

**WILLARD AIRPORT AREA LAND USE
GOALS AND STRATEGIES REPORT**

Champaign County, Illinois

**Prepared for:
The University of Illinois
Office for Capital Programs**

**By:
Sasaki Associates, Inc.
March 14, 1991**

CONTENTS

- Section I. Introduction
Study Purpose
Study Area
Related Studies
Study Approach
- Section II. Recommendations
- Section III. Existing Land Uses
- Section IV. Airport Area Land Use Planning Issues
- Section V. Assessment of Land Resources

I. Introduction

Purpose: The purpose of the Willard Airport area land use study is to broadly define the university's long-range goals regarding the land resources surrounding the airport, and identify strategies that promote a rational pattern of growth and development consistent with the goals.

Related Studies: Two related studies have previously been prepared for the airport area: the Willard Airport Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The Master Plan was prepared in 1973 and updated in 1986. It provides a description of airport facilities, growth forecasts and proposed facility improvements including land acquisition. The Master Plan deals only with airport land, and does not address surrounding land uses.

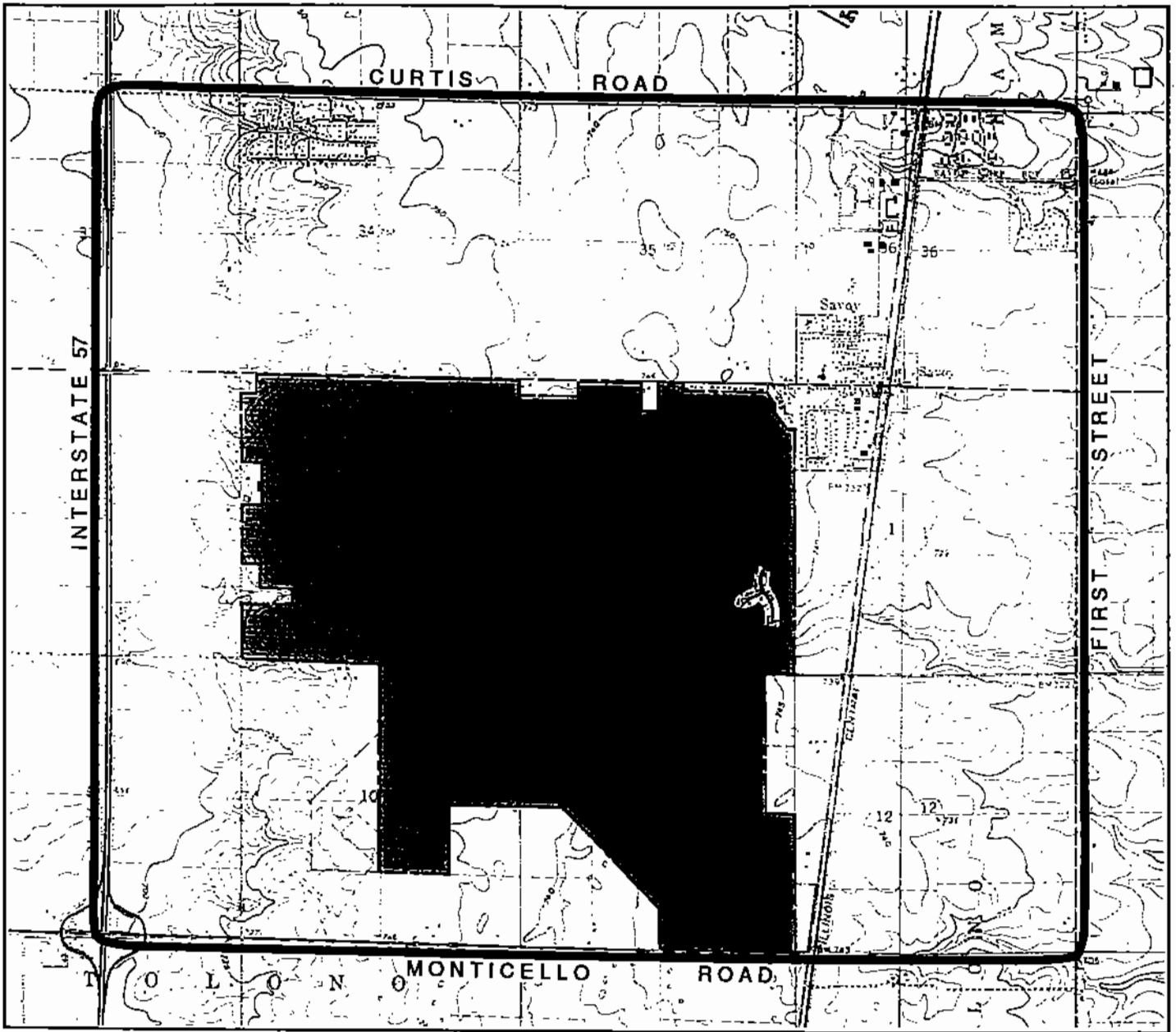
The Federal Aviation Regulations (FAR) Part 150 Noise Compatibility Study was completed in December of 1988. The study provides noise exposure data necessary for the airport to protect itself from lawsuits for noise damages, qualify for federal funding of eligible projects and to provide a basis for influencing the official land use plans of Champaign County and the Village of Savoy. The Part 150 Study includes a Noise Abatement Plan and a Land Use Management Plan. The latter prescribes a number of management strategies and recommended actions for their implementation. The Land Use Management Plan is largely a response to airport noise impacts and deals with those areas directly affected by aircraft noise.

Whereas the Part 150 Study approached the issue of land use from the perspective of noise compatibility, the study described in this report approached land use from a broader view of university interests in general. Visual quality and preserving long-term flexibility of land use options were identified as important land use issues, in addition to noise compatibility. The study has concluded, however, that noise compatibility is the key land use issue for the university in the airport area. This study does not repeat in detail the findings of the Part 150 Study. The Part 150 Study should be considered the primary resource document in defining airport area land use issues related to noise impacts.

Study Area: The study area consists of approximately 10.5 square miles and is bounded by Interstate 57, Curtis Road, First Street and Monticello Road. (Figure 1) Within the study area, the university owns the Willard Airport and the University Golf Course, which together comprise approximately 1805 acres.

Study Approach: The process used for this study consisted of three steps: Data Gathering, Comparative Assessment of Planning Options, and Documentation of Goals and Strategies.

The study began in early September of 1990 with a site reconnaissance and a series of interview meetings held at the university. Interviews were held with the University President, Stanley O. Ikenberry; the Vice Chancellor for Administrative Affairs, Donald Wendel; the Director of Facilities Planning and





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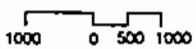
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Figure 1
Study Area

LEGEND

-  University Property
-  Study Area



Management, David Dressel; the Director of Corporate Relations and Community Development, Phil Philips; Dana Brenner of Intercollegiate Athletics; Director of the Institute of Aviation, Henry Taylor; Airport Manager, Nick Merrill; Mayor of Savoy, Robert McCleary; Savoy Administrator, Sandra Broadrick-Allen; County Administrator, Peter Herlofsky; and County Planner, Frank DeNovo. Data were gathered regarding existing land use, land ownership, zoning, infrastructure, general road system, soils, topography, drainage and existing university and community policies and attitudes about the airport area.

The data were summarized in interview minutes and maps that described the salient characteristics of the five planning zones that were identified around the airport. Preliminary university planning goals for each of the zones were also identified. These were presented at meetings in early October 1990 to representatives of the university, Champaign County and Savoy for verification and discussion. From these meetings, the idea emerged to establish a joint task force to undertake comprehensive planning of the airport area. In December of 1990, a meeting of Champaign County, Village of Savoy and university representatives and policymakers was held. General endorsement of the planning task force was reached. The study has thus served as a catalyst to collaborative planning efforts between the university, Champaign County and Savoy.

II. Recommendations

It is recommended that the university give support to and promulgate the following broad planning goals for the airport area.

1. Achieve a land use pattern that recognizes the airport noise exposure zones. Achieve airport compatible uses in the exposure zones.
2. Achieve a land use pattern that protects the high quality visual image at the airport entrance on Route 45.
3. Maintain long-term flexibility for the airport with respect to land development within the area defined by Church Street, Route 45, Monticello Road and Duncan Road.

The following general strategies are recommended as means of achieving the above stated planning goals.

1. The university should join with the Village of Savoy and Champaign County to establish an airport area planning task force. The goal of the task force should be to develop a special area plan for the land around the airport that would support community and university goals.

Through the task force, the university should work to achieve official county and village acceptance of the recommendations of the Part 150 Noise Exposure Study, and adoption of land use and quality standards that protect the airport area.

A range of specific land use strategies may be explored by the task force. The Part 150 Noise Compatibility Study outlines eight selected strategies in its recommended Land Use Management Plan that may serve as a starting point for the task force.

