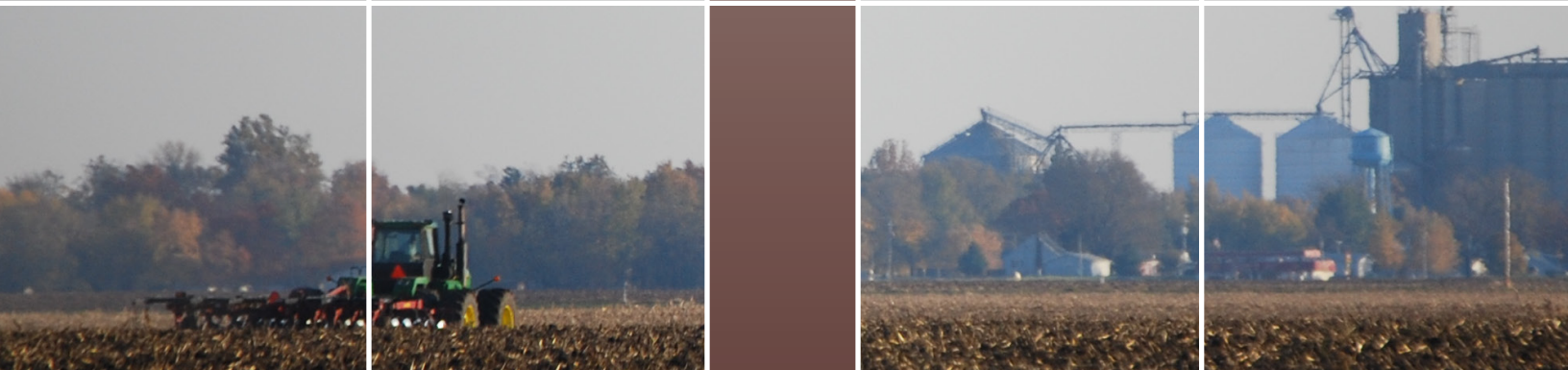


Piatt County Comprehensive Plan



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VOLUME TWO
Created for the Piatt County Board
in collaboration with the Piatt County
Regional Planning Commission

CHAMPAIGN COUNTY
rpc
REGIONAL
PLANNING
COMMISSION

PUBLIC COMMENT

Summary of Comments Piatt County Comprehensive Plan

Total Responders: 40

Paraphrased Comment	TOTAL
IL10/I-72 interchange: opposition to the commercial-industrial land use	29
IL10/I-72 interchange: concerned about potential environmental health issues	17
IL10/I-72 interchange: mentioned referendum	12
IL10/I-72 interchange: concerned about lost property tax revenues if homes lose property value due to industry	11
IL10/I-72 interchange: concerned about quality of life	11
IL10/I-72 interchange: concerned about removing prime farmland out of production	11
IL10/I-72 interchange: concerned about traffic	11
IL10/I-72 interchange: other sites are available	10
IL10/I-72 interchange: concerned about noise/lighting	9
IL10/I-72 interchange: concerned about water supply and quality	9
IL10/I-72 interchange: requests compromise of designating business land use only	9
IL10/I-72 interchange: concerned about drainage	8
IL10/I-72 interchange: concerned about inadequate services	7
IL10/I-72 interchange: concerned about safety	7
the plan does not use the consultant's recommendation for industrial land use	7
IL10/I-72 interchange: financial expenses of providing infrastructure and services	6
IL10/I-72 interchange: does not meet needs of the county	5
IL10/I-72 interchange: 2007 study showed location was unsuitable for an industrial facility	3
need further discussion in the plan about advantages and disadvantages of each proposed industrial land use designation	3
the group workshop mapping exercise took on too much importance in the plan	3
IL10/I-72 interchange: concerned about impact on schools	2
insert more public input opportunities in the Implementation Plan	2
need to consider environmental effects of development	2
not opposed to industry if it is planned in a thorough manner, placed in an appropriate location, and with benefits and costs evaluated	2
supports agricultural preservation	2
supports business in high tech, health care, and other sectors that promote growth	2
supports business/industry to improve Sangamon Township tax base	2
historic preservation is important and should be formalized by County government	1
IL10/I-72 interchange: concerned about impact on local businesses	1
IL10/I-72 interchange: concerned about historic sites nearby	1
include an implementation task about creating a designated truck route around the City of Monticello	1
include the area east of Monticello on Monticello road as an industrial land use designation if more sites are needed	1
need to protect the Railroad Museum's historic corridor before too much residential development lowers demand for the attraction	1
recommends moving the Piatt County Trailblazers Rodeo site to a site adjacent to the Railway Museum	1
requests clarification of land use versus zoning	1
requests removal of map 9-12 from plan	1
residential areas should be done only at the rate of population growth and in appropriate areas near municipalities	1
Sangamon Township is primarily residential, and should not have conflicting land uses to existing uses, as stated in existing Zoning Ordinance and in Plan's goals and objectives	1
suggest plan policy changes related to increased control of industrial development	1
suggests zoning ordinance changes related to creating different industrial zones	1
supports creation of a Master Plan for parks, recreation, and tourism in Central Piatt County	1
supports tourism, appropriate attractions, natural and cultural areas	1
the plan should include all public input received during the process	1

Susan Chavarria

From: TAYLORM5@BCBSIL.COM
Sent: Monday, June 22, 2009 1:36 PM
To: Susan Chavarria
Subject: Industrial zoning

Ms. Schavarria,

I would like to make it known to the Sangamon Township Commissioners that I am a resident of Sangamon township and Piatt county and I have been for 36 years. I am VERY CONCERNED about the proposal to zone 160 acres for industrial use in and around residential areas.

I pay taxes, too. I would like for it to be known that I am against this proposal.

We did not want a Corn Mill, WHAT makes them think we would want this?

I say NO!!

Sangamon Township concerned resident.

Martha Taylor

The information contained in this communication is confidential, private, proprietary, or otherwise privileged and is intended only for the use of the addressee. Unauthorized use, disclosure, distribution or copying is strictly prohibited and may be unlawful. If you have received this communication in error, please notify the sender immediately at (312)653-6000 in Illinois; (800)835-8699 in New Mexico; (918)560-3500 in Oklahoma; or (972)766-6900 in Texas.

Susan Chavarria

From: Mike Little [mrlittle@u-csd.com]
Sent: Tuesday, June 23, 2009 4:19 PM
To: Susan Chavarria
Subject: Piatt County Comp Plan

Dear Susan,

I am unable to attend the public meeting being held tonight. However, as a resident of Piatt County, I did want to comment in general on the location of industrial land use designations. I feel it is imperative that industrial areas be located where public utilities, especially water and wastewater, are available to the property. Protection and conservation of natural resources and the environment must be a high priority of any comprehensive plan. Allowing industrial uses to develop in rural areas without public utilities typically results in failed systems, inadequate operation and maintenance, and regulatory issues and violations. As an environmental engineer with over 35 years of experience in water and wastewater engineering, I have had to deal with numerous instances where the failure of proper siting of industrial uses has resulted in damage to the environment and ultimately enormous cost to the public. I strongly urge the Piatt County RPC to consider the very special needs of the industrial land use designation before applying it to any areas of Piatt County.

Michael Little, P.E.
Executive Director
Urbana & Champaign Sanitary District
16 Indian Ridge Ln
White Heath, IL 61884
217.377-0519 cell
mrlittle@u-csd.com

Susan Chavarria

From: steve & joyce nussear [sjnussear@yahoo.com]

Sent: Tuesday, June 23, 2009 9:11 AM

To: Susan Chavarria

Subject: Route 10

Susan,

I am not able to make the meeting tonight regarding the industrial zoning of route 10 in Sangamon county. But I would like you to know I am against it. There are many homes and families this would affect in this area.

Thank you for taking the time to read this.

Joyce Nussear
Lodge, IL

9/2/2009

PIATT COUNTY COMPREHENSIVE PLAN

Your Comments

Your ideas are very important to this planning process. Please use this sheet to let us know of any comments you have about the Draft Piatt County Comprehensive Plan. Your comments will be submitted to the Piatt County Regional Planning Commission Board for their consideration.

Thank you very much for participating in the creation of the Piatt County Comprehensive Plan!
You can leave your comment sheet in the box provided at the public hearing or send it by August 25th to:

Susan Chavarria
CCRPC
1776 East Washington Street
Urbana, IL 61802

If you prefer to email your comments

Please specify "Piatt Plan Public Comment" in the subject line and provide your name and community or township at the end of your comments. Email to schavarr@ccrpc.org by August 25th.

I would like to voice my opposition to the planned commercial-industrial zone near the Rt10-I-72 interchange. The majority of Sangamon Township voters recently indicated they did NOT want any industrial zones in Sangamon Township included in the comprehensive plan. Other sites without opposition are available and would not jeopardize established residential areas, unlike this site. As an area resident, I am concerned about safety, traffic, water supply + quality, noise, and potential environmental / health issues that could occur. Please accept a compromise that would designate this location for business use only rather than the current commercial-industrial designation.

Ann Wilson

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It is my understanding that there is plenty of land designated commercial industrial available around the city limits of Monticello already. If so why would you want to take prime farm land out of production when you're not even using what is available.

It is my gut feeling that you're wanting to put some undesirable business there that won't be wanted by people living around there. But it won't be in your backyard so that makes it right as far as you're concerned.

August 15, 2009

618 E. Washington Street
Monticello, IL 61856

Dear Sharon,

Unfortunately I am unable to attend the Workshop regarding the Piatt County Comprehensive Plan on August 18 as I will be participating in Monticello Day at the State Fair.

I would urge the Comprehensive Plan to include a commitment to work with the City of Monticello to establish a truck route around the city of Monticello. I was active with the C.U.R.B.S. group from Monticello who opposed the "Designated Truck Route" through Monticello. We had 810 residents of Monticello and 234 residents from outside Monticello city limits who signed a petition objecting to a "Designated Truck Route" through Monticello. The groups concern was not the local delivery and farm truck traffic but the trucks that uses our city streets as a short cut between the interstates.

Through negotiations with Topflight Grain, Heath's Inc and the Piatt County Farm Bureau we were able to reach a compromise where improvements would be made to the streets that would benefit the farm community but eliminate the Designated Truck Route designation. Through legislation the wording of the grant was changed to "make improvements to the streets and sidewalks" which enabled the city to keep the grant money but not become a designated truck route.

It is still the contention of the C.U.R.B.S. group that there needs to be an ordinance that would discourage through truck traffic. Ideally there needs to be an alternate route for both short cut traffic and the large farm traffic. It is my understanding there was such a plan in the 1970's Comprehensive Plan but it was not acted upon and that route has since been cut off by development. Serious work needs to be done by the county and city to develop a new route around town and not through old established residential neighborhoods. One consideration might be an extension east from Burnside Road tying into Airport Road then north to Monticello Road.

Thanking you in advance for your consideration.

Yours truly,


Maynard Suhre

Cc; Mayor Chris Corrie

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CCRPC
1776 East Washington Street
Urbana, IL 61802

If you prefer to email your comments

Please specify "Piatt Plan Public Comment" in the subject line and provide your name and community or township at the end of your comments. Email to schavarr@ccrpc.org by August 25th.

I have reviewed the draft plan and
attended the meeting. Please listen to
the opinions of Sangamon Township
citizens as outlined at the
meeting. The rezoning does not
meet the true needs of the
county.

Sincerely,

Kenneth Aragon

2194 Wagon Trail R

White Hall.

PIATT COUNTY COMPREHENSIVE PLAN

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1776 East Washington Street
Urbana, IL 61802

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Please specify "Piatt Plan Public Comment" in the subject line and provide your name and community or township at the end of your comments. Email to schavarr@ccrpc.org by August 25th.

the thought of zoning the Hwy 10-Hwy 72 interchange farm land for something other than farmland is in-responsible. We have farm land that is unequalled in the country. We are the breadbasket of the country...if not the world.

The concern of the Plan to preserve farmland and to stress the conservation of the aquifer is admirable. To propose other usage is inconsistent with these two above concerns.

The interchange & near farm land slopes downward ^{from} the Hwy 72 approach ramp to the east for about 500 to 600 feet, then bottoms out; then slopes up for about a quarter mile, thus the likelihood of the no drainage of excess water exists. Also, the traffic on Hwy 10 to the east travels at highway speeds over the interchange bridge & going downhill presents a safety factor. Also because this is a rural locality, there is very likely little to no security services, police - and little to none for health services & fire services. There is also the little concern for the residences to the northwest across Hwy 72 and the residents therein. These people pay their fair share of services thru their taxes. And we're doing quite well with our where-with-all. We must continue to live within our means. So why is this wanted & by whom & for what?

Joseph T. Novak
1365 Treasure Lane
White Bluffs, Ill.

Susan Chavarria

From: bjdemps@illinois.edu
Sent: Tuesday, August 18, 2009 2:39 PM
To: Susan Chavarria
Subject: Piatt County Plan

Susan,

I read your Comprehensive Plan for Piatt County and have a comment. It would seem that in the land use area that an effort should have been made to isolate one or two areas that had the potential for becoming quality Industrial parks for future development. There should have been some discussion as to the quality of such sites, the needs of the sites in order to attract industry, and the amount of space that should be allocated. Presently all we have are a bunch of oval markings with little discussion as to the advantages and disadvantages of the sites and the land mass needed in each.

Barry Dempsey
White Heath, IL

Susan Chavarria

From: Myers, Michael Dale [mdmyers@uiuc.edu]
Sent: Tuesday, August 18, 2009 8:52 AM
To: Susan Chavarria
Cc: 'HelenMyers@aspca.org'
Subject: Piatt Plan Public Comment

Dear Sirs:

I write regarding the proposed Draft Piatt County Comprehensive Plan that specifically seeks to designate 87 acres on the northeast corner of Illinois Route 10 and the US I-72 interchange into a commercial-industrial designation rather than a business-only use zone.

I am against the commercial-industrial only designation on political, practical, and quality of life issues.

The residents of Sangamon Township have already indicated in a referendum vote that they opposed any industrial zones in the township. Such a move to by the Piatt County Board to designate the area as commercial-industrial rather than business only thus represents a direct denial of the democratic process as applied in Sangamon Township.

