

SANGAMON COUNTY, ILLINOIS

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ORDINANCE  
NUMBER 21-*39*

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**AN ORDINANCE APPROVING A COMPREHENSIVE PLAN FOR THE VILLAGE OF  
CHATHAM**

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DAVE KIMSEY, Village President  
DAN HOLDEN, Village Clerk

KRISTEN CHIARO  
ANDREW DETMERS  
MEREDITH FERGUSON  
BRETT GERGER  
MATT MAU  
PAUL SCHERSCHEL  
Village Trustees

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Published in pamphlet form by authority of the President and Board of Trustees of the Village of Chatham  
on *October 16*, 2021

Sorling Northrup – 1 North Old State Capitol Plaza, Suite 200, Springfield, IL 62701

**ORDINANCE NO. 21-\_\_**

**AN ORDINANCE APPROVING A COMPREHENSIVE PLAN FOR THE VILLAGE OF CHATHAM**

**WHEREAS**, the Village of Chatham (“Village”), Sangamon County, State of Illinois, is a duly organized and existing municipality operating under and pursuant to the Illinois Municipal Code; and

**WHEREAS**, the Illinois Municipal Code, 65 ILCS 5/11-12-5, provides authority for the preparation, review and recommendation of a comprehensive plan for the Village and for changes to same from time to time; and

**WHEREAS**, the Village has developed a Comprehensive Plan; and

**WHEREAS**, numerous opportunities for the review of the Comprehensive Plan have been provided to the public; and

**WHEREAS**, on October 21, 2021, the Village Planning Commission recommended by a unanimous vote approval of the Comprehensive Plan attached hereto and marked as **Exhibit A** and by reference thereto specifically made a part of this Ordinance;

**WHEREAS**, on October 26, 2021, the Village Board held a public hearing on the Comprehensive Plan which was duly noticed; and,

**WHEREAS**, the Corporate Authorities believe it to be in the best interest of the Village to approve the Comprehensive Plan as set forth herein.

**NOW THEREFORE, BE IT ORDAINED** by the President and Board of Trustees of the Village of Chatham, Sangamon County, Illinois, as follows:

**Section 1.** Recitals. The foregoing recitals shall be and are hereby incorporated into and made a part of this Ordinance as if fully set forth in this Section 1.

**Section 2.** Comprehensive Plan. The Comprehensive Plan attached hereto and marked as **Exhibit A** is hereby declared to be the official Comprehensive Plan of the Village of Chatham and shall replace in its entirety any and all former comprehensive plans adopted by the Village. Any reference within the Village Code or Village's Zoning Code to the Comprehensive Plan shall be to the updated Comprehensive Plan attached hereto.

**Section 3.** Severability. In the event a court of competent jurisdiction finds this ordinance or any provision hereof to be invalid or unenforceable as applied, such finding shall not affect the validity of the remaining provisions of this ordinance and the application thereof to the greatest extent permitted by law.

**Section 4.** Repeal and Savings Clause. All ordinances or parts of ordinances in conflict herewith are hereby repealed; provided, however, that nothing herein contained shall affect any rights, actions, or causes of action which shall have accrued to the Village of Chatham prior to the effective date of this ordinance.

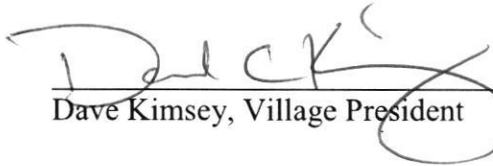
**Section 5.** Effectiveness. This ordinance shall be in full force and effect from and after passage, approval and publication in pamphlet form as provided by law.

SO ORDAINED this 26 day of October, 2021, at Chatham, Sangamon County, Illinois.

	YES	NO	ABSENT	PRESENT
KRISTEN CHIARO	✓			
ANDREW DETMERS	✓			
MEREDITH FERGUSON	✓			
BRETT GERGER	✓			
MATT MAU	.	✓		
PAUL SCHERSCHEL	✓			
DAVE KIMSEY				

TOTAL	5	1		

**APPROVED** by the President of the Village of Chatham, Illinois this 26 day of  
October, 2021.

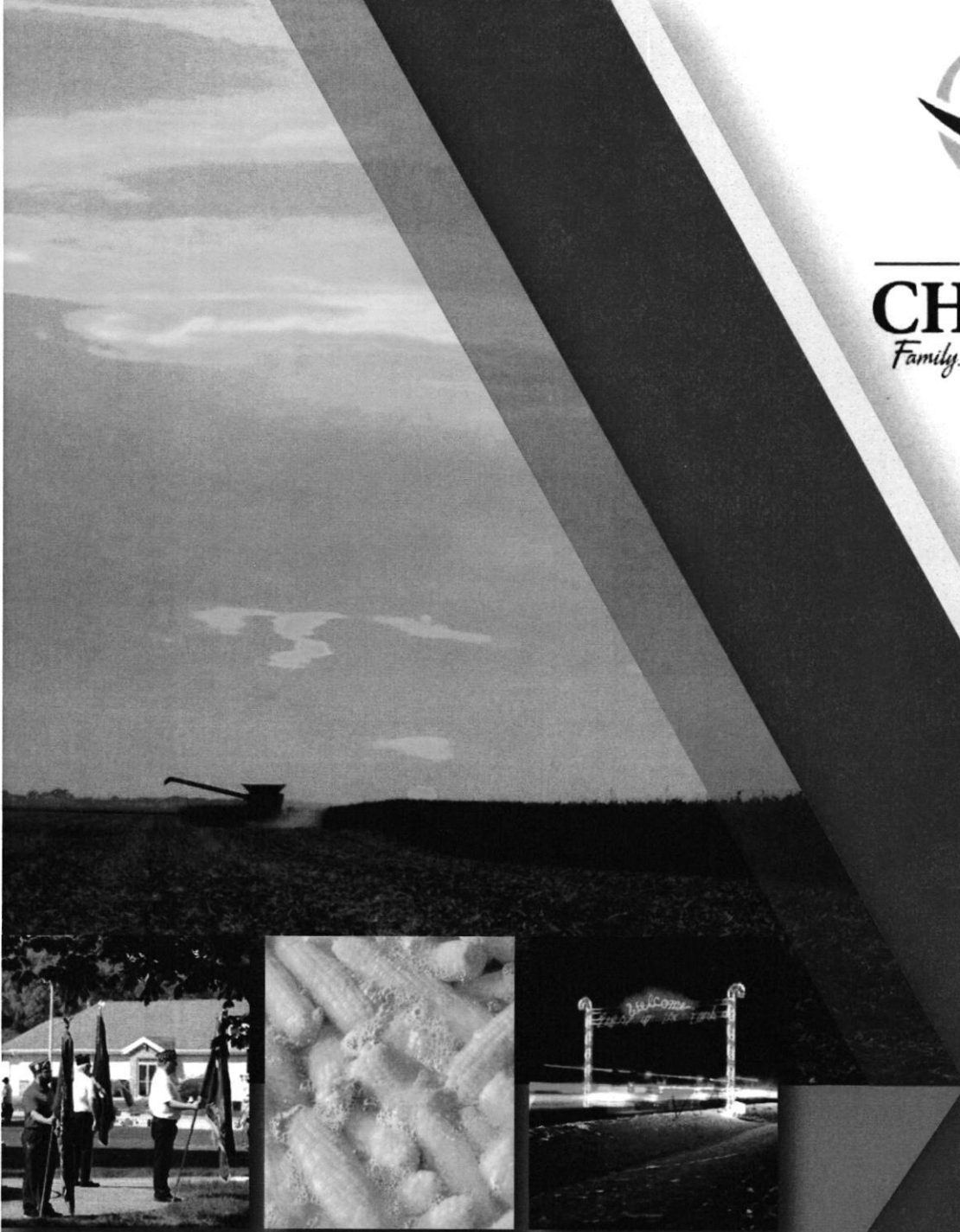
  
\_\_\_\_\_  
Dave Kimsey, Village President

Attest:  
  
\_\_\_\_\_  
Dan Holden, Village Clerk

**Exhibit A**  
**Comprehensive Plan**



VILLAGE OF  
**CHATHAM**  
*Family. Community. Prosperity.*

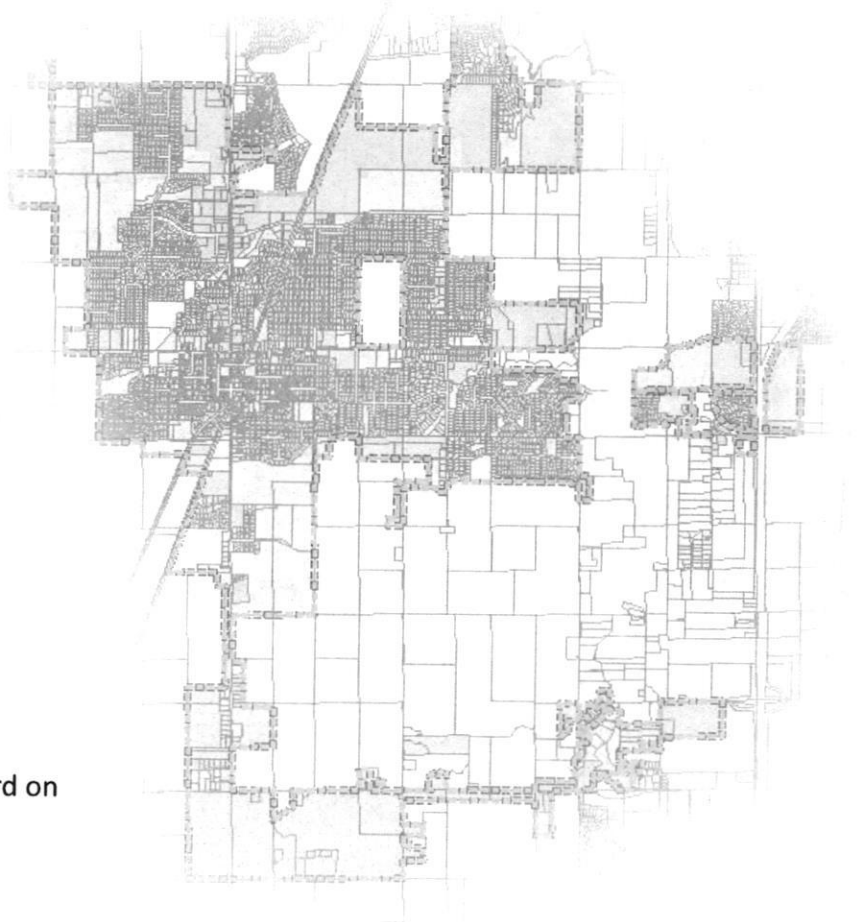


# Village of Chatham 2041 Comprehensive Plan

Prepared by the Springfield-Sangamon  
County Regional Planning Commission

Prepared for the Village of Chatham by:  
The Springfield-Sangamon County  
Regional Planning Commission  
200 South 9th Street, Room 212  
Springfield, IL 62701-1629  
217-535-3110

As approved by the Chatham Village Board on  
XXXXXXXXXXXXXXXXXXXX



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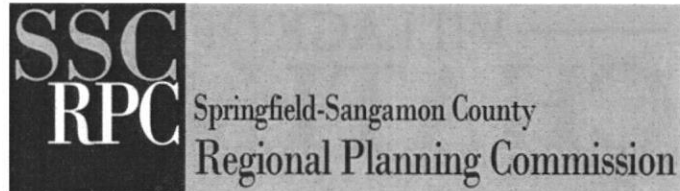
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August 10, 2021

To President Kimsey, Village Trustees, and Citizens of the Village of Chatham:

On behalf of the Springfield-Sangamon County Regional Planning Commission staff, it is my pleasure to present to you the Village of Chatham 2041 Comprehensive Plan. We believe that this plan will help guide the future direction of Chatham, and it has been an honor to work with village and community leaders and the citizens of Chatham.

When we embarked on this planning journey in March 2018, no one could have predicted the challenges we were about to face. The COVID-19 pandemic brought changes to the way we live, work, and play in our communities. Children attended school remotely, businesses shut down, and we all developed new, and sometimes innovative, ways to approach day-to-day activities. Most in our community adapted well while others struggled, and some continue to do so.

The planning team was close to ending its data and information collection phase and had begun to finalize one of the last planning stages before we ceased meeting for safety reasons. When we came back together this summer, perspectives shifted slightly to emphasize some new priorities borne out of the pandemic. For example, residents want more places to gather with their families, friends, and neighbors while maintaining a safe distance apart. Restaurants need more space for outdoor dining and parking for delivery vehicles. The availability of health care services is vital. Consistent cellular and internet service is no longer a luxury; it is a requirement. When finalizing the proposed land use maps, the planning team ensured appropriate locations for these and other priorities identified by the community.

This plan includes a review of the village's past and present conditions then provides suggestions to enhance Chatham for the next 20 years. Most importantly, it provides the framework for community leaders to make land use decisions as they implement the plan.

The SSCRPC staff appreciates the opportunity to help plan Chatham's future.

Sincerely,

A handwritten signature in cursive script that reads "Molly S. Berns".

Molly S. Berns  
Executive Director

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# VILLAGE OF CHATHAM

*Family. Community. Prosperity.*

Dear Residents of Chatham,

I am pleased to present this 20-year plan for the development of our Village and a brief summary of the vision for our future. The COVID-19 pandemic tested the cohesion and resilience of our community over this last year, character traits that long-distinguish Chatham as a place full of charm and hospitality. I am confident this plan will help the Village resume its common purpose to extend prosperity and goodwill to everyone throughout our sphere of influence. A comprehensive plan is a unified effort. Development of this vision over the last three years would not have been possible without your contributions to the citizen preferences survey and design charrettes, the dedication of the Citizens' Steering Committee and Village staff, and the work of the consultants at the Regional Planning Commission. Successful implementation of the plan will continue to count on your commitment, dedication, and insight.

No plan is complete without prioritizing goals. Opportunities are identified throughout each of the four sectors comprising the Village planning area, which covers all properties in the municipal limits and extends a mile and a half beyond. We can maximize return on our collective investments with strategic prioritization in the near-term. Here are some key near-term priorities.

**Recover and expand commerce throughout the Village.** Local businesses provide jobs and incomes for Village residents and also furnish important third spaces where people gather and engage. The COVID-19 pandemic inflicted an ominous toll on our local business community. You told us in the citizen's survey that your number one priority is for additional shopping and entertainment opportunities within the Village limits. I share your vision to see our local businesses thrive. I prioritize business recovery and expansion and the long-term sustainability of local commerce as an essential plan component that contributes to the social fabric of our Village.

**Develop in a compact pattern that radiates from the center of the Village.** The intersection of the four planning sectors corresponds with our geographic and historic center near the Village square. Areas proximate to this center in each of the sectors are prioritized for the practical reason that they include places where residents gather in community facilities, parks, civic buildings, and dining and entertainment establishments. Some of the Village's highest density housing is also located near this center. Prioritizing compact development near the center will nurture the emerging entertainment district and also economize on infrastructure development, keeping utilities and other development costs from escalating. I want to see additional shopping opportunities and entertainment venues for teens and children recruited to the center of town, perhaps in a revitalized Village Square. A compact pattern of development also conserves prime farmland and other open space as highly valued by the respondents to the survey.

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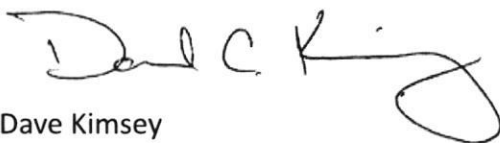
**Expand the utility of streets to all users.** Large benefits accrue when streets are adapted to better serve the needs of bicyclists and pedestrians in addition to automobiles. I urge the Board of Trustees to adopt a complete streets ordinance. The health benefits from cycling, walking, and other trail uses are widely known. Increasing walkability and bikeability with a complete street design also nurtures local businesses and promotes compact land usage. Your feedback convinced me of the value we place on the trails and sidewalks network. In a clear example, the business segment of East Mulberry Street could be converted to a pedestrian mall and connected with a signal-controlled crosswalk to a revitalized Village square that hosts shopping opportunities, activities for youth, civic buildings and dining establishments. The Village's trail and sidewalk systems can be extended to connect more neighborhoods to access the emerging entertainment district on foot or by bicycle.

**Preserve the character and charm we love about Chatham while seizing future opportunities for improvement.** Chatham is rich in ecological and recreation amenities. Our churches, houses of worship, and secular civic organizations instill a commitment to charity, service, and compassion. Thriving neighborhoods provide children safe places to play and welcomed respite for adults returning from work. I listened when some participants told us that little change is desired, and others voiced a want to seize a more prosperous future. We want to preserve neighborhood character where we can and conserve our environmental treasures everywhere. Yet, change is coming rapidly and there is a real danger that small towns and exurban places could be left behind. I want to position the Village to embrace the future. Undergrounding power lines will beautify our downtown and increase the reliability of energy transmission. The national movement to decrease dependence on fossil fuels requires that we plan for adequate infrastructure to charge electric vehicles. Most important, we need to ensure that Chatham remains the destination for young adults and new families looking for a great place to live. We require a range of housing types in multiple brackets of affordability.

These four priorities to Recover, Develop, Expand, and Preserve are a synthesis of the preferences you communicated to us in the survey, in the charrettes, and in meetings of the Citizens' Steering Committee. The plan would not have been possible without your commitment to a future where the Village of Chatham thrives as the welcoming, resilient, and charitable people we are. I ask now that you join me in implementing the plan. To succeed, a plan must be updated regularly, evaluated rigorously, and embraced popularly. Let us work together to ensure a bright future for our community.

To the next 20 years!

Warmly,



Dave Kimsey  
Village President

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# Overview of Comprehensive Planning

The purpose of a comprehensive plan is to plan for the present and future development of a municipality. It is primarily a land use document that provides village leaders with the framework and policy direction needed for land use decisions. A well-developed plan helps identify where and how growth needs will be met, guides the development of public amenities such as parks and trails, and ensures that environmental resources are protected. The plan also helps support public investments in infrastructure based upon identified needs and provides a consistent basis for decision-making.

The advantages of developing and adopting a comprehensive plan are many. The process allows for up-front agreement on decisions about land uses, transportation, utilities, public facilities, natural resources, environmental protection, economic development, housing, and other issues eliminating the public conflicts that arise. It allows developers and citizens to know what to expect as the community makes decisions, providing a better legal basis and support for zoning and other land use decisions consistent with the plan. This consistency often encourages additional private investment in the community. Villages often use their comprehensive plans to support municipal budgetary decisions. In some cases, state and federal grant assistance requires the adoption of a comprehensive plan.

Most comprehensive plans follow a standard structure that results in a natural progression of the planning process. This process was no exception, and the planning team completed the following steps to develop this plan:

**Community Characteristics** study analyzed the demographic characteristics and trends that may have an impact on growth.

**Environment and Natural Resources** identification assessed environmental factors to determine any impact on residents.

**Utilities and Infrastructure** Evaluation examined utility services and infrastructure needs to identify factors affecting future growth.

**Transportation** analysis evaluated existing streets and transportation patterns to identify problems and formulate a proposed street network to accommodate future development.

**Community Amenities and Facilities** study examined existing community facilities and evaluated the future need for additional facilities.

**Economic Development** evaluation conducted an initial analysis of economic development conditions.

**Existing Land Usage** categorized and mapped land uses currently located in the village.

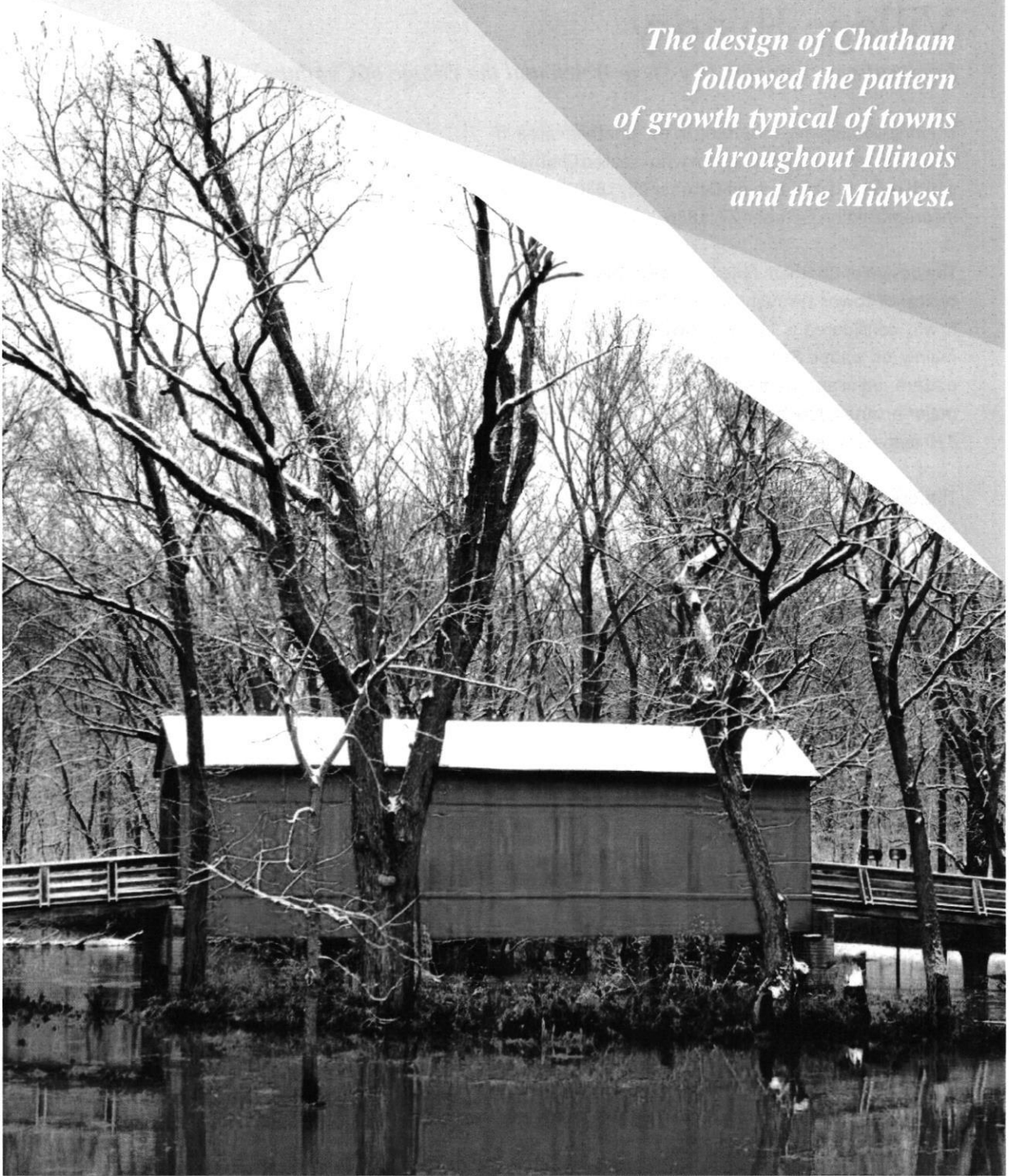
**Proposed/Projected Land Use** plotted maps identifying the general land use location and completed a written description of the uses.

**Plan Implementation** established the community vision, goals, and initial action items regarding future land use, development, and land conservation.

Obtaining public input is one of the most critical steps in comprehensive planning. During this planning process, the Regional Planning Commission staff facilitated focus group interviews with the Chatham Chamber of Commerce members, Steering Committee, and the Chatham School District staff. The Survey Research Office at the University of Illinois – Springfield conducted a Community Survey. The Steering Committee hosted a public outreach event at the Chatham Library, where survey results and other information were available. The library windows also displayed information about the planning process and requested input from the public. The Steering Committee held a final public open house to obtain residents' comments before the village board adopted the final plan.

Completing the steps above resulted in the 2041 Chatham Comprehensive Plan that will serve as a blueprint for its future.

*The design of Chatham followed the pattern of growth typical of towns throughout Illinois and the Midwest.*



**SECTION 1**

*Village History*

Photo courtesy of Tom Franke.

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# Village History

*Information contributed by Steve Welch and the Village of Chatham's website*

The first settlers began settling in the Chatham area in 1816. But it was Luther Ransom who created Chatham, which received its name on October 22, 1836, and was incorporated on October 27, 1836.

The design of Chatham followed the pattern of growth typical of towns throughout Illinois and the Midwest. It was considered a "paper" town because it existed mainly on paper. Streets were laid out in a grid-like pattern adjacent to established County roads and major arteries. A public square measuring 300 feet by 320 feet was the centerpiece.

The original town plat was measured from its center for the official city limits- one mile in each direction. Street names like Walnut, Mulberry, Chestnut, Locust, and Spruce were prominent east/west streets. The original north/south streets were College, Church, Market, Main, State, and Arch.

Chatham offered a vision of prosperity for those who would invest in land. Land speculation and the transactions that followed were numerous in the mid/late 1830s because of rumors that the state capitol would relocate from Vandalia to nearby Springfield. Abraham Lincoln and the other members of the "Long Nine" succeeded in moving the capitol to Springfield in 1837.

Chatham donated land (no less than two acres) and pledged \$50,000 to commence building the State House to secure the Capitol's move to Springfield. For a small town of 1,100 at the time, this proved to be a struggle. Money was borrowed from the State Bank of Illinois. One hundred local citizens signed a note for the amount deposited in the bank to pay the last installment of the loan.



Then-new Chicago & Alton depot, Chatham, 1902. Photo courtesy of the Chatham Railroad Museum.

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Lincoln was also tied to Chatham through his friendships with residents, including the Rev. Josiah Porter, minister of the Chatham Presbyterian Church. He and Chatham resident Dr. John Lewis surveyed and purchased rights to build the railroad from Springfield through Chatham to St. Louis.

Also in 1837 Chatham established a school, and a post office was established in 1838. By 1852 the long-awaited arrival of the Chicago, Alton, and St. Louis railroad was over. A railroad system crisscrossed the state and stimulated even more growth throughout Central Illinois. The railroad was the most significant development to impact the village and provided access to markets in other municipalities throughout Illinois and the Midwest. It insured Chatham's longevity and place as a small but growing population center. If any event guaranteed the existence of Chatham's potential growth and bright future, it was the creation of this railroad track stretching south to Alton and St. Louis and north to Springfield and Chicago.

The January 9, 1856, Springfield Journal advertisements for a Chatham Dry Goods store cites convenience and speaks volumes:

"The distance from this portion of the county to Springfield has heretofore made it quite inconvenient for those living here to go there to do their business, sell their surplus produce, purchase supplies, etc. and yet they have been compelled to do so for the want of an establishment at a nearer point that would pay full market price for their produce and at the same time furnish them with goods at as reasonable rates as they could be had in Springfield."

In the decades that followed, Chatham experienced slow but steady growth in every decade from 1860 to 2010 (except the 1930s). The village was officially recognized as a municipality by the State of Illinois in 1874.

On June 5, 1904, the first Interurban, formally known as the Illinois Terminal Railroad, provided service to Chatham. The Village of Chatham granted permission for the railroad to be constructed straight through Chatham only if the railroad company would furnish electricity for streetlights around the village square. Eventually, the railroad provided electricity for the

entire village. Passenger service was discontinued on March 3, 1956.

It can be argued that the proliferation of modern transportation, suburbanization, and the creation of the Ball-Chatham Community Unit District #5 caused unparalleled growth. The school consolidation movement in the 1940s and 1950s created public school districts throughout the state, and Chatham became part of one of the most highly regarded community unit districts in the state. With the creation of subdivisions, the ever-expanding Chatham village limits moved east toward Interstate 55, south down Main Street, and Northwest.

In 1950 the local population was 905. By 1980 it was 5,597. The census estimate in 2019 was 13,008. A combination of suburban proximity to Springfield, excellent education resources, and the availability of housing and rental property combined to enlarge the Village of Chatham's population. From a very slow start in the first two decades (1836-1852), the village thrives and is considered one of the finest and safest places to live in Central Illinois.

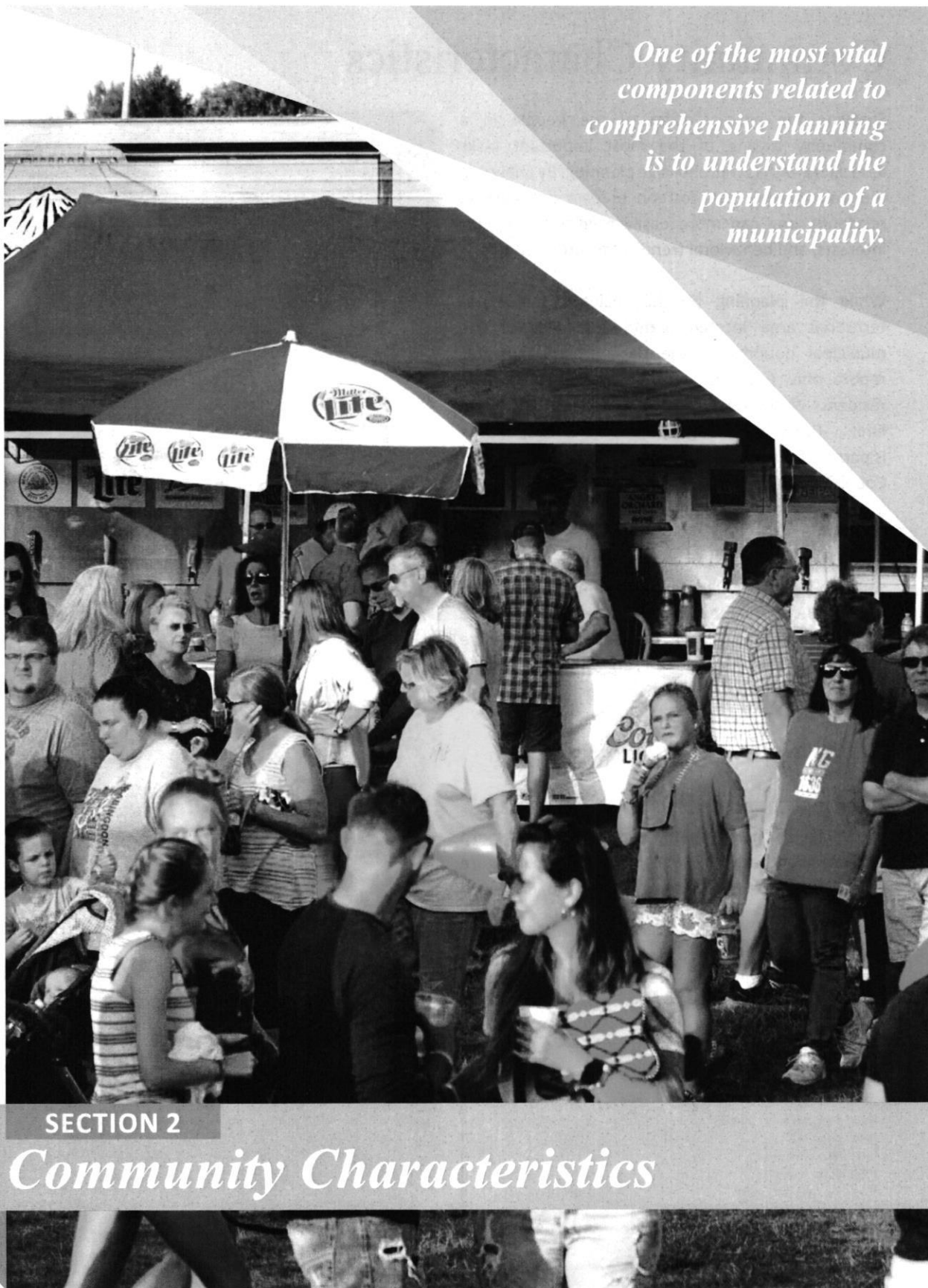


Caldwell School, undated.  
[www.legendsofamerica.com/il-chatham](http://www.legendsofamerica.com/il-chatham).





*One of the most vital components related to comprehensive planning is to understand the population of a municipality.*



**SECTION 2**

*Community Characteristics*

Photo courtesy of Tom Franke.

# Community Characteristics

Studying the characteristics of the people in a community is one of the most important tasks associated with comprehensive planning. By analyzing the demographic composition of past and current residents, one can more easily predict the needs, interests, and behavioral trends of future residents.

While the planning process includes the extra-territorial area located within 1.5 miles of the municipal boundaries, the data provided in this report only provides information related to the residents within the Village of Chatham's corporate limits. The data relating to the extra-territorial area is part of the broader data set available for Sangamon County. Attempting to separate the data would result in skewed and inaccurate information.

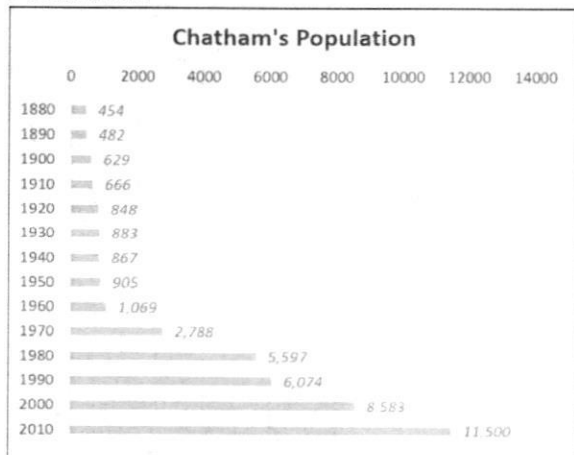
This analysis includes data derived from several sources, including the American Community Survey (ACS), Environmental Survey Research Institute (ESRI), and the U.S. Census Bureau. The quantitative information and projections used within this report are within the range of statistical error.

## 1. Population

### RATE OF GROWTH

The Village of Chatham's population has seen a sharp increase over the last few decades. As shown in Figure 2.1, since 1960, the village's population increased

FIGURE 2.1



## Community Characteristics Executive Summary

The Village of Chatham's population has seen a sharp increase over the last few decades.

Since 2000, the number of households in Chatham has increased overall, but the household size has declined.

Education is an impactful socio-economic demographic that plays a significant role in employment and personal and household wealth. In addition, education and the level of completion by residents contribute to a community's character.

ESRI estimates that there are 4,857 housing units in Chatham and expects that number to increase over the next few years.

While Chatham's 2040 population may grow to one or near one of the highest rates displayed, SSCRPC staff believes that the combined average population of 18,993 is the most realistic figure to expect.

FIGURE 2.2

Population Comparison						
	Chatham		Springfield		Sangamon County	
Decade	Population	% Increase from Previous Decades	Population	% Increase from Previous Decades	Population	% Increase from Previous Decades
1880	454	—	19,743	—	52,894	—
1890	482	6%	24,963	26%	61,195	15.69%
1900	629	30%	34,159	37%	71,593	16.99%
1910	666	6%	51,678	51%	91,024	27.14%
1920	848	27%	59,183	15%	100,262	10.15%
1930	883	4%	71,864	21%	111,733	11.44%
1940	867	-2%	75,503	5%	117,912	5.53%
1950	905	4%	81,628	8%	131,484	11.51%
1960	1,069	18%	83,271	2%	146,539	11.45%
1970	2,788	161%	91,753	10%	161,335	10.10%
1980	5,597	101%	100,054	9%	176,089	9.14%
1990	6,074	9%	105,227	5%	178,386	1.30%
2000	8,523	40%	111,454	6%	186,951	4.58%
2010	11,500	34%	116,250	4%	197,765	10.86%

from 1,069 to 11,500 in 2010. This growth is a 876 percent increase over 50 years or 17.5 percent per year. Theorizing the reason for such an increase was explored in the 1980 Chatham Comprehensive Plan. That plan identified that new subdivisions and annexations of surrounding land were two stimulants for the population surge. The positive reputation of the schools resulting in more families with school-aged children moving into the school district also contributed to the growth. Figure 2.1 displays Chatham’s population growth over time, and Figure 2.2 compares Chatham to the growth rates compared to Springfield and Sangamon County.

The gender breakdown in Chatham is comparable to other communities in Sangamon County and across the nation. The typical proportion is close to a 1:1 gender ratio but having a slightly larger female population than male. This marginally more significant number can be attributed to a typically longer lifespan for females as opposed to males. Figure 2.3 displays the

FIGURE 2.3

Male and Female Population Breakdown				
	Males		Females	
	Population	Percentage	Population	Percentage
2000	4,214	49.1%	4,371	50.9%
2010	5,557	48.3%	5,943	51.7%
2017 Est.	6,021	47.8%	6,563	52.2%
2022 Est.	6,207	47.6%	6,838	52.4%

male-female ratio in Chatham. Since 2000, the male population has decreased (by just a few percentage points), and the female population has increased (U.S. Census). This is consistent with national trends.

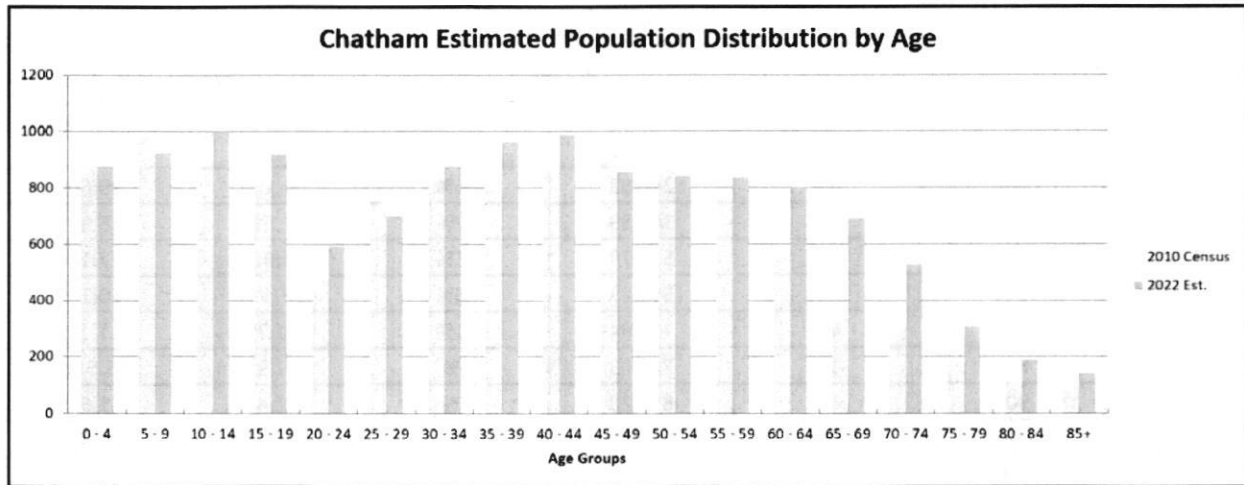
**AGE**

The median value for age represents a deeper understanding of the population’s age distribution than the average or mean value. The median age of Chatham’s population is generally lower than other Sangamon County communities and more similar to the State of Illinois’ median age, as shown in Figure 2.4. Chatham’s

FIGURE 2.4

Chatham Median Age Comparison							
Year	Chatham	Rochester	Sherman	Williamsville	Springfield	County	Illinois
1990	31.5	35.8	35.2	33.7	34.0	34.2	32.8
2000	35.0	39.7	39.6	36.2	36.9	37.3	34.7
2010	35.3	40.4	40.6	38.9	38.2	39.2	36.5
2020 Est.	37.1	44.1	44.5	42.5	40.1	40.9	38.2
2025 Est.	38.3	44.9	45	43.4	41.2	41.8	39.1

FIGURE 2.5



median age has continued to increase and is expected to continue over time. The increase is consistent with the nationwide trend attributed to the aging of the “Baby Boomer” population.

In 2000, Chatham’s median age was 31.5. ESRI projected that the median age in 2017 would be 37.1. This rise in age results from the increase in 35-44-year-olds and 55-64-year-olds. However, a decrease is expected to occur for the 25-29 and 45-54 year-old-age range. A further breakdown of population by age is in Figure 2.5.

**RACIAL AND ETHNIC COMPOSITION**

Although 93.6 percent of Chatham’s population is identified as white, the statistics point to the village becoming slightly more diverse. ESRI projects that by the year 2022, the white-only population will drop to 90.2 percent.

ESRI estimates that there will be an increase in Chatham’s minority population, which will also be younger than the white population, as illustrated in Figure 2.7.

**POVERTY**

Identifying and understanding the level of poverty within a community is a critical component of comprehensive planning. From a land-use planning perspective, the community needs to ensure that adequate land area is available for the location of services to serve all residents, including appropriate housing, education, healthcare, and other necessary services.

Identifying the percentage of residents below the poverty level compared to the total population is a way to measure the degree or severity of how impoverished

FIGURE 2.6

Chatham Population Percentage by Major Racial and Ethnic Group			
Group	2010	2017 Est.	2022 Proj.
White Alone	93.6%	91.7%	90.2%
Black Alone	2.5%	3.0%	3.3%
Asian	1.9%	2.6%	2.6%
Hispanic Origin (any Race)	2.1%	2.9%	3.7%
Multiple Race	1.6%	1.9%	2.3%

FIGURE 2.7

Median Age of Chatham’s Major Racial and Ethnic Population: 2017 (estimate)			
Group	Median Age	Males	Females
White Alone	38.1	37.3	38.7
Black Alone	26.8	26.2	27.5
Asian	35.2	34.2	35.9
Hispanic Origin (any Race)	22.0	24.0	20.6
Multiple Race	12.9	15.0	11.0

FIGURE 2.8

Percent of Population Below Poverty Level (2012-2016 est.)		
	Total Population	Percent Below Poverty Level
2016	12,494	5%
2015	12,240	4.9%
2014	12,111	6.3%
2013	12,164	5.7%
2012	11,795	4.9%

a community is (or isn't). The poverty percentage can be an insightful method to depict the need for services within a community.

Figure 2.8 (ESRI) refers to the percentage of Chatham's population living below the poverty level. The official poverty rate in 2016 for the entire country was 12.7 percent (U.S. Census). Chatham compares favorably to the national average by being at more than seven percentage points below the national rate. Chatham's poverty rate in 2016 was lower than average, as it was from 2012 to 2015.

The dynamics of poverty or needs of services can be measured or identified by studying the use of assistance programs. The estimated percentage of Chatham households that utilized assistance programs are in Figure 2.9. It is important to note that the ACS estimates that 17.3 percent of households in Chatham contain at least one person with a disability who is obtaining assistance.

FIGURE 2.9

Estimated Use of Assistance Programs by Chatham Households 2011-2015 (ACS)		
	2011-2015 Est.	Percent
Total Households	4,497	100%
With Public Assistance Income	87	1.9%
With Food Stamps/SNAP	213	4.7%
With 1+ Person with Disability	776	17.3%

**AGE DEPENDENCY RATIO**

The Age Dependency Ratio (ADR) is the percentage of residents who are not of typical working age (less than 18 years of age or greater than 65 years of age) compared to working-age residents (19-64 years old). A lower the ADR means that there is a greater percentage of the population that is working. This data is relevant to comprehensive planning because it can provide some general awareness related to the anticipated demand for public services.

FIGURE 2.10

Age Dependency Ratios for Chatham						
	2010	% of Population	2017 Est.	% of Population	2022 Est.	% of Population
Total Population	11,500	100%	12,583	100%	13,047	100%
18 and Younger	3,478	30.2%	3,524	28%	3,575	27.4%
65 and Older	1,023	8.9%	1,460	11.6%	1,859	14.2%
19-64 Years of Age	7,004	60.9%	7,599	60.4%	7,613	58.4%
ADR	64.2	(7:4.5)	65.6	(7.6:5)	71.3	(7.6:5.4)

Although the ADR is considered a helpful tool for planning, it is not a perfect one. One reason is that it assumes the population below age 18 and those above 65 do not work, which is not entirely true. Another reason is that the notion that the wealth created by the working population directly supports the well-being of the non-working population. This does not take into account that the non-working population may obtain services supported by public funding. However, an ADR analysis is another tool to make effective decisions related to the community's future needs.

Figure 2.10 displays ADR statistics for the Village of Chatham sourced from the 2010 U.S. Census and ESRI estimations for 2017 and 2022. From the 2010 data, Chatham's working population was approximately 60 percent of its total population of 11,500. Another perspective is that for every six "non-dependent" persons, there are a little more than 4 "dependent" persons in Chatham. The final ADR value equals 64.2. In comparison, Sangamon County's ADR equaled 66.4, and the State of Illinois equaled 58.6 in 2010.

The predicted ADR of Chatham is shown as being higher in 2017 and 2022 because the percentage of the working population (ages 19-64) is expected to decline compared to the non-working population (18 and younger and 65 and older). This trend is consistent with Sangamon County and the City of Springfield. ESRI's estimations suggest that more consideration and preparation for the estimated increase in needs and services of the non-dependent groups be made in the years to come.

**2. Household Characteristics**

It is important to note that the U.S. Census characterizes households into two categories: family and non-family households. A family household contains at least two persons. The first person is the householder, and the other is one person related to the householder by

birth, marriage, or adoption. This family household is defined by the U.S. Census using three categories: married couple, female householder with no spouse, and male householder with no spouse.

A non-family household may contain only one person (the householder) who is at least 15 years old or additional persons who are not relatives of the householder. Non-family households may be classified as either male or female non-family households. For land use planning purposes, the SSCRPC does not distinguish between the two types of households (family versus non-family) because the significance of this data only relates to knowing the total number of households and their future projections.

### NUMBER AND SIZE OF HOUSEHOLDS

Since 2000, the number of households in Chatham has increased overall, but the household size has declined. From 2000 to 2010, Chatham’s number of households increased by 42 percent (1,270 households); but ESRI projects that from 2010 to 2017, Chatham’s total household development will increase by 10.2 percent (443 households). Furthering the observation of total households, ESRI projects a 4.2 percent increase from 2017 to 2022. Figure 2.11 displays the data mentioned above, along with related information.

Although the SSCRPC’s primary purpose of analyzing household data is to identify the total number of households, past research indicates family households tend to be more stable than non-family households as family units are connected to financial and social solidarity characteristics.

FIGURE 2.11

Chatham Household Data from 2000 to 2022				
	2000	2010	2017 Proj.	2022 Proj.
Total Households	3,083	4,353	4,796	4,996
Average size	2.78	2.64	2.62	2.61
Family	2,982	3,306	3,621	3,750
% difference (total)		42%	9.90%	4.20%

FIGURE 2.12

2020 Estimated Household Income							
	Chatham	Rochester	Sherman	Williamsville	Springfield	County	Illinois
Median	\$89,133	\$100,679	\$96,308	\$90,667	\$54,966	\$63,261	\$65,003
Average	\$104,088	\$122,207	\$118,583	\$105,591	\$77,161	\$83,662	\$93,667
Per Capita	\$39,817	\$45,678	\$44,116	\$41,190	\$34,176	\$35,621	\$35,782

Chatham’s average household size in 2010 was 2.64 persons, which is slightly higher than the national average of 2.47 people. According to the 2010 U.S. Census, 75.9 percent of total households were classified as a family, and approximately 41.7 percent of the households than have children aged 18 and younger (1,818).

### HOUSEHOLDS WITH DISABLED MEMBERS

The ACS estimates that from 2011-2015, 17.3 percent (776) of households in Chatham had at least one person with a disability. In comparison, 22.1 percent of households statewide had at least one disabled person in the same timeframe. This number is expected to increase over time in the village, so following the policies, practices, and procedures from the U.S. Department of Justice’s ADA Guide for Small Towns is recommended.

### HOUSEHOLD INCOME

Median household income is generally the most widely used indicator of personal wealth. Household income should not be thought of as family income, personal income, or income per capita. It is best explained as the combination of two-income earners combining their funds.

The “middle class” represents the middle value of income distribution, so half of the income is either above or below the median (middle) income value. Utilizing the median value can account for results that are skewed by gains or abnormalities. For example, a vast majority of workers making lower wages may account for only a small percentage of a population’s income.

ESRI estimates that Chatham’s median income will increase for the next few years, at 1.71 percent annually. This is a favorable statistic for the village compared to the county (1.06 percent), but not as high as the national annual rate of 2.2 percent.

FIGURE 2.13

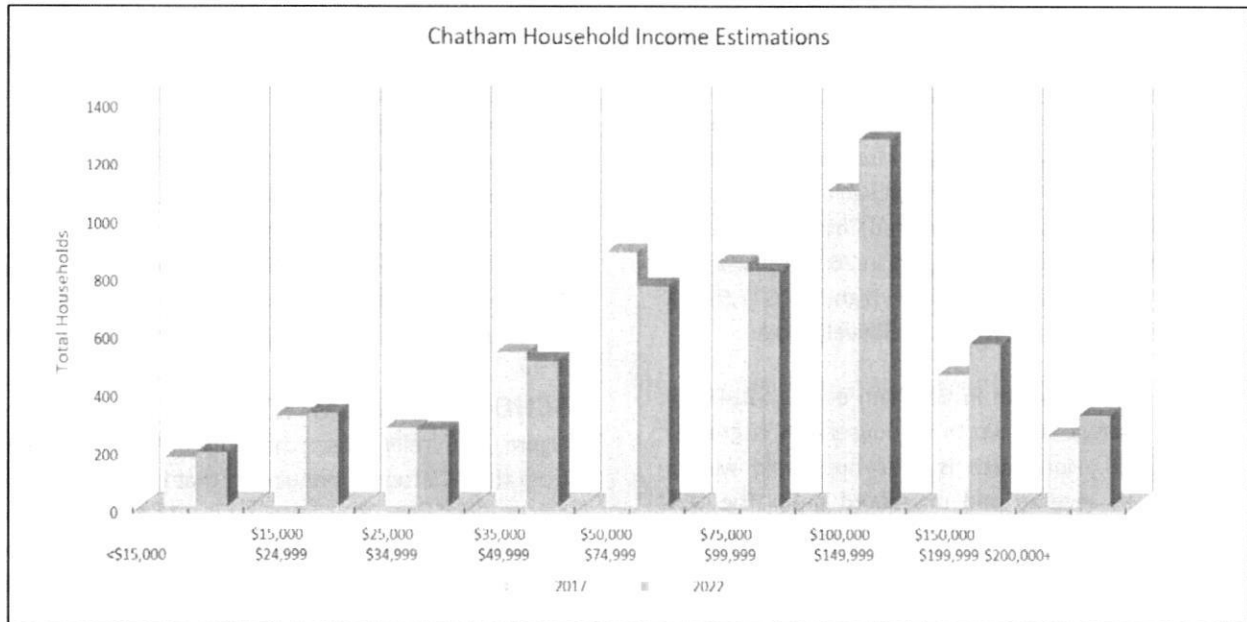


Figure 2.12 displays specific information related to median household income for Chatham compared to several other communities, Sangamon County and the State of Illinois. ESRI projects that Chatham’s median household income will be significantly higher than in the City of Springfield, Sangamon County, and the State of Illinois while lagging slightly behind comparable communities in the county.

Figure 2.13 displays the total estimated households per income group for the Village of Chatham. One of the main observations from Figure 14 is that the households earning more than \$100,000 will increase in 2022, but those earning \$25,000 to \$99,999 will also decrease. This may be a combination of related factors. One factor could point to the increase in median age and apply the notion that older persons in the “working class” tend to make more money than younger persons in the working class. Chatham’s Age Dependency Ratio value is expected to increase, which means fewer working persons will be living in the village.

FIGURE 2.14

Household Income Distribution 2020 Estimates				
	Chatham		Sangamon County	
	#	%	#	%
Total Households	4,948	100%	83,394	100%
Less than \$15,000	162	3.27%	9,077	10.88%
\$15,000 to \$24,999	226	4.57%	7,815	9.37%
\$25,000 to \$34,999	261	5.27%	6,981	8.37%
\$35,000 to \$49,999	431	8.71%	9,520	11.42%
\$50,000 to \$74,999	786	15.89%	13,439	16.12%
\$75,000 to \$99,999	945	19.10%	12,885	15.45%
\$100,000 to \$149,999	1,374	27.77%	14,208	17.04%
\$150,000 to \$199,999	401	8.10%	4,629	5.55%
\$200,000 or more	362	7.32%	4,840	5.80%
<b>Summary</b>				
Under \$35,000	649	13.12%	28,873	28.63%
\$35,000 to \$74,999	1,217	24.60%	22,959	27.53%
\$75,000 to \$149,999	2,319	46.87%	27,093	32.49%
\$150,000 or more	763	15.42%	9,469	11.35%

Exploring the distribution of household income is also an essential component of wealth analysis. Figure 2.14 compares the income distribution of Chatham residents with Sangamon County. In Chatham, 62.29 percent of households make \$75,000 and over compared to just 37.72 percent of households in Sangamon County. On the other end of the income spectrum, 28.63 percent of households in Sangamon County make less than \$35,000, while 13.12 percent of households in Chatham fall into that category.



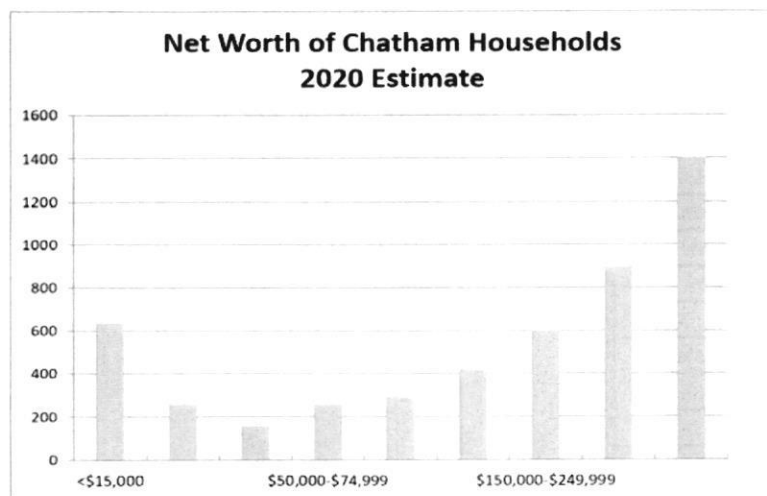
## PERSONAL INCOME AND WEALTH

Chatham’s estimated per capita income for 2020 is \$39,817 and expected to increase by \$4,348 in 2025 to \$44,165 (ESRI). This is approximately more than a 2 percent increase per year during these five years. Perhaps a more insightful way to study personal wealth and income is to look at disposable incomes and related differences. ESRI estimated Chatham’s median disposable income to be \$65,138 in 2020. Meanwhile, the average disposable income is higher at \$77,528, a 19 percent difference, which is relatively large.

