An aerial photograph of a rural landscape. A major road runs diagonally from the bottom left towards the top right. To the right of the road, there is a large, well-maintained golf course with several green fairways and a clubhouse. The surrounding area consists of large, flat agricultural fields, some of which are divided into smaller plots. There are scattered buildings and structures throughout the landscape.

Comprehensive

Plan

Village Of Chatham

2007

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1. EXECUTIVE SUMMARY

Chatham is a rapidly growing residential community in Sangamon County Illinois. The Village faces many challenges as it continues to grow both in population and size. This Comprehensive Plan establishes policies and guidelines to meet the challenges and manage future development.

The Comprehensive Plan identifies issues and articulates goals, objectives, policies and recommendations to address those issues. It establishes a foundation with the delineation of existing conditions and continues with an exploration of past problems, emerging issues and potential solutions.

This is an advisory plan that does not, in and of itself, regulate or control the use of private property. The regulatory implications of the guidance contained in the Comprehensive Plan will be implemented through ordinances duly enacted by the corporate authorities of the Village of Chatham.

In the chapters that follow, the topics listed below are discussed.

- Chapter 3 (Existing Conditions) explores existing planning resources, local and regional influences on growth and demographic trends and projections.
- Chapter 4 (Land Use & Zoning) concentrates on land use related issues with an emphasis on planning tools to manage future growth.
- Chapter 5 (Transportation) focuses on the transportation system and the improvements needed to safely and effectively accommodate future travel demand.
- Chapter 6 (Economic Development) discusses economic development and the need to identify and attract businesses that complement and enhance economic activity within the Village.
- Chapter 7 (Chatham Village Center) introduces the concept of a Village Center as a defined subset of economic growth in Chatham.
- Chapter 8 (Housing) identifies the challenges and opportunities presented by mixed density residential development and the evolving housing market.
- Chapter 9 (Recreation) looks at recreational facilities and sets forth options to expand and enhance those facilities.
- Chapter 10 (Business District Aesthetics) suggests methods to clean up and enhance the appearance of the central business district.
- Chapter 11 (Infrastructure & Services) emphasizes the need to maintain and expand the infrastructure and services of the Village as the community grows.

- Chapter 12 (Implementation) reviews all of the recommendations made in the previous chapters.
- Chapter 13 (Appendix) appends a series of US Bureau of Census demographic tables and charts that compare the Village of Chatham to the City of Springfield and Sangamon County.
- Chapter 14 (Maps) attaches a series of maps that illustrate many of the issues discussed in the body of the Comprehensive Plan.

This Comprehensive Plan was developed with the cooperation and input of citizens, Planning Commissioners, Village Board members and Village staff. It is the culmination of several years of effort and reflects the ongoing planning process in the Village of Chatham. The Plan will need to be reviewed and updated as conditions affecting the Village of Chatham change.

2. INTRODUCTION

BACKGROUND

The Village of Chatham Illinois is located in Sangamon County, just south of Springfield, the state capital. The Village was platted in 1836. Growth began to accelerate in 1852 when the Chicago, Alton and St. Louis Railroad was constructed through the Village. In 1940, Chatham had a population of 867. After 1960, the village population grew rapidly, rising to 5,597 in 1980 and then increasing to 8,583 in 2000. The 2005 special census sets the current population of Chatham at 10,293. Chatham evolved from a small agricultural community to a growing residential suburb largely because of its proximity to the City of Springfield.

In 1990, the Village began an effort to update its first Comprehensive Plan (completed in 1980), which resulted in the adoption of the current 1994 Comprehensive Plan. The 1994 plan includes population characteristics, an inventory of natural and historic features, and eight sections of goals, policies, and objectives. Its eight sections include land use, housing, public services and facilities, aesthetics, economic development, parks and open space, transportation, and environment. The bulk of the plan sets forth a future land use plan, with the village broken up into 15 sectors, including proposed types of land use for areas within the Village's jurisdiction.

The Chatham Planning Commission and the Village Board are now up-dating the 1994 Comprehensive Plan. The Comprehensive Plan is a generalized, coordinated land use map and policy statement of the governing body of the Village of Chatham. It considers functional and natural systems as well as activities relating to the use of land. Functional systems include sewer, water, transportation systems and recreational facilities. Natural systems include natural resources, air, water resources and the quality of life. The following chapters contain the new Comprehensive Plan for Chatham with a horizon date of 2030. The new plan can be referred to as the 2007 Comprehensive Plan for the Village of Chatham, Illinois.

METHODOLOGY

A draft Comprehensive Plan was prepared by two graduate students from the Department of Urban and Regional Planning at the University of Illinois at Urbana-Champaign during 2001 and 2002. That draft Plan was prepared in close consultation with the citizens of Chatham, through direct community input and meetings with the people's representatives. The effort included a community input meeting held on June 26, 2002 at Glenwood High School. The topics of the meeting were brought forth through consultation with the Village Board and Planning Commission. Advertisements were placed in the Chatham Clarion and posters were put up at prominent businesses throughout Chatham. In addition, members of the Village Board organized a flyer-distribution campaign to enhance public participation.

The community meeting was organized around 5 topics: Housing; Aesthetics; Recreation; Environment and Infrastructure; and Economic Development. Community leaders led discussions at tables dedicated to these topics with people rotating between tables to offer their thoughts on relevant issues. This was followed by presentation from each of the topic leaders. Survey questionnaires were distributed at the meeting in order to obtain additional input and demographic characteristics from attendees. To accommodate people who were unable to attend the meeting, suggestions were invited via e-mail and by post mail. Subsequently, a special meeting, open to the public, was convened to solicit comments from the Chamber of Commerce, the Village Attorney, prominent developers, the Mayor, and other Village administrators.

When the draft Comprehensive Plan was delivered to the Village in 2002 both the Planning Commission and the Village Board expressed concerns about the content and tone of several the sections of the Plan. After a lengthy review, a committee composed of Planning Commissioners and Village Trustees was formed to re-draft the plan. While the committee was successful in re-writing several chapters, momentum was lost over time and the Plan revision effort lay dormant for an extended period of time. In April 2006, the Village assigned its planning coordination consultant, Mike Williamsen to take the draft Plan and subsequent revisions and produce a finished product. This Comprehensive Plan is built on all of those previous efforts. It has been reformatted and updated to more accurately reflect the issues facing the Village in 2007 and in the future.

ACKNOWLEDGEMENTS AND LEGAL STATUS

The Village thanks Timothy K. Perkins, Surajit Chakravarty and Supervising Professor Christopher Silver of the Department of Urban and Regional Planning at the University of Illinois at Urbana-Champaign for their efforts to research and write a prototype draft of the Comprehensive Plan. The Village also thanks the Chatham Chamber of Commerce, Illinois Department of Transportation, Springfield-Sangamon County Regional Planning Commission, Ball-Chatham School District No. 5, Greene and Bradford, Inc., and the Chatham Area Public Library for their contributions to the Plan.

According to Section 11-12-6 of the Illinois Municipal Code, the corporate authorities of a municipality shall have the authority to adopt a comprehensive plan. Such 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.

3. EXISTING CONDITIONS

EXISTING PLANS

In addition to the 1994 Chatham Comprehensive Plan, other planning documents and working papers were used as resources in this planning effort. This section briefly reviews those documents.

Chatham Engineering Maps: The Village uses consulting engineering firms for its engineering needs including the development of maps. The following maps were used for background and updated during the development of this plan.

- Zoning Map (Map 1)
- Land Use Plan (Map 2)
- Planning Area (Map 3)
- Arterial Roadway Network Plan (Map 4)
- Water System (Map 5)
- Sanitary Sewer System (Map 6)
- Storm Sewer System (Map 7)
- Future Bike Trail Network (Map 8)

Chatham 2001 Comprehensive Plan for Parks and Open Space: This was a study to determine the needs within the community. The plan includes an inventory of the Village's current parks, open space, and other recreational facilities. Five goals are presented, along with several specific examples of how these goals can be achieved. The Parks and Open Space Plan identifies needs for trail, park, greenway, natural conservation locations and other public use lands.

1992 Chatham Tax Increment Redevelopment Plan: This plan documents the basis for the existing Tax Increment Finance (TIF) district in Chatham. It includes the area involved; what the problems in the area were/are; and what the TIF Redevelopment Plan proposes to accomplish. Most of the content of this plan demonstrates the validity and need for the TIF District. Implementation policies, objectives, and activities are also provided, along with estimated project costs. The 1992 TIF district expires in 2015 (TIF District map - Figure 6-1, Chapter 6).

The Current Land Subdivision and Zoning Ordinances: These two ordinances contain the development regulations enforced by the Village. They are important for planning and development because they affect how land is developed within the Village and (in terms of the Subdivision Ordinance) up to 1½ miles beyond the Chatham municipal boundary.

Ball-Chatham School District #5 Enrollment Projection: The Ball-Chatham School District, serving Chatham, parts of Springfield and neighboring unincorporated areas, is frequently mentioned as a reason people have chosen to live in Chatham. School District

Superintendent's office indicates that enrollment from 1997-98 to 2006-07 has grown by 268 students or seven percent over that time period. The School District estimates that enrollment will increase slightly over the next five years. The School District's projected enrollment for 2011-12 is 4,175, which is 94 students (2.3%) more than the 2006-07 school year.

Chart 3-1: Ball-Chatham School Enrollment

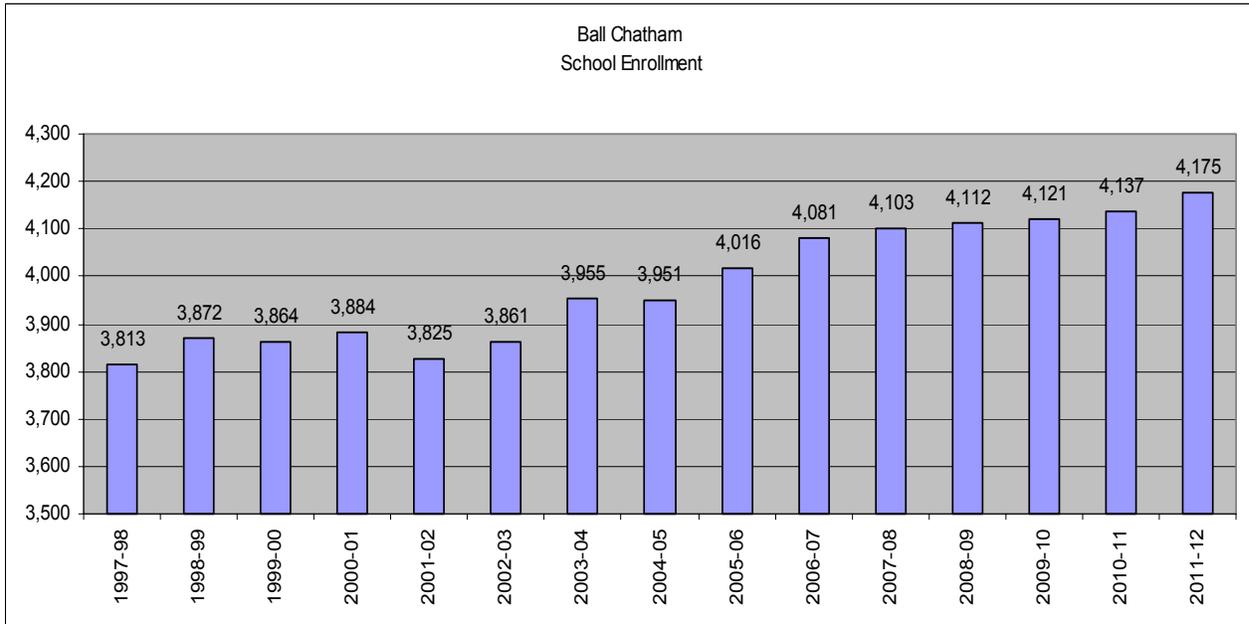
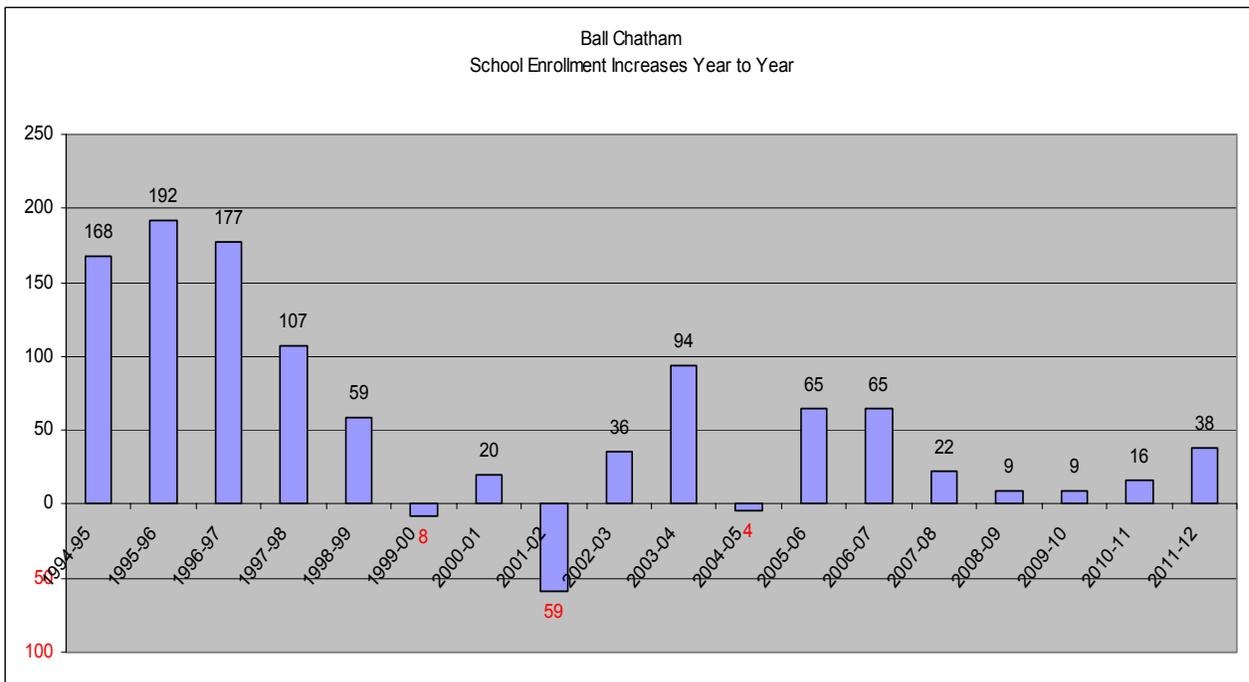


Chart 3-2: Ball Chatham School Enrollment Increases Year to Year



Sangamon County 1997 Greenspaces Plan: Developed by the Springfield Sangamon County Regional Planning Commission (SSCRPC), this plan is an examination of natural, recreational greenways. The plan is intended “to help local governments and other groups work together to provide a quality, connected greenways and trails system in Sangamon County.” Included in the plan is an inventory of streams, floodplains, rivers, and forested areas, as well as lists of goals, objectives, and policies regarding greenways. The plan also has maps indicating potential region-wide greenway and trail corridors.

Several items discussed in the Greenspaces Plan relevant to Chatham and vicinity are maps indicating floodplains, forested areas and future trail corridors. Also relevant due to residential development is a stormwater resources section explaining the use of greenways as a means of stormwater management. In addition, an implementation section includes the following items:

- Acquisition and preservation strategies
- Funding sources, including state, federal, and private sector options
- Incentive programs related to greenway preservation
- Comparative ownership strategies

Illinois Department of Transportation (IDOT) Proposed Highway Improvement Programs:

The Annual Program identifies projects that will be implemented during the current fiscal year and the Multi-year Program identifies projects proposed for implementation within the six year time frame of the program. The projects identified in the IDOT programs that have the greatest potential impact on the Village of Chatham include two segments of the extension of MacArthur Ave from Wabash Ave in Springfield to Woodside Road just north of Chatham.

- The FY 2007 Annual Program identifies the MacArthur Ave Extension from Wabash Ave to Interstate 72 – New Construction on new alignment and a new interchange with Interstate 72 (tentatively scheduled for a January 2007 letting).
- The FY 2007-2012 Multi-Year Program identifies the MacArthur Ave Extension from Interstate 72 to Woodside Road – New Construction on new alignment with railroad grade separations for MacArthur extended and Woodside Road (FY 2008 - FY 2012).

Springfield Area Transportation Study (SATS) Fiscal Year 2007 - 2010 Transportation

Improvement Program (TIP): This multi-year program identifies federal funded and other major transportation projects in the Springfield Urbanized Area. In addition to the projects identified in the IDOT Program, the SATS TIP includes the following projects sponsored by the Village of Chatham:

- Walnut Street at Park Avenue Intersection: engineering and construction of a safety improvement to widen and signalize the intersection
- Gordon Drive Widening: Ramblewood Road to Hurstbourne Lane: phase I preliminary engineering to widen Gordon Drive to three lanes.