- Compatible Use Zoning
- Farmland Preservation Zoning
- Planned Unit Development
- Noise Overlay Zoning
- Subdivision Regulations Changes and Fair Disclosure
- Comprehensive Planning
- Coordinated Sewer Service and Land Use Policies
- Discretionary Project Review

In addition, the task force should consider measures to manage the visual environment around the airport, particularly in the Route 45 corridor. A set of site, building and signage design guidelines and a design review process should be considered for incorporation in municipal zoning ordinances.

2. **The university should continue to maintain contact with owners of property within the airport supersection in order to monitor and act upon acquisition opportunities as they may arise.**

III. Existing Land Uses

Figure 2 illustrates the types and pattern of existing land uses in the study area. The university owns and operates two major facilities in the area; the Willard Airport and the University Golf Course.

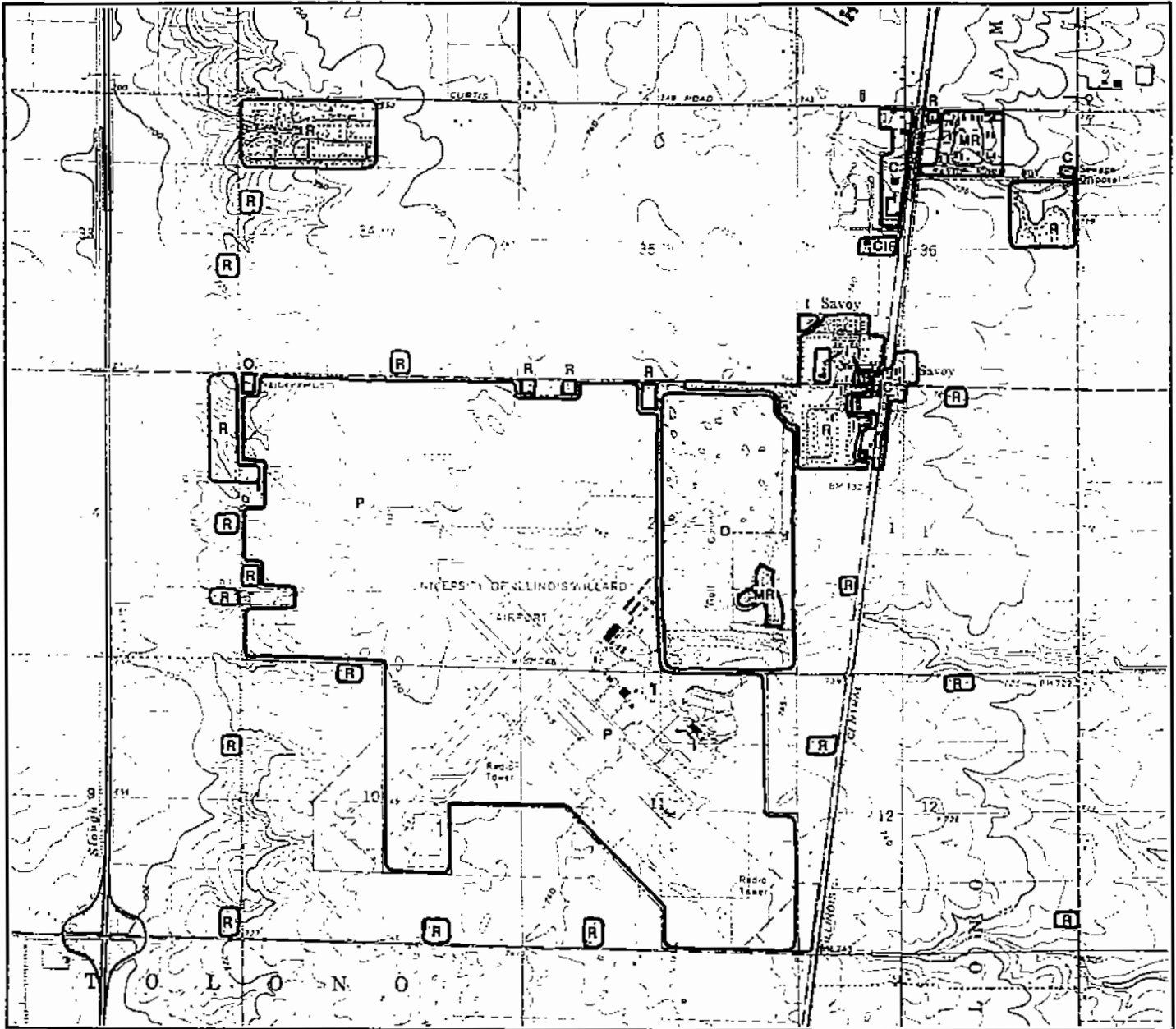
The dominant existing land use in the study area is agriculture. Agricultural use abuts the airport and golf course on nearly all of their boundaries except to the northeast along Church Street and the east edge of the golf course where single family residences are the adjacent use.

Residential uses are concentrated at several locations: the intersection of Church Street and Route 45 in old Savoy, in the Rolling Acres subdivision at Duncan Road and Curtis Road and in the Winfield Village and Lake Park developments at Curtis Road and First Street. The Winfield Village development consists of multifamily units. A second smaller multifamily development is located in the southeast corner of the golf course.

Commercial uses are located along Route 45 in Savoy and at the Monticello Road intersection with Route 57. These are typically retail and service in nature with almost no office use.

In general, the existing land use pattern is compatible with university activities at the airport and golf course; however, several land use problems exist. (*Figure 3*) Scattered residential uses located at the ends of Runway 14R-32L and concentrated residential uses at the northeast end of Runway 4L-22R present land use conflicts with airport noise. The residential apartments located in the southeast part of the golf course are inappropriately located with respect to the course and its approach road.

Figure 4 shows the proposed future land use for much of the study area as described in the Savoy Comprehensive Land Use Element Plan. The significance of the plan will be discussed in Section IV.



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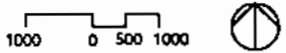
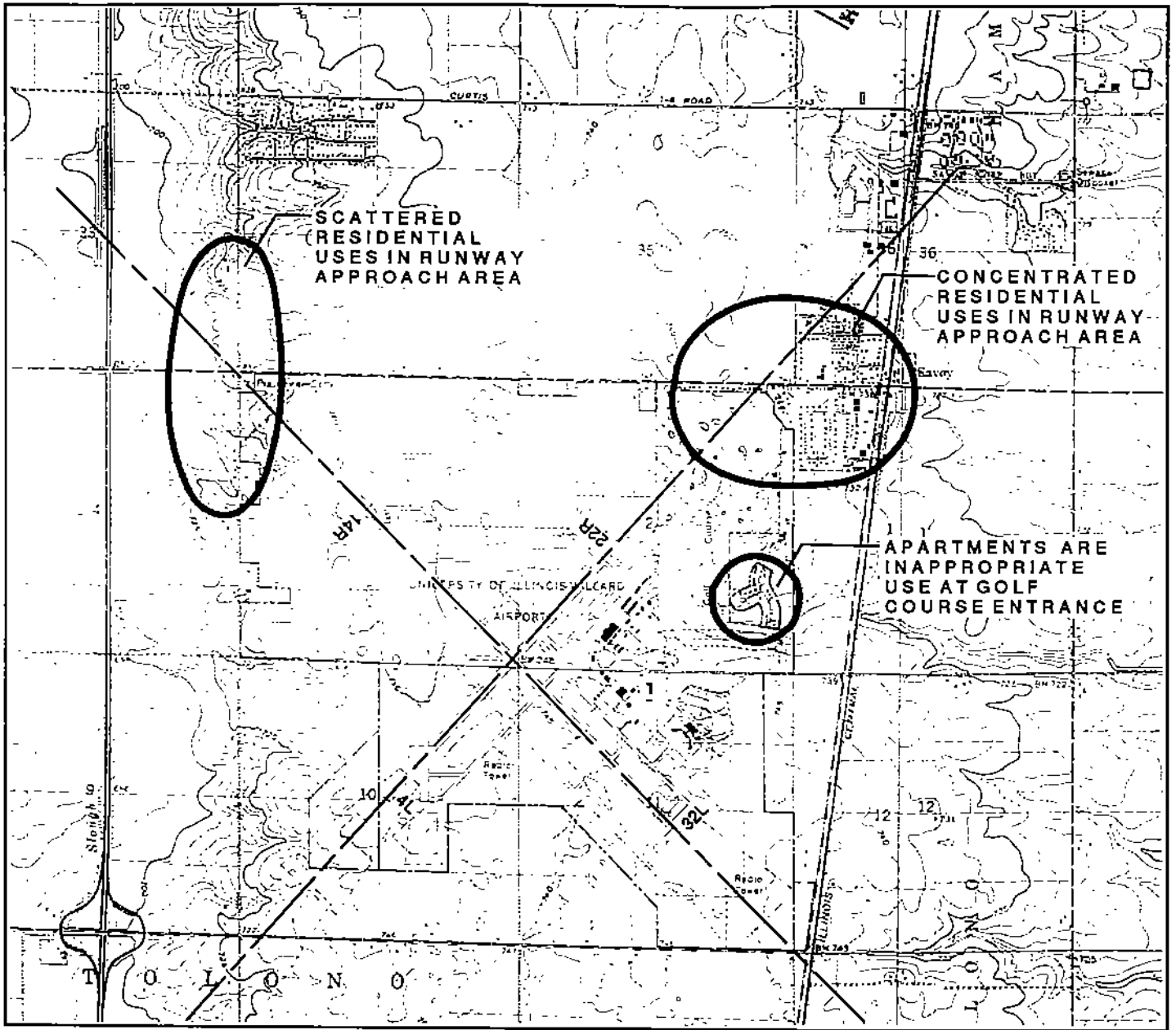