The median net worth in Chatham equals \$214,086, but the average net worth of households is greater at \$784,589. Net worth is total household wealth minus both secured and unsecured debt. The U.S. Census Bureau defines net worth as home equity, equity in pension plans, net equity in vehicles, IRAs and Keogh accounts, business equity, interest-earning assets, mutual fund shares, stocks, and other similar investments. Examples of secured debt include home mortgages and vehicle loans. Unsecured debt is credit card debt, certain bank loans, and other outstanding bills. Forecasts of net worth are derived from the Survey of Consumer Finances, Federal Reserve Board.

Figure 2.15 displays the distribution of net worth amongst Chatham households. The primary reason for a disparity between the average and median values is the number of households in Chatham with high value (\$500,000), which echoes the average net worth of Chatham residents. This information confirms that many households in the village have both high incomes and overall net worth.

FIGURE 2.15



## 3. Education

Education is an impactful socio-economic demographic that plays a significant role in employment and personal and household wealth. In addition, education and the level of completion by residents contribute to a community’s character. The SSCRPC projects there will be slower but steady growth in the number of Chatham residents in the school-age population. Along with an expectation of a growing student population, educational attainment is expected to increase as well.

### SCHOOL ENROLLMENT

Figure 2.16 references school enrollment estimates from the ACS for the population that is three years of age or older from 2011-2015. Of the 11,419 applicable residents, more than 29 percent of the population were enrolled in school. Of this 29 percent, 12.6 percent attended private institutions.

Per pupil spending is one of the factors often used to link student performance and graduation rates. Economic development specialists may examine school performance compared to spending to identify a community’s commitment to quality education. The Chatham school district instructional spending per pupil in 2018 was well above the State of Illinois average. However, when compared to other school districts in Sangamon County, Chatham ranked in the middle.

FIGURE 2.16

	2011-2015 ACS Est.	Percent
Total Population Age 3+	11,419	100%
Total Enrolled in School	3,375	29.6%
Nursery school, preschool	321	2.8%
Kindergarten	247	2.2%
Grades 1-4	780	6.8%
Grades 5-8	697	6.1%
Grades 9-12	670	5.9%
College Undergraduate	522	4.6%
Graduate or Professional	140	1.2%
Total Not Enrolled	8,044	70.4%

## EDUCATIONAL SUCCESS AND ATTAINMENT

The Illinois State Board of Education evaluated school district effectiveness in 2018-2019 by monitoring SAT test results. Students in the Chatham school district performed well in English/Language Arts and Mathematics, as noted in Figures 2.18 and 2.19. The high school graduation rate is also high in Chatham at 93 percent. As referenced in Figure 2.20, only Williamsville had a slightly higher graduation rate in 2019.

Educational attainment, or the highest level of education completed, is another evaluative tool used to characterize a community. According to the ACS, Chatham's educational attainment is high compared to Springfield, Sangamon County, and the State of Illinois. Figure 2.21 provides estimates from 2012-2016 for the multiple levels of academic success. In comparison to Springfield and the state, Chatham residents perform well.

FIGURE 2.17

Instructional Spending Per Pupil by School District 2018	
School District	\$ Per Pupil
Pleasant Plains CUSD 8	\$6,363
Tri City CUSD 1	\$5,647
Pawnee CUSD 11	\$5,453
New Berlin CUSD 16	\$5,321
Chatham CUSD 5	\$5,209
Auburn CUSD 10	\$5,117
Riverton CUSD 14	\$5,098
Williamsville CUSD 15	\$4,743
Rochester CUSD 3A	\$4,593
State of IL Average	\$8,172

SOURCE: Illinois State Board of Education, 2019

FIGURE 2.18

SAT Results - English Language Arts (2018-2019)				
School District	Test Results			
	Partially Meets	Approaching	Meets	Exceeds
Chatham CUSD 5	15%	34%	37%	14%
Rochester CUSD3A	14%	37%	38%	11%
Williamsville CUSD 15	10%	40%	36%	14%
Auburn CUSD 10	28%	33%	28%	11%
New Berlin CUSD 16	13%	40%	36%	11%
Riverton CUSD 14	33%	38%	20%	9%
Pleasant Plains CUSD 8	10%	42%	39%	9%
Pawnee CUSD 11	23%	40%	35%	3%
Tri City CUSD 1	46%	37%	11%	6%
State of IL Average	28%	36%	26%	11%

SOURCE: Illinois State Board of Education, 2019

FIGURE 2.19

SAT Results - Mathematics (2018-2019)				
School District	Test Results			
	Partially Meets	Approaching	Meets	Exceeds
Chatham CUSD 5	19%	32%	38%	12%
Rochester CUSD 3A	19%	43%	34%	3%
Williamsville CUSD 15	13%	47%	29%	11%
Auburn CUSD 10	39%	33%	26%	2%
New Berlin CUSD 16	20%	46%	29%	6%
Riverton CUSD 14	28%	48%	17%	7%
Pleasant Plains CUSD 8	16%	43%	31%	10%
Pawnee CUSD 11	43%	48%	10%	0%
Tri City CUSD 1	43%	43%	11%	3%
State of IL Average	34%	32%	26%	9%

SOURCE: Illinois State Board of Education, 2019

FIGURE 2.20

High School Graduation Rate	
School District	2019
Williamsville CUSD 15	94%
Chatham CUSD 5	93%
Rochester CUSD 3A	93%
New Berlin CUSD 16	92%
Tri City CUSD 1	92%
Pleasant Plains CUSD 8	90%
Auburn CUSD 10	88%
Pawnee CUSD 11	86%
State of IL Average	86%
Riverton CUSD 14	83%

SOURCE: Illinois State Board of Education, 2019

FIGURE 2.21

Educational Attainment of Chatham Residents 25 and Older (Compared to Springfield, Sangamon County, and Illinois)				
	Chatham	Springfield	Sangamon County	Illinois
Total	8,107	79,490	136,182	8,618,284
Less than 9th Grade	0.5%	2.4%	2.1%	5.3%
9th to 12th, no diploma	1.3%	6.3%	5.7%	6.4%
High School Graduate/GED	19.5%	26.0%	27.8%	26.5%
Some College, No Degree	20.8%	21.8%	22.3%	21.1%
Associates Degree	9.1%	7.3%	7.8%	7.8%
Bachelor's Degree	32.5%	21.9%	21.6%	20.2%
Graduate/Professional Degree	16.2%	14.3%	12.7%	12.7%

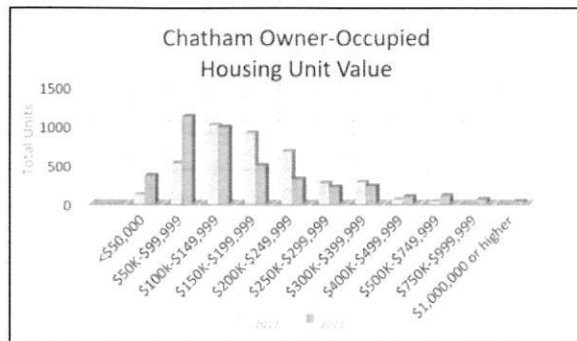
FIGURE 2.22

Housing Estimates for 2017 and 2022 Ext.									
	Chatham			Springfield			Illinois		
	Total Units	% Increase	# Increase	Total Units	% Increase	# Increase	Total Units	% Increase	# Increase
2010	4,499			55,530			5,296,715		
2017	4,857	7.7%	348	56,441	1.6%	911	5,405,979	2.1%	109,264
2022	5,060	4%	203	57,024	1%	583	5,502,162	1.8%	96,183

FIGURE 2.23

Nature of Housing Units				
	Total Units	Owner Occupied	Renter Occupied	Vacant
2010	4,499	3,574	779	146
2017	4,857	3,842	955	61
2022	5,060	3,988	1,008	64

FIGURE 2.24



ESRI estimates that Chatham’s owner-occupied housing units make up 79.1 percent of the village’s housing stock. Figure 2.23 displays the number of units via each characteristic which is well above average compared to Illinois and the United States figures (IL, 59 percent; U.S., 55.4 percent). Meanwhile, Chatham’s renter-occupied housing unit is estimated at 19.6 percent, which is well below the averages of Illinois (31.7 percent) and the U.S. (32.9 percent). Owner-occupied units tend to be more stable and much less temporary (transient) than renter-occupied residences. Vacancy is minimal throughout the village. ESRI estimates only 1.3 percent of housing stock remains unoccupied. Again, Chatham compares favorably versus Illinois (9.1 percent) and the U.S. (11.7 percent). The SSCRPC expects this trend to continue going forward. Chatham is known for its family-oriented community, and data support such characteristics. Owner-occupied, single-family units are the vast majority of residences in the village. However, given the predicted growth in Chatham, additional housing options should be considered.

## 4. Housing

ESRI estimates that there are 4,857 housing units in Chatham and expects that number to increase over the next few years. Figure 2.22 (ESRI) displays the estimate for 2017 and the projection for 2022 in the Village of Chatham. For Chatham, ESRI forecasts a .76 percent annual increase in owner-occupied housing units by 2022. This figure is much higher than Springfield (0.02 percent) and Illinois (.15 percent).

### HOUSING PROJECTION AND NATURE OF THE HOUSING UNITS

The average household size expects to decrease over time; however, it projects to be near 2.6 persons in (2022 ESRI). Assuming the estimations and projections are accurate, approximately 7,292 total housing units are needed. The SSCRPC estimates that Chatham’s current rate of housing development could not support this expected growth.

### VALUE OF HOUSING UNITS

ESRI estimates Chatham’s median and average values in owner-occupied housing stock will increase between 2017 and 2022. The median value for owner-occupied housing was estimated at \$115,728 in 2017 and is predicted to grow to \$126,303 in 2022. Chatham’s 2017 average value was estimated at \$149,343 and will likely increase to \$176,888 in 2022. Figure 2.24 displays the expected growth grouped by housing unit value. ESRI projects that a significant increase in housing units valued below \$100,000 is to occur. These values are estimated in current, not constant dollars, and depend on the nature of the new housing stock that comes into the market. It is anticipated that the post-pandemic housing boom will increase values significantly.

## 5. Population Projections

Population growth or decline can significantly affect land use decisions. If a community projects a significant decrease in population but experiences massive growth, infrastructure and other community services will be strained. However, if a community predicts an unreasonable level of population growth, which does not come to fruition, resources have been utilized unnecessarily.

For this report, the SSCRPC staff used three methods to estimate future growth rates: the Building Permits method, Straight-Line projection, and the Birth/Death

Rates method. Other communities have used the same techniques to predict population growth when developing comprehensive plans. The methods are considered valid by state and federal entities that review the Springfield Area Transportation Study's (SATS) 2045 Long Range Transportation Plan (LRTP). While not perfect at predicting future population figures, the methods are helpful to predict future growth rates.

Figure 2.25 displays the estimated 2040 population by method. While Chatham's 2040 population may grow to one or near one of the highest rates displayed, SSCRPC staff believes that the combined average population of 18,960 is the most realistic figure to expect.

FIGURE 2.25

Chatham Population Projections				
	2010	2040	% Increase	Annual Growth Rate
Building Permits-Based Method	11,500	22,724	97.6%	3.25%
Straight Line Projection	11,500	19,608	70.5%	2.35%
Birth/Death Rates Method	11,500	14,548	26.5%	0.88%
Combined Average	11,500	18,960	64.9%	2.16%





*Glaciers played a role in the soil formation of the Chatham planning area.*



**SECTION 3**

*Environment and Natural Resources*

Photo courtesy of Tom Franke.

# Environment and Natural Resources

## 1. Topography and Geology

The topography in the Chatham planning area is relatively flat. Still, it varies from an approximate low of about 550 feet above sea level to an approximate high of about 625 feet above sea level. The lower areas are near watersheds like Lake Springfield, and the higher elevations are in the southwest part of the Chatham planning area.

The Chatham planning area is part of the more extensive Springfield plain, extending into northern Sangamon County. Ninety-eight percent of Sangamon County has rock from the Modesto Formation of the Pennsylvanian geologic age: shale, limestone, sandstone, clay, coal, and black shale (United States Geological Survey, n.d.). The other two percent of Sangamon County is part of the Bond Formation of the Pennsylvania geologic age: limestone, shale, sandstone, underclay, black shale, and coal (United States Geological Survey, n.d.).

Glaciers also played a role in the soil formation of the Chatham planning area. Above the bedrock, there are two major quaternary geology character areas characterized by glacial interglacial cycles. The more prevalent character area has Peoria loess (wind-blown soil) overlaying gleyed Roxana Silt (characteristic of wetlands) overlaying oxidized Sangamon Soil, overlaying Vandalia Till of the Glasford Formation (soil deposited by melting glaciers). In low-lying locations such as the Lick and Sugar Creek floodplains, the second area is characterized by Peoria loess overlaying the oxidized Roxana Silt overlaying oxidized Sangamon Soil overlaying Vandalia Till of the Glasford Formation (Bergstrom et al., 1976).

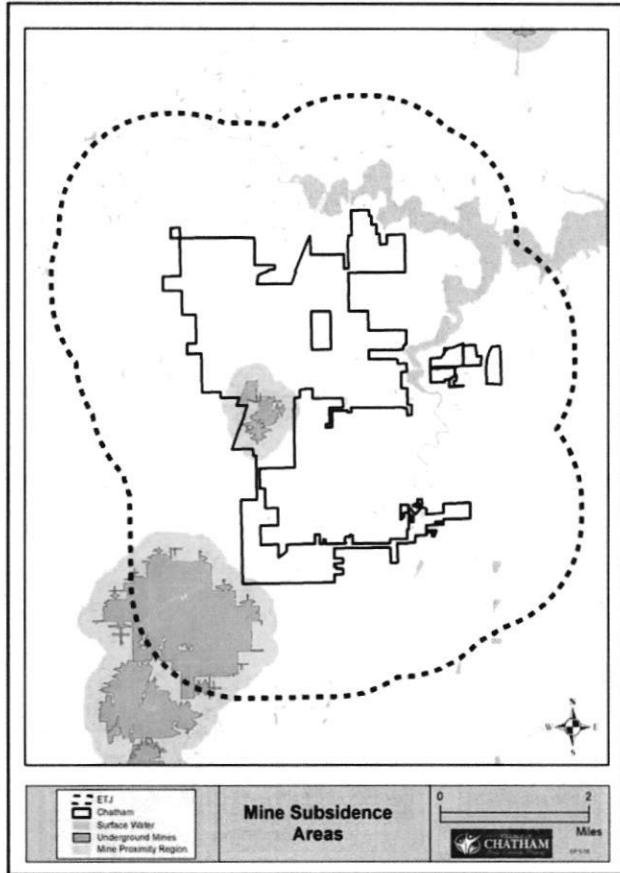
### **MINE SUBSIDENCE**

Historically, coal was an essential economic resource in Sangamon County. In the Chatham planning area, the bedrock contains small seams of Herrin no. 6 coal in bands of five to seven feet wide at depths of approximately 200-300 feet (Bergstrom, Piskin, & Follmer, 1976). One by-product of coal mining is

## *Environment and Natural Resources Executive Summary*

- Chatham has two areas for mine subsidence, one in the village and one in its planning area outside Village limits. Both are former coal mines.
- Much of Chatham's planning area is very limited for septic fields.
- Much of the Chatham Planning area drains to the Sugar/Lick Creek watershed.
- Chatham's three floodplains are: Polecat/Fox Creek, Sugar/Panther Creek, and Lick Creek.
- Much of Chatham's wetlands are located near Lake Springfield and along its floodplains.
- Chatham has one grade B natural area in its planning area. Its grade C natural areas tend to cluster near the floodplains.
- Sangamon County contains three federally threatened/endangered species and 17 state threatened/endangered species.
- Chatham's dense tree cover areas include the older portion of town near the railroad tracks and floodplains.
- Chatham's planning area contains two properties on the National Register of Historic Places, the Sugar Creek Covered Bridge and the Caldwell Farmstead.

FIGURE 3.1



mine subsidence, which is the sinking of the ground surface due to the collapse of the voids left from coal mining. Possible risks from mine subsidence can vary from minor structural damage such as cracks in walls to significant problems, including foundation or slab failure, houses sinking into the ground or sinkholes.

The Chatham planning area contains two known coal mining areas, as shown on the map in Figure 3.1. The Illinois Collieries No. 3 Mine, located within the village limits of Chatham, operated from 1885-1907. The Panther Creek No. 1 Mine is located in the southwest portion of the Chatham planning area and was in operation from 1918-1944. The map depicts the underground mines' location in red with yellow representing a proximity region where mine subsidence may still occur.

People located in the areas where these two mines were in operation need to be aware of mine subsidence's potential. Discoveries of old mines shafts, while rare, are not an unknown occurrence in Sangamon County. The two primary offices with information on mines throughout the state are the Office of Mines and Minerals at the Illinois Department of Natural Resources and the Illinois State Geological Survey, which maintains the Coal Mines in Illinois (ILMINES) website.

FIGURE 3.2

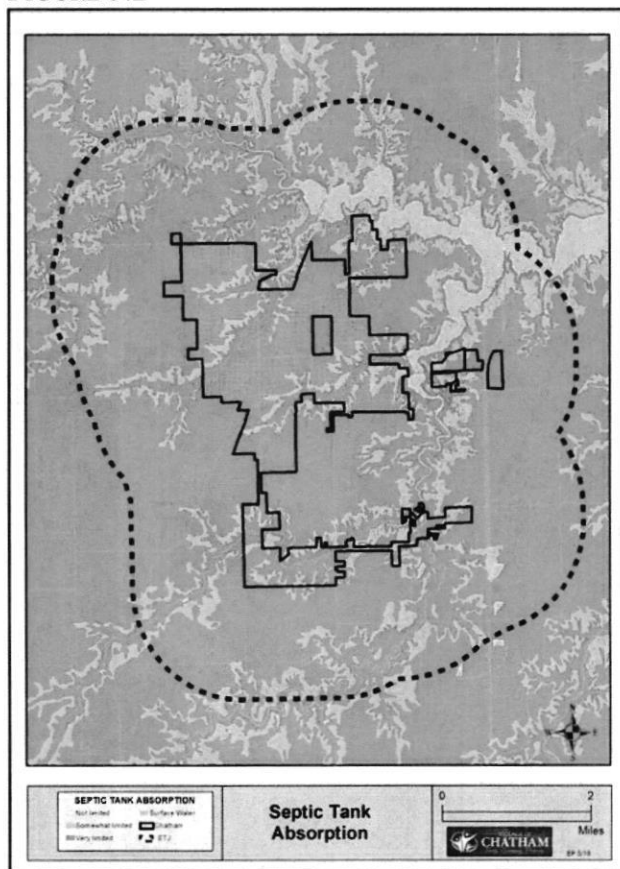


FIGURE 3.3

Soil Types*		
Assumption	Fayette	Osco
<b>Buckhart</b>	<b>Harrison</b>	<b>Proctor</b>
<b>Camden</b>	Hartsburg	Radford
Clarksdale	Hickory	<b>Rozetta</b>
Denny	<b>Ipava</b>	Sable
<b>Drury</b>	Kendall	Sawmill
Edinburg	Keomah	Shiloh
<b>Elburn</b>	Lawson	Spaulding
Elco	Navlys	Tice
Elkhart	Orthents	Viriden

\* Bold denotes prime soil types.



## 2. Area Soils

One result of wind and water shaping the surface over thousands of years is a large amount of high-quality farmland soil in the Chatham planning area. The downside to this soil is there are large areas that are not particularly suitable for septic fields.

### SOIL SUITABILITY FOR SEPTIC FIELDS

Figure 3.2 depicts soils' suitability for septic fields with the darker colors identifying soils limited for handling septic field run-off. These soil limitations are an essential consideration for growth planning as most of the Chatham planning area is within the darker colored areas.

### SOIL SUITABILITY FOR AGRICULTURE

Agriculture is an important land use in the vicinity of Chatham. Part of the land in Chatham's village limits is cropland, and the majority of the land in the 1.5-mile extraterritorial jurisdiction is in agricultural production.

The Chatham planning area contains 30 different soil types listed in Figure 3.3, with the three most common being Ipava, Virden, and Osco. Nine of these soil types are prime under the Land Evaluation and Site Assessment (LESA) scoring system. Figure 3.4 shows the areas suitable for agriculture in dark brown.

## 3. Watersheds, Floodplains and Wetlands

### WATERSHEDS

The word watershed generally refers to areas drained by rivers, creeks, and intermittent streams of varying sizes. In Sangamon County, watersheds drain to the Sangamon River, emptying to the Illinois River and then to the Mississippi River. Sugar/Lick Creek and Horse/Brush Creek are the two watersheds in the Chatham planning area. Approximately 95 percent of the Chatham planning area is within the Sugar/Lick Creek watershed. The other roughly five percent of the planning area is in the Horse/Brush Creek watershed. Figure 3.5 shows the two watersheds.

FIGURE 3.4

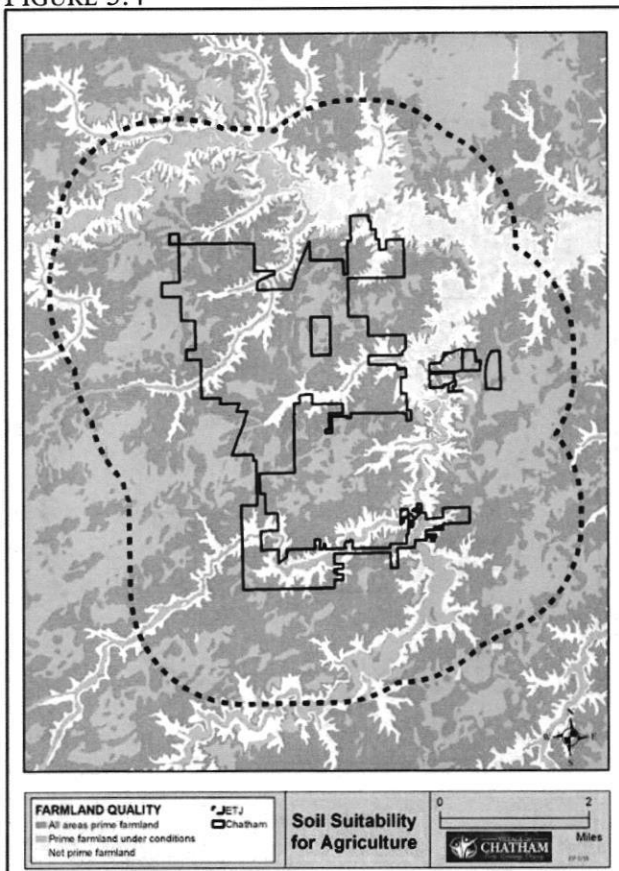


FIGURE 3.5

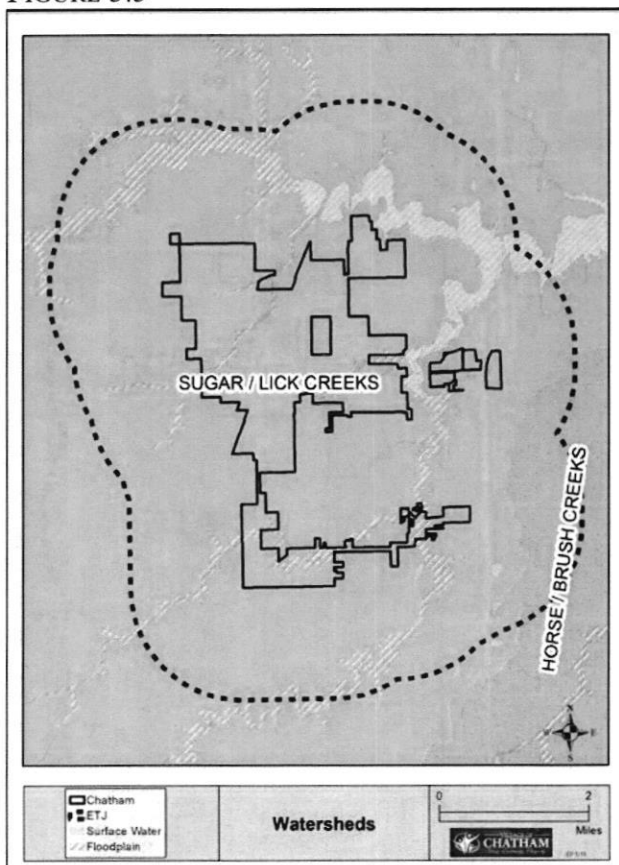
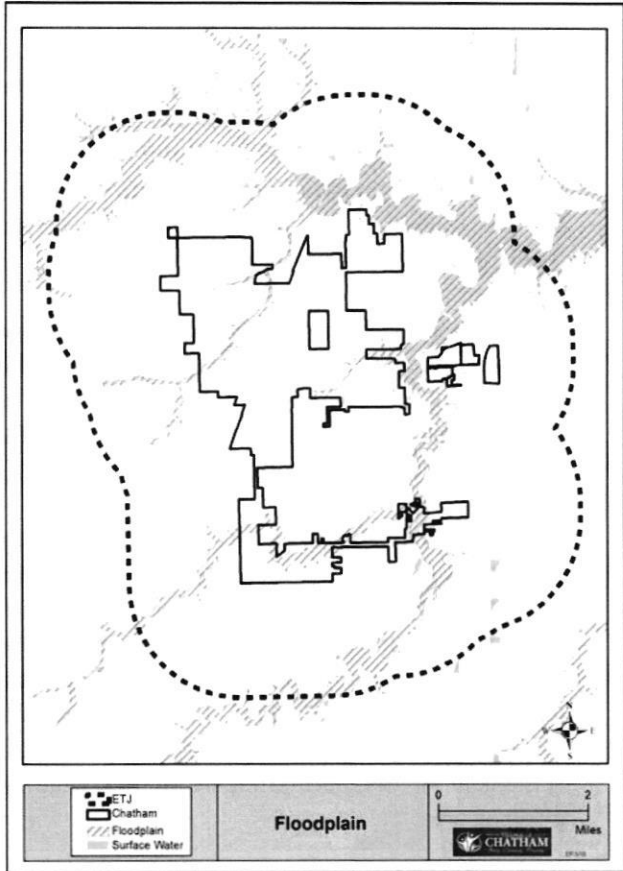


FIGURE 3.6

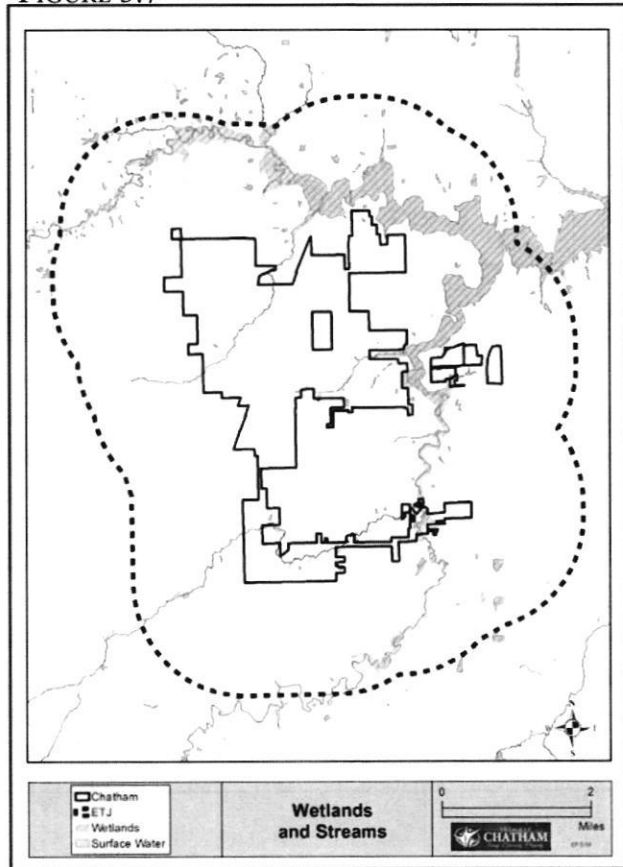


According to the Illinois EPA (IEPA) Integrated Water Quality Report (2016), there are a few impaired bodies of water in the Chatham planning area. Impaired means “one applicable use, e.g., aquatic life, is not fully supported or good” (IEPA, 2016, p. 1). In the Sugar/Lick Creek watershed, both namesake streams are considered impaired. Sugar Creek is insufficient for aquatic life because of low dissolved oxygen (which affects underwater animal breathing) and total phosphorous. Lick Creek is inadequate for aquatic life because of low dissolved oxygen levels. Lake Springfield is an impaired inland lake insufficient for aquatic life due to low dissolved oxygen levels and total phosphorus. It is also inadequate for aesthetic quality due to total phosphorus and total suspended solids. Identifying waters that are impaired is an important part of conserving water bodies like lakes, streams, and rivers.

**FLOODPLAINS**

When planners talk about “floodplains,” it typically means areas within the 100-year or one percent annual chance floodplain, also called the Special Flood Hazard Area (SFHA). Figure 3.6 shows floodplains in the Chatham planning area. According to FEMA (2005), floodplains provide several natural and beneficial functions. First, they provide natural flood and erosion control. Floodplains provide floodwaters’ storage during high water flow times and contribute to the hydrologic cycle by recharging groundwater, refreshing aquifers, and smoothing out the frequency and duration of low water flows during droughts. Second, floodplains serve significant biologic resources and functions. They maintain water quality by filtering run-off, moderating water temperatures, and processing organic waste, essential tasks that improve aquatic habitats. Floodplains are also hunting and breeding grounds for wildlife, helping to conserve natural areas. Additionally, floodplains can contribute to an improved quality of life through societal benefits, providing outdoor and scientific education opportunities. Finally, although more applicable to Sangamon County in general than Chatham specifically, floodplains can provide recreational opportunities when there is enough water to support boats, canoes, kayaks, or inner tubes.

FIGURE 3.7



The Chatham planning area has three important floodplains: Polecat/Fox Creek, Sugar/Panther Creek, and Lick Creek. The most critical floodplain in the Chatham planning area is likely Polecat/Fox Creek, which runs through a portion of Chatham's village limits. The floodplain is "studied" with 100-year base flood elevations calculated using FEMA approved methodologies. A floodway is present on the flood maps from near the s-curve on Loami Road (Walnut Street) through Chatham's village to Lake Springfield. In the 1990s, the Village of Chatham conducted some buyouts near Glenwood Lane and Bonnie Brook Road. The Sugar Creek floodplain is in the eastern part of the Chatham planning area. It has little development, but there are some houses and subdivisions slightly outside the floodplain. Floodplain studies have been completed and approved by FEMA in this area as well. A floodway is also identified on the flood maps from near Glenarm Road to slightly south of the Chatham Road Bridge.

Panther Creek is a tributary to Sugar Creek. A study of the Panther Creek floodplain has not been completed meaning the floodplain is drawn on the map using approximate methods where FEMA has not determined base flood elevations. The Lick Creek floodplain in the northern part of the Chatham planning area near Spaulding Orchard Road also lacks a FEMA-approved study. There is a heavily developed tributary to Lick Creek along Spaulding Orchard Road, where there are some flooding problems.

## WETLANDS

Most wetlands have similar properties to floodplains, serve crucial biological functions, and provide many social, environmental, and quality-of-life benefits. Wetlands are classified using a taxonomy developed by the United States Fish and Wildlife Service (Cowardin, Carter, Golet, & LaRoe, 1979/1992).

Figure 3.7 shows the location of wetlands in the Chatham planning area. The six most numerous wetlands codes are described in Figure 3.8. These six codes combined represent about 90 percent of the wetlands in the Chatham planning area.

The largest wetlands area is an L-code, or Lacustrine, which are approximately 50 percent of the wetlands area. Lacustrine wetlands characteristics include size over 20 acres, located in a topographic depression or dammed river (or creek) channel, and lack trees (Cowardin et al., 1979/1992). These wetlands are where Lick Creek and Sugar Creek feed into Lake Springfield in the northern part of the Chatham planning area.

The second-largest area of wetlands is a P-code, or Palustrine, which is approximately 40 percent of the wetlands area. Palustrine wetlands are more commonly known as prairies, bogs, fens, or marshes and tend to be near rivers and streams (Cowardin et al., 1979/1992). The two largest areas within the

FIGURE 3.8

Code	Wetlands Codes Description	Acreage	Percent of Total
L1UBHh	Lacustrine, Limnetic, Unconsolidated Bottom, Permanently Flooded, Diked/Impounded	911	49.8
PFO1A	Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded	394	21.5
PFO1Ah	Palustrine, Forested, Broad-Leaved Deciduous, Temporarily Flooded, Diked/Impounded	117	6.4
PEMCh	Palustrine, Emergent, Seasonally Flooded, Diked/Impounded	90	4.9
PUBGh	Palustrine, Unconsolidated Bottom, Intermittently Exposed, Diked/Impounded	77	4.2
PEMFh	Palustrine, Emergent, Semi-Permanently Flooded, Diked/Impounded	54	3.0

Palustrine coded wetlands are broad-leaf deciduous (leaf trees) and temporarily flooded, meaning they are close to streams. The majority of these wetlands are near Sugar and Lick Creeks in the northern part of the Chatham planning area. However, some forested wetlands are in the western part of the Chatham planning area along Panther Creek and Polecat Creek.

#### 4. Natural Areas

##### NATURAL AREAS INVENTORY

In the 1970s, the Illinois Department of Conservation developed the Illinois Natural Areas Inventory (NAI), which described and graded natural areas' characteristics. In 2004, the Friends of the Sangamon Valley contracted with LaGesse and Associates to document the natural areas of Sangamon County, and the outcome was the Sangamon County NAI. LaGesse and Associates assigned grades to evaluate the quality of the natural areas according to the following descriptions:

**Grade A:** Relatively stable or undisturbed communities.

**Grade B:** Late successional or lightly disturbed communities.

**Grade C:** Mid-successional or moderate to heavily disturbed communities.

**Grade D:** Early successional or severely disturbed communities.

**Grade E:** Very early successional or very severely disturbed communities.

Figure 3.9 shows natural areas with a grade of C or higher. Grade C or higher was chosen as these findings include the least disturbed plant communities. The grade C natural areas are near and in the Chatham planning area's floodplains. Also shown is one grade B natural area in the Chatham planning area. It is located along the shore of Lake Springfield in the northern part of the Chatham planning area along the eastern part of Ironbridge Estates and Irongate Estates subdivisions, and slightly northeast of Spartan Valley subdivision.

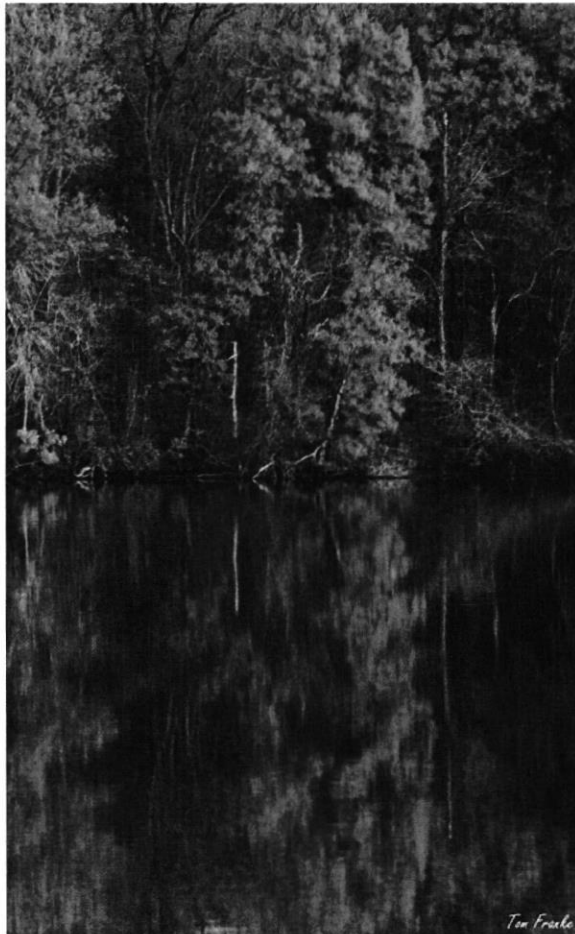
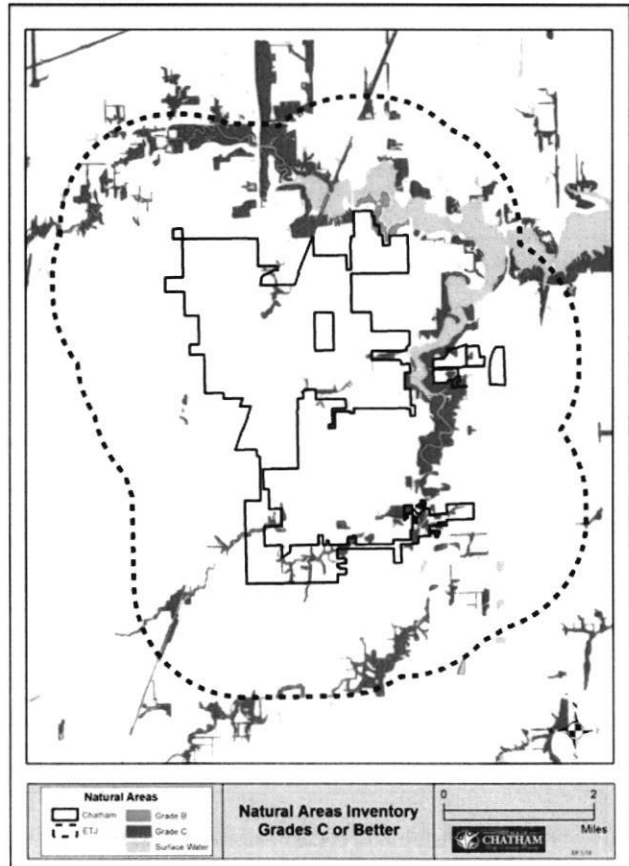


Photo courtesy of Tom Franke.

FIGURE 3.9



### ENDANGERED AND THREATENED SPECIES

The following table (Figure 3.10) indicates lists of federal and state threatened and endangered species for Sangamon County, and thus Chatham.

With a portion of Lake Springfield in the Chatham planning area, endangered and threatened species may be located around the lake. The community should be conscientious of this possibility when planning for new development.

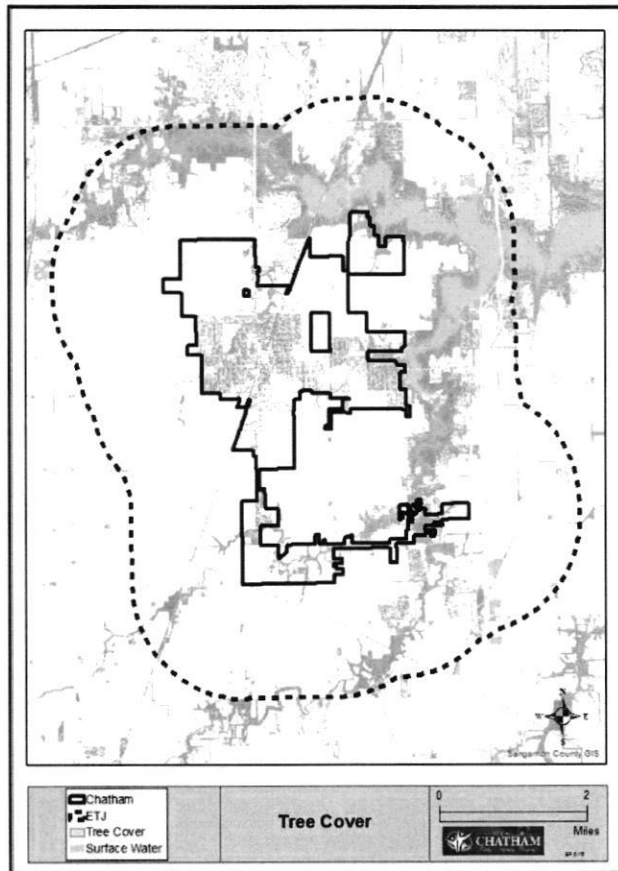
### TREE COVER

Trees cover has several benefits. Tree-lined streets can improve home sales. Tree cover enhances a neighborhood's character, giving it a shaded look that can be desirable and have a natural cooling effect in the summer. Tree cover also provides some privacy from neighbors. Figure 3.11 shows the tree cover in the Chatham planning area derived from 2007 data. The map indicates tree cover is densest near the railroad tracks in the older part of Chatham and along the various floodplains in the area.

FIGURE 3.10

Endangered and Threatened Species*		
FEDERAL (US Fish and Wildlife Service)		
Common Name	Scientific Name	Status
Indiana bat	<i>Myotis sodalis</i>	Endangered
Northern long-eared bat	<i>Myotis septentrionalis</i>	Threatened
Eastern prairie fringed orchid	<i>Platanthera leucophaea</i>	Threatened
STATE (Illinois DNR- List as of October 2016)		
Common Name	Scientific Name	Status
Smooth softshell (turtle)	<i>Apalone mutica</i>	Endangered
Short-eared owl	<i>Asio flammeus</i>	Endangered
Northern harrier	<i>Circus cyaneus</i>	Endangered
Loggerhead shrike	<i>Lanius ludovicianus</i>	Endangered
Indiana bat	<i>Myotis sodalis</i>	Endangered
Black-crowned night heron	<i>Nycticorax nycticorax</i>	Endangered
Heart-leaved plantain	<i>Plantago cordata</i>	Endangered
Royal catchfly	<i>Silene regia</i>	Endangered
Great chickweed	<i>Stellaria pubera</i>	Endangered
Kirtland's snake	<i>Clonophis kirtlandi</i>	Threatened
Least bittern	<i>Ixobrychus exilis</i>	Threatened
Bunchflower	<i>Melanthium virginicum</i>	Threatened
Mudpuppy	<i>Necturus maculosus</i>	Threatened
Franklin's ground squirrel	<i>Spermophilus franklinii</i>	Threatened
Ornate box turtle	<i>Terrapene ornata</i>	Threatened
Lined snake	<i>Tropidoclonion lineatum</i>	Threatened
Barn owl	<i>Tyto alba</i>	Threatened
*Blue text denotes a federal endangered species. Red text denotes a state endangered species.		

FIGURE 3.11



The Caldwell Mansion, 2017. Sangamon County Historical Society photo.

## 5. Historical & Cultural Resources

The Chatham planning area has two properties on the National Register of Historic Places: the Sugar Creek Covered Bridge and the Caldwell Farmstead.

The Sugar Creek Covered Bridge, spanning across Sugar Creek southeast of Chatham, is the last covered bridge in Sangamon County and is one of five covered bridges remaining in Illinois. The covered bridge was built in 1827 and is believed to be the oldest surviving covered bridge of those five left in Illinois. Chatham is responsible for maintaining the covered bridge after the Sangamon County historical society deeded over the covered bridge and the adjoining Pioneer Park. The Sugar Creek Covered Bridge was added to the National Register of Historic Places in 1978.

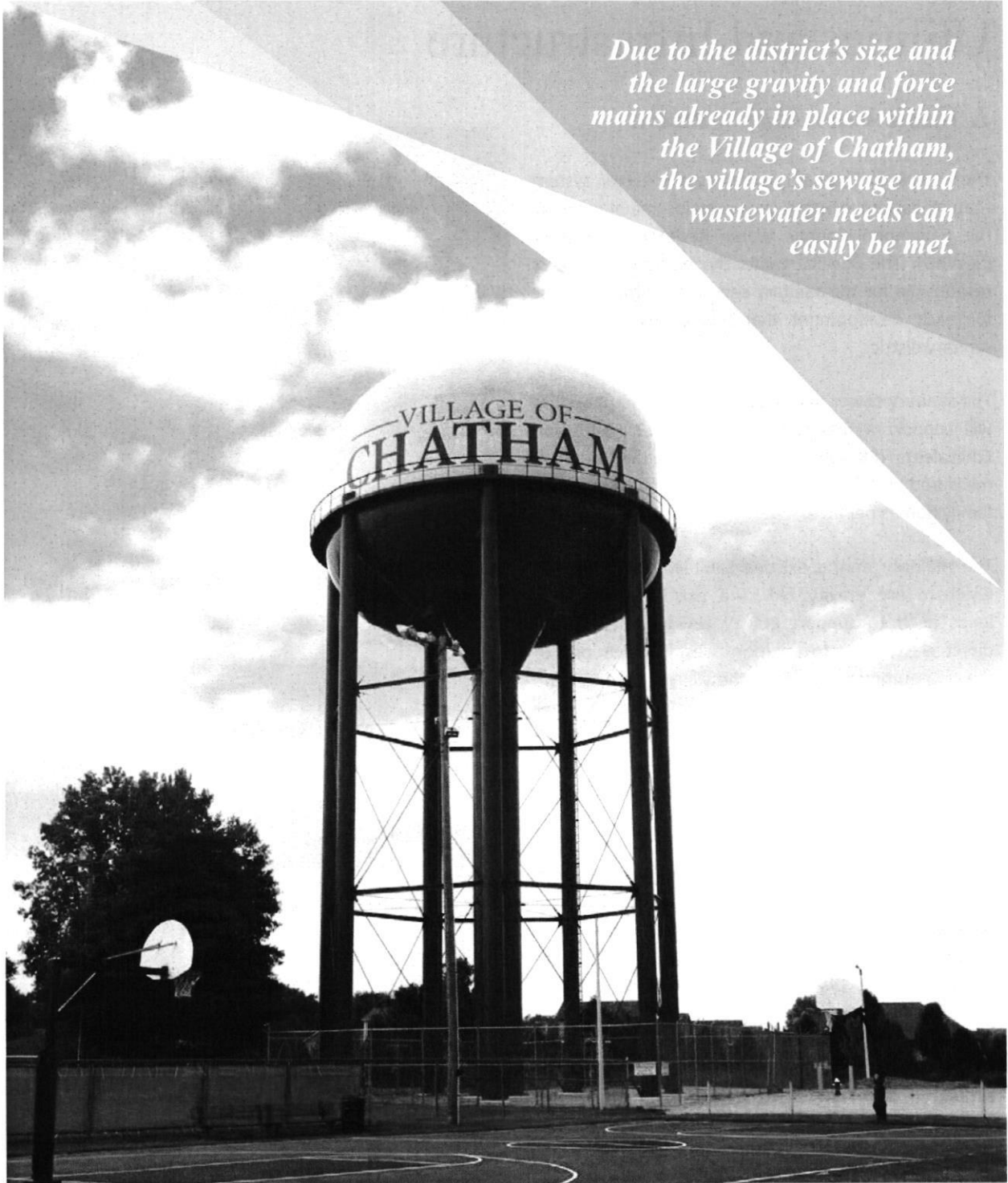
The Caldwell Farmstead sits just north of Chatham, located along Route 4. The farmstead has several structures on the property, including the mansion, barn, smokehouse, garage, and storage shed with the mansion and barn being the historic structures. The Caldwell Mansion was built in 1876 and is a two-story towered Victorian Italianate villa-style mansion. The barn was also believed to have been built around the same time as the mansion. The Caldwell Farmstead was added to the National Register of Historic Places in 1984.



Photo courtesy of Tom Franke.



*Due to the district's size and the large gravity and force mains already in place within the Village of Chatham, the village's sewage and wastewater needs can easily be met.*



#### SECTION 4

## *Utilities and Infrastructure*

Photo courtesy of Molly Berns.



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# Utilities and Infrastructure

## 1. Wastewater Management

The Village of Chatham serves as a collector system that feeds into existing sewer mains maintained by the Sangamon County Water Reclamation District (SCWRD). The SCWRD treats the wastewater and is responsible for the sanitary sewer permitting process for each development that has annexed into the sanitary district.

The sanitary sewer and wastewater treatment system will support a maximum density of 15 Population Equivalents (PE) per acre. A single-family home is measured at 3.5 PE, which equals roughly four single-family homes per acre.

The majority of the existing sanitary sewer lines in Chatham are gravity fed. The existing topography lends itself to support gravity sewer mains, which direct wastewater to the northwest towards one of the two pump stations near the village. One is at the north end of the village off Old Route 4, and the other is on the east side of the village near Lake Springfield. These two pump stations take the wastewater from the gravity flow sewer mains and pump it to the SCWRD's treatment plants.

The SCWRD's Spring Creek Treatment Plant serves a portion of the City of Springfield and a number of the surrounding communities, which includes the Village of Chatham. The district completed \$125 million in upgrades to the plant in 2012, which increased the plant's daily and peak capacity by 12 million and 30 million gallons, respectively. (Landis) Due to the district's size and the large gravity and force mains already in place within the Village of Chatham, the village's sewage and wastewater needs can easily be met.

If the village were to develop more to the south, a pump station would likely need to be constructed to address topography with gravity fed mains. The timing on constructing a pump station will be determined by the density and rate of growth. It is likely that property will need to be annexed into the sanitary district to be served by the SCWRD.

### *Utilities Executive Summary*

#### WASTEWATER MANAGEMENT

- Capacity is not an issue for the district as growth occurs in Chatham.
- Depending on the location of growth, a new pump station may become necessary.
- Annexation into the sanitary district is necessary to be served by SCWRD.
- The density of development is limited to a maximum of 15 PE per acre.

#### WATER

- The water usage in the village is nearing what the SSWC can supply. A supplemental water source or expansion of the SSWC is needed to support additional growth.
- Adding more water capacity and looping the water mains to the south of the village will help support growth.
- Development to the north of Mansion Road is in Curran-Gardner Water District.

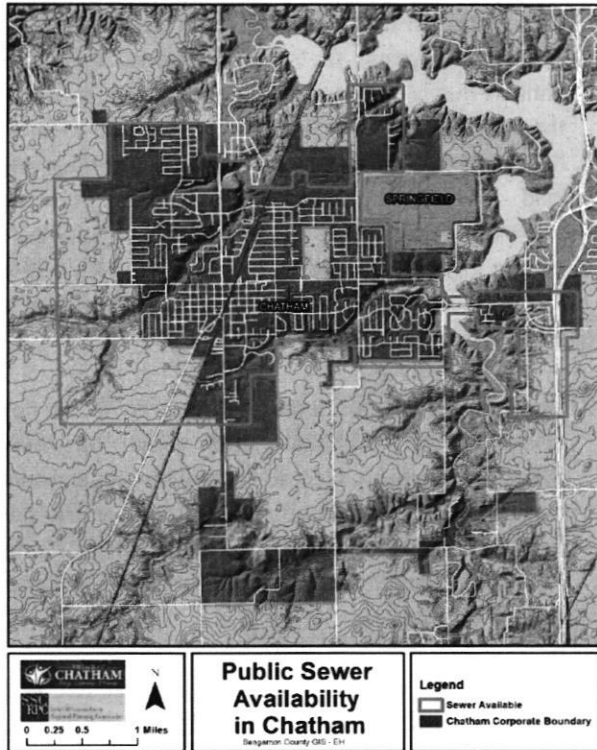
#### ELECTRIC

- The Village of Chatham and RECC has a Service Area Agreement that defines who serves the areas located outside the village distribution area.
- The agreement with RECC may expire in the next few years. After that, the village may be able to serve areas outside of its distribution area.
- Upgrades to the village's electric distribution system to increase capacity will be needed with an additional transformer and extending three-phase overhead lines. RECC has no capacity issues to serve surrounding areas.
- Overhead electric lines should be relocated underground to make the electric distribution system more reliable.

#### CELLULAR SERVICE

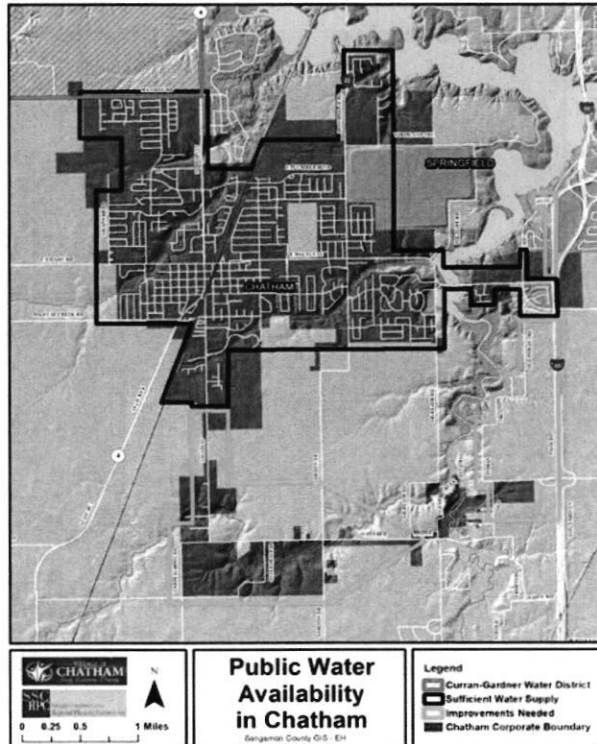
- Cellular service was previously categorized as an amenity in a community. The recent need and demand for the internet during COVID-19 has resulted in cellular and internet service being a requirement.

FIGURE 4.1



The areas outlined in red are currently served or can be easily served by the SCWRD.

FIGURE 4.2



The area outlined in red is the Curran-Gardner Water District's jurisdiction. Areas outlined in black have a sufficient water supply from the village. Areas outlined in orange need infrastructure improvements to supply sufficient water to support additional development.

## 2. Public Water

Public water is the most significant concern for the Village of Chatham when considering future growth. The South Sangamon Water Commission (SSWC) was formed in 2009 to provide water to the Villages of Chatham and New Berlin. Since then, the Village of Chatham has established a contract with the SSWC to serve as the water provider.

The average daily water demand for the Village of Chatham consists of 775,000 gallons per day, while the peak water usage for a single day in 2017 was 1.3 million gallons. Currently, the SSWC can provide 1.8 million gallons of water per day under current conditions. However, the village is not to exceed 80% of this amount, roughly 1.44 million gallons.