From practical views the site is serious deficient in that it is prone to flooding, has no municipal water or sewage disposal system nor is there a lack of fire protection. There are also deficiencies regarding access and accompanying traffic issues in what is essentially a rural-road system.

Because there are numerous residential homes and communities within 1.0 miles of the proposed sites, quality of life issues to these residents are critical especially light, noise, and obnoxious odor pollution as well as sewage, pollutant, and waste-byproduct disposal. Commercial or industrial activity on the site threatens the private wells on which all in the area depend for their supply and health.

Substantial sums of money must be spent to prevent these problems; money that can better be spent on other problems and issues in the county.

Furthermore, there are other sites in the county where the opposition to such a commercial-industrial designation is either much less present or even non-existent - for the people of Piatt County including those of Sangamon Township such sites represent a much more commercially and monetarily viable option and a much more fair and democratic option as well.

Thank you for your consideration of my comments.

Sincerely,
Michael Myers, Ph.D.

Michael Myers, MA, PhD
Campus Center for Advising & Academic Services
807 S. Wright St.
5th Floor
MC-317
Champaign, IL 61820

Phone: (217)333-4710
FAX: (217)244-4851
mdmyers@uiuc.edu

<http://www.dgs.uiuc.edu>

<http://netfiles.uiuc.edu/mdmyers/www/>

8/18/2009

Susan Chavarria

From: afile@illinois.edu
Sent: Tuesday, August 04, 2009 4:53 PM
To: Susan Chavarria
Subject: Opinion Regarding Land Use

Dear committee members,

As residents who live near Route 10 and voted with the majority against industrial development along that residential corridor, we are surprised and dismayed by the recent discussions that seem to ignore the wishes and opinions of property owners. Why does this beautiful natural area where people have invested heavily to escape industrial development seem like an appropriate place to possibly locate it?

The people spoke clearly and democratically in the 2008 November election. We fail to understand why your committee continues to press this agenda or why there appears to be reluctance to at least designate between "industrial" and "commercial" land use. A soft commercial site might be acceptable, even desirable, but the area in question is NOT appropriate for anything that falls under the realm of "industrial". Democracy is based on compromise. We trust that you will approach this decision in the spirit of compromise and respect the opinions of the residents you represent.

Respectfully,

Allan and Kim File

Susan Chavarria

From: vanessa brewer [ranbrew@hotmail.com]
Sent: Wednesday, August 19, 2009 10:52 AM
To: Susan Chavarria
Subject: piatt county comp plan

I am using this forum to register my opinion about the proposed change in the land use plan at the intersection of I72 and route 10.

I am opposed to this land area being zoned for industrial use!!!

This parcel would place a industrial complex within approximately 1/8th mile of one of the original pioneer cemeteries where the founders of this county have their final resting place.

I have also had my well recently tested and was informed my water level is only 65ft below ground surface.

I would have to question the impact on my well, as well as others in this entire area, from run off from several acres of fresh asphalt or cement, as well as the impact to the Sangamon river which would be located downstream from such a complex.

respectfully, James Brewer
53 Glenn dr
White Heath, Il. resident of Sangamon township

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Historic Preservation:

I feel the committee's recognition of the need for historic preservation is a positive. Our county needs to inventory structures and areas of the county that are, or could be in the future examples of the county's history because of architectural design or because of important members of the community relationship to the structure or area. An inventory is only the start, a plan to protect historic structures from being torn down and or altered needs to be addressed immediately. Talking points do not save our historic buildings. Ordinances need to be put into place to stop the loss of these historic resources.

Since I have lived in the county we have lost a huge amount of significantly historic and architecturally important buildings in the Monticello area. To name a few that have been torn down: The Lyric Theatre, the Sackriter Hotel and adjacent house, the Pepsin plant, the poor farm, an 1800's rare brick home south of Cisco and the tearing down of the County Jail.

The only saving of our historic buildings has been primarily through individual efforts of private citizens. It is past time for the county board to step up and quickly address the loss of these assets. Many areas of the country have ordinances that do not allow structures over 100 years old to be torn down but to be preserved. I put forth to incentive the private citizen through real estate tax incentives to preserve, save and improve our historic homes and buildings. Any improvements through aforementioned process would receive a tax freeze on historic property for a twenty year period on said improvement. Each following improvement would then carry its own separate twenty year tax freeze. All existing tax freezes would disappear if the property is sold. The home owner's improvements must stabilize the structure and keep its historic integrity. Such things as sun rooms or swimming pools would not apply. In return the home owner would open the structure once a year such as the barn tour to promote historic preservation. It is time to create historic TIF districts.

Historic buildings are an underutilized asset of the county. Attractiveness of the county could be greatly enhanced through the promotion of historical areas of the county. Allerton Park is not the only historic area of Piatt County. Many communities throughout the country advertise these assets rather than tearing them down.

My concern is that the county board has not shown in the past any interest to preserve the history of our county. On the contrary, one only has to look at the most recent history, the destroying of our county jail. The fact that a public entity does not hold value in preserving a historic structure does not mean that structure is not important and should not be preserved. Our society feels that old things are not worth saving. Once they are saved the attitude changes. The State of Illinois has already surveyed the structures of our county many years ago. A review and update with the state can give the county board a starting list. It is past time to move forward with this project.

Tax incentives will not cost the county. If the improvements are not made, there will not be tax increases anyway. Those citizens who have already saved or own historic structures should have those

structures recognized by the county board as historically significant and protected. Some tax incentives could be applied to these structures to maintain these building for future generations.

Commission Representation:

You the members of the Piatt County Regional Planning Commission were either hand selected by the board or are supervisors of a township. You the members of the commission were selected to obtain opinions from your respective townships about what Piatt County will look like in the future and bring that information to the regional planning meetings. Public opinions were to be gathered by you, holding meetings and discussions with the citizens from your township. Day to day conversations with like minded individuals at the coffee shop should not have been the only avenue of public input. Have you as commissioners held any public meetings, have you encouraged fellow citizens to contact Susan and Andrew with ideas, have you posted informational flyers in public places announcing times of meetings and agendas or information about the public website. What have you done as commissioners to reach out to your neighbors that you don't know to solicit information regarding a very important twenty year project of future zoning? I leave those answers to be considered by each of you individually. If you have not done any of these things, are we only left with your opinions as commissioners and not of your neighbors? Try as we may we don't always get it right with our ideas of how things should be done or what people would like. Another important point is you as commissioners are to express the desires of your township only. You were not selected to impose your viewpoints on or to try and represent other townships.

At the last meeting of PCRPC Randy Keith the representative from Sangamon Township, put forth a resolution to remove the word industrial from the planned zoned area north east of route ten and interstate 72. Randy stated he had met with and talked to citizens in Sangamon Township. From his talking with people he stated that the majority of citizens of the township are opposed to industrial areas in Sangamon Township. Randy also stated that a referendum had passed in Sangamon Township opposing industrial sites in the township. How many commissioners have gone to the effort of Randy to seek public input and present their findings to the commission? Of the commission meetings I have attended, I remember no other commissioner expressing the views of their neighbors other than Randy. Randy put forth a compromise resolution striking the word industrial from the proposed zoned area. The resolution lost by a six to eight vote. I applaud those who voted yes to the resolution. To those who voted no, I say you do not represent Sangamon Township, you do not live in Sangamon Township and apparently do not understand or disregard the opinions of the people of Sangamon Township. You as commissioners represent your township and not other townships or the county. The only reason given by any commissioner to vote no on the vote was "We can't afford to leave any options out." Randy explained the mistrust in county government that he felt the people of Sangamon Township presently have. The commissioners who voted "no" to the resolution reaffirmed that feeling. If the commission decides to move forward with the proposed plan after tonight's discussion, I request that the commission reopen and vote yes to the resolution that Randy has put forward.

Rural Subdivisions:

During commission meetings, comments were made about unincorporated rural subdivisions. Most of the comments were not of a positive nature. At the last meeting the comment was, "At best subdivisions are a break even." If members of the commission have statistical data to substantiate these statements and beliefs, I ask that it be included in the land use plan. The statistics should be from rural Piatt County and not be a generalized state or national statistic so often quoted. I feel that the rural subdivisions in unincorporated areas in our county are an asset. The claim that the infrastructure costs more than the revenues needs to be studied if no information is available. The unincorporated subdivisions of our county have not required the infrastructure of the cities. The homes of these subdivisions are newer and have higher assessed values. Piatt county townships that have unincorporated subdivisions appeared to be in better financial condition than those who do not. Why is this? Elected officials of Piatt County need to start looking at the rural community as an asset rather than negative. Personal prejudices need to be dropped along with statements that have no data to back them up.

Need for additional industrial areas:

Not included in the final draft is the fact additional areas designated for industrial – commercial zoning were not recommended by the consultants. The consultant's findings based upon statistics included in the plan, show that there is no need for additional industrial areas in our county. The commissioners did not vote on the plan proposed by the consultants. Instead, comments such as "This is not what I expected" were made. Based upon preconceived ideas the plan before you is what the commission presents to us. You will not see in the plan the proposal presented to the commission by the consultants. A consultants plan that Piatt County taxpayers paid over \$100,000 to have developed. I ask the commission to present to the public in writing and include in the plan, the errors made by the consultants that substantiate the reasons for ignoring the consultants plan. The reasons should be substantiated by statistical data and sources. If no data is available I ask the commission to adopt the plan presented by the consultants. Until then I feel the statement "This not what I expected" applies to the taxpayers who paid for this plan.

Map 9-12:

I ask that map 9-12 be removed from the plan. At the last meeting the consultants suggested that this map not be included in the plan. The consultants stated that this map was "misleading". The map has weighted percentages with no statistical data backup resources as to where these weighted averages were derived. The map does not take into account the number one element of consideration sanitary and sewer availability. Nor does it take into account the population of the surrounding areas. It is quite

evident that this map was inserted to show cause for the commissions sighting of additional industrial areas. Because this map is clever but has no statistical basis and is misleading, it should be removed from the plan.

Implementation:

The commissioner's report shows 109 generalized action goals pages 12-2 through 12-17. Only one of generalized action goals calls for public input. The action groupings need more public input to insure that goals stated have outcomes that are compatible with the citizens needs. These goals should be prioritized by action group and goals within action group. Throughout the process items have been changed or removed from the objectives in the plan because of the reason "The County does not have any money." My question to the commission is how realistic are these goals with these financial constraints? A plan is only as good as the will and money to implement it.

Public Input:

Page 1-2 it states: "Formulating a vision for the future of Piatt County involves soliciting both structured and unstructured input from residents. During this element, a public workshop facilitated collecting ideas about strengths, weaknesses, values, and desire from participation residents. Throughout the planning process, unstructured input was collected as interested parties communicated their ideas via email, phone, mail, internet and meetings with staff and county board officials." If you look at the plans contents you can see that around 60 people were at the public workshop. Taking out members of the board, commission and ex-officials the number is much smaller. 60 of the 16,600 county residents represent 1/3 of 1%. Looking at the plan it **appears that there was no public input** over the last two years as none was included in the plan. At the last meeting it was voted to exclude correspondence that citizens had with the consultants during the planning process because of individual's names in the correspondence. The plan should include all public input as was the agreement at the beginning of the process. The rules should not change at the final approval of the plan. Individual's names can be blacked out if the committee feels it necessary. The public has well as county officials have the right to know what and how much public input there was during the process.

Area East of Monticello:

If the commission feels it needs additional areas designated for industrial zoning it should include the area East of Monticello on the Monticello road. This area is the connection between I-72 and I-57. Infrastructure is available for sanitary and water systems along with electric and gas.

Loss of farmland:

Throughout the plan, farming is considered the primary industry and farmland the most important asset. Contrary to the consultants data showing no need for industrial zoned areas the commission has adopted a plan which increases the potential number of farm acres taken out of production, more than doubling the existing land set aside. Land set aside presently for industrial use, is presently only used at 50% capacity. Farm land should not be lost for industrial purposes.

A handwritten signature in black ink, appearing to read "Mike Nolan". The signature is written in a cursive, flowing style with a large, stylized "M" and "N".

Good evening, my name is Marie Fiedler and I live in Piatt County, Sangamon township.

Two years ago I visited with a white corn farmer and his family in Evansville, Indiana. They shared their story of a industrial development. A corn processing mill was built very close to their home and family business. During the processing of corn, the plant emits a very strong methane gas into lagoons, which were built right across the road from the family home. The methane gas was required to be burnt off releasing a powerful odor that could be smelled up to five miles away.

This smell was described to me as if "someone had vomited in your bed and left it there for days..." This odor made its way into their home and the homes of many others...regardless of closed doors or windows. The stench covered their clothes and was noticed by others when they went out in public. They could not enjoy any outdoor activity or recreation. On top of it all the plant drilled into the local well running homes completely out of water. Five years of suffering through uncovered methane lagoons and the only progress they made to better living conditions was to fight to have the lagoons covered. Now they only experiences the vomit inducing stench strongly is during the spring and fall. I am submitting affidavits from that trip.

Paul Doane came by my office following my return from Evansville wanting to know why I was "causing trouble". I explained my reasons for opposing the industrial site on route 10 and told him that he needed to go down there for himself and see what the corn mill did to those people. He commented "maybe I should have".

For most of us who see many of the same people who voted, pushed for, or were benefitting from the last industrial site proposed in the same area a chill runs through us. We all wonder how fair, balanced, and impartial can this commission be?

Can they view the bigger picture of Piatt County? Or just their own self serving interests and those of their friends?

Why did Paul Doane replace Barry Dempsey on this commission? Paul Doane wants it both ways . Paul Doane has developed Doane I subdivisions with 11 homes and Doane II subdivisions with four homes and more lots available.

Is Paul Doane's October 2008 letter to the editor regarding a "NO" vote in a self serving interest? When he states that "the development of subdivisions is costly to taxpayers; while other types of developments benefits taxpayers and creates local jobs..." How fair, balanced, and impartial can this commission be?

How many on this commission have actually personally visited this proposed industrial site and seen what is presently built around there?

Does this commission understand that zoning industry at that site will decrease the value of homes , quality of life, and could have health and environmental issues in the future.? When I approached one zoning member two years ago to ask her why she approved the Masa Mill site her only reply was that "if I wanted to live in Piatt County I should buy 160 acres and get a life.." she also stated that I "was poison to Piatt County and people like me should get out..."

