



Comprehensive Plan City of Springfield, Illinois 2017—2037

PART I: Forging a New Legacy

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







CITY OF SPRINGFIELD COMPREHENSIVE PLAN

**For the Period
2017—2037**

PART I: Forging a New Legacy

**Adopted by the City Council
City of Springfield, Illinois
January 16, 2018**



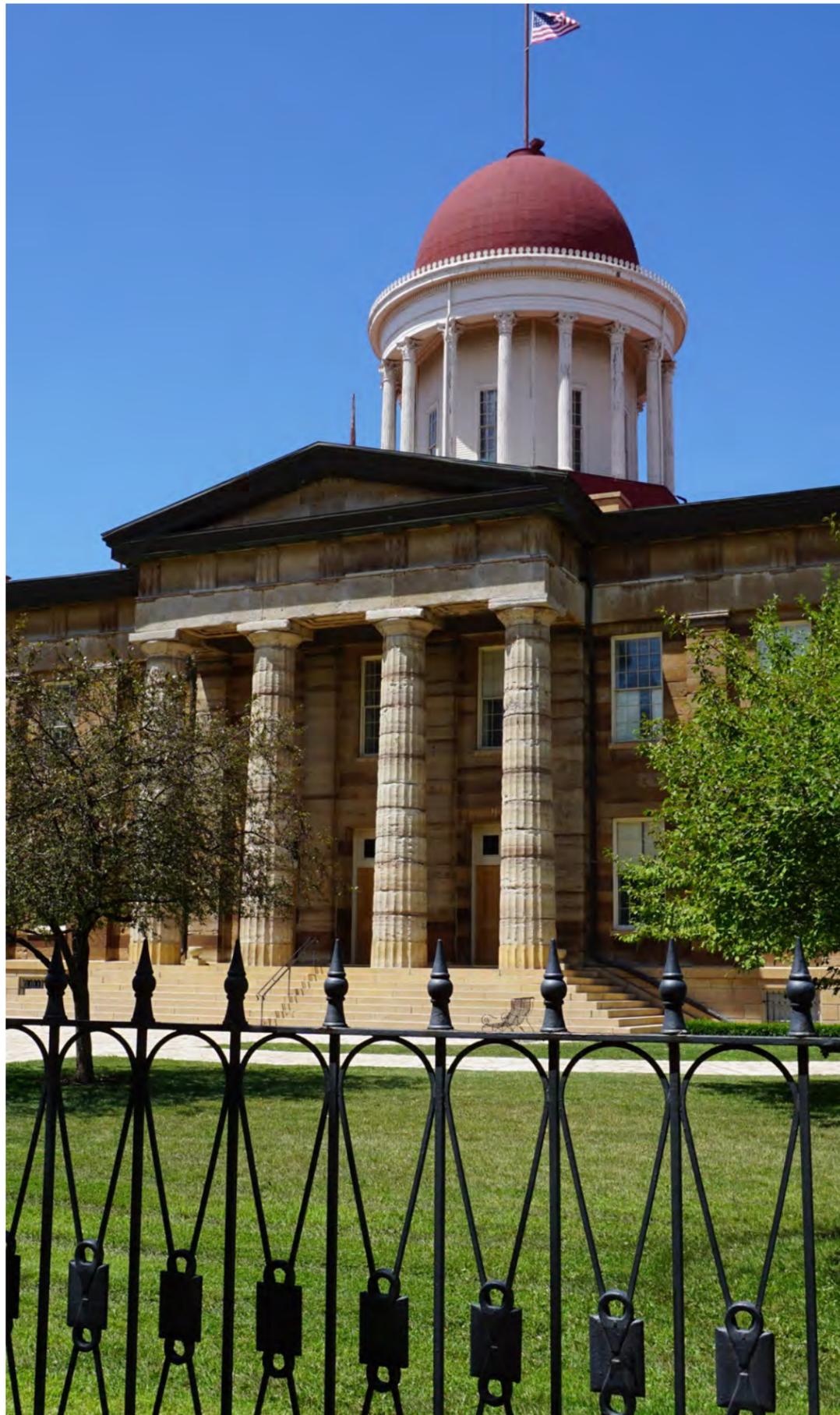


Prepared for the City of Springfield by:
**THE SPRINGFIELD-SANGAMON COUNTY REGIONAL
PLANNING COMMISSION**
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A Message from Mayor Langfelder



Office of the Mayor
City of Springfield, Illinois

James O. Langfelder
Mayor

October 12, 2017

Dear Citizens of Springfield:

I am honored to present to you the 2017–2037 Comprehensive Plan for the City of Springfield:
Forging a New Legacy.

Springfield is a city that has a rich history and a community that is a great place to live and work. Though I am often told that the city needs a planner, I have a firm belief that a city's vision should never rest on one person. The plan for a city should come from its residents and that is why I am proud to present to you the City of Springfield's Comprehensive Plan. It is a vision of the Springfield community we developed together.

As a lifelong resident of Springfield, I have watched the positive transformation of our community due to the dedication and compassion of the residents that call Springfield home. This plan incorporates the positive and negative feedback we received throughout the process and would not have been possible without the hard work of our partners. Those partners include the Springfield-Sangamon County Regional Planning Commission; our Steering Committee that included staff and citizen members; and various residents and community leaders who shared their feedback as we were developing the plan.

I have always said that the most impactful gift we can give is our time. The countless hours our citizens put into this plan will truly shape Springfield's land use and growth in our neighborhoods and how we help businesses develop and expand recreationally. Thank you again to all the residents who gave of their time, providing their insights and assisted in shaping this Comprehensive Plan. The city appreciates your efforts and we are truly grateful.

Sincerely,

A handwritten signature in blue ink that reads "James O. Langfelder". The signature is fluid and cursive.

James O. Langfelder
Mayor

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Myron West began the 1925 *Springfield City Plan* by giving thanks to the painstaking effort of those involved in its development. As with that plan, this new plan for Springfield would not have been possible without the tireless work of all those involved.

This includes the project Steering Committee, whose members spent countless hours reviewing past plans, considering the implications of the various analytic reports provided to them, assessing the themes drawn from the various public engagement activities that were conducted, reviewing a multitude of maps, graphs and charts, and providing a vision and land use road map for our city in the years to come.

Particular thanks are due to Mayor Jim Langfelder who saw the need for this plan and championed it, and the Springfield City Council, which supported its development and provided thoughtful input.

Recognition should also be given to the staff of the Springfield-Sangamon County Regional Planning Commission (SSCRPC), who managed the project, carried out the many activities necessary to gather the insights of Springfield residents, conducted the many analytical studies necessary for the Steering Committee to gain a better understanding of Springfield and the opportunities and challenges its leaders will confront over the next 20 years, and provided a platform for the development of the land use policies and graphic depictions drawn from these policies that are contained in this work.

Also to be recognized are the many individuals, both from government and the private sector, who were called upon by the Steering Committee to provide technical advice and many useful insights as the project progressed. Special recognition is given to Mr. Curtis Mann, manager of Lincoln Library's Sangamon Valley Collection and Springfield City Historian, for his contribution in describing the history of our city, which is included in Section II of this document.

And finally, particular note should be given to the citizens of Springfield. During the many months over which this plan was developed, no more can be said to address their assistance than to quote what Myron West said about them when Springfield's first plan was committed to paper in 1925:

I can state with satisfaction that during all the months we have been engaged in this inspiring task, no suggestions have come to us from the citizens of Springfield which have expressed other than the desire to help all of the people of Springfield in the greatest measure. The common thought of all with whom we have come in contact has been for a greater, better development of community life, without sectional or partisan favoritism.

It is to these citizens that the 2017-2037 Springfield Comprehensive planning team endeavored to describe a contemporary vision and forge a new legacy for Springfield in the years to come.





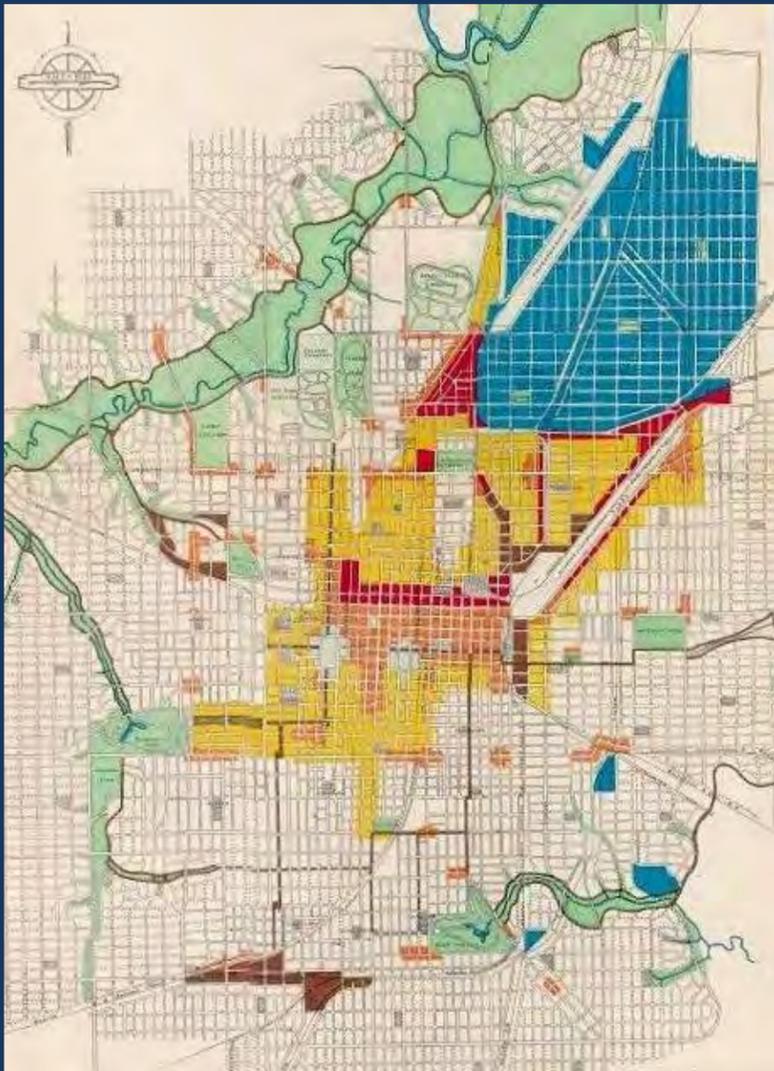


SECTION I: INTRODUCTION TO THE PLAN

“A city plan, therefore, while employing itself in the arrangement of the structural features which go to make up a growing city, has the closest possible relationship to that city’s progress from an industrial standpoint and to the development of that character of citizenship that make for community strength”.

Myron H. West

ABOUT THE PLAN: Forging a New Legacy for Springfield



The 1925 Springfield Plan Comprehensive Zoning Map

This document provides the comprehensive plan for the City of Springfield, offering a land use framework and associated policy guidance needed by the city’s leaders to make thoughtful land use decisions over the next 20 years. As with any good plan, this one is intended to tell a story. One that highlights Springfield’s past — where it has come from and the forces that shaped it — as well as its present conditions and desired future.

In its most basic form, a well-developed comprehensive plan helps identify where and how a community’s growth needs will be met, as well as help ensure that public investments in infrastructure and amenities are based upon identified needs and are coordinated. However a comprehensive plan is also intended to provide a *vision* for the community, telling its future story: the story its residents prefer and hope to be able to tell at plan conclusion. This part of the story helps provide guidance as to the development of public amenities — such as parks, greenspace, natural areas and trails — and the expected level of environmental and neighborhood quality the community wishes to encourage. It can also be used to identify areas where special consideration and attention are needed: for example, areas where redevelopment and new growth is desired as well as those where new development should be limited or even excluded.

All-in-all, a city’s comprehensive plan is intended to provide a consistent basis for decision making. It is often the only public document that describes the community as a whole and its desired vision of the future; describing how, and at what pace, it wishes to develop physically, economically and socially. In that regard, it may be one of the most important investments a community makes, as it plays an important role in the community’s ability to manage change.

And cities *do* change.

This is not the first comprehensive plan for the City of Springfield. In 1924, Springfield’s City Council adopted an *Official City Plan*, prepared by Myron H. West and the staff of the American Park Builders under the direction of the City’s Zoning and Plan Commission. This plan, which was not published until 1925, was intended to establish a “program for the improvement and extension of Springfield.” In developing what became generally known as the *West Plan*, the planning team drew upon the legacy provided by its most famous resident; Abraham Lincoln. West and his colleagues noted in this first city plan that:

We are beginning to understand that, as Mt. Vernon must be prepared to welcome the world which would do homage to the memory of Washington, so must we in Springfield be prepared to welcome through all time the pilgrims, in increasing hosts, seeking communion with the spirit of Lincoln. And we must offer all we can to the authentic and true, to satisfy their quest. (*Official City Plan*, 1925, p. 11.)

Mr. Lincoln created a legacy that informed the 1925 plan and still influences Springfield today. But now, in the 92 years that have elapsed since the West Plan was published, and the 156 years since Mr. Lincoln left Springfield for our nation’s highest office, we find that Springfield has changed, and changed in fundamental ways. A new legacy

needs to be forged that takes into account both the desires of present residents and the demands of the future if our city is to be a place where those who follow us wish to live, work, study, recreate and raise their families.

The development of a comprehensive plan holds many advantages for a city. Being primarily a land use plan, it provides for up-front agreement on decisions about land uses. However it can also bring attention to matters pertaining to community growth, transportation, economic development, environmental protection and many other issues and conditions that if not considered prospectively are left to be addressed simply by happenstance. It allows both developers and citizens to know what to expect as the community makes decisions about the city’s growth, providing a better legal basis and support for zoning and other land use decisions consistent with the plan.

This consistency often encourages additional private investment in a community, and serves to facilitate more efficient and effective use of public funds when budgetary decisions are made in light of long-term needs. It can even be a vital tool in attracting additional state and federal funding, demonstrating not only where development needs exist, but evidencing that the city is prepared to use these funds wisely and well.

Even so, a comprehensive land use plan cannot solve every problem a city faces or entertain every future opportunity that may come its way. It is not meant to. The 1925 Springfield *City Plan* did not do this, and it is unlikely that this and future Springfield comprehensive plans will be more successful. But if dutifully studied, applied and amended as times and circumstances require, it will provide future residents with a community that was thoughtful in meeting its growth needs, consistent in its approach, and better prepared for the unanticipated challenges that are sure to come.

As was the intent of the 1925 Springfield City Plan, it is the intention of this plan to forge a new legacy for Springfield, building upon our city’s heritage as well as the opportunities that the future we plan for will provide.

**E. Norman Sims, Executive Director
Springfield-Sangamon County Regional Planning Commission**

Formal efforts to update Springfield’s comprehensive plan began in May of 2016 with the first meeting of the project Steering Committee. The establishment of this committee, which included both key governmental members and citizens representing the public, was elemental to the development of the plan, as the Steering Committee was intended to provide guidance for the project, help identify areas of importance, serve as a sounding board – and springboard – for ideas to be entertained as the plan developed, and also serve as an additional source of thoughtful input to ensure that the public’s interests were addressed.

Work began on the project prior to this time, however. In January of 2016 the Springfield-Sangamon County Regional Planning Commission (SSCRPC) was engaged to assist the City and the Steering Committee in the development of the plan. Between January and May of 2016, the SSCRPC (which had assisted the City in the development of Springfield’s previous comprehensive land use plans) began to lay the groundwork for the project. During this period the SSCRPC collected and reviewed many past and current plans to determine their relevance to the creation of the new one, gathered the data that the Steering Committee would need to conduct its work, and crafted the planning framework and initial schedule used to guide the project’s efforts. This included identifying areas where substantive research and analysis needed to be done, as well as the activities that would be carried out to collect input from Springfield residents.

The project was structured around five phases:

Phase I – Project Start Up. This included: the establishment of the Steering Committee, its orientation to the project, concurrence on the process and steps to be taken, as well as the various tasks that would be required; the preparation of an historic review of the city, which was assisted by the manager of the Springfield Lincoln Library’s Sangamon Valley Collection; and assembling and reviewing all previous contemporary (and some past) plans to determine the bearing they might have on the new comprehensive plan.

Phase II – Research and Analytics. For a planning effort such as this one to be useful, many things needed to be known about the present nature and condition of the city, as well as how current events and trends may change its nature in the foreseeable future. This phase of the project included the analysis and review of a number of areas fundamental to understanding the city as it exists today, as well as how it might develop over the next 20 years absent any actions by the community. This review produced a number of research reports for the Steering Committee, assessing such key areas as: demographic changes and potential population growth; current land use and future projections pertaining to it; environmental considerations and constraints; the status of the utility infrastructure and its ability to support anticipated community growth; the nature and condition of the transportation system and how it might affect or be affected by growth; and a review and assessment of community facilities and public amenities. The results of this work are summarized in the appendices in Part II of the plan. This phase of the project also included a number of public outreach and engagement activities, which will

be addressed in more detail on pages 12 and 13.

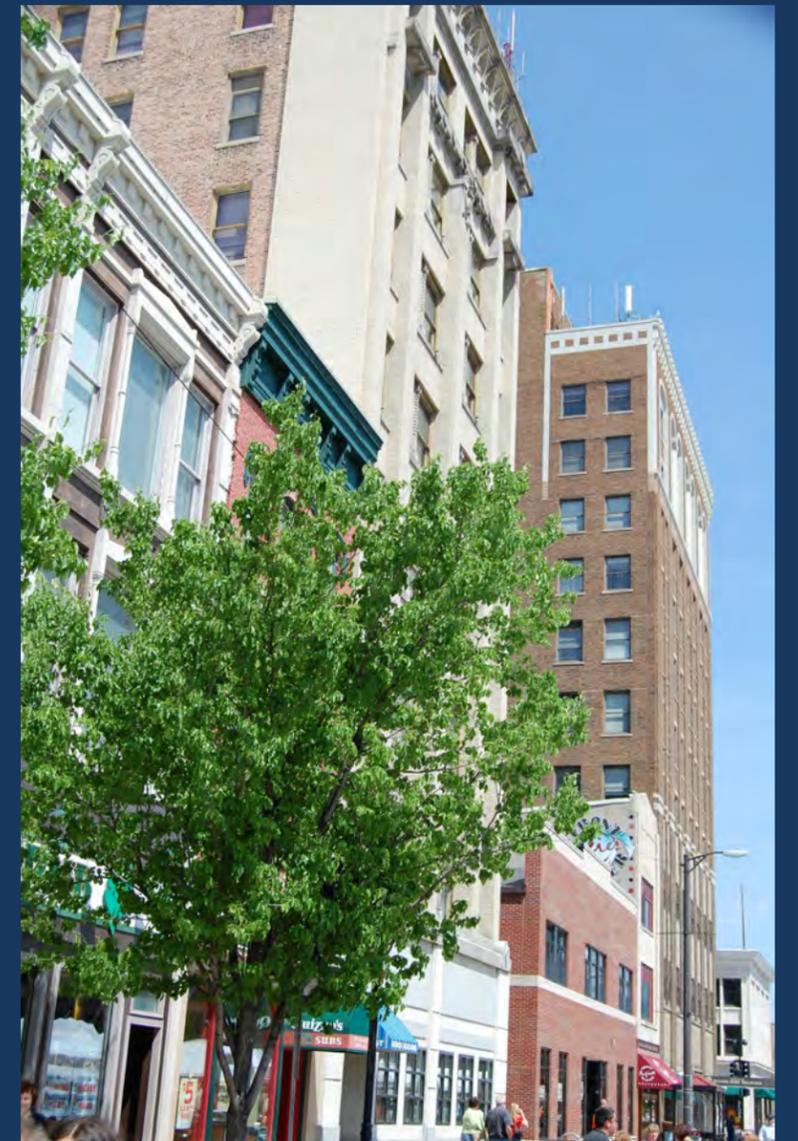
Phase III – Development of a Vision for the City. Decisions related to land use should be directly related to the future a city wishes to design and craft for itself. For that reason, this phase of the project was built around developing a *vision* for the community – how it wanted to see itself, and what it wanted to *be* and *be like* in the future – based upon both the analytic work done and the public input received. This phase was intended to address what Springfield desired to achieve and any guiding principles and policies that achieving the desired vision would require. Related to this was the identification of both the opportunities and challenges that Springfield would face over the next 20 years, as well as any recommendations the Steering Committee wished to make regarding the implementation of the plan.

Phase IV – Development of the Land Use Map. It is intuitive that land use occurs on the ground, and for this reason land area must be provided for the various land uses that the community will be called upon to provide. This phase began with a review of current land uses, and then moved to a specific review of 17 sectors of the city so that the plan could consider the conditions present in these areas, how proposed land use policies might affect them, and then map how land in these sectors should be best put to use over the next 20 years. This included the identification of specific areas in the various sectors that needed to be called out for special attention: for example, locations where new development is specifically desired and should be encouraged, those where redevelopment should be particularly detailed and induced, or where development should be constrained due to environmental or other factors. The work of the Steering Committee was assisted through the use of the Landuse Evolution and Assessment Model (LEAM, see page 39), developed at the University of Illinois at Urbana-Champaign, which allowed the SSCRPC to run various scenarios to help determine how such things as population growth, job growth, and transportation system development would affect land use throughout the city and its 1.5 mile extra-territorial jurisdiction in future years.

Phase V – Final Plan Drafting and Submission. At the conclusion of the four phases above, the drafting of the final plan commenced. The plan drafts were reviewed by the Steering Committee for their approval and subsequent transmission of the final, proposed plan, to the Springfield Planning and Zoning Commission for its recommendations, and from there to the Springfield City Council for its consideration and adoption.

The estimated time period established for plan development, from the first meeting of the Steering Committee to its approval of the draft plan for submission to the City, was 16 months. The preparation of the plan for final review by the Steering Committee was completed within this timeframe.

THE PLANNING PROCESS & FRAMEWORK



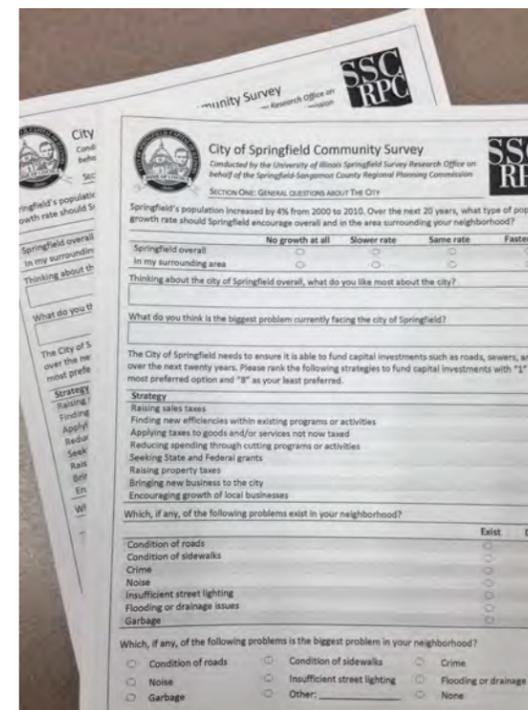
PUBLIC ENGAGEMENT ACTIVITIES



A critical element in successful comprehensive plan development is open and effective public participation and communication. During the development of the 2017-2037 Springfield plan, a number of public outreach activities were conducted. While the length and breadth of these activities were constrained by both staff resources and time, they included:

Ward Strategic Planning Meetings. During the planning period, Mayor Langfelder held a series of meetings, one in each of the city’s 10 wards. SSCRPC staff attended each of these meetings, using the comments from the public to help identify themes of use in the planning, which were shared with the Steering Committee. In addition, SSCRPC staff asked attendees a pair of questions intended to help the Steering Committee in the development of a vision for the city. These questions asked all of the participants to describe in one word how they see Springfield at the present time, and then describe in one word how they wished to be able to describe it in 20 years.

Community Survey. As part of its work to update the Springfield Comprehensive Plan, the SSCRPC engaged the Survey Research Office (SRO) of the University of Illinois-Springfield to conduct a mail survey of Springfield’s residents. This was a randomized survey involving over 100 questions intended to ascertain resident opinions and comments concerning: the city in general; economic growth and development; transportation; land use; environment and natural resources; and community amenities and facilities.



The survey was conducted from August 19, 2016, to September 15, 2016, with 5,000 surveys mailed. Respondents were provided the option of completing the survey and returning it to the SRO in a pre-addressed postage-paid envelope, or completing the survey on-line.

While most of the questions in the survey only required respondents to select from a group of responses, several open-ended questions were included as well. The open-ended questions were analyzed separately from the other responses, with the results of both sets of questions provided to the Steering Committee.

A set of demographic questions was also included to find out more about the respondents, but also to allow for the statistically weighted adjustment of the results so that any disparities in the number of residents in various demographic groups compared to the population as a whole, could be addressed. The statistical weighting took into account race, education, age and gender. Because gender was affected by the weighting

of race and education, it resulted in a slightly better response rate for African-American females than African-American males.

From the original mailing, 573 surveys were returned. When the random responses were weighted, this resulted in a weighted return of 429 for analytic purposes. Even with weighting, the sampling error was only ± 4.72 , well within an acceptable range for planning purposes.

The SSCRPC and the SRO also provided residents not included in the random survey the opportunity to take part on-line. This was termed the “opt-in” survey. Participants in the random survey submitted their results on-line using a different code number than the opt-in respondents, allowing for the two groups to be separated. There were 313 residents not included in the random survey who took the opportunity to opt-in. While the results from both groups were provided to the Steering Committee, primary attention was given to those from the randomized survey as it represented a scientific sample.

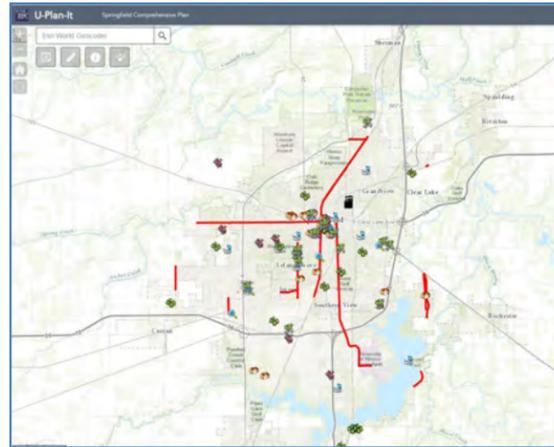
Respondents were promised that their responses would remain anonymous, and for this reason all returns were sent to the SRO, which compiled the results, calculated the weighting, and provided the tabular data. However, it was important to know whether responses differed by area of the city, as well as if the responses were well-spread geographically. For this reason, and to maintain anonymity, the survey asked respondents to identify the road intersection nearest their home. A map showing the geographic distribution of responses was developed and provided to the Steering Committee. While it was difficult to identify the locations of all respondents (for example, some only mentioned a stretch of roadway that ran through a large section of the city, not allowing for a specific location to be identified), the SSCRPC found that the distribution adequately described the density and location of the city’s population, supporting the survey’s results. Results of the mail survey are summarized in Appendix 6 of this plan.

Public Open House. On the evening of Dec. 14, 2016, the Steering Committee conducted an open house to introduce the plan to the public. This session, held in the *State Journal-Register* newspaper’s Community Room, provided several stations to inform residents about the plan and to seek additional input from them. These stations included an overview of the plan and planning process, displays showing the results of the community survey, a micro-charrette that allowed attendees to review and rate various forms and types of development addressed in the community survey, and direct access to the *U-Plan-It* application (discussed on page 13). The session was well attended by both residents and members of the local media.



Focus Groups. The effort also included three focus groups. Two of these, a focus group for local businesses and one for older neighborhood groups, were conducted by members of the Steering Committee using a question protocol developed by the SSCRPC. The SSCRPC staff working on the project also conducted a series of focus groups involving Springfield City Council members. The City Council focus groups used the same protocol as the other two groups, but also involved a ranking system to identify the Council members' priorities.

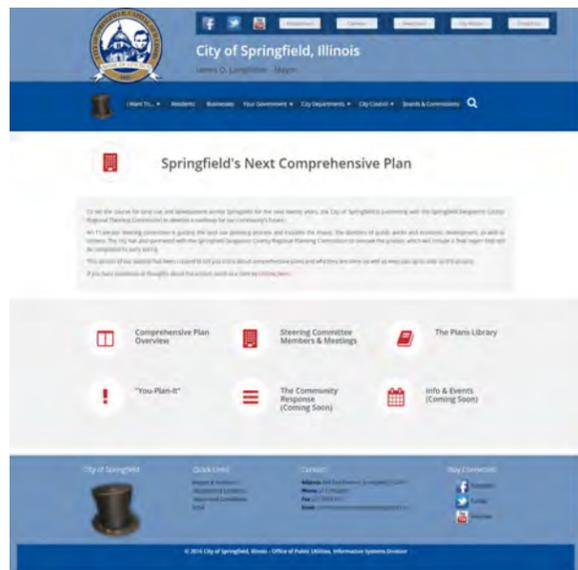
The U-Plan It Application. As an additional means of obtaining public input for the plan, the SSCRPC developed a special on-line mapping application: *U-Plan-It*. The



purpose of *U-Plan-It* was to provide the public with a means of actually placing suggestions on a map to show what they would like to see developed in Springfield and the city's surrounding area. As a means of identifying new ideas for the plan, this application represented an on-line charrette. The first of its type in the region for the development of a city's comprehensive plan, it allowed residents

to identify roads, bike and pedestrian ways, amenities and other types of development they would like to see included in the planning process.

Web Portal. To keep residents and other interested parties up-to-date on the progress of the project, the City of Springfield established a special project web portal on its website. The *2037 Comprehensive Plan* page allowed users to send the project



emails sharing their thoughts, but also provided: a general overview about comprehensive land use plans and the planning process; a list of the Steering Committee members and the committee's regular meeting dates; access to the *U-Plan-It* application; and access to the *Plans Library*. The *Plans Library* included: the 2000 Springfield Comprehensive Plan; other current and adopted plans; the results of various area or district planning efforts; the results of

other planning efforts seen as relevant to the 2037 plan; 17 other planning studies conducted between 2007 and 2015 viewed as useful to the current effort; and various other analytic documents, papers and reports prepared for the Steering Committee by the SSCRPC.

Planners on the Plaza. To get additional input from both residents and visitors, SSCRPC staff also conducted a series of events on Springfield's Old State Capitol Plaza. Called *Planners on the Plaza*, these sessions invited residents and visitors to place comments on a board to identify how they saw Springfield today, and how they would like to see it in 20 years. Resident and visitors only needed to write their thoughts on an index card and post them to a board. Color coded cards were used to differentiate residents from visitors. To encourage involvement, all of those who took part were given a "Forging a New Legacy" wristband.



UIUC Student Projects. While not directly a public engagement activity, during the planning period the SSCRPC also worked with 19 students taking part in an urban planning class at the University of Illinois Urbana-Champaign. As a class project in sustainable design and development, the SSCRPC identified a number of areas in Springfield that presented various long-range planning opportunities and challenges. Working from the list of potential planning areas, the students divided into five working groups and then prepared plans and recommendations for each of the areas they selected.



These areas included: historic Route 66 through the North Peoria Road corridor; the Capitol campus area in Springfield's downtown; a section of North Grand Avenue; the Enos Park neighborhood; and areas in and adjacent to the Pillsbury neighborhood.

From UIUC Student planning study of North Grand Ave. area in Springfield

Along with these various activities, the Steering Committee and SSCRPC planning team also received numerous emails and other communications from the public, provided numerous comments and interviews with local news media, and provided information about the project on websites and social media.







SECTION II: SPRINGFIELD'S HISTORY

"If properly conceived and carried out, the plan will inspire a city of real homes, for it will create a desire to dwell and work in the city and be satisfied with it."

Myron H. West

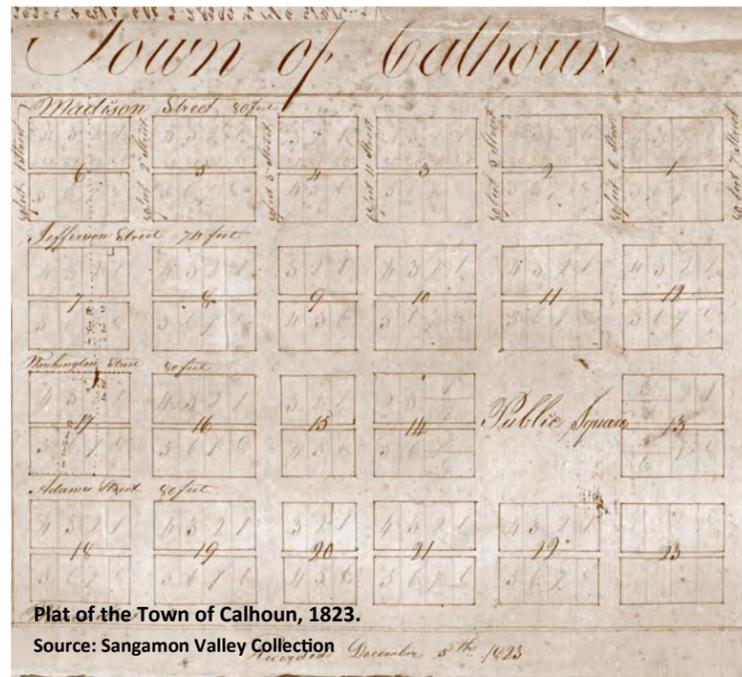
HISTORY OF SPRINGFIELD: Maintaining links with the past

By Mr. Curtis Mann
Springfield City Historian and Manager of
the Sangamon Valley Collection, Lincoln
Library



Of all the factors that have contributed to Springfield’s growth as a city, the greatest contributor was government. Springfield owes its existence to government, for without government the city would certainly not be as it is today.

When Sangamon County was created by the Illinois General Assembly on January 30, 1821, the new law required the recently elected county commissioners to select a temporary seat of justice. The place was to be “as near the centre of population of said county as circumstances will admit.” The commissioners selected a field on the farm of John Kelly to be the location of a courthouse and were responsible for naming it Springfield. Kelly was hired to build a log structure and the temporary county seat was created. The new courthouse was located at the northwest corner of Second and Jefferson streets. Shortly thereafter commercial growth began with Elijah Iles opening the first store in Springfield at the southeast corner of the intersection.



Iles and two other men, Pascal P. Enos and Thomas Cox, purchased the entire site for Springfield in November 1823. A plat was made of the town and the name was changed to Calhoun. This name never caught on, and the town reverted back to the original name of Springfield. Soon businesses such as taverns, groceries and other stores began to appear near the intersection. Within two years, 1825, Springfield was made the permanent county seat.

Voters in 1832 approved the incorporation of the village into a town. The town was re-surveyed that year to combine the original town plat and the land that was donated to the county by Iles and Enos. The new town grew by leaps and bounds in the 1830s with 19 subdivisions added to the original town plat. In 1837 the future of the town was brightened additionally when Springfield was named the state capital. The act to permanently locate the seat of government to the city required Springfield businessmen

and civic leaders to pledge \$50,000 and two acres of land for the construction of the new statehouse. As the political center of state, the city became known for its liveliness while the state legislature was in session.

Visions of becoming a center of transportation had begun earlier in the decade with the arrival of the steamboat *Talisman* north of the city in 1832. However the Sangamon River was not suitable for commercial navigation, leading city leaders to look toward railroads as another path to prosperity.

Springfield businessmen began discussing the possibilities of a potential railroad as early as 1835. The first attempt at bringing a railroad to the town was started in 1837 with the Northern Cross Railroad. This railroad, part of the state of Illinois’ ill-fated internal improvements program, was intended to run the entire length of the state from the border with Indiana west to Quincy. The first train arrived in Springfield in 1842 with great hopes for the city, however issues with equipment and tracks caused this first railroad to be a failure.

A new city charter established in 1840 set the city boundaries of Springfield at one square mile with the State House as the center of the city. The city was divided into four political wards, with an alderman from each ward and the mayor comprising the city council. At that time most of the city’s economy was centered on agriculture, with Springfield merchants supplying local farmers with the goods and services necessary to operate their farms. Local businessmen in turn bought excess crops and livestock to be processed in local mills, breweries and packing houses.

Springfield became a fully urbanized town during the 1850s and one which grew rapidly as well. The population of the city in 1850 was 5,100, rising to 9,000 just ten years later. Irish and German immigrants comprised the largest groups of foreign born citizens in 1850 and 1860.



Illinois Statehouse, 1858.
Source: Sangamon Valley Collection

A free public school system was established in 1854. Earlier a private school named Illinois State University moved to the city, and it later became known as Concordia Seminary.

Gas lighting became a reality in 1854 with the creation of the Springfield Gas Light Company, and the future of the city additionally brightened with the addition of the Chicago and Alton Railroad in 1852. This marked Springfield's rise as the railroad center that local leaders had hoped for 10 years earlier.

The need for a new cemetery became evident as the city grew and began to surround the private Hutchinson Cemetery and the city-owned graveyard that were once on the outskirts of town. In 1855 the city purchased seven acres of land north of the city limits. Nationally known landscape designer William Saunders was employed to design a park like plan for the new Oak Ridge Cemetery using the land's natural terrain.

The corporation limits of the city were extended in 1859 by a change in the city's charter to create a boundary that became the four "Grand Avenues", with North and South Grand continuing to use these names today. At this time the city council was also given the power to create a sewer out of the water course known as the Town Branch.

As Springfield grew it also began to seek a solution to its water problems. In 1857 the city worked with a company called the Springfield Water Works to drill an artesian well at the corner of 14th and Washington streets. This venture proved to be unsuccessful, so the city launched a plan in 1860 to build a waterworks on the Sangamon River, north of the city. Financial issues and the Civil War caused this project to be delayed until after the war, however a thirty-acre tract of land on the north side of North Grand Avenue was purchased to become the site of the city's reservoir with water pumped from the river. An attractive park was created on the land located outside of the reservoir.

While the Civil War delayed the city's water project, during the war Springfield served admirably as a place for recruits to muster and be supplied at the nearby Camp Butler, and the state arsenal also located in the city.

Great changes came to Springfield in the years following the Civil War. Imposing public building projects such as the federal courthouse, a post office, and new statehouse were begun. The state of Illinois had outgrown the current statehouse and needed larger space to conduct its business. In order to provide better living quarters for visiting legislators and other people attending to business at the statehouse, a joint stock company was created to build a new hotel. The new building, operated by the Leland family, cost \$350,000; or over \$9.5 million in current dollars. A new private school called the Bettie Stuart Institute was established in 1868 for the education of young women. Abraham Lincoln's home and tomb became attractions for visitors to the city.

Transportation also improved with streetcars arriving in 1865 with two competing lines. One line traveled from downtown Springfield along 5th Street to Oak Ridge Cemetery, and the other went west along Monroe Street to the edge of the city.

Coal mining in the area began in earnest in the 1870s, provided fuel for manufacturing and employment for hundreds of workers. For example, the Illinois Watch Company, one of the city's best known businesses, began producing watch parts in 1871. Its



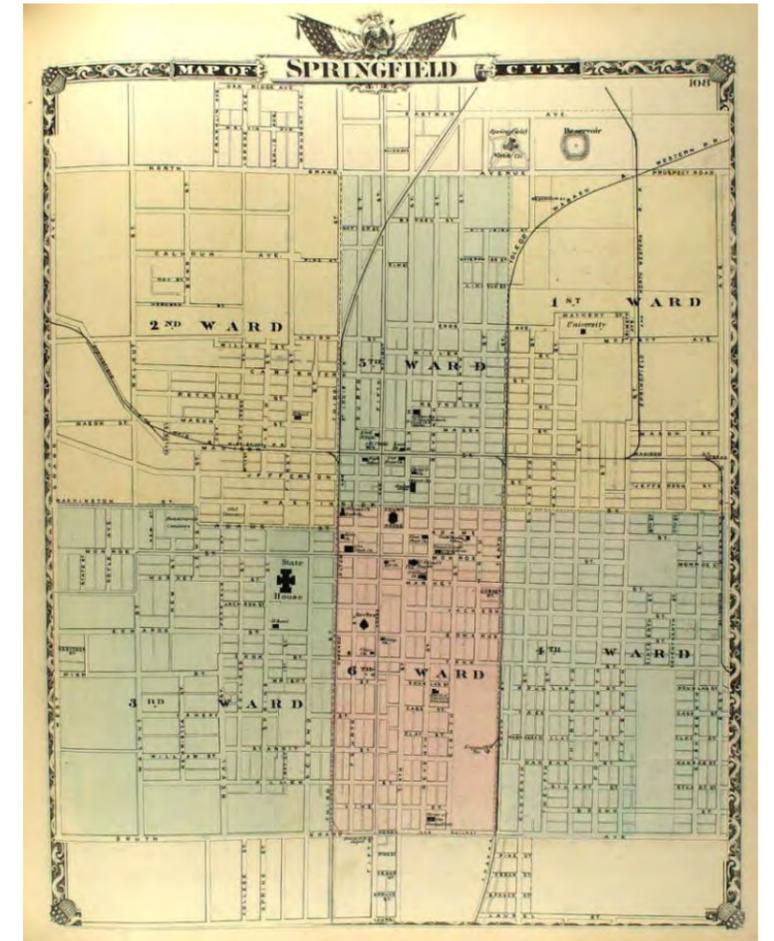
Springfield Coal Miners.
Source: Sangamon Valley Collection

neighbor to the north, the Springfield Iron Company, was organized in the same year. Railroads continued to play an important role in the city's economy. The Toledo, Wabash and Western Railway, the successor of the Northern Cross, built a substantial passenger station at Washington and Tenth Street. The railroad employed over 300 in its Springfield workshops and on its trains. Two other railroads were organized and constructed in the early 1870s.

Due to this development, by the 1870s the city began to grow beyond the boundaries of the four Grand Avenues. Aided by the streetcar lines, subdivisions began to develop along the edges of the city's border. New industries, not directly tied to agriculture, began to develop in the early part of the decade in an area just outside the city's northeast corner. While the city of Springfield was locked into the boundaries of the Grand Avenues, new villages were organized out of the subdivisions located along the border of



Springfield manufacturing enterprises in the 1880s and 90s.
Source: SangamonLink



1876 Springfield street map.
Source: University of Illinois Urbana-Champaign Library collection.

the city in the early 1880s. Several of these villages would be annexed into the city a decade later.

More industry began to develop on the city's outskirts in the 1890s with the opening of the Springfield boiler works and Sattley plow factory. The streetcar system was electrified at this time. In 1894, a new city hall was completed and the Illinois State Fair was permanently located in Springfield. A new park district was created in 1900 with four major parks located in each part of the city. The city's downtown business district grew to encompass nearly eight blocks surrounding the square.

Additional accomplishments occurred in the 1900s. Some of the local growth was driven by coal mining, as it remained a major industry with Sangamon County being one of the largest producers in the state.



Electric streetcar on Walnut.
Source: Sangamon Valley Collection

An electrified rail service, later to be known as the Illinois Terminal Railway, was started in 1903 with the intention of providing passenger and freight service between Springfield and St. Louis, and to surrounding towns. However the introduction of the automobile into the city in the early 1900s began the process of changing the city's landscape over the next century.

But at the same time that these accomplishments were occurring, the city was also developing a reputation for its gambling, prostitution and political corruption. This reputation was brought to a national focus with a bloody race riot in 1908 which left two residents murdered and part of the city damaged by fire and looting. A campaign to replace the corrupt city council resulted in the adoption of a new commission form of government in 1911. One result of this new government was the combining of city-owned wa-

ter and electric plants under the administration of the new Commissioner of Public Property. The city began expansion at this time to provide retail electric service to residential and commercial customers.

By 1920 the city's population had reached nearly 60,000. A new commercial airport was created on Chatham Road in 1928 with air mail delivery and passenger flights available.



5th and Monroe, c. 1926.
Sangamon Valley Collection.

A grand city plan – often called the *West Plan* – designed to change the face of the city was adopted in 1924 and published in 1925. One of the elements of the plan called for the creation of a lake as a new water supply for the city. Lake Springfield was completed in 1935, about the only recommendation of the West Plan that was ever completed, although that plan called for the lake to be created northeast of the city rather than where Lake Springfield is today. The creation of Lake Springfield was spurred by both the great drought of the 1930s and the various federal employment programs instituted at the national level to bring the nation out of the Great Depression.

New buildings contributed to the growth of the Capitol Complex in the 1930s, and a huge federal housing project, named the John Hay Homes, cleaned up an area of slums on the city's near east side. Streetcars made their final run in 1937 and were replaced by buses.

The 1940s saw the world at war, and this affected Springfield as well. During World War II ordnance plants were built west of the town of Illiopolis and provided hundreds of jobs to Springfield residents. The Illinois Terminal provided passenger service to plant workers. The new Capital Airport was dedicated in 1947 with jet service arriving 20 years later.

The period following World War II saw Springfield affected by other changes. A trend toward white collar employment started with more government jobs and the growth of



C&A Railroad Station, 1918.
Source: Sangamon Valley Collection.



World War II Mothers Poster, Urban League of Springfield, c1942.
Source: ALPLM

the insurance, medical and education sectors.

The coal mining industry, which gradually saw employment drop in the 1930s, largely shut down in 1952 with the closing of the last major shipping mine. Manufacturing jobs also disappeared as city factories, no longer locally-owned, were closed permanently or transferred to another location out of the state. Other plants which continued to operate in the city saw employment drop.

Changes also became evident in the retail sector as suburban shopping centers began to appear around the edge of the city. This competition damaged the downtown shopping district as people became attracted to the convenience of new shopping centers with ample parking located closer to their homes. Road improvement programs were started in Springfield in the 1960s with Interstate 55 being the major development for the area.

Just as the edge of the city was changing, the downtown area began to change through a number of initiatives. Both private and public efforts intensified to preserve historic



White Oaks Mall during grand opening with still incomplete Veterans Parkway, 1977.
Source: Flashback Springfield

buildings, especially those pertaining to Abraham Lincoln, and included the Lincoln law offices, the Old State Capitol, and the Executive Mansion. The Lincoln Home neighborhood was transformed into a national historic site in 1971. Urban renewal played a role in transforming parts of Springfield during the 1960s and 1970s. A new municipal center and county building were constructed during this period as well. Efforts to clean up the town's reputation for gambling and vice were rewarded in 1971 when the city was named an All-American City.

The changes in the city from the end of World War II into the 1970s are notable. The area of the city more than doubled from 12 square miles in 1950 to 32 square miles in 1970. Postwar housing shortages fueled this growth with the creation of several subdivisions around the city, and the annexation of Lake Springfield into the city also added to the increase.

This expansion spread the city out and lowered population density. Problems such as a declining tax base in the inner city, enrollment drops in city schools, and financing and maintaining additional infrastructure arose and remain issues to this day. Concerns about the future of the city's water supply caused city officials to begin planning for a second lake in 1965.

Over the past 30 years, government and white collar jobs have remained important to the city. While employment numbers have dropped in the government sector, state government remains the largest single employer in Springfield. Other sectors such as medical care, service, education and retail have increased in employment, with these numbers diversifying and stabilizing the economy. The tourism and convention business also contributes to the city's economy. Economic development of the southwestern portion of the city has had both positive and negative impacts for the city as a whole; encouraging growth in this area while some older parts of the city see decline.

Changes have come to city government as well. In 1987 the city abandoned the commission form of government for a mayor-aldermanic system. This resulted from a federal lawsuit charging that the old form had denied minorities a voice in government.

Springfield, like many other cities, has experienced fundamental changes since its founding, rising from being a small pioneer village in central Illinois to becoming the state's capital.

As the city approaches its 200th birthday, city officials should continue to study the community's past development as an aid to understanding the role its past will play in shaping the city's future.

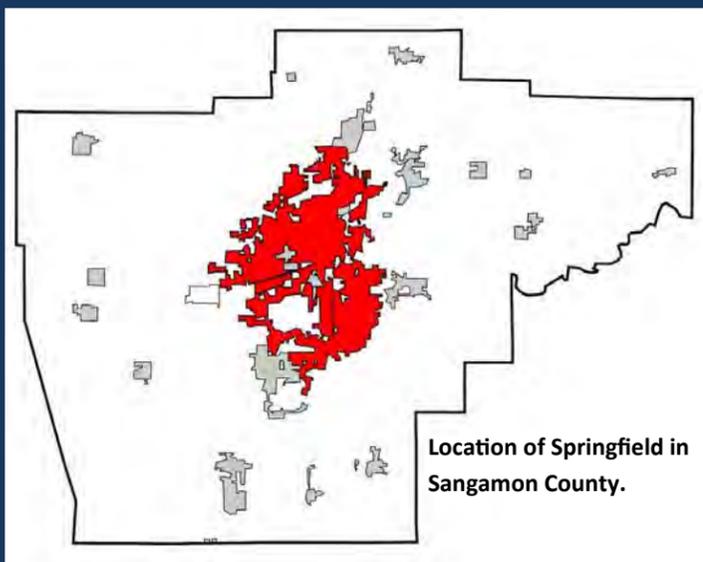


Springfield's downtown, 2017.

SPRINGFIELD'S PLACE IN THE REGION



Location of Sangamon County in Illinois.



Location of Springfield in Sangamon County.

Maps courtesy of Wikimedia Commons

As Myron West wrote in the introduction of the 1925 *Springfield City Plan*,

“City planning in order to be worthwhile must in reality be regional planning, carried on without regard to the city’s political or geographical limits; even county and state lines must be disregarded in the interest of satisfactory community development.” For this reason it is pertinent to understand Springfield’s place in the region.

Springfield is located in central Illinois and is adjacent to eight other counties: Cass, Christian, Logan, Macon, Macoupin, Menard, Montgomery, and Morgan. The city serves as both the capital of Illinois and county seat of Sangamon County. It is the sixth largest city in Illinois as well as the largest city in this central part of the state. Its regional reach is strengthened by the fact that over one-half million people are within a 40-mile radius.

Along with its presence in the central region, Springfield also serves as a primary employment and commercial center for several communities contained within its limits (for example, Leland Grove, Jerome, and Southern View), a number of adjacent communities (for example, Chatham, Curran, and Rochester), as well as other communities located only a short distance away (for example, Sherman, Williamsville, Riverton and Dawson). These suburban and outlying communities very often serve as “bedroom” communities for Springfield, with many of their residents traveling to the city to work, shop, access services or be entertained, every day.

Due to its central location within Illinois, Springfield is also within easy travel and shipping distance of such major markets as Chicago, St. Louis and Indianapolis. Other major markets are only a shipping day away. As described in Appendix 4 of this plan, intra- and inter-state connectivity is adequately supported by two interstate highways that connect in Springfield: I-55, which provides north-to-south connectivity, and I-72, which provides connectivity east-to-west.

In addition to its regional highway connections, Springfield is served by five Class 1 railroads and two short line railroads. This provides the opportunity for direct shipment of freight to major markets throughout the nation.

The city’s rail connections also include passenger rail service between St. Louis and Chicago via Amtrak. The connection to these cities provides travelers with access to passenger rail transportation well beyond Springfield and central Illinois. Passenger rail service will be additionally enhanced during the period addressed in this plan due to Springfield’s having direct access to Illinois’ developing high speed passenger rail system, which runs through the city, and the planned shifting of the 3rd Street rail corridor to the existing 10th Street one. Ease of access to the passenger rail system will be further enhanced over the coming 10 years by the planned development of an intermodal passenger transportation hub to be located in Springfield’s downtown area on the 10th Street rail corridor. This facility is intended to link passenger rail with bus-based public transit for both residents and visitors.

The development of the high speed rail system is of strategic importance to Springfield in the years to come as it will allow for improved commercial and employment access to major national metropolitan areas. The movement of rail traffic from the 3rd Street corridor to the 10th Street one is also expected to have positive effects on transportation

as well as development in the city center and the Mid-Illinois Medical District.

Along with rail-based passenger and freight service, Springfield also accommodates both passenger and freight service by air from its Abraham Lincoln Capital Airport. This airport is a full service provider located only three miles northwest of the city center. Along with fix-based services for private and corporate aircraft, the airport provides scheduled passenger jet service to Chicago’s O’Hare International Airport, Dallas-Fort Worth International Airport in Texas, and the Punta Gorda (Fort Myers) and Sanford (Orlando) airports in Florida.

As the state’s capital, a large part of its workforce is employed by the state. However, the city’s central location in the region has shaped the city’s economic structure and is expected to continue to do so into the future. Given its centrality in the region, Springfield serves as a regional retail, financial services, and agribusiness hub. Its regional strength as a commercial marketplace is advanced by the fact that while other large urban centers (such as St. Louis, Champaign-Urbana, Bloomington-Normal and Peoria) are relatively nearby by automobile, they are not conveniently located for most shopping needs. At the same time, Springfield’s central location vis-à-vis these other communities makes it possible for the city to have and further develop various useful economic transactions and partnerships with them. For example, Decatur’s presence as the home of two large agricultural commodity buyers (ADM and A.E. Staley) provides the potential for Springfield’s agribusiness industry to develop strategic business alliances with that city. Springfield’s proximity to Champaign-Urbana and Bloomington-Normal, both of which host research universities, offers opportunities for Springfield to develop strategic alliances with those institutions and communities to advance central Illinois as home to growing knowledge-based industries.

Springfield’s central location in the state and region, along with the presence of two major hospitals and Southern Illinois University’s College of Medicine, has made it a regional medical center. The presence of these facilities, along with those such as Springfield Clinic, the Prairie Heart institute, Prairie Education and Research Cooperative, and the Simmons Cancer Institute, have created a core medical and health care service industry with reach well-beyond the limits of both Springfield and Sangamon County. Such connections can be especially valuable to the growth of Springfield as a regional center for bio-medical, medical technology and medical logistics research and development.

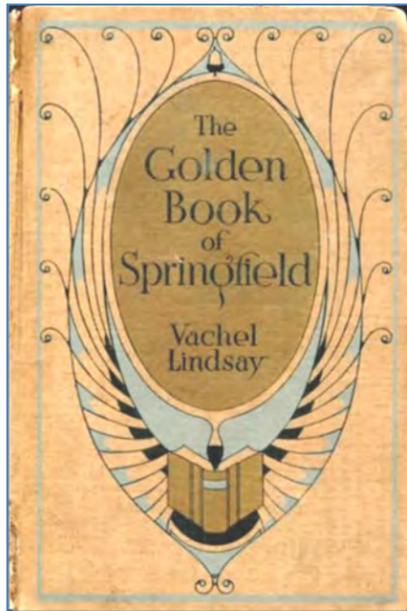
As Springfield is home to both Abraham Lincoln and Illinois state government, and lies along routes that were part of historic U.S. Route 66, it also hosts a significant tourism industry that draws visitors from well beyond its geographic region, serving as a national and international visitor destination. The viability of this industry is aided by the transportation connectivity mentioned previously.

The educational community located in Springfield also has regional scope. This is largely due to the presence of several colleges and universities in the city, including: the University of Illinois Springfield (UIS), Benedictine University, Robert Morris University, and Lincoln Land Community College. Other educational facilities also exist serving the broader region, including: the Midwest Technical Institute, Capital Area Career Center, St. John’s School of Nursing, and the UIS nursing program.

SPRINGFIELD'S PLANNING

The previous section on the history of Springfield points out how the city's past tremendously influences that which exists within the limits of Springfield today. But not only has history influenced how Springfield developed, grew and fashioned itself, so has its planning.

Many of those in the past had a role in fashioning and shaping the Springfield of today, leaving a lasting legacy. It is even fair to say that when John Kelly constructed the first cabin in a place then known as Calhoun, Illinois, his individual vision helped shape the Springfield to come. However the first written and visionary look at what Springfield might be and become was published five years prior to Myron West's Springfield *City Plan*.



The Golden Book of Springfield, a novel, was written by Springfield poet Vachel Lindsay in 1920, outlining a vision for the Springfield of 2018. As the Sangamon County Historical Society notes concerning Lindsay's vision for Springfield, it was an ethereal, poetic, mythological, and utopian one, making few concrete predictions. To the extent that the author did attempt to make predictions about a Springfield 97 years in the future, the most noticeable is his prediction that Springfield's 3rd Street railroad tracks would be removed by 2018. Efforts to do that continue today, and are addressed in other parts of this plan.

The previously mentioned 1925 *City Plan*, often called the *West Plan* due to its author, represents the first professional effort to create a vision for the city and put on paper concrete plans for the implementation of it.

The West Plan was prepared by the staff of Chicago's American Park Builders, and Myron H. West was the firm's president. West was a landscape architect who had worked with Daniel Burnham in planning Chicago's lake front, and prior to establishing American Park Builders was superintendent of Lincoln Park. It is relevant to note both the name of the firm and West's background, for as the 1912 advertisement for American Park Builders shows, the company's primary focus was the planning and development of parks and playgrounds. Later golf courses would be added to the practice, but the general focus of the firm remained the same.

West's background surely influenced his planning for Springfield, as did the planning approach of the time.



James Krohe, Jr., writing about the 1925 plan for the Sangamon County Historical Society, points out that Chicago's 1893 World Columbian Exposition inspired what became known as the "City Beautiful" movement, a reformist approach intended to beautify and provide monumental grandeur in a cityscape. This movement significantly influenced urban planning in this nation as well as abroad from the 1890s into the 1900s, and is demonstrated in West's other work. And while West worked from and in Chicago, he was not unfamiliar with central Illinois. His American Park Builders produced a plan, *The City Practical*, for Decatur's City Plan Commission (which was not a municipal body but a committee of the local Association of Commerce) just five years prior to the Springfield one. His design for the area surrounding the reservoir that was later to become Lake Decatur demonstrates the influence of City Beautiful on his work there during that period.

The 1925 Springfield *City Plan* was certainly influenced by the City Beautiful movement, but it was also influenced by the legacy of Mr. Lincoln, which West addressed at the very beginning of the plan and drew inspiration from. An example of the homage to Lincoln as well as the City Beautiful movement can be found in his plans for a proposed "Municipal Group" (shown below in the drawing to the right) that was to be part of a "National Patriotic Center" in Springfield. This involved the grouping of several proposed municipal buildings to be centered on the Lincoln Home, and includes park-like areas, formal gardens, an outdoor amphitheater, a civic center, and long reflecting water feature. This is certainly in keeping with Burnham's influence and admonishment to "Make no little plans; they have no magic to stir men's blood."

It would be unfair to say that the 1925 plan did not address more mundane aspects of city planning. Along with the National Patriotic Center, stately parkways, a new lake, a "State Building Group", and a new, imposing railway station, it also addressed corrections to some minor streets, pavement widths, the routing of street cars, and even the extension of property lines for some schools. It also proposed a number of actions, some of which occurred (such as the creation of a lake, but in a different location than where Lake Springfield is today), others that did not (the elimination of Springfield's 3rd Street rail line), and even others that in retrospect luckily did not (the creation of the Municipal Group in what is now the Lincoln Home National Park Service area).

While the 1925 plan introduced city-wide planning to Springfield, planning for the city did not conclude with that work.

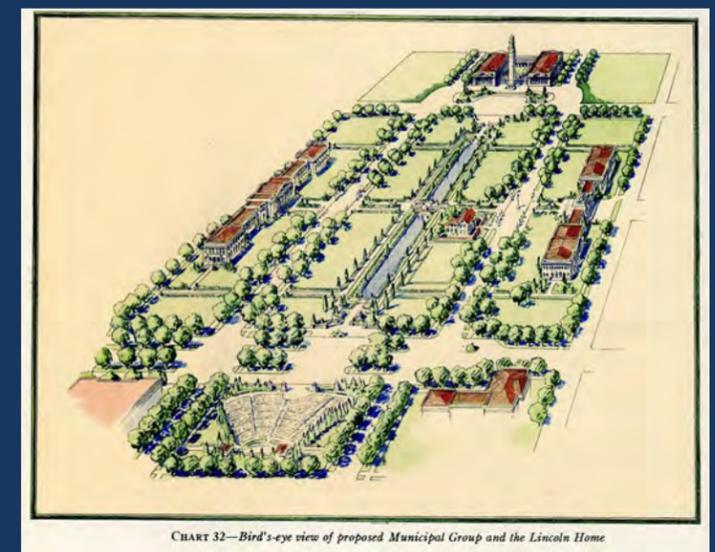
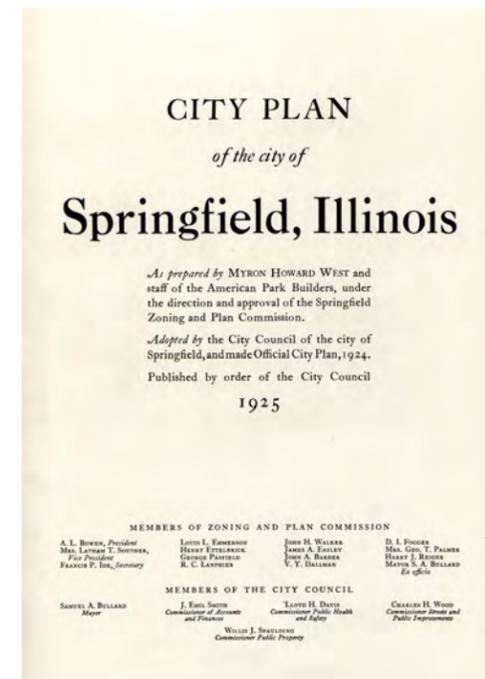


CHART 32—Bird's-eye view of proposed Municipal Group and the Lincoln Home

SUMMARY OF PLANS REVIEWED: 2000 –2016

A Guide to the Future of Springfield (2000). Springfield Strategy 2020: City of Springfield.

Springfield 2020 Comprehensive Plan (2000). Springfield-Sangamon County Regional Planning Commission (SSCRPC): City of Springfield.

R/UDAT Springfield (2002). Regional/Urban Design Assistance Team: American Institute of Architects.

The Illinois Medical District at Springfield: Master Plan (2005). RTKL Associates: Springfield Medical District Commission.

Inventory of Sangamon County Natural Areas (2004). LeGesse & Associates: Friends of Sangamon County.

Human Services Transportation Plan for the Springfield Urbanized Area (2007). SSCRPC: Springfield Area Transportation Study.

Springfield Eastside Neighborhood Development Plan Update (2010). SSCRPC: City of Springfield.

Enos Park Neighborhood Master Plan (2010). Mansur Real Estate Services, The Lakota Group: Enos Park Neighborhood Association and the City of Springfield.

Economic Corridor and Freight Study (2010). Hanson Professional Services, Inc.: SSCRPC.

Springfield Railroad Corridor Study: Corridor Redevelopment Opportunities Report (2011). RDG Planning & Design, Hanson Professional Services, Inc.: City of Springfield.

East Springfield Commercial Plan (2011). PGAV Planners: Greater Springfield Chamber of Commerce, City of Springfield, SSCRPC.

MacArthur Boulevard Master Plan (2011). The Lakota Group, Gewalt-Hamilton Associates, Community Land Use & Economics Group: SSCRPC.

Thinking Beyond Transit: Transit Oriented Development in Springfield, Illinois (2011). SSCRPC.

Maturing of Illinois Initiative: Springfield, Illinois (2011). SSCRPC: Springfield Area Transportation Study, Area Agency on Aging for Lincoln Land.

Initial Industrial Site Area Review & Mapping (2012). SSCRPC.

Report & Summary Analysis: Springfield Central Business District Inventory Project (2012). SSCRPC: City of Springfield.

SATS Bicycle and Pedestrian Plan for the Metro Area (2012). SSCRPC: Springfield Area Transportation Study.

Promise & Potential: The Outlook for New Commercial Development in the Area of Cook and Martin Luther King, Jr. Streets in Springfield, Illinois (2012). SSCRPC: City of Springfield.

Springfield SDAT Report (2012). Sustainable Design Assistance Team: American Institute of Architects.

Sangamon County Regional Strategic Plan (2014). SSCRPC.

2040 Long Range Transportation Plan (2015). SSCRPC: Springfield Area Transportation Study.

The Neighborhood Survey (2015). Survey Research Office, Center for State Policy & Leadership, University of Illinois Springfield: SSCRPC.

How Resilient is Our Regional Economy?: A Peer Comparison of the Springfield Metropolitan Area's Resilience Capacity (2015). SSCRPC.

Springfield Downtown Area Parking Study (2015). SSCRPC: Springfield Area Transportation Study.

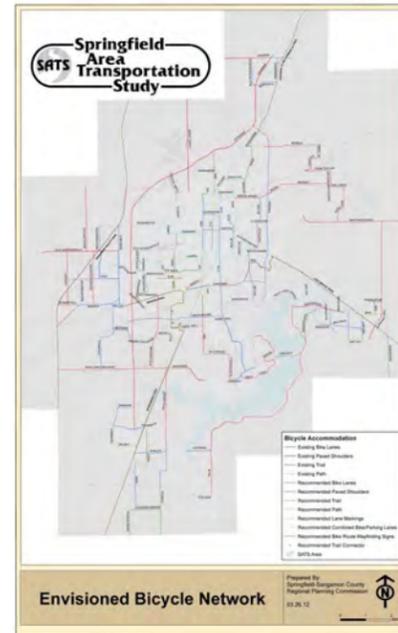
Multi-Jurisdictional Natural Hazards Mitigation Plan (2016). SSCRPC.

Planning for Growth: Reviewing Economic Growth Trends in the Springfield-Sangamon County Economic Area (2016). SSCRPC.

The Millennials: What Local Leaders Should Know about America's Newest Generation (2016). SSCRPC.

Net Population Migration Trends 2011-2014, a Comparison of Sangamon County with Three Benchmark Regions (2016). SSCRPC.

Planning of one form or another continued but changed over the years as the city changed, new laws went into effect influencing plans and planning, new approaches and forms of planning came into use, and planning tools further developed. These plans took different forms, some specific to Springfield itself (such as the 1958 *Land Use and Circulation Plan* for Springfield, and the 1983 *Springfield Comprehensive Plan*), while others included Springfield in more regional, metro or urban area context.



The more regional plans often focused on transportation-related planning due to Federal requirements for the use of these funds, and this approach expanded as Federal agencies began to focus more and more on urbanized metro and regional areas. This has, for example, led to the city's involvement in multi-jurisdictional, regional critical facilities, floodplain management, and natural hazard mitigation planning efforts.

Other planning conducted in more recent years focused on specific geographic areas of Springfield and for more particular needs.

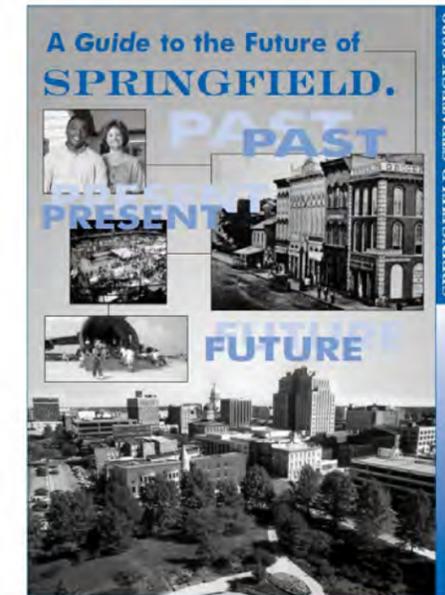
For example, plans related to portions of east Springfield, the city center, and the Mid-Illinois Medical District offer examples of area-specific planning projects. Some planning efforts were implemented related to individual neighborhoods, such as the *Enos Park Neighborhood Master Plan*.

Planning associated with economic conditions, the redevelopment of MacArthur Blvd., the relocation of the 3rd Street rail corridor, streetscape improvements on North Grand Ave., and the potential for transit oriented development around the proposed Springfield multi-modal center, offer examples of those focusing on particular needs.

Plans dating back to the 1980s were considered relevant for review in the development of this one, however particular attention was directed toward work done beginning in 2000



Illustrative design for planning the redevelopment of Springfield's Cook Street and Martin Luther King, Jr., Blvd., intersection.



which resulted in *A Guide to the Future of Springfield*. The *Guide*, which addressed the city's vision for 2020, considered 12 areas identified as critical to the city's long term success. It established desired outcomes to be achieved over a 20-year period, serving as a policy and visioning "blueprint" supporting the 2000-2020 Springfield comprehensive plan. Additional strategic plans were generated through that effort, including an economic development plan and an environmental protection one.

Additional area specific plans and planning studies were also completed following the development of the *Springfield 2020 Comprehensive Plan*. Several of those were previously mentioned, but would also include two planning projects supported by the American Institute of Architects that focused on Springfield's downtown area: the Regional-Urban Design Assistance Team's (R/UDAT) study in 2002, and the Sustainable Design Assistance Team's (SDAT) work in 2012.

Recent regional planning efforts were also relevant, including the 2014 *Sangamon County Regional Strategic Plan*, which included strategies intended to help municipalities in the region address intentional growth, resource preservation, a collaborative vision, and capacity building.

All of this material, along with analytic papers done in the preparation of this plan (summarized in the Appendices of this plan), was made available to the Steering Committee, as well as to public on the internet portal created on the City of Springfield's website for this project.

These planning documents are included on the list to the far left.

and continuing through the subsequent years. These more recent plans included the comprehensive plan for Springfield completed in 2000 and its visioning document.

The *Springfield 2020 Comprehensive Plan*, was prepared by the Springfield-Sangamon County Regional Planning Commission for the city in 2000 and is the most contemporary previous comprehensive plan. This document provided a land use plan for Springfield for the period of 2000 to 2020, and is the one being updated by the plan presented here.

While that plan is limited to land use determinations and policies, it was preceded by the "Springfield Strategy 2020" project,



SECTION III: VISION FOR A NEW LEGACY

“The Springfield Plan will prove a rare investment if followed consistently and with discriminating wisdom. Changing conditions may necessitate modifying its detail, but not its policy.”

Myron H. West

VISION FOR A NEW LEGACY: Honoring the past while reaching into the future



While its past shaped Springfield in fundamental ways, its future is yet to be written. This was the understanding of those who worked on the 1925 *City Plan* as well as those engaged in developing plans for the city in the following years: each planning effort attempting to forge a welcoming and successful place for the community's current and future residents to live, work and achieve a high quality of life.

As with Mr. West's plan for Springfield, our vision is to forge a new legacy for the city. As with that first plan, this plan also intends to *build upon* Springfield's heritage, but not be *bound or limited* by it. This calls for a new vision. One that maintains the best of the past while creating a future that meets the needs and desires of those who will live in Springfield now and in the years to come; anticipating the challenges and opportunities that the community faces in the rapidly changing times that are the hallmark of our 21st Century world.

THE COMMUNITY ITS RESIDENTS DESIRE: Building on Strengths and Addressing Weaknesses

As with any planning exercise, the research and the many public engagement activities the planning team conducted found both opportunities and challenges facing the city over the next 20 years. They influence and fashion a new vision for Springfield, helping to identify the nature of the community its residents desire and the legacy they will leave. Due to this, the plan envisions a community where the following five intertwined and interdependent outcomes are achieved over the next 20 years:

Residents exhibit a pride of place, drawing not only from Springfield's past, but also from what it is endeavoring to become in the future.

Throughout the development of this plan the residents of Springfield noted the friendliness of their fellow citizens, their pride in living in "Lincoln's Home Town", and their belief that the city has great potential. However they also recognize weaknesses along with positive attributes. As one resident commented, "This city has great bones, what we lack is muscle put on them." What is most revealing from this statement, as well as the many similar ones described below, is that Springfield's citizens feel that its weaknesses *can* be overcome, and would welcome positive actions toward that end.

The focus should not be limited to a Springfield of the past, but upon one in which the city excels in new ways in the years to come. One of the city's desired outcomes, then, is to build upon its residents' pride of place by strengthening its efforts to become the city that its residents wish it to be, creating a well-respected contemporary city as well as an historic one.

Visitors obtain a lasting impression of a city that is exceptional among its peers; both regionally and nationally.

While we most often think of Springfield's visitors in terms of tourists, the city's visitors include many more groups than that.

They include those who live in surrounding areas and come into the community to shop, work, study and recreate. It includes those who come to the city to do business, and even those who come to this place because it is the seat of state government. All of these people, along with tourists, gain a perception and image of the city based upon what they see and do here, as well as the residents they meet.

Should Springfield become a community that these visitors perceive as notable in comparison to other places where they live, work or visit, they will become advocates and ambassadors for it, telling others that Springfield is an attractive place to live, work, raise families and do business. This perception – and the notice that will grow from it – is important as it will help address the slow rate of population growth predicted for the city, and stimulate needed additional business and job growth. It will also engender additional pride of place among Springfield residents, further helping to advance the first goal of this plan.

For these reasons, one of the city's desired outcomes should be to create a community that is recognizable within its region, as well as beyond it, as a great place to live, work and do business.

On-going and future development, and the infrastructure and amenities necessary to support it, are well positioned for future opportunities as well as any challenge the future might present.

Great cities acknowledge both their strengths and their weaknesses. Doing so allows them to focus on the actions necessary to build upon their strengths while mitigating or eliminating weaknesses. This understanding is not inconsequential to a city's development and land use decisions as its strengths and weaknesses can affect both. The project team's research and analysis indicates that the city's infrastructure is sufficient to serve expected population growth over the next 20 years, but that is largely due to its finding that this rate is slowing. To meet the expectations of the public, additional growth is necessary and should include areas where decline has noticeably occurred. In making development and land use decisions, community leaders must understand their city as it exists today, but also be foresightful and mindful of the challenges that are likely to confront them, understanding the implications of current land use and development decisions on future ones.

Therefore, one of Springfield's desired outcomes should be to create a place where: current development is supported by the available infrastructure; land development matches, but does not exceed, the capacity of the city to support it; the infrastructure and public amenities that both residents and businesses need to succeed are encouraged in older parts of the city in need of redevelopment as well as in identified new areas of growth; and that there is clarity and consistency in the application of land use policies in order to create the stability that sound long-term development requires.

The city’s rich historic and unique community characteristics are maintained, but are brought up to date and even expanded upon in the years to come.

Even though we are nearing the end of the second decade of the 21st century, Springfield’s residents still remain cognizant of their city’s special place in history and how its present is affected by it. During the many public meetings involved in the development of this plan, citizens regularly commented upon the legacy of Lincoln, the influence that being the state capital has had on the city, the influence of its being on U.S. Route 66, and even its place in the history of race relations locally and throughout the nation. Springfield’s past has certainly shaped its buildings and monuments, but it has also influenced its economy, its work patterns, its transportation systems, the nature of its public facilities and amenities, and its sense of community.

Yet while Springfield’s residents appreciate the city’s heritage, this is not a static appreciation. Cities change and so do the desires and needs of their people.

An earlier plan for Springfield noted that the city was a growing community prior to the arrival of Lincoln, and it continued to grow even after he and his family left. That is sometimes forgotten, and while residents are aware of the city’s history and take pride in it, they often made comments during the planning process that Springfield did have, and could have, much more to offer.

Because of this, one of Springfield’s desired outcomes should be to maintain the city’s historic character and characteristics, but not do so in a passive way that is limited to a singular feature, figure or group of structures. The Springfield desired is a city that continues to address and build upon its heritage, bringing its story up to date by addressing additional aspects of its history and even adding to them over the next 20 years. Such actions will provide for additional pride of place, create new business opportunities and markets, and potentially entice a new generation to stay or take up residence here. All-in-all, it will build new corridors and opportunities for planned and successful growth.

Current and future community leaders are provided with the public support and planning guidance necessary to address and sustain the city’s development and create a place able to achieve its development and land use goals.

Themes identified through the various public engagement activities demonstrated that while residents were appreciative of the city and thought it could have much to offer in the years to come, they were more circumspect in the expectations about changes actually being made to improve it. They often questioned the commitment of the community’s leaders, which included more than the elected ones, to achieve a larger vision for the city.

For example, when asked to describe their image of Springfield as it exists today in one word, residents often used terms like “static”, “complacent”, “insular”, “stalled”, “political”, and “ugly”. But at the same time, when asked to provide a word that they would like to be able to use to describe Springfield 20 years from now, they were more positive, using phrases like “energetic”, “active”, “growing”, and “beautiful”. The planning team found this to be a more positive response than one might think at first blush, in that it indicated a public that believes that the city can improve if its leadership wishes it to.

In large part the planning team found this difference to be due to a sense of disconnection within the community: sections of the city feeling disconnected from other sections; older areas feeling disconnected from new areas and the activity centers (such as the parts of the city that have experienced noticeable job, amenity and commercial development) that have developed there; areas with slower growth feeling disconnected from areas with better growth; older residents feeling disconnected from the services and amenities they need; and residents even feeling disconnected from their leaders, leaving them unclear about how their leaders make the decisions they do and why.

This last item was also demonstrated in the community survey which found fundamental differences concerning ends and means. For example, while residents sought many improvements to the community, they were almost equally split on such items as whether or not they desired additional population growth, which generates job and revenue growth, and how the public improvements they desire might be financed.

This feeling of disconnection is not unique to Springfield and can be found in many, if not most, other urban areas around the country. But even if it is not unique, it is a perception that can stifle community improvement and lead to conflicts as development and land use decisions are made by public and private leadership that residents, neighborhoods, parts of the city, and economic and racial groups feel separated from.

For this reason, this plan establishes as a desired outcome the development of the public support and leadership necessary to achieve the vision that the public has for it.

Based upon these desired outcomes, a new vision is offered.

FORGING A NEW VISION FOR SPRINGFIELD

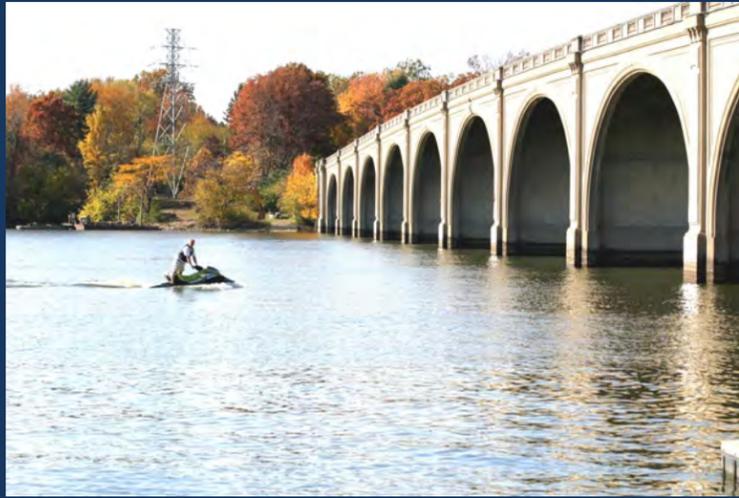
Achieving these desired outcomes requires a fresh vision. Our vision is for the Springfield of 2037 to be:

An attractive, connected and growing city, that maintains and builds upon its unique and special past, while providing a proud new legacy for current and future residents.

This new vision encompasses four primary hallmarks for the Springfield of 2037. To demonstrate these hallmarks, actions will need to be taken to improve the community’s attractiveness and connectivity, support additional growth, and not only continue to maintain the city’s unique links to the past, but add to and build upon them.

Four goals growing from the vision are identified on the following pages.





GOAL 1: The Springfield of 2037 will be a more attractive community.

This goal describes a city that is:

WELL DESIGNED. Springfield will exhibit municipal “curb appeal”, improving its appearance for both residents and visitors alike. It will allow and encourage different and varying housing designs and styles, and it will also take the actions necessary to create more attractive commercial developments, public spaces, and community entryways.

ORDERLY IN ITS DEVELOPMENT. Springfield will advance compact and contiguous development that is sensitive to the nature of the areas in which this development occurs as well as those that surround new development.

A COMMUNITY OF SPECIAL PLACES. Springfield will seek to identify and develop areas and places that make it more appealing to current residents as well as attractive to new ones.

These actions will add to its residents’ pride of place, helping the city better demonstrate its unique and exceptional qualities. This will help it to attract new residents and encourage the business growth they will generate. As the planning team found in its estimate of anticipated population growth, the attraction of new young residents, and the new commercial and industrial activities they will support and be employed by, is not inconsequential to the city’s long-term success.

GOAL 2: The Springfield of 2037 will be a better connected city.

This goal describes a city that has:

TRANSPORTATION AND COMMUNICATION CONNECTIVITY. Springfield will have the transportation infrastructure necessary to meet the needs of personal travel as well as commerce, encouraging all modes of transportation. As communications for commerce, education, government, and social life now travel at the speed of light due to advances in telecommunications, this goal calls for Springfield to provide access to the modern communication infrastructure necessary to tie its residents to the world and its citizens to their government.

AMENITY AND SERVICE CONNECTIVITY. Our residents and visitors will be able to access the services they need and the amenities they desire in effective and efficient ways, including providing the wayfinding necessary to get them there.

SOCIAL CONNECTIVITY. Our city will provide the places, services and social environment necessary to bring all of its residents together as one vital community regardless of their geographic location, ethnicity or economic status.

Of course, cities require the hard infrastructure of roads, sewers, electrical lines, and telecommunications to grow. However they also need to develop other, softer, forms of connectivity if a sense of “community” is to be established. This includes places, events and policies that work to bring people from throughout a community together.

Both types form connections that shape a city, and when both are present, residents feel much less disconnected and much more supportive of the plans community leaders make and work to implement.

GOAL 3: The Springfield of 2037 will be a growing city.

This goal describes a city that exhibits:

A GROWING POPULATION. Our city is a welcoming one, communicating its many advantages to potential new residents and encouraging them to make Springfield their home.

GROWING BUSINESSES AND INDUSTRIES. Our city supports the retention and expansion of its existing businesses, and offers the infrastructure, economic and regulatory advantages that prospective businesses desire in a location of choice.

ABILITY TO ADDRESS AREAS UNDER STRESS. Our city works to identify older areas within its bounds that are suffering from obsolescence or decline, implementing efforts to advance their redevelopment.

An earlier plan for Springfield noted that while the public often believes that communities are offered the choice of growth, decline, or maintaining the status quo, in reality only two choices are offered: growth or decline. This is because change will occur whether or not a community chooses it, and it is only through growth that residents of a city are likely to see rising real incomes, productive businesses, and the high quality of life that they wish to attain. A static community is not possible as external forces are likely to affect it, and any approach that presumes such stability will only lead it to become more-and-more non-competitive for both job and population growth: the two are fundamentally interrelated.

For this reason the Springfield desired is one that envisions a growing city, not a static one.



As West commented in the 1925 Springfield City Plan:

We often hear the thought expressed that it is not desirable for a city to grow larger. To this the answer can only be that if a city is to keep stride in the march of progress, if it is to keep from going backward, it must grow. City progress is synonymous with constantly increasing population. The life of a city, like the life of an individual, is measured by growth. (West, 1925, p. 18)

GOAL 4: Springfield will be a heritage city.

This goal describes a city that works to:

MAINTAIN AND EXPAND UPON ITS PLACE IN HISTORY. Springfield has a unique and rich history, yet some portions of that history are underappreciated and others underrepresented. While maintaining its links to Abraham Lincoln, our city will expand upon the various other roles it has played in the development of Illinois and the region.

This includes recognizing and honoring its roles as the seat of state government, in the civil rights movement, in the labor movement, in the arts, and in the growth of the nation due to its location on Route 66. This goal also recognizes that history is made every day, and that the actions taken today have an effect on the future.

RETAINS ITS HISTORIC NEIGHBORHOODS. Along with addressing older areas that are feeling the effects of change, Springfield encourages the retention of the legacy that its historic neighborhoods provide and supports their continuing sustainability.

PROTECTS ITS NATURAL HERITAGE AND ENVIRONMENT. Our city seeks to meet its infrastructure needs and add to its built environment, but it does so in ways that are sustainable and sensitive to, and protective of, the natural environment.

Heritage is something passed down from one generation to the next. It establishes tra-

ditions, and for an individual it also designates some status arising from birthright. The same is true for the heritage of a city.

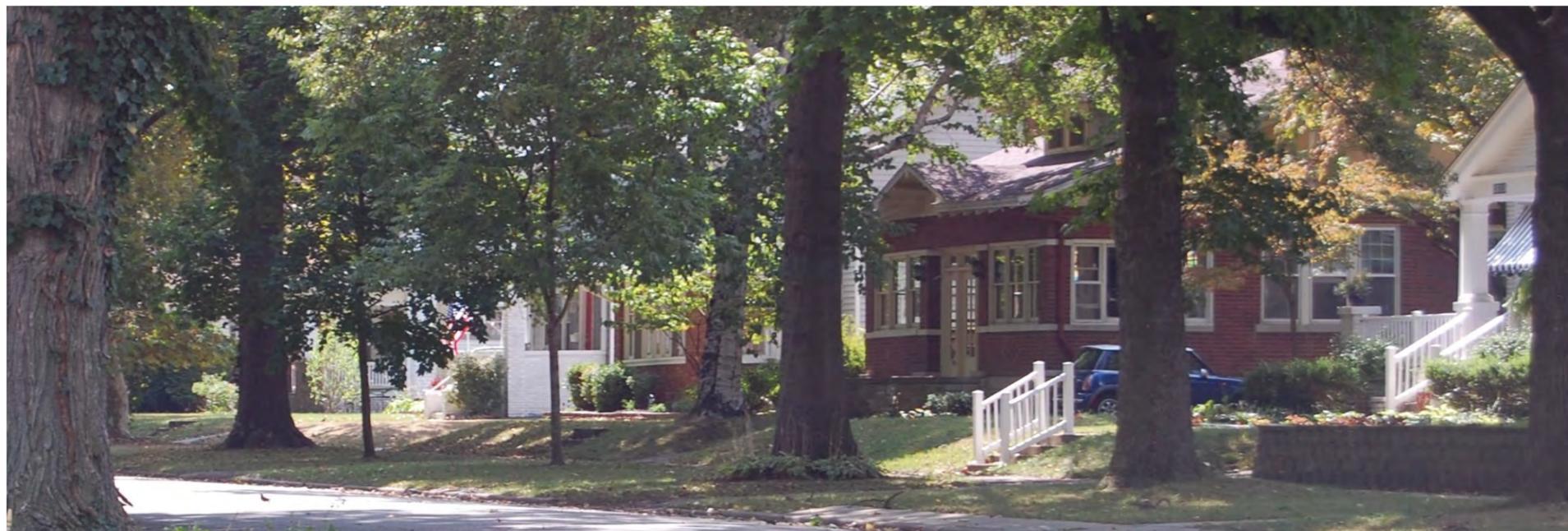
Springfield's heritage arises from its unique place in history, and this history has shaped both its traditions and status as an important place. The city's status as an important place in state and national history is not only something that its residents tend to honor, but has become an important aspect of its economy as well. For this reason it should be maintained and even expanded upon.

But Springfield's heritage is also demonstrated by its many historic neighborhoods, which have grown with and within it ever since the city was established. These neighborhoods are as representative of Springfield's traditions and status as any singular structure or moment in time. They are in fact representative of how the city developed, and are a means by which future residents of them can be part of Springfield's past.

And the city's heritage, what is passed from one generation to another, is also present in its natural environment.

Actions that affect the environment and the city's natural places cannot be undone any more than the loss of a historic structure or neighborhood can. Their loss affects the future as well as the present. Such a loss is important for even practical reasons, for the loss of our natural environment can affect the quality of drinking water, the ability to reduce flooding, and the commercial viability of the farmland that surrounds the city. The city's residents understand the importance of protecting the environment, and this is reflected in the results of the community survey.

This final goal strives to draw attention to three aspects of Springfield's heritage to be maintained and expanded upon over the next 20 years: its unique place in history, the various older and historic neighborhoods that have grown in and with it, and its natural environment. All three represent important aspects of what Springfield *is* that should be passed from this generation to future ones. They are therefore addressed in this plan and the land use policies it recommends.



LAND USE POLICY RECOMMENDATIONS: Actions to achieve Springfield's vision



This comprehensive plan includes the identification of proposed land uses as shown on the maps in Section IV, but these maps are not the entirety of the land use plan. Equally, if not more important are the vision and goals expressed in this plan, and land use policies and recommendations arising from this vision that the maps reflect. Achieving the vision for Springfield that this plan identifies will most likely occur through the consistent application of these policy recommendations as land use and development decision are made, and so are integral to successful plan implementation.

As stated in the Illinois Compiled Statutes (65 ILCS 5/11-12-6), and official Comprehensive Plan “shall be advisory and in and of itself shall not be construed to regulate or control the use of private property in any way, except as to such part thereof as has been implemented by ordinances duly enacted by the corporate authorities.”

Vision, Goals and Land Use Policy Recommendations

Land use policies are specific statements of the principles and intentions regarding where growth should or should not occur, what this growth should look like, what its characteristics should be, how it might differ from past growth patterns, and the practices that should be put in place and efforts undertaken to achieve the plan's vision. This is because land use policies grow out of the planning process and are established to guide the city in its land use decision making, helping to ensure that these decisions are consistent with and supportive of the outcomes Springfield's residents desire.

Based upon the input distilled from the public engagement activities summarized in Section I, many policies could be offered and recommendations made. However, those provided here are intended to address aspects of land use.