The SSWC is investing in infrastructure improvements. In 2018, SSWC finalized a loan to complete several projects, adding a raw water main pigging station. A pigging station is a large pipe section where a device, known as a pig, is inserted into the line. The water flow pushes the pig down the line and can be used to clean the main and inspect for any issues. The pig allows the water to continue flowing while the cleaning or inspecting takes place. The potential benefits of this could be improved water quality and potentially increased capacity from the removal of rust or sediment in the raw water mains supplying the treatment plant.

The SSWC plant has the space to double the plant's production by constructing an additional water treatment system, which is also referred to as a train. As discussed with Village Manager Patrick McCarthy, the lack of demand has kept the plant from purchasing the second train. As additional growth occurs, the SSWC will need to expand to accommodate future growth, or the village will need to consider a supplemental water source to address usage demands.

The Village of Chatham is planning to complete several water-related projects to help support future growth. The village currently has two existing above ground water storage tanks with a water storage capacity of 2,250,000 gallons. Based on the usage, this stored water would only last around two to three days.

Adding another above ground storage tank would increase the village's water storage capacity.

In an emergency, the village has an agreement with City Water, Light, and Power (CWLP) to provide additional water. This agreement is not a supplemental water source and is only used in emergencies.

Additionally, the Village of Chatham plans to make infrastructure improvements to the south by looping the water lines in several locations. The upgrades would increase water pressure and water availability and allow for more development in the village, especially towards the southern end. One of these proposed loops would need to go underneath a creek from Covered Bridge Road to Old Indian Trail. This loop would be an expensive project, but the results would help support growth in the village. Other locations for loops include Goldenrod Drive from South Main Street to Illinois Route 4 and a loop along Mansion Road.

As growth to the north occurs, developments begin to reach other water providers' service boundaries. Mansion Road serves as the boundary between the SSWC and the Curran-Gardner Water District. As development along Mansion Road continues to occur, the village will need to negotiate agreements with the Curran-Gardner Water District to determine which entity will provide water to future developments.

### 3. Electric

The Village of Chatham is responsible for the electric distribution area identified in Figure 4.3. The electricity supplied to the Village of Chatham is currently purchased wholesale from the Illinois Municipal Electric Agency (IMEA).

Created in 1984, IMEA is a not-for-profit unit of local government made up of municipal electric systems across the State of Illinois that works to deliver reliable power to its members at low and consistent prices (IMEA). While IMEA supplies electricity to all of its members, the individual communities own and operate their electric distribution systems.

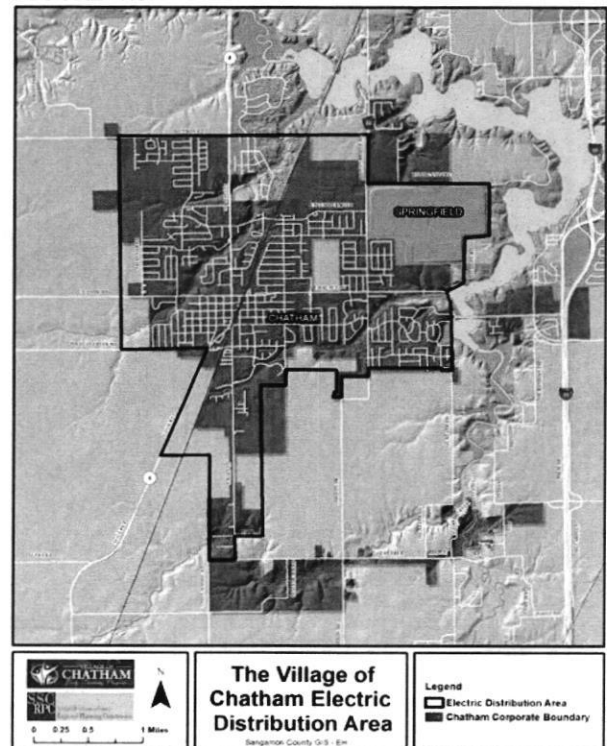
As was previously stated in the Village of Chatham 2007 Comprehensive Plan, the existing electric distribution system is approaching peak capacity despite being supplied by a reliable high voltage transmission line.

The village will need to make minor upgrades to the distribution system to increase capacity soon. The enhancements will include running a new overhead three-phase line down Route 4 and west on Mansion Road, which will add an approximately 12-megawatt load to the Independence Substation. Currently, the electric substation has the space to double its current capacity by adding a transformer. As further development occurs, the need for this extra transformer will increase.

Underground electric lines are required in all new developments. Additionally, the village has been replacing overhead electric lines with underground service in older neighborhoods with taller trees to reduce outages' likelihood during heavy storms. As this relocation continues, the village's electric distribution system will become more reliable.

The Village of Chatham currently has an agreement with the Rural Electric Convenience Cooperative (RECC) to serve the areas located outside of the village distribution area. The Illinois Commerce Commission approved this agreement, which has been in place since 1996.

FIGURE 4.3



The area outlined in black represents the Village of Chatham electric distribution area. As growth occurs outward, developers will have to work with the village and RECC to determine the provider to serve the development.

RECC recently started purchasing wholesale electricity from NextEra Energy Marketing. Because both the village and RECC purchase power wholesale, they both have low, competitive rates. As growth occurs and the village expands outward, developers will have to work with the village and RECC to determine the provider to serve the development. This agreement with RECC will expire within the next few years. If the contract is not extended, the village may be responsible for serving properties outside of its distribution area in the future.

#### 4. Cellular Service

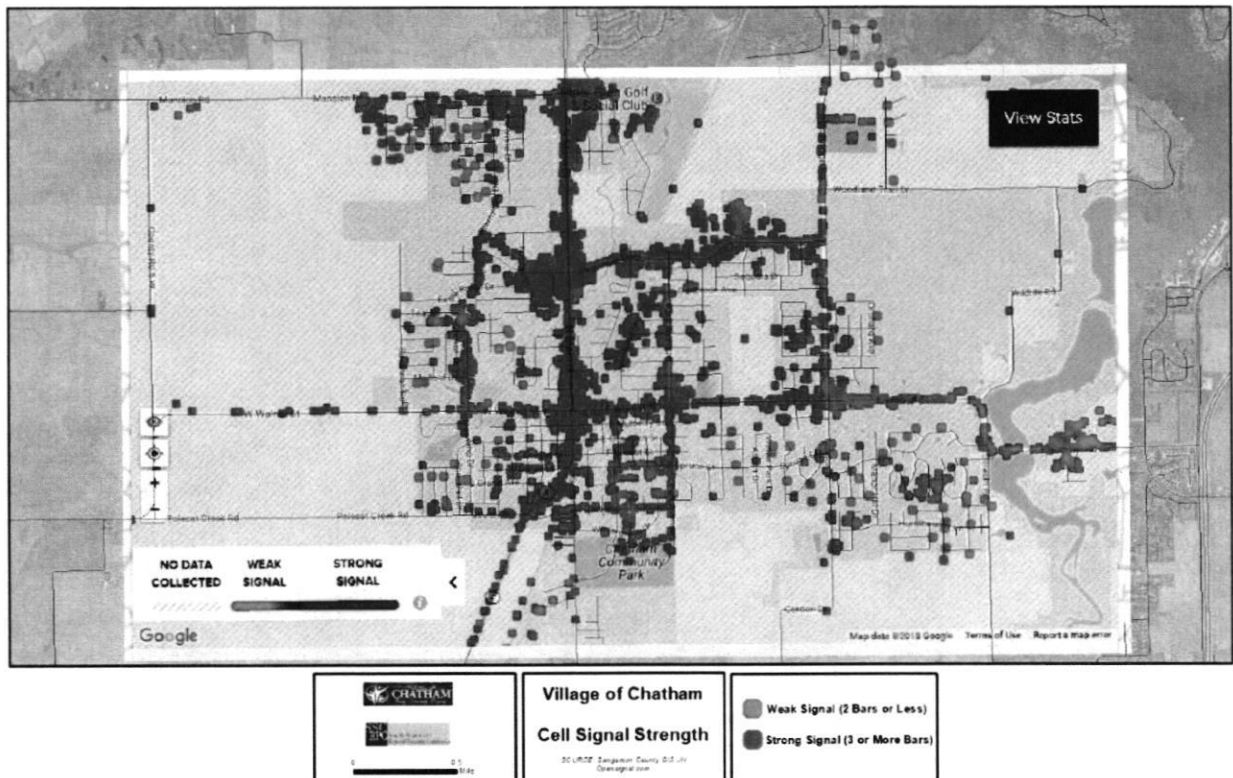
Access to reliable cellular service was previously categorized as an amenity in a community. However, the need and demand for instant access to user-friendly global communications, the internet, and digital networks has resulted in reliable cellular service being a necessity in communities. Cellular accessibility is critical to both residents and businesses, as demonstrated during the COVID-19 pandemic. School instruction took place online, employees worked from home, and many businesses relied on online ordering systems to stay in business.

Mobile phones are used by more than 90 percent of citizens in the United States (“Cell Phone Ownership hits 91% of Adults”). The significant amount of usage requires a community to understand the spatial distribution of signal strength and have accessible mobile phone service or reliable signal strength throughout the community.


Some locations in the Village of Chatham have strong cellular reception, while other places have minimal or weak signal strength. Low signal strength can result from physical or external obstructions (foliage, buildings, etc.), overcrowding use of mobile phones in a specific area (events with a large crowd, schools, etc.), or simply being a long distance from a cell tower.

Figure 4.4 displays Chatham’s cellular signal strength (Opensignal). The data came from field tests taken by Regional Planning staff via the Opensignal mobile application and previously reported data from the app itself. Opensignal uses crowdsourced data and receives information from several popular carriers such as AT&T Inc., Verizon Communications Inc., Sprint Corp., and T-Mobile USA Inc.

FIGURE 4.4





An aerial photograph of a residential neighborhood. A paved road with white lane markings runs diagonally from the bottom left towards the center. To the right of the road is a long, light-colored fence that separates the road from a row of houses. The houses are single-story with gabled roofs and are surrounded by trees and lawns. The sky is filled with large, white, fluffy clouds. A large, semi-transparent grey shape is overlaid on the top right corner of the image.

*As growth occurs, it is necessary to improve and upgrade existing roadways to meet the additional traffic needs.*

**SECTION 5**

*Transportation*

Photo courtesy of Molly Berns.

# Transportation

## 1. Network Planning Overview

Federal transportation legislation requires that each urbanized area with more than 50,000 residents be designated as a metropolitan planning area (MPA). The Springfield Area Transportation Study (SATS) was initiated in 1964 under the 1962 Federal-Aid Highway Act as the metropolitan planning organization (MPO) for the area. Although initially covering the immediate Springfield area only, the planning area was expanded in 2003 to include the enlarged urbanized area defined by the 2000 Census. The MPO area now extends north to Sherman, south to Chatham, west to Curran, and east to Riverton and Rochester.

SATS is responsible for the direction, oversight, and coordination of the transportation planning process for the region to ensure that transportation planning and programming decisions are reflective of the needs and desires of its members and the general public. The transportation planning process utilizes the federally mandated 3-C (continuing, comprehensive, and cooperative) guidelines. It considers the physical, social, and economic effects of transportation circulation, regional impacts, and coordination needs at all levels.

### 2045 LONG RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan (LRTP) is the primary planning document of the planning area. Every five years, an LRTP is developed and adopted by SATS that outlines road and bridge, rail, transit, bicycle, and pedestrian projects on a 25-year planning horizon.

Projects are divided into both planned and illustrative lists. Planned projects demonstrate fiscal constraint and are divided into the following time frames:

- Short term projects are those which are planned to take place in the next five years (2020–2024) and funding has been committed, or secured.

## Transportation Executive Summary



Considerations need to be given in the future to population growth and existing transportation network to determine if current infrastructure is adequate.



Chatham fire and ambulance services are located in the southwest section of the village as bisected by the rail line. This potentially increases the delay of emergency services.



Signage and marking of bicycle accommodations is important, so both the bicyclist and motor vehicles should be aware of how different modes will be utilizing the roadway. Wayfinding signs are also beneficial in directing cyclists.



Complete “missing links” identified in both the Envisioned Bicycle Network and the Priority Pedestrian Network to provide safe and continuous travel for long stretches of the travel.



Update existing sidewalks to comply with ADA standards is a costly priority currently under consideration by the Village of Chatham.



As the population grows and additional lanes of traffic are constructed, pedestrian or median refuge islands may be a consideration to reduce the distance pedestrians must travel at one time on heavily traveled corridors.



Planting buffers, with landscaping and street trees, provide shelter and shade without obstructing sight, provide a visual line between pedestrians and the roadway, and soften the surrounding environment.

- Intermediate term projects are anticipated to be initiated in the next six to fifteen years (2025 – 2034). Funding for these projects may already be committed or is actively being sought.
- Long term projects are envisioned for the next sixteen to twenty-five years (2035 and beyond).

The LRTP must be fiscally constrained, meaning the projects listed must be based upon funds believed to be reasonably available within the timeframe designated. Jurisdictions continue to plan and pursue funding for high priority projects. The illustrative projects listed in the 2045 LRTP are categorized based upon their priority as determined by the jurisdictions:

- Priority illustrative projects have been identified as projects that have been deemed to have a higher level of importance when seeking funding.
- Secondary illustrative projects are those which have been identified by the jurisdiction as beneficial projects, yet the jurisdiction may have difficulty in providing their local match.

## 2. The Road Network

As the population grows and business expands, the road network must be maintained and extended to anticipate and meet its users' changing needs. Multiple jurisdictions, including the village, townships, county, and state, work together to provide a safe and efficient road and bridge system.

Project types include:

- Maintenance of existing roadways
- Expansion of heavily traveled corridors
- Construction of missing links
- Bridge repairs and replacements
- Underpasses and overpasses at rail crossings

### FUNCTIONAL CLASSIFICATION OF ROADWAYS

Roadways work together as a system to allow movement within the network logically and efficiently. Functional classification defines the purpose for which the road is designed and determines eligibility for federal funding and can also be used at the local government level to provide a direct link between transportation and land use.

The classifications are as follows:

- **Interstates** designed and constructed with mobility and long-distance travel in mind. These roads provide the highest level of mobility at the highest speeds over the longest uninterrupted distance.
- **Principal arterials** carry large volumes of traffic providing efficient travel from one point to another with controlled access.
- **Minor arterials** carry moderate volumes of traffic with access to some traffic generators. These streets provide connections to principal arterials and local destinations from collector and local streets.

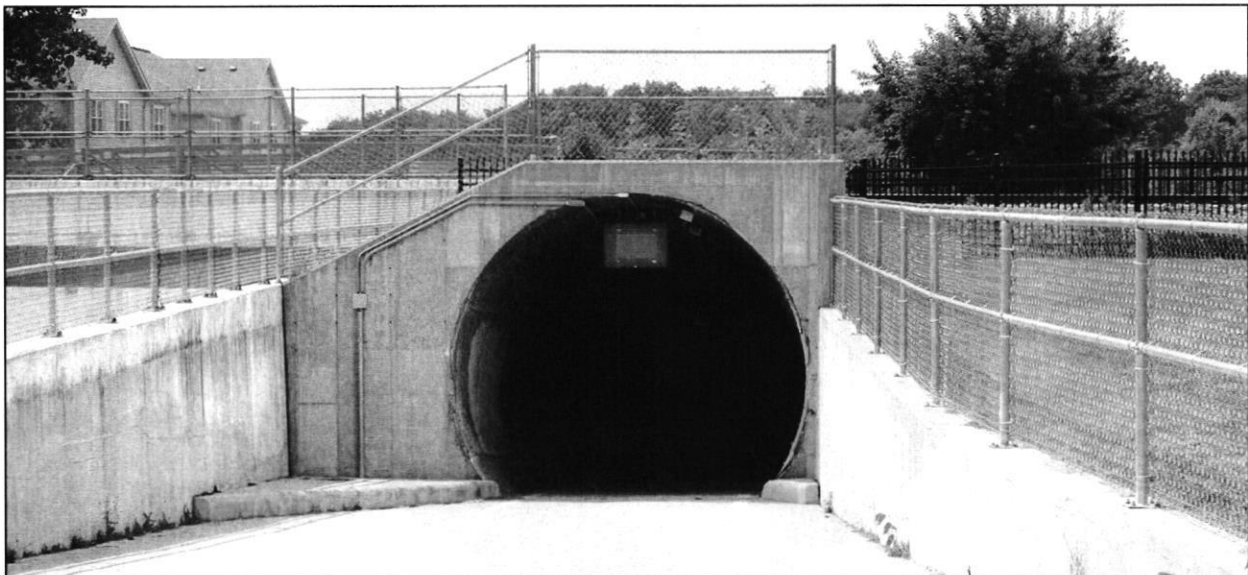


Photo courtesy of Molly Berns.



- **Collector streets** connect to arterial roads and provide land access and circulation within and between residential, commercial, and industrial areas. There are two categories of collector streets: major and minor. Traffic on major collector streets operate at higher speeds and with more signalized intersections. Vehicles using minor collector streets operate at lower speeds with fewer signalized intersections.
- **Local roads** comprise the largest segment by

functional classification and provide limited mobility by serving as the primary access to residential areas, businesses, farms, and other local areas.

Figure 5.1 provides the total length of roadway and percentage within the Village of Chatham’s corporate limits, extraterritorial jurisdiction (ETJ), and total of both. Figure 5.2 on the next page gives a visual representation of the area’s road network’s functional classifications.

FIGURE 5.1

Functional Classification of Roadways within Chatham and ETJ						
Functional Classification	Village Limits		ETJ		Total	
	Mi.	%	Mi.	%	Mi.	%
Interstate	—	0%	14.84	12%	14.84	7%
Principal Arterial	2.97	4%	7.36	6%	10.32	5%
Minor Arterial	2.91	4%	10.88	9%	13.79	7%
Major Collector	9.98	13%	14.20	12%	24.18	12%
Minor Collector	5.99	7%	4.05	3%	10.04	5%
Local	57.98	73%	71.76	58%	129.74	64%
<b>Totals</b>	<b>79.82</b>	<b>100%</b>	<b>123.08</b>	<b>100%</b>	<b>202.91</b>	<b>100%</b>

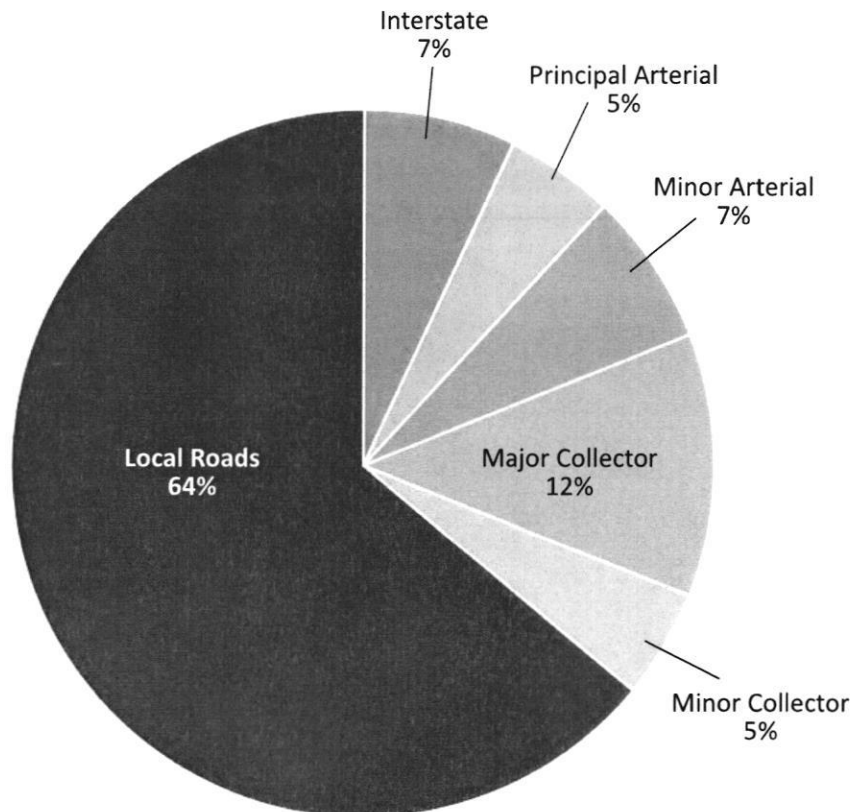
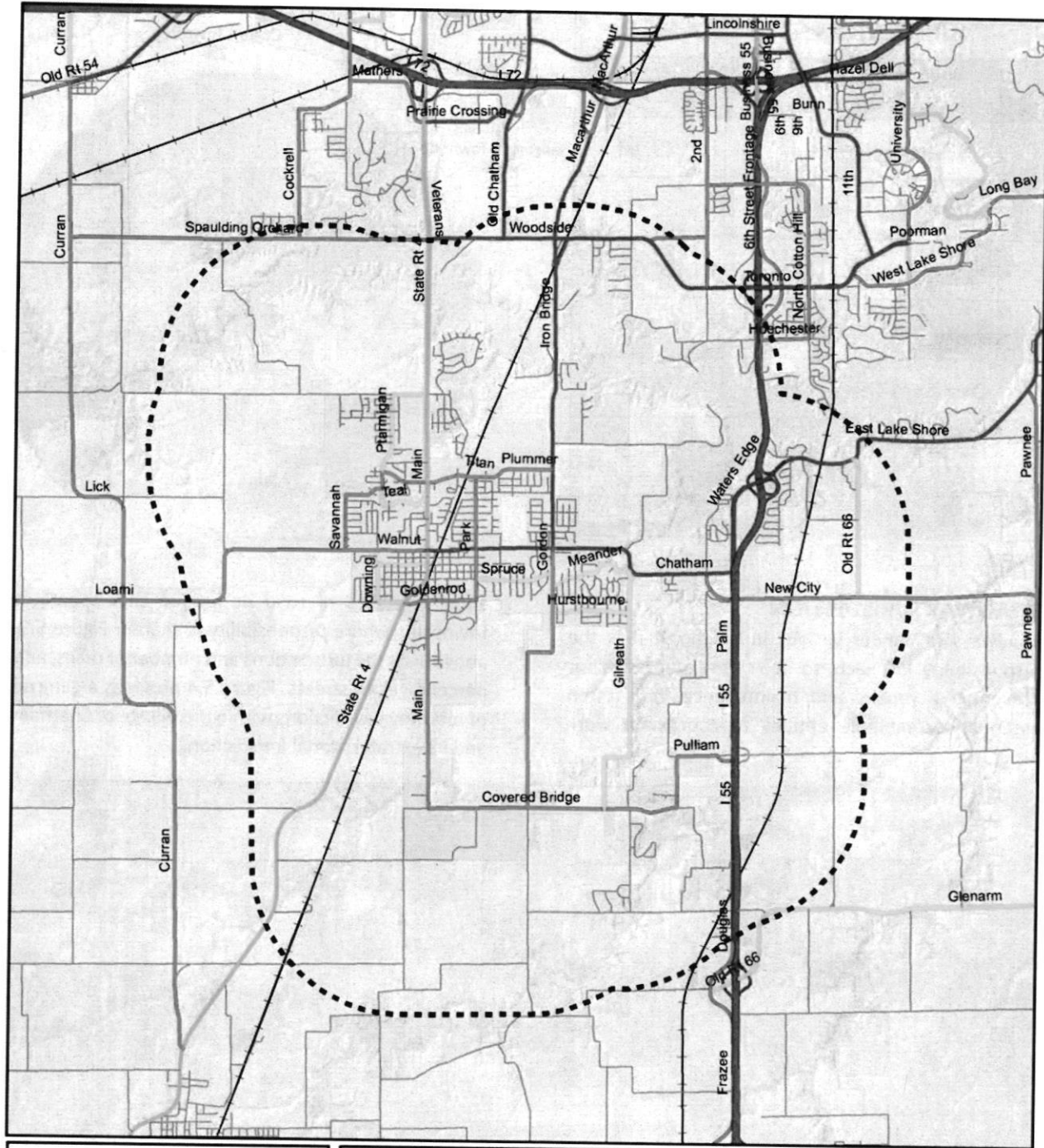










FIGURE 5.2



Village of Chatham Limits  ETJ


**Functional Classification**

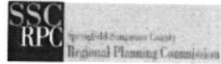
-  Interstate
-  Interstate Highway Ramp
-  Other Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Local Street/Road


**Functional Classification:**

**All Roads in  
and within 1.5 Miles  
of the Village of Chatham**

Springfield  
SRTS  
Area  
Transportation  
Study



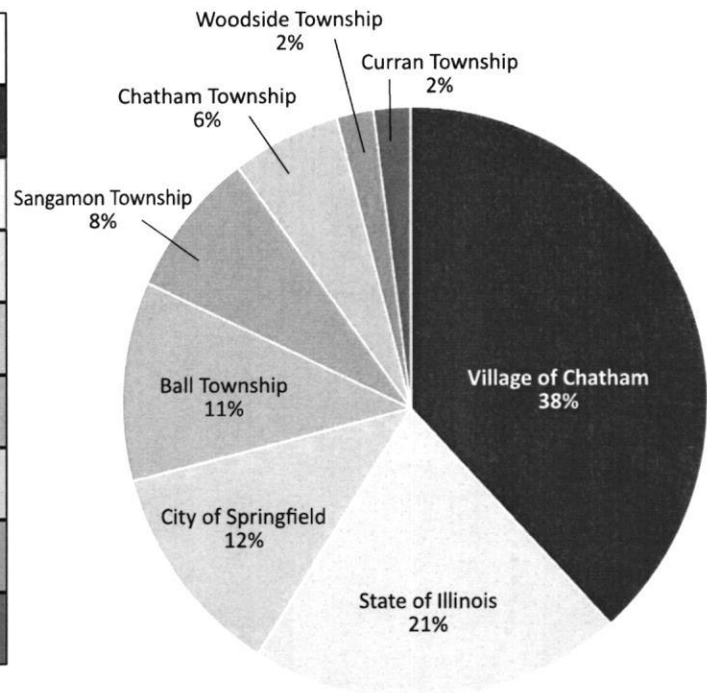
 Springfield-Stephens County  
Regional Planning Commission

 0 2 Miles

Date: 8.3.21

FIGURE 5.3

JURISDICTION	# MILES
Village of Chatham	71.23
State of Illinois	39.10
City of Springfield	22.00
Ball Township	20.75
Sangamon County	14.93
Chatham Township	11.15
Woodside Township	4.15
Curran Township	3.72



**ROADWAY JURISDICTION**

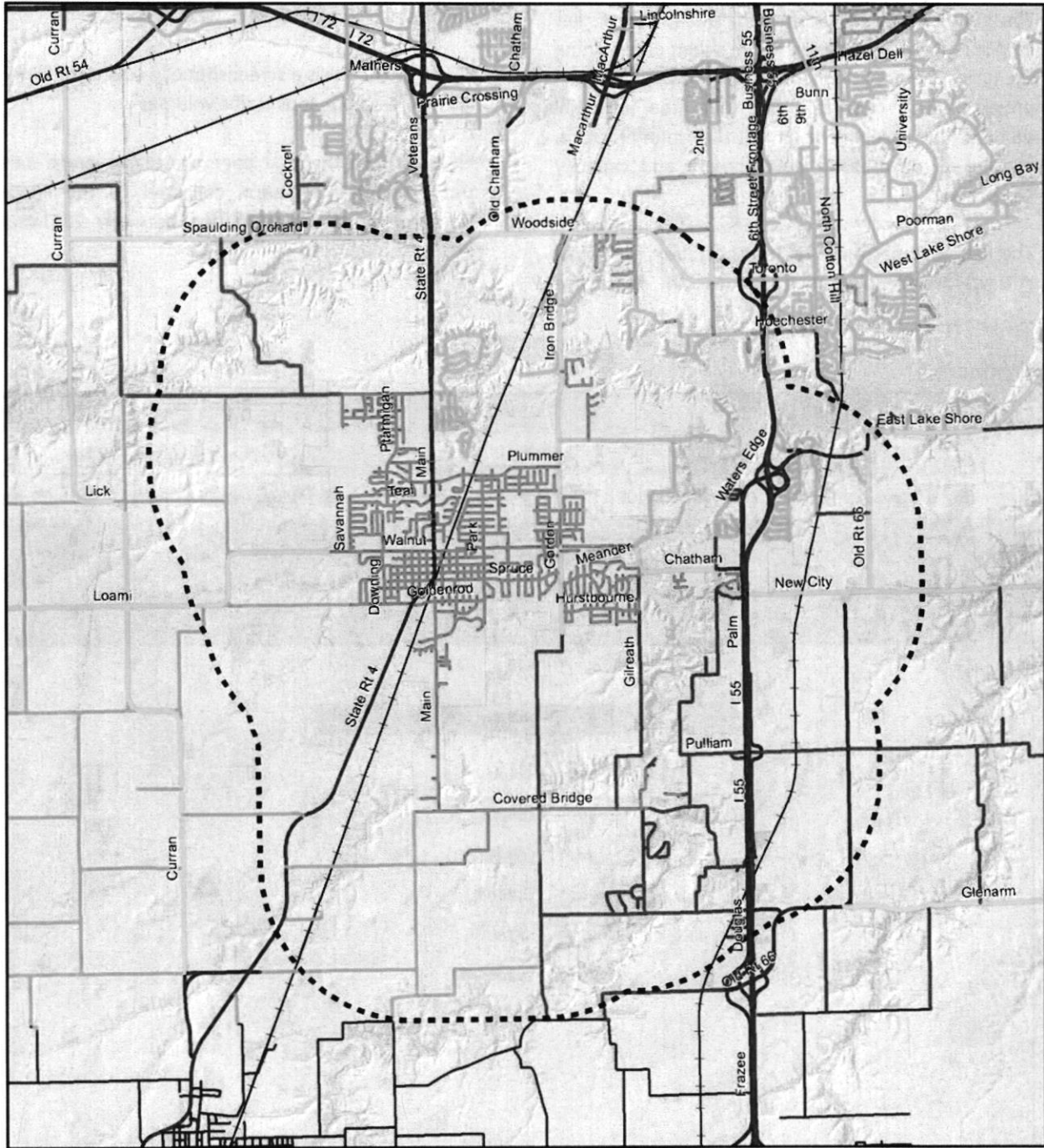
Roadways fall under various jurisdictions. It is the responsibility of each to fund any necessary or preventative repairs and maintenance. It is often essential for multiple entities to coordinate work


along stretches of road or a road that separates townships where responsibility is shared. Figure 5.3, above, lists the jurisdictions and number of miles, and percentages of streets. Figure 5.4 provides a glimpse of roadway jurisdictions within the Village of Chatham and its extraterritorial jurisdiction.












Photo courtesy of Molly Berns.

FIGURE 5.4




Village of Chatham Limits 

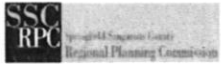
**Jurisdiction**


-  Village of Chatham
-  City of Springfield
-  Sangamon County
-  State of Illinois
-  Ball Township
-  Chatham Township
-  Curran Township
-  Woodside Township
-  Other


**Roadway Jurisdiction:**

**All Streets in  
and within 1.5 Miles  
of the Village of Chatham**

 Springfield Area Transportation Study

 Springfield Sangamon County Regional Planning Commission



 0 2 Miles

Date: 8.3.21

## TRAFFIC COUNTS

The number of vehicles traveling along a particular corridor is also an essential factor when determining the necessary improvement and prioritizing potential projects. Such data can determine the potential demand for investment in existing infrastructure, as well as need-based development and capacity expansion.

The Illinois Department of Transportation, via [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com), provides an interactive

traffic count map that will provide traffic and truck volume and historic counts, when available.

Figure 5.5 below is a screenshot of a stretch of Illinois Route 4 with previous traffic volumes.

Figure 5.6 on the next page provides average daily traffic count information collected by the Illinois Department of Transportation between 2011 and 2015.

FIGURE 5.5

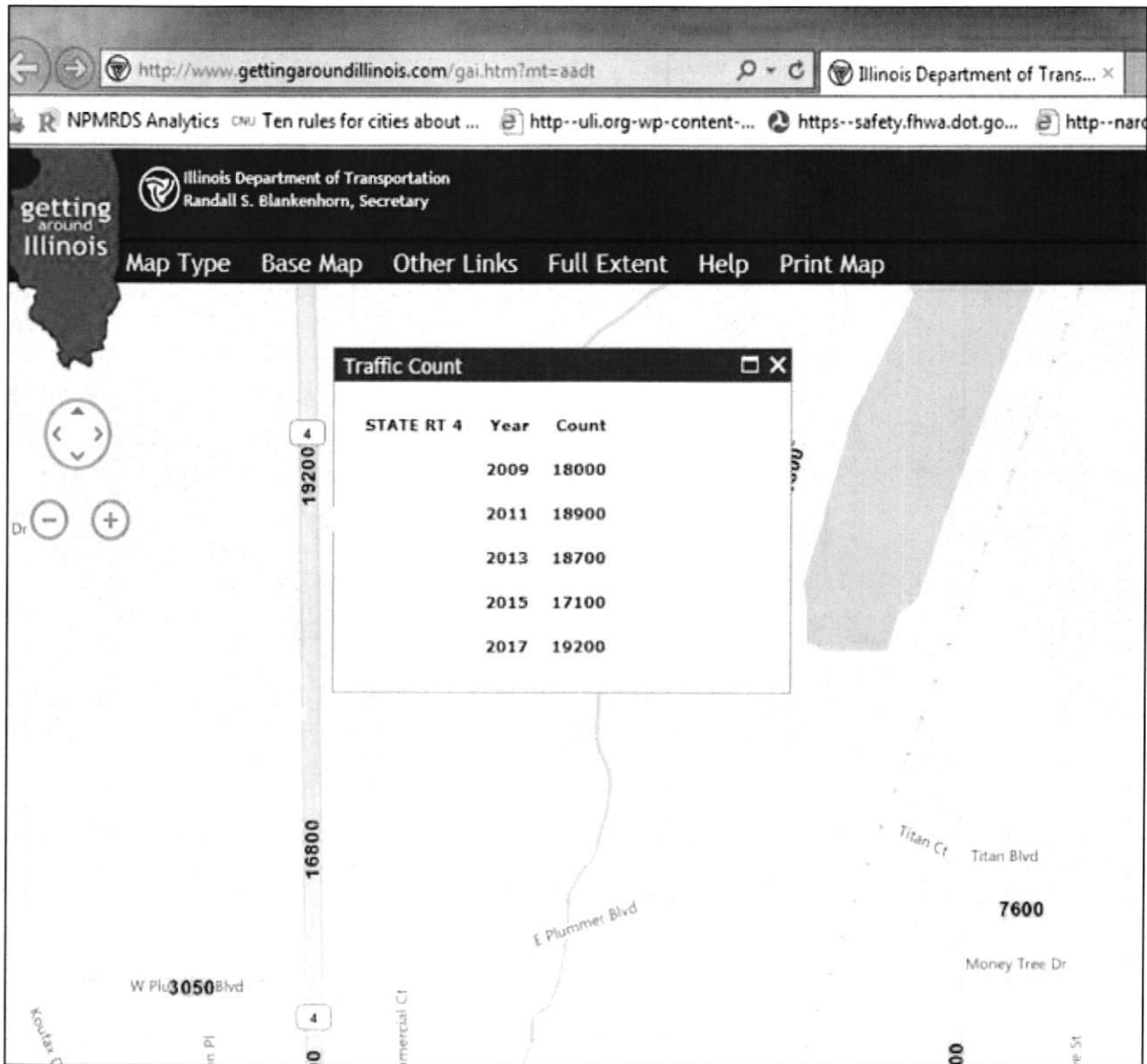
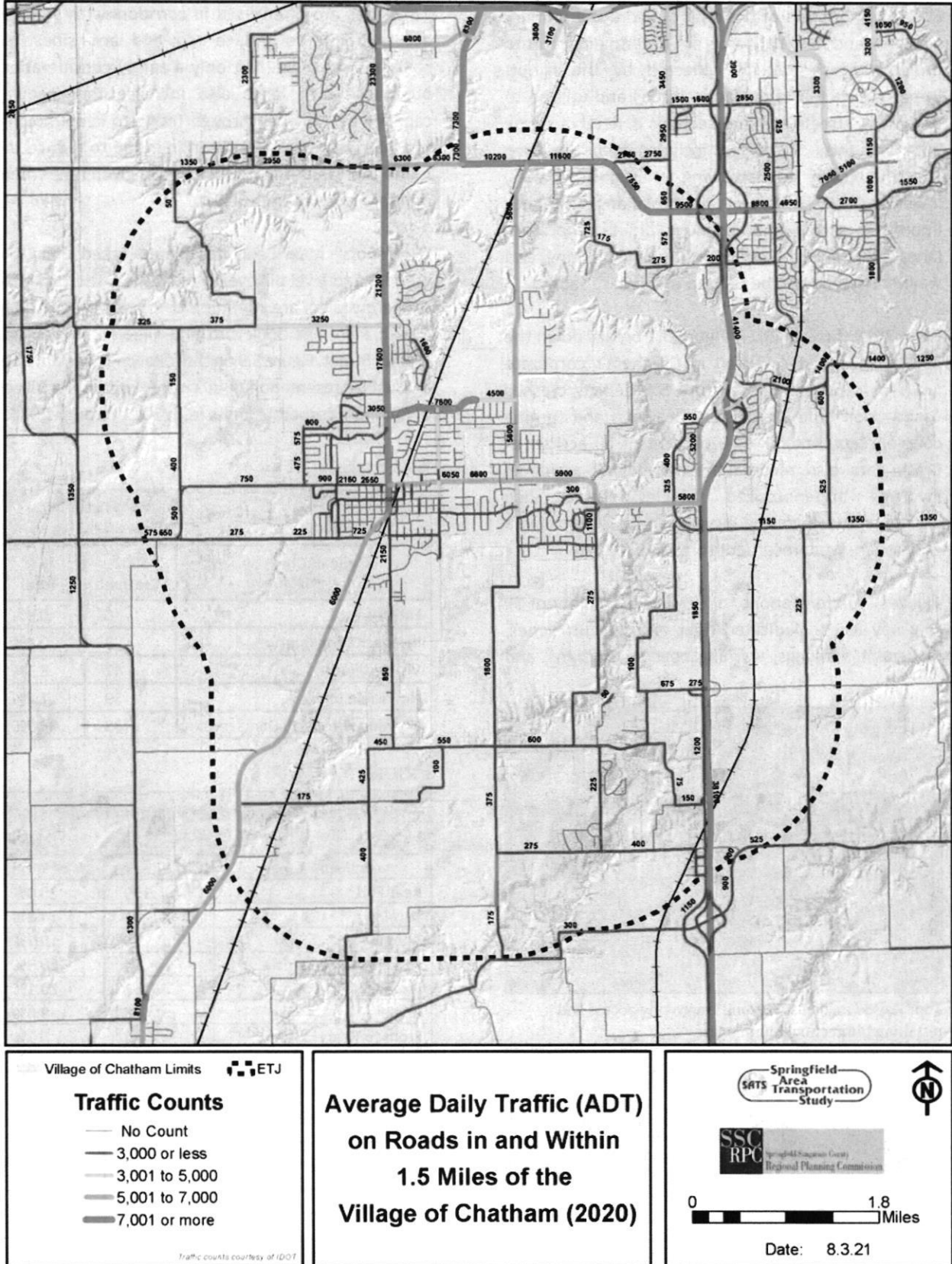


FIGURE 5.6



## SAFETY AND CRASH DATA

The safety of users of the road network is a primary concern and driving force in determining future projects. Crash data is collected by the Illinois Department of Transportation (IDOT) and utilized to determine streets and intersections in need of safety improvements. Strategies include traffic calming elements, such as narrowing or reducing lanes, lowering speed limits, and raised medians (top right). Improving access and installing bidirectional turn lanes (bottom right), enhanced signage, lighting, and wayfinding may also be utilized to increase safety.

From 2016 through 2017, Figure 5.7 breaks down the 594 crashes that occurred in Chatham’s corporate limits by type of injury. Figure 5.8 depicts crashes based upon type of collision. Rear-end and turning collisions account for 43.8 percent of all accidents. Crash data also records the number of accidents involving non-motorized vehicles. Three such accidents, two involving bicycles and one involving a pedestrian, were recorded from 2016 – 2020.

Villages look for options to increase the safety of all roadway users. Dedicated right and left-turn lanes, pavement markings, warning beacons or signs, and



Top: Raised medians. Bottom: Improving access and installing bidirectional turn lanes.



protected turn signals can reduce risk. Bi-directional turn lanes are often used in corridors with multiple access points to reduce rear-end and sideswipe collisions potential. Not only a safety consideration, but these turn lanes also increase the roadway capacity by allowing through traffic to keep moving. Chatham also uses a pedestrian island to reduce the number of lanes one must cross at a given time where multiple lanes of traffic exist.

“Hot spots” have been designated based upon the number and level of severity of crashes. The two most dangerous sites are the intersections of Illinois Route 4 with Plummer Boulevard and Illinois Route 4 with Walnut Street. Figure 5.9 on the following page provides a visual representation of all crashes within the Village of Chatham corporate limits from 2016 through 2020.

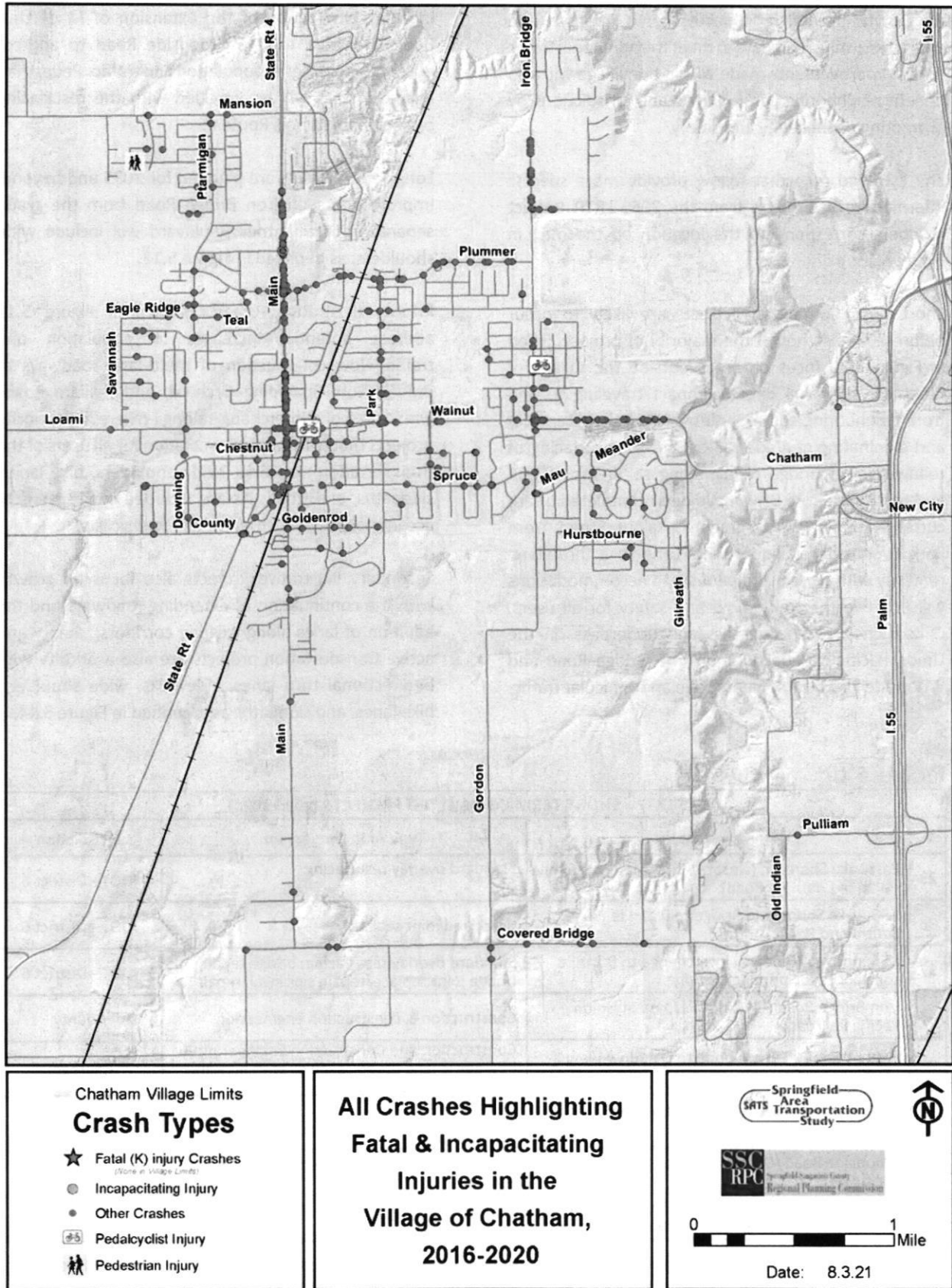
FIGURE 5.7

Crashes within corporate limits of Chatham, 2016-2020		
Type of Crash by Injury/Damage	# of Crashes	% of Total
Fatality	0	0.0%
Incapacitating Injury	2	0.4%
Visible Injury	42	8.1%
No Visible Injury	39	7.6%
No Injury/Property Damage Only	433	83.9%

FIGURE 5.8

Crashes within corporate limits of Chatham, 2016-2020		
Collision Type	# of Crashes	% of Total
Rear End	129	25.0%
Turning	97	18.8%
Animal	55	10.7%
Parked Motor Vehicle	54	10.5%
Fixed Object	52	10.1%
Angle	48	9.3%
Front to Rear	42	8.1%
Sideswipe Same Direction	20	3.9%
Other Object	5	1.0%
Head-on	3	0.6%
Rear to Front	3	0.6%
Overtuned	2	0.4%
Pedalcyclist	2	0.4%
Rear to Side	2	0.4%
Pedestrian	1	0.2%
Sideswipe Opposite Direction	1	0.2%
<b>Total</b>	<b>516</b>	<b>100.0%</b>

FIGURE 5.9





## IMPROVEMENT AND EXPANSION

As growth occurs, it is necessary to improve and upgrade existing roadways to meet the additional traffic needs. Improvements made within the village will also benefit neighboring communities and jurisdictions by promoting connectivity and safety.

The lists and map that follow provide more specific information on projects from the 2045 LRTP. Project numbers correspond to the location on the map in Figure 5.15.

Short Term Committed Projects are likely to occur before 2025. Although the majority of projects listed in Figure 5.10 focus on areas outside the Village of Chatham, they will directly impact traveling to and from neighboring communities by increasing capacity and eliminating at-grade rail crossings. Resurfacing of roadways and bridge repair along segments of I-55 and East Lake Shore Drive have been completed or are currently underway. Upgrading Walnut Street from Park Avenue to Meadow View Lane to a three-lane roadway with bicycle and pedestrian accommodations will improve the traffic flow and safety for all users. Construction of an overpass and underpass on the Union Pacific Rail Corridor on Iron Bridge Road and Woodside Road will separate train and vehicular traffic.

Intermediate Term Projects identified in Figure 5.11 include construction of the extension of MacArthur Boulevard from I-72 to Woodside Road to address potential increases in population and traffic. Pedestrian improvements will be included with the resurfacing project along Illinois Route 4.

Long Term Projects are planned for 2035 and beyond. Improvements on Iron Bridge Road from the grade separation to Plummer Boulevard will include wide shoulders, as depicted in Figure 5.12.

Priority Illustrative Projects shown in Figure 5.13 address potential increases in population and traffic. New construction of multi-lane roadways at Bradfordton, Spaulding Orchard, and Pulliam Roads with a diamond interchange along I-55 are high priority projects that will improve circulation for all users of the transportation network. Wide shoulders, bike lanes, sidepaths, and sidewalks are included in the plans to accommodate pedestrians and pedalcyclists.

Secondary Illustrative Projects also focus on growth with the continuation of extending roadways and the addition of lanes along existing corridors. Safety and active transportation projects are also a priority with bi-directional turn lanes, sidewalks, wide shoulders, bike lanes, and sidepaths as identified in Figure 5.14.

FIGURE 5.10

2045 LRTP - SHORT TERM COMMITTED PROJECTS (2020-2024)			
#	Project Description	Type of Improvement	Jurisdiction
23	East Lake Shore Dr. (west of Hunt Road to 0.6 mile north of Chatham Road)	Standard overlay resurfacing	IDOT - District 6
36	I-55: Lake Springfield Bridge to 0.2 mile north of Southwind Road	Crack and joint sealing	IDOT - District 6
37	I-55: north of Glenarm Interchange to 0.2 mile south of Lake Springfield Bridge	Standard overlay resurfacing, bridge repair, bridge joint replace/repair, slopewall repair	IDOT - District 6
48	Iron Bridge Road (CH 22): Overpass at Union Pacific Railroad	Construction & construction engineering	County
72	Walnut Street: Park Avenue to Meadow View Lane	Construction and Construction Engineering to upgrade 3-lane urban roadway with bike and pedestrian accommodations	Chatham
73	Walnut Street: Park Avenue to Meadow View Lane	Preliminary Engineering for upgrade 3-lane urban roadway with bike and pedestrian accommodations	Chatham
74	Woodside Road (CH 23): underpass at Union Pacific RR	Design, construction & construction engineering	County
75	Woodside Road (CH 23): west of MacArthur Boulevard extension to east of North Lake Road	Railroad grade separation	County
77	I-55: Lake Springfield bridges south of Springfield	Bridge approach roadway resurfacing	IDOT - District 6

FIGURE 5.11

2045 LRTP - INTERMEDIATE TERM PROJECTS (PLANNED 2025 - 2034)			
#	Project Description	Type of Improvement	Jurisdiction
3	Alpha Road: Curran Road to IL 4	Reconstruction, new culvert, drainage	IDOT – District 6
16	IL 4: .2 mile north of Mansion Road to north of Teal Drive in Chatham	Designed overlay resurfacing, sidewalk ramp / pedestrian improvements	IDOT - District 6
22	MacArthur Boulevard: I-72 to Woodside Road at Iron Bridge Road	New 4-lane construction (no grade separations included)	County

FIGURE 5.12

2045 LRTP - LONG TERM PROJECTS (PLANNED 2035 - 2045)			
#	Project Description	Type of Improvement	Jurisdiction
5	Iron Bridge Road: proposed Iron Bridge Road to Plummer Boulevard	Construction, construction engineering, wide shoulders	County

FIGURE 5.13

PRIORITY ILLUSTRATIVE PROJECTS			
#	Project Description	Type of Improvement	Jurisdiction
4	Bradfordton Road: Wabash Avenue to Spaulding Orchard Road	New construction (5 lanes) including 2 bridges, sidewalks, bike lanes	Springfield, Private Developer
7	IL 4: Teal Drive in Chatham to south of Chatham	Additional Lanes, Land Acquisition, Utility Adjustment, PE, Sidewalks	IDOT - District 6
15	Old Route 66: New City Road to East Lake Shore Drive	Widening & reconstruction	County
16	Pulliam Road Extension: Gordon Drive to I-55	New Construction, Bridge over Sugar Creek, Interchange at I-55, Sidepath, Sidewalks	Chatham, Private Developer
17	Pulliam Road Extension: IL-4 to Gordon Drive	New Construction, Separated Grade at RR Crossing, Sidepath, Sidewalk	Chatham, Private Developer
18	Pulliam Road Extension: north of Covered Bridge Road and south of Goldenrod	New grade separation	Chatham
19	Savannah Road Extension: Garvey Lane to Plummer Boulevard	New Construction, Sidewalk	Chatham, Private Developer
21	Spaulding Orchard Road: Mercantile Drive/Cockrell Lane to Curran Road	Add 2 lanes, wide shoulders	County
22	Spaulding Orchard Road: Veterans Parkway to Mercantile Drive/Cockrell Lane	Add 2 lanes, wide shoulders	County
25	Walnut Street: Church Street to Savannah Road	Rehabilitation, Sidepath, Sidewalk	Chatham

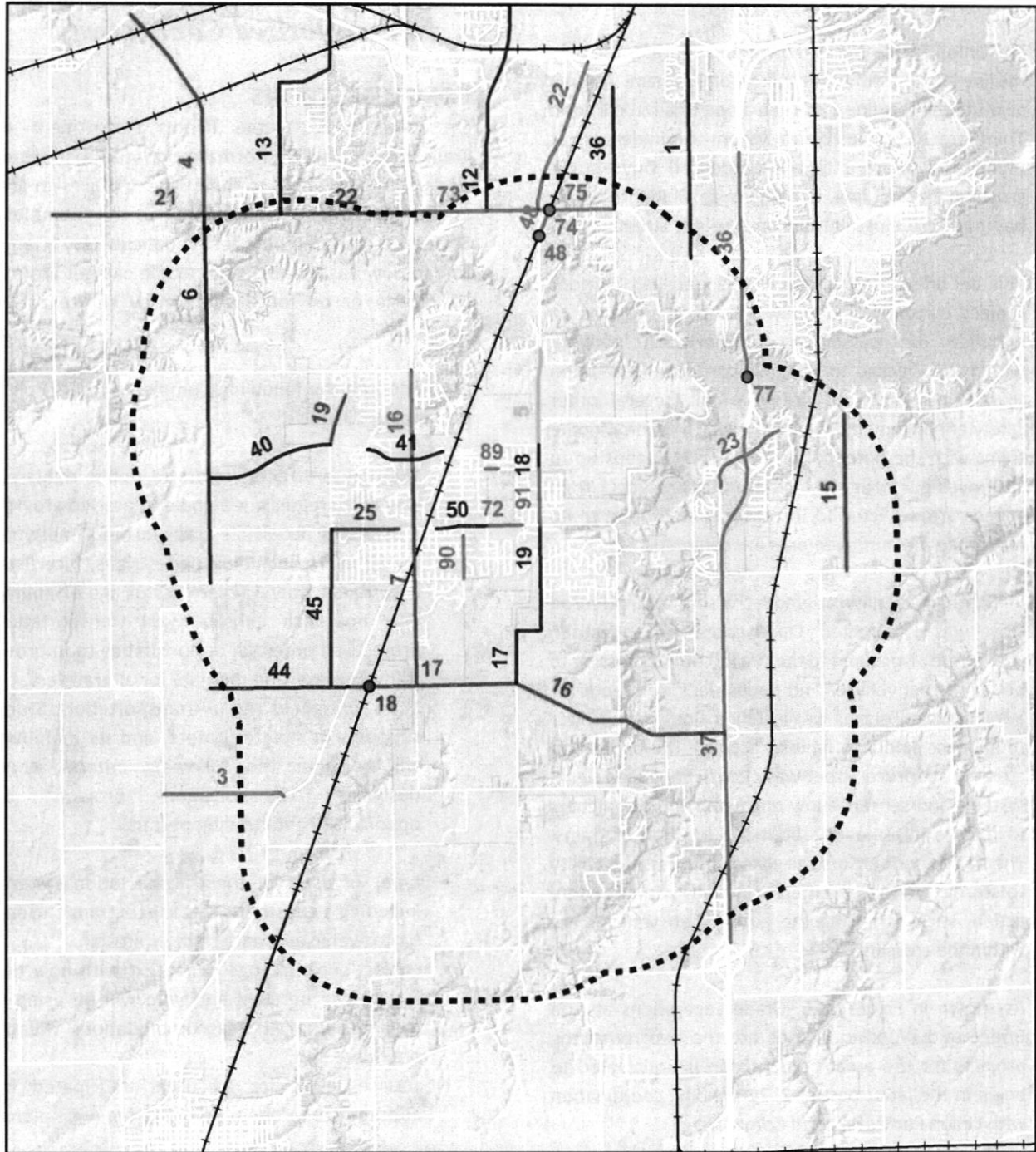


FIGURE 5.14

SECONDARY ILLUSTRATIVE PROJECTS			
#	Project Description	Type of Improvement	Jurisdiction
1	2nd Street: Hazel Dell Road to Toronto Road	Add 2 lanes, sidewalks	Springfield, Private Developer
6	Bradfordton Road: Spaulding Orchard Road to Polecat Creek Road	New construction (3 lanes), wide shoulders	County
12	Chatham Road: Westchester Boulevard to Woodside Road	PE I, PE II, C & CE for reconstruction and addition of 2 lanes, wide shoulders, sidewalks	Springfield
13	Cockrell Lane: Ogden Drive to Spaulding Orchard Road	Reconstruction (4 lanes), bike lanes, sidewalks	Springfield, Private Developer
17	Gordon Drive: Hurstbourne Lane to Pulliam Road extended	Add bi-directional left turn lane, sidepath	Chatham, Private Developer
18	Gordon Drive: Plummer Boulevard to Walnut Street	Add 2 lanes and bi-directional left turn lane, bike lanes, sidewalks	Chatham
19	Gordon Drive: Walnut Street to Hurstbourne Lane	Add bi-directional left turn lane, bike lanes, sidewalks	Chatham, Private Developer
36	North Lake Road: Woodside Road to Concetta Road extended	New construction, sidewalks	Springfield, Private Developer
40	Plummer Boulevard Extension west to Bradfordton Road	New construction, sidepath, sidewalks	Chatham, Private Developer
41	Plummer Boulevard: Ravinia to Ptarmigan	Resurface roadway, sidewalks, sidepath	Chatham, Private Developer
44	Pulliam Road Extension: IL-4 to Bradfordton Road	New construction	Chatham
45	Savannah Road Extension: Walnut Street to Pulliam Road	New construction, sidewalks	Chatham, Private Developer
50	Walnut Street: East Street to east of Breckenridge Road	Add bi-directional left turn lane, sidewalks	Chatham, Private Developer



FIGURE 5.15



Village of Chatham Limits

**L RTP Projects**

- Short Term Project
- Intermediate Term Project
- Long Term Project
- Priority Illustrative Project
- Secondary Illustrative Project

**Transportation Projects:**  
**2045 Long Range**  
**Transportation Plan**  
**Projects in and within 1.5**  
**Miles of the Village of Chatham**

Springfield  
 Area  
 Transportation  
 Study

Springfield-Sangamon County  
 Regional Planning Commission

Date: 8.4.21

### 3. The Rail Network

The Union Pacific Railroad owns and operates the only rail line located within the Village of Chatham. Amtrak also utilizes this line and runs along this rail corridor. There are 1.29 miles of track from the underpass at Plummer Boulevard to the Goldenrod Drive grade crossing. The rail line, in addition to Goldenrod, also has grade crossings at Main and Walnut Streets.

