



VILLAGE OF SAVOY

2009 Comprehensive Plan Update

Winter 2009

Comprehensive Planning Overview

Many communities undertake a process to develop a comprehensive land use plan (comp plan). A comp plan outlines a vision for how a community will direct development over a period of time. As a policy guide for land use and growth management, a comp plan should provide the rationale to assist Village officials in making many policy and management decisions. Also, an approved comp plan allows a community to have planning jurisdiction over property within 1 1/2 mile outside the corporate limits. This area is referred to as the extra-territorial planning jurisdiction. Usually, the planning area used for a comp plan includes the community within the current corporate boundaries and the area included within the 1 1/2 mile extra-territorial planning jurisdiction.

The Village of Savoy has undertaken two efforts in recent history in establishing a vision for the community. In 1996, the Village undertook a public process to create a long-term vision for the community. In 2002, the Village undertook another process to provide an update to the 1996 plan. This update created a long-term vision for the community and re-examined issues that may impact a community's future (i.e. market forces, new developments, infrastructure improvements, etc.). The 2002 Plan Update did a good job assessing the environment with which the Village of Savoy was faced at that time.

The significant dynamics that have developed in the Savoy area since 2002 drives the need to provide another update to the Savoy Comp Plan. This 2008 Comp Plan Update will provide an overview of today's environment and the direction of Village policy and management decisions for the next 4 to 5 years. At that time, around 2012-2013, a more rigorous effort to revisit the community's vision should be completed. The 2010 U.S. Census data will be available, providing both a more accurate community profile of Savoy and a more complete picture of the evolution of Savoy since its founding in 1956.

What has happened since 2002?!

The Village of Savoy is part of the growing Champaign-Urbana-Savoy metropolitan area. This growth is attributable to the growing reputation of the University of Illinois' mother campus located at the boundaries of all three communities. Savoy has been a beneficiary of this growth in the metropolitan area. As seen in *Maps 1a and 1b*, the Village's developable area has grown substantially since 2002.

Fact 1: Since 2006 the Village of Savoy has accepted preliminary plats for 638 acres of residential development!

The 2002 Comp Plan Update set the course for guiding the 20-year development of Savoy. In the Fall 2006 the Village received requests from developers that accelerated

the development envisioned in the 2002 plan. The chart below outlines the residential development that has been platted by the Village since Fall 2006.

Residential Preliminary Plats Accepted since 2006

Development	Acreeage	# SF of Lots	# of Duplex Units	# of Condo Units	# of MF Units
Prairie Meadows	103	338			
Lake Falls	180	387	24	148	
Fieldstone	103	199	21		TBD
Liberty on the Lake	160	333	37		
Wilshire	28	42			
Courtyards	5		70		
Burrell & Colbert Park	64				279
TOTAL	643	1,299	152	148	279+

Fact 2: The U.S. 45 corridor is almost completely developed from Wal-Mart north. A few parcels are still available in this area: Land south of the Wal-Mart property, outlots in front of the Wal-Mart property, the Johnson property, the Pipefitters property and a parcel just south of the Savoy Municipal Center.

Fact 3: Illinois-American Water Co.'s opening of the Westside water treatment plant provides the water supply to support any Savoy development to the west and to the south. The 2002 Comp Plan mentioned that water supply availability was a limiting factor to growth for Savoy. With Illinois-American's new treatment plant, this supply issue is a non-factor for Savoy's future.

Fact 4: The Champaign-Urbana Sanitary District is working with the City of Champaign and the Village of Savoy on putting a sewer line under I-57, just north of the Savoy-Champaign boundary agreement line.

The Sanitary District is working with the City of Champaign and the Village of Savoy on various sanitary sewer expansion projects designed to open up the area along both sides of I-57 for development. Key projects of the sewer system expansion include a new sewer main along the Kaskaskia Ditch and a major lift station located west of I-57 and strategic underground borings under I-57 to serve the Duncan Rd. corridor. As mentioned in the 2002 Comp Plan, sewer capacity did not exist in this area at that time, serving as a barrier to development on the west side of the planning area. However, these discussions with the two municipalities and the Sanitary District should result in sewer projects that will reduce the barriers of development in this area over the next 5-10 years.

Fact 5: The Curtis Rd. interchange along I-57 opened in May 2008.

The 2002 Comp Plan mentioned the possibility of an interchange being constructed at Curtis Rd. In fact, area officials have discussed this idea for over 25 years. Shortly after the Village of Savoy adopted the 2002 Comp Plan, this idea of an interchange became a reality. This interchange is being touted as the new "Gateway to the University of Illinois."

Fact 6: In 2007, the City of Champaign released a master plan for the four quadrants of the Curtis Rd. interchange.

Over the next decade, the City of Champaign believes that the quadrants should be mixed-use developments, anchored by sales-tax generating life styles centers, complemented with higher density housing and office parks.

Fact 7: In February 2008 the citizens of the Village of Savoy passed a sales tax increase to help fund needed capital improvement projects.

The Village of Savoy has shown that it is a maturing community, as well as a growing community. The passage of any tax policy shows that the decision-makers of the community are operating at a higher level of sophistication in planning to meet the needs of the community. The decision-makers recognize that Savoy's growth has been through residential development. In an effort to reduce pressure for property tax increases, the sales tax increase takes advantage of the excellent retail establishments located within Savoy Plaza and the potential for more retail developments along Curtis Rd. now that the interchange at I-57 is now open.

When one looks at the big picture of what is going on in and around Savoy, the future is exciting and dynamic.

Extra-territorial Planning Jurisdiction

Illinois State Statutes allows communities that have adopted a comprehensive land use plan to have planning jurisdiction of property lying with 1-½ miles of its corporate boundaries (called the extra-territorial jurisdiction, ETJ). This privilege is extended to communities because this designated area is seen as the area that will use the community's public services as it develops. The community sees this contiguous area as the area it sees contributing to its future tax base. This state law forces communities, such as Savoy, to have working relationship with the County government, as it has the zoning responsibility for this unincorporated area. Municipalities must watch carefully the zoning requests made to the County for property lying with the ETJ and must take steps within the applicable public processes to protect its vision for this area within the ETJ. If these steps are not followed, land uses and activities incompatible with the vision of the municipality can result.

Map 2 is included to show the current Village ETJ. Its ETJ is limited to the north and east by the boundary agreements made with Champaign and Urbana in the 1990s. This comp plan update includes properties that currently are located outside the current ETJ. These properties were included in the plan because village officials and staff expect growth and annexations to occur over the next 5 years. Due to this assumption, the ETJ will grow to include these areas.

Certainly a time will come when Savoy's ETJ will overlap with Champaign's ETJ and potentially with Tolono, if it adopts a comprehensive land use plan of its own. These overlaps are usually addressed with further boundary agreements. Thus, Savoy must be open to such discussions with these two communities.

Areas of Focus – The Next Five Years

The 2002 Comp Plan provided excellent direction for the Village of Savoy to follow as it dealt with growth issues. However, the acceleration of development within Savoy since 2005 and the activities that have occurred over the intervening years force a focused look in the following areas over the next 5 years or until the new Comp Plan update is undertaken in the future.

- A. Small Town Atmosphere
- B. Village Center
- C. Duncan Rd. Corridor
- D. Savoy Plaza (both sides of the tracks)
- E. Church St./Old Church Rd.
- F. Curtis Rd. Corridor
- G. Willard Airport @ Savoy (Entrance)
- H. Greenspace
- I. Strategic Partnerships
- J. Economic Development Strategy

These areas have been discussed in various forums guided by the Savoy Planning Commission.

A. Small Town Atmosphere

One of the community values strongly mentioned by the participating citizens in the public meetings was that they wanted to preserve the small town feel of Savoy. Generally, the citizens articulated the desire to continue to attract families and to get neighbors knowing neighbors. Preserving the small town feel in a growing community is often a difficult task. Savoy, however, recognized long ago that the community needed activities and structures that promoted regular interaction between citizens. To encourage the small town feel the Savoy leaders have required the development of neighborhood parks in the new subdivisions that have been approved since 2005. Sidewalks and trails have been required as part of residential developments, as well. These features encourage the leisurely strolls through the neighborhoods by its residents, hopefully leading to neighbors meeting neighbors as a way to build familiarity and community.

Village officials have continually worked with the Champaign Unit 4 School District to plan a new elementary school with the Savoy corporate boundaries. Citizens with children have said at public meetings that there is little interaction between parents and children in Savoy because the neighborhood children often attend different schools. Due to the residential growth experienced in Savoy over the last few years, the school district sees the need to build its next new elementary school in Savoy. However, until the school district can identify funds to pursue such a project, the project will remain in the planning stage.

Also, everyone in Savoy is a strong supporter of the community's annual festival, Orchard Days. Its success is due to the residents' commitment to volunteer their time and energy to host this wonderful festival. This festival still continues to be a wonderful way to help neighbors meeting neighbors.