Is this commission willing to gamble with Sangamon Township home and property taxes, the one thing that has remained relatively stable in this economy?

Is this commission willing to endanger the environment and the Sangamon River system that flows through Sangamon Township? This spring I encountered another zoning member who stated the he didn't "get paid enough to do any due diligence" regarding the previous industrial corn mill site.

The last proposed site in 2007on Rt 10 some of you on this commision voted for or pushed for the industrial mill site. You were pushing through a a Chicago company's desire to move here and build an Industrial Mill in a loosely regulated rural area with strong opposition for local residents and without any prior impact studies.

Don't make Piatt County laughed at again by other areas that see us as having an easily manipulated government controlled by a special interest group who's sole interest is in the welfare of a few select members.

People in Piatt County are losing confidence in the elected and appointed board members to not be self serving.

We have had to defend ourselves against our local government representatives who were not looking out for the best interest of Sangamon Township.

You have the opportunity to do the right thing and vote this site commercial business only.

Thank you.

Enclosed

Area Map

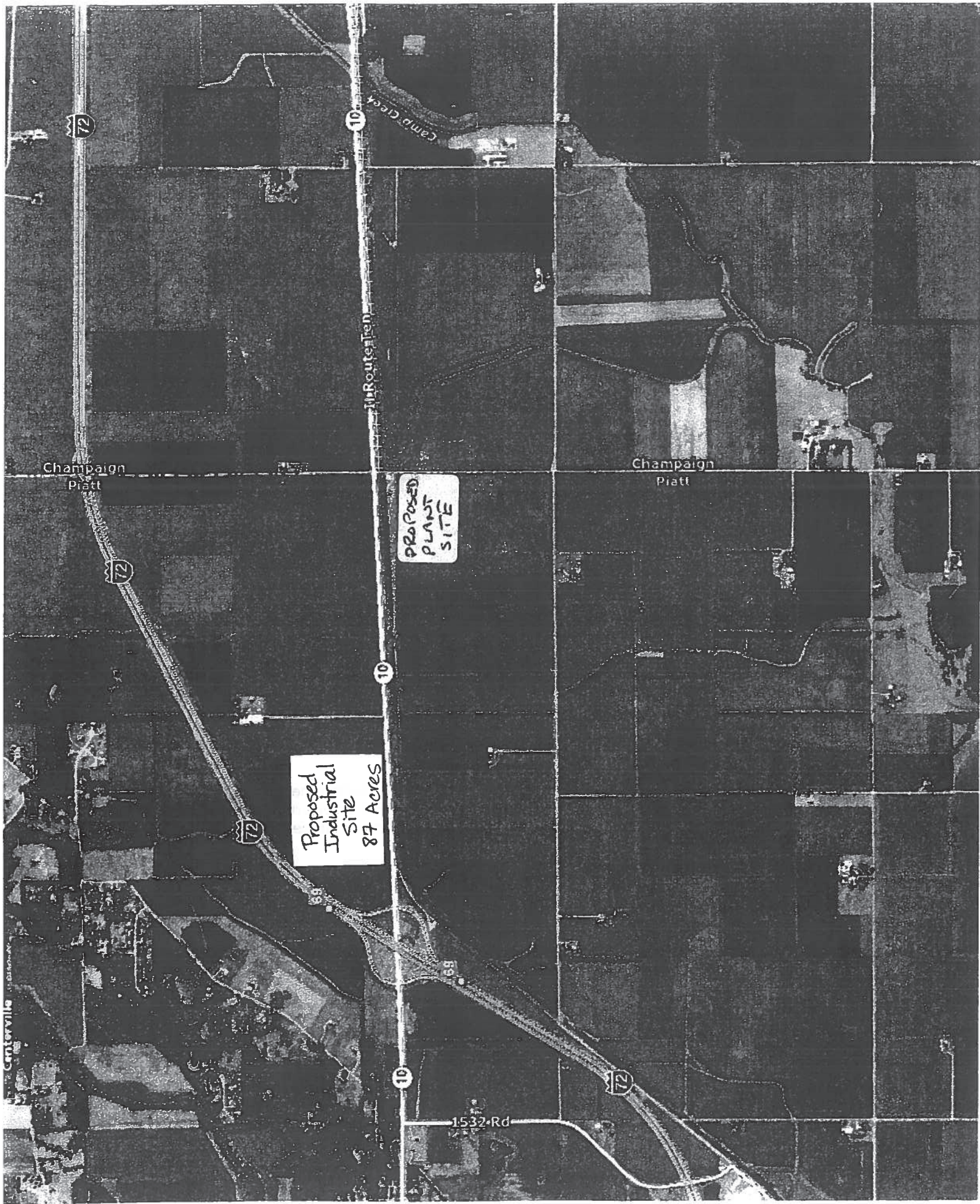
Mary and Eugene Farney email and Affidavit

Marie Ipox Affidavit

Paul Doane's Oct. 29, 2008 letter to Editor

Marie info packet sent to 2007 Board Members , Sharon Lee Martin, John Lyons, Michael D. Wileaver, Thomas Dobson, Jerry Brazelton. And Max Olson

August 18, 2009



From: MEEFarney@aol.com
Sent: Sunday, August 05, 2007 2:26 PM
To: Spirit@soltec.net
Subject: Stink

Dear Marie Ipox,

RE: Azteca Milling Plant

My husband and I lived in the country and enjoyed the fresh air, slept with our windows open when the weather was fresh and cool. We were turkey farmers and grain farmers at the time and had a turkey processing plant. Azteca Milling built a corn processing plant at Hwy.41 and Baseline Road, North of Evansville, IN. They also built 2 lagoons across the road from our Home and Business.

Our county gave them a tax abatement, being they didn't have to pay property tax for 10 years.

Azteca cooks the corn to get the hull off the kernel, then the hull goes through a fusion process which takes the water out of the solids and is pumped into the lagoon and makes methene gas, which they burn off. The problem with this was when they started the plant up the lagoons were not covered and we had a STENCH that you could not believe anything could STINK so much. This STENCH could be smelled for miles around (3 - 5 miles) according to which way the wind was blowing, so everyone in the neighborhood had a chance to smell this terrible odor. The stench was like someone had vomited in your bed and left it there for days. We have an older home and the smell came into our house, turkey processing plant and our farm buildings and just hung in there, it was a terrible experience and still is every Spring and Fall.

Azteca also drilled a well for water and hit the same well that was supplying our turkey business and ran us out of water. Azteca uses a lot of water and your plant will have to have a good water supply.

Then Azteca has the guts to say it was our Turkeys stinking and other times it was our neighbors hogs stinking, neither of these two smells were as bad as what the STENCH that was coming from the lagoons. Azteca has covered the lagoons after 4-5 years of complaining and we don't smell the stench as much as we used to, but every Spring and Fall it always appears for a couple of days.

We feel like Azteca has ruined the value of our property. A plant like this needs to be built away from residential areas, which ours was, but ruined our turkey business. Our State does not have an odor ordinance, so there was nothing we could do but complain and threaten to call the news media and the newspaper until the problem was corrected.

GOOD LUCK

Mary and Eugene Farney
411 W. Baseline Road
Evansville, IN 47725

If I think of anymore things to tell you I will write you soon. I hope the community wakes up before this plant is built in your neighborhood.

Please let me know if I can be of anymore help to you.

STATE OF ILLINOIS)
) ss.
COUNTY OF PIATT)

AFFIDAVIT

Eugene and Mary Farney, being first duly sworn, upon oath deposes and says:

1. That, as stated below, I am qualified to give testimony and render the opinions stated below in reference to the corn milling plant and waste products lagoon now proposed by Clarkson Grain and on behalf of El Milagro Tortilla Products of Chicago.
2. That we lived at our current residence at 411 West Baseline Road, Evansville, Indiana for 38 years and enjoyed the fresh air, slept with our windows open when the weather was fresh and cool. The El Milagro built a corn processing plant at Hwy. 41 and Baseline Road, North of Evansville, IN. They also built 2 lagoons across the road from our home and business.
3. The Milling Plant cooks the corn to get the hull off the kernel, then the hull goes through a fusion process which takes the water out of the solids and is pumped into the lagoon and makes methene gas, which then is burned off with the help of propane gas. The problem with this was when they started up the plant the lagoons were not covered and the methene was not being burned off, so that left us with a STENCH that would overtake our house, turkey plant and our farm buildings. You couldn't believe anything could STINK so much. The stench was like someone had vomited in your bed and left it there for days. This odor could be smelled for 3-5 miles around, according to which way the wind was blowing.
4. We complained to The Milling Plant and to the news media and then The Milling Plant had the guts to say it was our turkeys and our neighbors hogs making the smell. We had never smelled anything so bad from turkeys or hogs. Rotten grain has a smell of its own and especially when the weather is hot and humid, its rank. The Milling Plant, after 4-5 years of us complaining put a cover over the lagoons and burn the methene gas, but still each Spring and Fall we still get the odor for a week or two.
5. We feel that the milling plant has ruined our property value. We can't plan an outside picnic or parties, and we don't sleep with our windows open anymore because of the odor from the Milling Plant.
6. Based on our experience we feel that a plant like this needs to be built miles away from residential areas. Our state does not have an odor ordinance, so, there was nothing we could do but complain and threaten to call the news media and the newspaper until the problem was corrected.

If called to testify under oath, the undersigned would make the statements and render the opinions contained herein.

DATED this _____ day of August, 2007.

STATE OF ILLINOIS)

COUNTY OF PLATT

) ss.
)

AFFIDAVIT

I, Marie Ipox, being first duly sworn, upon oath deposes and says:

1. That, as stated below, I am qualified to give testimony and render the opinions stated below in reference to the corn milling plant and waste products lagoon now proposed by Clarkson Grain and on behalf of El Milagro Tortilla Products of Chicago.

2. That my family and I live at 23 Riverview Terrace, White Heath. 109 North Main Street in Seymour, Illinois. Our house is located approximately 2 miles west of the proposed Clarkson Grain/El Milagro/Molinero corn milling plant. I own and operate a screen printing business, Spirit Screen Printing, also located on main street in Seymour, about 3 miles east of the plant site.

3. Being very concerned about the impact that the proposed plant could have on my fellow friends, neighbors, my business and my family, I personally drove to Evansville, Indiana on August 8th, 2007 to look at the existing Azteca corn milling plant, assess its impact on the community and interview local residents who lived around and near the mill. Following are my on site observations.

4. I was invited into the house of Mr. and Mrs. Eugene and Mary Farney which is located across the road from the milling plant. The plant site is huge and the Farneys told me that since it was originally built it has continued to grow in size. The plant today is a multiple of the original. The lagoon portion of the plant is actually in a far corner of the site about 1/2 mile away from the Farneys home but they still smell the lagoon odor even though the plant was eventually forced to entirely cover the lagoon with a membrane cover and install tall-stack burners to burn off the methane and other gases. Originally the uncovered lagoon emitted putrid odors much stronger than they smell today.

5. It was apparent to me after talking to the Farneys for a couple of hours that their fight with the corn mill over the years, the odor problems and the original depletion of their well water supply caused by the plant (the plant now is connected to a municipal system) had left this aging couple with a lost business. Now they grow white corn for Azteca for a living, have a home that is unsellable and their lives appear to be ruined. They have given us separate affidavits concerning the Azteca plant and they have told me that there "are hundreds" of other families who would like to tell their stories about the negative impact of the Azteca plant if we had more time.

6. I spent time on Route 41 photographing the plant and experiencing the odor of burnt corn. After about 1/2 hour I felt a tightness or stuffiness in my mouth, throat and lungs that I haven't felt since I quit smoking three years ago. I felt as if I had smoked a whole pack of cigarettes in the short period that I was there. It was not a pleasant feeling or sensation and I would not want for my family, myself or my friends to live anywhere near this type of industrial corn plant.

If called to testify under oath, the undersigned would make the statements and render the opinions contained herein.

OPINION

WEDNESDAY, OCT. 29, 2008

LETTERS TO THE EDITOR

Curb higher property taxes by allowing industry

The only way to curb higher and higher property tax is to allow industry to offset the tax burden of rural subdivisions. Sangamon Township's 22 subdivisions provide a huge amount of revenue, but it is proven that for every dollar generated, \$1.15 to \$1.25 is incurred to service and maintain them. With more and more rural development planned for the township, this increasing tax burden must be balanced with revenue generating industry.

Industries are not financial drainers like housing developments; they generate revenue, with the county's cost being about 32 cents out of every dollar they generate. Industries pay taxes, pay employees, pay suppliers and often donate goods and services to the community.

Industry does not necessarily lower property value. Again, studies have shown that property value is partially based on a person's desire to live in places with lower property tax, ample employment, and growing, thriving communities with businesses and industry.

The Piatt County Comprehensive Planning Commission is diligently studying places for industrial development. At present, there is NO place in the county, other than within in Monticello's city limits, that is zoned for industrial development. To say otherwise is incorrect. Sangamon Township is not and will not be the only place for industry, but the Rt. 10 corridor has existing

infrastructure necessary for future development and sole access to an interstate.

Is it being a good citizen to feel that you should not have to see in the far distance or even drive past on your way to work, an industry that could benefit so many others and yourself? Please be responsible and vote NO on both advisory questions for Sangamon Township.

*Connie Hendrix
Monticello*

Sangamon Township trustee urges voters to read question carefully

Sangamon Township residents need to carefully read the confusing wording and understand the two referenda on Tuesday's ballot before voting. The referenda state the township is against all industrial development. While the referenda are only "advisory", they send the wrong message; the message that any development other than subdivisions is not welcome in Sangamon Township.

Vote "NO" to encourage future opportunities to bring jobs and tax revenue to the township, county, schools, etc. and preserve landowner property rights. The development of subdivisions is costly to taxpayers; other types of development benefits taxpayers and creates local jobs.

Voting "NO" means all development is welcome and will be carefully reviewed by zoning and county officials. Local residents objecting to a development have the right and means to voice their opposition; these referenda are

harmful and not necessary. With the current economic situation, now is the time to encourage economic growth. Sangamon township residents need to vote "NO" on both referenda to protect the future of our township, county, schools, etc.