This rail line is part of the High-Speed Rail Corridor Project currently underway. This program aims to enhance the passenger transportation network within the Chicago to St. Louis corridor. In addition to the installation of premium rail, several other safety enhancements were installed to accommodate trains with the potential of traveling at speeds up to 110 miles per hour safely. Maximum passenger train speeds are expected to increase from 25 mph to 40 mph once the improvements are complete.

In Chatham, a new at-grade crossing at Goldenrod Drive was constructed. Quad gates and pedestrian gates were also added to the Walnut Street crossing to better restrict vehicles and pedestrians from entering a train's path. Fencing was installed along the corridor to increase safety by limiting access. The pedestrian crossing at Spruce Street was closed. Enhanced signal systems and sensors allow engineers and dispatchers to receive information about the location of trains. The signals and sensors will give dispatchers the ability to stop a train in an emergency and take necessary action, such as raising the gate, when vehicles are within the crossing.

As shown in Figure 5.16, Grade separations at Iron Bridge and Woodside Roads are the two remaining projects for the area. Construction is anticipated to begin in the latter part of 2021 pending coordination with Union Pacific Railroad Company.

FIGURE 5.16

2045 LRTP SHORT TERM RAIL CROSSINGS & IMPROVEMENTS PROJECTS		
Project Description	Type of Improvement	Jurisdiction
Iron Bridge Road south of Woodside Road	Overpass	Sangamon County
Woodside Road	Underpass	Sangamon County

### 4. Bicycle and Pedestrian Non-motorized Connectivity

#### COMPLETE STREETS

On June 1, 2010, the Illinois Department of Transportation (IDOT) formally adopted a series of design policy changes to their Bureau of Design and Environment Manual in response to the "Complete Streets" state law. Their design policies play a large role in how easily and safely people can get around by bicycle or on foot, whether by choice or by necessity.

SATS adopted the following Complete Streets Policy on January 13, 2011:

"Complete Streets" refers to public rights-of-way that are designed and operated to provide a safe and accessible transportation network for all users, including pedestrians, bicyclists, and transit riders, regardless of age or ability. This approach considers all transportation projects as potential opportunities to improve safety, access, and mobility for all travelers. The Springfield Area Transportation Study supports Complete Streets, and its members will consider the following criteria when designing transportation projects as opportunity and funding permit:

- types of users of the transportation system, including pedestrians, bicyclists, transit users, motor vehicles, and freight interests;
- project surroundings in context with how the facility will be used and who will be using it to determine what accommodations will be provided; and
- service levels for all users anticipated by adopted comprehensive or system-wide plans.

## BIKE AND PEDESTRIAN PLAN

SATS finalized The Bicycle and Pedestrian Plan in August of 2012. Developed through the coordinated efforts of Sangamon County, its communities, and the public, the plan laid out a recommended network of corridors to provide an interconnected system throughout the entire area. The plan also provides for on-road connections between the trails and intermodal connections to increase efficiency when utilizing multiple modes.

## MULTI-USE TRAILS AND SIDE PATHS

Multi-use trails and side paths provide for mixed, non-motorized transportation. Chatham currently has 3.4 miles of these paths and trails within the corporate limits along East Plummer Boulevard, through Chatham Community Park and the Interurban Trail, which serves as a multi-use trail connecting the Village of Chatham to the City of Springfield.

The Plummer Boulevard side path provides a direct connection to the Interurban Trail and the high school. Sidewalks are currently in place to extend access to the commercial area at Plummer and Illinois Route 4. This trail is also part of the Route 66 Bicycle Trail extending from Chicago to Los Angeles on a larger scale.

## BICYCLE FACILITIES

“Bicycle facilities” is a broad term used to encompass

various accommodations for this mode of travel. It includes shared trails and paths, as discussed above, shared roadways, shoulders, traffic control devices, shelters, parking facilities, and wayfinding. Often, a bicyclist must utilize a variety of facilities when traveling. Considerations for bicycle facilities are based on anticipated demand, community plans, traffic safety, type of roadway, average daily traffic, and access. These will determine whether a shared path, shared roadway, shoulder, combined bicycle and parking lane, if any, should be constructed.

The concept of providing both on- and off-street routes designated for cyclists is relatively new. The SATS took a long-term planning approach to future bicycle facilities in its Bicycle and Pedestrian Plan. The Envisioned Multi-Use Trail and Bicycle Networks were created in conjunction with future road and bridge, rail, and pedestrian projects defined in the L RTP in order to identify a recommended network of interconnected bicycle facilities with intermodal connections.

## IMPROVEMENT AND EXPANSION

Future projects in the Chatham area include plans for extending side paths along Plummer Boulevard, Park Avenue, Walnut Street, Pulliam Road, and Gordon Drive. The Interurban and Sangamon Valley Trails are also expected to be extended in the coming years. Figure 5.17, SATS Envisioned Bicycle Network projects, and the maps in Figures 5.18 and 5.19 on the following pages lists more detailed information.



Left to Right: Bike Lane designation. “Sharrow” for shared bike and vehicle lanes. Combined parking and bicycle lane (unmarked). Wayfinding signage for cyclists. Google.

FIGURE 5.17

SATS ENVISIONED BICYCLE NETWORK PROJECTS					
Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Status
Chatham Pathway	Interurban Trail	IL-4 (Main St)	Path	Chatham	Planned
Covered Bridge Rd	Union School Rd	Gordon Dr	Bike Route Wayfinding Signs	Chatham	Future
Gordon Dr	Plummer Blvd	Walnut St	Bike Lanes	Chatham	Future
Gordon Dr	Walnut St	Hurstbourne Ln	Bike Lanes	Chatham	Planned
Gordon Dr	Hurstbourne Ln	Pulliam Rd	Sidepath	Chatham	Future
Gordon Dr	Pulliam Rd	MPA boundary	Bike Route Wayfinding Signs	Chatham	Future
Interurban Trail extension	Spruce St	MPA boundary	Multi-use Trail	Chatham	Future
Main St	Interurban Trail	Wintergreen Dr	Shared Lane Markings	Chatham	Future
Main St	Wintergreen Dr	Covered Bridge Rd	Bike Lanes	Chatham	Future
Main St connector	Interurban Trail	Main St	Path	Chatham	Future
Mansion Rd	Buoy Ct	IL-4	Bike Lanes	Chatham	Future
Park St	Plummer Blvd	existing sidepath	Bike Route Wayfinding Signs	Chatham	Planned
Plummer Blvd extension	Bradfordton Rd	Savannah Rd	Sidepath	Chatham	Future
Plummer Blvd	Savannah Rd	Ptarmigan Dr	Sidepath	Chatham	Future
Plummer Blvd	Ptarmigan Dr	Ravina Dr	Sidepath	Chatham	Planned
Plummer Blvd	west of Interurban Trail	Gordon Dr	Sidepath	Chatham	Committed
Pulliam Rd	Bradfordton Rd	IL-4	Sidepath	Chatham	Future
Pulliam Rd	IL-4	Gordon Dr	Sidepath	Chatham	Planned
Pulliam Rd	Gordon Dr	Palm Rd	Sidepath	Chatham	Future
Savannah Rd	Mansion Rd	Plummer Blvd	Bike Lanes	Chatham	Future
Savannah Rd	Plummer Blvd	Walnut St	Shared Lane Markings	Chatham	Future
Spruce St	Main St	Gordon Dr	Bike Lanes	Chatham	Future
Walnut St	Savannah Rd	Pheasant Run	Shared Lane Markings	Chatham	Future
Walnut St	Pheasant Run	east of creek	Sidepath	Chatham	Future
Walnut St	east of creek	Interurban Trail	Shared Lane Markings	Chatham	Future
Walnut St	Park St	Park	Sidepath	Chatham	Future
Union School Rd	Covered Bridge Rd	MPA boundary	Bike Route Wayfinding Signs	Chatham Twp	Future
Palm Rd	S of Lakewood	Pulliam Rd	Paved Shoulders	IDOT - Dist. 6	Future
Toronto Rd	Canadian Cross Rd	North Cottonhill Rd	Bike Lanes	IDOT - Dist. 6	Future
Chatham Rd	Ivy Glen Dr	Palm Rd	Bike Lanes	Sangamon County	Future
Iron Bridge Rd	Woodside Rd	Walnut St	Paved Shoulders	Sangamon County	Planned
Sangamon Valley Trail (extension)	Centennial Park	Macoupin County Line	Multi-use Trail	Sangamon County	Planned
Spaulding Orchard Rd	Farmingdale Rd	Curran Rd	Paved Shoulders	Sangamon County	Future
Spaulding Orchard Rd	Curran Rd	IL-4	Paved Shoulders	Sangamon County	Committed
Toronto Rd	2nd St	Canadian Cross Rd	Paved Shoulders	Sangamon County	Future
Woodside Rd	Veterans Pkwy	North Lake Rd	Paved Shoulders	Sangamon County	Committed

FIGURE 5.18

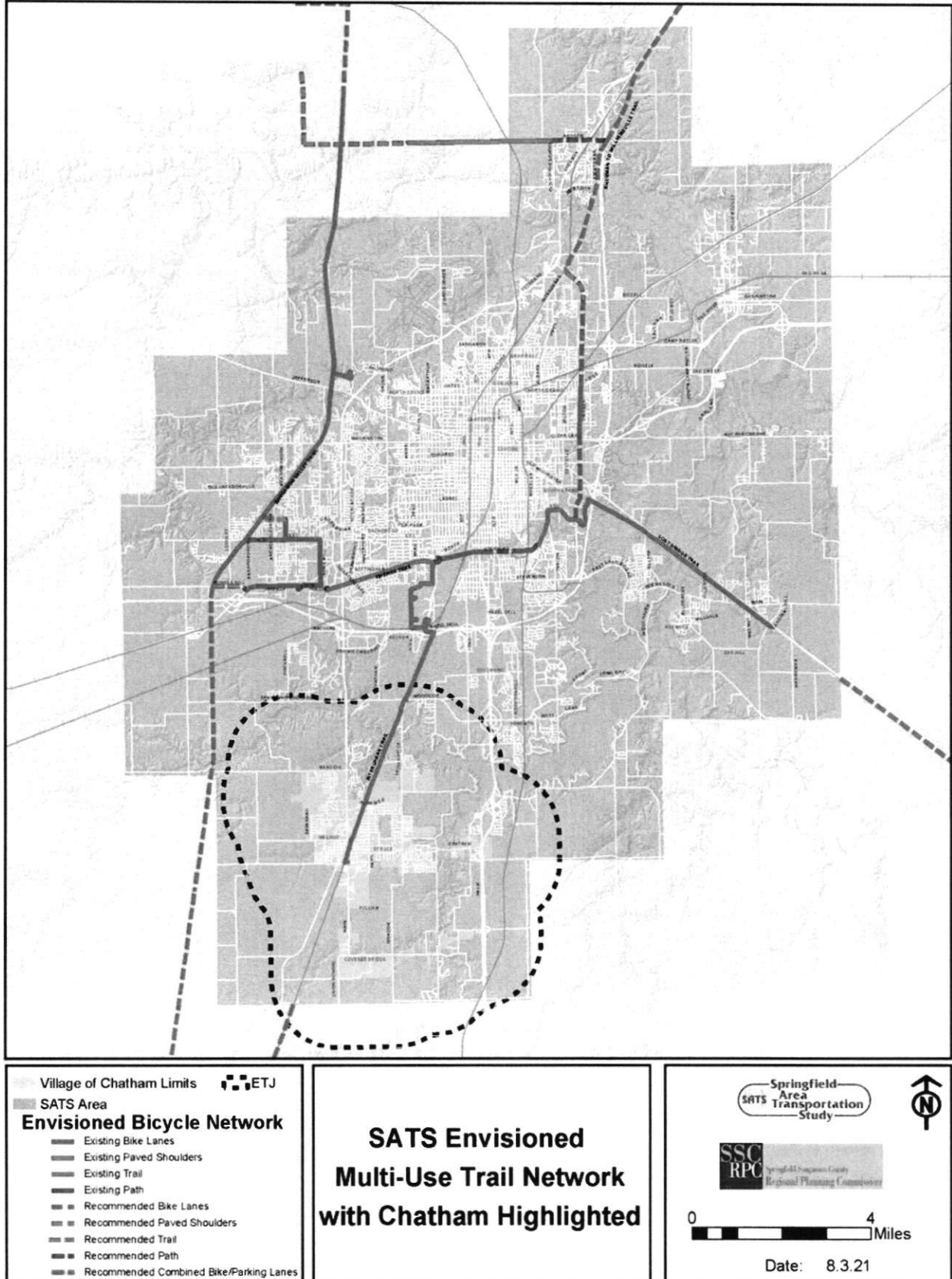
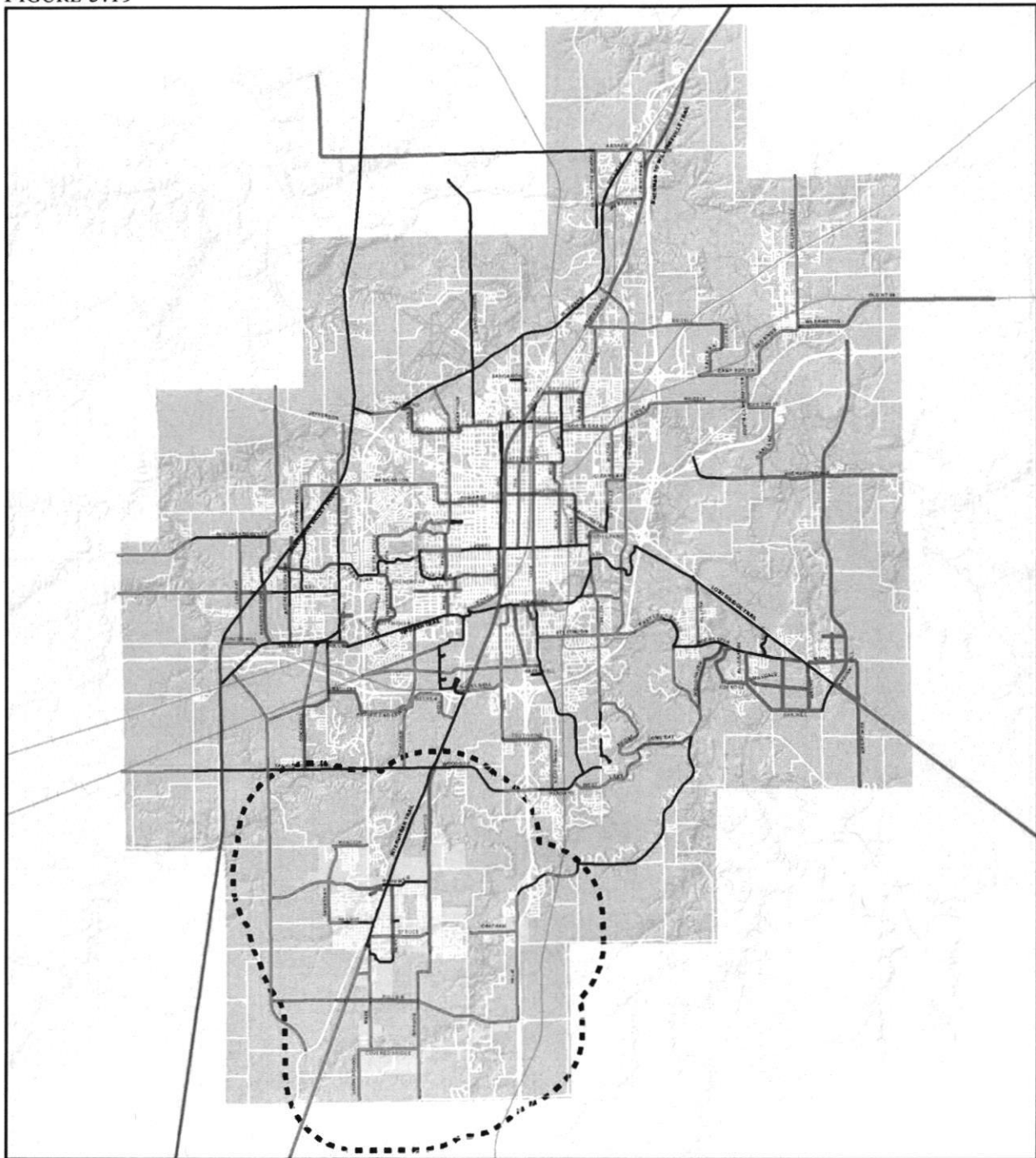












FIGURE 5.19


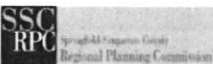



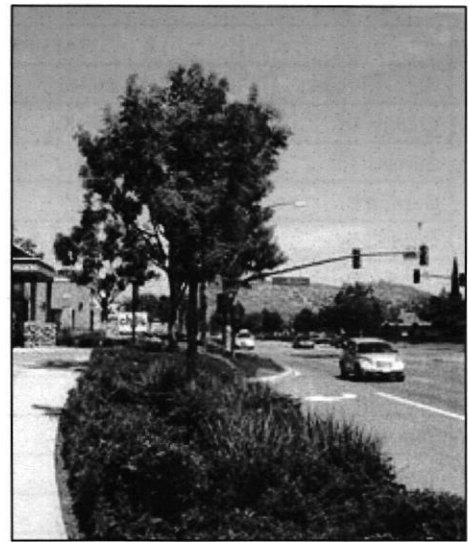
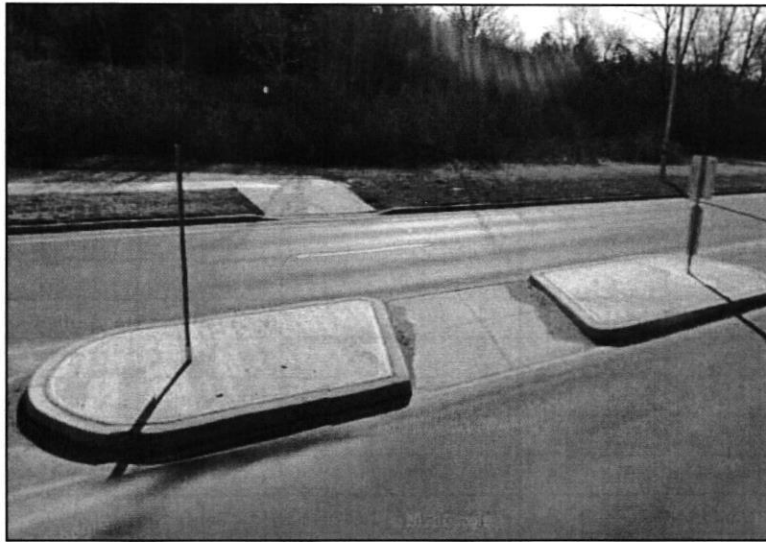
 Village of Chatham Limits  
 SATS Area  
 ETJ

**Envisioned Bicycle Network Progress**

-  Existing
-  Committed
-  Planned
-  Future
-  No Status

**SATS Envisioned  
 Bicycle Network  
 Progress  
 with  
 Chatham Highlighted**

  
  
 0  4 Miles  
 Date: 8.3.21



Left to Right: Example of a median refuge island. Landscape buffer. Google

## PEDESTRIAN ACCOMMODATIONS

Providing access to individuals via a pedestrian network has been a transportation priority for quite some time. Unlike the Envisioned Bicycle Network, the Priority Pedestrian Network identified in the Bicycle and Pedestrian Plan is an extensive system mainly in place. The primary goal of the network is to create an interconnected walkway throughout the metropolitan planning area.

New construction, reconstruction and expansion of roadways, and maintenance of roadways and sidewalks require developers and jurisdictional authorities to review sidewalks currently in place or plan for sidewalks' construction if absent. Sidewalks should be designed to serve all users, such as people of all ages, parents with strollers, pedestrians with vision impairments, and people using wheelchairs and other assistive devices. As such, pedestrian facility design and operation must comply with the accessibility standards in the Architectural Barriers Act (ABA) of 1968, the Rehabilitation Act of 1973 (Section 504), and the Americans with Disabilities Act (ADA) of 1990. Because the sidewalk is the basic mobility component within the transportation system, every route and facility must be usable. Beyond the sidewalk, accommodations for pedestrians must also include accessible pedestrian signals, markings, and signage.

## IMPROVEMENT AND EXPANSION

New roadway construction is anticipated with the potential extensions of Plummer Boulevard, Teal Drive, Pulliam Road, and Savannah Road, resulting in new sidewalks in developed areas along these routes. As projects to construct additional lanes on portions of Woodside Road, Gordon Drive, Main Street, and South Main Street get underway, sidewalks will also be built.

The projects listed in Figure 5.20 on the following page depicts the completion of "missing links" or gaps in the current network and new and reconstruction of existing roadways that will result in additional pedestrian accommodations.

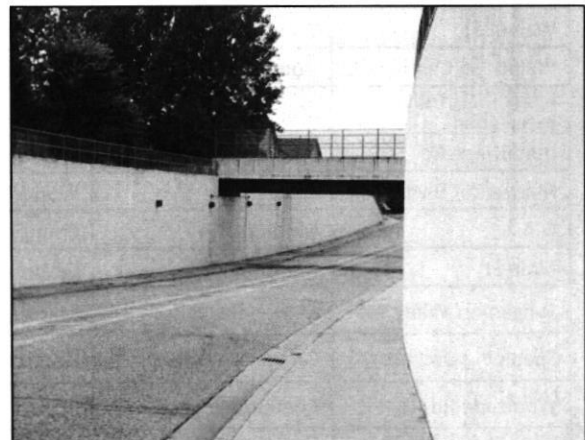
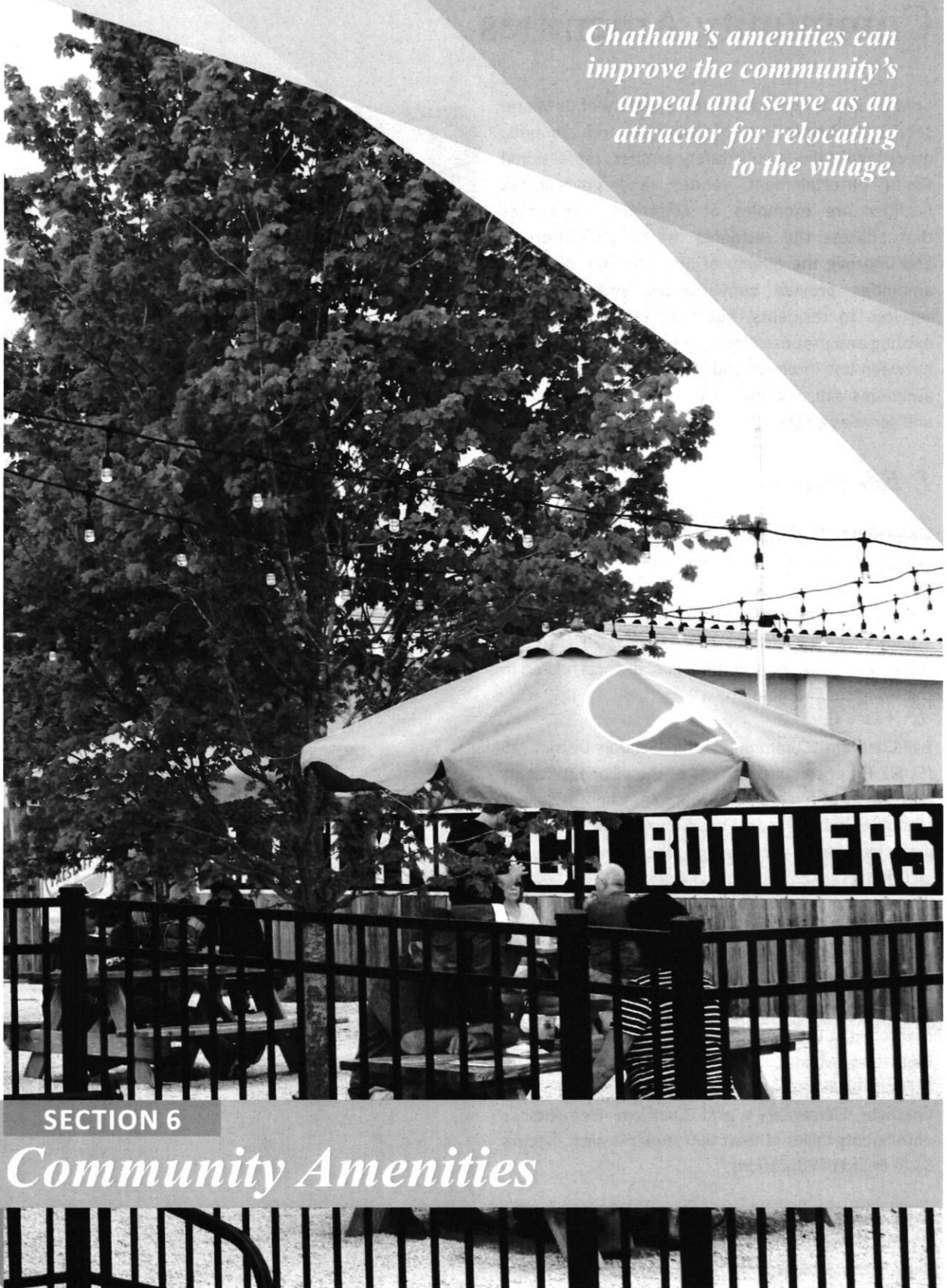


Photo courtesy of Molly Berns.

FIGURE 5.20

SATS PRIORITY PEDESTRIAN NETWORK PROJECTS					
Project	Terminus 1	Terminus 2	Recommendation	Jurisdiction	Status
County Rd	Buckingham Rd	Interurban Trail	Sidewalk	Chatham	Future
Gilreath Rd	Chatham Rd	Hurstbourne Ln	Sidewalk	Chatham	Future
Gordon Dr	Plummer Blvd	Walnut St	Sidewalk	Chatham	Future
Gordon Dr	Walnut St	Hurstbourne Ln	Sidewalk	Chatham	Planned
Gordon Dr	Hurstbourne Ln	Pulliam Rd	Sidewalk	Chatham	Future
Hurstbourne Ln	Gordon Dr	Huntington Rd	Sidewalk	Chatham	Planned
Hurstbourne Ln	west of Gilreath Rd		Sidewalk	Chatham	Future
Mansion Rd	Savannah Rd	IL-4	Sidewalk	Chatham	Future
Park St (east side)	Oakbrook Ave	Walnut St	Sidewalk	Chatham	Planned
Park St (east side)	Lindal Ln	south to path	Sidewalk	Chatham	Planned
Park St (east side)	Lindal Ln	Goldenrod Dr	Sidewalk	Chatham	Planned
Park St (east side)	Goldenrod Dr	south to path	Sidewalk	Chatham	Built
Plummer Blvd	Savannah Rd	Bradfordton Rd	Sidewalk	Chatham	Future
Plummer Blvd	Savannah Rd	Koufax Dr	Sidewalk	Chatham	Planned
Plummer Blvd	Park Ave	Gordon Dr	Multi-use Trail	Chatham	Committed
Ptarmigan Dr	Mansion Rd	Teal Dr	Sidewalk	Chatham	Future
Pulliam Rd extension	Bradfordton Rd	IL-4	Sidewalk	Chatham	Future
Pulliam Rd	IL-4	Gordon Dr	Sidewalk	Chatham	Planned
Pulliam Rd extension	Gordon Dr	Palm Rd	Sidewalk	Chatham	Future
South Grand Ave	College St	Main St	Sidewalk	Chatham	Future
Savannah Rd	Mansion Rd	Walnut St	Sidewalk	Chatham	Future
Savannah Rd	Walnut St	Pulliam Rd	Sidewalk	Chatham	Future
South Main St	IL-4	Covered Bridge Rd	Sidewalk	Chatham	Future
Spruce St	College St	Park St	Sidewalk	Chatham	Future
Spruce St	Winter Park Dr	Gordon Dr	Sidewalk	Chatham	Future
Teal Dr	Savannah Rd	Main St	Sidewalk	Chatham	Future
Walnut St	Savannah Rd	Church St	Sidewalk	Chatham	Future
Walnut St	Church St	Main St	Sidewalk	Chatham	Built
Walnut St	East St	Breckenridge Rd	Sidewalk	Chatham	Planned
Walnut St	Breckenridge Rd	Bens Dr	Sidewalk	Chatham	Future
Walnut St/Chatham Rd	Iron Bridge Rd	Palm Rd	Sidewalk	Chatham	Future
Interurban Trail extension	Main St	MPA boundary	Multi-use Trail	Chatham, Auburn	Future
Iron Bridge Rd	Woodside Rd	Plummer Blvd	Sidewalk	County	Future
MacArthur Blvd	Lincolnshire Blvd	Woodside Rd	Sidewalk	County	Planned
IL-4	Mulberry	County Rd	Sidewalk	IDOT - Dist. 6	Future
Main St	Mansion Rd	Cottonwood Rd	Sidewalk	IDOT - Dist. 6	Future
Sangamon Valley Trail	Centennial Park	Macoupin County Line	Multi-use Trail	Sangamon County	Planned
Spaulding Orchard Rd	Sangamon Valley Trail	Cockrell Ln	Sidewalk	Sangamon County	Future
Woodside Rd	Chatham Rd	2nd St	Sidewalk	Sangamon County	Future
Lakewood Rd	Palm Rd	Chatham Rd	Sidewalk	Springfield, Chatham	Future

*Chatham's amenities can improve the community's appeal and serve as an attractor for relocating to the village.*



SECTION 6

*Community Amenities*

Photo courtesy of Molly Berns.

# Community Amenities

Community amenities provide a variety of uses and services to the residents of a village or area. Schools, medical facilities, public safety entities, recreational areas, entertainment venues, and government facilities are examples of community amenities that address the residents' needs and interests and improve the quality of life. Not only do these amenities provide conveniences and necessary services to residents, but they can also support existing and proposed land uses by acting as a buffer between low intensity and high intensity uses. Such amenities can also improve a community's appeal and serve as an attractor for relocating to the village.

## 1. Education

Three school districts serve residents within the village's extraterritorial jurisdiction (ETJ): Ball Chatham Community School District 5 (CUSD #5), Auburn Community Unit School District #10, and New Berlin Community Unit School District #16. Figure 6.1 displays the geography of the school districts related to the Village of Chatham.

Ball-Chatham Community Unit School District #5 (CUSD #5) encompasses most of the village residents and those within the ETJ. Multiple school buildings exist throughout this area to accommodate the various grade levels from pre-K to high school. The location of all CUSD #5 schools is seen in Figure 6.2.

CUSD #5 is relatively larger in enrollment than its counterpart Districts. It is approximately 3 to 4 times larger than New Berlin #16 or Auburn #10. A little more than a quarter of CUSD #5's student population is enrolled at Glenwood High School (1,407 students). Glenwood Middle, Intermediate, and Elementary Schools have more than 650 students each. Ball-Chatham Elementary's and Chatham Elementary's enrollments tallies at least 600 students each. (Illinois State Board of Education)

Ball-Chatham District 5 enrollment has decreased slightly since 2016. 4,797 students were enrolled in Ball-Chatham schools in 2016 compared with 4,754

## Community Amenities Executive Summary

The Ball-Chatham school district serves the overwhelming majority of the school-aged children in Chatham and its extraterritorial jurisdiction (ERJ). The district has grown slightly since 2013, but experienced lower enrollments in 2016 and 2017.

Routine family healthcare, including physical therapy, is accessible at three facilities within the village limits.

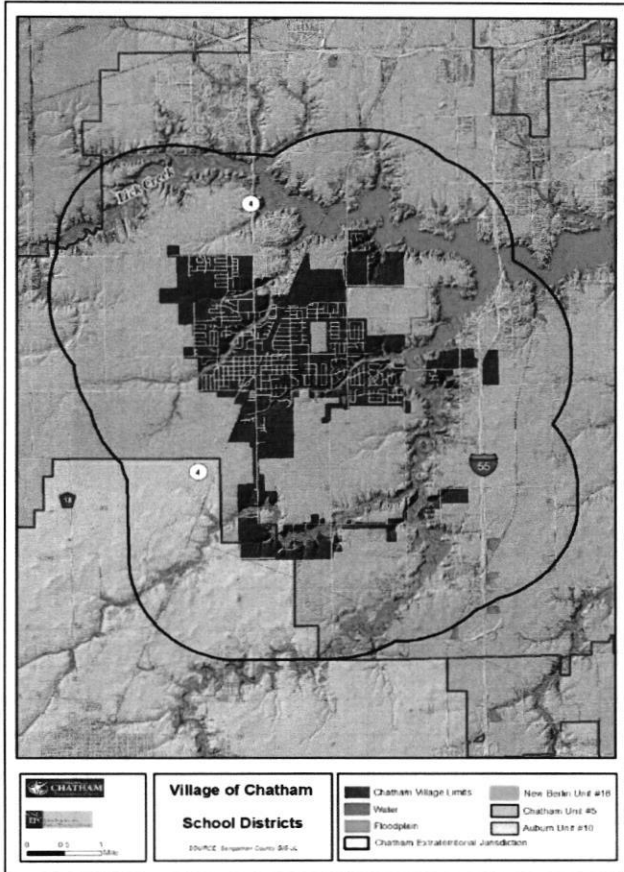
The village police and fire departments provide public safety services for residents. The fire department also takes calls from surrounding villages as needs arise.

Chatham has 228 total acres of public and private land designated for recreational purposes with additional opportunities outside the village but within the ETJ. Marked bike trails within Chatham total 3.8 miles.

The Railroad Museum, Veterans' Memorial, Caldwell Mansion, Route 66, and the Sugar Creek Covered Bridge (discussed in the Environment & Natural Resources section), along with numerous festivals and special events held annually, offer the village tourism attraction opportunities.

The Chatham Public Library offers a vast reading collection, extensive educational resources, technology access, and other vital programs benefiting Chatham residents. Its programming is an outstanding asset to the community.

FIGURE 6.1



students in 2020. This equals a  $-0.89\%$  growth rate from 2016 to 2020 and an annual rate of  $-0.18\%$ . Neighboring district New Berlin CUSD #16 decreased similarly at  $-0.53\%$  over the same period ( $-0.106\%$  annually), and Auburn CUSD #10 lowered its total enrollment by  $10.32\%$  ( $-2.06\%$  annually), (Illinois State Board of Education). Figure 6.3 displays school district enrollments for all three school districts within the ETJ of Chatham.

CUSD #5's average class size is higher than CUSD #16 (New Berlin) and noticeably larger than CUSD #10 (Auburn). Ball-Chatham School District's overall average class size is 23.9 students, while New Berlin's overall average class size is 18 students and Auburn's overall average is 15.3 students per classroom (Illinois State Board of Education). Figure 6.4 displays average class size per grade for four entities.

## 2. Medical Facilities

Memorial Health System and Hospital Sisters Health System (HSHS) each have a medical center located in the Village of Chatham. The facilities provide family healthcare, which mirrors the village demographics.

FIGURE 6.2

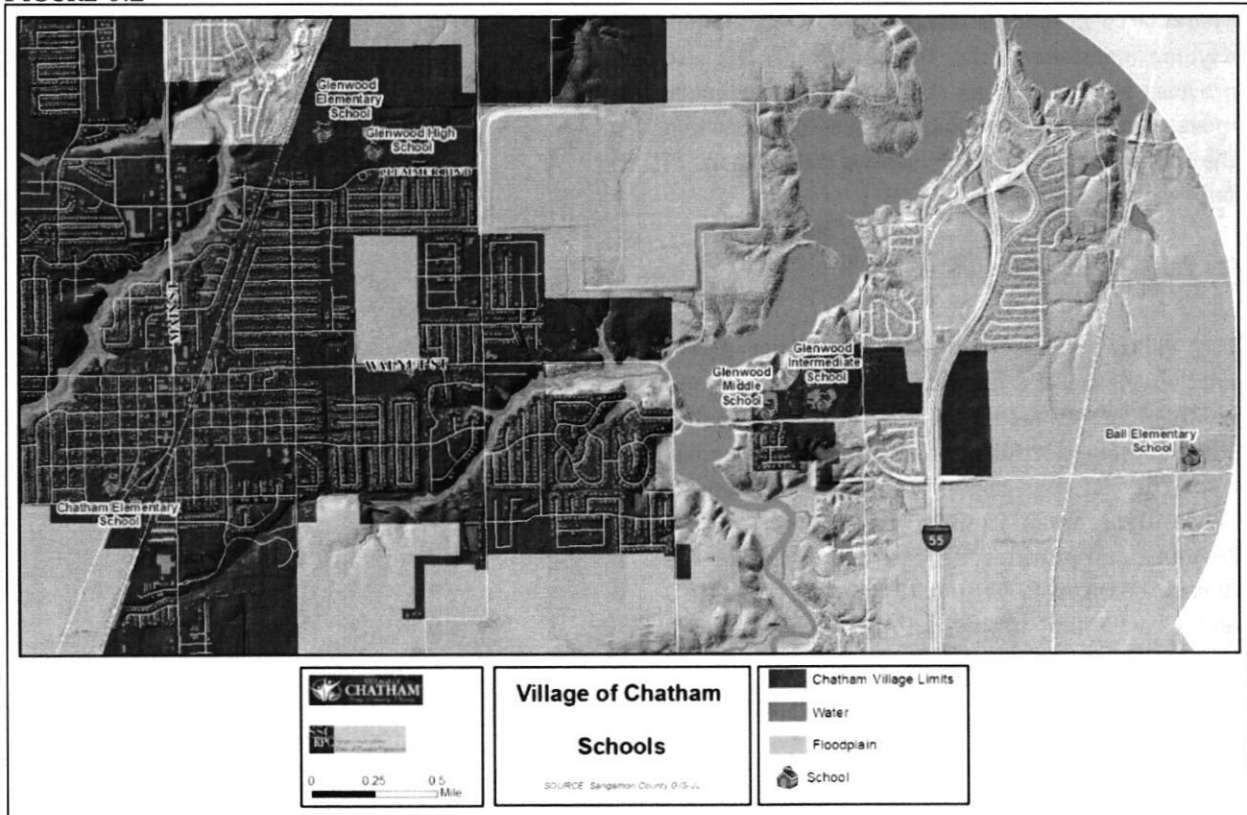


FIGURE 6.3

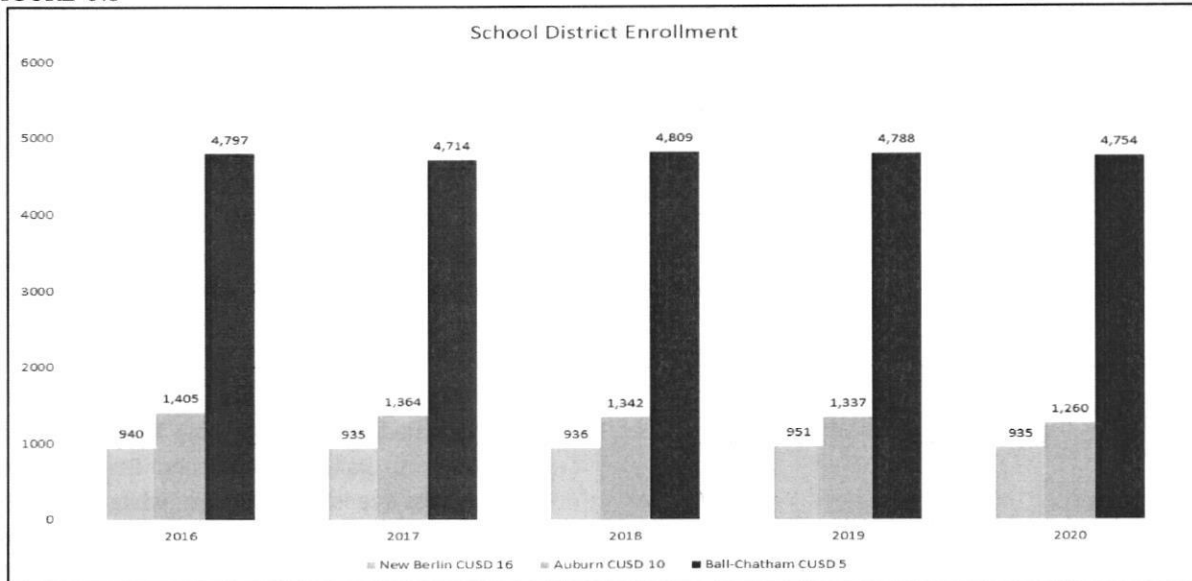


FIGURE 6.4

	K	1st	2nd	3rd	4th	5th	6th	7th	8th	9th-12th	Overall
<b>CUSD #5</b>	21	24	22	22	24	27	25	24	26	24	23.9
<b>Auburn CUSD #10</b>	3	2	0	20	20	22	20	25	23	18	15.3
<b>New Berlin CUSD #16</b>	21	20	16	16	19	20	17	14	19	18	18
<b>State Average</b>	19	21	21	22	22	23	23	23	23	22	21.9

Source: Illinois State Board of Education’s Interactive Report Card, [www.illinoisreportcard.com](http://www.illinoisreportcard.com).

Memorial also houses ExpressCare, which offers daytime medical services. TherapyCare (HSHS) also provides specific medical services related to bodily movement and function from its offices located within the HSHS facility. Figure 6.5 displays the locations of both the medical facilities.

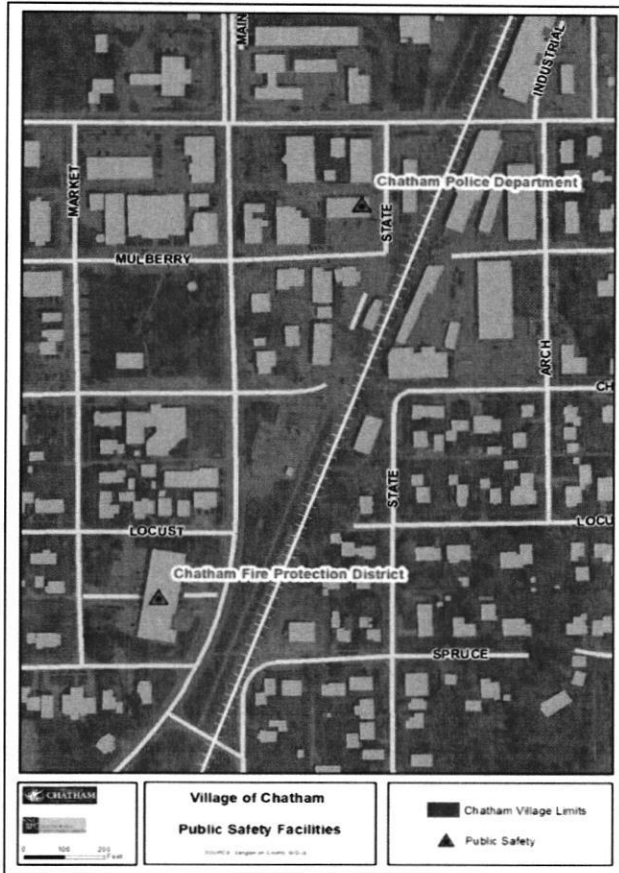
### 3. Public Safety

The Village of Chatham has two public safety entities: Village of Chatham Police Department and Chatham Fire Protection District (CFPD). The police station employs 22 full-time employees and handles dispatches for the village (“History of the Chatham Police Department”). CFPD serves over 17,500 residents and provides fire, rescue, and emergency medical services. CFPD staff 15 full-time firefighters and 22 volunteer positions (“About Chatham Fire Department”). The locations of the Fire Station and Police Department locations in Chatham are identified in Figure 6.6.

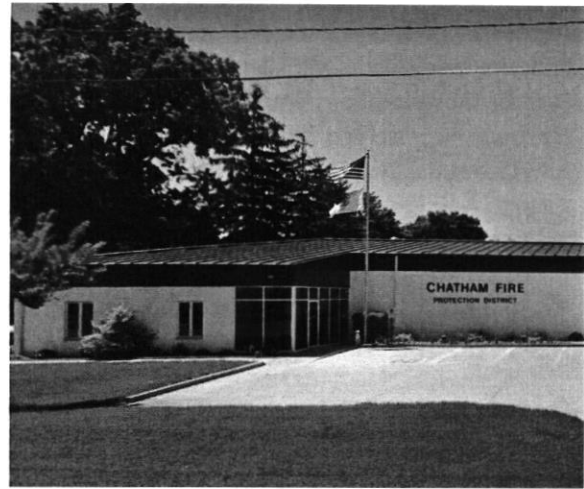
FIGURE 6.5



FIGURE 6.6

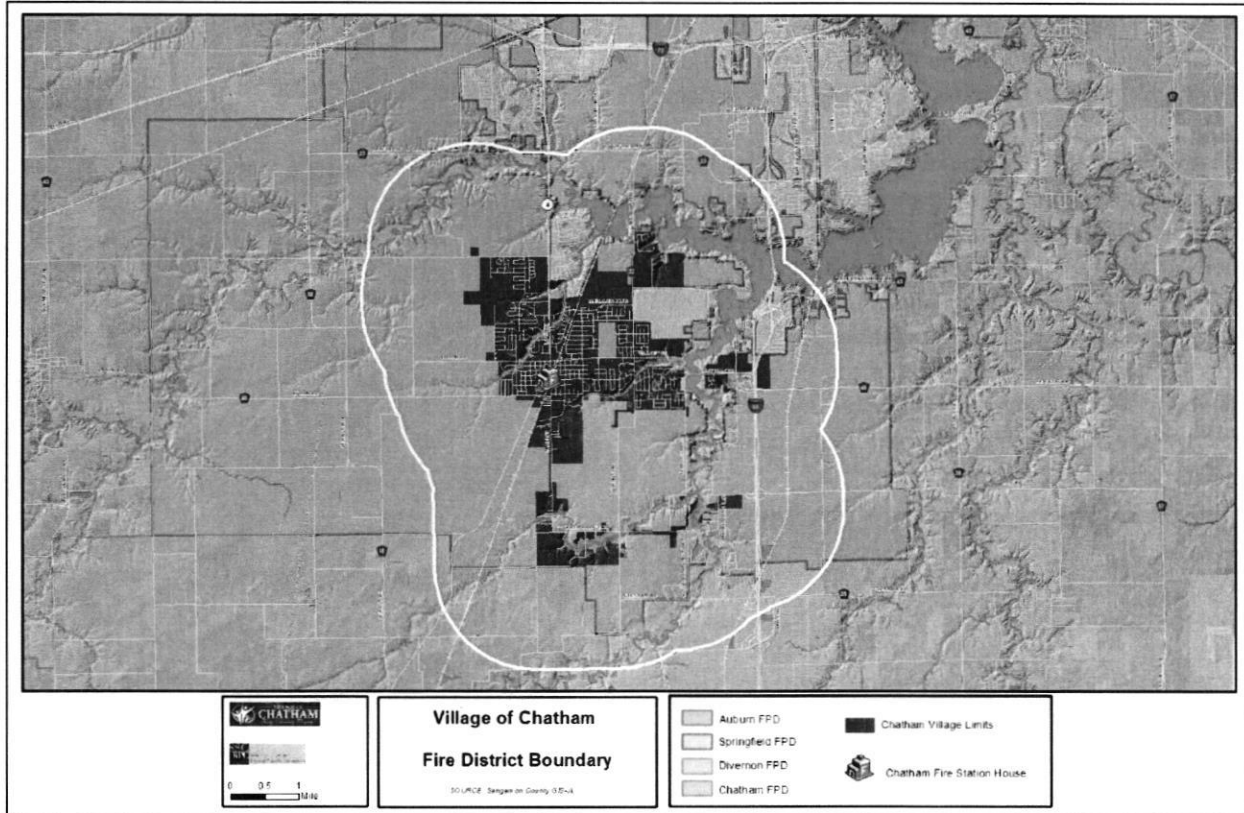


The Fire district dispatches calls from several other villages. Auburn, Divernon, Pawnee, and Springfield are served by Chatham's FPD when needed and have a limited history of providing services to the Rochester and Mechanicsburg areas in significant emergency situations (Citizens' Efficiency Commission Recommendation). Figure 6.7 displays the Fire Protection Districts within the extraterritorial jurisdiction of Chatham.



Chatham Fire Protection District. Google.

FIGURE 6.7





## 4. Recreation

The Village of Chatham has 228 total acres of land designated for recreational purposes. Approximately 105 acres are publicly owned or maintained by the village. The privately-owned property utilized for recreational purposes totals 76 acres. Additionally, the school grounds feature 47 acres of recreational opportunities, including sports facilities and playgrounds.

Jaycee Park, Westside Park, and Chatham Community Park provide residents with recreational opportunities. Each of these locations features pavilions or spaces that may be reserved by community members for private events. The parks also offer sports facilities, such as basketball courts, pickleball courts, soccer fields, tennis courts and baseball fields.

Figure 6.8 displays the public recreation locations in Chatham.

Chatham residents also have timely access to several recreational opportunities located outside Chatham’s boundary but within the village’s ETJ. The Piper Glen Golf Course, the Marina on Lake Springfield, and public parks located on the lake are easily accessible to residents. A private campground is located southeast of Chatham. Covered Bridge Park is located outside Chatham’s village limits, but is maintained by the village.

Chatham has multiple marked bike routes that total 3.8 miles throughout the village. The Interurban Trail, maintained by the Springfield Park District, is bike and pedestrian use-only. It currently stretches from the southern end of Springfield and extends towards the south end of Chatham. Trail planners envision that the trail will run through the entire county from north to south. Walnut Street and Plummer Boulevard also feature bike paths located adjacent to the road. Figure 6.9 displays the bike routes in the village.



Photo courtesy of Molly Berns.