The city's vision identifies four goals, addressed in the previous section, which should instruct its land use policies. These goals call for the Springfield of 2037 to be a *more attractive, better connected, and growing city*, that remains *sensitive to its environmental and historic heritage*.

General and Sector-Specific Recommendations

Drawing from these goals, this plan provides both general and sector-specific land use policies and recommendations. General policies are intended to apply to the city's land use decisions overall, and are included in this section of the plan. Other policies described in this plan are sector-specific in that they apply to one or a few of the 17 land area sectors identified in Section IV rather than the city as a whole. These policies are addressed in the review of each sector.

Both the general policies addressed in this section and those specific to a sector should be considered as land use decisions are made and new policies contemplated.

GENERAL POLICIES PERTAINING TO LAND USE

1.0: Developing a More Attractive City

1.1: Identifying and Addressing Special Areas.

Identification of Special Areas: Where areas are identified within this plan that are undergoing significant change that could make them marginal as either commercial or residential areas, they should be set aside as special redevelopment areas for more intensive monitoring, detailed planning, and active improvement. Three types of special area are considered under this plan and identified in Section IV. They are:

Legacy Neighborhood – Geographic sub-areas of the city, bounded by streets or railroad corridors, that demonstrably exhibit historic significance, commonality of housing style or type, and an established neighborhood identity that distinguishes these neighborhoods from other residential areas.

Neighborhood Center – These centers represent a singular area within a neighborhood that is within walking distance of the homes of the residents and serves the neighborhood as its local commercial hub providing goods and/or services.

Opportunity Area – This is an area made up of one or more blocks, or that sits along a major arterial roadway, which is experiencing blight and/or contains obsolete structures, but that is suitable for redevelopment with a mix of uses (residential, office/service, commercial) and that when redeveloped would complement and support the surrounding area.

Plans for Special Areas: The city should encourage and support the development of individual plans for all Legacy Neighborhoods, Neighborhood Centers, and Opportunity Areas identified in this plan. These plans should provide basic information on the natural features, resources, and physical constraints that affect development of the area. They should also specify detailed land-use designation used to review specific development proposals and to plan services and facilities. The plans for special areas conducted under the auspices of the City of Springfield, or authorized by it, which use methodologies and processes approved by it, should be adopted by the city as amendments to this comprehensive plan. A process should be established for this to occur.

Legacy Neighborhoods and Historic Designation: Legacy Neighborhoods should be encouraged to apply for historic district designation as allowed and specified under the city's Historic Sites ordinance. Financial assistance from the city for the development of plans for these areas should require application by the neighborhood to become a Springfield Historic District.

Prioritization of Development Assistance: The special areas identified in Section IV of this plan, or through subsequent amendment of it, should be given priority by the city for the provision of financial assistance for the purposes of development planning and the local improvements identified through such planning.



Illustrative Example of a Gateway Area Entrance (SSCRPC)

1.2: Protection and Enhancement of Gateway Corridors.

The land use on major arterial streets that are primary entryways into the city should be no more intense than commercial. Development and redevelopment of properties adjacent to gateways identified in this plan should be encouraged to include additional landscaping, attractive lighting and common signage, as well as wayfinding elements.

1.3: Landscaping of Roadways.

The planning and design of all new major arterials, minor arterials and collector roadways should include landscaping using common design elements established by the city, provision of attractive lighting and signage, and common wayfinding elements.



Illustrative Example of Streetscape Improvement using Peoria Road (SSCRPC)

1.4: Enhancing Public Buildings and Structures.

The planning and design of all new or redeveloped public buildings and facilities should include landscaping, provision of attractive lighting and signage, and wayfinding elements. Wayfinding elements should address all modes of transportation, including pedestrian movement.

Additionally, the design and construction of other public infrastructure, such as bridges and viaducts, should be taken as an opportunity to add to the aesthetic appeal of the city and include artistic architectural and landscaped elements.

1.5: Enhancing Residential Development Design.

New residential developments, particularly multi-family residential developments, should provide for a walkable configuration with connected streets. Such developments should provide for the presence of trees along roadways, street lighting appropriate to the development, and sidewalks along all streets. To accommodate situations where street adjacent sidewalks are not feasible, walkways within the development should be required.

Attention should be given to encouraging the development of a variety in home styles and sizes.

Both new residential development and redevelopment should encourage additional housing type choices to accommodate changes in age and lifestyle, with development density allowed to increase if such development includes an affordable housing component or includes a planned or existing Neighborhood Center and/or Gathering Area (see Recommendation 2.1) as described in this plan.

City ordinances should be reviewed and, if necessary, amended to encourage such developments.

In addition, particular consideration should be given to the changing nature of households in order to address current realities as to how households have evolved. Subject to environmental and public health and safety considerations, this would include changes in the zoning ordinance to allow for such uses as ‘granny flats’ for extended families living together.

1.6: Enhancing Commercial Development Design.

Building, signage and streetscape design should be coordinated within and between developments. Commercial developments should include logical sidewalk connections between buildings and through parking lots to encourage walking or bicycling between buildings and developments, but also to provide adequate access for those with disabilities.

As appropriate, parking areas should be integrated with Gathering Places (see 2.1 on page 30), with city zoning requirements for parking and landscaping amended to encourage the development of Gathering Places. City ordinances should also be reviewed and, if necessary, amended to allow for landscaping and parking designs that encourage the use of parking islands or other sustainable development features that absorb storm water.

1.7: Architectural Assistance.

Similar to the incentive already established in city ordinance to encourage the redevelopment of historic properties, the city should establish a program to encourage better architectural design of commercial buildings and developments locating in Neighborhood Centers and Opportunity Areas, or those intended to create Character Areas and Gathering Places. For example, such a program might offer a partial city property tax abatement to the developer/builder to help defray a portion of the cost of architectural design assistance. As with the existing program for the rehabilitation of historic properties, the abatement could be based upon a sliding-scale taking into account the nature, cost, and value of the project. This assistance would be conditioned on the developer-

builder committing to submit to an architectural design review process established by ordinance, and adopting any design changes recommended through the design review process. Should the developer-builder not construct the building or structure as per the approved architectural design, the property tax rebate would be revoked and repaid to the city.

2.0: Improved Connectivity in the City

2.1: Creation of Gathering Places.

The provision of small outdoor gathering spaces where residents may congregate to socialize or recreate in new residential and commercial developments should be encouraged.

City zoning and land subdivision ordinances should be reviewed and, as necessary, amended so as to encourage the development of such areas by providing flexibility in other regulations to potentially off-set the cost of development.

The city should consider the establishment of a fund, created by setting aside a small portion of property tax increment arising from the new development, to provide development incentives for this purpose.



Illustrative Example of a Gathering Place Using a Vacant Lot (SSCRPC)

2.2: Neighborhood Centers and Residential Developments.

The development of small, localized commercial centers in new residential areas that are within walking distance of homes should be allowed and encouraged. Flexibility in land use regulations and zoning should be allowed if such centers are planned as an essential part of the development, and are to be built by the developer and not simply set aside as subdivided plats for future development.

Neighborhood Centers may be allowed in previously developed areas depending upon their assessed contribution to the neighborhood's stability and vitality.

2.3: Creating and Enhancing Character Areas.

Within the context of this plan, Character Areas are those with special characteristics that set them apart from their surroundings, giving the surrounding area a specific image or perception, and contributing to the area's individuality.

They are intended to be places where residents can come together and may include: plazas; small open-air markets or outdoor entertainment areas; those providing monuments in conjunction with some public use space; areas where visitors may linger adjacent to tourism sites; small neighborhood parks of less than one acre; and, in developed areas, "pocket parks" that can be established on a single vacant lot or be built into the streetscape.

Areas suitable as Character Areas should be identified and encouraged to develop, particularly in the city center and historic area, along the 3rd Street Rail Corridor as this rail line is moved to the 10th Street Rail Corridor, within the Mid-Illinois Medical District, and in Opportunity Areas located in portions of east Springfield as part of neighborhood redevelopment. Such Character Areas may be considered acceptable land uses in all zoning classifications.



Illustrative Example of a Neighborhood Center using Cook St. and Martin Luther King, Jr. Blvd. Intersection (SSCRPC)



Illustrative Example of a Character Area at Illinois State Fairgrounds (SSCRPC)



3rd Street Rail Corridor Illustrative Design
(RDG Planning & Design for Springfield Rail Project)

2.4: Development of City-Center Connecting Linear Park.

This plan contemplates and supports the consolidation of the city's 3rd Street Rail Corridor onto the 10th Street one. With the movement of the 3rd Street rail line to the 10th Street Corridor, the 3rd Street Rail Corridor should be developed as a linear park running from the most feasible north-

ern node to the most feasible southern one, and linked with bicycle/pedestrian trails nearest those nodes. For the purposes of land use and zoning, this corridor should be considered an Opportunity Area and granted additional regulatory flexibility.

Additional flexibility should also be provided to properties immediately adjacent to this linear park to encourage redevelopment. Plans and designs for the park should include the identification of Gathering Places and Character Areas on and adjacent to it.

Other potential areas where linear, connecting parks might be developed are identified by sector in Section IV.

2.5: Roadway Corridors and Transportation Connectivity.

It should be the priority of the city to complete the segments of the road network identified within the Metropolitan Planning Area's *Long Range Transportation Plan* as well as on the city's *Arterial Roadway Network Plan*. As the city has many north-south arterial connections, but few similar east-west transportation corridors, priority should be given to the completion of all east-west connections shown in these plans.

To advance the safety of roadway corridors and improve connectivity, curb cuts should be limited on new arterial and connector roadways and reduced on existing ones as part of any roadway improvements. As the sharing of parking areas in already developed commercial areas can assist efforts to reduce curb cuts, zoning and other similar regulations should be reviewed and amended to encourage shared parking for this purpose.

2.6: Enhanced Transportation Choices.

A Complete Streets policy that accommodates automobiles, pedestrians, bicyclists, and users with limited mobility should be adopted by the city and applied to all new roadway development as well as new commercial developments. Pedestrian and bicycle trails and connections identified on the *Bicycle and Pedestrian Plan for the Metro Area* should be prioritized and developed.

Public transit should be expanded to provide better access for all residents as well as provide improved links to bring workers to major job centers.

2.7: Wireless Connectivity.

The city is encouraged to extend its public wireless system throughout the city, with priority being given to identified Legacy Neighborhoods, Neighborhood Centers, Opportunity Areas and Gathering Places. The upgrading of

existing public networks to keep pace with technology improvements should be regularly assessed.

3.0: Sensitive Development and Redevelopment

3.1: Compact and Contiguous Development.

Necessity of Essential Public Services: To ensure that development occurs in those areas best prepared to support it, new development should not occur unless public water, public sewer, fire protection and adequate roads are available as defined in the Site Suitability sections of the Land Subdivision Ordinance. *The city should develop and adopt a scoring system to determine whether areas proposed for new development should be considered "development ready".*

Management of Undeveloped Land: Property currently undeveloped, particularly property in outlying or planning boundary areas, should only be developed if the necessary infrastructure will be in place. *For this reason life-cycle cost assessment should be conducted to determine the cost-benefit of new development on previously undeveloped land.*

To manage the ultimate use of this unimproved land, it should primarily be identified for lower density mixed use residential development.

Establishment of Development Zones: In order to preserve agricultural land and discourage "leap-frog" development, developments within the city's 1.5 mile extra-territorial jurisdiction should be reviewed based upon the proposed development's density, intensity of use, and the existing availability of necessary supporting infrastructure. Development of land within the first half-mile of the extra-territorial jurisdiction should only be allowed if that development demonstrates moderate residential density (no more than four housing units per acre) or commercial intensity of use, and supporting infrastructure is present. Within the second half-mile, only lower development density (no more than two housing units per acre, or one unit per acre if a septic field is required, with commercial uses limited to Neighborhood Centers) and intensity should be encouraged only if supporting infrastructure is present. There should be limited or no development in the third half mile unless unique circumstances are presented and mitigation of the impact of the development is provided. Page 34 provides a map showing the city's extra-territorial jurisdiction in one-half mile increments.

Annexation: Unincorporated areas largely surrounded by the city should be annexed to ensure cohesive zoning and development.

3.2: Redevelopment.

Infill Development: The redevelopment of parcels of land that have been bypassed, remain vacant, have been cleared due to the removal of structures, and/or are underused as a result of continuing urban development or obsolescence, should be encouraged and promoted.

Particular attention and support should be provided to land that meets one or more of the following characteristics: (1) was platted or developed more than 25 years ago; (2) is in a subdivision that is more than 80 percent built out and that was platted more than 15 years ago; (3) is bounded on two or more sides by existing development; (4) is within an Historic District, Legacy Neighborhood, or Opportunity Area; (5) is within an un-platted area that contains lots of two and one-half acres or less where 80 percent or more of the lots or tracts are developed and have been for at least 15 years; (6) is within a blighted area as defined by state law; (7) contains an original structure or use that is no longer viable or which is not economically feasible to renovate; (8) contains an existing structure that cannot feasibly comply with current building and/or zoning code requirements; (9) is in an area with inadequate or antiquated platting; or (10) is in an area that is currently served by inadequate infrastructure for its planned reuse.

Incentives could be provided for infill projects meeting three or more of these characteristics, including reduced building permit fees. In addition, the zoning ordinance should be amended for small lots of record to be developed without the need for zoning variances for items such as lot width and bulk, allowing the Zoning Administrator flexibility to make these determinations through an expedited process.

Redevelopment of Vacant Industrial and Commercial Sites: Vacant commercial or industrial sites available for redevelopment and reuse should be redeveloped to complement surrounding uses.

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

Adaptive Reuse: The rehabilitation or renovation of existing obsolete or deteriorated buildings or structures for use other than the one for which they were built, should be encouraged. Particular attention should be given to the adaptive reuse of historic buildings as well as larger retail structures that are obsolete and no longer competitive in the marketplace. City zoning and building regulations should be reviewed and, if necessary, amended to ease the regulatory barriers that the rehabilitation or renovation of such structures face.

3.3: Protection of Residential Areas.

Limitations of Use near Residential Areas: Major changes in land use should be avoided, particularly near residential areas. Major changes in use should be restricted adjacent to Legacy Neighborhoods except for the planned development of Neighborhood Centers, Gathering Places or Character Areas. Any significant increase in intensity of use is considered a major change in land use.

Maintenance of Residential Areas: Existing residential areas should remain residential unless there are extenuating circumstances. For example, if increased intensity of use has so changed the character of a neighborhood that the residential character is no longer obvious, other uses may be considered.

Managing Change in Residential Areas: Strip commercial development should be discouraged in residential areas and restricted from encroaching into Legacy Neighborhoods unless they are planned Neighborhood Centers. In residential areas adjacent to arterial roadways, the entire block face may be changed to commercial use if more than 50 percent of the block face along the arterial where they are located is in commercial or office use.

Non-Residential Uses and Neighborhoods: Neighborhood commercial and residential uses should be balanced. Neighborhood commercial uses located within a convenient distance to the residential areas may be of the nature of a Neighborhood Center. Areas for outdoor recreational use, ranging from parks to open space, should be identified that are convenient to neighborhoods, and these may be of the nature of Gathering Places or Character Areas.

3.4: Environmental Protection.

Protection of Lake Springfield: No industrial or commercial uses with the potential for pollutants, spills or heavy urban runoff should be located near Lake Springfield or its tributaries, and low density residential uses, served by all public utilities, should be encouraged in order to reduce runoff.

As this plan contemplates and includes the development of an additional water source for the city – one of the alternatives being a secondary surface lake commonly called Hunter Lake or Lake II – attention should be given to it and its surrounding land use. Development adjacent to the proposed location of this lake should be restricted and the area considered a Conservation Area.

Development within Floodplain: There should be no development in the floodplain, and areas in the floodplain should be set aside as natural areas, open space, or for agriculture.

Low-impact, naturalized storm water management: In new developments and the re-development of Opportunity Areas, low-impact, natural storm water management practices are preferred.

Conservation Areas: Portions of the city's jurisdictional land area, particularly 1) land in the floodplain, 2) land adjacent to a new water source, 3) land currently in agricultural use outside of the first half mile of the city's extra-territorial jurisdiction, and 4) land immediately adjacent to new industrial uses within the city's extra-territorial jurisdiction that is intended to buffer these uses, should be identified and set-aside as Conservation Areas so as to conserve and enhance the areas natural or scenic resources, protect streams or water supply, buffer uses, or enhance opportunities for passive recreation.

Areas of existing lots should not be considered Conservation Areas unless they are placed in perpetual easements for this purpose. In addition, existing or future road right-of-ways, or areas set aside for parking, storage or display, do not constitute Conservation Areas. However, land set aside as buffer areas surrounding new industrial uses may be included.

Encouragement of Alternative Energy Use: The use of alternative sources of energy, particularly solar, for site-specific purposes should be encouraged. Zoning and building regulations should be reviewed and, as necessary, amended to encourage the inclusion of such uses in new developments, as well as the adaptive reuse of existing structures. Site-specific allowances would not include the addition of large generating facilities within the city center, but are instead intended to encourage those that would support individual residences, multi-family developments, individual commercial structures, and industrial sites.

3.5: Local Financial Assistance for Development and Redevelopment

For land use purposes, the provision of financial assistance or tax abatements for the development of land, other than for those purposes identified in this plan, should be discouraged.

Such assistance should be prioritized and targeted toward identified special areas and infill sites.

Particular efforts should be those targeted toward obsolete or deteriorated properties located within the bounds of Springfield School District 186.

4.0.: Enhancing Growth

4.1: Efforts to Increase Population Growth

Efforts should be undertaken to attract new residents to Springfield. Particular attention should be given to attracting younger, working age residents and their families. While it is beyond the scope of this plan to address this recommendation in a detailed way, and a number of the recommendations provided in this section (such as improving the attractiveness of the city, creating Gathering Places and Neighborhood Centers, expanding transportation options, and increasing flexible housing options and affordable housing) are intended to create an environment appealing to new residents, the following guidance is provided:

Active Marketing to Potential Residents: Through the Springfield Convention and Visitors Bureau, which already is charged with bringing additional visitors to Springfield and has experience with marketing campaigns, the city should develop an active marketing campaign to encourage potential residents to visit the city and learn more about it as a place to live, work, and play.



Active Marketing to Transitionals: Specific attention should be given to targeting “transitional” groups, such as students attending colleges and universities in the region who are preparing to end their educational programs and enter the workforce. Approaches such as Philadelphia’s *Campus Philly* should be considered, encouraging students to visit and explore Springfield. In this regard joint efforts should be created between the city and the higher education institutions in the region to encourage their students to consider Springfield as a place to not only complete their educations but live and work after graduation.

Active Marketing to Past Residents: Such an effort would entail specific activities to encourage those who have moved away from the city to return. Incentives should be considered and encouraged for this purpose.

Additional Passive Marketing Efforts: These activities should consider such approaches as those used by Columbus, Ohio,

and its Lifeinbus.com effort, providing not only an attractive image for the city but also an on-line “welcoming center” to assist those interested in obtaining employment and moving to it.

Relocation Assistance: The city should provide a new resident portal on its website to link new residents to the sources of information they will need to make a smoother transition to Springfield.

Expansion of Educational Opportunities: The city should partner with the University of Illinois-Springfield, Lincoln Land Community College, SIU College of Medicine, and other higher education providers in the region to champion the addition of campus offerings, certificates and degrees necessary to support job growth in the “knowledge economy”. This would generally include course work in the sciences, technology, engineering and mathematics (often known as the STEM areas), and specifically include expansion of programs in the information sciences and technology, medical and bio-medical fields, and some engineering, including the additional of advanced degree programs in these areas.

4.2: Encouraging New Value-Added Industries

While the city has many successful businesses, particular attention should be given to attracting product-producing, value-added businesses and industries. While this would include manufacturing, it would also include those that produce intellectual products and others in the “knowledge economy”. Marketing and business attraction plans specific to these industries should be developed, and sites identified and prepared for their use.

4.3: Improving Industrial Areas

Redevelopment of Existing Industrial Areas: Existing industrial parks and properties of over five acres that are currently zoned for industrial use should be a primary focus for industrial development and use. These properties should be reviewed to determine if they are currently obsolete, have the infrastructure necessary to provide that required for the location of new industrial facilities, or have other barriers that would prevent their viability as locations for industrial expansion or relocation.

Existing industrial areas of less than five acres should be redeveloped at a scale to match the surrounding commercial and residential areas.

Development of New Industrial Areas: Absent unique or mitigating conditions (such as adjacency to other industrial or intense commercial uses), previously undeveloped properties being considered for industrial use and rezoning should be those that are predominately vacant (the site is 49% or more vacant), are located in areas where at least two modes of freight transportation (truck, rail or air) intersect, and are in close proximity to the sewer and water infrastructure necessary to serve the site. Such locations should not be located in a conservation area or be located beyond the first half-mile of the city’s extra-territorial jurisdiction unless an area is established to buffer the industrial use from surrounding uses.

4.4: Streamlined Processes for Special Areas

Streamlined regulatory processes should be established for the special areas noted above as well as for new value-added industrial uses. Such efforts may include: pre-certifying areas eligible as Business Improvement Districts; identifying existing areas where the city would be willing to provide property tax or sales tax rebates; areas to be added to the Springfield-Sangamon County Enterprise Zone; or those where property tax credits are currently available, such as in Historic Districts.

For the purposes of stimulating new economic growth in identified areas, the Central Business District and the Mid-Illinois Medical District should be considered Opportunity Areas.

Plan Coordination and Implementation

Planning is not completed with the production of a plan. Planning involves an on-going decision-making process in which existing strengths and weaknesses are analyzed, goals and objectives established, and strategies devised for the purpose of achieving a desired vision. In this regard the following recommendations are offered.

Implementation Working Group: The city should establish a working group to coordinate the implementation of the plan and address the tasks indicated in the recommendations provided above.

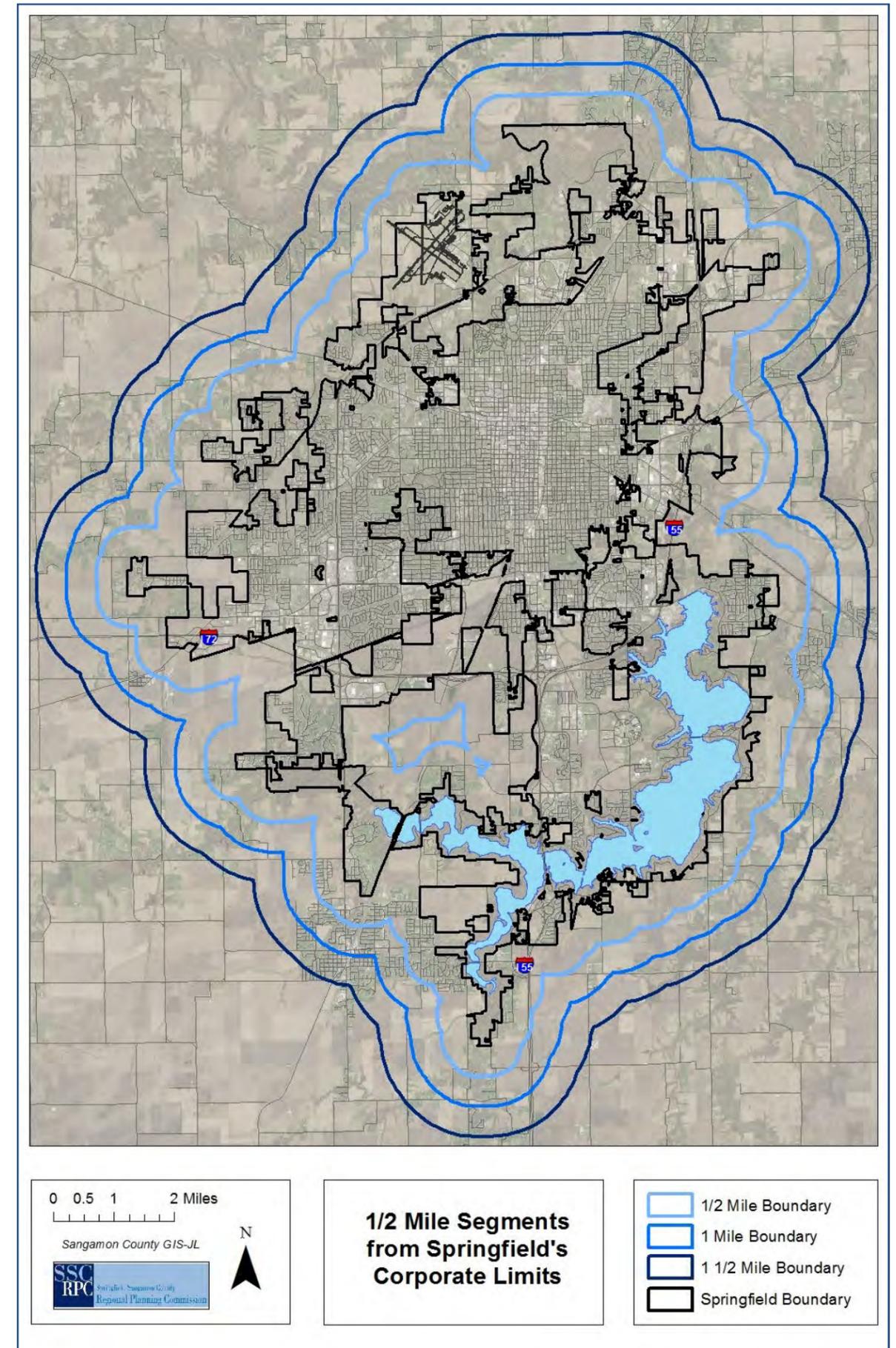
Diversions from Plan: As land use decisions are made, either as part of the zoning process or other regulatory processes, diversion from the land uses specified in Section IV of this plan should require the provision of specific written findings of fact by the governing body as to why the body finds that the diversion represents an allowable and reasonable exception from the plan.

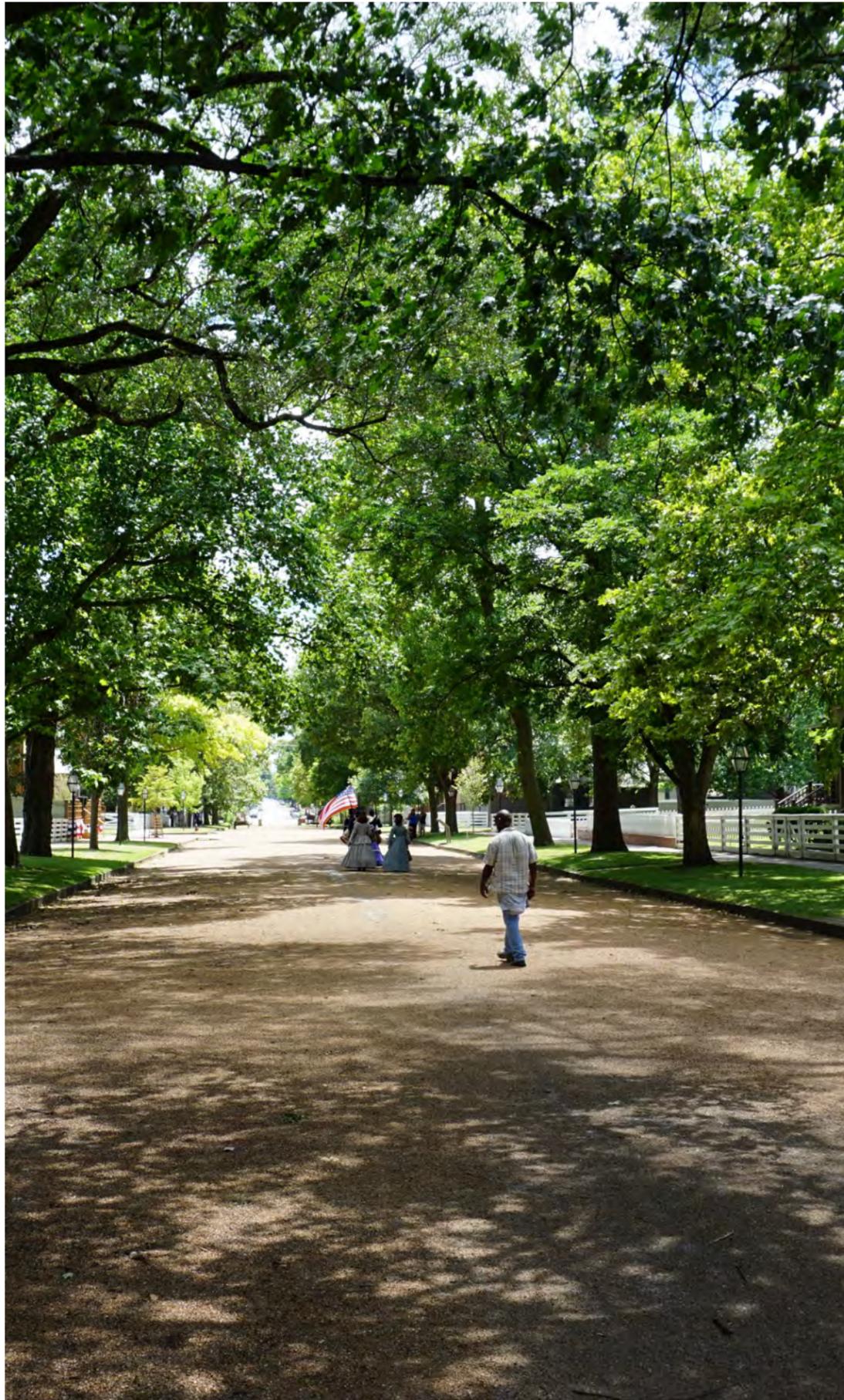
Maintenance of Land Use Map: The city should establish and maintain a map of all land uses within its jurisdiction with the properties identified using the land classification system provided in this plan or a similar one. Diversions from land uses identified in Section IV of this plan should be identified on this continuously up-dated land use map, and access to the map provided to the public.

Regular Review: Aside from amendments to the plan which may be made from time-to-time as changing circumstances require, the city's comprehensive plan should be fully reviewed every five years and up-dated every 10.

Regional Interaction: The City of Springfield should establish mechanisms to cooperate and coordinate land development efforts with adjacent communities and Sangamon County, particularly in areas where extra-territorial jurisdictions over-lap. These over-lapping jurisdictions are shown on the map on page 78.

Pertaining to Extra-Territorial Jurisdiction: Pursuant to this plan, the city shall aggressively enforce its land development planning and regulatory authority in those portions of the extra-territorial area under its jurisdiction.





SECTION IV: CURRENT & PROPOSED LAND USE

“That which comprises the present city must be considered analogous to the first town site. The mistake must not be repeated of neglecting to recognize the fact that growth must continue due to the exertion of the city’s own expansive force and to its power to attract”.

Myron H. West

CURRENT LAND USE



To assess the appropriate and future best use of land in Springfield and its extra-territorial jurisdiction, the current use of the land must be considered. In the case of Springfield this is particularly important given the city's size. There are about 42,766 acres, or 66.8 square miles, within Springfield's current corporate limits. This represents the gross level of developable property, with the extra-territorial jurisdiction adding to the land use planning area.

Of this gross amount, approximately 35,119 acres (or about 55 sq. mi.) are estimated to have been developed. This means that about 82% of the land planning area within Springfield's city limits is in some use. However a significant amount of property remains. Almost 18% (7,6472 acres or 11.95 sq. mi.) is undeveloped, which is defined as land either not previously developed — including that in agricultural use — or land that was previously developed but is now absent any structures. The latter situation was most often found to exist due to the demolition of older residential structures.

But in reviewing current land use one must consider that not all of the property in the planning area is easily amenable to development, being constrained by various factors. For example, land in the identified floodplain is constrained because of its development limitations. Floodplain property alone accounts for almost 2.5% (about 1,066 or 1.7 sq. mi.) of the land surface within Springfield's corporate limits. Lakes, streams and ponds currently cover almost 4,400 acres, with Lake Springfield itself taking up a large portion of this acreage.

Other components of the city's land area must also be excluded from the consideration of developable property due to its current public use or nature. For example, roadways and their associated right-of-ways make use of almost 6,500 acres within the city limits. Existing utility easements and similar uses are not considered to be developable properties for land use planning purposes, and further amounts of land for such purposes may be required as new development occurs.

Taking such limiting conditions into account still finds that a large amount of land area currently exists within Springfield's corporate limits suitable for new development or redevelopment given the most likely population growth scenario; an additional 10.03% of population growth by 2037 (see Appendix 1: *Community Characteristics*).

Land in the city's extra-territorial jurisdiction expands upon the developable property, however this land area is not included in these particular calculations due to the fact that Springfield's 1.5 mile extra-territorial jurisdiction overlaps that of other neighboring municipalities, making total available acreage under the city's land development jurisdiction difficult to calculate. The extra-territorial jurisdiction is, however, addressed in this plan and is included in the map on page 38 as well as in the land use sector mapping.

In reviewing existing land use within Springfield's bounds and the extra-territorial area, the planning team found that there was only minimal base data available for classifying existing use. For this reason several sources were drawn upon to make the assessment presented in this section. They included: the city's current zoning map; land use data collected from an assessment done by the SSCRPC for the Sangamon County Water Rec-

lamation District which addressed most of the residential property within the corporate limits; land as classified in the emergency 911 database; and the base land use layer established by satellite imagery provided through the LEAM model.

The planning team also drew upon existing geographic information system (GIS) files that indicated the location of existing community facilities and the location of parks. *Google Maps* and *StreetView* were also used in this analysis, along with the personal knowledge of both SSCRPC staff and Steering Committee members.

Following the assembly of current use data, the classification of existing land uses for planning purposes could proceed. Defining Springfield's existing land use classes was somewhat challenging for the planning team since the land use policies adopted in both the *2020 Springfield Comprehensive Plan* and this one encourage planning consistency in land use. For this reason the planning team took two sources into account. The first source was the land use classification system and supporting definitions identified in the *2020 Springfield Comprehensive Plan*. The classification scheme used in this earlier plan was reviewed and then amended to simplify the classification process used in assessing current use. The amendments were largely drawn from the second source, the American Planning Association's (APA) *Land Based Classification Standard Dimension* and its descriptions, specifically the APA's *Function* dimension. The planning team found that this approach most closely matched that existing on the ground locally as it is based on what service or use the land provides to people.

This work resulted in the identification of eight land use categories used to assess the current use of property for planning purposes. Of the eight categories of current use identified and shown in the maps on pages 37 and 38, two address current residential uses:

The **Lower Density Residential** use classification encompassed land found to be used for single-family residences as well as two-family dwellings, such as duplexes.

The **Higher Density Residential** classification addressed property used for residential purposes that did not meet the definition for Lower Density Residential use. This class of uses included existing *mixed-density* as well as *higher-density* uses, such as apartment complexes and mobile home parks. This classification simplified the earlier Springfield comprehensive plan by combining three land use classifications used in that plan (*Mixed*, *Higher*, and *Multi-Family Residential*) into just one for the assessment of current use presented here.

Three of the eight classifications identified address business-related land uses:

Commercial land use included property in any retail use except those involving extensive trucking, shipping, warehousing, and outside storage. Neighborhood commercial uses were included in this classification, as were those that do not generate a high volume of traffic seen as having a negative impact on nearby residential areas. This classification combines three land use classifications used in Springfield's earlier comprehensive plan (*Light*, *Heavy*, and *Neighborhood Commercial*) into just one for the assessment of current use

presented here.

The **Office/Service** classification included property with any type office or service land use whose primary activity was providing direct assistance and services to consumers; such as real estate offices, attorneys, accountants, banks, medical facilities, beauty parlors, small repair services, and insurance offices.

The **Industrial or Utility** land use classification was applied to both heavy and light manufacturing uses.

Other properties were identified but are not included in the classification system above. This includes the previously mentioned road parcels and water features, as well as various miscellaneous uses.

The table below provides the estimated acreage within the Springfield city limits currently in use under each classification, including land used for roadways and water features.

The map to the right on this page provides the outcome of this review of current land use for properties within the municipal limits of Springfield, while the map on page 38 shows land use within Springfield as well as that within its extra-territorial jurisdiction.

The sixth classification identified land currently used for **Community Facilities**. This includes public facilities that while not necessarily representative of the surrounding uses, may be supportive of the area and/or meet community needs. Examples include: churches, community centers, schools, fire stations, libraries, and police stations.

The final two classifications of existing use identify land associated with recreation, agriculture and open-space. These are:

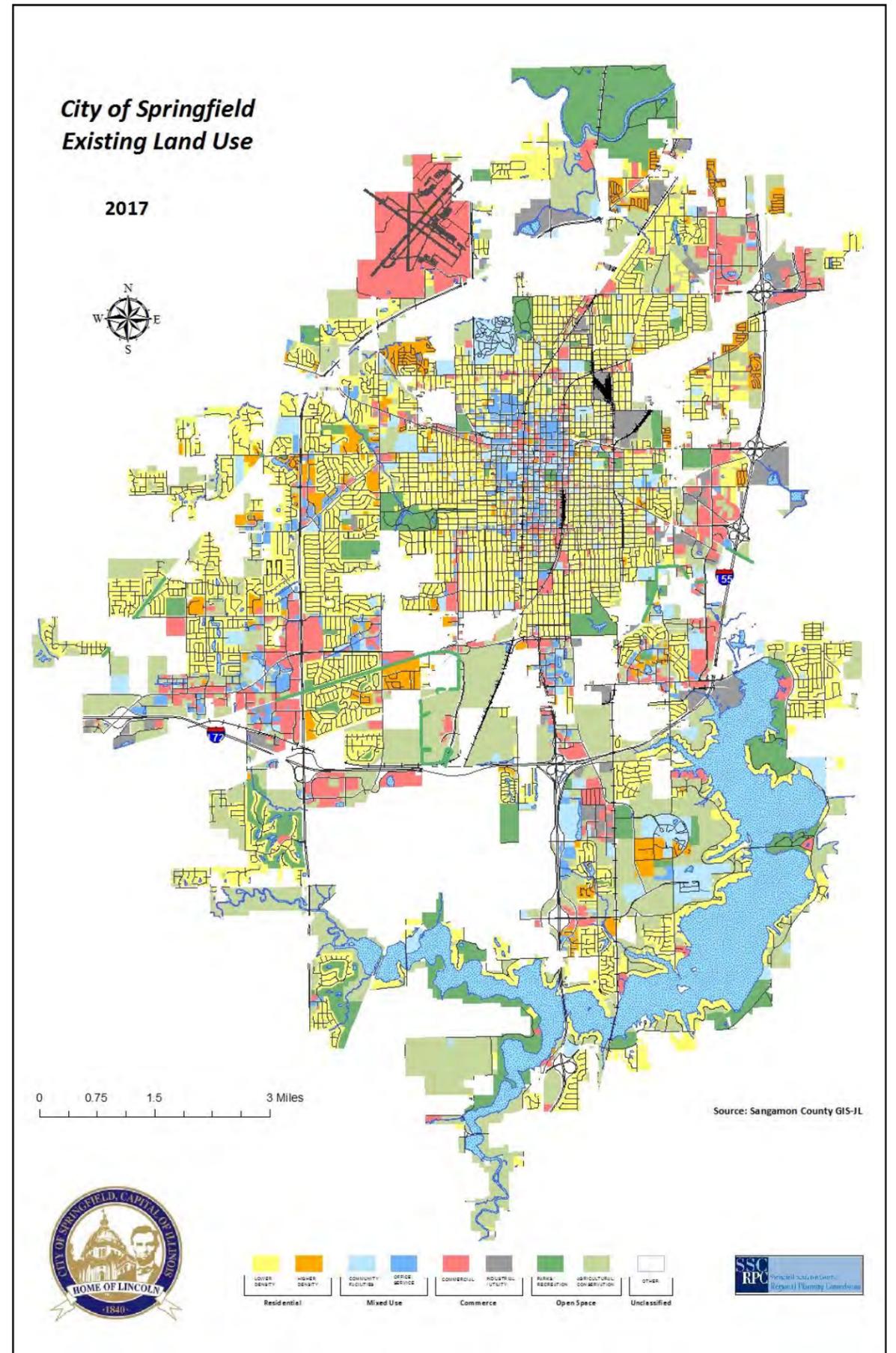
Parks and Recreation, which included land used for parks, golf courses, public outdoor athletic facilities, and other uses designed to provide residents with a place to congregate and recreate.

Agricultural/Conservation Areas, which identified property being farmed or deliberately designated as passive open space that does not have a specific identified or programmed use to provide scenic, natural resource or buffer protection.

Estimated Net Current Land Use within Springfield's Corporate Boundary

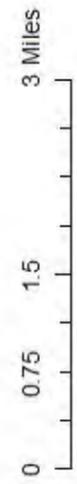
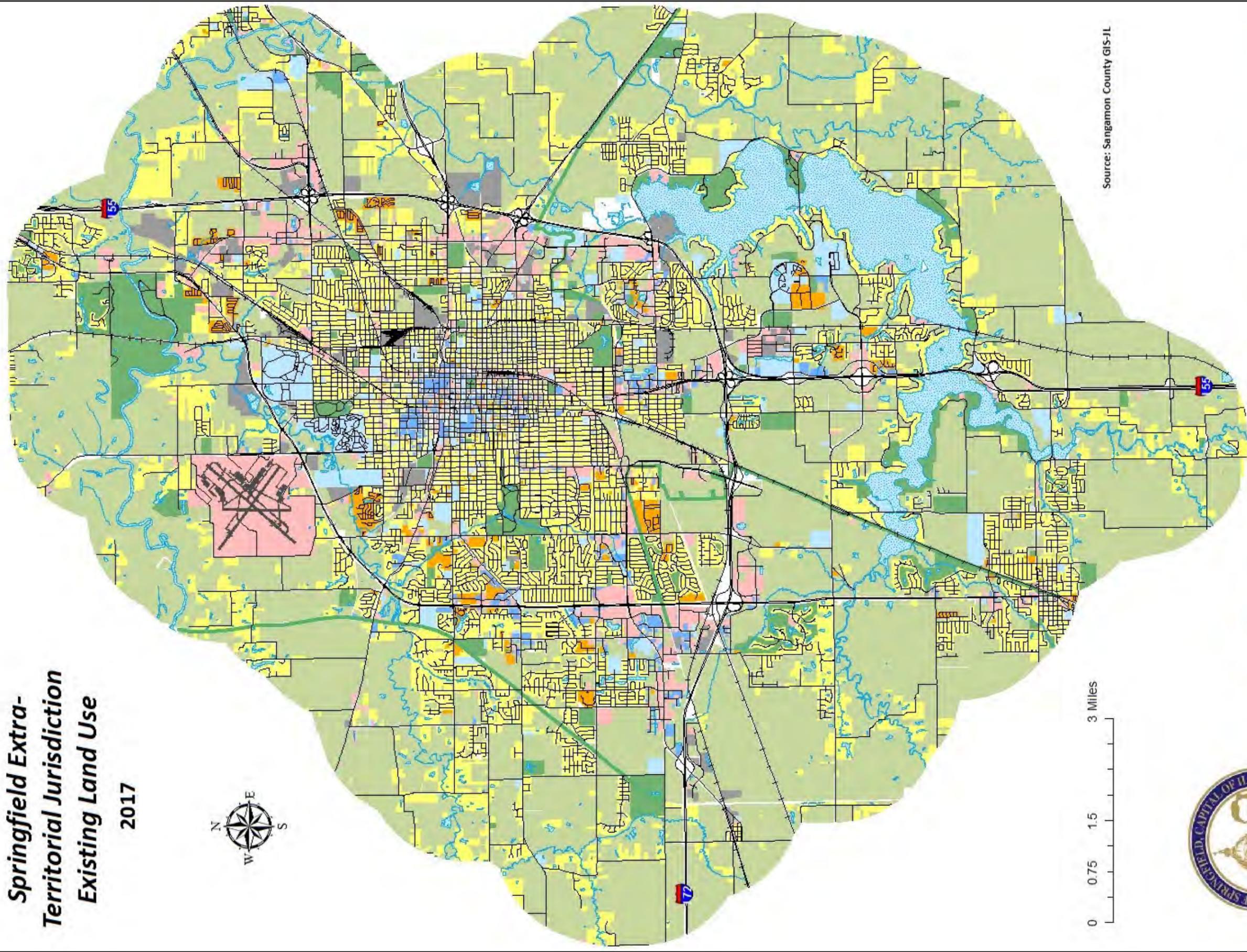
Land Classification	Acres in Use*	Square Miles	Percentage of Net Current Land Use
Lower Density Residential	10,453.10	16.33	24.44%
Agricultural/Conservation	8,272.51	12.93	19.35%
Road Parcels	6,439.52	10.06	15.06%
Hydrology (Lakes, Streams, Ponds)	4,398.66	6.87	10.28%
Commercial	3,869.84	6.05	9.05%
Parks & Recreation	3,443.31	5.38	8.05%
Community Facilities	1,884.10	2.94	4.40%
Higher Density Residential	1,431.29	2.24	3.35%
Industrial/Utilities	1,218.78	1.90	2.84%
Office/Service	985.80	1.54	2.31%
Other/Misc.	369.47	0.58	0.87%
TOTAL	42,766.38	66.82	

*All numbers rounded to the nearest hundredth.



Springfield Extra-Territorial Jurisdiction Existing Land Use 2017

2017



Source: Sangamon County GIS-JL



- | | | | | |
|---|--|--|---|---|
| <ul style="list-style-type: none"> LOWER DENSITY HIGHER DENSITY | <ul style="list-style-type: none"> COMMUNITY FACILITIES OFFICE SERVICE | <ul style="list-style-type: none"> COMMERCIAL INDUSTRIAL/UTILITY | <ul style="list-style-type: none"> PARKS/RECREATION AGRICULTURAL CONSERVATION | <ul style="list-style-type: none"> OTHER |
| Residential | | Commerce | Open Space | Unclassified |

LAND USE SCENARIOS AND POPULATION GROWTH



In order to better understand the implications of future growth as it relates to land use in Springfield and its surrounding extra-territorial area, various scenarios were developed and tested. To do this the project team used the computerized *Landuse Evolution and Impact Assessment Model* (LEAM) developed by the LEAMlab of the Department of Urban and Regional Planning at the University of Illinois at Urbana-Champaign. Multiple cities in the United States and abroad have incorporated LEAM into their land use planning and decision making processes.

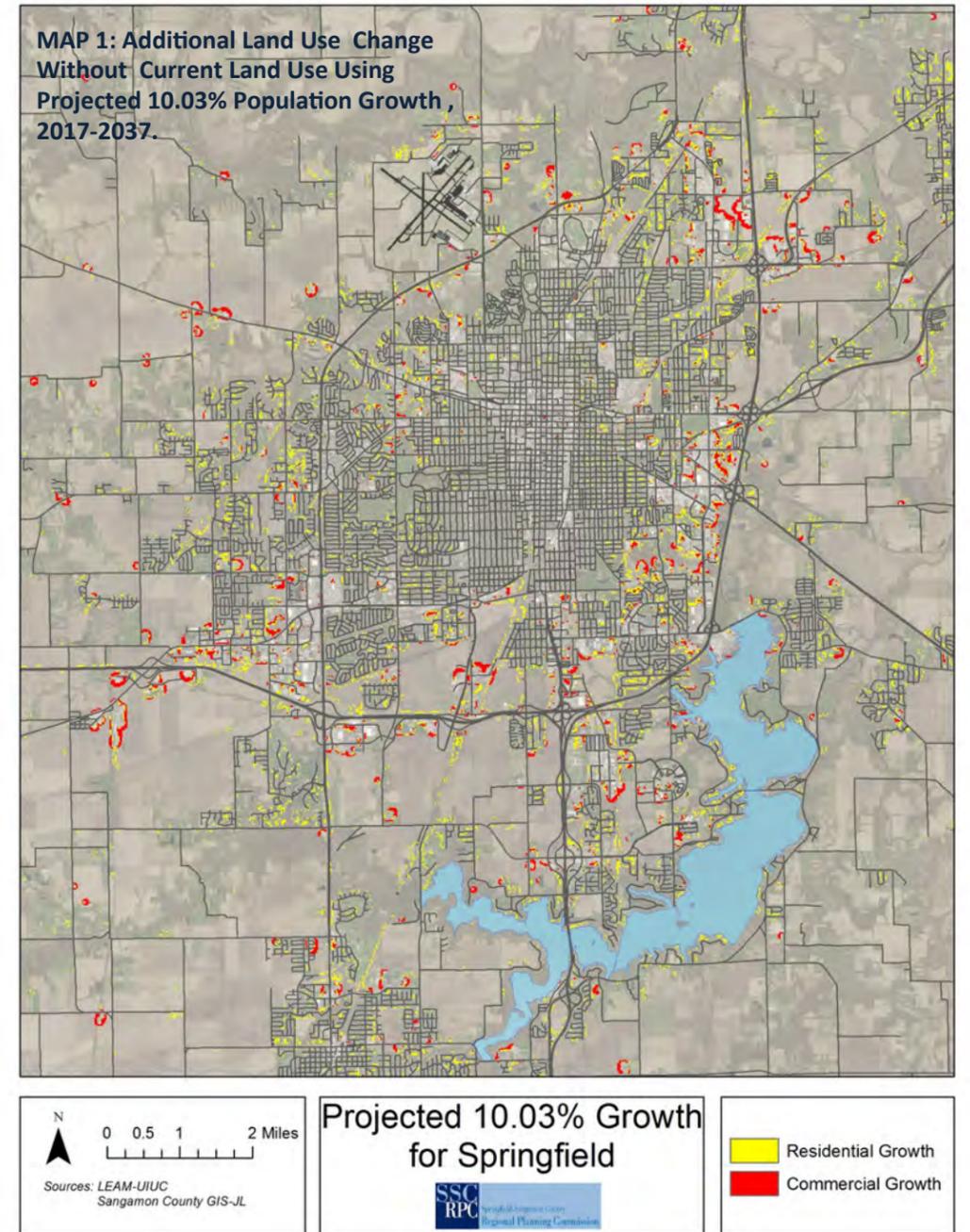
As LEAM simulates land use change and development across space and time, it allowed the Springfield planning team to visualize, test and run probability models of the impact of various land use decisions. To assess various growth scenarios, the planning team had to provide the model with data related to certain “drivers” associated with land use. These drivers can be thought of as the forces – typically human – that contribute to land use decisions and subsequent change.

The drivers the project team input into the model represent the dynamic interactions between the urban system and the surrounding landscape, and include such items as existing land use, population and employment projections, developments in cities interacting within the model, the various employment centers, the existing and future transportation network, areas where growth is not expected to occur or would be extremely limited (e.g., land used for parks, airports, schools), and areas that need additional consideration (e.g., floodplain). Because of this, local factors, such as local economic conditions, the nature of the transportation system, availability of utilities, neighboring land uses, and even random chance, can all contribute to the model’s growth and land use projections when scenarios are run. LEAM weighted each of these factors to determine the probability of even very specific areas (30 by 30 meter segments, or about the size of a typical suburban residential lot) to grow and develop in unique ways.

This enabled LEAM to create probability scenarios showing how the various drivers affect land use: where development is most likely to occur and the type of development (residential or commercial) that is most likely to transpire. This allowed the project team to determine the growth potential of all of the land included in the model, and then to map the outcomes of the various scenarios put to it, displaying them in an easily understandable geospatial way as the maps in this section demonstrate. The modeling served as important background information for the project team and Steering Committee as they considered future land use changes, and it also allowed for particular areas of importance to be evaluated.

This was because, and as was mentioned above, LEAM provides a *dynamic* model. The drivers entered into it can be increased or decreased to determine the impact that specific changes in any one of them would have on land use.

As an example, Map 1 on this page shows the probability of land use change in Springfield based upon a projected population growth of 10.03% over the next 20 years and other basic factors disregarded in order to demonstrate the large effect that population has on land use. Since the scenario demonstrated by Map 1 disregards the status of current land use as shown on pages 37 and 38, as well as the proposed uses of land



identified in the next section, using only the basic geo-spatial data provided by the LEAMlab, it provides a good indication of the influence that population growth can have on both the magnitude and probable location of commercial and residential growth over the next 20 years.

Over all the scenarios run by the planning team, population growth had the greatest influence on land use.

This is demonstrated by the maps on the following pages that show the results of scenarios in which both current and proposed land uses were input as drivers for two different rates of population growth.



EFFECT OF POPULATION

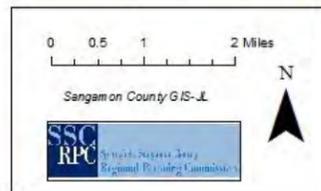
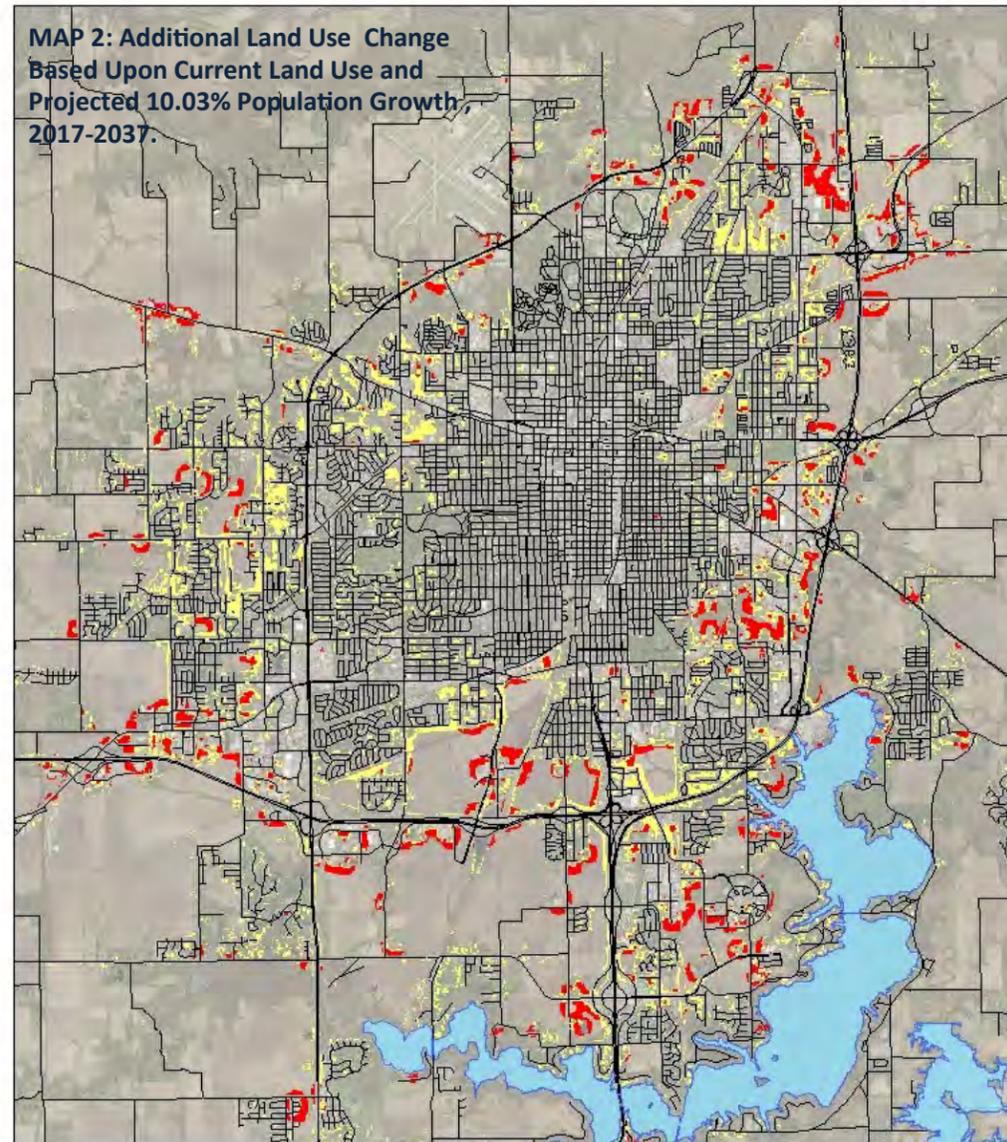
The effect that population growth would have on Springfield’s currently *existing* land use is demonstrated by Map 2 and Map 3, to the right.

Map 2 shows the LEAM projection of probable residential and commercial growth in Springfield and the surrounding area based upon estimated current land use — as shown in the maps on pages 37 and 38 — and the projected most likely population growth scenario: 10.03% population growth by 2037 (see Appendix 1). As one can see, the land use pattern projected is quite similar to the city’s past growth trends in terms of location, and is also somewhat similar to that shown by Map 1, on the previous page, that did not involve existing land use data.

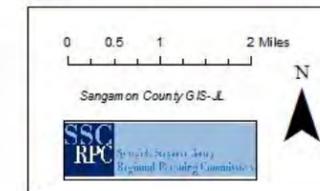
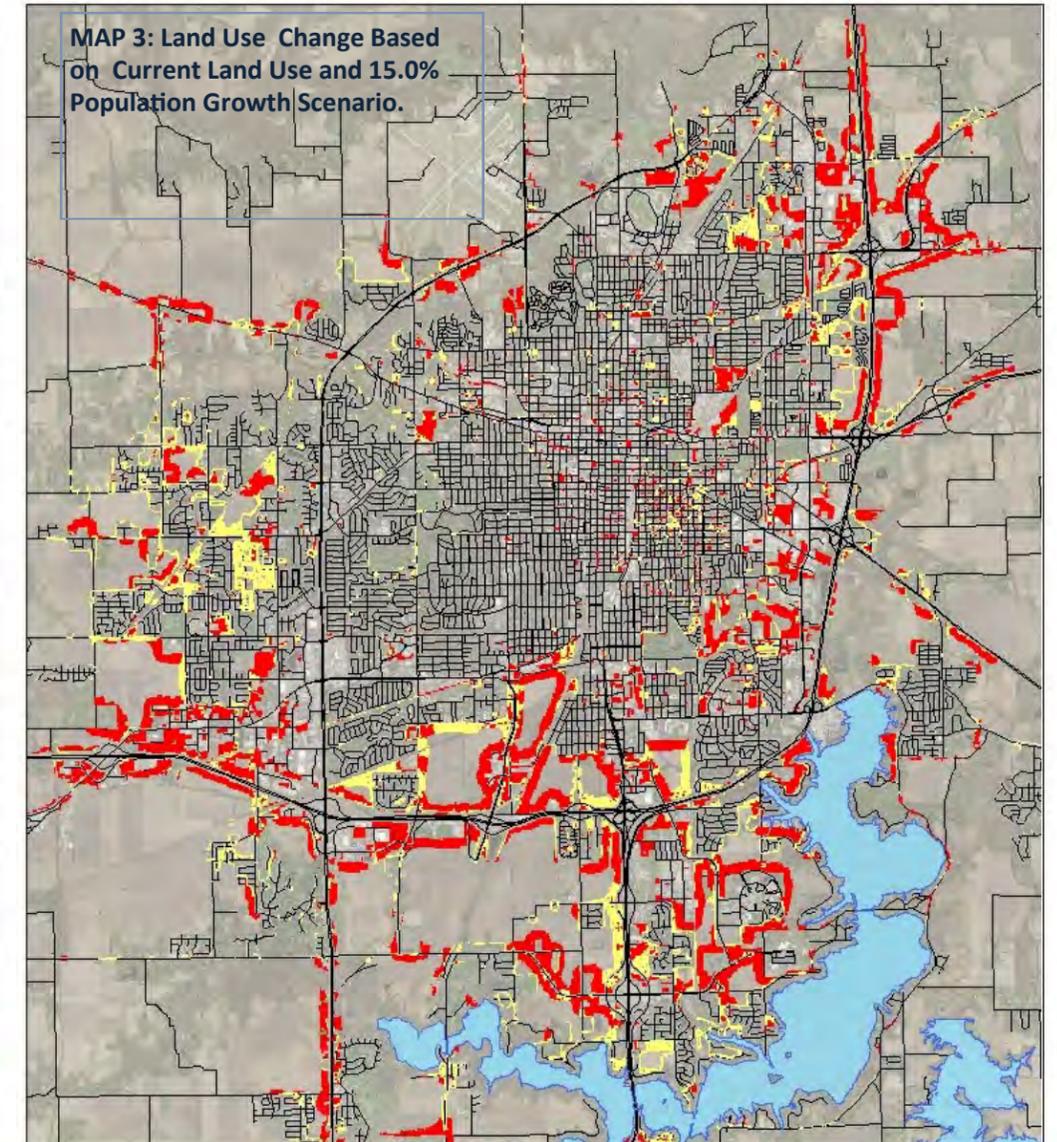
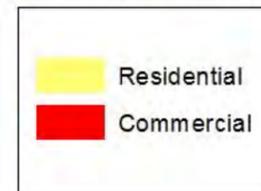
Both the residential and commercial development demand predicted under the 10.03% population scenario occurs around or near major transportation corridors, continues growth to the west and southwest, while showing some additional growth — particularly commercial — to the far east and northeast. While some slight growth, primarily residential, is shown in the center city, most growth is projected to occur along the fringe.

As the community survey (see Appendix 6) indicated that half of the respondents wanted Springfield’s population to grow at about the same rate as its most recent rate of growth (4% from 2000 to 2010, for an annualized 0.4%), the results of the 10.03% growth rate over the next 20 years (an annualized 0.5% average rate of growth) appears to be consistent with that desire.

At the same time, when respondents to the community survey were asked how the city might best fund necessary capital improvements over the next 20 years, the primary response was for this to occur due to business growth. If this intention is to be addressed in planning, the magnitude of growth is relevant.



10.03% Population & Employment Projection from LEAM (Existing Land Use)

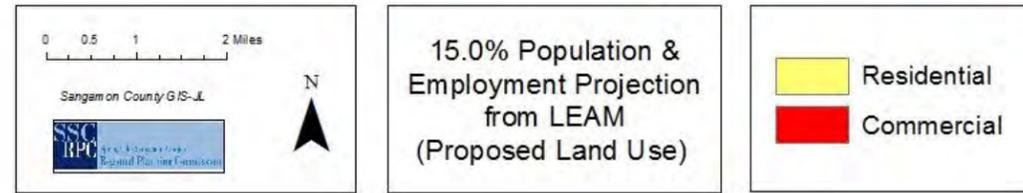
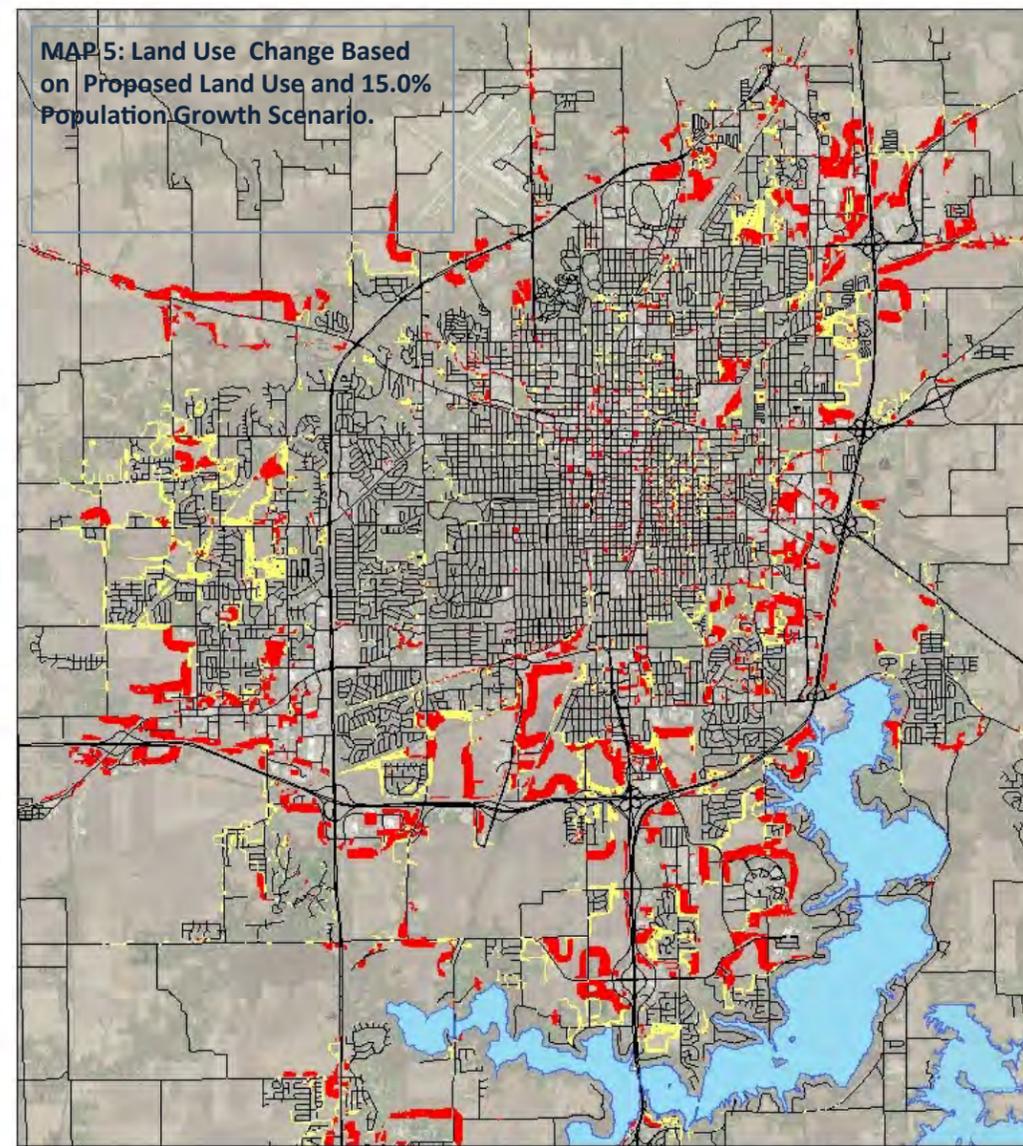
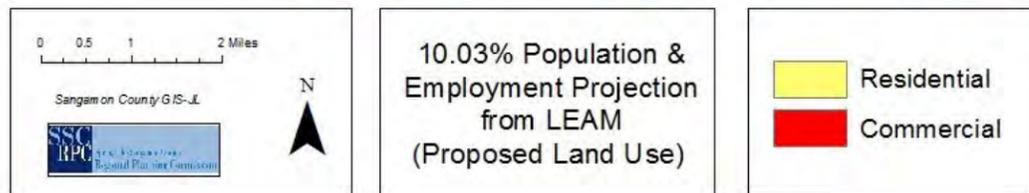
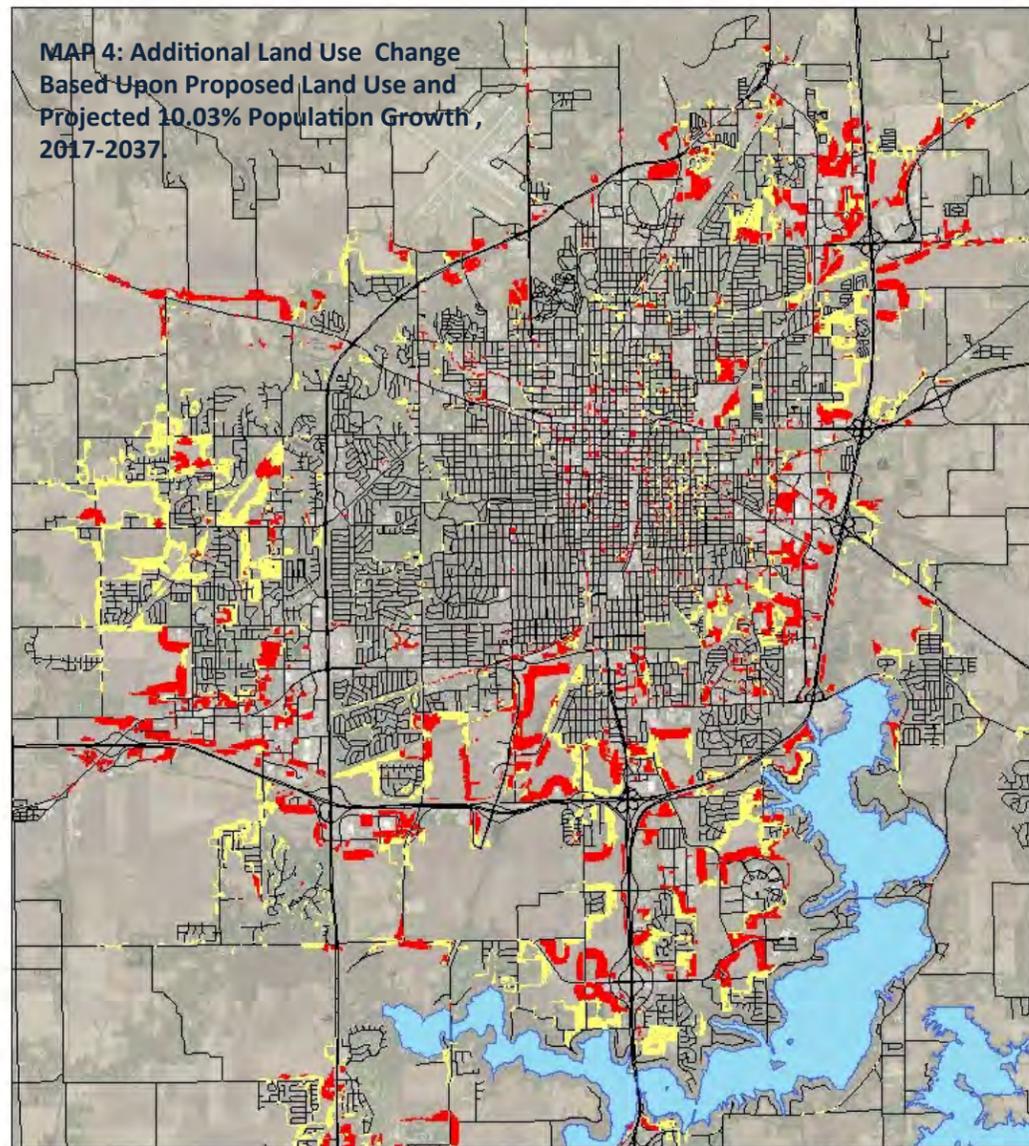


15.0% Population & Employment Projection from LEAM (Existing Land Use)



Map 2 indicates that the 10.03% anticipated population growth rate will be of limited value in this regard. While new commercial growth areas are indicated, the model shows more stability than growth. This is more noticeable when other population scenarios were run. This is demonstrated by Map 3.

Keeping all other drivers except population and job growth constant, Map 3 shows the outcome of a second scenario in which Springfield’s population grows by 15%, rather than 10.03%, over the next 20 years. It also assumes a proportional job growth to match the population one. By keeping job growth proportional to population growth, one can better assess the impact of additional population growth alone, as job growth often increases in proportion to population growth.



EFFECT OF PROPOSED LAND USE

One of the challenges for the planning team was to try and achieve the *potential* of the 15% population growth rate while remaining within the confines of the more conservative anticipated 10% growth rate. In addition, the planning team understood that meeting other planning objectives were important as well.

For example, while Map 2 shows that under existing land use conditions population growth of 10% would encourage some additional residential and commercial land use, it also showed that only a small portion of it was likely to occur within the city's core. Only the 15% rate of growth scenario, shown in Map 3, caused increased residential and commercial use toward the city center.

Reinvigorating development within the core was seen as an important goal and several of the policy recommendations in Section III indicate this. The policy recommendations also demonstrate a desire to limit certain types of development in areas surrounding the city in order to move denser and more intense development toward areas where infrastructure was most often already present.

The planning team took this into account in developing the proposed land use maps presented in the following section of this plan. The team then ran the same two population scenarios through the model using the best case scenario of proposed land use as the base. This scenario assumes that the policies and approaches suggested in this plan are actively applied. Other less aggressive scenarios were also run, but those shown in Maps 4 and 5 show the results for both a 10.03% and 15% population scenarios using this more aggressive plan implementation.

Map 4 shows success in this regard. It indicates an outcome similar to that shown in Map 3, though less robust. In other words, the land uses proposed for Springfield in this plan somewhat make up for the lower anticipated population growth. The model predicts more growth to occur within the city's core under the land use map and policies proposed, moving denser and less intense land

Map 3 shows that simply increasing population growth from 10% to 15% over 20 years (a more robust annualized 0.75% rate of growth compared to a 0.5% one) has a significant impact on projected demand for both residential and commercial land use.

This is consistent with research that indicates that population growth alone can have a major impact on a local economy, generating additional commercial as well as residential growth.

uses back toward areas where infrastructure currently exists. In addition, one can see a reduction in uses in the planning fringe areas.

While Map 5 shows that a population growth rate of 15% would likely still generate more commercial and residential development than the 10.03% rate, there is more comparability between the two scenarios based upon this plan's proposed land uses than there were using existing land use as the base.

The results indicate that to achieve the economic developmental ends that the public desires, Springfield should work to address its rather sluggish population growth over the next 20 years, but that some of the negative effects of low growth could potentially be ameliorated by the land use proposals called for in the policy recommendations and the proposed land use maps that follow.

PROPOSED LAND USE 2017-2037

This section of the plan provides decision makers and the public with a graphic, mapped representation of Springfield’s proposed land use over the next 20 years. It is based upon the general land use policy recommendations provided in Section III (pages 28-34), the results of the LEAM analysis, and includes *area* specific recommendations developed by the planning team. As addressed previously, maps such as those presented here should not be considered the entirety of any land use plan or comprehensive planning effort, as land use decisions must be considered in context with the various strategies and policy recommendations that structured them.

The Land Use Planning Sectors

The map on page 43 shows proposed land use within Springfield’s planning jurisdiction. However, to assist in the land use planning process, the planning area was divided into 17 *sectors* as shown on the map to the left.

The sectors were designed to be compact and contiguous, and have easily identified hard boundaries, such as roads. An effort was also made to not split identified neighborhoods unnecessarily. The end result was the 17 sectors identified here as compared to 50 in the previous Springfield plan. Infrastructure shown in the plan — existing and proposed — is as known on Sept. 1, 2017.

The sector land use maps include the land within the city’s boundaries as well as within its 1.5 mile extra-territorial jurisdiction. They also show areas where the extra-territorial jurisdictions of neighboring municipalities overlap with Springfield’s. It is important to recognize these overlapping areas so that decision-makers are aware of the jurisdictional issues that may arise from future development. Known over-laps of municipal extra-territorial jurisdictions are shown on the map on page 78.

The first sector established was the **City Center**. This sector includes the downtown and is bordered by the historic four “Grands”: North Grand Avenue; South Grand Avenue; East Grand Avenue, which became 19th Street; and, West Grand Avenue, which was re-named MacArthur Boulevard.

The sectors located around the **City Center** are named **Near North, Near East, Near West** and **Near South**. Sectors **Northeast, Northwest, Southeast** and **Southwest** complete the sectors named for their direction in relation to the center of the city.

The remaining sectors are named after a point of significance or attribute that is located in that sector. For example, the **Spring Creek** area sector is traversed by that water feature and the **Camp Butler** area sector is home to the military cemetery.

Identifying each sector by its known location or a point of significance makes it easier to utilize the maps. The maps are also numbered beginning with Sector 1, in the extreme north, to Sector 17, in the southeast, in a reverse “S” pattern.

Included in the appendices are assessments of the availability of utilities, status of the transportation network, location of community amenities, and condition of the environment and natural resources. These findings were utilized to assist the committee with the analysis of the sectors such as the location of floodplain, utilities and future roadways, as well as other information necessary to evaluate the sectors.

The Land Use Categories

The planning team worked to simplify the proposed land use plan and create additional flexibility in determining the recommended future uses. To address some areas of undeveloped land that lies within the extra-territorial jurisdiction, the eight categories used to identify current land use (see pages 36-37) were expanded to nine categories:

Lower Density Residential includes property used for single-family residences as well as two-family dwellings, such as duplexes.

Higher Density Residential includes property used for residential purposes that did not meet the definition for Lower Density Residential use.

Commercial includes any retail use as well as neighborhood commercial uses and uses that do not generate a high volume of traffic that would have a negative impact on nearby residential areas. This category does not include uses with extensive trucking, shipping, warehousing, and outside storage.

Office/Service includes property with any type office or service land use whose primary activity is providing direct assistance and services to consumers; such as real estate offices, attorneys, accountants, banks, medical facilities, beauty parlors, small repair services, and insurance offices.

Industrial or Utility includes both heavy and light manufacturing uses.

Community Facilities includes public facilities that while not necessarily representative of the surrounding uses, may support the area and/or meet community needs. Examples include: churches, community centers, schools, fire stations, libraries, and police stations.

Parks and Recreation includes land used for parks, golf courses, public outdoor athletic facilities, and other uses designed to provide residents with a place to congregate and recreate.

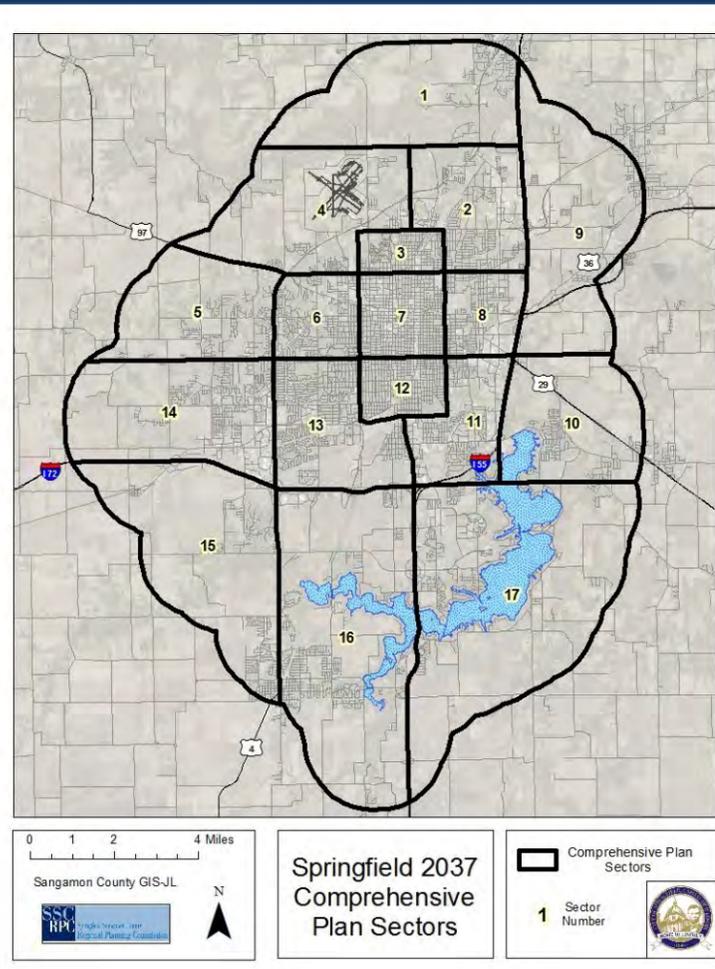
Floodplain Conservation includes those areas where floodplain is present and in which no new development should occur so that the floodplain is preserved to provide natural resource, scenic or buffer protection.

Policy Contingent includes currently undeveloped land. If development is proposed in these areas, the goals and land use policy recommendations shall be considered to determine the suitability of the proposed use.

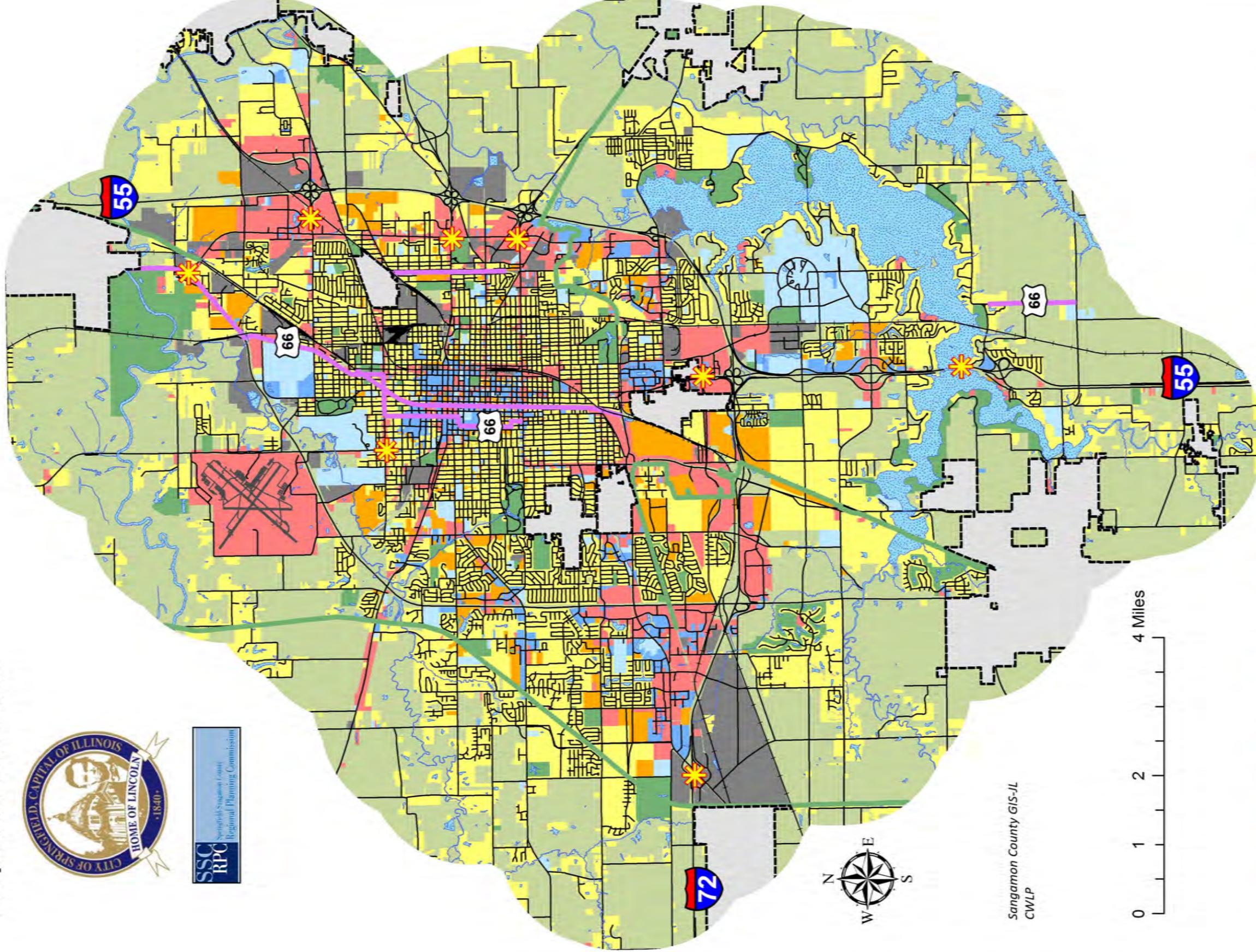
The Sector Maps and Their Use

The following pages include a written description and map of each of the sectors. Any areas within a sector that may require special attention are identified. The land use maps are not presented on a parcel-by-parcel or even block-by-block basis. The only streets that are named are only present to provide a needed locator on the map or context for the discussion of land use within the sector.

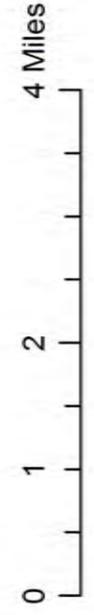
Users are again cautioned that the sector maps are included to provide a visual representation of the uses that may be appropriate in a general portion of the city and its extra-territorial jurisdiction. It is the application of the vision, goals and land use policies that should guide the city leaders as they make future land use decisions.



Springfield 2037 Proposed Land Use



Sangamon County GIS-JL
CWLP



LOWER DENSITY	HIGHER DENSITY	COMMUNITY FACILITIES	OFFICE-SERVICE	COMMERCIAL	INDUSTRIAL-UTILITY	PARKS-RECREATION	POLICY CONTINGENT	WATER BODY	GATEWAY FEATURE	CORRIDOR
Residential			Mixed Use		Commerce		Other	Hydrology	Opportunity	

SPRINGFIELD LAND USE

SECTOR 1: Riverside Area

NATURE OF THE SECTOR

The sector is roughly bounded by: Andrew Road to the north; Central Point Road, Muench Road, and the Sangamon River floodplain to the west; West and East Camp Sangamo Road to the south; and Interstate 55 to the east.

The Village of Sherman is located in the northeast section of the sector and its extra-territorial jurisdiction overlaps with that of Springfield's jurisdiction. A portion of this sector also remains under the county's zoning jurisdiction.

The sector is dominated by the Sangamon River floodplain, which roughly divides it in half. Several sizable parks (Gurgens/Carpenter/Riverside) contain a good portion of the floodplain clustered from roughly the Business 55 (Peoria Road) bridge over the Sangamon River west to Gurgens Park approximately two miles west.

Infrastructure and Public Amenities

Utilities: Much of this sector is outside the CWLP direct water service area and the Sangamon County Water Reclamation District (SCWRD) facility planning area. Any development would likely require expansion of the sewer facility planning area and water main extensions. Electric service is available.

Transportation: The major north-south roads in this sector are Illinois Route 29 (J. David Jones Parkway) and Business 55 (Peoria Road). East-west arterials are limited in this sector due to the presence of the river. Andrew Road is an east-west County road slightly north of this sector. Public transit is non-existent. There is a short-term goal to expand the recently created Sangamon-Menard Area Regional Transit (SMART) to areas outside the Sangamon Mass Transit District (SMTD) boundary.

Environmental: As much of the sector is Sangamon River floodplain, development opportunities will be limited. Wetlands are present along the Sangamon River floodplain that further limits development opportunities. The soils are very limited for septic fields, which underscores the need for sewers. Underground mines are present in this sector that can lead to the potential for mine subsidence.

Recreational: One of the largest high-quality natural areas in Springfield's planning jurisdiction is located near Gurgens/Carpenter/Riverside Parks on the Sangamon River. Much of the area is publically owned and provides recreational opportunities.

LAND USE REVIEW

The Sangamon River floodplain areas should continue to be set aside as natural areas, open spaces or for agriculture. Much of the remaining portions of the sector lack necessary public services. Until services are available, development should not occur.

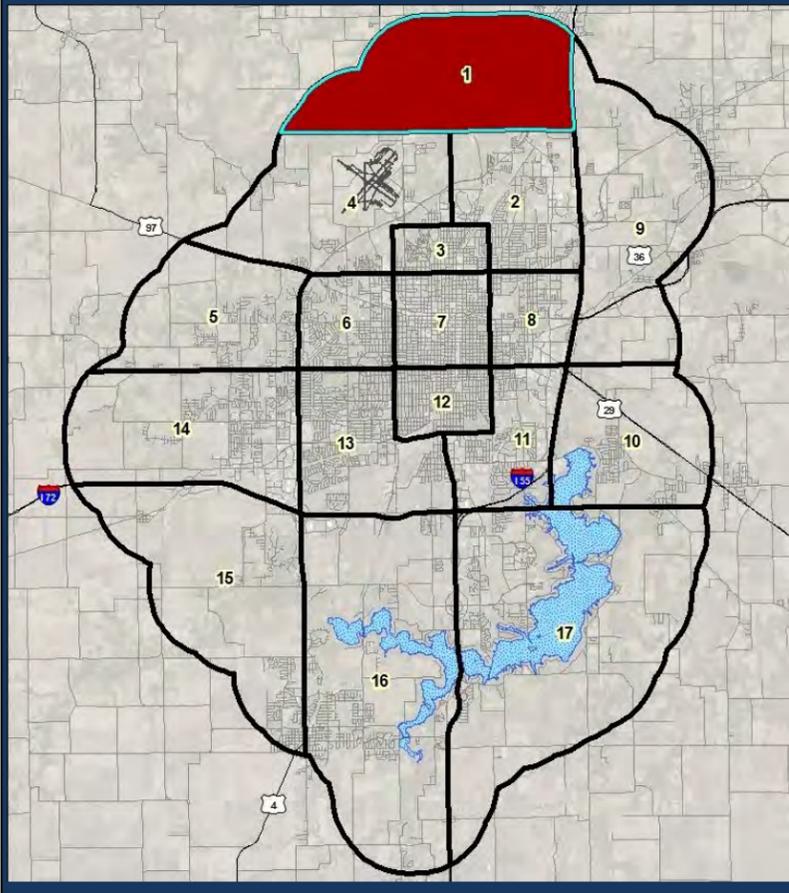
If services do become available, lower density residential is preferred, particularly in the areas between Springfield Street and Illinois Route 29 north of the Sangamon River floodplain, near the Muench/Central Point Road intersection, and south of the Sangamon River slightly west of Illinois Route 29.