REGIONAL CONTEXT

The Village of Chatham has an irregular shaped municipal boundary as pictured in the zoning and land use maps. This arrangement of annexed properties is the result of a series of voluntary annexations by land owners desiring municipal services. The fact that the City of Springfield owns all the property abutting Lake Springfield including a finger of land along the Sugar Creek tributary of the lake has contributed to the irregular growth of Chatham.

The Sugar Creek finger of property juts south out of the main body of the lake and creates a barrier to the natural eastward expansion of the Village of Chatham. The existing homes located on the Lake Springfield property (which are annexed to Springfield) as well as the homes and farms in the unincorporated areas east of the Sugar Creek finger are more closely affiliated with the Village of Chatham than they are with Springfield. In addition, many of the homes are currently receiving utilities and services from the Village of Chatham. However, the City of Springfield has indicated through various actions, including lawsuits against the Village and developers, that the unincorporated property surrounding this finger of Springfield owned property should be annexed to the City of Springfield.

Chatham has expanded around the finger of property owned by the City of Springfield. The goal is to secure Chatham's municipal boundary around what seems to be a logical area for its future expansion. To accomplish this, the Village has aggressively pursued annexation agreements with property owners south and east of the Lake Springfield property. This would enhance Chatham's opportunity to increase its tax base should commercial or industrial business develop in the Interstate 55 corridor.

In response, the City of Springfield has aggressively pursued annexations in the same vicinity, seeking to expand its own boundaries into likely commercial development areas. This competition for annexations has, at times, led to conflicts between the two municipalities

Court Cases: Boundry and jurisdictional conflicts involving Chatham, Springfield and Sangamon County have resulted in several court cases. One significant case, which set Illinois precedent, involved the Judith Jones Dietsch Trust. In this case, property owner, Judith Jones Dietsch Trust, signed a pre-annexation agreement with the Village of Chatham in 1998. The property in question is on the south side of Chatham Road (Walnut Street) and just east of the Lake Springfield Property. This property is contiguous with the City of Springfield, but not contiguous with the Village of Chatham. Even though the property is within the 1½ mile subdivision jurisdiction of the the City of Springfield (and not within the subdivision jurisdiction of Chatham), the Illinois Courts ruled that the pre-annexation agreement between the property owner and the Village of Chatham took precedence over Springfield's claim of subdivision jurisdiction.

Because Chatham won this court case, it is in a better position to retain control of the area around the lake. However, in a later case, the City of Springfield v. Hashman, the court limited

the Dietsch decision. In this case the court held that properties immediately adjoining Lake Springfield or one of its tributaries are subject to City of Springfield septic tank regulations, notwithstanding an annexation agreement with the Village of Chatham.

In a third case, Village of Chatham v. Sangamon County, the Illinois Supreme Court affirmed the holding of the Dietsch case regarding subdivision jurisdiction. In addition, the court went further, holding that the Village of Chatham has zoning jurisdiction and regulatory (building codes, etc.) jurisdiction over lands subject to its annexation agreements.

Chatham Water Supply: Throughout its history, the Village of Chatham has been committed to providing its residents adequate water supplies at a fair price. Currently, the Village has an exclusive water purchase agreement with City Water, Light, and Power (CWLP), a subsidiary of the City of Springfield. Because of long standing concerns about the commitment of CWLP to support the long-term water requirements of the Village at a reasonable price, Chatham has engaged in several proactive initiatives.

In the late 1980's, Rochester, a neighboring municipality that is also served by CWLP, evaluated the possibility of developing an independent ground water source and treatment facility. The analysis concluded that Rochester would not have sufficient demand on their own to develop a financially feasible water source. In the late 1990's Rochester resurrected the concept of developing an independent water source. This time, however, Rochester invited Chatham to discuss the possibility of the two communities teaming together to develop the water source and treatment plant. The combination of water demand from the two communities would make the project financially feasible. Due to service area restrictions contained in the CWLP contract and the annexation disagreements between the Village and the City of Springfield, the Chatham Village Board decided to work with Rochester on the project.

A "Blue Ribbon" committee made up of members from each community was formed to explore the various long term water supply options available to the two communities. The committee's report indicated that the development of an independent water supply using the Sangamon Valley aquifer as a source was a viable option. The two communities then selected an engineering/construction management/ plant operation design team led by the Environmental Management Corporation (EMC) to conduct a feasibility study and, if warranted, to design, build and operate the water supply, treatment and transmission system.

In 2001, the Chatham-Rochester Water Commission (CRWC) was formed. After the feasibility study confirmed the viability of the aquifer as a long term water source, the CRWC directed EMC to complete a 30% engineering study and to develop a guaranteed maximum cost for the entire project. The 30% design generated a total cost that was greater than originally predicted and the resulting wholesale water rates were higher than either Village was willing to bear.

The CRWC then had a value engineering study performed to identify potential lower cost options. The value engineering study identified a different treatment procedure that would significantly reduce both the initial construction and long term operating costs. The next step for the CRWC was to conduct a second financial feasibility study to look at flexible financing options. The Village of Rochester, however, refused to proceed with the additional study and the CRWC was dissolved in 2005.

The Chatham Village Board still believed that an independent water supply was feasible. That belief and concerns about CWLP’s willingness to meet future water needs due to service area restrictions in the water supply contract, caused the Village to proceed with the financial feasibility study that the CRWC did not accomplish. The study concluded that developing a well field, treatment plant and transmission main to bring drinking water from the proposed plant site in the Sangamon River valley to Chatham was cost competitive with continuing to purchase water from CWLP. Even using the most conservative financial assumptions, the long term cost savings to the Village would outweigh the short-term price impacts.

With an independent water supply, Chatham can shape its future by securing adequate cost-effective water resources for the long term. Therefore, the Village Board has taken steps to pursue the development of the Sangamon Valley aquifer. The Village Board has also committed to work closely with neighboring units of local government to identify opportunities to make the project beneficial to all concerned.

POPULATION, HOUSING, EMPLOYMENT

According to US Bureau of Census, the population of Chatham grew from 1,069 to 10,293 between 1960 and 2005. This 860% growth in population over that period represents 90% of Chatham’s current population. The two most significant decades for growth were the 1960’s and the 1970’s with growth rates of 160% and 100% respectively. The rate of growth slowed significantly during the 1980’s but picked up again in the 1990’s, continuing through 2005.

Table 3-1: Village of Chatham Population Trend

<u>Year</u>	<u>Population</u>	<u>Change in Population</u>	<u>% Growth Per Decade</u>
1960	1,069		
1970	2,788	1,719	160.80%
1980	5,597	2,809	100.75%
1990	6,074	477	8.52%
2000	8,583	2,509	41.31%
2005	10,293	1,710	39.85%
			Doubled to reflect 5-year increment
<u>Time Span</u>	<u>Change in Population</u>	<u>% Growth over 45 Year Period</u>	
1960 to 2005	9,224	862.86%	

Based on the 2000 Census, between 1990 and 2000 Chatham grew at a much faster rate than the City of Springfield, Sangamon County, and the nation as a whole (see Appendix Figure A-1). Among the many factors contributing to the substantially faster growth rate in Chatham is its attractiveness as a family oriented community with high quality schools and a small town atmosphere.

Demographic Data and Projections: The following graphs and tables represent relevant demographic data trends and projections for the Village of Chatham. They are derived from the 1970, 1980, 1990 and 2000 U.S. Bureau of Census data (Source: U.S. Department of Housing and Urban Development website - <http://socds.huduser.org/index.html>). The tables and graphs for employed residents and housing units display projected growth for the years 2010, 2020 and 2030 based on a linear regression of the 1970, 1980, 1990 and 2000 data. The table and graph for population data displays various projected growth rates for the years 2010, 2020 and 2030 based on linear regression analyses of the historical data that also includes the 2005 special census population data.

Chart 3-3: Village of Chatham Population Trendline

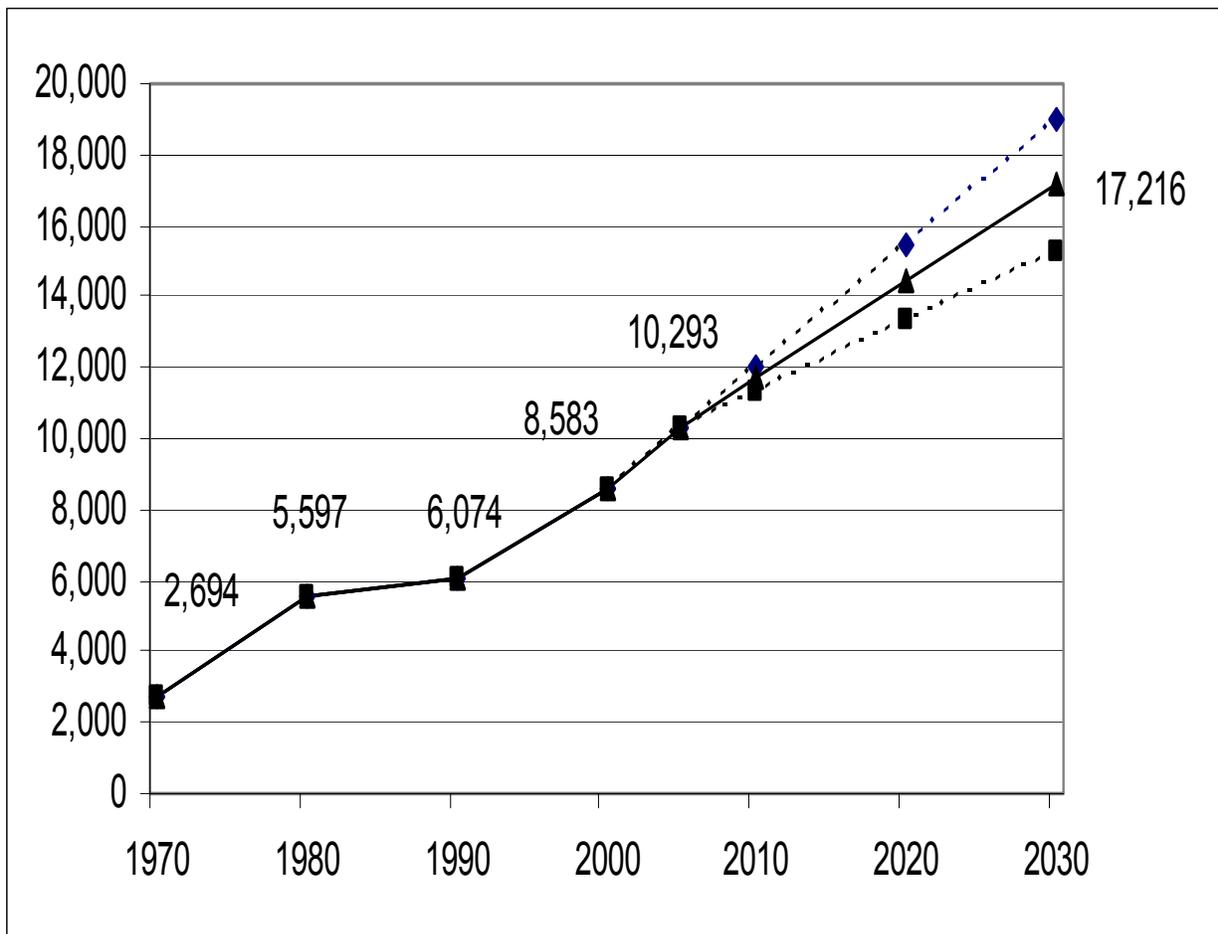


Table 3-2: Population Trendline Source Data

Year	Village of Chatham Population		
1970	2,694		
1980	5,597		
1990	6,074		
2000	8,583		
2005 Special Census	10,293		
Projected Growth	Low Linear Growth Rate	Medium Linear Growth Rate	High Linear Growth Rate
2010 (Projected)**	11,290	11,678	12,024
2020 (Projected)**	13,286	14,446	15,485
2030 (Projected)**	15,280	17,216	18,946

The Medium projected linear growth rate, based on the linear regression of data from 1990 through 2005, is approximately 277 persons per year. The Low projected linear growth rate, based on the linear regression of data from 1970 through 2005, is approximately 200 persons per year. The High projected linear growth rate is based on a 25% higher growth rate than the Medium projected linear growth rate.

Chart 3-4: Village of Chatham Employed Residents Trendline

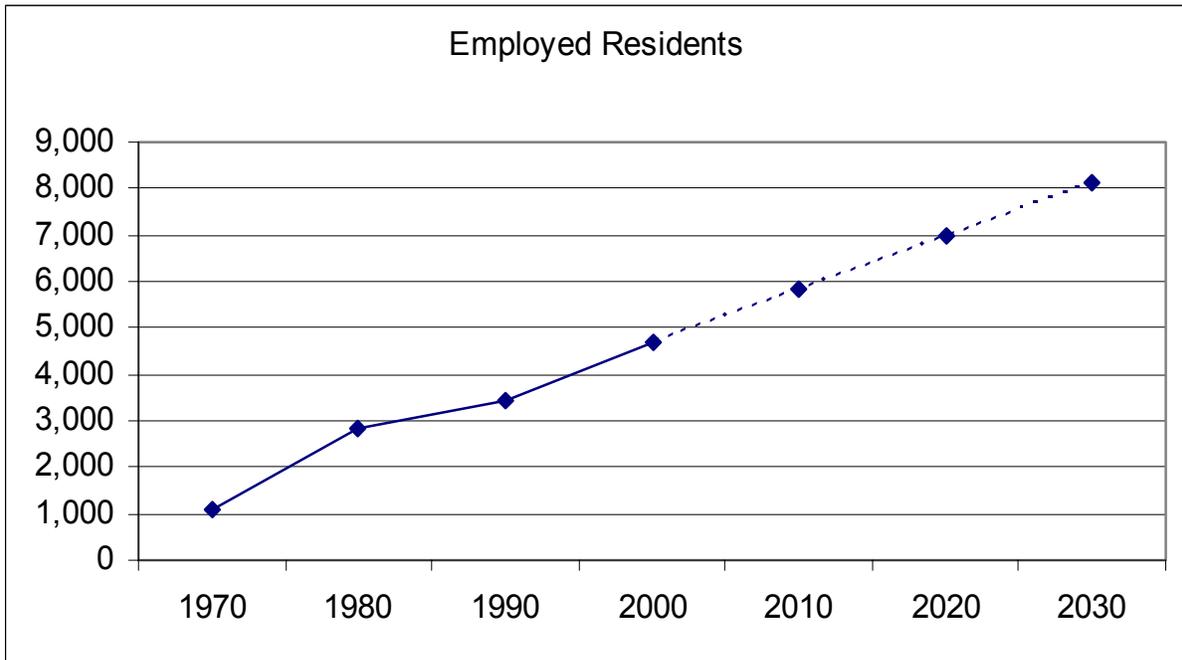


Table 3-3: Employed Residents Trendline Source Data

Year	Village of Chatham Number of Employed Residents
1970	1,100
1980	2,852
1990	3,419
2000	4,709
2010 (Projected)	5,848
2020 (Projected)	6,988
2030 (Projected)	8,127

The projected linear growth rate based on the linear regression of data from 1970 through 2000 is approximately 114 employed residents per year.