Figure 2
Existing Land Use

LEGEND

- R Low Density Residential
- MR Medium - High Residential
- I Institutional
- C Commercial
- P Public / Airport
- O Open Space / Recreation

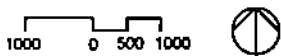


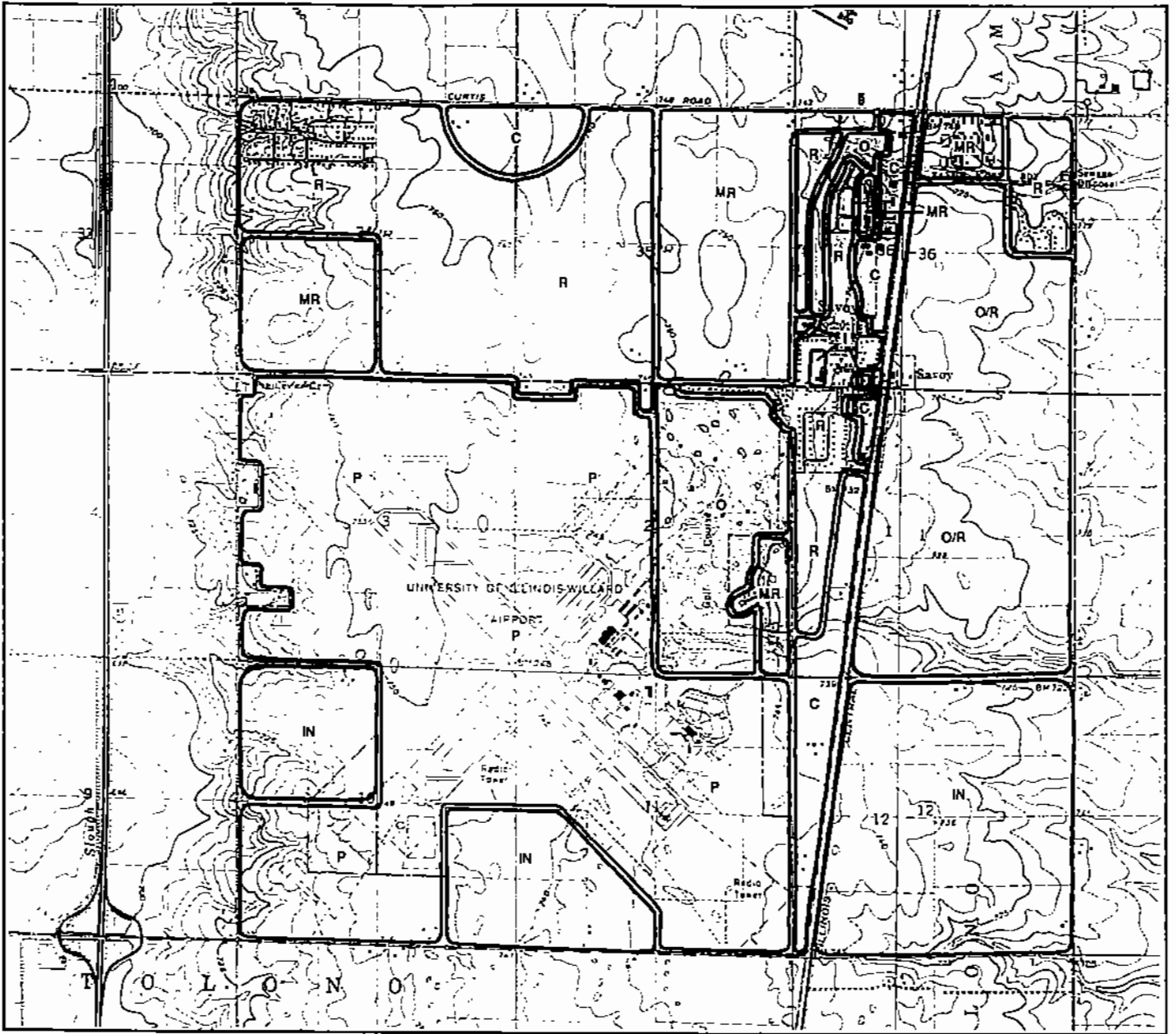
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Figure 3
Existing Land Use Problems





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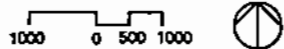


Figure 4
Village of Savoy Comprehensive
Land use Element Plan

LEGEND

R	Low Density Residential
MR	Medium - High Residential
I	Institutional
C	Commercial
O/R	Office / Residential
IN	Industrial
P	Public / Airport
O	Open Space / Recreation

IV. Summary of Airport Area Land Use Planning Issues

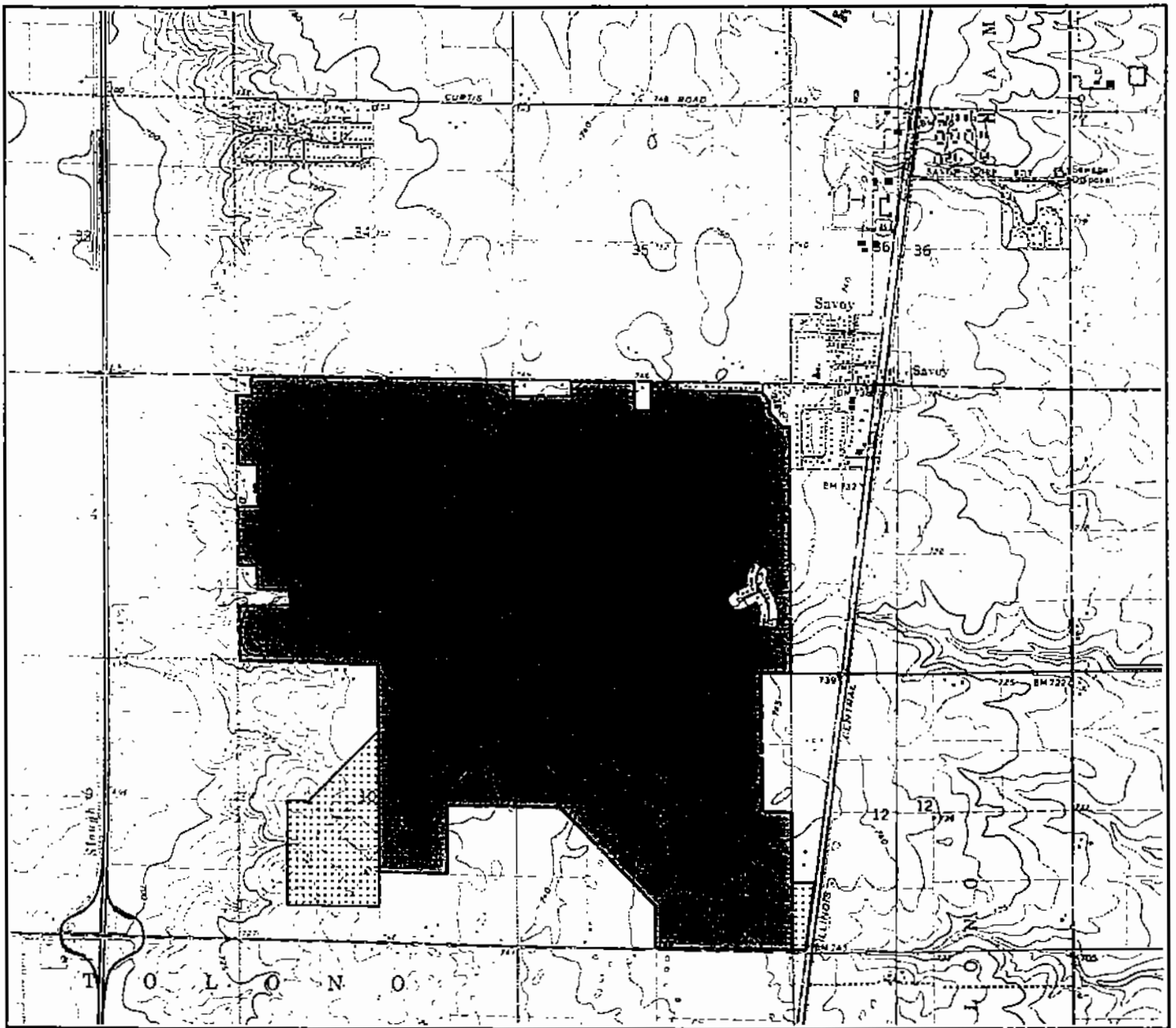
Land planning issues in the airport area, from a university perspective, fall into two categories: airport related and golf course related.

