village of Curran was incorporated in 2005. As a result, population figures for the last decade exhibit some uncertainty. ESRI provided a population count of 233 in 2000. Curran’s population appears to have decreased moderately (-9.0%) in the last decade. The US Census Bureau estimated its population at 240 in 2007, and its actual population count was 212 in 2010.

When asked about their preferences concerning population growth over the next twenty years, 73.5% of Curran respondents indicated that they would prefer some, but slow growth. Maintaining the same population was preferred by 18.4% of respondents, whereas 8.2% expressed a desire for rapid growth.

The survey also asked respondents how Curran should meet its financial needs. Respondents rated a series of potential financial solutions from least preferred to most preferred. Most commonly, respondents desired to seek state or federal grant money, or to encourage business to locate in Curran. Across the pool of respondents, on average, respondents’ preferences were as follows:

Most Preferred	1	Seek state and federal grants
	2	Encourage more businesses to locate in Curran, which will generate more sales and property taxes
	3	Reduce spending
	4	Encourage residential development
	5	Raise sales taxes
Least Preferred	6	Raise property taxes

Also important to future growth is respondents’ support for various community improvements. In Curran, 83.3% of respondents expressed that they would be willing to pay more taxes if they knew the money would go to improve sewer systems. Slightly fewer respondents would be willing to pay more to improve streets or roads (72.3%), and 58.3% would like to improve fire protection.

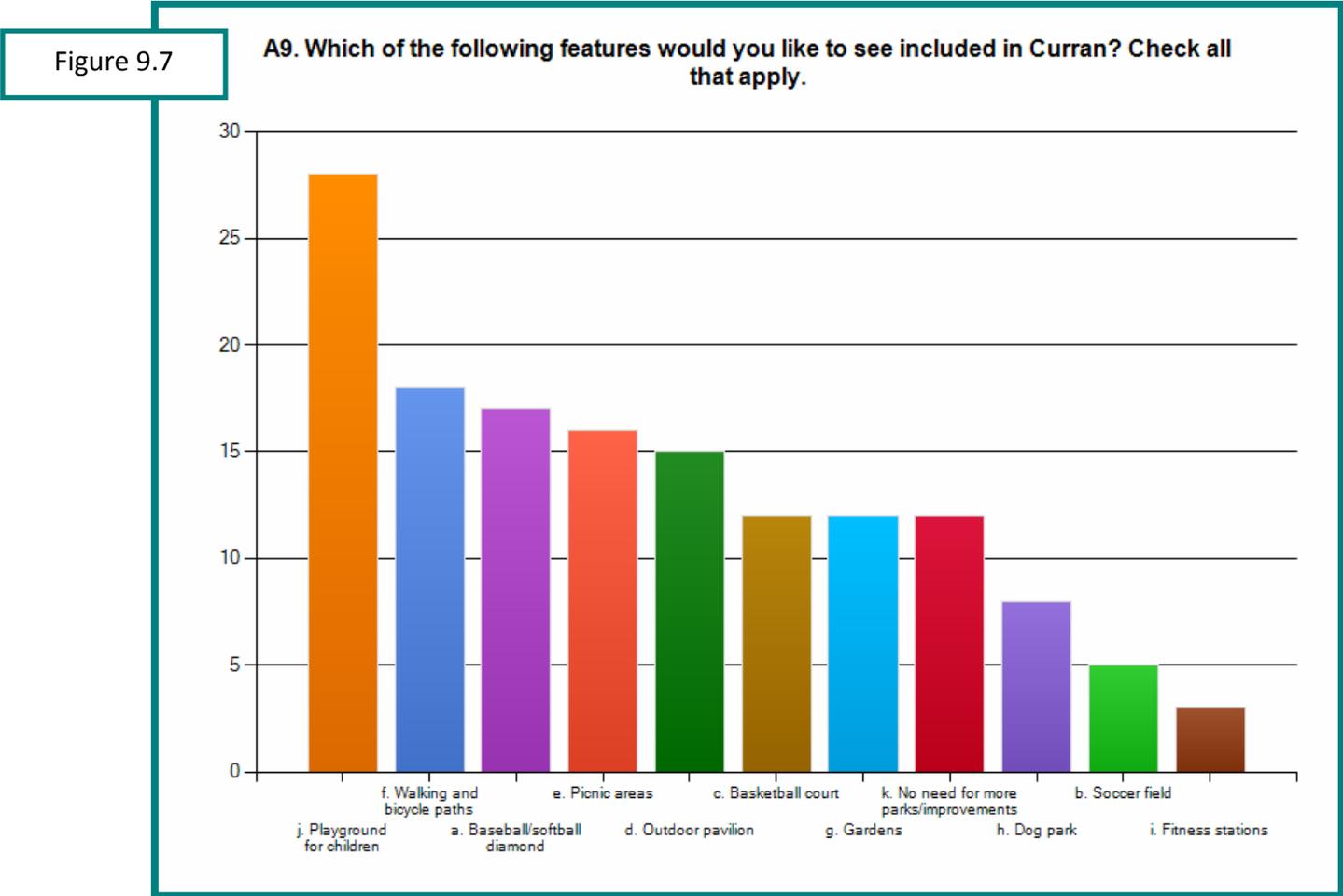
To gain perspective on Curran residents’ attitude toward economic development, the survey asked whether respondents would like Curran to promote the development of a new shopping area. While 56.8% of respondents thought the Village should promote such development, 43.2% did not. In order to attract or retain businesses and employment opportunities in Curran, respondents most frequently indicated that their preferred strategy would be to increase marketing. Respondents also generally favored the development of a business park or some form of tax reductions over alternate strategies. Respondents’ least preferred strategies included providing land donations or monetary incentives.