Recommendations

- Continue the efforts to develop neighborhood parks in new residential developments.
- Continue the requirement that developers install sidewalks in new developments.
- Develop a parks and trails master plan for the Village.
- Work closely with the Champaign Unit 4 school board in locating a new elementary school within the Savoy corporate limits.
- Discuss the idea that new developments have points of connectivity with each other.

B. Village Center

The 2002 Comp Plan encouraged the Village to develop a Village Center to serve as a focal point for the Village, to help create an identity for Savoy. Over the years, this concept came to be accepted by many in town to create a town square or a building to meet this purpose. Unfortunately, the linear development patterns of Savoy, along First Street and along U.S. 45, have not been conducive for such an area to evolve. The Willard Airport @ Savoy also forces further linear development patterns, as the Village must develop around the airport.

Despite these challenges, the discussions with the Savoy Planning Commission have identified the U.S. 45 corridor as the Village Center of Savoy. The Village has taken extra efforts to make the corridor from the Savoy Plaza to the U.S. Post Office pedestrian-friendly by installing a wide sidewalk along the west side of U.S. 45. The long green setback along this corridor also serves as an attractive greenway to those driving by. This greenway feature serves as an inviting transition from the commercial development north of Curtis Road and the rural landscape that exists south of the Willard Airport @ Savoy.

Finally, the Village investment in the new Village Municipal Center to serve the municipal needs for many years completes the public services offered along the corridor. The local post office, the Village Hall and the Village Fire Station all are within walking distance from each other. In essence, this part of the US 45 corridor serves as an excellent community foundation as development and redevelopment opportunities occur along the corridor in the future.

Recommendations

- Continue efforts to develop the greenway concept along U.S. 45 from Curtis Rd. southward.

- Continue to invest in the Savoy Municipal Center so it continues to serve as an attractive focal point along the U.S. 45 corridor. One example of this effort is the recent dedication of the new Veterans Memorial located on the Municipal Center's campus.

C. Duncan Road Corridor

The 2002 Comp Plan envisioned that development along this corridor, from U.S. 45 to the proposed I-57 interchange, as a long-term venture. As mentioned earlier, the 2002 Comp Plan identified certain factors that served as barriers to development. The Sanitary District did not have sanitary sewer service extended to the Duncan Road. The Illinois-American Water Company had water supply issues. Since 2002, the water supply issue was addressed by the building of Illinois-American's new Westside water treatment plant. The Sanitary District is working with the City of Champaign and the Village of Savoy on providing sanitary sewer service to this area by 2010. All of these actions became reality after 2002 when the decision was made to construct the Curtis Road interchange on I-57.

As it does for many communities, new interchanges on Interstate highways opens new areas for development. Transportation access and enhanced mobility serve as the basis for increased development interest for properties opened up by new interchanges. The new Curtis Road interchange should serve a major catalyst for new development to this area. The City of Champaign recognizes this new opportunity as it has completed a widely publicized master plan in late 2007 of the four quadrants of the interchange. The City of Champaign has referred to this new interchange as the new Gateway to the University of Illinois. Since most of the sports venues of the University are located on the south side of campus, many people will be using this interchange to attend University games and functions. For the Village of Savoy, the interchange serves as its fourth gateway: U.S. 45, the I-57/Monticello Road interchange, the Willard Airport @ Savoy and the new I 57/Curtis Road interchange.

The bottom line is that, with this new transportation access and with the water/sewer system expansions made in and committed to this area, the Duncan Road corridor should serve as an area attractive to new development and investment. These improvements allow parcels from Curtis Road to just south of Old Church Road to be marketed for development. Since the City of Champaign recognizes the sales tax generating potential of the properties around the interchange through its master planning process, the parcels on the Savoy side of the boundary agreement line should be available for retail development, as well. This type of development not only compliments what the City of Champaign envisions as developing around the interchange, but the encouragement of such retail development of this area takes advantage of the new sales tax initiative passed by the citizens of Savoy. The area from Staley Road to Duncan Road and from the boundary agreement line to Old Church Road should be marketed to retail operations, ranging from restaurants to retail stores serving both local and regional markets.

The area just south of Curtis Orchards and north of Old Church Road was seen by the 2002 Comp Plan as an area designated for a mixed-use or planned unit development. This type of development should continue to be encouraged with a focus on neighborhood retail operations and unique residential development. This mixed-use approach serves as an excellent transition to the residential development already occurring along the Church Street corridor.

For the corridor from Old Church Road to Monticello Road, the area needs to be viewed as agricultural for the time being since the Sanitary District has not expanded its sanitary sewer system to serve this area. Village officials have been working with the Sanitary District officials regarding this issue. During these discussions the Sanitary District indicated that a future sanitary sewer main may be extended from the west side of I-57 to the Duncan Road area by 2013 or when market interest in the Duncan Road parcels drive the demand for such services. This sanitary sewer system expansion currently plans on extending a sewer line from the new sewer line along the Kaskakia Ditch, west of I-57, and boring under I-57 somewhere near Airport Road.

Finally, the Church Road/Duncan Road intersection lies in the direct path of an airport runway of the Willard Airport @ Savoy. Any development of this area may have some height, use and other restrictions established by the FAA and IDOT's Division of Aviation (IDA). The Village will need to work with developers interested in this area to make sure that any project meets all FAA and IDA regulations, possibly using an overlay zone to reflect any such restrictions.

Recommendations

- Continue to work on an effective intergovernmental partnership with the Champaign-Urbana Sanitary District to further the extension of new sanitary sewer mains to open up the entire corridor for development from Church St. south to Monticello Rd.
- Review the zoning and subdivision ordinances to make sure that they support the land-use vision of the area.
- Work with the University of Illinois to create an aviation overlay ordinance for properties along the airport's flight path northwest of Willard Airport @ Savoy.
- Establish a policy that new developments along this corridor improve Duncan Rd. to minor arterial road standards from Curtis Rd. south to Monticello Rd.

D. Savoy Plaza (Both sides of the tracks)

Savoy Plaza has evolved into a major regional shopping center for the Champaign-Savoy-University of Illinois community. The type and quality of stores and shops attract people from all over the area. With the opening of the new Curtis Road interchange, the envisioned increase in traffic driving by this shopping center is a retailers dream. The Village of Savoy recognizes this new traffic dynamic and has partnered with Champaign County and the City of Champaign to improve Curtis Road to major arterial road standards by 2010. The Village of Savoy invested in improving Curtis Road from

the railroad tracks to First Street a few years ago with a pavement overlay to deal with the increased traffic coming from the residential development along First Street to Savoy Plaza.

Savoy Plaza does have a few areas within plat that can be developed. Any development within Savoy Plaza should be retail in nature, to compliment the existing stores and shops and to take advantage of the Village's new sales tax initiative. Again, Savoy Plaza will gain new attention from retail establishments as they measure the new traffic flow influenced by the new Curtis Road interchange on I-57.

There is a large parcel of property located immediately east of the railroad tracks that the University uses as part of its South Farm operations. This area would be attractive for a large-scale age 55+ mixed-use residential-commercial development, particularly as the baby boom generation look at retirement options. This type of development appears very feasible for a number of reasons. First, University communities around the country are looking for attractive retirement residential choices for its staff and alumni. Second, this parcel is located very close to shopping opportunities of the Savoy Plaza. Third, the parcel is located within a short drive to the Post Office and four large medical offices: Provena (US 45 – north of the Mobil Gas Station in Savoy), the new Carle facility (Curtis Rd. and Mattis St.), the new Carle Facility in Urbana (Windsor Rd. and Philo Rd.) and the Christie Clinic facilities (Windsor Rd. and Mattis St.). Fourth, age 55+ and retirement facilities already exist on the south side of Curtis Road, immediately south of this parcel. Finally, the benefits and amenities that the University of Illinois offers, like sports, the arts at the Krannert Center and lifelong learning opportunities, are literally down the street.

For such a development to be successful the Village of Savoy will have to develop a unique partnership with the City of Champaign and the University of Illinois. The University will be sensitive to losing more South Farm property. However, if the Village and the City work with the University by using traditional land trades (for example 5:1 or 6:1), the South Farm property could actually become larger to the south. Sales tax and property tax revenue and maintenance costs could be dealt with through an intergovernmental agreement between all three parties.

Recommendations

- Continue to work with the owner of Savoy Plaza to attract sales tax generating businesses to the Plaza.
- Develop a working partnership with the City of Champaign and the University of Illinois to create a development master plan for the University property located on the eastside of the railroad tracks, west of First St. and between Windsor and Curtis Roads—possibly as a mixed-use “age 55+” residential/commercial development.

E. Church St./Old Church Rd. Corridor

This corridor used to serve as the heart of Savoy, starting at U.S. 45. The original part of town, affectionately referred to “Old Town” by some, developed north and south from this street. Some people have suggested that the U.S. 45/Church St. intersection be redeveloped commercially to create the Village Center referred to above. Yet, this concept, although not impossible, could be very difficult. There are many owners of many small parcels that make up the area. Assembling the necessary parcels for a viable redevelopment project would be a daunting task. Also, such a redevelopment effort must take into account the existing residential neighborhoods that exist around this area. Any redevelopment area must compliment the residential neighborhoods. Any redevelopment efforts should be a product of a significant community visioning process that gets all of the diverse stakeholders on board. This effort would be a long-term project.