Chart 3-5: Village of Chatham Housing Units Trendline

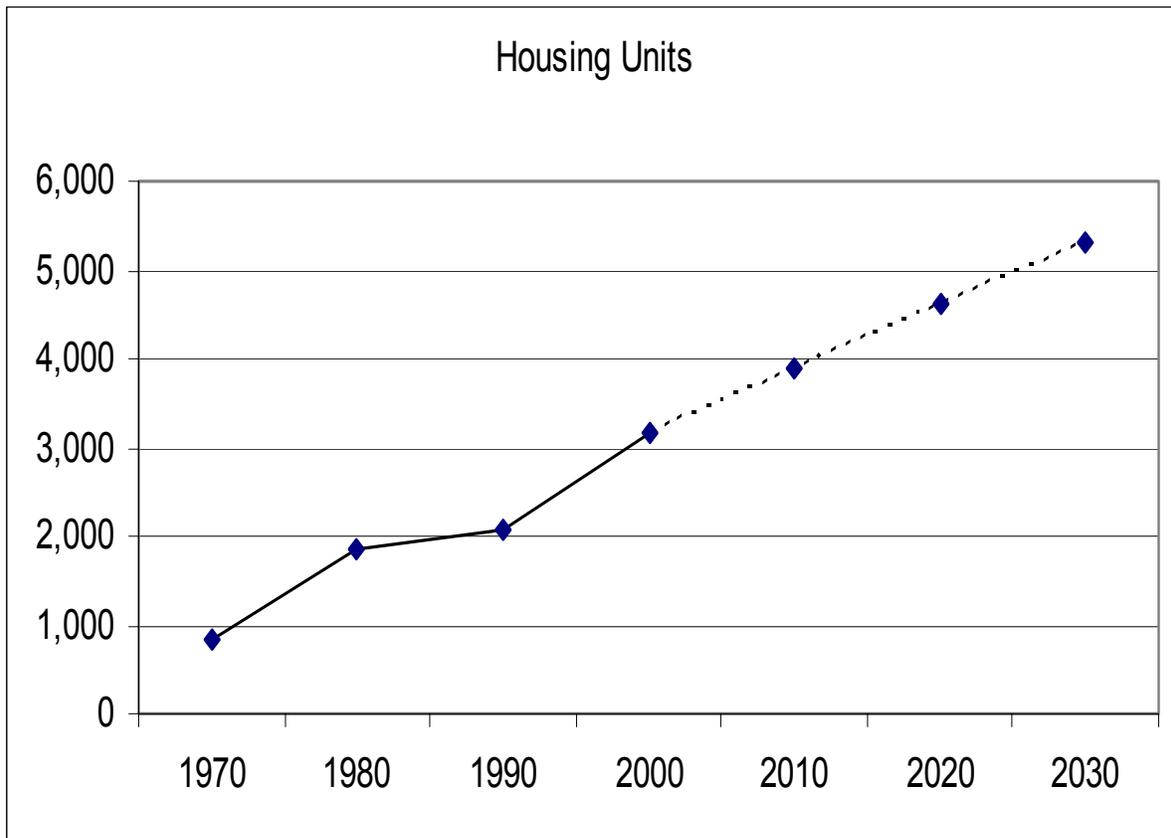


Table 3-4: Housing Units Trendline Source Data

Year	Village of Chatham Housing Units
1970	831
1980	1,864
1990	2,065
2000	3,164
2010 (Projected)	3,884
2020 (Projected)	4,604
2030 (Projected)	5,324

The projected linear growth rate based on the linear regression of data from 1970 through 2000 is approximately 72 housing units per year.

Notes on Population, Employed Residents and Housing Units Trendlines: Linear regression evaluates the relationship between two variables; for example population and time. For the analyses done here, the linear relationships were determined by applying least squares regression to develop a best-fit line on historical data points from 1970 through 2000 (1970 through 2005 for population data). The slope of this line was then projected out to the future.

It is important to understand that the regression analysis does not show causality; it simply projects what may happen in the future based on past history. There are many factors that influence population growth including available housing units and employment opportunities. Like all projections, the forecasts done here need to be reviewed on a regular basis and revised to reflect changes in existing conditions as new data becomes available.

Income and Job Classifications: In addition to the projections shown above, the following graphs and tables are included to illustrate income and job classification trends for residents of Chatham.

Chart 3-6: Village of Chatham Median Household Income Trendline

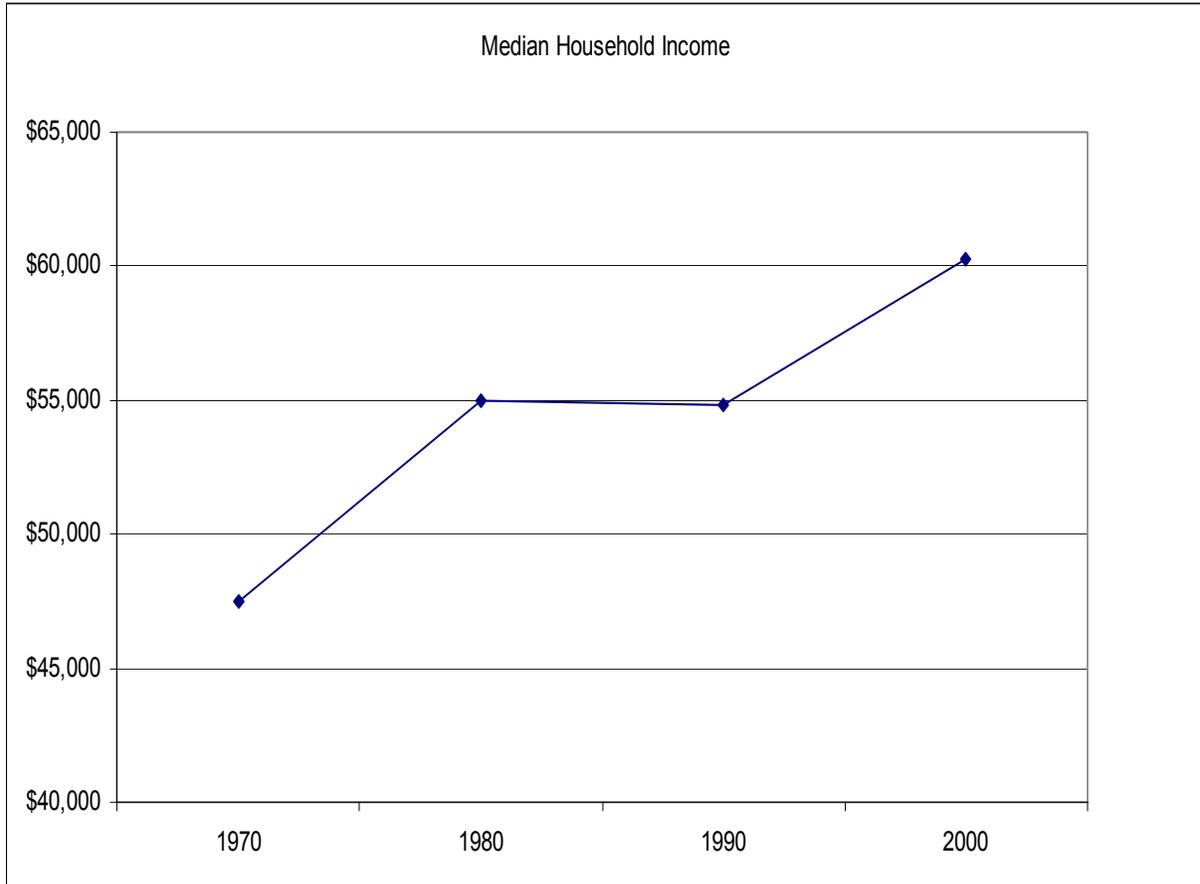


Table 3-5: Median Household Income Trendline Source Data

Year	Village of Chatham Median Household Income
1970	\$47,488
1980	\$54,967
1990	\$54,815
2000	\$60,259

Table 3-6: Percent of Employed Residents by Industry for Chatham, Springfield and Sangamon County Outside of Springfield Metropolitan Area

		Chatham	Springfield Metro	Sangamon County Outside of Springfield Metro
Agriculture and Mining	1970	2.4	4.1	8.5
	1980	0.6	2.8	5.4
	1990	1.9	2.8	5.0
	2000**	0.5	1.8	3.0
Construction	1970	7.4	7.2	8.3
	1980	3.8	5.2	6.4
	1990	5.6	5.3	6.7
	2000**	4.1	5.5	7.1
Manufacturing	1970	14.0	14.5	15.4
	1980	10.1	8.1	9.8
	1990	7.6	5.2	6.3
	2000**	4.9	5.1	5.8
Transportation Communication and Public Utilities	1970	4.2	6.8	6.9
	1980	7.4	8.1	8.1
	1990	8.0	7.3	7.6
	2000**	4.0	5.6	5.9
Wholesale and Retail Trade	1970		19.3	20.1
	1980	23.1	19.4	19.6
	1990	20.3	18.3	19.1
	2000**	20.5	17.6	17.7
Finance Insurance and Real Estate	1970	9.8	7.3	6.5
	1980	8.8	8.3	8.0
	1990	10.1	8.5	8.1
	2000**	8.0	7.1	7.1
Business and Repair Services	1970	4.0	2.3	2.7
	1980	2.0	3.2	3.4
	1990	2.3	3.8	3.8
	2000**	6.7	6.7	6.2
Personal Services	1970	6.6	5.8	5.0
	1980	4.8	3.7	3.8
	1990	4.4	4.0	4.1
	2000**	7.3	6.8	6.5
Professional Services	1970	18.5	19.4	15.9
	1980	24.2	22.5	20.2
	1990	23.2	25.3	23.1
	2000**	25.1	24.5	23.3
Public Administration	1970	11.9	13.4	10.6
	1980	15.1	18.8	15.2
	1990	16.7	19.5	16.2
	2000**	18.8	19.4	17.5

Notes on Table 3-6: ** Census 2000 employment data in the Standard Industry Classification (SIC) system are estimates. Beginning with 1998 data, the Census Bureau released employment data classified by industry according to the North American Industry Classification System (NAICS) replacing the SIC system which had been the basis for providing industry level employment data. In order to facilitate comparison to earlier years, SOCDs presents estimates of the discontinued Census SIC employment data series for 2000. The estimation technique is based on the approach used to convert employment from NAICS to SIC categories in the SOCDs County Business Patterns Special Extract Data System.

Miscellaneous Demographics: The Appendix contains several figures displaying information obtained from the US Bureau of Census. Those figures illustrate demographic differences between the Village of Chatham and both the City of Springfield and Sangamon County.

For example, the population pyramid (figure A-2) shows that Chatham has proportionately more families with school age children than do Springfield or Sangamon County. On the average, Chatham residents have attained a higher level of education (figure A-3) and have higher household incomes (figure A-4) than residents of Springfield and Sangamon County. In addition, Chatham has a higher percentage of owner occupied homes (figure A-9) than do Springfield or Sangamon County.

Chatham is proud of its small town heritage and its ability to attract families to live and grow in the community. The Village is committed to maintaining its attractiveness to people who are looking for good schools, family oriented housing and a sense of community.

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS ANALYSIS:

A popular analytic device used to evaluate business and government enterprises is a *Strengths, Weaknesses, Opportunities, and Threats* (SWOT) analysis. The SWOT analysis that follows is a brief overview of issues facing the Village of Chatham. It is included to help identify key issues that surfaced during preparation of the Comprehensive Plan.

An initial SWOT analysis was developed during the development of the prototype plan in 2002. However, that analysis was reviewed and significantly revised to reflect changes that have occurred and input from the Chatham Planning Commission and Chatham Village Board.

Table 3-7: Strengths, Weaknesses, Opportunities, Threats (SWOT)

STRENGTHS	WEAKNESSES
Most housing structures are newer and of higher quality than the surrounding region.	Traffic congestion on Route 4 through downtown with no IDOT improvements programmed
Median income is higher than the surrounding region	Inadequate traffic circulation in downtown area
Median home value is higher than the surrounding region	Some older subdivisions lack interconnection with adjacent properties
High quality school district	Insufficient funding for needed infrastructure improvements
Favorable demographics for business opportunities	Drainage problems in older part of Village
Low divorce/ separation rate	Discontinuous sidewalk network
High quality recreation facilities	Lack of full time building and zoning inspectors
Perception as safe family oriented community	Recreation facilities not geographically dispersed
High quality library	Lack of aesthetic/ landscape requirements for business and industrial areas in zoning and subdivision ordinances
Easy access to jobs, shopping, professional services, universities	
Pursuit of long term cost effective water supply	
Small town environment	
Growth perceived as a positive rather than a negative	
OPPORTUNITIES	THREATS
Formalize developer contributions to existing infrastructure	Competition with Springfield for sales and property tax base enhancement through annexations and business development
Formalize contributions and management of new green space	Increased public expenditures may be needed to entice annexations and business development
Provide incentives for annexations east of Lake Springfield to I-55	Need solution for long term water supply independence
Fully utilize TIF District's ability to attract business	Costly solutions to traffic flow problems in Main Street corridor due to railroad tracks and right-of-way restrictions on Route 4
Perform market study to identify "best fit" business for Village	Challenge to maintain public infrastructure and services with rapid population growth
Provide incentives for commercial, office and industrial development in Route 4 and I-55 corridors	Increased expectations of enhanced services by new residents
Improve aesthetics in business, industrial and government service areas	"Small town environment" is challenged by rapid growth
Geographically distribute future recreational facilities	
Develop & implement bicycle/ pedestrian network plan	
Continue to upgrade infrastructure in older part of Village	

4. LAND USE AND ZONING

OVERVIEW

The Land Use Plan combines information about existing land uses, known developmental scenarios and desired growth patterns to create a picture of how the Village of Chatham should grow. The plan will assist efforts to manage growth by creating a framework for decisions about future development mix and infrastructure expansion.

In general, land uses broadly classify land according to how it is or should be used (e.g. areas may be identified as residential, business or recreational). These land use categories are further divided into a number of sub-categories or zones. Zoning is a regulatory activity that legally restricts the uses that a property may support. The Zoning Map (Map 1) depicts the aggregate use restrictions that the Village has placed on individual properties.

The Land Use Plan below is a discussion of how the Village wishes to grow in the future. The Land Use Map (Map 2) is an advisory illustration of the Land Use Plan identifying desired future land uses for undeveloped land (not necessarily specific properties) in and around the Village. The Planning Area Map (Map 3) identifies the 1½-mile planning area around the Village of Chatham.

This chapter covers the existing zoning and future land use for Chatham, including updated Zoning and Land Use maps. It also offers suggestions for a revision of the zoning ordinance. Existing conditions, population trends and planning principles were used to develop land use recommendations.

LAND USE PLAN

Chatham is a residential suburban community with a high percentage of owner occupied, single-family homes. The Village's future vision is to continue growing as a residential community. However, the Village does recognize the need to diversify its tax base to enhance revenues and to maintain or increase services without the need for property tax increases. To accomplish this, the Village wishes to attract new business and commercial development.

Chapters 6 (Economic Development) and 7 (Chatham Village Center) discuss how the Village could approach attracting these new businesses. The Land Use Plan, however, focuses on two key questions...

1. Where should business/ commercial development be located?
2. How should that development be buffered from the existing and future residential areas?

In general, commercial development tends to be attracted to major highway corridors. Illinois Route 4 and Interstate 55 are the two corridors that are likely to attract new business to the Chatham area. To a lesser extent, portions of Walnut Street, Plummer Blvd, Gordon Drive and Mansion Road are also potential corridors for business development. It is the policy of this plan that, to the extent possible, new commercial development be guided towards those corridors. Possible exceptions to this policy would include the creation of low impact, neighborhood oriented commercial developments in other corridors.

In the older parts of Chatham, business zoning located adjacent to single-family housing has created incompatibility problems. The traffic, noise and lighting generated by commercial establishments have negatively impacted the residences in the area. In the future it is important to ensure that effective buffers exist between new commercial developments and low-density housing. This should be accomplished through transitional zoning using combinations of duplex, four-plex and multifamily zoning between the business zone and the single-family zone. In addition, graduated business zoning (see Issue 4-3) will help to alleviate conflicts between business and low-density residential developments.

The Land Use Map (Map 2) identifies a desirable developmental scenario for the Village of Chatham. This map is an advisory guide for future development that reflects the vision of growth adopted by the Village of Chatham.

LAND USE AND ZONING ISSUES

Issue 4-1 (Directed Growth): Chatham is growing rapidly, registering a remarkable population growth of almost 70% between 1990 and 2005. In addition, competition with Springfield over control of land adjacent to the Interstate 55 and Illinois Route 4 corridors has stretched the Village boundaries in several directions creating an irregular configuration. This expansion pattern raises the potential for increased per capita costs for the provision of public infrastructure and services. While the Village needs to continue its policy of growth along the two major transportation corridors, it would be beneficial to promote contiguous and infill development.

- **Goal:** New development that reflects the vision identified in the Land Use Plan.
- **Objective:** Promote compact, contiguous development.
- **Policies:** Encourage development in infill areas; provide proper transitional buffers between different densities and types of land use; continue to update Land Use Plan to reflect changes.
- **Recommendation:** As in most growing communities, infill and contiguous properties tend to be more expensive than those not adjacent to the built-up area. This often causes

developers to look at non-contiguous properties for new development. While the low and medium density residential character of the Village needs to be maintained, small scale higher density residential and low impact neighborhood business developments may help to offset the premium cost of infill properties and make them more attractive to developers. Based on the population projection and the current average household size, the Village can expect almost 2,000 more households by the year 2020. The judicious use of mixed density residential development in the infill and contiguous areas will help satisfy the demand and promote compact development. Care needs to be taken, however, to ensure that existing development is not injured by new growth.

Issue 4-2 (Coordinated Growth): Business and commercial properties are not being developed within the context of a coordinated or integrated plan. In terms of function and access, commercial properties are often designed as if they were the only business in town. A strategy is needed to ensure that future commercial developments are designed in a coordinated fashion.

- Goal: Commercial developments that are designed in a purposeful and integrated manner.
- Objectives: Provide convenient access between residential and commercial developments and between abutting commercial properties; group complementary commercial activities together.
- Policies: Provide better direction to commercial developers on access management practices and require cross access easements to adjacent commercial properties. Promote the grouping of complementary uses through zoning and subdivision decisions.
- Recommendations: Enhance the subdivision and zoning ordinances to include requirements for cross property access easements in all non-residential developments. Include traffic studies in site plan requirements. Institute access permits for all access points to arterial roads and streets. Identify complementary commercial activity groups in the market study recommended in the Economic Development Chapter (Issue 6-1).