The area east of Illinois Route 29 from Camp Sangamo Road to the Sangamon River is primarily owned by the Springfield Airport Authority. Any development near airport property should be in accord with airport plans, and commercial and/or industrial development would be appropriate in this area.

The Gurgens/Carpenter/Riverside parks area has some of the highest quality natural areas in Sangamon County. Much of the land is located in the floodplain and should be preserved as green space which will provide a recreation area.

SPECIAL AREAS

A segment of the historic Route 66 is located in the southeast part of this sector and is identified as a Gateway Corridor into the city. The historic significance of Route 66 offers opportunities to attract visitors into the city and the route should be preserved. Properties adjacent to this Gateway Corridor should be encouraged to include additional landscaping, attractive lighting, identifiable signage as well as wayfinding elements to direct visitors into the city.

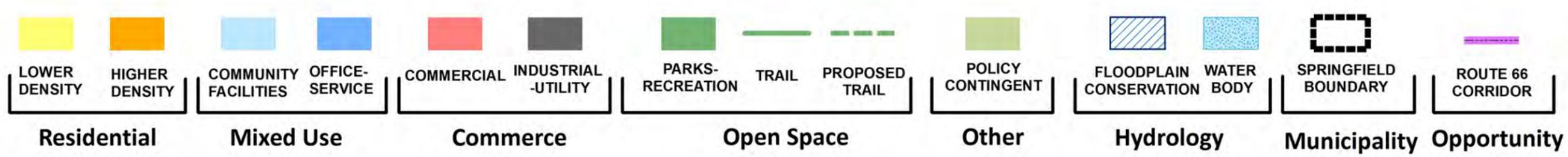
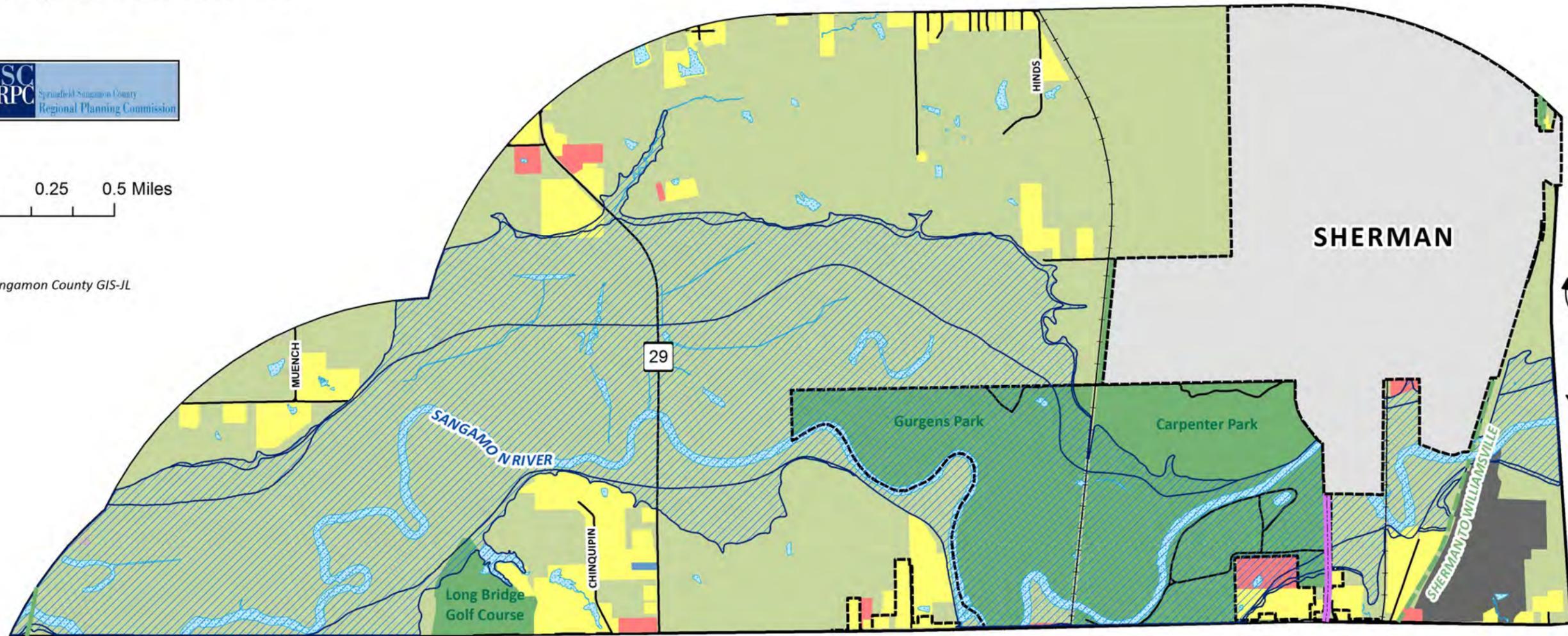


Sector 1 Riverside Proposed Land Use



0 0.25 0.5 Miles

Sangamon County GIS-JL



SPRINGFIELD LAND USE

SECTOR 2: Northeast Area

NATURE OF THE SECTOR

The sector is bordered by: Sandhill Road on the north; North Grand Avenue on the south; I-55 on the east; and 8th Street on the west.

The Village of Grandview is located within the sector. There are also significant land areas that remain under the jurisdiction of Sangamon County, including some areas east of Dirksen Parkway and in areas north of Sangamon Avenue. The northern portion of the sector overlaps with the Village of Sherman’s extra-territorial jurisdiction.

Dirksen Parkway north of Sangamon Avenue has grown into a commercial hub providing retail shopping and services on the northeast side of Springfield.

Infrastructure and Public Amenities

Utilities: The infrastructure for public water and sewer is available to a majority of the sector except for land in the northeast portion of the sector where extensions would need to be run prior to development. The sewer system is aging and unable to handle episodes of significant flash flooding. The city should plan for updates to the sewer system via a capital improvement plan and process.

Transportation: Long-range plans include expanding North Grand Avenue to four lanes with bike lanes and sidewalks from Dirksen Parkway to 19th Street. Roadway improvements are planned to be made to the corner of Dirksen Parkway and Sangamon Avenue. Bus service is limited in the area along North Dirksen Parkway and needs to be expanded to provide better service for residents. Bus service is also limited in the Northgate Subdivision and along the Sangamon Avenue commercial corridor.

Environmental: Soils are very limited for septic fields, emphasizing the importance of public sewer access prior to development. Underground mines are present in a majority of the area which could result in potential mine subsidence. There are natural areas in and around Carpenter Park that are largely within the floodplain of Spring Creek and the Sangamon River.

Recreational: Carpenter Park provides residents with recreational green space while preserving the watershed. This area should be maintained as a conservation area and remain undeveloped. There is no direct trail access in this sector.

LAND USE REVIEW

The southern portion of this sector is anchored by stable, lower density residential neighborhoods. The residential character of these neighborhoods should be preserved and commercial development should be limited to only those properties which front major arterial roadways where commercial businesses already exist.

The east side of Peoria Road north of Sangamon Avenue area contains some residential units intermingled with commercial uses. As the properties containing residential uses become available for redevelopment, commercial uses would be acceptable.

There are some vacant parcels on the north side of Sangamon Avenue between Hedge Lane and just west of Piper Road. The parcels that front on Sangamon Avenue would be appropriate for light commercial uses. Lower density residential is appropriate for the properties farther north of Sangamon Avenue.

The area north of Mayden Street on the west side of Dirksen Parkway was established as a heavy commercial/industrial area over 45 years ago and remains a viable commercial use area. Any redevelopment of these properties should be consistent with the existing uses and in accord with the redevelopment policy.

There is some vacant land immediately south of Bissell Road. Development of this area should be consistent with the commercial uses to the south and provide an appropriate buffer from the higher intensity commercial/industrial uses to the east.

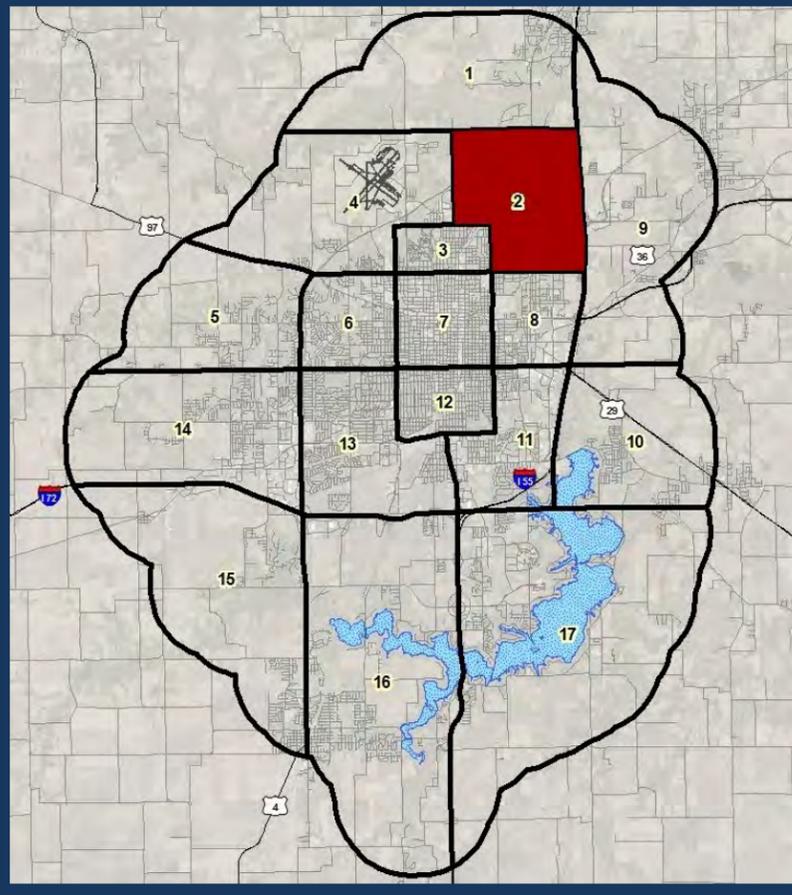
Commercial uses would also be appropriate for the property that is east of Dirksen fronting on Bissell Road. Mixed density residential uses would be appropriate for the vacant land further north and east of the mobile home park.

The area between Farmers Market Road and Memphis Street east of I-55 is also vacant. Development on the east portion of this area should be less intense to be more compatible with the existing lower intensity commercial uses.

SPECIAL AREAS

This area contains portions of historic Route 66. Route 66 is a Gateway Corridor into the city. The aesthetics of the area should be improved, and development and redevelopment of properties along the corridor should be encouraged and include additional landscaping, attractive lighting, as well as wayfinding elements to assist visitors.

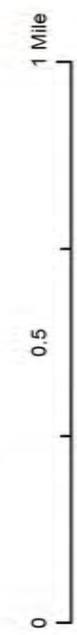
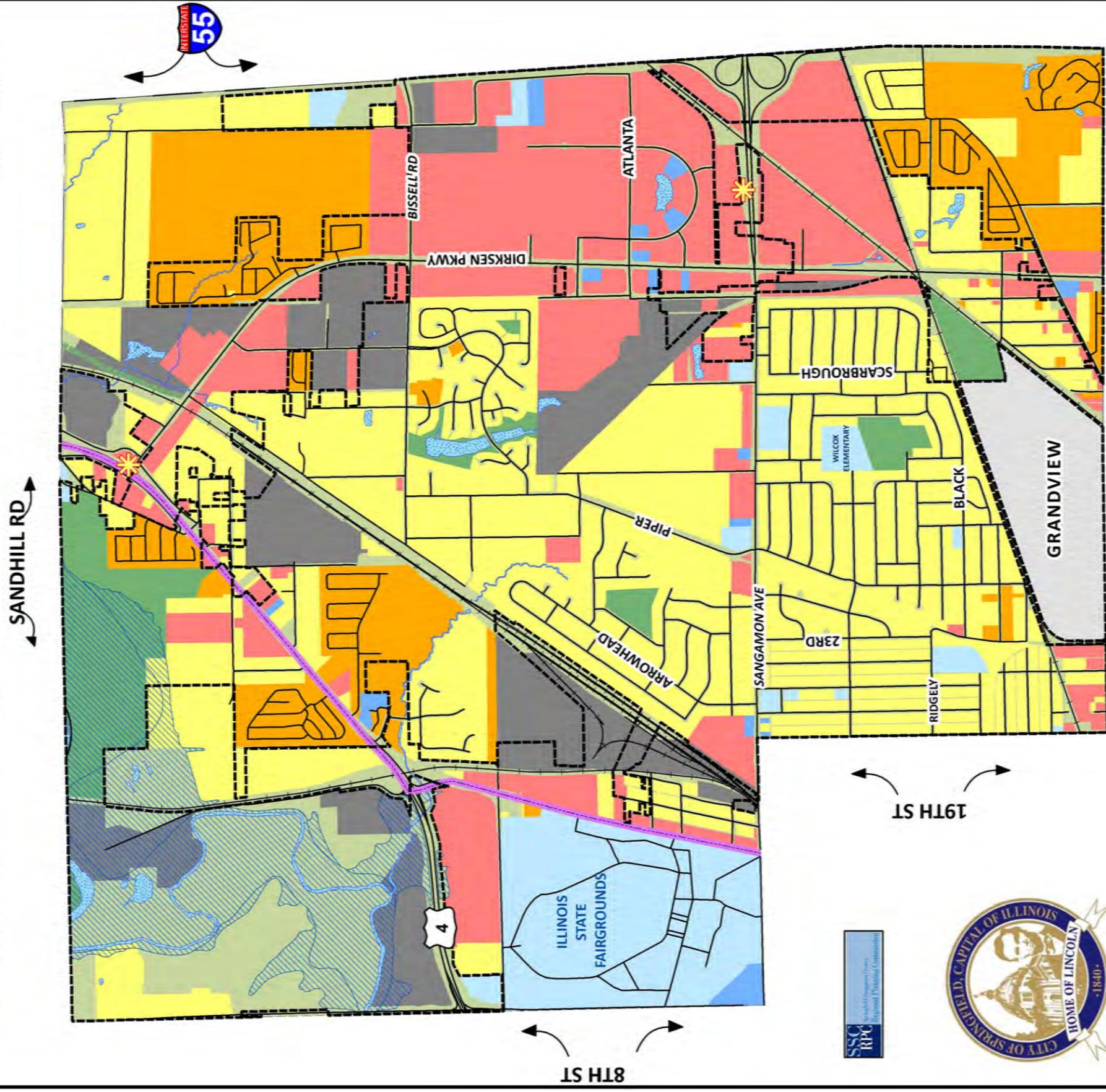
Two Gateway features are recommended to be located in this sector. The first should be located near the intersection of Dirksen Parkway and Peoria Road, and the second should be located on Sangamon Avenue between Dirksen Parkway and I-55. These features should be aesthetically pleasing and designed to let visitors know when they have entered the city.



Sector 2 Northeast Proposed Land Use



Sangamon County GIS-JL



- LOWER DENSITY RESIDENTIAL
 - HIGHER DENSITY RESIDENTIAL
 - COMMERCIAL
 - INDUSTRIAL/UTILITY
 - COMMUNITY OFFICE-FACILITIES
 - SERVICE
 - PARKS-RECREATION
 - PROPOSED TRAIL
 - POLICY CONTINGENT
 - FLOODPLAIN CONSERVATION
 - WATER BODY
 - SPRINGFIELD BOUNDARY
 - ROUTE 66 CORRIDOR
 - GATEWAY FEATURE
- Residential** **Mixed Use** **Commerce** **Open Space** **Other** **Hydrology** **Municipality** **Opportunity**

SPRINGFIELD LAND USE

SECTOR 3: Near North Area

NATURE OF THE SECTOR

Sector 3 is bordered by: Sangamon Ave. to the north; 19th St. to the east; North Grand Ave. to the south; and MacArthur Blvd. to the west.

A northwest portion of Sector 3 resides under the zoning jurisdiction of Sangamon County. The rest of the sector is within the city's corporate limits. Oak Ridge Cemetery and Lincoln Park are prominent features. The sector is well-developed, however the turnover of parcels in the sector should be thoroughly analyzed for their new, proposed use, to compliment neighboring, adjacent uses.

Infrastructure and Public Amenities

Utilities: Public sewer and electricity is available throughout the sector. Public water is available to a majority of the sector.

Transportation: Most roads in this sector are neighborhood, local roads with minimal traffic. Major roads in Sector 3 include J. David Jones Parkway, Peoria Road, and North Grand Avenue. Short-term projects include an underpass and overpass at the proposed North Grand Avenue rail corridor, immediately east of 9th Street. Long-term plans for roads include additional lanes on 9th Street/Peoria Road. Goals for public transit are to provide paratransit services for the disabled to areas not served by current bus routes, and to provide transit to the Peoria Road and Route 66 Heritage Corridor.

Environmental: The Spring Creek floodplain is located in the northwest portion of Sector 3. Development in the floodplain is not recommended. Underground mines are present in approximately half of the sector, so developments (existing and proposed) should be aware of and prepared for subsidence on/under their respective properties.

Recreational: Lincoln Park is the main recreational location in this sector, but other parks and recreational sites such as Fairview Park are scattered throughout the area.

LAND USE REVIEW

Some residential structures remain along North Grand Avenue, however, many have converted from residential uses to light/neighborhood commercial use. In those blocks where at least 50 percent of the block face has converted to commercial or office uses, allowing the trend to continue is acceptable.

It is important that commercial/office uses not be allowed to creep into the established lower-density residential areas to the north.

The property of Benedictine University is located between 5th and 6th streets and immediately southeast of Lincoln Park. Redevelopment of the property should be compatible with the residential uses which surround the campus to maintain the character of the area. Uses that would be preferred include: community facilities, offices, and residential.

Several properties located east of 9th Street and north of North Grand Avenue are designated as parks-recreation. The current plan for the 10th Street Rail Project indicates that the high speed rail will run through these properties. As the structures are demolished in preparation for the rail project, it is recommended that the parcels remain as vacant green space until a plan is developed addressing reuse of these properties.

Commercial uses would be appropriate for the land immediately west of J. David Jones Parkway across from Oak Ridge Cemetery providing that the uses are light in intensity and compatible with the residential uses to the south and the cemetery to the east.

SPECIAL AREAS

Portions of historic Route 66 are still reflected in the existing roads in this sector. That portion between Converse and Sangamon Avenue is located in a Tax Increment Financing (TIF) district and is designated in this plan as an Opportunity Area. A separate plan should be developed that would identify revitalization priorities in this area.

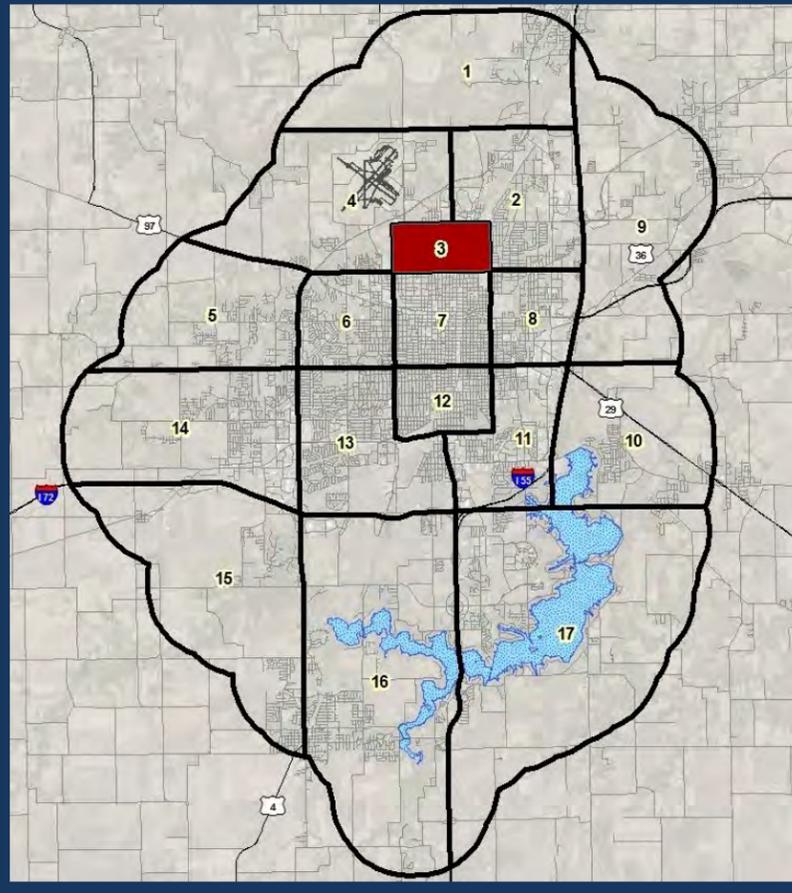
J. David Jones Parkway is a primary access point into the city. It connects the Abraham Lincoln Capital Airport and the visitors that use the airport to the heart of Springfield. An aesthetically appealing Gateway feature should be located at the corner of J. David Jones and North Grand Avenue to welcome travelers into the city.

The 3rd Street Rail line is identified as an Opportunity Area after the rail lines are consolidated on 10th Street. These parcels are a prime location for a linear park that creates a north-south connection that favors pedestrians and creates recreational and redevelopment opportunities through the middle of Springfield.

It is unknown how much of the land adjacent to the 10th Street Rail Project will be available for development. When the rail project is completed, a plan should be prepared addressing land adjacent to the 10th Street rail corridor to evaluate if there are opportunities for the special redevelopment areas.

An Opportunity Area exists on North Grand Avenue between J. David Jones Parkway and 9th Street. As referenced previously, many of the residences there have been converted to commercial uses. A more detailed plan should be developed to address the future of this area.

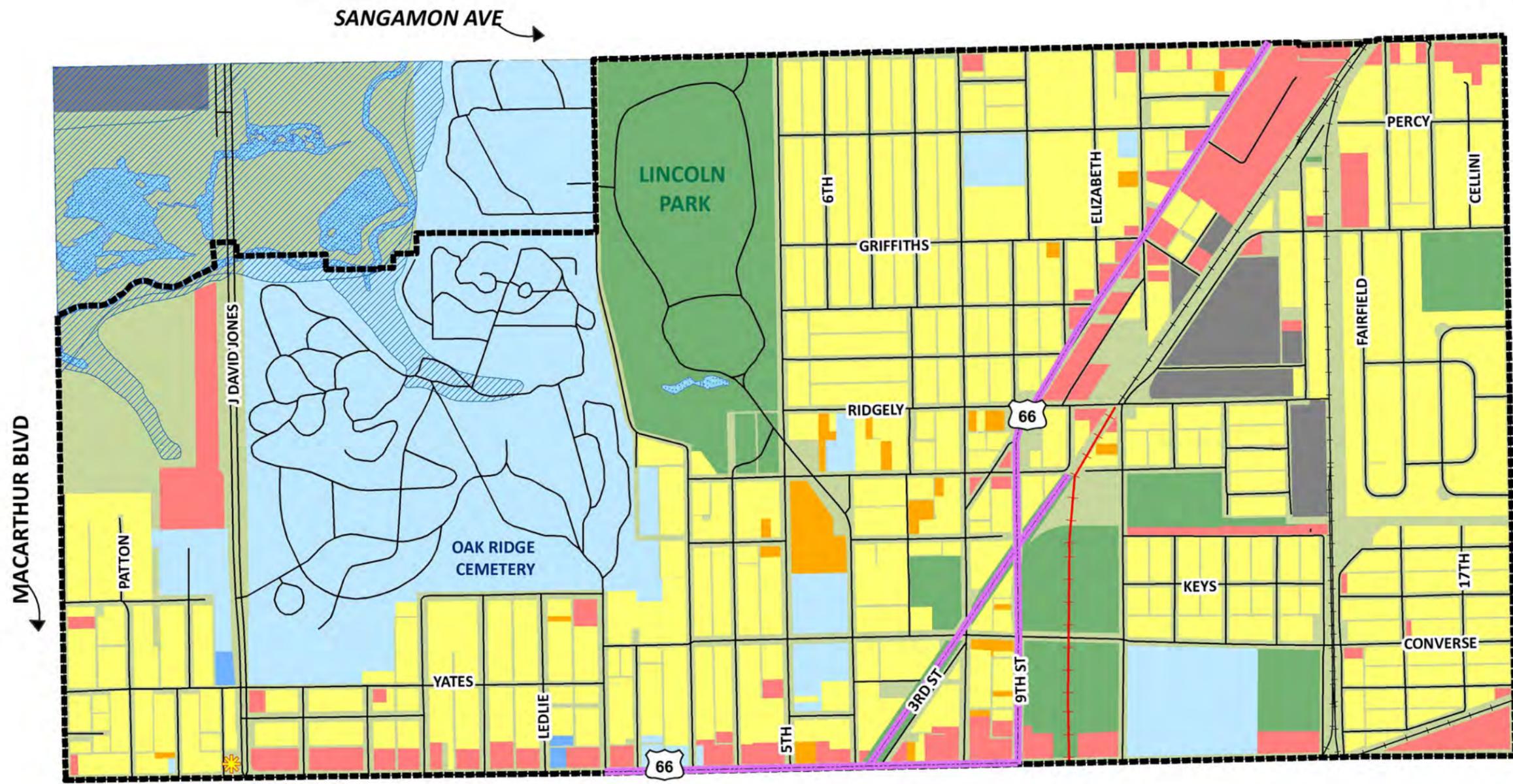
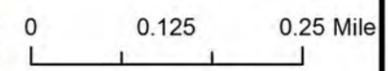
A developing Character Area exists in that portion of Oak Ridge Cemetery associated with the war memorials. Additional planning and assistance for this area is recommended to further develop it as a Character Area.



Sector 3 Near North Proposed Land Use



Sangamon County GIS-JL



Residential Mixed Use Commerce Open Space Other Hydrology Municipality Opportunity Transportation

SPRINGFIELD LAND USE

SECTOR 4: Northwest Area

NATURE OF THE SECTOR

The sector is bound by: Camp Sangamo Road on the north; Illinois Route 97 (Jefferson Street) on the south; the Springfield extra-territorial planning boundary on the west; and MacArthur Boulevard, North Grand Avenue, and North 8th Street on the east.

The major land use in this sector is the Abraham Lincoln Capital Airport. The noise and other external effects on the area created by the airport limit the types of development appropriate to close proximity to it. The Spring Creek floodplain is a major natural area in the sector. Most of the residential uses are concentrated in areas east and west of the airport and south of the Spring Creek floodplain. The primary concentrations of commercial and light industrial uses are along J. David Jones Parkway.

Infrastructure and Public Amenities

Utilities: Part of the Sangamon County Water Reclamation District's (SCWRD) Spring Creek sewage treatment plant is located in the eastern part of the sector. Public sewer is located in the eastern and the southeastern parts of the sector. The remainder is located in the SCWRD Facilities Planning Area (FPA) where sewer is not readily available and extensions would be required. The central and eastern portions of the sector can be served by CWLP, and many of those areas are inside the water service areas. Some portions are outside the CWLP service area and would require water main extensions to support development. The western portion of the sector is in the Curran-Gardner Water District. Fire flow capacity may be limited in these areas, requiring greater spacing between buildings and less density. Electric service is available throughout the sector.

Transportation: The primary roads in this sector are Illinois Route 4 (Veterans Parkway), Illinois Route 97 (Jefferson Street), and Illinois Route 29 (J. David Jones Parkway). Other local arterial roads include Bruns Lane, MacArthur Boulevard, North Grand Avenue, North 8th Street, Winch Road, Hazlett Lane, Hennepin/Tozer/Ware roads, and Camp Sangamo Road. Two long-range road improvements include adding two lanes on a section of North Grand Avenue and widening and extending Bradfordton Road north of Illinois Route 97. Public transit short-term goals include providing bus transit services to the airport, providing paratransit services for the disabled to areas not along bus routes, and SMART transit service from rural Sangamon County to the airport.

Environmental: There is a large area of prime agricultural land in this sector. Many of the soils are very limited for septic fields, underscoring the need for sewers. The sector contains a large portion of the Sugar Creek floodplain. Underground mines are present in approximately half the sector, which could lead to mine subsidence. There are wetlands located along the Sangamon River in the very northern portion of the sector as well as along the south side of the Sugar Creek floodplain. Drainage and flooding at the end of Winch Road is a concern due to the Sangamon River floodplain.

Recreational: Providing direct access to the Sangamon Valley Trail is a recreational goal in this sector. In addition, the Sangamon Valley Trail will have a northern extension from Stuart Park to the Sangamon River.

LAND USE REVIEW

Many of the development opportunities in the central portion of the sector are defined by the presence of the airport. It is important for any proposed development in the north-central part of the sector to consider the airport's operations in land use proposals. Properties immediately adjacent to the airport that are under the airport authority's ownership are designated for commercial use, as this is consistent. The area west of Hennepin and north of McKinnie is designated as policy contingent but should remain agriculture or be conserved due to its adjacency to the airport. Low-intensity commercial or light industrial may also be appropriate provided that adequate public services are available. The area north of the airport has a mix of large lot residential with some commercial uses. As these properties age out, it would be appropriate to consider lower-density residential but only with adequate public services. Commercial uses, if developed, should be contained along Illinois Route 29. The area southeast of the Camp Sangamo Road and Illinois Route 29 intersection is designated as policy contingent, but lower-density residential on a similar scale as the development to the east may also be appropriate. Light Commercial areas are designated on either side of Kennedy Park on the east side of Illinois Route 29, consistent with the trend for the airport.

The Spring Creek floodplain is a major portion of the southern part of the sector. No additional residential, commercial, or industrial development should occur in the floodplain.

Development should be limited in the area west of the airport and north of Illinois Route 97 until sewer is readily available and water service is improved to ensure adequate fire flow. When that occurs, commercial development along the north side of Illinois Route 97 would be acceptable but dependent upon access to the state highway.

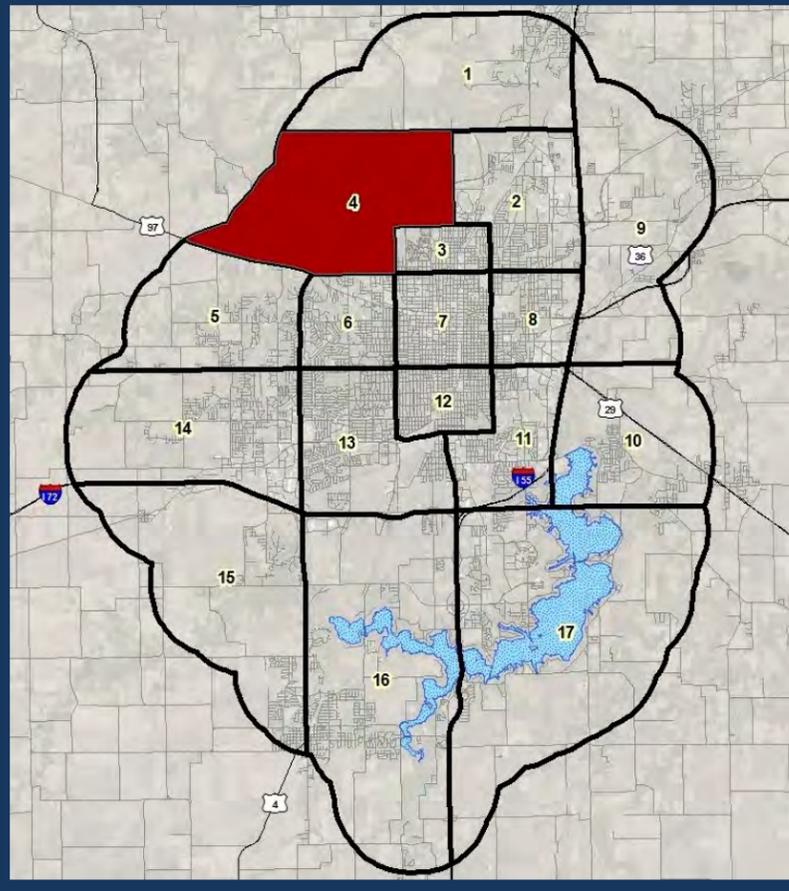
The land east and west of Hazlett Road and east of the Sangamon Valley Trail are designated as policy contingent. Lower density residential is appropriate for the area, but larger developments should not be allowed until public sewer is available and adequate fire flow can be assured.

In the longer-term, Bradfordton Road is proposed to have a north-south extension constructed north of Illinois Route 97.

SPECIAL AREAS

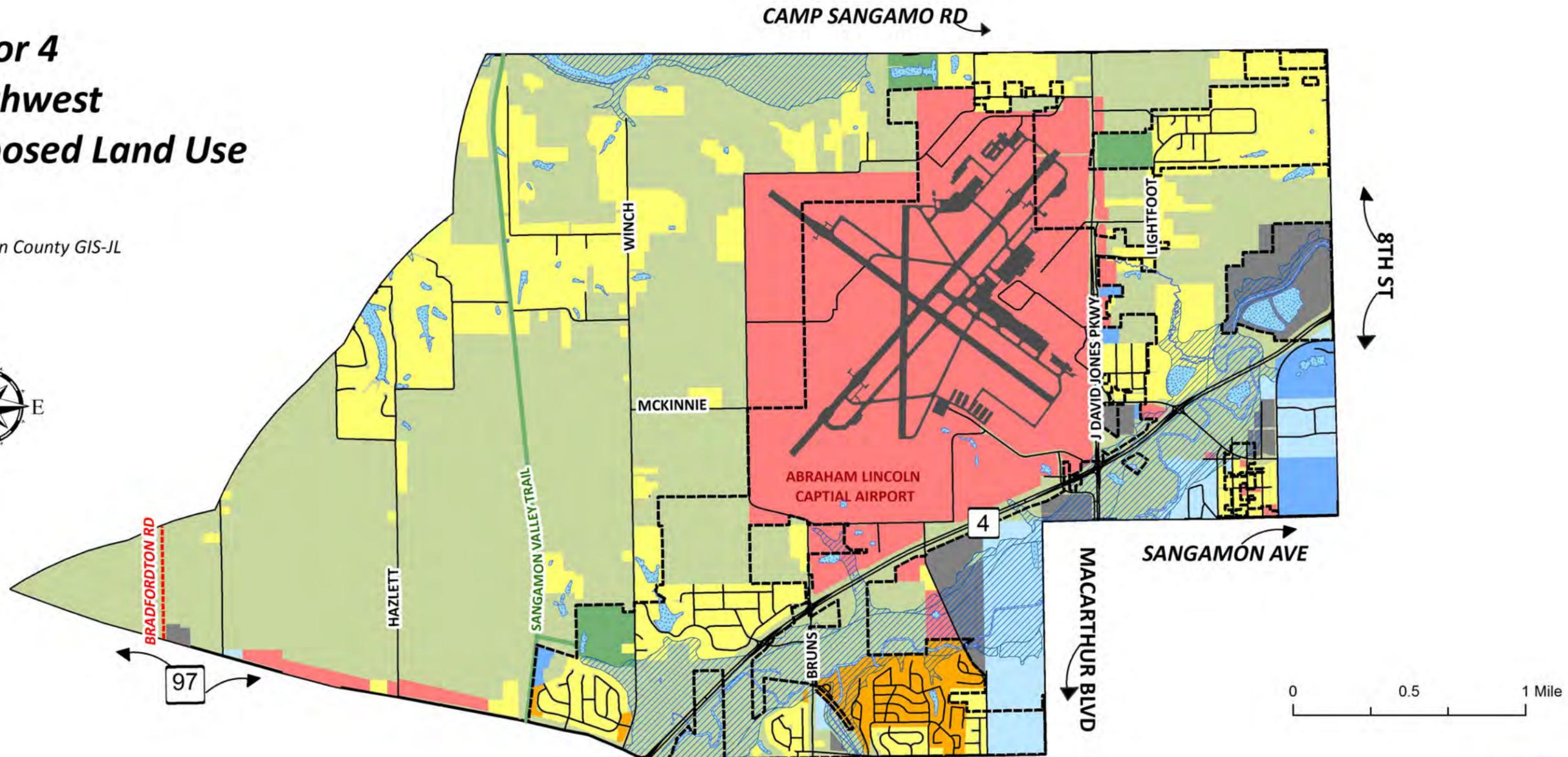
The extension of the Sangamon Valley Trail north from Stuart Park to the Sangamon River represents an opportunity for a link in the regional bicycle and pedestrian network.

The Abraham Lincoln Capital Airport property itself should be considered an Opportunity Area for on-site commercial and industrial development.



Sector 4 Northwest Proposed Land Use

Sangamon County GIS-JL



- | | | | | | | | | | | | |
|---------------|----------------|----------------------|----------------|------------|--------------------|------------------|-------------------|-------------------------|------------|----------------------|----------------|
| LOWER DENSITY | HIGHER DENSITY | COMMUNITY FACILITIES | OFFICE-SERVICE | COMMERCIAL | INDUSTRIAL-UTILITY | PARKS-RECREATION | POLICY CONTINGENT | FLOODPLAIN CONSERVATION | WATER BODY | SPRINGFIELD BOUNDARY | PROPOSED ROAD |
| Residential | Residential | Mixed Use | Mixed Use | Commerce | Commerce | Open Space | Other | Hydrology | Hydrology | Municipality | Transportation |



SPRINGFIELD LAND USE

SECTOR 5:

Spring Creek Area

NATURE OF THE SECTOR

The sector is bounded by: Illinois Route 97 on the north; Old Jacksonville Road on the south; Illinois Route 4 (Veterans Parkway) on the east; and the western edge of the Springfield extra-territorial planning jurisdiction on the west.

The sector has a mix of rural and lower-density residential uses. More intense higher-density residential, office/service, and commercial uses are concentrated in the more developed southeastern part of the sector located east of the Sangamon Valley Trail. Much of the residential development that occurred during the past twenty years was roughly between Salem Estates West subdivision east to Koke Mill between Old Jacksonville Road and Washington Street. The Spring Creek floodplain is a significant feature in the northern part of the sector.

Infrastructure and Public Amenities

Utilities: Public sewer is readily available in the eastern part of the sector (east of Bradfordton Rd.). Much of the western part of the sector is outside of the Sangamon County Water Reclamation District (SCWRD) Facilities Planning Area (FPA), and sewer cannot be provided without Illinois EPA approval. In western areas of the sector in the FPA, sewer lines are not readily available and extensions would be necessary. Much of the sector is also within the Curran-Gardner Water District. In areas where water is directly provided by Curran-Gardner, fire flow may be limited, requiring greater spacing between buildings and less density. Electrical service is readily available throughout the sector.

Transportation: Primary roads in the sector include Illinois Route 97 (Jefferson Street), Illinois Route 4 (Veterans Parkway), Bradfordton Road, Washington Street, and Old Jacksonville Road. An important short-term project is expansion of Old Jacksonville Road from the existing intersection with Bradfordton Road to a proposed alignment of Bradfordton approximately ¼ mile west. Proposed long-term projects include improvements to Bradfordton, Koke Mill, Meadowbrook, Washington, and Veterans Parkway. Public transit goals include providing SMART transit service to areas outside the Sangamon Mass Transit District (SMTD) boundary, and providing paratransit services for the disabled to residences outside bus routes in the short-term. Longer-term goals include extending the SMTD boundaries to include new developments in the sector.

Environmental: Large portions of the sector contain prime farmland. Many soils in the sector are poor for septic fields, underscoring the need for sewers prior to allowing development to occur. The major floodplain in the sector is Spring Creek. Part of the Bluffs Subdivision in the northeast part of the sector is in the Spring Creek floodplain. Mine subsidence is an important problem in this sector, particularly near Washington Street, and this is described in more detail in Appendix 2. There are wetlands in the Spring Creek floodplain. Large parts of the western portion of the sector are beyond the SCWRD's FPA. It is envisioned these areas will remain undeveloped due to the poor soils for septic fields. It is also important to protect the Spring Creek floodplain in the sector. The floodplain area is designated as floodplain conservation. It should remain undeveloped to the largest extent possible as it drains a substantial portion of the northwest part of Sangamon County.

Recreational: Providing more access to the Sangamon Valley Trail is a recreational goal in this sector.

LAND USE REVIEW

Bradfordton Road is proposed to be extended north of Illinois Route 97 (Jefferson Street) as shown on the map for Sector 4 (page 51). After this occurs, there is an opportunity for Route 97 to become a commercial corridor from slightly east of Bradfordton to slightly west of Koke Mill Road. However, the area lacks sewer, and fire flow is limited in some areas. No development should occur until public services are available in accordance with development policies.

Along Illinois Route 4 (Veterans Parkway) near the intersection with Lawrence Avenue, a small area is designated for commercial use. The uses should be lower intensity commercial so as to not conflict with the stable residential area west of Rickard Road. It is also important that the commercial area not be allowed to seep into the residential area.

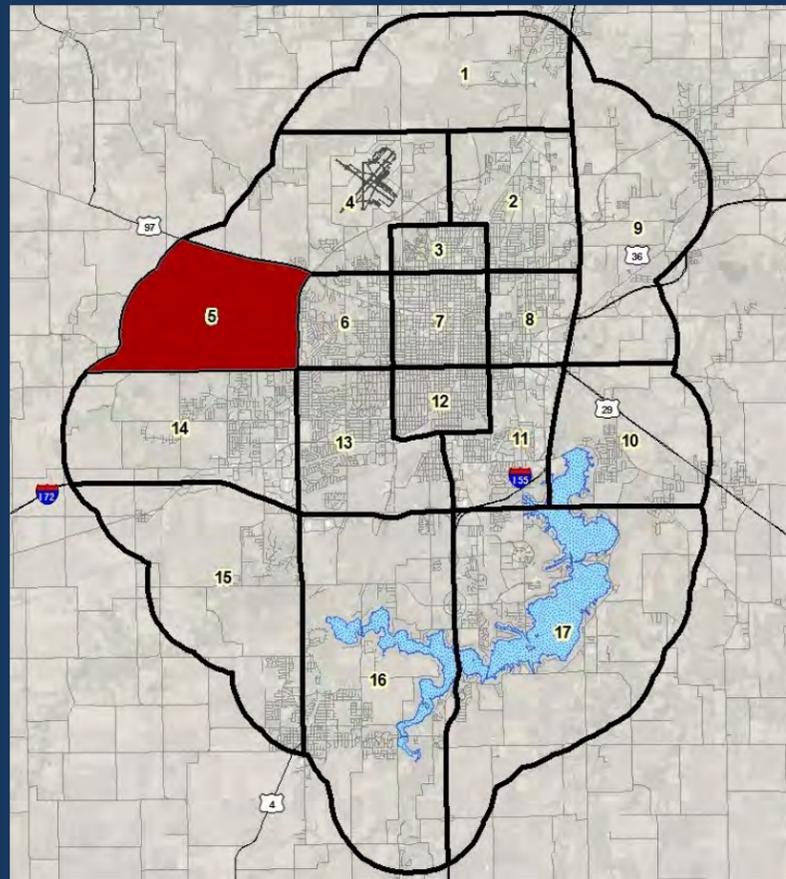
The westward continuation of the office/service uses that front Old Jacksonville Road with higher-density residential immediately north and lower-density residential further north to the Sangamon Valley Trail would be consistent with the trend that has occurred over the past twenty years.

The area bounded by Washington, Bradfordton, Old Salem, and Old Covered Bridge is mostly designated for lower-density residential, providing services become available in accordance with the development policies.

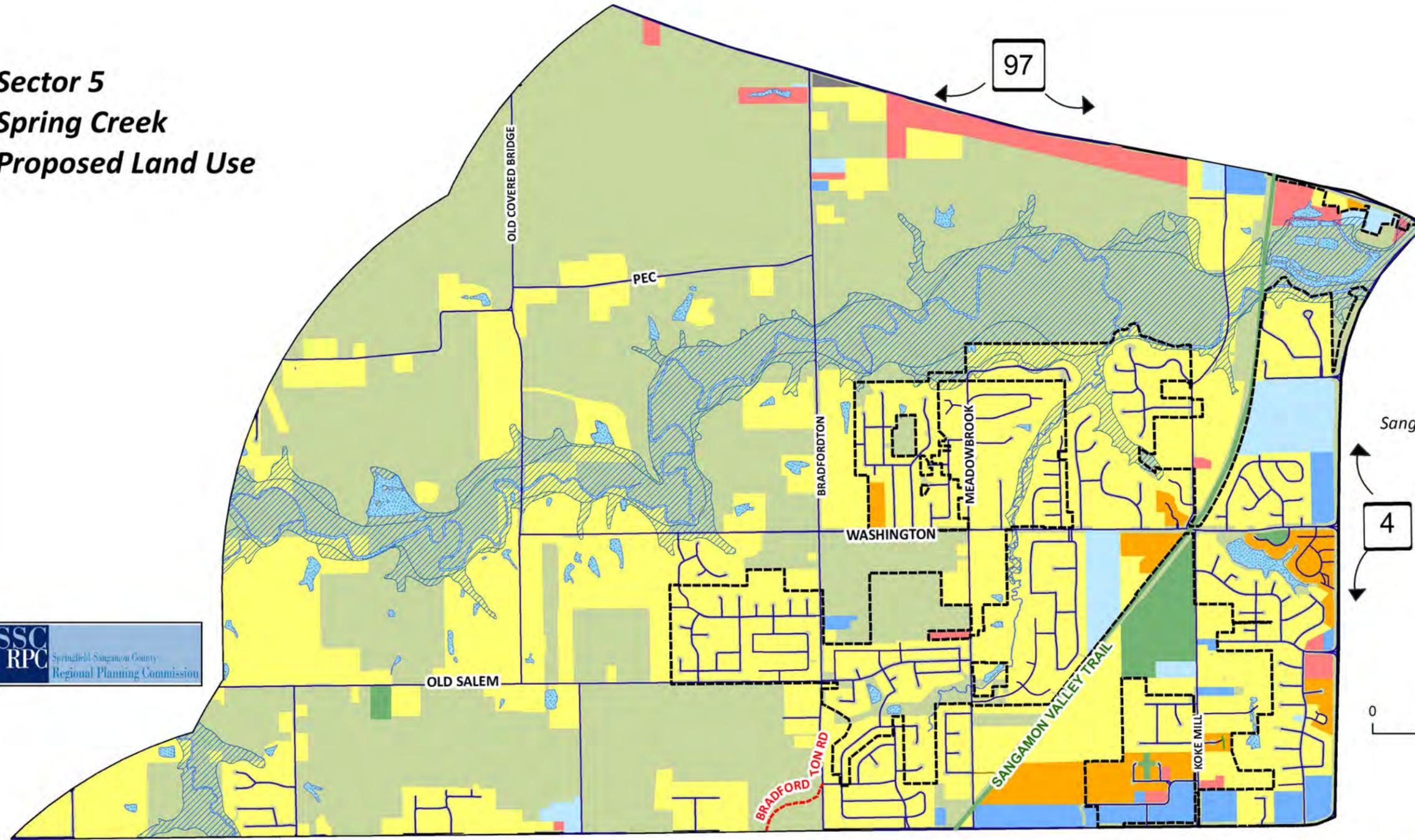
The land north of PEC Road is designated as policy contingent. If services were to become available, lower-density residential would be preferred in this area.

SPECIAL AREAS

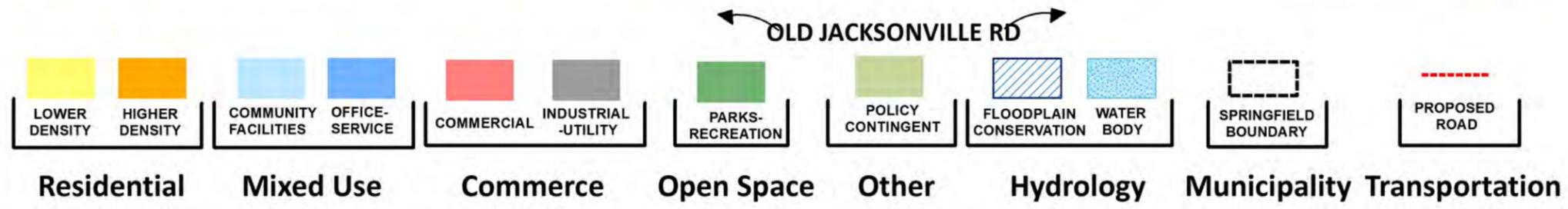
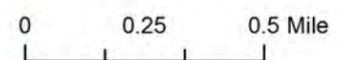
The Sangamon Valley Trail provides a recreational opportunity in this sector. There is an area identified as parks-recreation south of Washington along the Sangamon Valley Trail. This property is in private ownership and would require an agreement between the City and the owner to allow public access.



**Sector 5
Spring Creek
Proposed Land Use**



Sangamon County GIS-JL



SPRINGFIELD LAND USE

SECTOR 6: Near West Area

NATURE OF THE SECTOR

This sector is bounded by: North Grand Avenue in the north; MacArthur Boulevard in the east; South Grand Avenue to the south; and Veterans Parkway (Route 4) to the west.

The sector is very diverse in nature and is already thoroughly developed. There is a lot of residential land throughout the sector, and it contains commercial and office corridors that stretch from one end of the sector to the other. An industrial zone is located in the northeast portion of Sector 6. Washington Park and Pasfield Golf Course are located in the southern half of the sector and provide recreational opportunities. The Jacksonville Branch floodplain runs diagonally from the northwest corner to Washington Park. A portion of the northeast section of this sector is under Sangamon County zoning jurisdiction.

Infrastructure and Public Amenities

Utilities: Public sewer and electricity are readily available throughout the entire sector. Public water is readily available throughout a majority of the sector, but extending water mains or annexation to the city may be necessary for obtaining water service in the northeast portion.

Transportation: The primary roads in this sector are Route 4 (Veterans Parkway) and Route 97 (Jefferson Street and Madison Street). Important and impactful long-term projects within Sector 6 are: the addition of two lanes and sidewalks on North Grand Avenue from Bruns Lane to Lilac; Amos Street from Jefferson to North Grand Avenue; Monroe Street from Glenwood to Chatham Road; and, Veterans Parkway from Monroe to Mathers. A bi-directional lane will be added on MacArthur from Jefferson to South Grand Avenue. Public transit goals include providing bus service for the disabled to Jefferson Street, Monroe Street, and the Bruns Lane commercial corridors.

Environmental: The Jacksonville Branch has a major environmental influence over this sector. Underground mines are present in a majority of it, so mine subsidence is a possibility for current and future developments. Many soils in the sector are very limited for septic systems underscoring the need for public sewer. There are wetlands in Washington Park and near the Jefferson Street Bridge over Spring Creek.

Recreational: There is no direct trail access in Sector 6. There are recreational sites within this section of the city, such as Washington Park, Timberbrooke Park, and Jefferson Park.

LAND USE REVIEW

Bruns Lane south of Jefferson is trending towards light commercial and office uses. Similar intensity of use should continue along this corridor, but commercial and office uses should only face Bruns Lane. Lower-density residential uses that are adjacent to the properties fronting on Bruns Lane should not be converted unless the proposed use is higher-density residential.

The uses of the properties adjacent to the intersection of Monroe Street and Lawrence Avenue have become more intense and have resulted in the creation of a Neighborhood Center. The commercial areas are clearly delineated and should not

increase in intensity. Also, the commercial and office-service uses should not extend away from Monroe, thereby upholding the policy to protect residential areas.

Houses surrounding Washington Park are abundant in architectural character and have potential for achieving the status of a Legacy Neighborhood. Most of the homes in this area were built before World War II, and feature unique styles and appearances. Their preservation is highly recommended, and any new development should be done in adherence to the policies related to Legacy Neighborhoods.

In the most eastern portion of Sector 6, along the Jefferson-Madison corridor, commercial development has persisted over time and such patterns are expected to continue as commercial is the most appropriate use along these major thoroughfares.

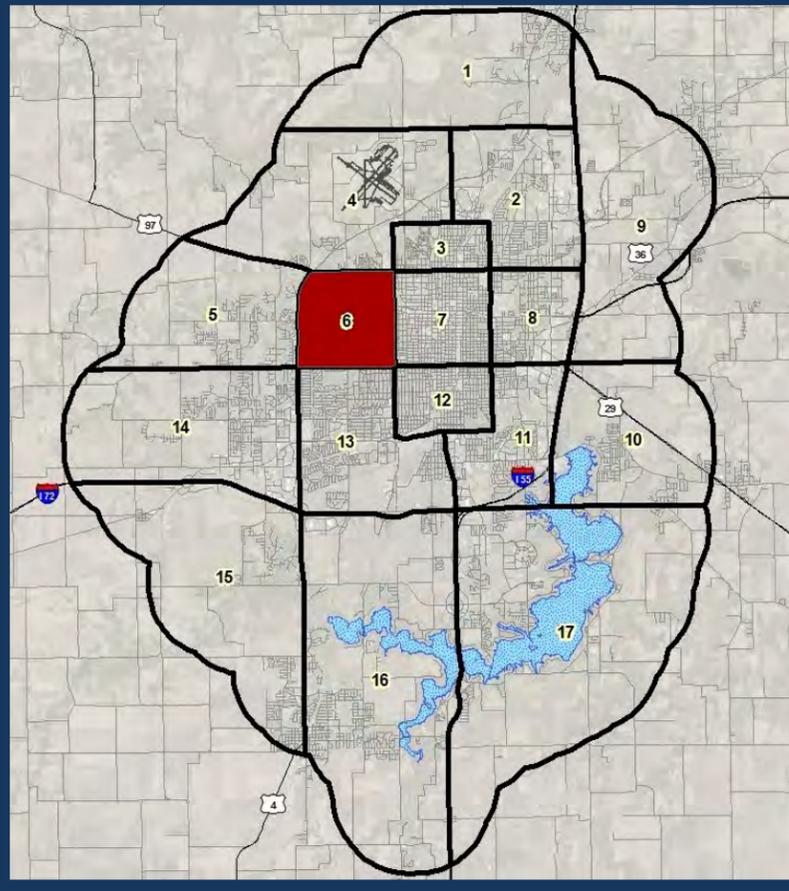
Redevelopment of any stable neighborhoods such as the Historic West Side should be mindful of the character of the surrounding area and ensure that any changes in use are consistent with the area. Neighborhood commercial uses may be acceptable providing the uses are balanced with the residential uses.

SPECIAL AREAS

Neighborhoods such as the Historic West Side should be encouraged to develop plans specific to their areas. Guidelines for the development of such plans are contained in the section related to the general policies pertaining to land use. If such plans are completed in accordance with the guidelines, the city should adopt these neighborhood plans as an amendment to this plan.

This sector is currently not served by a trail, but connecting multiple recreational sites, such as Washington Park and Timberbrooke Park, via recreational land use can enhance the functionality and appeal of such places in the city.

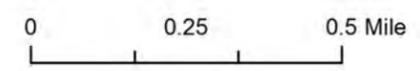
A trail or linear park could be developed along the Jacksonville Branch to connect Washington Park, Pasfield Golf Course and Timberbrooke Park. Conservational use is typically preferred for floodplain, but greenspace and recreational use is another viable option.



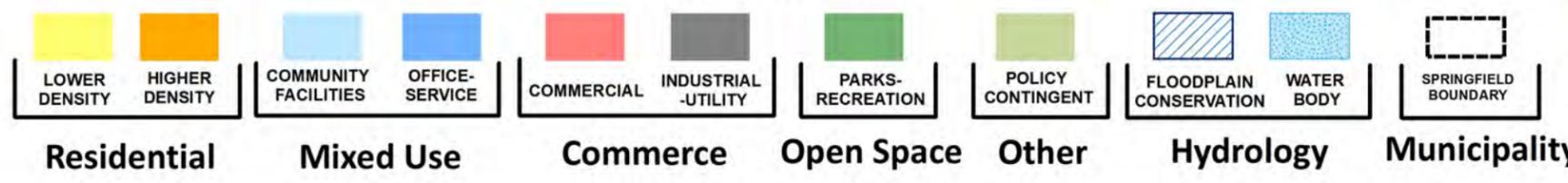
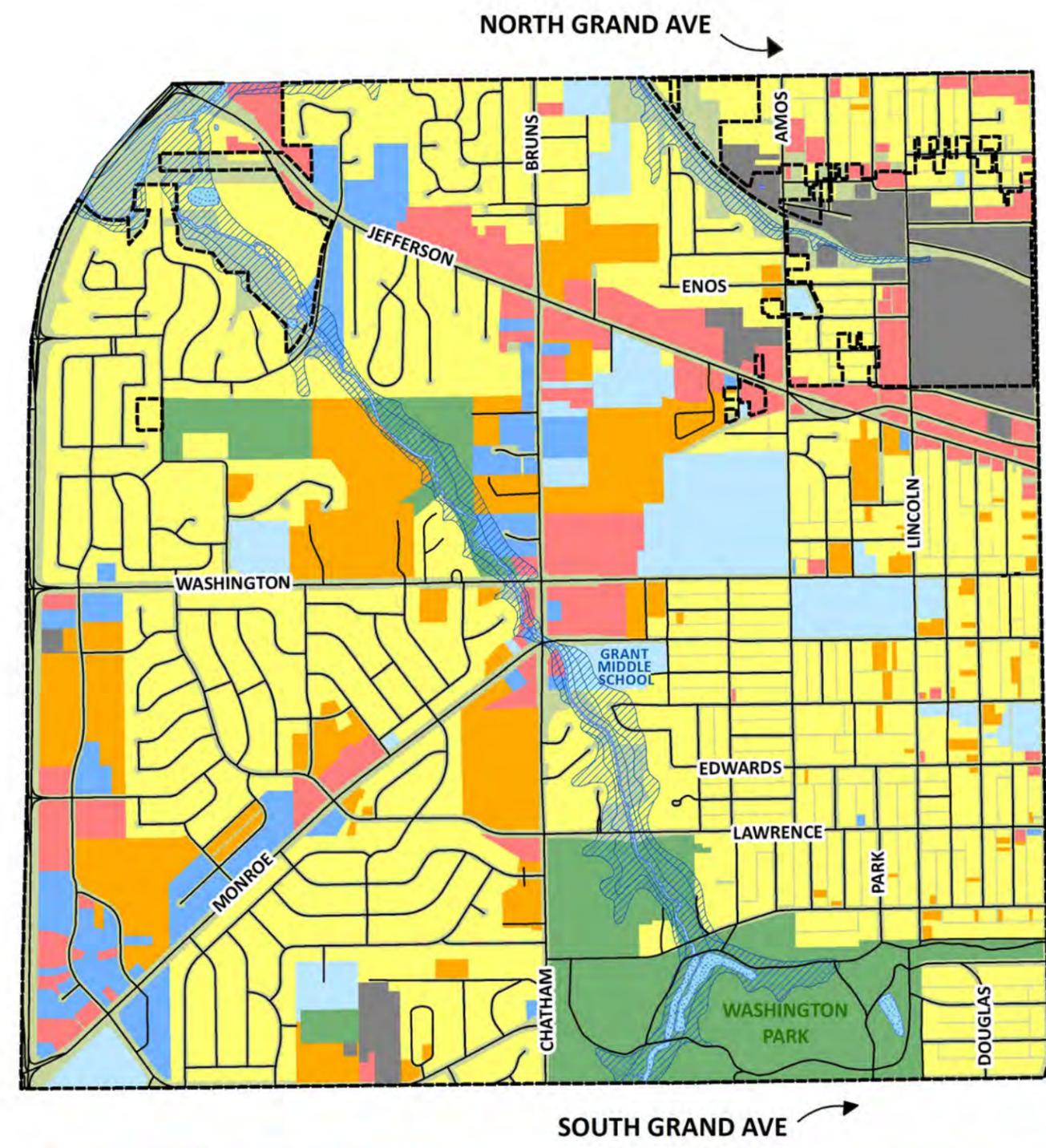
**Sector 6
Near West
Proposed Land Use**



Sangamon County GIS-JL



4



SPRINGFIELD LAND USE

SECTOR 7: City Center Area

NATURE OF THE SECTOR

This sector is bounded by: North Grand Avenue in the north; South Grand Avenue in the south; 19th Street in the east; and MacArthur Boulevard in the west.

The core of the City's history is located in Sector 7. The uses in this sector extend across the intensity continuum from single-family residences in the older neighborhoods to industrial along the 10th Street rail line and the site of the former Pillsbury Mill in the northeast corner. The downtown area includes a large concentration of government offices that provide services to residents. City and county office space has remained consistent, but office space utilized by the State of Illinois agencies has decreased resulting in vacant office buildings. The State Capitol Complex is located west of the downtown area. The state office buildings in this area are older, more historic, and in demand to house the executive and legislative branches of government making them less likely to become vacant. The area around the Capitol Complex hosts a significant number of office uses. A significant amount of surface parking is present to serve the needs of employees and visitors to the area.

The Mid-Illinois Medical District encompasses an area that is one-square mile in the northern portion of the sector and includes numerous medical facilities.

Infrastructure and Public Amenities

Utilities: All utilities are readily available throughout the sector. However, the combined sewer system is aging and unable to handle episodes of significant flash flooding. The city should plan for updates to the sewer system via a capital improvement plan and program.

Transportation: The 3rd Street rail corridor will be relocated to 10th Street. An intermodal transfer center for train, bus and taxi services will be constructed on the west side of 11th Street between Adams and Washington streets. To accommodate increased train usage of 10th Street, underpasses will be constructed at Jefferson, Madison, and North Grand; expanded on Cook and South Grand; and, an overpass will be constructed at North Grand. Existing roadways will benefit from resurfacing, and construction of sidewalks on several major thoroughfares will improve pedestrian mobility. Long range plans include widening Carpenter, adding sidewalks from Walnut to 7th Street, and adding two lanes and sidewalks to Monroe from Glenwood to Chatham Road. Bus service is available throughout the sector.

Environmental: Urban flooding is a problem in the downtown area as noted in Appendix 2.

Recreational: There is no direct trail access in this sector. The largest park in the sector is Douglas Park. Other neighborhood parks include Comer, Enos, and Gehrman. This will improve the availability of the 3rd Street Rail Corridor becoming a linear park.

LAND USE REVIEW

The future of this sector lies in the appropriate redevelopment of vacant parcels and structures, including such locations as the Pillsbury site. Many parcels in residential areas have become vacant primarily due to the demolition of deteriorated buildings. These parcels are ripe for in-fill development consisting of primarily lower density residential housing with some medium density residential as may be needed.

In some areas, including but not limited to along North Grand Avenue and Clear Lake Avenue, residential structures have been converted to commercial uses over time, creating a trend of development. However, commercial uses should be limited to properties that front on such thoroughfares and should not be allowed to creep into residential neighborhoods.

Care should be taken to ensure that new medical facilities in the medical district do not have a negative impact on the existing residential areas. Commercial and office uses should be primarily limited to properties that front on Carpenter Street unless located within one of the hospital campuses.

The historical nature of this sector brings tourists from around the world to visit the city. Connectivity between the historic sites should be maximized through a series of wayfinding techniques to guide visitors.

The vacant office buildings in downtown should be repurposed with mixed uses designed to attract new residences and businesses to the city core.

SPECIAL AREAS

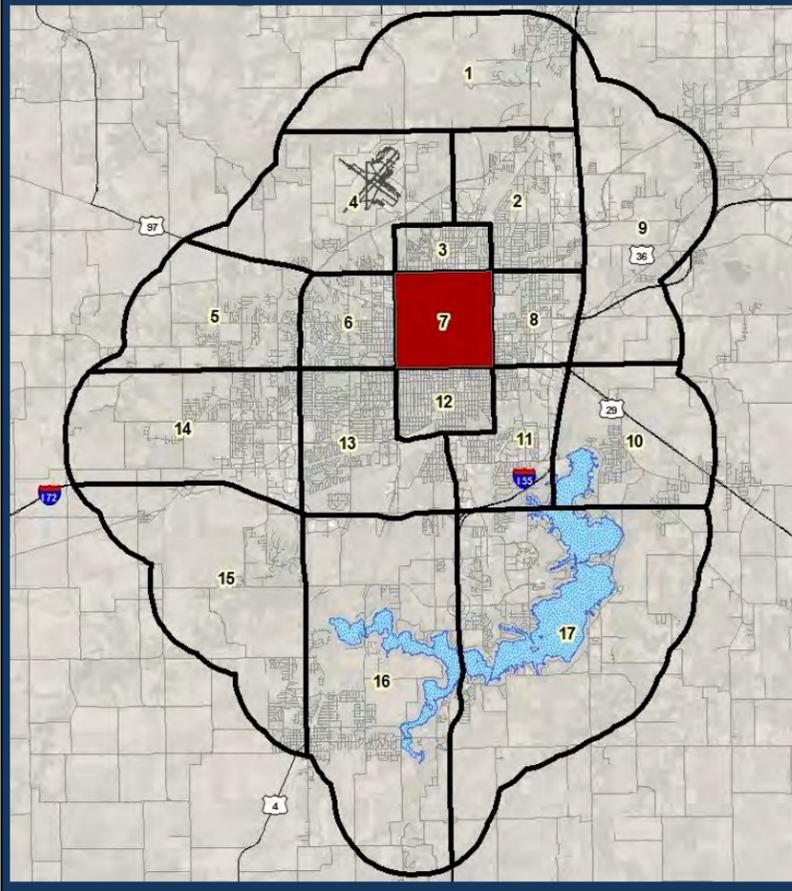
The downtown central business district is considered a Special Area. As a Special Area, a plan specific to it should be developed and then adopted by the city as an amendment to this comprehensive plan. Similar action is required for the Pillsbury site.

The Neighborhood of Hope in the southeast corner of the sector is designated as an Opportunity Area. There are a significant number of vacant parcels in this neighborhood that should be redeveloped with uses consistent with the area, focusing on affordable, lower-density housing. Commercial development in this area should be limited to lower intensity neighborhood commercial uses and be allowed only along major thoroughfares in accordance with the policies related to infill development, the development of Neighborhood Centers, and protection of residential areas. This includes 11th Street, 19th Street, and South Grand Avenue. Special attention should be given to the creation of a Neighborhood Center in the Old South Town area, bringing thriving businesses to this location to serve area residents.

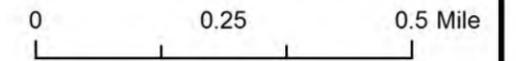
Both the Mid-Illinois Medical District and the Enos Park Neighborhood Improvement Association have localized plans addressing land use in these areas. Aspects of these plans that are consistent with the policies of the city's comprehensive plan should be adopted as amendments to it for this sector.

The transferring of the 3rd Street rail corridor to 10th Street results in vacant strips of land creating an opportunity for future redevelopment. This Opportunity Area runs north/south through most of the city, and should be redeveloped into a linear park to be used for recreational purposes as well as to provide an anchor for additional redevelopment. It could be utilized to link a number of the various Legacy Neighborhoods throughout the City creating a pedestrian and bicycle connectivity corridor, as well as the base for a trolley line serving the redeveloped corridor.

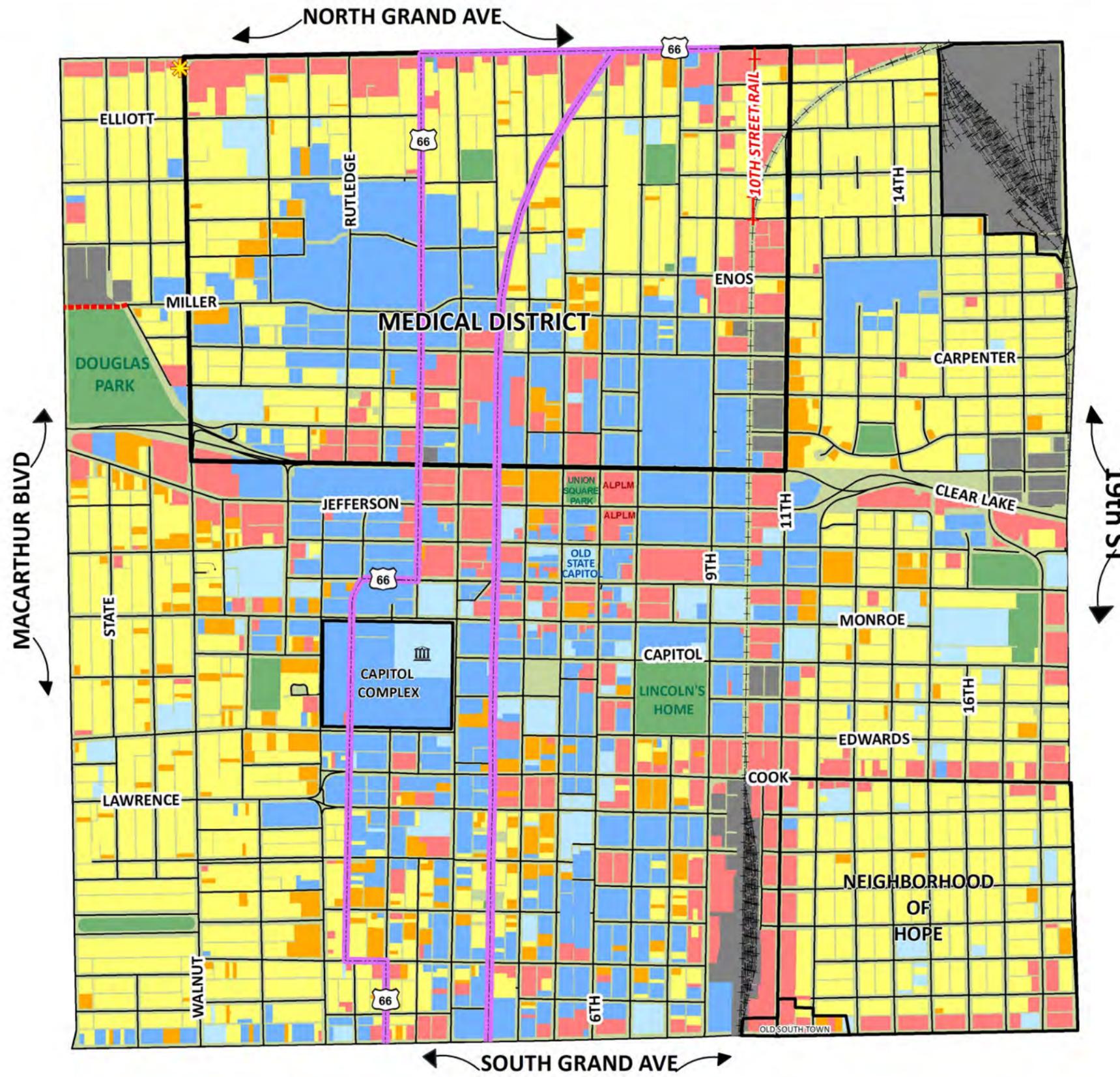
In this sector, historic Route 66 provides an untapped and under-developed tourism opportunity. Efforts should be made to develop a strategy for this Opportunity Area that would provide additional connectivity, tourism and redevelopment opportunities.



Sector 7 City Center Proposed Land Use



Sangamon County GIS-JL



- Residential**
 - LOWER DENSITY
 - HIGHER DENSITY
- Mixed Use**
 - COMMUNITY FACILITIES
 - OFFICE-SERVICE
- Commerce**
 - COMMERCIAL
 - INDUSTRIAL-UTILITY
- Open Space**
 - PARKS-RECREATION
 - POLICY CONTINGENT
- Other**
 - CORRIDOR
 - GATEWAY
- Opportunity**
 - PROPOSED ROAD
 - PROPOSED RAIL
- Transportation**
 - BOUNDARY
- Area**

SPRINGFIELD LAND USE

SECTOR 8: Near East Area

NATURE OF THE SECTOR

The sector is bordered by: North Grand Avenue on the north; Interstate 55 on the east; South Grand Avenue on the south; and 19th Street on the west.

The Village of Grandview is located in the northern portion of the sector. Much of the sector remains under the jurisdiction of Sangamon County. Diverse land uses exist throughout the sector.

Infrastructure and Public Amenities

Utilities: Public sewer and electricity are readily available throughout the sector. Public water is readily available throughout the majority of the sector, however, water mains need to extend in the northeast portion of the sector or be annexed to the city for water service.

Transportation: Dirksen Parkway, Clear Lake Avenue, and South Grand Avenue are the major arterials within this sector. Short-range plans include the replacement of the South Grand Avenue underpass and Cook Street underpass. Long-range plans include North Grand Avenue (from 19th Street to Dirksen Parkway) being expanded to four lanes along with the addition of bike lanes and sidewalks. Bus service exists within the sector, but should extend to commercial corridors such as South Dirksen Parkway. Paratransit services should be provided to areas not along bus routes.

Environmental: Soils are very limited for septic fields emphasizing the importance of public sewer access prior to development. Underground mines are present in a majority of the sector. There are also small pockets of wetlands.

Recreational: Adams Wildlife Sanctuary, Jaycee Park, and Chamberlain Park provide residents with recreational space. Adams Wildlife Sanctuary does provide hiking trails, but these only exist within the property. There is not an existing, direct access to a trail within the sector.

LAND USE REVIEW

A strip of city-owned property that runs vertically through the middle of the sector offers the possibility of being developed into a trail or linear park. This would give residents direct access to a trail in the sector. Green spaces are prevalent, but no trail currently exists. The addition of a trail would support the goal of increasing connectivity for residents.

Land directly south of the Village of Grandview should be used for industrial purposes to be consistent with neighboring industrial land use, and to match a need with the multiple rail lines running diagonally within the northwest portion of the sector.

The area immediately east of Adams Wildlife Sanctuary and west of the possible linear park/trail should be used for higher-density residential purposes to be consistent with neighboring high-density residential uses to the south and north.

Land on the east side of Hill Road should develop as lower-density residential. Higher-density residential land use is also appropriate, especially along the eastern border next to Interstate 55.

Commercial land should develop northwest of the I-55 ramp along Clear Lake Avenue to complement the higher traffic levels generated by the interstate. This also follows

the trend of commercial use along the majority of Clear Lake Avenue.

Properties on the southwest corner of Cook Street and Eastdale should be reserved for lower-density residential use to match adjacent uses to south and west.

Although categorized as lower-density, Poplar Place is comprised of denser-than-average two-family dwellings. As the buildings in this area age out, replacement with less dense residential units is preferable.

Properties along South Grand Avenue in the southwest corner of the sector should be updated to neighborhood commercial, with low-traffic uses.

Areas designated for industrial uses should be set aside and maintained for such uses. If redevelopment occurs, it should be consistent with and complement surrounding areas.

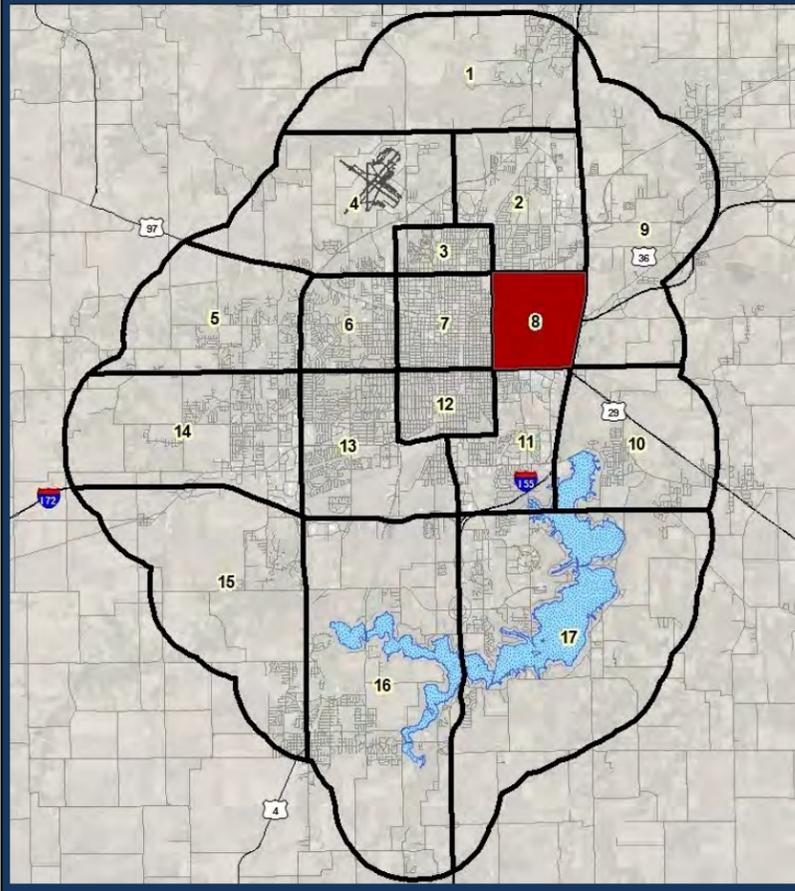
SPECIAL AREAS

Gateway features should be added to the corners of Clear Lake Avenue and Dirksen Parkway, and at South Grand Avenue and Dirksen Parkway. These streets are major arterials and connect directly to Interstate 55, which is approximately a half-mile from the suggested gateway features. These are high-traffic areas and are also primary access points into the city.

Sector 8 has no existing trail, but land owned by the city in the middle of the sector bearing north and south, offers an opportunity for such a recreational purpose. A linear park or trail is perhaps the only use for this narrow strip. Creating a linear recreational space could raise the value for adjacent properties as well as make the area more enticing for home buyers.

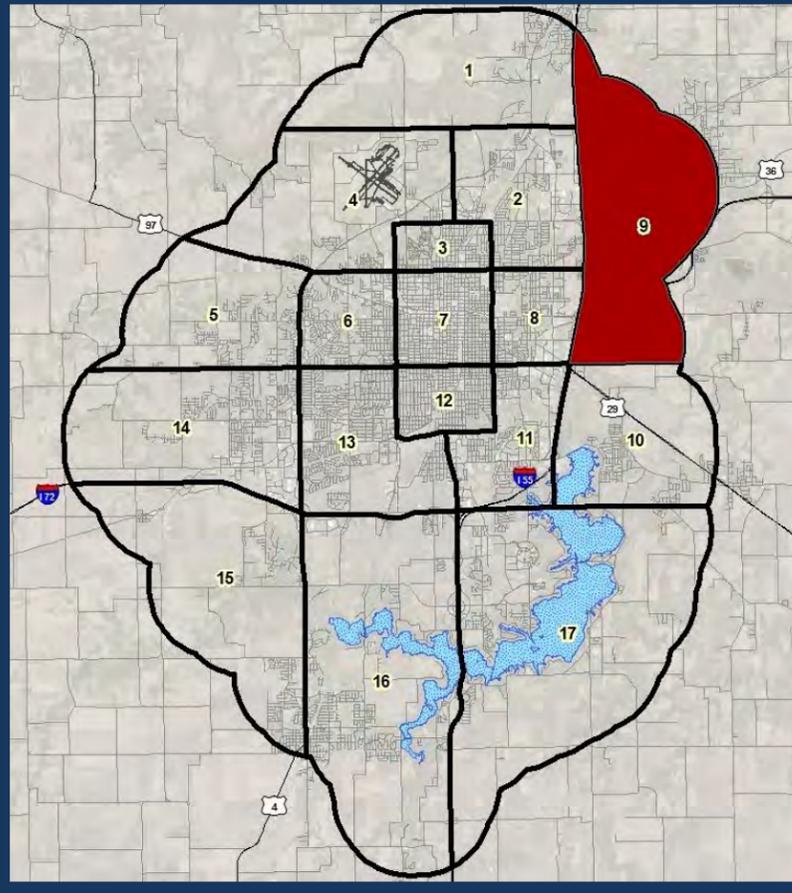
Undeveloped space immediately west of Adams Wildlife Sanctuary should be set aside for expansion of the sanctuary or for high-density residential development. In either case, the proposed development should complement the area of older lower-density residential to the south along Clear Lake Avenue.

Earlier planning for the area noted that the housing varied from excellent to dilapidated, but overall is quite sound, and that the city should be alert to any signs of trends in housing deterioration and take measures to stop it. There continues to be a concern regarding the varying quality of housing stock in this sector, and measures need to be taken to curtail any downward trends.



SPRINGFIELD LAND USE

SECTOR 9: Camp Butler Area



NATURE OF THE SECTOR

This sector is bordered by: Interstate 55 along the western edge; the extent of Springfield’s 1.5 mile extra-territorial jurisdiction to the east and north; and to the south as if South Grand Avenue were to extend eastward across Interstate 55.

The villages of Riverton, Spaulding, and Clear Lake are located within the sector. Riverton’s and Sherman’s extra-territorial jurisdictions overlap with the city’s and comprise a majority of the land in the northern half of the sector. Sangamon County’s zoning jurisdiction resides over most of the sector as well. Floodplain comprises a good portion of Sector 9, and should be preserved.

Infrastructure and Public Amenities

Utilities: Public sewer and water are readily available in the west-central portion of the sector. The remainder of the sector is within the Sangamon County Water Reclamation District (SCWRD) Facility Planning Area (FPA). Extension of sewer lines and water mains outside the west central part of the sector would be required, and/or annexation to the city would be necessary. Electric service is available throughout the sector.

Transportation: Major roads in this sector include Interstates 55 and 72 along with Illinois Routes 36 and 54. SMART Transit service and paratransit services should exist in areas not along Sangamon Mass Transit District bus routes.

Environmental: Many soils in the area are very limited for septic fields, emphasizing the need for public sewer access prior to development. Underground mines are present in a majority of the sector so subsidence is a possibility. Large segments of wetlands exist along Sugar Creek and Sangamon River floodplains.

Recreational: Veterans Memorial Park and Wheeland Park provide green space for residents. There is no direct trail access within the sector.

LAND USE REVIEW

Land north of Bissell Road and west of Brickler Road should not be developed until services are available. The developed land use should be reserved for mixed-use purposes, such as low-density residential along Brickler Road, higher-density residential closer to the existing mobile home park, along rail line, and commercial or office along Bissell Road.

Agricultural land existing south of Route 54 and west of Bissell Road to the east edge of the floodplain, would be appropriate for lower density residential as services become available. Lower-density residential is also designated for the area between Laverna and the east side of St. James, but only if public services are available.

Services need to be in place before any development occurs along Camp Butler Road, south of the Norfolk-Southern Rail line and west of floodplain. Until services are in existence, no development should occur. After services are readily available, land south of the tracks is designated for commercial uses. Uses should become less intense as development moves eastward toward Camp Butler Cemetery.

As services become available, the area south of Mechanicsburg Road and between Cravens and Oak Lane would be appropriate for lower-density residential development.

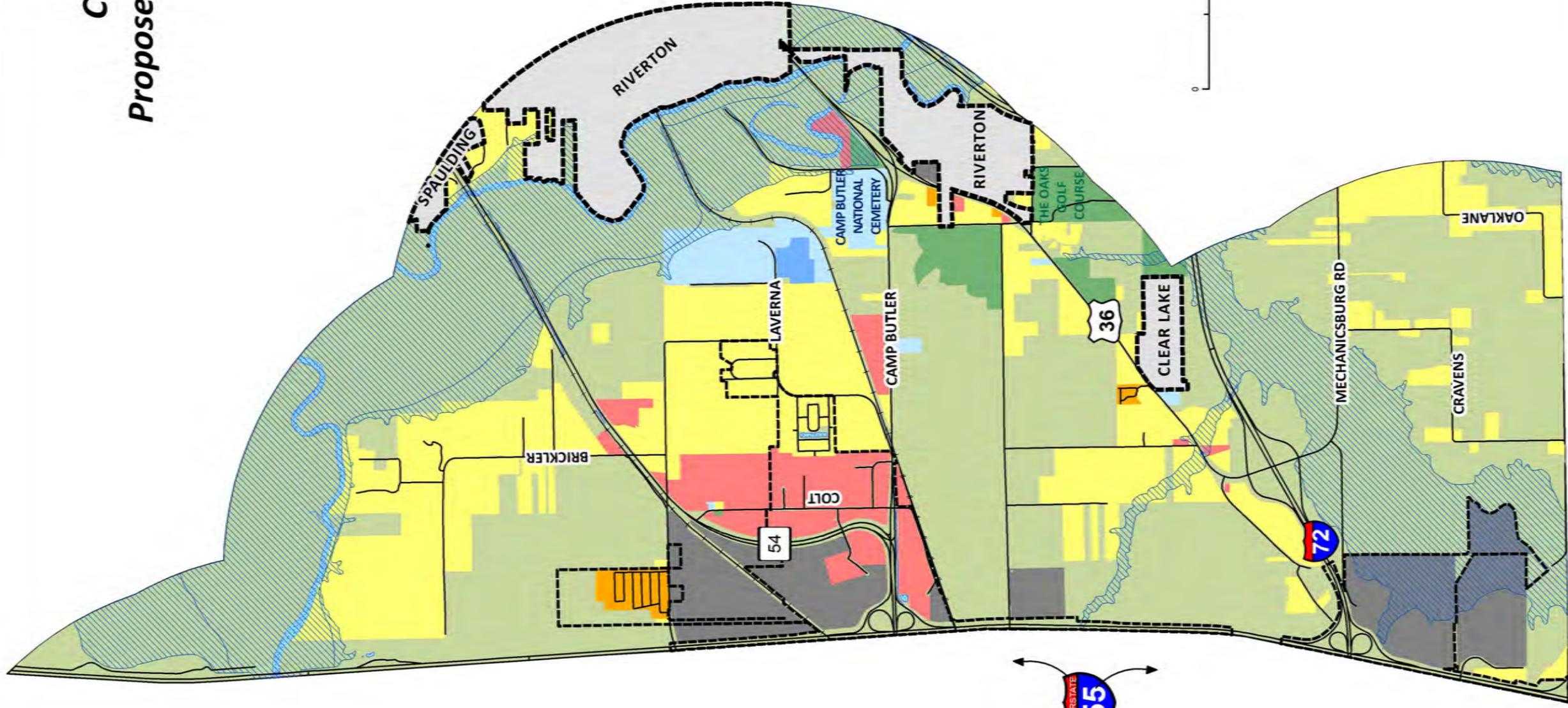
SPECIAL AREAS

Land along Colt Road was previously established as a commercial/industrial area. The proximity to Interstate 55 and Route 54 provide favorable traffic for commercial sites, as well as providing a buffer between industrial land and residential land. There are several vacant parcels which are “shovel ready” for higher intensity uses and efforts should be coordinated to market the properties for these uses.

Since much of the land in this sector is in or adjacent to floodplain, recreational or open green space is the most ideal type of development for these portions of Sector 9.

Sector 9 Camp Butler Proposed Land Use

Sangamon County GIS-JL

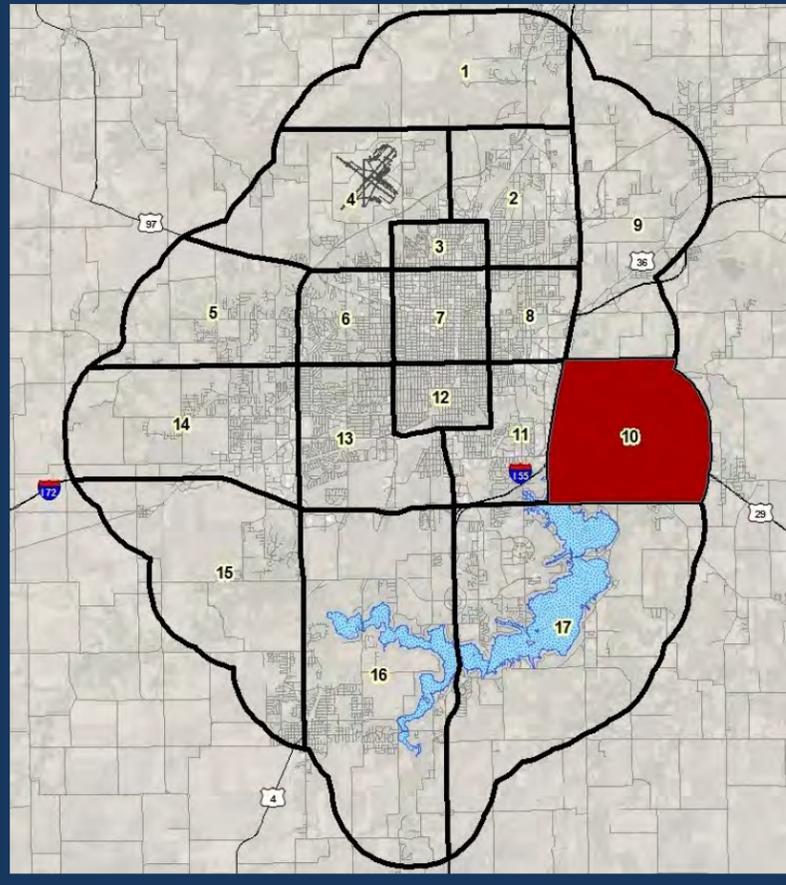


- LOWER DENSITY RESIDENTIAL
- HIGHER DENSITY RESIDENTIAL
- COMMUNITY OFFICE-FACILITIES SERVICE
- COMMERCIAL -UTILITY
- INDUSTRIAL -UTILITY
- PARKS-RECREATION
- POLICY CONTINGENT
- FLOODPLAIN CONSERVATION
- WATER BODY
- MUNICIPALITY BOUNDARY

SPRINGFIELD LAND USE

SECTOR 10:

Long Bridge Trail Area



NATURE OF THE SECTOR

The sector is bordered by: Interstate 55 to the west; Springfield’s extra-territorial jurisdiction to the east; and the north is framed from the non-existent lateral extension of South Grand Avenue, if it were to lengthen eastward. The southern edge of the sector also uses the non-existent lateral extension of Interstate 72 as a landmark for the southern border.