Liberty on the Lake subdivision laid the groundwork of the type of development envisioned along the north side of this corridor from Old Town west to Duncan Road. The 2002 Comp Plan envisioned the north side of the Church St./Old Church Rd. corridor as developing into medium density residential developments. This effort should be continued. As a matter of point, in the summer of 2008 the Village was successful in annexing University property to gain contiguity with the Liberty on the Lake subdivision. This contiguity activated terms in the annexation agreement with the developer of the Liberty on the Lake subdivision that stipulated, once contiguity is reached, the Liberty on the Lake subdivision becomes part of the Village of Savoy. This expansion of the corporate boundaries allows the Village’s extra-territorial planning jurisdiction to extend westward to I-57. Also, the 2002 Comp Plan envisioned that the parcels at the northeast corner of the Duncan Rd./Old Church Rd. intersection be guided toward a mixed use, planned unit development with neighborhood retail and unique housing concepts included in the plan. This vision should continue to be encouraged.

On the south side of Church St./Old Church Rd. lie the University Golf Course and the University’s Willard Airport @ Savoy. The 2002 Comp Plan envisioned a municipal golf course taking the place of the University golf course in case the University develops a facility. Also, the land south of Liberty on the Lake was seen as developing into a tech campus-like office park. Both of these ideas should continue to be pursued. Its success resides in the Village reaching out to the University and developing a strong working partnership. The bottom line is that the University’s partnership with Fox Development at the high tech park on the south side of campus may become full some day. Thus, new developable property will be needed to support any University and community initiative. Also, the University just started to update its airport layout plan. This property will be included as it is part of the airport property. Any property that is part of an airport supported by state and federal funds must be developed to financially support the airport. Therefore, Village of Savoy officials need to be partners with the University and its airport layout planning process.

Recommendations

- Start the planning process to define the redevelopment vision of the U.S. 45/Church Rd. intersection.
- As part of the zoning and subdivision ordinance review, work to establish development parameters as a guide for the envisioned mixed-use/planned development for the property along the northside of Church Rd.
- Work to establish an effective working partnership with the University of Illinois in order to create development parameters for the University-owned property on the northside of the airport along Church Rd.

F. Curtis Road Corridor

The Curtis Road corridor has the most potential to drive growth for Savoy in the next 5 years. The Curtis Road interchange on I-57 opened in the spring of 2008. The east end of the corridor is anchored by Savoy Plaza, the regional shopping center. The City of Champaign envisions the west end of the corridor, the Curtis Road interchange at I-57, as developing into higher end “life style” commercial/retail development. The City of Champaign is already promoting Curtis Road as the new Gateway to the University of Illinois. Most of the University’s athletic venues, Memorial Stadium, Assembly Hall and the baseball/softball fields are located on the south side of the campus. Curtis Road provides easier access to these venues from the Interstate System than the traditional routes that meander through Champaign, Urbana and the campus.

A significant number of parcels along this corridor lie within the City of Champaign’s jurisdiction, as outlined in the boundary agreement reached in the early 1990s. A large area, between the Curtis Road interchange and the Champaign portion of the Liberty on the Lake subdivision (and the boundary agreement line), is already developed residentially from Duncan Road to Wesley Avenue. The City of Champaign officials have informed Savoy staff that the section remaining west of its portion of Liberty on the Lake is under negotiation with developers on a mix-use neighborhood commercial and multi-family/single-family development. Thus, only about 160 acres remain open for development along this corridor within the City of Champaign’s jurisdiction between Windsor and Curtis Roads. Therefore, the farm fields that exist east of Liberty on the Lake subdivision to Prospect Avenue should be very attractive to developers over the next few years.

Discussions with the Savoy Planning Commission have reinforced the 2002 Comp Plan direction for the development of property east of the Liberty on the Lake subdivision. The 2002 Comp Plan notes that development of this area should continue to evolve through medium density residential development. However, one change to the vision was encouraged through recent discussions. The parcels on both side of Curtis Road, from the boundary line agreement east to Prospect Avenue should be developed into retail-commercial uses. This change also takes advantage of the new Village sales tax passed in February 2008. This change to the current vision recognizes the potential of the sales tax generation due to increased traffic along Curtis Road to/from the Curtis

Road interchange and US 45. It also recognizes that more residential development along the corridor will probably drive the need to support this residential development with retail-commercial opportunities. Significant residential development and increased traffic are attractive trends to developers specializing in retail-commercial development. The new Village of Savoy sales tax initiative drove Village officials to consider this adjustment to the vision. The depth of the retail-commercial development on both sides of Curtis Road probably will be market driven and negotiated with Village officials. However, piece-meal retail development should not be encouraged.

Finally, very few parcels exist for development on Curtis Road, east of Prospect Avenue. Any project that is proposed for the commercial area on the north side of Curtis Road should compliment the businesses already located in this area. The development should also take into account that multi-family residential units already exist on both sides of Curtis Road in this area. Any development should not be a distraction to the residential areas. Also, as already presented above, the parcel of land north of Curtis Road, east of the railroad tracks, presents a unique opportunity to partner with both the City of Champaign and the University of Illinois on developing a mixed-use, age 55+ residential-commercial development.

Recommendations

- Continue to be a strong and active partner with the City of Champaign and Champaign County on the Curtis Rd. road upgrade project to primary arterial road standards.
- As part of the zoning and subdivision ordinance review, work to establish development parameters to guide the commercial development along Curtis Rd.

G. Willard Airport @ Savoy

The potential of developing a tech park on airport property along Church Street has already been presented above. However, it is important to stress that the Village of Savoy officials need to be a significant part of the University's process to update its Airport Layout Plan. FAA regulations require that airport property financially support the operations of the airport. Presently, the land north of the runways is leased farmland and its lease revenue help support the airport. Since this property is located within the Village of Savoy's extra-territorial planning jurisdiction, and since the Village has a vision as to the type of development it wants to encourage at this site, the Village needs to reach out to the University and participate in the update of the Airport Layout Plan.

One of the popular unanswered questions within the Savoy community is why the parcels at the entrance of the airport, along US 45, have not yet been developed. Village staff has had discussions with representatives from the Champaign Urbana Sanitary District about this issue. Its staff indicated that sewer service is not available at this time for that area. Current sewer service exists for the parcels immediately south of Wal-Mart. The sewer main that could serve this area lies along Airport Road, east of the railroad. To extend the sewer main to this area is an expensive project. A new sewer main

extension needs to go under both the railroad tracks and the four-lane US 45 highway. Until this barrier to development is removed, no development can occur on these parcels at the entrance of the airport. To what extent the Village helps remove this barrier of development requires further discussion among Village officials.

Recommendations

- Develop an effective working partnership with the University of Illinois to:
 - A. Establish development parameters to guide the development of University-owned property on the northside of the airport along Church Rd.
 - B. Be an active participant in the University's planning process to update the Airport Layout Plan for the Willard Airport @ Savoy.
- Create an effective and close partnership with the owners of the property located at the entrance of the airport, the Champaign-Urbana Sanitary District and any interested developers with the goal of opening up this area for development by bringing the sanitary sewer main from the eastside of the railroad tracks (where the main is presently stubbed), underneath the railroad and U.S. 45 to serve the area.

H. Greenspace

The Village of Savoy has done a very good job in developing parks to serve a growing population. The current development ordinance requires that each new development set aside not more than 5% of the project area for non-utility or road needs. The Village, over last three years, has averaged 5.15% in reserved property in its working with developers. This action has helped provide wonderful neighborhood parks to serve the new neighborhoods within Savoy. The Village is also active on a Champaign-Urbana-Savoy regional effort to discuss connectivity and citizen needs issues related to greenspace.

A good portion of the 2002 Comp Plan presented citizen surveys and national standards regarding greenspace development. Since development pace within Savoy has exceeded the pace presented in the 2002 Plan, this update recommends that the Village undertake a greenspace planning process over the next 18 months to 2 years. This effort will provide the policy context for discussing the 5% set-aside with developers. The effort would help define how the greenspace is defined within the Village: active vs. passive parks, trails system, native plant growth areas, areas reserved for attractive entrances to developments, etc. It would provide a vision as how greenspace will be developed as the Village grows. Finally, such an effort will help provide the financial information needed to support greenspace development within the Village so meaningful discussions can occur during capital budgeting time.

Greenspace is an important quality-of-life component for any community. The Village of Savoy has the opportunity to define its greenspace vision at the front end of the

inevitable growth wave. The Village could be viewed as a leader in the area as it works with the regional initiative mentioned earlier.