When asked which businesses they would prefer to see in Curran, 51.1% of respondents named a convenience store. Other common responses included a gas station (46.9%), a sit-down

restaurant (38.8%), and a grocery store (34.7%). However, 26.5% of respondents expressed the opinion that the businesses and services currently provided in Curran are sufficient.

The survey asked for respondents’ opinions concerning the creation of a new community center in Curran, and respondents were almost evenly split, with 49.0% supporting the idea and 51.0% opposing it. For those that did support the creation of a community center, 76.9% of respondents desired the inclusion of a playground for children as a feature of the community center. Some respondents (61.5%) also would like to see an outdoor picnic area included, along with meeting rooms available to the public (57.7%), a community bulletin board (53.8%), and a recycling center (53.8%).

The survey asked what features residents would like to see included in the Village in general. The most popular feature is a playground for children, which 59.6% of respondents would like to see. Figure 9.7, below, displays these preferences.



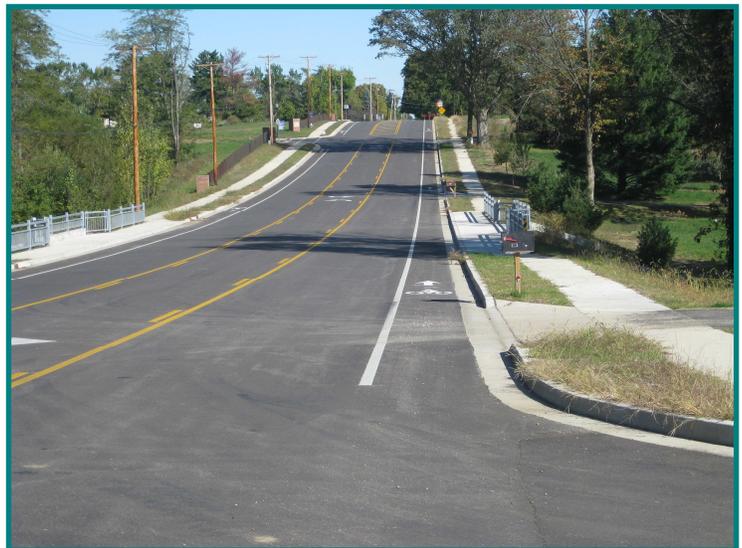
Appendix C: Bicycle and Pedestrian Improvements

The photos below are illustrative of potential road improvements that the Village of Curran could undertake.



Share the Road sign-
Springfield, IL

Meadowbrook Road
bicycle lane-
Springfield, IL





THE VILLAGE OF CURRAN • Comprehensive Plan