*Paul Doane
Sangamon Township trustee
Monticello*

Candidate's forum was prime opportunity to see electoral process

Tuesday night the voters of Piatt County had a golden opportunity to witness the electoral process in all its glory. The Piatt County Bar Association sponsored a "Meet the Candidates" night which was open to the public. Not many took advantage of this opportunity, which is sad. To be an informed voter and participate in the election process should be one of the most important responsibilities we, as Americans, embrace. We always hear about what it means to be an American, however, when given the chance to intelligently participate in one of our "God given Freedoms," we decline the invitation. Tuesday night was our chance, as citizens, to freely congregate; express our ideas; amicably discuss our differences and become informed voters. If I had been a social science teacher, I would have sent my students to view the election process in action. The only other avenue not taken, should have been taping the program for the public access station. It

would have been beneficial for everyone involved. It didn't matter who you supported, what was important was the free exchange of ideas without fear. We as voters need to realize that these freedoms we enjoy were paid for in blood of our forefathers. We must take our responsibilities seriously. Encourage our children to become informed, active participants in the electoral process. As Americans, this is our past, present and future.

*Alicia Winder
Monticello*

Misleading and incorrect

Numbers of felony cases filed didn't add up

information is dangerous. I am troubled by the fact that a week after writing a letter containing a false statement about my felony jury trial results, my opponent ran a "factual ad," again focusing on one particular statistic. Checking the source of her statistics, I compared their numbers with the actual files in our Circuit Clerk's office. I found that even the basic statistic of "number of felony cases filed" per year has been wrong in each of the last 5 reporting years. Certainly, if that number is incorrect, the statistics based on those same numbers must also be in error.

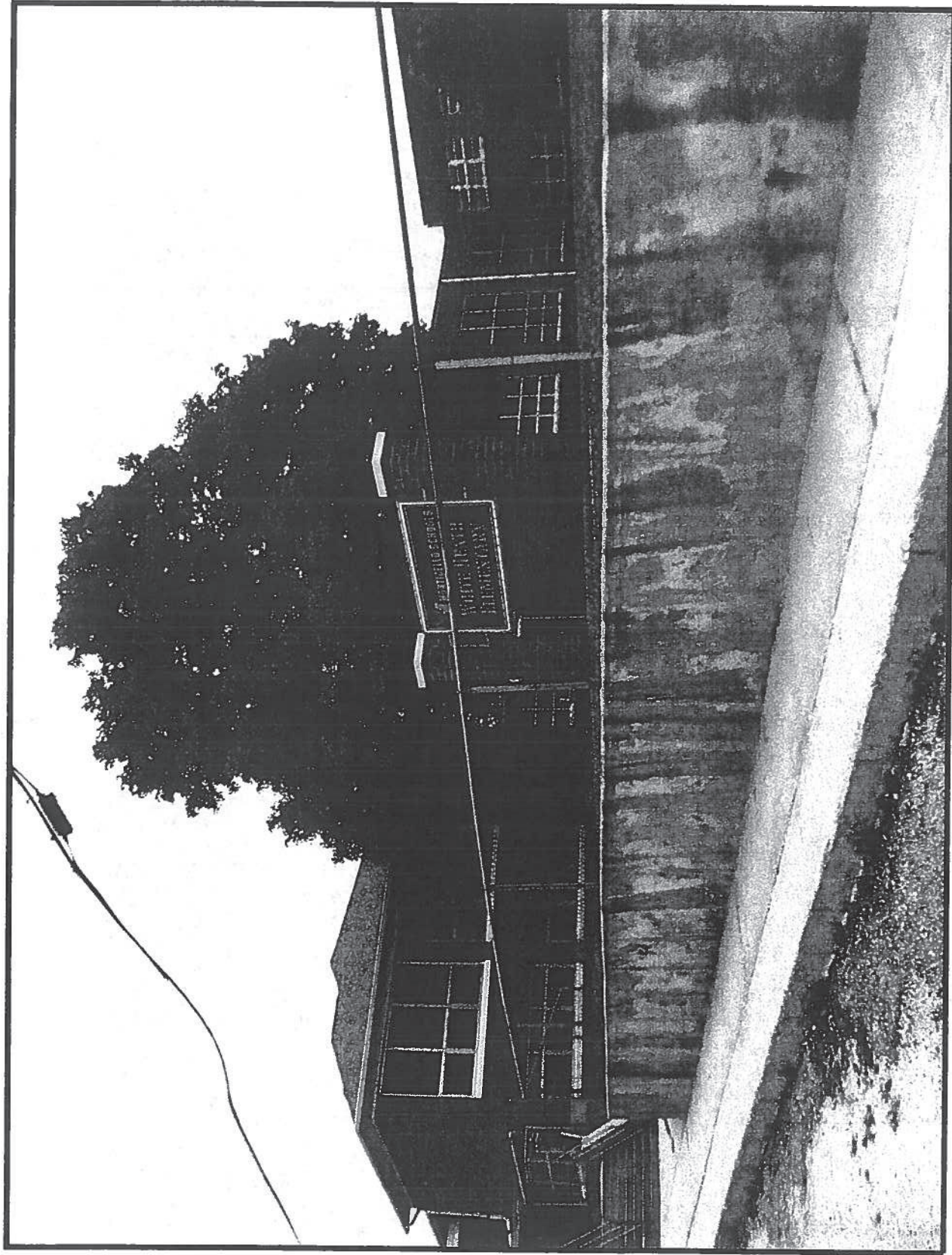
*Gary Webber
Monticello*

Editor's note: These letters to the editor were accepted because they were rebuttals against previous letters to the editors.

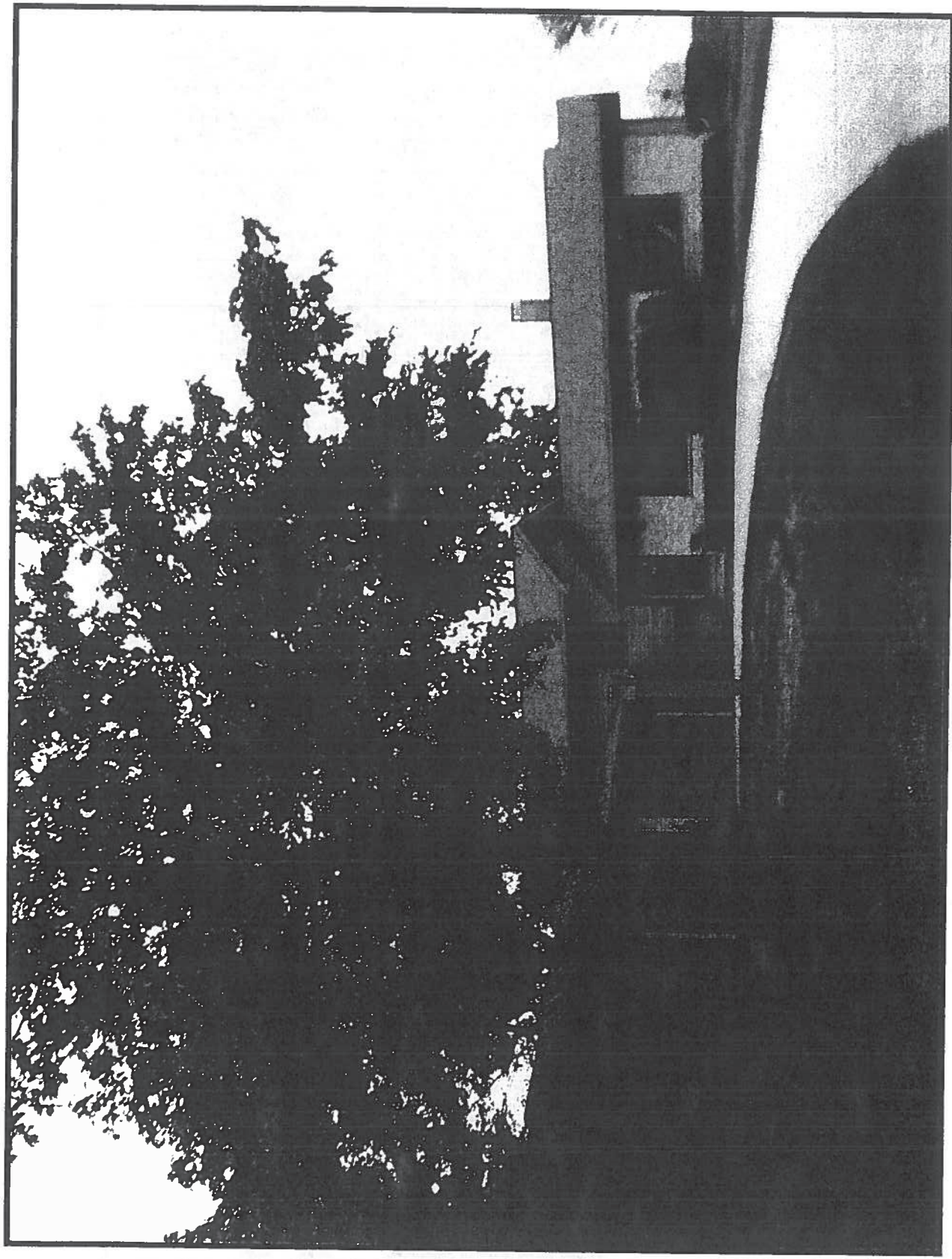
Community was more than man's best friend