Recommendations

- Continuing working with residential developers to set-aside at least 5% of the platted property for neighborhood parks as currently required by Village ordinance.
- Undertake a master planning process to define the “greenspace” vision of the Village. This effort may include issues relating to “active vs. passive” parks, trails, pedestrian connectivity, native plant growth areas, areas reserved for attractive entrances to developments and to the community, and incorporating drainage design as a possible contributor to greenspace.
- Continue the Village’s active participation in the Champaign-Urbana-Savoy regional effort discussing connectivity and other parks/greenspace issues.
- Create an effective working partnership with the University of Illinois focusing on the future of the University-owned golf course, located next to the airport. Once possibility could be incorporating the golf course as an amenity to the development of property located at the entrance of the airport along U.S. 45.

I. Strategic Partnerships

The Village of Savoy’s location demands that the Village develop strategic and effective relationships as it embraces its future. First, the Village is part of a metropolitan area made up of three distinct communities: Champaign, Urbana and Savoy. All three communities have contiguous corporate boundaries with the other communities. Both Champaign and Urbana have a boundary agreement with Savoy. Each community has its own development patterns and philosophies. It is imperative that Savoy develops effective working relationships with the other communities to take advantage of opportunities that will benefit all three communities or to effectively deal with competing interests.

The Village of Savoy should seek to develop a relationship with the Village of Tolono, the community located south of Savoy. Savoy’s extra-territorial jurisdiction (ETJ) includes territory currently within Tolono’s facilities planning area regarding sanitary sewer issues. Tolono’s current development pattern appears to be growing north along First Street and U. S. 45. Eventually, Savoy and Tolono should negotiate a boundary agreement that benefits both communities. Until then, the Village of Savoy should exercise all of its rights and responsibilities within the ETJ, since Tolono has no comprehensive plan and no ETJ.

The Village of Savoy needs to continue its work in developing an effective working relationship with the Champaign County government. On land use issues, there have been recent discussions from the County that it sees that it should have planning and zoning jurisdiction of all unincorporated property, including property lying within a municipalities ETJ. All municipalities within Champaign County should embrace and

defend the rights and responsibilities given to municipalities by State statute on planning issues within the ETJ. The Village needs to proactively work with the County and other units of local government on issues relating to public health, drainage and building codes.

The Village of Savoy needs to work more closely with the University of Illinois. The University is a large landowner of property lying contiguously to the Village. The University is the owner and operator of the publicly funded Willard Airport @ Savoy. The University has stated publicly that it is starting the process of updating the Airport Layout Plan, the federally required plan on how the University will develop and improve the Airport property. The Village needs to work with the University as it deals with its property located at the north side of the airport and along the south side of Church Street. The Village's interests need to be voiced during this planning process, not after the process is completed and forwarded to state and federal agencies for review and approval. Also, the University has stated publicly that it is investigating the appropriate governance model for the airport. Certain representatives with the County's economic development corporation advocate a creation of an airport authority with taxing powers. Regardless of the models discussed, the Village needs to be a key player within these discussions since the vast majority of the Airport property lies within Savoy's ETJ. It is also apparent that the University, along with the University foundation, is looking at all of its property holdings and discussing how the property can best serve the University. Since the Village has the Airport campus and the University golf course within its ETJ and since the University's South Farms are immediately abutting the Village's corporate boundaries, the Village should be participants in these discussions with the University.

Finally, the Village needs to continue to cultivate its relationships with the elected officials at both the State and Federal levels. Growth will force Village officials to grapple with fundamental issues relating to public safety, roads and drainage. Many of these issues can be effectively dealt with through good working partnerships with its elected officials representing Savoy in Springfield and Washington, DC.

Recommendations

- Continue to actively pursue partnership opportunities with the City of Champaign and City of Urbana regarding:
 - A. Complimentary development along the corporate borders of the communities and the borders as presented in any boundary agreements.
 - B. Any infrastructure improvements and expansions that directly benefit the Village and the regional area.
- Develop an effective working relationship with the Village of Tolono regarding infrastructure improvements from the Monticello Rd. corridor to the south, possible boundary agreements and FPA territory agreements between the Village of Tolono and the Champaign-Urbana Sanitary District related to the Monticello Rd. corridor.

- Develop an effective and active working partnership with Champaign County as it deals with land-use issues within a community's ETJ, with public health, with drainage and with building codes.
- Develop effective working partnerships with the local drainage districts to master plan the drainage requirements needed to support both the future growth of the Village of Savoy and protects the drainage rights of the users of the drainage system managed by the drainage districts.
- Continue to work on developing an effective working partnership with the University of Illinois and the University Foundation on issues relating to:
 - A. The update to the Airport Layout Plan for Willard Airport @ Savoy.
 - B. The development of airport property.
 - C. Governance issues related to the airport.
 - D. The University-owned golf course.
 - E. Any future development of South Farm property.
- Meet regularly with the elected officials at the state and federal level that represent the Village of Savoy's interest.
- Continue active participation with the Champaign County Regional Planning Commission and the Champaign County Economic Development Corporation.

J. Economic Development Strategy

Economic development is a very fundamental, complex and confusing concept to understand. Yet, a successful community actively participates in actions that support economic development. From big picture level, economic development creates wealth in a community by, first, providing places for investors to set up businesses to meet market needs (whether that market is local, regional, national or international). These businesses, in turn, create jobs with paychecks. The employees then spend their paychecks within the community at other businesses that provide jobs and paychecks. This cycle depicts a phenomenon called the multiplier effect: the dynamic behind a thriving local economy within a community. Therefore, communities work to make sure that property is attractive and ready for the economic development marketplace and support its businesses with competitive ordinances.

From the ground level perspective, economic development influences the revenue sources that fund local government services. First, a growing community increases the community's population, allowing the local government to take advantage of getting more tax revenue based on population, like the local motor fuel tax revenue, used to maintain the community's road system. Second, a growing and thriving community generally experiences an increase in the value of the assessed value within the community. This reality relaxes the pressure to large increases in the local property tax rate to generate funds to provide needed public services. Third, a growing and thriving community pays attention to the diversity of the tax base necessary to spread the cost of funding public services strategically over all sectors that make up the community: Residential, commercial and industrial. Paying attention to the diversity of the community's tax base allows a local government to take advantage of other taxing strategies available to help fund public services, for example, the local sales tax.

As part of its maturing process, the Village of Savoy has realized the importance of developing an effective and diverse tax policy to meet the needs of the community. Village officials realize that the Village has grown residentially and commercially since the 2000 Census was completed. With the rapid residential growth that has occurred within the Village during this decade, Village officials took advantage of the concurrent commercial growth to balance the tax impact on Savoy residents. In February 2008, the Village and the community adopted a local sales tax to take advantage of this growing commercial base within the Village supported by a growing population. The increased sales tax revenue should provide the Village with more non-property tax revenue to meet the growing demands for public services of a growing community. Also, the Village officials recognized the significant residential growth within the Village since 2000 could help provide necessary resources to meet the growing needs of the community. The special census conducted in 2003 showed that the Village population grew from 4,476 to 5,606. In the fall of 2008 the Village undertook a special census of the newly developed areas and this census showed that the Village population grew to 6,981! This official increase in population should result in the Village receiving more funding distributed to local governments on a per capita basis, like the State's Motor Fuel Tax Fund.

As you can see, the benefits of successful economic development influence many areas within a community. Job creation, tax policy and funding for public services are only a few of the areas that benefit from successful economic development. Yet, success in local economic development just does not happen. Success requires the community to have a vision. It requires that a community and its officials work toward that vision. It requires the community to recognize and address any barriers in the community that keeps successful economic development from occurring. The 1996 comp plan, along with both the 2002 update and this update, provide the direction for the future growth of the community and the economic development vision of Savoy through the promotion of continued residential growth and the expansion of commercial and industrial development.

A successful local economic development plan focuses on three areas: Business Attraction, Business Expansion and Business Retention. All three areas need to be supported for success in this arena. Each area requires a different approach.

Business Attraction: Business attraction is considered by some as the “most fun” area within the economic development discipline. Efforts supporting this strategy involve bringing in new businesses into the area, creating new landscapes through new development. The Village of Savoy is well positioned to be a major player in attracting new investment, new businesses to the area. Its location near the University of Illinois and its proximity to three major interstate highways and Willard Airport @ Savoy are attractive features for new development. Within the Savoy ETJ there is ample greenfields available for new development. Finally, the Village of Savoy is a business-friendly community. With these assets in place, what remains to be done is to market the area to the investment community.

The next step is to market the community within the highly competitive economic development marketplace. The Village of Savoy is already an active member of the Champaign County Economic Development Corporation (CCEDC). This group is charged with attracting new businesses to Champaign County. The Village needs to continue its participation in this important regional group.

While participating in the programs of the CCEDC is an important component of a business attraction strategy, the CCEDC is focused on attracting businesses throughout Champaign County. The Village needs to utilize the networks and programs that the CCEDC manages, but the CCEDC is not focused on the specific needs and desires of the Village of Savoy. All communities, whether they belong to economic development groups or not, still must market themselves in the highly competitive community. Only the community itself can focus on efforts to attract the type of businesses it sees as enhancing the community.