A. Airport

1. *Land Use Control:* The key airport land use issue is the protection and control of the land area around the airport in order to allow for flexible future growth of airport related facilities, preservation of visual quality, and continued unencumbered airport operations. The most direct means of land protection is acquisition and ownership. Alternatively, the university must rely on Champaign County and Village of Savoy land use regulations.
2. *Land Acquisition:* Currently, 117 acres for runway clear zones have been approved for university acquisition and await funding. (Figure 5) The university has an interest in other land within the airport supersection for possible acquisition. However, neither approval nor funding is available for these acquisitions. The purpose of the acquisitions would be to protect the visual image of the airport as seen from its primary vehicular entrance, to control runway approach areas, and to control the type and quality of development that may eventually occur. The airport must own the abutting land upon which future freight operations could develop, in order to provide access to the airport.
3. *Municipal Land Use Controls:* The present plans and zoning ordinances of Champaign County and the Village of Savoy do not provide the controls necessary to insure that noise-compatible uses, and facilities of appropriate visual quality will be developed around the airport, or that the pattern of development will be orderly.

The Village of Savoy zoning ordinance permits highway commercial uses in the Route 45 corridor which serves as the main vehicular approach to the airport. Visual quality issues are loosely defined and subject to broad interpretation and there are no guidelines that would insure visual consistency in new developments. The Village's comprehensive plan, which prescribes uses for the extraterritorial zone, does not adequately address the need for noise-compatible uses.

The county has a land use policy and zoning ordinance. While these documents form a conceptual basis for sound planning, they do not provide appropriate detailed regulations to properly control land uses in the airport area.



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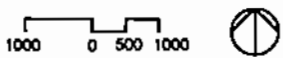




Figure 5
Approved Acquisitions

LEGEND

-  Existing University Ownership
-  Land Approved for Acquisition

4. *Development Potential:* In the context of the Champaign-Urbana metropolitan area, the airport area offers several incentives to development. First, the Village of Savoy is strongly in favor of development and offers a supportive framework for developers. Second, the area generally has good access to the regional roadway system, and third, the area offers relatively large, unbroken tracts of land. The airport itself is not generally understood as a draw to the area except for specific airport related uses such as freight operations.

There are also factors working against development in the airport area. Limited availability of sewer and water services currently confine development opportunities to the area immediately bordering the Village of Savoy. If sewer and water were extended to serve the large undeveloped tracts to the east, west, north and south of the airport, significant investments will be required. The lack of professional fire protection service in Savoy tends to discourage large commercial, industrial, warehouse, and office-research uses. There are other available development sites in the Champaign-Urbana urbanized area that compete well with the airport area; for example, the Beaver Creek area north of Champaign and at Frasca Field. Inflated land values in the Willard Airport area currently act to dampen development activity, particularly along the Route 45 corridor. These factors suggest that non-residential development in the airport is not imminent. There is no current development activity in the area.

The development of residential uses west of Savoy will probably eventually occur as landowners choose to develop existing agricultural land. The Village anticipates that residential growth north of Church Street and west of Prospect Avenue is ten to fifteen years away.

B. - Golf Course

1. *Access:* Current access to the golf course is via the airport access road which does not present a traffic or identity issue for the airport or golf course, but disqualifies the segment of the airport road between Route 45 and the golf course road from airport derived federal funding. The golf course access road also passes through a privately owned apartment complex that is located between the airport road and the clubhouse. The apartment complex presents an inappropriate front door to the golf course and the golf course traffic is an adverse impact on the residential use. Responsibility for the golf course and apartment road maintenance is not clear and consequently it is in poor condition due to prolonged lack of maintenance.
2. *Driving Range:* The 26 acres of land for the driving range is leased from an abutting landowner, Earl Ross. The golf course management would ideally like to acquire land for the driving range; however, funding is not

available to finance such a purchase. If such an acquisition were to occur, it would logically include Route 45 frontage so that a new entrance road, independent of the airport, could be developed.

3. *Expansion:* Long-range expansion of the golf course is unlikely in spite of the present high community demand for use. The university supports the course primarily for its intercollegiate golf team, and based on this user group's needs, there is not a reason to expand the course.

V. **Assessment of Land Resources**

The land surrounding the airport and golf course can be divided into five basic planning units; the North Zone, Route 45 Zone, East Zone, South Zone and West Zone. What follows is a description of each of the five land units and a statement of recommended university goals with respect to the area.

A. **North Zone.** *Figure 6* shows the extent of the North Zone. Data for this area is as follows:

Area - Approximately 1800 acres.

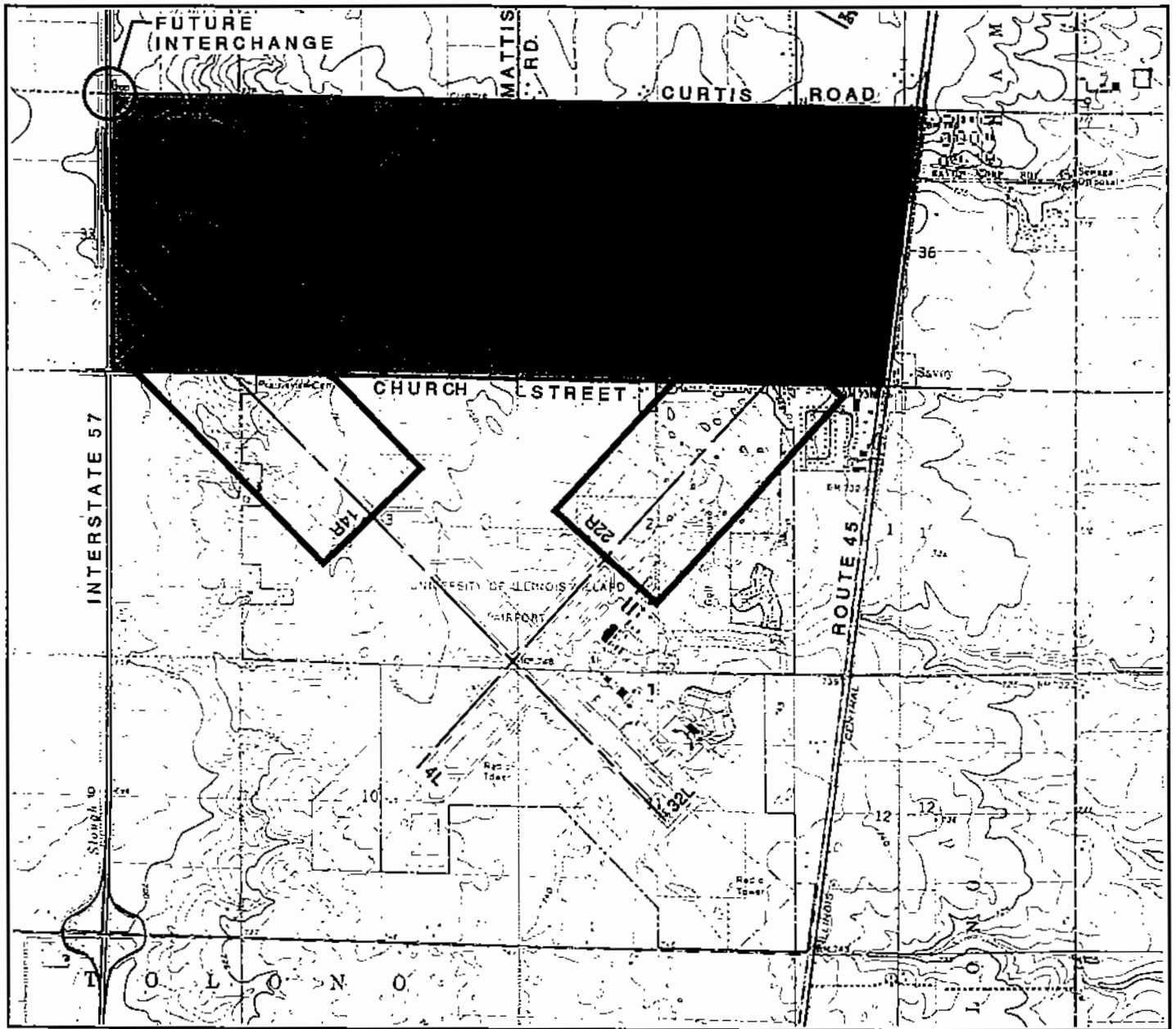
Current Use - The dominant use is agriculture which accounts for about 90 percent of the land area in this zone. Residential uses, located in old Savoy and Rolling Acres, comprise about 7 percent of the area, and commercial uses along Route 45 plus the school in Savoy comprise the remaining 3 percent.