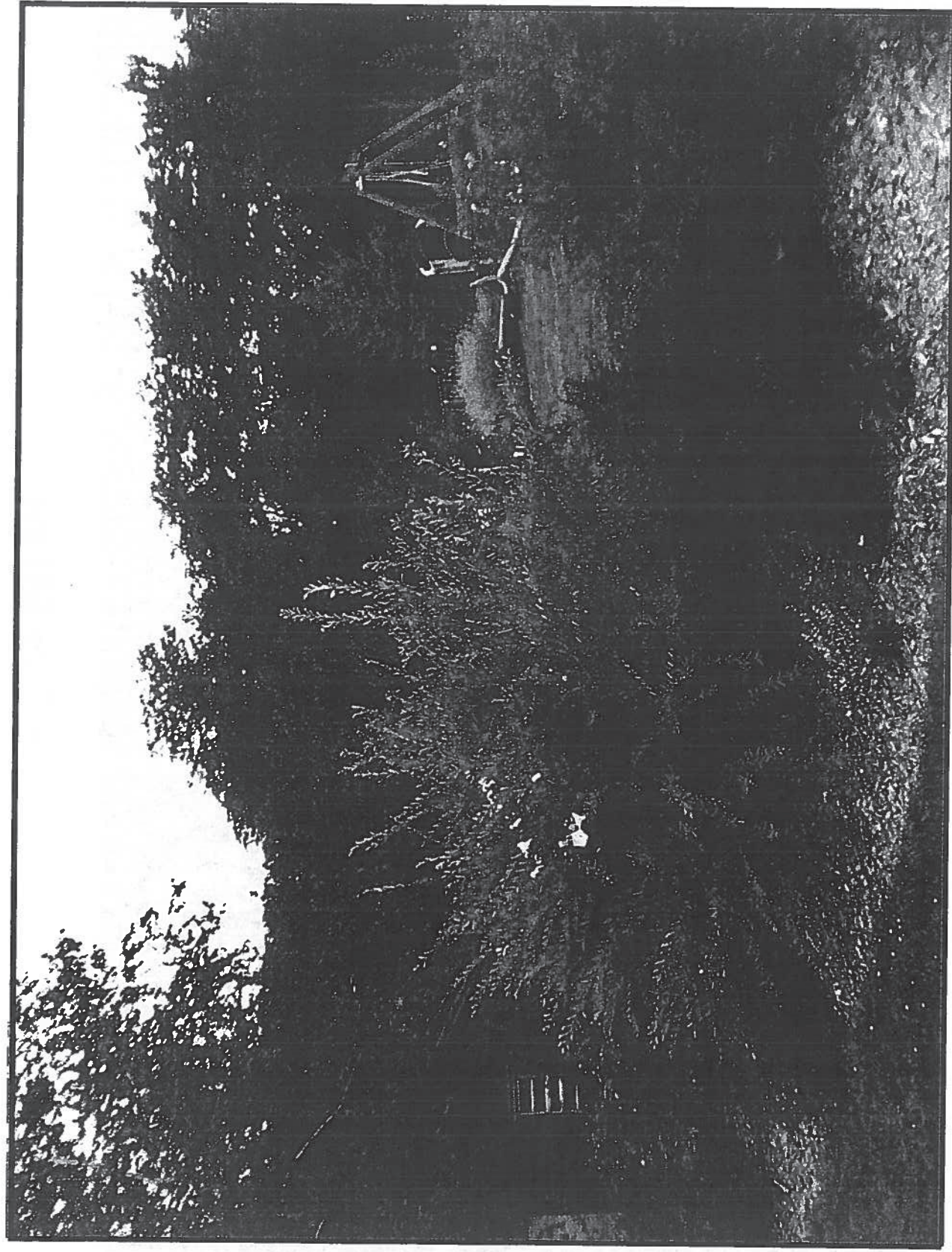
2 Miles
from Industrial Mill Plant Site



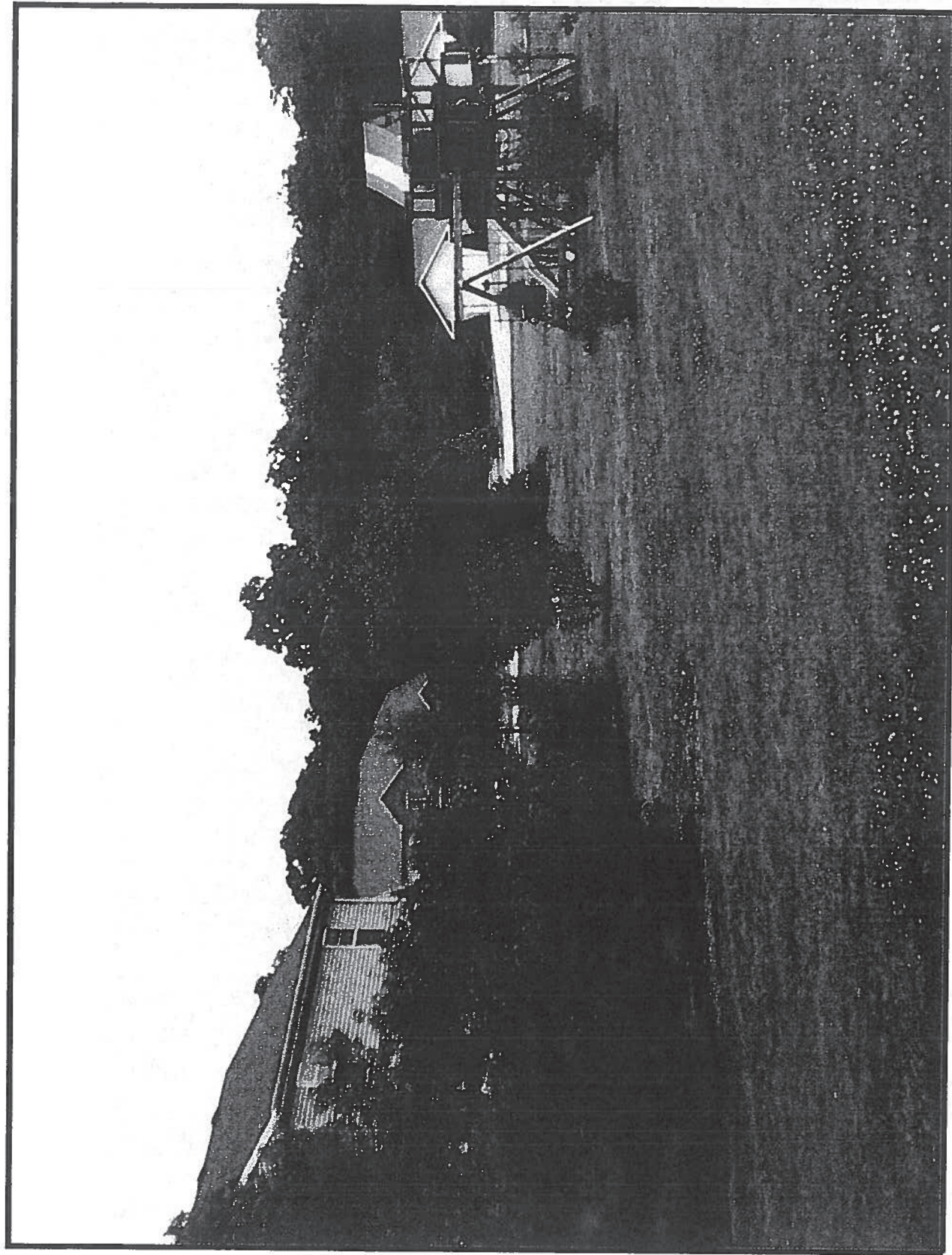
**2 Miles
from Industrial Mill Plant Site**



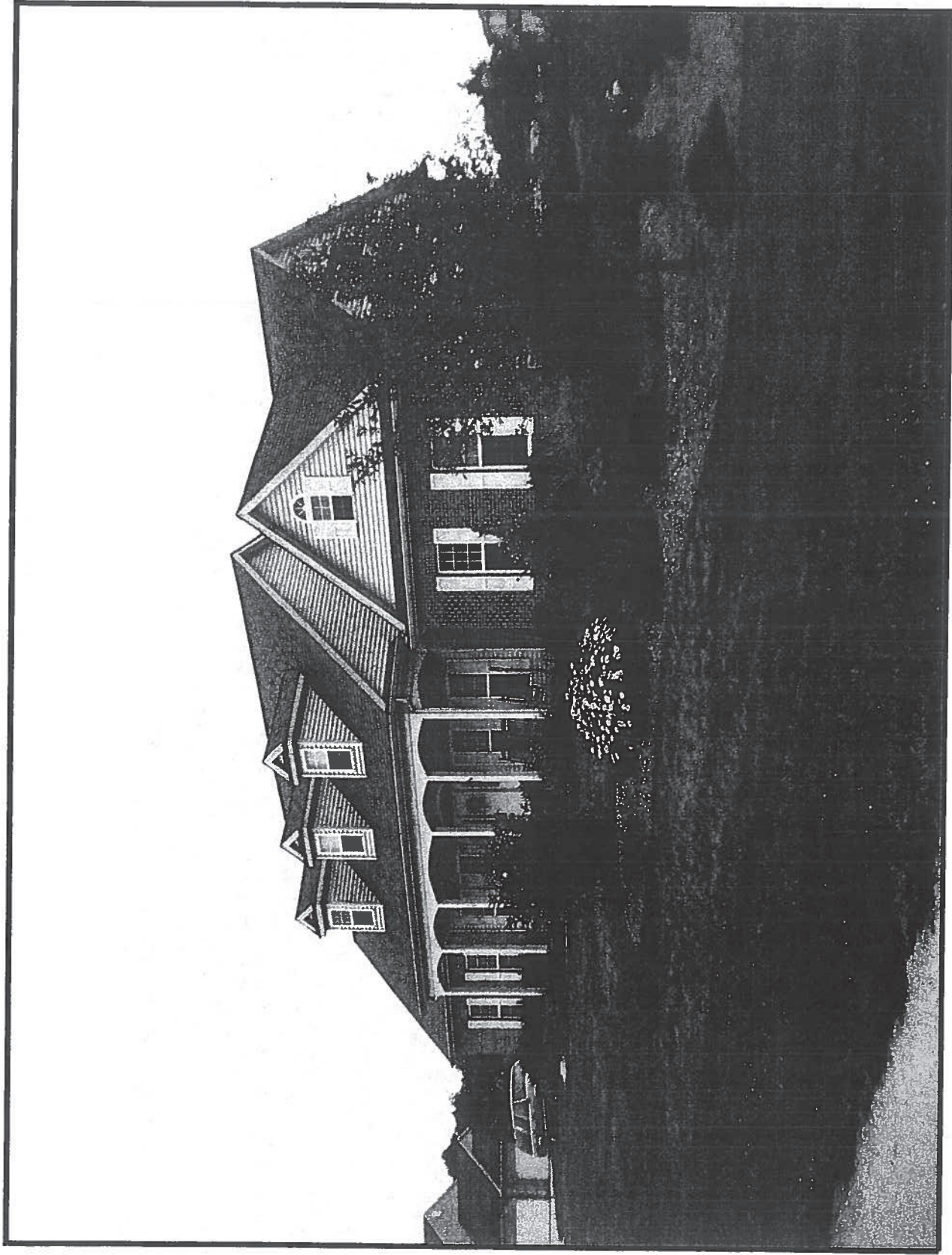
**1200 Feet
from Industrial Mill Plant Site**



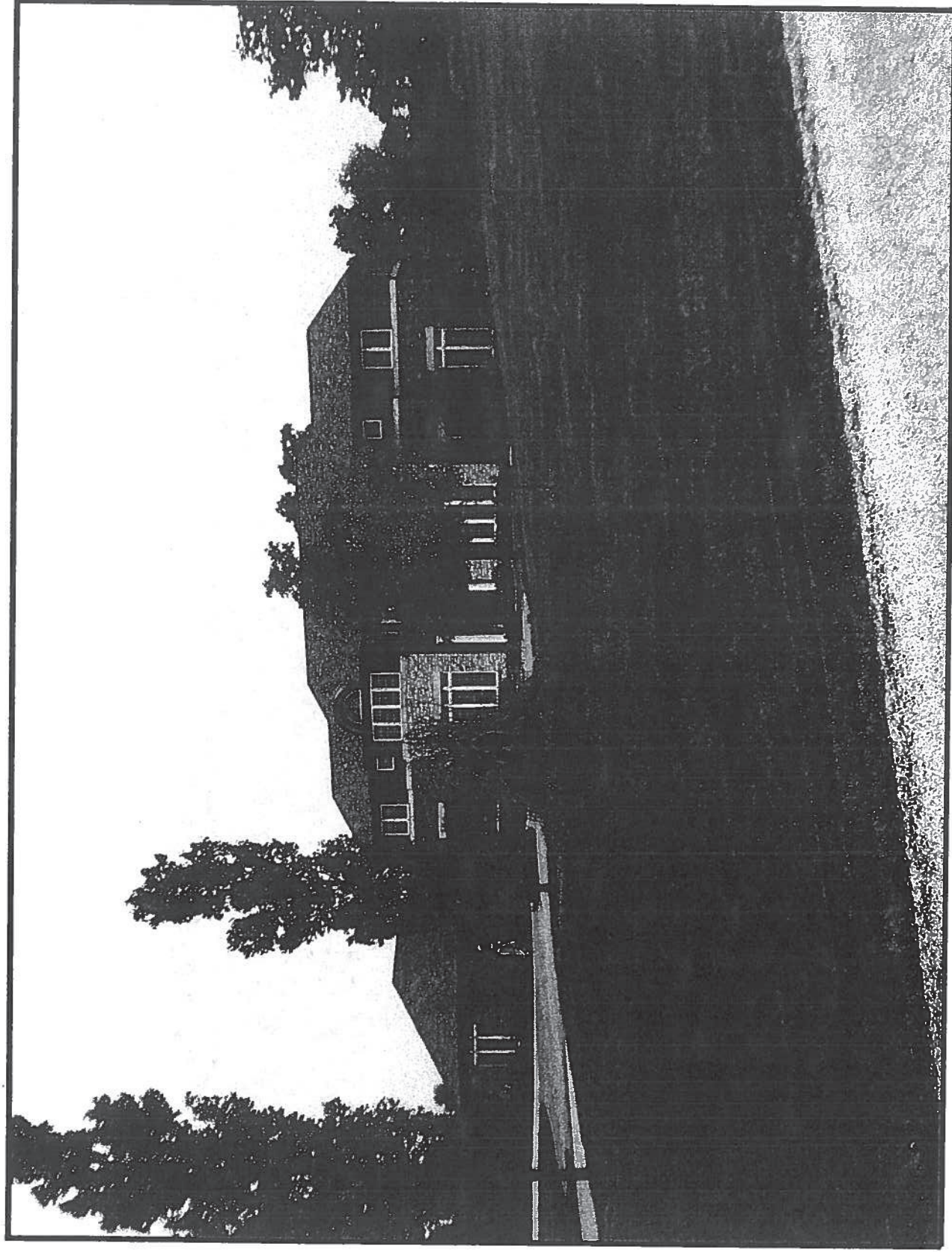
**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**



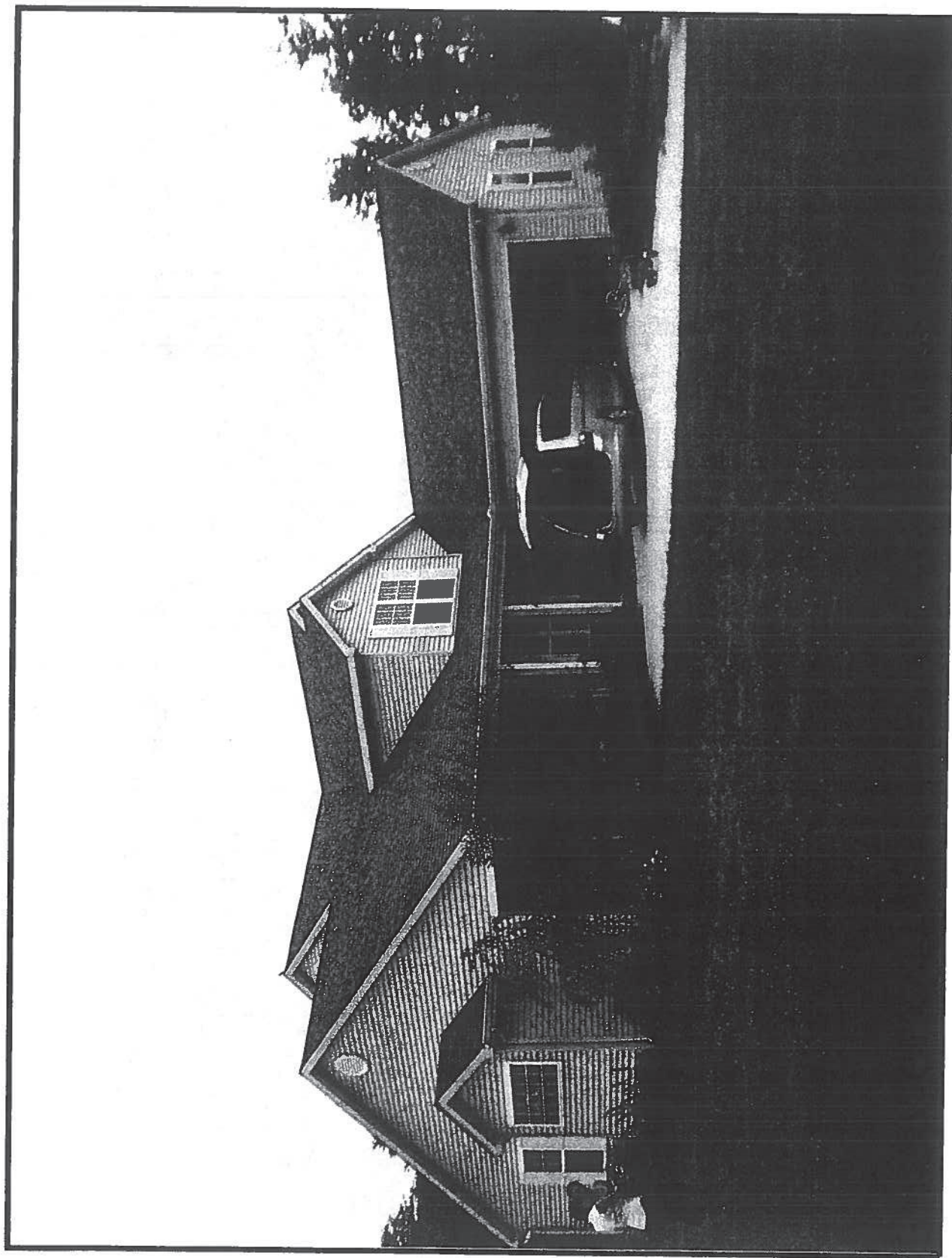
**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**