The Village of Rochester is located within the sector and its extra-territorial jurisdiction overlaps with that of Springfield’s. Significant areas of land remain under the jurisdiction of Sangamon County. The floodplain is a major presence in this area as well as a portion Lake Springfield. Sector 10 is predominantly residential, but recreational land is also well-established. The CWLP industrial power plant is located in the sector.

Infrastructure and Public Amenities

Utilities: Public sewer is available in the west half of the sector. The remainder of the sector is within the Sangamon County Water Reclamation District’s (SCWRD) Facility Planning Area (FPA). Sewer is not available and an extension of sewer lines would be required. Public water is available in the southwest portion of the sector, but extending water mains or annexing to the city may be necessary in other parts of the sector. Some areas of the sector are served by a local water co-op, and fire flow capacity may be limited. This requires greater space between buildings and less dense development. Electricity is available throughout the entire sector.

Transportation: The major roads in this sector include Interstate 55, Illinois Route 29, Hilltop Road, Rochester Road, and East Lake Shore Drive. Long range plans call for adding two lanes and sidewalks to Hilltop Road from Route 29 to Rochester Road. SMART transit service and paratransit services should exist in areas not along Sangamon Mass Transit District’s bus routes.

Environmental: Many soils in the area are very limited for septic fields, emphasizing the need for public sewer access prior to development. Underground mines are present in a small portion of sector, but they still pose a threat for subsidence. The Class C natural areas near Tuxhorn Road should be protected.

Recreational: Lost Bridge Trail runs through the sector, and a possible extension of it along Route 29 near Tuxhorn Road provides direct access. Lake Springfield, Tom Madonia Park East and West, and Forest Park provide recreational opportunities for residents. A trail also runs adjacent to East Lake Shore Drive from Rochester Road to the CWLP offices at 200 East Lake Shore Drive. A sidewalk continues west over Spaulding Dam.

LAND USE REVIEW

A significant portion of this sector is located within the floodplain. These areas should be preserved as floodplain conservation.

The area south of Lost Bridge Trail and west of Hilltop Road is designated as policy contingent. However, when services become available, lower-density residential is preferred.

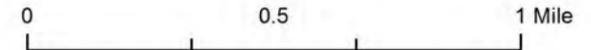
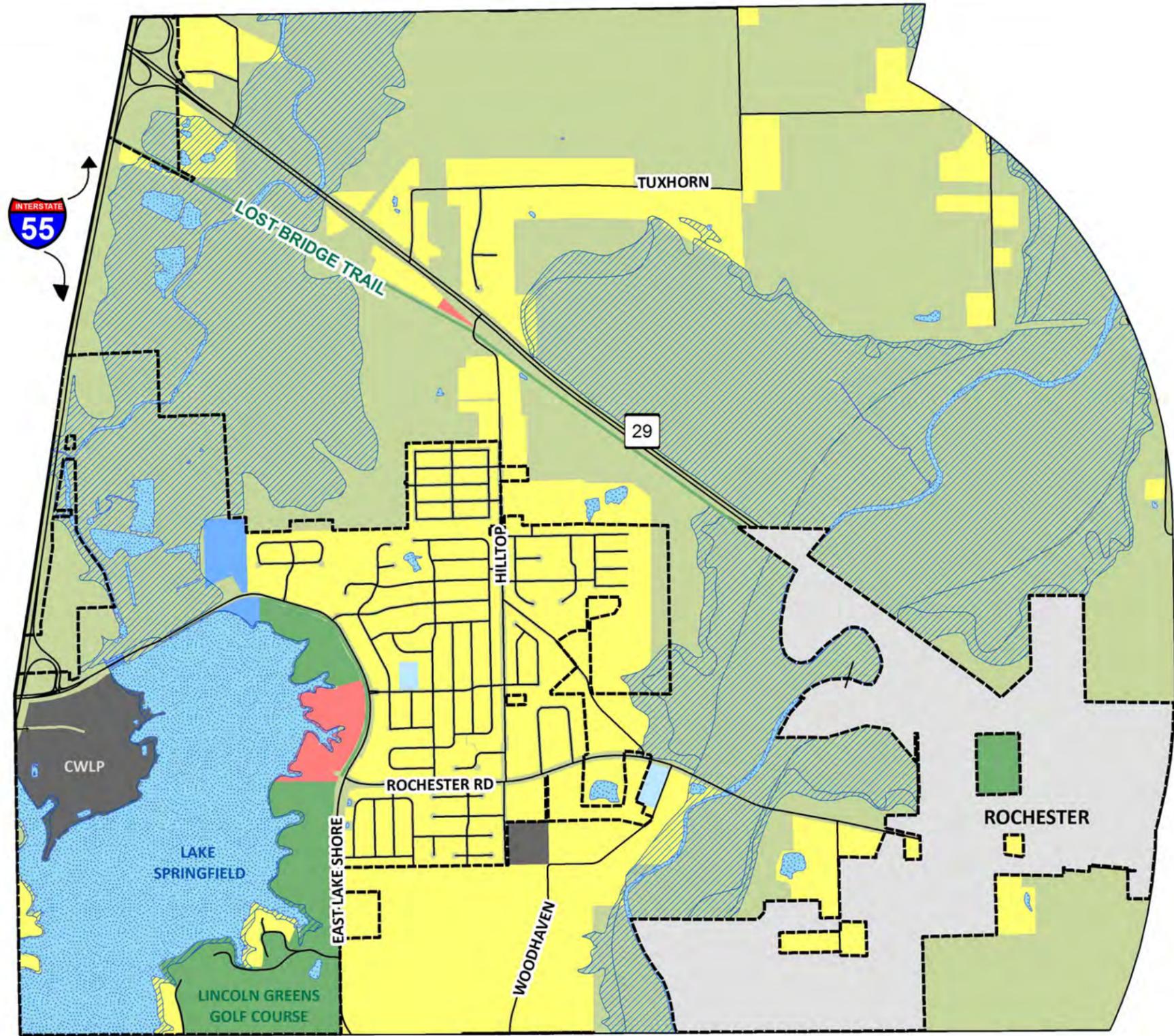
Lower-density residential is also preferred in the area between East Lake Shore Drive

and Woodhaven Drive. Ensuring that public sewer service is available is critical prior to approving significant development in this area as many soils are limited for septic fields.

SPECIAL AREAS

There are no specific areas within the sector that require special attention or identification.

Sector 10 Lost Bridge Trail Proposed Land Use



Sangamon County GIS-JL



SPRINGFIELD LAND USE

SECTOR 11: Southeast Area

NATURE OF THE SECTOR

The sector is bounded by: South Grand Avenue to the north; Interstate 55 to the east; Stevenson to the south; and South Sixth Street (Business 55), Stanford Avenue, and 19th Street to the west.

The western portion (between South Sixth Street and Fox Bridge Road) is characterized by mainly office-service and commercial uses clustered near the South Sixth and Stevenson intersection in the former Fiat-Allis site. Slightly east is an unincorporated residential neighborhood with Jefferson Middle School located at its center. The central portion (between Fox Bridge/19th and Taylor) is predominantly residential in the northern part near Southeast High School, and in the southern part centered on the Laketown neighborhood. There is a large mixed-use area in the middle of this portion called Lake Victoria. The eastern portion (east of Taylor) is characterized by residential in the western half, and commercial uses in the eastern half near Dirksen Parkway between Stevenson and South Grand Avenue.

Infrastructure and Public Amenities

Utilities: Public sewer and electric are available in this sector. Public water is available in many places. Some parts in the northern half may require annexation to the City and/or extension of water mains for service.

Transportation: The primary roads in this sector are Interstate 55, Business 55 (South 6th Street), Dirksen Parkway, and Stevenson Drive. With completion of the Stanford Avenue extension, the South 11th Street extension between Knox and Lincolnshire is the most important short-term road project. Over the longer-term, South 6th Street is proposed to be widened with two extra lanes. Public transit is available in this sector. Short-term transit goals include providing bus transit services to the South Dirksen Parkway commercial corridor, providing paratransit services for the disabled to areas not along bus routes, and providing transit to Stevenson Drive/Laketown.

Environmental: Many of the soils in the area are limited for septic fields, which underscores the need for sewers. Protection of the Lake Springfield watershed and pockets of wetlands in the area are also important. The largest wetlands are near the Lost Bridge Bike Trail and to the east of the Illinois Department of Transportation Hanley Building on Dirksen Parkway. Smaller wetlands are also located near the Abundant Faith Planned Unit Development (PUD), the South 6th Street Wal-Mart, and near the site of a former landfill west of Dirksen Parkway and slightly north of Hermitage Road. Underground mines that can lead to mine subsidence are present in this sector.

Recreational: Providing additional direct access to the Lost Bridge Trail is a recreational opportunity in this sector. There is a trailhead for a short trail located behind the Abundant Faith PUD.

LAND USE REVIEW

Much of this sector is built out. As vacant parcels become available, they should fill in with uses that are compatible with the area. Should parcels become vacant in lower-density residential areas, there are opportunities to use vacant lots for creative single-family residential use under this plan's policy to encourage the redevelopment of small lots of record.

In the central portion of the sector, there is a small section of vacant land along the west side of Taylor Avenue north of the intersection with Stevenson that should develop with commercial uses closer to the intersection and higher-density residential north closer to the existing apartment buildings. It is envisioned that these parcels will develop in a form similar to Lake Victoria and consistent with this plan's general policies regarding redevelopment. The area east of the railroad tracks between Truman and Stanford Avenue is envisioned to have light commercial uses. North of Truman Road west to the railroad tracks, is designated for lower-density residential surrounding the private recreational area. While higher-density residential is designated at the northeast corner of Fox Bridge and Truman, light commercial may also be appropriate.

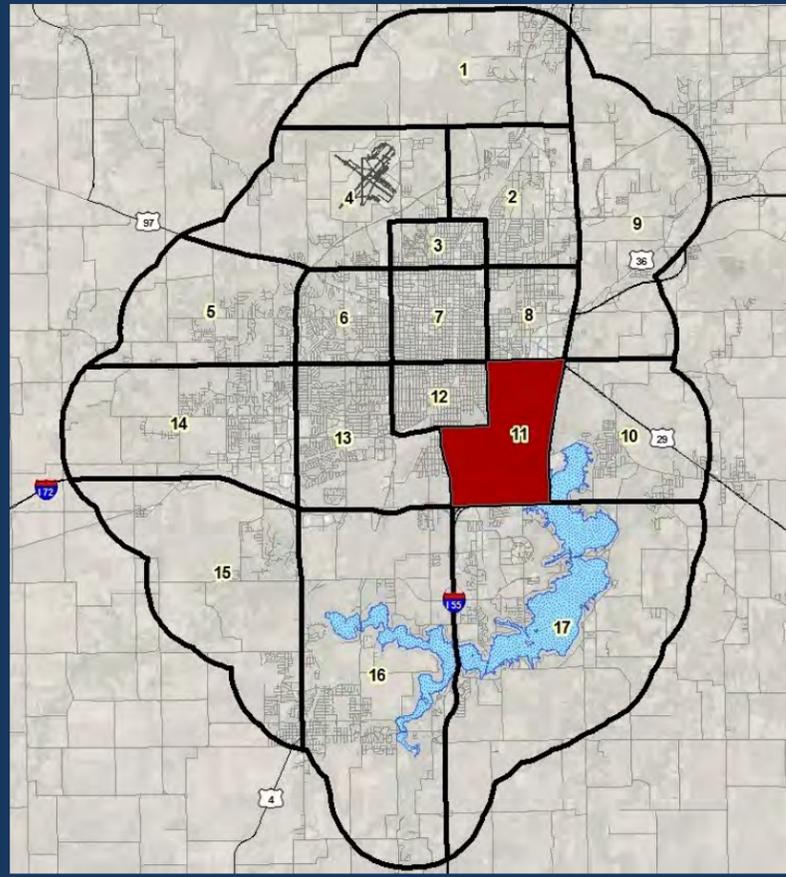
In the eastern portion of the sector, the south side of South Grand Avenue east of Pope to Dirksen should remain commercial. Vacant parcels along this stretch of South Grand should develop with commercial uses. The north side of Ash Street east of Groth has some older residences that should be allowed to remain. However, as parcels in this area redevelop, there should be a transition to commercial usage. Proceeding slightly southwest, lower-density residential is designated for the east and the west sides of Groth south to the small stream. Slightly east of this area, the vacant area on both sides of the creek east to Dirksen is envisioned as higher-density residential. In the southeastern part of the sector, the timbered areas surrounding the Hope Institute are owned by the City/CWLP and are envisioned to remain a conservation area.

SPECIAL AREAS

The intersection of Lincolnshire and South 6th Street is proposed to have a Gateway feature. Coordinating this work with the proposed state expansion of South 6th Street is a possibility.

The east side of 11th Street between the railroad spur and Stevenson Drive presents some special challenges. The previous 2020 Springfield City Plan called for the area on the east side of 11th Street south of the railroad spur and Stevenson Drive, to be a redevelopment area. Challenges remain in this area, and it should be designated as an Opportunity Area. The extension of 11th Street may provide some additional opportunities for revitalization. The industrial area on the railroad spur is envisioned to remain. As the residences that front on 11th Street age-out, converting the properties to light commercial uses would be preferred. Higher-density residential that fits in with the type and scale of the surrounding area may also be appropriate. Northwest of the intersection of 11th Street and Stevenson, office-service and light commercial uses are appropriate to complete development in the Park South area.

The trailhead located behind Abundant Faith PUD provides an opportunity for the trail to be extended west along Stanford Avenue. Completing this link would address the goal of increasing connectivity for city residents.

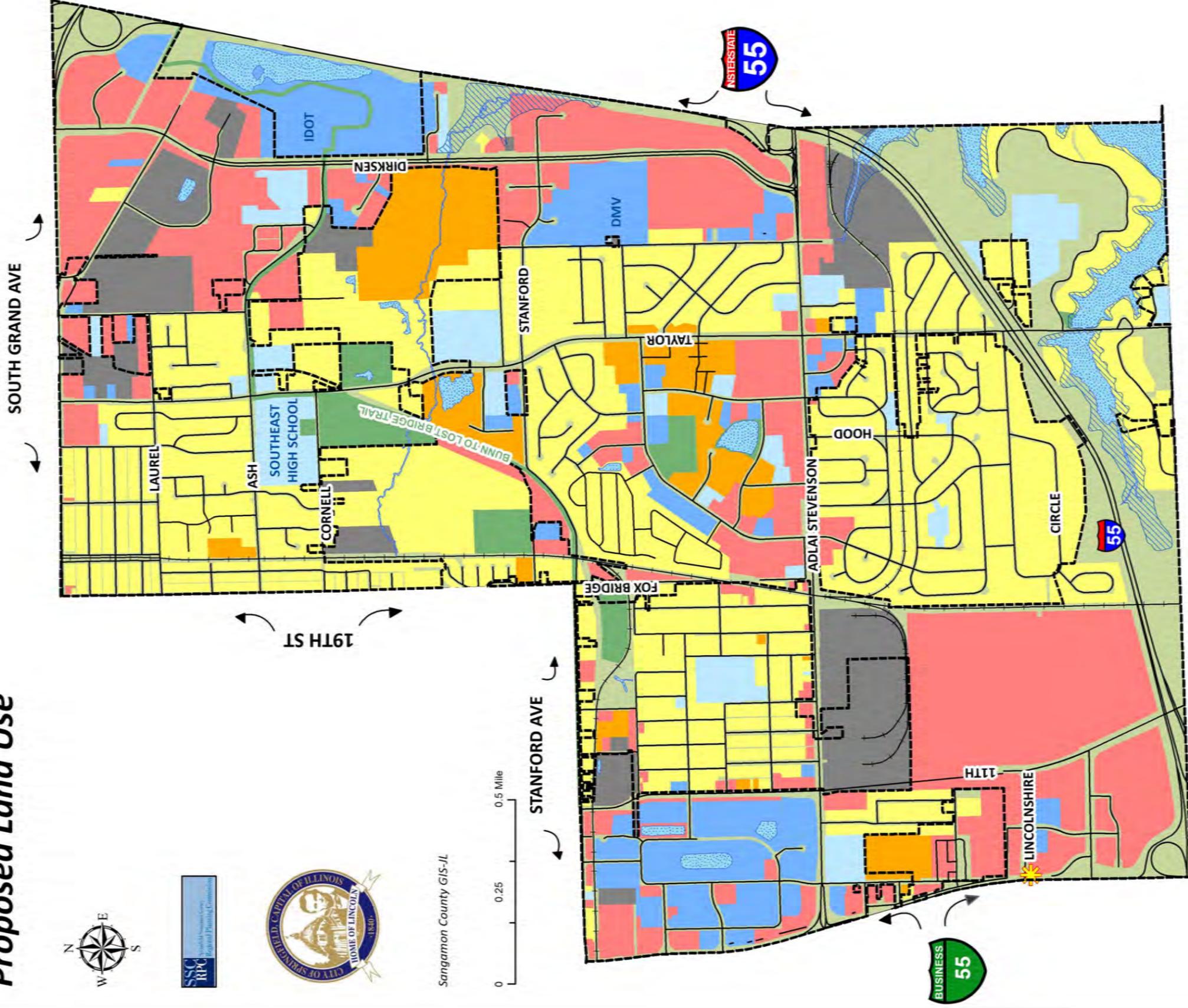


Sector 11 South East Proposed Land Use



Sangamon County GIS-IL

0 0.25 0.5 Mile



- LOWER DENSITY RESIDENTIAL
- HIGHER DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL -UTILITY
- OFFICE -SERVICE
- COMMUNITY FACILITIES
- PARKS -RECREATION
- POLICY CONTINGENT
- FLOODPLAIN CONSERVATION
- WATER BODY
- GATEWAY FEATURE
- SPRINGFIELD BOUNDARY

Residential Mixed Use Commerce Open Space Other Hydrology Opportunity Municipality

SPRINGFIELD LAND USE

SECTOR 12: Near South Area

NATURE OF THE SECTOR

The sector is bounded by: South Grand Avenue to the north; Stanford Avenue to the south; 19th Street to the east; and MacArthur Boulevard to the west.

This sector is almost completely built out. It is anchored by stable neighborhoods of older residences on narrow lots of record and commercial areas along arterial roads such as South Grand, parts of 5th and 6th streets, Stanford, and MacArthur. Small older neighborhood commercial nodes are located along neighborhood arterial streets such as Laurel and Ash.

Infrastructure and Public Amenities

Utilities: Public water, sewer, and electricity are readily available.

Transportation: The major roads in this sector are Business 55, MacArthur Boulevard, Stanford Avenue, South 5th and 6th Streets, Ash, Laurel, and 11th Street. Major short-term road projects include underpasses for Laurel and Ash at the 10th Street railroad tracks and widening of Stanford Avenue between 11th Street and Fox Bridge. Major long-term projects include widening parts of South Second, Stanford Avenue (6th to 11th Streets), and Business Route 55. Public transit is available. Short-term transit goals include providing bus transit services to residential areas and providing para-transit services for the disabled to areas not on bus routes.

Environmental: Underground mines are present in this sector which could lead to mine subsidence. Two wetlands are located near the intersection of the Union Pacific and Norfolk Southern railroad tracks and near Bunn Park. Additionally, there is a natural area along the Union Pacific railroad line between Lenox and Cornell.

Recreational: Bunn to Lost Bridge Trail will extend to 11th Street from the east along Stanford Ave. Iles and Bunn Parks provide recreational opportunities.

LAND USE REVIEW

Major changes for much of this sector are not contemplated from those specified in the previous 2020 City Plan. Instead, the primary focus should be on maintaining residential neighborhoods in accordance with the general land use policies contained in this plan.

Vacant parcels are encouraged to be used for infill development that complements the character of the surrounding area and is in accord with the plan unless otherwise designated. Throughout the sector, it is important to preserve the established residential areas as much as possible. These residential areas represent a form of affordable housing that benefits the City.

Along South Grand Avenue, commercial is appropriate east of 3rd Street. Areas west of 3rd Street along South Grand Avenue are designated for neighborhood commercial. It is important not to let the commercial uses along South Grand Avenue creep into the neighborhoods immediately to the north and to the south. Likewise, on South 5th and South 6th Streets, particularly south of Myrtle, it is important to not let commercial uses creep into the established residential areas unless more than 50 percent of the block face has changed to commercial or office uses in accordance with this plan's general land use policies. In any case, commercial uses should generally have frontage along arterial roadways.

The area bounded by 9th Street, South Grand Avenue, 11th Street, and Ash has more commercial areas designated than the previous City Plan. This reflects that the area is proposed for two underpasses for Laurel and Ash at the 10th Street railroad tracks due to the high-speed rail project. The area near the intersection of Ash and 11th Streets recently had an industrial facility demolished. This property is designated for commercial use.

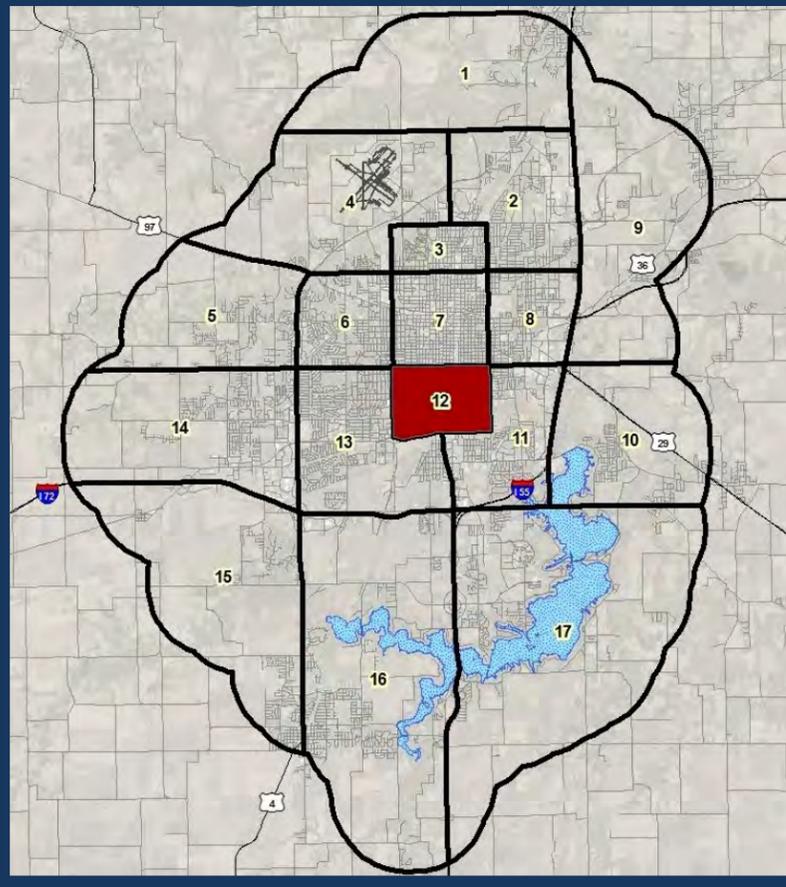
In the southwest part of the sector, commercial uses are proposed along the south side of North Street. The intensity of the commercial uses that develop along the vacant part of North Street should match the condition of the road. Until the road is improved, further heavy commercial use is not contemplated.

In the southeast part of the sector, vacant parcels in the area east of Fox Bridge are appropriate for lower-density residential development.

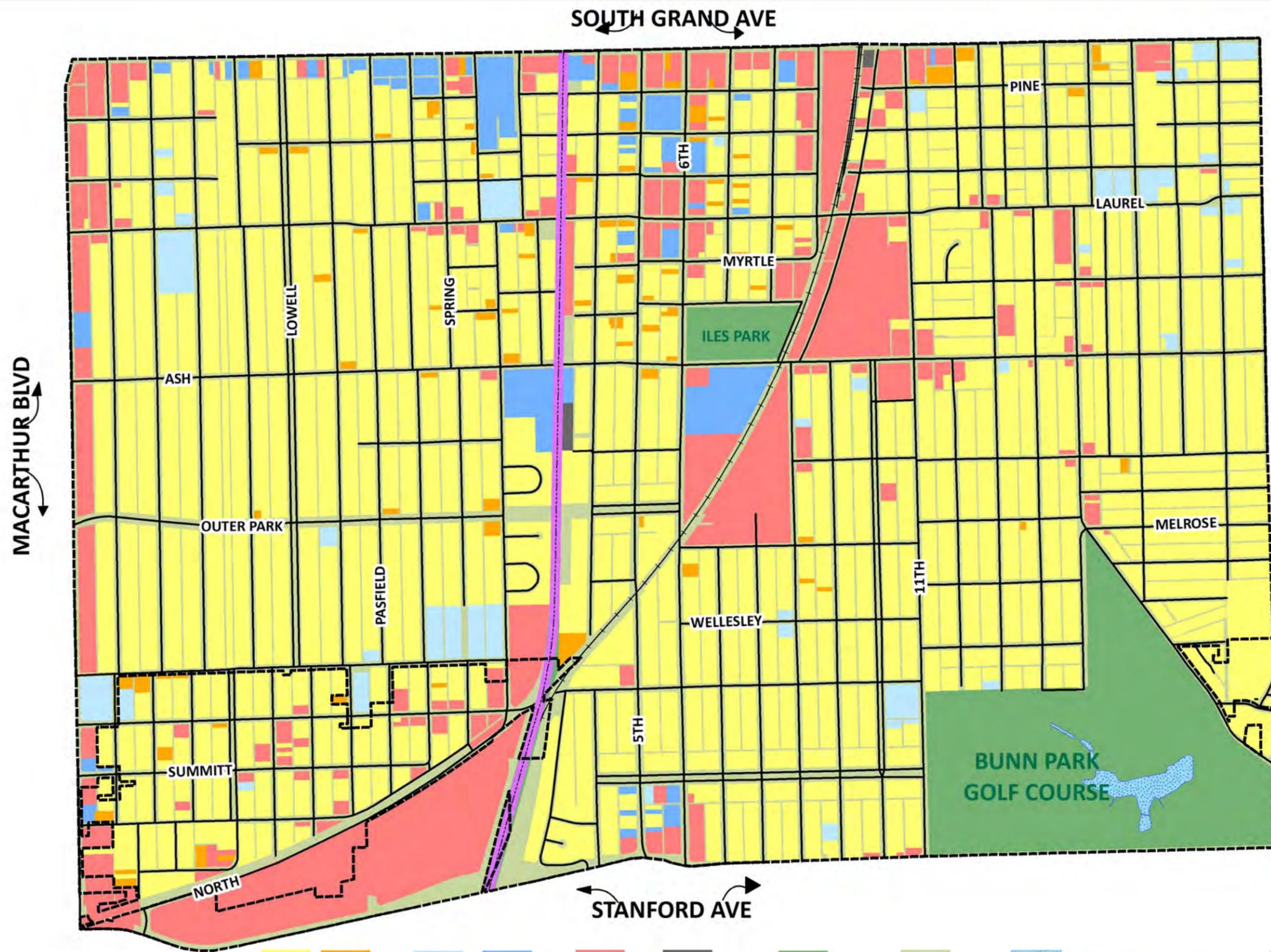
SPECIAL AREAS

The 3rd Street corridor is identified as an Opportunity Area in this plan. When the Union Pacific railroad line is vacated, the corridor represents an opportunity for a linear park. Additional flexibility should be provided to properties immediately adjacent to the linear park to encourage redevelopment to uses that would complement the area. A connection between the linear park along 3rd Street to Iles Park at the northeast corner of 6th and Ash Streets is also envisioned.

There are areas within the sector that could be established as Legacy Neighborhoods, and plans should be developed for these areas in accordance with guidelines established by the city. If this occurs, the city should adopt these plans as amendments to this comprehensive plan.



Sector 12 Near South Proposed Land Use



0 0.125 0.25 Mile

Sangamon County GIS-JL



- | | | | | | | | | | | |
|--------------------|----------------|----------------------|----------------|-----------------|--------------------|-------------------|-------------------|------------------|--------------------|----------------------|
| LOWER DENSITY | HIGHER DENSITY | COMMUNITY FACILITIES | OFFICE-SERVICE | COMMERCIAL | INDUSTRIAL-UTILITY | PARKS-RECREATION | POLICY CONTINGENT | WATER BODY | CORRIDOR | SPRINGFIELD BOUNDARY |
| Residential | | Mixed Use | | Commerce | | Open Space | Other | Hydrology | Opportunity | Municipality |

SPRINGFIELD LAND USE

SECTOR 13: Southwest Area

NATURE OF THE SECTOR

Sector 13 is bordered by: Route 4 (Veterans Parkway) on the west; Interstate 72 along the south; Business 55 and MacArthur Boulevard along the east; and South Grand Avenue and Stanford Avenue on the north.

The villages of Jerome and Southern View are located in this sector along with the City of Leland Grove. Portions of the sector remain under the jurisdiction of the Sangamon County. Overall, this sector is very diverse and has all land use types prevalent. Residential land makes up most of the western half, while commercial corridors extend throughout the sector. It is recommended to follow the existing trend of development for future growth. A fly over study for the rail line located north of Interstate 72 and south of Southern View, will have significant effect on the development in this area. The impact of the fly over on land use in the area will be determined when the designs for it are final, potentially requiring amendments to this plan for the area immediately adjacent to the rail fly over.

Infrastructure and Public Amenities

Utilities: Public sewer and water are readily available throughout a majority of the sector. Extension of sewer and water lines, or an annexation to the city, need to occur prior to development in the southern parts of the sector where sewer and water lines do not currently exist. Such development should complement neighboring uses. Electricity is available throughout the entire sector.

Transportation: Major routes within this sector are Interstate 72, Business 55, Route 4, MacArthur Boulevard, Wabash Avenue, and Chatham Road. Long-range plans call for the addition of two lanes and sidewalks on Wabash Avenue, two lanes on Chatham Road, and a wide shoulder and sidewalks from Westchester to Woodside Road. Plans also call for Lincolnshire to be extended from Business 55/6th Street to Freedom Drive, Iles Avenue and Park Street to be upgraded with sidewalks, two lanes to be added to Business 55, and the addition of a bike lane and sidewalk from Stanford to Interstate 55. Bus service should be provided to the commercial corridor on MacArthur Boulevard, and an on-street transfer center should be located at MacArthur and Stanford. Paratransit should be available for the disabled to areas not served by bus routes.

Environmental: The soils are limited by high water tables in this sector underscoring the need for public sewer access. Wetlands are present in southern part of sector and at Illini Country Club. The Jacksonville Branch and floodplain is heavily urbanized. Underground mines are prevalent in a majority of the sector, so subsidence is a potential threat to development.

Recreational: Sector 13 provides direct access to the Wabash and Interurban trails. A number of parks such as Cadigan, Lindbergh, Vredenburg, and Westchester Parks provide recreational green space for residents. A bike path exists adjacent to Outer Park Drive connecting residents to MacArthur Boulevard's commercial corridor.

LAND USE REVIEW

Higher-density residential land is preferred directly west of Southern View, particularly near Stanford Avenue. However, the higher-density residential land should be bordered with commercial use along MacArthur Boulevard.

MacArthur Boulevard is a commercial corridor and the proposed land uses should match that trend. Higher-density residential uses are preferred to serve as a buffer between commercial uses fronting along MacArthur, and lower-density residential land immediately west of the Interurban Trail.

The Legacy Pointe Planned Unit Development along MacArthur Boulevard should follow the most recent, adopted plans for this development.

Higher-density residential is preferred in the area north of the proposed Lincolnshire Extension, and between Chatham Road and the Interurban Trail, blending into lower-density residential south of Westchester.

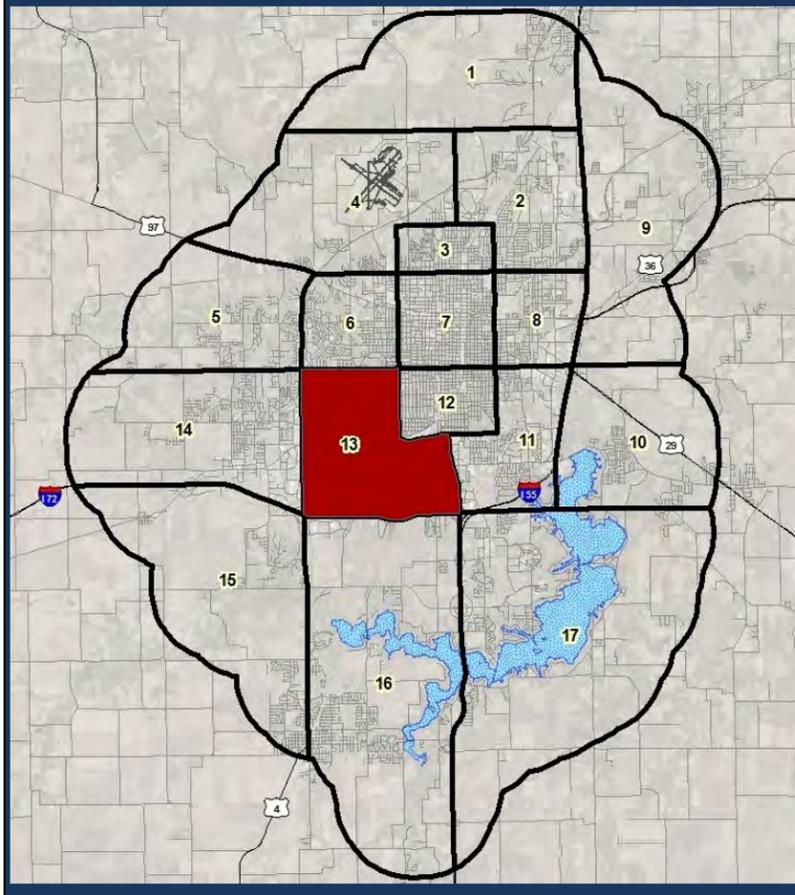
Commercial land uses should border the northern portions of Hazel Dell Road and be consistent with the surrounding uses. Other similarly-intense uses, such as office or higher-density residential, are appropriate as well.

Lower-density residential is designated immediately south of Southern View to approximately Lincolnshire Boulevard. Higher-density residential should develop immediately north of Interstate 72 and south of Southern View, but only after the extension of Lincolnshire is built.

There are some industrial warehouses located east of MacArthur. These uses should be maintained. If a need for redevelopment should occur, changes in use should be made in accordance with the general redevelopment policies in this plan.

SPECIAL AREAS

Sector 13 hosts a variety of green spaces, including golf courses, parks, and trails. All recreational land and green space should be kept and preserved throughout the entire sector. The addition of more open space; ideally in or around the floodplain, should be pursued to give the residents in this area additional recreational opportunities.



Sector 13 Southwest Proposed Land Use

Residential

- LOWER DENSITY
- HIGHER DENSITY

Mixed Use

- COMMUNITY FACILITIES
- OFFICE-SERVICE

Commerce

- COMMERCIAL
- INDUSTRIAL-UTILITY

Open Space

- PARKS-RECREATION
- POLICY CONTINGENT

Other

- FLOODPLAIN
- WATER CONSERVATION BODY

Hydrology

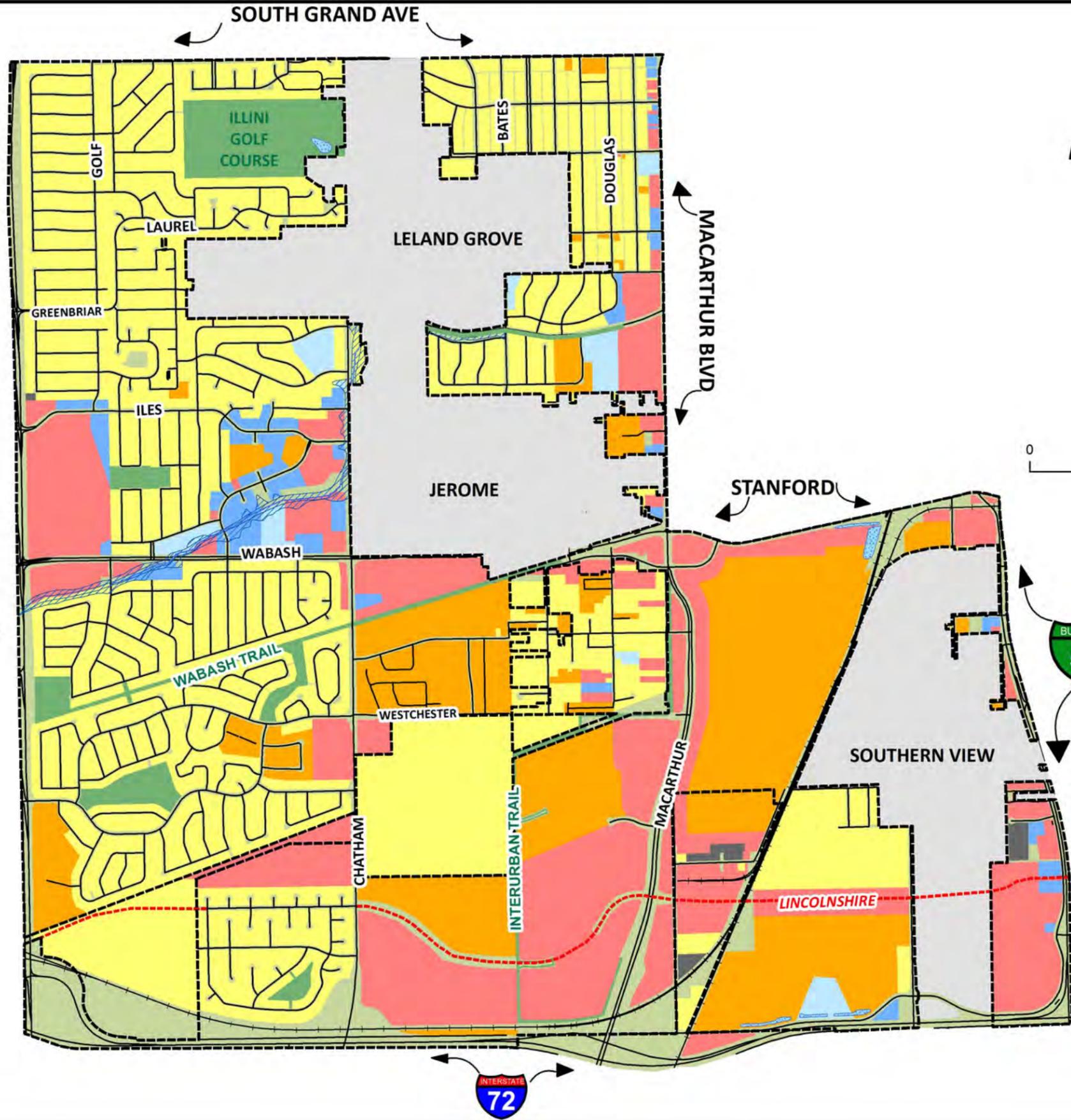
- SPRINGFIELD BOUNDARY

Municipality

- PROPOSED ROAD

Transportation

4



0 0.45 0.9 Mile

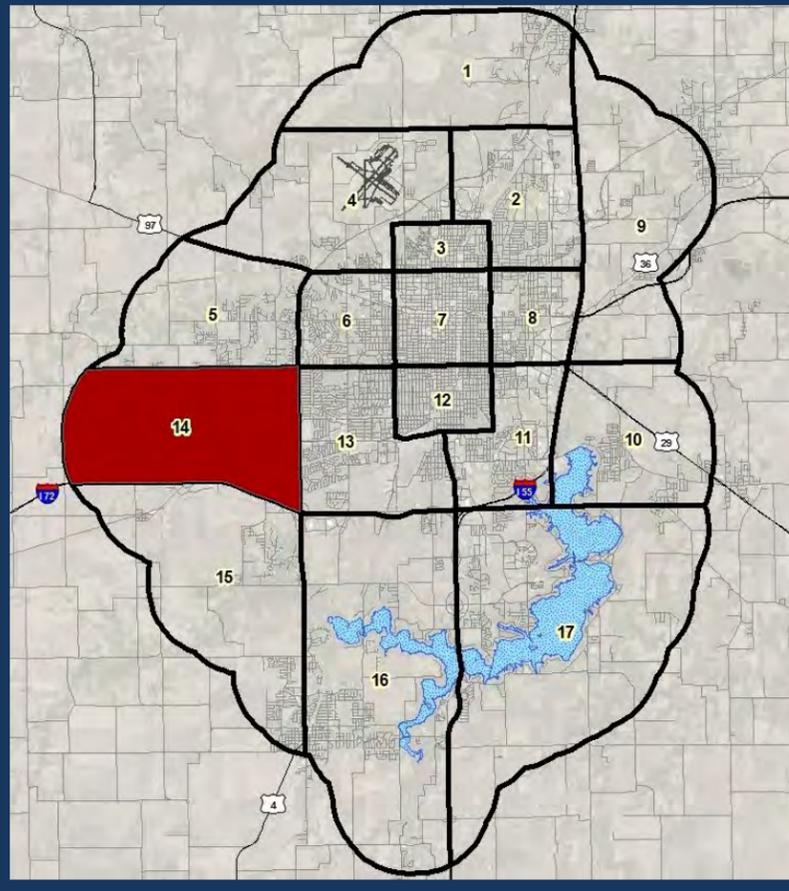
Sangamon County GIS-JL



SPRINGFIELD LAND USE

SECTOR 14:

West Iles Area



NATURE OF THE SECTOR

The sector is bounded by: Old Jacksonville Road to the north; Interstate 72 to the south; near Farmingdale Road to the west; and Illinois Route 4 (Veterans Parkway) to the east.

This sector has experienced intense growth. It is characterized by lower-density residential with office and commercial land uses clustered in the southeast portion of the sector near the Veterans and Wabash Road intersection.

Infrastructure and Public Amenities

Utilities: Public sewer is readily available in the eastern half of the sector. Some areas in the central portion are within the Sangamon County Water Reclamation District's (SCWRD) Facilities Planning Area (FPA) where sewer is not readily available and extensions would be required. The western portion is outside the FPA and sewer service is not available without Illinois EPA approval. Water service is divided in the sector between CWLP and the Curran-Gardner Water District. In areas where water is supplied directly by Curran-Gardner, fire flow capacity may be limited, requiring greater spacing between buildings and less density. Some portions of the sector may require water main extensions to serve development. Electric service is available throughout the sector.

Transportation: The primary roads in this sector are Interstate 72, Illinois Route 4 (Veterans Parkway), and Wabash Avenue. Proposed road extensions include: Bradfordton Road, Greenbriar Drive, Hedley Road, and Iles Avenue. Several pending short-term projects will have an impact in this sector. They include: improvements near the intersection of Archer Elevator Road and Iles Avenue; upgrading and widening Hedley Road and reconstructing its intersection with West White Oaks Drive; and, widening Old Jacksonville Road to five lanes from the existing road to the new proposed alignment. Long-term improvements planned in the sector include north-south roads like Archer Elevator Road, Bradfordton Road, and Cockrell Lane, and east-west roads like Cockrell Lane, Greenbriar Drive, Hedley Road, Iles Avenue, Mercantile Drive, and Old Jacksonville Road.

Public transit is available generally east of Koke Mill Road and north of Wabash in this sector. Short-term public transit goals include: providing bus transit services to the Wabash Avenue commercial corridor; providing paratransit services for the disabled to areas not along bus routes; providing the West Wabash bus route at full fare to serve commercial areas; serving the Kerasotes YMCA; and SMART service to rural areas outside the Sangamon Mass Transit District (SMTD) boundary. A long-term goal is to extend the SMTD boundaries to provide service for new development.

Environmental: There is a large amount of prime agricultural land in this sector. Many of the soils in this sector have limited soil capacity for septic systems, underscoring the need for sewers. There is floodplain along Jacksonville Branch, Archer Creek, and a tributary to Archer Creek. Archer Creek and one of its tributaries slightly west of Centennial Park Subdivision have wetlands that will need to be considered for road and/or development projects. Underground mines that can lead to mine subsidence are present in a small part of the sector. The Franklin's Ground Squirrel may continue to have an effect on development decisions in this sector.

Recreational: Centennial and Rotary Parks provide recreational opportunities. Providing more access to the Sangamon Valley and Wabash Trails should be encouraged.

LAND USE REVIEW

Land use policies that limit development without the presence of services are particularly applicable in this sector. Roads, sewer, and to a lesser extent water, are problems in the western part of this sector resulting in Lenhart Road being a dividing line for growth. The improvement of Lenhart Road and other existing and proposed arterial roadways is recommended prior to approving large new developments in areas without necessary infrastructure, particularly any proposed developments west of Lenhart.

In the western part of the sector, the area bounded by Iles, Emerson, Bunker Hill, and Farmingdale, has water service available; however, there are no sewers and the roads need improvement. This area is designated to remain policy contingent. When adequate public services are provided and the roads are improved, lower-density residential is acceptable. An area north of Centennial Park Subdivision is designated for lower-density residential after Lenhart and Iles are improved. The area between Bunker Hill and Wabash west to the proposed Sangamon Valley Trail southern extension is most appropriate for light industrial and heavy commercial usage.

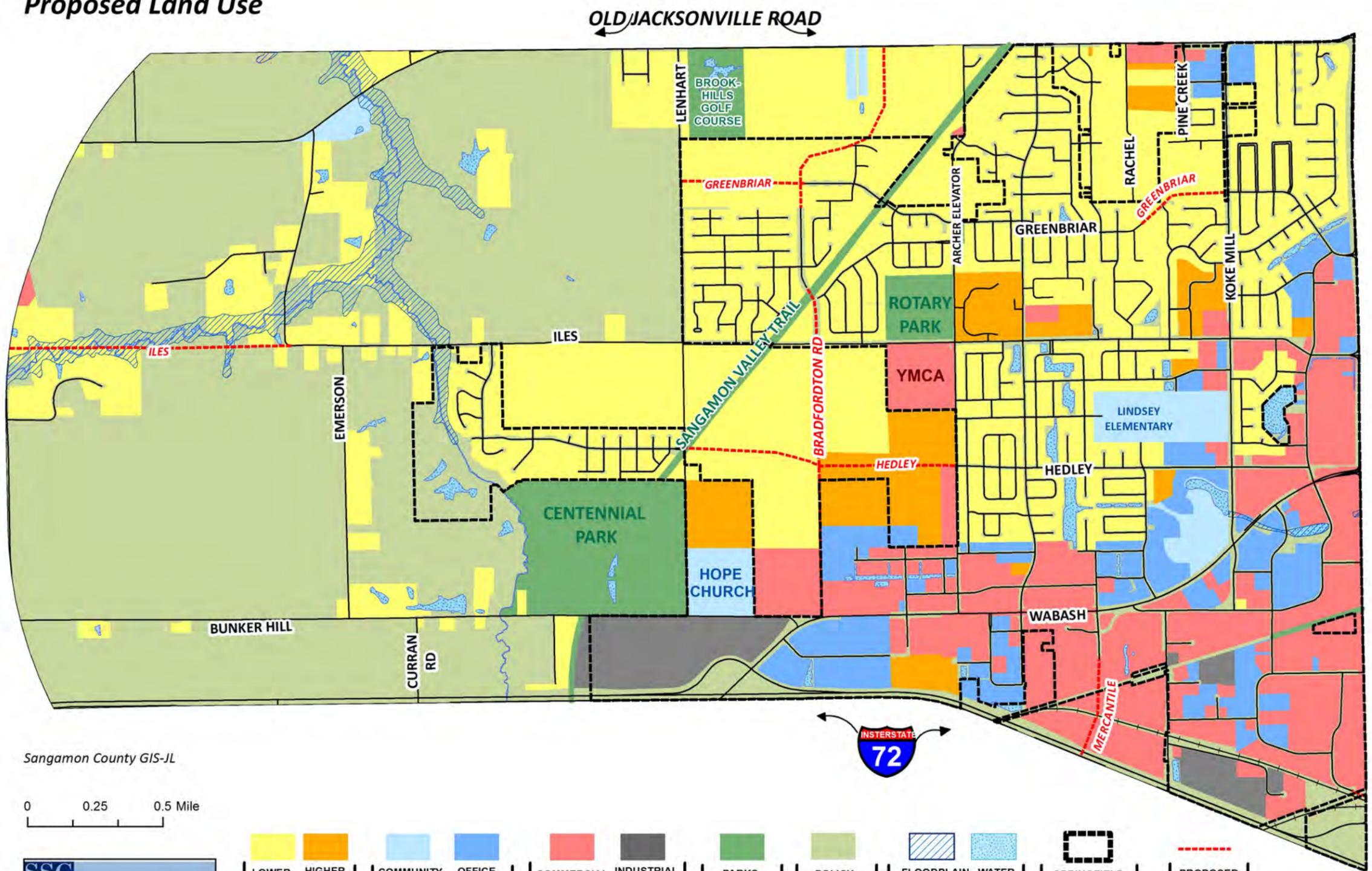
In the eastern part of the sector, the tracts north of Deerfield subdivision are designated for lower-density residential when roads are extended and Lenhart Road is improved. The area immediately west of the YMCA facility is designated for lower-density residential after Lenhart Road is improved and public services are available. Slightly east of the proposed Hedley and Bradfordton intersection, higher-density residential is proposed to buffer the office-service uses proposed to the south and the YMCA and the lower-density residential proposed to the north. North of the Hope Church is designated for mixed density residential after Lenhart is improved.

The area south of Wabash Avenue has diverse uses. In this area, commercial and office-service are proposed for areas that remain vacant with frontage on Wabash. The areas south of Wabash that remain vacant are proposed for office-service, commercial and scattered industrial usage. Near the Koke Mill and Iles intersection, commercial is proposed, but neighborhood commercial is preferred due to the residential areas in the vicinity. Immediately east of Lindsay Elementary is a vacant parcel designated as a community facility because District 186 owns the site as a potential future school location. The area south of the proposed school site on the north side of Hedley is designated for office-service use, but higher density residential may also be appropriate due to the adjacent elementary school.

SPECIAL AREAS

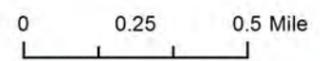
No areas in this sector are identified as meeting the parameters that would call for special attention being given to them.

**Sector 14
West Iles
Proposed Land Use**



4

Sangamon County GIS-JL



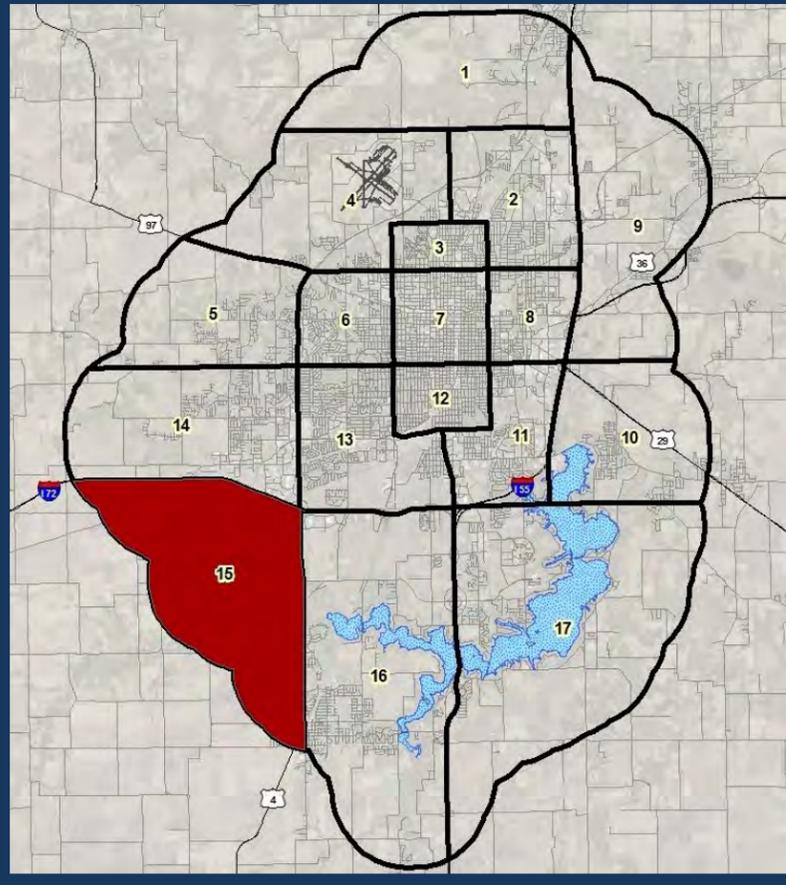
- | | | | | | | | | | | | |
|--------------------|----------------|----------------------|----------------|-----------------|--------------------|-------------------|-------------------|------------------|-------------------------|------------------------------------|---------------|
| LOWER DENSITY | HIGHER DENSITY | COMMUNITY FACILITIES | OFFICE-SERVICE | COMMERCIAL | INDUSTRIAL-UTILITY | PARKS-RECREATION | POLICY CONTINGENT | FLOODPLAIN | WATER CONSERVATION BODY | SPRINGFIELD BOUNDARY | PROPOSED ROAD |
| Residential | | Mixed Use | | Commerce | | Open Space | Other | Hydrology | | Municipality Transportation | |



SPRINGFIELD LAND USE

SECTOR 15:

Spaulding Orchard Area



NATURE OF THE SECTOR

The sector is at the extreme southwest edge of the Springfield planning area and is bounded by: Interstate 72 on the north; on the south and the west by a line that roughly extends from the western border of Chatham northwest to the western border of Curran; and on the east by Illinois Route 4 (Veterans Parkway). The sector contains parts of the villages of Chatham and Curran and overlaps with their extra-territorial planning areas. This sector has experienced some intense growth near Interstate 72 and Illinois Route 4 during the past 25 years. The Lick Creek floodplain transverses the middle of the sector. The Panther Creek Golf Course and Subdivision is a prominent local feature.

Infrastructure and Public Amenities

Utilities: Public sewer is readily available in the northeast corner of the sector. The west central and northwest portions of the sector are outside the Sangamon County Water Reclamation District (SCWRDD) Facilities Planning Area (FPA) and sewer service is not available without Illinois EPA approval. The remainder of the sector within the city's jurisdiction is within the FPA where sewer is not readily available and sewer line extensions are needed. The northeast corner of the sector can be served by CWLP. The remainder of the sector within the city's jurisdiction, north of Mansion Road, is within the Curran-Gardner Water District. In areas where water is supplied directly by Curran-Gardner, fire flow capacity may be limited, requiring greater spacing between buildings and less density. Some portions of the sector may require water main extensions to serve development. Electric service is available throughout the sector.

Transportation: The primary roads in this sector are Interstate 72, Illinois Route 4, Spaulding Orchard Road and Wabash Avenue. Short-term road projects include widening Spaulding Orchard Road to five lanes between Curran Road and Illinois Route 4, and constructing a railroad underpass for Cockrell Lane near Mathers Road. Long-term road improvements planned for the sector include Bradfordton Road, Cockrell Lane, Mercantile Drive, Mathers Road, and Spaulding Orchard Road. Public transit is non-existent in this sector. Short-term public transit goals include SMART transit service to rural areas outside the Sangamon Mass Transit District (SMTD) boundary, and providing paratransit services for the disabled to areas not along bus routes. A long-term goal is to extend SMTD boundaries to provide service for new developments.

Environmental: Protection of the Lake Springfield watershed and the Lick Creek floodplain are important environmental goals in this sector. There is a large amount of prime agricultural land in this sector. Many of the soils in the sector have limited soil capacity for septic systems, underscoring the need for sewers. The Lick Creek floodplain has wetlands that will need to be considered for road and development projects. Underground mines that can lead to mine subsidence are present in a small part of the sector.

Recreational: Panther Creek Golf Course is a recreational opportunity in this sector.

LAND USE REVIEW

Any development that occurs in this sector should be in accordance with the general policies of this plan requiring services to be in place.

It is important to protect the floodplain of Lick Creek and its tributaries in this sector as they feed water to Lake Springfield. The City owns a large amount of protective buffer land in the northeast. This protected area should be extended southwest as the area develops through conservation easements and developer donations. Floodplain and major drainage ways should be conserved and incorporated into a park.

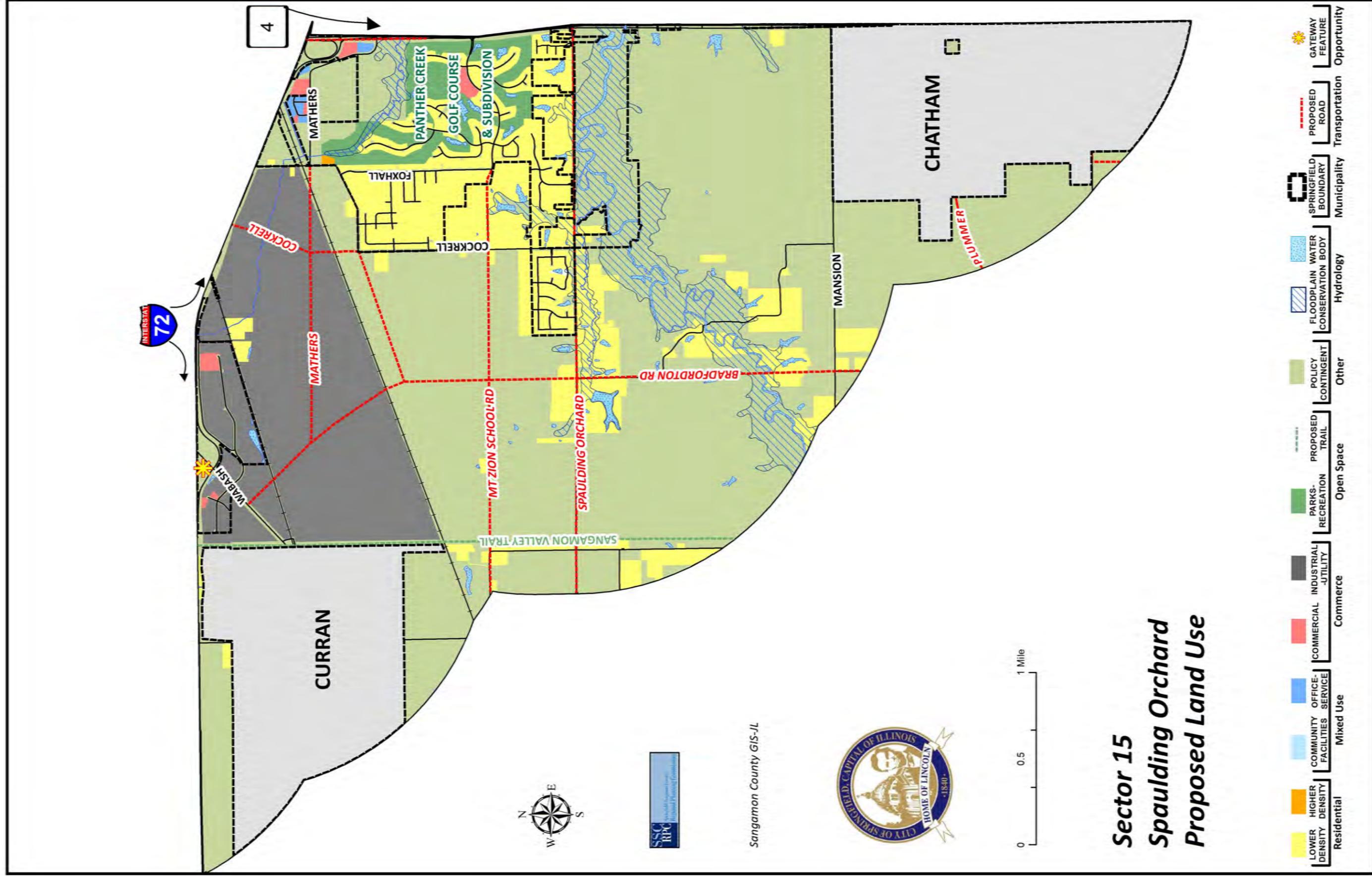
The areas east of Wagon Ford Road and north of Mansion Road to Illinois Route 4 should remain policy contingent until such time that it is served by sewers. Once sewers are present, lower-density residential is appropriate.

In the northern part of the sector, industrial and heavy commercial uses have developed south of Interstate 72 and east of the former railroad tracks proposed to become a southern extension of the Sangamon Valley Trail. A continuance of the previous 2020 City Plan's designation of the area between Interstate 72 and the Kansas City Southern railroad tracks as industrial is proposed. This is an ideal location for additional industrial development due to proximity to the I-72 and Wabash interchange. The proposed road network will drive much of the proposed industrial development. A westward extension of Mathers and north-south extensions of Cockrell and Bradfordton Road would provide road infrastructure to enable further industrial development. An industrial subdivision off Industrial Parkway slightly south of the I-72 and Wabash interchange has land available.

The area to the north and east of Mathers Road, east of its intersection with Cockrell Lane, is acceptable for commercial or office/service uses provided adequate public services are available. The areas west of Bogey Hills Subdivision and north of Savannah Pointe Subdivision are shown as policy contingent. If Cockrell Lane and Mathers Road are improved and adequate public services are provided, lower-density residential is acceptable.

SPECIAL AREAS

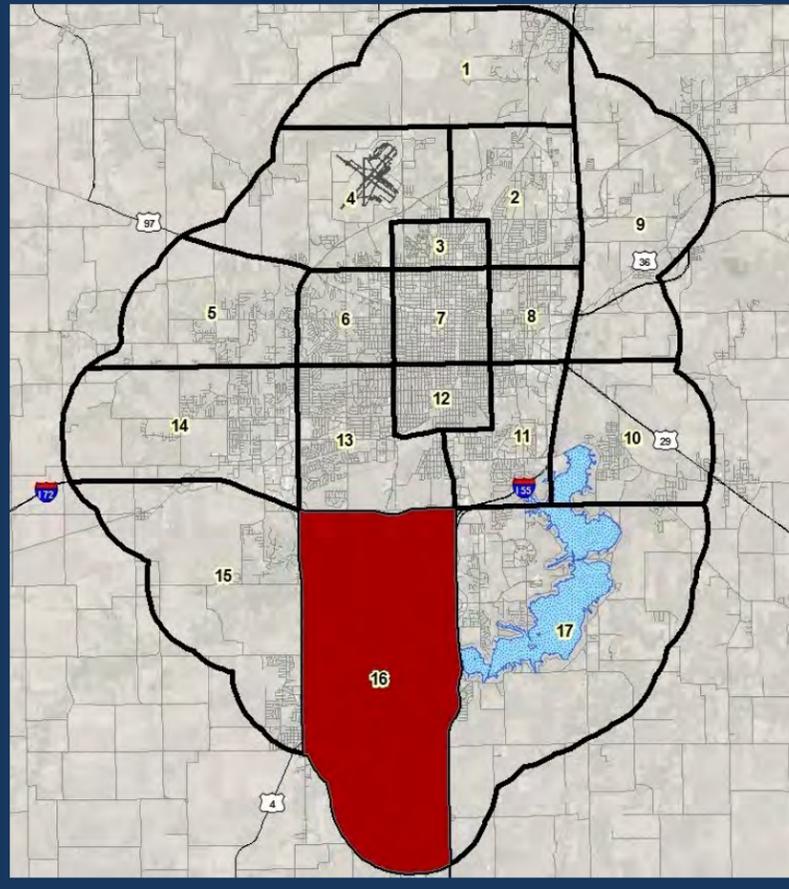
The Interstate 72 and Wabash interchange has improved and it is likely this will serve as a more prominent entryway into the City. As such, a Gateway Feature should be located there.



Sector 15 Spaulding Orchard Proposed Land Use

- LOWER DENSITY RESIDENTIAL
- HIGHER DENSITY RESIDENTIAL
- COMMUNITY FACILITIES
- OFFICE-SERVICE
- COMMERCIAL
- INDUSTRIAL-UTILITY
- PARKS-RECREATION
- OPEN SPACE
- OTHER
- FLOODPLAIN
- WATER BODY
- SPRINGFIELD BOUNDARY
- PROPOSED ROAD
- MUNICIPALITY
- TRANSPORTATION
- OPPORTUNITY

SPRINGFIELD LAND USE SECTOR 16: Woodside Area



NATURE OF THE SECTOR

The sector is bordered by: Interstate 72 in the north; Interstate 55 along the east; Route 4 to the west; and the extent of Springfield’s one-and-a-half mile extra-territorial jurisdiction to the south.

The Village of Chatham is located in the southwestern section of the sector, and most of the southern portion overlaps with the Village of Chatham’s extra-territorial jurisdiction. Significant portions of land remain under the zoning jurisdiction of Sangamon County, particularly in the northern half of the sector. Lake Springfield and its watershed exerts a major influence over this area. This sector is predominantly residential with a few commercial centers, so that trend is recommended to continue.

Infrastructure and Public Amenities

Utilities: Public sewer is readily available in the northwest portion of the sector. A portion of the southeast edge of the sector is outside the Sangamon County Water Reclamation District’s (SCWRD) Facility Planning Area (FPA), and needs EPA approval for sewer access. Extension of sewer lines is required for the areas southeast of Lake Springfield before development occurs. Public water is available in the northwest half of the sector and availability extends to the southeast edge of the lake. The southeastern portion of Sector 16 is outside CWLP’s water service, so water main extension or annexation to the city needs to occur prior to development. Electricity is available throughout the entire sector.

Transportation: Major routes located in this sector include Woodside-Toronto Road running east and west, Interstates 55 and 72, and Route 4. Short-term projects include an underpass on Woodside Road and overpass on Iron Bridge Road. Woodside will widen to four lanes from Chatham Road to Route 4. Long-range plans call for the addition of two lanes on 2nd Street from Hazel Dell Road to Toronto Road, and on Gordon Drive from Plummer Boulevard to Pulliam. Concetta Drive will be extended west to North Lake Road. Iron Bridge Road will connect to Plummer Boulevard with widened shoulders. MacArthur Boulevard will extend from Interstate 72 to Woodside Road and consist of four lanes. Prairie Crossing Drive will extend from Chatham Road to the MacArthur Boulevard extension. Pulliam Road will extend westward to Route 4. Southwind Road will extend westward to Route 4, connecting with North Lake, Chatham, and MacArthur Boulevard. Route 4 will add two lanes from Monroe to Mathers Road. In regard to public transit, extending Springfield Mass Transit District’s boundary to south of Lake Springfield for new development is a priority.

Environmental: There are significant watersheds west and south of Lake Springfield that require the use of sewer as opposed to septic. These watersheds are the floodplains of the Lick, Sugar and Panther Creeks. Immediately east of Iron Bridge Road, a Grade B natural area borders Lake Springfield along the southern shore. These watershed and natural areas should be preserved.

Recreational: Sector 16 hosts abundant recreational sites. The Interurban Trail runs through the northern portion of this region and a number of parks-recreational sites exists along Lake Springfield.

LAND USE REVIEW

Adjacent land along Lake Springfield should only be developed as lower-density residential development or, as conservation or recreational use. If lower-density residential land were to develop, sewer infrastructure must be in place before such construction were to begin. The area west of the Interurban Trail between Woodside Road and Lake Springfield is designated for lower-density residential provided all public services (particularly sewer) are available.

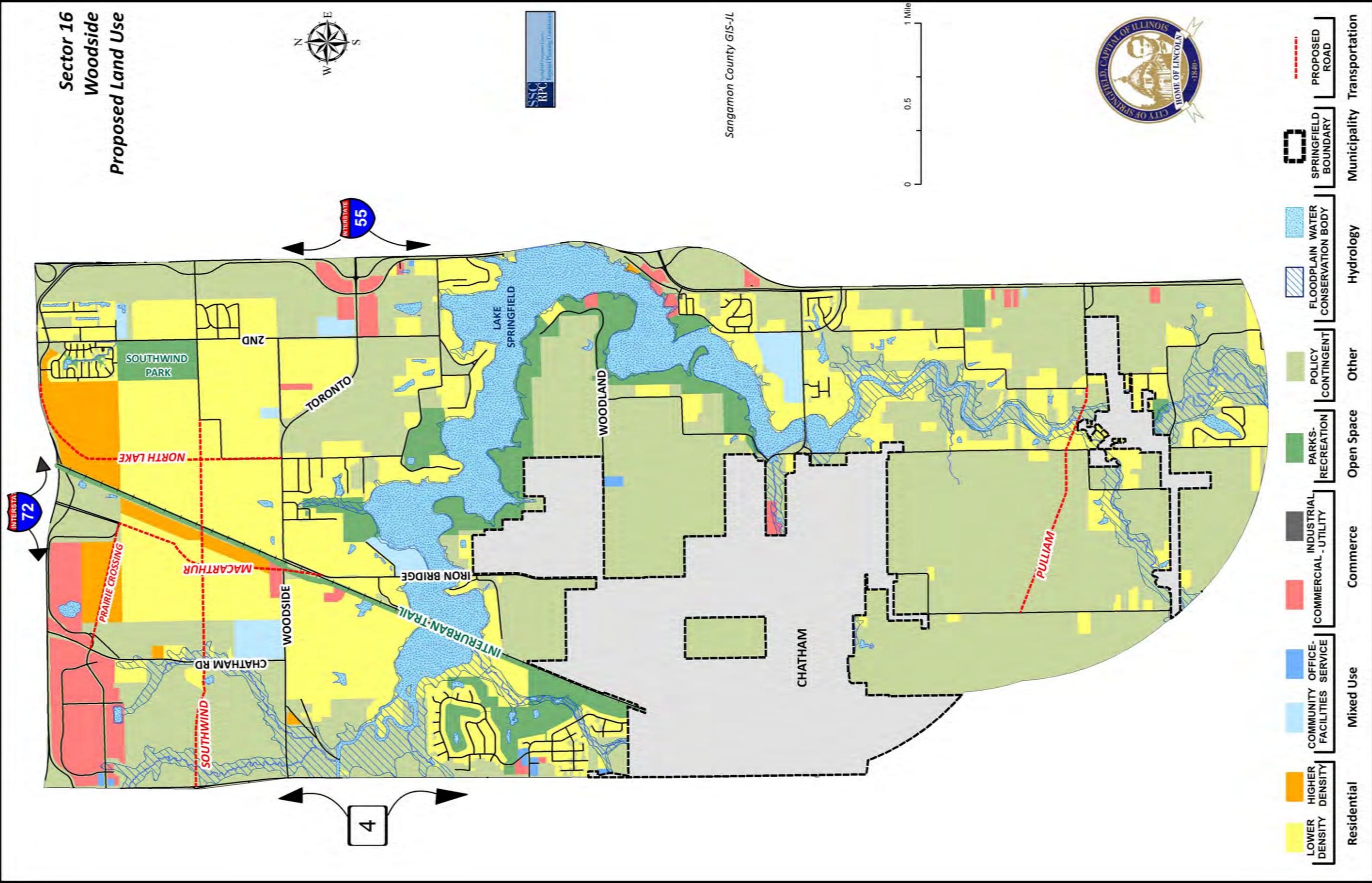
Commercial development should continue along Toronto Road west of Interstate 55 and east of South 2nd Street. The area is trending as non-residential use and should be planned for as such. This area is also in close proximity to the interstate and creates higher traffic volume which favors non-residential uses.

Before land is developed, public sewer and water should be readily available where it does not currently exist in accordance with development policies. Once this land is “development ready”, higher-density residential land is most appropriate adjacent to the Interurban Trail. Commercial uses would be most appropriate along Woodside Road immediately west of MacArthur. More higher-density residential land should be developed west of Trevi Gardens, south of Interstate 72 and could also be placed surrounding the Prairie Crossing Road extension. Additionally, higher-density residential is designated between the MacArthur extension and the Interurban Trail. Areas surrounding Southwind Park are designated for lower-density residential.

SPECIAL AREAS

Lake Springfield is a unique feature for the City of Springfield. It is both the main source of water for the city, as well as being a significant recreational amenity for residents and visitors. Vacant land under the city’s jurisdiction that is adjacent to the lake should be reserved for parks and recreational use. Such land use serves two purposes. First, it promotes recreational activity, and second, parks and recreational land do not require the installation of septic tanks which pose a threat to the drinking water supply. If public sewer is available for the aforementioned area, then residential use is another acceptable development. Land use with higher traffic or intensity than conservation, recreational, or lower-density residential, is not acceptable.

**Sector 16
Woodside
Proposed Land Use**



SPRINGFIELD LAND USE

SECTOR 17: Lake Area

NATURE OF THE SECTOR

This sector is bordered: on the west by Interstate 55; on the north by the continuation of Interstate 72 if it were to exist/extend laterally; and on the south and east by the extent of Springfield's extra-territorial jurisdiction.

The Village of Rochester is located in the northeast corner of Sector 17 and its extra-territorial jurisdiction overlaps with the northeast corner of the sector. Land to the east and south of Lake Springfield is under Sangamon County's zoning jurisdiction. Development within this sector should occur west and north of Lake Springfield, and other lands are best preserved to avoid the risk of polluting the lake and the proposed new water source. Land is being reserved for the development of the proposed new water source located in the southeastern part of the sector. Development in this area is addressed under this plan's general policy 3.4

Infrastructure and Public Amenities

Utilities: Public sewer and water are available in the northwest portion of Sector 17. The extension of water mains and sewer lines needs to be in place where they do not currently exist before any development occurs. The new development should complement surrounding uses. Electricity is available throughout the sector.

Transportation: Primary roads in Sector 17 include Interstate 55 and minor arterials such as Toronto Road, the 6th Street Frontage Road, and East Lake Shore Drive. Long Range projects include University Drive's new construction and connection to North Cotton Hill from 11th Street. Oak Hill Road will be upgraded and sidewalks and a bike lane will be added. Old Route 66 will be reconstructed and widened from New City Road to East Lake Shore Drive. Public transit should extend its service to University of Illinois-Springfield and provide a route from UIS to the west side of Springfield. SMART and paratransit services should exist throughout this sector.

Environmental: Lake Springfield's watershed is located in this sector as well as the proposed new water source. The area from slightly west of Lincoln Memorial Gardens, east along the lake shore to the Villa Maria are Grade B Natural Areas and should be preserved.

Recreational: Lake Springfield is a major recreational location and harbors other recreational sites such as Center Park, Cotton Hill Park, Lake Park, and Lincoln Memorial Gardens. The Muni and Henson Robinson Zoo are situated near the lake as well; but although they are not defined as recreational in land use, both sites provide recreational features to the public. There is no direct trail access within this sector, but a recreational connection (trail) between the aforementioned sites and the lake could be of great use.

LAND USE REVIEW

Vacant land adjacent to the University of Illinois at Springfield (UIS) is owned by its foundation and should expect development to occur that is oriented to the university such as higher density residential in the form of student housing and community facilities such as class rooms and activity buildings. Lincoln Land Community College (LLCC) is situated immediately south of UIS and should also expect similar development patterns like UIS.

The LLCC and UIS area should have easy and direct access to major urban arterial(s), recreational trail(s) and the interstate to accommodate a potential connection for students. This connection should create an efficient way for students to get from campus to downtown or other areas of the city and vice-versa. Such city-wide connections should promote the services of public transit along with recreational use to ensure all students the ability to travel anywhere through Springfield. Slightly north of campus, Barker Park is a new recreational opportunity for residents in the area along the west side of West Lake Shore Drive. Lower density residential may also be appropriate if all public services are available.

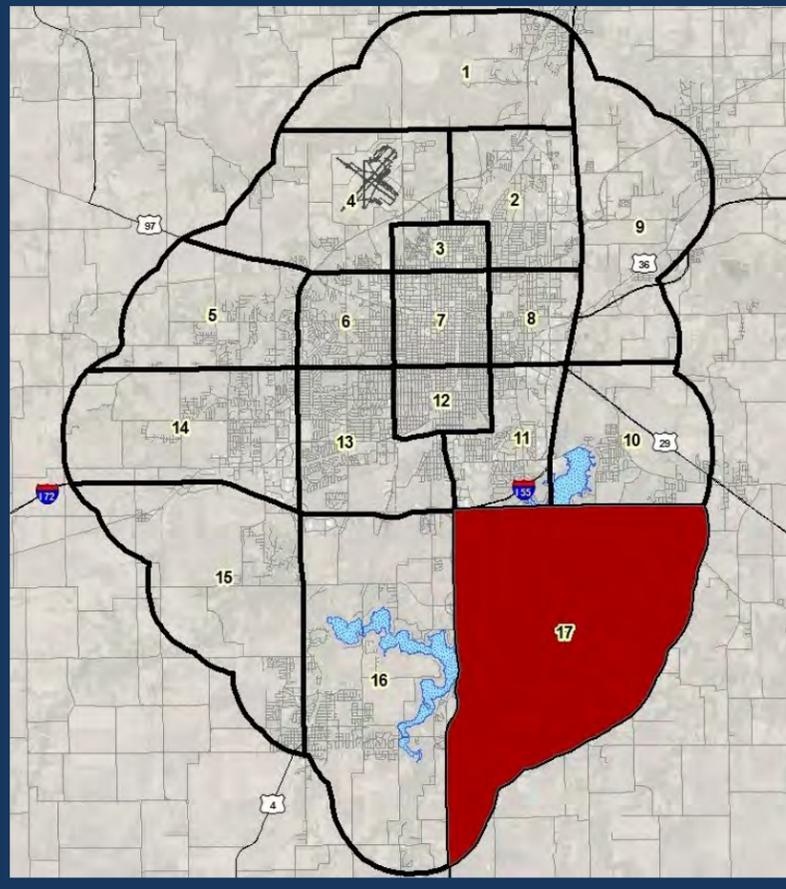
Parcels within the floodplain and the watershed of Lake Springfield should remain agricultural-conservation areas. Those adjacent to the proposed new water source should remain Conservation Areas.

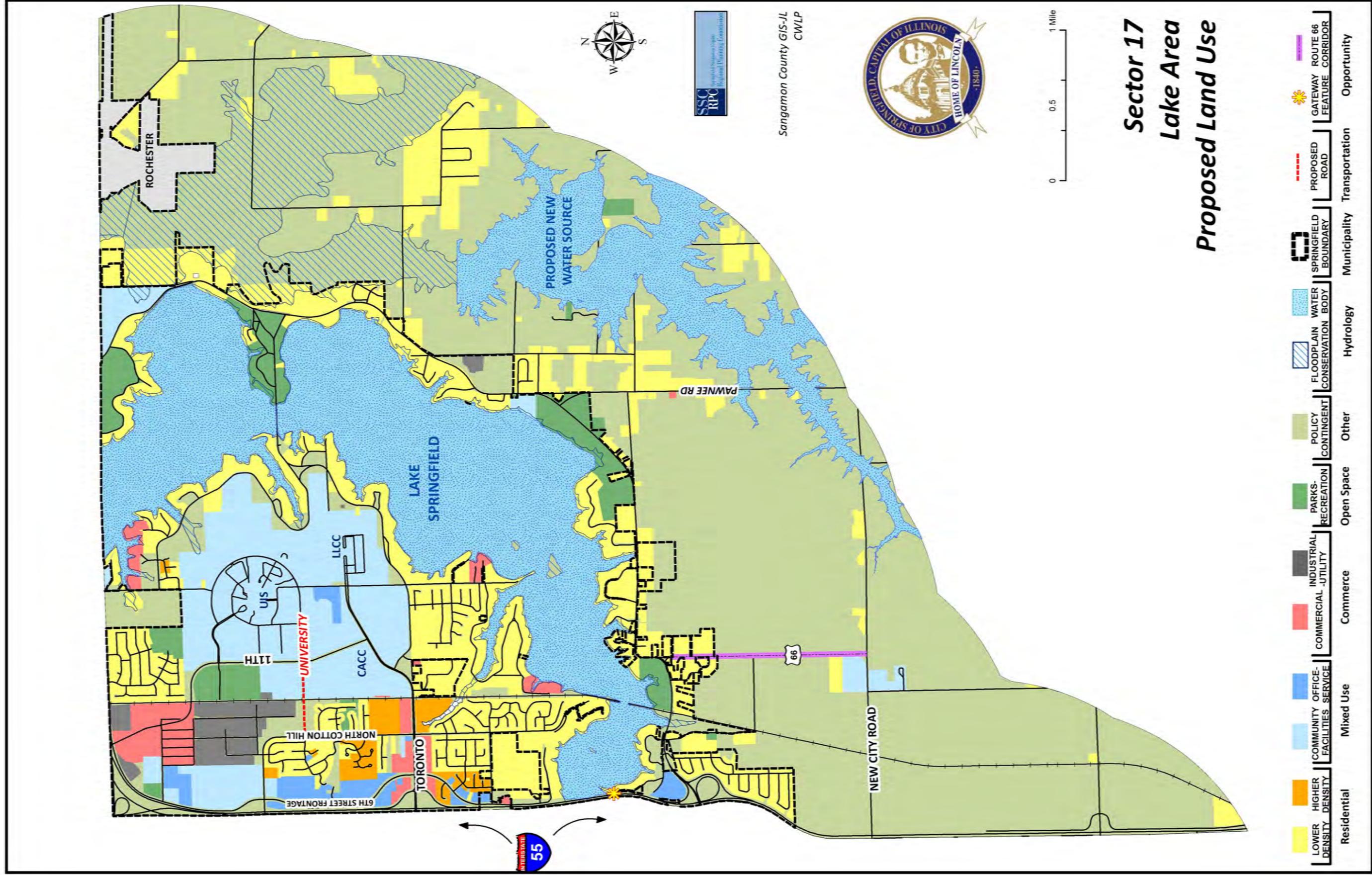
In the northwest part of the sector, office/service uses are envisioned along the South 6th Street Frontage Road between Toronto and Southwind to continue the trend of development in the area. Also the heavy commercial and industrial areas west of the Canadian National Railroad Tracks are acceptable for the area.

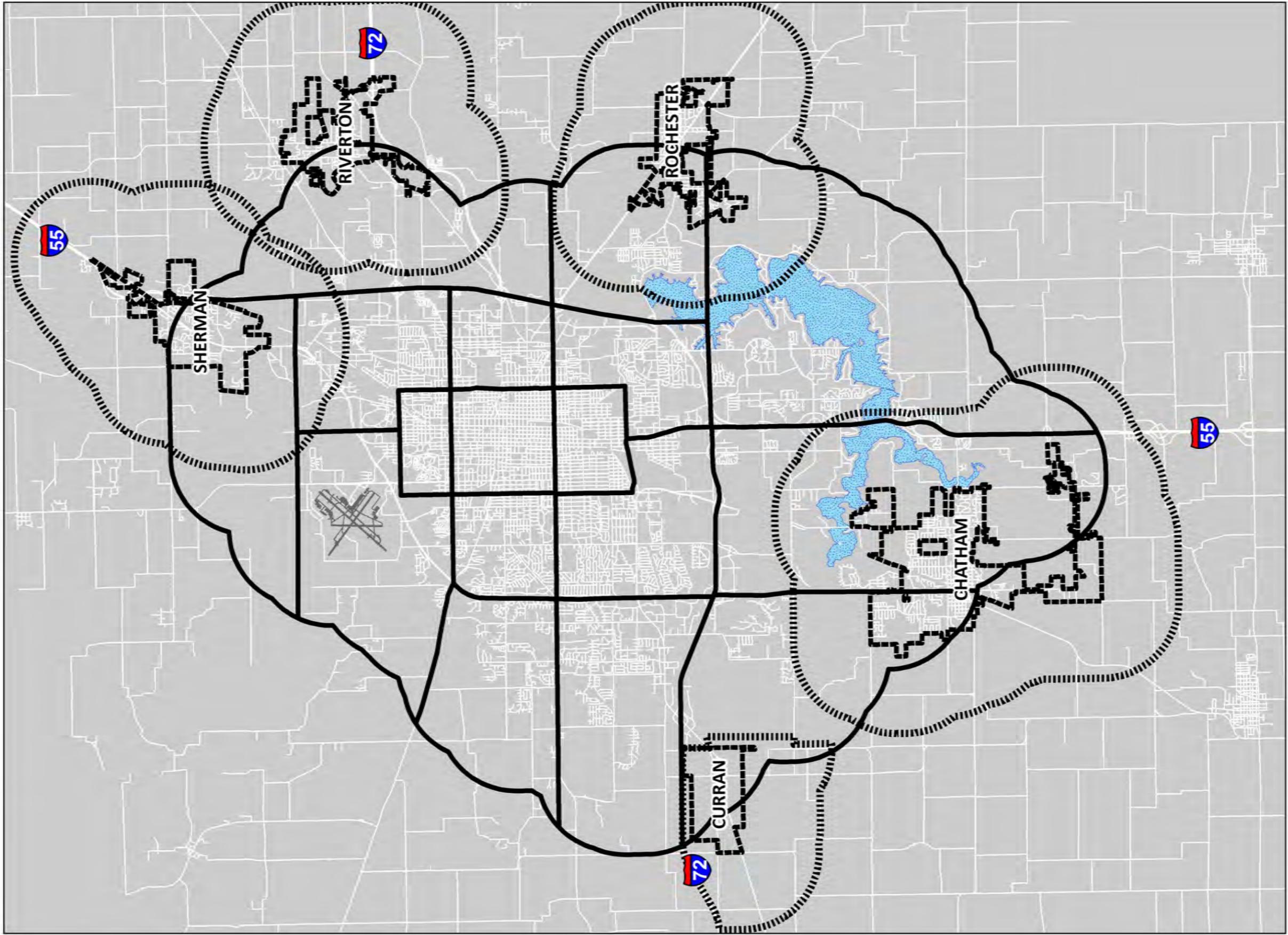
SPECIAL AREAS

A portion of Old Route 66 is still tangible and drivable, even though the route is no longer in service. This strip of road has some bricks that are original to the historic and famous route and should be designed as a Gateway Corridor. Preservation is highly recommended and promoting this strip of road, not only in this sector but throughout the city, for its historic significance is suggested as well. Such promotion can be made via signage, a recreational site related to Route 66, or development that is designed with Route 66-related character and tied into the Route 66 promotional activities as suggested in other sectors.

The placement of a Gateway feature along the high-traffic area of Interstate 55 northbound, south of Lake Springfield should be considered. A welcoming notification that one has entered the Springfield limits is an ideal setting before travelling over the Lake and into the city. Such signage can stimulate interest and create a positive impression of Springfield for travelers and passersby. Lake Springfield offers one of the most beautiful sceneries in all of Sangamon County. Promoting the lake with the aforementioned welcome sign could be another advantageous feature too that encourages travelers to stop within the city.







0 0.75 1.5 3 Miles

Sangamon County GIS-JL

Overlapping Extraterritorial Jurisdictions with Springfield's

Extraterritorial Jurisdiction
Village Boundary
Sector



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**Comprehensive Plan
City of Springfield, Illinois
2017-2037**





Comprehensive Plan City of Springfield, Illinois

2017—2037

PART II: Plan Appendices

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







APPENDICES

“We have indeed passed the point where the ordinary requisites of urban life...prove sufficient to make the city outstanding and sought after. It is not enough to build to meet ordinary standards.”

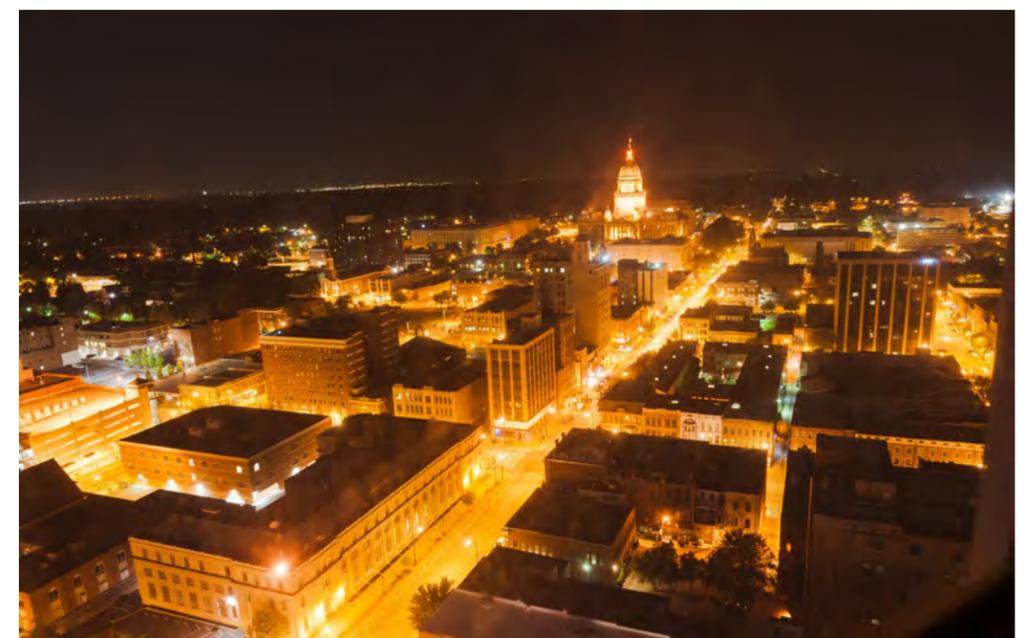
Myron H. West



Prepared for the City of Springfield by:
THE SPRINGFIELD-SANGAMON COUNTY REGIONAL PLANNING COMMISSION
200 South 9th Street, Room 212
Springfield, Illinois 62701-1629
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APPENDIX 1: REVIEW OF SPRINGFIELD'S COMMUNITY CHARACTERISTICS



A review of a community's characteristics is intended to include those factors necessary to assess the social and demographic conditions there. For this reason it typically addresses the dynamics of the community's population, the nature of its households, the educational attainment of its people, the attributes of its housing, and aspects of its economic life. All of these factors are important, as they provide insights into the community's quality of life and social conditions, and also factor significantly into the identification of trends affecting its future transportation, infrastructure, and public health and safety needs, becoming particularly relevant in the development of land use policies and recommendations.