FIGURE 6.8

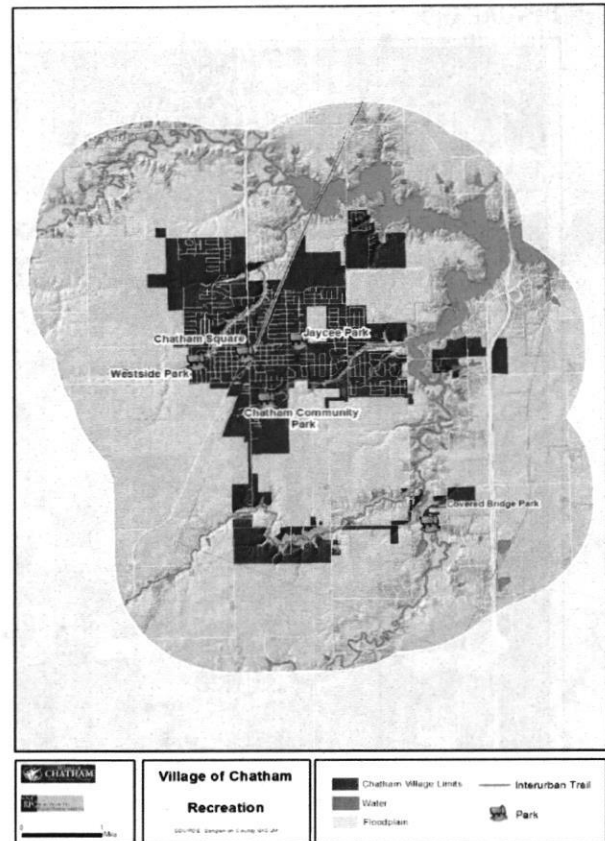


FIGURE 6.9



## 5. Culture and Entertainment

Cultural amenities can encompass multiple facilities, such as theaters or historical landmarks, or be a place or event of unique significance to a community. The Village of Chatham is no exception.

The Chatham Railroad Museum preserves the historic train station and tells the history of the local railroad. A Veterans' Memorial is located at the Chatham Square center and is symbolized by a cannon.

In addition to the museum and memorial, the village has multiple locations on the National Register of Historic Places. U.S. Representative Ben F. Caldwell built the Caldwell Mansion located along Route 4. The Sugar Creek Covered Bridge is located south of Chatham and is the oldest of five remaining covered bridges in Illinois. Main Street and Route 4 stretch

through Chatham's heart were once the location of the original alignment of U.S. Route 66 before it was realigned in 1930. The location of these historic sites are identified in Figure 6.10.

Several festivals and events occur throughout the calendar year and typically take place at parks. The most popular of these festivals is the Sweet Corn Festival, which is held every July. This festival is home to the Illinois Championship Cow Chip Throw, a tradition that started in the 1970s. Other popular festivals and events held in Chatham include: Oktoberfest, the Highland Games, and Light up the Park, which takes place every December.

In addition to the historical sites, several entertainment venues are located predominantly in restaurants and bars throughout the village. With most of these entertainment venues being centrally located, it is a short trip for residents to find a place to eat or drink no matter where they live in the village.

FIGURE 6.10

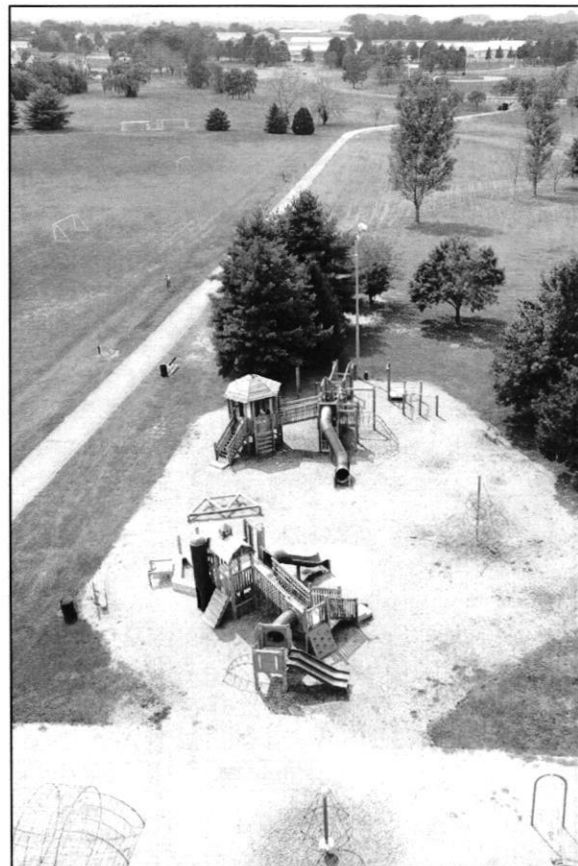
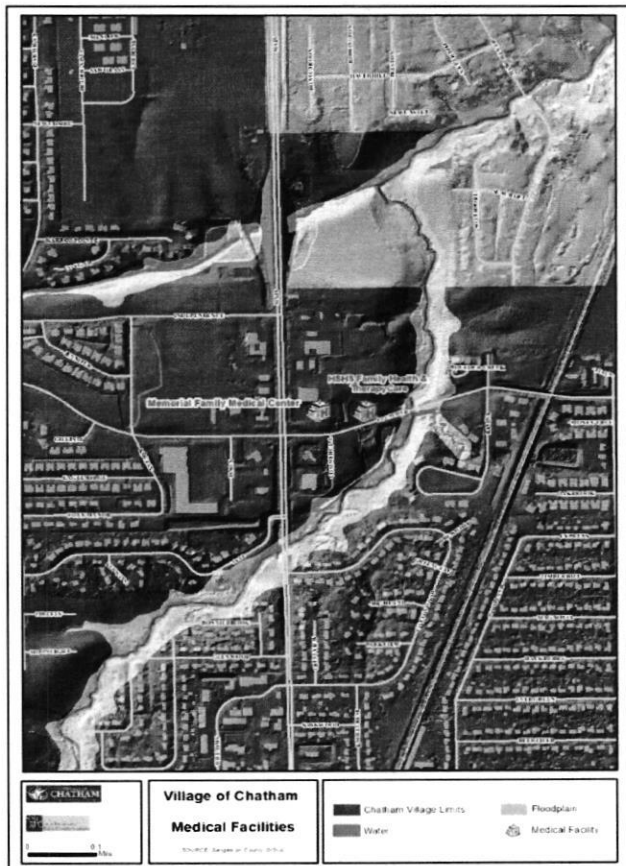


Photo courtesy of Molly Berns.

## 6. Government and Community Facilities

Community facilities are maintained by the village and serve the needs or interests of residents in Chatham. Chatham’s executive functions are primarily carried out within the Village Hall and the village Utilities Office. The U.S. Post Office is located nearby.

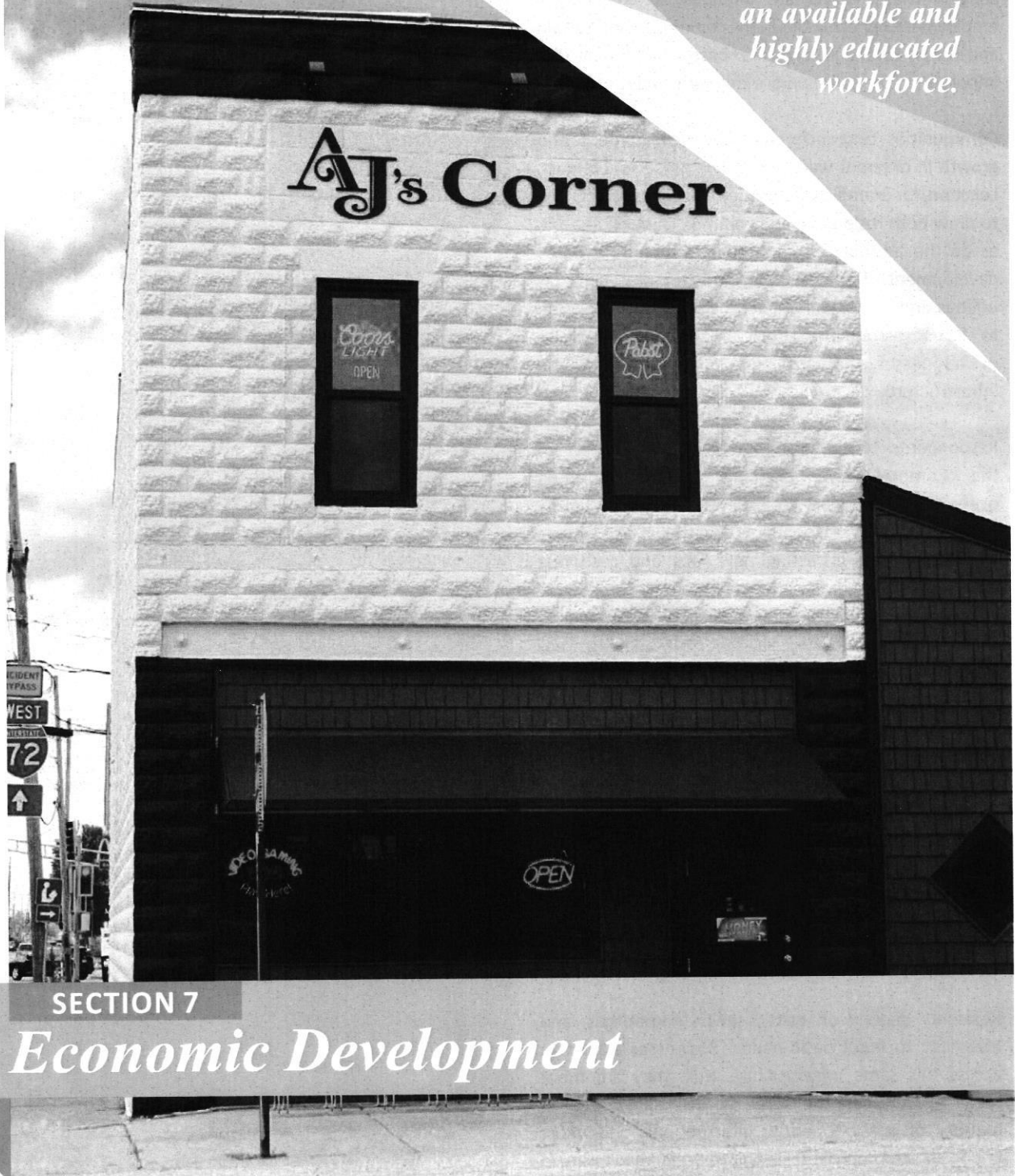
The Chatham Public Library offers a vast reading collection, extensive educational programs, and technology access to help meet residents’ needs. Study tables and study rooms are available. The library provides access to printers, fax machines, copiers, and a notary service by appointment. Residents can also book the Conference Room for group meetings. The windows in the library offer various visual activities allowing visitors to walk around the outside of the building and participate in interactive story-walks, public participation events, and other informational events. A volunteer-run café and bookstore are also available for visitors’ enjoyment. Figure 6.11 displays the Government and Community Facilities in Chatham.



FIGURE 6.11



*Chatham has a vibrant economic development base, including numerous businesses that serve the needs of residents and an available and highly educated workforce.*



**SECTION 7**

*Economic Development*

Photo courtesy of Molly Berns.

# Economic Development

Economic development involves efforts taken by a community to increase its financial well-being and quality of life by expanding, retaining, and attracting business activity. These efforts are intended to create new employment opportunities in the community and sustain and increase the community's tax base, which is especially important to the community's long-term growth.

Communities approach economic development and growth in different ways depending on several factors. Location, for example, affects the ability of a municipality to draw both residential and commercial development, as do the attitudes of community members towards development. Demands on infrastructure, such as utilities and roads, can impact a community's decision to focus recruitment efforts on specific categories of businesses that may lessen the demands on infrastructure.

Respondents to the Community Survey as part of the Comprehensive Planning process indicated overwhelming support for business attraction. Eighty-five percent of the respondents said that village leaders should prioritize attracting new jobs and recruiting employers. There is also support for a new commercial shopping area from 73 percent of survey respondents. About 70 percent of these say that new shopping areas should be within walking distance of the majority of Chatham's population.

The following analysis highlights some of the initial facets of economic development activities, concluding that Chatham has a good foundation for income and wealth and can expand its businesses base. However, the village should prepare a more detailed economic development plan that outlines its approach to development.

## 1. Infrastructure Challenges

Residents depend on water, sewer, natural gas, and electricity to meet basic needs. Businesses expect to access this same infrastructure. Still, they are more likely to consider the level of availability, quality, number of possible service interruptions, and, most important, commercial costs before deciding to locate in a community. Existing roads must also be maintained,

### *Economic Development Executive Summary*

Overall the existing infrastructure is meeting the current needs of the village. However, if the village continues its population growth, infrastructure may be inadequate in some areas.

Based on the anticipated population growth and educational preparedness of the employee pool, it appears that Chatham has an adequate labor force to meet the needs of future development projects.

Manufacturing in the village combined with the residents' support of job attraction creates an impetus to pursue light manufacturing development, providing diversification in industry categories.

Chatham would benefit from writing a formalized economic development strategy prioritizing infrastructure improvements that may be needed to accommodate business expansions, ensuring that land within the extra-territorial jurisdiction of Chatham is site-ready for development. The village would also benefit from partnering with the Springfield Sangamon Growth Alliance.

and new roadways constructed to accommodate new businesses. Reliable cell service and access to the internet are becoming essential to businesses.

Preceding sections of this plan analyzed the status of the infrastructure and roads in Chatham. Overall the existing infrastructure is meeting the current needs of the village. However, if the village continues its population growth, infrastructure may be inadequate in some areas. Additional business growth will also strain infrastructure. An economic development plan should consider several upgrades of infrastructure to meet future needs.

### **WATER AND WASTEWATER UTILITIES**

The Sangamon County Water Reclamation District (SCWRD) provides wastewater service. Large gravity and force mains are already in place. The district also has the capacity to make upgrades to its system. A pump station would likely need to be constructed to address topography issues with gravity-fed mains should development occur to the south of the village. The Village of Chatham has a contract with the South Sangamon Water Commission (SSWC) to serve as the water provider. As additional growth occurs, the SSWC will need to expand to accommodate future growth, or the village will need to consider a supplemental water source to address usage demands. Fortunately, the plant has the space to expand its capacity.

Additionally, the Village of Chatham plans to improve water infrastructure to the south by looping the water lines in several locations. The upgrades would increase water pressure and availability and allow for more development in the village, especially towards the southern end.

### **ELECTRIC UTILITIES**

The Village of Chatham owns and operates its electric distribution system. Power is obtained from the Illinois Municipal Electric Agency (IMEA). The existing electric distribution system is approaching peak capacity despite being supplied by a reliable high voltage transmission line. The village will need to make minor upgrades to the distribution system to increase capacity soon. The agreement established with the Rural Electric Convenience Cooperative to serve areas located outside the village distribution area expires soon. As growth occurs and the village expands outward, developers will have to work with the village and RECC to determine the provider to serve the development.

### **TELECOMMUNICATIONS/INTERNET**

Some locations in the Village of Chatham have strong cellular reception, while other places have minimal or weak signal strength. Low signal strength can result from physical or external obstructions (foliage, buildings, etc.), overcrowding use of mobile phones in a specific area (events with a large crowd, schools, etc.), or simply being a long distance from a cell tower.

Access to a reliable internet signal became even more critical during the COVID-19 pandemic. Businesses are relying more on the internet to ensure that operations continue seamlessly. Chatham will need to prioritize and stabilize its internet infrastructure to enhance business recruitment.

### **ROADWAY ACCESS**

Illinois State Route 4, also known as Main Street, is the major north-south thoroughfare through the village. Access to I-72 is within three miles north of the village limits. Walnut Street is the east-west thoroughfare that provides access to I-55, although it is an indirect route. Gordon Drive is a north-south roadway that transverses through the east portion of the village. On the north side of the village corporate limits, it becomes Iron Bridge Road, a county highway, which provides indirect access to I-55. The roads are in good condition despite heavy traffic counts.

Business attraction efforts would benefit from direct access to I-55 via an interchange at Pulliam Road. The road would be extended west past Gordon Drive to Route 4, providing access for additional development. There are several possible locations for an industrial/manufacturing park within the village's extra-territorial jurisdiction. One of the most attractive sites is east of I-55. Construction of the overpass at Pulliam Road would facilitate this development while adding manufacturing jobs to the Chatham workforce base.

## ***2. Workforce***

Local economic development capacity is affected by several factors, with the available workforce being one of the most significant. Population growth, or the lack thereof, can be a barrier to business attraction efforts. The lack of qualified, skilled workers will cause a developer to pick a location with a more appropriate employment base.

FIGURE 7.1

Educational Attainment of Chatham Residents 25 and Older (Compared to Springfield, Sangamon County, and Illinois)				
	Chatham	Springfield	Sangamon County	Illinois
Total	8,107	79,490	136,182	8,618,284
Less than 9th Grade	0.5%	2.4%	2.1%	5.3%
9th to 12th, no diploma	1.3%	6.3%	5.7%	6.4%
High School Graduate/GED	19.5%	26.0%	27.8%	26.5%
Some College, No Degree	20.8%	21.8%	22.3%	21.1%
Associates Degree	9.1%	7.3%	7.8%	7.8%
Bachelor's Degree	32.5%	21.9%	21.6%	20.2%
Graduate/Professional Degree	16.2%	14.3%	12.7%	12.7%

The population of Chatham in 2010 was 11,517, according to the U.S. Census Bureau. Approximately 6,921 of these residents were between the ages of 20 and 64, considered the working population. The population is estimated to rise to about 13,044 in 2022, with 7,462 being between 20 and 64. Assuming the population estimate of 18,993 is accurate, approximately 11,129 working-age people will reside in Chatham in 2040.

In addition to a significant number of residents being in a future employment pool, the educational attainment of Chatham residents ages 25 and older is notably higher

than that of Springfield, Sangamon County, and the State of Illinois. According to the ACS data referenced in Figure 7.1, over 98 percent of this population from 2012-2016 had completed high school, and 48.7 percent have a bachelor's, graduate, or professional degree. This level of educational attainment will rank Chatham favorably among firms seeking to expand operations to the area.

Over 50 percent of Chatham's residents are employed in the services industry, while 14.5 percent work in the realm of public administration. This data is not surprising given Chatham's proximity to State of Illinois offices, two hospitals, and numerous medical clinics. Financial/insurance/real estate employs just under 10 percent of the residents, and almost 9 percent are employed in retail trade. Figure 7.2 charts the 2017 employment by industry.

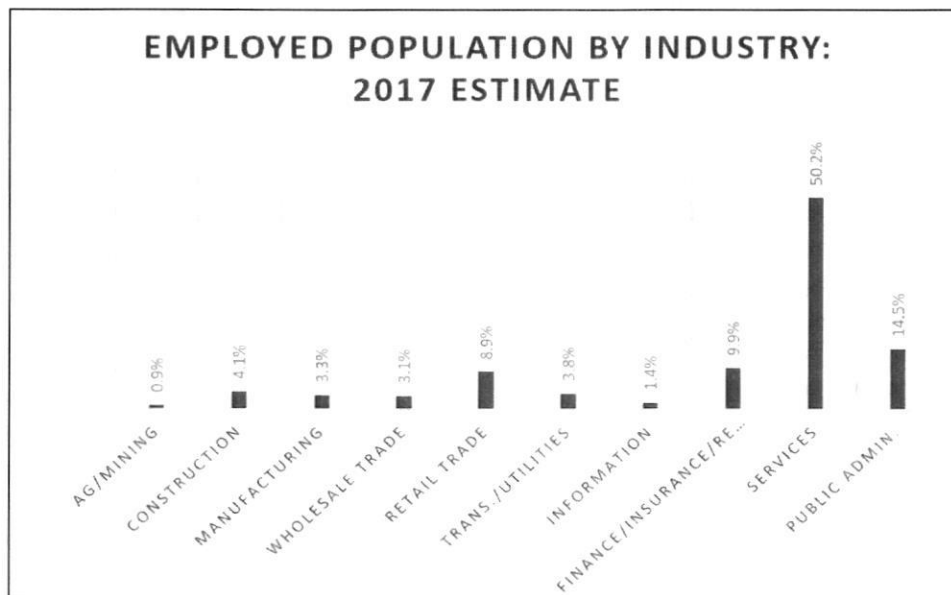
Based on the anticipated population growth and educational preparedness of the employee pool, it appears that Chatham has an adequate labor force to meet the needs of future development projects.

### 3. Existing Businesses

ESRI estimates there are a total of 269 businesses in Chatham. Figure 7.3 displays the types and amount of Industries within the village. Service businesses, including entities involved in health care, automotive repair, and educational services, account for the most businesses at 106 (39.4 percent). The 65 enterprises classified as Retail Trade account for 24.2 percent of the total number of businesses.

The Retail Trade category includes restaurants, bars, gas stations, and similar companies. There are 31 Finance, Insurance, and Real Estate firms in Chatham, accounting for 11.5 percent of total businesses, ranking it third in terms of the number of companies. Construction companies rank fourth with 22 businesses or 8.2 percent of the total.

FIGURE 7.2



Employment numbers in the above business categories track consistently with one outlier in the Manufacturing category. Five businesses, or 1.9 percent, are considered Manufacturing, a small number of companies compared to the other types. However, the Manufacturing firms employed 273 people in 2017, making this category third in terms of the number of people employed within the Village of Chatham. The number of village residents working in Manufacturing in the village combined with the residents' support of job attraction creates an impetus to pursue light manufacturing development, providing diversification in industry categories.

#### 4. Consumer Spending

Analyzing consumer spending data provides valuable insight into the types of businesses likely to succeed in a community. When planning future land use, villages can use this information to create a symbiotic relationship between consumers and businesses. For example, if residents spend a high amount of money on "food away from home," the development of restaurants would most likely promote this interdependent relationship between residents and businesses.

Figure 7.4 displays ESRI data on Chatham's estimated Consumer Spending for 2017 in total dollars spent and the Spending Potential Index (SPI). The SPI measures spending per household and compares it to national values. A number above 100 is above average expenditures. For example, an SPI of 116 means

expenditures per household for the service/product in that area is likely to be 16 percent higher than the national average. All categories in Chatham are well above average.

Surplus and leakage figures related to the parity of supply and demand within the village can confirm a village's ability to support additional commercial growth. This is particularly helpful to identify the types of retail and service trades that might succeed. ESRI describes its methodology for developing the leakage/surplus factor as such:

*ESRI enables the comparison of supply and demand simply in one measure, the Leakage/Surplus conveniently measures the balance between the volume of supply (retail sales) generated by retail industry and the demand (spending by households [i.e., retail potential]) within the same industry. Leakage in an area represents a condition where a market's supply is less than the demand. That is, retailers outside the market area are fulfilling the demand for retail products; therefore, demand is leaking out of the trade area. Surplus in an area represents a condition where supply exceeds the area's demand. Retailers are attracting shoppers that reside outside the trade area, so the surplus is in market supply. (<http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>)*

FIGURE 7.3

Chatham Businesses by Major SIC Code, Percentage, and Employees: ESRI 2017 Estimate				
SIC Code	# of Businesses	%	# of Employees	%
Agriculture & Mining	12	4.5%	80	3.6%
Construction	22	8.2%	85	3.9%
Manufacturing	5	1.9%	273	12.4%
Transportation	8	3.0%	24	1.1%
Communication	1	0.4%	19	0.9%
Utility	0	0.0%	0	0.0%
Wholesale Trade	1	0.4%	15	0.7%
Retail Trade	65	24.2%	586	26.6%
Finance, Insurance & Real Estate (FIRE)	31	11.5%	156	7.1%
Services	106	39.4%	858	39.0%
Government	9	3.3%	102	4.6%
Unassigned	7	2.6%	0	0.0%
<b>TOTAL</b>	<b>269</b>	<b>100.0%</b>	<b>2,199</b>	<b>100.0%</b>

FIGURE 7.4

Chatham Consumer Spending Estimations for 2017			
	Total Dollars	S.P.I.	IL S.P.I.
Travel	\$12,032,278	121	105
HH Furnishing & Equipment	\$11,144,575	120	105
Support Payments/Cash Contributions/Gifts in Kind	\$13,375,295	119	104
Apparel & Services	\$12,201,694	118	106
Personal Care Products & Services	\$4,507,426	118	105
Education	\$8,141,155	117	108
Entertainment/Recreation	\$17,491,446	117	105
Food Away from Home	\$18,759,759	117	105
Health Care	\$31,191,748	116	104
Vehicle Maintenance & Repairs	\$5,938,423	115	105
Shelter	\$88,620,258	114	106
Food at Home	\$27,167,293	112	106



The SSCRPC notes that a positive value represents ‘leakage’ of retail opportunity outside of the village, whereas a negative value represents a surplus of retail sales. Overall, there is a 48.1 leakage factor of retail trade in Chatham. The table below offers leakage/surplus factors for several specific types of retail businesses in Chatham, particularly those identified by residents in the community survey as services and amenities they’d like to see made available within the village limits. Due to the proximity of Chatham to Springfield, these figures should be taken with a cautionary note. However, they can provide insightful information on where the village may have the opportunity to expand its commercial base, especially given its projected population growth over the next twenty years.

## 5. Opportunities and Strategies for the Future

Chatham has continued to experience population growth, unlike most communities in Sangamon County. The population is also younger than in other communities and has higher educational attainment than Springfield, Sangamon County, and Illinois. These workforce characteristics result in Chatham being well-poised to attract businesses in the future. The village is also a family-oriented community where owner-occupied single-family units are the majority of residences. The school district tax rates, which are the most significant portion of property tax bills, are among the lower third in the area, making Chatham an ideal place for families to locate. The number and types of housing units currently meet Chatham’s

FIGURE 7.5

Leakage/Surplus Factors for Village of Chatham, IL	
Note: Positive values indicate leakage, negative values indicate surplus	
Industry	Leakage/Surplus Factor
<b>TOTAL RETAIL TRADE</b>	<b>48.1</b>
Food & Beverage Stores	29.1
Grocery Stores	24.7
Clothing & Accessory Stores	80.9
Health & Personal Care Stores	-20.8
Book, Periodical & Music	100
General Merchandise Stores	90.7
Office Supply & Gift Stores	71.6
Full-Service Restaurants	21.6
Food Service & Drink Places	21.4

needs. However, village leaders should monitor new housing trends to ensure that future housing will accommodate various residents and be compatible with the job opportunities in the area.

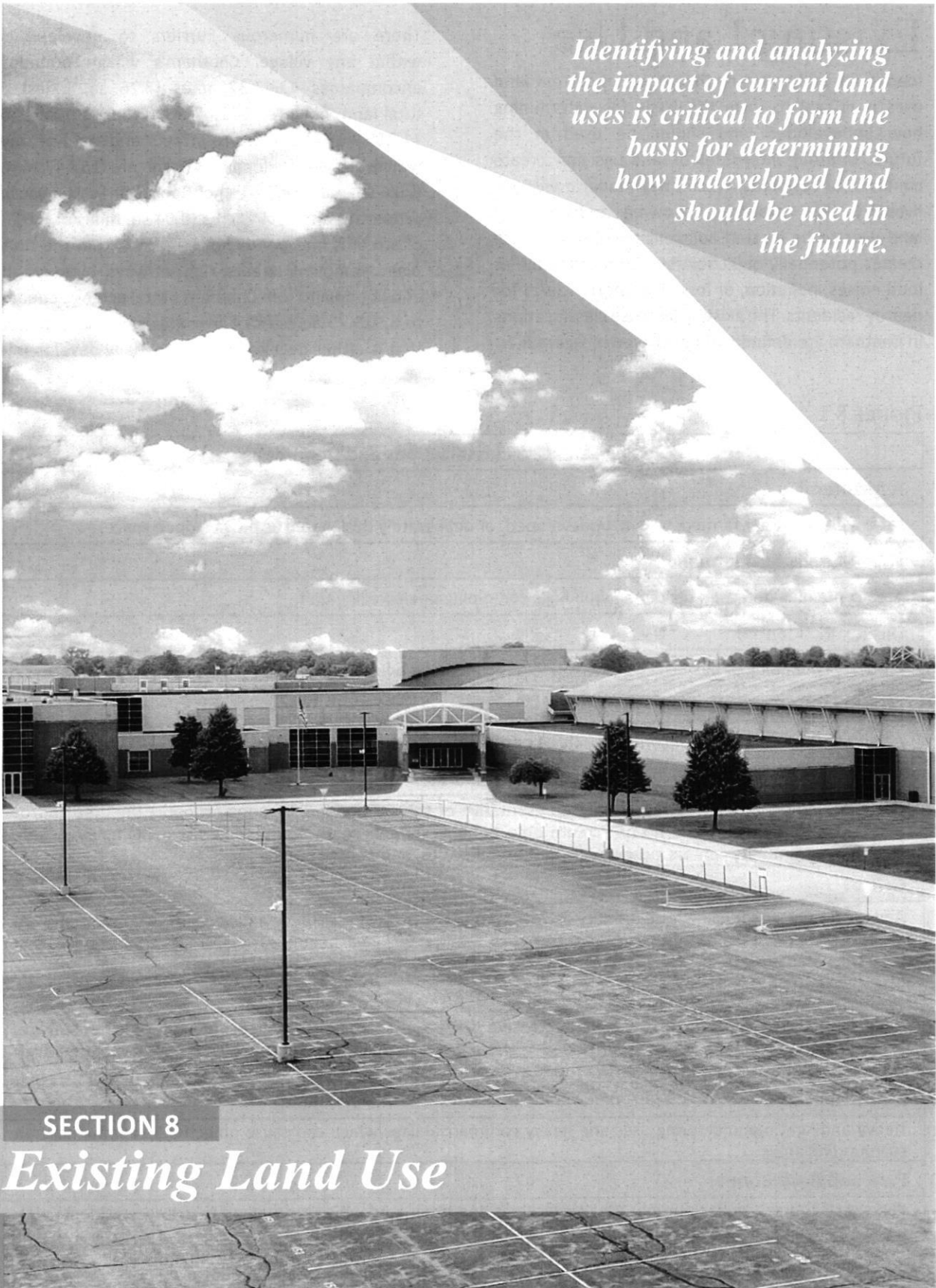
Chatham would also benefit from writing a formalized economic development strategy. The plan should prioritize infrastructure improvements needed to accommodate business expansions, ensuring that land within the extra-territorial jurisdiction of Chatham is site-ready for development. Village leaders should actively identify and pursue outside funding to pay for the improvements. The village would also benefit from partnering with the Springfield Sangamon Growth Alliance to eliminate the duplication of resources and provide access to expertise that may not be available in the village.

Data should drive Chatham’s economic development program because the population projections identified in Section 2 may need to be modified. Furthermore, village leadership should review demographic data annually to monitor growth rates and identify potential changes to its business attraction strategy.

FIGURE 7.6

2020 School District Tax Rates	
School District	Tax Rate
North Mac #34	5.625
Spfld Dist #186	5.5903
A-C Central	5.3709
Waverly Unit #6	5.2251
Pl. Plains Unit #8	5.2158
Sang Valley Unit #9	5.1126
PORTA Unit #202	5.064
Mt. Pulaski Unit #23	5.0066
Athens Unit #213	4.8615
New Berlin Unit #16	4.7282
Tri-City Unit #1	4.6926
Williamsville Unit #15	4.6445
Chatham Unit #5	4.6262
Riverton Unit #14	4.6133
Rochester Unit #3A	4.4982
Auburn Unit #10	4.1164
Pawnee Unit #11	3.9839
Edinburg Unit #4	3.9315

Source: Sangamon County Property Tax System 2020 Tax Rates



*Identifying and analyzing  
the impact of current land  
uses is critical to form the  
basis for determining  
how undeveloped land  
should be used in  
the future.*

**SECTION 8**

*Existing Land Use*

Photo courtesy of Molly Berns.

# Existing Land Use

Identifying and analyzing the impact of current land uses is critical to form the basis for determining how undeveloped land should be used in the future. Differing intensities of land use may create conflicts for residents, which may hinder a village’s livability. For example, allowing industrialized land uses to be located adjacent to residential use creates potentially objectionable influences such as loud noises, pollution, or loss of property values for nearby residents. The existing land use classifications in Chatham are defined and displayed in Figure 8.1.

There are numerous barriers to development within any village. Chatham’s village boundary encompasses 4,643.37 acres (7.26 sq. miles) of total land; however, 521.67 acres (0.82 sq. miles or 11.23%) of Chatham are streets and right-of-ways which are undevelopable. There are 167.47 acres (0.26 sq. miles or 3.61%) of floodplain within vacant properties and 28.44 acres (0.04 sq. miles or 0.61%) of streams and ponds not already within the flood plain. Removing streets, right-of-ways, hydrography and floodplain from Chatham’s total acreage equates to 3,925.79 acres (6.14 sq. miles or 84.55%) of land that is either developed or potentially developable.

FIGURE 8.1

<b>Existing Land Use Classifications and Definitions</b>	
<b>Agricultural</b>	Land which is either farmed, vacant/undeveloped, or deliberately designated as passive open space.
<b>Single-family Residential</b>	Area containing detached residential buildings containing one dwelling unit.
<b>Duplex Residential</b>	Property containing detached residential buildings containing two dwelling units.
<b>Multiple-family Residential</b>	A building or portion thereof containing three or more dwelling units.
<b>Community Facilities</b>	Public facilities that are not necessarily representative of the surrounding uses may support the area and/or meet community needs and do not create objectionable influences on surrounding uses. Examples include churches, community centers, schools, fire stations, libraries, and police stations.
<b>Office</b>	Any type office or service whose primary activity is to provide direct assistance and services to consumers such as real estate offices, attorneys, accountants, banks, medical facilities, beauty parlors, small repair services and insurance offices.
<b>Commercial</b>	Any retail use except those involving extensive trucking, shipping, warehousing and outside storage. Neighborhood commercial uses are included in this classification and are those which do not generate a high volume of traffic that would have a negative impact on nearby residences.
<b>Industrial</b>	Heavy and light manufacturing uses and heavy commercial uses which can cause objectionable influences on surrounding areas.
<b>Park and Recreational</b>	Parks, golf courses, public outdoor athletic facilities and other land which is designed to provide residents with a place to congregate and recreate.

For land use planning purposes, we will refer to Chatham’s “relevant geography” and base all further calculations from this number for this report.

Currently, 1,526.84 acres (2.39 sq. miles) are used for single-family residential purposes, which is 38.89% of land within the village. 69.45 acres (0.11 sq. miles) or 1.78% of land are classified as duplex residential. Multi-family residential totals 88.96 acres (0.14 sq. miles) and is 2.27% of land within the village limits. In total, more than 1,680 acres (2.63 sq. miles) are used for residential purposes, which is approximately 42.94% of Chatham’s relevant geography.

Commercial uses equal 79.52 acres (0.12 sq. miles) of land and are 2.03% of Chatham’s relevant geography. Office land use comprises 12.3 acres (0.02 sq. miles) and is .31% of Chatham’s relevant geography. Community Facility land use totals 227.55 acres (0.36 sq. miles), or in other words, covers 5.78% of the applicable land within the village. The Industrial land use class uses 24.35 acres (0.04 sq. miles) and equals .63% of relevant land. In total, the more-intense-than-residential land comprises 343.72

acres (0.54 sq. miles) and equals 8.75% of Chatham’s relevant geography.

Public and private park land use totals at 174.1 acres (0.27 sq. miles) or 4.43% of Chatham’s relevant geography. Agricultural use can also be partly defined as vacant land within Chatham totals at 1,722.72 acres (2.69 sq. miles) and equals 43.88% of Chatham’s relevant geography. Figure 8.2 displays the land use statistics for the relevant geography for the Village of Chatham.

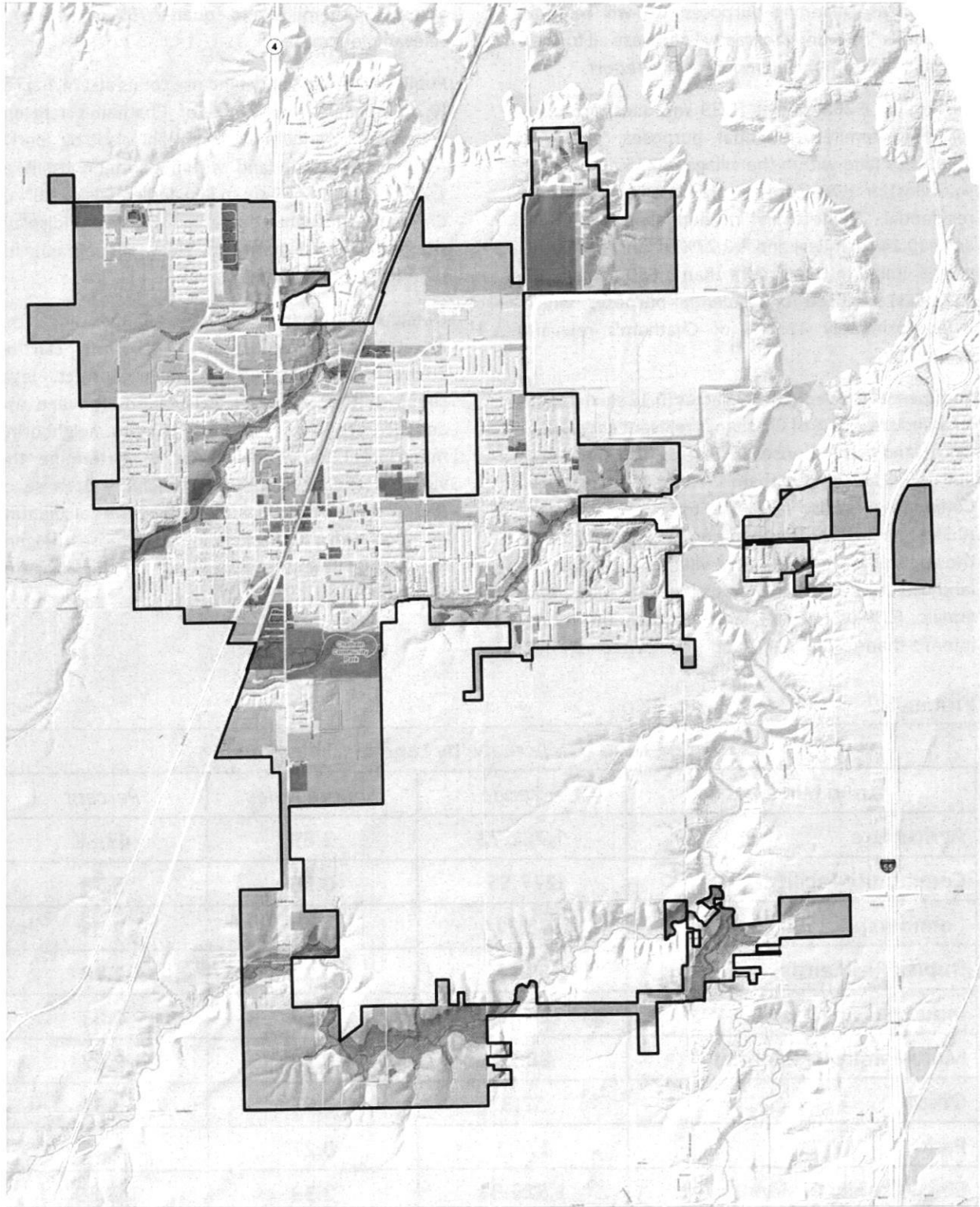
Outside Chatham’s village limits lies the extraterritorial jurisdiction (ETJ), which can be annexed into the village under correct, legal circumstances. However, calculations for land use and acreage were not done due to neighboring municipal ETJ’s. It is difficult to determine the village’s land development availability because of the outside jurisdictions; thus, accurate calculations become difficult for planning purposes. Figure 8.3 displays the current land use for the Village of Chatham.


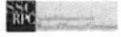
FIGURE 8.2

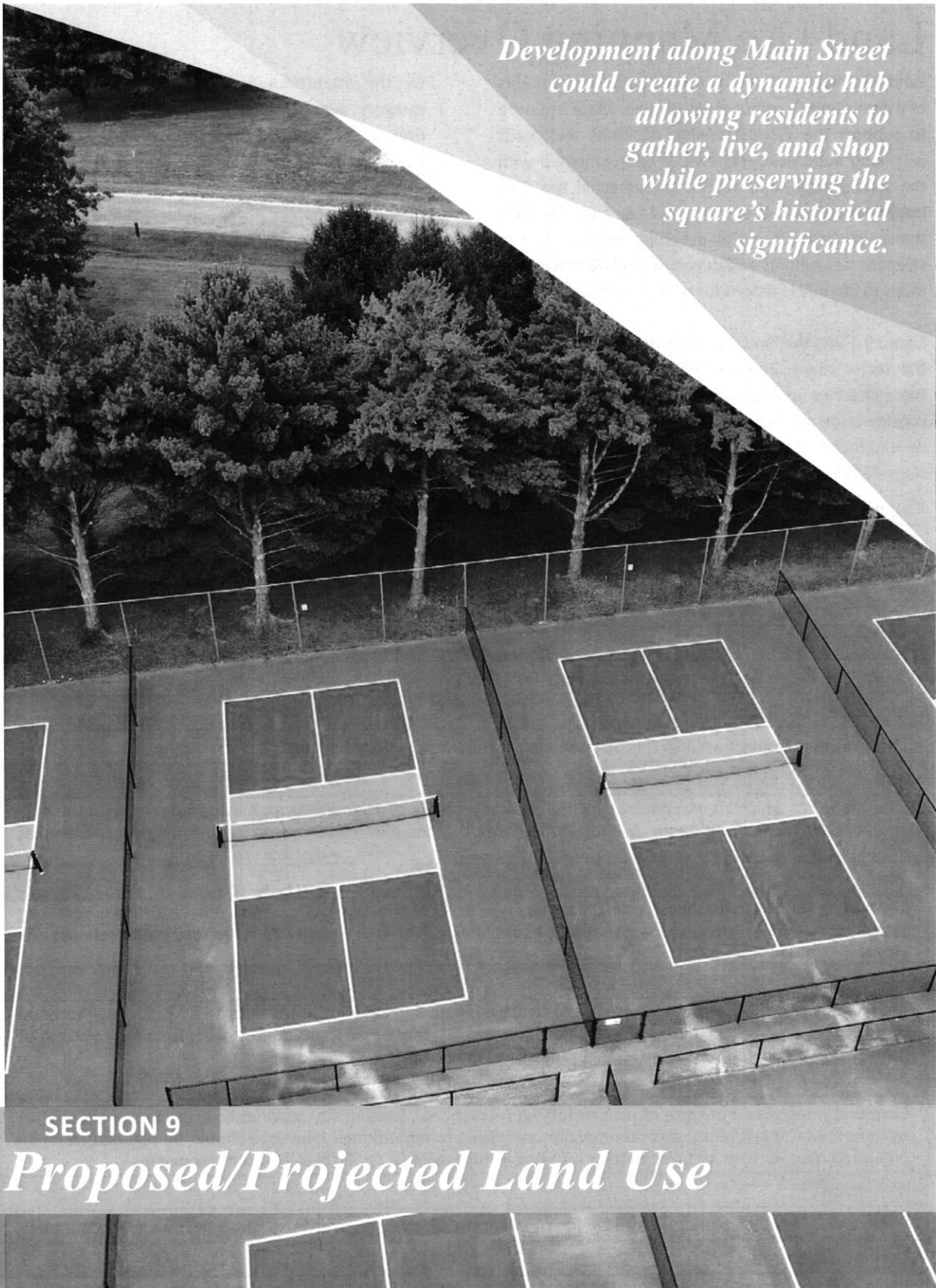
<b>Existing Land Use Acreage by Land Classification</b>			
<i>Land Use Class</i>	<i>Acreage</i>	<i>Square Miles</i>	<i>Percent</i>
<b>Agriculture</b>	<b>1,722.72</b>	<b>2.69</b>	<b>43.88</b>
<b>Community Facility</b>	<b>227.55</b>	<b>0.36</b>	<b>5.78</b>
<b>Commercial</b>	<b>79.52</b>	<b>0.12</b>	<b>2.03</b>
<b>Duplex Residential</b>	<b>69.45</b>	<b>0.11</b>	<b>1.78</b>
<b>Industrial</b>	<b>24.35</b>	<b>0.04</b>	<b>0.63</b>
<b>Multi-Family Residential</b>	<b>88.96</b>	<b>0.14</b>	<b>2.27</b>
<b>Office</b>	<b>12.3</b>	<b>0.02</b>	<b>0.31</b>
<b>Park</b>	<b>174.1</b>	<b>0.27</b>	<b>4.43</b>
<b>Single-Family Residential</b>	<b>1,526.84</b>	<b>2.39</b>	<b>38.89</b>
<b>Totals</b>	<b>3,925.79</b>	<b>6.14</b>	<b>100</b>

FIGURE 8.3

*Village of Chatham Existing Land Use*



 	<p><b>Village of Chatham</b></p> <p><b>Existing Land Use</b></p> <p><small>SOURCE: Sangamon County GIS Unit</small></p>		<p>■ Agriculture</p> <p>■ Park</p> <p>■ Community Facility</p> <p>■ Office</p>	<p>■ Single Family Residential</p> <p>■ Duplex Residential</p> <p>■ Multi Family Residential</p> <p>■ Commercial</p>	<p>■ Industrial</p> <p>■ Floodplain</p> <p>■ Water</p> <p>— Village Limits</p>
	<p>0 ————— 1 Mile</p>				

An aerial photograph showing several tennis courts with white lines and nets. The courts are surrounded by a chain-link fence. In the background, there is a dense forest of trees. The top right corner of the image is partially obscured by a white, angular graphic element.

*Development along Main Street  
could create a dynamic hub  
allowing residents to  
gather, live, and shop  
while preserving the  
square's historical  
significance.*

**SECTION 9**

*Proposed/Projected Land Use*

Photo courtesy of Tom Franke.

# Land Use Mapping Overview

Land use maps are one of the essential components of a community’s comprehensive plan. Maps are used to support the village’s zoning decisions and assist with land subdivision reviews. When combined with the vision, goals, and actions discussed in the **Plan Implementation** section, the land use map provides the structure to the overall development process. Site selection consultants and developers also use land use maps to identify locations for new businesses.

Figure 9.1 lists the land use categories used to prepare the sector maps. The Steering Committee modified the categories used for previous maps to take into consideration several new development designs. New developments often place duplex residences and single-family structures more closely together than

was the case previously. The Lower Density Residential category now includes both of those residential uses. The Mixed-Use category was added to capture redevelopment opportunities in the future.

During the public engagement activities, residents identified the need for more places to connect and share experiences. The locations have unique attributes that set them apart from other areas, so they are called Character Areas. These areas may include historical or tourism sites, a small park, plaza, pedestrian mall, boutique shopping, some residences, outdoor entertainment opportunities, or other similar uses. *Character Areas* may be included in an area targeted for redevelopment like the one described in Sector 3.

FIGURE 9.1

<b>Proposed Land Use Classifications and Definitions</b>	
<b>Agricultural</b>	Property which is either farmed, vacant/undeveloped or deliberately designated as passive open space.
<b>Low-Density Residential</b>	Single-Family dwelling (i.e. single house,) or a two-family dwelling (i.e. duplex house).
<b>High-Density Residential</b>	Three or more family dwelling. (i.e. apartments, townhomes, nursing homes).
<b>Community Facilities</b>	Public facilities which are not necessarily representative of the surrounding uses, may be supportive of the area and/or meet community needs, and do not create objectionable influences on surrounding uses. Examples include: churches, community centers, schools, fire stations, libraries, and police stations.
<b>Office</b>	Any type office or service whose primary activity is to provide direct assistance and services to consumers such as real estate offices, attorneys, accountants, banks, medical facilities, beauty parlors, small repair services and insurance offices.
<b>Commercial</b>	Any retail use except those involving extensive trucking, shipping, warehouse and outside storage. Neighborhood commercial uses are included in this classification and are those which are do not generate a high volume of traffic that would have a negative impact on nearby residences.
<b>Mixed-Use</b>	Land that integrates a mixture of uses including: recreational, low-density residential, high-density residential, community facilities, office, and commercial uses. The aforementioned land uses should be planned for in an organized manner so as to not create or increase disturbances or conflicts to adjacent properties.
<b>Industrial</b>	Heavy and light manufacturing uses and heavy commercial uses cause objectionable influences on surrounding areas.
<b>Park and Recreational</b>	Parks, golf courses, public outdoor athletic facilities and other land which is designed to provide residents with a place to congregate and recreate.

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# Sector 1 Overview

This sector is bounded by Park Avenue on the east, Walnut Street/Loami Road on the south, Spaulding Orchard Road on the north, and Chatham's one-and-a-half-mile extraterritorial jurisdiction boundary on the west.

## *1. Existing Conditions*

### **WASTEWATER MANAGEMENT**

Approximately half of this sector is located within the Sangamon County Water Reclamation District (SCWRD). The district can only treat waste for the areas annexed to SCWRD. The Village of Chatham serves as a collector system that feeds into existing sewer mains maintained by SCWRD. Public sewers are readily available in the sector's southeast quadrant, but additional development to the west and north will require public sewer extensions and annexation to the SCWRD. The sanitary sewer and wastewater treatment system supports a maximum density of 15 Population Equivalents (PE) per acre. The district has no issues with the capacity to serve the growth in this area.

### **PUBLIC WATER**

The developed area south of Mansion Road, located within the Village of Chatham, has public water available to the site. The village has a contract with the South Sangamon Water Commission to serve as the water provider. As additional growth occurs, the village will need to consider a supplemental water source, or the South Sangamon Water Commission will need to expand its system to accommodate future growth.

The undeveloped area north of Mansion Road is within the Curran-Gardner Water District. An agreement will need to be developed for the Water District to serve the area as expansion occurs.

### **ELECTRIC**

Approximately half of this sector is within the village's electric distribution area. The village currently has an agreement with Rural Energy Convenience Cooperative (RECC) to serve areas outside of this electric distribution area. As development occurs, the electric distribution system and nearby substation will need to be upgraded.

### **TRANSPORTATION**

Illinois State Route 4 is classified as a principal arterial roadway and serves as the main north/south thoroughfare through Chatham. The route is referred to as Main Street within the village limits. Walnut Street serves as an east/west arterial roadway between Park Street and Main Street/IL-4. Plummer Boulevard, Mansion Road, Savannah Road all serve or will serve as minor arterials and act as the main thoroughfares through Sector One. Ptarmigan Drive, Downing Road, and Teal Drive are classified as minor collectors. All other roads within the sector are classified as local roads and streets. Long-term planned projects include resurfacing and adding pedestrian and bicycle facilities to Plummer Road between Ravina Drive and Ptarmigan Drive, an extension of Savannah Road between the current Savannah Road terminus and Garvey Lane to the north, and the expansion of Walnut Street between Park Avenue and Meadow View Lane.

The Sangamon Mass Transit District (SMTD) provides limited bus service with various stops in Chatham. The bus route through Chatham runs on weekdays from 6:00 a.m. to 9:00 a.m., and then again from 4:30 p.m. to 7:30 p.m. The route connects riders to various destinations throughout Springfield before stopping at the SMTD transfer center located in downtown Springfield. Access Sangamon provides paratransit services to residents with disabilities or special needs living within the Springfield Urbanized Area. The Sangamon Menard Area Regional Transit network (SMART) provides transit services to residents outside the Springfield Urbanized Area.

Bike and pedestrian facilities are limited in this sector. A small portion of Plummer Boulevard currently has existing sidepaths. A section of the Interurban Trail runs through this sector as well. Planned projects include extending bike and pedestrian accommodations along Plummer Boulevard towards Ptarmigan, and constructing bike paths along Mansion Road and the extensions of Plummer, Walnut Road, Savannah, and Broadus.

### **ENVIRONMENTAL**

The soils in this sector are considered 'very limited' for septic fields, emphasizing the importance of having sanitary sewer infrastructure in place before development. Protection of the Lake Springfield



Watershed is a vital environmental goal, and the protection of the Lick Creek, Polecat Creek, and Fox Creek floodplain areas is critical.

## **COMMUNITY AMENITIES**

From 1926 – 1930, Route 66 traveled through Chatham on the road that became Illinois Route 4. Caldwell Mansion, a historic site, is located along Illinois Route 4 north of Mansion Road. Additionally, a portion of the Interurban Trail runs through this sector, and two medical facilities are on the eastern edge of this sector.

## **2. Land Use Review**

### **NORTH OF MANSION ROAD**

The area north of Mansion Road is mainly vacant and provides a planned growth opportunity for the village. The site is located along both a major and minor arterial roadway with visibility from Illinois Route 4. The Illinois Department of Transportation will limit access from Route 4, so a street network will need to be constructed from Mansion Road to serve the development. A floodplain adjoins the area to the north. Environmental impacts of the floodplain must be mitigated, with less intense land uses serving as a buffer. The majority of the site is designated as mixed-use to allow for various uses, including residential, commercial, office, and recreational development. Long-term transportation planning by the village includes expanding Mansion Road and adding bike lanes to enhance pedestrian connectivity. Mansion Road needs upgrades to accommodate additional traffic, and a streetscape will minimize the impacts to the residential development located south of Mansion Road. Route 4/Main Street serves as one of the main gateways into the village. This gateway should be beautified and enhanced by relocating utilities underground and installing streetscaping and signage.

### **SOUTH OF MANSION ROAD**

The area south of Mansion Road and west of Illinois Route 4/Main Street is an emerging residential area that has experienced significant growth since 2003. This area contains various housing types, and the proposed land use extends low and high-density residential and expands commercial use at the southwest corner of Mansion Road and IL Route 4/Main Street. Newcombe Lane is shown to connect to Main Street to support

additional commercial development with park and open space provided south to serve as a buffer for the existing residential development. Karros Pointe, Teal Drive, Savannah Road, and Wagon Ford have plans for future extensions to promote connectivity throughout the area. Plummer Boulevard serves as an arterial street and is designated to be extended west to Broadus Road with sidepaths to accommodate pedestrian and bicycle movements. Private access to arterial streets must be limited, and all improvements to the street network should incorporate bicycle and pedestrian facilities. The village should plan for a neighborhood park with bicycle and pedestrian access to complement this area's needs as new residential areas continue to develop to the west.

Floodplain is prevalent in this sector's Southeast quadrant, and impacts must be mitigated as development occurs.