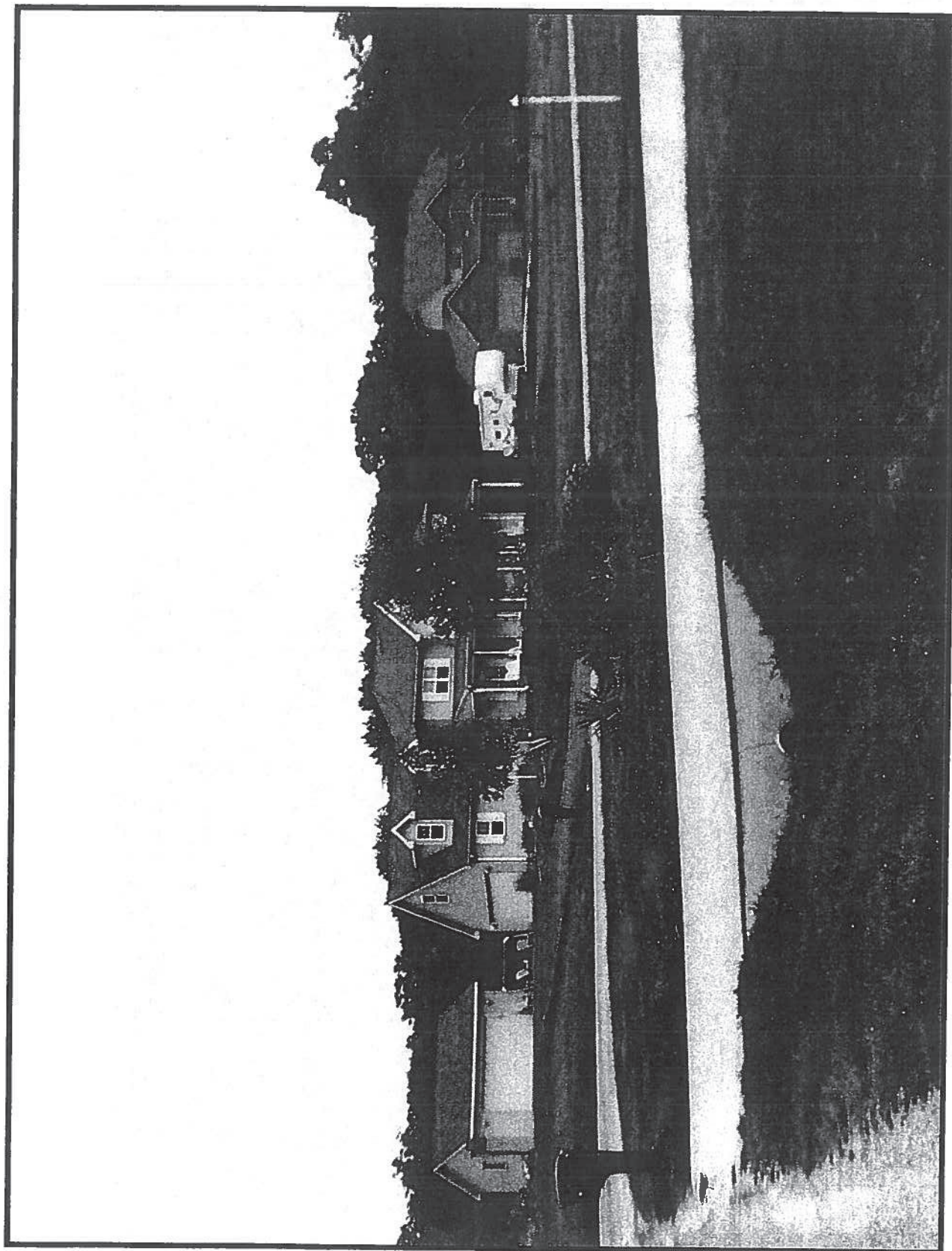
**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**



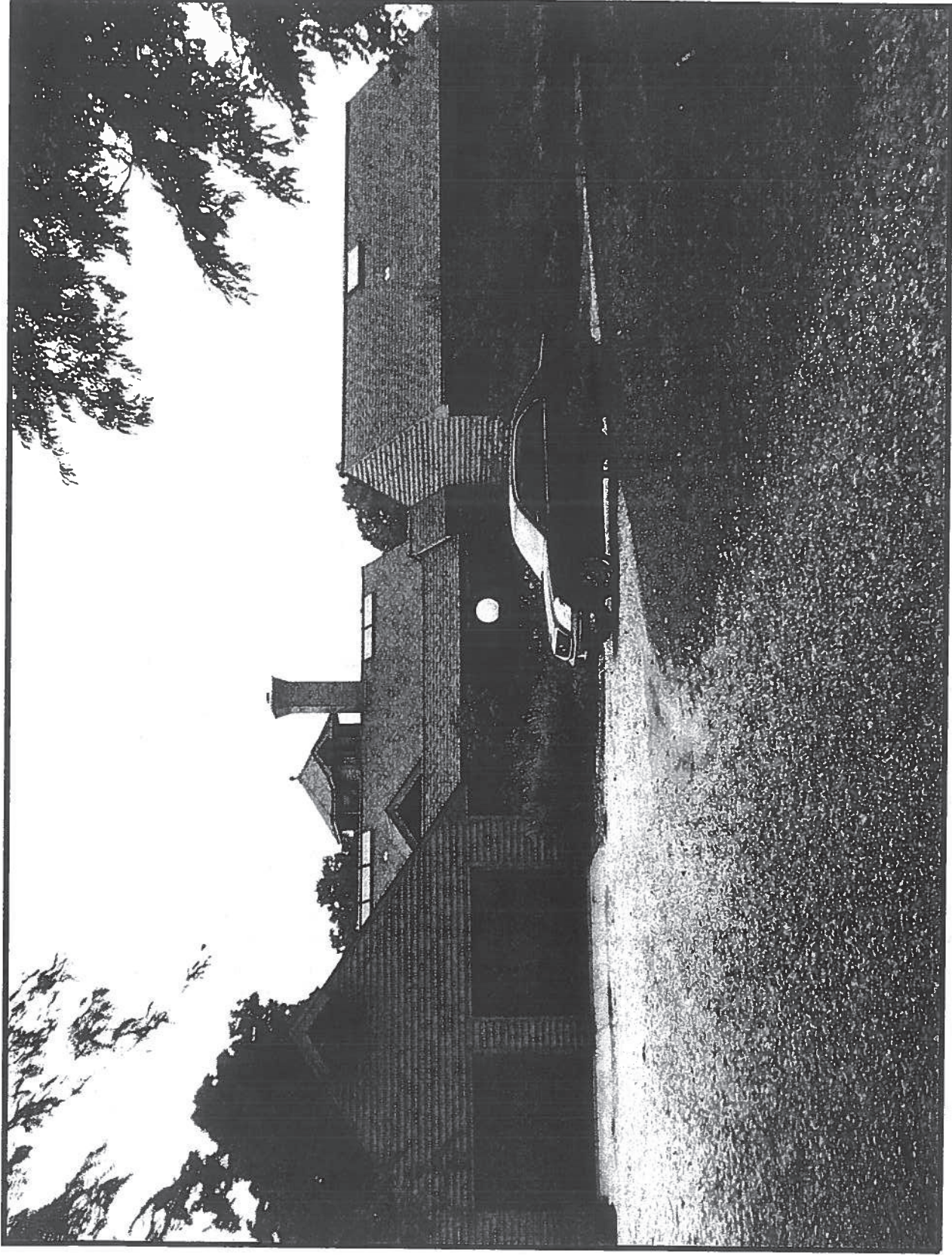
**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**



**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**



**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**



**1 - 1¹/₂ Miles
from Industrial Mill Plant Site**

Dear Board Member,

I, Marie Ipox, am sending this summary directly to you and also giving a copy to Trish Gale.

There are a number of concerns from residents in Piatt & Champaign Counties about the proposal of the building of the Azteca Corn Mill. Some of these concerns include:

- Health & environmental issues
- Lower property values
- Water usage & pollution
- Offensive odors
- Diminishing quality of life

I spoke on Tuesday, July 31, 2007 in front of the Piatt County Zoning Board. It was pretty apparent to everyone that their decision was already made and that the issues that they stipulated addressed a lot of the Lodge concerns and not many of the White Heath area concerns. I hope that you will listen to my voice and think about the big picture affecting all of the residents of Piatt County.

I am enclosing several pictures of homes in Sagamon Township that probably would not have been built had their owners known that an industrial corn processing mill with a 6-10 acre open lagoon giving off horrible stench and odors would be built 1-2 miles from their homes. Aside from that, I happen to live just 2 miles away from the site myself, and I also own a business just 2 miles away in Seymour. However, worst of all, there is a school of about 200 students just 2 miles away from this site. It would be unethical to allow these children to become guinea pigs of Clarkson and/or El Molinero, Inc. Is it right to ruin the lives of some in order to make another group more money? Does releasing a bacteria-filled stench upon an open sewer and into the air sound like a good thing? Would you or your children/grandchildren like that in their neighborhoods?

The toxins coming off of these lagoons not only have a disgusting smell, but they are hazardous to any humans' health. Without going into too much detail, know that people living around this plant in Evansville, Indiana have reported many health concerns including dizziness, nausea, and asthma. For those who already had asthma, their symptoms severity increased because of the pollution given off by these lagoons. This is what will become of our residents if this plant is built. Are you willing to take responsibility for the cumulative affects that will transpire over four or five years?

At Tuesday's board meeting I was able to see how the system works and have been told by longtime residents that there is no hope for us. Max Olson in the Herald and Review Decatur newspaper heralded the vote as a great step towards building the plant. He states that, "I haven't polled the delegation, but my feeling is the board will probably vote for it with these conditions in place."

I hope that you can somehow look at the big picture and see that this plant will bring a lot of problems that will change the dynamics of the White Heath and Monticello area. We do not want this area to become known as "Decatur East" and become a mill town. I hope you can see that this is not an appropriate location. I urge you to vote "NO" to this site.

Thank you for your valuable time,

Marie Ipox
White Heath Resident and Seymour Business Owner

Plant decision should be an informed one

Dear Editor:

Nearly 20 years ago, I helped rewrite the zoning ordinance of a community in central Illinois. The difficulty in balancing the rights of multiple parties is nearly impossible.

It is necessary to weigh the value of existing property rights against the rights of proposed future development, and we must look to the Piatt County Zoning Ordinance for guidance.

Article 1, Section B, Subsection 3, the Ordinance reads, "The regulations are intended to preserve and protect existing property uses and values against adverse or unharmonious adjacent uses."

Furthermore, in Article 1, Section B, Subsection 4, Paragraph C, the Ordinance states, "The great majority of our population desires to, and do, live in single family homes which they own and which are on fairly large lots. The regulations establish residential districts particularly designed to provide maximum protection for single family homes."

I believe the intent of the original authors of this Ordinance was to protect property owners, giving preference to the majority users of property, which in his case is single family homes.

Therefore, I submit, conduct due diligence. Give careful consideration to what information you need to make an informed decision. Acquire that information, review it, ask informed questions, and ultimately make your decision in the firm belief you have exhausted every reasonable avenue to make an informed ruling.

Ask yourselves, "Does this plant, or will any other subsequent future endeavor, pose a threat to the local property environment?" If yes, deny the petition. No, approve the Special Use Permit.

LEADS from 8

ers. These homes generate close to \$44 million dollars in tax revenue each year. That's 80 percent of the tax revenue, which is hardly a drain on the township. The Sangamon Township has entered a resolution stating they are against the plant being put up in Lodge.

Feel free to visit our factual web site at www.lodgeillinois.com for more information.

Angie Wrench

Residents concerned about corn factory

Dear Editor:

We are very concerned about the discussion to re-zone two sites in Sangamon Township to allow the construction and operation of a corn processing factory.

We moved to Piatt County from Champaign five years ago because of rural, natural setting, the quiet neighborhood where we purchased a home, and the overall lack of industry in this area.

We believe that the proposed factory will adversely affect this rural and residential character, as well as have a negative impact on our water supply and quality, while contributing to increased air, noise and light pollution and commercial truck traffic.

While we are not opposed to the County considering new revenue sources, we don't think adequate (if any) studies have been made on how this factory will affect our environment, as well as adjacent and down-wind property values and future growth, all of which could very well offset the potential gains from additional taxes to be raised from this industrial plant.

We believe that the county and businesses to Piatt County then there should be a study done to make areas zoned for business and industry. Clarkson Grain will profit from this plant so should you believe everything he promises? We won't profit so we chose to protect our biggest investments -- our home and our health.

Debbie Harper
Monticello

Grandmother raises concerns about plant

Dear Editor:

I am a grandmother of 14 grandchildren. I am very concerned about two of my grandchildren living in Piatt County. I have been reading about the proposed corn mill.

First concern: Pollution. Has anyone studied the possible pollutants (water, air, light and noise)? My youngest grandchild

has asthma. How many other children have asthma in this area? Is anyone giving information about the air quality after a factory comes into this zoned residential/agriculture community?

Light and noise pollution could disrupt the peaceful sleep needed for health. Young children require eight hours of uninterrupted sleep.

Water pollution can be hidden for many years before the public is aware of problems. How much faith can a community put into the actions of a business that is concerned about making a profit? Look at past history of many industrial towns.

Increased traffic will add more congestion and increase the likelihood of traffic accidents.

Second concern: Schools. Will the increase of employees in this mill also increase the amount of children attending

The need of current citizens to maintain their property values and quality of life should supersede the desire of industries to locate facilities in a loosely regulated environment, where they can cheaply dispose of industrial wastewater.

It would be irresponsible for county officials to pursue this proposed site prior to completion of proper research studies on environmental impact, property value issues, aquifer studies, road concerns, and fire safety. Moving ahead without this due diligence is a violation of the trust that citizens place in their public officials.

We are not opposed to growth provided it is the result of a well thought out and thoroughly researched process, and is a net gain for all citizens. The existing proposal does not meet this criterion.

Please join us in opposition to this threat to Sangamon Township by taking action now. Get informed -- contact your county officials; plan to attend the Piatt County Zoning Board of Appeals meeting July 31 at 7 p.m. in the Piatt County Courthouse. If you need more information, or to would like to sign the petition of opposition, please email us at stopthemill@yahoo.com.

Sheila Maloney
Mark Gilbert
White Heath

Corn plant will affect areas outside of county

Dear Editor:

The previous two week's headline stories described the proposed new White Heath site for the corn processing plant as "...more isolated from residential areas..." and that it "...now borders only a single residence..." While this site is further away from Lodge, it is now two miles due west of Seymour.