It is important to note that the information included in this section is primarily drawn from U.S. Census Bureau American Community Survey (ACS) data and ESRI estimates and projections, particularly given that the data in the 2010 Census may no longer be current, and some of the data collected in previous censuses was not collected in the 2010 one. For this reason, the Census Bureau and ESRI provide estimates based upon surveys conducted outside of the decennial census.

In addition, the data included only provides information pertaining to residents within the Springfield city-limits. Since the city may exercise extraterritorial jurisdiction within 1.5 miles of its municipal boundaries, it would also be useful to review data that includes this larger area. Unfortunately it is difficult to do so as this would necessarily include that from such embedded communities as Leland Grove and Southern View, as well as bordering municipalities such as Chatham, Rochester, and Sherman. Absent an effective way to exclude such municipalities, the data becomes skewed, leaving an inaccurate picture of Springfield itself.

POPULATION CHARACTERISTICS

An analysis of a community's characteristics begins with a general review of its demographics, for as the saying goes, "demographics are destiny." The review and assessment of population data, and the trends anticipated to arise from changes in the population and its characteristics, are critical components in determining future land use, particularly when anticipated population changes might be in conflict with the desires of existing residents.

The review of the data indicates that *Springfield is being affected by trends similar to other central Illinois communities: a slowing population growth rate; an increasingly older population; a more diverse population; and additional divergence between those of general working age and those who are not.*

Resident Population Growth

Springfield, as well as Sangamon County and the state as a whole, has experienced a wide range of population growth rates since its founding. For example, Springfield had a growth rate of 106% from 1850 to 1860, but only 2% from 1950 to 1960, an unusually low rate for a decade that saw significant growth nationwide following World War II. This is, however, a problem associated in describing population growth in percentage terms.

As population bases in communities increase over time, the associated growth rates, indicated by a percentage figure, reflect ever larger numbers of actual population increase even though the percentages of increase may be small. Therefore an accurate picture of historical population changes must examine both the relative and absolute growth over the period studied. Table 1 depicts these figures for both Springfield and Illinois since 1850, with the past 60 years being the most relevant (Uden, 2012, Pp.1-2.)

As the table indicates, the city and state both show similar fluctuations and patterns since 1850 (Ibid, P.2).

However, and as Table 1 shows, there has been a noticeable slowing of Springfield's population growth since 1970. ESRI estimates a 2016 population for the city of 116,003, a decline of 247 residents compared to 2010, and a population of 116,421 in 2012, for an increase of only 171 residents compared to 2010. This represents relatively static population growth, as the following growth rates show:

Year	SPRINGFIELD		ILLINOIS	
	Population	Percent Increase from Prior Decade	Population	Percent Increase from Prior Decade
1850	4,533		851,470	
1860	9,320	106%	1,711,951	101%
1870	17,364	86	2,539,891	48
1880	19,743	14	3,077,871	21
1890	24,963	26	3,826,352	24
1900	34,159	37	4,821,550	26
1910	51,678	51	5,638,591	17
1920	59,183	15	6,485,280	15
1930	71,864	21	7,630,654	18
1940	75,503	5	7,897,241	3
1950	81,628	8	8,712,176	10
1960	83,271	2	10,081,158	16
1970	91,753	10	11,113,976	10
1980	100,054	9	11,426,518	3
1990	105,227	5	11,430,602	*
2000	111,454	6	12,419,293	9
2010	116,250	4	12,830,632	3

* Indicates less than one-half of 1%.

	Males		Females	
	Population	Percentage	Population	Percentage
2010	54,664	47.3	60,943	52.7
2016 (est.)	55,022	47.4	60,982	52.6
2021 (est.)	55,350	47.5	61,071	52.5

2000 – 2010 Annual Population Growth Rate: 0.19%.

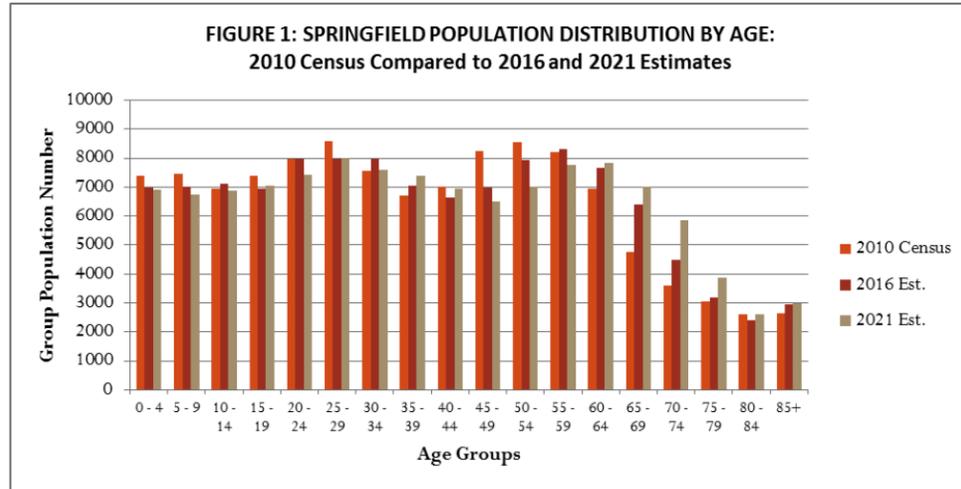
2010 – 2016 Annual Population Growth Rate (based on ESRI est.): 0.05%.

2016 – 2021 Annual Population Growth Rate (based on ESRI est.): 0.07%.

The proportion of males and females in the resident population, as shown in Table 2, is as one would expect; slightly more females than males. This is due to the typically longer lifespan of females.

The 2010 Census found that the median age for males in Springfield, for example, was 36.4 years -of-age, compared to females, which was 40.2 years. ESRI estimates that the 2016 median ages are 37.4 years for males and 41.1 years for females. This is expected to change only slightly in the 2016 to 2021 period, with the 2021 estimate being 38.4 years for males and 41.9 for females. This represents only a 0.53% rate of change over the 2016-2021 period for males, and 0.39% for females.

Year	Springfield	Sangamon County	Illinois
1970	31.4	30.3	28.6
1980	31.0	30.8	29.9
1990	34.0	34.2	32.8
2000	36.9	37.3	34.7
2010	38.2	39.2	36.5



Group	Median Age	Males	Females
White Alone	44.5	42.2	46.7
Black Alone	28.1	26.8	29.3
Multiple Race	14.3	13.4	15.1
Asian	33.3	32.7	34.1
Hispanic Origin (Any Race)	26.7	27.5	25.7

Group	2010	2016	2021
White Alone	76.2%	74.1%	72.1%
Black Alone	18.2%	19.2%	20.2%
Multiple Race	2.7%	3.1%	3.6%
Asian	2.1%	2.5%	2.9%
Hispanic Origin (Any Race)	2.0%	2.7%	3.4%
Diversity Index	41.1	44.4	47.6

significantly younger than the white group, indicating that Springfield's population is likely to become increasingly more racially and ethnically diverse over the next 20 years. This is a finding previously identified in other studies (Sims, 2015a, Uden, 2012).

Resident Population Age

Continuing a trend that first began to truly show itself palpably in 2000, Springfield's population is getting older. Table 3 shows how the median age of Springfield residents has changed since 1970 compared to Sangamon County and the state as a whole.

Since 1970 the median age of the population has been increasing in Springfield as well as the county, state and nation, largely due to the aging of the generational group termed the Baby Boomers, who were born between 1946 and 1964 and are now reaching mortality. From 1970 to 2000 this age group shifted from under 18 to middle age, with Boomers making up the 45-64 age cohort in 2010. The influence of this group is demonstrated in ESRI's current estimate of the population's median age as well as projections.

The current estimate of the median age for Springfield's population is 39.3 years, compared to the national median of 38.0, and the Illinois median of 37.5. ESRI projects the median age of Springfield residents to be 40.2 years-of-age by 2021, for a 2016-2021 change of 0.9 years, or an annual rate of change of 0.45%.

A break-down of Springfield's total population by age is shown in Figure 1, which compares the Springfield population by age group in 2010 to that estimated currently and that projected for 2021. One will particularly notice the age group shift beginning with the 55-59 age cohort.

Racial and Ethnic Composition

Springfield's population is primarily identified racially as white. ESRI estimates that in 2016 whites made up about 74.1% of the local population (85,938 residents). Those identified as black made up the second largest racial group at 22,316 residents; about 19.2%. Asians represented the third largest identifiable group, at 2,903 residents, or 2.5%. However, those of multiple races numbered 3,598, or 3.1%.

Unlike many other areas, the Hispanic population has not increased significantly in Springfield. ESRI estimates that in 2016, only 3,146 (or 2.7%) of Springfield's 116,003 residents were Hispanic.

Of note, however, are the differences in median age for these groups. Table 4 displays median age by racial and ethnic groups making up 1,000 residents or more as estimated in 2016. All of these groups were

Table 5 indicates this growth, showing population percentages by major racial and ethnic group for 2010 compared to the 2016 estimate and 2021 forecast. The ESRI Diversity Index is also provided for these years. This index measures the probability that two people from the same area will be from different race/ethnic groups. The Index indicates the trend toward a more diverse local population, with the Index growing by almost 16% between 2010 and that forecast for 2021.

Poverty

A major challenge for many urban communities is household poverty. The presence or absence of poverty in a community affects planning for education and health care, but can also have a direct impact on housing, community services and related facilities, and therefore on land use.

The degree to which poverty exists in a community is often measured by the ratio of poverty level to number of persons in the population. The Bureau of the Census' American Community Survey (ACS) estimates that between 2010 and 2014, almost 19% of Springfield's population was below the poverty level. Table 6 provides this data.

While the table offers information concerning individuals, the ACS also provides estimates related to households as shown in Table 7. Between 2010 and 2014, Springfield had 8,391 households with income below poverty level during the previous 12 months. This represents 16.6% of Springfield's households. As one might guess, these households were largely single-headed ones.

The dynamics of local poverty may be identified in other ways as well, including use of public assistance income, Food Stamp/SNAP status, and disability status. Table 8 provides this information based upon the 2010-2014 ACS estimate.

Given the increasing age of Springfield's population, it is important to note that ACS estimates that between 2010 and 2014, 29.8% (15,026 households) of Springfield's 50,424 households received Social Security Income, while 23.3% (11,737) received retirement income of some sort. It is expected that the number of persons with disabilities will increase as the population ages.

Both the age of the local population and the degree to which elements of it are receiving public monies of some sort are relevant factors in discussing the city's Age Dependency Ratio.

The Springfield Age Dependency Ratio

A useful way to consider population age data as it might be relevant to both poverty and anticipated demand for public services is by assessing the Age Dependency Ratio (Uden, 2012, Pp. 21-22). In its simplest form, the Age Dependency Ratio (ADR) represents the percentage of residents that are not typically of workforce age in relationship to that percentage of the population that is. Those of workforce age are generally considered to be those 19 to 64 years-of-age, as those 18 and younger are considered children not old enough to work, and those 65 and older considered elderly and either retired or not able to work. On this basis, the lower the ADR in a jurisdiction, the lower

	2010-2014 est.	Percent
TOTAL	112,789	100%
Under .50 of Poverty Level	10,472	9.3
.50 to .99	10,889	9.7
1.00 to 1.24	6,128	5.4
1.25 to 1.49	4,518	4.0
1.50 to 1.84	6,133	5.4
1.85 to 1.99	1,833	1.6
2.00 and Over Poverty Level	72,817	64.6

Household Type	2010-2014 Est.	Percent
Total Households	50,424	100%
Income in the past 12 months below poverty level	8,391	16.6
Married-Couple Family	762	1.5
Other Family – male householder (no wife present)	566	1.1
Other Family – female householder (no husband present)	2,522	5.0
Non-family household – male householder	2,195	4.4
Non-family household – female householder	2,337	4.6

	2010-2014 Est.	Percent
TOTAL HOUSEHOLDS	50,424	100%
With Public Assistance Income	1,664	3.3%
With Food Stamps/SNAP	7,698	15.3%
With 1+ Person with Disability	13,886	27.5%

	2010		2016 (est.)		2021 (est.)	
Total Population	115,609		116,002		116,421	
	Population in Category	% of Population	Population in Category	% of Population	Population in Category	% of Population
65 and Older Age Dependency Category.	16,660	14.4%	19,435	16.8%	22,352	19.2%
18 and Younger Age Dependency Category	27,741	24.0%	26,582	22.9%	26,095	22.4%
Total of Dependent Ages	44,401	38.4%	46,017	39.7%	48,447	41.6%
19 to 64 Age Category	71,208	61.6%	69,985	60.3%	67,974	58.4%
Age Dependency Ratio	62.4 (7.1/4.4)		65.8 (7.0/4.6)		71.3 (6.8/4.8)	

case. Second, and as suggested above, it is based upon the supposition that the wealth created by those in the workforce must support the “dependent” population of children and the elderly, meaning that the greater the degree of “dependents” that must be supported, the greater the burden on the working population and, therefore, the greater the challenge faced by government to meet public needs. However, even those of workforce age may depend upon social and other services provided via public funding.

Even so, the ADR provides a useful and simple representation of the potential impact that age distribution has on the economic well-being of a city, as increases in the proportion of older and younger persons over time can place additional demands on healthcare, social, and educational services. This can additionally stress a municipality’s ability to meet both current and future needs, particularly when local economic conditions are not robust enough to meet the required service funding levels. Whether those 18 and younger or 65 and older are working, a trending toward a high ADR is not viewed as optimal as one trending against it.

Based upon 2010 Census data and ESRI estimates for 2016 and 2021, the Dependency Ratios for Springfield were calculated and are shown in Table 9. As the table shows, in 2010 those in the dependent population groups accounted for almost 40% of the resident population, while the non-dependent group made up about 60%. In simple terms, then, for about every six Springfield residents of workforce age there were four who were not, for an ADR of 62.4. To provide some basis for comparison, the 2010 ADRs for Sangamon County and Illinois were calculated and found to be 66.4 and 58.6, respectively.

The estimates for 2016 and 2021 show a continuation of this trend, with the 2016 ADR growing to 65.8 and the 2021 ADR to 71.3. What is noticeable, however, is that *this growth did not occur because of an increase in the 18 and younger category, but because of a decline in the 19 to 64 age category at the same time that the population in the 65 and older group was significantly increasing.* This result helps to confirm two important demographic trends: an aging of Springfield’s population due to the Baby Boomers, and a reduction in younger population groups that would otherwise move into the workforce age category over time. This latter finding is most likely due to: a reduction in native births as larger percentages of the population leave their child-bearing years; a reduction in the number of younger people moving into the city; and, an increase in out-migration among this age group, even if they are only shifting to other bordering communities. Recent IRS data appears to confirm this increased out-migration (SSCRPC, 2015).

Population Projection

The degree to which a community’s population is estimated to grow or decline over time is of vital importance in land use planning. For this reason attention is given to the projection of Springfield’s population growth over the planning period: 2017-2037. While there is no crystal ball that can be used for this purpose, there are various methods in use. For the purpose of the Springfield Comprehensive Plan, the SSCRPC used the method adopted by it for the Springfield Area Transportation Study’s (SATS) *2040 Long Range Transportation Plan (LRTP)*, which was completed in 2015 (Pp. 14-16).

The SATS plan estimated Springfield’s population growth over a 30-year, rather than 20-year, period (2010 to 2040), using the Census Bureau’s 2010 population figures for the city (116,250 residents) as the base. Three conventional methods were used to arrive at the estimate: a Building Permits-based method; a Births/Deaths-based method; and an algebraic Straight Line projection method. The final projection used the average of these three methods to arrive at a 14.29% change over the 30-year period, for a projected population of 132,250.

the financial demands are expected to be upon it, as there is a greater percentage of the population contributing to the generation of wealth there than those who are not.

The ADR is not a perfect metric for two reasons. First, because it is based on the supposition that those older than 64 and younger than 18 do not work, although this is not always the

Using this approach, but considering a 20-year period rather than a 30-year one, and using ESRI’s 2016 estimate of Springfield’s population (116,003 residents) rather than the Census Bureau’s 2010 one, the SSCRPC estimates the city as most likely growing to 127,637 residents in 2037. This represents a growth of 11,634 residents over the planning period, for a 10.03% increase. This is lower than the previous SATS estimate, but it considers growth over a shorter period of time as well as uses a more current – and slightly lower – population base estimate.

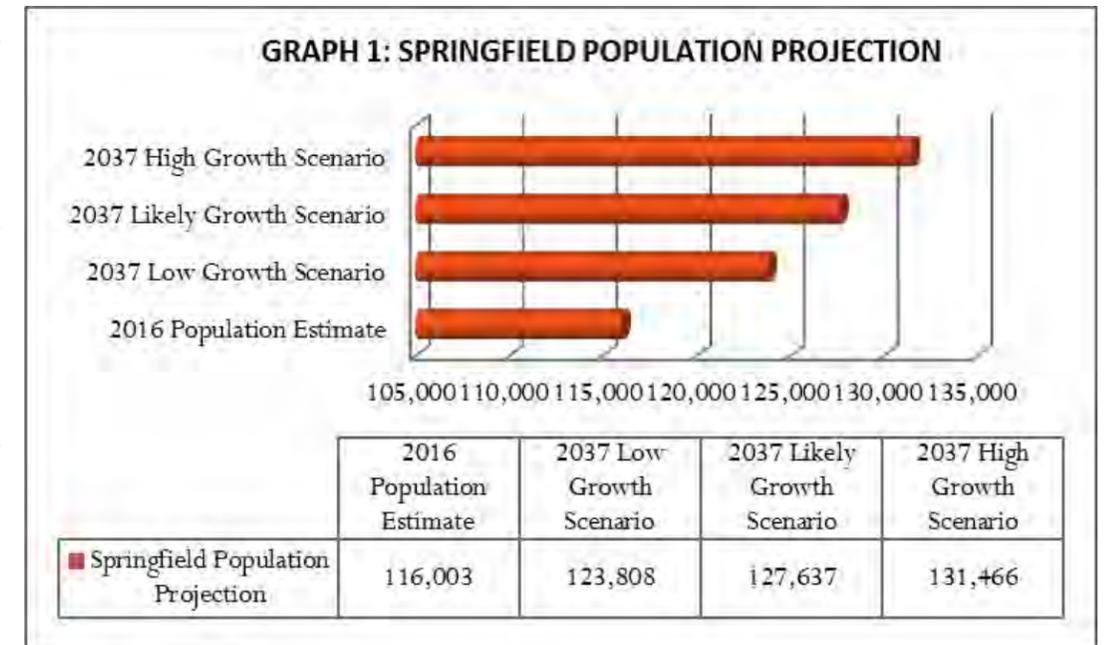
To help cross-validate this projection, the SSCRPC looked to two other data sets that provide population growth rates to assess their resulting growth estimates.

The first was from the Illinois Regional Economic Analysis Project (IL-REAP), based upon that organization’s four-year rate of population change for the Springfield MSA over the 2010-2014 period: 0.25%. Again using ESRI’s 2016 Springfield population estimate, the IL-REAP rate of change would project the *metro area* as having a population of 131,247 by 2037. This represents 3,610 more residents than indicated by the SATS approach described above. *However since the IL-REAP numbers are for the metro area, they include the entirety of Sangamon and Menard counties, not just Springfield.* This being the case, the SSCRPC believes that this projection for the metro area helps validate its lower findings for Springfield alone.

To provide a second approach for assessing the validity of the SSCRPC’s projection, it also looked to the estimated rate of annual population change provided by ESRI for the period 2016-2021. ESRI estimates an annual rate of change of 0.07% for this period. Using this to make a straight-line projection, Springfield is projected to have a population of 134,305 by 2037. This is a difference of 6,668 residents compared to the SATS method. Given the results from the IL-REAP data projection, which provides a lower growth estimate for the entire MSA than the ESRI rate-of-growth indicates for Springfield alone, leads the SSCRPC to believe that the SATS projection represents a more likely population growth scenario.

Based upon these results, and for the purpose of Springfield’s comprehensive plan, **the SSCRPC proposes a projected Springfield population figure of 127,637 for 2037, ranging from a low-growth scenario of 123,808, to a high-growth scenario of 131,466.** This represents a three percent divergence in the interval and is shown in Graph 1.

This low-growth to high-growth interval takes into account the fact that population increases or decreases may be affected by many factors unknown at the on-set of planning, including factors that could lead to unanticipated changes affecting in- and out-migration as well as increases or decreases in native births.



HOUSEHOLD CHARACTERISTICS

The Census Bureau considers “households” to be of two types: *family* households and *nonfamily* households. A family household contains at least two persons -- the householder and at least one other person related to the householder by birth, marriage, or adoption -- and is categorized into three types: married couple; female householder with no spouse present; and male householder with no spouse present.

A nonfamily household may contain only one person -- the householder, who must be at least 15 years of age -- or additional persons who are not relatives of the householder. Nonfamily households may be classified as either female nonfamily or male nonfamily households. As the number of households in total is of greatest importance in land use planning, unless otherwise noted in the data provided, the SSCRPC does not distinguish between the two types.

As might be expected given the population data provided, the SSCRPC finds a slowing in household creation and size, as well as only modest gains in household income.

Number and Size of Households

Over the past 20 years the City of Springfield has seen an increase in households, but the rate of that increase is slowing significantly. For example, the household count for the city has changed from 50,516 in 2010, to an ESRI estimated 50,708 in 2016. This represents an annual change of only 0.06% or 192. This is within the range of statistical error. The five-year projection is marginally better, estimating an increase of 0.08%, or 50,909 households in 2021. Again, this is within the range of statistical error. Table 10 provides this data.

Springfield’s average household size is currently estimated to be 2.22, or below what is often thought of as replacement rate (4.0), and only 27.5% of households include children. There was no increase in household size since 2010. As noted previously, there is a difference between the number of *households* and the number of *families*. While Springfield is estimated to currently have 50,708 households, the number of families is 27,981. Of households, 2.6% are multigenerational, and 7.9% are unmarried partner ones (7.2% being male-female, and 0.7% being same sex). The data shows only slight gains in family size – again below replacement rate (2.92 in 2010, 2.93 in 2016, 2.94 in 2021) – with a slightly declining rate of family household creation (-0.09%).

The declining – or at best, static – rate of family household creation is not unimportant for planning purposes. Past research has noted that family households tend to be more stable than non-family household ones across a number of factors. This is not to say that the very nature of family units creates stability, but it is to say that family units are sufficiently enough associated with social and financial stability that any decline is noteworthy.

Household Income

As the number of households in Springfield is projected to grow only slowly during the planning period, household wealth is expected to follow a similar pattern. While income can be measured various ways, and this will be addressed again further in this section, the most widely used indicator of the growth of personal wealth is *median household income*. Household income should not be confused with family, personal income, or per capita income, as household income may be the combination of two income earners pooling their resources.

Reflecting on the changing nature of the local population outlined previously, one can see why it is important to differentiate household income. The median for household income has been found to provide a more accurate picture of the income of the middle class because it represents the middle value of the household income distribution: half of all households are above the median and half are below. This allows for the median to account for results that may be skewed by gains or abnormalities – such as more workers making lower wages than there are workers making high ones – at either end of the household income distribution (Sims, 2015b, P. 39).

ESRI estimates that median income for Springfield’s households will decline over the next five years, going from an estimated \$47,343 in 2016, to \$46,040 in 2021, a change of -0.56% between 2016 and 2021. Table 11 provides income data for Springfield, the state, and the U.S. Incomes at both the state and national levels are expected to increase between 2016 and 2021, with Illinois median household income growing 1.32%.

As one might expect, this slow growth in household income has a bearing on the number of residents below the poverty line as addressed previously. The Census Bureau’s ACS estimates for the period 2010-2014 indicates that about 20% of the city’s population was below the poverty line: 9.3% (10,472 residents) was under .50, and 9.7% (10,889 residents) was between .50 and .99 of the poverty line.

Figure 2 shows why analysis of median income is important. It provides a display of the distribution of households in Springfield by income groups. One will notice a projected slight increase in households in the \$15,000 or less group, as well as a larger increase in the \$25,000 to \$34,999 group. While the \$50,000 to \$74,999 group declines, this is made up for – but only slightly – by the higher income groups. This begins to demonstrate a bimodal distribution of income that is identified more generally in other SSCRPC reports (Sims, 2015b, Pp. 33-42).

Households with Disabled Members

The American Community Survey estimates that during the 2010-2014 period, 27.5% of Springfield households had one or more person with a disability of some sort. This represents 13,886 of the city’s households. This compares to 22.1% statewide; noticeably less. As mentioned previously, one would expect an increase in that portion of the population that is disabled as the population as a whole ages.

EDUCATIONAL CHARACTERISTICS

With slow population growth and an increasing number of residents in older age categories (a median age of 38.4 in 2010, 39.3 estimated for 2016, and 40.2 projected for 2021), *the SSCRPC projects a slowing of the number of Springfield residents in the school age population. Even so, the educational attainment of the population should remain high due to the attainment of the Baby Boomers as well as that of the Millennials.*

School Enrollment

Table 12, on the next page, shows Springfield’s population aged three and older by school enrollment based upon the Census Bureau’s ACS 2010-2014 estimate.

Of those enrolled in school, most attend public schools. A bit more than 19% of those in school (5,669) are enrolled in private schools, but this includes 1,995 attending private colleges and universities, or 35.2% of those attending private schools overall.

Educational Attainment

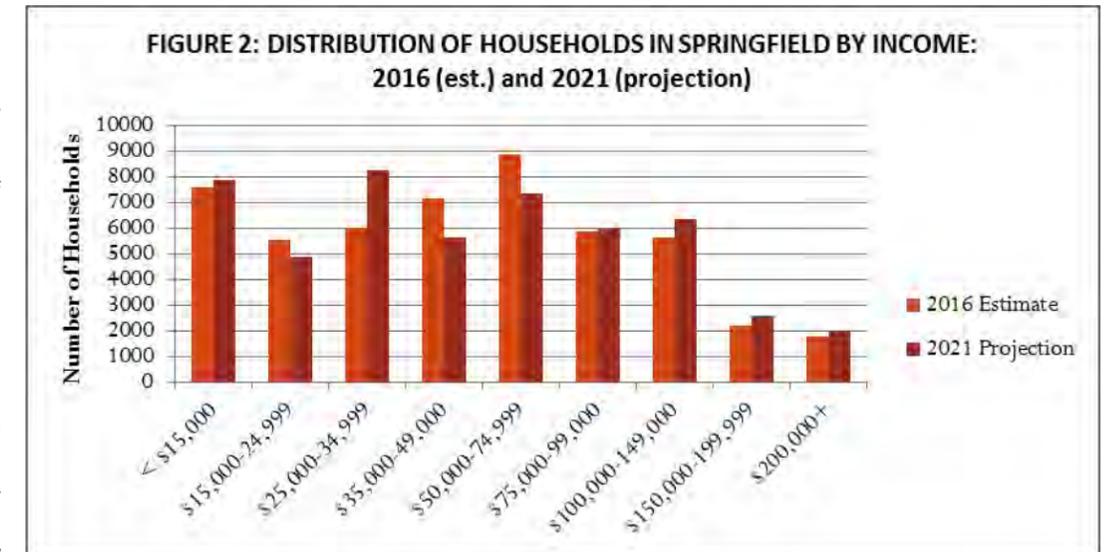
The educational attainment in the city remains relatively high, matching the state as a whole fairly well. Table 13, on the next page, provides the educational attainment estimate for those 25-years and older for 2016. Educational attainment has a direct effect on employment as well as personal and household wealth, It also has a relationship to the percentage of older people – particularly pre-Baby Boomer cohorts – in the population, as many of those in older age groups have a lower attainment, reducing the percentages for the population as a whole.

HOUSING CHARACTERISTICS

ESRI estimates that there are currently 56,311 housing units in Springfield, and that this number will increase slightly over the next five years. Table 14 shows the number of housing units in the city, beginning with 2000. ESRI forecasts a 0.02% annual increase in owner-occupied housing units in Springfield over the 2016-2021 period, compared to a state projected rate of 0.15%, and a national rate of 0.73%.

Total Households	Number	Annual Rate of Change Over Previous Period	Average Household Size	Average Family Size
2000	49,475	---	2.24	
2010	50,516	0.21%	2.22	2.92
2016 (estimated)	50,708	0.06%	2.22	2.93
2021 (projected)	50,909	0.08%	2.22	2.94
2016-2021 Annual Rate in Households: 0.08%. 2016-2021 Annual Rate in Families: -0.09%.				

INCOME	Springfield 2016	Springfield 2021	Illinois 2016	Illinois 2021	U.S. 2016	U.S. 2021
Median Household	\$47,343	\$46,040	\$57,337	\$61,215	\$54,149	\$59,476
Average Household	\$66,815	\$70,880	\$80,916	\$87,198	\$77,008	\$84,021
Per Capita	\$29,987	\$31,779	\$31,032	\$33,392	\$29,472	\$32,025



Housing Projection and Nature of the Housing Units

On the basis of the housing estimates and projections above, and taking into account the population projection provided earlier, as well as the age cohorts making up the Springfield population, for planning purposes *the SSCRPC estimates that Springfield will be able to support 59,062 housing units by 2037, for a 4.9% (2,751 units) increase over the 2016 estimate.* The SSCRPC considers this a modest, but reasonable, increase over the 20-year period.

The nature of the housing units in Springfield is not currently significantly different from that in similar communities, but is expected to change.

TOTAL POPULATION AGE 3+	111,683	100%
Total Enrolled in School	29,597	26.5%
Nursery school, preschool	2,149	1.9%
Kindergarten	1,342	1.2%
Grades 1 to 4	6,136	5.5%
Grades 5 to 8	4,810	4.3%
Grades 9 to 12	4,620	4.1%
College Undergrad	6,243	5.6%
Graduate or Professional	2,508	2.2%
Total Not in School	82,087	73.5%

	Springfield	Illinois
TOTAL	79,948	8,749,912
Less than 9 th Grade	2.3%	5.1%
9 th to 12 th , No Diploma	5.9%	6.5%
High School Graduate	22.1%	22.8%
GED/Alternative Credential	4.8%	3.8%
Some College, No Degree	21.6%	20.8%
Associate Degree	7.9%	7.9%
Bachelor's Degree	21.1%	20.2%
Graduate/Professional Degree	14.3%	13.0%

YEAR	TOTAL HOUSING UNITS	Increase Over Previous Period
2000	54,686	--
2010	55,530	844 (1.54%)
2016 (estimate)	56,311	781 (1.41%)
2021 (projection)	56,775	464 (0.82%)

That is, *the SSCRPC anticipates that while single-family, owner-occupied, non-attached structures will continue to make up the predominate portion of all residential units, there will be a shift to more non-single family units than has been the case previously.* This would include duplex, townhouse, and multi-family units, many of which would be rentals. Currently, ESRI estimates that 54.8% of the 56,311 housing units in Springfield are owner occupied (see Table 15), with 35.2% renter occupied, and 10.0% vacant.

This compares to the U.S., where 55.4% of units are owner occupied, 32.9% renter, and 11.7% vacant, and Illinois with 59% owner occupied, 31.7% renter, and 9.1% vacant.

In 2010, 63.5% of households were owner occupied and 36.5% were rentals, with 43.9% of those that were owner occupied holding a mortgage or loan on the property.

The growth of vacant properties and decline in owner occupied ones is believed due to the continuing effects of the Great Recession as well as younger population cohorts being unable to afford home ownership. Of the vacant housing units in 2010: 40.3% were for rent; 1.8% were rented, but not occupied; 15.5% were for sale only; 3.7% were sold, but not occupied; 5.4% were for seasonal/recreational/occasional use; and 32.2% were otherwise vacant. The number for migrant workers was too small to calculate.

Value of Housing Units

ESRI estimated that both the median and average values of housing stock in Springfield will increase over the next five years, with the median value increasing by \$14,013 (going from \$113,978 to \$127,991), and the average value increasing by \$23,131 (from \$146,300 to \$169,431). However, these values are estimated in current rather than constant dollars and are dependent upon the nature of the new stock that comes onto the market. The differences are demonstrated in the value ranges of owner occupied units. Figure 3 indicates that most of the value growth will be due to the addition of more expensive housing units, rather than more housing units, particularly beginning with those above \$150,000. This may inflate the value estimates and somewhat explains why the median anticipated value is markedly less than the average one.

Age of Springfield Housing Stock

The age of the Springfield housing stock also plays a role in the status of housing growth as well as the number of vacant structures. Map 1 on the next page gives some indication of both the age of the city's housing stock (with the deeper blue colors showing those built before 1900, while the yellower ones show those built in more recent years) and with that, the directions in which the city grew in various periods over the years.

As the map indicates, Springfield grew from the city center and then predominately moved west and south. It should not be surprising that it grew in those directions given the presence of floodplain, tributaries and, since the 1930s, Lake Springfield to the east and south-east. Map 1 does not provide a complete picture of the age of Springfield's residential properties, however, as the map was taken from property assessment data for Capital Township. This means that the many gray areas on the map indicate public properties – i.e., state, federal or municipal facilities – that do not pay property tax and so are not assessed, properties on which residential structures have not been built, and in some cases residential structures for which there is no information as to when they were built.

Table 16, on the next page, provides a different snapshot of the age of the housing stock in Springfield based upon a 2010-2014 ACS estimates. It demonstrates the post WWII housing boom from 1940 to 1969, as well as the snap-back that began in the 1970s and occurs again with the recession in the 2000 to 2009 period. Most telling is the fact that almost 50% of the available housing stock in Springfield is 50-years old or older.

The mix of single family versus multi-family units is relevant to understanding how the age of the units might be affected by some of the trends noted previously, particularly the tilt toward rental and multi-unit housing. Of the 55,922 housing units estimated by the 2010-2014 ACS analysis of Springfield, over 70% were what would be considered un-attached single family structures, and only 3.8% might be considered duplex. Three to four unit structures accounted for a bit more than 5%, so *over 80% of Springfield's housing can be considered of relatively low density.* Larger multi-family units, 10 units or more, accounted for only 11.6%, with 4% being mobile homes.

	Total Units	Owner Occupied	Renter Occupied	Vacant
2000 (Census)	54,686	31,389	18,086	5,211
2010 (Census)	55,530	32,090	18,426	5,014
2016 (estimate)	56,311	30,886	19,822	5,603
2021 (projection)	56,775	30,916	19,993	5,866



Owner/Renter Ratio and Transience

The ratio of housing unit owners to renters is relevant in considering where housing in a population may be trending. Table 17, on the next page, provides the ratio of renters to owners, showing an anticipated slight increase in percentage of households renting verses owning in the 2010 to projected 2021 period. What the ratio indicates is that while in 2010 there were 18.4 rental units occupied for every 32.1 owned ones, by 2016 it is estimated that there were only 30.1 owned units for every 19.8 rental ones, a decline in owned units paired with an increase in rented ones, even though the total number of occupied units had not changed greatly.

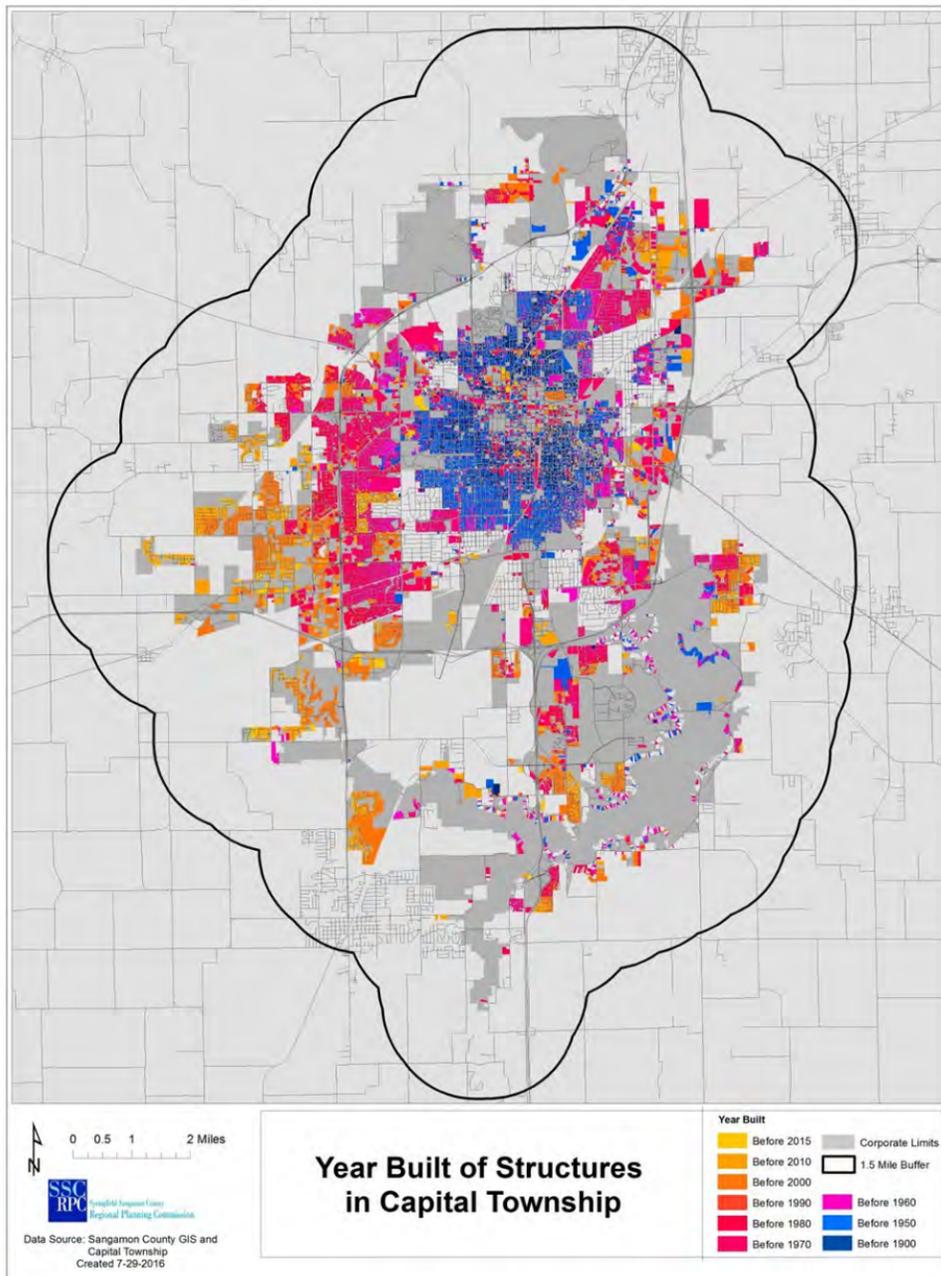
One of the primary differences between owner-occupied and renter-occupied housing is the more transient nature of rental households. Figure 4 on page A-10 shows this difference. What is significant, however, in affecting future home buying is the large number of households that moved into owner-occupied housing in the 2000-2009 period. Some portion of this could be due to low home mortgage interest rates during this period.

ECONOMIC CHARACTERISTICS

The characteristics of a community's housing stock are, of course, related to its economic health. This being the case, economic conditions have a direct effect on changes in its infrastructure, amenities, population growth, rate of poverty, workforce capacity, educational system, and ultimately land use.

The previous section of this analysis of Springfield's characteristics considered some aspects of household income, but other key factors associated with both personal income and household income are relevant to land use planning.

Overall, the SSCRPC finds a slowing of income growth that tracks with the slowing of population growth, as well as an increase in the bi-modal distribution of income.



Personal Income and Wealth

ESRI estimates Per Capita Income in Springfield as \$29,987 in 2016, and projects an increase to \$31,770 in 2021. This is a projected increase of \$1,783, or 5.9%, during the five year period, slightly more than 1% per year. The ACS indicates that per capita income over the past 12 months was \$29,621 (+/- \$656), indicating a slower increase in per capita income than ESRI estimates.

It is important to note that these estimates are provided in current, rather than constant, dollars. To provide some insight into this difference, Figure 5, on the next page, provides data from the Illinois Regional Economic Analysis Project (IL-REAP) showing the difference in per capita income in both constant and current dollars for the Springfield metro area up to 2015. One can see the shift to slower real per capita income growth that began occurring in about 2009 and continued thereafter.

What may be more revealing is the change in disposable income. ESRI estimates that median disposable income for Springfield households was \$37,678 in 2016, while average disposable income was \$49,338. This is an \$11,660 difference, or about 31%. The SSCRPC believes that this rather large difference may be indicative of the development of a bimodal distribution in households by wealth, which we see indicated in other data, as mentioned previously.

This may be demonstrated in other ways as well. ESRI estimates the 2016 Median Net Worth of Springfield's households to be \$66,133 in 2016, but the Average Net Worth to be much greater: \$564,572. It is not uncommon to see such a disparity between median and average net worth, as many more households tend to be at the lower end of the wealth range than at the high, but those at the high end may have much greater wealth than those at the low, explaining why median household incomes are used. However Figure 6 on the next page shows how this demonstrates a bi-modal distribution of wealth in the city.

It can be demonstrated in other ways as well. Figure 7 on the next page shows an estimate of where Springfield residents focus their spending. Not surprisingly, the largest consumer spending category is Shelter, followed by Health Care and Food at Home.

Overall, the data indicates a slowing in personal income in real terms, a bi-modal distribution of wealth, and potentially an additional slowing in consumer spending for non-basic needs. Business and job growth, as well as additional population growth over the next 20 years, may help alleviate this trend.

Businesses

ESRI estimates 6,475 businesses in Springfield in 2016, falling into the primary Standard Industrial Classification (SIC) categories shown in Table 18. As past studies indicate, the primary employment areas are Services (54,046 employees in 2016), Government (31,446), Retail Trade (18,975), and Finance, Insurance and Real Estate (FIRE)(10,519). The fastest growing component of the Services sector is medical care, while the Government workforce has been declining, largely due to reductions in state government employment.

The same pattern is shown in the number of enterprises, with the largest number of those being in Services (42.3%), followed by Retail Trade (19.6%), FIRE (13.0%), and Government (7.4%). However, given the nature of the enterprises that are listed in the Government category, this percentage is not particularly revealing.

Industry Earnings

Industry earnings over the past few years mirror the findings above related to personal income. Figure 8 is provided by IL-REAP and traces the Springfield MSA's and Sangamon County's real total industry earnings from 1969 to 2014. Real industry earnings for the MSA are used here as they are not available for Springfield alone. While one sees an increase in industry earnings over time, they fell following the Great Recession and have not rebounded, but instead have leveled off.

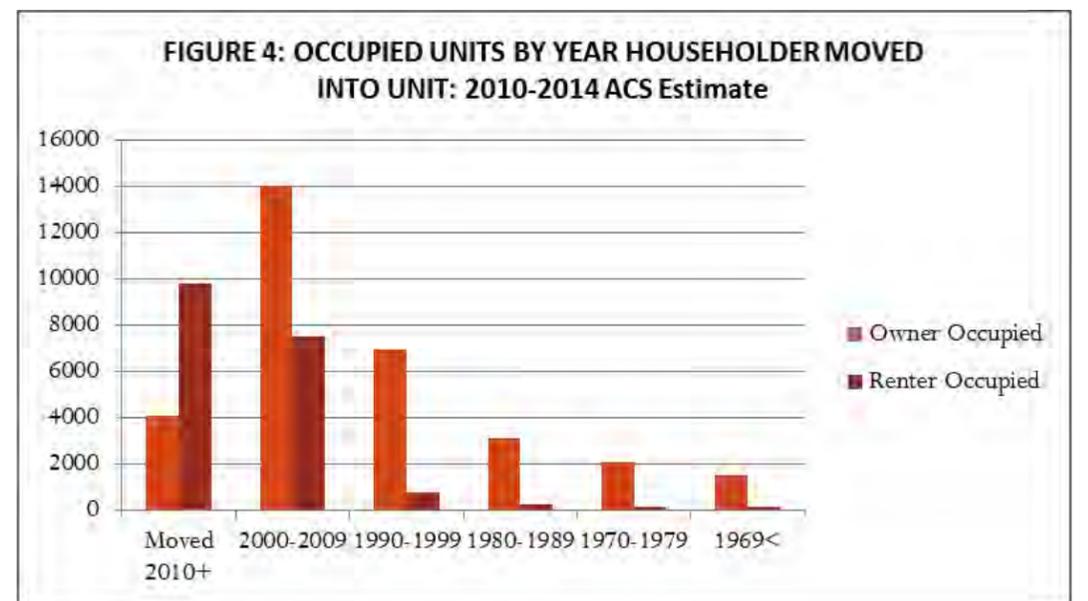
Employment

Within the Civilian Population 16 and older in the Labor Force, ESRI estimates for 2016 that 93.2% are employed and 6.8% unemployed. Employment by sector is shown in Figure 9.

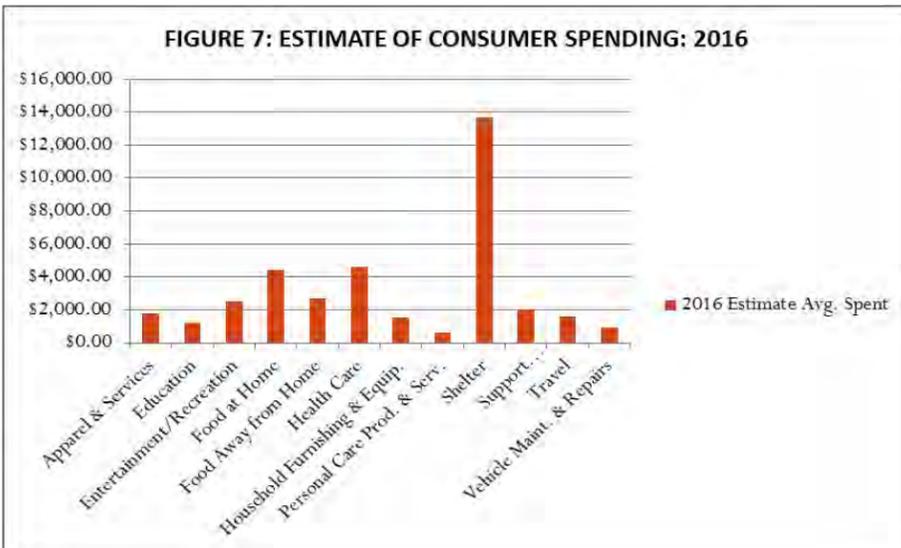
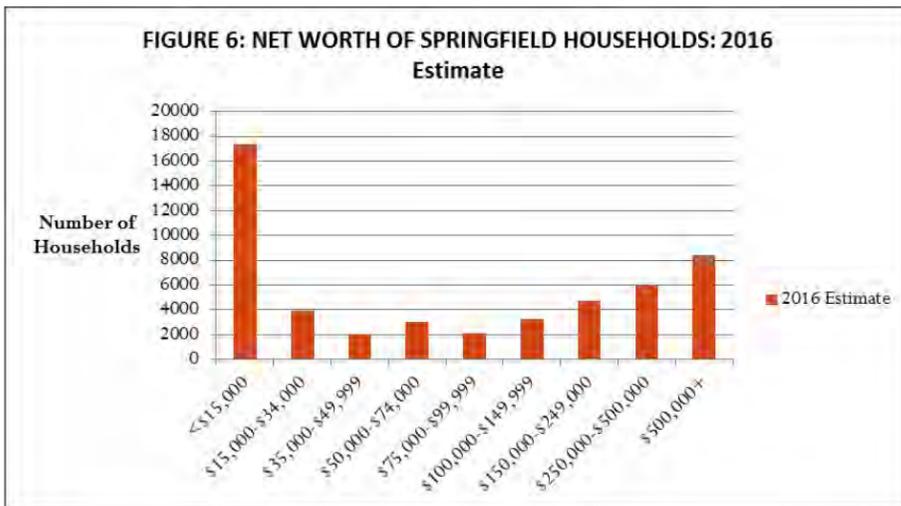
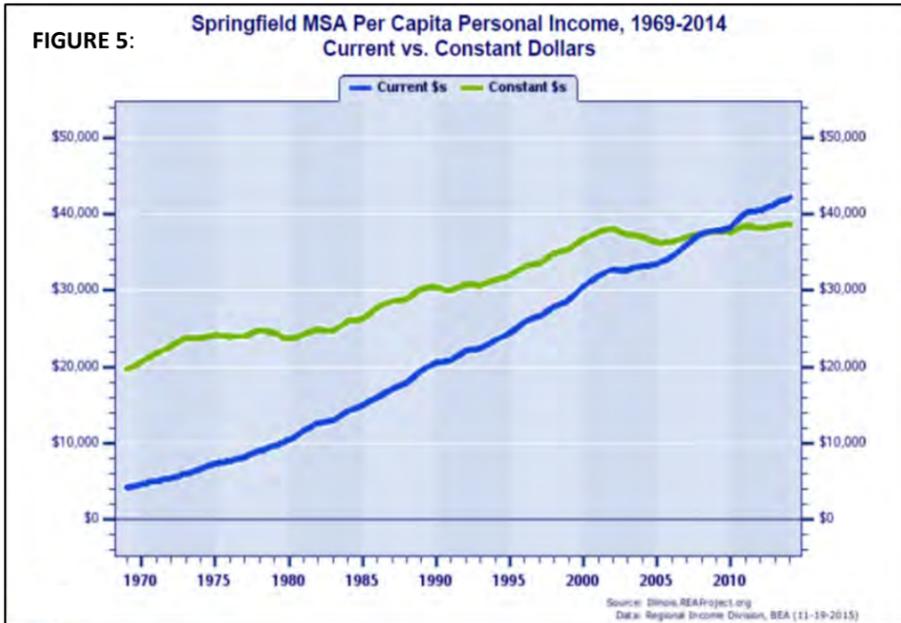
As one might surmise from the nature of industries in Springfield, most of those em-

	2010-2015 ACS Estimate	Percent of Existing Stock	Increase/(Decrease) Over Previous Similar Period
TOTAL	55,922	100.0%	--
Built 2010 or Later	300	0.5%	--
2000 to 2009	5,087	9.1%	(1,961)
1990 to 1999	7,048	12.6%	1,716
1980 to 1989	5,332	9.5%	(3,276)
1970 to 1979	8,608	15.4%	890
1960 to 1969	7,718	13.6%	1,074
1950 to 1959	6,644	11.9%	2,273
1940 to 1949	4,371	7.8%	--
1939 or Earlier	10,913	19.5%	--

	TOTAL UNITS	Owner Units	Owner Percentage of Occupied Units	Renter Units	Renter Percentage of Units
2010 Census	50,516	32,090	57.8%	18,426	33.2%
2016 Estimate	50,708	30,886	54.8%	19,822	35.2%
2021 Projection	50,909	30,916	54.5%	19,993	35.2%



ployed are in white collar jobs, as shown in Figure 10 on the next page. White Collar jobs are classified as those involved in Management/Business/Financial, Professional, Sales, or Administrative Support, while Blue Collar ones include Farming/Forestry/Fishing, Construction/Extraction, Installation/Maintenance/Repair, Production, and Transportation/



Material Moving.

Based upon an ACS 5-year estimate in 2013, Data USA finds that the most common jobs fall into the categories of Administrative Supervisor (17.3%), Retail Supervisor (9.0%), Executive (8.8%), Postsecondary Teacher (6.2%), and Physician and Surgeon (5.5%). These five groups make up almost 50% of the workforce.

Of those Springfield residents 16 years and older who are working, almost 96% work in Sangamon County. Only about 4% work outside of the county, and less than one percent work outside of the state. This data is displayed in Table 19 on the following page.

Figure 11 on that page provides an assessment by IL-REAP as to the real average earnings per job in the Springfield MSA compared to the county, state and nation. While wages track with Sangamon County, real earnings fall below that of the state and nation. Given the mix of industries in Springfield and the number of jobs in service and retail occupations, this is not surprising.

Wage data is affected by many reporting variables. For example, based upon ACS 5-year estimate data, Data USA found that the average salary for males in the Springfield MSA in 2015 was \$63,861, and for females \$45,039. However, the male figure had an accuracy range of +/- \$8,192, and the female range, +/- \$3,962.

What may be of greater utility is Springfield's Wage GINI compared to the state's. The Wage GINI coefficient is a measure of wage inequality, where a score of "0" indicates complete equality, and a score of "1" indicates complete inequality. Working with ACS 2015 data, Data USA found Springfield to have a GINI of 0.479, compared to the nation's 0.484, meaning that wages were distributed more evenly in Springfield than the nation as a whole.

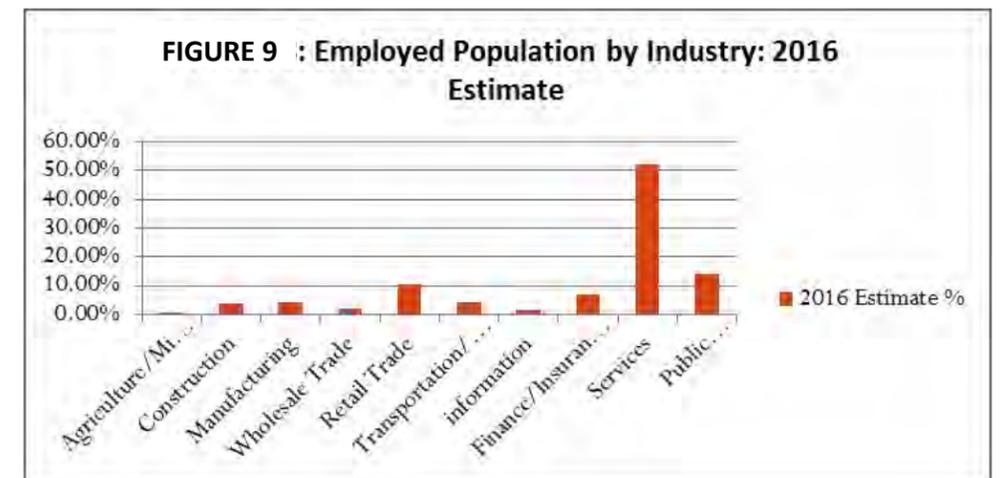
This is partially displayed in Figure 12 which shows percentage share of employment against average salary, with the gray bars representing the nation and the orange bars the Springfield MSA.

In Summary:

- Springfield is being affected by trends similar to other central Illinois communities: a slowing population growth rate; an increasingly older population; a more diverse population; and additional divergence between those of general working age and those who are not.
- Springfield's population is anticipated to grow slowly, with the most likely scenario being a population of 127,637 by 2037, or 10.03% in 20 years. This represents only a 0.5% average annual growth.
- The city will see an increase in the dependent population, a slowing in household creation and size, as well as modest gains in household income.
- A slowing of the number of Springfield residents in the school age population is projected. Even so the educational attainment of the population should remain high due to the attainment of the Baby Boomers as well as that of the Millennials.
- Springfield will be able to support 59,062 housing units by 2037, for a 4.9% (2,751 units) increase over the 2016 estimate.
- Single-family, owner-occupied, non-attached structures will continue to make up the predominate portion of all residential units, however, there will be a shift to more non-single family units than has been the case previously.
- A slowing of income growth that tracks with the slowing of population growth, as well as an increase in the bi-modal distribution of income.

TABLE 18: SPRINGFIELD BUSINESSES BY MAJOR SIC CODE, PERCENTAGE, AND EMPLOYEES: ESRI 2016 Estimate

SIC Code	Number of Businesses	Percentage	Number of Employees	Percentage
Agriculture & Mining	117	1.8	602	0.5
Construction	344	5.3	2,929	2.3
Manufacturing	120	1.9	2,657	2.1
Transportation	119	1.8	2,736	2.1
Communication	83	1.3	1,317	1.0
Utility	20	0.3	331	0.3
Wholesale Trade	167	2.6	2,169	1.7
Retail Trade	1,272	19.6	18,975	14.8
FIRE	844	13.0	10,519	8.2
Services	2,740	42.3	54,046	42.1
Government	478	7.4	31,446	24.5
Unclassified	171	2.6	606	0.5
TOTAL	6,475	100.0	128,332	100.0



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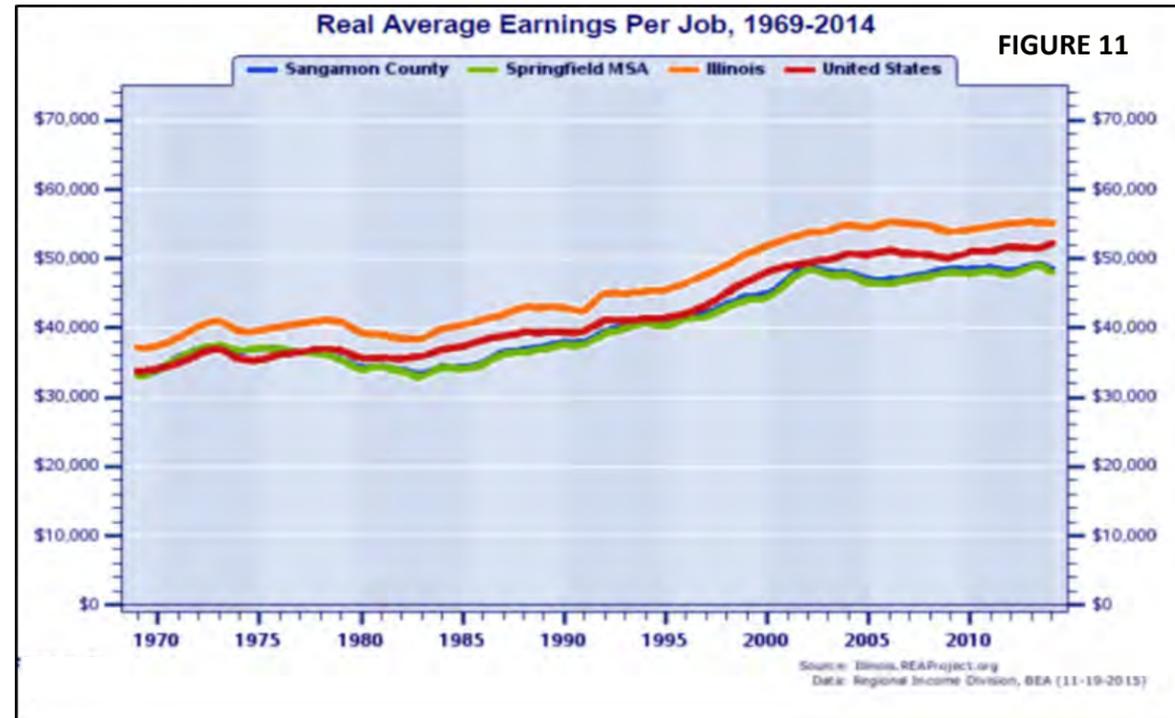
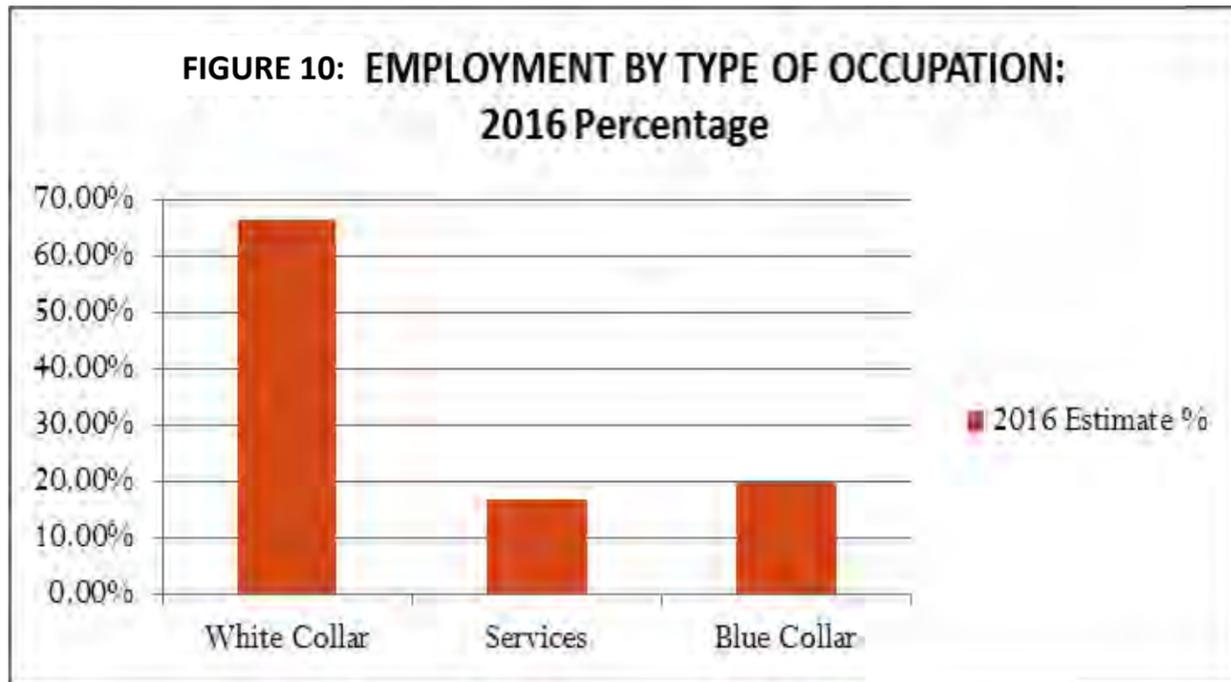
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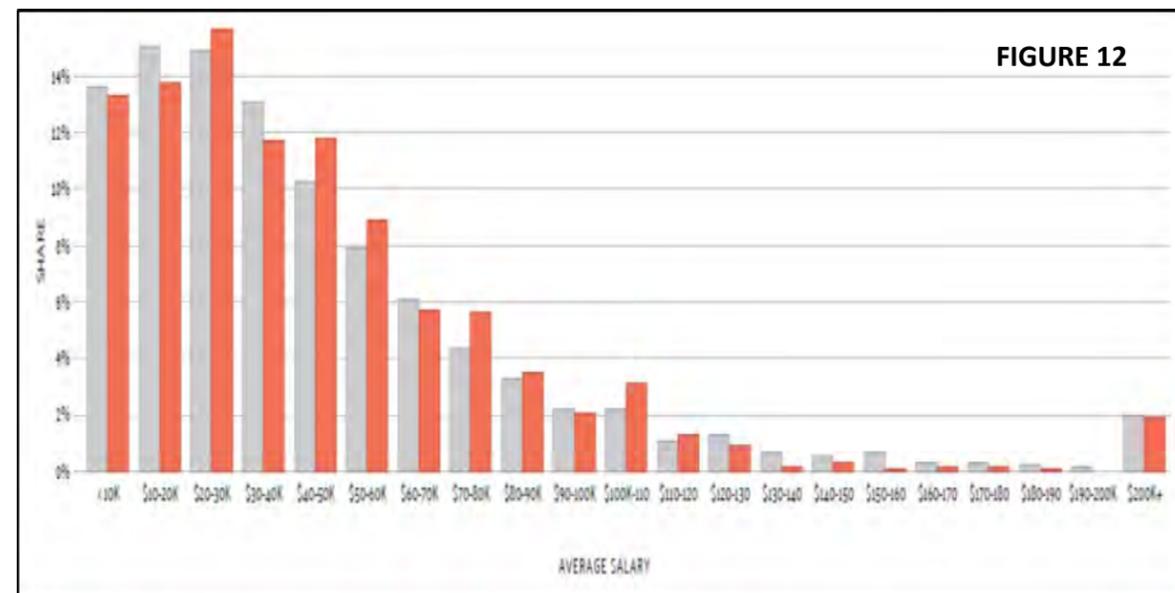
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PLACE OF WORK	Estimated Number	Percent
Worked in State and County of Residence	51,925	95.8%
Worked in State and Outside County of Residence	2,127	3.9%
Worked Outside State of Residence	164	0.3%



APPENDIX 2: REVIEW OF SPRINGFIELD'S ENVIRONMENT & NATURAL RESOURCES

TOPOGRAPHY AND GEOLOGY OF SPRINGFIELD AND ITS EXTRA-TERRITORIAL JURISDICTION

The Springfield of today has shaped and been shaped by both its topography and geology.

The city lies in what is known as the Springfield Plain, which is a part of the larger Illinois River Basin. The Plain was formed by the retreat of glaciers thousands of years ago, which affected the topography of the area, creating a relatively flat land surface for the city and surrounding area. The topography in the Springfield planning area appears to vary from an approximate low of about 550 feet above sea level to an approximate high of about 615 feet above sea level, with higher elevations north of Lake Springfield in the south and southeast portions of the city. The low areas tend to be near watersheds, such as the Town Branch, Jacksonville Branch, Spring Creek, and Lake Springfield. Some notable grade changes are near Douglas Park on the north side of the city and areas near Pasfield and Washington Parks on the west side of the city.

The geological sequence that underlies this land consists of a quaternary layer and various layers of bedrock. This includes the Pennsylvanian, Mississippian, Devonian, Silurian, Ordovician, Cambrian, and Pre-Cambrian layers formed over millions of years.

Above the Pennsylvanian layer of bedrock is the quaternary layer, which consists of a variety of different soil types generally extending less than 50 feet deep from the surface. Much of the older areas of Springfield consist of a soil layer called the Peoria loess (wind-blown soil), overlaying Roxana Silt containing higher sand content, overlaying gleyed Sangamon Soil (a clayey silt) overlaying bedrock. Variations on these layers can include oxidized Roxana Silt or Sangamon Soils layers that have yellowed or brown soil (Bergstrom, Piskin and Follmer, 1976). Economically, the most important layer of these geological formations tended to be the Pennsylvanian layer, which extends from approximately 375 to 1,100 feet below the surface and includes shale, sandstone, limestone, clay, and coal.

AREA SOILS

Within 1.5 miles of the Springfield limits there are 41 different soil types, listed in Figure 1.

Approximately one-third of the soil types are defined as prime under the Land Evaluation and Site Assessment (LESA) scoring system. The three most common soil types are Ipava, Sable, and Rozetta. One soil type, Marseilles, has a category with very high slopes (greater than 35%). These Marseilles soils tend to be clustered in areas near Spring Creek or the Sangamon River.

The GIS layer used to complete this analysis also includes layers not directly related to soils but rather encompass current or previous uses. Nonetheless, they are worth noting because they could have an impact on Springfield's future development. There is a previous landfill slightly west of Dirksen Parkway near the intersection with Stanford Avenue. Analysis of aerial photography reveals the site was a landfill in the 1930s and was a pond in 1969. There is also a category called Urban Land that appears to have a high average impervious surface percentage. Example areas in this category



FIGURE 1: SOIL TYPES*

Alvin	Hartsburg	Radford
Assumption	Hickory	Ross
Broadwell	Huntsville	Rozetta
Buckhart	Ipava	Sable
Camden	Kendall	Sawmill
Clarksdale	Keomah	Shiloh
Denny	Lawson	Spaulding
Drury	Marseilles	Thebes
Edinburg	Middletown	Tice
Elburn	Navlys	Vesser
Elco	Orhtents	Virden
Elkhart	Oscos	Water
Fayette	Plano	Worthen
Harrison	Proctor	Zook

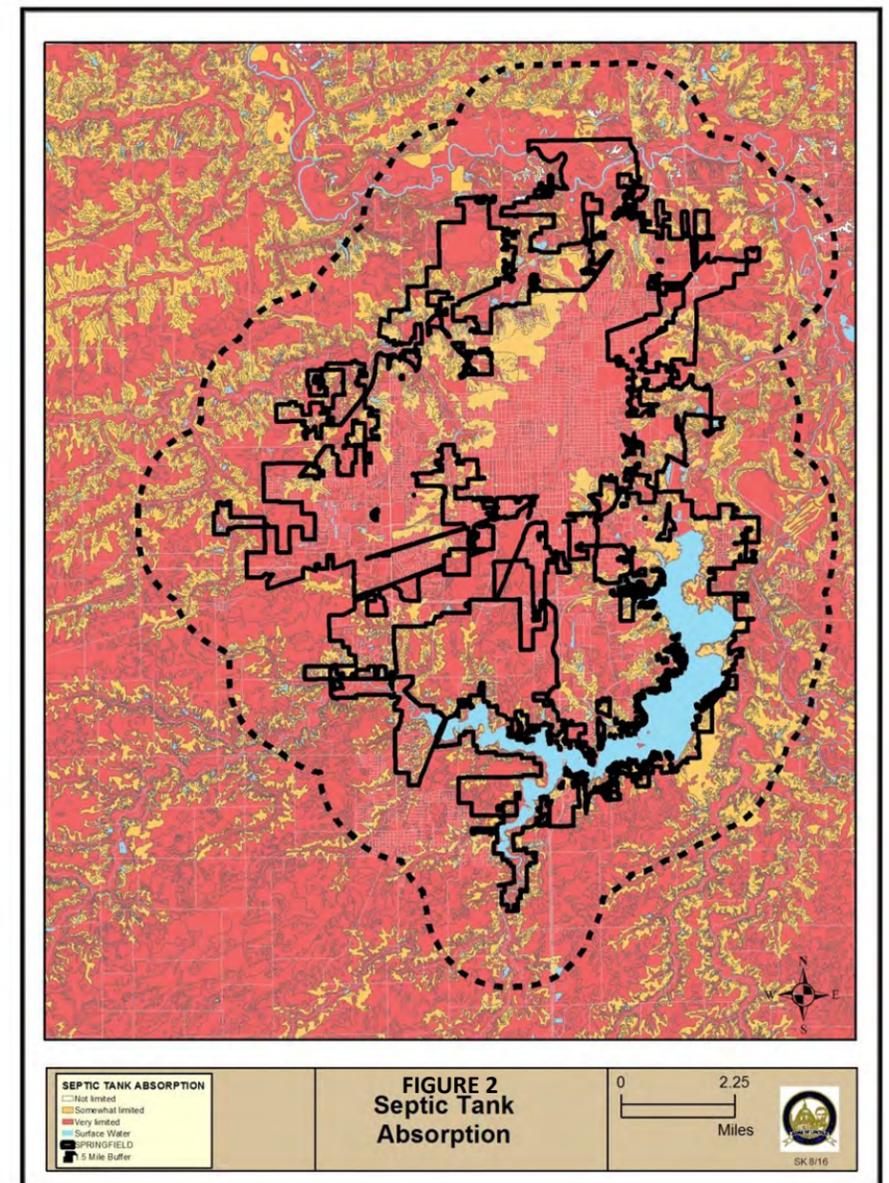
* Bold denotes prime soil types.

include much of the city's central business district, and some large retail commercial areas such as the Hy-Vee/Town and Country Shopping Center area, and the White Oaks Mall area. Further, there is a category called Water that appears to capture most, though not all, the major surface water entities within 1.5 miles of the Springfield limits (e.g. Lake Springfield and part of the South Fork of the Sangamon River.) It is important to note that this category does not include all surface water bodies in the Springfield planning area as important streams are missing, such as the Jacksonville Branch, Sugar Creek, and Spring Creek.

Soil Suitability for Septic Fields

The nature of the soils in Springfield and its surrounding area can affect proposed land use in many ways, one of which is the suitability of an area for development when septic systems are required.

The map below (Figure 2) shows the pattern of soils within Springfield and 1.5 miles of the city limits that have severe usage restrictions for septic fields, with darker areas being the most restricted.

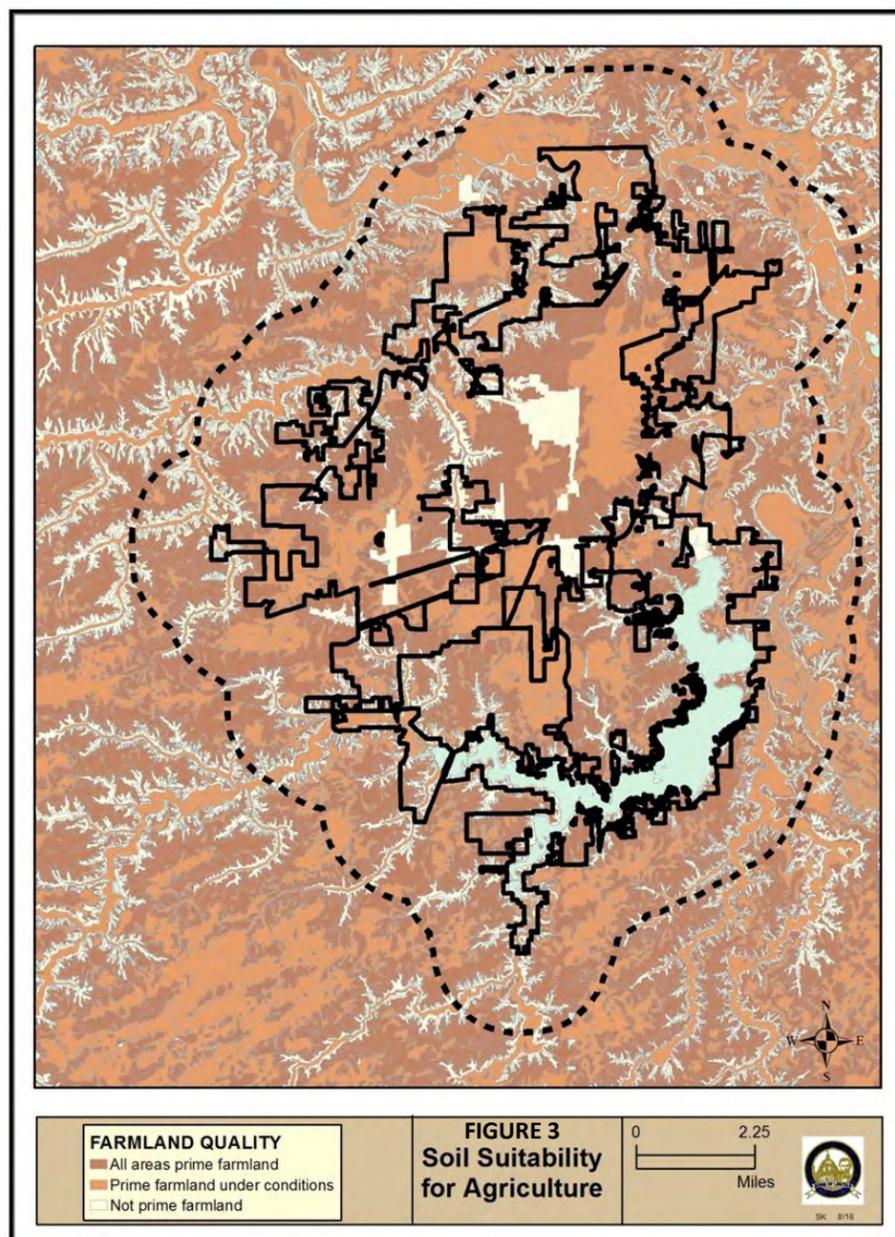


In general, the urban fringe, or the area outside the solid line but within the dotted line, appears to contain soils that are very limited for septic fields based on factors such as a lack of slope, high water tables, or other poor drainage characteristics. The southern part of the Springfield planning area appears to have less favorable soils for septic fields than the northern part. There is a somewhat large area of limited soils in the southeastern part of the Springfield planning area. Also, many areas southwest of the current city limits have soils that are very limited for septic fields. In areas with less favorable soils, it is important to use sewers as much as possible.

The map indicates that to the maximum extent possible, development needs to connect to gravity-fed sewers. In areas where soils analysis indicates poor drainage, aeration systems may be required or development might not be able to occur in the absence of sanitary sewers.

Soil Suitability for Agriculture

While there is some land in use for production agriculture within Springfield’s city limits, a much larger proportion of the land in the city’s 1.5 mile extraterritorial jurisdiction is committed to this use. The bulk of this use is for crop production rather than for livestock.



Agriculture is an important economic activity for Sangamon County and parts of the Springfield planning area. The community survey conducted for this plan found that 84.3% of survey respondents thought it was very (53.9%) or somewhat (30.4%) important to protect or preserve farmland around the city. Areas oriented southwest, northwest, and north in the Springfield planning area have prime soils for agriculture (see Figure 3). These areas are currently vacant parcels which may be considered as ripe for development.

Mine Subsidence

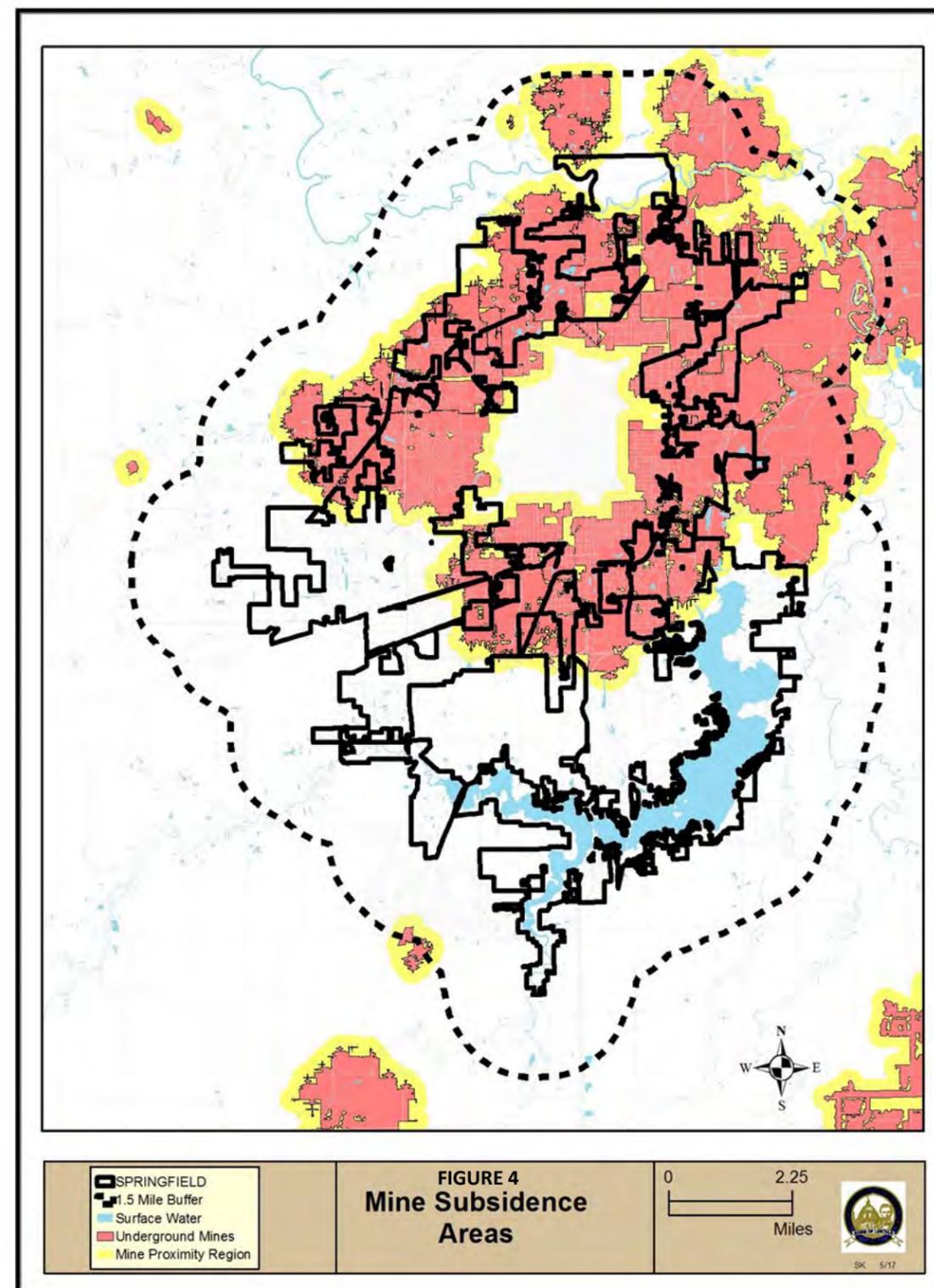
When addressing the geology of the Springfield area, note was made of the fact that the Pennsylvania layer included deposits of coal.

It is well known that Springfield was home to coal mines throughout the latter half of the 19th and early 20th centuries, and production of coal continues in other parts of Sangamon County outside of Springfield today. At one point, Sangamon County was one of the top producing coal counties in Illinois. One legacy of this mining history is reflected in the continuing tradition of using coal as a primary energy source at the Dallman Power Plant on Lake Springfield.

Unfortunately one of the legacies of coal mining within Springfield and some of the surrounding area is a number of aban-

doned underground coal mines, resulting in *mine subsidence*.

Mine subsidence is the shifting of the surface soil due to underground material movements from the collapse or movement of old mine shafts. In the late 19th and early 20th centuries, it was common for mines to extract coal from approximately 100-300 feet below the surface. The Illinois State Geological Survey maintains an online map of coal mining areas throughout Illinois, including Springfield. In the red and yellow areas on the next map (Figure 4), it is more likely mine subsidence can occur.



As the map indicates, much of Springfield is ringed by a claw-shaped series of underground coal mines pointed northeast. The primary areas that do not appear to contain known underground coal mines are in the northwest, west, and southern parts of Springfield’s planning area.

It is important to remember that the data on the mine subsidence map are dynamic, rather than static. A regional newspaper article mentions only about 50% of the closed or abandoned mines are mapped in Illinois (Mariano, 2015). Certain areas of Springfield have known mine subsidence particularly near Washington Street as documented by Wagner (1990). Unmapped mine shafts are discovered which can lead to changes in the data.

Mine subsidence was a topic of discussion during an update to the Sangamon County Multi-Jurisdictional Natural Hazard Mitigation Plan (HMP) in 2015. The HMP says that on average three subsidence events happen annually in Sangamon County. In areas where mine subsidence is a risk, property owners may be required to purchase a mine subsidence rider on their homeowners or business insurance. In addition, the HMP states the Illinois Mine Subsidence Insurance Fund paid 341 claims from 1979-2015 or more than eight claims per year. These claims demonstrate that mine subsidence has an impact on property in the Springfield planning area, and therefore should be taken into account in land use planning.

According to Meier and Gibson (n.d.g.) approaches taken by local, state, and federal governments in regard to mine subsidence can include, but are not limited to:

- Filling mine voids with non-compressible materials. This is expensive but has been done at least once before in Rock Springs, Wyoming in approximately 1970.
- Encouraging appropriate land use in subsidence prone areas through zoning.
- Encouraging enhanced building and engineering codes to make structures safer, more durable, and to facilitate repair.
- Taking special precautions when constructing public works projects such as roads, bridges, sewer, and public buildings.
- Providing education, map resources, and technical guidelines to the public and to developers.

Mine subsidence is a definite risk that should be considered in planning future land use in the Springfield planning area. The range of solutions above include both more cost-intensive but comprehensive approaches (adoption of stronger building and development codes or backfilling mine voids) as well as less cost-intensive approaches (providing maps or education materials).

In Summary:

- **Springfield is relatively flat, with elevations ranging from about 550 feet to 615 feet above sea level.**
- **Soils can be a constraint. Development needs to connect to gravity fed sewers to the maximum extent possible.**
- **Mine subsidence is a risk that should be considered in planning future land use in the Springfield area.**

WATERSHEDS, FLOODPLAINS & WETLANDS

Watersheds

There are several differing definitions of the term “watershed.” For the purposes of this plan, the term refers to areas drained by rivers, creeks, and intermittent streams of varying sizes. In Sangamon County, watersheds commonly drain to the Sangamon River. The Sangamon River is a tributary to the Illinois River, which is in turn a tributary to the Mississippi River. Springfield has five watersheds (see Figure 5 on the next page) within 1.5 miles of its city limits. These include:

- The Lower Sangamon River to Highway 123;
- South Fork of the Sangamon River;
- Horse/Brush Creeks;

- Sugar/Lick Creeks, and;
- Spring Creek.

The most important watershed is arguably the Sugar/Lick Creek watershed because it includes the two primary tributaries to Lake Springfield.

Lake Springfield, created by damming Sugar and Lick Creeks, is the source of drinking water for the City of Springfield. This surface lake also provides a much larger amount of water (approximately 14 times the amount of drinking water in 1994) to cool the operations of the power plant (Borah, Raman, Lin, Knapp, & Soong, 1997). A more recent presentation by City Water, Light, and Power (CWLP) indicates the power plant uses approximately nine million gallons of water per day from the lake for power plant operations (2015). According to CWLP (2010), the lowest volume in Lake Springfield’s history was 8.5 billion gallons during the drought in the early 1950s. This also included the lowest ever lake level since full pool was reached in May 1935 at 547.44 feet above sea level (12.56 feet below full pool) near the Spaulding Dam on December 29, 1954. This is approximately 51% of the Lake’s current storage capacity of 16.7 billion gallons.

After the drought in the 1950s, CWLP constructed a waterway that allows water to be pumped from the South Fork of the Sangamon River into Lake Springfield during times of water scarcity. The highest lake level ever recorded was on April 12, 1994, at 564.5 feet. During the period of May 2015 through early April 2016, the lake level was maintained between approximately 558 and 560 feet above sea level (CWLP, n.d.g.). According to the latest state Integrated Water Quality Report (2016), a part of Sugar Creek in the urban area and apparently downstream of the dam appears to be non-supporting of aquatic life. The cause is the presence of boron, which is from an industrial point source discharge.

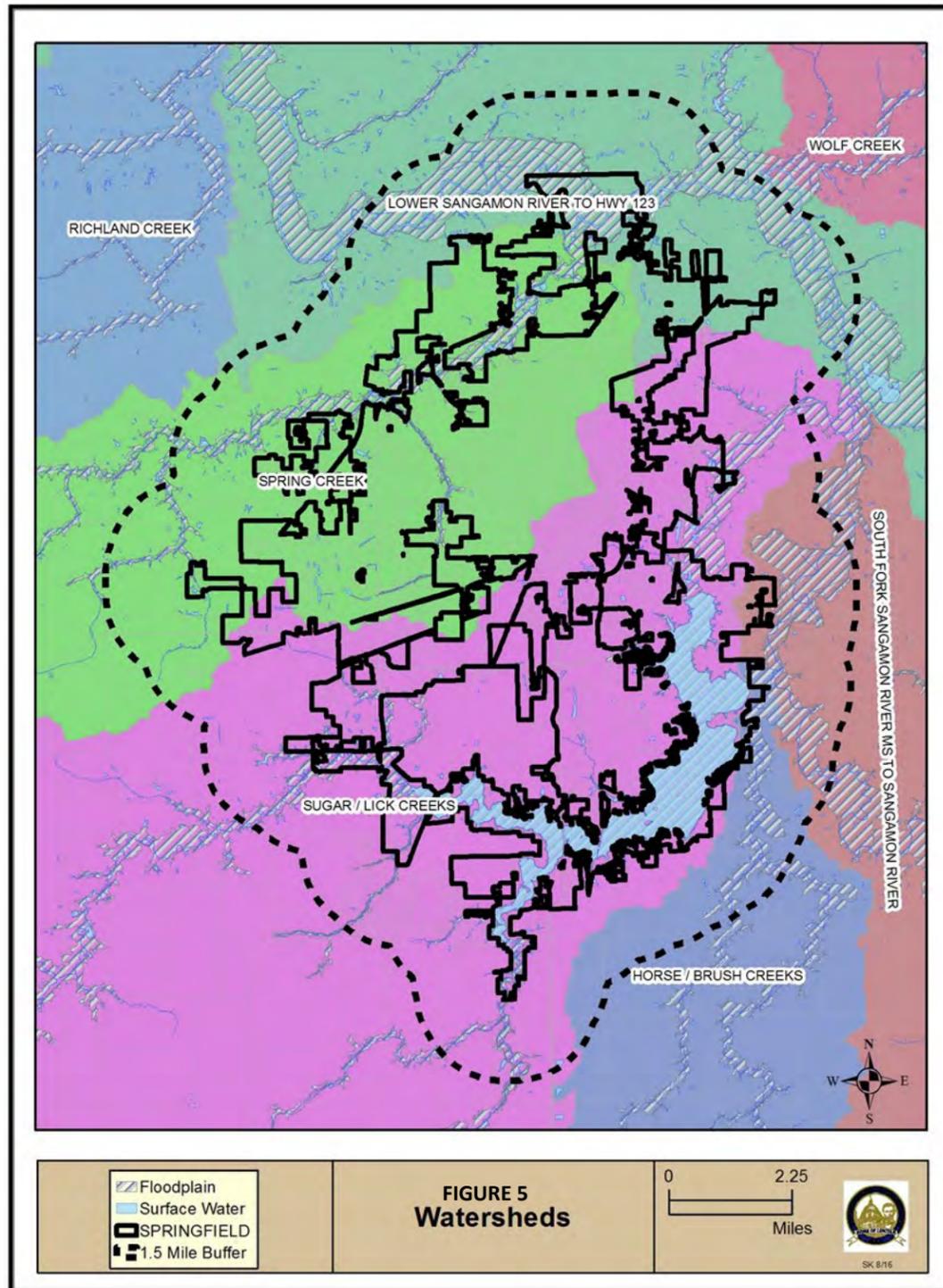
Respondents to the Community Survey thought that protection of the quantity and quality of water resources was a very high priority. Respondents rated it somewhat or very important to protect and preserve drinking water quality (96.7%), quality of water resources (96.3%), quantity of water resources (93.3%), and Lake Springfield (93.2%).