### **EAST OF ILLINOIS RT. 4/MAIN STREET**

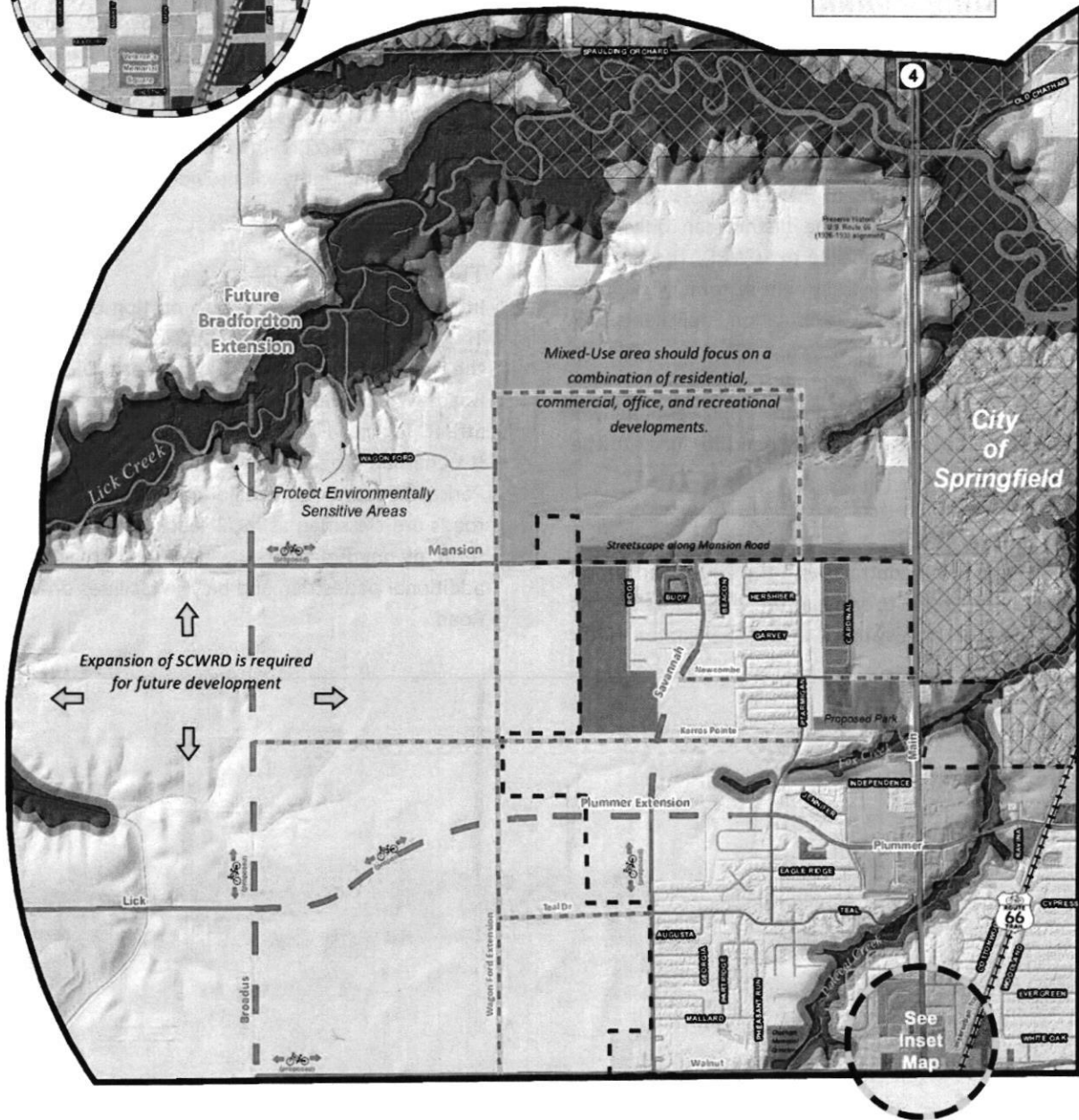
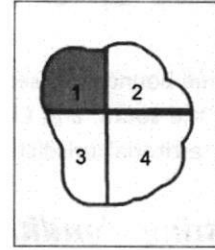
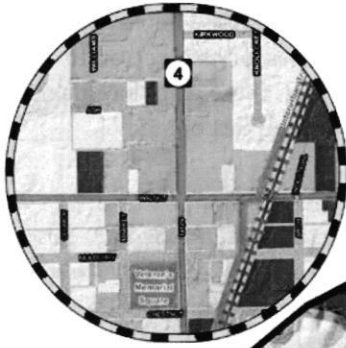
The area east of Main Street and North of Plummer Boulevard presents an infill opportunity to expand the existing commercial/office development. The area is located along two arterial roadways with high traffic counts. Direct access to arterial streets will be limited, and traffic flow must be designed to accommodate traffic. A natural floodplain area separates the area, making it challenging to establish a street network to access the property.

The area located north of Walnut Street and along Main Street has experienced commercial development expansion since the 1980s. The area should be evaluated to determine if this location is ripe for improvements and redevelopment.



Cardinal Ridge Apartments.

**Inset Map**



**Village of Chatham  
2039 Comprehensive Plan  
Sector 1- Proposed Land Use**  
SOURCE: Sangamon County GIS-JL

Agriculture	Commercial	Redevelopment Area
Parks & Recreation	Industrial	Bike Route
Low-Density Residential	Water Body	Route 66 Bike Trail
High-Density Residential	Floodplain	Existing Arterial
Community Facility	Chatham Village Limits	Existing Collector
Office	Sector Boundary	Proposed Arterial
Mixed Use	City of Springfield	Proposed Collector

# Sector 2 Overview

Park Avenue bounds this sector on the west, Walnut Street on the south, and Chatham’s one-and-a-half-mile extraterritorial jurisdiction on the east and north.

## 1. Existing Conditions

### WASTEWATER MANAGEMENT

Approximately half of this sector is within the Sangamon County Water Reclamation District (SCWRD). The Village of Chatham serves as a collector system that feeds into existing sewer mains maintained by SCWRD. The district can only treat waste for the areas annexed to SCWRD. The sanitary sewer and wastewater treatment system will support a maximum density of 15 Population Equivalents (PE) per acre. Adequate sewer capacity is available on the west side of I-55. As growth occurs to the east of the interstate, infrastructure improvements will be needed, and properties will need to annex to the sanitary district.

### PUBLIC WATER

The village has a contract with the South Sangamon Water Commission to serve as the water provider. As growth occurs in this area, the South Sangamon Water

Commission will need upgrades to increase capacity, or the village will need to consider a supplemental water source. Infrastructure improvements are needed in several areas of this sector to support additional development. These areas include north of Woodland Trail and to the east of I-55.

### ELECTRIC

Electric service is available throughout this area. The village currently has an agreement with Rural Energy Convenience Cooperative (RECC) to serve areas outside of this electric distribution area. As development occurs outside of the village limits, deciding which entity will provide electric services will need to be determined.

### TRANSPORTATION

Interstate 55 is in the eastern portion of the sector. There is an interchange with access to the interstate at the East Lake Shore Drive/Chatham exit. Old Chatham Road, Woodside Road, Iron Bridge Road, Walnut Street, Toronto Road, Plummer Road, and Palm Road (to Chatham Road) serve as arterial roadways, while Park Street serves as a major collector. The remaining roads are classified as local roads and streets. Long-term planned projects include reconstruction and additional pedestrian and bicycle facilities on Walnut Road.



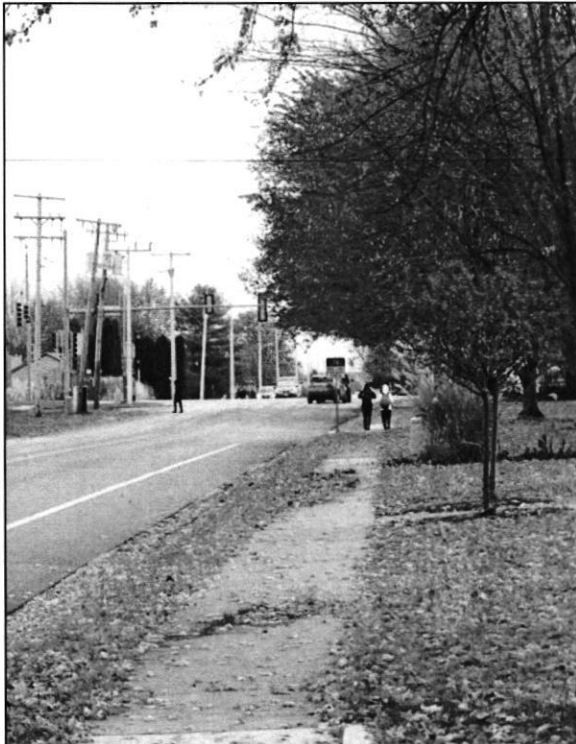
Iron Bridge Road.

There currently is no fixed-route transit service provided to this sector. Access Sangamon provides paratransit services for individuals with special needs within the Springfield Urbanized Area. The Sangamon Menard Area Regional Transit (SMART) provides transit in rural areas outside the Springfield Urbanized Area.

Bike and pedestrian facilities are limited in this sector. Portions of Plummer Boulevard, East Lake Shore Drive, and Park Street currently have existing sidepaths and other accommodations. Additionally, the newly expanded Woodside Road in the northern part of this sector has paved shoulders for bike traffic. A portion of the Interurban Trail runs through this sector as well. Planned projects in this sector include bike facilities along Iron Bridge Road from Woodside Road heading south past Walnut Road. Future projects include extending the bike and pedestrian facilities along East Lake Shore Drive/Palm Road and Walnut Street to connect with other proposed and existing bike routes.

## ENVIRONMENTAL

This sector contains a floodplain from Lake Springfield but should not limit any areas of new growth. The



Pedestrian/bike path, Park Street.

soils in this sector are mostly considered 'very limited' for septic fields, emphasizing the importance of having sanitary sewer infrastructure in place prior to development.

## COMMUNITY AMENITIES

This sector holds Glenwood High School and several parks, such as Jaycee Park and Spartan Park. A portion of the Interurban Trail runs through this sector.

## 2. Land Use Review

### NORTH OF PLUMMER BOULEVARD

The proposed extension of MacArthur Boulevard to the north will serve as a new gateway to the village, increasing traffic and creating commercial opportunities that balance the established residential neighborhoods. MacArthur Boulevard will connect to Iron Bridge Road, and improvements should follow the complete streets concept allowing pedestrians and bicyclists to tie into the existing improvements located along Plummer Boulevard. Streetscaping must be incorporated in the design along Iron Bridge Road to enhance this new gateway into the village. Individual access to Iron Bridge Road must be limited.

Development to the east of Iron Bridge Road and north of Woodland Trail is expected to develop as neighborhood commercial with low-density residential expansion. Woodland Trail should be improved, and utilities extended to serve the area to accommodate development. Lower density residential is shown along Lake Springfield, and impacts to the lake watershed must be mitigated. Development without public sewer and water should not be allowed.

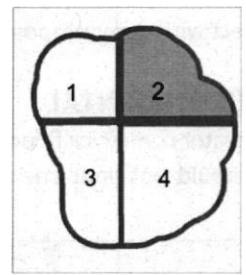
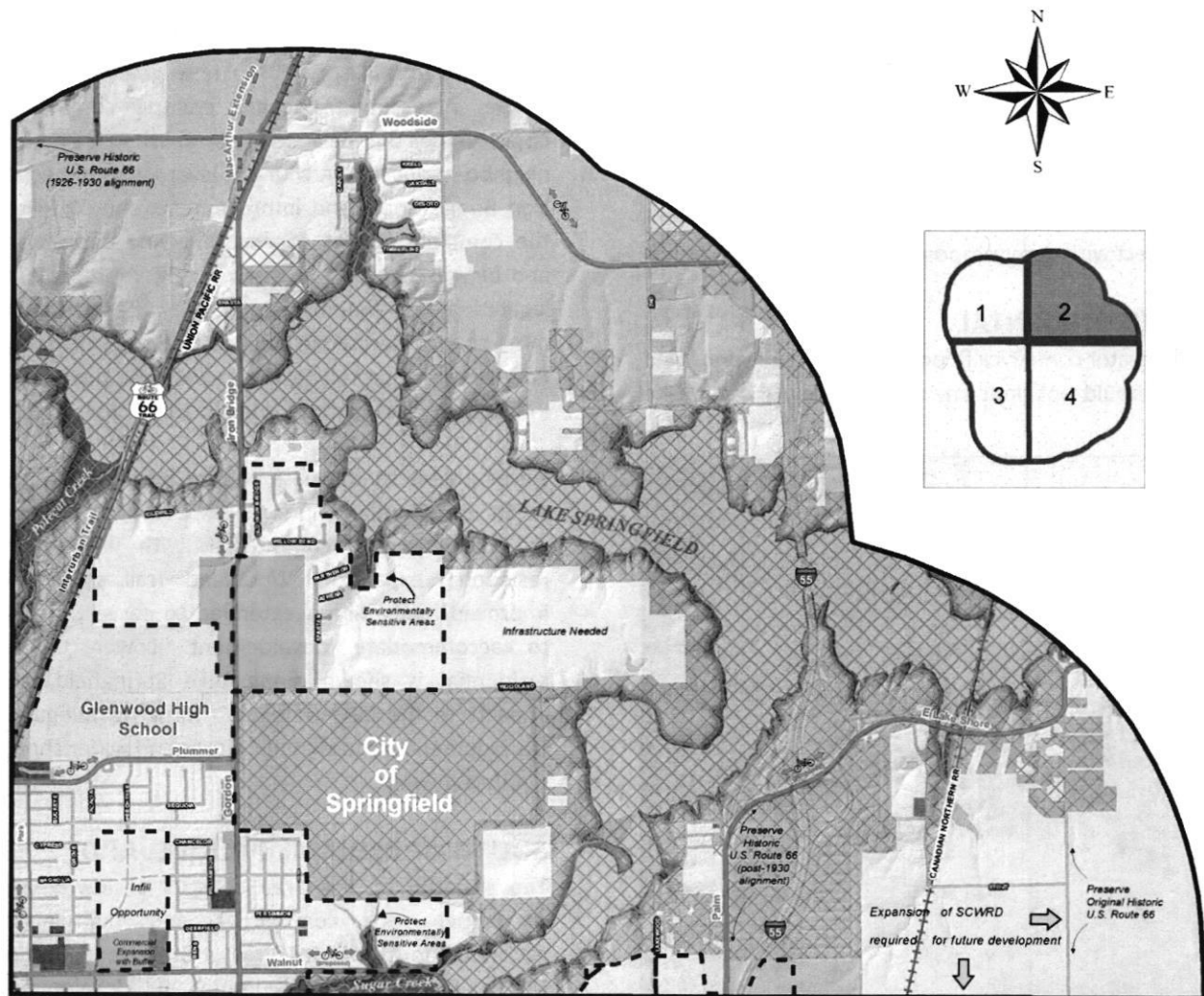
### SOUTH OF PLUMMER BOULEVARD

The majority of this area consists of low-density residential with commercial and high-density residential located along Walnut Street and Gordon Drive. Expansion of commercial development along the arterial roadways is appropriate with an infill opportunity located north of Walnut Street between Park Avenue and Gordon Drive. Lower density residential is suitable for the area north of Deerfield Road. The connection of Magnolia Drive,

Peach Tree Drive and Deerfield Road is essential to complete the existing street network and connect the surrounding residential developments in this area. Commercial development is appropriate south of Deerfield; however, the developments should minimize the impacts on existing and future residential neighborhoods. Walnut Street directly south of this infill area is proposed to be expanded with bike and pedestrian facilities. These bike and pedestrian accommodations should be extended along Walnut Street to connect with other proposed bike and pedestrian facilities in other sectors.

### EAST OF INTERSTATE I-55

This area adjoins the City of Springfield and consists of low-density residential development. Low-density residential development is anticipated for the area and is dependent on the extension of public sewer and water. Infrastructure shall be in place to support growth close to Lake Springfield. Also, a portion of the historic Route 66 exists within the sector. Even though the route is no longer in service, the strip of road has some original bricks from the historic route.



**VILLAGE OF CHATHAM**  
 Only Country Property

**NSC RPC**  
 National Strategic Regional Planning Commission

0 0.25 0.5 Miles

**Village of Chatham  
 2039 Comprehensive Plan  
 Sector 2 - Proposed Land Use**

SOURCE: Sangamon County GIS-JL

Agriculture	Commercial	Bike Route
Parks & Recreation	Industrial	Route 66 Bike Trail
Low-Density Residential	Water Body	Existing Arterial
High-Density Residential	Floodplain	Existing Collector
Community Facility	Chatham Village Limits	Proposed Arterial
Office	Sector Boundary	Proposed Collector
Mixed Use	City of Springfield	Proposed Local Road

# Sector 3 Overview

This sector is bounded by Walnut Street/Loami Road on the north, Park Avenue extended on the east, and Chatham’s one-and-a-half-mile extraterritorial jurisdiction on the west and south.

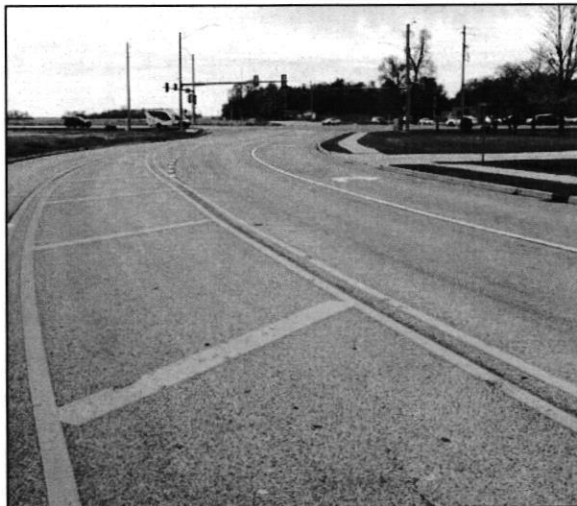
## 1. Existing Conditions

### WASTEWATER MANAGEMENT

The northeast portion of this sector is within Sangamon County Water Reclamation District (SCWRD). The district can only treat waste for the areas annexed to SCWRD. The Village of Chatham serves as a collector system that feeds into existing sewer mains maintained by SCWRD. The sanitary sewer and wastewater treatment system supports a maximum density of 15 Population Equivalents (PE) per acre. However, a pump station and additional infrastructure will be needed as growth occurs to the south and west, and these properties are annexed into the SCWRD.

### PUBLIC WATER

The southern and western portions of this sector do not have water infrastructure. Infrastructure needs to be extended, and the South Sangamon Water Commission will need to increase its capacity to support growth. Water infrastructure in this area needs to be looped to support growth and provide adequate fire suppression capabilities.



Curve intersection on Goldenrod Drive.

### ELECTRIC

Only a small portion of this sector is within the village’s electric distribution area. The village currently has an agreement with Rural Energy Convenience Cooperative (RECC) to serve areas outside of this electric distribution area. The electric distribution system will require upgrades to service this area adequately.

### TRANSPORTATION

Illinois State Route 4 is classified as a principal arterial roadway and is the village’s main north/south route. Walnut Street serves as a minor arterial between Park Street and Main Street/IL-4. Park Street, Goldenrod Drive, and Main Street serve as major collector roadways. Walnut Street, between Park Street and IL-4, is a minor arterial, while Downing Drive and Chestnut Street serve as minor collector roadways. Long-term planned projects include a Pulliam Road extension between IL-4 and a (future) Savannah Road extension, road reconstruction on Alpha Road between Curran Road and IL-4, and Walnut Street’s expansion between Park Avenue and Meadow View Lane. Depending on the Pulliam Road extension’s final location, Ostermeier Road and Covered Bridge Road will become arterial roadways in the future.

The Sangamon Mass Transit District (SMTD) provides bus service on weekdays from 6:00 a.m. to 9:00 a.m., and then again from 4:30 p.m. to 7:30 p.m. The route connects riders to various destinations throughout Springfield before stopping at the SMTD transfer center located in downtown Springfield. Access Sangamon provides paratransit services for residents with disabilities or special needs located within the Springfield Urbanized Area. The Sangamon Menard Area Regional Transit (SMART) network provides transit services to residents outside the Springfield Urbanized Area.

Bike and pedestrian facilities are limited in this sector. A small portion of the Interurban Trail and the Route 66 Bike Trail run through this sector. Planned and future projects include constructing bike paths along the proposed extension of Pulliam Road, installing bike and pedestrian accommodations along the Pulliam Road extension past Illinois Route 4, along the proposed Bradfordton Road extension/Broadus Road, and an extension of the Interurban Trail.

## ENVIRONMENTAL

This sector contains a small floodplain from Polecat/ Fox Creek and Panther Creek and some wetlands. The soils in this sector are considered 'very limited' for septic fields, emphasizing the importance of having sanitary sewer infrastructure in place before development. Possible locations of mine subsidence are present in this sector's southwest portion and a small area in this sector's northeast corner.

## COMMUNITY AMENITIES

The Chatham Fire Department, Chatham Police Department, and village hall are located in this sector. It also has several parks, including Chatham Community Park, the Village Square, and Westside Park, which provide recreational opportunities. The Chatham Area Public Library is on the eastern edge of this sector.

## 2. Land Use Review

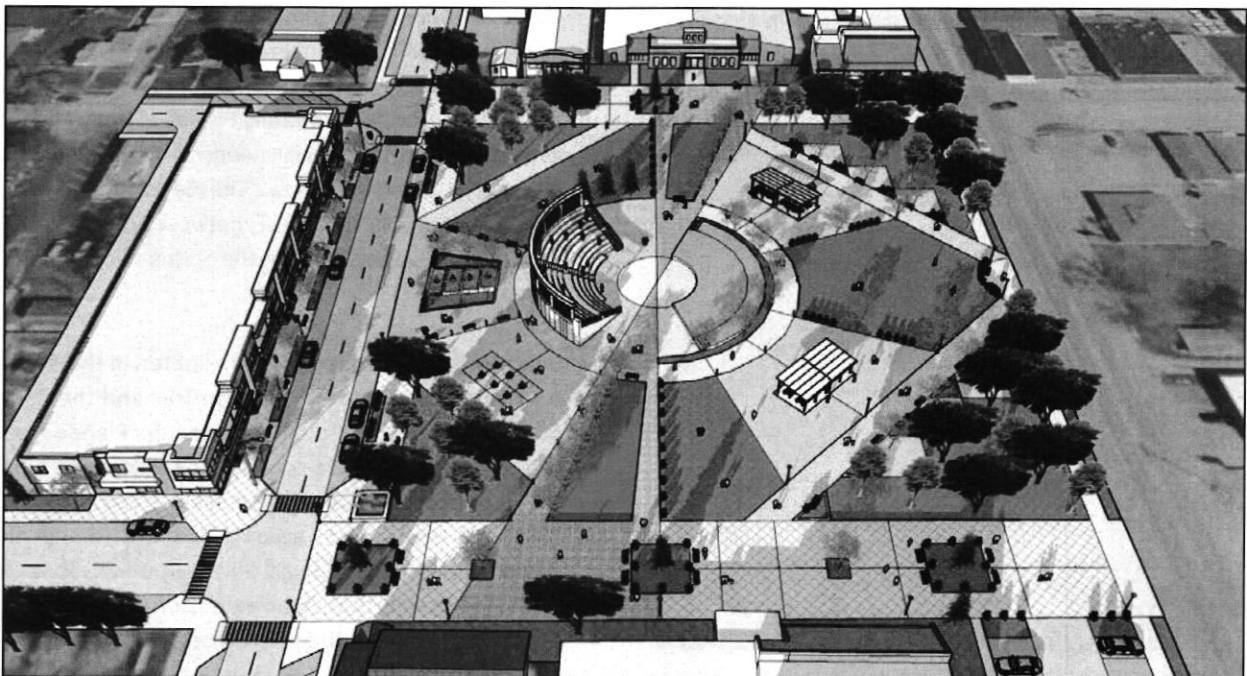
### WEST OF RAILROAD TRACKS

The area south of Walnut Street and west of Savannah Road extension has potential for low-density residential development. The Polecat Creek floodplain extends through the area, and must be mitigated as development occurs. West Side Park's expansion to the west as a passive open space will preserve

the floodplain. The park expansion will promote the availability of additional land appropriate for low-density residential development in the surrounding area. Bike routes are proposed along the future extensions of Savannah Road, Bradfordton Road, Wagon Ford Road, and Pulliam Road to increase the connectivity to the existing residential areas and other proposed bike facilities north of Walnut Street/Loami Road.

The east area abuts an established neighborhood that extends to the downtown commercial area located along Main Street. The center of this area is the corner of Main and Walnut Streets. Immediately to the south are the town square, the community building, and the Veteran's memorial. East Mulberry Street contains government offices and an area that has evolved into a pedestrian gathering place due to some dining locations. The site is in a walkable neighborhood close to established residential and commercial enterprises and the Interurban Trail. Development along Main Street could create a dynamic hub that meets the requests of residents to have an area to gather, live, and shop and enhance the downtown experience while preserving the square's historical character.

High-density residential development is proposed south of the Chatham Elementary School to complement the existing development and redevelopment of downtown.



Design Credit: Neha Soni, Transportation Associate Planner, SSCRPC

The high-density residential will serve as a buffer for the current and proposed commercial development along Illinois Route 4. With a high average daily traffic count, Route 4 will need to accommodate additional traffic with the future extension of Pulliam Road. There is also a potential for commercial development along Illinois Route 4 south of the village limits as Pulliam Road will also provide access to I-55. The land adjacent to Route 4 and the Pulliam Road extension is prioritized for commercial development. Route 4 also serves as a gateway into the village from the south. Streetscaping, signage, and other enhancements must be prioritized for this area as Pulliam Road is extended and commercial development occurs.

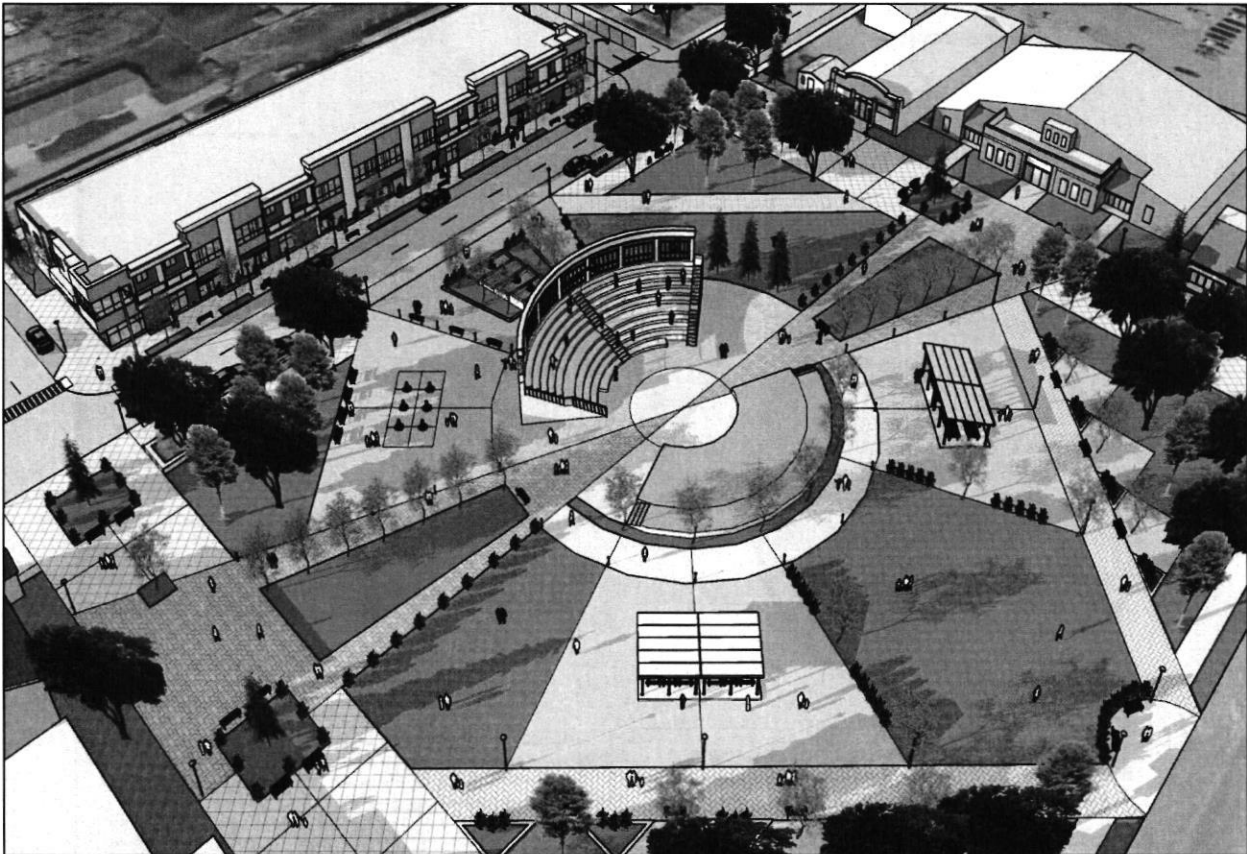
**EAST OF RAILROAD TRACKS**

The railroad tracks serve as a barrier to development. Two at-grade crossings are at Walnut Street and Goldenrod Drive. Main Street serves as a major collector to the south and is part of the Illinois Route 66 Bike Trail. Development further south is dependent on annexation to the sanitary district and the connection of the public water main to the east to

increase fire flow capabilities for large developments. The majority of the land use in the area is anticipated to be low-density residential.

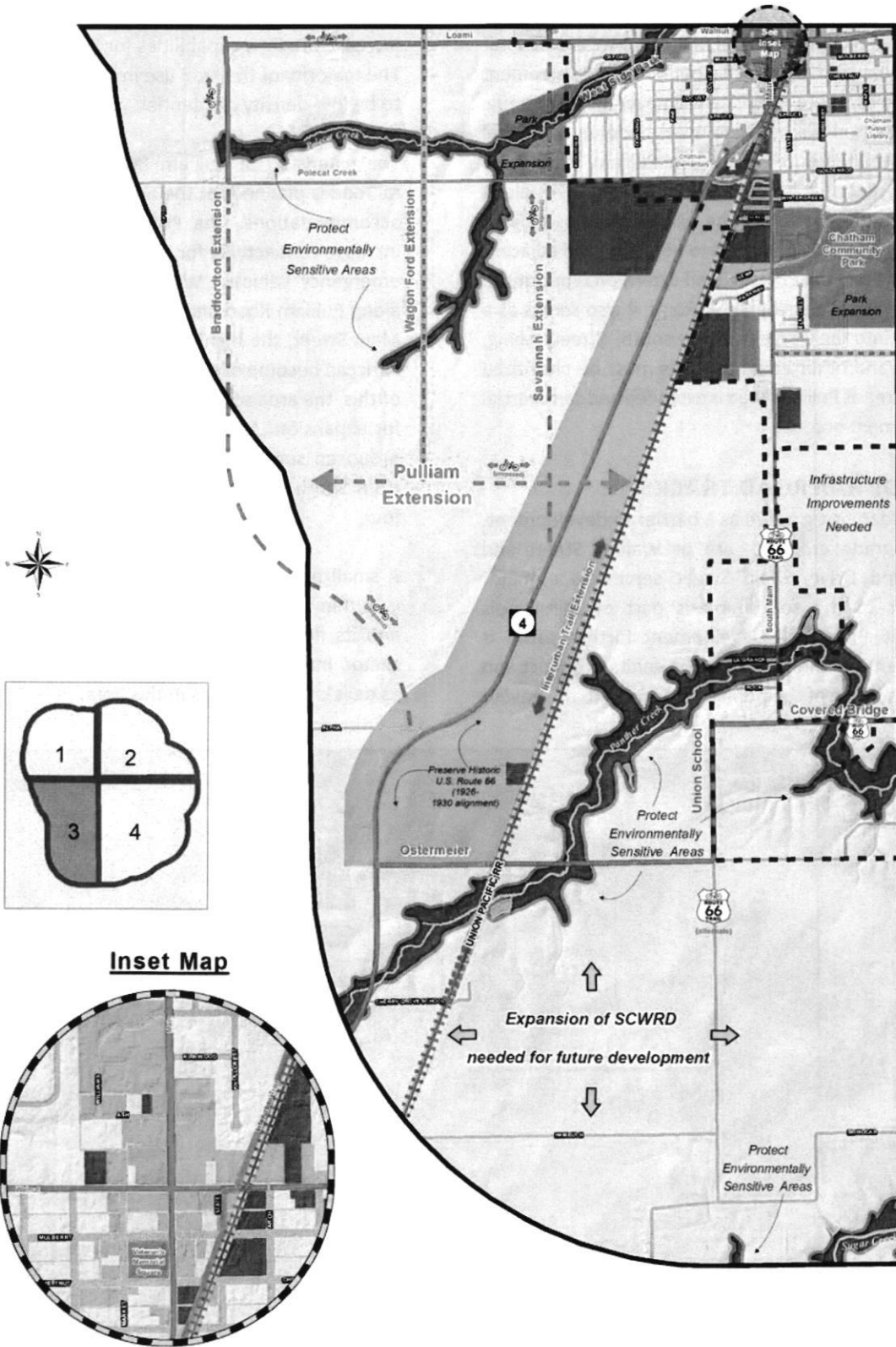
The extension of Pulliam Road across the existing railroad is planned for the area and shall include bike accommodations. The Pulliam Road extension will increase connectivity for drivers and cyclists, and also emergency vehicles. With the proposed bike paths along Pulliam Road and the Route 66 Bike Trail along Main Street, the highly utilized Chatham Community Park can become even more of a destination. Because of this, the area south of the park is shown as an area for expansion. Additionally, a new collector street is proposed south of the park. This collector will run from South Main Street to the east and into sector four.

A small portion of the southern end of this section is within the Auburn School District. Panther Creek and its floodplain runs through this portion of the sector. Impacts on the floodplain must be mitigated as development occurs in this area.



Design Credit: Neha Soni, Transportation Associate Planner, SSCRPC





**Village of Chatham  
2039 Comprehensive Plan  
Sector 3- Proposed Land Use**

SOURCE: Sangamon County GIS-JL

Agriculture	Commercial	Redevelopment Area
Parks & Recreation	Industrial	Bike Route
Low Density Residential	Water Body	Route 66 Bike Trail
High Density Residential	Floodplain	Existing Arterial
Community Facility	Chatham Village Limits	Proposed Arterial
Office	Sector Boundary	Proposed Collector
Mixed Use	City of Springfield	

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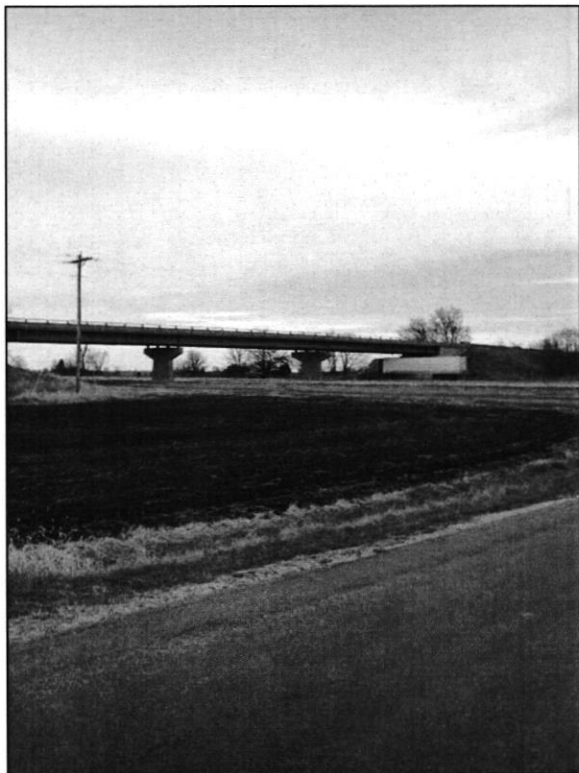
# Sector 4 Overview

Walnut Street bounds this sector on the north, Park Avenue extended on the west, and Chatham's one-and-a-half-mile extraterritorial jurisdiction boundary on the south and east.

## *1. Existing Conditions*

### **WASTEWATER MANAGEMENT**

The northwest portion of this sector is within the Sangamon County Water Reclamation District (SCWRD). The district can only treat waste for the areas annexed to SCWRD. The Village of Chatham serves as a collector system that feeds into existing sewer mains maintained by SCWRD. The sanitary sewer and wastewater treatment system will support a maximum density of 15 Population Equivalents (PE) per acre. A pump station and additional infrastructure will need to be constructed as growth occurs to the south and east and property is annexed into the SCWRD.



I-55 overpass from below.

### **PUBLIC WATER**

Except for the northern portion, there is minimal water infrastructure in this sector. The South Sangamon Water Commission will need to complete upgrades to its system to increase capacity. The public water infrastructure must be looped between Covered Bridge Road and Old Indian Trail, which would require boring under Sugar Creek.

### **ELECTRIC**

Only a small portion of this sector is within the Village's Electric Distribution Area. The village currently has an agreement with Rural Energy Convenience Cooperative (RECC) to serve areas outside of this Electric Distribution Area. Upgrades to the electric distribution system will be needed before the village can provide electric service to this area.

### **TRANSPORTATION**

Interstate 55 is in the eastern portion of the sector with no interchanges. Serving as arterial roadways are Walnut Street, Chatham Road, Palm Road, Gordon Drive, and Gilreath Road. The collector roadways in this sector are Old Indian Road, Spruce Street, Mau Drive/Meander Pike, and Hurstborne Street. Long-term planned projects include a Pulliam Road extension between IL-4 and past Gordon Drive into Sector 3, an interchange on I-55 at the Pulliam Road extension, and expanding Gordon Drive to add a turn lane with bicycle and pedestrian facilities. Depending on the Pulliam Road extension location, Covered Bridge Road could serve as either an arterial or collector.

There currently is no fixed-route transit service provided to this sector. Access Sangamon provides paratransit services for individuals with special needs within the Springfield Urbanized Area. Transit in rural areas outside the Springfield Urbanized Area is provided by the Sangamon Menard Area Regional Transit (SMART) group.

Bike and pedestrian facilities are limited in this sector. Chatham Road currently has paved shoulders that can accommodate bike traffic. Planned and future projects include extending bike and pedestrian facilities along Gordon Drive to Hurstborne Street and Palm Road, Pulliam Road, Covered Bridge Road, and Gordon Drive.

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## **ENVIRONMENTAL**

Portions of this sector contain floodplain from Sugar Creek and wetlands. Floodway is also present in this sector. The soils in this sector are mostly considered 'very limited' for septic fields, emphasizing the need for sanitary sewer infrastructure before new development.

## **COMMUNITY AMENITIES**

The Glenwood Middle School and Glenwood Intermediate School are in this sector. The Sugar Creek Covered Bridge is further south. The bridge was added to the U.S. National Register of Historic Places in January of 1978.

## **2. Land Use Review**

### **WEST OF LAKE SPRINGFIELD/ SUGAR CREEK**

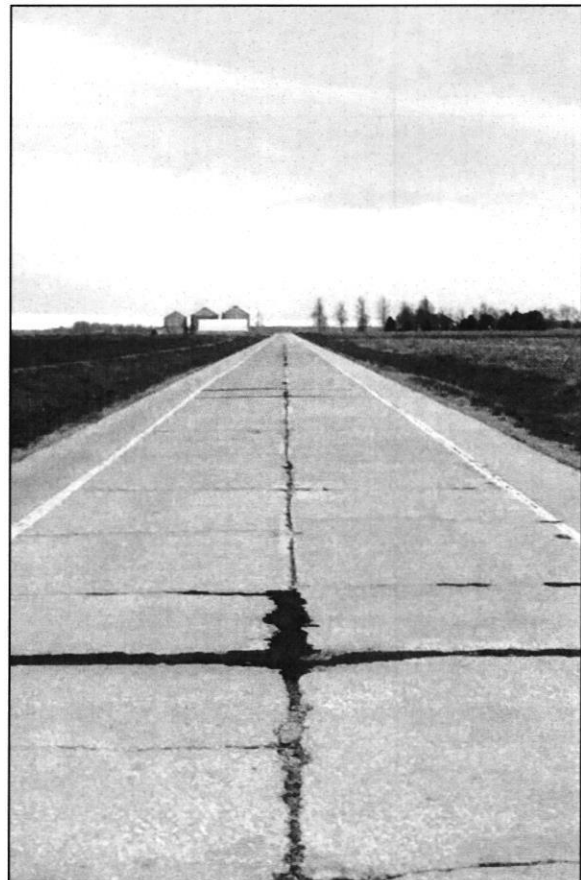
With an existing residential neighborhood located south of Walnut Street, additional low-density residential development is most appropriate for the area. This residential area is served by Walnut Street, Gordon Drive, and Gilreath Road, which are arterial roads. The Pulliam Road extension will also serve this area as an arterial road. Spruce Street, Mau Drive/Meander Pike, and Hurstborne Street are collector streets. The stub at Dover Street shall be extended south to help develop the street network in the area. A new collector street is proposed from Gilreath Drive extending into Sector 3. Bike and pedestrian accommodations are planned along Walnut Street, Gordon Drive, Covered Bridge Road, and the Pulliam Road Extension. Commercial development is appropriate south of Walnut Street across from the infill opportunity in Sector 2, providing it complements the adjacent low-density residential and the commercial located on the other side of the street.

Infrastructure improvements must be made in this sector before a significant amount of low-density residential development occurs. A pump station will be required to ensure adequate wastewater management due to the topography in the area. The public water system may need to be looped between Covered Bridge Road and Old Indian Trail. To construct this loop, it will be necessary to bore under Sugar Creek. The system would be significantly improved and ensure adequate water flows for fire protection.

A floodplain borders this portion of the sector from Lake Springfield and Sugar Creek. Impacts to the floodplain should be mitigated with less intense uses serving as a buffer.

### **EAST OF LAKE SPRINGFIELD/ SUGAR CREEK**

The area east of Lake Springfield and Sugar Creek contains I-55, which provides several unique opportunities. The most notable is the opportunity to develop a new access point into the village via the proposed Pulliam Road interchange and subsequent extension. With this, the village can develop an entirely new gateway from the east. This must be designed to enhance the area with the appropriate signage, streetscape, and bike and pedestrian facilities. Improvements also need to be made to the existing gateway into the village on Chatham Road/Walnut Street. It is currently the only access point to the village from the interstate. Streetscape, signage, and bike lanes should be added to enhance the gateway and improve connectivity to other sectors.



Route 66.

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With a new interchange, there are opportunities to develop the adjacent land to serve interstate travelers. Most of the areas adjacent to the proposed interchange are shown as areas for commercial development. There is also a small area designated for mixed-use developments, which must serve as a transitional buffer between the commercial and low-density residential areas. However, industrial development is appropriate on the east side of the proposed interchange. Due to the location of the Canadian Northern Railroad, this area would be able to take advantage of existing

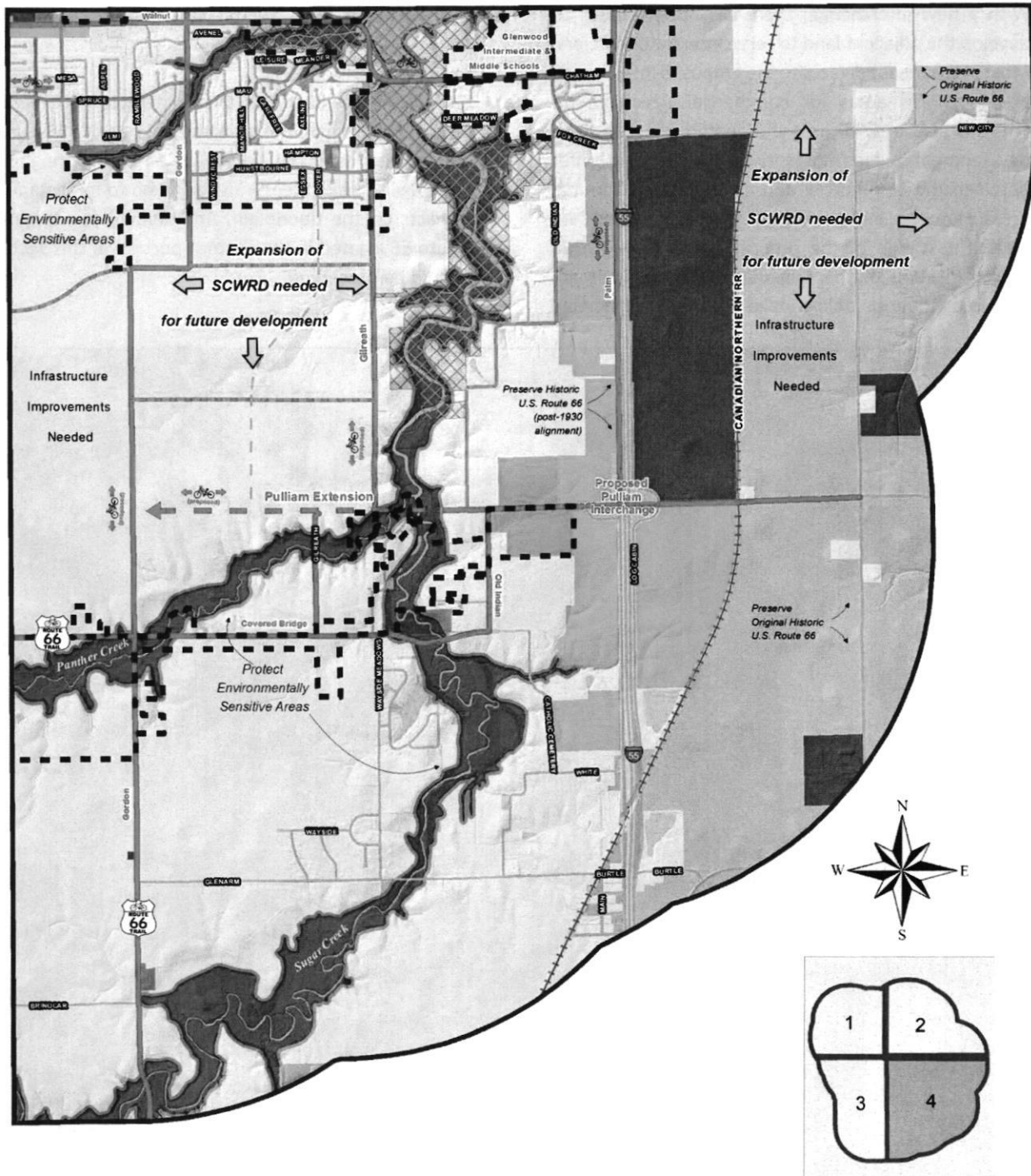
transportation infrastructure to enhance economic development opportunities.

The southern end of this area is designated for low-density residential. This area and the rest of the sector are located near the floodplain of Lake Springfield and Sugar Creek. Steps must be taken to mitigate any impacts on the floodplain. Additionally, the original Route 66 located in the eastern portion of this sector should be preserved.



Sugar Creek Covered Bridge.

By Maliwhite10 - Own work, CC BY-SA 3.0, <https://commons.wikimedia.org/w/index.php?curid=21768187>



**CHATHAM**  
 Planning & Community Programs


**SSC RPC**  
 Sangamon County Regional Planning Commission

0 0.25 0.5 Miles

**Village of Chatham  
 2039 Comprehensive Plan  
 Sector 4 - Proposed Land Use**

SOURCE: Sangamon County GIS-JL

- |  |  |   |
|--|--|---|
| <ul style="list-style-type: none"> <li>■ Agricultural</li> <li>■ Parks &amp; Recreation</li> <li>■ Low-Density Residential</li> <li>■ High-Density Residential</li> <li>■ Community Facility</li> <li>■ Office</li> <li>■ Mixed Use</li> </ul> | <ul style="list-style-type: none"> <li>■ Commercial</li> <li>■ Industrial</li> <li>■ Water Body</li> <li>■ Floodplain</li> <li>□ Sector Boundary</li> <li>□ Chatham Village Limits</li> <li>■ City of Springfield</li> </ul> | <ul style="list-style-type: none"> <li>🚲 Route 66 Bike Trail</li> <li>🚲 Proposed Bike Route</li> <li>— Existing Arterial</li> <li>— Existing Collector</li> <li>— Proposed Arterial</li> <li>— Proposed Collector</li> <li>— Proposed Local Road</li> </ul> |
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*Implementing the vision is a long-term commitment that requires the dedication of village leaders and residents.*

**SECTION 10**

*Plan Implementation*

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# Plan Implementation

## *Overview*

The preceding sections of this plan contain the Steering Committee's evaluation of the past and present status of the Village of Chatham. The purpose of conducting this research is to identify a community's strengths and weaknesses and barriers to future growth. The community can then develop priorities, and its leaders are more prepared to make future decisions based on the new vision and goals.

The Steering Committee analyzed the demographics of the community and estimated its future composition. Environmental concerns were identified, as were the natural resources and historically significant sites that need protection. The members evaluated Chatham's infrastructure assets, including electric and water service, wastewater management, cell phone service, and internet access. The committee also analyzed transportation assets and future needs related to roadways, bicycle and pedestrian paths, rail, and bus service.

Amenities and facilities such as schools, access to medical care, and government services are essential attributes in a community. Recreational, cultural, and entertainment opportunities attract visitors and people who want to live in a vibrant community. For that reason, the Steering Committee evaluated the existing amenities and identified additional options for new opportunities. The Steering Committee confirmed that Chatham has a vibrant economic development base, including numerous businesses that serve the needs of residents and an available and highly educated workforce.

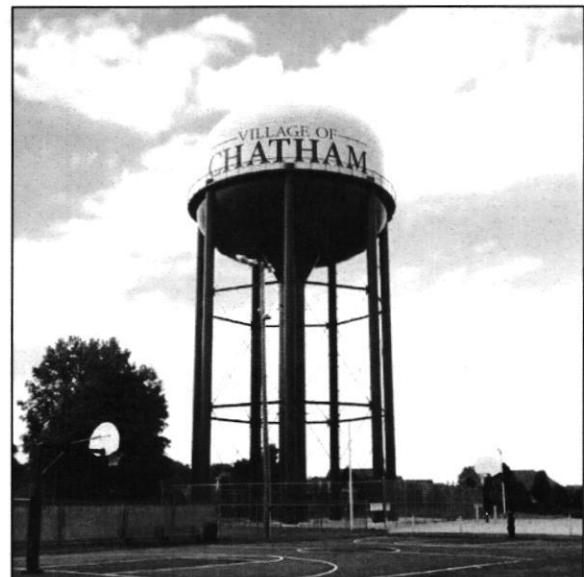
The Steering Committee also reviewed maps showing the existing land use in Chatham and within the 1.5-mile extra-territorial jurisdiction of the village. The members drafted maps and descriptions of future land use based on the information gleaned from the issues analysis, review of the community survey, and input during public participation events.

Several themes for Chatham's future emerged, and the Steering Committee developed the following vision for Chatham, looking forward to the next twenty years.

## *The Chatham of the future is:*

- **AESTHETICALLY PLEASING WITH EXTENSIVE COMMUNITY AMENITIES.**
- **ENVIRONMENTALLY CONSCIENTIOUS.**
- **CONNECTED WITH A TRANSPORTATION NETWORK THAT PROMOTES SAFETY AND CONNECTIVITY.**
- **ECONOMICALLY VIBRANT.**
- **PREPARED FOR FUTURE GROWTH AND LONG-TERM DEVELOPMENT.**

Implementing the vision is a long-term commitment that requires the dedication of village leaders and residents. The Steering Committee developed the following initial goals and action items to help guide the first phase of plan implementation. Village leaders should regularly review the goals to evaluate the progress toward meeting the milestones. Completed or outdated goals and actions should be removed and replaced with new activities to support each vision.



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**VISION 1: THE CHATHAM OF THE FUTURE IS AESTHETICALLY PLEASING WITH EXTENSIVE COMMUNITY AMENITIES.**

Successful implementation of this vision will result in a beautified village that emanates a sense of pride of place. Current public spaces will be modified and new areas constructed to encourage residents to come together and share experiences.

Goal 1.1: All electric utilities are underground.

Action 1: Investigate the costs associated with burying all utility.

Action 2: Identify a revenue source to bury utility lines and apply for funding.

Goal 1.2: Landscaping and other forms of beautification are encouraged and enforced.

Action 1: Review landscape requirements in land development ordinances and determine if changes are needed. If changes are required, amend regulations.

Action 2: Require new developments to adhere to landscape requirements.

Action 3: Develop a community-wide award program for landscape improvements.

Goal 1.3: Required signage and lighting are not distracting or obtrusive.

Action 1: Evaluate zoning regulations to determine changes to reduce visual clutter.

Action 2: Amend zoning ordinance and implement changes.

Goal 1.4: Public areas are maintained.

Action 1: Develop and/or expand a community service program for roadside trash pick-up.

Goal 1.5: Expand and enhance gateway features.

Action 1: Identify options for improvements to features.

Action 2: Establish a community-based volunteer program to maintain gateways.

Goal 1.6: Additional “gathering spaces” are available throughout the community.

Action 1: Develop a plan for the area around the square as a gathering space.

Action 2: Evaluate the future potential and expansion of uses on East Mulberry Street.

Action 3: Identify new areas for additional shopping for residents and visitors.

Action 4: Work with residents to identify additional options for gathering spaces within neighborhoods.

Action 5: Assess existing recreational sites and develop new sites.

**VISION 2: THE CHATHAM OF THE FUTURE IS ENVIRONMENTALLY CONSCIENTIOUS.**

Successful implementation of this vision will result in a community that protects its natural resources, promotes the use of renewable energy, and encourages residents to adopt best practices on their properties.

Goal 2.1: Environmentally sensitive areas such as floodplains are protected.

Action 1: Enforce ordinance that prohibits development in the floodplain.

Action 2: Identify locations that need to be cleared and work with road entities (IDOT, township) to maximize floodplain storage areas.

Goal 2.2: Expand opportunities for additional tree cover throughout the village.

Action 1: Encourage residents to plant additional trees.

Action 2: Investigate obtaining trees at low or no cost for residents.

Goal 2.3: Prioritize stormwater management practices.

Action 1: Identify “best practices” that other villages have utilized.

Action 2: Review land subdivision ordinance to determine if additional standards should be adopted and enforced.

Action 3: Continue the street-sweeping program that helps keep drains free of debris.





Goal 2.4: Areas around Lake Springfield and its watershed are protected.