Issue 4-3 (Graduated Business Zoning): The zoning ordinance does not provide sufficient gradation for business activities. With only two business zones, the ordinance identifies a wide range of permitted uses in each zone. This can result in friction with neighboring residential zones because the Village cannot distinguish between the high and low impact activities that are permitted in a particular zone. It also makes it difficult to allow low impact neighborhood business to locate in non-business district locations.

- Goal: Make zoning a more responsive tool for advancing interests of all land uses.

- Objective: Create options to better segregate low and high impact activities and to group together complementary uses.
- Policies: Establish a functional hierarchy of business services and activities and arrange these activities in separate business zones.
- Recommendations: Revise the Zoning Ordinance to include additional business zones. The revised zones should identify a finer gradation of allowed commercial activities and provide a higher level of confidence that future uses of the property would continue to be compatible with its neighboring properties. It is suggested that at least four business zones be instituted. The first business zone would identify desired activities in the Village Center focused on the specific geographic area defined in Chapter 7. The second business zone would accommodate “local or neighborhood business” that have low impact on neighboring properties and are compatible with residential areas. A third business zone would be for “general business” which would be the broadest category intended for commercial activities in business districts that are segregated from residential areas with well defined buffers. The fourth business zone would accommodate “community or regional business” with large, higher impact and intense retail activities that require substantial buffering from low-density residential areas. This fourth zone could be augmented with a “Big Box” ordinance that addresses the special offsite impacts of these developments.

If the business zones are developed homogeneously in terms of lot sizes and permitted uses, they will facilitate the grouping of complementary uses, make parking requirements more effective and allow dispersal of non-intrusive businesses throughout the Village.

5. TRANSPORTATION

OVERVIEW

As Chatham and neighboring communities continue to grow, the number of vehicle trips made in and around the Village will also grow. This growth will ultimately affect the ability of the street network to safely and efficiently move traffic.

In order to analyze the impacts of traffic growth and to identify improvements needed to address that growth, the Village has conducted a transportation study, concurrent with the development of this Comprehensive Plan. The transportation analysis performed in the 2007 Chatham Transportation Plan identified several strategies and actions that are needed to accommodate the existing needs of the village as well as projected development. Key issues that were reviewed include:

- Develop strategic improvements to the arterial roadway network to enhance safety and reduce congestion.
- Identify an east-west arterial on the southern portion of the Village with the potential for a connection to I-55;
- Connect residential subdivisions to improve traffic flow within the community;
- Promote Chatham's role in regional transportation planning efforts to advance the Village's policies and interests.

Transportation improvements evaluated include Route 4 improvements, the connection of Iron Bridge Road/ Gordon Drive to the MacArthur Boulevard extension and an east-west connection between Illinois Route 4 and I-55 with a new interchange.

This Chapter summarizes some of the transportation issues identified in the transportation plan. For a full discussion of the transportation issues facing the Village, please refer to the 2007 Chatham Transportation Plan.

TRANSPORTATION ISSUES

Issue 5-1 (Illinois Route 4): Traffic congestion on Illinois Route 4 in Chatham has been increasing over time. Traffic routinely backs up at the Walnut Street intersection during the peak travel periods - northbound in the morning and southbound in the afternoon. Due to its importance as a major link in the regional transportation network, efforts must be made to enhance the capacity of Route 4 to ensure that congestion does not get any worse.

- Goal: Improve traffic flow on Illinois Route 4 through Chatham.

- Objective: Increase the capacity of Route 4, particularly through the Walnut Street intersection. Work towards widening Route 4 from Teal Drive on the north to the south end of the Village.
- Policy: Work with the Illinois Department of Transportation (IDOT) to identify and implement feasible improvements to Route 4.
- Recommendation: In order to ensure that traffic congestion does not further degrade the operations of Illinois Route 4, a widening improvement must be implemented. The travel demand model developed for the Transportation Plan indicates that the intersection of Illinois Route 4 and Walnut Street in Chatham currently operates at or above capacity and that traffic problems will get worse in the future. IDOT has been reluctant to support the widening of Route 4 in Chatham because of potential impacts to adjacent property owners. A feasibility study, conducted for the Transportation Plan, analyzed the right-of-way constraints in the corridor. Using an innovative approach, the feasibility study identified a widening improvement that will minimize impacts while enhancing capacity and improving operations through the central business district and at the Walnut Street and South Main Street intersections. Even with the innovative design, some commercial buildings and residences will need to be removed. However, failure to implement any improvement will ultimately turn Route 4 into a non-functioning roadway.

Issue 5-2 (Walnut Street at Park Avenue): The growth of traffic traveling through the Walnut Street - Park Avenue intersection has caused an increase in accidents and vehicle delay. With the information gained in the feasibility study conducted for the Transportation Plan, the Village applied for and was awarded a Highway Safety Improvement Program grant from IDOT. This federal grant will fund up to 90% of an intersection improvement that will add traffic signals and left turn lanes to the intersection.

- Goal: Improve safety and traffic operations at the Walnut Street – Park Avenue intersection.
- Objective: Modernize the intersection with left turn lanes and traffic signals.
- Policy: Work with IDOT and adjacent property owners to design a project that solves the traffic problems with minimal impacts.
- Recommendation: Implement the federally funded project.

Issue 5-3 (New East-West Arterial): As the Village continues to grow an additional arterial roadway will be needed to complement Walnut Street in moving east-west traffic between Illinois Route 4 and I-55. An east-west corridor along the southern boundary of the Village could serve this need.

- Goal: Provide long-term roadway capacity for east-west traffic through the Village.

- Objective: Take the necessary steps to ensure a new east-west arterial connecting Illinois Route 4 and I-55 can be constructed. Acquire right-of-way for 4-lanes and construct an initial 2-lane road.
- Policy: Preserve the opportunity to develop an east-west arterial through annexation agreement and subdivision actions. Work with regional transportation officials to develop a railroad overpass east of Illinois Route 4 and a new interchange at I-55.
- Recommendation: While Plummer Boulevard does provide relief for Walnut Street west of Gordon Drive, Lake Springfield prevents any future connection of Plummer Boulevard to Interstate 55. The modeling study conducted for the Transportation Plan analyzed an east-west corridor along the southern portion of the Village (the South Corridor), which aligns with Pulliam Road at Interstate 55. The study indicated that this proposed arterial would provide good access to I-55; safe movement over the railroad and relief for Illinois Route 4 congestion. The right-of-way corridor for this proposed road should be preserved through annexation and subdivision activities as the Village continues to grow to the south. Cooperation with and assistance from regional, state and federal transportation officials will be needed to implement the railroad overpass, the Sugar Creek bridge and the proposed interchange with I-55.

Issue 5-4 (Transportation Network Connections): Connecting subdivisions is an essential element of creating a community. Providing opportunities for pedestrian, bicycle and vehicular movement between subdivisions will ensure that Chatham does not develop as isolated clusters of homes.

- Goal: Provide multiple access points to subdivisions to enhance safety and facilitate interaction between neighboring subdivisions.
- Objective: Continue the practice of requiring new subdivisions to provide stub streets and sidewalks to adjacent undeveloped property.
- Policy: Strengthen language in land development ordinances to ensure adequate interconnections between future subdivisions. Identify opportunities to enhance access to existing subdivisions that have limited access to the transportation network.
- Recommendations: There are two existing subdivisions in Chatham that have limited access to the transportation network (Chatham Knolls and Birch Grove). All traffic entering and leaving these two subdivisions must use Illinois Route 4 because neither has access to any other external street. This situation limits the ability of emergency vehicles to serve the subdivisions and exacerbates congestion on Illinois Route 4. Options to enhance the access for these two subdivisions should be developed and implemented. In addition,

language should be added to the subdivision and zoning ordinances to specify minimum future connection requirements for new subdivisions.

Issue 5-5 (Sidewalks and Bike Trails): Facilities for pedestrian and bicycle traffic need to be expanded into an interconnected network that will enhance and compliment the street network. While developers are required to install sidewalks in all new subdivisions, older parts of the Village and many of the major roadways do not have complete sidewalk networks. In addition, the existing bike trails are not interconnected and do not function as a network.

Developer requirements for pedestrian and bicycle facilities need to be clarified in the land development ordinances to ensure that sidewalks are installed on all existing roads abutting new development. In addition, all arterial road rights-of-way could be designated as future bike trails. This will allow the Village to develop a comprehensive off-road bike network as the Village expands. A program to repair, extend and construct sidewalks and bike trails in already developed areas would be needed to complete the network.

- Goal: Provide an interconnected network of sidewalks and bike trails in the Village.
- Objective: Identify critical sidewalk and bike trail links and develop an improvement program to construct those links.
- Policies: Clarify requirements for pedestrian and bicycle facilities in the land development ordinances to ensure that sidewalks are installed on all existing roads abutting new development. Establish a predictable and dependable funding level to implement the sidewalk/ bike trail program.
- Recommendation: The Geographic Information System database recommended in Issue 11-1 has the capability of graphically displaying the existing sidewalk system and identify those segments of the system that are missing or in need of repair. Using this data, the Village can identify those links in the sidewalk system that will provide greatest benefit in creating an interconnected network. Once identified, these links can be prioritized for improvement. With this information and a predictable funding level, a Sidewalk Improvement Program can be developed to fill the “missing links” of the sidewalk system. A similar approach could be used for bike trails.

Issue 5-6 (Land Use Impacts): The interaction between land use and transportation is dynamic. A fully functional roadway network is a critical element in attracting economic development. Too much development, however, can tax the capacity of the roadway, causing the need for costly improvements and/or the loss of future development. It is important for the Village to manage this interaction to enhance circulation, reduce the need for improvements and maintain its ability to attract economic development. The transportation implications of economic development proposals need to be fully analyzed in the land use planning process.

- Goal: Preserve the integrity of the transportation system in and around Chatham.
- Objective: Provide adequate access to and circulation around new development for vehicular, pedestrian and bicycle traffic.
- Policy: Strengthen the traffic analysis requirements in the land use planning process to better evaluate the transportation impacts of proposed developments.
- Recommendations: Adopt more stringent requirements for traffic studies in the land use planning ordinances. All industrial, business and commercial sites as well as all residential subdivisions that will create more than 20 dwelling units should be required to conduct a traffic study, to determine its impact on the transportation network. Both vehicular and non vehicular traffic should be analyzed. Issue 11-3 in Chapter 11 (Infrastructure & Services) below addresses the assesment of costs to developers.

Issue 5-7 (Access Management): Streets and roadways serve two mutually exclusive needs: move traffic and provide access to adjacent properties. The primary function of arterial roads is to move traffic. The primary function of local streets is to provide access. Collector streets fall between these two extremes, funneling traffic between the arterial network and the local street system. The 2007 Chatham Transportation Plan identifies a roadway classification system (Map 3) to help determine how each road will serve these conflicting needs. Controlling access to arterial roads and discouraging access to collector streets will help to maintain the integrity of the entire road and street network.

- Goal: Manage access the road and street system in the Village.
- Objective: Control access points to arterial and collector streets.
- Policy: Develop access standards for the arterial and collector streets and require access permits for all driveways onto those streets.
- Recommendation: Access management is a cost effective method to preserve the functional integrity of the roadway network. The creation of access standards will help to identify critical locations such as intersections where access has a dramatic impact on capacity. The development of an access permit procedure will help the Village to manage access and implement the access related recommendations identified in this plan and the Transportation Plan.

6. ECONOMIC DEVELOPMENT

OVERVIEW

There are powerful demographic trends that influence Chatham's ability to attract new economic development. First, Chatham has experienced sustained and, at times, dramatic population growth over the last 45 years. As stated in Chapter 3, Chatham grew from just over 1,000 in 1960 to more than 10,000 people in 2005 representing an 860% increase in population. In addition to Chatham's growth, the City of Springfield continues to grow to the south, adding large subdivisions with significant populations to areas directly adjacent to the Village.

It is important to note that City of Springfield is the economic center of the region in terms of population, jobs, industry and commercial development. However, as Chatham continues to grow and as Springfield residents continue to locate in close proximity to the Village, opportunities for economic development in Chatham will increase.

Chatham is the second largest municipality in Sangamon County and enjoys the county's second largest tax base. Chatham has been able to establish a modest sales tax base despite the fact that Springfield's regional commercial facilities are located only 15 minutes away. In order to grow its economic base, Chatham needs to market its assets: population growth in and around the Village; higher than average median income; two major highway corridors (Illinois Route 4 and Interstate 55); lower sales tax rate than Springfield; and an established TIF district.

ECONOMIC DEVELOPMENT ISSUES

Issue 6-1 (Economic Growth): In order to sustain economic growth, Chatham needs to diversify its sales tax base. Sales tax revenues in Chatham are largely generated by lumber, groceries and convenience store sales. With a number of undeveloped areas already zoned commercial, Chatham has an immediate opportunity to attract new businesses. The positives of a growing and relatively affluent population, convenient highway access and an established TIF District are offset by the challenges of competing with the regional retail outlets located in Springfield, just north of Chatham.

- **Goal:** Growth and diversification of commerce within Chatham.
- **Objectives:** Capture sales tax revenue from additional and varied sources. Provide job and shopping opportunities for residents in and around Chatham.
- **Policies:** Work with businesses and business associations to determine what markets are underserved and develop incentives to promote servicing such markets.

- Recommendations: Conduct a market study to identify what markets are underserved and which business would have the greatest chance of flourishing in the Village. The study should be conducted by a professional firm using community and business input. Identifying strategies that fully utilize the TIF District's ability to attract business should be an integral part of the study. The results of the study would be disseminated to the public and could be a powerful marketing tool by the Village and/or the Chatham Chamber of Commerce. Any incentives involving public funding would be subject to a benefit-cost analysis to ensure reasonableness.

Issue 6-2 (TIF District): The current TIF (Tax Increment Financing) District was established in 1992 and encompasses land along the IL Route 4/ Main Street corridor, Walnut Street and State Street (Figure 6-1). Since its inception, the TIF District has generated substantial revenues and has financed both public and private improvements. Chart 6-1 illustrates TIF generated revenues and the costs associated with TIF funded projects.

The current TIF District, however, is scheduled to expire in 2015. Establishing a new TIF District when the existing one expires would allow Chatham to retain a proven economic development tool for businesses considering development in Chatham.

- Goal: Fully utilize existing TIF District potential and define parameters for a new "follow-up" TIF District.
- Objectives: Provide a business friendly climate and offer strategic incentives for businesses considering development in Chatham. Create a larger business market in the Village. Encourage and assist private investment, redevelopment and rehabilitation within the Village. Promote and provide opportunities for office, retail, commercial, industrial and other uses within the TIF District to serve the general citizenry of the Village of Chatham and its customer base.
- Policy: Work with other local governments, businesses and developers to determine the need for and feasibility of establishing another TIF District.
- Recommendations: First, make full utilization of the existing TIF District's potential to attract new businesses. Then use the Objectives of the 1992 Tax Increment Redevelopment Plan as a solid foundation for identifying the opportunities for establishing a new TIF District. The market study discussed in Issue 6-1 should be used to explore additional opportunities for incentives to attract businesses to the TIF District.