Tricks being played against opponents

Dear Editor:

In an effort to force their tortilla business on County residents, Clarkson Grain and their Chicago client, El Milagro, have been playing the system here in Piatt County for all its worth. Unfortunately, the various County politicians involved have been playing right along.

We're referring to junkets to Chicago at El Milagro's expense, various strategies to limit the voter's right to speak at Zoning Board meetings, a number of "special" hearings and so on.

There are rumors of County officials that will vote on this matter having social or business ties to those seeking the zoning variance, and there have been a number of "dirty tricks" played against those opposing the tortilla plant, including ill-advised gunshots through opposition signs that likely ended up embedded in some house in the Sand Lake subdivision.

It's time once again to demonstrate to County officials that the wishes of the very few aren't necessarily the wishes of the voting majority. Be sure and attend the next "special" Zoning Board meeting on Tuesday, July 31, at 7 p.m. at the courthouse. Let's see what they come up with next.

Gus Schupmann
Monticello

VALLEY WOLVES, reguante and mon-
itor the facility to avoid and
address potential issues by
attaching benchmarks to the
Special Use Permit, requiring
that its owners be responsible
for the well-being of out con-
stituents. "Trust, but verify."
Brent Buckalew

White Heath

Proposed corn plant

needs to be rezoned

Dear Editor:

I am not a NIMBY, racist or
elitist, as some individuals dur-
ing these past two months have
called me. I am however a Piatt
County tax paying citizen who
is trying to protect her home
and her way of life by asking
that 40 acres of farm land not
be rezoned for an industrial
white corn processing plant.

I live one-half month south
of Lodge and our home is adja-
cent to the farmland that is
being proposed for this site. I
did not just move out here from
the city, but have lived on the
property for over 16 years. Pri-
or to that the 160 acres of farm-
land surrounding our home was
owned and farmed by my hus-
band's family. My husband's
relatives also used to own and
operate the local grain elevator
and grocery store that once was
a part of Lodge back in the
1800s. Had we been able to
afford it at the time of sale, we
would have purchased the sur-
rounding farmland and we
would be farming it ourselves.
We do support the farmers.

We are not here to tell farm-
ers what they can do with their
farmland, as some seem to
believe we are. We are simply
asking that the white corn pro-
cessing plant be put in an
industrial zoned site.

There are currently 22 sub-
divisions in Sangamon Town-
ship due to someone selling his
or her land to develop

"I AM ALLUW THIS LAGUARY IN
these rural and residential
areas and request that the Zon-
ing Board and County Board
not approve the special use per-
mit.

William & Janet Devine

White Heath

Why the rush on the

proposed corn plant?

Dear Editor:

We are not against bringing
the corn processing plant to
Piatt County, but believe it
should be placed in an industri-
al zoned area. This is not an
agricultural operation, it is a
food processing plant a.k.a.
industry.

Most of Sangamon Township
is zoned residential and agri-
cultural, which is why there is
an application for a "special use
permit" for this site. The cor-
rect way to build this plant
would be to rezone the property
which would involve contacting
all of the residents in Piatt
County and to hold hearings.
For some reason they are in a
hurry to build this plant and I
think residents should be very
alarmed. What's the rush?
Have they done their home-
work?

Mr. Clarkson of Clarkson
Grain first stated that there
would be a 3 acre wastewater
lagoon. Now at the Sangamon
Township meeting on July 12,
he stated that it would be a 6
acre lagoon. That is a pretty
sizeable change and should con-
cern many Piatt County resi-
dents.

Luckily, Sangamon Town-
ship opposes this plant and has
made a resolution against it.
Another big concern is White
Heath Grade School which will
be affected by either location.
The school pumps in fresh air
and the odor from the wastewa-
ter lagoon will be brought in
also. Do we really want our
children breathing that stink
all day?

new teachers need to be
employed?

Third concern: Why is every-
thing moving so quickly for
approval of this corn mill? Have
professionals been brought in to
study and inspect the plans?
Why does it appear so abstract?
Answers are not given to the
people who have asked ques-
tions.

Fourth concern: Real Estate.
I am the person who encour-
aged my daughter to buy their
home in this lovely country
area. I thought it was peaceful,
beautiful and a healthv envi-
ronment. Industry will only
devalue this area. I certainly
hope someone answers ques-
tions from concerned people
like grandmothers.

Judy Henderson

Leesburg, Fla.

Area residents voice

opposition to corn plant

Dear Editor:

We are writing to express
our great concern and opposi-
tion to the proposed spot re-
zoning of agricultural land in
Sangamon Township for the
industrial use of white corn
processing. This industrial
spot zoning is not consistent
with the current Piatt County
Land Use Plan, which was cre-
ated in 1970. It would consti-
tute an incompatible use with
nearby residential develop-
ment, resulting in detrimental
impact on the characteristics of
our neighborhood. Further-
more, it will set an undesirable
precedent for other properties
in the Route 10 area.

This constitutes granting of
a special privilege to an individ-
ual owner while harming the
vast majority of taxpaying
landowners of Sangamon Town-
ship.

paign County Zoning Board
meetings and those applying
for zoning changes included
technical information and/or
brought their engineers to tes-
tify.

I attended the Sangamon
Township meeting on July 12
and was appalled that Clark-
son had no engineer to testify
and would give no locations of
processing plants dealing with
wastewater in the same man-
ner as proposed for the White
Heath site.

What did come to light is
that this same wastewater
management system failed in
Evansville, Indiana after much
effort to remedy the wastewa-
ter lagoon. Eventually, the
remedy involved the city sewer
system, an option that will not
be available at this rural White
Heath site.

Clarkson's response was
that they would do better with
some ambiguous "new technol-
ogy". When a system is known
not to work and the result is
terribly offensive odor, it is "due
diligence" to either demon-
strate a working model or find
engineers willing to put their
good name on the line. Clark-
son failed to do this. Because of
this, Seymour and Bondville
citizens will be presenting peti-
tions asking Piatt County Zon-
ing and Board members to
remember that odor is not con-
fined by County lines and to
deny the application for a spe-
cial use permit.

Mark Eschbach

Seymour

Mark Scott

Bondville

Susan Chavarria

From: afile@illinois.edu
Sent: Thursday, August 20, 2009 10:52 PM
To: Susan Chavarria
Subject: Piatt Plan Public Comment

Dear Commissioners,

I listened as a variety of comments were delivered at the public hearing/meeting, whichever it was, and I observed several things. Obvious to all of us, including your committee, was that the residents are extremely concerned and that many of our concerns are understandably valid. Not everyone was gracious, but most were civil despite the anger and fear this controversy has elicited.

What we have, in my opinion, is a group of commissioners who are possibly making decisions derived from ulterior motives. I do not personally know any of you, but based on my understanding of the report and its conservative approach to developing new industrial sites, I can only conjecture why this group would collectively be in favor of placing an industrial site directly across and within view of Wagon Trail Rd residents. It smacks of spite and disdain for those of us whom you may consider affluent, snooty, or meddling in political affairs. Maybe that is in inaccurate observation. Perhaps the motivation is a behind the scenes deal in the making. There is money to be made by someone (or someone's relatives or friends) on the committee. All of Sangamon Township can get up in your face with their fancy research and angry opposition, but they can just shove it.....they're not in charge. That's the sentiment I sensed and felt from some who sat at the front table. If I'm!

w!

wrong, then perhaps someone could enlighten us. It is only natural to harbor skepticism. Your committee was asked pointedly at the hearing/meeting what could possibly be your motivation for pushing an inappropriate industrial site on Sangamon Township. Not one person would even look up, let alone comment.

Your approach invites skepticism! Justify your stance. Explain your motives. We deserve something other than smug silence about this issue. We took the time to prepare and voice our opinions, and now it's time for YOU to communicate, and to hopefully listen not only to the opposition, but to your hearts.

Thank you,

Allan and Kim File

Susan Chavarria

From: Kevin Noland [kln2122@yahoo.com]
Sent: Friday, August 21, 2009 1:19 PM
To: Susan Chavarria
Subject: Piatt County Land Use Plan

Dear Ms. Chavarria:

The Piatt County Regional Planning Commission paid over \$100,000 in taxpayer funds to tap the in-house expertise of the Champaign County Regional Planning Commission for a qualified opinion that will guide our county for many years. An expert opinion was received by the PCRPC that had no industrial zoning in Sangamon Township. The CCRPC correctly posited that since hundreds of acres earmarked for industrial use on the 1970 land use map were still unused for that purpose, there was no basis for expansion of industrial areas in Sangamon Township. Then some agenda-driven, unqualified non-experts on that commission began tinkering with the maps and the result is the current draft map that has industrial/commercial acreage on the northeast corner of I-72 and IL Route 10.

Two referenda in the fall of 2008 regarding land use in Sangamon Township showed that a majority of the voters do not want industrial zoning or special use permits to sidestep zoning restrictions in our township. As you observed at the meeting on August 18th, the citizens who do not want industrial zoning in our township are growing in number and are not going away quietly. It will be an enormous mistake for the PCRPC to continue with any acreage reserved for industrial zoning in Sangamon Township. I foresee Piatt County having to waste scarce taxpayer dollars defending the current flawed map in court. Democracy should work and citizens should not be bullied...even in Piatt County.

Due to my family farm background, I tend to side with the farming community on every issue. However, the paradoxical position taken by many Piatt County farmers on the Piatt County Regional Planning Commission defies reason. I have watched farmers wring their hands and wipe away tears because of farmland's continued disappearance for development. Some of these same farmers would not hesitate to cash in and take a huge gain if their land had development value. They cannot have it both ways! It is unethical for farm owners to sell land for residential development only to encourage industrial development nearby at a later date because it might benefit agriculture in some vague way.

Commercial/business zoning in Sangamon Township is acceptable but industrial zoning must be removed entirely from the Sangamon Township map. Please include this e-mail in the packet for the September 15th PCRPC meeting.

Best Regards,
Kevin L. Noland
2122 N. County Road 1300E
White Heath, IL 61884-9312

8/25/2009

PIATT COUNTY COMPREHENSIVE PLAN

Your Comments

Your ideas are very important to this planning process. Please use this sheet to let us know of any comments you have about the Draft Piatt County Comprehensive Plan. Your comments will be submitted to the Piatt County Regional Planning Commission Board for their consideration.

Thank you very much for participating in the creation of the Piatt County Comprehensive Plan!
You can leave your comment sheet in the box provided at the public hearing or send it by August 25th to:

Susan Chavarria
CCRPC
1776 East Washington Street
Urbana, IL 61802

If you prefer to email your comments

Please specify "Piatt Plan Public Comment" in the subject line and provide your name and community or township at the end of your comments. Email to schavarr@ccrpc.org by August 25th.

Being a LONG time resident of White Heath, there are some things which do concern me. No. 1 is the lack of commercial and/or industrial sources to help our tax base. Sangamon Township has increased in numbers with so many people building in the area. These increased numbers also have an impact on our school systems budget and being possible to meet these expenses. Parents' demands for so much extra, increases the budget with need of increased staff, areas for all these extras, and so on. I support the education system wholeheartedly. But this non-control of removing farm ground to replace with homes, also increases our township with increased expenses and the only choice, without business support, is to increase taxes. In White Heath, many of the residents are retired, single, or young families. A tax increase puts a hardship on these persons, along with utility increases, gas prices and so forth. I see no good argument to prevent these added business ventures, ag industry, etc to our area. We need them. I am of the age when I remember the industry + utilities paying most of our tax base. But those are gone. Whatever happened to getting along with what a LOT of people around Rt 104 expanding outward from that point don't want to do. We used to have grain storage bins behind our home. Did it concern me? No, till a straight

line wind sent them rolling and tumbling.

Sorry to keep going, but those people moved here knowing what is located here and yet they think their ideas for our future are the only correct ones.

Okay I'm off my soap box!!

Good Luck & Thanks to
you all.

Judith Zarper
White Death town

Have been
reviewing your
plans @ Allerton
February. Thank you for
having it available

PIATT COUNTY COMPREHENSIVE PLAN

Your Comments

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CCRPC
1776 East Washington Street
Urbana, IL 61802

If you prefer to email your comments

Please specify "Piatt Plan Public Comment" in the subject line and provide your name and community or township at the end of your comments. Email to schavarr@ccrpc.org by August 25th.

The piece of property being considered for commercial-industrial use on route 10 is owned by a Champaign developer. It would appear this fact plays a part in the decision to zone this particular piece property commercial-industrial. Are there vested interest among one or more of the Planning Commission Board members?

The majority of the township voters voted to stay residential-rural. Should the planning Commission override the township electorate?

I would like these issues addressed at the September 15, 2009 meeting.

Sincerely

Weli Bateman
Margaret Bateman

Susan Chavarria

From: William Devine [william.janet@live.com]
Sent: Sunday, August 23, 2009 7:08 AM
To: Susan Chavarria
Subject: Piatt Plan Public Comment

Ms Chavarria,

We are opposed to the proposed Planned Industrial Zone at the Northeast corner of Rt. 10 and I-72, currently under consideration by your Board. The area is not suitable for such a use because of its proximity to residential areas just West and North of the site.

We moved to this area because it was a quiet and peaceful rural area limited to woodland, farmland, and homes. We do not want a potential industry building who-knows-what kind of plant within 1/2 mile of our home. From a financial standpoint alone, the Board should consider what effect this will have on ours and others property values and resultant loss in tax revenue. From a responsibility standpoint, we urge the Board to be considerate of the many residents in this area that would be effected by Industry being located so close to their homes. I'm sure their are other sites in the County that would be suitable for such a use without being so close to this number of residents.

Please vote NO to this portion of the Plan. thank you.

William & Janet Devine
8 Alice Drive (Hickory Hills subdivision)
White Heath, IL 61884
(217)390-7321

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8/25/2009

Piatt Plan Public Comment

My wife and I were born and raised in Granite City, Illinois. Granite City is an industrial town in decline and home to two EPA Superfund sites. Population in the City is declining and Granite City Steel which is the largest industry in the town has suffered through a bankruptcy. East St. Louis, once an industrial giant is suffering a similar but worse fate than Granite City. East St. Louis is bankrupt and the city's only industries are river boat gambling, liquor stores, prostitution, seedy nightclubs, horse racing, drug houses, looting, vice, and crime. Growing up in Granite City, my wife and I had many friends in East St. Louis. When we were young, East St. Louis was a bustling city and was even declared an All American City in 1959. Legitimate industry continued to leave the town and population declined. Things continued to deteriorate and in 1990 Property Taxes in East St. Louis were the highest in the State of Illinois at the very time property values were falling. Incomes were falling and many people in East St. Louis did not have the money to feed themselves. To this day after seeing what happened in East St. Louis, my wife and I have a garden.