Village officials and staff need to develop working relationships with the many landowners of the greenfields surrounding the community. By reaching out to the landowners in a proactive way should help them see that a good working partnership with the Village of Savoy benefits all parties involved.

The Village needs to develop marketing materials to use to promote the Savoy area. Demographic profiles, available land inventory and quality of life presentations are all part of a successful economic development portfolio to use in attracting new investment, new development to the Savoy area.

Business Expansion & Retention: Another component of any local economic development strategy needs to work with existing local businesses grow and work to keep them within the community. One of the benefits of a business located in a thriving and growing area is that its business has the great potential to grow with the community. The goal of supporting a business expansion strategy is to help a business grow here, within the Savoy community.

The downside of a business located in a growing area, like Champaign-Urbana-Savoy, is that it has a choice where to grow its business. Therefore, faced with this reality, the Village of Savoy must work with the growing local businesses and help them, however possible, grow within the community. As a supplement to this approach of a business retention strategy, the Village of Savoy must have regular interaction or communication with local businesses to help them become a viable business when business cycles present challenges to them. Communities need to work directly and regularly with the local businesses to help them grow and stay within the community.

Recommendations

- The Economic Development Commission should develop a strategy that engages the Village officials and staff with the existing business owners/managers that are within the Village limits to discuss expansion and retention issues.

- The Economic Development Commission should develop a portfolio of information to use to market Savoy and property to potential developers and investors.
- The Economic Development Commission should develop a marketing strategy for the Village, designed to attract new businesses, developers and investors to the Village, possible to enlist the expertise of a commercial consulting firm.
- Village staff should meet with current landowners to develop a good working relationship with them and to discuss development opportunities and needs to help market the property in the economic development marketplace.
- The Village should become members of the International Council of Shopping Centers, the trade association of retail businesses looking to expand in new markets. The Village should take advantage of the regional and national conferences it offers as part of the Village economic development strategy.
- The Village should gain a strong understanding of the telecommunication systems that exist within the Village. A 21st Century community uses technology as a fundamental piece of information to present to possible developers and investors. These systems include fiber optic and cellular systems.

Conclusion

It is very evident that Savoy has experienced significant growth during the last eight years. This growth was set in motion with the comp plan passed in the 1990s and further driven by the comp plan update of 2002. With the sound vision stated in these two policy documents, the growth has made significant strides to meet both the needs of Village, growth in population and in public finances used to provide public services to the growing population, and the contributions Savoy has made to the region.

Over the years Savoy has matured as a community and as a government. More people choosing to live in Savoy bring more demands for the types and quality of public services. This maturity is evident by the Village government's creation of the Savoy Municipal Center, the Savoy Community/Recreation Center, the passage of the local sales tax and the effort of doing a special census. These well-thought out actions will serve the needs of the citizens for years to come. This same proactive attitude needs to be evident as the Village officials look to embrace the future. Part of this embrace is articulated in this 2008 Comp Plan update.

The vision set forth in these two previous comp plans served as the foundation of this 2008 comp plan update. Using the vision presented in the last two policy documents, this comp plan update takes into account the results of market forces that have occurred since 2002 and the opportunities that will serve as a catalyst for Savoy's future, like the opening of the Curtis Rd. interchange on I-57. This five-year vision sets the stage to guide development for Savoy, leading to a wider vision update set for 2012-2013 when the 2010 Census data becomes available for analysis. Through the recommendations presented in this update, there is more than enough work for the elected officials and staff to do to help the Village of Savoy meet the challenges and opportunities the future holds.

The future is bright and exciting for the Village of Savoy. This plan should serve as very useful policy guide for the decisions yet to be made for the benefit of Savoy!



2008 Comprehensive Plan

Land Use Plan Map



2008 Comprehensive Plan
Summary of Recommendations

2008 Summary of Recommendations

A. Small Town Atmosphere Recommendations

- Continue the efforts to develop neighborhood parks in new residential developments.
- Continue the requirement that developers install sidewalks in new developments.
- Develop a parks and trails master plan for the Village.
- Work closely with the Champaign Unit 4 school board in locating a new elementary school within the Savoy corporate limits.
- Discuss the idea that new developments have points of connectivity with each other.

B. Village Center Recommendations

- Continue efforts to develop the greenway concept along U.S. 45 from Curtis Road southward.
- Continue to invest in the Savoy Municipal Center so it continues to serve as an attractive focal point along the U.S. 45 corridor. One example of this effort is the recent dedication of the new Veterans Memorial located on the Municipal Center's campus.

C. Duncan Road Corridor Recommendations

- Continue to work on an effective intergovernmental partnership with the Champaign-Urbana Sanitary District to further the extension of new sanitary sewer mains to open up the entire corridor for development from Church St. south to Monticello Road.
- Review the zoning and subdivision ordinances to make sure that they support the land-use vision of the area.
- Work with the University of Illinois to create an aviation overlay ordinance for properties along the airport's flight path northwest of Willard Airport @ Savoy.
- Establish a policy that new developments along this corridor improve Duncan Road. to minor arterial road standards from Curtis Road south to Monticello Road.

D. Savoy Plaza (both sides of the tracks) Recommendations

- Continue to work with the owner of Savoy Plaza to attract sales tax generating businesses to the Plaza.
- Develop a working partnership with the City of Champaign and the University of Illinois to create a development master plan for the University property located on the eastside of the railroad tracks, west of First Street and between Windsor Road

and Curtis Roads—possibly as a mixed-use “age 55+” residential/commercial development.

E. Church Road/Old Church Road. Recommendations

- Start the planning process to define the redevelopment vision of the U.S. 45/Church Road intersection.
- As part of the zoning and subdivision ordinance review, work to establish development parameters as a guide for the envisioned mixed-use/planned development for the property along the northside of Old Church Road.
- Work to establish an effective working partnership with the University of Illinois in order to create development parameters for the University-owned property on the northside of the airport along Church Road.

F. Curtis Road Corridor Recommendations

- Continue to be a strong and active partner with the City of Champaign and Champaign County on the Curtis Road road upgrade project to primary arterial road standards.
- As part of the zoning and subdivision ordinance review, work to establish development parameters to guide the commercial development along Curtis Road.

G. Willard Airport @ Savoy (Entrance) Recommendations

- Develop an effective working partnership with the University of Illinois to:
 - C. Establish development parameters to guide the development of University-owned property on the northside of the airport along Church Road.
 - D. Be an active participant in the University’s planning process to update the Airport Layout Plan for the Willard Airport @ Savoy.
- Create an effective and close partnership with the owners of the property located at the entrance of the airport, the Champaign-Urbana Sanitary District and any interested developers with the goal of opening up this area for development by bringing the sanitary sewer main from the eastside of the railroad tracks (where the main is presently stubbed), underneath the railroad and U.S. 45 to serve the area.

H. Greenspace Recommendations

- Continuing working with residential developers to set-aside at least 5% of the platted property for neighborhood parks as currently required by Village ordinance.
- Undertake a master planning process to define the “greenspace” vision of the Village. This effort may include issues relating to “active vs. passive” parks, trails, pedestrian connectivity, native plant growth areas, areas reserved for

attractive entrances to developments and to the community, and incorporating drainage design as a possible contributor to greenspace.

- Continue the Village's active participation in the Champaign-Urbana-Savoy regional effort discussing connectivity and other parks/greenspace issues.
- Create an effective working partnership with the University of Illinois focusing on the future of the University-owned golf course, located next to the airport. Once possibility could be incorporating the golf course as an amenity to the development of property located at the entrance of the airport along U.S. 45.

I. Strategic Partnerships Recommendations

- Continue to actively pursue partnership opportunities with the City of Champaign and City of Urbana regarding:
 - C. Complimentary development along the corporate borders of the communities and the borders as presented in any boundary agreements.
 - D. Any infrastructure improvements and expansions that directly benefit the Village and the regional area.
- Develop an effective working relationship with the Village of Tolono regarding infrastructure improvements from the Monticello Road corridor to the south, possible boundary agreements and FPA territory agreements between the Village of Tolono and the Champaign-Urbana Sanitary District related to the Monticello Road corridor.
- Develop an effective and active working partnership with Champaign County as it deals with land-use issues within a community's ETJ, with public health, with drainage and with building codes.
- Develop effective working partnerships with the local drainage districts to master plan the drainage requirements needed to support both the future growth of the Village of Savoy and protects the drainage rights of the users of the drainage system managed by the drainage districts.
- Continue to work on developing an effective working partnership with the University of Illinois and the University Foundation on issues relating to:
 - F. The update to the Airport Layout Plan for Willard Airport @ Savoy.
 - G. The development of airport property.
 - H. Governance issues related to the airport.
 - I. The University-owned golf course.
 - J. Any future development of South Farm property.
- Meet regularly with the elected officials at the state and federal level that represent the Village of Savoy's interest.
- Continue active participation with the Champaign County Regional Planning Commission and the Champaign County Economic Development Corporation.