Figure 6-1: Chatham TIF District

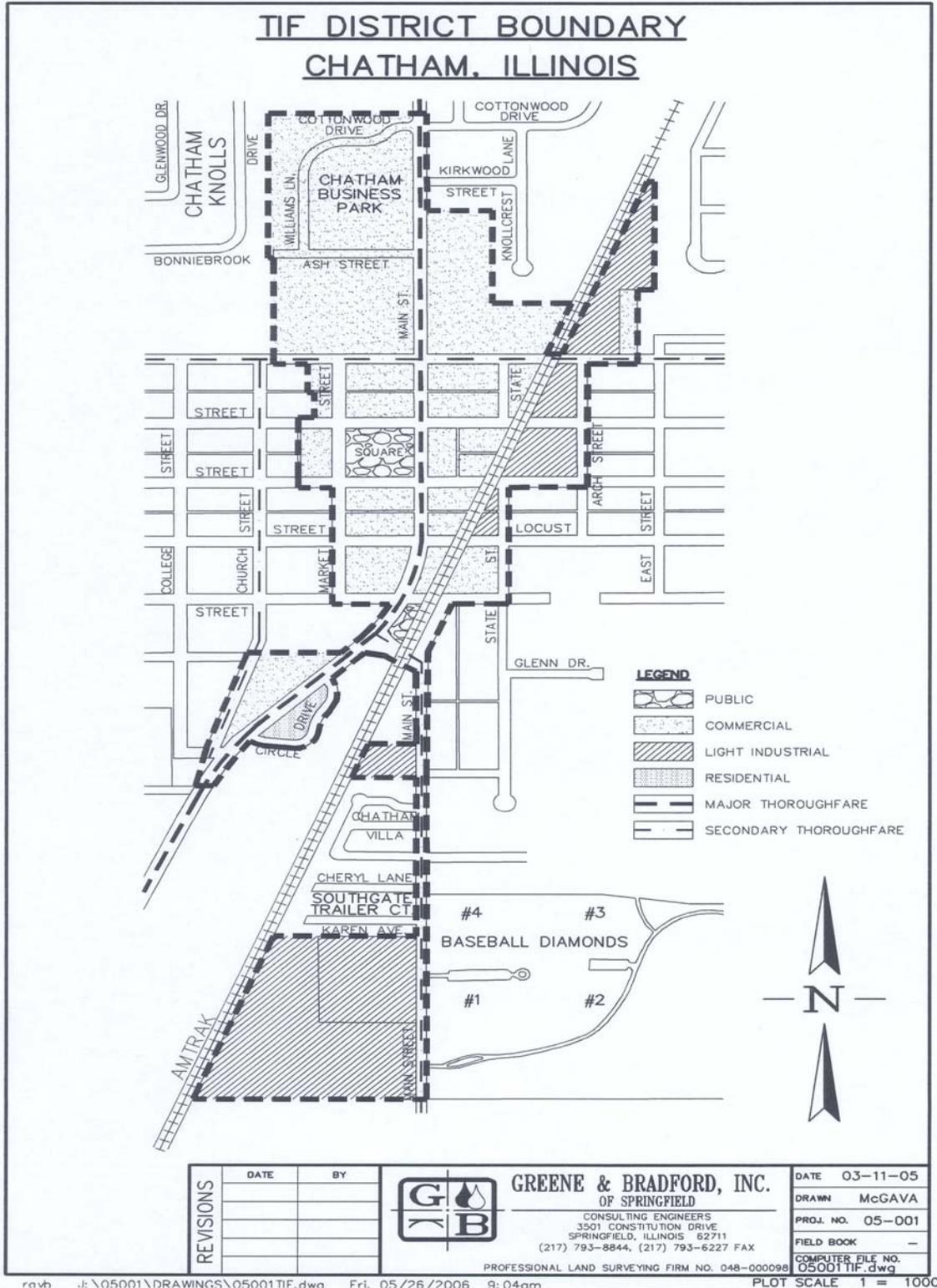
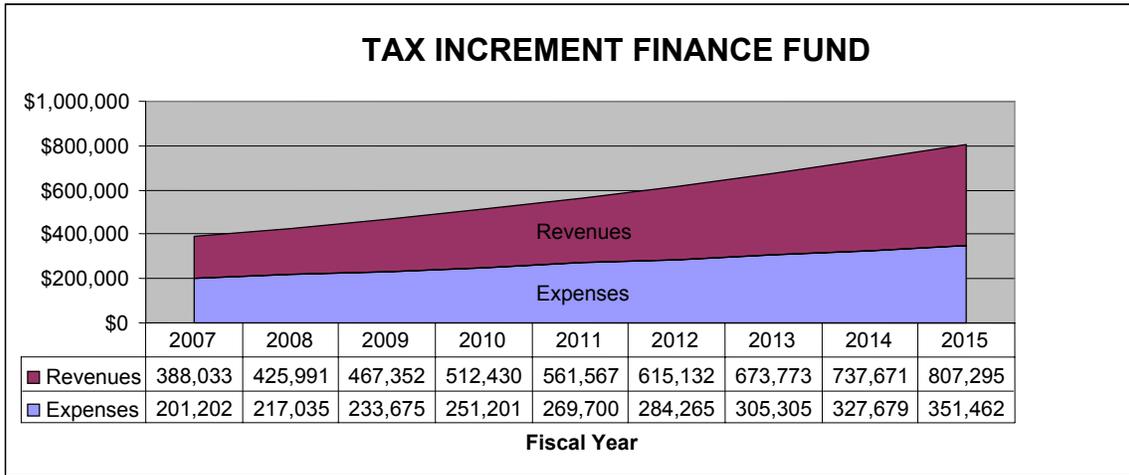


Chart 6-1: TIF District Revenue and Expense Projections



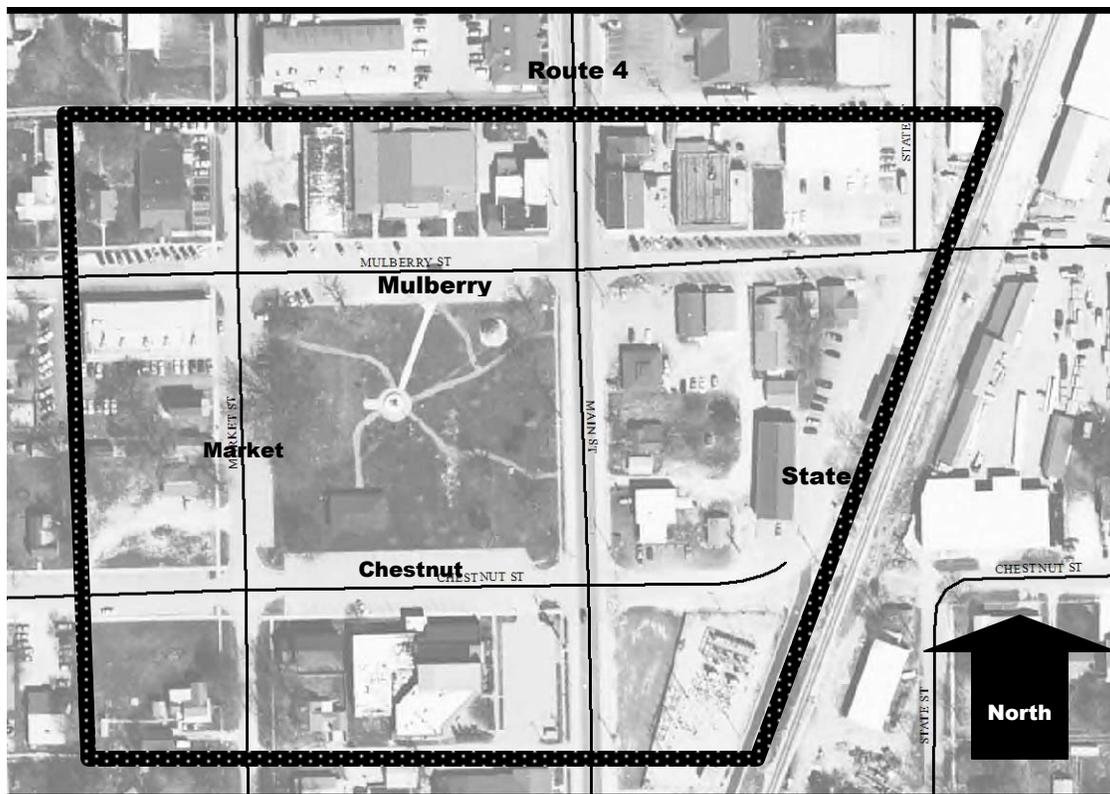
NOTE: The expense projections in Chart 6-1 reflect future obligations for projects already approved. The surplus revenues are available for future projects.

7. CHATHAM VILLAGE CENTER

OVERVIEW

This chapter focuses on the general area surrounding the Village Square. For this discussion, the Chatham Village Center is defined to include the Village Square as well as the other properties that are bounded by and fronting on Mulberry Street, Chestnut Street, Market Street and State Street (see figure 7-1).

Figure 7-1: Chatham Village Center



The Village of Chatham, in conjunction with various civic organizations, has made significant improvements to the Village Square and to the infrastructure around the Square over the past ten years. During that time, the Village Square has evolved into a passive park area that hosts a few low intensity events each year. It also now serves as a place to honor the men and women that have served in the armed forces. Even though the Chatham Homecoming sponsored by the American Legion has returned to the Square, the park remains a passive green space in the central business district area.

The Chatham Village Center issues delineated below address proposed aesthetics, economic development and infrastructure improvements.

CHATHAM VILLAGE CENTER ISSUES

Issue 7-1 (Vision for the Future): Various businesses, government buildings, a church and a service organization occupy the buildings in the Chatham Village Center area. These buildings have a wide range of ages varying from almost new to quite old. Because these buildings were not designed with a common theme, the overall appearance of the Village Center is not architecturally coordinated. The fact that the Village does not have a policy that identifies the need for a coordinated character or style for the Village Center is a major contributor to this appearance. Given the effort that has already been made to improve the appearance of the Village Square, the Village needs to develop a vision (and a procedure to implement that vision) to guide future development throughout the Village Center.

- **Goal:** Create a distinctive image for the Village Center.
- **Objective:** Improve the image of the Village Center by defining developmental characteristics that will create a physically distinct character.
- **Policies:** Gather input on characteristics, architecture, infrastructure and amenities from interested citizens and property owner stakeholders in the Village Center. With that input, develop a policy to articulate the desired vision for the Village Center. Create a procedure to implement the vision such that the boundary of the Village Center will be clearly defined.
- **Recommendations:** Conduct a study to create a vision for the Village Center. As recommended in Issue 6-1, a professional firm needs to be retained to create the vision. The necessary input from citizens and stakeholders can be accomplished through the formation of a new committee and/or with less formal focus groups. The product of the study would be a Village Center Plan addressing street and alley alignments and surfaces; architectural styles; signs; lighting; safety; and amenities. The guide must have an implementation plan that is sensitive to the differences between new development and existing buildings.

Issue 7-2 (Government and Business Services): As the Village continues to grow; additional resources are needed to continue to provide government services. The offices of the Village, Chatham Township, the School District and the Post Office are all located in or near the Village Center. It is likely that additional building space will be needed for these governmental units over the next 20 years. It is also likely that business and commercial buildings in the Village Center may soon require renovations. These factors provide an opportunity to encourage new and redevelopment in and around the Village Center.

- Goal: Encourage public and private reinvestment to create an environment that attracts more people into the Village Center.
- Objectives: Promote the creation of a viable commercial area in the Village Center.
- Policies: Create a Village Center zone (Issue 4-3) that is compatible with the vision of the Village Center Plan (Issue 7-1).
- Recommendations: Promote coordinated development and redevelopment through the use of TIF funded economic incentives. With the vision of the new plan and the authority of the new zone, the Village can help create a vibrant and vital Village Center. The Village can initiate this revitalization by removing the equipment garage and material storage facilities currently located between the railroad tracks and State Street.

Issue 7-3 (Infrastructure Development): Given its location in the older part of Chatham, the Village Center also has some of the oldest infrastructure in town. While significant efforts have already been made to upgrade the roadway and drainage facilities around the Village Square, there are opportunities to upgrade the infrastructure throughout the Village Center area. Attention to pedestrian friendly amenities will help bring the Village Center Plan to fruition.

- Goal: Provide the necessary infrastructure to meet current and future Village Center area needs.
- Objectives: Identify infrastructure improvements that will encourage private investment in the Village Center.
- Policies: Focus the recommendations contained in Chapter 11 (Infrastructure & Services) into a specific program of improvements for the Chatham Village Center.
- Recommendations: Properly functioning and well maintained infrastructure is crucial to the successful promotion of private investment in the Village Center area. A determination of remaining infrastructure needs will help identify how the Village can best enhance the infrastructure of the Village Center. The implementation of infrastructure improvements will conform to the Vision Plan identified in Issue 7-1.

8. HOUSING

OVERVIEW

The Census 2000 data identified 3,162 households in Chatham, of which more than 80% were single-family homes (Figure A-13), most with more than five rooms (Figure A-15). The Census also indicated that owner-occupied housing in Chatham had a median value of approximately \$110,000 (Figure A-9). This fairly homogeneous housing mix illustrates Chatham's success in attracting families to a suburban setting with a small town atmosphere. While the Village's future is inextricably tied to the continued growth of single-family housing, other housing options may become more significant as the community continues to grow.

Since the 2000 Census, several new subdivisions have been platted throughout the Village. While most of the new lots are designated for single-family residences, some of the new developments also include a mix of housing choices including single-family, duplex, four-plex, and multi-family. These mixed residential developments are responding to market forces that suggest an unmet need for smaller, more compact housing choices.

It is important, however, to protect the viability of the older single-family neighborhoods because they also represent a source of sound moderate cost housing. Opportunities to facilitate the maintenance and rehabilitation of older houses could be explored and uses detrimental to the wellbeing of the neighborhoods should not be allowed.

HOUSING ISSUES

Issue 8-1 (Housing Options): Mixed density residential development presents both an opportunity and a challenge to Chatham. The development of higher density townhouse and multi-family housing will provide a broader range of housing options and may assist in attracting a broader base of commercial development to the community. In addition, high density housing can function as an effective buffer between commercial/ industrial developments and low density housing. However, graduated transitions from high density to low density housing are needed to ensure that existing single-family housing is effectively buffered.

- Goal: Preserve and strengthen the single-family housing preferences of the community while providing for the development of diversified housing options.
- Objective: Manage the growth of mixed density residential developments.

- Policies: Develop criteria for the strategic location of higher density housing as buffers to commercial, industrial and other high impact development. Create guidelines for transitioning from higher density housing to lower density housing.
- Recommendations: Update the zoning and subdivision ordinances as necessary to include criteria for the location of higher density housing and guidelines for transitioning to lower density housing. Identify strategic locations for future higher density residential developments in the Land Use Plan.

Issue 8-2 (Preserve Housing Stock): There are houses in Chatham that are in various stages of disrepair and neglect. As these structures deteriorate they need to be rehabilitated or replaced with new structures.

- Goal: Maintain a stable property tax base and reduce the deterioration of neighborhoods.
- Objectives: Encourage rehabilitation or reconstruction of dilapidated housing stock.
- Policy: Discourage zoning changes that are not beneficial to the rehabilitation of established neighborhoods.
- Recommendations: Develop a policy to assist residents to rehabilitate dilapidated housing. Consider providing incentives to landowners who tear down dilapidated houses and construct new housing

Issue 8-3 (Building Code Inspections): Over the past several years, Chatham has seen a significant increase in its housing stock with the development of several new subdivisions. Chatham uses part time inspectors to enforce the provisions of its building code on new construction and building permit remodeling.

- Goal: Protect the integrity of the housing stock in Chatham.
- Objectives: Ensure that the building codes of Chatham are being enforced.
- Policy: Provide the necessary staff to enforce the building codes in Chatham.
- Recommendation: Hire a full-time Code Enforcement Officer.

9. RECREATION

OVERVIEW

The “Comprehensive Plan for Parks and Open Space” for the Village of Chatham was completed in December, 2001. That plan identified goals and made recommendations to help direct future development of parks and open space. This chapter highlights some of the issued delineated in the 2001 plan.

RECREATION ISSUES

Issue 9-1 (Distribution Of Open Space): Recreational open space is not evenly distributed throughout the Village. The northwest, northeast and southeast areas of the Village do not have park areas located within easy walking distance (¼ mile).

- **Goal:** Improve the distribution of recreational open space within Chatham.
- **Objective:** Acquire strategically located properties to provide easy access to recreational open space throughout the Village.
- **Policies:** Implement the recommendations of the the 2001 “Comprehensive Plan for Parks and Open Space.”
- **Recommendation:** Revise the subdivision ordinance to include requirements for open space and/or park dedication in new subdivisions. Typical municipal requirements call for approximately 10 acres of dedicated land (or cash-in-lieu of) per 1,000 projected population. Some requirements also call for neighborhood associations to maintain parks/ open space instead of dedicating the area to the municipality. Locating dedicated open space adjacent to existing built-up areas and implementing the linear park recommendation in Issue 9-2 could help to address this issue in the existing areas of the community that do not have convenient acces to open space.

Issue 9-2 (Linear Parks): The development of trails and greenways would create linear parks and interconnect the more traditional parks and open spaces. They would address the concerns identified in Issue 9-1 and provide access to the park system through an off-road, nonmotorized transportation network.

- **Goals:** Improve accessibility to the parks and open spaces within Chatham.
- **Objectives:** Develop pedestrian and bicycle links between existing and future parks and open spaces.

- Policies: Identify strategic open corridors to create a network of linear parks interconnecting the traditional park system.
- Recommendation: Review the bike trail plan to identify opportunities for incorporating linear parks into the bike trail “network.” Flood plains along the creeks running through Chatham are ideal locations for these linear parks. The subdivision ordinance revisions described in Issue 9-1 should include trails and linear parks as meeting the open space requirements.

Issue 9-3 (Passive Open Space): Currently, the recreational areas in Chatham are heavily focused on facilities for group sports. The need for children’s playgrounds, picnic areas, and passive open space should also be addressed to supplement the group sports facilities.

- Goal: Provide diverse recreational facilities and opportunities in Chatham as recommended in the “Comprehensive Plan for Parks and Open Space”.
- Objective: Develop children’s playgrounds, picnic areas, and passive open space to meet the wants and needs of the entire community.
- Policy: Look for opportunities to to develop smaller, less intensive park areas in the Village.
- Recommendation: Develop an implementation program for the recommendations made in the 2001 “Comprehensive Plan for Parks and Open Space” for the Village of Chatham. Look for opportunities to achieve multiple goals simultaneously. For example, the development of linear parks (Issue 9-2) can assist in distributing park space throughout the Village (Issue 9-1) and at least partially address the need for smaller less intensive open spaces.