Jurisdiction - Approximately 255 acres in the east end of this zone are in the Village of Savoy, while the balance, 1545 acres, is under the jurisdiction of Champaign County. In its comprehensive plan, Savoy has identified the 1545 acres as part of its extraterritorial area. Most of the 1545 acres also falls within the extraterritorial jurisdiction of the City of Champaign. Currently, there is a draft proposal being reviewed by the municipalities to set a boundary between Savoy and Champaign that would assign all of the North Zone except Rolling Acres to Savoy's jurisdiction.

Water and Sewer - Water mains are available in Route 45 and in Prospect Avenue. Sewer is available in the east end of Curtis Road and the east end of Church Street. Growth as determined by sewer and water extensions would logically proceed from east to west.

Access - The proposed future interchange at Curtis Road and I-57 will provide this area with direct access to the interstate, and arterial east-west service on Curtis. North-South arterials include Route 45 and probably Mattis Road and Prospect Avenue in the future as the area develops.

Soils - Soils in this area are primarily Drummer and Flanagan. The land is prime farmland and is rated as severely restrictive for building and site development. Prime farmland is defined by the United States Department of Agriculture as the land best suited to food, feed, forage, fiber and oilseed crops; produces the highest yields with minimum inputs of energy and economic resources; and farming it results in the least damage to the environment. The Soil Conservation Service "severe" rating means that "soil properties or site features are so unfavorable or so difficult to overcome that special design, significant increases in construction costs and possibly increased maintenance are required. Special feasibility studies may be required where the soil limitations are severe."



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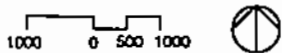








Figure 6
North Zone

LEGEND

-  North Zone
-  Village of Savoy Boundary
-  Major Drainage Ways
-  Runway Approach Areas
-  Existing Conflicts Between Use and Noise Impacts in North Zone
-  Potential Conflicts Between Use and Noise Impacts in North Zone

Airport and Golf Course Relationships - There is significant overlap with aircraft approach areas at the ends of runways 4L-22R and 32L-14R. Future residential use planned in the approach areas presents a conflict between a noise sensitive use and high noise impacts. The Savoy Comprehensive Land Use Plan (*Figure 4*) calls for medium-high residential uses in these areas and designates them as zones in which the "Community Unit Plan" (C.U.P.) provision of the zoning ordinance should be used. The thought behind this is that open space may be aggregated under C.U.P. provisions in a way that minimizes the number of housing units that would be located near the center lines of the runways. The density of housing allowed under the medium-high density (R-4 district; 14.5 units per acre) will, however, create dense concentrations of residential use in areas that will be impacted by airport noise, even if these areas are not actually in the approach area. The aggregate open space yield from an R-4 density development on a 160-acre C.U.P. could be as low as 30 acres, and under R-2, as low as 21.5 acres. See *Figures 7 and 8*.

The F.A.R. Part 150 Noise Compatibility Study recommends that a gross density equal to that allowed under the R-2 single family residence district (7800 sq. ft. minimum lot) should be used in the area north of Church Street immediately west of Prospect Avenue, and that an approximately 56-acre open space be established at the northwest corner of Church Street and Prospect Avenue. The study also recommends that farmland preservation zoning be implemented at the northeast corner of Church Street and Duncan Road (*Figure 9*). Neither of these recommendations is possible to achieve under the current comprehensive plan, if the maximum allowable densities of the zoning code are subscribed to.

In order to approximate the intent of the Part 150 Study recommendations at the corner of Prospect Avenue and Church Streets, it will be necessary for developers to exceed the minimum open space standards and reduce the maximum number of units permitted. Alternatively, the zoning of this area could be modified to facilitate compliance with the Part 150 Study recommendations. Reduction of the residential density for this area may be achieved by increasing the land area devoted to residential uses in other parts of the extraterritorial area that are presently zoned for office and research uses, and are not in the runway approach zones. It is clear that the amount of land designated for Office and Research use (*Figure 4*) far exceeds the foreseeable demand for Savoy and the Urbana-Champaign metropolitan area. Assuming a .25 ratio of future floor area to available land area, Savoy has the planned capacity for over 14.1 million gross square feet of office and research space. The Savoy zoning ordinance would in fact permit a higher floor area ratio of about .40. See *Figure 10*. This equals approximately the entire existing building space of the University of Illinois Campus at Urbana-Champaign.

University Land Use Goals for North Area - Achieve a land use plan that fully recognizes airport noise impacts and avoids conflicts with non-compatible uses.

Figure 7

Computation of open space for 160- acre Community Unit Plan under R-4 Zoning.

1. Assume R-4 density in accordance with Savoy Plan; multifamily residential use at 3000 sq. ft. minimum of lot area per unit.
2. Of 160 acres, assume 20% of area for roads and detention areas; 32 acres. $160 - 32 = 128$ acres available for housing units.
3. $128 \times 43,560 = 5,575,680$ sq. ft. $\div 3000 = 1858$ units. Round to 1850.
4. Assume each unit will be 2000 sq. ft.
5. Using minimum open space ratio of .35 (p. 37 Village of Savoy Zoning Ordinance) for R-4, determine minimum open space developer would have to provide.

Open Space Area

$$\frac{\text{Open Space Area}}{\text{Building Area}} = \text{Open Space Ratio}$$

$$\frac{X}{2000} = .35$$

$$X = .700 \text{ sq. ft. per unit}$$

$$.700 \times 1850 \text{ units} = 1,295,000 - 43,560 = 29.7 \text{ acres}$$

Round to 30 acres.

Figure 8

Computation of open space for 160-acre Community Unit Plan under R-2 Zoning.

1. Assume R-2 density in accordance with Part 150 Study recommendation; 7800 s.f. minimum lot size; single family homes.
2. Of 160 acres, assume 15% of area for roads and detention areas; 24 acres. $160 - 24 = 136$ acres available for lotting.
3. $136 \times 43,560 = 5,924,160$ s.f. $\div 7800 = 759.5$ lots.
Round to 750 lots.
4. Assume each lot will have a 2500 s.f. home.
5. Using minimum open space ratio of .50 (p. 37 Village of Savoy Zoning Ordinance) for R-2, determine minimum open space developer would have to provide:

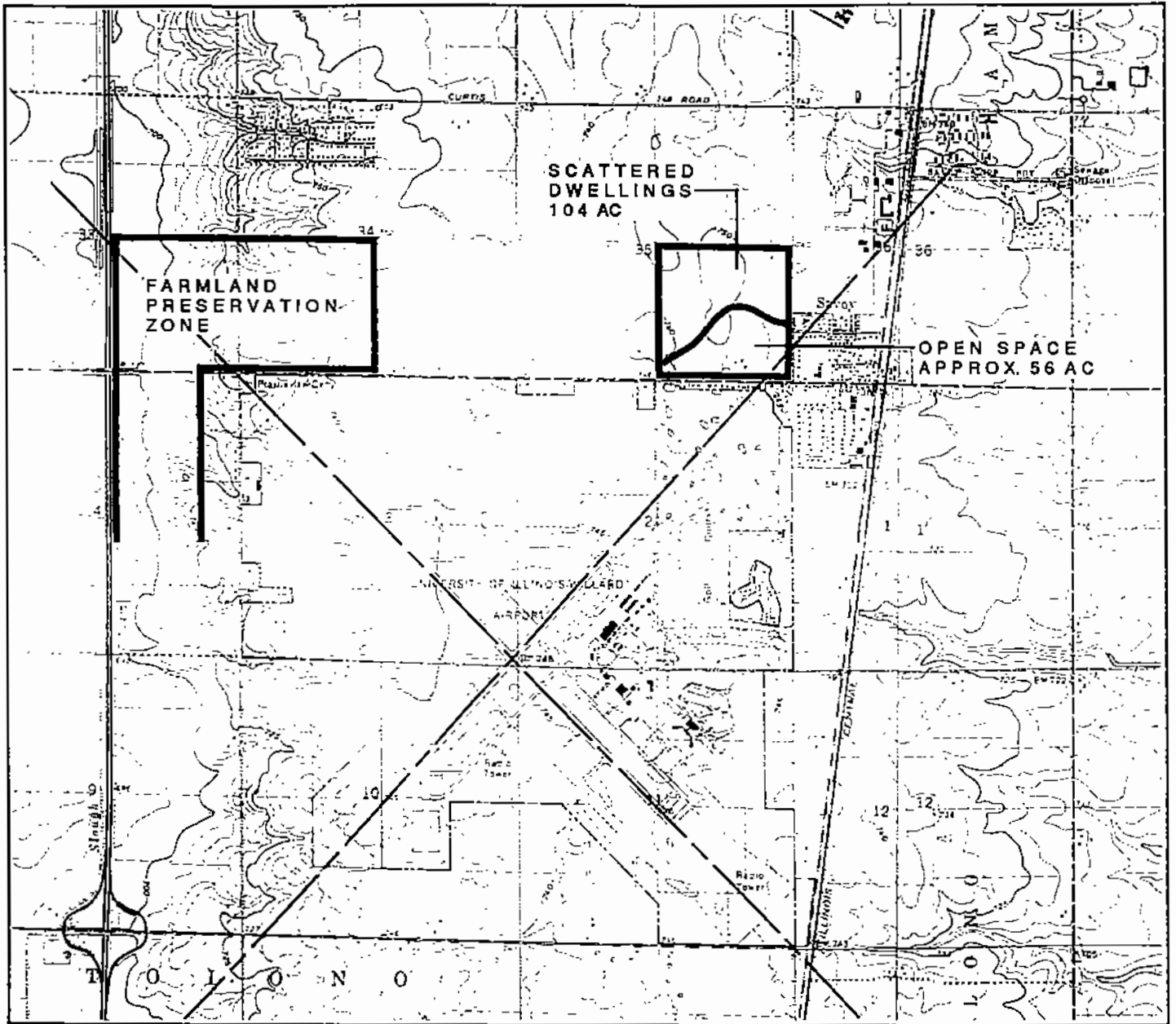
$$\frac{\text{Open Space Area}}{\text{Building Area}} = \text{Open Space Ratio}$$

$$\frac{X}{2500} = .50$$

$$X = 1250 \text{ s.f. per lot}$$

$$1250 \times 750 \text{ lots} = 937,500 - 43,560 = 21.5 \text{ acres.}$$

6. If open space were collected into a single 21.5 acre unit, each lot owner would have an average lot size of about 6550 sq. ft.