Another watershed important to Springfield is Spring Creek. According to the latest state Integrated Water Quality Report (2016), a part of Spring Creek that appears to be located in the urban area is not supporting aquatic life, fish consumption, or primary (recreational) contact, but is fully supporting for aesthetic quality. The causes for these not supporting determinations include imbalances in dissolved oxygen, polychlorobiphenyls (PCBs), sedimentation/siltation, and pH. The listed sources are unknown, crop production (crop land/dry land), and urban runoff/storm sewers. Spring Creek contains many acres of farmland upstream from Springfield and a municipal sewage plant, as well as receiving urban runoff via the Jacksonville and Town Branches.

The Jacksonville Branch is a tributary to Spring Creek and drains parts of the west side of Springfield and nearby municipalities like Jerome and Leland Grove. Due in part to its heavily urbanized nature, the level and flow rates of the Jacksonville Branch can rise quickly when large rain events occur. Recent developments that had floodplain components include Springfield’s construction work on the Chatham Road Bridge over the Jacksonville Branch and various on-going improvements by the Springfield Park District at Washington Park.

Important to downtown, but also serving parts of northwest and southeast Springfield, the Town Branch is a watershed that was largely covered in the late nineteenth century by a large brick sewer beginning in approximately 1865. According to Krohe (2014), the Town Branch used to form near what is now 9th and Cook Streets, which has been the scene of some urban flooding problems; in August 2014 for example. In 1999, there was a major reconstruction project on the Town Branch to strengthen the sewer system (Hanson Engineering, n.d.g.). Future efforts to restore wetlands around the stream in particular areas, especially near the Governor’s Mansion, have gained some attention recently. The Town Branch is different from other watersheds in Springfield in that it is largely paved.

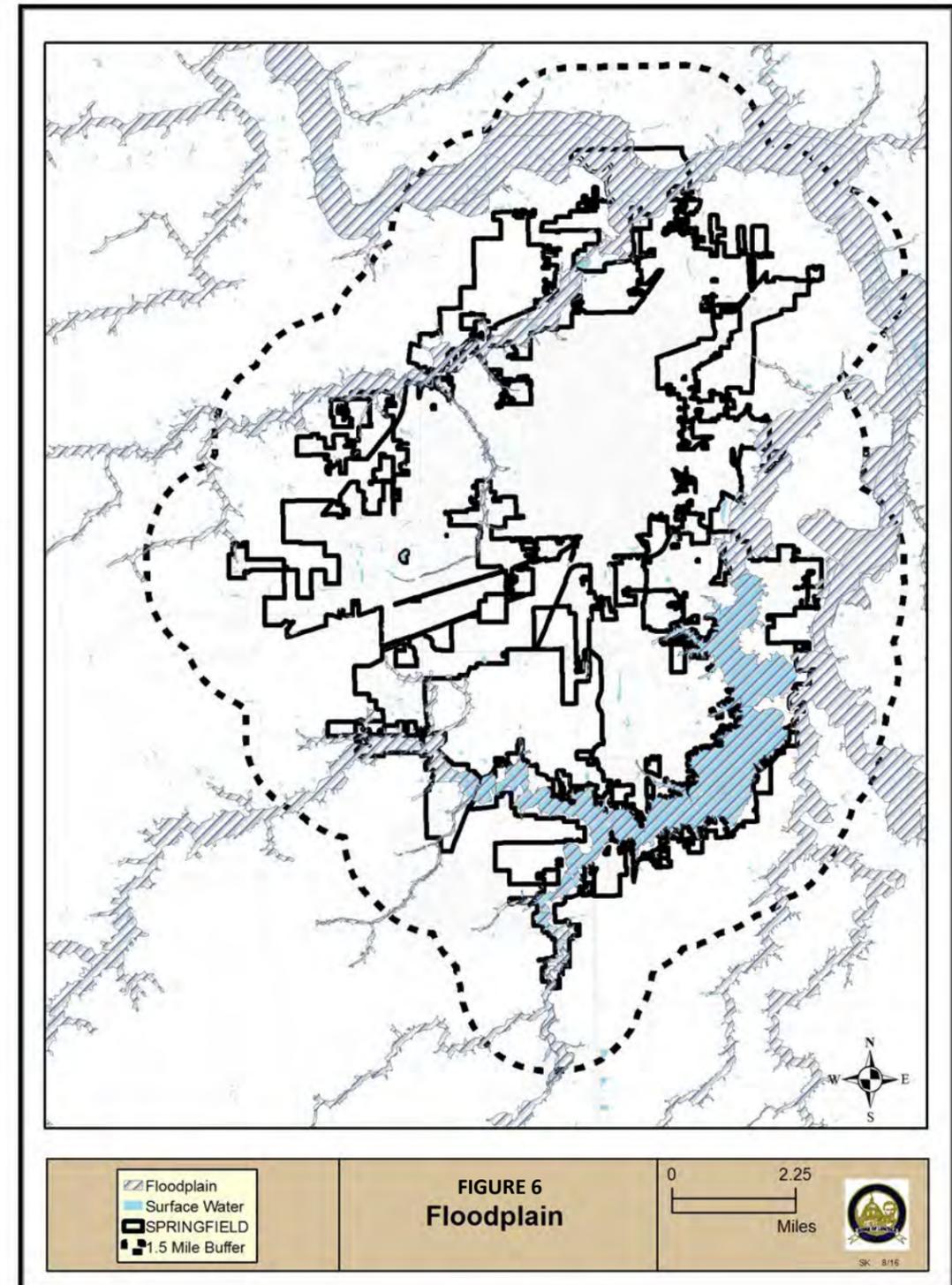
To ensure an adequate source of water for public drinking water and the power plant, a new water source — called Hunter Lake — has been proposed and is included in this plan. Hunter Lake would be created by damming up Horse and Brush Creeks, and would have an impact on these two watersheds. The Illinois State Water Survey “predicts a 90% probability that a 100-year drought would cause the CWLP power plants to shut down for approximately six months,” (City of Springfield, 2015).



Floodplains

According to Section 150.02 of the Springfield Floodplain Ordinance, a flood is, “a general and temporary condition of partial or complete inundation of normally dry land areas from the overflow, the unusual and rapid accumulation, or the runoff of surface waters from any source.” A floodplain is an area around a stream, river, creek, lake, or other body of water that contains floodwaters. Development is generally prohibited in the 100-year floodplain (or areas which have a 1% chance of flooding in a given year) absent preventive measures to

ensure buildings will not impede the flow of floodwater. Floodplains form a large crescent moon shape around Springfield. Combined with Lake Springfield (and Hunter Lake if it is developed), floodplains form a barrier which contributed to development patterns in the Springfield planning area to the south and west during the City’s history. The following map (Figure 6) indicates areas where floodplains are located.



Several areas of potential flooding are of greatest interest in the Springfield planning area. The Jacksonville Branch on the west side of Springfield is important as it is heavily developed. As structures are remodeled or the grading in the area is completed, it is necessary to closely monitor the impacts to the Jacksonville Branch to ensure there are no great changes to the level or the velocity of the stream. The Jacksonville Branch has multiple jurisdictions with which it can have an impact, as noted in the *Watersheds* section, above. Spring Creek has some residences that are located in its floodplain. Sugar Creek has several structures located in the floodplain. In addition, there are parts of some parks that are located in the Sangamon River floodplain. Lake Springfield has a number of structures near it that are located in the floodplain. Community Survey results indicate that 88.8% of respondents think it is very important (62.8%) or somewhat important (26.0%) to protect and preserve areas in Springfield prone to flooding.

Additionally, the Hazard Mitigation Plan identifies the following projects to be completed in the next few years regarding the floodplain.

- Acquire repetitively flood-damaged properties in the floodplain.
- Develop a storm water master plan and regulations.
- Monitor sensitive areas, then perform alternatives analysis to address sewer capacity issues.
- Improve local drainage areas prone to flooding.

Wetlands

Wetlands throughout the area are classified using a taxonomy developed by the United States Fish and Wildlife Service (Cowardin, Carter, Golet, & LaRoe, 1979/1992). For the Springfield planning area, the top three wetlands codes are described in Figure 7 by their acreage. Combined, these three codes include approximately 79% of the wetlands in the Springfield planning area.

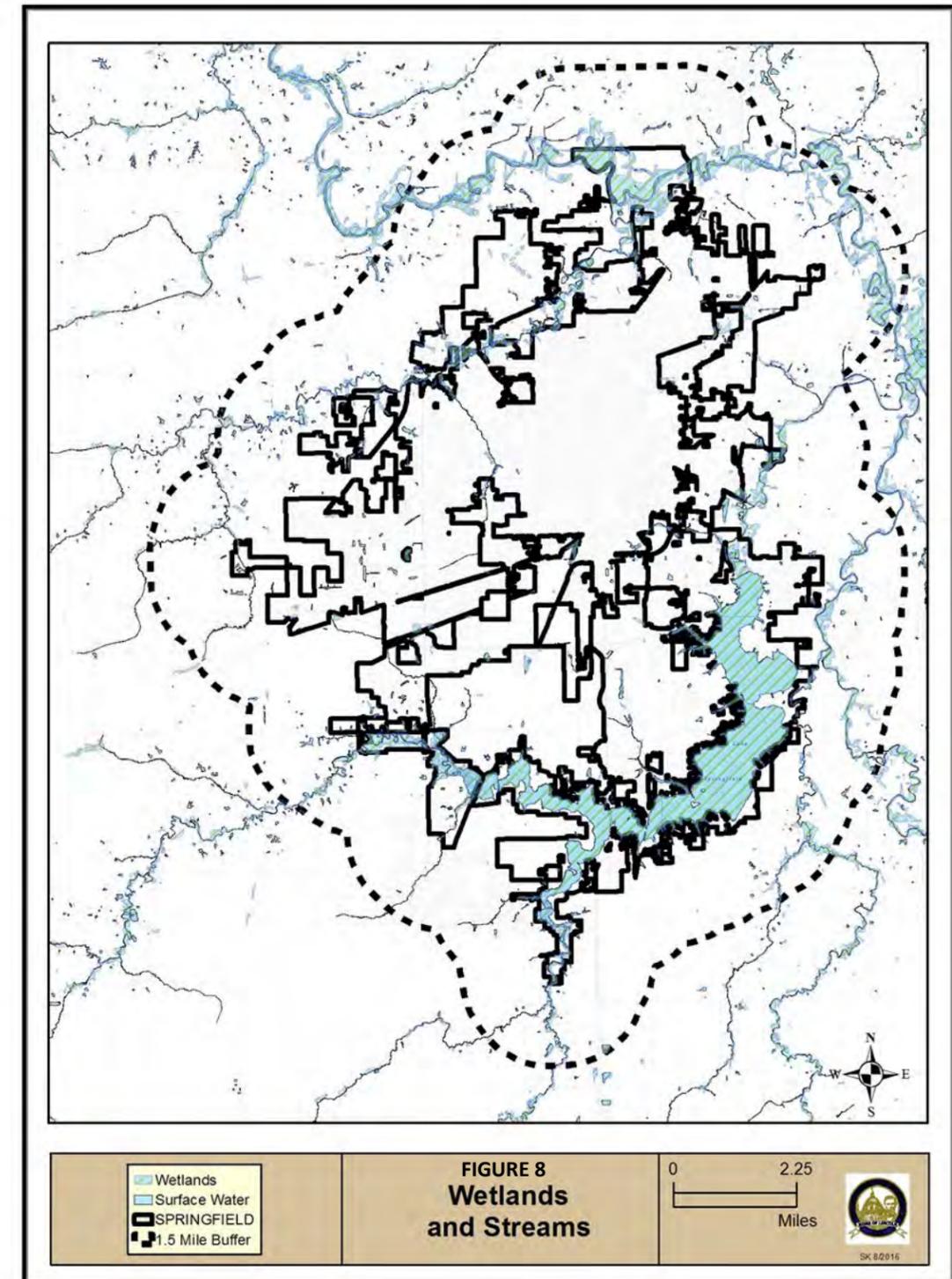
FIGURE 7: Top Three Wetland Codes in Springfield Area

Code	Description	Acreage	% of Total
L1UBHh	Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded, Diked /Impounded	3,819	44.0
PFO1A	Palustrine, Forested, Broadleaf Deciduous, Temporarily Flooded	2,613	30.1
PUBGh	Palustrine, Unconsolidated Bottom, Intermittently Exposed, Diked/Impounded	435	5.0

The most prevalent type of wetlands found in the Springfield planning area is an L-coded, or *Lacustrine*, wetland (approximately 44% of wetlands). Lacustrine wetlands in Springfield mean the lake area, as this wetland type is in dammed river (or creek) channels, lack trees, and are larger than 20 acres (Cowardin et al, 1979/1992). Lacustrine wetlands are overwhelmingly found in the main body of Lake Springfield near the power plant, as well as a much smaller pond near the Illinois Department of Transportation’s Hanley Building on Dirksen Parkway.

The second most prevalent type of wetlands found in the Springfield planning area is a P-coded, or *Palustrine*, wetland (approximately 35%). More typically called prairies, bogs, fens, or marshes, Palustrine wetlands tend to be found near rivers and streams (Cowardin et al, 1979/1992). The larger of the two types of Palustrine wetlands commonly found in the Springfield planning area are broadleaf deciduous leaf trees, and are temporarily flooded, meaning they are near streams. Important streams with Palustrine wetlands, particularly coded PFO1A, include Sugar Creek north of the dam, Horse Creek north of its confluence with Brush Creek, Spring Creek on the northwest side of the Springfield planning area, and the Sangamon River.

Wetlands are an important natural area that can be worthy of preservation. Many of the best example wetland areas, especially near Lake Springfield and the Sangamon River, are protected through public and/or non-profit ownership. The following map (Figure 8) includes all coded wetlands in the Springfield planning area.



In Summary:

- Watersheds are important to consider in planning for future land use in Springfield.
- Floodplains and Lake Springfield form a natural ring around Springfield pushing development west.
- Most wetlands in Springfield’s planning area are concentrated near the lake.

NATURAL AREAS AND WILDLIFE

Natural Areas Inventory

In 2004, the Friends of the Sangamon Valley contracted with LaGesse and Associates to complete an inventory of natural areas in Sangamon County, resulting in the Natural Areas Inventory (NAI). This work built upon the Sangamon County Greenways and Trails Plan (1997), developed by the SSCRPC, that documented various open space and recreational trail opportunities throughout the region.

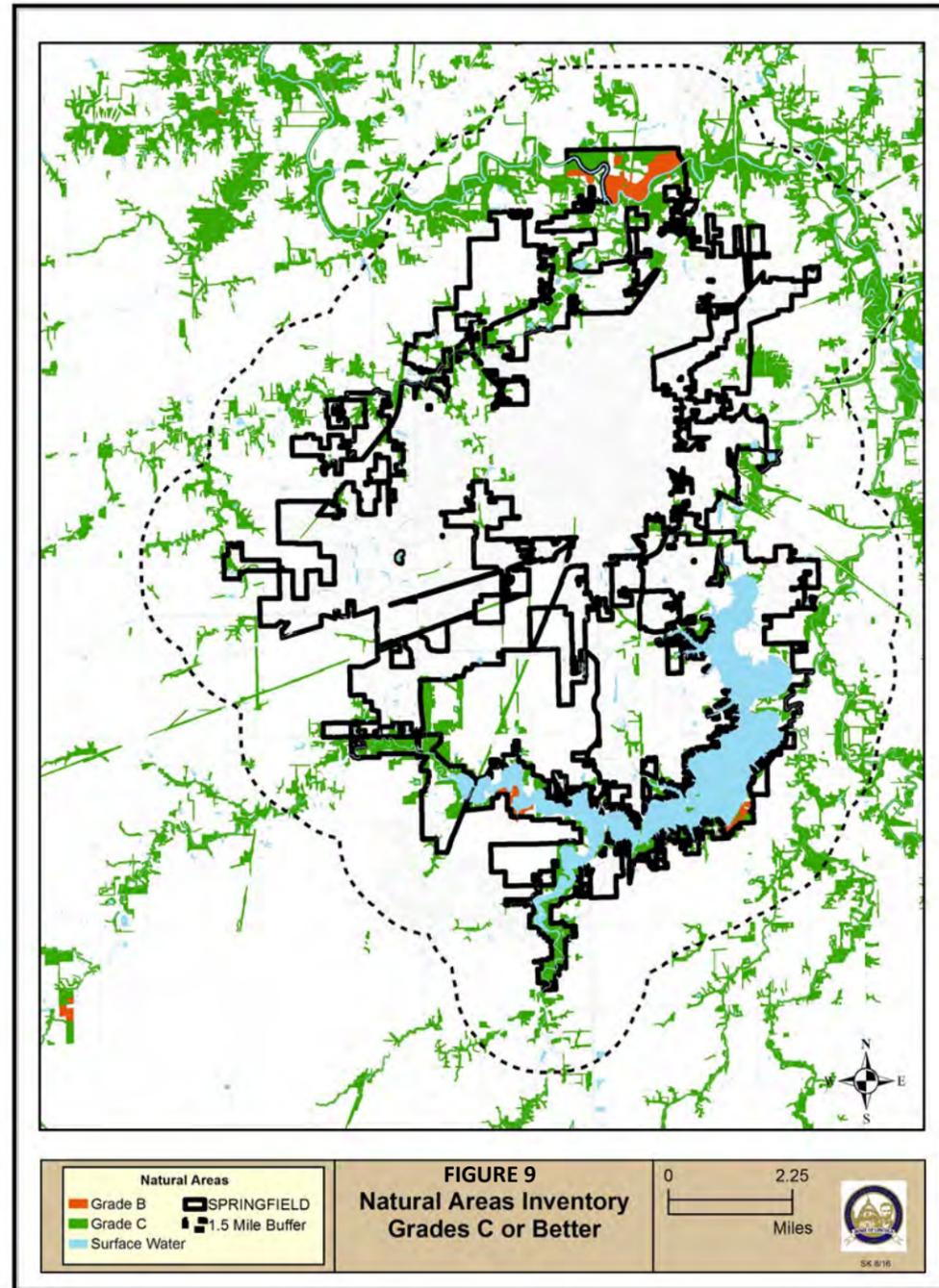
The NAI builds upon federal Fish and Wildlife Service wetlands classifications to grade the quality of natural areas according to a scale developed for the Illinois Department of Natural Resources, summarized below:

- **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.

Grade B natural areas tend to have a stable character and are no longer rapidly changing. Grade C natural areas tend to have had their original character destroyed and a greatly changed composition (LaGesse & Associates, 2004).

For the purposes of this plan, the map to the left (Figure 9) identifies natural areas within the Springfield planning area with grades of C or higher on the NAI. Grade C and higher was selected as these grades include the least disturbed plant communities.

The map indicates three concentrations of grade B natural areas in the Springfield planning area. One is located north, near Carpenter and Riverside Parks on the north side of the Sangamon River. The NAI recommends protection of this area to the maximum extent possible through easements or acquisition by the public or



conservation groups. A second area is located to the southeast of Lake Springfield along a stretch of approximately one mile near Lin-

coln Memorial Gardens and by the intersection of Pawnee Road with East Lake Shore Drive. Some of this area is already in public ownership. The third significant area of grade B natural areas is along the southwest portion of Lake Springfield east of Iron Bridge Road and near Iron Bridge Estates Subdivision in Chatham. Portions of this natural area are in public ownership and portions are in private ownership.

The map indicates various natural areas with grade C, mostly concentrated along current/former railroad corridors or near watersheds. Sometimes grade C natural areas can have important potential impacts in multi-modal corridor planning. For example, there is a grade C natural area near Tuxhorn Road that appears to have a potential connection as a spur to the Lost Bridge Trail under Route 29. The spur could be an important pedestrian crossing over or under Route 29 for the residents along Tuxhorn Road. This spur was called out for protection in both the Greenways and Trails Plan (1997) and the Springfield 2020 Comprehensive Plan. It is described here in more detail to show the importance of maintaining greenways for more than just their potential natural amenities.

Endangered and Threatened Species

The following table (Figure 10) indicates lists of federal and state threatened and endangered species that appear for Sangamon County, and thus Springfield.

FIGURE 10: Endangered and Threatened Species*		
FEDERAL (US Fish and Wildlife Service)		
Common Name	Scientific Name	Status
Indiana bat	<i>Myotis sodalis</i>	Endangered
Northern long-eared bat	<i>Myotis septentrionalis</i>	Threatened
Eastern prairie fringed orchid	<i>Platanthera leucophaea</i>	Threatened
STATE (Illinois DNR- List as of October 2016)		
Common Name	Scientific Name	Status
Smooth softshell (turtle)	<i>Apalone mutica</i>	Endangered
Short-eared Owl	<i>Asio flammeus</i>	Endangered
Northern harrier	<i>Circus cyaneus</i>	Endangered
Loggerhead shrike	<i>Lanius ludovicianus</i>	Endangered
Indiana bat	<i>Myotis sodalis</i>	Endangered
Black-crowned night heron	<i>Nycticorax nycticorax</i>	Endangered
Heart-leaved plantain	<i>Plantago cordata</i>	Endangered
Royal catchfly	<i>Silene regia</i>	Endangered
Great Chickweed	<i>Stellaria pubera</i>	Endangered
Kirtland's snake	<i>Clonophis kirtlandi</i>	Threatened
Least bittern	<i>Ixobrychus exilis</i>	Threatened
Bunchflower	<i>Melanthium virginicum</i>	Threatened
Mudpuppy	<i>Necturus maculosus</i>	Threatened
Franklin's ground squirrel	<i>Spermophilus franklinii</i>	Threatened
Ornate box turtle	<i>Terrapene ornata</i>	Threatened
Lined snake	<i>Tropidoclonion lineatum</i>	Threatened
Barn owl	<i>Tyto alba</i>	Threatened

*Blue text denotes a federal endangered species. Red text denotes a state endangered species.

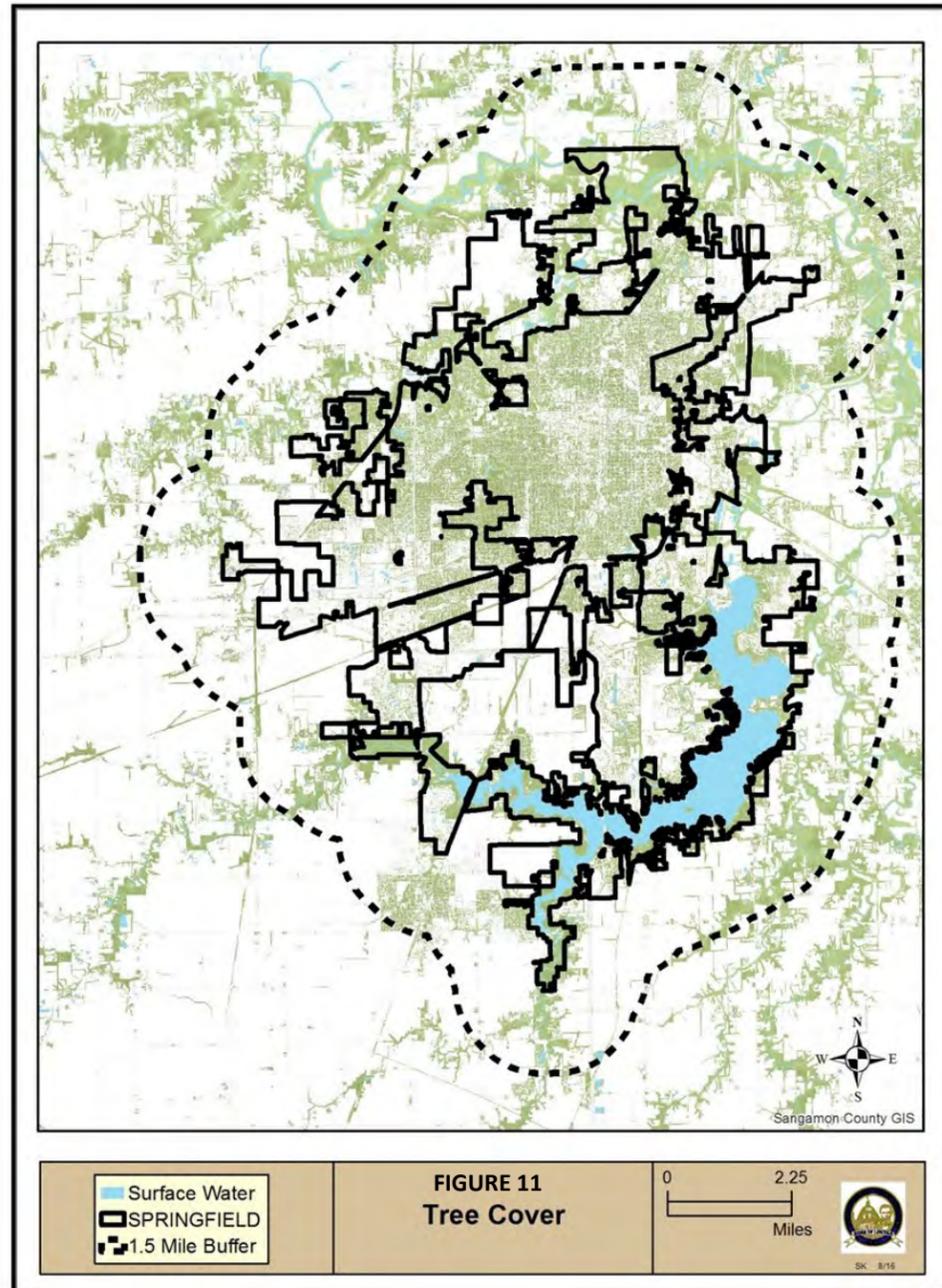
The species list is derived from the U.S. Fish and Wildlife Service and Illinois Department of Natural Resources websites, respectively. One species that is common to both lists is the Indiana bat. It is listed as a federally endangered species. In Illinois, its range appears to be every county except for Cook and the Collar Counties (DuPage, Kane, Will, McHenry, and Lake). While every effort was made to ensure these lists are as updated as possible (as of early May 2017), the species lists can and do change. Consultation with the appropriate agency is needed for development projects.

Certain species on the state list have habitats near common development sites, such as Lake Springfield for the black crowned night heron, or near Wabash and Centennial Park on the west side for the Franklin ground squirrel. Property owners and the real estate community should be aware that threatened and/or endangered animals could influence both land use and development decisions during the life-span of this comprehensive plan. Although not as supportive as with some other environmental options, 76.6% of Community Survey respondents thought it was very (41.2%) or somewhat (35.4%) important to protect endangered or threatened species.

Tree Cover

Springfield has been proud of its designation as a “Tree City”. Maintaining a city’s tree cover is not unimportant as trees provide several benefits to residents. They help provide shade from the heat of summer and cover from the sun. They act as a filter, converting carbon dioxide into oxygen. And from a planning perspective, tree-lined streets have desirable qualities such as helping with home sales, enhancing a neighborhood’s character, and providing a measure of privacy for residents.

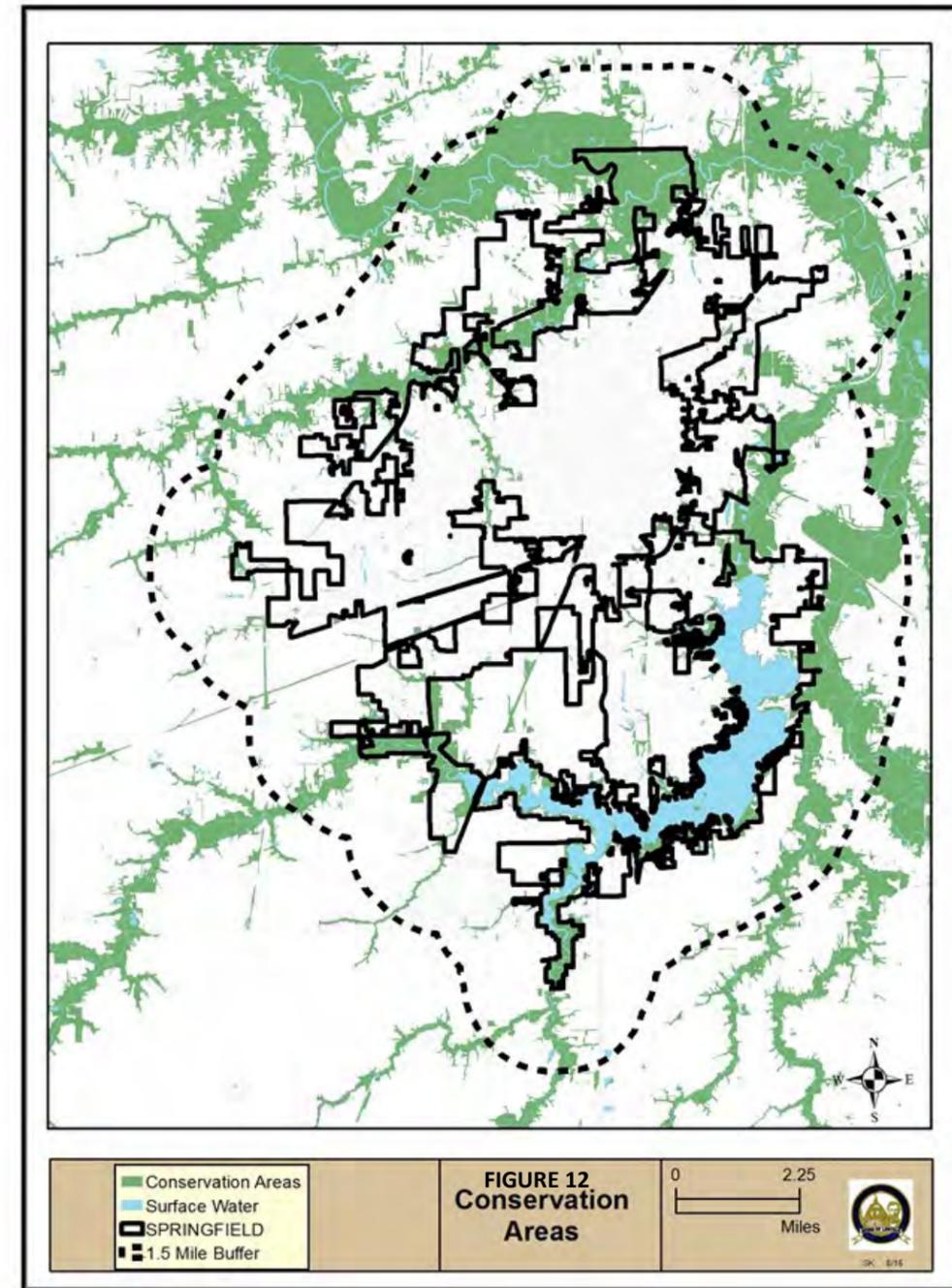
Figure 11, derived from 2007 data, shows the tree cover in the Springfield planning area. It indicates tree cover is denser in specific areas such as: the west and south sides of Springfield; near Carpenter Park; and, near many streams.



Identifying Areas for Protection and Conservation Efforts

What natural areas are worthy of conservation? Ultimately, this is a planning and policy decision for Springfield. However the following map (Figure 12) indicates areas that should be considered for conservation and protection. They include areas that: are within the 100-year floodplain; are graded C or better on the natural areas inventory; or have coded wetlands. The rationale for choosing these areas includes, but is not limited to, the areas that have been studied and/or identified in reports, official maps, and regulations as being areas where the land should be conserved and development should be limited. Many of these areas already have development constraints due to

mechanisms such as floodplain ordinances and public or non-profit ownership. The map is a way to identify potential conservation areas for land use planning purposes.



In Summary:

- Springfield has an existing natural inventory that can help prioritize natural areas for conservation.
- Threatened/endangered species can and do play a role in land use and development decisions.
- Springfield has many desirable tree-lined areas such as near Washington Park.

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APPENDIX 3: REVIEW OF SPRINGFIELD'S UTILITY INFRASTRUCTURE

WASTE WATER MANAGEMENT IN SPRINGFIELD

The waste water management system for the Greater Springfield Area is operated and maintained by the Sangamon County Water Reclamation District (District) and the City of Springfield. The majority of the sanitary sewer lines within Springfield's corporate limits are maintained by the City of Springfield. The District oversees the treatment of all waste water of those areas within the designated Facility Planning Area (FPA) while maintaining some sewer lines and administering the sanitary sewer permitting process for development. The FPA is the area approved by the Illinois Environmental Protection Agency that the district is allowed to serve. The FPA and areas served can be seen in Figure 1, to the right.

The District is served by two treatment plants. The District's Spring Creek Treatment Plant serves approximately two-thirds of the City of Springfield and surrounding communities. Originally built in 1929, upgrades made in 2012 to the plant can support treatment of up to 80 million gallons a day. The daily average in 2015 was roughly 22 million gallons per day (Munks, 2015). In 2007 the District projected growth to 2031 of 40%, or nearly 40,000 people in the area served (SMSD, 2007).

The District's Sugar Creek Treatment Plant serves the remaining one-third of the City of Springfield, as well as surrounding communities. Originally built in 1973, the District expects to complete upgrades to their Sugar Creek Plant by 2018 (Munks, 2015) When completed, the Plant will have a capacity of 37.5 million gallons and a projected average flow of 15 million gallons per day. The District has projected 16% population growth, approximately 8,400 people, by 2031 for the area served by the Plant (SMSD, 2007).

While it is possible for the District to serve any property within the FPA, and projected population growth estimates fall well within the range of what the District can serve, the density of development may be limited. Sanitary sewer and wastewater treatment in the Springfield area is built to support a maximum density of 15 Population Equivalents (PE) per acre. As a gauge for development, a single family home is measured at 3.5 PE (Humphrey, 2016).

The City of Springfield maintains 140 miles of combined sewer and 355 miles of sanitary sewer within its city limits. A combined sewer handles both waste water as well as sanitary, and is no longer considered an acceptable practice for new sewer development.

The existing sewer infrastructure dates from the 1800's to the present day and includes brick, clay, concrete, and modern PVC sewer lines, with most of the older — particularly brick — sewers being of the combined type (City of Springfield, 2014). The current average age of the collection is just over 50 years, and is trending upwards. To maintain the current average age the system will require a perpetual investment of \$30 - \$40 million per decade to rehabilitate, replace, or construct sewers (Higginbotham, 2016). The City's current plan identifies approximately \$55 million in proposed projects to be completed over the next 10 years, with a Capital Improvement Plan detailing projects and expenditures for the first 5 years (City of Springfield, 2014).

The District is in the process of providing sewer service to properties in the Lake Springfield area, eliminating the need for personal sewage disposal systems and decreasing the risk of water contamination from those systems. Approximately 50% of Lake Lease properties are currently connected to public sewer, and the District plans to complete the project by 2025 (Humphrey, 2016). Additionally, the replacement of the District's North Grand and South Park lift stations is planned.

In Summary:

- The extension of sanitary sewer in Springfield is largely driven by development. The District has the ability to provide sanitary sewer to any location within its FPA. However, the cost of extending sewer may be cost prohibitive for development in some areas.

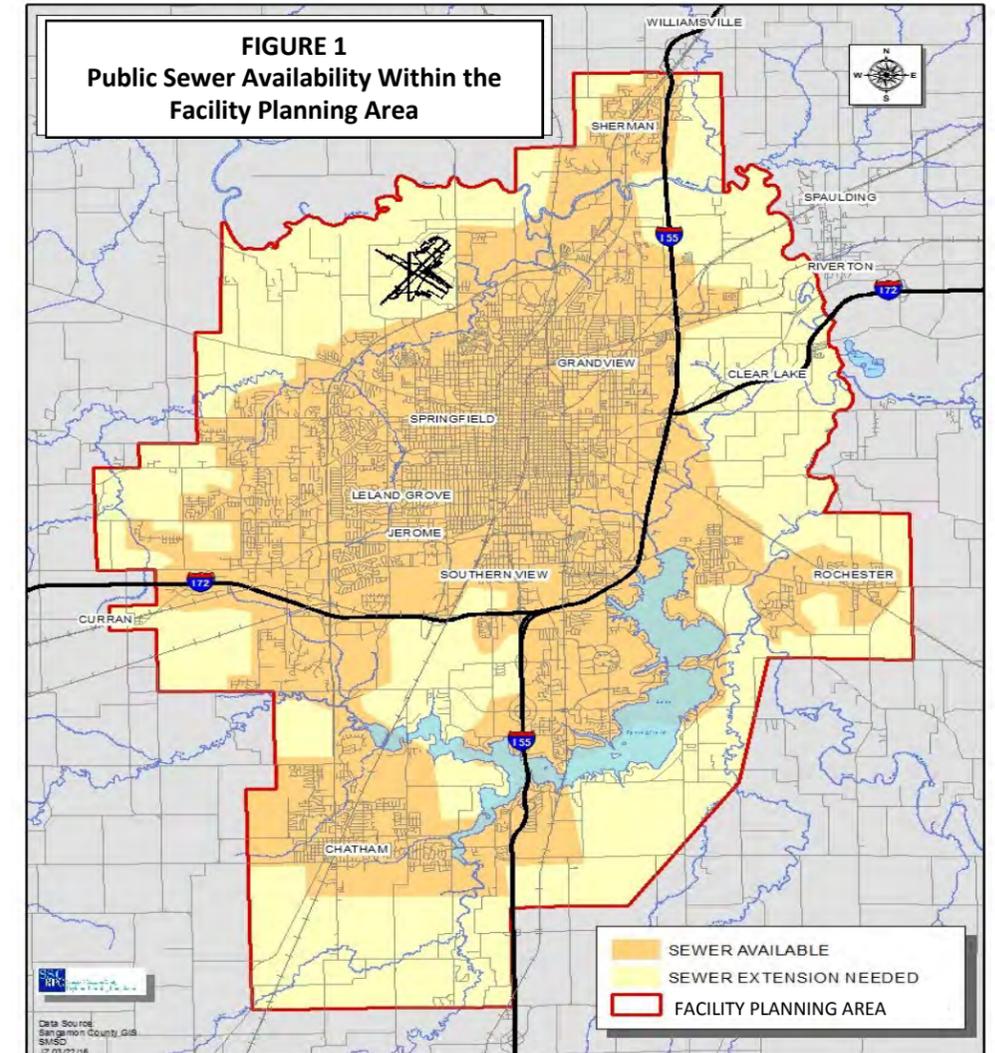


FIGURE 1
Public Sewer Availability Within the Facility Planning Area

The District's FPA is outlined above in red. Two service areas are delineated within the FPA. The area identified in orange are those areas where public sewer is more immediately available to serve development. The area identified in yellow currently does not have sanitary sewer available but may be served in the future.

- The District has capacity to serve the growth projected though 2031. Since the District's population projections were last done (2007), development in the Springfield area has slowed considerably and the District's capacity may outlast the previous projections. The population estimates prepared for this plan indicate this slower growth.
- Although the system is capable of handling the population growth estimated the city, the density of development may be limited at a maximum of 15 PE per acre.
- Significant investments will be required by the City to maintain or improve the current state of City owned sewers.
- Future priorities for the district include completion of the Sugar Creek Treatment Plant expansion, extension of sewer to all Lake Lease properties in Springfield, replacement of the North Grand and South Park lift stations, and the continued maintenance of existing sewer and treatment plants to comply with EPA regulations.
- Status of the combined sewers will become more important in future years due to environmental concerns.



PUBLIC WATER

Springfield’s City Water, Light & Power (CWLP), a public utility and department of the City of Springfield, provides water to more than 53,000 households and businesses, serving a population of approximately 147,750 customers. The CWLP service area, shown in Figure 2, encompasses a majority of Springfield, the villages of Southern View and Leland Grove, as well as other, unincorporated, areas near the city. In addition to providing potable water to Springfield residents, CWLP supplies the local utilities of several surrounding villages and water cooperatives although it doesn’t serve their residents directly.

CWLP uses water pumped from Lake Springfield to supply its customers. In 2015, CWLP distributed an average of 21 million gallons of potable water per day. This usage represents slightly less than half of the 47 million gallons per day capacity CWLP is capable of distributing. Future water demand analysis based on population growth and water availability for CWLP served areas shows a baseline forecast of an average of 22.92 million gallons per day use by 2065. Additional analysis shows drought conditions or high growth could push the average use to 23.39 or 25.06 million gallons per day respectively (CDM Smith, 2015).

In 2014 CWLP completed an upgrade of their existing clearwells adding a new 6 million gallon clearwell. This clearwell replaced the oldest of the clearwells in service, which was built in 1930. The new clearwell addition increased the water treatment plant’s on-site storage capacity from 6 million gallons to 10 million gallons (CWLP, 2008). Along with the decommissioned clearwell, some of the water distribution pipes in Springfield were installed in the 1930’s and the life expectancy of the pipes is around 100 years. While many of the pipes are still in good condition and are expected to be safe and useful beyond their life expectancy, CWLP annually tests the pipes for leaks and replaces damaged infrastructure as needed (Johnson, 2016).

As growth in Springfield has moved west, some development has extended into the Curran-Gardner Water District. (CGWD). The CGWD extends east to Veterans Parkway and serves areas annexed after 2009, as shown in Figures 3 and 4. As of 2016, CGWD has a storage capacity of 1.7 million gallons and serves 2,500 customers from its wells. Upgrades to the CGWD water plant, that started in 2016, will enable it to produce 1000 gallons per minute and double their treatment capacity (Nelson, 2016). Through a cooperative agreement with

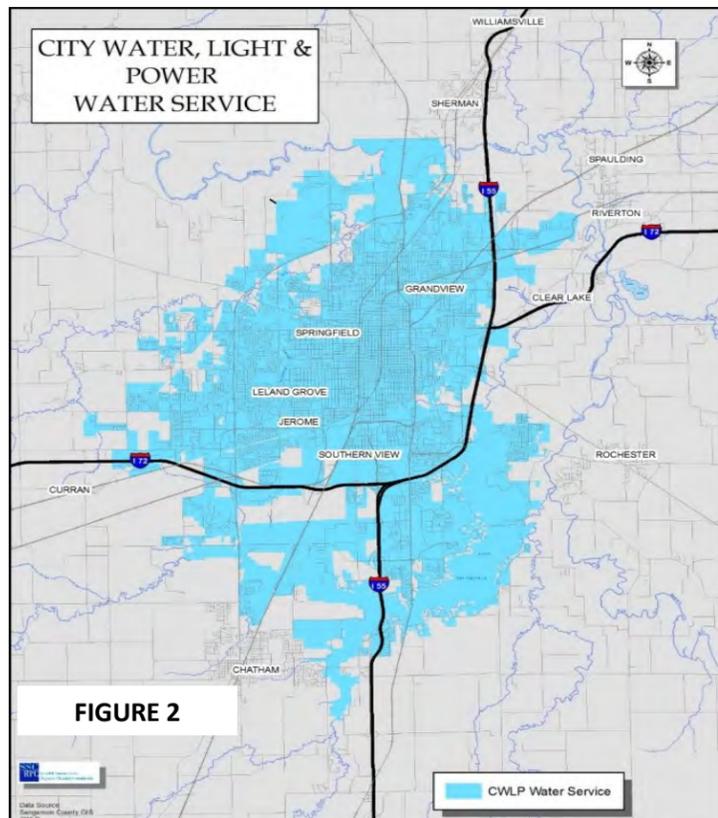


FIGURE 2

CWLP’s direct water service area is shown above in blue. Along with providing water directly to customers in this area, CWLP wholesales water to some surrounding Villages and water cooperatives.

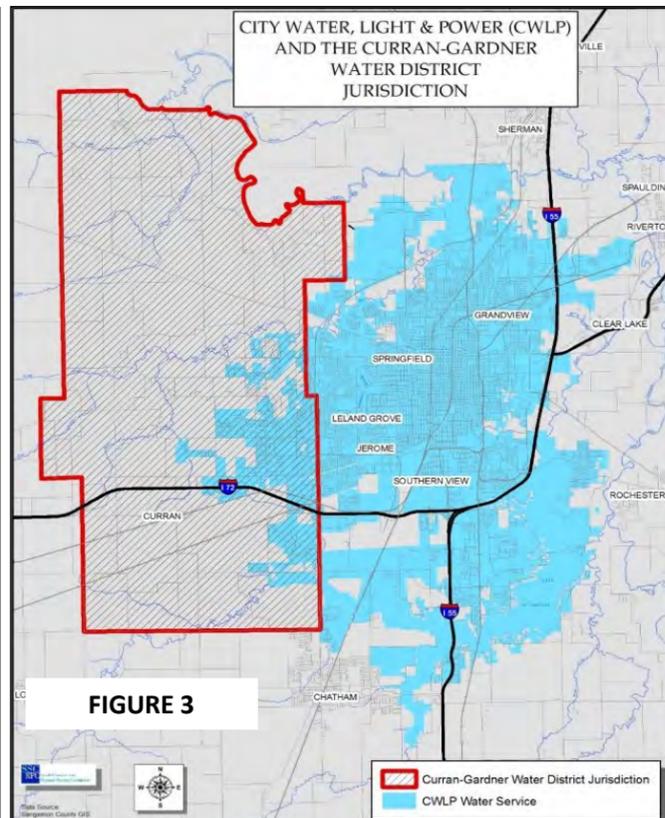


FIGURE 3

The Curran-Gardner Water District serves some customers within the City of Springfield.

CWLP, the Curran-Gardner district is able to serve customers using CWLP water if it is more practical than extending a new main. CGWD also has a 4” water main connected to CWLP water to provide service in the case of an emergency. CGWD had plans underway to complete an interconnection with the Village of New Berlin water system by the fall of 2016 to provide additional back-up.

The primary objective of the Curran-Gardner Water District is to supply potable water to its customers. While this allows more areas to be served with clean drinking water, the necessary capacity for fire-flows is not provided in most areas which may limit the density of residential and commercial development if Springfield continues to grow westward. Areas adjacent to the current CWLP direct water service area that are served cooperatively by CGWD and CWLP, can be provided with fire-flow capacity in most instances.

In Summary:

- **Water service to Springfield residents is predominately provided by the city’s public utility, CWLP, although some properties in the western portion of the city may be served by the Curran-Gardner Water District.**
- **The extension of water service in Springfield is currently driven by development and is, therefore, reactive.**
- **CWLP and the Curran-Gardner Water District have the ability to provide water to any area within their jurisdictions, however, the cost of extending water to some undeveloped areas will be at the expense of the developer.**
- **Curran-Gardner currently serves 2,500 customers and has a storage capacity of 1.7 million gallons. Updates to the plant will double the treatment capacity of the District.**
- **Based on the most likely population estimate for Springfield from 2017 to 2037, water service can be adequately provided at current capacity. Based upon its estimates, CWLP has the ability to serve projected water use to at least 2065.**
- **If the City continues to grow westward, the density of development may be limited by the availability of water lines able to provide adequate fire-flow capacity for developments. This may require larger lot sizes in these areas to address fire risks in the absence of necessary fire-flow.**

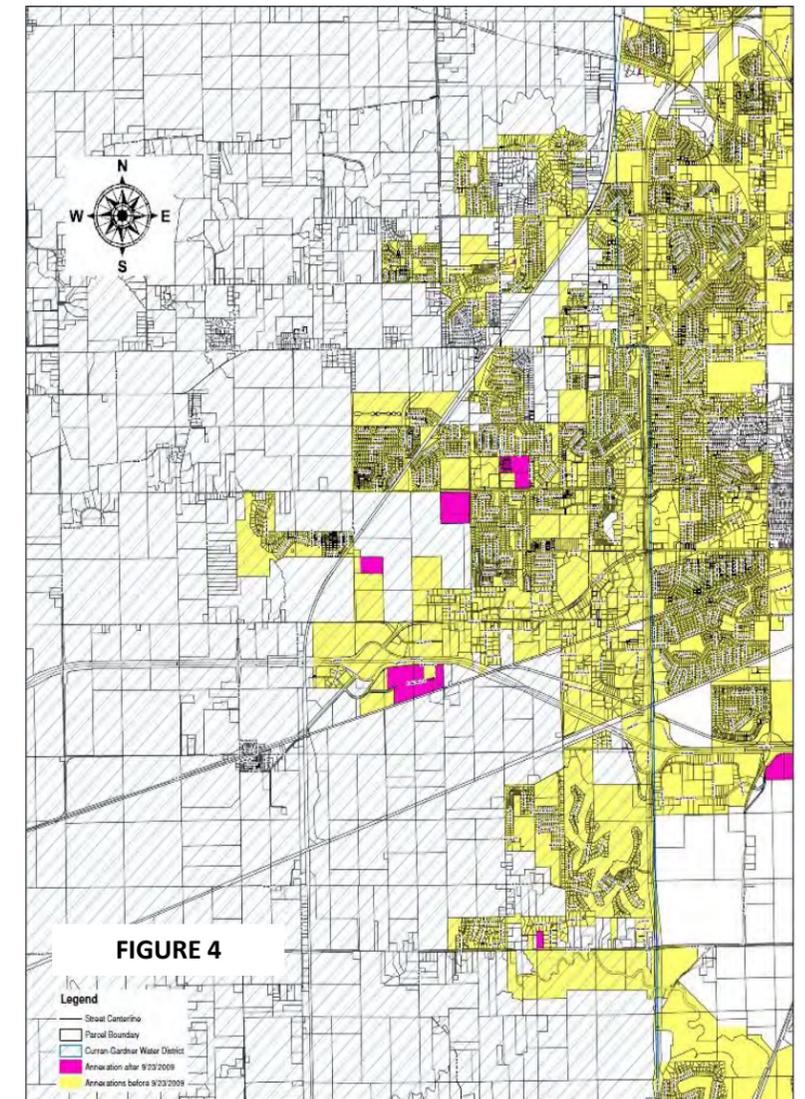
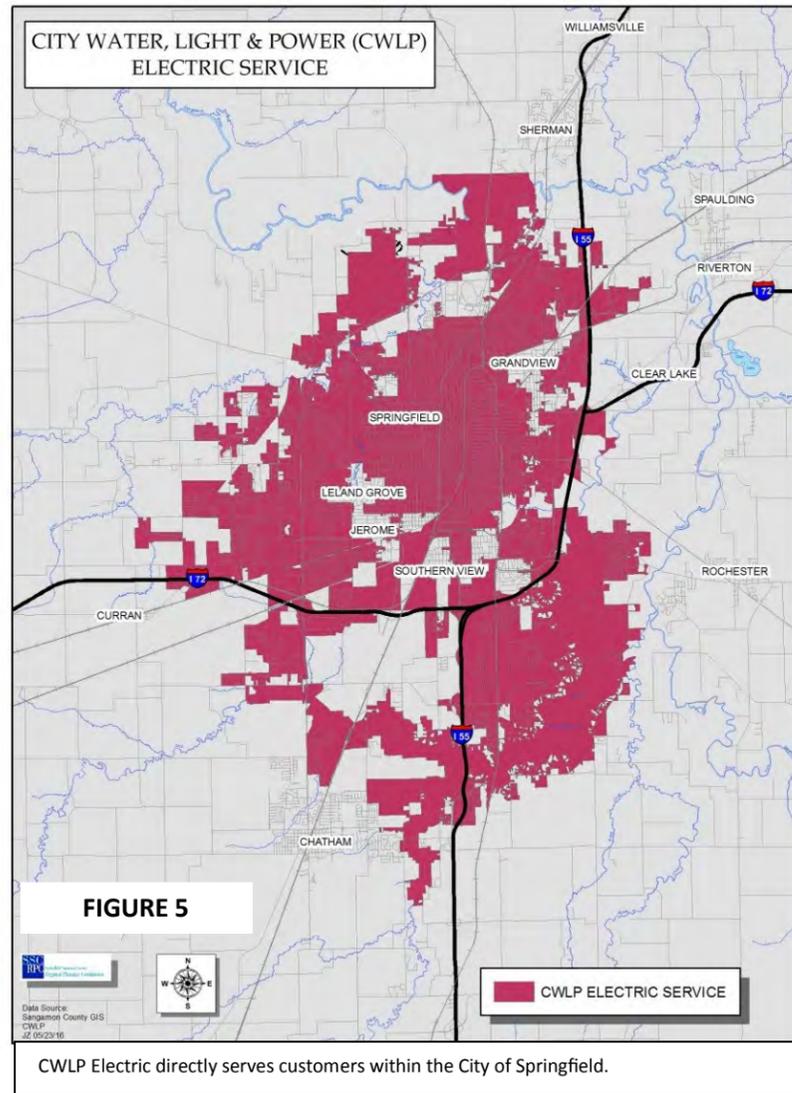


FIGURE 4

Since 2009, new development in Springfield’s western areas has been metered by the Curran-Gardner Water District.

ENERGY

City Water, Light & Power (CWLP) provides electricity to homes and businesses in Springfield. CWLP provides direct service to areas within Springfield’s corporate limits and also provides electricity to those municipalities surrounded by the City of Springfield, such as Leland Grove, Jerome, Southern View, and Grandview. The areas served by CWLP can be seen in Figure 5. Along with their direct service, CWLP wholesales power to some surrounding communities and is part of greater Midwestern system buying and selling electricity. Areas outside the corporate limits of the City, but within its 1.5 mile subdivision jurisdiction are served by a combination of Ameren Electric, and other local electric cooperatives.



CWLP’s electric facilities include the Stevenson Drive plant complex, which houses the Dallman and Dallman 4 coal fired power stations and three diesel generators. In 2009, CWLP commissioned a new 200 megawatt power station. The project provided the first new base-load capacity added by CWLP in three decades and has increased the total net generating capacity by 17%. The construction of Dallman 4 incorporated state of the art emissions control systems making it one of the most environmentally friendly coal fired plants in the U.S. Adding the new capacity also allowed CWLP to decommission two inefficient plants built in the late 1950’s and early 1960’s (CWLP, 2009). In order to supplement CWLP existing facilities, CWLP has also entered into an agreement to purchase up to 120 megawatts of wind powered energy each year (CWLP, 2016).

Currently CWLP directly serves 70,039 individual electric meters though more than 950 circuit miles of cable. CWLP has the capability to generate a maximum of 572 megawatts (Bixby, 2016) to serve the City’s current and future needs. The current capacity greatly exceeds the reported 2015 maximum native load demanded by consumers within the City, 395 megawatts, and the record demand was 420 megawatts (CWLP, 2016).

Like other utilities in the Springfield area, expansion of CWLP electric facilities is driven by development and annexation of property to the City. The utility takes on customers as they enter the Springfield corporate limits.

In Summary:

- **The extension of electric in Springfield is largely driven by development.**
- **CWLP has the ability to provide electric service anywhere within the corporate limits of Springfield. However, the density or type of development to be served may require the construction of a new substation or other transmission facilities.**
- **CWLP can currently generate 572 megawatts of power, and purchases up to an additional 120 megawatts of wind power. This capacity is sufficient to serve the current needs of the City and future growth.**

COMMUNICATION INFRASTRUCTURE

The modern communication infrastructure necessary for most purposes includes telephony, internet access, radio, and television. Due to technological advances in all of these areas, this infrastructure is available from providers on demand in all parts of the city. Anticipated advances in technology are expected to simply accelerate this availability.

Telephone access in Springfield is provided via landlines, wireless mobile, as well as through various forms of internet access. Landline access is available throughout the city, although cell phone access is commonplace for telephone communication. The city and its surrounding area are adequately served by the towers necessary to provide mobile phone access, and more-and-more of these towers are being placed in locations where they are not considered a visual blight. These “stealth” tower locations may be encouraged over the next several years and become commonplace. The availability of this access also makes internet access available through mobile connections.

Internet access is also widely available for most users, with 100% of the area capable of being served by fixed wireless providers. It is most often provided to businesses and households through wired provider services via cable and DSL, but it is also available through other fixed wireless means, such as by “dish” connections and mobile services. To the extent that access is limited, it is more often limited by cost than location.

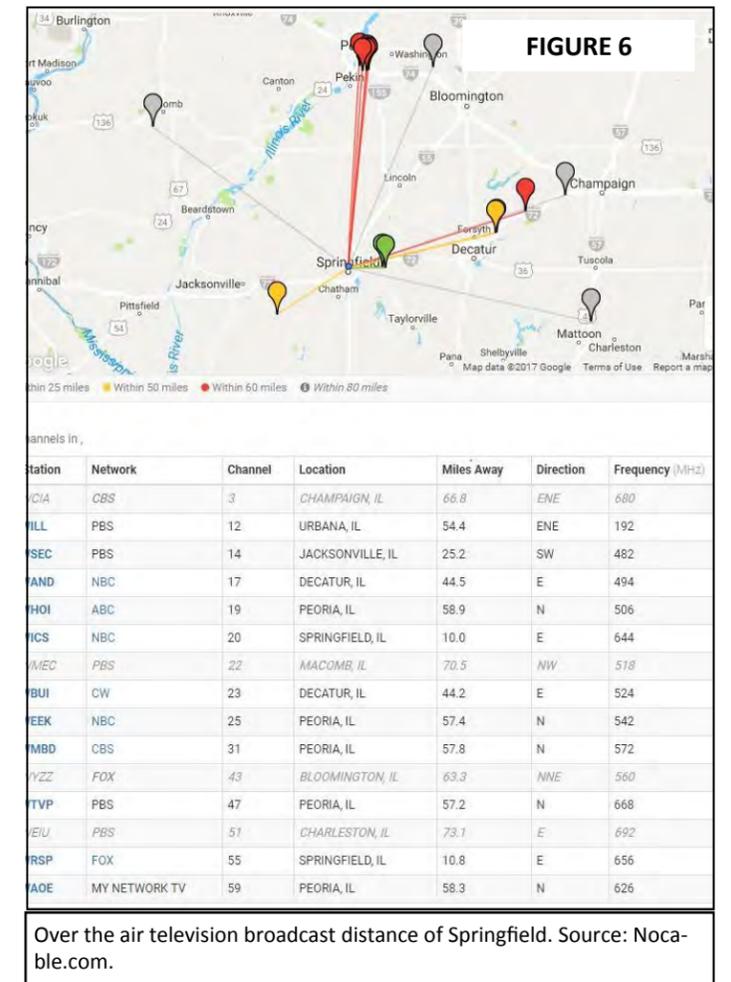
In portions of Springfield’s extra-territorial jurisdiction access to high-speed internet services is limited due to these areas not being served by cable television carriers who also offer internet access, along with telephone access. Access to the internet is also being advanced by the City of Springfield, which has provided free public wifi in the downtown area. It is anticipated that this service will continue to grow in the coming years.

There do remain residents of Springfield who do not have access to the internet due to the cost of the equipment and the cost of the service. Efforts have been made, however, to provide this service to poorer residents through Springfield’s Lincoln Public Library, and it is also offered by some not-for-profit organizations. All of the schools systems and colleges serving Springfield and its extra-territorial jurisdiction have significant access to high speed internet services.

According to Radio Locator (www.radio-locator.com) there are currently 63 radio stations that may be within listening range of Springfield (using 39° 47' 00" N, 89° 39' 01" W as the center point for assessing range). These include AM & FM broadcast facilities as well as those broadcasting digitally. Access to digital radio services remains limited. The availability of radio is particularly critical to the area during storm events, but is also important in informing the public during disasters, as such events may cause loss of power and television availability. The Springfield area is served by NOAA All Hazards Weather Radio, broadcasting as WXJ75.

According to Nocable.com, six television stations provide adequate over-the-air digital access to Springfield residents, being within 50 miles of Springfield’s center point (Figure 6). Ten additional stations in Champaign, Bloomington, Macomb, Peoria and Urbana are also in broadcast range of some portions of Springfield and its extra-territorial jurisdiction, being within 80 miles. Along with over-the-air television availability, the city is also adequately served by various paid television service providers. These include Directv, Dish, AT&T, Mediacom and Xfinity/Comcast.

The City of Springfield holds a cable television franchise agreement with Comcast, and as part of that agreement the company provides two channels to the city: Channel 4, which is designated as a public access channel, and Channel 18, which is provided to city government for its use.



In Summary:

- Changes in technology are advancing communication availability to residents and businesses in the city and surrounding area.
- Springfield is adequately served by the infrastructure necessary for the four most common communication means: telephony, internet, radio, and television.
- Radio and television is particularly relevant and valuable to the public during hazardous weather and other similar events.
- While the internet infrastructure is well developed, there are still residents in the city and surrounding area who do not have access to the higher speed and quality of service that is often provided by wired internet providers, even though they can receive service from fixed wireless ones. Other residents are simply restricted by cost, which is being partially addressed by governmental bodies and not-for-profit organizations setting up places where the internet can be accessed by the public at no cost.
- Springfield's extension of the free public wifi internet access is likely continue into the future and should be encouraged.

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APPENDIX 4: REVIEW OF SPRINGFIELD'S TRANSPORTATION SYSTEM

Transportation is an important consideration in the measurement of a community's vitality and long term success. Analyzing Springfield's future needs is not just about roads and highways, but requires that one knows about who the city's residents are, how they travel, the purposes for their travel, and the difficulties they encounter. For these reasons the information provided in Appendix 1, the results of the Community Survey in Appendix 6, and the comments received from the various other public engagement activities conducted, are as important as the number of highway miles, accessibility of rail, and number of flights per day from the local airport.

All modes of transportation must also be considered in such a review. As the Springfield Area Transportation Study's *2040 Long Range Transportation Plan (SATS, 2015)* for the metro area reminds us, residents with lower incomes are less likely to own an automobile, making them rely more heavily on public transportation, bicycling, and walking than do other residents. And as the city's residents age, how they might travel is often critical to their quality of life. Even access to job opportunities only exists when travel options are available.

While safe access for all users across all modes of transportation is the ultimate goal, the successful transportation network envisioned for Springfield must not only meet the needs of its users, but also strive to protect the community's social fabric and natural environment.

THE ROAD NETWORK

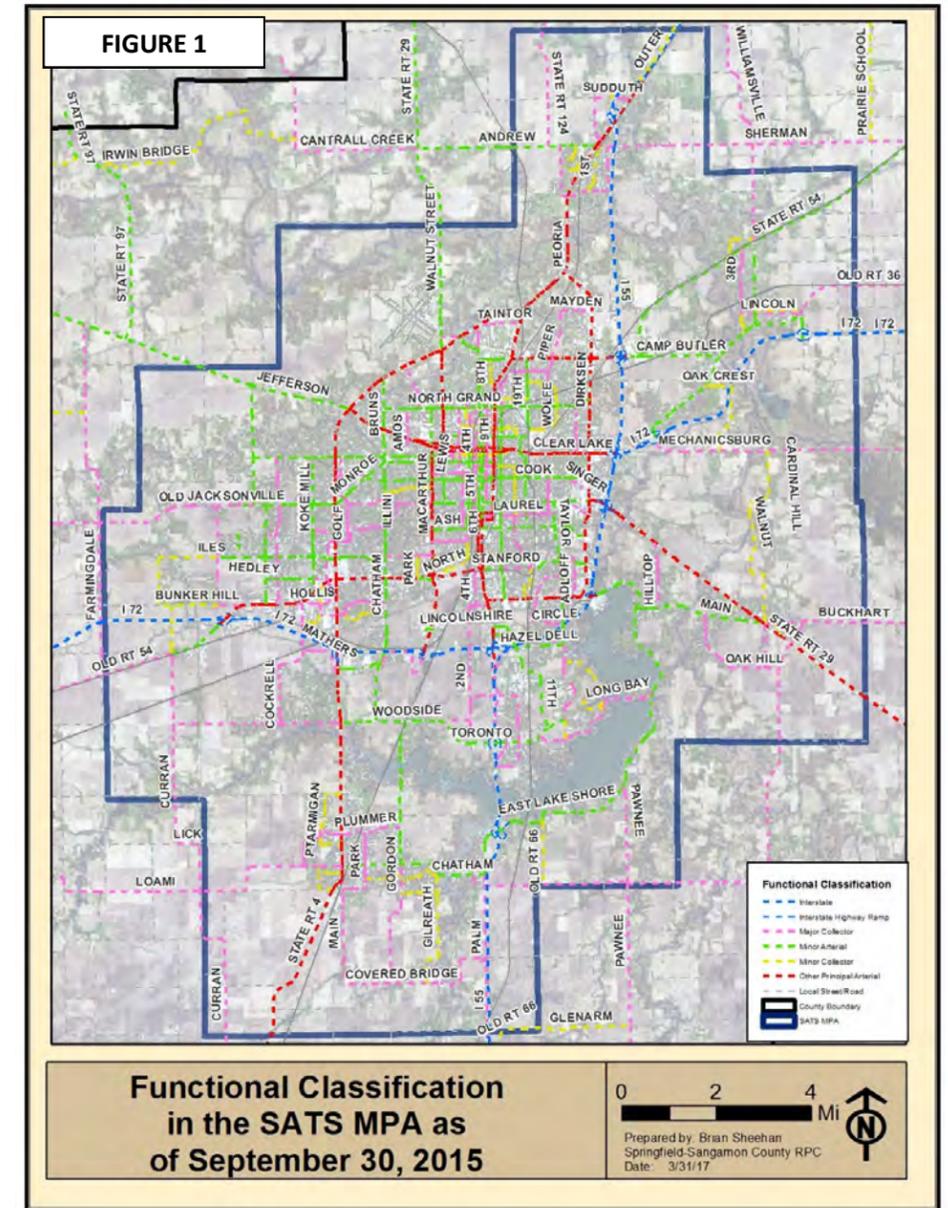
The Existing Road Network

The arterial roadway network serving Springfield and the surrounding planning area, as shown in Figure 2 on the following page, is extensive. This network is classified by road function under definitions created by the Federal Highway Administration (FHWA) to establish expectations for roadway design as well as to determine eligibility for federal funding. While local roadway classifications may differ from the FHWA ones, Figure 1 applies them, identifying major roadway types (SATS, 2015). These include Interstate highways, but also include *Principal Arterials*, *Minor Arterials*, *Collectors*, and what are most often identified as *Local Roads and Streets*. Multiple jurisdictions are responsible for the network of roads and their related bridges in the planning area. Along with the city, this includes the state, the county and various townships.

In relationship to interstate highways, Springfield is bordered by I-55 to the east, and I-72 to the south. Major state routes include Illinois Route 4 (Veterans Parkway and Peoria Road) to the west and north. It is dissected by the principal arterial of Illinois Route 97 running east-west. Other east-west principal arterials include Wabash Avenue, Stanford Avenue and Stevenson Drive. I-55 business and Illinois Route 29 (Dirksen Parkway) provide access between the north and south portions of the city. Further access along principal arterials include MacArthur Boulevard, J. David Jones Parkway and Walnut Street.

Principal and minor arterials are intended to move traffic through the area using an interconnected network of major roads including state highways, county highways, multi-lane roads, and connectors. Minor arterials also aid in the ability to move relatively large volumes of traffic and are primarily located in the city center. The western and southeastern sectors have several minor arterials, while the northern and southcentral sectors have only a few minor arterials due to farmland and less dense populated areas. Collectors, local roads and streets complete the road network providing residents and visitors access to the City of Springfield.

There are 954.96 miles of roadway in the 17 sectors identified in this plan, including 49.29 miles of interstate and associated ramps, 62.29 miles of principal arterials, 107.84 of minor arterials,



88.31 of major collectors, 25.48 of minor collectors, and 621.76 of local roads and streets. The total number of road miles increases to 1,077.57 when those in Springfield's extra-territorial jurisdiction are included. The number that has gradually increased as development occurred and existing roads were expanded or upgraded to handle increased traffic.

Local roads in the city account for the largest percentage of the network: 65%. They provide access to adjacent properties in neighborhoods and commercial areas and carry no through traffic. Local roads are the most likely to increase in number and mileage as they are the ones most likely to increase as Springfield's size and density grows. For example, between 2005 and 2015, 200 additional miles of local roads were added in the metro area, accounting for a 38% increase. The bulk of this increase occurred within Springfield and its extra-territorial jurisdiction. At the same time, the Daily Vehicle Miles of Travel (DVMT) declined by 26%. DVMT in the area has fluctuated over the past 20 years, showing a steady increase from 1993 to 2004, and then a noticeable dip in 2008. This decline coincided with a downturn in the economy, indicating a strong link between employment and vehicle use.



While new growth requires new roadways, consideration must also be given to the transportation needs of users in the existing areas. Needs change and roadways must be evaluated for their effectiveness. As always, safety is a priority. High collision locations are identified and strategies are employed to increase safety by reducing the number and severity of crashes. Such strategies include the use of traffic calming elements, improved wayfinding, and the addition of bi-directional turn lanes and roundabouts. Infill of missing links, completing sections of a previously nonexistent roadway to improve through travel, is also performed.

In Springfield the development of local roads and streets, particularly those serving new developments, are planned and developed reactively. By this is meant that they are most often engineered and installed by the land developer rather than the city. Plans for these new roadways are reviewed as specified in city ordinance.

In the case of developments that are served by unimproved major or minor arterials as specified in the city’s Arterial Roadway Network Plan (see Figure 2, showing roadways on the plan as of October 2017 as well as local roads) and the Adjacent Substandard Roadway Improvement Agreement section of city code, the owner and/or subdivider developing a subdivision bordering on one or more substandard roadways under the jurisdiction of the city is obligated to pay a proportional share of the actual cost of the road improvements specifically and uniquely attributable to the development. Any additional road improvement expenses beyond those related to the impact of the development are the responsibility of the city.

The existing roadway network in the city is largely challenged by maintenance, reconditioning and repair. In addition, attention will need to be paid to reconstruction of segments, which will require the rebuilding of roadway within existing right-of-ways, adding additional lanes to some roadways, and replacement of some existing roads and bridges. This must be orchestrated to take place with the expansion of heavily travelled corridors, new roadways, and the construction of “missing links”, which are identified gaps in the road network.

Road Network Improvement and Expansion

As mentioned previously, the existing road network serving Springfield is extensive, but as the population grows and business expands, the system must evolve. As the city grows, particularly as it builds outward, access to new developments is necessary. This will require the expansion of heavily travelled corridors and the upgrading or roadways from rural to urban design.

New construction to infill missing links in the road network will also be required, not only to address needs in those areas of growth, but also to provide access to the entire city. In addition, it is anticipated that the improvement and/or construction of roadway underpasses and overpasses at rail crossings will be necessary due to railroad relocation. This will be addressed further below.

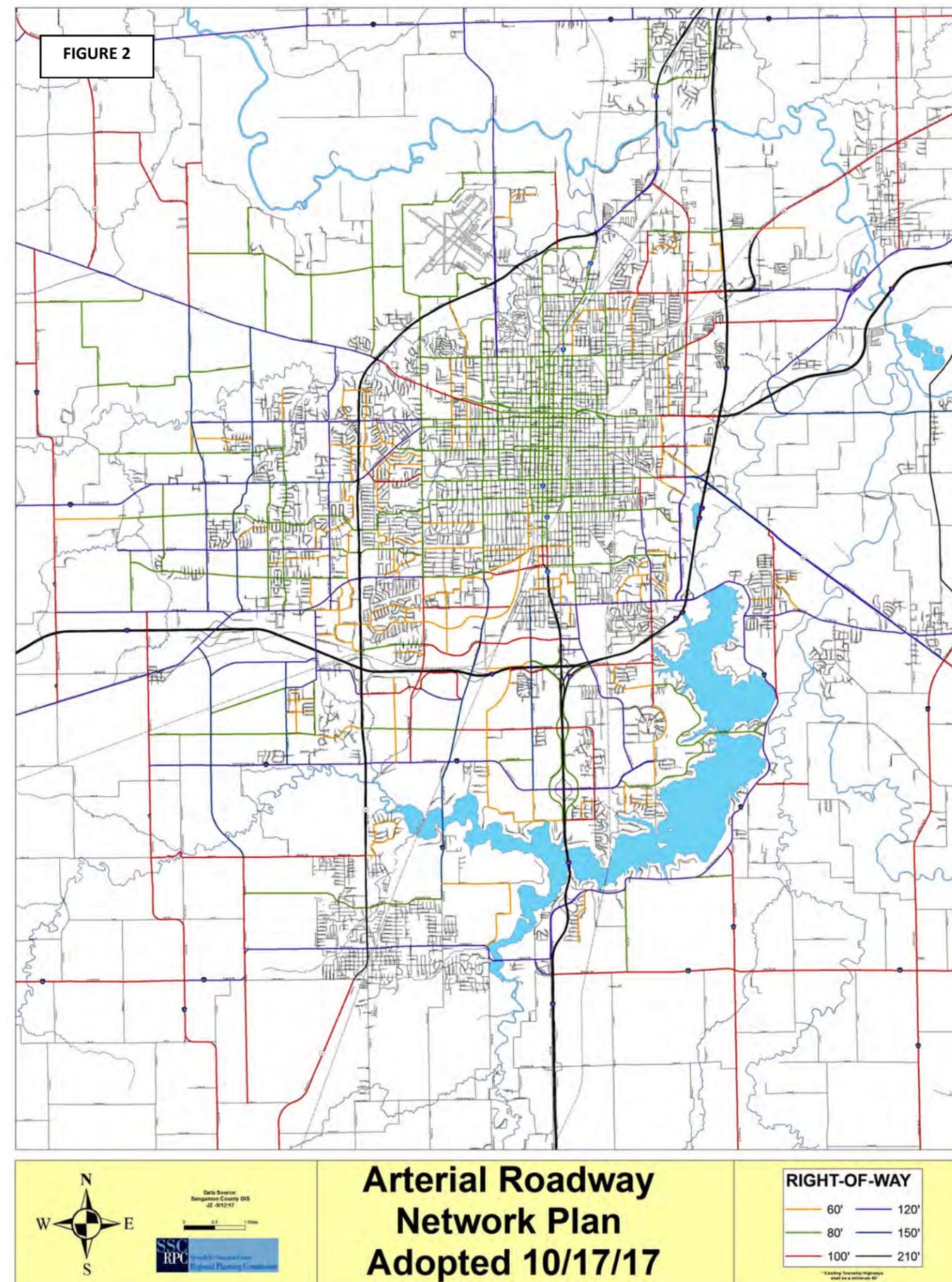
Over the next 20 years much of the focus on new and expanded roadways will be centered on Springfield’s west and south sides. Figure 3, on the next page, shows the current metro road network and the additions planned over the next 20 years. Due to their complexity, transportation systems and projects are often based upon the prediction of future demands and categorized by the timeframe in which they are intended to be completed. The anticipated improvements shown in Figure 3 represent three roadway project types based upon likely development:

- *Committed Projects:* Projects intended to begin within the next 5 years;
- *Planned Illustrative Projects:* Projects likely to occur within 5 to 15 years;
- *Future Illustrative Projects:* Projects planned more than 15 years in the future.

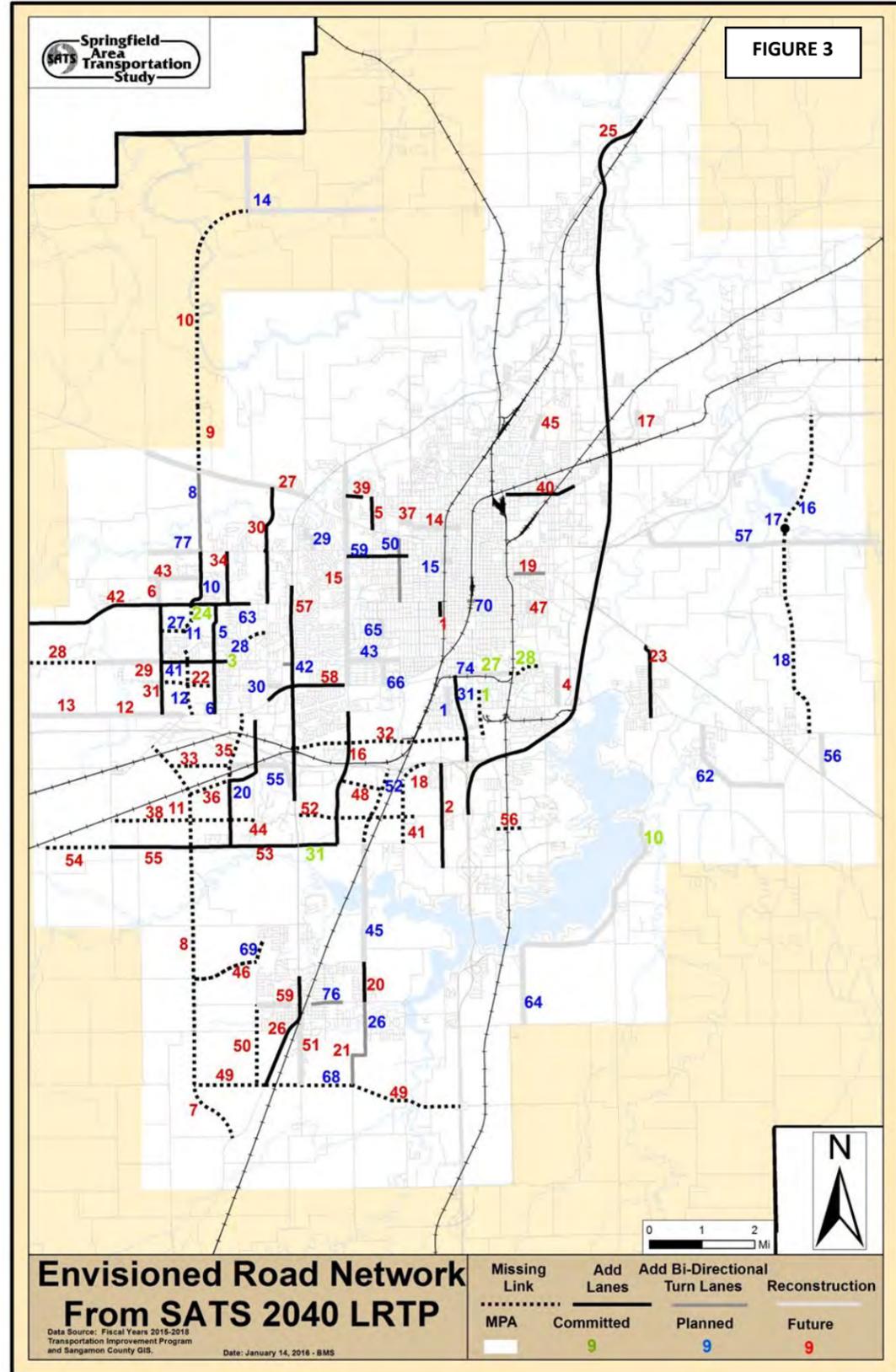
Tables displaying the nature of these projects are provided on the next page along with Figure 3.

Special attention should also be paid to missing links in the roadway system. One significant aspect of these activities should be addressing the limited availability of fully connected east-west arterials, as their absence limits business growth and development. Addressing these links would have a positive cost benefit outcome for the roadway network overall. Missing links in the metro system are identified in Figure 4 on the next page.

In developing the roadway network, particularly in cases where federal and state funding is involved, the *Complete Streets* policy will need to be considered. Complete Streets is a design and planning approach utilized by the City of Springfield and its federal and state transportation partners, which addresses the transportation needs of motorists, pedestrians, bicyclists, and transit riders, regardless of age or ability. Such an approach makes a clear commitment to provide for the safe travel of everyone using the roadways.



Additional data and supporting documentation regarding the various transportation networks for Springfield and the metro area described here, can be found in the regional Long Range Transportation Plan developed by the Springfield Area Transportation Study (SATS, 2015).



COMMITTED ROAD & BRIDGE PROJECTS (2015-2019)

MAP #	PROJECT NAME (listed alphabetically)	PROJECT DESCRIPTION	JURISDICTION	COST	PROJECT TYPE
1	11th Street Extension: East Knox to Lincolnshire Boulevard	Construction Engineering, Construction, Sidepath, Sidewalks	Springfield	7,500,000	ML
3	Archer Elevator Rd: YMCA driveway to Concordia Village driveway and Iles Avenue: Meadowbrook Road to Rotary Park entrance	Reconstruction to urban arterial design criteria including a center turn lane and a roundabout at the intersection, Bike Lanes, Sidewalks	Springfield	4,000,000	AL
10	East Lake Shore Drive: Old Route 66 to Long Bay Drive	Reconstruction, Wide Shoulders	County	2,200,000	R
24	Old Jacksonville Road: Existing Bradfordton Road to Proposed Bradfordton Road	Widening to 5 lanes, Reconstruction, Construction Engineering	County	3,500,000	AL
27	Stanford Avenue: 11th Street to Fox Bridge Road	Overlay and widening, Sidepath, Sidewalk	Springfield	3,900,000	R
28	Stanford Avenue Extension: Fox Bridge to Taylor	Construction, Sidepath, Sidewalk	Springfield	5,200,000	ML
31	Woodside Road (C.H. 23): Chatham Road to IL-4	Widening to 5 lanes, Construction Engineering, Construction, Wide Shoulders	County	5,580,000	AL
TOTAL COST				\$31,880,000	

ML Missing Link
AL Adding Lanes
BTL Bi-direction Turn Lane
R Reconstruction

PLANNED ILLUSTRATIVE ROAD & BRIDGE PROJECTS (2020-2030)

MAP #	PROJECT NAME (listed alphabetically)	PROJECT DESCRIPTION	JURISDICTION	COST	PROJECT TYPE
1	4th Street: Linton Avenue to St. Joseph Street	Widen & Resurface	Southern View	870,000	R
5	Archer Elevator Road: Old Jacksonville Road to Greenbriar Drive	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Curran Twp	2,485,000	AL
6	Archer Elevator Road: Greenbriar Drive to Wabash Avenue (except section from YMCA driveway to Concordia Village driveway)	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	5,300,000	AL
8	Bradfordton Road: Jefferson Street to Washington Street	Widen (add 1 lane), Wide Shoulders	County	2,800,000	BTL
10	Bradfordton Road: from the S edge of Washington Street to the relocated intersection at Old Jacksonville Road	Widen to 4 Lanes with Center Turn Lane, Sidewalks, Storm Sewer	County	5,076,000	AL
11	Bradfordton Road: Old Jacksonville Road to Johanne Court (except for 1600' already built in Deerfield Subdivision)	New Construction (4 Lanes), Sidepath, Sidewalks	Springfield, Private Developer	3,975,000	ML
12	Bradfordton Road: Johanne Court to Wabash Avenue	New Construction (4 Lanes), Sidepath, Sidewalks	Springfield, Private Developer	7,290,000	ML
14	Cantrall Creek Road: Menard County Line to IL 29	Widening, Reconstruction, Construction Engineering, Wide Shoulders	County	3,240,000	R
15	Capitol Avenue: 2nd Street to 5th Street	Reconstruction, Streetscape Upgrade	Springfield	5,200,000	R
16	Cardinal Hill Road: I-72 to Mechanicsburg Road	New Construction (2 Lanes), Wide Shoulders	County	6,500,000	ML
17	Cardinal Hill Road: Sangamon River	Bridge Construction, Construction Engineering	County	6,480,000	ML
18	Cardinal Hill Road: Mechanicsburg Road to Buckhart Road	New Construction (2 Lanes), Wide Shoulders	County	4,320,000	ML
20	Cockrell Lane: Ogden Drive to Spaulding Orchard Road	Reconstruction (4 lanes), Bike Lanes, Sidewalks	Springfield, Private Developer	10,150,000	AL
26	Gordon Drive: Walnut Street to Hurstbourne Lane	Add Bi-Directional Left Turn Lane, Bike Lanes, Sidewalks	Chatham, Private Developer	2,000,000	BTL
27	Greenbriar Drive: Lenhart Road to Bradfordton Road	New Construction, Sidewalks	Private Developer	1,566,000	ML
28	Greenbriar Drive: West Road to Koke Mill Road	New Construction, Sidewalks	Private Developer	1,670,000	ML
29	Harbauer/Oxford: Washington Street to Churchill Road	Reconstruction, New Construction, Sidewalks	Springfield	1,325,000	R
30	Hedley Road: Koke Mill Road to West White Oaks Drive	Widen & Resurface, Bike Lanes, Sidewalks, Intersection Reconstruction at West White Oaks Drive	Springfield	1,200,000	R

ML Missing Link
AL Adding Lanes
BTL Bi-direction Turn Lane
R Reconstruction

31	I-55 Bus. (6th Street): Stanford Avenue to I-55	Reconstruction: add 2 Lanes, Sidewalks (to Lincolnshire), Bike Lanes (to Hazel Dell)	IDOT - District 6	20,000,000	AL
41	Iles Avenue: Lenhart Road to Rotary Park entrance	Reconstruction, Bike Lanes, Sidewalks	Springfield, Private Developer	3,860,000	AL
42	Iles Avenue: West White Oaks Drive to Veterans Parkway	Widen (add 1 Lane), Sidewalks	Springfield	950,000	BTL
43	Iles Avenue: Chatham Road to MacArthur Boulevard	Improve to urban section, Sidewalks	Jerome	3,200,000	R
45	Iron Bridge Road: Proposed Iron Bridge Road to Plummer Boulevard	Construction, Construction Engineering, Wide Shoulders	County	6,177,600	R
50	MacArthur Boulevard: Jefferson Street to South Grand Avenue	Add Bi-directional Lane	Springfield	3,470,000	BTL
52	MacArthur Boulevard: I-72 to Woodside Road at Iron Bridge Road	New 4-Lane Construction (no grade separations included)	County	5,100,000	ML
55	Mathers Road: Veterans Parkway to Mercantile Drive	New Construction	Private Developer	1,457,000	R
56	Maxheimer Road: Buckhart Road to IL-29	Upgrade to urban section, Sidewalks, Sidepath	Rochester	1,575,000	R
57	Mechanicsburg Road (C.H. 12): I-72 to Sangamon River	Construction, Construction Engineering, Wide Shoulders	County	6,048,000	R
59	Monroe Street: Glenwood Avenue to Chatham Road	Add 2 Lanes, Sidewalks	Springfield	2,875,000	AL
62	Oak Hill Road: West Main Street to Cardinal Hill Road	Upgrade to urban section, Sidewalks, Bike Lanes	Rochester	14,100,000	R
63	Old Jacksonville Road: W of Pine Creek Drive to Bradfordton Road	Reconstruct 2 Lanes; Add 2 Lanes, Sidewalks	County, Private Developer	4,000,000	AL
64	Old Route 66: New City Road to East Lake Shore Drive	Widening & Reconstruction	County	400,000	R
65	Park Street: N of Cherry Road to Laurel Street	Curb & Gutter, New Surface, Sidewalks, ROW Acquisition	Leland Grove	500,000	R
66	Park Avenue: Iles Avenue to Wabash Avenue	Upgrade to urban section, Sidewalks	Jerome	1,500,000	R
68	Pulliam Road Extension: IL-4 to Gordon Drive	New Construction, Separated Grade at RR Crossing, Sidepath, Sidewalk	Chatham, Private Developer	6,400,000	ML
69	Savannah Road Extension: Garvey Lane to Plummer Boulevard	New Construction, Sidewalk	Chatham, Private Developer	1,100,000	ML
70	South Grand Avenue: 9th Street to 11th Street	Bi-Directional Turn Lanes, Upgrade Signals	Springfield	300,000	BTL
74	Stanford Avenue: 6th Street to 11th Street	Overlay, Widening, Bike Lanes, Sidewalks	Springfield	2,600,000	R
76	Walnut Street: East Street to E of Breckenridge Drive	Add Bi-Directional Left Turn Lane, Sidewalks	Chatham, Private Developer	1,200,000	BTL
77	Washington Street: Bradfordton Road to Old Covered Bridge Road	New Construction	Gardner Township	1,000,000	R
TOTAL COST				159,259,600	

ML Missing Link
AL Adding Lanes
BTL Bi-direction Turn Lane
R Reconstruction

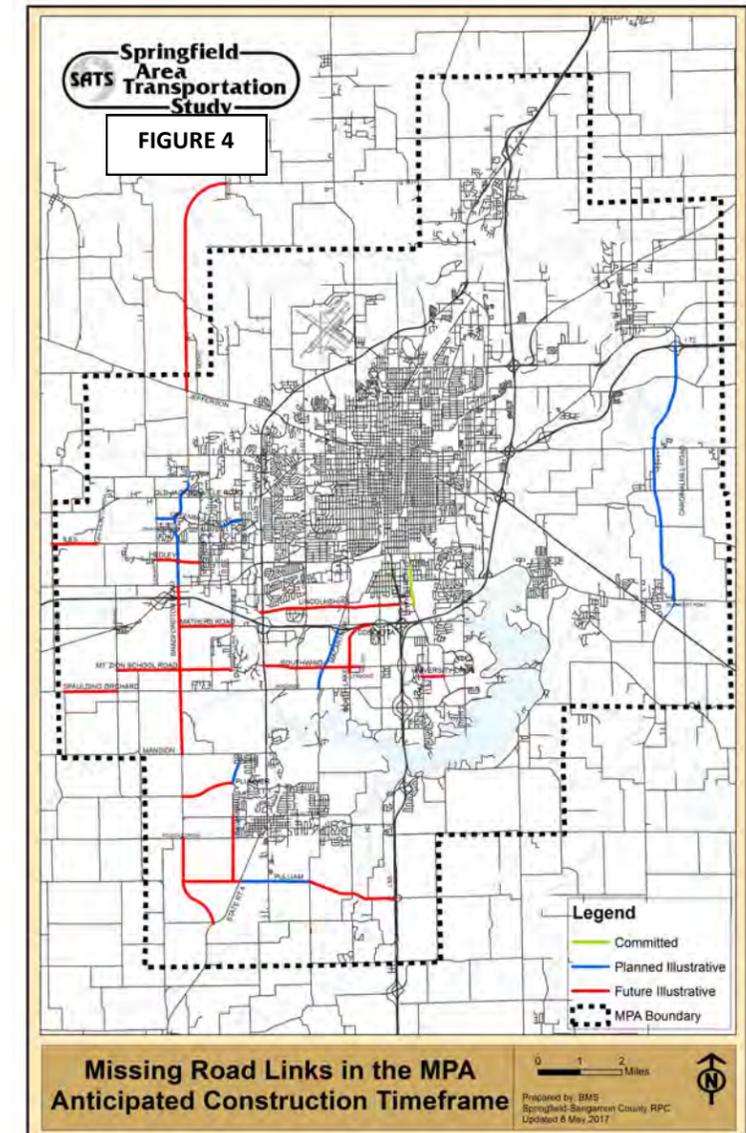
In Summary:

- Springfield maintains an extensive road network.
- This network is expected to meet future population growth needs if missing links in the network, particularly complete east-west arterials, are filled and projects currently planned are completed within the anticipated time frames.
- The city will be challenged in addressing its roadway maintenance, reconditioning and repair needs.
- Attention will need to be paid to reconstruction of segments, adding additional lanes to some roadways, and replacement of some existing roads and bridges over the next 20 years.