10. BUSINESS DISTRICT AESTHETICS

OVERVIEW

Chapter 6 (Economic Development) identified the need to coordinate business function and roadway access to enhance business services and create additional business opportunities in Chatham. Chapter 7 (Chatham Village Center) expanded that discussion to include coordination in terms of building architecture. This chapter discusses the need to consider aesthetic issues as they relate to the entire central business and commercial areas of Chatham.

Aesthetics are an important component of local planning, particularly in business and commercial areas. While the value of an aesthetically appealing locale is not easy to quantify, the benefits are real and can be enumerated. An appealing townscape creates a sense of place and community that attracts both residents and visitors. This attraction, in turn, tends to increase opportunities for businesses. In addition, properties located in aesthetically pleasing areas usually enjoy greater market values.

The central business district bordering Illinois Route 4 (between Cottonwood Drive and Chestnut Street) and along Walnut Street (between Church Street and Diane Court) does not have an aesthetically pleasing appearance. There are two factors contributing to the current appearance: public infrastructure and utilities and private site planning and building design. Issue 10-1 addresses infrastructure and utilities and Issue 10-2 addresses site planning and building design.

AESTHETIC ISSUES

Issue 10-1 (Infrastructure And Utilities): Roadways, sidewalks, water mains, gas mains, sanitary sewers, storm sewers, telephone lines, electric lines and cable TV are all necessary and critical infrastructure and utility elements. Unfortunately, all must often be shoehorned into a single, narrow roadway right-of-way corridor. Since the design of each element must function within independent and unrelated systems, their location often conflicts with the location of other elements. The resolution of these conflicts can result in a less than pleasing landscape. The Route 4 corridor is a classic example of this interaction and conflict. The abundance of power, telephone and cable poles and lines presents a significant amount of visual clutter.

- **Goal:** Create a more pleasing physical appearance in the central business district.
- **Objective:** Reduce the amount of visual clutter to enhance the area's appearance and attract more residents and visitors to use the business services available in Chatham.

- Policies: Design public infrastructure to enhance the appearance of the area. Work with utility companies to convince them to do the same.
- Recommendations: The most imposing aspect of the visual clutter along Route 4 is the CWLP/ AmerenCILCO 138,000 Volt transmission line. Because this transmission line is a key element of Chatham's reliable power delivery infrastructure it will likely remain in place. However, the rest of the above ground utilities in the corridor could be relocated underground. An engineering feasibility study could determine how this can be accomplished and negotiation between the Village and the affected utility companies could identify reasonable cost sharing responsibilities.

Issue 10-2 (Building and Sign Design): Even if all utilities were relocated underground, the aesthetic appearance of the central business district could be further improved. Existing business signs (temporary and permanent), billboards, parking lots and building architecture and maintenance do not collectively create a pleasant visual picture. Cooperative efforts between the Village and business owners could, however, improve that picture.

- Goal: Create a more pleasing physical appearance in the central business district.
- Objective: Entice more residents and visitors to utilize the business services available in Chatham.
- Policies: Identify revisions to the zoning, subdivision or other ordinances that will enhance the Village's ability to influence visual appearance. Work with business owners and the Chatham Chamber of Commerce to develop "standards" for signing, landscaping and parking lot design.
- Recommendations: Build on the success of the sign ordinance that was effective in controlling the proliferation of large billboards on Route 4. Through a cooperative effort with business owners and the Chatham Chamber of Commerce, create reasonable "standards" for signing, landscaping, parking lot design and, if possible, architectural design for business and commercial areas. TIF funded incentives to retrofit existing facilities in the TIF District to meet the standards could be used to gain consensus on this issue. An specific ordinance regulating the size, shape and location of all signs in the Village would provide for consistent application of the standards.

11. INFRASTRUCTURE & SERVICES

OVERVIEW

For many people, the purpose of a municipality is to provide functional and well maintained infrastructure and to supply essential services in a timely manner. The challenge, however, is to find a consensus in the community for the definitions of *functional*, *well maintained*, *essential* and *timely*.

The Village of Chatham operates five separate infrastructure systems: roads, streets and sidewalks; storm sewer; water distribution; sanitary sewer; and electric distribution. In addition, the Village owns office buildings, vehicle and equipment storage facilities and several parks. In terms of services, the Village provides police protection and administrative services to manage its property and maintain its infrastructure. As with any municipality, the Village must prioritize how it uses its limited resources to address the infrastructure and service needs of the community.

INFRASTRUCTURE AND SERVICE ISSUES

Issue 11-1 (Information Management): The age and condition of Chatham's infrastructure varies greatly throughout the Village. In order to make informed decisions about rehabilitation strategies and programs, Village officials need accurate and current information about the condition and maintenance history of the various infrastructure systems. Efficient data collection and management systems can provide the necessary information in a timely manner.

- **Goal:** Provide high quality, well maintained infrastructure throughout the Village in the most cost-efficient manner possible.
- **Objectives:** Develop an efficient, accessible record keeping system that provides detailed information on the age and condition of the Village's infrastructure systems. Facilitate strategic public investment in infrastructure by providing current and accurate information to Village decision makers.
- **Policies:** Create a Geographic Information System (GIS) database to store and access infrastructure data. Convert existing data to a GIS format and conduct Village-wide infrastructure surveys to establish the current condition of Village infrastructure. Establish a multi-year capital improvement program for each infrastructure system to ensure the strategic investment of public resources.

- Recommendations: Chatham hired a firm to develop a GIS comprehensive plan which delineates planning, implementation and staffing activities that will result in the creation of an infrastructure data management system. That firm is currently assisting in the implementation of the plan by developing the top two priority applications. The Village needs to provide the resources necessary to fully implement the recommendations of that plan. The data from the system will assist in developing multi-year capital improvement programs to ensure cost efficient investments in infrastructure systems.

Issue 11-2 (Older Neighborhoods): The Village infrastructure in the older part of town should be a priority in the data collection and analysis activities described in Issue 11-1. A long term plan to improve water pressures, drainage facilities and sidewalks would reassure residents in this area that they will be provided a functional and well maintained infrastructure system. Such a plan would also focus public investments on long term system improvements which will ultimately reduce expenditures on emergency repairs.

- Goal: Identify system level improvement needs for the infrastructure in the older part of Chatham.
- Objectives: Develop a plan for system level improvements to the oldest infrastructure elements in the Village.
- Policies: Focus initial infrastructure data collection and analysis activities on the older part of the Village.
- Recommendations: With input from residents of the area, identify needs, develop an improvement plan and secure resources to improve the condition of infrastructure in the older part of Chatham.

Issue 11-3 (Infrastructure Contributions): When new subdivisions are added to the Village, developers are required to construct and/or pay for all public infrastructure inside the boundaries of the subdivision. Problems can arise, however, when existing infrastructure (e.g. roads, water lines, storm sewers, etc) serving the areas around the new development does not have the capacity to satisfy the additional demand. The Village currently addresses this problem by requiring developers to pay a “fair share” portion of the costs to upgrade the existing infrastructure, based on an assessment of the new development’s impact. The Village negotiates infrastructure assessments on a case-by-case basis and uses annexation agreements to enforce the assessments. An explicitly defined comprehensive methodology to calculate “fair share” contributions would provide predictability for private developers, reduce protracted negotiations and ensure the timely expansion of public infrastructure to meet growing demand. The “fair share” assesment methodology should also be applied to developments subject to annexation agreements where the property in question is not contiguous to the Village limits.

- Goals: Ensure new development pays its fair share of infrastructure expansion costs. Promote compact growth by including the cost of extending infrastructure systems to unserved areas.
- Objectives: Promote efficient development by assessing system extension costs to non-contiguous development. Improve the predictability of quantifying fair share assessments. Ensure infrastructure system extensions have the capacity to meet future needs.
- Policy: Develop comprehensive cost sharing procedures that determine infrastructure assessments that are fair to both the Village and to potential developers.

Recommendations: It is important that new subdivisions bear the true cost of development while not paying to provide services that are currently lacking. A more defined and objective method of determining infrastructure cost sharing assessments will help to ensure equitable treatment and make the development process more predictable for all involved. Consideration should be given to including tools used by other municipalities (development fees, impact fees, cost recovery agreements, land dedication, and cash-in-lieu of dedication) in the Village's land development (subdivision and zoning) ordinances. The application of these tools could provide both structure and flexibility to negotiations between the Village and developers.

Issue 11-4 (Utility Capacity): With a growing population, Chatham needs to take a close look at the capacity of its current electric and water storage systems. Major elements of the current systems were designed several years ago and will not be sufficient to accommodate the needs of the Village by 2030. The existing water storage capacity of 2,225,000 gallons is sufficient to meet the current peak demand of 1,000,000 gallons per day but will need to be expanded before the year 2030. While the Village is fortunate to be supplied by a reliable high voltage transmission line, the existing Chatham electric distribution substation is approaching its peak capacity. If Chatham's population grows as projected, with some corresponding commercial or industrial growth, the Village will need additional electric distribution substation capacity.

- Goal: Provide sufficient electricity and water storage capacity to meet Chatham's needs out to and beyond 2030.
- Objective: Develop strategies to address the system expansion needs.
- Policy: Program sufficient funds to implement the system expansion strategies.
- Recommendations: The Village is currently developing engineering plans for the construction of a new electric substation. This will double the electric capacity of the Village's system, create a level of redundancy that will allow the performance of routine

maintenance without causing service interruptions and improve the overall reliability of the system. The Village needs to follow through on this infrastructure enhancement. While the Village is also considering the construction of another water tower, funds are not currently available for this project. The Village has discussed its need for funding assistance with the Illinois Congressional delegation. If successful in acquiring a federal grant to defray some of the costs of a new water tower, the Village needs to program the remaining funds necessary to complete the project.

Issue 11-5 (Water Source): One of the most important resources for a growing community is a dependable supply of water. Throughout its history, the Village of Chatham has been committed to providing its residents adequate water supplies at a fair price. Currently, the Village has an exclusive water purchase agreement with City Water, Light, and Power (CWLP), a subsidiary of the City of Springfield. Because of long standing concerns about the commitment of CWLP to support the long-term water requirements of the Village at a reasonable price, Chatham is exploring other options including the the development of an independent water source.

- Goal: Ensure an uninterrupted supply of sufficient quantities of high quality water.
- Objectives: Increase independence, stabilize costs and provide desired water service to the residents of Chatham.
- Policy: Explore options for long-term water supply.
- Recommendations: The Village of Chatham has been exploring the feasibility of developing an independent source of water for almost 10 years. The goal has been to identify a reliable, high quality and affordable water resource to meet the long-term needs of the Village. Through this effort, Chatham has identified a viable alternate water source. The aquifer along the Sangamon River valley has enough high quality water to satisfy Chatham's needs now and for the foreseeable future. In addition, a recently completed financial analysis shows that developing a well field, treatment plant and transmission main to bring drinking water from the proposed plant site east of Rochester to Chatham is cost competitive with continuing to purchase water from CWLP. Even using the most conservative assumptions, the long term cost savings to the Village will out weigh the short-term price impacts. In light of this information, the Village needs to proceed with the design and engineering work necessary to develop Chatham's own water source. In addition, the Village needs to continue efforts to work with neighboring units of local government to identify partnering opportunities.

12. IMPLEMENTATION

OVERVIEW

As indicated earlier, the Comprehensive Plan is intended to guide future development in the Village of Chatham. In order for the plan to fulfill that function, it must be more than a report that sits on a shelf and collects dust. There are a number of recommendations made in each of the issue oriented chapters of the plan. This Chapter is intended to assist in implementing those recommendations by summarizing them in a concise, easy to follow list. This list will help point the reader to the location containing the item of interest. The summary list is shown below.

SUMMARY OF RECOMMENDATIONS BY CHAPTER

Chapter 4 – Land Use and Zoning:

- Issue 1) The judicious use of small-scale higher density residential and low impact neighborhood business development in infill and contiguous areas will promote compact development. Care needs to be taken, however, to ensure that existing development is not injured by new growth.
- Issue 2) Include cross property access easement requirements in non-residential developments; include traffic studies in site plan requirements; institute access permits for all access points to arterial roads; identify complementary commercial activity groups in the study recommended in Issue 6-1.
- Issue 3) Revise the Zoning Ordinance to include additional business zones to create a finer gradation of allowed activities. One zone for desired activities in the Village Center; another to accommodate “local or neighborhood business;” a third for “general business;” and the fourth for “community or regional business.” This fourth zone could be augmented with a “Big Box” ordinance that addresses the special offsite impacts of these developments.

Chapter 5 – Transportation

- Issue 1) Work with the Illinois Department of Transportation to implement a widening improvement along Illinois Route 4 through Chatham. Use an innovative approach to enhance capacity and improve operations through the central business district while minimizing impacts on adjacent properties.
- Issue 2) Implement the federally funded widening and signalization improvement at the Walnut Street – Park Avenue intersection.
- Issue 3) An additional arterial roadway will be needed to complement Walnut Street in moving east-west traffic between Illinois Route 4 and I-55. The Transportation Plan

identified a corridor along the southern boundary of the Village (the South Corridor) that would provide good access to I-55; safe movement over the railroad and relief for Illinois Route 4 congestion. The right-of-way for this corridor should be preserved through annexation and subdivision activities. Cooperation with and assistance from regional, state and federal transportation officials will be needed to implement the railroad overpass and the proposed interchange with I-55.

- Issue 4) Providing opportunities for pedestrian, bicycle and vehicular movement between subdivisions will ensure that Chatham does not develop as isolated clusters of homes. Options to enhance the connections to existing subdivisions with limited access should be developed and implemented. Language should be added to the subdivision and zoning ordinances to specify the minimum future connection requirements for new subdivisions.
- Issue 5) Identify those links in the sidewalk and bike trail systems that will provide greatest benefit in creating an interconnected network and prioritize them for improvement. Clarify requirements for pedestrian and bicycle facilities in the land development ordinances to ensure that sidewalks are installed on all existing roads abutting new development. Develop and fund an improvement program to fill the “missing links” of the sidewalk and bike trail systems.
- Issue 6) Require all industrial, business and commercial sites as well as all residential subdivisions that will create more than 20 dwelling units to conduct a traffic study, to determine its impact on the transportation network. Both vehicular and non vehicular traffic should be analyzed.
- Issue 7) Create an access permit procedure to help manage access and implement the access recommendations identified in the traffic studies discussed in Issue 5-4.

Chapter 6 – Economic Development

- Issue 1) Hire a professional firm to conduct a market study to identify which businesses would succeed in Chatham; use the study to market the Village; make judicious use of incentives.
- Issue 2) Fully utilize the existing TIF District’s potential to attract new businesses; explore opportunities to establish a new TIF District; explore other options and opportunities to provide incentives to attract businesses.

Chapter 7 – Chatham Village Center

- Issue 1) Hire a professional firm to create a vision (Village Center Plan) for the Village Center; address street and alley alignments and surfaces, architectural styles, signs, lighting, safety, and amenities; use a committee and/or focus groups to get input from citizens and stakeholders; include an implementation plan that is sensitive to the differences between new development and existing buildings.

- Issue 2) Promote coordinated development and redevelopment through the use of TIF funded economic incentives; with the new plan (Issue 7-1) and the authority of the new zone (Issue 4-3) the Village can help create a vibrant and vital Village Center.
- Issue 3) Determine remaining infrastructure needs and identify how the Village can best enhance the infrastructure of the Village Center.

Chapter 8 – Housing

- Issue 1) Update the zoning and subdivision ordinances to include criteria for the location of higher density housing and guidelines for transitioning to lower density housing. Identify strategic locations for future higher density residential developments in the Land Use Plan..
- Issue 2) Develop a policy to assist residents to rehabilitate and/or rebuild dilapidated housing; consider providing incentives to landowners who tear down dilapidated houses and construct new houses.
- Issue 3) Hire a full-time Code Enforcement Officer.

Chapter 9 - Recreation

- Issue 1) Increase distribution of parks and open space; revise subdivision ordinance to include requirements for open space and/or park dedication for new subdivisions.
- Issue 2) Identify opportunities to incorporate linear parks into the bike trail “network”; flood plains along creeks are ideal for these linear parks. The subdivision ordinance revisions described in Issue 9-1 should include trails and linear parks as meeting the open space requirements.
- Issue 3) Implement the recommendations in the 2001 “Comprehensive Plan for Parks and Open Space;” look for opportunities to achieve multiple goals simultaneously - the development of linear parks (Issue 9-2) can assist in distributing park space throughout the Village (Issue 9-1) and at least partially address the need for smaller less intensive open spaces.