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Figure 9
Land Use Management Recommendation
for North Zone from the part 150 Study.

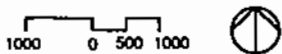


Figure 10

Calculation of Floor Area Ratio (F.A.R.) for O/R District.

1. Floor area ratio (building floor area/gross site area) is not prescribe in the Zoning Ordinance.
2. 30% "open space" is prescribed in the O/R District
3-story (45') building height is prescribed.
3. Assume one acre site (43,560 s.f.)
 $43,560 \times .30 = 13,068$ required open space with no buildings, drives, or parking lots.
4. Therefore $43,560 - 13,068 = 30,492$ of land area available for buildings, parking, and drives.
5. Assume 20% of 30,492 for building footprint and 80% for parking and drives.
 $30,492 \times .20 = 6098$ building footprint
 6098×3 stories = 18,295 allowable building floor area
6. $\frac{18,295}{43,560} = .4$ F.A.R.

mgm/r-glstrg

- B. **Route 45 Zone.** *Figure 11* defines the Route 45 Zone. Data for this zone is as follows.

Area - Approximately 600 acres including 300 acres of the university golf course.

Current Use - The dominant use is agriculture, which accounts for about 75 percent non golf course area. The balance is in residential and commercial use in Savoy.

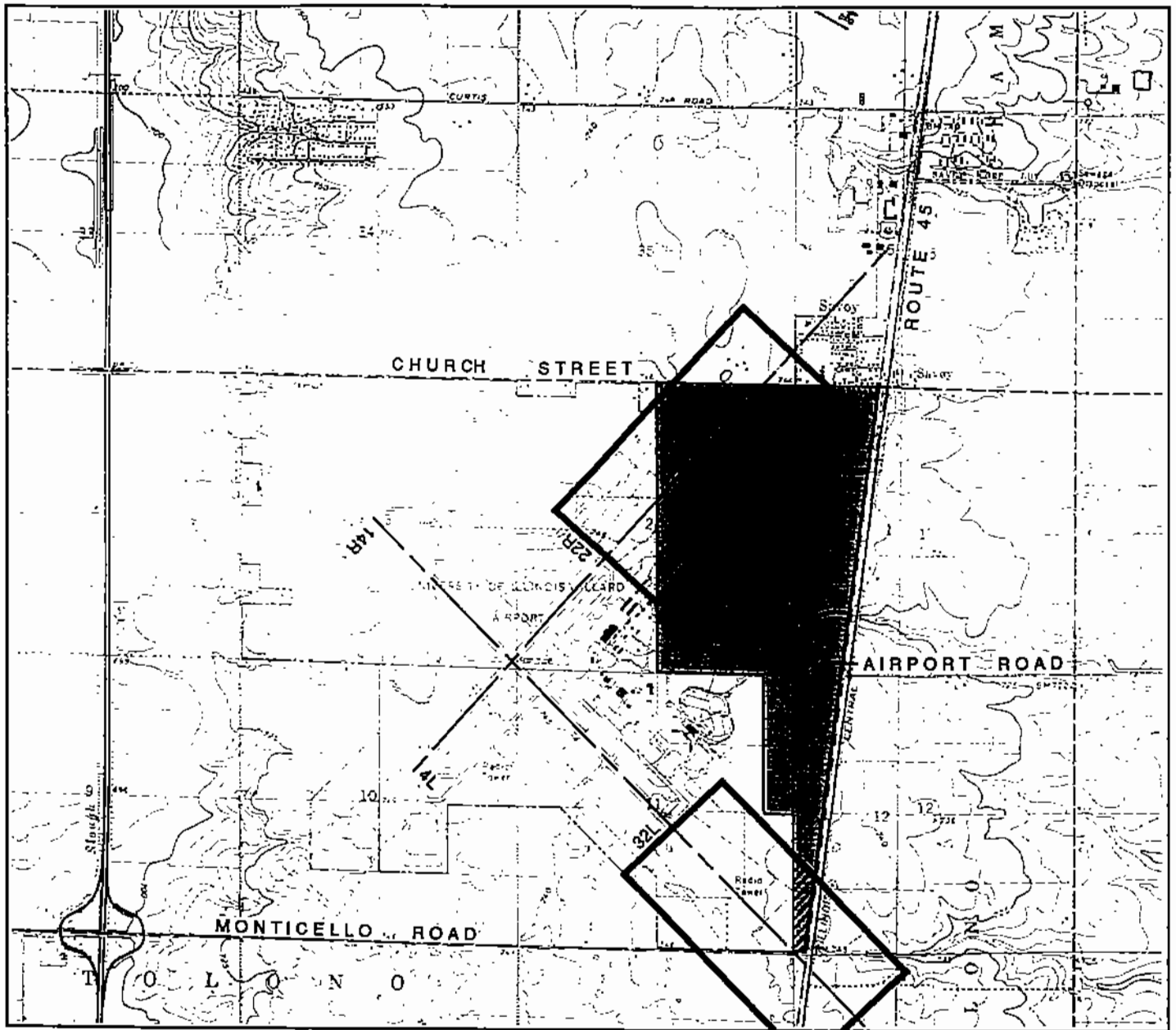
Jurisdiction - Savoy has land use jurisdiction on approximately 135 acres within its boundaries plus extraterritorial jurisdiction on the land to the south of the old Savoy. Savoy is anxious to annex land along Route 45 for commercial development. Village officials have talked to landowners Ross and Fisher about annexation and have received a favorable response pending actual development activity.

Water and Sewer - Water service is available in Route 45 from Church Street to Monticello Road. Sewer service does not extend south of old Savoy except for force mains that service the golf course and airport. New sewer lines would need to be extended southward in order to service the Route 45 Zone. Extensions are not planned, and would only occur if a significant development project were to materialize. The Fisher property is in the northernmost undeveloped property in this zone and would be the first property served by a sewer extension. This property is on the market, but for an unrealistic raw land value of \$40,000 per acre. This situation effectively limits the southward growth of Savoy for the near-term.

Access - This zone is accessible from Route 45. Plans exist to widen Route 45 to four lanes south to Monticello Road. Work is planned for completion in 1994. Plans have also been made for signaling the Airport Road and Route 45 intersection, with installation planned for 1991.

Soils - Soils in this zone are primarily Flanagan and Drummer. The land is prime farmland, and is rated as severely restricted for building and site development. See "Soils" under North Zone for definition of prime farmland and severe limitations.

Airport and Golf Course Relationships - This zone is significant in defining the airport's visual image at its main entrance on both sides of Route 45. The Savoy Comprehensive Plan designates this zone for highway commercial uses, and under current zoning and subdivision regulations, commercial uses could likely develop in a manner similar to the "strip development" typical of Route 45 further north in Champaign. If this were to occur, the image of the airport area could be negatively affected.



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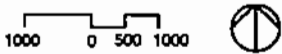








Figure 11
Route 45 Zone

LEGEND

-  Route 45 Zone
-  Village of Savoy Boundary
-  Major Drainage Ways
-  Runway Approach Areas
-  Existing Conflicts Between Use and Noise Impacts in Route 45 Zone
-  Potential Conflicts Between Use and Noise Impacts in Route 45 Zone

The northern and southernmost areas of this zone are located in runway approach areas and represent existing and potential conflicts between residential uses and noise impacts.

The area south of Airport Road is a potential area for expansion of airport related functions. Control of this area would enhance the flexibility of the airport's long-range planning options. This zone is also significant to the golf course, both visually and in terms of future potential access and acquisition for the driving range.

University Land Use Goals for the Route 45 Zone - Improve the visual quality of the Route 45 corridor at the airport entrance.

Achieve a land use plan that fully recognizes airport noise impacts and avoids conflicts with non-compatible uses.