J. Economic Development Strategy Recommendations

- The Economic Development Commission should develop a strategy that engages the Village officials and staff with the existing business owners/managers that are within the Village limits to discuss expansion and retention issues.
- The Economic Development Commission should develop a portfolio of information to use to market Savoy and property to potential developers and investors.
- The Economic Development Commission should develop a marketing strategy for the Village, designed to attract new businesses, developers and investors to the Village, possible to enlist the expertise of a commercial consulting firm.
- Village staff should meet with current landowners to develop a good working relationship with them and to discuss development opportunities and needs to help market the property in the economic development marketplace.
- The Village should become members of the International Council of Shopping Centers, the trade association of retail businesses looking to expand in new markets. The Village should take advantage of the regional and national conferences it offers as part of the Village economic development strategy.
- The Village should gain a strong understanding of the telecommunication systems that exist within the Village. A 21st Century community uses technology as a fundamental piece of information to present to possible developers and investors. These systems include fiber optic and cellular systems.



**Status of Objectives from the
2002 Comprehensive Plan**

2002 Comprehensive Land Use Plan Objectives

- 1) Pursue the creation of a Village Center.
 - Village has looked at the Church Rd./US 45 intersection as a possibility. In initial talks with developers, they mentioned that the area has challenges that make it attractive to investment (demo costs, acquisition costs, size, parking, etc.).
- 2) Develop a series of entry treatments.
 - From the south there is an attractive welcome sign with landscaping. A sign on the north is a challenge due to the fact that is already built out and there is not a place for a similar “Welcome” sign presentation.
- 3) Create clear separation from surrounding communities through streetscape improvements.
 - Not much has been done with this objective.
- 4) Develop a business park north of Willard Airport.
 - Looking to see how this property, owned by University of Illinois, is presented in the Willard Airport Layout Plan.
 - Need to be sensitive to existing land uses, particularly to the residential neighborhood on the north side of Church St.
- 5) Develop concentrated commercial nodes along the Village’s major roadways (US 45 and Curtis Rd.).
 - The SW corner of this intersection is presently on the market for sale. Village will work with any developer that brings a good and compatible project for this site.
- 6) Establish a Business Recruitment Plan.
 - The Village has representation on the Champaign County Economic Development Corporation.
 - Village staff is looking at creating one, possibly as a by-product to the comprehensive land-use plan update.
 - Encourage a stronger working relationship with the Savoy EDC on this issue.
- 7) Work with Champaign School District to locate elementary school in Savoy.
 - There is a site ready for a new elementary school adjacent to the Prairie Fields subdivision.
- 8) Locate and construct a new public works facility.
 - Village has looked at moving the Public Works Dept. to the facilities that lie immediately behind the Savoy Village Hall. No timetable for the move has been determined. Funding is an issue, too.

- 9) Consider an expansion of police services.
- This issue is usually discussed when quality issues arise or when the contracted agency cannot continue. These situations have *not* been an issue with the Village. In fact, the Village is currently negotiating an expanded services agreement with the Champaign County Sheriff's Office.
- 10) Ensure the adequate staffing of the Savoy Fire Department.
- The Village works with the management team of the Fire Department to address any issues that may arise regarding staffing. In fact, the Village added a full-time administrative person in 2007 to support the work of the Savoy Fire Dept.
- 11) Work with residents to improve sidewalks and street lighting within the community.
- Regarding sidewalks, the Village completed a windshield survey of sidewalks throughout the town. The Village has a residential sidewalk replacement program. The Village budget process determines the amount of funds available for this program annually. Usually the Village provides resources to work on 350 ft. to 500 ft. of sidewalks annually.
 - Regarding street lighting, the Village makes sure that a street light is located at every fire hydrant in new subdivisions. The Village is currently looking at increasing street lighting at some intersections.
- 12) Consider the provision of regional stormwater detention.
- The Village has established one regional detention facility with an 8-acre lake in Dana Colbert Sr. Park.
 - The Village is looking at the feasibility of establishing similar storm water management ponds somewhere on the east side of the CN Railroad tracks and in the Prospect Ave./Curtis Rd. area.
 - Over the years the Village already has developed two regional storm water detention facilities: 1) within the Arbor Meadows development and 2) a pond north of the grain elevators.
- 13) Require the dedication neighborhood parks and tot lots as part of every subdivision.
- This issue is dealt with within the Village through the subdivision review process. The current ordinance requires new developments to set aside land in the amount of not exceeding 5% of the total gross acreage controlled by the owner and/or developer. In the recent developments platted by the Village over the last 2 years, each project met this requirement and exceeded it.
 - The City of Champaign, City of Urbana and Village of Savoy are working toward establishing standards that would apply generally in each municipality. This group is also looking at issues like regional parks, open space preservation and establishing a trail network within the three communities and the University of Illinois.

- 14) Construct a grade separated crossing between the Illinois Central/CN Railroad and Curtis Rd.
 - This project is currently identified in the MPO transportation improvement program as happening sometime between 2012 to 2015.
- 15) Provide an improved system of bicycle and pedestrian trails.
 - This issue is being discussed with the Greenway Trails Committee. It is envisioned that any policy approved by the Village Board regarding this issue would be incorporated in the subdivision development code of Village and coordinated through the platting approval process of the Village.
- 16) Require interconnections between commercial and residential projects to allow pedestrian and vehicular access.
 - This is currently covered with the subdivision development code of the Village and part of the platting approval process of the Village.
- 17) Continue to pursue the creation of a full interchange at Curtis Rd. and I-57.
 - Phase 1 of the project, the new interchange at this location, is set to open in Spring 2008.
- 18) Improve Curtis Rd. west of Dunlap Ave. to a 5-lane major arterial.
 - This project is Phase 2 of the Curtis Rd. corridor improvement program. This project is slated to start in March 2009 and be finished sometime in 2011. This project is part of the MPO transportation improvement program, funded primarily with FHWA dollars. The Village, the City of Champaign and Champaign County are working closely with the MPO staff on this project.
- 19) Improve Old Church Rd. to a 3-lane minor arterial.
 - There is talk about this project. It is not currently in the MPO transportation improvement program. The Village recently did upgrade part of Old Church Rd. with an asphalt overlay.
- 20) Improve Monticello Rd. to a 3-lane minor arterial.
 - This project has had only cursory discussion. It is not included in the MPO transportation improvement program. It may be completed through development in the future.
- 21) Improve First St. to a 2 to 3-lane minor arterial.
 - The Curtis Rd.-to-Church St. segment was completed to this arterial standard by the Village about 4 years ago. The segment between Church St. and Airport Rd. has been talked about, but no current action has been determined. This improvement may be project driven.
- 22) Improve Mattis Ave. as a 2-lane collector road.
 - The Village is working with the City of Champaign and the developer of Liberty on the Lake subdivision on upgrading this road to this standard.

- 23) Improve Duncan Rd. as a 2-lane collector road.
- This project is not included in the MPO transportation improvement program. The Village intends to work with the MPO about including the project into the program in the near future. It may also be a project that is driven by development.
- 24) Improve Airport Rd. as a 2-lane collector road.
- The Village is working with the developer of a project east of the railroad to bring this portion of the road up to this standard.
- 25) Install a second traffic signal at the entrance to Super Wal-Mart.
- This project will probably be driven by the development of the area. This need will be reviewed if, and when, a development proposal is made for this area,
- 26) Extend Yorkshire Dr. south.
- This project has been done through the Wilshire subdivision platting process. Any extensions from this point will probably be project driven.
- 27) Extend Tickseed Rd. south.
- This road was not aligned with the road system of the Prairie Meadows subdivision. Since the east side of the tracks is primarily residential, having off-setting intersections is not a bad idea to control traffic flow and speed.
- 28) Extend Prairie Rose Lane south.
- This project may not be feasible due to its Church St. intersection with the eastern boundary of Prairie Meadows subdivision to the south. This issue would be discussed when a development proposal is made regarding the property immediately east of Prairie Meadows.
- 29) Extend Aster St. east (should extended west).
- This project will probably be driven by development in this area.
- 30) Extend Tomaras St. east (should be west)..
- This project will probably be driven by development in the area.
- 31) Extend Bluebird St. east (should be west).
- This project will probably be driven by development in the area.