Chapter 10 – Business District Aesthetics

- Issue 1) Reduce visual clutter along Route 4; above ground utilities could be relocated underground; conduct an engineering feasibility study to determine how this can be accomplished; negotiate with affected utility companies to identify reasonable cost sharing responsibilities.
- Issue 2) Work with business owners and the Chatham Chamber of Commerce to create reasonable “standards” for signing, landscaping, parking lot design and, if possible, architectural design for business and commercial areas; use TIF funded incentives to retrofit existing facilities in the TIF District to meet the standards.

Chapter 11 – Infrastructure & Services

- Issue 1) Implement the GIS comprehensive plan prepared for the Village; provide the resources to fund the data collection and staffing recommended; use the system to develop multi-year capital improvement programs to ensure cost-efficient investments in infrastructure.
- Issue 2) With input from residents of the area develop a long term plan to improve water pressures, drainage facilities and sidewalks in the older portions of the Village; focus public investments on long term system improvements which will ultimately reduce expenditures on emergency repairs.
- Issue 3) Develop an objective method of determining infrastructure cost sharing assessments with developers to ensure equitable treatment; consider including tools used by other municipalities in the subdivision and zoning ordinances; provide for both structure and flexibility to negotiations between the Village and developers.
- Issue 4) Follow through with plans to construct a new electric substation. If successful in acquiring a federal grant, program the remaining funds necessary to construct a new water tower.
- Issue 5) Proceed with the design and engineering work necessary to develop Chatham's own water source; work with neighboring units of local government to identify partnering opportunities.

CONCLUSION

The 2007 Chatham Comprehensive Plan was developed with the cooperation and input of citizens, Planning Commissioners, Village Board members, Village staff and various consultants. While not all issues raised since the start of this effort were addressed, all were considered during the development of the plan.

Planning is a process, not a product. Even though this plan represents the culmination of several years of effort, it is simply a snap shot of the ongoing planning process in the Village of Chatham. In reality, the approval of this plan marks the beginning of the next Comprehensive Plan update.

As new citizens become involved and conditions change, a list of new issues will begin to grow. To facilitate the next update of the plan, a mechanism should be established to identify and record these new and evolving issues to ensure they are considered in future efforts.

13. Appendix – Census Data

POPULATION:

Between 1990 and 2000, Chatham grew at a much faster rate than the City of Springfield, Sangamon County, and the nation as a whole. Figure A-1 shows the historical population and growth of Chatham as well as recent populations from the region and the United States.

Population Trends (Figure A-1)

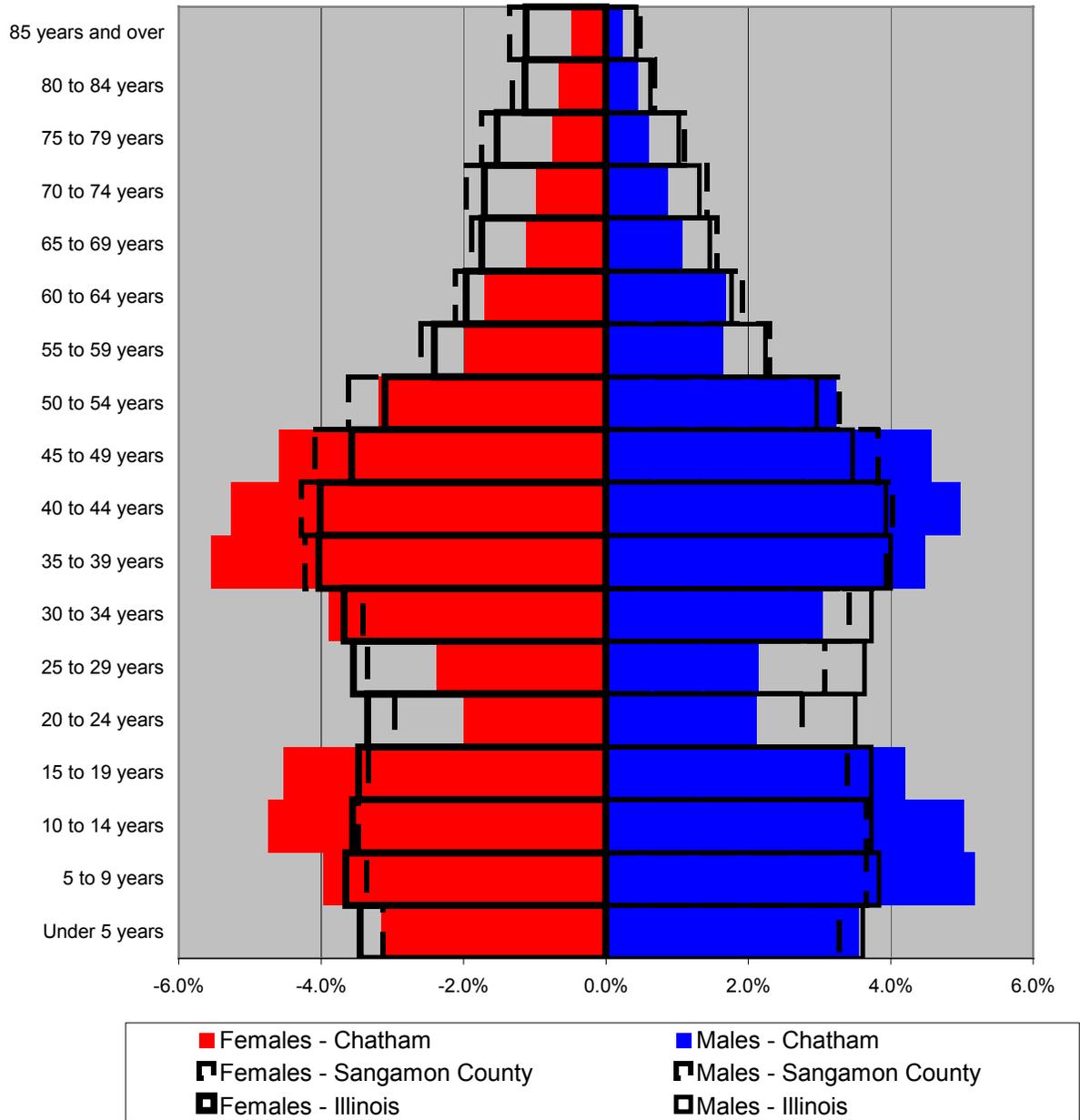
Historical Population	Year	Population	Population Change	Percentage Change	Average Annual Rate of Change
Village of Chatham	1930	883			
	1940	867	(16)	-1.8%	-0.2%
	1950	905	38	4.4%	0.4%
	1960	1,069	164	18.1%	1.7%
	1970	2,788	1,719	160.8%	10.1%
	1980	5,597	2,809	100.8%	7.2%
	1990	6,074	477	8.5%	0.8%
	2000	8,583	2,509	41.3%	3.5%
City of Springfield	1990	105,227			
	2000	111,454	6,227	5.9%	0.6%
Sangamon County	1990	178,389			
	2000	188,951	10,562	5.9%	0.6%
State of Illinois	1990	11,430,602			
	2000	12,419,293	988,691	8.6%	0.8%
United States	1990	248,709,873			
	2000	281,421,906	32,712,033	13.2%	1.2%

(Source: U.S. Census 2000, 1990; Chatham 1994 Comprehensive Plan)

AGE DISTRIBUTION:

The population pyramid (Figure A-2) shows the age structure within Chatham compared to the age structures of Sangamon County and the State of Illinois. The graph identifies an over-representation of youths between 5 and 20 and adults between the ages of 35 and 49. In contrast, the graph shows an under-representation of young adults between 20 to 30 and of adults over 55.

Population Pyramid (Figure A-2)



(Source: U.S. Census 2000)

MISCELLANEOUS DEMOGRAPHICS:

The following figures illustrate various demographic aspects of the Village of Chatham in comparison to the City of Springfield, Sangamon County and the State of Illinois.

Educational Attainment/ Marital Status (Figure A-3)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Highest Educational Attainment	Population 25 years and over	5,277	61.5%	7,973,671	64.2%	75,366	67.6%	126620	67.0%
	Less than 9th grade	59	1.1%	597,684	7.5%	2,883	3.8%	4291	3.4%
	9th to 12th grade, no diploma	217	4.1%	882,759	11.1%	6,577	8.7%	10809	8.5%
	High school graduate or higher	5,001	94.8%	6,493,228	81.4%	65,906	87.4%	111,520	88.1%
	High school graduate (includes equivalency)	1,304	24.7%	2,212,291	27.7%	21,865	29.0%	39286	31.0%
	Some college, no degree	1,324	25.1%	1,720,386	21.6%	16,047	21.3%	27595	21.8%
	Associate degree	421	8.0%	482,502	6.1%	4,933	6.5%	8487	6.7%
	Bachelor's degree or higher	1,952	37.0%	2,078,049	26.1%	23,061	30.6%	36,152	28.6%
	Bachelor's degree	1,413	26.8%	1,317,182	16.5%	14,303	19.0%	23115	18.3%
Graduate or professional degree	539	10.2%	760,867	9.5%	8,758	11.6%	13037	10.3%	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Marital Status	Population 15 years and over	6,397	74.5%	9,707,837	78.2%	89,789	80.6%	150100	79.4%
	Never married	1,266	14.8%	2,804,684	22.6%	26,097	23.4%	38698	20.5%
	Now married, except separated	4,134	48.2%	5,206,193	41.9%	43,158	38.7%	80187	42.4%
	Separated	62	0.7%	175,757	1.4%	1,557	1.4%	2245	1.2%
	Widowed	230	2.7%	653,789	5.3%	7,195	6.5%	10618	5.6%
	Widowed Female	165	71.7%	535,281	81.9%	5,986	83.2%	8769	82.6%
	Divorced	705	8.2%	867,414	7.0%	11,782	10.6%	18352	9.7%
Divorced Female	475	67.4%	498,204	57.4%	7,150	60.7%	10876	59.3%	

(Source: U.S. Census 2000)

Household Income (Figure A-4)

(Source: U.S. Census 2000)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total households		3,092	100.0%	48,753	100.0%	78,781	100.0%	4,592,740	100.0%
Households with earnings		2,788	90.2%	38,991	80.0%	64,277	81.6%	3,754,061	81.7%
Median household income (dollars)		\$ 60,350		\$ 39,388		\$ 42,957		\$ 46,590	
Total families with income		2,524	100.0%	28,254	100.0%	50,106	100.0%	3,125,318	100.0%
Median family income (dollars)		\$ 64,257		\$ 51,298		\$ 53,900		\$ 55,545	
Per capita income (dollars)		\$ 23,167		\$ 23,324		\$ 23,173		\$ 23,104	
Household Income									
	\$200,000 or more	31	1.0%	993	2.0%	1,444	1.8%	128,898	2.8%
	\$150,000 or more	65	2.1%	704	1.4%	1,263	1.6%	119,056	2.6%
	\$100,000 to \$149,999	323	10.4%	3,179	6.5%	5,585	7.1%	415,348	9.0%
	\$75,000 to \$99,999	505	16.3%	4,696	9.6%	8,532	10.8%	531,760	11.6%
	\$50,000 to \$74,999	959	31.0%	9,091	18.6%	16,555	21.0%	952,940	20.7%
	\$35,000 to \$49,999	517	16.7%	8,467	17.4%	14,102	17.9%	745,180	16.2%
	\$25,000 to \$34,999	277	9.0%	6,938	14.2%	10,546	13.4%	545,962	11.9%
	\$15,000 to \$24,999	183	5.9%	6,982	14.3%	10,299	13.1%	517,812	11.3%
	\$10,000 to \$14,999	90	2.9%	3,399	7.0%	4,813	6.1%	252,485	5.5%
	Less than \$10,000	142	4.6%	4,304	8.8%	5,642	7.2%	383,299	8.3%
Households									
	Total households	3,092	100.0%	48,753	100.0%	78,781	100.0%	4,592,740	100.0%
	With Social Security income	458	16.4%	13,009	33.4%	20,242	31.5%	1,132,161	30.2%
	With Supplemental Security Income	68	2.4%	2,032	5.2%	2,703	4.2%	179,485	4.8%
	With public assistance income	27	1.0%	1,671	4.3%	2,026	3.2%	152,667	4.1%
	With retirement income	416	14.9%	9,280	23.8%	14,775	23.0%	709,485	18.9%
Families									
	Total families with income	2,524	100.0%	28,254	100.0%	50,106	100.0%	3,125,318	100.0%
	Families below poverty status in 1999	71	2.8%	2,373	8.4%	3,250	6.5%	244,303	7.8%

Employment and Occupation (Figure A-5)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Population in labor force		4,834	56.3%	59,815	53.7%	101,994	54.0%	6,230,617	50.2%
Employed civilian population 16 years and older*		4,699	97.2%	56,704	94.8%	97,526	95.6%	5,833,185	93.6%
Workers 16 and older*		4,637	95.9%	56,027	93.7%	96,474	94.6%	5,745,731	92.2%
Employed civilian population 16 years and older		4,699	100.0%	56,704	100.0%	97,526	100.0%	5,833,185	100.0%
Class of Worker	Private wage and salary workers	3,004	63.9%	36,315	64.0%	63,168	64.8%	4,771,930	81.8%
	Government workers	1,383	29.4%	17,813	31.4%	28,993	29.7%	737,903	12.7%
	Self-employed workers in own not incorporated business	283	6.0%	2,450	4.3%	5,153	5.3%	307,691	5.3%
	Unpaid family workers	29	0.6%	126	0.2%	212	0.2%	15,661	0.3%
Occupation	Management, professional, and related occupations	2,216	47.2%	22,856	40.3%	38,335	39.3%	1,993,671	34.2%
	Service occupations	571	12.2%	8,822	15.6%	14,166	14.5%	813,479	13.9%
	Sales and office occupations	1,369	29.1%	16,982	29.9%	29,152	29.9%	1,609,939	27.6%
	Farming, fishing, and forestry occupations	-	0.0%	29	0.1%	258	0.3%	17,862	0.3%
	Construction, extraction, and maintenance occupations	304	6.5%	3,634	6.4%	7,578	7.8%	480,418	8.2%
	Production, transportation, and material moving occupations	239	5.1%	4,381	7.7%	8,037	8.2%	917,816	15.7%
Industry	Agriculture, forestry, fishing and hunting, and mining	9	0.2%	241	0.4%	1,130	1.2%	66,481	1.1%
	Construction	197	4.2%	2,462	4.3%	5,369	5.5%	334,176	5.7%
	Manufacturing	186	4.0%	2,075	3.7%	4,153	4.3%	931,162	16.0%
	Wholesale trade	199	4.2%	1,144	2.0%	2,399	2.5%	222,990	3.8%
	Retail trade	549	11.7%	5,572	9.8%	9,744	10.0%	643,472	11.0%
	Transportation and warehousing, and utilities	121	2.6%	2,253	4.0%	4,314	4.4%	352,193	6.0%
	Information	139	3.0%	1,609	2.8%	2,550	2.6%	172,629	3.0%
	Finance, insurance, real estate, and rental and leasing	372	7.9%	4,112	7.3%	7,062	7.2%	462,169	7.9%
	Professional, scientific, management, administrative, and waste management services	372	7.9%	4,881	8.6%	7,715	7.9%	590,913	10.1%
	Educational, health and social services	1,072	22.8%	12,968	22.9%	21,777	22.3%	1,131,987	19.4%
	Arts, entertainment, recreation, accommodation and food services	289	6.2%	4,514	8.0%	7,206	7.4%	417,406	7.2%
	Other services (except public administration)	310	6.6%	3,031	5.3%	5,184	5.3%	275,901	4.7%
	Public administration.	884	18.8%	11,842	20.9%	18,923	19.4%	231,706	4.0%
* "Employed civilian population 16 years and older" is higher than "Workers 16 and older" because the "Employed civilian population" includes workers who are temporarily absent from work during the week of the census, where-as "Workers 16 and older" does not.									