Maintain agricultural uses and eventually acquire the required undeveloped land in this zone in order to maintain long-term land use control and flexibility for the airport.

C. **The East Zone.** *Figure 12* defines the East zone. Data for this zone is as follows:

Area - Approximately 1440 acres.

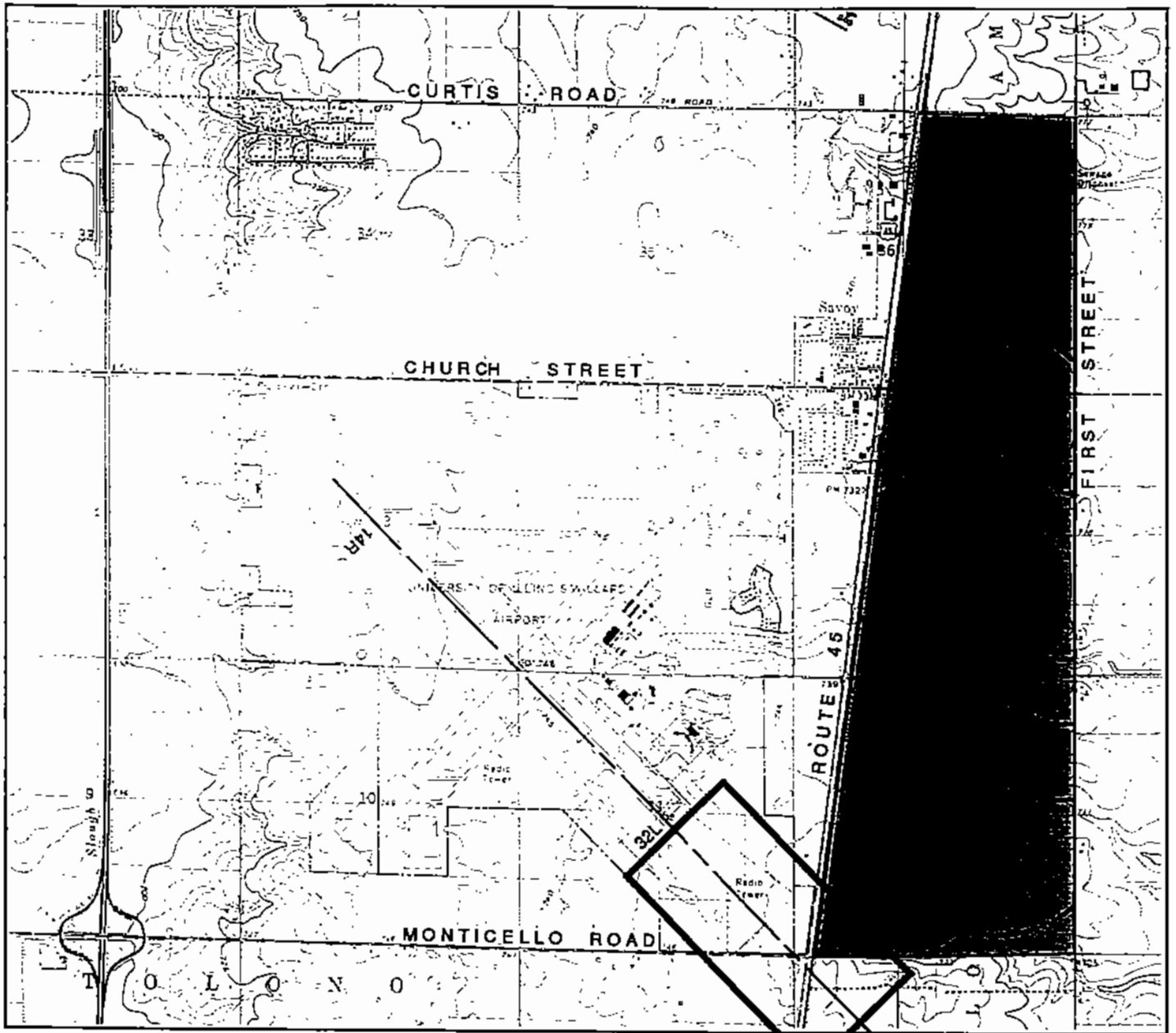
Current Use - Approximately 90 percent of this zone is in agricultural use. The balance is developed in multifamily and single family residential uses located just south of Curtis Road. A small area of commercial uses is located at Church Street and route 45.

Jurisdiction - Approximately 45 to 50 acres are within the Village of Savoy and the balance of this zone is in the jurisdiction of Champaign County. The entire zone is within the extraterritorial area of Savoy.

Water and Sewer - Water is available in Route 45 between Curtis Road and Monticello Road across the railroad. Sewer is available at Church Street and on the west side of Route 45 north of Church Street. This zone slopes eastward towards First Street, and sewerage to the west would require lift stations. Bringing water or sewer from the west will require jacking under the railroad.

Access - This area is not well served by major roadways. Grade crossings over the railroad to Route 45 exist at Airport Road, Church Street and Curtis Road. In the future, linkage to the interstate would be via an improved Curtis Road. Monticello Road does not cross the railroad.

Soils - Soils in this zone are primarily Catlin, Elburn, Flanagan and Drummer. The land is prime farmland and is rated as severely to moderately (Catlin) restricted for building and site development. See "Soils" under North Zone for definition of prime farmland and severe limitations.



**WILLARD AIRPORT
LAND USE STUDY**

University of Illinois
Urbana - Champaign, Illinois

Sasaki Associates Inc., Watertown, Ma.

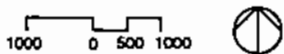







Figure 12
East Zone

LEGEND

-  East Zone
-  Village of Savoy Boundary
-  Major Drainage Ways
-  Runway Approach Areas
-  Potential Conflicts Between Use and Noise Impacts in East Zone

Airport and Golf Course Relationships - The southern part of this zone overlaps with the approach area for runway 32L, and there is potential for conflict with residential uses under present county zoning. There is potential for locating airport related uses in this zone if it were developed under the industrial and office-research uses prescribed in the Savoy Comprehensive Plan; however, these uses would more logically be developed west of Route 45, south of Airport Road, and in the South Zone.

University Land Use Goals for the East Area - Achieve a land use plan that fully recognizes airport noise impacts, and avoids conflicts with non-compatible uses.

- D. **The South Zone.** *Figure 13* defines the South zone. Data for this zone is as follows:

Area - Approximately 520 acres.

Current Use - Agriculture, and scattered residential homesteads.

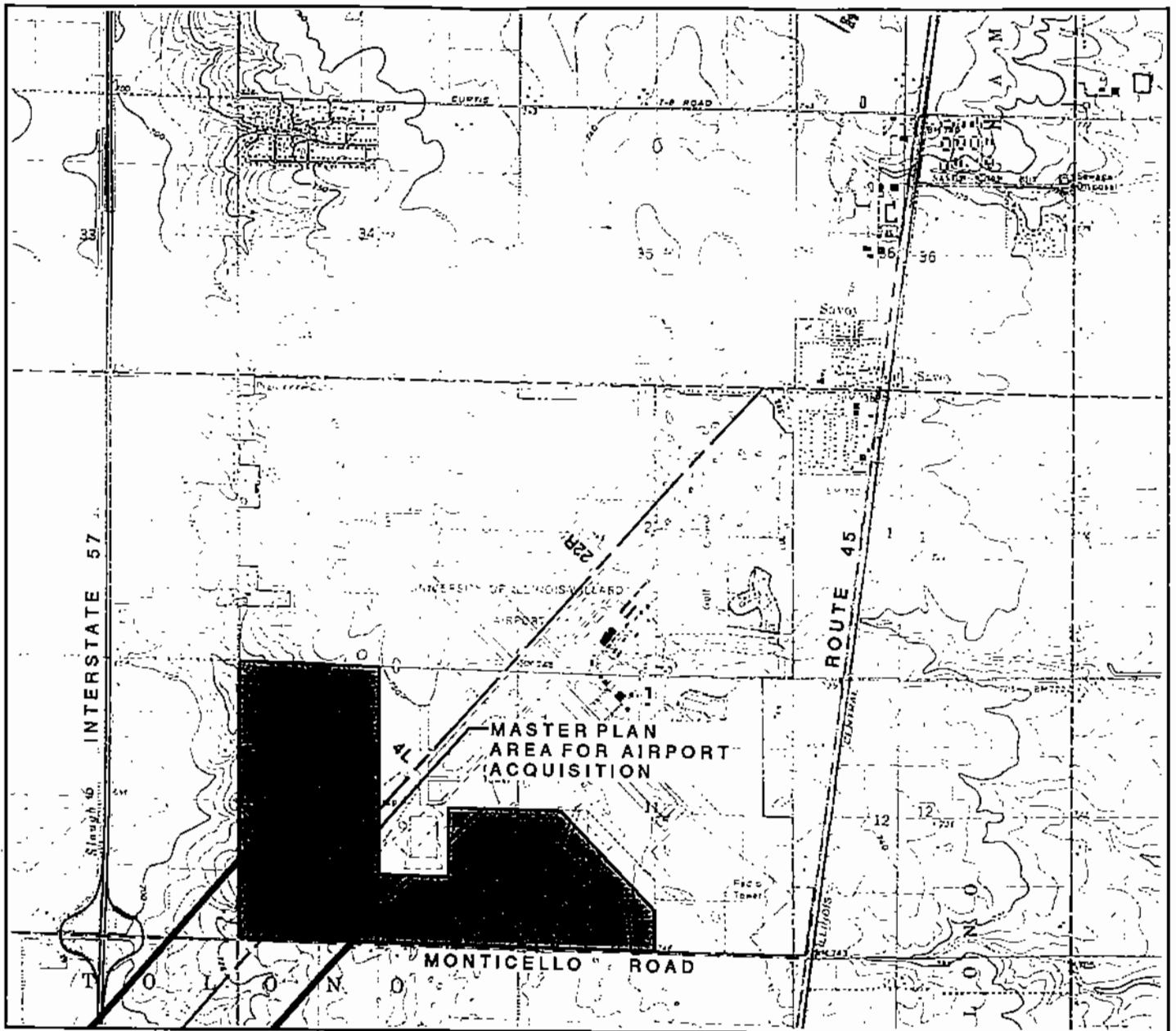
Jurisdiction - All of this zone is currently under the zoning jurisdiction of Champaign County, and is zoned for agricultural and single family residential use. About 200 acres in the eastern part of this zone falls within the extraterritorial planning jurisdiction of Savoy.