**2008 Planning Commission
Homework Summaries**

PLANNING COMMISSIONER HOMEWORK SUMMARIES

- 1) Need to develop “old town” Savoy (Church St. & US 45) with mini-shops and small commercial.
 - 2) Make sure Church St., past the golf course, has nice housing with plenty of open space.
 - 3) “Old town” needs new sidewalks, new roads, gutters, etc.
 - 4) Duncan Rd. corridor should have commercial along it with nice subdivisions.
-

- 1) Upgrade “old town” Savoy.
 - 2) Keep small town atmosphere.
 - 3) Provide all features to stay in Savoy—banks, grocery stores, gas stations, mix of restaurants.
 - 4) Put together 2-3 block area of small shops in “old town” Savoy.
 - 5) High quality development:
 - Residential: Possible subdivisions on Duncan, Old Church and Monticello Rd.
 - Commercial: Convenience stores, antique shops and knick-knack stores intermingled near “old town” Savoy and airport.
 - Industrial: Industrial parks around I-57-Monticello Rd interchange and along Duncan Rd., between Curtis and Old Church Rds.
-

- 1) Preserving Savoy’s small town charm means “neighbors knowing neighbors.” As Savoy grows, more local shopping and local events and neighborhood schools will promote neighbor-to-neighbor interaction.
 - 2) High quality development is a mix of single and multi-family residences at reasonable prices, “clean industry” and adequate green space. Avoid the disaster of North Prospect.
 - 3) High quality of life means: reasonable taxes; safe neighborhoods; local shopping for essentials; nice parks; good traffic control; local entertainment outlets; good restaurants; clean industry.
 - 4) As to Village Center—Create a place to hang out.
-

- 1) Old Church Rd. should be at least 3 lanes from Duncan Rd. to First St.. Housing and small business would be best uses along this corridor.
 - 2) Monticello Rd.—Housing from interstate to airport.
 - 3) Possibly a convenience store at US 45/Monticello Rd. intersection.
 - 4) Hotel on the outer grounds of the airport to support increase in air traffic in/out of Willard Airport.
 - 5) Duncan Rd: Move toward “The Crossing” type of development.
 - 6) Perhaps attract another sports bar, baseball fields, tennis courts, etc.
-

- 1) Strategic growth around Savoy Plaza (and Curtis Rd.).
- 2) Continuation of Orchard Days festival and other community events.
- 3) Aesthetically pleasing development, for commercial/industrial (residential??) uses, is important for the community.
- 4) Review residential subdivision standards.
- 5) Village Center should be an area with unique shops and businesses.

- 6) Curtis Rd. is a gateway to the community! Savoy needs to identify itself on this corridor (lighting, streetscape, signage, etc.).
- 7) Any further development/redevelopment of Savoy Plaze needs to be done right; pay attention to congestion, traffic flow, type/mix of shops, aesthetics, etc.
- 8) Old Church Rd. currently serves residential areas. Further west—will it be more commercial/industrial?
- 9) Monticello Rd. would be best served by office park/light commercial uses.



Public Comment on Community Values

Joint Public Meeting:

**Savoy Village Board
Savoy Planning Commission
Savoy Zoning Board of Appeals**

June 18, 2008

Community Value: Keep Small-Town Atmosphere

Described as: “Where Neighbors Know Their Neighbors”

“A Place that encourages regular interaction between citizens”

Challenges:

- 1) Savoy is a bedroom community where people live in Savoy but work elsewhere.
- 2) Schools traditionally provide a place for regular interaction between children and parents; Savoy does not have a school within its boundaries.
- 3) As new people move to Savoy, how are they acclimated to the community?

Already in Place:

- 1) Savoy does require sidewalks in all new residential subdivisions.
- 2) Savoy is creating a large park, Colbert Park, as a place for recreation and special events.
- 3) Savoy has a wonderful community center.
- 4) Savoy is the home of the annual Orchard Days festival.
- 5) Savoy is following a plan to create trails throughout the community that interconnects the neighborhoods together.
- 6) Savoy works with developers to reserve at least 5% of new developments for public areas (other than streets and other easements).
- 7) Savoy Plaza and the WalMart shopping center serve as places for Savoy residents to shop and eat.

Questions ?

Please share your ideas on how to cultivate and to maintain the small town atmosphere in Savoy in the midst of continued growth.

Community Value: Keep Small-Town Atmosphere

Described as: “Where Neighbors Know Their Neighbors”

“A Place that encourages regular interaction between citizens”

Questions ?

Please share your ideas on how to cultivate and to maintain the small town atmosphere in Savoy in the midst of continued growth.

- Connect people on foot. This solves two problems, or more positively, creates two benefits for Savoy:
 - 1) Make Savoy more pedestrian friendly—we are cut in half by US 45 and the RR tracks. Can we bridge this gap by a tunnel or pedestrian overpass, preferably at Curtis Rd and Church St? Bike lanes and sidewalks encourage what is already a notable element of Savoy—exercise and fitness. A must would be bike lanes and sidewalks on First St. and Curtis Rd, as well as along Church St.
 - 2) This concept of a pedestrian friendly interconnected community would make Savoy even more attractive for potential new residents. Imagine in this age of skyrocketing oil prices, being able to bill yourself as the community where you can bike/walk to shopping, to the post office, to the rec center, to the UI (university employees would LOVE this), etc. Also, as our society becomes more health conscious, we could also be the community that promotes and encourages this through bike paths, sidewalks. It seems that, with the upcoming Curtis Rd. construction project, now is the perfect time to act! Savoy has an awesome opportunity right now to set an example for other communities! EXCITING!
- What is being planned to control speed of traffic throughout the community? Especially along Curtis Rd. @ Prospect, where foot, bicycle and vehicle traffic interact?
- KEEP DOWN THE NUMBER OF APARTMENTS!

Community Value: Develop a Village Center

People have voiced a desire that Savoy develop a village center that serves as a focal point for community interaction within the village.

Challenges:

- 1) Savoy has developed as a linear community along the US 45 corridor.
- 2) The 2002 Comp Plan mentions creating a Village Center at the US 45-Church St. intersection. That area has many property owners and assembling the parcels to make it attractive for investment in a mixed-use venture would be expensive and a challenge.

Already in Place:

- 1) Savoy has been developing the west side of US 45 to serve this role from Savoy Plaza to Church St. by installing sidewalks to encourage pedestrian traffic along this route.
- 2) The Savoy Village Hall and the US Post Office are in close proximity of each other along US 45.
- 3) The Village of Savoy has made a sizable investment in its current site of the Village Hall so that the Village operations can expand on site, when needed, and serve as a possible future home of the Public Works Dept. when it outgrows its current location on Church St.

Questions ?

Is a Village Center important for the community?

If so, please share your concept of what makes a Village Center?

Community Value: Develop a Village Center

People have voiced a desire that Savoy develop a village center that serves as a focal point for community interaction within the village.

Questions ?

Is a Village Center important for the community?

- The village center should be market-driven and not something that the Village spends corporate taxes on. If TIF funds are available to assist, then that is OK.
- Yes.

If so, please share your concept of what makes a Village Center?

- Green space, good landscaping. What about a Prairie Fields Park?
- A school.
- I feel the Rec Center is already acting in this role. Is a separate building needed at this time?

Other -- Is the Village still planning the Village Center at Church & US 45 or around the municipal center?

Duncan Road Corridor

- City of Champaign has developed a master plan for the 4 quadrants of the Curtis Road interchange.
- The Champaign-Urbana Sanitary District is in the process of designing and installing a sewer line under I-57 that will serve the corridor from just south of Old Church St. This line and a new sewer line along the Kaskaskia Ditch, west of the interstate, will be ready in 2010.
- The land from the Monticello Road interchange to just south of Old Church St. cannot be developed until sanitary sewer access is provided.
- Village of Savoy leaders are working with the University of Illinois, the owner of the Willard Airport, on the update to the airport layout plan. This plan may influence how the area will be developed or the actions of Savoy may influence the direction of the airport layout plan. Both parties understand the importance of working together.

Questions ?

Given what the City of Champaign proposes for the development around the Curtis Road interchange, what type of businesses do you think would be appropriate along this area?

Duncan Road Corridor

Questions ?

Given what the City of Champaign proposes for the development around the Curtis Road interchange, what type of businesses do you think would be appropriate along this area?

- Corporate Office, Big Box, Medical, Light Industrial (closer to the airport)

Savoy Plaza Area

The Savoy Plaza area has developed into a major regional commercial hub for the area. It attracts shoppers and patrons from all over, not just from Savoy.

- Savoy Plaza is almost full. There are a few parcels within it that is available for development.
- With the newly opened Curtis Road interchange, more traffic will be going by Savoy Plaza, especially when the University of Illinois has a major sporting event going on. Traffic is an attraction for retail type commercial development.

Questions ?

What types of businesses do you feel are needed in the Savoy Plaza that will benefit the community?

The southwest corner of the US 45 and Curtis Road intersection has been identified as a possible area targeted for redevelopment. What type of development do you feel would be good for this location and why?

The University of Illinois farm property, immediately adjacent to and east of the railroad tracks and west of First St., has been mentioned as a possible good site for a mixed housing development for folks of 55 years or older (a neighborhood for the AARP generation). These types of developments like to be very close to a major shopping area and close to medical facilities (new Carle facility at Mattis and Curtis; nice Christi Clinic facility at Mattis and Windsor). In your opinion, should the Village work with the City of Champaign and the University of Illinois to promote such a development at this location?

Savoy Plaza Area

The Savoy Plaza area has developed into a major regional commercial hub for the area. It attracts shoppers and patrons from all over, not just from Savoy.