(Source: U.S. Census 2000)

Commuting to Work Data (Figure A-6)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Mean travel time to work (minutes)		21.4		17.2		19		28	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Population in labor force		4,834	56.3%	59,815	53.7%	101,994	54.0%	6,230,617	50.2%
Workers 16 and older		4,637	95.9%	56,027	93.7%	96,474	94.6%	5,745,731	92.2%
Workers 16 and older		4,637	100.0%	56,027	100.0%	96,474	100.0%	5,745,731	100.0%
Method of commuting to work	Car, truck, or van - - drove alone	3,926	84.7%	45,167	80.6%	78,989	81.9%	4,207,339	73.2%
	Car, truck, or van - - carpooled	418	9.0%	6,254	11.2%	10,593	11.0%	625,411	10.9%
	Public transportation (including taxi)	10	0.2%	1,421	2.5%	1,640	1.7%	497,632	8.7%
	Walked	65	1.4%	1,474	2.6%	2,041	2.1%	180,119	3.1%
	Other means	-	0.0%	518	0.9%	682	0.7%	58,739	1.0%
	Worked at home	218	4.7%	1,193	2.1%	2,529	2.6%	176,491	3.1%

(Source: U.S. Census 2000)

Disability Data (Figure A-7)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Population 5 years and over		7,884	91.9%	103,264	92.7%	174,832	92.5%	11,350,345	91.4%
Persons 5 and older with a disability		912	11.6%	19,331	18.7%	30,322	17.3%	1,999,717	17.6%
Disability Status of the Civilian Non-Institutionalized Population	Population 5 to 20 years	2,285	28.6%	23,423	21.0%	41,166	21.8%	2,880,883	23.2%
	Persons 5 to 20 years with a disability	170	7.4%	2,006	8.6%	3,418	8.3%	221,924	7.7%
	Population 21 to 64 years	4,951	57.7%	64,548	57.9%	109,031	57.7%	7,053,044	56.8%
	Persons 21 to 64 years with a disability	478	9.7%	11,122	17.2%	17,307	15.9%	1,203,915	17.1%
	Population 65 years and over	648	7.5%	15,293	13.7%	24,635	13.0%	1,416,418	11.4%
	Persons 65 and older with a disability	264	40.7%	6,203	40.6%	9,597	39.0%	573,878	40.5%

(Source: U.S. Census 2000)

Race Data (Figure A-8)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Race	Total population	8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
	One Race	8,536	99.5%	109,793	98.5%	186,657	98.8%	12,184,277	98.1%
	White	8,367	97.5%	90,287	81.0%	165,179	87.4%	9,125,471	73.5%
	White non Hispanic	8,311	96.8%	89,510	80.3%	163,967	86.8%	8,424,140	67.8%
	Asian	77	0.9%	1,620	1.5%	2,082	1.1%	423,603	3.4%
	Black	66	0.8%	17,096	15.3%	18,237	9.7%	1,876,875	15.1%
	Total hispanic	66	0.8%	1,337	1.2%	2,000	1.1%	1,530,262	12.3%
	Chinese	31	0.4%	336	0.3%	432	0.2%	76,725	0.6%
	Other Hispanic	29	0.3%	481	0.4%	738	0.4%	209,583	1.7%
	Mexican	26	0.3%	630	0.6%	948	0.5%	1,144,390	9.2%
	Asian Indian	20	0.2%	579	0.5%	690	0.4%	124,723	1.0%
	Filipino	16	0.2%	171	0.2%	232	0.1%	86,298	0.7%
	American Indian	13	0.2%	231	0.2%	397	0.2%	31,006	0.2%
	Some other race	13	0.2%	525	0.5%	709	0.4%	722,712	5.8%
	Cuban	7	0.1%	54	0.0%	77	0.0%	18,438	0.1%
	Vietnamese	5	0.1%	114	0.1%	148	0.1%	19,101	0.2%
	Puerto Rican	4	0.0%	172	0.2%	237	0.1%	157,851	1.3%
	Korean	3	0.0%	165	0.1%	211	0.1%	51,453	0.4%
	Other asian	2	0.0%	208	0.2%	285	0.2%	44,924	0.4%
	Japanese	0	0.0%	47	0.0%	84	0.0%	20,379	0.2%
	Hawaiin, Pacific Islander	0	0.0%	34	0.0%	53	0.0%	4,610	0.0%
	Hawaiin	0	0.0%	7	0.0%	12	0.0%	1,003	0.0%
	Guamanian	0	0.0%	4	0.0%	10	0.0%	988	0.0%
	Samoan	0	0.0%	14	0.0%	16	0.0%	1,062	0.0%
	Other Pacific Islander	0	0.0%	9	0.0%	15	0.0%	1,557	0.0%
	Two or more races	47	0.5%	1,661	1.5%	2,294	1.2%	235,016	1.9%
	White combo	8,411	98.0%	91,715	82.3%	167,190	88.5%	9,322,831	75.1%
Asian combo	92	1.1%	1,936	1.7%	2,521	1.3%	473,649	3.8%	
Black combo	76	0.9%	18,072	16.2%	19,426	10.3%	1,937,671	15.6%	
Am Ind combo	32	0.4%	669	0.6%	1,085	0.6%	73,161	0.6%	
Other race combo	18	0.2%	768	0.7%	1,066	0.6%	847,369	6.8%	
Hawaiin, Pacific Islander combo	2	0.0%	91	0.1%	116	0.1%	11,848	0.1%	

(Source: U.S. Census 2000)

Owner-Occupied Housing Values And Owner Costs (Figure A-9)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total housing units		3,162	100.0%	53,887	100.0%	85,459	100.0%	4,885,615	100.0%
Specified owner-occupied units		2,401	75.9%	26,710	49.6%	47,303	55.4%	2,470,338	50.6%
Value of Owner-Occupied Housing Unit	Median value	\$ 110,300		\$ 88,600		\$ 91,200		\$ 130,800	
	Specified owner-occupied units	2,401	100.0%	26,710	100.0%	47,303	100.0%	2,470,338	100.0%
	Less than \$50,000	51	2.1%	3,609	13.5%	5,600	11.8%	230,049	9.3%
	\$50,000 to \$99,999	931	38.8%	12,353	46.2%	21,617	45.7%	651,605	26.4%
	\$100,000 to \$149,999	930	38.7%	5,797	21.7%	11,355	24.0%	583,409	23.6%
	\$150,000 to \$199,999	370	15.4%	2,656	9.9%	4,849	10.3%	429,311	17.4%
	\$200,000 to \$299,999	119	5.0%	1,578	5.9%	2,696	5.7%	344,651	14.0%
	\$300,000 to \$499,999	-	0.0%	546	2.0%	864	1.8%	163,254	6.6%
	\$500,000 or more	-	0.0%	152	0.6%	279	0.6%	55,673	2.3%
\$1,000,000 or more	-	0.0%	19	0.1%	43	0.1%	12,386	0.5%	
Median household income (dollars)		\$ 60,350		\$ 39,388		\$ 42,957		\$ 46,590	
Monthly Owner Costs	Specified owner-occupied units	2,401	100.0%	26,710	100.0%	47,303	100.0%	2,470,338	100.0%
	Owner-occupied homes with a mortgage	1,977	82.3%	19,110	71.5%	33,677	71.2%	1,724,034	69.8%
	Median monthly owner costs (dollars)	\$ 1,057		\$ 914		\$ 937		\$ 1,198	
	Median monthly owner costs as a percentage of household income	21.0% / month		27.8% / month		26.2% / month		30.9% / month	
	Specified owner-occupied units	2,401	100.0%	26,710	100.0%	47,303	100.0%	2,470,338	100.0%
	Owner-occupied homes with no mortgage	424	17.7%	7,600	28.5%	13,626	28.8%	746,304	30.2%
	Median monthly owner costs (dollars)	\$ 329		\$ 292		\$ 302		\$ 353	
Median monthly owner costs as a percentage of household income	6.5% / month		8.9% / month		8.4% / month		9.1% / month		

(Source: U.S. Census 2000)

Rental Cost And Vacancy Rates (Figure A-10)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
	Total housing units	3,162	100.0%	53,887	100.0%	85,459	100.0%	4,885,615	100.0%
	Renter-occupied	470	14.9%	18,097	33.6%	23,640	27.7%	1,502,895	30.8%
	Rental vacancy	24	5.2%	1,991	11.0%	2,435	10.3%	93,179	6.2%
	Renter-occupied	470	100.0%	18,097	100.0%	23,640	100.0%	1,502,895	100.0%
	Specified renter-occupied units	421	89.6%	18,089	100.0%	23488	99.4%	1,487,504	99.0%
Gross Rent	Median (dollars)	\$ 648		\$ 499		\$ 503		\$ 605	
	Specified renter-occupied units	421	100.0%	18,089	100.0%	23488	100.0%	1,487,504	100.0%
	Less than \$200	-	0.0%	895	4.9%	1005	4.3%	84,360	5.7%
	\$200 to \$299	-	0.0%	1,055	5.8%	1348	5.7%	72,607	4.9%
	\$300 to \$499	84	20.0%	6,864	37.9%	8736	37.2%	315,984	21.2%
	\$500 to \$749	179	42.5%	6,875	38.0%	8881	37.8%	537,116	36.1%
	\$750 to \$999	103	24.5%	1,331	7.4%	1892	8.1%	260,136	17.5%
	\$1,000 to \$1,499	36	8.6%	353	2.0%	430	1.8%	123,169	8.3%
	\$1,500 or more	-	0.0%	193	1.1%	193	0.8%	37,732	2.5%
	No cash rent	19	4.5%	523	2.9%	1003	4.3%	56,400	3.8%
Gross Rent as a percent of monthly income	Specified renter-occupied units	421	100.0%	18,089	100.0%	23488	100.0%	1,487,504	100.0%
	Less than 20.0%	109	25.9%	7,055	39.0%	9,342	39.8%	523,787	35.2%
	Less than 15.0 percent	69	16.4%	3,772	20.9%	5192	22.1%	297,685	20.0%
	15.00 to 19.9%	40	9.5%	3,283	18.1%	4150	17.7%	226,102	15.2%
	20.0 to 24.9 percent	105	24.9%	2,471	13.7%	3298	14.0%	194,637	13.1%
	25.0 to 29.9 percent	27	6.4%	1,729	9.6%	2153	9.2%	149,844	10.1%
	25.0 to 29.9 percent	27	6.4%	1,729	9.6%	2153	9.2%	149,844	10.1%
	More than 30.0%	161	38.2%	5,984	33.1%	7,317	31.2%	525,115	35.3%
	30.0 to 34.9 percent	36	8.6%	1,132	6.3%	1471	6.3%	104,711	7.0%
	35.0 percent or more	125	29.7%	4,852	26.8%	5846	24.9%	420,404	28.3%
Not computed	19	4.5%	850	4.7%	1378	5.9%	94,121	6.3%	

(Source: U.S. Census 2000)

Tenure Of Householder (A-11)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total housing units		3,162	100.0%	4,885,615	100.0%	53,887	100.0%	85,459	100.0%
Occupied housing units		3,069	97.1%	48,673	90.3%	78,722	92.1%	4,591,779	94.0%
Year Householder Moved into Unit	1995 to March 2000	1,648	52.1%	25,925	48.1%	38,644	45.2%	2,154,199	44.1%
	1999 to March 2000	664	21.0%	10,973	20.4%	15,277	17.9%	835,314	17.1%
	1995 to 1998	984	31.1%	14,952	27.7%	23,367	27.3%	1,318,885	27.0%
	1990 to 1994	455	14.4%	8,442	15.7%	13,743	16.1%	764,977	15.7%
	1980 to 1989	468	14.8%	6,496	12.1%	11,752	13.8%	716,106	14.7%
	1970 to 1979	374	11.8%	3,746	7.0%	7,192	8.4%	476,496	9.8%
	1969 or earlier	124	3.9%	4,064	7.5%	7,391	8.6%	480,001	9.8%

(Source: U.S. Census 2000)

Residency In 1995 (Figure A-12)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Residence in 1995 (% of population 5 years and over)	Population 5 years and over	7,894	92.0%	105,006	94.2%	176,953	93.7%	11,547,505	93.0%
	Same house in 1995	3,795	48.1%	53,530	51.0%	97,314	55.0%	6,558,427	56.8%
	Different house in the U.S. in 1995	4,087	51.8%	50,531	48.1%	78,390	44.3%	4,635,247	40.1%
	Different house same county	2,444	31.0%	34,767	33.1%	54,781	31.0%	3,010,802	26.1%
	Different house different county	1,643	20.8%	15,764	15.0%	23,609	13.3%	1,624,445	14.1%
	Different house same state	791	10.0%	9,972	9.5%	14,895	8.4%	959,323	8.3%
	Different house different state	852	10.8%	5,792	5.5%	8,714	4.9%	665,122	5.8%
Elsewhere in 1995	12	0.2%	945	0.9%	1,249	0.7%	353,831	3.1%	

(Source: U.S. Census 2000)

Housing Units In Structure (Figure A-13)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Total housing units		3,162	100.0%	53,887	100.0%	85,459	100.0%	4,885,615	100.0%
Occupied housing units		3,069	97.1%	48,673	90.3%	78,722	92.1%	4,591,779	94.0%
Average household size (persons)		2.8		2.3		2.4		2.7	
Units in Structure	Occupied housing units	3,069	100.0%	48,673	100.0%	78,722	100.0%	4,591,779	100.0%
	Single-unit, detached	2,549	80.6%	32,810	60.5%	58,723	68.7%	2,831,011	57.9%
	Single-unit, attached*	225	7.1%	2,611	4.8%	3,142	3.7%	235,485	4.8%
	2 units	62	2.0%	3,211	6.0%	3,963	4.6%	338,065	6.9%
	3 or 4 units	96	3.0%	3,354	6.2%	3,839	4.5%	318,494	6.5%
	5 to 9 units	92	2.9%	3,258	6.0%	3,629	4.2%	301,361	6.2%
	10 to 19 units	-	0.0%	2,500	4.6%	2,689	3.1%	211,482	4.3%
	20 or more units	-	0.0%	3,801	7.1%	3,905	4.6%	491,167	10.1%
	Mobile home	138	4.4%	2,524	4.7%	5,551	6.5%	156,584	3.2%
Boat, RV, van, etc.	-	0.0%	18	0.0%	18	0.0%	1,966	0.0%	

(Source: U.S. Census 2000)

* This is a 1-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof. (U.S. Bureau of the Census, 1990 Census of Housing, Summary Tabulation File 1A)

Construction Year Of Housing Structures (Figure A-14)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total housing units		3,162	100.0%	4,885,615	100.0%	53,887	100.0%	85,459	100.0%
Year Structure Built	1990 to March 2000	1,035	32.7%	8,937	16.6%	14,677	17.2%	604,961	12.4%
	1999 to March 2000	129	4.1%	1,007	1.9%	1,635	1.9%	79,970	1.6%
	1995 to 1998	536	17.0%	3,371	6.3%	5,876	6.9%	256,641	5.3%
	1990 to 1994	370	11.7%	4,559	8.5%	7,166	8.4%	268,350	5.5%
	1980 to 1989	450	14.2%	6,241	11.6%	9,933	11.6%	473,462	9.7%
	1970 to 1979	862	27.3%	9,491	17.6%	16,024	18.8%	798,295	16.3%
	1960 to 1969	500	15.8%	7,475	13.9%	11,415	13.4%	715,007	14.6%
	1940 to 1959	145	4.6%	11,108	20.6%	18,179	21.3%	1,190,514	24.4%
	1939 or earlier	170	5.4%	10,635	19.7%	15,231	17.8%	1,103,376	22.6%

(Source: U.S. Census 2000)

Number of rooms per housing unit (Figure A-15)

		Village of Chatham		City of Springfield		Sangamon County		State of Illinois	
Total population		8,583	100.0%	111,454	100.0%	188,951	100.0%	12,419,293	100.0%
Total housing units		3,162	100.0%	53,887	100.0%	85,459	100.0%	4,885,615	100.0%
Occupied housing units		3,069	97.1%	48,673	90.3%	78,722	92.1%	4,591,779	94.0%
Average household size (persons)		2.8		2.3		2.4		2.7	
Number of Rooms in Housing Unit									
Median (rooms)		6		5		5		5	
Total housing units		3,162	100.0%	53,887	100.0%	85,459	100.0%	4,885,615	100.0%
1 room		-	0.0%	316	0.6%	422	0.5%	95,195	1.9%
2 rooms		16	0.5%	1,830	3.4%	2,028	2.4%	185,584	3.8%
3 rooms		83	2.6%	5,028	9.3%	6,056	7.1%	416,970	8.5%
4 rooms		361	11.4%	11,169	20.7%	15,889	18.6%	779,823	16.0%
5 rooms		561	17.7%	13,166	24.4%	20,474	24.0%	1,061,511	21.7%
6 rooms		782	24.7%	9,320	17.3%	16,526	19.3%	909,025	18.6%
7 rooms		669	21.2%	5,881	10.9%	10,773	12.6%	601,008	12.3%
8 rooms		393	12.4%	3,798	7.0%	7,083	8.3%	426,101	8.7%
9 or more rooms		297	9.4%	3,379	6.3%	6,208	7.3%	410,398	8.4%
Number of Occupants per Room									
Occupied housing units		3,069	97.1%	48,673	90.3%	78,722	92.1%	4,591,779	94.0%
1.00 or less		3,040	99.1%	47,788	98.2%	77,540	98.5%	4,368,345	95.1%
1.01 to 1.50		29	0.9%	698	1.4%	969	1.2%	128,953	2.8%
1.51 or more		-	0.0%	187	0.4%	213	0.3%	94,481	2.1%

(Source: U.S. Census 2000)

14. MAPS

- Map 1 Zoning Map**
- Map 2 Land Use Map**
- Map 3 Planning Area Map**
- Map 4 Arterial Roadway Plan**
- Map 5 Water System**
- Map 6 Sanitary Sewer System**
- Map 7 Storm Sewer System**
- Map 8 Bike Trail System**