Water and Sewer - The nearest water line to this zone will be in Route 45, about one mile to the east, at such time that the water main extension to Tolono is installed. The nearest sewer to this zone is the lift station at the airport. The airport would, however, not allow private development to service sewer across its property. Sewer for this zone would thus require new lines to be routed northward up Route 45 or possibly Duncan Road to intersect with sewer service in Savoy or possible future mains west of Savoy. It is possible that on site sewage disposal using individual package systems could be used in this area for uses with relatively small populations. Both Savoy and the County have planning objectives to concentrate development in areas where adequate public sewer and water can be made available.

Access - This zone has direct access along Monticello Road to Interstate 57 and US Route 45. This zone is well linked to the regional roadway system.

Soils - Soils in this zone are primarily Elburn, Flanagan, Drummer, and Peotone. The land is prime farmland and is rated as severely restricted for building and site development. See "Soils" under North Zone for definition of prime farmland and severe limitations.

Airport Relationship - The southwest corner of this zone lies within the area described for airport acquisition by the Airport Master Plan. This area will accommodate runway expansion and the runway approach area. The Village of Savoy has recognized the master plan expansion area in its comprehensive plan. (*Figure 4*). The comprehensive plan identifies the remainder of the South Zone







**WILLARD AIRPORT
LAND USE STUDY**

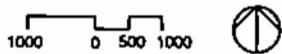
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Figure 13
South Zone

LEGEND

-  South Zone
-  Major Drainage Ways
-  Runway Approach Areas
-  Potential Conflicts Between Use and Noise Impacts in South Zone



for industrial use. Industrial use in this zone would be compatible with the airport.

University Goals for the South Area - Achieve a land use plan that fully recognizes airport noise impacts.

Acquire land necessary for runways and approach zone expansion as indicated in the Airport Master Plan.

Maintain agricultural uses and to the extent possible acquire undeveloped land in this zone in order to maintain long-term land use control and flexibility for the airport. It is recognized that this goal may not be achievable due to lack of funding for land acquisition; however, this goal states an ideal scenario for the university.

E. **The West Zone.** *Figure 14* defines the West Zone. Data for this zone is as follows.

Area - This zone is approximately 600 acres.

Current Use - Current use is primarily agriculture with scattered single family residences.

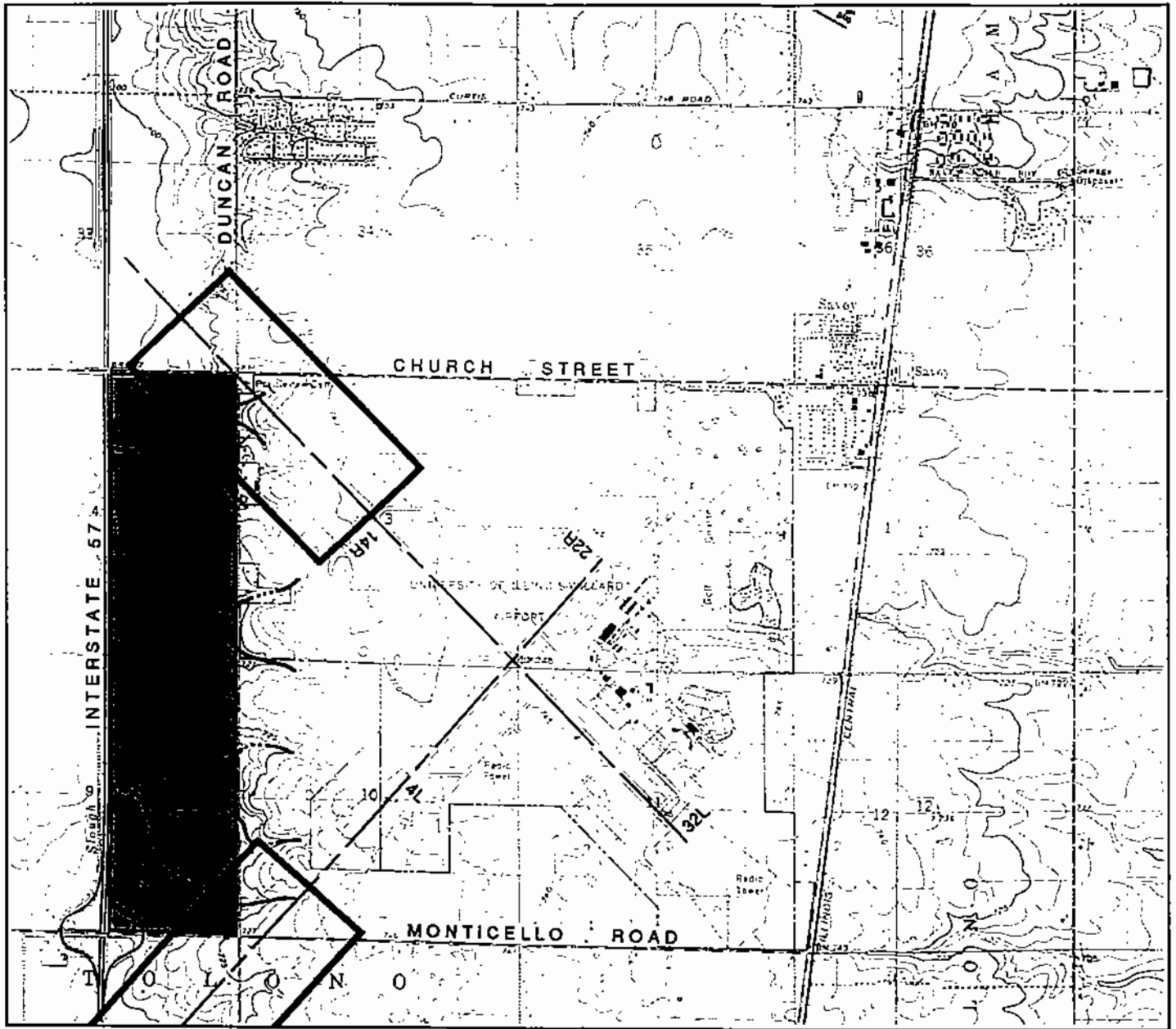
Jurisdiction - Planning jurisdiction for this zone is with Champaign County. The area is zoned for agriculture and single family residential use.

Water and Sewer - This zone is not served by public water or sewer, and would require new mains to be extended two to three miles from their current sources in the east near Route 45.

Access - This zone is well linked to the regional highway system via the I-57 Interchange at Monticello Road and the future interchange planned at Curtis Road.

Soils - The primary soils in this zone include Drummer, Flanagan, Elburn, Dana, Catlin, Harpster, Proctor and Parr. Most of this land is prime farmland. Ratings for building and site development range from slight to severe, with most of the zone classified as having severe restrictions. See "Soils" under North Zone for definition of prime farmland and severe restrictions.

Airport Relationship - Runway approach zones overlap with the north and south ends of this zone. These areas are zoned for single family residential use, and several homes exist along the north end of Duncan Road. Additional building could increase the conflict between residential use and noise impacted zones.



**WILLARD AIRPORT
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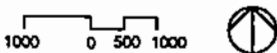







Figure 14
West Zone

LEGEND

-  West Zone
-  Major Drainage Ways
-  Runway Approach Areas
-  Existing Conflicts Between Use and Noise Impacts in West Zone
-  Potential Conflicts Between Use and Noise Impacts in West Zone

University Goals - Achieve a land use plan that fully recognizes airport noise impacts.

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