Action 1: Amend development ordinances to require public sewer for new developments in the watershed.

Action 2: Continue to monitor runoff into Lake Springfield.

Goal 2.5: The use of renewable energy is supported.

Action 1: Conduct a study to evaluate the effect on utility fixed rates.

Action 2: Research community solar gardens and conduct a cost-benefit analysis.

Action 3: Investigate infrastructure required to install a centrally-located car charging station.

### **VISION 3: THE CHATHAM OF THE FUTURE IS CONNECTED WITH A TRANSPORTATION NETWORK THAT PROMOTES SAFETY AND CONNECTIVITY.**

Successful implementation of this vision will result in high-quality streets with bike and pedestrian pathways to encourage and facilitate multiple modes of transportation. Bicycle and pedestrian paths will connect neighbors and promote a sense of community through connectivity with other residents. Residents with mobility needs will be connected to transportation resources. Streets, roadways, and other modes of transportation will also connect to resources outside the village.

Goal 3.1: "Complete Streets" designed and operated to enable safe use and support mobility for all users are adopted and implemented.

Action 1: Identify "best practices" of implementing with other similar communities.

Action 2: Develop an action plan for implementation.

Action 3: Continue efforts to maximize grant fundings of road construction and improvements.

Goal 3.2: Neighborhoods and commercial areas are connected by roads and sidewalks.

Action 1: Amend land subdivision ordinance to require such connections and commit not to vary the requirements.

Goal 3.3: Quality of roads is improved.

Action 1: Continue to utilize and expand the

existing pavement assessment program to prioritize road improvements.

Action 2: Continue to pursue grant funding.

Goal 3.4: Develop additional bicycle/pedestrian trails.

Action 1: Develop a plan to identify the location of future trails.

Action 2: Partner with other entities (IDNR, county, adjacent communities) to fund the plan.

Goal 3.5: I-55 is more accessible.

Action 1: Pursue federal and state funding to develop an interchange at Pulliam Road.

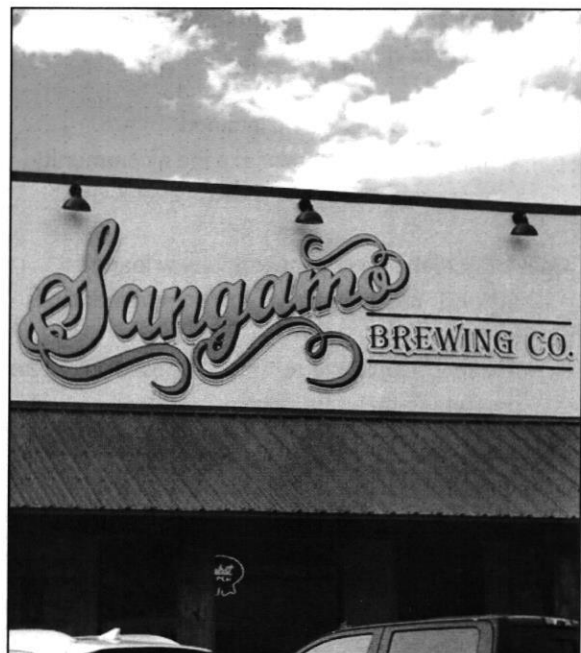
### **VISION 4: THE CHATHAM OF THE FUTURE IS ECONOMICALLY VIBRANT.**

Successful implementation of this vision will increase the number of businesses in Chatham that create more good-paying jobs so residents can live, play, and work within our borders should they desire to do so. We will welcome tourists to newly created attractions and businesses. Housing will be maintained appropriately. Utility infrastructure will benefit from this economic vitality.

Goal 4.1: Retain and expand existing businesses.

Action 1: Write an economic development plan.

Action 2: Establish a group to identify existing businesses with specific needs and connect the companies with resources.



Goal 4.2: New commercial/industrial businesses and smaller unique businesses locate in proposed areas.

Action 1: Work with the Springfield Sangamon Growth Alliance to promote and secure commercial/industrial development in extra-territorial jurisdiction.

Action 2: Develop “drop sheets” regarding available properties geared towards the type of businesses that would be appropriate for the area.

Goal 4.3: Transportation infrastructure is improved to accommodate development.

Action 1: Develop a plan to target where transportation infrastructure is improved based on development activity.

Goal 4.4: Make improvements to public infrastructure.

Action 1: Continue to monitor the water system and make improvements.

Goal 4.5: Expand tourism opportunities to attract visitors.

Action 1: Identify a group to develop a tourism plan to attract visitors.

Goal 4.6: Existing properties are maintained and rehabilitated effectively.

Action 1: Review property maintenance regulations and update as necessary.

Action 2: Identify available state/federal programs that provide homeowners with assistance for home modifications or rehabilitation (IHDA, HUD).

Goal 4.7: Meet all residential housing needs.

Action 1: Monitor population growth data to assess the need for future housing types.

Action 2: A range of housing types in multiple brackets of affordability will be available.

Action 3: Identify developers to provide additional housing types as identified in # 1.



## **VISION 5: THE CHATHAM OF THE FUTURE IS PREPARED FOR FUTURE GROWTH AND LONG-TERM DEVELOPMENT.**

Successful implementation of this vision sees a Chatham that is systematic in prioritizing compatible development in areas with services. Ordinances and codes are reviewed regularly with an eye toward consistency and fairness while being innovative with new technologies and opportunities.

Goal 5.1: Comprehensive Plan guides land use decisions.

Action 1: Evaluate the comprehensive plan and the proposed land use map contained herein every five years.

Action 2: Identify changes in development patterns and update the land use map.

Action 3: Continuously modify the goals and actions to support the visions.

Goal 5.2: New development is orderly and compatible with existing land uses.

Action 1: Review zoning map to establish appropriate buffers between opposing land uses.

Goal 5.3: Public infrastructure (public water, sewer, fire suppression, roads) is in place for all new development.

Action 1: Consult with the Sangamon Water Reclamation District to determine the cost of expanding sewer into un-served areas.

Action 2: Develop a funding plan to expand sewer into un-served areas.

Action 3: Develop a roadway plan for areas targeted to be development-ready on the proposed land use plan.

Action 4: Evaluate benefits and feasibility of increasing the use of renewable energy.

Goal 5.4: Low cost, state-of-the-art cellular and internet service is available throughout the community.

Action 1: Investigate options with various providers.

Action 2: Provide areas in the village (such as the library) where free wi-fi is available.

Goal 5.5: Zoning and land subdivision regulations are modified to support development policies.

Action 1: Develop a committee consisting of village officials, developers, and other interested entities to identify changes and gain public input.

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# Acknowledgments

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Milton Bost – Pastor (retired)

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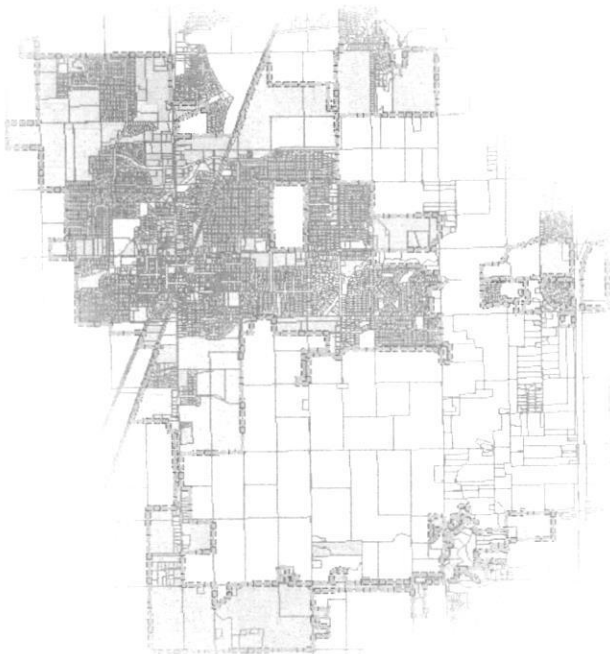
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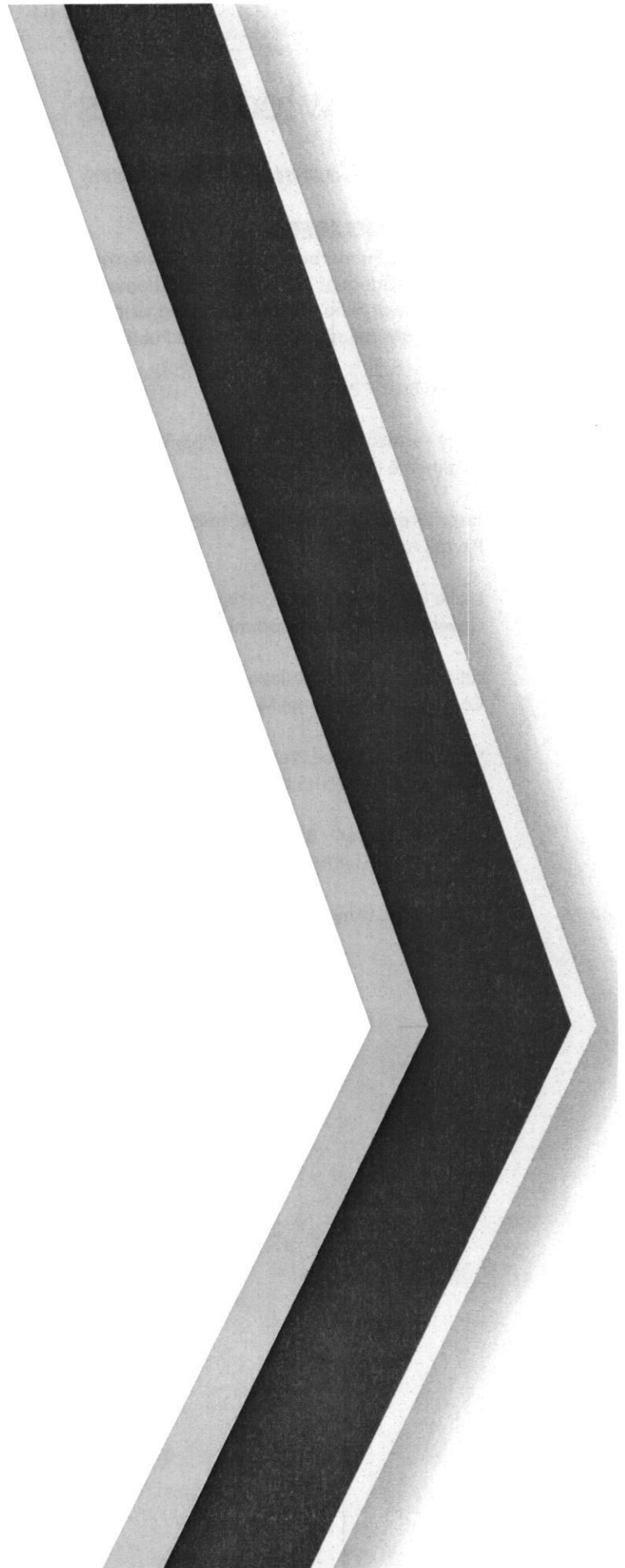
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*Special appreciation is extended to Chatham Residents, Tom Franke, who graciously allowed us to use his photos in this plan, and Steve Welch who shared his knowledge of Chatham's history.*



Prepared for the Village of Chatham by:  
The Springfield-Sangamon County  
Regional Planning Commission  
200 South 9th Street, Room 212  
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As approved by the Chatham Village Board on  
XXXXXXXXXXXXXXXXXXXX



Report conducted by the Survey  
 Research Office, University of  
 Illinois Springfield for the  
 Springfield-Sangamon  
 County Regional  
 Planning Commission  
 March 14, 2019

**Village of Chatham Comprehensive Plan Survey**

Conducted by the University of Illinois Springfield Survey Research Office on beh.  
 Springfield-Sangamon County Regional Planning Commission

A1. How do you rate Chatham in each of the following areas?

	Very Good	Good	Fair
a. Housing condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Housing availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Housing prices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Cultural activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Cleanliness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Street Conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Community center	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
i. Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
j. Open spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
k. Traffic safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
l. Traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
m. Employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
n. Shopping opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
o. Price of electricity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
p. Price of water	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q. Cell phone service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

A2. Which, if any, of the following conditions are problems in your neighborhood?

	Yes	No
a. Street conditions	<input type="radio"/>	<input type="radio"/>
b. Crime	<input type="radio"/>	<input type="radio"/>
c. Sidewalk conditions	<input type="radio"/>	<input type="radio"/>
d. Traffic	<input type="radio"/>	<input type="radio"/>
e. Neighbors	<input type="radio"/>	<input type="radio"/>
f. Noise	<input type="radio"/>	<input type="radio"/>
g. Drainage or flooding	<input type="radio"/>	<input type="radio"/>
h. Water pressure	<input type="radio"/>	<input type="radio"/>
i. Water quality	<input type="radio"/>	<input type="radio"/>
j. Unleashed pets	<input type="radio"/>	<input type="radio"/>
k. Waste/yard waste burning	<input type="radio"/>	<input type="radio"/>
l. Insufficient street lights	<input type="radio"/>	<input type="radio"/>
m. Garbage	<input type="radio"/>	<input type="radio"/>

**APPENDIX**

**Community Survey Report**

---

# Introduction

In the spring of 2018, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) approached the University of Illinois Springfield Survey Research Office (UIS SRO) about a community survey for the Village of Chatham, Illinois. The purpose of the survey is to provide the village with feedback from its residents on land use and inform comprehensive planning. The survey was made available to village residents via a paper questionnaire sent to their households. Respondents could participate by either returning a postage-paid envelope to UIS or by completing the survey online via a web survey platform. Out of 4,431 households which were sent questionnaires, 918 responded to the survey. Of these, 751 replied to the survey via mail and 167 replied via the web survey. The response rate for the survey is 20.7%.

The body of the survey report comprises responses to questions posed to survey respondents. Broken down into five topical sections, it focuses on those questions deemed to be most significant or important. The first section of the report focuses on satisfaction with the village, preferred rate of growth, support for taxes, and ways to meet village financial needs. The second section of the report focuses on housing in Chatham. The third section focuses on transportation, the condition and safety of roads, and walking and bicycling. The fourth section of the report focuses on protecting agricultural land and yard waste burning while the final section addresses shopping and economic development in Chatham. The report contains appendices which contain the responses to all survey questions asked including open-ended responses.

Many notable findings are found in the “key findings” section immediately following this introduction while the body of the report addresses nearly all the findings in the survey. However, not every survey question is analyzed in depth. Therefore, the appendices may need to be consulted for some questions.

*Note: Survey result data may be rounded.*

---

# Key Findings

- **Housing availability, condition, variety rated highly while housing prices rated less favorably**

Ninety-two percent rate the condition of housing as “very good” or “good” while 81% rate housing availability this way. Additionally, 85% of those surveyed say the variety of housing in Chatham is sufficient. However, just over half (53%) rate housing prices in the village as “very good” or “good.”

- **Price, quality of water are problems**

Most residents in Chatham are dissatisfied with their water. When asked whether water quality is a problem in their community, two-thirds (67%) say “yes.” Additionally, 74% of respondents rate the price of their water as “poor” or “very poor.” It is the quality and price of water that is an issue for residents; just 18% say that water pressure is a problem.

- **Village rated as clean**

Just 4% of respondents say garbage is an issue in their neighborhood while 77% say that cleanliness in the village is “very good” or “good.”

- **Respondents see Chatham as a safe, peaceful place to live**

Only 5% of respondents say crime is an issue in their neighborhood while 8% say noise is an issue, and 12% point to unleashed pets as an issue in their neighborhood.

- **There is caution about residential growth**

A majority of survey respondents say they want to see either “no growth” or “slower growth” than the 89% growth from the period 1990-2010. When asked what growth rate the Village should encourage, two thirds (66%) say they would like to see either “no growth” or “slower growth” while just 4% say they would like to see a faster rate of growth.

- **Support for YMCA-style building is split**

Just over half (52%) of those surveyed say that Chatham should have a building with facilities such as those offered in Springfield. Relatedly, 39% say they would be willing to pay more in taxes if that money went to build and maintain a recreation center. Nearly nine in ten (89%) of those who say Chatham should have this building say they would like to see swimming or a pool at that facility.

- **Road problems seen as issue**

Just over half (53%) say they encounter poor road conditions while driving around Chatham while 42% say describe street conditions as “very good” or “good.” Additionally, a sizeable minority (45%) say they would be willing to pay more in taxes to improve streets and roads.

- **Most say housing for all ages important but there is less support for housing for all incomes**

A large majority (87%) say it is either “very important” or “important” for Chatham to have housing suitable for all ages, while nearly two-thirds (65%) say this about housing suitable for all incomes.

- **Single family homes preferred over apartments, other types of housing**

Eighty-five percent say the Village should encourage “more” single-family homes while just 11% say this about apartments. In fact, nearly three quarters (74%) say the Village should encourage “less” apartments. Support for other residential housing is also low; just 24% say the Village should encourage more duplexes and 27% say the Village should encourage more townhouses.

- **No consensus on changes to burning restrictions**

Nearly half (48%) say that burning yard waste restrictions “should not change” in Chatham whereas about three in ten (31%) say that yard waste burning should be “less restrictive” and about a fifth (21%) say it should be “more restrictive.”

- **Support strong for new commercial development, preference for one within walking distance**

About three quarters (73%) of respondents say the Village should promote the development of a new shopping area. Of these individuals, about seven in ten (70%) say that new shopping areas should be within walking distance of a majority of Chatham’s population.

- **Support for business development high**

While most (85%) say the Village should act to attract jobs, Respondents vary in the strategies they believe the Village should take to recruit new employers. Respondents rank “increasing marketing” the highest while they rank “offering land donations” the lowest of six proposed strategies.



# Demographic Table

	Survey (n=919)	Census Bureau Estimates <sup>1</sup>
<i>Persons per household</i>		
One	14%	19%
Two	39%	37%
Three	16%	17%
Four or more	30%	28%
<i>Age</i>		
18-24 years old <sup>2</sup>	1%	6%
25-34 years old	12%	20%
35-44 years old	21%	23%
45-59 years old	32%	26%
60-74 years old	31%	18%
75 years or older	4%	7%
<i>Gender</i>		
Male	49%	48%
Female	51%	52%
Other	0%	--
<i>Education<sup>3,4</sup></i>		
Less than High School	1%	2%
High school/GED	12%	18%
Some college	12%	31%
4-year college degree	37%	34%
Graduate or professional degree	38%	16%
<i>Income</i>		
Under \$35,000	4%	14%
\$35,000 - \$74,999	24%	29%
\$75,000 - \$99,999	20%	18%
\$100,000 or more	52%	38%

<sup>1</sup>2013-2017 American Community Survey 5-Year Estimates.

<sup>2</sup>Participation in the study is limited to individuals 18 years or older. Census estimates are for population 20-24.

<sup>3</sup>Survey statistics are highest level in household

<sup>4</sup>Census Bureau estimates are for population 25 or older

---

# Demographics and Representativeness

While effort was made to mail surveys to all Chatham addresses, not all respondents chose to participate. As such, some of the characteristics of those who took the survey differ from the characteristics of Chatham residents generally. Some of these differences are visible on the table on the preceding page. In terms of age, for instance, survey respondents are more likely to be older than Chatham adults generally; for instance, whereas 18% of village adults are between the ages of 60-74, 31% of survey respondents fall into this age range. Survey respondents are also more likely to have household income greater than \$100,000 (52%) than Chatham residents generally (38%).

Differences between the study population and those who chose to respond are unavoidable in survey research. Both substantial time and monetary resources are necessary to convince those who generally do not take surveys to participate. To deal with these issues, survey researchers sometimes weight data by age or education so that, for instance, those with lower levels of education (who are disproportionately less represented) count for more than those with higher levels of education (who are disproportionately more represented). However, in the case of this survey, such a measure was deemed unnecessary. Chatham survey respondents generally mirror the population on gender and ethnic background. And, while survey respondents' income and education do differ from the population, it is less common to weight by income because individuals with lower levels of income are more likely to not respond to that question. Given both the cost and time constraints of the project and the fact that each household received a survey, the final sample is as valid and representative of the population as feasible.

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<sup>5</sup> Age twenty or over.

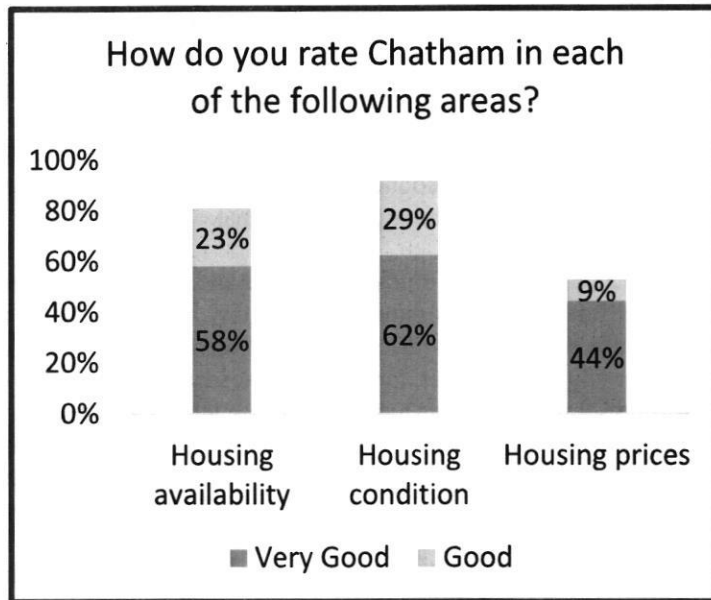
<sup>6</sup> Eight percent (n=70) did not respond to the income question in the survey.

# Section One: Village Characteristics and Concerns

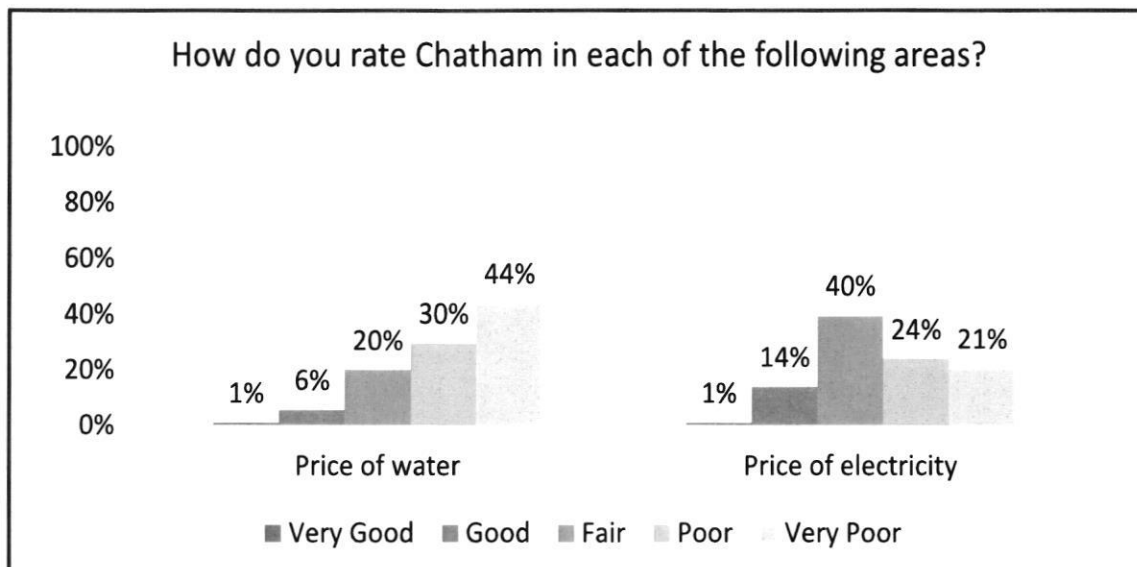
## RATING VILLAGE CHARACTERISTICS

The survey asks respondents to rate the village of 17 different amenities and services on a five-point scale which ranges from “very good” to “very poor” with “fair” as a mid-point response. Chatham residents are positive about some aspects of their town – such as housing – while they are ambivalent or negative about other aspects like cultural activities and utility prices.

Respondents are largely satisfied with housing in Chatham. When asked to rate the availability of housing 81% of respondents report it is either “very good” or “good.” Residents are even more positive about housing condition; 92% of residents say that the condition of housing in the village is either “very good” or “good.” However, residents are less positive about housing prices: just over half (53%) say prices are “very good” or “good.”



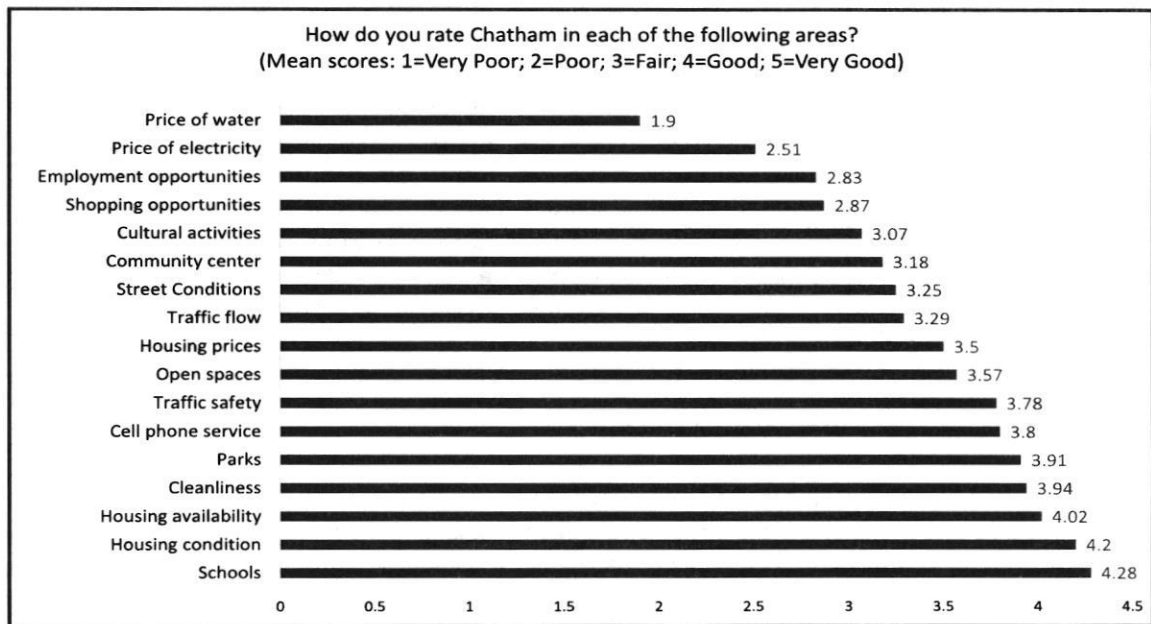
Residents also give high marks to their schools and parks: 86% say schools in Chatham are either “very good” or “good” while nearly three-quarters (74%) say this about parks. In addition to positive remarks about housing condition, the village is rated as clean by respondents (77% rate cleanliness as “very good” or “good”). Thus, the only negative aesthetic aspect for respondents is street conditions; just 42% rate their condition as “very good” or “good.” Here, it is useful to point out that residents have issues with roads generally. In addition to street conditions being rated poorly, village residents say that traffic flow is an issue (47% say it is “very good” or “good”) but are more positive about traffic safety (70% say it is “very good” or “good”).



While respondents are largely positive about village housing, schools, and aesthetics, regarding activities in the village, respondents are less positive. For instance, respondents rate cultural activities rather poorly (31% “very good” or “good”) and they rate shopping activities more poorly (23% “very good” or “good”). One notable finding is that residents rate their community center relatively poorly — just 35% rate it as “very good” or “good.”

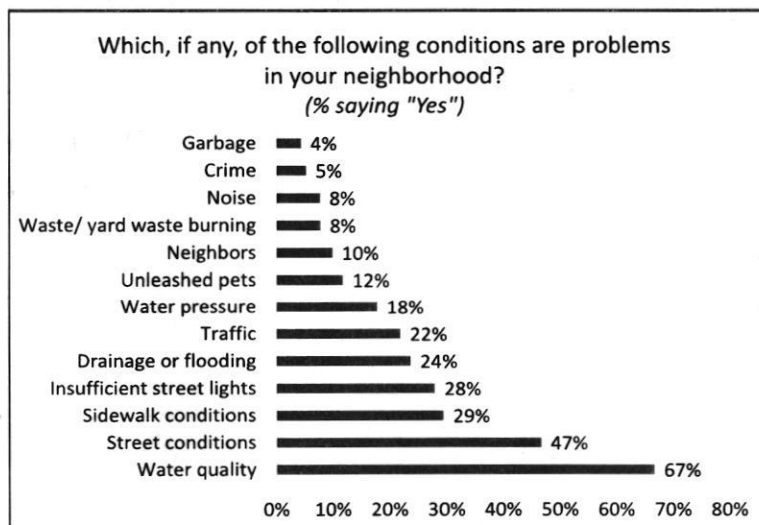
Yet perhaps the largest concern for respondents are utilities. Just 16% rate the price of electricity as either “very good” or “good” while only 6% rate the price of water this way. The price of water is rated especially low; in fact, just 1% of respondents rated it as “very good” while 44% rated it as “very poor.”

Another way of looking at the differences in how residents rate each amenity or services is by using mean scores. Scores are created by scoring response choices of “very good” as “5,” response choices of “good” a “4,” response choices of “fair” a “3,” response choices of “poor” a “2,” and response choices of “very poor” a “1.” A chart showing the mean score for each amenity and service is presented on the next page. When scores are examined this way the price of water has the lowest mean score (1.9) whereas schools have the highest mean score (4.28).



### PROBLEMS IN NEIGHBORHOODS

Overall, respondents do not see problems with many conditions in their neighborhood though concerns about water and streets remain. When asked whether each of 13 items are problems, water quality was the only item where most respondents (67%) say this condition is a problem. However, respondents also see street conditions as problematic – nearly half (47%) say that the conditions of streets are problem in their neighborhood.

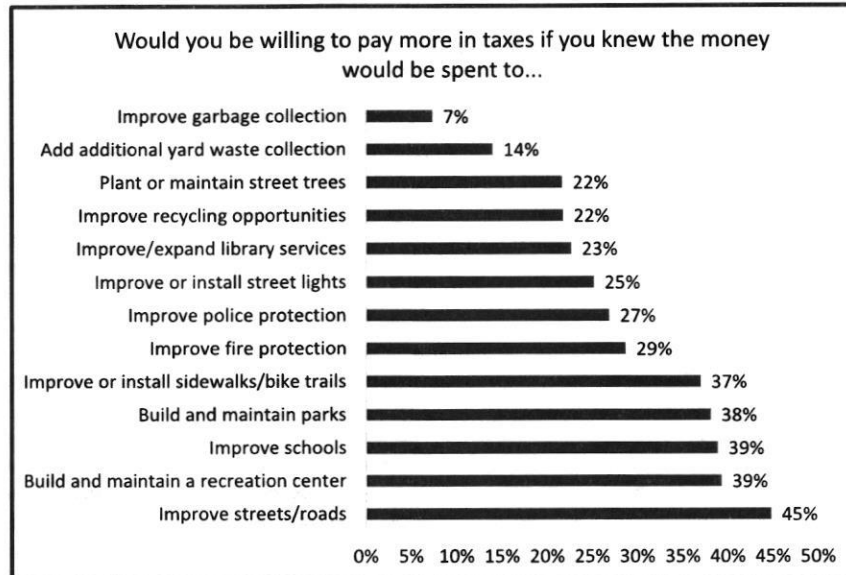


While minorities of respondents indicate that sidewalk conditions (29%) and insufficient street lights (28%) are problems in their neighborhood, there are many instances where nearly no residents see problems. For instance, just 8% of respondents see problems with noise, 5% see problems with crime, and 4% see problems with garbage.

## SUPPORT FOR TAXES

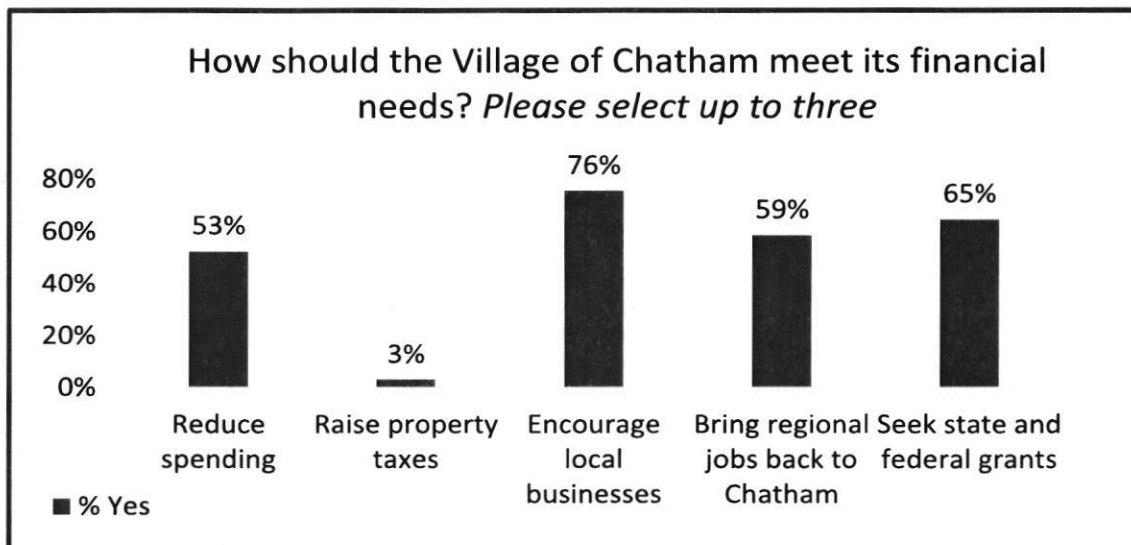
The survey asks respondents whether they would be willing to pay more in taxes if they knew the money would be spent to fund nine specific proposals or improvements. These are shown below in the figure. As the figure shows, there are no proposals that garner majority support from respondents. However, the proposal with the most support is improving streets and roads with 45% of respondents saying they would be willing to pay more taxes to improve these.

Some other proposals also generate significant support. For instance, nearly four in ten (39%) say they would be willing to pay more in taxes to building and maintain a recreation center as well as to improve schools. Nearly as many support building and maintaining parks (38%) and improving or installing sidewalks and bike trails (37%). At the other end of the spectrum, just 7% would be willing to pay more to improve garbage collection and 14% would be willing to pay more to add additional yard waste collection.



## WAYS TO MEET VILLAGE FINANCIAL NEEDS

The survey asks respondents how the Village of Chatham should meet its financial needs. The survey asks for respondents to choose between five categories: reducing spending, raising property taxes, encouraging local businesses, bringing back regional jobs, and seeking federal or state grants. Respondents are instructed to pick up to three of these five suggestions. The figure below shows the percentage of respondents who selected the choice. It shows that encouraging local businesses is a very popular strategy (76% of respondents selected this option) whereas three other strategies receive more modest support. However, only 3% of respondents chose raising property taxes as a strategy for the Village to meet its financial needs.



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### YMCA-TYPE FACILITY

Just over half (53%) of those surveyed say that Chatham should have a building with facilities such as those offered in Springfield. Relatedly, 39% say they would be willing to pay more in taxes if that money went to build and maintain a recreation center. When asked which recreational activities they would like to see at a recreational center if one were built, nearly nine in ten (89%) listed swimming or a pool. After this nearly-unanimous response, the second and third most cited responses respondents gave were an open gym or basketball (40%); exercise, dance, or wellness classes (36%); and weights or exercise machines (33%).

	Times mentioned (n)	% of respondents mentioning activity
Children's activities	84	19%
Exercise/Wellness/Dance classes	158	36%
Non-exercise classes and activities	33	7%
Open Gym/basketball	178	40%
Other sports/general sports	127	29%
Pickleball/Volleyball/Tennis/Racquetball	93	21%
Running/Walking Track	85	19%
Space to rent/ party room	25	6%
Swimming/Pool	393	89%
Weights and exercise machines	144	33%
Other/general	74	17%

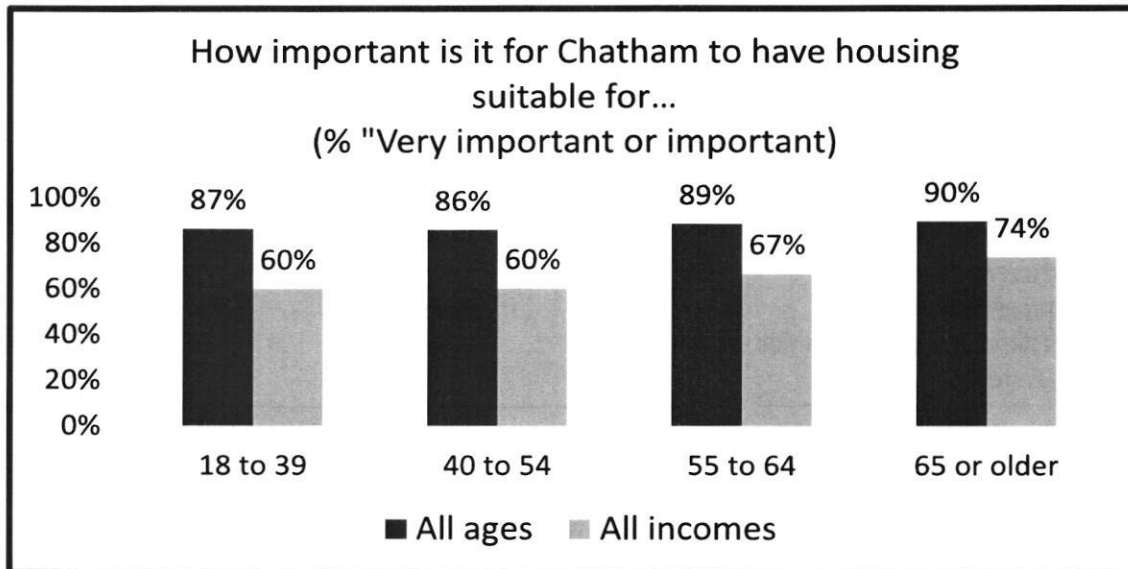
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<sup>7</sup> Respondents were instructed to list up to five activities for this question.

## Section Two: Housing in the Village

### HOUSING SUITABILITY FOR ALL AGES, ALL INCOMES

A large majority (87%) say it is either "very important" or "important" for Chatham to have housing suitable for all ages, while nearly two-thirds (65%) say this about housing suitable for all incomes. While there are few differences between demographic groups regarding housing suitable for all ages, there are noticeable differences between groups regarding the importance of housing suitable for all incomes. For instance, while nearly three-quarters (74%) of those 65 years or older say it is "very important" or "important" to have housing suitable for all ages, a smaller majority (60%) of those between the ages of 18 to 39 say this.

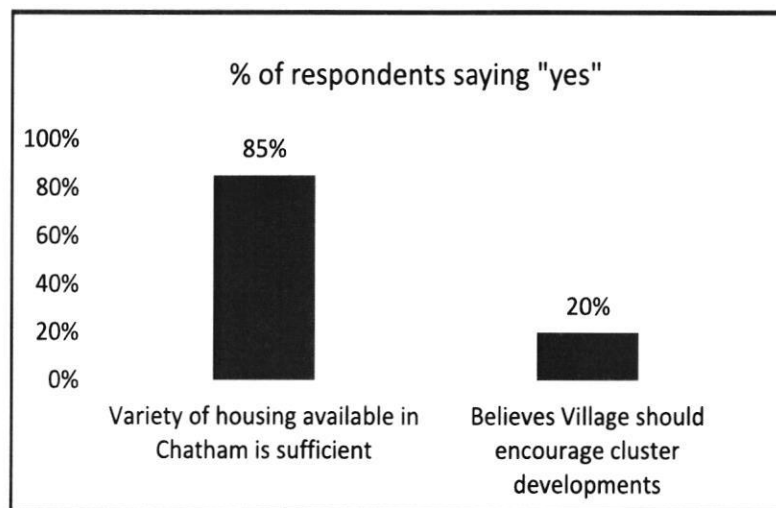


### SUFFICIENCY OF HOUSING AND SUPPORT FOR CLUSTER DEVELOPMENTS

Respondents are pleased with the variety of housing in the village. Eighty-five percent of those surveyed say the variety of housing in Chatham is sufficient. While there are few differences across demographic groups, the survey finds that those earning \$100,000 or more (87%) are somewhat more likely to indicate the variety of housing is sufficient than those earning less than \$100,00 per year (82%).

Respondents were asked whether they support cluster developments which are defined

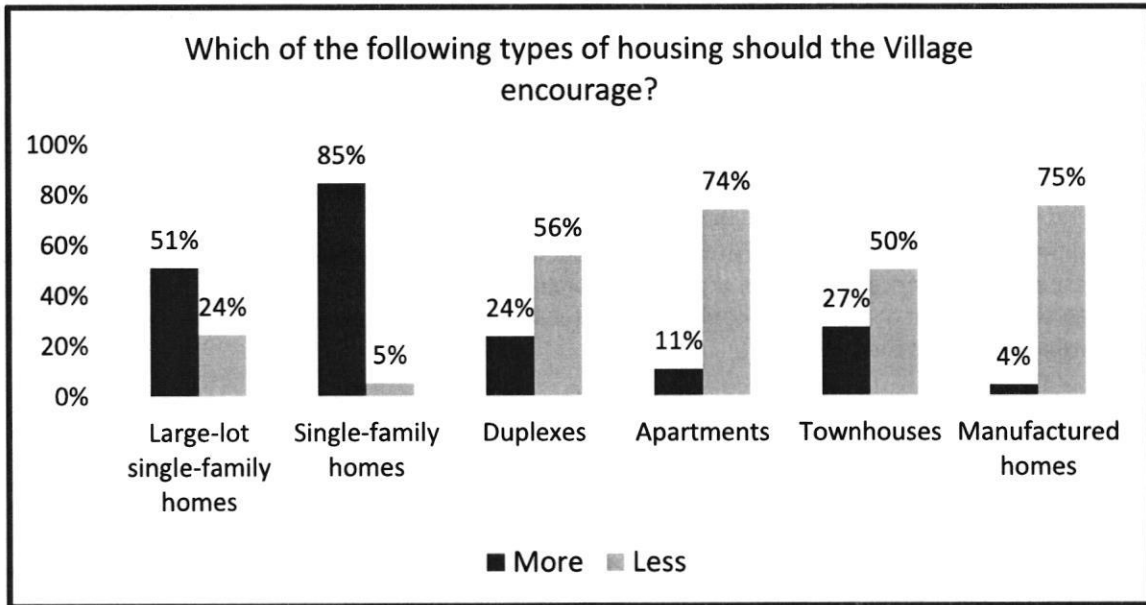
as "developments in which the overall density is the same as a regular subdivision but where houses are placed closer together so that open space can be preserved." Overall, support for cluster developments is low; just one in five (20%) say the Village should encourage cluster developments. Support for cluster developments is highest among those with graduate degrees (28% support) and lowest among those with less than a 4-year degree (14% support).



**PREFERRED TYPES OF HOUSING**

Respondents indicate a strong preference for single-family homes over other types of housing. The figure below shows the percentage of respondents indicating a preference of “more” and “less” for each of six housing types: large-lot single family homes, single family homes, duplexes, apartments, townhomes, and manufactured homes. As the figure shows, a large majority of respondents (85%) say they would like to see more single-family homes in Chatham whereas just over half (51%) would like to see more large lot single-family homes.

Respondents are far less likely to say the Village should encourage any of the other types of housing. This is particularly the case with apartments and manufactured homes where just 11% and 4% respectively say the Village should encourage more of these home types.



<sup>8</sup> The exact question wording is “large-lot (more than ½ acre) single-family homes.”

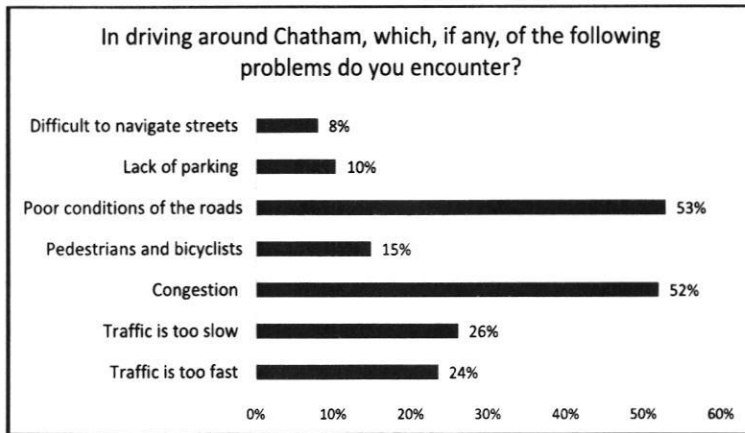
<sup>9</sup> “Don’t know” responses are not shown.



# Section Three: Roads and Transportation

## PROBLEMS ENCOUNTERED WHILE DRIVING

The survey asks respondents which, if any, of seven problems they encounter while driving around Chatham. As the figure shows, slight majorities of respondents report poor conditions of the roads (53%) and congestion (52%) as problems they face while they drive. Interestingly, about the same percentage of respondents report that traffic is too fast (24%) as report traffic is too slow. A lack of parking is cited by one in ten (10%) respondents as a problem encountered whereas 8% cite difficult to navigate streets.



In addition, respondents are asked whether they encounter any “other” problems while driving around. Many of these responses concern problems at specific locations. For instance, one respondent remarked that it is “dangerous to get out at Park street near the high school.” Another respondent mentioned “a much-needed stop light at Plummer and Park.”

## TRANSPORTATION AND COMMUTING

In another open-ended question, respondents are asked, what, if anything, the Village should do to provide alternative transportation options to its residents. Respondents offered many suggestions such as widening roads (particularly Rte. 4), partnering with ride-hailing services such as Uber and Lyft, and partnering with Springfield Mass Transit District (SMTD). Respondents also frequently mentioned bike trails and bike lanes. For instance, one respondent noted there should be “more bike lanes so bikes aren’t in the road.”

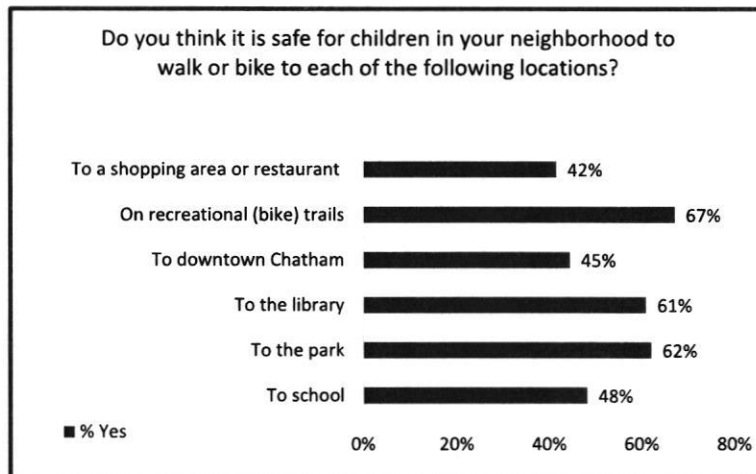
Many of the responses center on bus service, support for buses varies considerably. In fact, while many respondents note the need for bus service to Springfield, others provide responses such as “no public transportation” or indicate that “[buses] should only be for senior or disabled [persons] – we do not need regular bus route around town or going to Springfield.” Also, while many respondents mentioned partnering with SMTD, one respondent says “bus service just in the village” is preferable.

Commuting in Chatham is often achieved via cars. In fact, survey respondents who travel to work are overwhelmingly likely to report traveling by car with one person in the vehicle (99%) while a smaller number report traveling to work in a carpool (4%).<sup>10</sup> Smaller percentages report traveling to work by some other means; 6% by bicycle, 5% by walking, and 2% by bus.

<sup>10</sup> Respondents are allowed to provide more than one response.

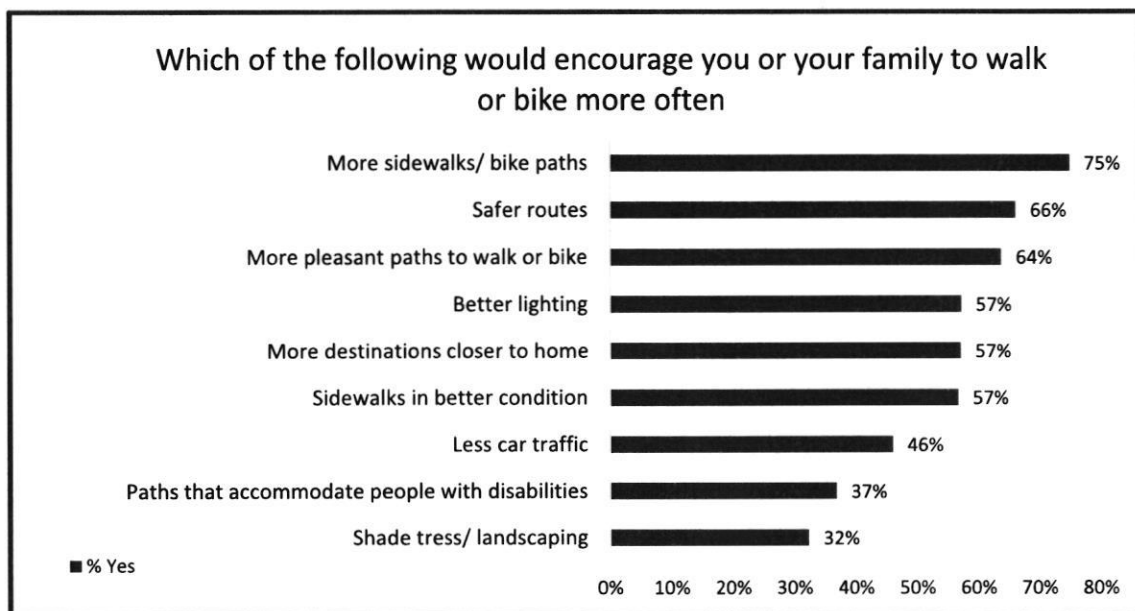
## WALKING AND BIKING IN THE VILLAGE

Most respondents (86%) report walking at least once per month whereas half (50%) report bicycling at least once. Interestingly, the survey finds that respondents are split on whether it is safe for children in their neighborhood to walk or bike to a number of locations. For instance, while just over two-thirds (67%) indicate it is safe for children to walk or bike on recreational (bike) trails, just 42% say it is safe for children to walk or bike to a shopping area or restaurant.



To find out what would encourage village residents to walk or bike more, the survey contains 9 yes or no questions on specific proposals (see the below figure) as well as an open-ended “other” question. The most often cited proposals are: more sidewalks and bike paths (75%), safer routes (66%), and more pleasant paths to walk or bike (64%). The least cited proposals are shade trees and landscaping (32%), and paths that accommodate people with disabilities (37%). Additionally, 26% of respondents indicate they are not interested in walking or biking more.

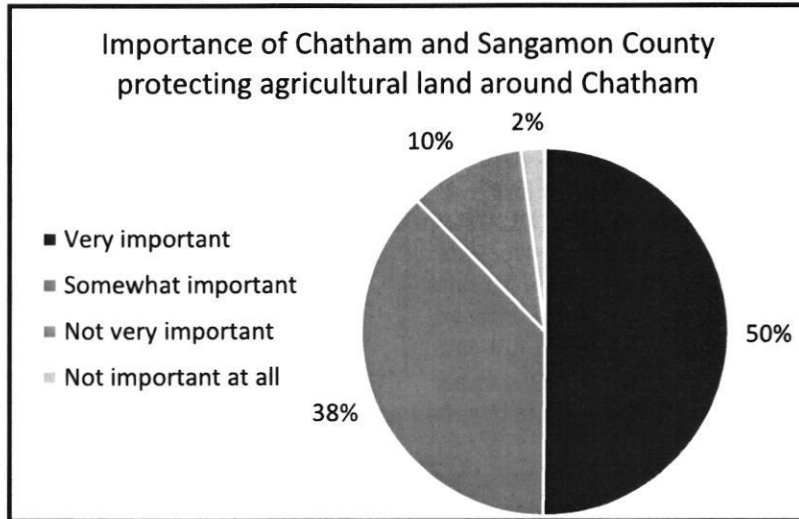
Responses to the “other” component of the question reveal the fact that many respondents are satisfied with bicycling and walking in Chatham. Many individuals provided a response such as “I see no problems” and “I think Chatham is sufficient in this area.” Those who do offer suggestions tend to bring up sidewalks and lighting. For instance, one respondent notes “My son is in a manual wheelchair – the cracks and rocks in the sidewalk can stop his chair abruptly and throw him from his chair.”



# Section Four: Environmental Concerns

## PROTECTING AGRICULTURAL LAND

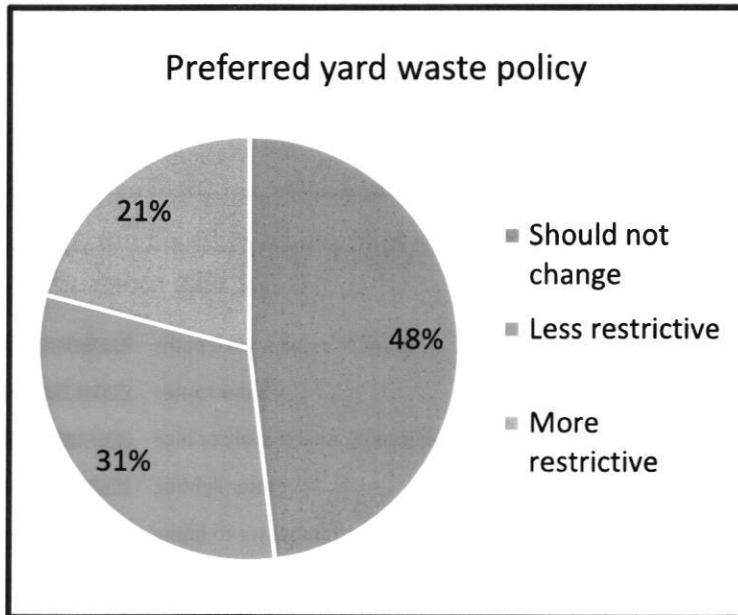
A large majority (88%) of respondents say it is either “very important” or “somewhat important” for the Village of Chatham and Sangamon County to protect agricultural land around Chatham. There are few notable differences in opinion on this question among demographic groups. However, those with less than a 4-year college degree (92%) are more likely than those with a 4-year degree (88%) and those with a graduate degree (83%) to say that protecting agricultural land around Chatham is “very important” or “somewhat important.”