FUTURE ILLUSTRATIVE ROAD & BRIDGE PROJECTS (BEYOND 2030)					
MAP #	PROJECT NAME (listed alphabetically)	PROJECT DESCRIPTION	JURISDICTION	COST	PROJECT TYPE
1	2nd Street: South Grand Avenue to Laurel Street	Add 2 Lanes, Sidewalks	Springfield	800,000	AL
2	2nd Street: Hazel Dell Road to Toronto Road	Add 2 Lanes, Sidewalks	Springfield, Private Developer	7,625,000	AL
4	Adloff Lane: Stanford Avenue to Stevenson Drive	Reconstruction, Sidewalks	Springfield, Private Developer	2,070,000	R
5	Amos Street: Jefferson Street to North Grand Avenue	Reconstruction, Add 2 Lanes, Sidewalks	Springfield	2,500,000	AL
6	Bradford Lane: Old Jacksonville Road to Old Salem Lane	Reconstruction	Private Developer	875,000	R
7	Bradfordton Road: Polecat Creek Road to IL 4	New Construction (3 Lanes), Wide Shoulders	County	3,750,000	ML
8	Bradfordton Road: Spaulding Orchard Road to Polecat Creek Road	New Construction (3 Lanes), Wide Shoulders	County	5,250,000	ML
9	Bradfordton Road Extension: Jefferson Street N to Moore Road	New Construction (2 Lanes), Wide Shoulders	County	1,600,000	ML
10	Bradfordton Road Extension: Moore Road to North Cantrill Creek Road	New Construction (2 Lanes), Wide Shoulders	County	10,250,000	ML
11	Bradfordton Road: Wabash Avenue to Spaulding Orchard Road	New Construction (5 Lanes) including 2 Bridges, Sidewalks, Bike Lanes	Springfield, Private Developer	15,000,000	ML
12	Bunker Hill Road: Wabash Avenue to Curran Road	Reconstruction, Sidewalks	Springfield, Private Developer	5,360,000	R
13	Bunker Hill Road: Curran Road to Farmingdale Road	Reconstruction, Sidewalks	Springfield	5,450,000	R
14	Carpenter Street: Walnut Street to 7th Street	Widen & Resurface, Sidewalks	Springfield	2,250,000	R
15	Chatham Road/Brunns Lane: Veterans Parkway to Wabash Avenue	Reconstruction, Sidewalks	Springfield	3,000,000	R
16	Chatham Road: Westchester Boulevard to Woodside Road	PE I, PE II, C & CE for Reconstruction and Addition of 2 Lanes, Wide Shoulders, Sidewalks	Springfield	8,000,000	AL
17	Colt Road: Gattin Drive N to city limits	Reconstruction, Sidewalks	Springfield	1,625,000	R
18	Concetta Road: extended W to North Lake Road	New Construction, Sidewalks	Springfield	1,500,000	ML
19	Cook Street: McCreery Avenue to Livingston Street	Add Bi-Directional Turn Lane, Resurface, Sidewalks	Springfield	1,400,000	BTL
20	Gordon Drive: Plummer Boulevard to Walnut Street	Add 2 Lanes and Bi-Directional Left Turn Lane, Bike Lanes, Sidewalks	Chatham	2,200,000	AL
21	Gordon Drive: Hurstbourne Lane to Pulliam Road extended	Add Bi-Directional Left Turn Lane, Sidepath	Chatham, Private Developer	4,000,000	BTL
22	Hedley Road: Lenhart Road to Archer Elevator Road	New Construction	Private Developer	1,272,000	ML
23	Hilltop Road: IL-29 to Rochester Road	Reconstruction, Add 2 Lanes, Sidewalks	Springfield	5,220,000	AL
25	I-55: Southwind Drive to Sherman Interchange I-72: Veterans Parkway (IL 4) to I-55	Additional Lanes, Reconstruction, Interchange Resurfacing, Bridge Replacement	IDOT - District 6	500,000,000	AL
26	IL-4: Teal Drive in Chatham to S of Chatham	Additional Lanes, Land Acquisition, Utility Adjustment, PE, Sidewalks	IDOT - District 6	27,000,000	AL
27	IL 97: Old Covered Bridge Road to 0.1 mile W of Veterans Parkway	Reconstruction, Trail Bridge Replacement, Sidewalks (Winch Road to SVT)	IDOT - District 6	29,100,000	R
28	Iles Avenue: Emerson Road to Farmingdale Road	New Construction, Bike Lanes, Sidewalks	Springfield	4,500,000	ML
29	Iles Avenue: Lenhart Road to Emerson Road	New Construction, Bike Lanes, Sidewalks	Springfield	4,300,000	R
30	Koke Mill Road: Jefferson Street to Old Jacksonville Road	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	8,280,000	AL

31	Lenhart Road: Old Jacksonville Road to Bunker Hill Road	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	7,670,000	AL
32	Lincolnshire Boulevard East/West extension: Freedom Drive to 8th Street	New Construction, Sidewalks, Bike Lanes	Springfield, Private Developer	12,100,000	ML
33	Mathers Road: Mercantile Drive to Bradfordton Road extended	New Construction	Private Developer	843,000	ML
34	Meadowbrook Road: Washington Street to Old Jacksonville Road	Reconstruction, Add 2 Lanes, Bike Lanes, Sidewalks	Springfield, Private Developer	3,810,000	AL
35	Mercantile Drive/Cockrell Lane: Wabash Avenue to Spaulding Orchard Road	New Construction, Reconstruction (4 Lanes), Bridge over RR, Bridge over I-72, Bike Lanes, Sidewalks	Springfield, Private Developer, State	20,000,000	ML
36	Mercantile Drive/Bradfordton Road connector S of Mathers	New Construction, Bike Lanes, Sidewalks	Springfield	1,800,000	ML
37	Miller Street: Walnut Street to MacArthur Boulevard	Reconstruction, New Construction, Sidewalks	Springfield	775,000	R
38	Mt. Zion School Road/Workman Road Connector: Cockrell Lane to Curran Road	New Construction	Private Developer	2,830,000	ML
39	North Grand Avenue: Bruns Lane to Lilac Lane	Add 2 Lanes, Sidewalks	Springfield	815,000	AL
40	North Grand Avenue: 19th Street to Dirksen Parkway	Expand to 4 Lanes, Bike Lanes, Sidewalks	Grandview	5,000,000	AL
41	North Lake Road: Woodside Road to Concetta Road extended	New Construction, Sidewalks	Springfield, Private Developer	3,500,000	ML
42	Old Jacksonville Road (CH 8): Relocated Bradfordton Road (CH 17) to Farmingdale Road (CH 15)	Add 2 Lanes, Wide Shoulders	County	4,000,000	AL
43	Old Salem Lane: Bradfordton Road to Old Covered Bridge Road	New Construction	Private Developer	2,500,000	R
44	Panther Creek Drive/Mt. Zion School Road connector: Foxhall Lane to Cockrell Lane	New Construction	Private Developer	530,000	ML
45	Piper Road: Sangamon Avenue to Neil Street	Reconstruction, Sidewalks	Springfield	1,900,000	R
46	Plummer Boulevard Extension W to Bradfordton Road	New Construction, Sidepath, Sidewalks	Chatham, Private Developer	2,900,000	ML
47	Pope Avenue: South Grand Avenue to Laurel Street	Reconstruction, Sidewalks	Springfield	635,000	R
48	Prairie Crossing Drive Extension: Chatham Road to MacArthur Boulevard extension	New Construction, Sidewalks	Private Developer	1,980,000	ML
49	Pulliam Road Extension: Bradfordton Road extended to IL-4; and Gordon Drive to I-55	New Construction, Bridge over Sugar Creek, Interchange at I-55, Sidepath, Sidewalks	Chatham, Private Developer	16,500,000	ML
50	Savannah Road Extension: Walnut Street to Pulliam Road	New Construction, Sidewalks	Chatham, Private Developer	2,100,000	ML
51	South Main Street: IL-4 to Pulliam Road	Reconstruct 2 Lanes, ROW, add Turn Lanes at Intersections, Drainage, Sidewalks	Chatham	1,600,000	R
52	Southwind Road: Veterans Parkway to Walnut Street	New Construction	Private Developer	2,958,000	ML
53	Spaulding Orchard Road: Veterans Parkway to Mercantile Drive/Cockrell Lane	Add 2 Lanes, Wide Shoulders	County	1,250,000	AL
54	Spaulding Orchard Road: Curran Road to Farmingdale Road	New Construction (2 Lanes), Wide Shoulders	County, Private Developer	2,000,000	ML
55	Spaulding Orchard Road: Mercantile Drive/Cockrell Lane to Curran Road	Add 2 Lanes, Wide Shoulders	County	2,250,000	AL
56	University Drive: Cotton Hill Road to 11th Street	New Construction, Sidewalks	Springfield	1,375,000	ML
57	Veterans Parkway (IL 4): 0.3 mile N of Monroe Street/Old Jacksonville Road to 0.3 mile S of Mathers Road	Add 2 Lanes (4 to 6)	IDOT - District 6	45,000,000	AL
58	Wabash Avenue: Koke Mill Road to W of Chatham Road	Add 2 Lanes (4 to 6), Sidewalks	IDOT - District 6	25,000,000	AL
59	Walnut Street: Church Street to Savannah Road	Rehabilitation, Sidepath, Sidewalk	Chatham	1,200,000	R
				TOTAL	\$838,998,000

ML Missing Link
AL Adding Lanes
BTL Bi-direction Turn Lane
R Reconstruction



THE RAIL NETWORK

The City of Springfield is currently served by six railroads that dissect Springfield by way of three separate rail corridors: what are usually described as the 3rd Street, 10th Street and 19th Street corridors. These corridors are shown on Figure 5 on the next page.

Most of the rail traffic carried by these corridors flows through the city rather than serves it, with the exception of Amtrak, which offers direct passenger train service from Springfield to Chicago and St. Louis.

Passenger Rail Service

Amtrak service includes five trains daily: the *Lincoln Service*, supported by the Illinois Department of Transportation, which runs four round-trip trains between Chicago and St. Louis, and the *Texas Eagle*, which runs one round-trip train between Chicago and San Antonio, Texas. From these and other stations rail passage to other cities is possible. Amtrak is currently served by Springfield's 3rd Street rail corridor.

The number of passengers traveling on Amtrak through the Springfield station increased 133% between 2003 and 2013 (SATS, 2015, Pp. 42.) The largest increase occurred in 2007 after the State of Illinois began subsidizing the Lincoln Service and two trains (four one-way trips) were added. Ridership continues to increase, with 2011 being the only year in which there was a decrease in ridership. This was most likely due to construction along the rail corridor that required passengers to travel by bus around the construction areas.

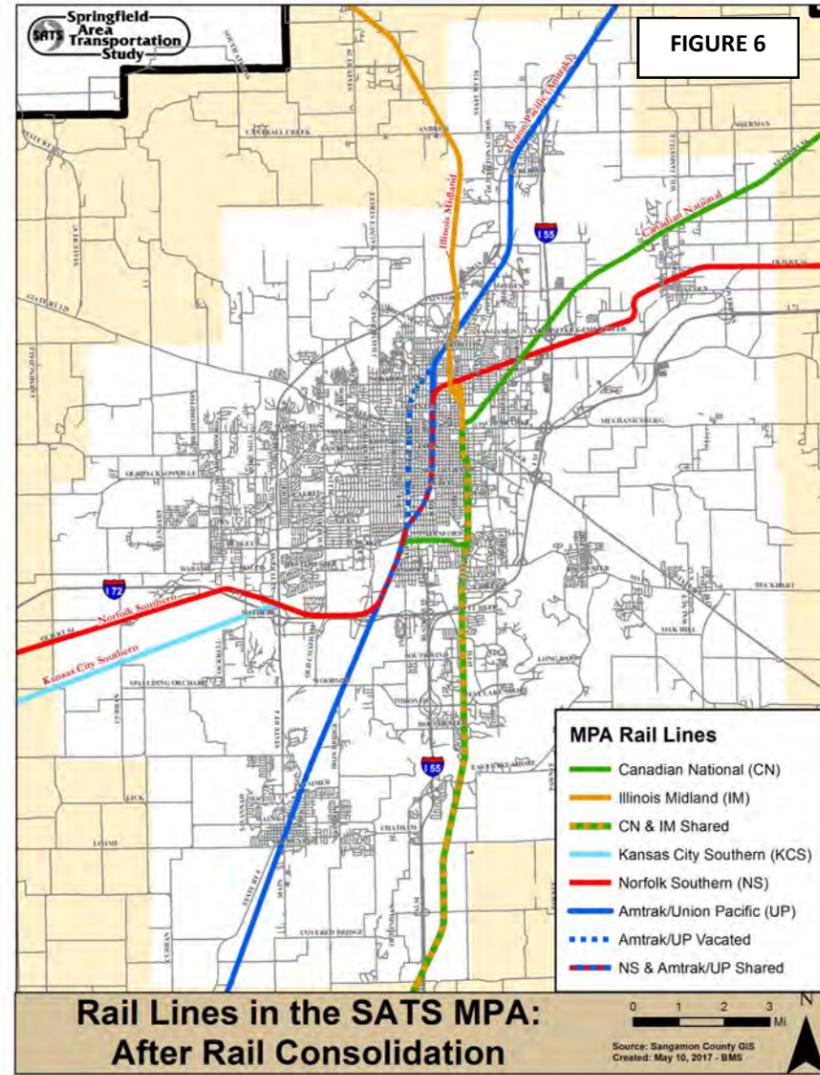
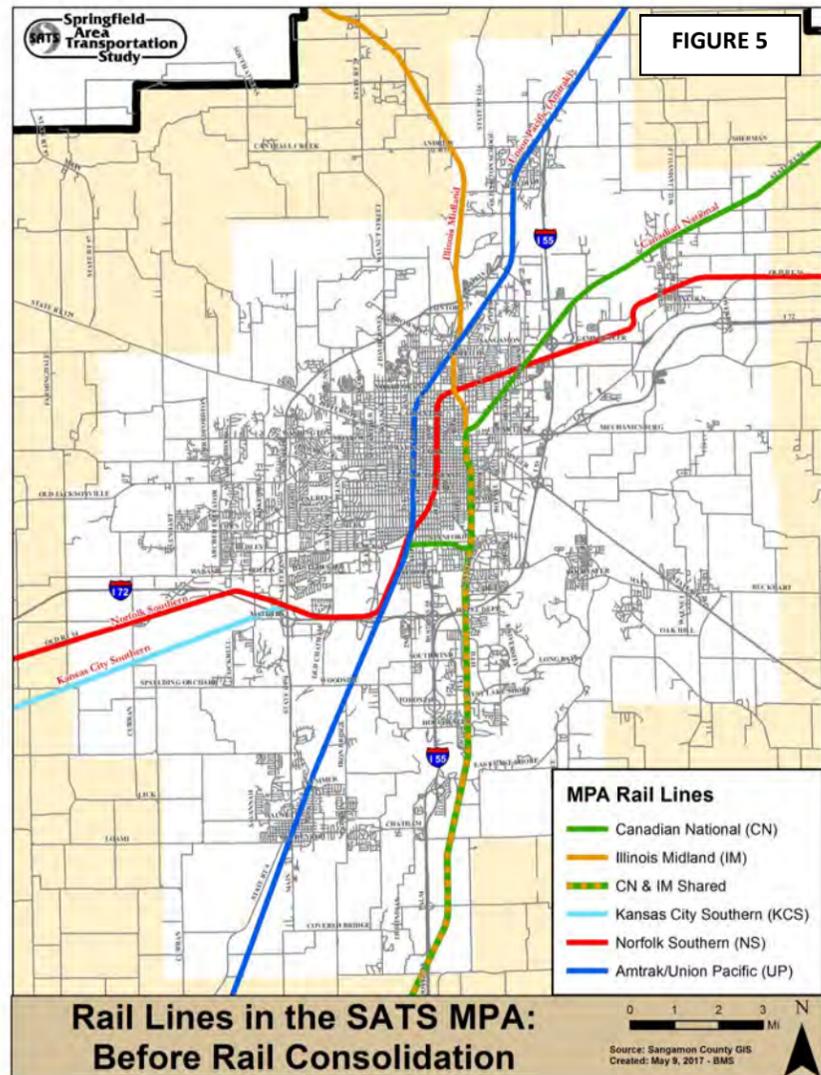
The Amtrak station in Springfield was built in 1895, but has been remodeled and updated several times. The most recent updating was in 2011. The station is served by several SMTD bus routes and is just a few blocks west of the current SMTD transfer center. These locations create a barrier for passengers moving from bus to train, or train to bus, however a new multi-modal transportation center is planned to the east to serve both bus and train passengers concurrent with the planned rail corridor consolidation onto the 10th Street rail line (addressed further below.) Pedestrian access to the passenger rail station is currently available through a well connected downtown sidewalk system, and bicycle lanes have been added only a block to the west.

Freight Rail Service

Five rail freight companies maintain tracks through Springfield and the metro area. These include the Canadian National/Illinois Central (CN/IC), Illinois Midland (IM), Kansas City Southern (KCS), Norfolk Southern (NS), and Union Pacific (UP).

The CN/IC network extends from Chicago to the Gulf ports of New Orleans, LA, and Mobile, AL. It also stretches westward to Sioux City, IA, and Omaha, NB. The Canadian National maintains a rail yard in Springfield south of Moffat Ave. and west of the Adams Wildlife Sanctuary.

The IM is a short-line railway serving Peoria, Springfield and Taylorville, operating on 120 miles of track. Connections are made with UP, KCS, and NS. IM maintains a rail yard in Springfield south of North Grand Ave. between 15th and 19th streets.



this corridor includes the full build out of an additional second track. The IDOT HSR project includes numerous improvements to the 3rd Street rail corridor through Springfield in order to facilitate increased train speeds (from 25 mph to 40 mph) by 2017. Included is a flyover south of Stanford Avenue to take the Union Pacific line over the Norfolk Southern line. Many rail projects included in the L RTP support the running of higher speed trains on the 3rd Street line. However, the ultimate goal is to consolidate the 3rd Street rail line onto the 10th Street corridor as a condition for HSR through Springfield.

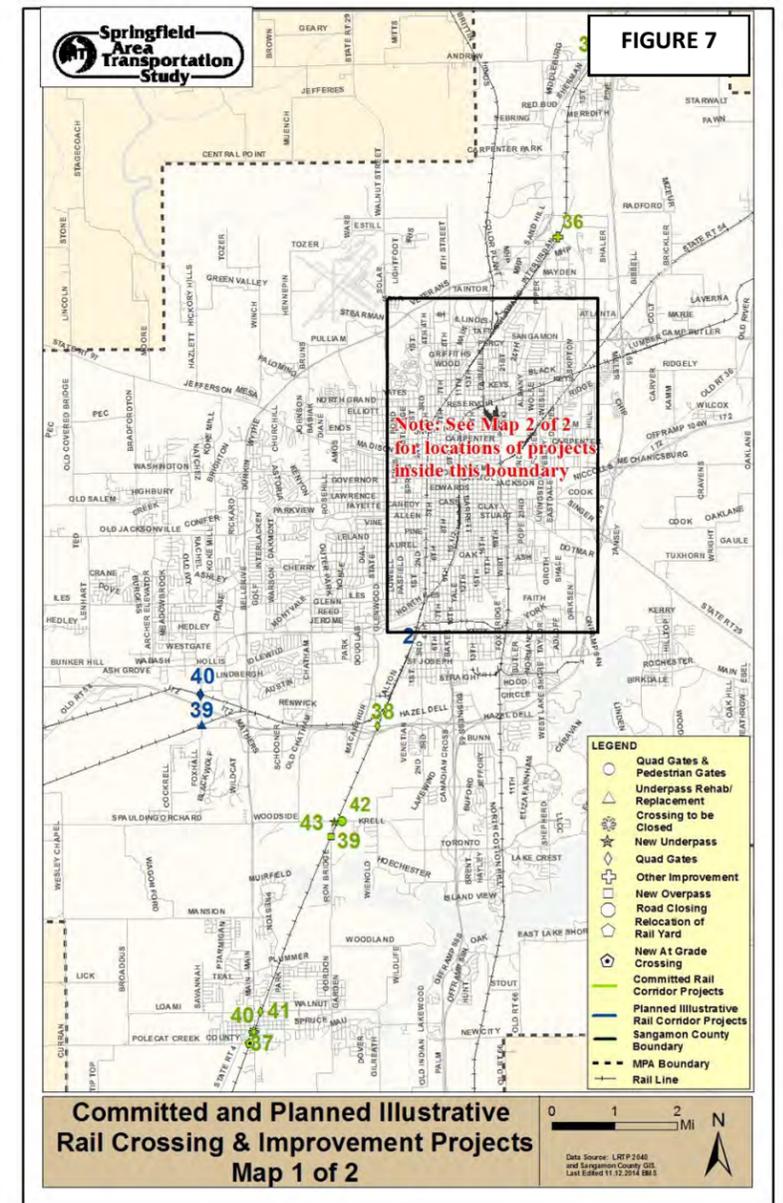
As outlined in the December 2012 Federal Railroad Administration’s *Record of Decision for the Springfield Rail Improvements Project*, the selected alternative for HSR through Springfield consists of “relocating the existing Union Pacific freight and passenger rail corridor to a new location parallel to the Norfolk Southern tracks on 10th Street.” The consolidated 10th Street corridor will include two Union Pacific (UP) tracks at 20-foot centers in a 75-foot right-of-way. The NS right-of-way will be 65 feet wide with one main track and the provision for a future track at 15 feet from the main track. New grade separations, crossing and street closures, and safety improvements will be necessary to facilitate the project. Improvements will also be made to the remaining at-grade crossings to allow implementation of quiet zones on the CN, UP, and NS rail corridors in the area. Once complete, rail traffic will be eliminated from the existing UP 3rd Street corridor from Ridgely Road to Hazel Dell Road.

The elimination of rail along the 3rd Street corridor will allow for the potential redevelopment and reuse of this land. Additionally, the movement of 3rd Street passenger rail traffic to the 10th Street corridor will allow for the development of a multi-modal center at 10th Street and Adams Street to accommodate both SMTD and Amtrak passengers, moving the SMTD transfer center from Capital Ave. to the multi-modal center.

As the envisioned rail network differs significantly from that currently in place, Figures 5 and 6 provide before and after descriptions of Springfield’s rail corridors subject to line configuration and consolidation. This consolidation will also require new grade separations, crossings and street closures, in addition to safety improvements. Figure 7 shows the location where improvements will occur, while Figure 8, on the next page, notes the location of both Committed and Planned Illustrative improvements.

HSR travel demands that both system safety and efficiency be addressed. The construction of overpasses and underpasses required to implement the system will greatly reduce the number of points at which rail and other traffic have the potential to collide. The installation of improved traffic signals and gates at traditional crossings will also enhance safety.

In addition, these improvements will also reduce the number and length of train caused delays affecting the road network.



KCS is the smallest of the Class 1 railroads serving the central and south central U.S. It provides service from Springfield to Kansas City and points south along the Gulf Coast.

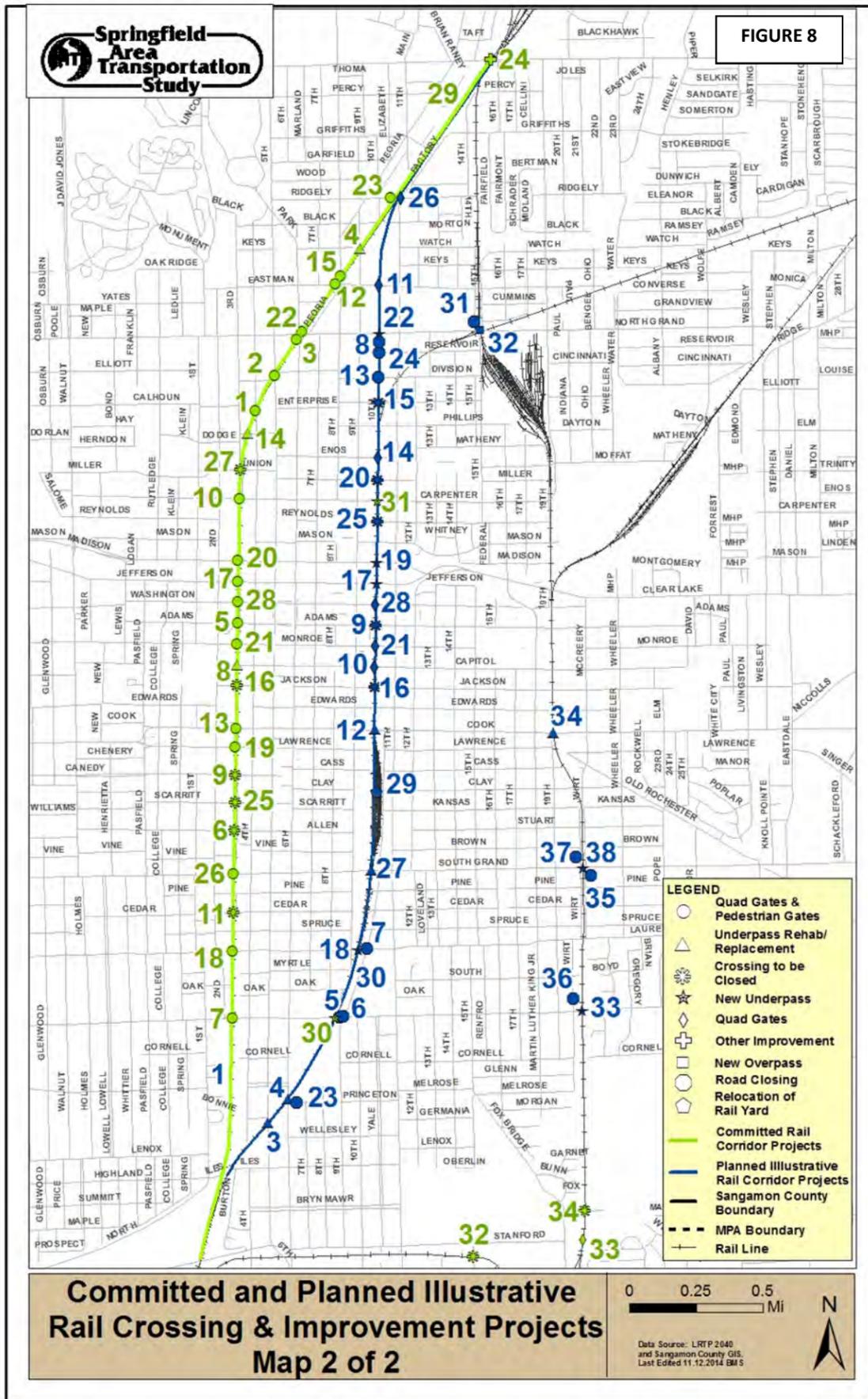
NS is a major Class 1 railroad with extensive intermodal connections throughout mostly the eastern U.S. This railroad links customers in Springfield to all major eastern container ports and West Coast rail partners, offering international market access. NS maintains a rail yard east of 11th Street between Cook St. and South Grand Ave.

UP offers the largest Class 1 railroad network in the U.S., and it also carries the Amtrak trains serving Springfield. Its main line tracks cover most of the central and western states, and extend from Chicago to St. Louis through Illinois. The UP maintains a rail yard north of Sangamon Ave.

Rail Consolidation

The major factor affecting rail transportation in Springfield is the additional of high speed passenger rail service (HSR) and the subsequent efforts to consolidate the 3rd Street (UP) corridor with the 10th Street (NS) corridor, eliminating the 3rd Street one through Springfield.

As described by the Illinois Department of Transportation (IDOT), the primary purpose of the High Speed Rail Project (HSR) is to enhance the passenger transportation network within the Chicago to St. Louis corridor, resulting in a more balanced use of the modal components (SATS, 2015, Pp. 92-93). The current Chicago to St. Louis corridor operates on only one set of track, however the future vision for



COMMITTED RAIL CROSSING & IMPROVEMENT PROJECTS (2015-2019)				
MAP #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURISDICTION	COST
3rd Street/Current Union Pacific Corridor in Springfield				
1	4th Street	Quad Gates & Pedestrian Gates	State	762,000
2	5th Street	Quad Gates & Pedestrian Gates	State	867,000
3	6th Street	Quad Gates & Pedestrian Gates	State	with North Grand
4	9th Street	Underpass replacement	State	5,200,000
5	Adams Street	Quad Gates & Pedestrian Gates	State	601,000
6	Allen Street	Crossing to be Closed	Springfield	-
7	Ash Street	Quad Gates & Pedestrian Gates	State	863,000
8	Capitol Avenue	Underpass rehabilitation	State	150,000
9	Canedy Street	Crossing to be Closed	Springfield	-
10	Carpenter Street	Quad Gates & Pedestrian Gates	State	712,500
11	Cedar Street	Crossing to be Closed	Springfield	-
12	Converse Avenue	Quad Gates & Pedestrian Gates	State	with 8th St.
13	Cook Street	Quad Gates & Pedestrian Gates	State	703,000
14	Dodge Street	Underpass rehabilitation	State	150,000
15	Eighth Street	Quad Gates & Pedestrian Gates	State	1,935,000
16	Jackson Street	Crossing to be Closed	Springfield	-
17	Jefferson Street	Quad Gates & Pedestrian Gates	State	730,000
18	Laurel Street	Quad Gates & Pedestrian Gates	State	774,000
19	Lawrence Avenue	Quad Gates & Pedestrian Gates	State	586,000
20	Madison Street	Quad Gates & Pedestrian Gates	State	737,000
21	Monroe Street	Quad Gates & Pedestrian Gates	State	908,000
22	North Grand Avenue	Quad Gates & Pedestrian Gates	State	1,938,000
23	Ridgely Avenue	Quad Gates & Pedestrian Gates	State	1,720,000
24	Sangamon Avenue	New Bridge Deck on Underpass	State	1,500,000
25	Scarritt Street	Crossing to be Closed	Springfield	-
26	South Grand Avenue	Quad Gates & Pedestrian Gates	State	1,258,000
27	Union Street	Crossing to be Closed	Springfield	-
28	Washington Street	Quad Gates & Pedestrian Gates	State	833,000
29	Sangamon Avenue to Stanford Avenue	Fencing along corridor	State	4,000,000
10th Street Corridor/Planned Rail Consolidation in Springfield				
30	Ash Street	Underpass	Springfield	20,000,000
31	Carpenter Street	Underpass	Springfield	19,639,000
19th Street/Current Canadian Northern Corridor in Springfield				
32	14th Street	Crossing to be Closed	Springfield	-
33	Stanford Avenue extended	Quad Gates	State	-
34	Truman Road	Crossing to be Closed	Springfield	-
High Speed Rail/Union Pacific Corridor Outside Springfield				
35	Andrew Road (in Sherman)	Roadway approach improvements & signal circuitry work	State	1,000,000
36	Dirksen Parkway	New hand railings & ballast retainers on Underpass bridge	State	20,000
37	Goldenrod (in Chatham)	New at grade crossing	State	2,500,000
38	Hazel Dell Road	Quad Gates	State	586,000
39	Iron Bridge Road south of Woodside Road	Overpass	Sangamon County	10,918,955
40	Spruce Street (in Chatham)	Crossing to be Closed	State	-
41	Walnut Street (in Chatham)	Quad Gates	State	710,000
42	Woodside Road	Quad Gates & Pedestrian Gates	State	930,000
43	Woodside Road	Underpass	Sangamon County	20,340,710
TOTAL COST				103,552,165

PLANNED ILLUSTRATIVE RAIL CROSSING & IMPROVEMENT PROJECTS (2020-2030)				
MAP #	PROJECT DESCRIPTION (listed alphabetically)	TYPE OF IMPROVEMENT	JURISDICTION	COST
3rd Street/Current Union Pacific Corridor in Springfield				
1	Ridgely Avenue to Hazel Dell Road	Abandon rail corridor	State	N/A
2	Union Pacific corridor over Norfolk Southern corridor between Stanford Avenue and Hazel Dell Road	Flyover	State	60,000,000
10th Street Corridor/Planned Rail Consolidation in Springfield				
3	5th Street	Underpass replacement	Springfield	11,300,000
4	6th Street	Underpass replacement	Springfield	10,600,000
5	9th Street at Ash Street	Road to be closed	Springfield	-
6	10 1/2 Street at Ash Street	Road to be closed	Springfield	-
7	10 1/2 Street at Laurel Street	Road to be closed	Springfield	-
8	10th Street at North Grand Avenue	Road to be closed	Springfield	-
9	Adams Street	Crossing to be closed	Springfield	-
10	Capitol Avenue	Quad Gates	State	1,900,000
11	Converse Street	Quad Gates	State	2,100,000
12	Cook Street	Underpass replacement	State	7,000,000
13	Division Street at rail corridor	Road to be closed	Springfield	-
14	Enos Avenue	Quad Gates	State	1,800,000
15	Enterprise Street	Crossing to be closed	Springfield	-
16	Jackson Street	Crossing to be closed	Springfield	-
17	Jefferson Street	Underpass	Springfield	14,200,000
18	Laurel Street	Underpass	Springfield	13,200,000
19	Madison Street	Underpass	Springfield	14,500,000
20	Miller Street	Crossing to be closed	Springfield	-
21	Monroe Street	Quad Gates	State	1,900,000
22	North Grand Avenue	Underpass	Springfield	14,000,000
23	Princeton Avenue at 6th Street	Road to be closed	Springfield	-
24	Reservoir Street at rail corridor	Road to be closed	Springfield	-
25	Reynolds Street	Crossing to be closed	Springfield	-
26	Ridgely Avenue	Quad Gates	State	2,000,000
27	South Grand Avenue	Underpass replacement	State	9,500,000
28	Washington Street	Quad Gates	State	1,600,000
29	Norfolk Southern Rail Yard	Relocation	State	17,300,000
30	Sangamon Avenue to Stanford Avenue	Add and upgrade tracks	State	88,000,000
15th Street/Current Illinois & Midland Corridor in Springfield				
31	Michigan Street at North Grand Avenue	Road to be closed	Springfield	-
32	North Grand Avenue	Overpass	Springfield	18,600,000
19th Street/Current Canadian Northern Corridor				
33	Ash Street	Underpass	Springfield	8,600,000
34	Cook Street	Underpass replacement	State	9,500,000
35	McCreery Avenue at South Grand Avenue	Road to be closed	Springfield	-
36	Wirt Avenue at Ash Street	Road to be closed	Springfield	-
37	Wirt Avenue at South Grand Avenue	Road to be closed	Springfield	-
38	South Grand Avenue	Underpass	Springfield	9,500,000
Kansas City Southern Corridor in Springfield				
39	Cockrell Lane	Underpass replacement	State	10,000,000
Norfolk Southern Corridor in Southwest Springfield				
40	Cockrell Lane	Quad Gates	State	2,000,000
TOTAL COST				329,100,000

In Summary:

- Springfield enjoys significant rail access, although most freight rail runs through Springfield rather than serves markets within it.
- The freight access the city does maintain would allow shipment to most all areas of the nation should local business and industry desire it.
- The city also enjoys passenger access to major metro areas via Amtrak, and passenger numbers have increased over time.
- The addition of high speed passenger rail holds significant promise, particularly given that this project calls for the consolidation of the existing 3rd Street rail corridor with the 10th Street one, eliminating one of the three rail corridors that bisect the city. This will allow for the redevelopment of what is now the 3rd Street corridor, and also allow the development of a multi-modal center bringing together both rail and public transit passengers in one place.
- The improvement of the rail corridor for HSR will have several additional benefits, including greatly improving safety by reducing the number of points at which rail and other traffic have the potential to collide and the installation of improved traffic signals and gates at traditional crossings, and improving roadway system efficiency by reducing train caused delays due to the construction of additional under- and over-passes.

NON-MOTORIZED TRANSPORTATION

The Bicycle Network

Bicycling first became popular in Springfield in the 1880s, but as the road network developed in the Springfield area little consideration was extended to bicycle travel. Recent public engagement activities have indicated a strong interest in creating a safe and efficient bicycle network in the area, and the previously mentioned Complete Streets policy calls for it.

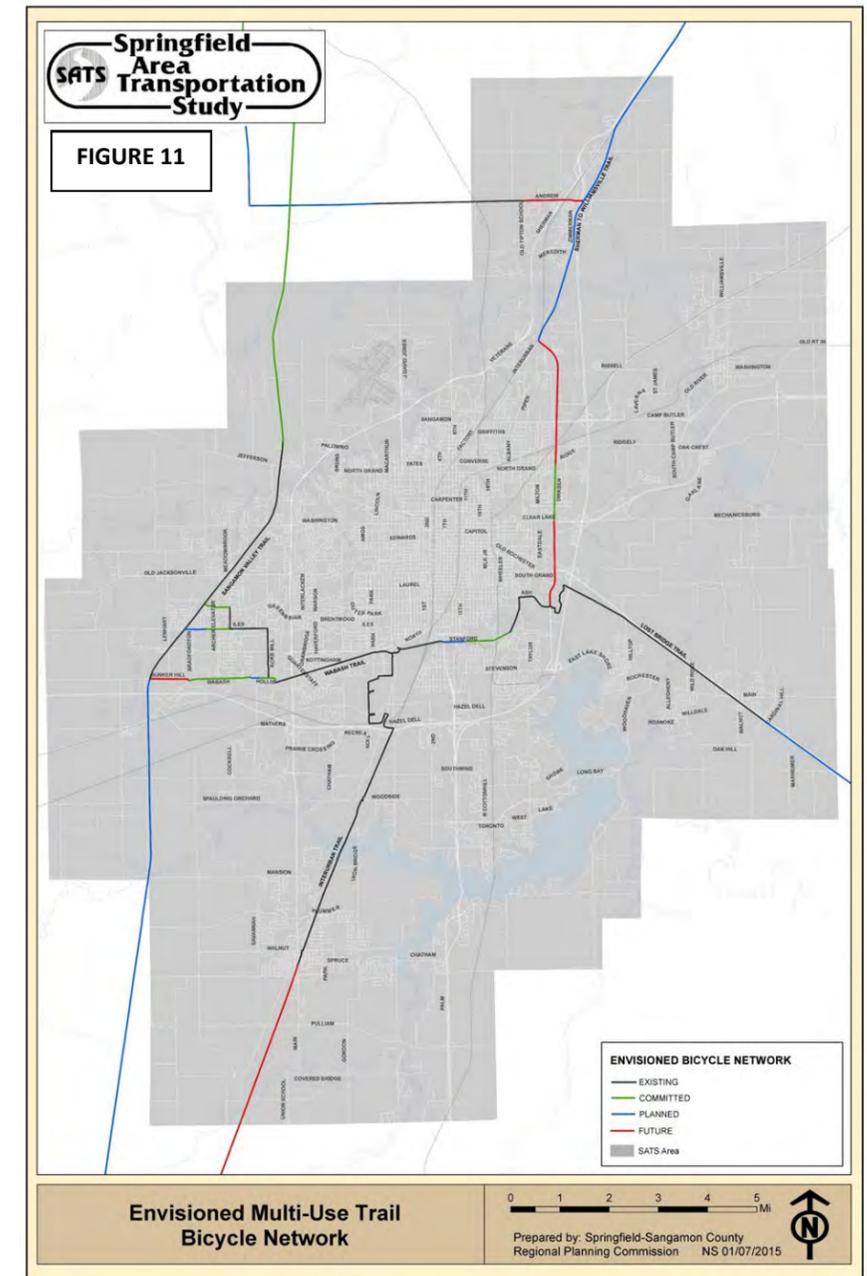
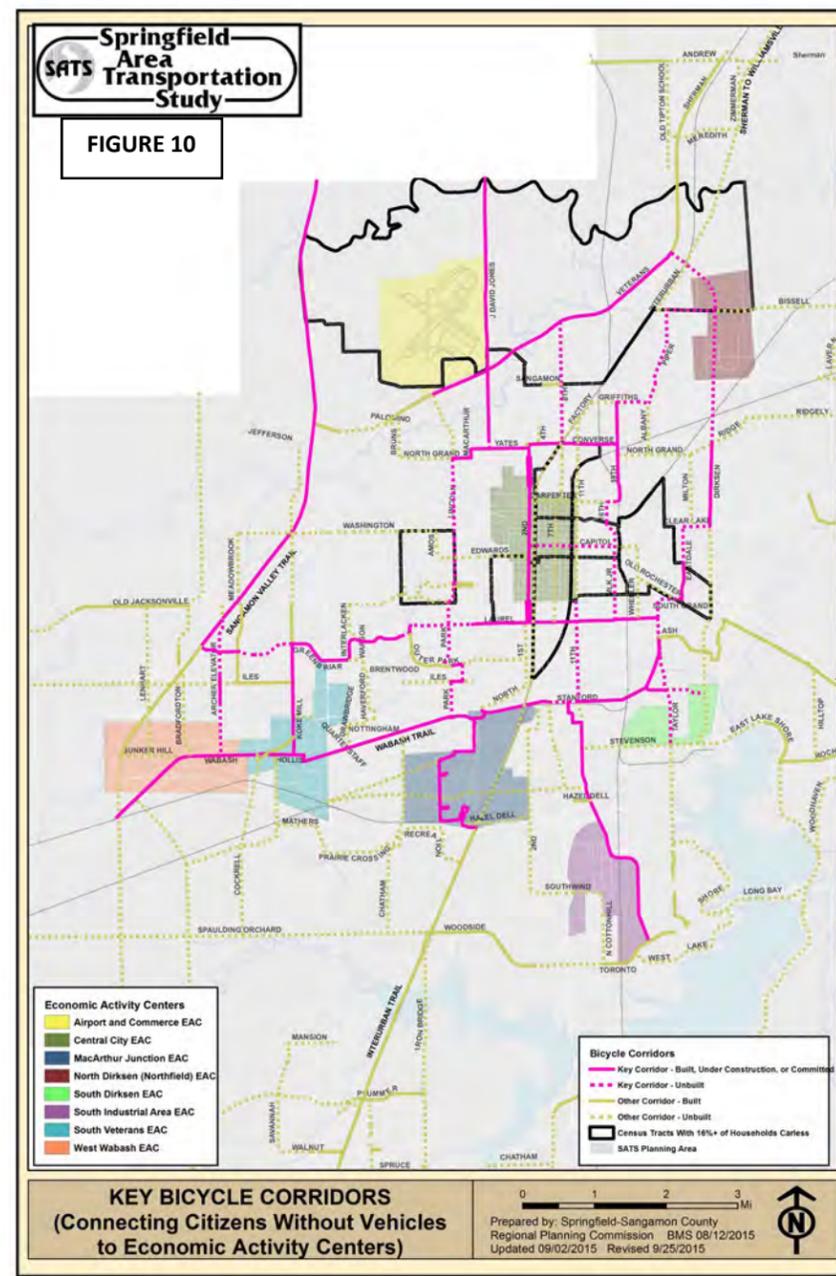
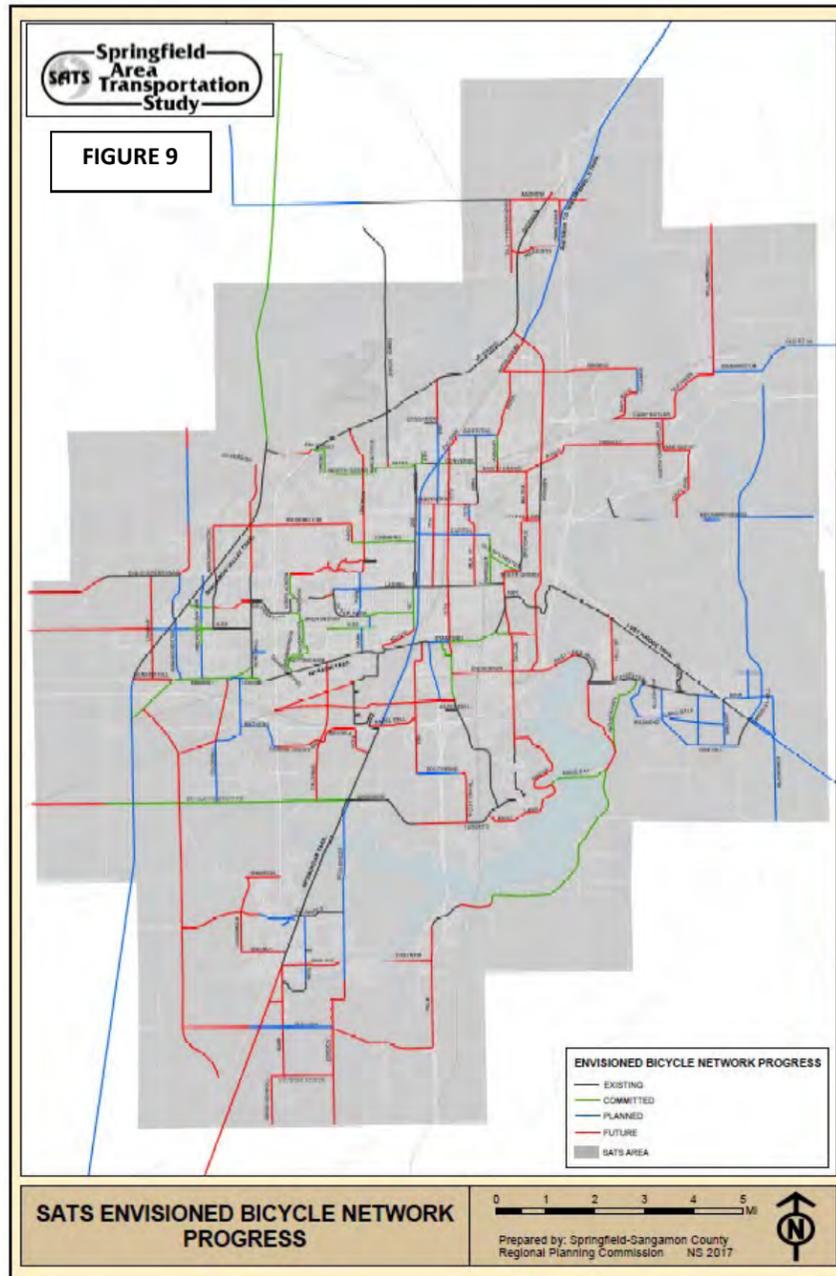
In August 2012 SATS finalized the *Bicycle and Pedestrian Plan* (SATS, 2012), the first bicycle plan and pedestrian plan for Springfield and the metro area. Development of the plan was done in coordination with adjacent communities, Sangamon County, and the Springfield Park District with robust public engagement. The City of Springfield adopted this plan in May 2013. The plan laid out a recommended network of corridors, the Envisioned Bicycle Network, that would provide interconnected bicycle facilities throughout the entire area with inter-modal connections. Existing bicycle accommodations in Springfield and the surrounding area are shown in the box to the right.

On-road connections of the multi-use trails are also desired and are anticipated to be completed for the existing trails during the period addressed in this Comprehensive Plan.

Although several multi-use trails and a few bike lanes had previously been installed, development of a bicycle network is just in the beginning phases. For example, the Route 66 Bicycle Trail, which runs from Chicago to St. Louis, goes through Springfield routed from Sherman along Peoria Road/Veterans Parkway to 8th Street, through the State Fairgrounds, and then using local streets down to the Interurban Trail.

The envisioned bicycle network for Springfield and the metro area is shown in Figure 9.

Existing Bicycle Accommodations	
Bike Lanes	10.9 miles
Lane Markings	0.5 miles
Path	6.9 miles
Paved Shoulders	23.1 miles
Trail	23.9 miles
Bike Route Wayfinding Signs	0.2 miles
Combined Bike Parking Lanes	6.6 miles
Total	72.1 Miles



As bicycling is often used as a means of transportation to work by those who cannot afford an automobile or do not have access to one, SATS prioritized the key bicycle corridors that will connect citizens without vehicles to jobs in the Economic Activity Centers. This is shown in Figure 10 on the previous page. In addition, the plan identifies areas where multi-use trails exist or are to be developed. These routes are displayed in Figure 11.

The Pedestrian Network

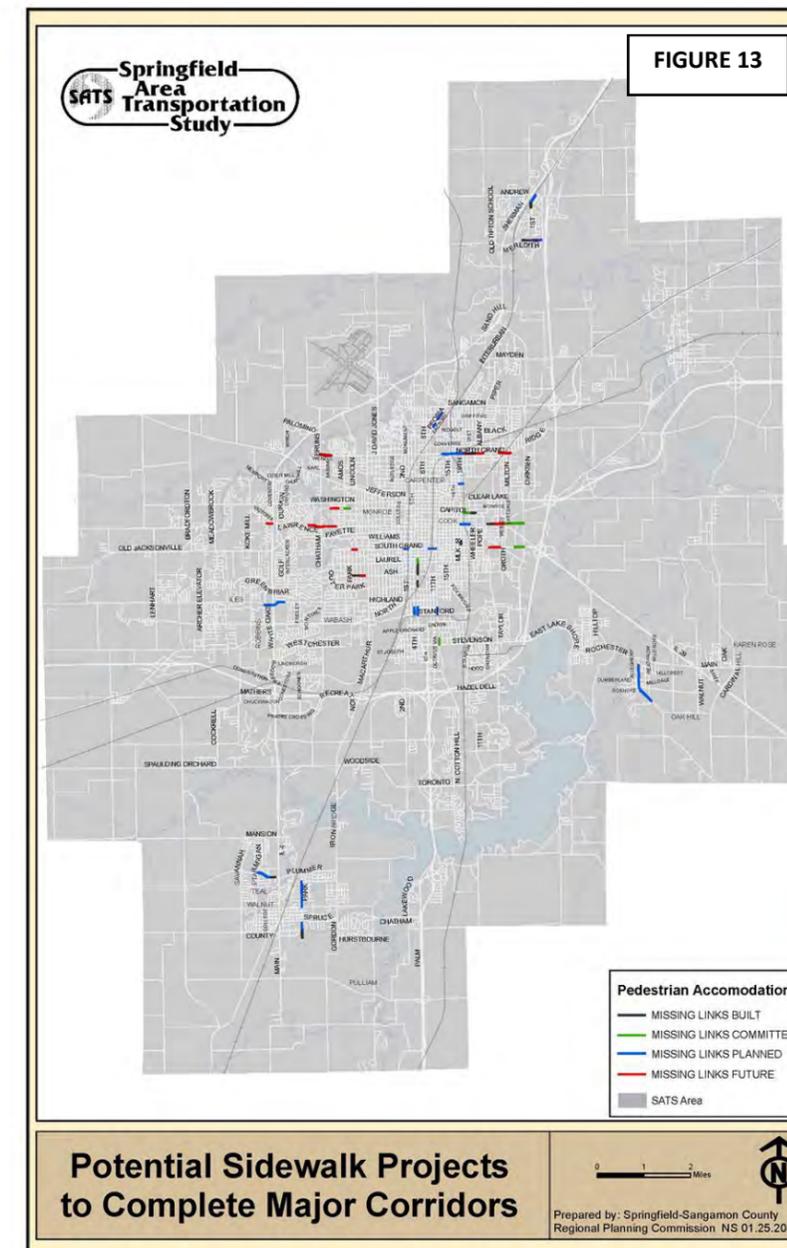
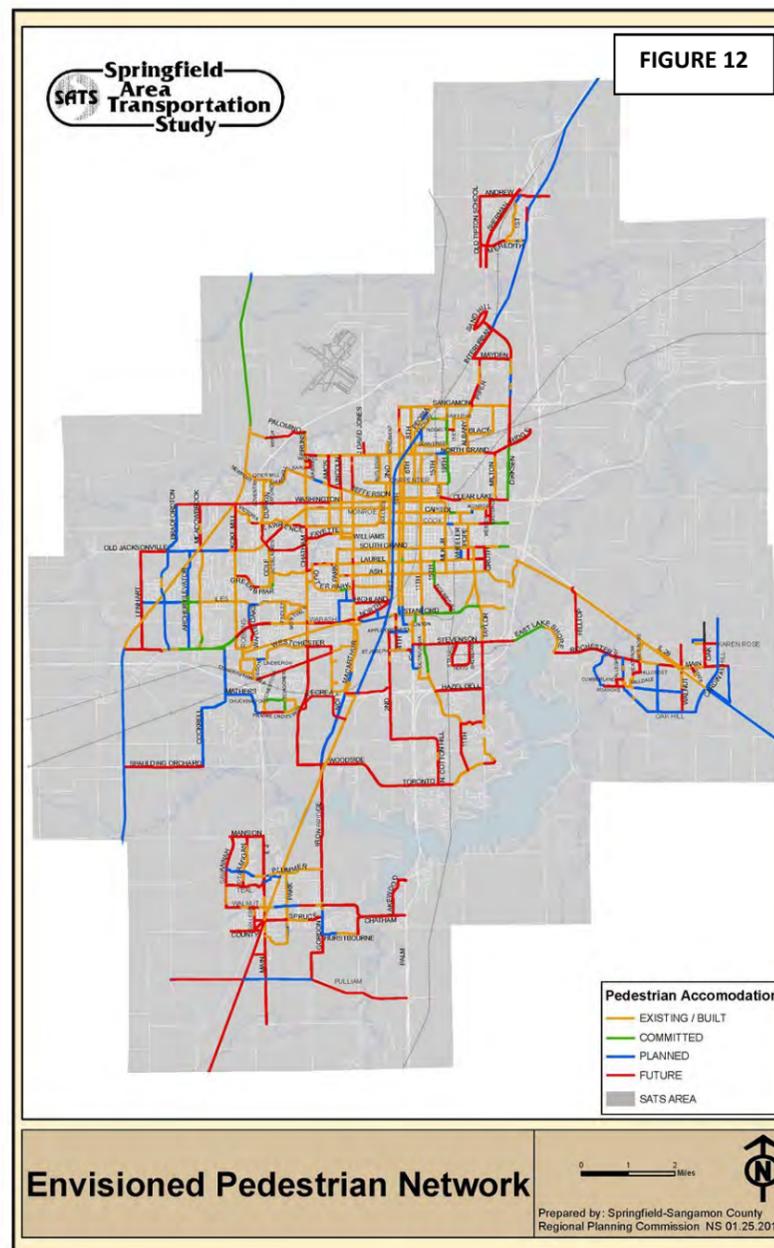
With adoption of the regional *Bicycle and Pedestrian Plan*, a Priority Pedestrian Network (PPN) was identified. This network creates an interconnected walkway throughout the Metropolitan Planning Area and is a priority for construction and maintenance. The PPN consists mostly of sidewalks but also shares the multi-use trails and paths included in the Envisioned Bicycle Network. Unlike the EBN, a good part of the PPN already exists.

Those parts of the PPN that do not exist will be constructed as part of road projects or in connection with new development. Many of the infill sidewalks will be built through capital improvement programs or as individual lots are developed. Sidewalks along state roads require some local participation.

Many small “missing link” projects were identified that if undertaken would complete long stretches of walkways, usually amounting to several miles. Figures 12 and 13 show the status of the Priority Pedestrian Network projects in total and of the small “missing links” specifically.

In Summary:

- Development of the infrastructure for non-motorized transportation in Springfield has lagged behind that of motorized, but shown an increase in recent years.
- The increased use of bicycles for transportation purposes, including use for other than recreational purposes, is particularly notable.
- The system for bicycles is a multi-jurisdictional one, and includes both on street and multi-use trails.
- Bicycle and pedestrian travel to Economic Activity Centers is of importance in future planning.
- Additional attention should be paid to missing links in the pedestrian network, as completing these links will have the largest impact.
- Public interest, the adoption of the Complete Streets policy, and the adoption of both pedestrian and bicycle network plans have all encouraged the development of additional infrastructure for non-motorized uses. This interest is expected to continue in the future.



THE MASS TRANSIT NETWORK

Intra-City Bus Network

Public transportation in the City of Springfield is provided by the Sangamon Mass Transit District (SMTD), a body independent of the city. SMTD taxing boundaries were established in 1968, and it is identified as the designated provider of public transportation for the Springfield urbanized area by the Federal Transit Administration. This means that any urbanized area federal transit funding comes to SMTD. Figure 14 on the next page shows SMTD boundaries, extended Access Springfield paratransit service boundaries, and mainline fixed routes. For most of SMTD’s history the urbanized area was contained within the district’s boundaries. However, after the 2010 Census the urbanized area was expanded outside those boundaries and now includes the communities of Sherman, Spaulding, Riverton, Rochester, Chatham, and Curran. Passenger data is provided in Table 1 on the next page.

As the table indicates, SMTD’s fixed line ridership increased by 122,786 riders between FY 2011 and FY 2016. This is a respectable increase of 7.46%, yet year-over-year ridership declined in two of these years (FY 13 and FY 16). At the same time, Access Springfield saw more

robust growth, increasing ridership by 27.7% between FY 2011 and FY 2016, or 16,250 riders. The difference between these rates may be due to the lack of fixed line routes in the western portion of Springfield where the city has grown. The results of the Community Survey concerning bus use gives credence to this speculation.

The City of Springfield has grown outside of the SMTD boundaries, particularly that portion of the city west of Koke Mill Road. The west side of Springfield and the communities noted above are outside of the SMTD taxing district but within their federal and state transit funding areas, presenting some challenges to the public transportation network.

At the present time the transit district is served by 16 regular daytime mainline service routes that operate Monday through Saturday from 6:00 AM to 6:00 PM and originate and terminate at a downtown on-street transfer center located near the intersection of 5th Street and Capitol Avenue. Earlier mention was made that this transfer center is planned to move to a site located at Adams and 11th streets.

An additional 12 supplementary service routes assist on heavily traveled mainline route corridors during peak periods and provide transit to and from places that generate large numbers of passengers at specific times, but are not serviced by mainline routes. These supple-

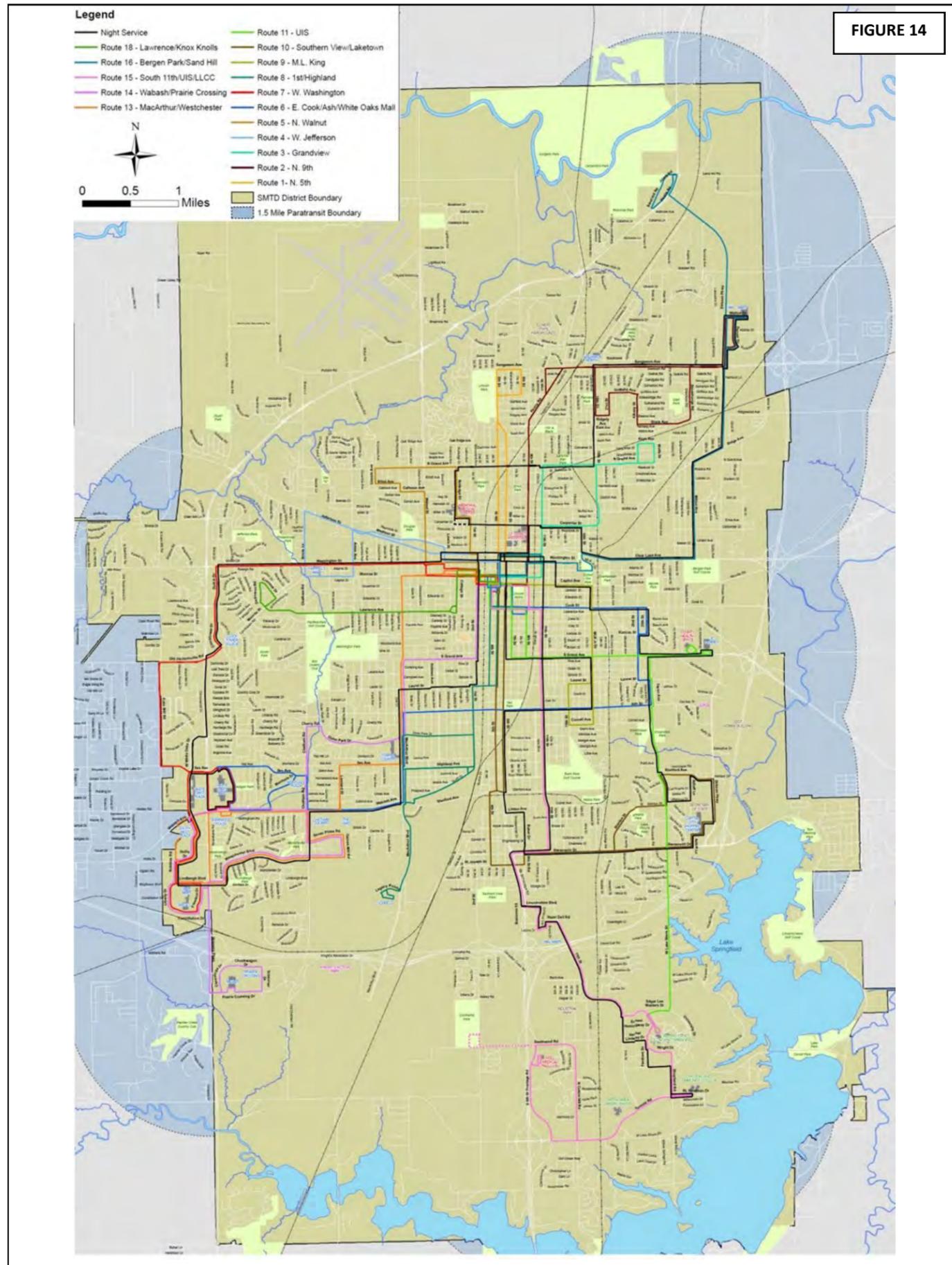


FIGURE 14

mentary service routes originate and terminate at various locations throughout the district and typically only consist of one or two departures per day.

SMTD also operates five separate transit routes on weeknights which originate and terminate at an on-street transfer center located on Washington Street between 5th Street and 6th Street to the north of the Old State Capitol. Night service operates from 6:45 PM to 11:30 PM Monday through Friday.

All SMTD buses are wheelchair accessible and include front mounted bicycle racks that can accommodate up to two bicycles at a time.

SMTD also provides paratransit service through Access Springfield within the entire SMTD boundary and within 1.5 miles of any SMTD fixed route regardless of the SMTD boundary. The Americans with Disabilities Act of 1990 (ADA) requires such service within ¼ mile of the fixed route network but allows an area up to 1.5 miles of fixed route service.

Access Springfield provides origin-to-destination service. Drivers may assist riders when boarding and alighting from the vehicle and in securing wheelchairs. Drivers will also assist riders who do not travel with a personal aide with entry into inaccessible doors. Drivers may not enter residences or provide assistance beyond the door. Access Springfield operates from 6:00 AM to Midnight, Monday through Friday and 6:00 AM to 6:00 PM on Saturday.

To address providing transit service outside of the SMTD boundaries, the transit district has contracted with Sangamon County to participate in the Sangamon/Menard Area Regional Transit (SMART), providing an on-demand service with no fixed routes to areas in Sangamon and Menard counties not currently served by SMTD bus service, and taking passengers from door to door. Passengers must schedule a ride in advance to make use of this service and the cost will be higher than using the SMTD fixed route buses.

The table below provides SMTD and Access Springfield ridership over the last six years.

Fiscal Year	Fixed Line Passengers	Change from Previous Year		Access Springfield Passengers	Change from Previous Year	
		Number	Percent		Number	Percent
FY-11	1,644,238	--	--	58,620	--	--
FY-12	1,870,034	225,796	13.7	60,118	1,498	2.6
FY-13	1,799,810	(70,224)	(3.8)	63,584	3,466	5.8
FY-14	1,826,918	27,108	1.5	69,137	5,553	8.7
FY-15	1,902,417	75,499	4.1	74,130	4,993	7.2
FY-16	1,767,024	(135,393)	(7.1)	74,870	740	0.9

The Inter-City Bus Network

Greyhound Bus Lines is the only company providing strictly intercity bus service in Sangamon County. The Greyhound bus station is located at 2815 North Dirksen Parkway in Springfield, and the station facilities operate out of an independent business, Shaner's Tire.

Four buses operate daily, two in each direction between Chicago and St. Louis via Champaign and Springfield. This Greyhound route connects with Burlington Trailways in Champaign for east-west travel on I-74. In addition to passenger service, Greyhound offers freight options through its packaging express service.

The current housing of the Greyhound bus station inside a business on North Dirksen Parkway has been an improvement over the previous situation where passengers had to wait outside a closed building in an isolated area of South Dirksen Parkway. However, being away from the center of the city is not particularly convenient for many travelers. In addition, some trips arrive/depart when the business is closed and public transportation to the area is limited. There is hope that in cooperation with Greyhound the station can be moved to

the intra-city bus terminal which is planned to be part of a multi-modal transportation center in downtown Springfield. This location will provide quick access to the interstate via the Clear Lake/Madison/Jefferson corridor, will be within easy walking and biking distance for residents in the area and tourists, and will have direct access to Amtrak, intra-city buses, and cabs.

In Summary:

- **Springfield is currently served by a public transit network that operates both fixed line and origin to destination services. The latter is provided for those with disabilities.**
- **Although the fixed line system has seen some growth over the past six years, the origin to destination service shows more robust growth over the same period.**
- **The primary challenge the fixed line system faces is addressing areas of the city that have grown outside of the transit districts taxing area. SMTD does receive federal transit funding to serve these areas.**
- **Some increase in system use is expected to occur as SMART matures, as this on-demand system could link to the existing SMTD fixed route network.**
- **Inter-city bus availability is limited and located inconveniently for many travelers. This latter problem could be ameliorated if the inter-city bus station were moved to the planned multi-modal center in downtown Springfield.**

AIR TRANSPORTATION

The Springfield Airport Authority owns and operates the Abraham Lincoln Capital Airport. The airport is situated on 2,408 acres of land three miles northwest of downtown Springfield. The main entrance is located off Illinois Route 29. There is no public transit service to the airport, however taxicabs, hotel shuttles, and auto rentals are available. All parking spaces are considered long-term/short-term parking and are free of charge. The airport's passenger terminal and commercial aircraft serving the facility are accessible to people with disabilities, and the airport continues to make improvements annually to the terminal building and associated facilities.

The terminal building currently houses the Airport Authority offices, airline ticket counters and offices, a passenger services center and gift shop, Sky Club members-only lounges, car rental counters and offices, Transportation Security Administration offices, Federal Aviation Administration offices, Prairie Analytical, a Subway sandwich shop, a flight training school, and other smaller tenants.

The airport is also home to two full-service fixed based operators (FBOs) providing aircraft fueling, flight training, aircraft maintenance, charter service, and other aviation related services, as well as one full-service maintenance, refurbishing, and overhaul (MRO) station that specializes in business aircraft engine repair, avionics, interior customization and external refinishing and painting. There are also an estimated 145 general aviation aircraft based on the field.

The airport is also home to the Illinois Air National Guard and the Illinois Department of Transportation's Division of Aeronautics' engineering offices and flight operations. The Airport Authority is continuing various studies that are evaluating the feasibility of future development in the airport's commerce park located in the airport's south quadrant that is adjacent to Veterans Parkway.

Three airlines currently provide commercial air service to Springfield (SPI), collectively offering approximately 38 weekly departing flights from the city. United Airlines provides daily service to Chicago O'Hare International Airport (ORD) on regional jet aircraft, American Airlines provides daily service to Dallas-Ft. Worth International Airport (DFW) on regional jet aircraft, and Allegiant provides less-than-daily service to Punta Gorda/Ft Myers (PGD) and Sanford/Orlando (SFB) Florida on full size MD-80 or Airbus 320 aircraft.

In 2004, Abraham Lincoln Capital Airport served 222,900 total passengers and dipped to 113,199 total passengers in 2008. In 2014 the airport experienced growth as passenger totals reached 174,265, the second highest annual passenger count since 2004 and the highest annual traffic count in the last decade (2005-2014). The rising passenger counts can be attributed to the added less-than-daily flights to Florida on Allegiant in 2012 and the introduction of American Airlines' daily service to Dallas-Fort Worth in 2011.

The Airport Authority continues to actively pursue the potential to expand the service offerings with the incumbent carriers and seeks new

commercial passenger service opportunities as they become available. As a result of numerous airline mergers during the past decade, there remain only four major airlines today in the United States, and only three of the four offer regional service to hub airports. Springfield is currently served by two of those airlines; United and American. There are few low cost carriers to court that currently have business models that would allow for service to Springfield. Springfield currently is served by one of those carriers; Allegiant.

Currently there are no daily freight carriers that operate scheduled flights from Abraham Lincoln Capital Airport. Minimal light freight transport does occur, which is shipped on commercial passenger carriers or with on-demand freight operators. The airport has available space for a start-up air freight transporter in the main terminal complex and can accommodate future freight/cargo warehousing and sorting facilities at the airport's commerce park in the south quadrant.

The Springfield Airport Authority works with the Federal Aviation Administration and the Illinois Department of Transportation in a coordinated planning process to support infrastructure improvements to support both general and commercial aviation users. Presently, the Airport Authority has no imminent plans for major facility expansion as current infrastructure is capable of meeting expected demand for the foreseeable future. Future capital improvement activities will focus on preservation, modernization and safety improvements to the existing facilities and infrastructure.

Air service development is an ongoing process and the airport continues to evaluate the changing landscape to find service opportunities that match the business models of various air service providers. The airport monitors a number of global, national, regional and local economic conditions to determine the best course of action when opportunities become available. The current focus is to maintain and grow frequency on United to Chicago and explore the possibility of connecting to other United Airlines hubs such as Denver or Washington-Dulles; maintain and grow flight frequency on American Airlines to Dallas- Ft. Worth, explore the possibility of connecting to other American Airlines hubs in Charlotte or Chicago, maintain and grow flight frequency to Allegiant's current destinations to Punta Gorda/Ft. Myers and Sanford/Orlando, and pursue additional destinations such as Las Vegas, Phoenix, Myrtle Beach and St. Petersburg/Clearwater. In recent years much effort has been given toward seeking out various charter opportunities to leisure destinations. That effort is expected to continue in future years.

SPI is one of very few airports to offer an airport staffed and equipped to provide full service ground handling service for commercial carriers. This is often used to help incentivize carriers' startup cost when starting a new route. This also translates into offering carriers a long-term competitive ground handling rate that helps to keep their operating cost low in Springfield.

In Summary:

- **Given the nature of air service and the number of carriers in the marketplace, Springfield is relatively well served by regional jet aircraft carriers, and it has seen a noticeable increase in passengers in recent years.**
- **Additional air service is possible, and the airport continues to recruit additional carriers.**
- **The presence of the Air National Guard and its associated facilities benefits the airport and offers the potential for additional growth.**
- **Land is available for development at the site and also offers the potential for additional growth, particularly for operations that often use various air services.**

REFERENCES

SATS (2015). *2040 Long Range Transportation Plan*. Springfield Area Transportation Study. SSCRPC: Springfield, IL.

SATS ((2012). *Bicycle and Pedestrian Plan for the Metro Area*. Springfield Area Transportation Study. SSCRPC: Springfield, IL.

APPENDIX 5: REVIEW OF SPRINGFIELD'S COMMUNITY FACILITIES & PUBLIC AMENITIES

Community facilities and public amenities are an important aspect of urban areas. These entities provide a diverse range of uses and services to the residents of Springfield. Facilities such as medical centers and public safety responders improve the quality of life for citizens and visitors. Not only is the quality of life improved, but facilities of this type promote employment and economic prosperity.

EDUCATIONAL FACILITIES

Springfield is home to numerous educational services, opportunities, and institutions. There are a total of 55 educational facilities in Springfield. These establishments range from preschool to college and include everything else in between.

Springfield is served by seven school districts, although in some cases only small portions of the city are in these jurisdictions and none of them host facilities within the city's boundary. The largest school district serving the city is Springfield School District 186, and all of its facilities are within Springfield.

According to its website (www.sps186.org), District 186 currently educates more than 15,000 students from Kindergarten to 12th grade. As the main K-12 educational provider in the Springfield area, there are 22 elementary schools and five middle schools in District 186's jurisdiction. District 186 also includes three high schools, an adult education center, as well as the Early Learning Center (three to five year olds). They are shown in Figure 1.

District 186's schools are recipients of National Blue Ribbon awards and include some of the state's top academic performers. Millions of dollars in college scholarships are earned for students annually. District 186 embraces urban Springfield by exposing students to athletics, the arts, the local workforce and area institutions of higher learning (www.sps186.org).

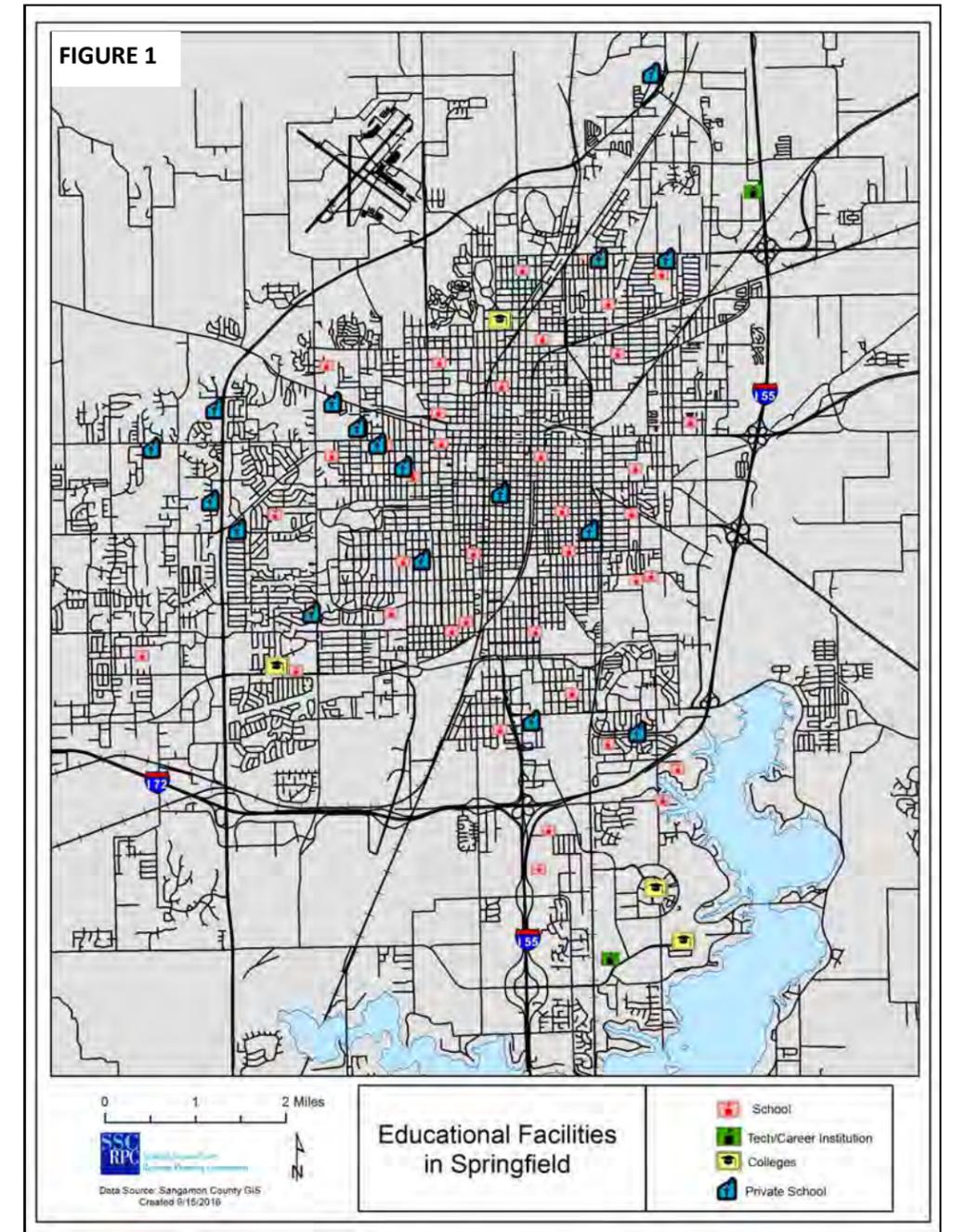
Other academic institutions exist in Springfield that are not a part of District 186.

Parochial schools are the next largest provider of elementary and high school education in the city. There are eight elementary/middle parochial schools, as well as two parochial high schools: Lutheran High School and Sacred Heart-Griffin. These along with other private institutions exist and are noted in Figure 1.

Springfield is also home to four higher education institutions: Benedictine University at Springfield, Lincoln Land Community College, Robert Morris University, and the University of Illinois—Springfield. These institutions offer Associate, Bachelor's, Master's and/or Doctorate Degrees. Approximately 28,000 students are enrolled through the aforementioned schools.

Career and technical learning are also available in Springfield. For example, Capital Area Career Center and Midwest Technical Institute offer first-hand experiences related to skill development for certain careers. Programs such as welding, health services, and professional truck driving are available.

The final grouping educational entities serving Springfield are those categorized as providing alternative education. These schools offer special education and/or adult education. Hope School Learning Center, for example, allows children facing extraordinary cognitive, physical and emotional challenges to learn and thrive from new methods of education. The Lawrence Education Center provides a high school credit recovery program, adult basic education, GED preparation, and English as a Second Language (ESL).



HEALTH CARE & MEDICAL FACILITIES

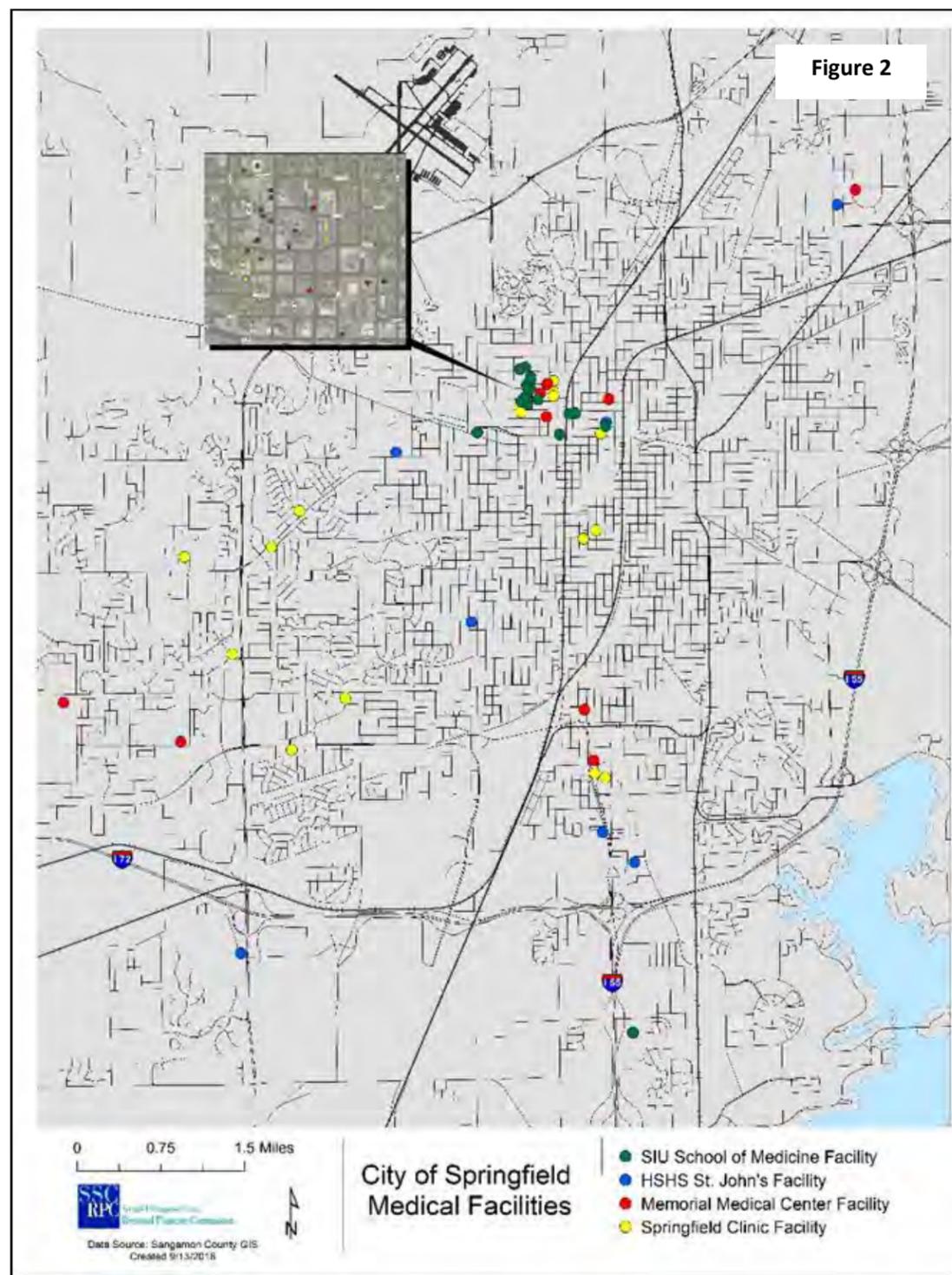
Health care facilities and medical centers are prominent entities throughout Springfield. Not only do Springfield's medical centers provide health coverage to a large population in central Illinois, they also offer employment to thousands of local residents. Along with providing healthcare and employment, medical education is another part of Springfield's medical presence. Springfield's local medical institutions and practices are nationally recognized, with physicians and their respective supporting facilities receiving recognition for progressive and successful medical practices, in such areas as pediatrics, cardiovascular disease, and medical education. In recognition of this, Springfield is the home of the state established Mid-Illinois Medical District.

Numerous and diverse medical specialties are prevalent throughout the Springfield area. There

are two major hospitals serving both in- and out-patient care: Memorial Medical Center and HSHS St. Johns Hospital.

While there are numerous physicians having independent practices, the city also contains two major physician group practices: Springfield Clinic and Southern Illinois University Physicians and Surgeons. It also houses numerous specialty practices, such as Prairie Cardiovascular. This expansive medical presence should not be surprising since Springfield is also home to the Southern Illinois University School of Medicine. All of these facilities are located either wholly or partially in the Mid-Illinois Medical District.

To provide a better idea as to the distribution of these facilities in Springfield, several of the major healthcare facilities in the city are shown in Figure 2.



PUBLIC SAFETY

Like any metro area, fire, crime, and crises cannot be permanently extinguished; but, cities can offer top-notch protection and services to combat them. With a population of more than 117,000, responding to emergencies is an unfortunate aspect of urban life, and Springfield accommodates numerous public safety organizations for the protection of its residents. The locations of their facilities are displayed in Figure 3.

Springfield's fire and police departments cover the entirety of the Springfield area. Station locations are based on having a geographically dispersion that helps ensure effective and efficient response.

Springfield is home to other than municipal emergency and public safety entities as well. Being the state capital and a larger city in central Illinois, housing state-wide protective services in Springfield creates an efficient and effective choice for Illinois residents. For example, the Illinois State Police and National Guard both have locations in Springfield.

Illinois National Guard

Camp Lincoln is the home of Illinois's National Guard in Springfield. Located at 1301 N. MacArthur Blvd, Camp Lincoln is comprised of Joint Force Headquarters, 108th Sustainment Brigade, 33rd Infantry Brigade Combat Team, 404th Maneuver Enhancement Brigade, and the 65th Troop Command.

Illinois State Police

Created in 1922 by the Illinois General Assembly, the Illinois State Police comprises more than 3,000 individuals who protect the public and provide services throughout the state. Springfield houses two main locations for the state police. The main headquarters location is 801 S. 7th St. Suite 100-M, and the ISP Academy located at 700 East Lake Shore Dr.

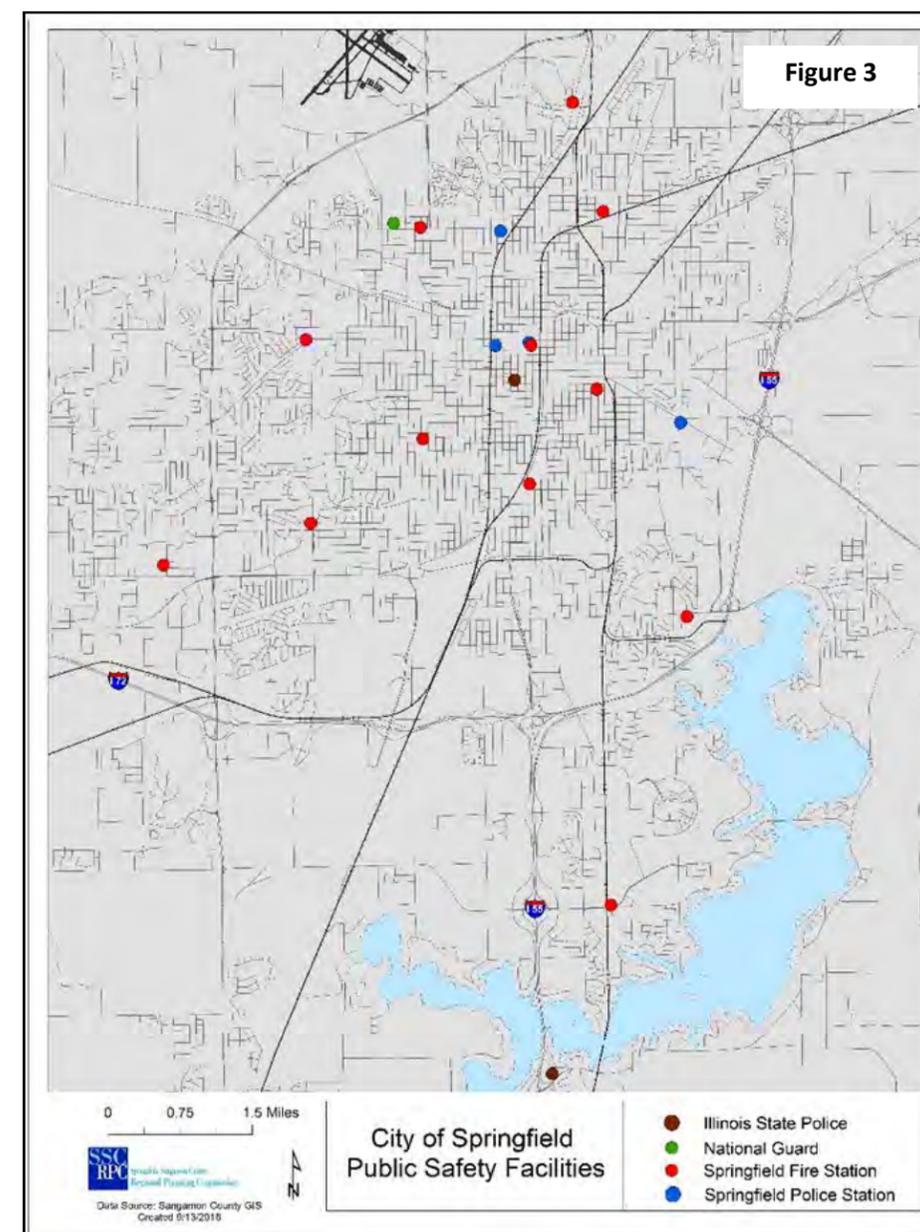
OUTDOOR RECREATION

Springfield provides a number of recreational places and activities for its citizens and visitors.