Questions ?

- 1) What types of businesses do you feel are needed in the Savoy Plaza that will benefit the community?
 - Video store. Piccadilly.
 - Hardware or garden center.
 - \
- 2) The southwest corner of the US 45 and Curtis Road intersection has been identified as a possible area targeted for redevelopment. What type of development do you feel would be good for this location and why?
 - Commercial – Exactly like what the current plaza is.
 -
- 3) The University of Illinois farm property, immediately adjacent to and east of the railroad tracks and west of First St., has been mentioned as a possible good site for a mixed housing development for folks of 55 years or older (a neighborhood for the AARP generation). These types of developments like to be very close to a major shopping area and close to medical facilities (new Carle facility at Mattis and Curtis; nice Christi Clinic facility at Mattis and Windsor). In your opinion, should the Village work with the City of Champaign and the University of Illinois to promote such a development at this location?
 - Didn't UI say a golf course? If there is a way to get this done, then yes, of course, that would be a good fit. How does MTD fit into this?
 - Yes, a good senior development would bring community-minded people. I would like to see the 1st St. corridor, from Church St. to Windsor, have pedestrian-friendly sidewalks/bike lanes. First St. is always dangerously full of bikers, walkers, joggers. A senior community could add to a more pedestrian friendly feel along this route IF developed with good sidewalk/bike access up and down 1st Ave and also along Curtis Rd. to Savoy Plaza.
 - How about a way for pedestrians to safely cross US 45 (a tunnel or a foot overpass)? This would make Savoy an ultra-attractive location. So a senior community could remain an active senior community.
 - Yes. What interactions are going on with our farming neighbors? This is a rural community and farming is an important part of our community.
 - Yes. Something similar to Prairie Winds in east Urbana would be great!

Church Street Corridor

This corridor runs from the US 45 and Church St. intersection to the Duncan Rd and Old Church St. intersection. It includes the “old town” area and property north of the University of Illinois golf course and Willard Airport.

- The US 45 and Church St. intersection has been mentioned as a location needing redevelopment.
- The Village has already platted the Liberty on the Lake subdivision on the northside of Church St. The Village is working to annex the property within its corporate limits.
- The 2002 Comp Plan identified the airport property located along the southside of Church St as developing into a campus-like, high tech office/industrial park.
- The Duncan Rd. and Old Church St. lies in the flight path of one of Willard Airport’s runways.

Questions ?

Should the Village continue to promote single-family residential development along the north side of this corridor?

Should the Village work with the University of Illinois to develop the northern airport property, located on the south side of Church St., as a campus-like, high-tech office/industrial park.

Would a carefully designed mixed-use development immediately south of Curtis Orchards be a good project for this parcel? Why or Why not?

Church Street Corridor

This corridor runs from the US 45 and Church St. intersection to the Duncan Rd and Old Church St. intersection. It includes the “old town” area and property north of the University of Illinois golf course and Willard Airport.

Questions ?

- 1) Should the Village continue to promote single-family residential development along the north side of this corridor?
 - No. This will be an artery street. Should be minimally neighborhood commercial centers.
- 2) Should the Village work with the University of Illinois to develop the northern airport property, located on the south side of Church St., as a campus-like, high-tech office/industrial park
 - Yes, very much so.
- 3) Would a carefully designed mixed-use development immediately south of Curtis Orchards be a good project for this parcel? Why or Why not?
 - Yes. Because of access to I57 from Curtis and Monticello Rds. Anything that can bring in sales tax should be encouraged.
 - It is important to be aware of the importance of commercial development for increased tax revenue.
- 4) Other comments.
 - Sidewalks needed to connect town across US 45.
 - What about farm land value with increasing food/gas prices. Should some of these areas be left as farm/agriculture?

Curtis Road Corridor

In the 2002 Comp Plan the interchange was still a discussion item. Since then the interchange has been built and is now open to traffic. This interchange serves a new gateway for Savoy, complementing the US 45 gateways to town.

- The City of Champaign has developed a master plan for the commercial/residential development of the 4 quadrants of the interchange.
- The City of Champaign views this interchange as the new gateway to the sporting venues of the University of Illinois.
- This proposed commercial development at the interchange will serve as another major hub of commercial development along this corridor. Savoy Plaza has developed into a regional commercial hub over the years.
- Over the years, the City of Champaign has encouraged residential development along the corridor already. The City and the Village has partnered with each other on the Liberty on the Lakes development. The City also envisions a new mixed-use, residential-commercial development to start by 2009 on the farm field immediately west of the Liberty on the Lakes subdivision and the new Carle health care facility.
- Most of the property that may be attractive for development in the future, driven by the opening of the Curtis Road interchange, lies within the Village of Savoy's jurisdiction. A boundary agreement between Champaign and Savoy was negotiated in the 1990s. Champaign has very few areas for development along this corridor.

Questions ?

- 1) The 2002 Comp Plan shows the land within Savoy's jurisdiction developing into residential use (east of Duncan Road). As it approaches US 45, what type of land use do you see is best for the Savoy community and why? The 2002 Comp Plan shows that commercial development is appropriate for property on both sides of the corridor, immediately east of the Liberty on the Lake subdivision.
- 2) Should multi-family residential units be included along this corridor?

Curtis Road Corridor

In the 2002 Comp Plan the interchange was still a discussion item. Since then the interchange has been built and is now open to traffic. This interchange serves a new gateway for Savoy, complementing the US 45 gateways to town.

Questions ?

3) The 2002 Comp Plan shows the land within Savoy's jurisdiction developing into residential use (east of Duncan Road). As it approaches US 45, what type of land use do you see is best for the Savoy community and why? The 2002 Comp Plan shows that commercial development is appropriate for property on both sides of the corridor, immediately east of the Liberty on the Lake subdivision.

- a. Neighborhood commercial—similar to Old Farm Shops.
- b. Please do not let it become another North Prospect!
- c. Recreational & Business

4) Should multi-family residential units be included along this corridor?

- a. In that area if the market drives it towards that type of development & it meshes well with what the City of Champaign is doing.
- b. No.
- c. Yes. To keep the small town atmosphere.

Community Value: Successful Economic Development

The 2002 Comp Plan encouraged the Village of Savoy to develop a realistic economic development strategy, including job retention, job creation and tax base diversity/expansion. Most of Savoy's economic activity occurs along the US 45 corridor, from Savoy Plaza to the WalMart shopping center.

Challenges:

- 1) Savoy does not have that much open property left to develop along US 45. What is available is:
 - a) Certain areas within Savoy Plaza.
 - b) Redevelopment of the SW Corner of the US 45 & Curtis Rd. intersection.
 - c) Lot south of Village Hall.
 - d) Redevelopment SW & NW corners of the US 45 & Church St. intersection
 - e) Lot south of WalMart shopping area.

Opportunities:

- 1) City of Champaign is looking at the Curtis Rd, interchange to serve as a major commercial area. This commercial development could spur commercial development for Savoy along the Duncan Rd. corridor south of the interchange.
- 2) The Village of Savoy has instituted a local sales tax to help generate non-property tax revenue to finance certain capital projects. Therefore, attracting sales tax generating businesses will be easier as the population increases over the following years.

Questions ?

What type of businesses do you feel Savoy needs to attract to town? What do you feel is missing?

Community Value: Successful Economic Development

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Questions ?

What type of businesses do you feel Savoy needs to attract to town? What do you feel is missing?

- More big box next to WalMart, if possible (Best Buy, Lowe's, etc), to make Savoy a shopping destination.
- A hardware store—you have to go pretty far to reach a home improvement/hardware type of store.
- A competitor to WalMart. Target? Or similar type of store.
- A nursery (plant)/garden center.
- A couple of family restaurants.
- A hardware store.

Comprehensive Land Use Plan

Please share any other thoughts and ideas that you may have regarding the future of Savoy. We are only limited by our collective imagination, so no idea or thought is too extreme for consideration. Thank you.

- With Savoy facing much growth and increased road construction, now is the perfect time for Savoy to work towards becoming more "green", more environmentally and health friendly by promoting an active, less oil dependent lifestyle through the construction of bike lanes, sidewalks, and a connector of east/west Savoy across US 45 and the RR tracks.
- I think we are going to see communities increasingly more in this direction (green). I believe the expense incurred would be offset by the potential number of new residents who would want to relocate to THIS KIND of community. Add a local school and the sky could be the limit!
- More bike and walking trails to allow access to various parts of the community. As gas prices rise, walking and biking will be much more viable forms of transportation. Walking and biking trails should be considered in future development to access other parts of Savoy.
- Fire Dept. substations—1.5 mile distance per ISO is not being met now. What will be done in the future as the ENTIRE community score and insurance rates will increase because of not fixing it now. ISO will regrade in the near future and the SFD's score very nearly will go down (aka increased costs).
- Sales Tax—Use these funds to make more funds in taxes, if possible. Use these funds to bring sewer under the RR and US 45 to make the land at the airport entrance attractive for development.