Additionally, those who are between the ages of 18 and 39 (83%) are less likely than those 65 years or older (91%) to say this. As the pie chart illustrates, only 2% of all surveyed say it is “not important at all” for the Village and Sangamon County to protect agricultural land.

## YARD WASTE BURNING

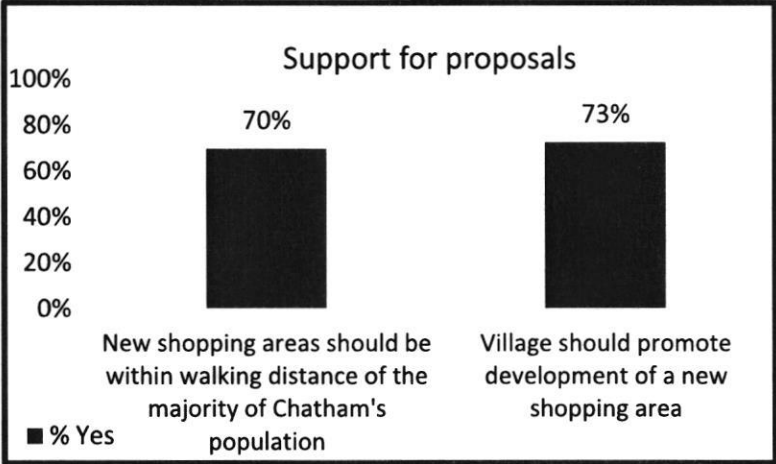
Responses to the survey question on burning yard waste<sup>11</sup> are split. Nearly half (48%) say that burning yard waste restrictions “should not change” in Chatham whereas about three in ten (31%) say that yard waste burning should be “less restrictive” and about a fifth (21%) say it should be “more restrictive.” There are notable differences in responses by demographic groups. For instance, while just 13% of those with less than a 4-year degree say that yard waste burning should be “more restrictive,” nearly twice as many (25%) of those with a graduate degree say yard waste burning should be “more restrictive.” Additionally, those earning \$100,000 or more are more likely to say yard waste burning should be “more restrictive” (25%) than those earning under \$75,000 per year (14%).



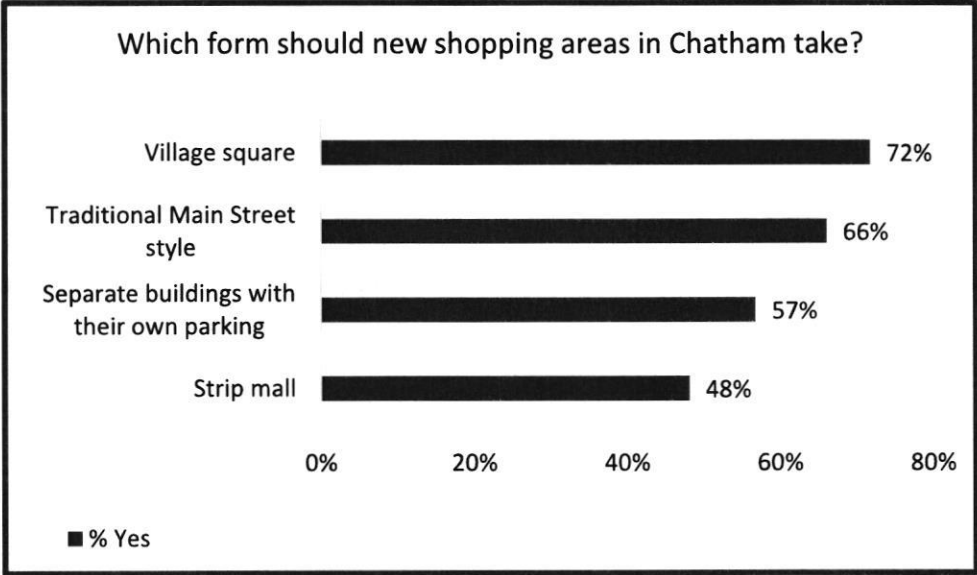
# Section Five: Commerce

## NEW SHOPPING AREAS

Respondents believe Chatham should develop new shopping areas and that these should be close to residential areas. The survey finds that a majority (73%) of residents say the Village should promote the development of a new shopping area. Of these individuals, about seven in ten (70%) say that new shopping areas should be within walking distance of a majority of Chatham's population.



While most support new shopping areas, respondents differ on the form new shopping areas should take. The figure below shows that majorities favor separate buildings with their own parking (57%), traditional main street style (66%), and village square (72%) developments. Additionally, nearly half (48%) of respondents believe new shopping areas should take the form of strip malls.

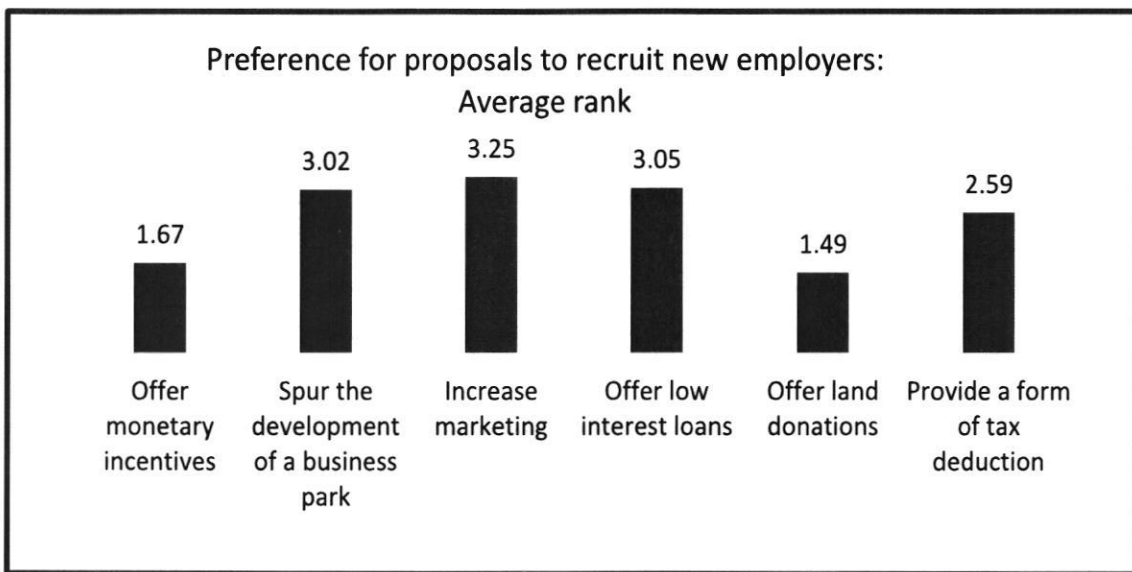


<sup>11</sup> The exact question wording is: "Burning yard waste (leaves, grass clippings, wood chips, garden waste) is prohibited within the corporate limits of Chatham. Burning of bare twigs and shrub branches from your property is allowed but only from sunrise to sunset, Wednesdays through Saturdays (no holidays), and if the wind is less than 12 mph. If the burning restrictions were modified, which of the following would you prefer?"

## ATTRACTING NEW JOBS AND RECRUITING EMPLOYERS

Survey respondents indicate that Chatham should act to attract new jobs. Eighty-five percent say Chatham should try to attract new jobs and this high level of support differs little across demographic groups. Respondents who indicated they believe the Village should attract new jobs were then asked to rank six options regarding how the Village should recruit employers: offering monetary incentives, spurring the development of a business park, increasing marketing, offering land donations, and providing a form of tax deduction.

The figure below shows each of the six proposals by a recoded mean score where a "1" indicates a rank 1 (or most preferred response) and a "6" indicates a rank 6 (or least preferred response). Thus, the mean scores are the averages of each response. As the figure shows, the most preferred option is to "increase marketing" (mean score =3.25) followed closely by "offering low interest loans" (mean score= 3.05), and "spurring the development of a business park" (mean score = 3.02). The least preferred options are "offering land donations" (mean score = 1.49) and "offering monetary incentives" (mean score = 1.67).



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## APPENDIX A. METHODOLOGY

The University of Illinois Springfield Center for State Policy and Leadership is dedicated to the principles of transparency in research. The Survey Research Office, unit of the Center, is a charter member of the American Association for Public Opinion Research (AAPOR) Transparency Initiative. Membership entails adherence to AAPOR's code of ethics<sup>12</sup> as well as a commitment to promoting understanding of survey methodology and how it relates to survey quality. For more information about project methodology please contact the UIS Survey Research Office at [sro@uis.edu](mailto:sro@uis.edu).

**Study sponsorship:** The Study was sponsored by the Springfield-Sangamon County Regional Planning Commission with funds from the Village of Chatham.

**Sample:** The sample comprises a list obtained from the Village of Chatham with all residential households on that list. After removing duplicates, a total of 4,431 addresses were selected to receive mail questionnaires. For the mail survey, there was no within-household sampling (e.g., selecting a member of the household by birthdate) as anyone eighteen years or older was deemed eligible to participate.

**Recruitment:** On November 27, 2018 all 4,431 households in the sample were mailed one survey packet which contained a paper survey, an introductory letter, and a postage-paid, business reply envelope. Respondents were instructed they could participate by either returning the completed questionnaire to UIS or by navigating to a link to the survey and completing it online via the Qualtrics survey platform using a non-unique identification code.<sup>13</sup> Respondents were instructed to complete the survey by December 18, 2018. Final web survey responses were allowed until December 19 while mail survey data collection was kept open until January 2, 2019.

**Response rate and precision:** Out of 4,431 households which were sent questionnaires, 919 responded to the survey. Of these, 751 replied to the survey via mail and 167 replied via the web survey. The response rate for the survey is 20.7%. The margin of sampling error (MOSE) for the survey is +2.9% at the 95% confidence level. When examining subgroups (e.g., males and females), the margin of error will increase. The MOSE has not been adjusted for design effects. The data in the survey are not weighted.

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<sup>12</sup> *The American Association for Public Opinion Research. 2015. The Code of Professional Ethics and Practices. Retrieved from: [http://www.aapor.org/Standards-Ethics/AAPOR-Code-of-Ethics/AAPOR\\_Code\\_Accepted\\_Version\\_11302015.aspx](http://www.aapor.org/Standards-Ethics/AAPOR-Code-of-Ethics/AAPOR_Code_Accepted_Version_11302015.aspx) (September 21, 2018).*

<sup>13</sup> *Additional individuals could participate in the survey by entering in the code "9999" to the Qualtrics survey. These responses (n= 124) are not part of the report*

**APPENDIX B. INTRODUCTORY LETTER**

**Village President**  
Dave Kimsey

**Village Clerk**  
Amy Dahlkamp



**Village Trustees**  
Andrew Detmers  
Terry Fountain  
Brett Gerger  
Ryan Mann  
Matthew Mau  
Paul Scherschel

November, 2018

Dear Chatham Resident:

As President of the Village of Chatham, and on behalf of the Village Board, I am writing to seek your input about the future of our community.

We have partnered with the Springfield-Sangamon County Regional Planning Commission (SSCRPC) to update our comprehensive plan which focuses on land use in our community. The next step in the project is to survey Chatham residents to obtain your opinions and ideas.

The SSCRPC is working with the University of Illinois-Springfield's Survey Research Office to administer the survey, collect the responses, and analyze the results. We invite you, or any other person over the age of 18 living in your household, to complete the survey. There are two ways you can participate:

- Fill out the survey and send it back using the enclosed business reply envelope, **OR**
- Complete the survey online at <http://go.uis.edu/chathamsurvey> and use the project identification number which is **5253**.

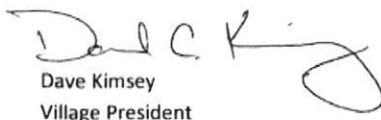
If an additional person in your household 18 years or older would like to participate, they may complete the questionnaire online at: <http://go.uis.edu/chathamsurvey> and use the project identification number 9999.

The survey will take less than 20 minutes to complete. We understand that your time is valuable but ask that you or someone in your household 18 years or older please take some time to complete this important questionnaire. Please complete the survey as soon as you are able but before **December 18, 2018** at which time the study will close.

Please note that all the information that you provide to us will be kept confidential. Data will be analyzed only at the aggregate level and none of the information you provide will be used to identify you. This research has been reviewed by the Human Subjects Review Officer, Dr. Keenan Dungey, who is available to answer any questions about your rights as a volunteer participant in this project. He may be reached at 217- 206-8112. If you have any questions about the study please contact study principal investigator Matthew Case at 217-206-6293 or [sro@uis.edu](mailto:sro@uis.edu).

Thank you in advance for your participation in this very important project.

Sincerely,



Dave Kimsey  
Village President

*Incorporated March 24, 1874*

**116 E Mulberry, Chatham, Illinois 62629 Phone (217) 483-2451 Fax (217) 483-3574**

**APPENDIX C. MAIL QUESTIONNAIRE**

**Village of Chatham Comprehensive Plan Survey**

Conducted by the University of Illinois Springfield Survey Research Office on behalf of the Springfield-Sangamon County Regional Planning Commission



**A1. How do you rate Chatham in each of the following areas?**

	Very Good	Good	Fair	Poor	Very Poor
a. Housing condition	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Housing availability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Housing prices	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Cultural activities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Cleanliness	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Schools	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Street Conditions	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Community center	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
i. Parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
j. Open spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
k. Traffic safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
l. Traffic flow	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
m. Employment opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
n. Shopping opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
o. Price of electricity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
p. Price of water	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q. Cell phone service	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**A2. Which, if any, of the following conditions are problems in your neighborhood?**

	Yes	No
a. Street conditions	<input type="radio"/>	<input type="radio"/>
b. Crime	<input type="radio"/>	<input type="radio"/>
c. Sidewalk conditions	<input type="radio"/>	<input type="radio"/>
d. Traffic	<input type="radio"/>	<input type="radio"/>
e. Neighbors	<input type="radio"/>	<input type="radio"/>
f. Noise	<input type="radio"/>	<input type="radio"/>
g. Drainage or flooding	<input type="radio"/>	<input type="radio"/>
h. Water pressure	<input type="radio"/>	<input type="radio"/>
i. Water quality	<input type="radio"/>	<input type="radio"/>
j. Unleashed pets	<input type="radio"/>	<input type="radio"/>
k. Waste/yard waste burning	<input type="radio"/>	<input type="radio"/>
l. Insufficient street lights	<input type="radio"/>	<input type="radio"/>
m. Garbage	<input type="radio"/>	<input type="radio"/>

**A3. Chatham's population increased 89%, from 6,074 to 11,500 people, from 1990-2010. Between now and the year 2030, what type of growth rate should the Village of Chatham encourage?**

No growth	Slower growth	Same growth	Faster growth
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



**A4.** Would you be willing to pay more taxes if you knew the money would be spent to:

	Yes	No
a. Improve police protection	<input type="radio"/>	<input type="radio"/>
b. Improve fire protection	<input type="radio"/>	<input type="radio"/>
c. Improve garbage collection	<input type="radio"/>	<input type="radio"/>
d. Add additional yard waste collection	<input type="radio"/>	<input type="radio"/>
e. Improve recycling opportunities	<input type="radio"/>	<input type="radio"/>
f. Improve schools	<input type="radio"/>	<input type="radio"/>
g. Improve streets/roads	<input type="radio"/>	<input type="radio"/>
h. Improve or install sidewalks/bike trails	<input type="radio"/>	<input type="radio"/>
i. Improve or install street lights	<input type="radio"/>	<input type="radio"/>
j. Plant or maintain street trees	<input type="radio"/>	<input type="radio"/>
k. Improve/expand library services	<input type="radio"/>	<input type="radio"/>
l. Build and maintain parks	<input type="radio"/>	<input type="radio"/>
m. Build and maintain a recreation center	<input type="radio"/>	<input type="radio"/>

**A5.** How should the Village of Chatham meet its financial needs? *Please check up to three.*

Reduce spending	Raise property taxes	Encourage local businesses	Bring regional jobs back to Chatham	Seek state and federal grants
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**A6.** Should Chatham have a building with facilities such as those offered at the YMCA in Springfield?

Yes     No

**Note:** If yes, answer A7. If no, skip question A7 and move on to question B1.

**A7.** Which recreational activities would you like to have available at a recreational facility if one were built in Chatham? *Please list up to five activities or facilities.*

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

**B1.** How important is it for Chatham to have housing suitable for...

	Very Important	Important	Not very important	Not important at all
a. All ages	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. All incomes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**B2.** Is the variety of housing available in Chatham sufficient?     Yes     No

**B3.** A cluster development is a subdivision where the overall density is the same as a regular subdivision, but the houses are placed closer together so that open space can be preserved. Should the Village encourage cluster developments?     Yes     No

**B4.** Which of the following types of housing should the Village encourage?

	More	Less	Not sure
a. Large-lot ( more than ½ acre) single family homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Single family homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Duplexes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Apartments	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Townhouses	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Manufactured homes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**C1.** In driving around Chatham, which, if any, of the following problems do you encounter?

	Yes	No
a. Traffic is too fast	<input type="radio"/>	<input type="radio"/>
b. Traffic is too slow	<input type="radio"/>	<input type="radio"/>
c. Congestion	<input type="radio"/>	<input type="radio"/>
d. Pedestrians and bicyclists	<input type="radio"/>	<input type="radio"/>
e. Poor conditions of the roads	<input type="radio"/>	<input type="radio"/>
f. Lack of parking	<input type="radio"/>	<input type="radio"/>
g. Difficult to navigate streets	<input type="radio"/>	<input type="radio"/>
h. Other: _____	<input type="radio"/>	<input type="radio"/>

**C2.** What, if anything, should the Village of Chatham do to provide better or alternative transportation options to its residents?

**C3.** How do the people in your household generally travel to work? *If no one in your household is employed, please skip to question C4.*

	Yes	No
a. Car (1 person)	<input type="radio"/>	<input type="radio"/>
b. Carpool: How many people _____	<input type="radio"/>	<input type="radio"/>
c. Walk	<input type="radio"/>	<input type="radio"/>
d. Bus	<input type="radio"/>	<input type="radio"/>
e. Bicycle	<input type="radio"/>	<input type="radio"/>
f. Retired/don't work/work at home	<input type="radio"/>	<input type="radio"/>

**C4.** How often do you do each of the following in Chatham?

	0 times per month	1 – 3 times per month	4 – 7 times per month	8 – 11 times per month	12 or more times per month
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**C5. Do you think it is safe for children in your neighborhood to walk or bike to each of the following locations?**

	Yes	No
a. To school	<input type="radio"/>	<input type="radio"/>
b. To the park	<input type="radio"/>	<input type="radio"/>
c. To the library	<input type="radio"/>	<input type="radio"/>
d. To downtown Chatham	<input type="radio"/>	<input type="radio"/>
e. On recreational (bike) trails	<input type="radio"/>	<input type="radio"/>
f. To a shopping area or restaurant	<input type="radio"/>	<input type="radio"/>

**C6. Which of the following would encourage you or your family to walk or bike more often?**

	Yes	No
a. Safer routes	<input type="radio"/>	<input type="radio"/>
b. Better lighting	<input type="radio"/>	<input type="radio"/>
c. Shade trees/landscaping	<input type="radio"/>	<input type="radio"/>
d. More sidewalks/bike paths	<input type="radio"/>	<input type="radio"/>
e. Sidewalks in better condition	<input type="radio"/>	<input type="radio"/>
f. Less car traffic	<input type="radio"/>	<input type="radio"/>
g. More pleasant paths to walk or bike	<input type="radio"/>	<input type="radio"/>
h. Paths that accommodate people with disabilities	<input type="radio"/>	<input type="radio"/>
i. More destinations closer to home	<input type="radio"/>	<input type="radio"/>
j. I am not interested in walking or biking more	<input type="radio"/>	<input type="radio"/>
k. Other: _____	<input type="radio"/>	<input type="radio"/>

**D1. How important is it for the Village of Chatham and Sangamon County to protect agricultural land around Chatham?**

- Very Important**     
  **Somewhat important**     
  **Not very important**     
  **Not important at all**

**D2. Burning yard waste (leaves, grass clippings, wood chips, garden waste) is prohibited within the corporate limits of Chatham. Burning of bare twigs and shrub branches from your property is allowed but only from sunrise to sunset, Wednesdays through Saturdays (no holidays), and if the wind is less than 12 mph.**

If the burning restrictions were modified, which of the following would you prefer?

- Should not change**     
  **Less restrictive**     
  **More restrictive**

**E1. Should the Village of Chatham promote the development of a new shopping area?**  Yes  No

**E2. Should new shopping areas be within walking distance of the majority of Chatham's population?**

- Yes  No

**E3. Which form should new shopping areas in Chatham take?**

	Yes	No
a. Strip mall	<input type="radio"/>	<input type="radio"/>
b. Separate buildings with their own parking	<input type="radio"/>	<input type="radio"/>
c. Traditional Main Street style	<input type="radio"/>	<input type="radio"/>
d. Village square	<input type="radio"/>	<input type="radio"/>

*Village of Chatham Comprehensive Plan Community Survey - Pg. 4*

**E4. Please state how often you shop at or use the following services in Chatham and elsewhere. Separately, please answer whether you would you like to see more or less of each service in Chatham?**

	Chatham				Elsewhere				Preference	
	At least once a week	At least once a month	At least once a year	Never	At least once a week	At least once a month	At least once a year	Never	Like to see more	Like to see less
a. Farmer's market	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Youth entertainment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Daycare	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
d. Physician's office	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
e. Health club	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
f. Grocery store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
g. Gas station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
h. Convenience store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
i. Sit down restaurant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
j. Fast food restaurant	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
k. Bar/ tavern	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
l. Coffee shop	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
m. Bakery	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
n. Bank	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
o. Fitness center	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
p. Hardware store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
q. Electronics store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
r. Pharmacy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
s. Barber shop/ hair salon	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
t. Dry cleaner	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
u. Small retail such as gift and book shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
v. Auto parts store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
w. Automobile repair	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
x. Antique shop	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
y. Sporting goods store	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
z. Video gaming	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
aa. Bowling alley	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
bb. Swimming pool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
cc. Other _____	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**E5. Should Chatham try to attract new jobs? If "no," skip question E6 and move on to question F1.**

- Yes       No

**E6.** How should the Village recruit new employers? Please rank the following options with "1" as the most preferred option and "6" as the least preferred option.

	Rank		Rank
a. Offer monetary incentives	___	b. Offer low interest loans	___
c. Spur the development of a business park	___	d. Offer land donations	___
e. Increase marketing	___	f. Provide a form of tax deduction	___

**F1.** What is your gender?     Male     Female     Other

**F2.** In what year were you born? \_\_\_\_\_

**F3.** How many people, including yourself, live in the household? \_\_\_\_\_

**F4.** How many children (0-5) currently live in the household? \_\_\_\_\_

**F5.** How many children (6-18) currently live in the household? \_\_\_\_\_

**F6.** How many years have you lived in Chatham? \_\_\_\_\_

**F7.** Please indicate the highest level of educational attainment of each adult in your household by placing a number (e.g., 1) in each box.

<b>Did not finish high school</b>	<b>High school/ GED</b>	<b>Still in college/ some college</b>	<b>4 year college degree</b>	<b>Graduate or professional degree</b>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**F8.** What is your marital status?

<b>Single</b>	<b>Married</b>	<b>Divorced</b>	<b>Widow(er)</b>	<b>Other</b>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**F9.** How many adults in your household are currently employed (including self-employment)? \_\_\_\_\_

**F10.** Where are the individuals who work in your household currently employed? *Please check all that apply.*

<b>Springfield</b>	<b>Chatham (outside the home)</b>	<b>At home</b>	<b>Somewhere else</b>	<b>No one in my household works</b>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**F11.** What kind of building is your home?

<b>Single family house</b>	<b>Duplex</b>	<b>Multi-family apartment</b>	<b>Other: _____</b>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**F12.** What was your household's total income, last year before taxes?

<b>Under \$35,000</b>	<b>\$35,000 - \$74,999</b>	<b>\$75,000 - \$99,999</b>	<b>\$100,000 or more</b>
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**F13.** Do you rent or own your home?     Rent     Own

**F14.** What intersection is nearest to your home? \_\_\_\_\_ and \_\_\_\_\_

***Thank you for your participation! Please make sure to return this survey by December 18, 2018***

*Village of Chatham Comprehensive Plan Community Survey · Pg. 6*

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## APPENDIX D. TOPLINE REPORT (N=918)

How do you rate Chatham in each of the following areas?

### Housing condition

	Valid percent (n)
Very Good	29% (266)
Good	62% (567)
Fair	8% (71)
Poor	0% (2)
Very Poor	0% (2)

### Housing availability

	Valid percent (n)
Very Good	23% (207)
Good	58% (524)
Fair	17% (156)
Poor	1% (12)
Very Poor	0% (3)

### Housing prices

	Valid percent (n)
Very Good	9% (77)
Good	44% (398)
Fair	38% (346)
Poor	7% (62)
Very Poor	2% (18)

### Cultural activities

	Valid percent (n)
Very Good	7% (59)
Good	25% (219)
Fair	43% (379)
Poor	22% (195)
Very Poor	4% (38)

### Cleanliness

	Valid percent (n)
Very Good	21% (191)
Good	56% (511)
Fair	19% (177)
Poor	3% (27)
Very Poor	0% (4)

### Schools

	Valid percent (n)
Very Good	45% (402)
Good	42% (377)
Fair	12% (105)
Poor	2% (14)
Very Poor	1% (5)

---

**Street conditions**

	<b>Valid percent (n)</b>
Very Good	8% (74)
Good	34% (308)
Fair	38% (349)
Poor	14% (126)
Very Poor	6% (52)

---

**Community center**

	<b>Valid percent (n)</b>
Very Good	4% (35)
Good	31% (265)
Fair	46% (394)
Poor	15% (127)
Very Poor	3% (28)

---

**Parks**

	<b>Valid percent (n)</b>
Very Good	22% (202)
Good	52% (463)
Fair	21% (193)
Poor	4% (34)
Very Poor	1% (7)

---

**Open spaces**

	<b>Valid percent (n)</b>
Very Good	12% (106)
Good	44% (385)
Fair	35% (313)
Poor	8% (67)
Very Poor	1% (12)

---

**Traffic safety**

	<b>Valid percent (n)</b>
Very Good	16% (149)
Good	53% (485)
Fair	24% (217)
Poor	5% (49)
Very Poor	1% (10)

---

**Traffic flow**

	<b>Valid percent (n)</b>
Very Good	8% (69)
Good	39% (353)
Fair	33% (298)
Poor	16% (140)
Very Poor	5% (43)

---

---

**Employment opportunities**

	Valid percent (n)
Very Good	2% (21)
Good	19% (166)
Fair	43% (379)
Poor	29% (257)
Very Poor	6% (50)

---

**Shopping opportunities**

	Valid percent (n)
Very Good	3% (27)
Good	20% (176)
Fair	44% (396)
Poor	27% (237)
Very Poor	6% (50)

---

**Price of electricity**

	Valid percent (n)
Very Good	1% (11)
Good	14% (130)
Fair	40% (358)
Poor	24% (218)
Very Poor	21% (187)

---

**Price of water**

	Valid percent (n)
Very Good	1% (7)
Good	6% (51)
Fair	20% (182)
Poor	30% (269)
Very Poor	44% (398)

---

**Cell phone service**

	Valid percent (n)
Very Good	20% (178)
Good	50% (457)
Fair	23% (207)
Poor	5% (45)
Very Poor	2% (21)

---

*Which, if any, of the following conditions are problems in your neighborhood?*

**Street conditions**

	Valid percent (n)
Yes	47% (412)
No	53% (470)

---

**Crime**

	Valid percent (n)
Yes	5% (47)
No	95% (834)

---



---

Sidewalk conditions

	Valid percent (n)
Yes	29% (258)
No	71% (618)

---

Traffic

	Valid percent (n)
Yes	22% (194)
No	78% (693)

---

Neighbors

	Valid percent (n)
Yes	10% (87)
No	90% (796)

---

Noise

	Valid percent (n)
Yes	8% (68)
No	92% (812)

---

Drainage or flooding

	Valid percent (n)
Yes	24% (209)
No	76% (672)

---

Water pressure

	Valid percent (n)
Yes	18% (157)
No	82% (725)

---

Water quality

	Valid percent (n)
Yes	67% (596)
No	33% (298)

---

Unleashed pets

	Valid percent (n)
Yes	12% (104)
No	88% (775)

---

Waste/ yard waste burning

	Valid percent (n)
Yes	8% (69)
No	92% (812)

---

Insufficient street lights

	Valid percent (n)
Yes	28% (248)
No	72% (642)

---

---

**Garbage**

	<b>Valid percent (n)</b>
Yes	4% (39)
No	96% (839)

---

Chatham's population increased 89%, from 6,074 to 11,500 people, from 1990-2010. Between now and the year 2030, what type of growth rate should the Village of Chatham encourage?

	<b>Valid percent (n)</b>
No growth	10% (88)
Slower growth	56% (509)
Same growth	30% (277)
Faster growth	4% (35)

---

*Would you be willing to pay more taxes if you knew the money would be spent to:*

**Improve police protection**

	<b>Valid percent (n)</b>
Yes	27% (236)
No	73% (642)

---

**Improve fire protection**

	<b>Valid percent (n)</b>
Yes	29% (252)
No	71% (625)

---

**Improve garbage collection**

	<b>Valid percent (n)</b>
Yes	7% (65)
No	93% (816)

---

**Add additional yard waste collection**

	<b>Valid percent (n)</b>
Yes	14% (123)
No	86% (758)

---

**Improve recycling opportunities**

	<b>Valid percent (n)</b>
Yes	22% (192)
No	78% (687)

---

**Improve schools**

	<b>Valid percent (n)</b>
Yes	39% (340)
No	61% (535)

---

**Improve streets/roads**

	<b>Valid percent (n)</b>
Yes	45% (395)
No	55% (487)

---

---

Improve or install street lights

	Valid percent (n)
Yes	25% (221)
No	75% (655)

---

Improve or install sidewalks/bike trails

	Valid percent (n)
Yes	37% (325)
No	63% (553)

---

Plant or maintain trees

	Valid percent (n)
Yes	22% (190)
No	78% (686)

---

Improve/expand library services

	Valid percent (n)
Yes	23% (200)
No	77% (680)

---

Build and maintain parks

	Valid percent (n)
Yes	38% (336)
No	62% (546)

---

Build and maintain a recreation center

	Valid percent (n)
Yes	39% (347)
No	61% (536)

---

How should the Village of Chatham meet its financial needs? **Please check up to three.**

	n
Reduce spending	53% (468)
Raise property taxes	3% (28)
Encourage local businesses	76% (672)
Bring regional jobs back to Chatham	59% (522)
Seek state and federal grants	65% (576)

---

Should Chatham have a building with facilities such as those offered at the YMCA in Springfield?

	Valid percent (n)
Yes	53% (474)
No	47% (419)

---

Which recreational activities would you like to have available at a recreational facility if one were built in Chatham? *Please list up to five activities or facilities. (Coded)*

	n
Children's activities	(84)
Exercise/Wellness/Dance classes	(158)
Non-exercise classes and activities	(33)
Open Gym/ Basketball	(178)
Other sports/ General sports	(127)
Pickleball/ Volleyball/ Tennis/ Racquetball	(93)
Running/ Walking Track	(85)
Space to rent/ Party room	(25)
Swimming/ Pool	(393)
Weights and exercise machines	(144)
Other/ General	(74)

How important is it for Chatham to have housing suitable for all ages?

	Valid percent (n)
Very important	45% (406)
Important	42% (382)
Not very important	9% (85)
Not important at all	4% (33)

How important is it for Chatham to have housing suitable for all incomes?

	Valid percent (n)
Very important	27% (242)
Important	37% (334)
Not very important	25% (221)
Not important at all	11% (94)

Is the variety of housing available in Chatham sufficient?

	Valid percent (n)
Yes	85% (757)
No	15% (133)

A cluster development is a subdivision where the overall density is the same as a regular subdivision, but the houses are placed closer together so that open space can be preserved. Should the Village encourage cluster developments?

	Valid percent (n)
Yes	20% (179)
No	80% (714)

*Which of the following types of housing should the Village encourage?*

Large-lot (more than ½ acre) single family homes

	Valid percent (n)
More	51% (445)
Less	24% (213)
Not sure	25% (215)

---

Single family homes

	Valid percent (n)
More	85% (749)
Less	5% (46)
Not sure	10% (91)

---

Duplexes

	Valid percent (n)
More	24% (206)
Less	56% (485)
Not sure	21% (179)

---

Apartments

	Valid percent (n)
More	11% (93)
Less	74% (646)
Not sure	15% (134)

---

Townhouses

	Valid percent (n)
More	27% (239)
Less	50% (439)
Not sure	23% (198)

---

Manufactured homes

	Valid percent (n)
More	4% (38)
Less	75% (660)
Not sure	20% (179)

---

*In driving around Chatham, which, if any, of the following problems do you encounter?*

Traffic is too fast

	Valid percent (n)
Yes	24% (206)
No	76% (667)

---

Traffic is too slow

	Valid percent (n)
Yes	26% (225)
No	74% (634)

---

Congestion

	Valid percent (n)
Yes	52% (458)
No	48% (422)

---

Pedestrians and bicyclists

	Valid percent (n)
Yes	15% (128)
No	85% (732)

Poor conditions of the roads

	Valid percent (n)
Yes	53% (460)
No	47% (409)

Lack of parking

	Valid percent (n)
Yes	10% (89)
No	90% (768)

Difficult to navigate streets

	Valid percent (n)
Yes	8% (69)
No	92% (787)

How do the people in your household generally travel to work? (percentage responding yes)

	n
Car (1 person)	99% (757)
Carpool	4% (22)
Walk	5% (25)
Bus	2% (6)
Bicycle	6% (33)
Retired/ Don't work/ work at home	31% (177)

Carpool size (for those who carpool)

	Valid percent (n)
2	89% (16)
3	11% (2)

How often do you do each of the following in Chatham?

Walk

	(n)
0 times per month	14% (128)
1 – 3 times per month	24% (215)
4 – 7 times per month	20% (179)
8 – 11 times per month	11% (98)
12 or more times per month	30% (265)

Bicycle

	Valid percent (n)
0 times per month	50% (435)
1 – 3 times per month	24% (211)
4 – 7 times per month	12% (108)
8 – 11 times per month	5% (44)
12 or more times per month	9% (75)

*Do you think it is safe for children in your neighborhood to walk or bike to each of the following locations?*

To school

	Valid percent (n)
Yes	48% (423)
No	52% (452)

To the park

	Valid percent (n)
Yes	62% (543)
No	38% (332)

To the library

	Valid percent (n)
Yes	61% (535)
No	39% (342)

To downtown Chatham

	Valid percent (n)
Yes	45% (387)
No	55% (482)

On recreational (bike) trails

	Valid percent (n)
Yes	67% (584)
No	33% (285)

To a shopping area or restaurant

	Valid percent (n)
Yes	42% (361)
No	58% (507)

*Which of the following would encourage you or your family to walk or bike more often?*

Safer routes

	Valid percent (n)
Yes	66% (504)
No	34% (259)

Better lighting

	Valid percent (n)
Yes	57% (443)
No	43% (332)

Shade trees/ landscaping

	Valid percent (n)
Yes	32% (241)
No	68% (504)

---

More sidewalks/bike paths

	Valid percent (n)
Yes	75% (583)
No	25% (195)

---

Sidewalks in better condition

	Valid percent (n)
Yes	57% (430)
No	43% (328)

---

Less car traffic

	Valid percent (n)
Yes	46% (343)
No	54% (402)

---

More pleasant paths to walk or bike

	Valid percent (n)
Yes	64% (485)
No	36% (275)

---

Paths that accommodate people with disabilities

	Valid percent (n)
Yes	37% (272)
No	63% (467)

---

More destinations closer to home

	Valid percent (n)
Yes	57% (424)
No	43% (319)

---

I am not interested in walking or biking more

	Valid percent (n)
Yes	26% (171)
No	74% (499)

---

How important is it for the Village of Chatham and Sangamon County to protect agricultural land around Chatham?

	Valid percent (n)
Very important	50% (466)
Somewhat important	38% (334)
Not very important	10% (91)
Not important at all	2% (19)

---

Burning yard waste (leaves, grass clippings, wood chips, garden waste) is prohibited within the corporate limits of Chatham. Burning of bare twigs and shrub branches from your property is allowed but only from sunrise to sunset, Wednesdays through Saturdays (no holidays), and if the wind is less than 12 mph.

If the burning restrictions were modified, which of the following would you prefer?

	Valid percent (n)
Should not change	48% (431)
Less restrictive	31% (279)
More restrictive	21% (188)

---



Should the Village of Chatham promote the development of a new shopping area?

	Valid percent (n)
Yes	73% (645)
No	27% (244)

Should new shopping areas be within walking distance of the majority of Chatham's population?

	Valid percent (n)
Yes	70% (432)
No	30% (187)

Which form should new shopping areas in Chatham take?

Strip mall

	Valid percent (n)
Yes	48% (382)
No	52% (411)

Separate buildings with their own parking

	Valid percent (n)
Yes	57% (446)
No	43% (339)

Traditional Main Street style

	Valid percent (n)
Yes	66% (526)
No	34% (270)

Village square

	Valid percent (n)
Yes	72% (576)
No	28% (226)

Please state how often you use the following services in Chatham.

Farmer's market

	Valid percent (n)
At least once a week	6% (49)
At least once a month	7% (57)
At least once a year	8% (68)
Never	79% (646)

Youth entertainment

	Valid percent (n)
At least once a week	6% (52)
At least once a month	12% (99)
At least once a year	17% (140)
Never	65% (530)

---

Daycare

	Valid percent (n)
At least once a week	10% (87)
At least once a month	0% (4)
At least once a year	0% (4)
Never	87% (738)

---

Physician's office

	Valid percent (n)
At least once a week	2% (14)
At least once a month	13% (113)
At least once a year	50% (419)
Never	35% (296)

---

Health club

	Valid percent (n)
At least once a week	15% (124)
At least once a month	5% (41)
At least once a year	4% (32)
Never	76% (625)

---

Grocery store

	Valid percent (n)
At least once a week	57% (498)
At least once a month	32% (283)
At least once a year	7% (63)
Never	4% (31)

---

Gas station

	Valid percent (n)
At least once a week	67% (595)
At least once a month	29% (260)
At least once a year	2% (15)
Never	2% (17)

---

Convenience store

	Valid percent (n)
At least once a week	32% (277)
At least once a month	37% (323)
At least once a year	17% (150)
Never	13% (112)

---

Sit down restaurant

	Valid percent (n)
At least once a week	17% (150)
At least once a month	42% (368)
At least once a year	32% (275)
Never	9% (77)

---

---

Fast food restaurant

	Valid percent (n)
At least once a week	22% (194)
At least once a month	48% (425)
At least once a year	21% (181)
Never	9% (78)

---

Bar/ tavern

	Valid percent (n)
At least once a week	7% (60)
At least once a month	22% (191)
At least once a year	29% (252)
Never	42% (361)

---

Coffee shop

	Valid percent (n)
At least once a week	7% (62)
At least once a month	15% (127)
At least once a year	18% (151)
Never	60% (508)

---

Bakery

	Valid percent (n)
At least once a week	3% (25)
At least once a month	14% (115)
At least once a year	19% (156)
Never	64% (537)

---

Bank

	Valid percent (n)
At least once a week	25% (217)
At least once a month	40% (343)
At least once a year	9% (75)
Never	26% (221)

---

Fitness center

	Valid percent (n)
At least once a week	14% (112)
At least once a month	7% (57)
At least once a year	4% (36)
Never	75% (619)

---

Hardware store

	Valid percent (n)
At least once a week	6% (52)
At least once a month	55% (468)
At least once a year	33% (280)
Never	7% (57)

---

---

Electronics store

	Valid percent (n)
At least once a week	1% (7)
At least once a month	4% (34)
At least once a year	14% (113)
Never	81% (672)

---

Pharmacy

	Valid percent (n)
At least once a week	12% (99)
At least once a month	54% (467)
At least once a year	20% (173)
Never	14% (118)

---

Barber shop/ hair salon

	Valid percent (n)
At least once a week	1% (7)
At least once a month	29% (244)
At least once a year	14% (119)
Never	56% (473)

---

Dry cleaner

	Valid percent (n)
At least once a week	0% (4)
At least once a month	4% (37)
At least once a year	14% (117)
Never	81% (670)

---

Small retail such as gift and book shops

	Valid percent (n)
At least once a week	2% (13)
At least once a month	8% (68)
At least once a year	22% (179)
Never	68% (822)

---

Auto parts store

	Valid percent (n)
At least once a week	0% (3)
At least once a month	4% (33)
At least once a year	15% (121)
Never	81% (668)

---

Automobile repair

	Valid percent (n)
At least once a week	0% (3)
At least once a month	8% (68)
At least once a year	50% (418)
Never	42% (353)

---

---

Antique shop

	Valid percent (n)
At least once a week	1% (5)
At least once a month	2% (18)
At least once a year	8% (64)
Never	90% (744)

---

Sporting goods store

	Valid percent (n)
At least once a week	0% (4)
At least once a month	3% (21)
At least once a year	10% (77)
Never	87% (704)

---

Video gaming

	Valid percent (n)
At least once a week	1% (7)
At least once a month	3% (25)
At least once a year	7% (55)
Never	90% (754)

---

Bowling alley

	Valid percent (n)
At least once a week	1% (6)
At least once a month	1% (9)
At least once a year	4% (30)
Never	95% (778)

---

Swimming pool

	Valid percent (n)
At least once a week	3% (22)
At least once a month	2% (17)
At least once a year	5% (37)
Never	91% (746)

---

*Please state how often you shop at or use the following services elsewhere*

Farmer's market

	Valid percent (n)
At least once a week	7% (60)
At least once a month	22% (177)
At least once a year	38% (306)
Never	33% (269)

---

Youth entertainment

	Valid percent (n)
At least once a week	11% (81)
At least once a month	22% (166)
At least once a year	16% (121)
Never	52% (396)

---

---

**Daycare**

	Valid percent (n)
At least once a week	5% (39)
At least once a month	1% (4)
At least once a year	1% (10)
Never	93% (703)

---

**Physician's office**

	Valid percent (n)
At least once a week	2% (14)
At least once a month	24% (184)
At least once a year	65% (507)
Never	9% (74)

---

**Health club**

	Valid percent (n)
At least once a week	25% (195)
At least once a month	9% (73)
At least once a year	6% (43)
Never	60% (460)

---

**Grocery store**

	Valid percent (n)
At least once a week	69% (548)
At least once a month	26% (210)
At least once a year	4% (29)
Never	1% (11)

---

**Gas station**

	Valid percent (n)
At least once a week	32% (243)
At least once a month	45% (341)
At least once a year	14% (111)
Never	9% (71)

---

**Convenience store**

	Valid percent (n)
At least once a week	19% (142)
At least once a month	38% (282)
At least once a year	23% (173)
Never	20% (147)

---

**Sit down restaurant**

	Valid percent (n)
At least once a week	36% (294)
At least once a month	52% (419)
At least once a year	11% (87)
Never	1% (6)

---

---

Fast food restaurant

	Valid percent (n)
At least once a week	25% (201)
At least once a month	48% (383)
At least once a year	18% (141)
Never	9% (68)

---

Bar/ tavern

	Valid percent (n)
At least once a week	7% (53)
At least once a month	29% (223)
At least once a year	30% (233)
Never	35% (270)

---

Coffee shop

	Valid percent (n)
At least once a week	17% (134)
At least once a month	25% (193)
At least once a year	20% (152)
Never	38% (292)

---

Bakery

	Valid percent (n)
At least once a week	4% (28)
At least once a month	19% (147)
At least once a year	37% (279)
Never	40% (307)

---

Bank

	Valid percent (n)
At least once a week	16% (124)
At least once a month	41% (314)
At least once a year	19% (145)
Never	23% (175)

---

Fitness center

	Valid percent (n)
At least once a week	22% (170)
At least once a month	9% (72)
At least once a year	6% (49)
Never	62% (473)

---

Hardware store

	Valid percent (n)
At least once a week	8% (61)
At least once a month	51% (394)
At least once a year	30% (229)
Never	11% (84)

---

---

**Electronics store**

	<b>Valid percent (n)</b>
At least once a week	2% (13)
At least once a month	18% (136)
At least once a year	54% (415)
Never	27% (207)

---

**Pharmacy**

	<b>Valid percent (n)</b>
At least once a week	5% (38)
At least once a month	28% (213)
At least once a year	30% (226)
Never	37% (279)

---

**Barber shop/ hair salon**

	<b>Valid percent (n)</b>
At least once a week	1% (6)
At least once a month	48% (374)
At least once a year	21% (260)
Never	31% (238)

---

**Dry cleaner**

	<b>Valid percent (n)</b>
At least once a week	2% (18)
At least once a month	17% (132)
At least once a year	32% (246)
Never	49% (377)

---

**Small retail such as gift and book shops**

	<b>Valid percent (n)</b>
At least once a week	4% (34)
At least once a month	32% (255)
At least once a year	42% (334)
Never	21% (164)

---

**Auto parts store**

	<b>Valid percent (n)</b>
At least once a week	1% (9)
At least once a month	10% (78)
At least once a year	59% (465)
Never	30% (232)

---

**Automobile repair**

	<b>Valid percent (n)</b>
At least once a week	1% (5)
At least once a month	7% (51)
At least once a year	66% (501)
Never	27% (205)

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Antique shop

	Valid percent (n)
At least once a week	1% (8)
At least once a month	7% (52)
At least once a year	24% (183)
Never	69% (534)

---

Sporting goods store

	Valid percent (n)
At least once a week	3% (22)
At least once a month	23% (179)
At least once a year	53% (417)
Never	22% (172)

---

Video gaming

	Valid percent (n)
At least once a week	1% (4)
At least once a month	4% (32)
At least once a year	12% (89)
Never	84% (646)

---

Bowling alley

	Valid percent (n)
At least once a week	3% (22)
At least once a month	3% (23)
At least once a year	38% (291)
Never	56% (436)

---

Swimming pool

	Valid percent (n)
At least once a week	8% (63)
At least once a month	12% (95)
At least once a year	29% (222)
Never	51% (397)

---

*Separately, please answer whether you would you like to see more or less of each service in Chatham?*

Farmer's market

	Valid percent (n)
Like to see more	91% (620)
Like to see less	9% (59)

---

Youth entertainment

	Valid percent (n)
Like to see more	84% (477)
Like to see less	16% (93)

---

Daycare

	Valid percent (n)
Like to see more	58% (244)
Like to see less	42% (175)

---

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Physician's office

	Valid percent (n)
Like to see more	62% (274)
Like to see less	38% (168)

---

Health club

	Valid percent (n)
Like to see more	68% (321)
Like to see less	32% (151)

---

Grocery store

	Valid percent (n)
Like to see more	76% (368)
Like to see less	24% (117)

---

Gas station

	Valid percent (n)
Like to see more	29% (121)
Like to see less	71% (290)

---

Convenience store

	Valid percent (n)
Like to see more	33% (140)
Like to see less	67% (284)

---

Sit down restaurant

	Valid percent (n)
Like to see more	90% (535)
Like to see less	10% (59)

---

Fast food restaurant

	Valid percent (n)
Like to see more	45% (228)
Like to see less	55% (274)

---

Bar/ tavern

	Valid percent (n)
Like to see more	33% (157)
Like to see less	67% (315)

---

Coffee shop

	Valid percent (n)
Like to see more	69% (345)
Like to see less	31% (153)

---

Bakery

	Valid percent (n)
Like to see more	73% (361)
Like to see less	27% (134)

---

---

Bank

	Valid percent (n)
Like to see more	31% (124)
Like to see less	69% (280)

---

Fitness center

	Valid percent (n)
Like to see more	64% (287)
Like to see less	36% (159)

---

Hardware store

	Valid percent (n)
Like to see more	52% (214)
Like to see less	48% (200)

---

Electronics store

	Valid percent (n)
Like to see more	44% (181)
Like to see less	56% (230)

---

Pharmacy

	Valid percent (n)
Like to see more	46% (183)
Like to see less	54% (213)

---

Barber shop/ hair salon

	Valid percent (n)
Like to see more	51% (212)
Like to see less	49% (201)

---

Dry cleaner

	Valid percent (n)
Like to see more	47% (200)
Like to see less	53% (224)

---

Small retail such as gift and book shops

	Valid percent (n)
Like to see more	76% (387)
Like to see less	24% (119)

---

Auto parts store

	Valid percent (n)
Like to see more	55% (245)
Like to see less	45% (199)

---

Automobile repair

	Valid percent (n)
Like to see more	47% (197)
Like to see less	53% (219)

---

---

Antique shop

	Valid percent (n)
Like to see more	41% (172)
Like to see less	59% (246)

---

Sporting goods store

	Valid percent (n)
Like to see more	54% (237)
Like to see less	46% (205)

---

Video gaming

	Valid percent (n)
Like to see more	13% (61)
Like to see less	87% (411)

---

Bowling alley

	Valid percent (n)
Like to see more	57% (271)
Like to see less	43% (203)

---

Swimming pool

	Valid percent (n)
Like to see more	73% (394)
Like to see less	27% (144)

---

Should Chatham try to attract new jobs?

	Valid percent (n)
Yes	85% (732)
No	15% (130)

---

*How should the Village recruit new employers? Please rank the following options with "1" as the most preferred option and "6" as the least preferred option.*

Offer monetary incentives

	Valid percent (n)
Rank 1	7% (44)
Rank 2	8% (48)
Rank 3	12% (71)
Rank 4	18% (109)
Rank 5	27% (160)
Rank 6	28% (170)

---

Spur the development of a business park

	Valid percent (n)
Rank 1	27% (166)
Rank 2	22% (131)
Rank 3	14% (85)
Rank 4	12% (73)
Rank 5	13% (76)
Rank 6	12% (75)

---

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Increase marketing

	Valid percent (n)
Rank 1	29% (176)
Rank 2	21% (130)
Rank 3	19% (113)
Rank 4	14% (83)
Rank 5	11% (69)
Rank 6	6% (36)

---

Offer low interest loans

	Valid percent (n)
Rank 1	17% (102)
Rank 2	24% (144)
Rank 3	27% (161)
Rank 4	17% (105)
Rank 5	11% (66)
Rank 6	4% (26)

---

Offer land donations

	Valid percent (n)
Rank 1	4% (26)
Rank 2	9% (51)
Rank 3	11% (68)
Rank 4	18% (110)
Rank 5	22% (132)
Rank 6	35% (212)

---

Provide a form of tax deduction

	Valid percent (n)
Rank 1	16% (99)
Rank 2	17% (106)
Rank 3	18% (107)
Rank 4	20% (119)
Rank 5	16% (96)
Rank 6	13% (80)

---

What is your gender?

	Valid percent (n)
Male	49% (435)
Female	51% (449)
Other	0% (4)

---

What is your age? (CODED RESPONSES)

	Valid percent (n)
18 to 39 years old	22% (194)
40 to 54 years old	30% (263)
55 to 64 years old	26% (223)
65 years old or older	22% (188)
Median age	53

---

How many people, including yourself, live in the household?

	Valid percent (n)
1	14% (124)
2	40% (358)
3	16% (148)
4	20% (181)
5	7% (66)
6	3% (24)
7	0% (2)
8	0% (1)
10	0% (1)
12	0% (1)

How many children (0-5) currently live in the household?

	Valid percent (n)
0	74% (498)
1	15% (100)
2	8% (57)
3	2% (14)
4	0% (3)
5	0% (1)

How many children (6-18) currently live in the household?

	Valid percent (n)
0	57% (403)
1	20% (143)
2	17% (121)
3	4% (25)
4	1% (10)
5	0% (1)
7	0% (1)
10	0% (1)
38	0% (1)

How many years have you lived in Chatham?

	Valid percent (n)
Less than 5 years	16% (148)
5 to 10 years	22% (199)
11 to 20 years	27% (245)
21 years or more	34% (308)

*Please indicate the highest level of educational attainment of each adult in your household*

Did not finish high school

	(n)
1	(7)
2	(2)
12	(2)
Total	(11)

---

High school/GED

	(n)
1	(103)
2	(32)
3	(6)
4	(2)
5	(1)
Total	(144)

---

Still in college/some college

	(n)
1	(199)
2	(41)
3	(3)
Total	(243)

---

4-year college degree

	(n)
1	(278)
2	(71)
3	(3)
4	(3)
11	(1)
14	(1)
Total	(357)

---

Graduate or professional degree

	(n)
1	(214)
2	(54)
3	(1)
Total	(269)

---

What is your marital status?

	Valid percent (n)
Single	9% (78)
Married	76% (687)
Divorced	10% (92)
Widow(er)	4% (35)
Other	1% (11)

---

How many adults in your household are currently employed? (Including self-employment)

	Valid percent (n)
0	6% (50)
1	33% (253)
2	54% (418)
3	6% (46)
4	1% (10)
5	0% (1)

---

Where are the individuals who work in your household currently employed? *Please check all that apply.*

	(n)
Springfield	(629)
Chatham (outside the home)	(145)
At home	(84)
Somewhere else	(126)
No one in my household works	(111)

What kind of building is your home?

	Valid percent (n)
Single family house	90% (816)
Duplex	5% (47)
Multi-family apartment	3% (27)
Other:	1% (13)

**Other: Apartment (1); Condo (6); Double wide box (1); Mobile home (2); Townhouse (2)**

What was your household's total income, last year before taxes?

	Valid percent (n)
Under \$35,000	4% (36)
\$35,000 - \$74,999	24% (200)
\$75,000 - \$99,999	20% (172)
\$100,000 or more	52% (440)

Do you rent or own your home?

	Valid percent (n)
Rent	5% (46)
Own	95% (850)