Hiking, biking, sports, games, and other outdoor activities are available within the city and its extra-territorial jurisdiction.

Trails and parks are a popular destination for leisure activities. No matter the weather or time of year, Springfield currently provides access to one or more forms of continual recreation for residents. Summer offers multiple aquatic and outdoor activities, and indoor facilities provide recreation during colder times of the year.

The locations for recreational facilities and activities are shown in Figure 4 on the next page.



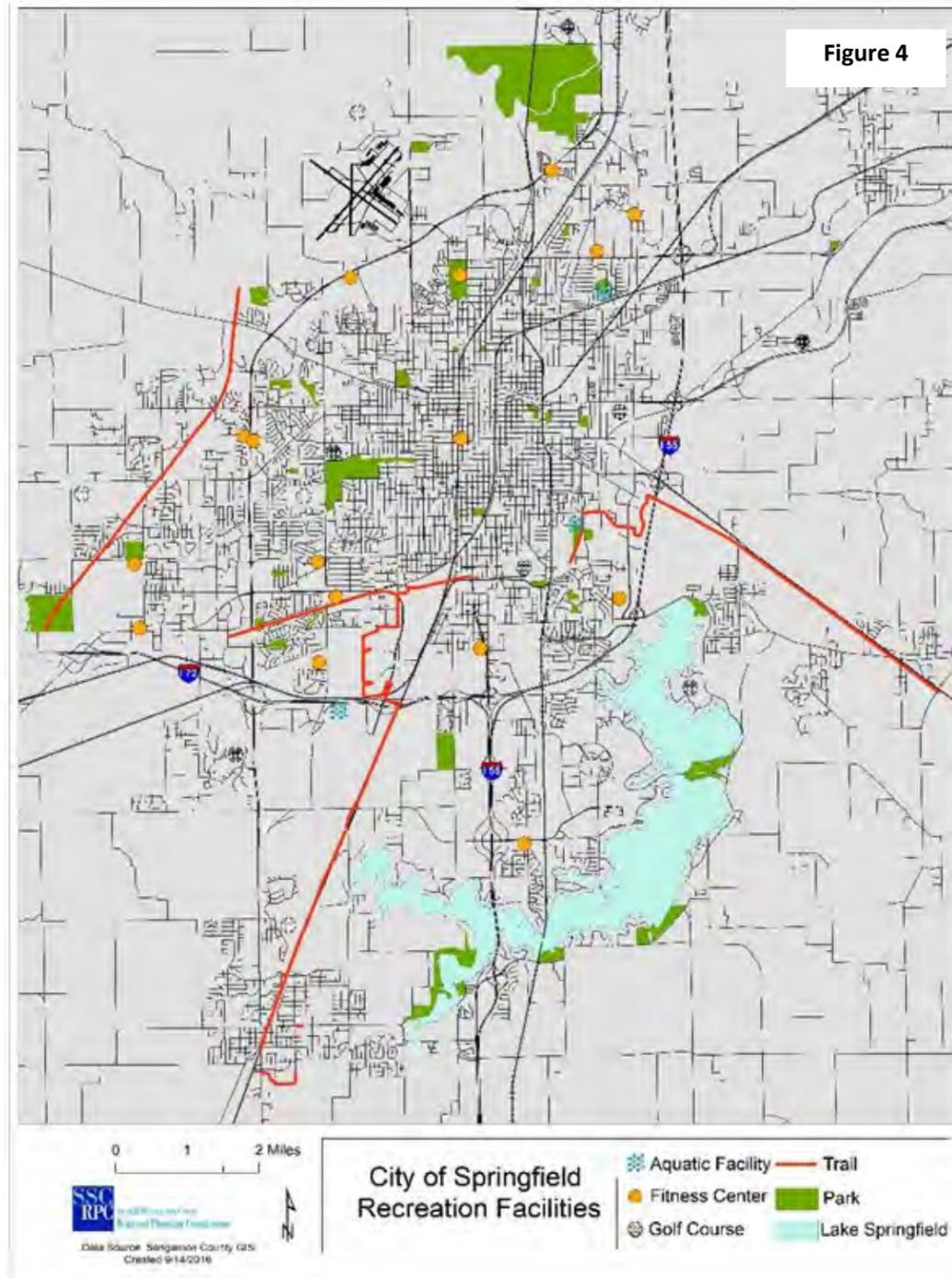


Figure 4

Parks

The Springfield Park District provides stewardship of 2,500 acres of land, of which, is used for parks, golf courses, baseball fields, and other athletic fields/courts. Along with managing parks and recreational spaces, the park district offers recreational and educational programs for people of nearly all ages. Programs like swimming lessons, golf lessons and dance lessons are available just to name a few.

During development of this plan the project Steering Committee was advised by the Park District's Board President that no additional parks are planned to be added during the next 20 years.

Trails

In Appendix 4, bicycle and multi-use trails were addressed. The Springfield Park District maintains five bicycle trails that accumulate 23 miles. These trails connect Springfield to its surrounding communities. Trails are open to cross-country skiers, wheelchairs, strollers, rollerbladers, and walkers; however, these uses only pertain to Park District trails.

The trail network is still under development, with the Sangamon Valley Trail, which runs north to south along the west side of the city and is being developed by Sangamon

County in conjunction with other state and local partners, being the next large trail component to be added to the network. The first 5.5-mile segment of what will become a 38-mile multi-use trail, opened in summer 2011. It currently runs between Centennial Park and Stuart Park in Springfield, and an additional northern segment is currently under development. When complete, this trail will link Girard, to the south, and Athens, to the north, along with the properties in between. The trail follows an abandoned right-of-way of the old St. Louis, Peoria and North Western Railway, which later became part of the Chicago and North Western Railroad.

Golf Courses

A number of courses are maintained by the Park District, but other courses are open to the public throughout Springfield as well. Most are 18-hole courses, but 9-hole courses exist. One course was in the past home to a PGA event. Panther Creek hosts the Lincoln Land Charity Championship in the Web.com PGA tour.

Aquatic Features

Lake Springfield is the main water feature in Springfield. It is Springfield's domestic water supply, but it also provides water-based recreation for approximately 600,000 visitors annually. The lake has about 4,200 acres of surface and 57 miles of shoreline. Canoes, pontoons, jet skis, rowboats, sailboats, motorboats and swimming are allowed (in certain areas) on the lake. Fishing is also allowed in certain areas of the lake.

Although activities continue to develop a second lake to supply Springfield's future water needs, Hunter Lake, the development of this lake has not been approved by state and federal regulators. Although this lake is planned and addressed in this document, it is not currently expected to offer the same types of outdoor aquatic uses as Lake Springfield.

Knight's Action Park, located at 1700 Recreation Dr., is home to a number of water slides and other water park attractions. A golf driving range, go-cart track, mini-golf course and a drive-in movie theatre are also housed in this theme park.

Public Pools

The Springfield Park District manages three aquatic facilities. These pools are open from Memorial Day through Labor Day. Eisenhower provides extensive swim lessons and is home to multiple competitive and recreational swim teams.

INDOOR RECREATION

Athletic Facilities

Along with the facilities offered by Springfield's YMCA, private fitness centers offer residents year-round opportunities for exercise. Whether it's weight-lifting, indoor sports, or swimming, these facilities can support many types of exercise and related activities.

Gymnasiums are similar to fitness centers, but are typically catered to athletics and sports equipment. Basketball and volleyball courts and soccer fields are more common indoor sports venues in Springfield. These facilities are shown in Figure 4.

Cultural and Entertainment Facilities

Cultural and entertainment facilities (see Figure 5) provide a combination of amusement and enlightenment for residents and visitors. Many of these cultural facilities are unique to central Illinois and inform visitors and residents of the local character.

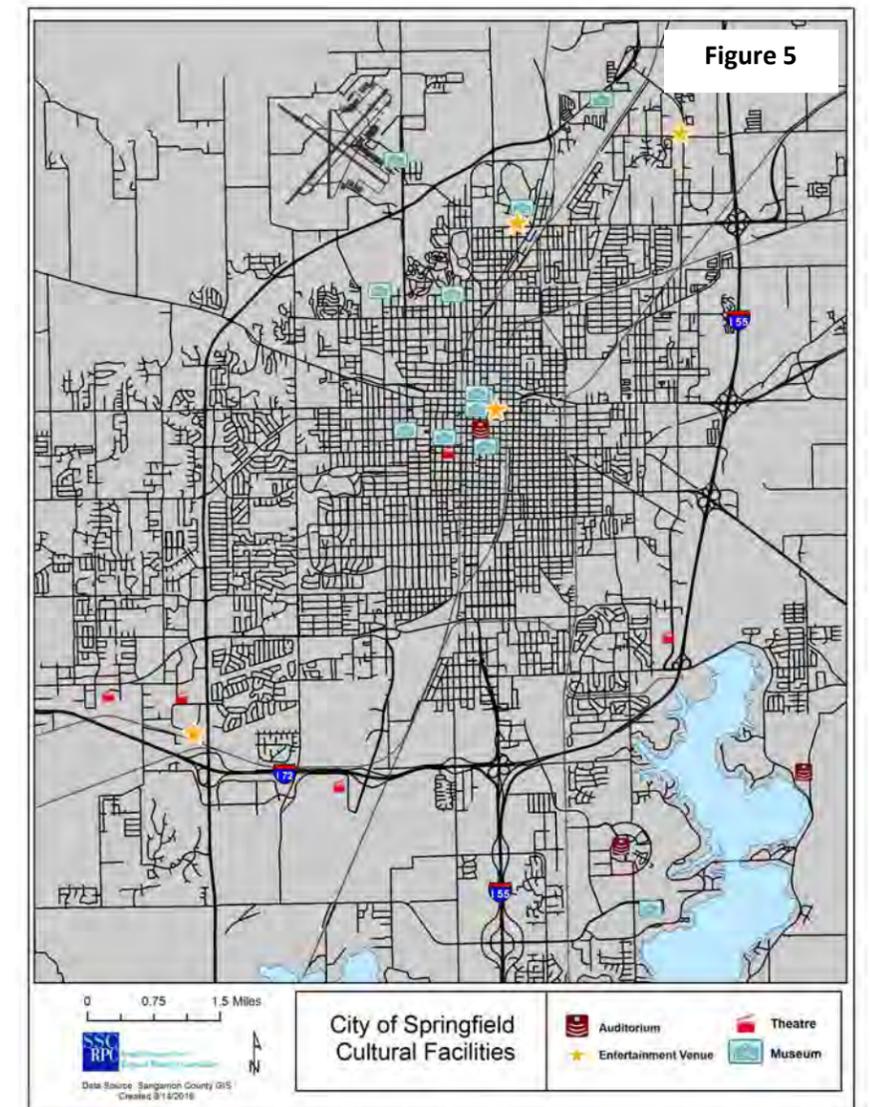


Figure 5

This category includes the many theatres, museums and night-life venues located in Springfield. For example, the Springfield Municipal Opera (The Muni), the Hoogland Center for the Arts, and the Springfield Theater Center, produce multiple live theatrical and musical performances. This is in addition to those provided at the Bank of Springfield Convention Center and the Sangamon Auditorium at the University of Illinois—Springfield.

Aside from public facilities offering entertainment, there are many commercial entertainment facilities in the city, including both movie theaters and nightclubs.

Historic Resources

Springfield is filled with time-honored spaces and edifices. Its cogent history attracts people from all over the world. Fragments from previous centuries and decades are evident throughout central Illinois. The primary sites are identified on Figure 6.

As the Home Town of Abraham Lincoln, Springfield is filled with buildings and places dedicated to President Lincoln and addressing the history of the city. National and local historic sites, libraries, and museums honor the 16th President of the United States. Other than the Lincoln-oriented historic sites, Springfield still harbors a host of historic resources. Other past and local politicians, artists, people, and places of prominence are remembered.

All-in-all, ten major active public historic sites are located in Springfield along with 16 museums.

In Summary:

- **Springfield is supported by a well developed K-12 educational system, with Springfield District 186 serving most residents. However it must be recognized that many residents in the community are served by other bordering school districts as well as parochial schools.**
- **The city also is served by a number of higher education institutions that offer an array of degrees.**
- **Due to the presence of two major hospitals, the Southern Illinois School of Medicine, and other major general or specialized physician groups, health and medical care have become a major industry. Springfield is recognized as a regional medical center serving a population well beyond its borders.**
- **The city’s public safety infrastructure is well developed with fixed facilities fairly well distributed.**
- **For a city of its size, Springfield hosts a number of facilities serving both outdoor and indoor recreational and entertainment needs.**

RESOURCES

Benedictine University at Springfield: www.Ben.edu.

City Water, Light and Power: www.cwlp.com/lake/lake.html.

HSHS St. John’s Hospital: www.St-johns.org.

The Hope Institute: www.Thehopeinstitute.us/our-mission.

Illinois National Guard: www.II.ngb.army.mil.

Illinois State Police: www.Isp.state.il.us.

Lincoln Land Community College: www.Llcc.edu.

Memorial Medical: www.memorialmedical.com.

Robert Morris University: www.Robertmorris.edu/springfield.

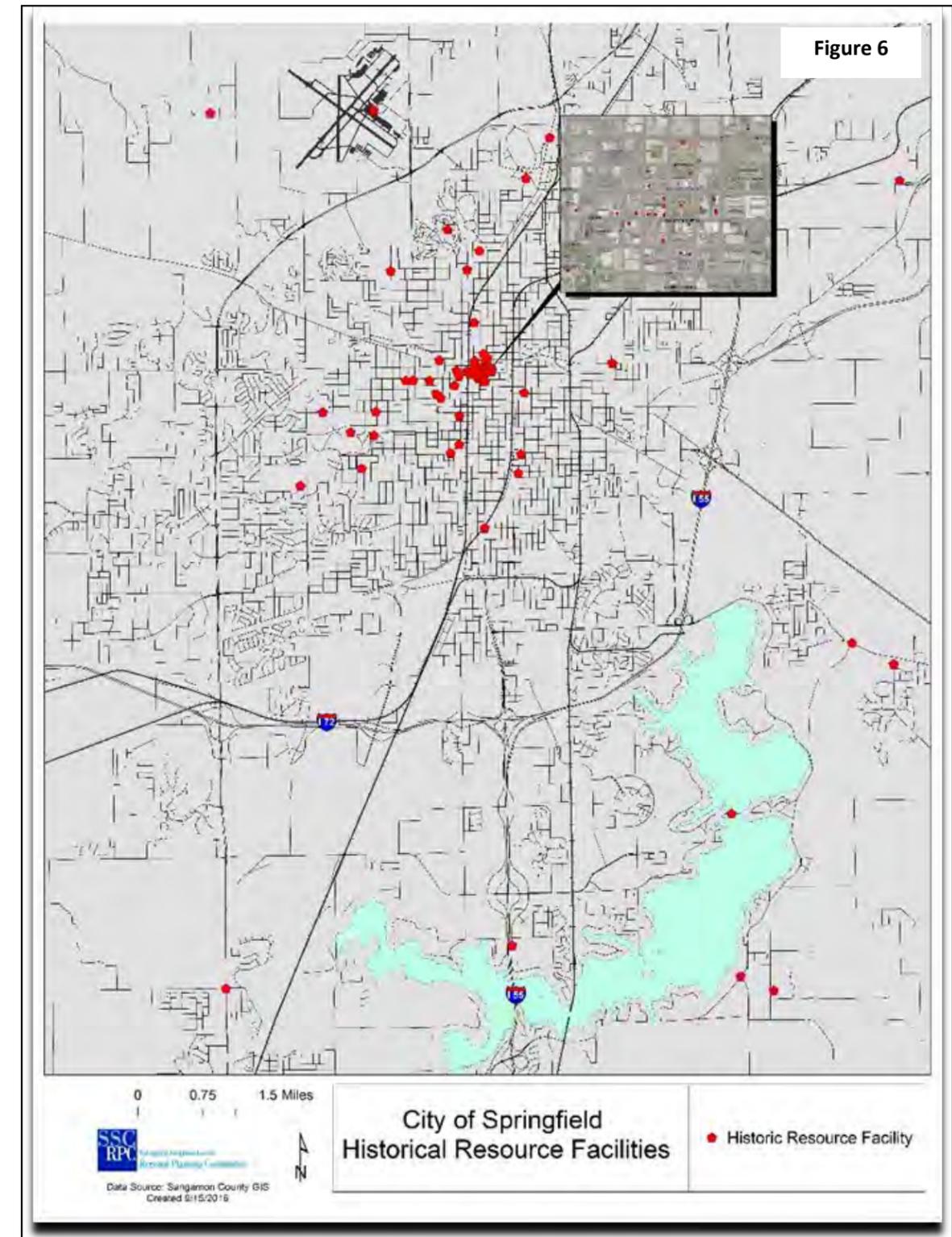
Southern Illinois University School of Medicine: www.Siumed.com

Springfield Clinic: www.springfieldclinic.com.

Springfield Park District: www.springfieldparks.org/parks.

Springfield School District 186: www.sps186.org.

University of Illinois-Springfield: www.uis.edu.



APPENDIX 6: REVIEW OF SPRINGFIELD'S COMMUNITY SURVEY

As part of its work for the City of Springfield in the development of this plan, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) engaged the Survey Research Office (SRO) of the University of Illinois-Springfield to conduct a mail survey of Springfield's residents. This was a randomized survey involving over 100 questions intended to ascertain resident opinions and comments concerning: the city in general; economic growth and development; transportation; land use; environment and natural resources; and community amenities and facilities.

The survey was conducted from August 19, 2016, to September 15, 2016, with 5,000 surveys mailed. Respondents were provided the option of completing the survey and returning it to the SRO in a pre-addressed postage-paid envelope, or completing the survey on-line.

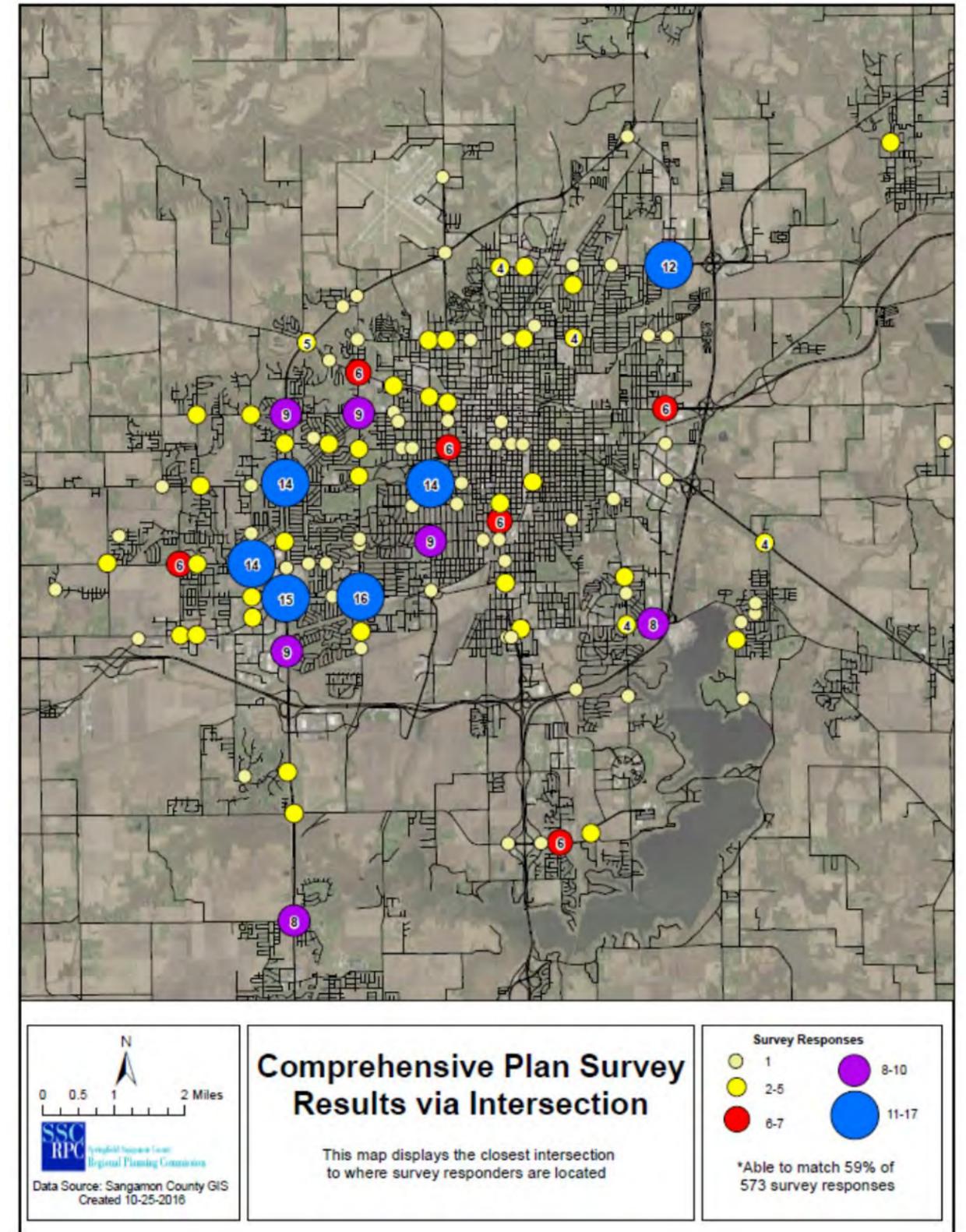
While most of the questions in the survey only required respondents to select from a group of responses, several open-ended questions were included as well. Due to the additional effort required in analyzing responses to open-ended questions, this report will not address them, leaving this to an additional report.

A set of demographic questions was also included to find out more about the respondents, but also to allow for the statistically weighted adjustment of the results so that any disparities in the number of residents in various demographic groups compared to the population as a whole, could be addressed. The statistical weighting took into account race, education, age and gender. Because gender was affected by the weighting of race and education, it resulted in a slightly better response rate for African-American females than African-American males.

From the original mailing, 573 surveys were returned. When the random responses were weighted, this resulted in a weighted return of 429 for analytic purposes. Even with weighting, the sampling error was only ± 4.72 , well within an acceptable range for a survey of this type.

The SSCRPC and the SRO also provided residents not included in the random survey the opportunity to take part on-line. This was termed the "opt-in" survey. Participants in the random survey submitted their results on-line using a different code number than the opt-in respondents, allowing for the two groups to be separated. There were 313 residents not included in the random survey who took the opportunity to opt-in. While the SSCRPC has the results from both groups, and took these responses into account for planning purposes, only the results from the random survey will be presented in this report as it represents the scientific sample.

Respondents were promised that their responses would remain anonymous, and for this reason all returns were to the SRO, which compiled the results, calculated the weighting, and provided the tabular data reported on the following pages. However, it was important to know whether responses differed by area of the city, as well as if the responses were well-spread geographically. For this reason, and to maintain anonymity, the survey asked respondents to identify the road intersection nearest their home. A map showing the geographic distribution of responses is provided on the right. The SSCRPC found this



distribution to adequately describe the density and location of the city's population, supporting the survey's results, even though a large number of surveys could not be associated with a specific location. The map represents all respondents that could be so associated.

RESPONSES TO GENERAL QUESTIONS ABOUT THE CITY

For land use planning purposes, the first question attempted to determine the rate of population increase that residents might desire for the city as a whole.

When reviewing the results of the survey as presented in the various tables of this section, please note that the total number of responses reported may not match the total number of respondents as some respondents did not answer all questions. This undercount should be considered in reviewing the results.

QUESTION: Springfield’s population increased by 4% from 2000 to 2010. Over the next 20 years, what type of population growth rate should Springfield encourage overall?

Options	Respondent Answers	Percent
No growth at all	20	5.3%
Slower rate	82	21.4%
Same rate	191	50.0%
Faster rate	89	23.3%
TOTAL	381	100.0%

The results indicate that half of the respondents prefer the slower 4% growth, and are about evenly split between those seeking faster and slower growth.

Since the first question attempted to determine the rate of population increase that residents might desire for the city as a whole, the next question gauged their desire about population growth in the area in which they live.

QUESTION: Springfield’s population increased by 4% from 2000 to 2010. Over the next 20 years, what type of population growth rate should Springfield encourage in your surrounding area?

Options	Respondent Answers	Percent
No growth at all	69	18.8%
Slower rate	78	21.3%
Same rate	162	44.4%
Faster rate	56	15.4%
TOTAL	365	100.0%

While the previous question found that half of the respondents desired that Springfield maintain its recent rate of growth, with the remainder fairly split between those desiring faster and slower growth, this question found that those desiring the same or faster rate growth for the city as a whole are less likely to prefer it for the area in which they live.

Public funding is logically linked to land use; both for the maintenance of capital items – such as roads, sewers and parks – as well as the development of new capital projects to support future additional growth. For this reason the survey attempted to gauge respondents’ willingness to support various options to provide the funds necessary to make these public investments. The question was framed as follows:

QUESTION: The City of Springfield needs to ensure it is able to fund capital investments such as roads, sewers and parks over the next twenty years. Please rank the following strategies to fund capital investments with a “1” as your most preferred option and “8” as your least preferred.

The eight options listed below were available for ranking, with the number and percentage of those selecting each ranking also presented.

Rank	Raising Sales Taxes		Finding New Efficiencies		Applying Taxes to Goods/Services Not Now Taxed		Reducing Spending Through Cutting Programs/Activities		Seeking State and Federal Grants		Raising Property Taxes		Bringing New Business to the City		Encouraging Growth of Local Business	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
1	8	2.8	62	19.3	5	1.5	12	3.9	42	13.9	1	0.3	94	32.0	80	27.4
2	5	1.6	32	10.1	14	4.7	18	5.7	25	8.2	5	1.7	100	33.9	109	37.1
3	7	2.5	79	24.6	14	4.6	18	5.7	83	27.7	4	1.2	53	18.2	49	16.6
4	12	4.1	79	24.6	31	10.2	48	15.4	71	23.7	6	2.1	23	8.0	34	11.6
5	28	9.4	39	12.1	59	19.6	81	26.0	46	15.4	19	6.3	14	4.9	12	4.0
6	61	20.1	10	3.2	119	39.6	38	12.0	23	7.6	33	10.9	4	1.5	6	2.0
7	125	41.6	11	3.5	44	14.8	41	13.3	4	1.4	64	21.4	2	0.6	4	1.2
8	54	17.0	9	2.7	15	4.9	56	18.0	6	1.9	169	56.1	3	1.0	0	0.1
T	301	100	320	100	300	100	313	100	300	100	301	100	294	100	293	100

As might be expected, increases in taxes score more poorly than other options, with the business growth – economic development related – choices scoring best.

However, to get a better idea as to how the options scored one against the other, the SSCRPC developed an indexed ranking system to allow a better comparison between the choices. It was established on the basis that for every 100 respondents, the lowest possible score for an option (that is, the most preferred) would be 100 (1x100), and the highest possible score (that is, least preferred) would be 800 (8x100). The SSCRPC did a simple weighted ranking, by multiplying the number of those choosing an option against the option weight, and then adjusted for the total number of respondents for each item. This resulted in an indexed “preference” ranking, from most to least preferable:

OPTION FOR INCREASING CAPITAL PROJECT INVESTMENTS	Preference Indexed Ranking
Bringing New Business to the City	2.30
Encouraging Growth of Local Businesses	2.41
Finding New Efficiencies	3.38
Seeking State and Federal Grants	3.56
Reducing Spending Through Cutting Programs/Activities	5.31
Applying Taxes to Goods/Services Not Now Taxed	5.45
Raising Sales Tax	6.31
Raising Property Taxes	7.12

What is again apparent is that the two economic development related choices scored best, both being in the first quartile, while the sales and property tax increases scored worst, being in the last. The brackets shown on the table identify these quartiles. Of the tax choices, applying taxes to goods and service not now taxed scored best, but was at the bottom of the third quartile and still about twice as unpopular as the economic development options. What is notable, however, is that reducing spending by cutting programs or activities was almost as unpopular as applying new taxes (5.31 vs. 5.45).

To indicate the differences in popularity of the various options, raising property taxes was about three times more unpopular than bringing new business to the city, while applying taxes to goods and services not now taxed was only about two and a third times less popular than the new business option. Indeed, raising property taxes was about one and a third times less popular than applying taxes to currently untaxed items.

NEIGHBORHOODS

For land use planning purposes the survey also asked a series of questions concerning the status of the respondents' neighborhoods. The first portion of this examination dealt with seven specific problems, with the question posed this way:

QUESTION: Which, if any, of the following problems exist in your neighborhood?

The first areas considered relate to infrastructure. The results follow:

PROBLEMS IN THE NEIGHBORHOOD RELATED TO CONDITION OF								
ROADS	RESPONSES		SIDEWALKS	RESPONSES		FLOODING & DRAINAGE		
		%			%			
Problems Exist	206	51.9%	Problems Exist	172	43.8%	Problems Exist	186	48.6%
Problems Don't Exist	191	48.1%	Problems Don't Exist	221	56.2%	Problems Don't Exist	197	51.4%
Total	398	100.0%	Total	393	100.0%	Total	383	100.0%

Respondents found there to be greater problems with roads in their neighborhoods than sidewalks, and by a palpable amount, with almost 44% noting problems with sidewalks compared to almost 52% with roads. Surprisingly a similar number of respondents – almost 49% -- reported that there were flooding or drainage problems.

The next areas addressed related to aspects of public safety. The results are as follow:

PROBLEMS IN THE NEIGHBORHOOD RELATED TO					
CRIME	RESPONSES		INSUFFICIENT STREET LIGHTING	RESPONSES	
		%			%
Problems Exist	181	44.7%	Problems Exist	115	30.1%
Problems Don't Exist	224	55.3%	Problems Don't Exist	268	69.9%
Total	404	100.0%	Total	383	100%

The results related to crime were better than those related to infrastructure, but only marginally so, with almost 45% reporting problems. Street lighted fared much better, with almost 70% reporting that problems related to insufficient street lighting did not exist.

Two additional questions were asked to probe common issues associated with residential areas: noise and garbage. The results follow:

PROBLEMS IN THE NEIGHBORHOOD RELATED TO					
NOISE	RESPONSES		GARBAGE	RESPONSES	
		%			%
Problems Exist	116	30.1%	Problems Exist	76	19.8%
Problems Don't Exist	269	69.9%	Problems Don't Exist	310	80.2%
Total	386	100.0%	Total	386	100.0%

Pertaining to neighborhood noise, the response was quite positive, with almost 70% of respondents saying that they do not have such a problem in their neighborhood. Although garbage has been an often discussed issue in Springfield, about 8 of every 10 respondents reported that it was not a problem where they lived, indicating that this problem is likely a localized one rather than community-wide.

While the questions above asked about whether certain problems were seen as existing in the neighborhoods where the respondents lived, the survey also sought to gauge the importance of the issues by asking which was the biggest problem.

QUESTION: Which, if any, of the following problems is the biggest problem in your neighborhood?

PROBLEM	Respondent Answers	Percent
Condition of roads	40	13.7%
Noise	16	5.5%
Garbage	9	3.1%
Condition of sidewalks	18	6.2%
Insufficient street lighting	12	4.2%
Other	38	13.3%
Crime	46	15.8%
Flooding or drainage issues	57	19.7%
None	54	18.5%
Total	289	100.0%

Notably, almost 19% said that none of the problems identified were big problems, and 13.3% reported that other problems were their largest concern. This means that almost a third of those responding did not see that any of the common problems associated with neighborhoods were a major concern to them. It is also notable that this question had a large undercount, suggesting that the problems entertained may be localized.

Responses identifying no problem trailed only flooding or drainage, the highest noted problem, with almost 20% calling flooding and drainage their biggest problem.

Overall, only two other problems saw more than 7% of residents claiming it to be their biggest problems: Crime (15.8%) and condition of roads (13.7%).

RESPONSES TO QUESTIONS CONCERNING ECONOMIC GROWTH AND DEVELOPMENT

As land use affects and is affected by development, it is important to assess the opinions of residents concerning economic matters. Based upon the results of this survey that indicate that economic development is the first choice among residents as the means of generating additional revenues for public investments, it is of additional importance.

Respondents were first asked to rate the city related to several areas to gauge the extent to which they saw Springfield providing economic growth and development opportunities.

One of the areas of interest was employment. Respondents were first asked their opinion regarding employment opportunities in Springfield.

EMPLOYMENT OPPORTUNITIES	Respondent Answers	Percent
Very Good	29	7.0%
Good	201	48.8%
Poor	154	37.4%
Very Poor	28	6.8%
Total	411	100.0%

Almost 56% of all respondents rated Springfield's employment opportunities as "good" or "very good", while only about 7% found them to be "very poor". It is notable, however, that the responses tended toward the middle, with "very poor" scoring as well as "very good".

Following- the employment question, residents were asked about opportunities to start a career in Springfield, yielding the following results.

OPPORTUNITIES TO START A CAREER	Respondent Answers	Percent
Very Good	23	5.7%
Good	178	44.4%
Poor	160	40.1%
Very Poor	40	9.9%
Total	400	100.0%

Again the results show an almost 50/50 split between those believing that the opportunity to start a career in Springfield was either good or very good, and those believing it to be poor or very poor. The SSCRPC believes that this result is indicative of the household and family wealth distributions seen previously in the *Community Characteristics* report.

While the two questions above related to employment and starting a career, the SSCRPC wished to gauge whether or not residents believed the city provided opportunities not just for *starting* a career but for career *growth*. The results of this ranking are provided below.

OPPORTUNITIES FOR CAREER GROWTH	Respondent Answers	Percent
Very Good	21	5.4%
Good	163	41.9%
Poor	168	43.2%
Very Poor	37	9.5%
Total	389	100.0%

Reflecting the results from the rankings above, 47.3% of respondents ranked the opportunities for career growth as either "good" or "very good", while almost 53% responded with a "poor" to "very poor" rating. The mid-range responses – "good" or "poor" – were within the same range, being marginally worse than the results of the question pertaining to starting a career.

While the previous questions were specifically related to employment, employment is driven by business growth. For this reason several questions were asked the measure the public's opinions about the opportunities there.

BUSINESS GROWTH OPPORTUNITIES	Respondent Answers	Percent
Very Good	10	2.5%
Good	165	43.5%
Poor	179	47.2%
Very Poor	26	6.8%
Total	379	100.0%

Overall, respondents tilted slightly toward the negative in their opinion of whether or not the city provided business growth opportunities, with 46% saying "good" or "very good", and 54% saying "poor" or "very poor".

We compare this response to that of the next question, which asked them specifically about business start-up opportunities.

RATING BUSINESS START-UP OPPORTUNITIES	Respondent Answers	Percent
Very Good	11	2.9%
Good	154	39.8%
Poor	188	48.7%
Very Poor	33	8.6%
Total	386	100.0%

The responses to this question nearly mirrored the responses to the previous one, but were marginally worse, with about 43% of respondents believing start-up opportunities were good to very good, while 57.3% believed otherwise. The major difference came from those reporting that start-up opportunities were believed to be "very poor".

Given its positioning in the regional retail marketplace, we also asked respondents their opinion concerning shopping opportunities. The results of this question are presented in the next table.

RATING SPRINGFIELD SHOPPING OPPORTUNITIES	Respondent Answers	Percent
Very Good	102	24.6%
Good	226	54.2%
Poor	79	18.9%
Very Poor	10	2.4%
Total	416	100.0%

It should not be surprising that almost 80% of the public finds the city providing "good" to "very good" shopping opportunities.

The SSCRPC wished to gauge the public’s desire for various retail establishments for a number of reasons. First, businesses support and are supported by residential growth and development. Even though respondents might find shopping opportunities to be “good” to “very good”, it is still necessary to determine what if any voids need to be filled. Second, it is useful to assess the need – or absence of a need – for certain businesses, as this affects projected land use and zoning. Third, to the extent that residents see business growth as a solution to municipal financial problems, retail establishments are a major contributor to local revenues through sales tax. And finally, the largest share of land use tends to be committed to residential and retail uses, and retail uses are most often those creating interactions with residential uses, and do so throughout the day and week, affecting transportation.

For these reasons, respondents were asked to review a list of business types and choose whether they would like to see more or less of them. The results of this question are presented in the following charts :

TYPES OF BUSINESSES AND SERVICES RANKED	Respondents Indicating MORE Are Needed	Percent	Respondents Indicating LESS Are Needed	Percent
Auto Dealerships	32	10.1%	289	89.9%
Motor Vehicle Parts, Accessory and Tire Stores	80	27.2%	214	72.8%
Furniture and Home Furnishings Stores	186	59.0%	129	41.0%
Electronics Stores	194	65.9%	100	34.1%
Home Appliance Stores	160	55.7%	127	44.3%
Garden Equipment/Supply Stores	186	63.2%	108	36.8%
Grocery Stores	158	56.2%	123	43.8%
Specialty Food Stores	258	78.4%	71	21.6%
Banks	39	13.4%	252	86.6%
Pharmacies or Drug Stores	92	33.2%	185	66.8%
Movies or Theatres	216	71.5%	86	28.5%
Beer, Wine and Liquor Stores	56	18.5%	249	81.5%
Health and Personal Care Stores	191	66.6%	96	33.4%
Gasoline Stations	83	29.6%	198	70.4%
Clothing and Clothing Accessory Stores	230	77.0%	69	23.0%
Shoe Stores	210	70.2%	89	29.8%
Jewelry Stores	91	33.8%	178	66.2%
Luggage or Leather Goods Stores	136	50.4%	134	49.6%
Sporting Goods Stores	132	48.3%	141	51.7%
Hobby Stores	220	75.4%	72	24.6%
Music or Musical Instrument Stores	203	70.1%	87	29.9%
Full Service Restaurants	210	68.3%	97	31.7%
Limited Service Eating Places: Fast Food	65	21.4%	240	78.6%
Drinking Places: Bars and Taverns	77	24.9%	231	75.1%

TYPES OF BUSINESSES AND SERVICES RANKED (Continued)	MORE	Percent	LESS	Percent
Office Supply Stores	111	41.4%	157	58.6%
Used Merchandise Stores	185	63.9%	105	36.1%
Specialty Item Stores: Artisan, Crafts, etc.	240	78.5%	66	21.5%
Book or Periodical Stores	238	77.1%	71	22.9%
General Merchandise Stores	171	61.8%	106	38.2%
Other Types of Stores	45	68.1%	21	31.9%

Respondent numbers provided may not match total respondents as not all responded to each question. Other Types of Stores was not included for some analytic purposes as the number selecting this choice was so small.

Particular attention is given to the uses that 60% of respondents found to be those the city needed more as well as less of. They are highlighted in the table above and listed in the following chart:

ESTABLISHMENTS OF WHICH AT LEAST 60% OF RESPONDENTS SAY THEY WOULD LIKE TO SEE LESS: Potentially less desirable uses in rank order.
Auto Dealerships (89.9%)
Banks (86.6%)
Beer, Wine and Liquor Stores (81.5%)
Limited Service Eating Places: Fast Food 78.6%)
Drinking Places: Bars and Taverns (75.1%)
Motor Vehicle Parts, Accessory and Tire Stores (72.8%)
Gasoline Stations (70.4%)
Pharmacies or Drug Stores (66.8%)
Jewelry Stores (66.2%)

Additional analysis of the results identified above will be useful in reviewing both current and future land use, as well as identifying areas where land use policies may need to be reviewed.

RESPONSES TO QUESTIONS CONCERNING TRANSPORTATION

Transportation is of critical importance in land use planning as it provides the connections through which goods are brought to market, employees travel to their places of work, residents are able to access the goods and services they need, and even take part in community life. And such planning must also entertain all of the modes of travel by which these connections can be made.

For these reasons the community survey for the Springfield Comprehensive Plan Project included a series of question addressing resident satisfaction with the transportation services provided, problems they encountered with the system, and the various modes of transportation they most often used.

The first set of questions related to residents satisfaction, and were prefaced in this way:

QUESTION: Please provide your level of satisfaction for the following transportation services. Are you very satisfied, somewhat satisfied, somewhat dissatisfied, or very dissatisfied?

The results follow:

AIR SERVICE: Abraham Lincoln Capital Airport	Respondent Answers	Percent
Very satisfied	71	19.2%
Somewhat satisfied	175	47.2%
Somewhat dissatisfied	86	23.1%
Very dissatisfied	39	10.4%
Total	371	100.0%

Overall, over 66% of respondents reported that they were either somewhat or very satisfied with Springfield’s air service. Only about 10% reported that they were very dissatisfied.

As the purpose of this set of questions was to gauge resident satisfaction with various modes of travel, the question below was not intended to address the recreational use of bicycles, but the use of the trail and path system for transportation purposes.

BICYCLE NETWORK: Trails and Paths Used for Non-Recreational Purposes	Respondent Answers	Percent
Very satisfied	70	19.0%
Somewhat satisfied	185	50.1%
Somewhat dissatisfied	66	18.0%
Very dissatisfied	47	12.9%
Total	369	100.0%

The results found that 69.1% of respondents were either somewhat or very satisfied with the bicycle network for transportation purposes.

Given the local discussions concerning high speed rail and rail service in general, the survey asked about passenger rail service. The results are listed in the table below.

PASSENGER TRAIN SERVICE: Amtrak	Respondent Answers	Percent
Very satisfied	92	24.0%
Somewhat satisfied	222	57.6%
Somewhat dissatisfied	43	11.1%
Very dissatisfied	28	7.3%
Total	385	100.0%

Again, the results of this question show satisfaction, with 81.6% of respondents replying that they were either somewhat or very satisfied with local passenger train service. Only 7.3% were very dissatisfied.

The SSCRPC also wished to assess public satisfaction with bus service, both inter-city bus service such as that provided by Greyhound, and intra-city bus service such as that provided by the Sangamon Mass Transit District (SMTD). As with the previous questions, these also provided for a selection among four levels of satisfaction.

INTER-CITY BUS SERVICE: e.g., Greyhound	Respondent Answers	Percent
Very satisfied	33	10.3%
Somewhat satisfied	156	48.9%
Somewhat dissatisfied	88	27.5%
Very dissatisfied	43	13.3%
Total	320	100.0%

The responses to the above question found that almost 60% of residents were either somewhat or very satisfied with the existing inter-city bus service. It scored more poorly, however, in comparison to other transportation modes with only about 10% saying they were very satisfied, and 13.3% saying they were very dissatisfied.

However, and as we will find later, the responses to this and the following question may be due to more to infrequent use of the public transit systems, both inter- and intra-city, by residents than their general satisfaction with them.

PUBLIC BUS SERVICE: Sangamon Mass Transit District	Respondent Answers	Percent
Very satisfied	71	19.7%
Somewhat satisfied	186	51.5%
Somewhat dissatisfied	65	18.1%
Very dissatisfied	38	10.6%
Total	360	100.0%

Residents again showed satisfaction with this transportation service, with over 70% expressing that they were somewhat or very satisfied with it. Even about 20% indicated they were very satisfied, compared to about 11% saying they were very dissatisfied. As was noted on the previous page, it is somewhat surprising that 360 answered this question given other responses to the survey related to use of the public transit system.

Given that past discussions, particularly those arising in ward and other meetings, addressed the need for more and better sidewalks, particular attention was given to the following question, probing resident satisfaction with the sidewalk network.

SIDEWALK NETWORK	Respondent Answers	Percent
Very satisfied	69	17.5%
Somewhat satisfied	173	44.2%
Somewhat dissatisfied	84	21.6%
Very dissatisfied	66	16.8%
Total	392	100.0%

Respondents were somewhat less satisfied with the city’s sidewalk network than some of the other modes of transportation, but only marginally so, with about 62% saying they were somewhat satisfied or very satisfied. At the same time, almost as many reported that they were very dissatisfied as reported that they were very satisfied.

The next portion of the survey also addressed transportation, asking a series of questions concerning typical transportation problems they may encounter in the city when using their motor vehicles. The question was as provided in the following table, and the items have been ranked from least to most problematic.

QUESTION: When driving or riding as a passenger in a motor vehicle, do you encounter any of the following problems?	YES	%	NO	%
Difficult to navigate streets	97	25.6%	283	74.4%
Poor signage	118	30.9%	263	69.1%
Traffic too fast	162	40.9%	234	59.1%
Traffic too slow	178	46.1%	209	53.9%
Pedestrians not obeying traffic laws	208	53.2%	183	46.8%
Bicyclists not obeying traffic laws	215	54.6%	178	45.4%
Congestion	224	57.1%	168	42.9%
Train caused delays	258	65.0%	139	35.0%
Poor road conditions	298	74.6%	101	25.4%
Timing of traffic signals	331	81.5%	75	18.5%

The first of the ranked items tend to relate to wayfinding, with residents finding Springfield’s streets to be easy to navigate and have good signage. The public is somewhat split related to speed of the flow of traffic, with slightly more believing it is too slow rather than too fast. There is some concern by motorists about both pedestrians and bicyclists obeying traffic laws, which can indicate a potential traffic safety concern.

The most problematic areas, however, are reserved for problems related to traffic signal timing (81.5% say it is a problem), poor road conditions (74.6%), train caused delays (65.0%), and congestion (57.1%).

As it was believed that the city-center might present unique transportation related challenges, the survey contained three “yes/no” questions specific to the downtown.

QUESTION: Now thinking about downtown Springfield, do you encounter any of the following problems while driving or riding as a passenger in a motor vehicle?	YES	%	NO	%
One-way streets	184	45.4%	221	54.6%
Inability to find parking	290	70.5%	121	29.5%
Lack of adequate signage	101	25.8%	292	74.2%

As one might guess, adequacy of parking was identified as the most significant problem, with 70.5% reporting it as such. As the previous table showed, only timing of traffic signals and poor road conditions scored higher as a problem city-wide than parking did in the downtown area.

In addition, while more did not find the one-way streets in the downtown to be a problem than did (54.6% vs. 45.4%), the number indicating it was a problem is high enough to lend pause.

More positively, almost three-fourths of respondents believed that the downtown has adequate signage, appearing to indicate that traffic wayfinding is not a problem there for residents.

As noted previously, the survey sought the answers to questions related to the use of public transit. The questions asked and the resulting responses are indicated in the following tables, and should be considered in light of the previous responses related to satisfaction with public transit.

QUESTION: Do you currently use public bus service in Springfield?	Respondent Answers	Percent
Yes	61	14.4%
No	365	85.6%
Total	426	100.0%

Even though a previous question showed the public fairly well satisfied with public bus service in the city, as indicated in the table above, the vast majority of respondents do not use it.

As this was anticipated, the survey wanted to explore both the proximity of bus stops to respondents as well as the means they used to get to work. The assumption was that proximity to a bus stop affects both satisfaction with transit service and its use.

The response to this question is presented below.

QUESTION: In minutes, how long would it take you to walk to the nearest city bus stop from where you live?	Respondent Answers	Percent
Less than 3 minutes	74	23.5%
Between 3 and 5 minutes	120	38.1%
Between 6 and 10 minutes	44	13.9%
Between 11 and 15 minutes	27	8.4%
Between 16 and 25 minutes	14	4.3%
26 minutes or more	37	11.8%
Total	316	100.0%

The response to this question indicates that over 60% of respondents were less than a five minute walk from a bus stop. For planning purposes a five minute walk is usually considered a leisurely walk of one-fourth mile or less. This leads us to believe that people are not using the bus for other reasons than proximity to a route.

Respondents were then asked to indicate the modes of transportation they did use to get to work and how often they used them. The responses are as follow on the next page starting with two questions about car use. These first two questions were intended to not only assess the extent to which cars were used to get to work, but also the proportion of that use that might involve carpooling.

USING A CAR TO GET TO WORK					
CAR (with just 1 person)	Responses	Percent	CAR POOL (2 or more people)	Responses	Percent
Always	208	67.7%	Always	4	1.3%
Several times a week	41	13.3%	Several times a week	36	13.2%
Several times a month	17	5.5%	Several times a month	20	7.4%
Several times a year	4	1.3%	Several times a year	43	15.9%
Never	37	12.1%	Never	168	62.1%
Total	308	100.0%	Total	270	100.0%

As one can see from the results above, most people travel alone to work in their cars rather than carpool. The SSCRPC believes that this is indicative of the relatively low cost of gasoline during the period in which the survey was taken, but also to the rather close proximity of most Springfield residents to their place of work. All-in-all, however, the results from this question, as well as others above and that follow, indicate that Springfield is an automobile dependent community.

The same question was asked concerning the use of other modes to get to work.

	OTHER MEANS OF GETTING TO WORK					
	PUBLIC TRANSIT		WALK		BICYCLE	
	Responses	Percent	Responses	Percent	Responses	Percent
Always	11	4.3%	8	3.1%	1	0.3%
Several times a week	6	2.3%	15	5.5%	9	3.4%
Several times a month	3	1.2%	7	2.7%	8	3.1%
Several times a year	10	3.8%	22	8.2%	27	10.2%
Never	230	88.3%	216	80.5%	222	83.0%
Total	261	100.0%	268	100.0%	267	100.0%

As one can see from the results above, individuals driving cars alone is the most likely mode of transportation from home to work in Springfield, and bicycles the least likely. Even walking to work scored slightly better.

To better describe the rankings, we include a chart that combines the “Always” and “Several times a week” responses.

MODE OF TRAVEL TO WORK	Always	Several Times a Week	Total
Car (1 person)	67.7%	13.3%	81.0%
Carpool (2 or more people)	1.3%	13.2%	14.5%
Walk	3.1%	5.5%	8.6%
Public Transit	4.3%	2.3%	6.6%
Bicycle	0.3%	3.4%	3.7%

RESPONSES TO QUESTIONS CONCERNING LAND USE

As the plan is addressing land use, the survey addressed various forms and types of land use, as well as resident satisfaction with various aspects of land use.

The first set of questions relates to several common forms of retail development. As mentioned previously, retail forms were singled out as those are the forms with which residents most often inter-act, and aside from residential housing, is one of the largest contributors to intense private land use in the city. Five questions were asked concerning the form that retail development in the city should take, and respondents were asked to rank them from their most preferred retail development form strategy (1) to their least preferred retail development form (5).

The tables presenting the retail form rankings begin on the next page. Each question began as follows:

QUESTION: What form should new retail areas in Springfield take? Please rank the following items, with “1” as your most preferred strategy and “5” as your least preferred.

Much of the retail development that has occurred in Springfield is in the form most often called “strip malls”. Strip malls are primarily found along major arterials, and can be quite large, although in a smaller scale they can also be found serving as neighborhood shopping areas. Springfield has several large shopping centers designed as strip malls and it is the most common form of shopping complex to be found in the city.

The table below provides an assessment of resident preference for strip malls as a form of development.

PREFERENCE FOR STRIP MALLS AS FORM OF RETAIL ESTABLISHMENT	Respondent Answers	Percent
1.00: Most Preferred	33	10.8%
2.00	44	14.3%
3.00 Neutral	55	18.1%
4.00	69	22.7%
5.00: Least Preferred	104	34.0%
Total	305	100.0%

Although they are quite common in Springfield, almost 60% of respondents rated strip malls as either a “4” or “5”, indicating it was a least preferred form. Only 25% responded that they preferred this form of retail development.

The next question asked about their preference for stand-alone stores. Many major retail chains prefer not to locate in buildings that house other retailers, such as strip or enclosed malls, but instead to locate in stand-alone buildings with their own parking. These forms also exist in Springfield, sometimes with a group of other developments, including strip and enclosed malls.

PREFERENCE FOR SEPARATE BUILDINGS WITH THEIR OWN PARKING AS A FORM OF RETAIL ESTABLISHMENT	Respondent Answers	Percent
1.00: Most Preferred	58	19.4%
2.00	54	17.9%
3.00 Neutral	99	33.1%
4.00	57	18.9%
5.00: Least Preferred	32	10.7%
Total	300	100.0%

There was little preference expressed for stand-alone retail development. About one-third of those responding expressed little preference either way, while 37.3% had a high preference for this form and 29.6% expressed a low preference.

The survey then asked about residents' preference for enclosed indoor malls. Springfield residents are familiar with enclosed indoor malls, with White Oaks shopping mall being the primary – if not sole – example in the city.

PREFERENCE FOR ENCLOSED INDOOR MALLS AS A FORM OF RETAIL ESTABLISHMENT	Respondent Answers	Percent
1.00: Most Preferred	40	13.3%
2.00	28	9.2%
3.00 Neutral	54	18.1%
4.00	78	25.9%
5.00: Least Preferred	101	33.5%
Total	302	100.0%

As the results presented in the table above show, enclosed indoor malls also score poorly, and in the same range as strip malls, with almost 60% scoring them “4” or “5” as less preferred, and only about 23% scoring them “1” or “2” as most preferred.

Traditional “main street” style development can occur in many ways, and often occurs within newer forms of development outside of city centers, so respondents were asked to rate this form. The results concerning this form are provided next.

PREFERENCE FOR TRADITIONAL “MAIN STREET” STYLE AREAS AS A FORM OF RETAIL ESTABLISHMENTS	Respondent Answers	Percent
1.00: Most Preferred	74	25.5%
2.00	100	34.5%
3.00 Neutral	52	17.8%
4.00	48	16.7%
5.00: Least Preferred	16	5.5%
Total	291	100.0%

As a form of shopping area, “main street” style shopping areas scored very well, with 60% of survey respondents rating them “1” or “2” in the preference rankings. Only 22.2% indicated that they did not prefer such shopping areas, rating them “4” or “5”.

The final form of shopping area offered in the survey was the “village square” type of development. Although seen less in Springfield than in some larger metro areas, this form of development is becoming more common and is akin to a development form sometimes called a “life style” center. It is generally includes a mix of uses, including retail, residential and open spaces.

PREFERENCE FOR “VILLAGE SQUARE” STYLE AREAS AS A FORM OF RETAIL ESTABLISHMENTS	Respondent Answers	Percent
1.00: Most Preferred	98	33.2%
2.00	76	25.6%
3.00 Neutral	35	11.8%
4.00	40	13.6%
5.00: Least Preferred	47	15.8%
Total	296	100.0%

Village square style developments scored in the same range as main street style areas in terms of respondent preference with almost 60% listing this form as their first or second preference.

Overall, the rankings of the various forms provided in the survey – based on first or second preference – are as shown in the next table:

FORM RANKING BASED ON PERCENTAGE LISTING FORM AS FIRST OR SECOND PREFERENCE	Percent Listing Form as First or Second Preference	Percent Listing Form as Last or Next to Last Preference
Traditional Main Street Form	60.0%	22.2%
Village Square Type	58.8%	29.4%
Separate Buildings with Own Parking	37.3%	29.6%
Strip Malls	25.1%	56.7%
Enclosed Indoor Malls	22.5%	59.4%

Only enclosed indoor malls were less preferred than strip malls. However, there was only a slight difference between village square and separate building type development in regard to those scoring them as their last or next to last preferences.

As the questions above addressed the form that Springfield residents thought retail development should take, the next set of questions asked about the form of residential development that respondents preferred.

Five different forms of residential development were probed: Single family homes with large lots; single family homes, with no indication of lot size; Duplexes; Apartments; and Manufactured and mobile homes. *Styles* of housing, such as townhouses, were not included as it was thought that some residents may not be familiar with this style, and because the style itself is not necessarily relevant to land use and the zoning that flows from it.

Tables showing the responses to the four forms considered in the survey follow on the next page, beginning with the survey asking the respondent's preference concerning single family homes on large lots.

PREFERENCE FOR LARGE LOT SINGLE FAMILY HOMES	Respondent Answers	Percent
1.00: Most Preferred	104	35.1%
2.00	96	32.5%
3.00 Neutral	37	12.6%
4.00	46	15.6%
5.00: Least Preferred	13	4.3%
Total	297	100.0%

As one might guess, single family homes were highly preferred as the form of new residential development that respondents preferred, with almost 68% ranking this form either “1” or “2”. Only about 20% gave it an unfavorable ranking.

This result becomes clearer in the next set of responses in which the “large lot” description was eliminated.

PREFERENCE FOR SINGLE FAMILY HOMES (No specification of lot size)	Respondent Answers	Percent
1.00: Most Preferred	164	53.5%
2.00	118	38.5%
3.00 Neutral	21	6.9%
4.00	3	0.8%
5.00: Least Preferred	1	0.2%
Total	306	100.0%

It is clear from the response to this question that residents prefer single family residences as the future form of residential land use development, with 92% rating it “1” or “2”. Only 1% of respondents rated this form poorly for new development. One should note that single family homes in general score better than single family home on large lots, even though the specific size of the “large lot” was not addressed in the question above.

However, this does not mean that they completely reject other forms, as the next table shows in regard to duplexes.

PREFERENCE FOR DUPLEXES	Respondent Answers	Percent
1.00: Most Preferred	16	5.2%
2.00	68	22.0%
3.00 Neutral	178	57.9%
4.00	31	10.1%
5.00: Least Preferred	15	4.8%
Total	307	100.0%

Springfield residents answering the question were generally neutral in regard to their preference concerning duplexes, with almost 60% (57.9) selecting “3” as their choice. However, there was a slight leaning toward the positive, with 27% of respondents ranking them “1” or “2”.

The survey also asked about apartments.

PREFERENCE FOR APARTMENTS	Respondent Answers	Percent
1.00: Most Preferred	23	7.6%
2.00	14	4.5%
3.00 Neutral	51	16.8%
4.00	180	59.4%
5.00: Least Preferred	35	11.6%
Total	303	100.0%

There was more of a negative leaning toward apartments than was the case with duplexes. While only 11.6% rated them as a “5”, indicating least preferred, almost 60% (59.4) rated apartments “4”. Only about 12% offered a positive rating.

Finally, the survey asked the respondents to rank their preference concerning manufactured and mobile homes. This ranking is provided in the following table.

PREFERENCE FOR MANUFACTURED & MOBILE HOMES	Respondent Answers	Percent
1.00: Most Preferred	3	1.0%
2.00	14	4.7%
3.00 Neutral	21	6.9%
4.00	34	10.9%
5.00: Least Preferred	237	76.5%
Total	310	100.0%

As the table indicates, for Springfield residents the least preferred form of housing is manufactured and mobile homes, with almost 90% (87.4) rating them “4” or “5”. Indeed, almost 77% rated them “5”, the lowest score of the group of residential types.

Overall, the rankings of the various forms provided in the survey – based on first or second preference – are as follow:

FORM RANKING BASED ON PERCENTAGE LISTING FORM AS FIRST OR SECOND PREFERENCE	Percent Listing Form as First or Second Preference	Percent Listing Form as Last or Next to Last Preference
Single family homes (regardless of lot size)	92.0%	1.0%
Large lot single family homes	67.6%	19.9%
Duplexes	27.2%	14.9%
Apartments	12.1%	71.0%
Manufactured & mobile homes	5.7%	87.4%

With this information, the survey then asked another series of questions concerning housing, focusing on such common concerns as maintenance, quality, supply, price and variety. The question was phrased as:

QUESTION: How do you rate Springfield in each of the following areas?

The respondent had four forced choices: Very Good, Good, Poor, and Very Poor. The results are shown in the table below.

	HOW SPRINGFIELD RATES IN TERMS OF									
	VERY GOOD		GOOD		POOR		VERY POOR		TOTAL	
	Responses	%	Responses	%	Responses	%	Responses	%	No.	
MAINTENANCE OF HOUSING	13	3.2%	239	59.7%	139	34.7%	10	2.4%	400	
QUALITY OF HOUSING	19	4.7%	273	67.8%	104	25.8%	7	1.7%	402	
SUPPLY OF HOUSING	38	9.4%	255	63.2%	92	22.9%	18	4.5%	403	
PRICE OF HOUSING	70	17.3%	233	57.8%	74	18.4%	26	6.5%	403	
VARIETY OF HOUSING TYPES	51	12.6%	236	58.6%	102	25.2%	15	3.6%	403	

Overall, and as the table above shows, residents found various conditions related to Springfield housing to be good, with the highest ranking (“Very Good” plus “Good”) given to price of housing (75.1%), and the lowest (“Poor” plus “Very Poor”) to maintenance (37.1%).

The survey also gauged two specific housing needs (affordable housing and senior/assisted living) asking whether or not the city should encourage more or less of these two types of land uses.

AFFORDABLE HOUSING	Respondent Answers	Percent
More	289	77.3%
Less	85	22.7%
Total	375	100.0%

SENIOR/ASSISTED LIVING	Respondent Answers	Percent
More	327	87.6%
Less	46	12.4%
Total	373	100.0%

As the tables above indicate, residents were supportive of both land uses, but more supportive of land being utilized for senior/assisted living than affordable housing.

It was similarly important to assess the public’s interest in a number of other land uses. The responses to these uses are indicated in the tables below.

The question asked was the same as for the two residential uses identified above:

QUESTION: Should the City of Springfield encourage more or less of the following types of land uses?

Ten land uses were specified and the results for each are presented in the following table.

	INTEREST IN OTHER LAND USES					
	MORE		LESS		TOTAL	
	Responses	Percent	Responses	Percent	Responses	Percent
RETAIL DEVELOPMENTS	189	53.8%	162	46.2%	351	100.0%
PARKS/OPEN SPACES	320	84.1%	61	15.9%	381	100.0%
INDUSTRIAL AND/OR MANUFACTURING AREAS	257	68.8%	116	31.2%	373	100.0%
MOTELS AND/OR HOTELS	112	33.3%	224	66.7%	336	100.0%
CONVENIENCE STORES	85	24.5%	261	75.5%	346	100.0%
AMUSEMENT PARKS	251	71.9%	98	28.1%	349	100.0%
OFFICE PARKS	163	49.2%	168	50.8%	331	100.0%
DEPARTMENT STORES	198	57.1%	148	42.9%	346	100.0%
RESTURANTS	214	59.8%	144	40.2%	358	100.0%
BARS OR TAVERNS	85	24.3%	265	75.7%	350	100.0%

As the table above indicates, the only uses that residents thought that less land should be set aside for are bars or taverns, convenience stores, motels/hotels, and office parks. It should be noted, though, that the response for office parks is within the survey’s error range, so may be treated as equal. Conversely, parks and open space ranked highest, followed by amusement parks and industrial.

The table below provides a ranking from those in which residents believe that more land should be set aside for compared to the uses for which they believe less land should be set aside.

USE	% Responding MORE	% Responding LESS
PARKS/OPEN SPACES	84.1%	15.9%
AMUSEMENT PARKS	71.9%	28.1%
INDUSTRIAL/MANUFACTURING AREAS	68.8%	31.2%
RESTAURANTS	59.8%	40.2%
DEPARTMENT STORES	57.1%	42.9%
RETAIL DEVELOPMENTS	53.8%	46.2%
OFFICE PARKS	49.2%	50.8%
MOTELS/HOTELS	33.3%	66.7%
CONVENIENCE STORES	24.5%	75.5%
BARS OR TAVERNS	24.3%	75.7%

Given the on-going discussion concerning Springfield’s downtown area, a set of questions regarding land use in that area was also asked. These questions were phrased:

QUESTION: *Thinking about downtown Springfield, how important, if at all, do you think it is to encourage the following uses?*

The responses are shown in the following table.

USES TO ENCOURAGE IN THE DOWNTOWN									
	VERY IMPORTANT		SOMEWHAT IMPORTANT		NOT VERY IMPORTANT		NOT IMPORTANT AT ALL		TOTAL
	Responses	%	Responses	%	Responses	%	Responses	%	
RETAIL SHOPPING	249	60.5%	102	24.9%	27	6.5%	34	8.2%	411
OFFICES	143	35.1%	176	43.4%	53	13.0%	34	8.5%	406
HOUSING	181	44.4%	141	34.5%	68	16.6%	19	4.6%	409
ENTERTAINMENT	253	62.2%	104	25.7%	24	5.8%	25	6.3%	407
SMALL BUSINESS	274	67.4%	90	22.1%	20	4.9%	23	5.6%	407

Surprisingly, respondents did not rate the encouragement of downtown housing as being very important. Every use but office had a larger percentage of respondents rating them as “very important” than does housing. Even when the “very important” and “somewhat important” selections are combined, housing still shows a lower combined percentage than uses other than office. Even so, housing still scores relatively well.

But as the table below, which combines the percentage rating the use as “very” or “somewhat important”, indicates, small business, entertainment and retail shopping are those most encouraged for the downtown area.

DOWNTOWN USE TO BE ENCOURAGED	Combined “Very Important” and “Somewhat Important” Percentages	Combined “Not Very Important” and “Not Important at All” Percentages
SMALL BUSINESS	89.5%	10.5%
ENTERTAINMENT	87.9%	12.1%
RETAIL SHOPPING	85.4%	14.7%
HOUSING	78.9%	21.2%
OFFICES	78.5%	21.5%

The survey then asked the respondents to consider a number of policies that might be implemented to guide future growth and development in the city. The question was posed in this way:

QUESTION: *How important, if at all, are the following proposed strategies to guide future growth and development?*

The results for each strategy are provided in the next table.

IMPORTANCE OF PROPOSED STRATEGIES TO GUIDE FUTURE GROWTH AND DEVELOPMENT									
	VERY IMPORTANT		SOMEWHAT IMPORTANT		NOT VERY IMPORTANT		NOT IMPORTANT AT ALL		TOTAL
	Responses	%	Responses	%	Responses	%	Responses	%	
KEEPING ENVIRONMENTAL POLLUTION LOW	285	68.3%	99	23.7%	18	4.3%	16	3.7%	416
INVESTING IN EXISTING PARKS AND GREEN SPACES	272	65.9%	110	26.7%	15	3.7%	15	3.6%	413
ANNEXING AREAS NOT CURRENTLY WITHIN THE CITY’S LIMITS BUT ARE COMPLETELY SURROUNDED BY IT	139	34.4%	142	35.0%	89	21.9%	35	8.7%	404
ANNEXING UNINCORPORATED SUBURBAN AREAS ADJACENT TO THE CITY	102	25.5%	133	33.3%	125	31.3%	39	9.8%	400
MAINTAINING AND ENHANCING THE VISUAL APPEARANCE OF BUILDINGS AND LANDSCAPING	287	69.1%	106	25.4%	8	2.0%	14	3.4%	415
PROTECTING NEIGHBORHOODS FROM ENCROACHMENT BY NON-RESIDENTIAL LAND USES	245	59.7%	122	29.8%	21	5.0%	22	5.5%	410
ATTRACTING NEW BUSINESSES TO SPRINGFIELD	349	83.4%	62	14.7%	7	1.8%	0	0.0%	418
ENCOURAGING SUSTAINABILITY	300	73.4%	92	22.6%	15	3.6%	1	0.4%	409
PROTECTING OLDER NEIGHBORHOODS	258	61.8%	131	31.3%	26	6.2%	3	0.7%	418
DEVELOPING DOWNTOWN	257	62.1%	113	27.3%	29	7.1%	14	3.5%	414

All-in-all, the strategy that scored best as “very important” was attracting new businesses to Springfield (83.4%), while the one scoring lowest as “not important at all” was annexing non-incorporated suburban areas (9.8%). However the results show the high level of importance given to *each* strategy, as each had about 60% or more identifying it as somewhat or very important.

For this reason we have ranked all of the choices in the table based upon the combined percentage indicating the strategy was “very important” or “somewhat important”.

LAND USE STRATEGIES RANKED	Combined “Very Important” and “Somewhat Important” Percentages
Attracting new businesses to Springfield	98.1%
Encouraging sustainability	96.0%
Maintaining and enhancing the visual appearance of buildings and landscaping	94.5%
Protecting older neighborhoods	93.1%
Investing in existing parks and open spaces	92.6%
Keeping environmental pollution low	92.0%
Protecting neighborhoods from encroachment by non-residential land uses	89.5%
Developing downtown	89.4%
Annexing areas not currently within the city’s limits but that are completely surrounded by it	69.4%
Annexing unincorporated suburban areas adjacent to the city	58.8%

Looked at in this way one finds that all of the strategies scored rather well, with the lowest scoring one – annexing unincorporated suburban areas adjacent to the city – still having almost 60% of residents finding it to be a very or somewhat important strategy. Beyond this strategy, all scored about 70% or better. Clearly, though, attracting new businesses is the strategy most supported by respondents.

RESPONSES TO QUESTIONS CONCERNING THE ENVIRONMENT AND NATURAL RESOURCES

While a number of the questions discussed previously touch on the environment and the city’s natural resources, this section of the community survey specifically addressed the area.

The first set of questions attempted to gauge the extent to which residents were engaged in environmentally friendly activities. The questions and responses to them are provided in the next table.

QUESTIONS	RESPONDENT ANSWER (number followed by percentage)		
	YES	NO	TOTAL
If you drive a motor vehicle, do you find alternative transportation to work in response to an increase in the price of gasoline?	47/13.9%	293/86.1%	341/100.0%
If you drive a motor vehicle, do you decrease the amount of driving you do in response to an increase in the price of gasoline?	208/55.8%	165/44.2%	372/100.0%
In the past year, have you reduced the amount of energy consumed in your home?	281/69.4%	124/30.6%	404/100.0%
In the past year, have you reduced the amount of water consumed in your home?	228/56.2%	178/43.8%	406/100.0%
In the past year, have you recycled?	312/75.8%	100/24.2%	412/100.0%
In the past year, have you used public bus service?	68/16.8%	337/83.2%	405/100.0%
In the past year, have you walked or biked to work?	94/24.4%	293/76.6%	387/100.0%
In the past year, have you planted trees or shrubs?	227/55.5%	182/44.5%	409/100.0%
In the past year, have you shopped at a farmer’s market?	288/69.7%	125/30.3%	413/100.0%

Overall, the responses show particular efforts in all areas except seeking transportation alternatives to gasoline powered vehicles, although respondents report that they do reduce the amount of driving they do based upon gasoline prices.

The survey then asked a series of questions to determine areas in which they believed city resources should be committed to achieve certain environmental goals. The wording of the question asked was:

QUESTION: *How important, if at all, is it for the City of Springfield to devote resources into protecting or preserving the following?*

The responses to this question as it relates to the specific goals addressed are presented in the sections and tables that follow.

WATER RESOURCES

One of the areas considered by this set of question is water resources, and associated with that, Lake Springfield. Four areas were assessed.

IMPORTANCE OF PROTECTING AND PRESERVING THE FOLLOWING WATER RESOURCES									
	VERY IMPORTANT		SOMEWHAT IMPORTANT		NOT VERY IMPORTANT		NOT IMPORTANT AT ALL		TOTAL
	Responses	%	Responses	%	Responses	%	Responses	%	
PROTECTING OR PRESERVING DRINKING WATER QUALITY	392	92.5%	18	4.2%	0	0.0%	14	3.2%	424
PROTECTING OR PRESERVING LAKE SPRINGFIELD	316	76.9%	67	16.3%	11	2.8%	16	4.0%	410
PROTECTING OR PRESERVING QUALITY OF WATER RESOURCES	363	87.8%	35	8.5%	1	0.3%	14	3.3%	414
PROTECTING OR PRESERVING QUANTITY OF WATER RESOURCES	318	76.8%	68	16.5%	11	2.7%	17	4.1%	414

All of these areas were considered very important, with the highest percentage of respondents saying that protecting or preserving drinking water was (92.5%), and the lowest, protecting or preserving quantity of water resources, still having almost 77% of respondents indicating it was very important. This latter response was closely tied to protecting or preserving Lake Springfield, which differed by only one-tenth of a percent. Statistically this was a tie.

LAND RESOURCES

Four questions were asked associated with land resources. The responses to these questions are shown in the table to the upper right.

Respondents appear to value protecting and preserving areas prone to flooding highest, with almost 63% saying it was very important, which increases to almost 89% when the “somewhat important” choice is added. The lowest rated as “very important” was protecting or preserving open spaces and land not currently developed 40.6%, but even so, this rises to almost 82% when the “somewhat important” responses are added. In fact, the protecting or preserving agricultural land becomes only slightly more important (84.3%) when the two importance choices are combined.

IMPORTANCE OF PROTECTING AND PRESERVING THE FOLLOWING LAND RESOURCES									
	VERY IMPORTANT		SOMEWHAT IMPORTANT		NOT VERY IMPORTANT		NOT IMPORTANT AT ALL		TOTAL
	Responses	%	Responses	%	Responses	%	Responses	%	
PROTECTING OR PRESERVING AGRICULTURAL LAND AROUND THE CITY	219	53.9%	124	30.4%	44	10.8%	20	5.0%	407
PROTECTING OR PRESERVING OPEN SPACES AND LAND NOT CURRENTLY DEVELOPED	166	40.6%	167	41.0%	52	12.8%	23	5.5%	408
PROTECTING OR PRESERVING ACCESS TO NATURAL AREAS	241	59.1%	133	32.5%	20	4.9%	14	3.5%	409
PROTECTING OR PRESERVING AREAS PRONE TO FLOODING	260	62.8%	108	26.0%	31	7.5%	15	3.7%	414

AIR QUALITY

Only one question was included in the survey regarding air quality, with almost 80% of respondents saying it was very important. These responses are shown in the table below.

PROTECTING OR PRESERVING AIR QUALITY	Respondent Answers	Percent
Very important	334	79.8%
Somewhat important	64	15.4%
Not very important	5	1.2%
Not important at all	15	3.6%
Total	419	100.0%

WASTE AND ENERGY

Two questions were asked related to waste and energy. The first related to programs meant to maintain solid waste management efforts (e.g., the landfill) and encourage recycling as a means of reducing materials going to the landfill.

PROTECTING OR PRESERVING REFUSE MANAGEMENT AND RECYCLING PROGRAMS	Respondent Answers	Percent
Very important	252	62.0%
Somewhat important	94	23.2%
Not very important	37	9.0%
Not important at all	24	5.8%
Total	407	100.0%

The second pertained to programs supporting the use of renewable energy.

PROTECTING OR PRESERVING RENEWABLE ENERGY PROGRAMS	Respondent Answers	Percent
Very important	243	58.9%
Somewhat important	110	26.7%
Not very important	35	8.5%
Not important at all	25	6.0%
Total	413	100.0%

Slightly over 85% of respondents said that protecting or preserving refuse management and recycling programs were either very or somewhat important, and a slightly higher number (about 85%) reporting the same for renewable energy resources. This response was especially tilted toward “very important”, with both questions gaining about 50% of this response.

WILDLIFE

Only one question was asked in this area, and it related to protecting or preserving endangered and threatened species.

PROTECTING OR PRESERVING ENDANGERED AND THREATENED SPECIES	Respondent Answers	Percent
Very important	170	41.2%
Somewhat important	146	35.4%
Not very important	65	15.8%
Not important at all	31	7.6%
Total	412	100.0%

Respondents were supportive, but not quite as supportive on this question as they were on the others, with only 41.2% saying it was very important and 35.4% saying it was somewhat important, for a combined percentage of 76.6%.

As in other areas, we attempted to do a ranking to determine how residents gauged the importance of each item. This ranking combined the percentage of respondents indicating an item was “very” important with the percentage saying it was “somewhat” important. This table is presented below.

ITEM TO BE PROTECTED AND PRESERVED	Combined “Very Important” and “Somewhat Important” Percentages	Percentage Responding that the Item was “Very Important”
Drinking Water Quality	96.7%	92.5%
Quality of Water Resources	96.3%	87.8%
Air Quality	95.2%	79.8%
Quantity of Water Resources	93.3%	76.8%
Lake Springfield	93.2%	76.9%
Access to Natural Areas	91.6%	59.1%
Areas Prone to Flooding	88.8%	62.8%
Renewable Energy Sources	85.6%	58.9%
Refuse Management and Recycling Programs	85.2%	62.0%
Agricultural Land Around the City	84.3%	53.9%
Open spaces and Land not Currently Developed	81.6%	40.6%
Endangered and Threatened Species	76.6%	41.2%

As can be seen from the table, the highest ranking items also have a great degree of support given the percentage of respondents that identified them as “very” important.

It is also clear that Springfield residents give a high preference to the importance of their drinking water as four of the top five items relate to that. Even so, all of the environment related items included in the survey had high percentages of support, with none of them supported by less than 75% of respondents when the top two importance response categories are combined, and only two (open space and land not currently developed; endangered and threatened species) are below 50% in the “very” important ranking.

RESPONSES TO QUESTIONS CONCERNING COMMUNITY AMENITIES AND FACILITIES

The final area considered in the survey addressed the facilities and amenities found in the community that add to quality of life. The first set of questions gauged the level of satisfaction that respondents had related to a series of common public facilities and amenities, using the following question for all:

QUESTION: Please provide your level of satisfaction for the following amenities and facilities. Are you very satisfied, somewhat satisfied, somewhat dissatisfied, or very dissatisfied with the following?

The tables on the next page provide the responses to each item addressed in the survey.

Public Facilities

The first set of items relate to satisfaction with four types of public facilities: parks, libraries, public schools and institutions of higher education.

SATISFACTION WITH CERTAIN COMMON PUBLIC FACILITIES									
	VERY SATISFIED		SOMEWHAT SATISFIED		SOMEWHAT DISSATISFIED		VERY DISSATISFIED		TOTAL
	Responses	%	Responses	%	Responses	%	Responses	%	
PARKS	166	41.0%	205	50.9%	25	6.2%	8	1.9%	403
PUBLIC LIBRARIES (e.g., Lincoln Public Library)	111	27.4%	189	46.5%	80	19.8%	26	6.3%	406
PUBLIC SCHOOLS	68	17.4%	186	47.6%	96	24.5%	41	10.6%	391
HIGHER EDUCATION INSTITUTIONS (e.g., UIS, Lincoln Land Community College)	149	37.2%	184	45.8%	37	9.2%	31	7.8%	402

Overall, respondents expressed a moderately high level of satisfaction with these amenities and facilities, particularly for parks. Indeed, the public facility gathering the greatest degree of satisfaction were parks, with 41% responding that they were very satisfied. On the other hand the lowest were public schools, where on 17.4% responded that they were very satisfied. Even so, almost 50% of respondents indicated they were somewhat satisfied with the public schools. This result may be affected by the fact that multiple school districts serve Springfield residents, so that a positive response by residents in one or more districts may off-set a lower rating in others, affecting the overall results. Of course the reverse could be true as well, as a poor rating in one or more districts could reduce the rating overall.

When the percentages responding that they were somewhat satisfied were added to the percentages of those very satisfied, we find same satisfaction ranking:

TYPE OF PUBLIC FACILITY OR AMENITY	Ranking by Total Percentage of “Very Satisfied” and “Somewhat Satisfied” Responses Combined
PARKS	91.9%
HIGHER EDUCATION	83.0%
PUBLIC LIBRARIES	73.9%
PUBLIC SCHOOLS	65.0%

Arts and Entertainment

The next five items considered included common arts and entertainment amenities: theaters for live productions, movie houses, various live entertainment venues, city-wide events, and neighborhood events.

	SATISFACTION WITH ARTS & ENTERTAINMENT AMENITIES								TOTAL
	VERY SATISFIED		SOMEWHAT SATISFIED		SOMEWHAT DISSATISFIED		VERY DISSATISFIED		
	Responses	%	Responses	%	Responses	%	Responses	%	
THEATER (e.g., musicals, theater productions, concerts)	144	36.6%	160	40.8%	55	14.0%	34	8.6%	392
MOVIES	139	34.5%	182	45.0%	65	16.1%	18	4.5%	404
LIVE ENTERTAINMENT VENUES (e.g., clubs, dance halls)	56	14.3%	171	43.8%	92	23.5%	72	18.4%	390
CITY-WIDE EVENTS (e.g., music and food festivals)	116	28.3%	183	44.8%	81	19.9%	28	7.0%	409
NEIGHBORHOOD EVENTS	49	12.5%	137	34.7%	169	42.9%	40	10.0%	395

The entertainment amenity that received the highest total of those most satisfied with what Springfield has to offer was live theater, with 36.6% being very satisfied. Movie houses were a close second with 34.5% reporting they were very satisfied; well in the range of the survey error. Neighborhood events had the smallest number reporting that they were very satisfied, but live entertainment was close to this, with only 14.3% reporting that they were very satisfied.

ARTS AND ENTERTAINMENT	Ranking by Total Percentage of “Very Satisfied” and “Somewhat Satisfied” Responses Combined
MOVIES	79.5%
THEATER	77.4%
CITY-WIDE EVENTS	73.1%
LIVE ENTERTAINMENT VENUES	58.1%
NEIGHBORHOOD EVENTS	47.2%

When the percentages responding that they were somewhat satisfied was added to the percentage of those very satisfied, we find a slight reshuffling of the satisfaction ranking, as shown in the next table:

Recreation

The final set of questions dealt with recreational facilities of various kinds. The results are provided in the next table.

	SATISFACTION WITH RECREATIONAL AMENITIES								
	VERY SATISFIED		SOMEWHAT SATISFIED		SOMEWHAT DISSATISFIED		VERY DISSATISFIED		TOTAL
	Responses	%	Responses	%	Responses	%	Responses	%	
INDOOR RECREATIONAL ACTIVITIES	41	10.6%	145	37.0%	163	41.7%	42	10.7%	390
OUTDOOR RECREATIONAL ACTIVITIES	65	16.3%	227	56.6%	85	21.1%	24	6.0%	401
ACCESS TO OUTDOOR RECREATION FOR CHILDREN	86	22.1%	180	46.3%	100	25.7%	23	6.0%	389
ACCESS TO RECREATION FOR THE ELDERLY	55	14.9%	137	37.1%	133	36.1%	44	11.9%	368

The recreational amenity that received the highest total of those most satisfied with what Springfield has to offer was that for children, with 22.1% being very satisfied. Indoor recreational facilities scored lowest at only 10.6% being very satisfied. It is important to note, however, that none scored well as “very satisfied”.

When the percentages responding that they were somewhat satisfied was added to the percentage of those very satisfied, there was again a reshuffling of the satisfaction ranking. **What is most notable is that only slightly more than half of the respondents for access to recreation for the elderly to be satisfactory, and slightly less than half found indoor recreation activities to be unsatisfactory.**

RECREATION	Ranking by Total Percentage of “Very Satisfied” and “Somewhat Satisfied” Responses Combined
Outdoor recreation activities	72.9%
Access to recreation for children	68.4%
Access to recreation for the elderly	52.0%
Indoor recreation activities	47.6%

Overall, and looking at the combined percentages of responses that indicated some level of satisfaction with the public facility or amenity, only four were found to be satisfactory by less than 65% of respondents: Live entertainment venues (58.1% reported satisfactory); Neighborhood events (47.2%); Access to recreation for the elderly (52%); Indoor recreation facilities (47.6%).

While a large percentage of respondents reported that they were pleased with the parks in Springfield, for land use planning purposes one must remember that parks and outdoor recreational areas take up large pieces of ground and need to be located not only where residents are but where they are expected to be in the future. For this reason a question was asked to assess the proximity of residents to existing parks. The results of this question are presented in the following table.

QUESTION: How close is the nearest park or outdoor recreational area to your home?	Respondent Answers	Percent
Close enough to walk to	209	50.6%
Too far to walk	20	4.7%
Too far to ride a bike to	8	1.9%
I must drive to a park or outdoor recreational area	99	23.9%
Close enough to ride a bike to	78	18.8%
Total	414	100.0%

As the table indicates, half of the respondents reported that parks and recreational areas are within walking distance of their home, with almost 19% (18.8) saying they were close enough to reach by riding a bike. However, almost 24% reported that they would have to drive to reach such an area.

Finally, respondents were asked to identify any amenity that they would like to see more of from a list. They could check as many items as they liked. The following table shows the strength of their selections in rank order.

QUESTION: Which of the following amenities would you like to see more of in Springfield? (Please check all that apply)	Number of Respondent Selecting	Percent
RECYCLING FACILITY	203	49.8%
ADULT RECREATION	199	48.8%
WIRELESS INTERNET SERVICE	193	47.4%
INDOOR RECREATION FOR CHILDREN	186	45.7%
OUTDOOR ENTERTAINMENT FACILITIES	183	44.8%
SWIMMING FACILITIES	175	42.8%
BIKE TRAILS	168	41.2%
PLAYGROUNDS FOR CHILDREN	168	41.2%
NEIGHBORHOOD OR REGIONAL LIBRARIES	163	40.0%
BIKE PATHS	163	39.9%
ADULT EDUCATION	146	35.9%
OUTDOOR PICNIC OR MEETING AREAS	119	29.1%
COMMUNITY BULLETIN BOARD	91	22.2%
MEETING ROOMS AVAILABLE TO PUBLIC	84	20.7%
OTHER, PLEASE SPECIFY:	51	12.5%
TOTAL	2293	562.0%

SURVEY DEMOGRAPHICS (Weighted)

The tables that follow here provide the weighted demographics of the respondents to the survey.

RESPONDENT POPULATION CHARACTERISTICS

GENDER	Number	Percent
Male	202	48.0%
Female	219	52.0%
Total	422	100.0%

RACE	Number	Percent
White	332	78.8%
African American/Black	70	16.6%
Native American	8	1.9%
Asian	11	2.6%
Pacific Islander	0	0.1%
Total	422	100.0%

HISPANIC or LATINO/A	Number	Percent
Yes	11	3.0%
No	361	97.0%
Total	372	100.0%

AGE	Number	Percent
18-34	118	29.2%
35-54	130	32.4%
55+	154	38.4%
Total	402	100.0%

RESPONDENT EDUCATIONAL CHARACTERISTICS

HIGHEST LEVEL OF EDUCATION	Number	Percent
Less than high school	13	3.0%
High school diploma or equivalent	90	21.4%
Trade or technical school beyond high school	17	4.1%
Some college	129	30.7%
Four year college degree	89	21.2%
Graduate or professional degree	82	19.6%
Total	421	100.0%

RESPONDENT INCOME CHARACTERISTICS

INCOME	Number	Percent
Up to \$29,999	45	15.3%
\$30,000 - \$44,999	49	16.5%
\$45,000 - \$59,999	36	12.1%
60,000 - \$74,999	40	13.6%
\$75,000 - \$99,999	44	14.8%
\$100,000 - \$149,999	50	16.9%
\$150,000+	32	10.8%
Total	295	100.0%

RESPONDENT LOCATION OF EMPLOYMENT

WHERE CURRENTLY EMPLOYED	Number	Percent
In Springfield	271	90.5%
In Sangamon County	12	3.9%
In another county	16	5.4%
In another state	1	0.2%
Total	299	100.0%

RESPONDENT RESIDENTIAL CHARACTERISTICS

WHAT KIND OF BUILDING DO YOUR CURRENTLY LIVE IN?	Number	Percent
Single family house	294	71.2%
Duplex	42	10.1%
Multi-family apartment	44	10.7%
Mobile or manufactured home	16	3.9%
Other, specify:	18	4.2%
Total	413	100.0%

DO YOU RENT OR OWN YOUR HOME?	Number	Percent
Rent	119	27.9%
Own	307	72.1%
Total	426	100.0%

Survey developed by the Survey Research Office (SRO) of the University of Illinois-Springfield in conjunction with the Springfield Comprehensive Plan Steering Committee. The survey was conducted by the SRO under contract with the Springfield-Sangamon County Regional Planning Commission (SSRPC). Survey results were analyzed by the SSRPC and submitted to the Steering Committee for review and comment.

As noted at the beginning of this appendix section, results were weighted by the SRO to better reflect the demographic data.



**Comprehensive Plan
City of Springfield, Illinois
2017-2037**

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