East St. Louis and Granite City still have many of the attributes for industry such as a unlimited water supply from the Mississippi River, a good transportation network due to the many railroads and highways in the area as well as the Mississippi River, excellent energy supply from local utilities and pipelines, an educated and experienced work force, yet new industry is reluctant to come to the area.

The industrial model for cities such as East St. Louis and Granite City has failed. If you don't believe me, please take a tour of East St. Louis. This same industrial model has not worked for Detroit, Cleveland and other Midwest industrial cities and industry is leaving the United States. By zoning for an industrial and commercial site near the intersection of Route 10 and I-72, Piatt County has taken its first step toward becoming another East St. Louis. This may also be true of other sites zoned industrial and commercial in the county. Each Commission Member should read Professor Andrew J. Theising's Book entitled "East St. Louis, Made in USA". Professor Theising is the Director of The Institute of Urban Research at Southern Illinois University at Edwardsville. The book documents the rise and fall of East St. Louis. He does an especially good job of explaining why the industrial model failed. Intermediate industry such as agricultural commodities, railroads, steel, aluminum, and other industries which do not sell a final product have no control over the final products price. ADM, Staley, and the Ethanol Producers are examples of intermediate industries. Keep in mind that the Stockyards, Hunter Packing, and Armour Packing are examples of intermediate industries that have left East St. Louis. At one time the Stockyards were the largest employer in East St. Louis. As a result intermediate industries profit margins are very low. In order for them to make money, they have to sell a lot of product and keep expenses low. To keep expenses low, they need low property taxes, free city and county services, cheap labor, and control of their areas. The cities and county, as well as the citizens, then live to serve the industry instead of the other way around. Professor Theising explains this concept a lot better than I do. Again I desperately urge you to read Professor Theising's Book before making any zoning decisions.

My wife and I know very little about zoning, but it seems to us it is best to attract business that has high profit margins and contributes to the growth of Piatt County

instead of its demise. With the Baby Boomers aging, certainly health care and retirement communities would fall into this category. High Tech industries would seem to do the same. Perhaps someone like Professor Theising or someone with his qualifications could help the county in this regard.

It was very difficult for my wife and me to write this letter. It has brought back a lot of bitter and hurtful memories. We do not want the people of Piatt County to experience the pain and hurt that citizens of Granite City and East St. Louis have experienced. We have seen the rise and fall of Granite City and East St. Louis. My wife and I are truly afraid that the same thing is going to happen in Piatt County.

Piatt County and their elected representatives have done an excellent job over the years and this can be seen in Piatt County today. We want you to keep up the good work. Monticello has prospered and grown. The same cannot be said for Granite City and East St. Louis.

George N. & Kathleen M. Motsegood
1380 Treasure Lane
White Heath, Illinois 61884
Sangamon Township
217-687-5145

Susan Chavarria

From: Stacy Bradshaw [dietz@piattfs.com]
Sent: Monday, August 24, 2009 1:36 PM
To: Susan Chavarria
Subject: Piatt Plan Public Comment

On behalf of the Piatt County Farm Bureau I would like to commend the committee on their willingness to recognize agriculture preservation in the Piatt County Comprehensive Plan. Agriculture is very important to both residents and land owners in Piatt County, and it is wonderful that so many acres of agriculture land is recommended to stay in agriculture production.

Also, while realizing that residential development is necessary, the Piatt County Farm Bureau does not feel that rural subdivisions are the best use of prime agricultural land. Further development of residential areas should be done only at the rate of population growth and in appropriate areas near municipalities.

Thank for your hard work on the Comprehensive Plan and thank you for recognizing agriculture's strong presence in the county.

Stacy Bradshaw, on behalf of the Piatt County Farm Bureau.

Stacy L. Bradshaw, Manager
Piatt County Farm Bureau
427 W Marion Street
Monticello, IL 61856
ph: 217-762-2128
fax: 217-762-7014
dietz@piattfs.com

To The Members of the Piatt County Regional Planning Commission Board,

As a resident of Sangamon Township in Piatt county, I am submitting this written notice of opposition to the proposed Industrial / Commercial site at the Northeast corner of the IL Rt. 10 and I-72 interchange. The majority of Sangamon Township residents showed our opposition to Industrial zones in our township in a referendum last fall.

There are numerous reasons the residents of Sangamon Township do not want Commercial Industry in our township and our neighborhoods. There are logistical issues with the proposed site, such as no municipal water supply or sewage disposal methods in place. There is a lack of adequate fire protection in this area and the current fire protection districts are not equipped or trained to deal with industrial fire protection and related public safety. There is a lack of proper access to the major roadways, and the added traffic a commercial industry will bring to our local roadways will only further the rapid decline of these already highly trafficked roadways. These roads are already in a state of disrepair with no apparent money to repair and maintain them. Increased traffic will speed their demise and it is a safety issue for our residents.

Other more personal reasons for opposition to this site is a large concern for potential pollutants from emissions, waste product disposal, and the regulation (or lack thereof) of these potential pollutants. Many nearby residents will have their personal well-water supplies adversely affected by the close proximity to the proposed industrial site and its pollutant potential. Emissions into the air will affect the large number of residents near this proposed area causing potential health risks for many. There will also be added noise and "noise pollution" for nearby residents to endure, ruining the quieter country atmosphere most of us moved to this area for. There is great concern that there will be inadequate regulation and monitoring of an industry based venture and its affect on the surrounding area and residents.

Another personal reason for site opposition is the large decrease of our property values from this type of development. The struggling economy has already negatively affected everyone's property values, but this is only a temporary situation. With time, the economy will recover and so will property values. Adding an undesirable commercial industry to our township will bring an unrecoverable decrease in our property value, a decrease I'm sure will not result in lowered property taxation for the residents affected.

While the taxes generated from a new industry venture will likely be a positive for Piatt County and Monticello residents, it would not be a positive for those of us living in close proximity to a new industry venture. I am not opposed to industry,

as long it is planned in a thorough manner, placed in an appropriate location to the industry, and critically evaluates all aspects of the potential positives and negatives it would bring to the county and its residents. Sangamon Township residents are the ones who are personally going to lose out financially, physically, and in quality of daily life by using the proposed site for a commercial industry. I don't believe this is a burden we should bear.

There was clearly a large opposition to a previously proposed industry in Sangamon Township when a special-use permit was applied for by a corn mill industry. Only the residents whose property abutted the proposed site were notified of this permit application, even though it would have impacted far more residents than those few. Thanks to the township members banding together in opposition, the corn mill venture and its owners generously opted to use another location because they did not want to disrupt and deteriorate our neighborhoods surrounding the proposed mill site. They did not want to build where they were not wanted. This was a large victory for a small township.

This demonstration of opposition, along with the referendum last fall, should indicate overwhelmingly, that the residents in Sangamon Township do not want industrial and commercial ventures. There will be continued opposition to any proposed industry in our residential township for the above noted reasons and many others. According to the last census, the population of Sangamon Township has increased 38%. We are the second largest Township next to Monticello. We should have a voice in the regional planning of Piatt County, especially our own township. I think our township voice has spoken, and it has clearly stated it does not want industrial development

If there must be a compromise in this situation, let it be the elimination of industry from the proposed plan, leaving planning open for business only. The area would be more suited to business than industry and would encounter less opposition from residents, depending on the nature of the proposed business.

Thank you for taking the time to consider my comments and feelings. I know many residents in Sangamon Township share them.

Susan Hall
Sangamon Township resident

Susan Chavarria

From: Tom Burtness [tom@burtnesseng.com]
Sent: Monday, August 24, 2009 5:07 PM
To: Susan Chavarria; Andrew Levy
Cc: Shirley Hill
Subject: Piatt Plan Public Comment

Attachments: WTR CCRPC Letter 8-24-09.pdf; THB Resume 082507.pdf; WTR Corn Mill Letter 072507.pdf; WTR Corn Mill Stipulations 072507.pdf; WTR Corn Mill Impact Fees 072507.pdf; Corn Mill Affidavit 080807.pdf



WTR CCRPC Letter
8-24-09.pdf (...



THB Resume



WTR Corn Mill



WTR Corn Mill



WTR Corn Mill



Corn Mill Affidavit
080807.pdf...

Dear Susan and
Andrew,

Please find attached my comments in regard to the zoning designation of an approximately 100 acre parcel near the intersection of Interstate 72 and Route 10 as Commercial / Industrial.

You will find six documents. Please include them in the public comment documentation. Please arrange them in the following order:

- 1 - WTR CCRPC Letter 8-24-09.pdf
- 2 - THB Resume 082507.pdf
- 3 - WTR Corn Mill Letter 072507.pdf
- 4 - WTR Corn Mill Stipulations 072507.pdf
- 5 - WTR Corn Mill Impact Fees 072507.pdf
- 6 - Corn Mill Affidavit 080807.pdf

Please respond that you received these documents in a timely fashion with respect to the public comment period.

Thank you.

Thomas H. Burtness, PE
Burtness Engineering Services
2195 Wagon Trail Rd
White Heath, IL 61884
Sangamon Township
217-687-4450
<tom@burtnesseng.com>

August 24, 2009

Susan Chavarria, Project Manager
Andrew Levi, Planner
Champaign County Regional Planning Commission
1776 East Washington Street
Urbana, IL 61802

RE: Piatt Plan Public Comment

Dear Susan, Andrew and Members of the PCRPC,

Attached you will find my curriculum vitae as an Illinois Licensed Professional Engineer detailing my 25+ years of experience in the engineering of hundreds of commercial and industrial facilities throughout Illinois, including numerous facilities in Piatt County.

The Future Land Use Map included in the Public Comment Draft copy of the Piatt County Comprehensive Plan, shows a parcel of approximately 100 acres just east of I-72 on the North side of Rte 10 to be zoned as Commercial / Industrial. This letter summarizes numerous reasons against this Zoning Use.

In 2007, this location was evaluated for suitability for an industrial facility. I was asked to prepare an engineering report on this issue that was submitted to the Piatt County Board and the Zoning Board of Appeals. Attached please find that letter report, along with several attachments that were submitted at that time. One result of that evaluation was that this portion of the county is completely unsuitable for industrial or large commercial development. In that report two years ago, and in light of the larger mission of the Piatt County Regional Planning Commission, the following reasons clearly establish that this location should not be zoned as Commercial or Industrial.

1. Complete incongruence with surrounding land use. All surrounding land is agricultural and residential. This is a valuable resource to be cherished and preserved, not destroyed.
2. Allowing industrial land use in this area will eliminate future growth of the current nearby high tax generating residential development and therefore eliminate the growth of the residential tax base.
3. Such development will result in a net revenue loss to the County due to the reduction of property values in the area, the halting of new residential development, and the increased costs on local units of government: such as police and emergency services, fire protection, and road maintenance, additional

engineering services to review design and construction, ongoing environmental compliance monitoring, decommissioning expenses, etc.

4. The negative environmental impact of any such facility with respect to nearby environmentally sensitive areas (a zero emissions facility is not possible).
5. At this location, there is no municipal water (drinking or fire protection), no sewer treatment facilities, no natural gas, no rail service, no fire service, no ambulance service, no police service, and no restaurants for employees, ie no services of any kind. In short, the only thing that is there is an interstate interchange. All of the needed services are already readily available in numerous other locations around the county.
6. The area already suffers from stormwater runoff issues particularly with respect to the regional blockage that I-72 causes. Increased hardscape areas will exacerbate these runoff problems.
7. Commercial and Industrial facilities require nighttime illumination. The character of the surrounding area is a dark nighttime sky. The light pollution and light trespass that these facilities produce is completely incompatible with the surrounding land use. Again, this is a resource to be cherished and preserved, not destroyed. As an Illumination Engineer, This is one of the main reasons that I moved to Piatt County, to get away from the sky glow of the cities. Locating commercial and industrial facilities in existing municipalities eliminates this problem because they are already artificially lit.
8. CCRPC recommended against this location for Commercial / Industrial use.
9. In short, there are no good reasons to allow Commercial / Industrial use in the I-72/Rte 10 location and many good reasons to NOT allow Commercial / Industrial use.
10. Yes, the county does need Commercial and Industrial land uses to encourage employment. However the locations selected need to be appropriate. From a zoning point of view, it only makes sense to co-locate these uses near other similar uses within the municipal corporate limits that have the necessary utility infrastructure and emergency services already in place.

The solutions are clear:

1. Encourage Low Density Residential development in the corridor bounded approximately by 1 mile south of I-72 to 1 mile North of the Sangamon Valley between Monticello and the Champaign County line. This will build the tax base (partially from families who work outside the county and therefore bring the money in with them).
2. Encourage continued agricultural land use surrounding that corridor.

3. One possible appropriate economically positive commercial land use development for this location would be a residential development surrounding a golf course.
4. Encourage Industrial land use within the infrastructure planning boundaries of the existing jurisdictions: Monticello, Mansfield, Cerro Gordo, Cisco, Bement, Atwood and Hammond. This provides for water, sewer, power, emergency services, roads and streets, and the population base to provide jobs.
5. Encourage commercial land use (shopping centers, etc.) at the 2 Monticello exits from I-72.

In addition to the technical and practical items mentioned above, the fact that voters in Sangamon Township voted in the 2008 election against allowing Industrial occupancies within Sangamon Township makes the inclusion of this zoning district in the master plan potentially illegal. The fact that inevitable legal action against the plan and its developers may delay its deployment for a number of years would set the planning process back considerably. It would be more prudent to eliminate the Commercial / Industrial location shown just east of I-72 and Rte 10 so that proactive and cooperative implementation of the plan can proceed by all parties involved.

I am requesting that the Commercial / Industrial location at I-72 and Rte 10 be removed from the Comprehensive Plan.

Should you have any questions, please feel free to call me at 217-687-4450.

Best Regards,



Thomas H. Burtness, PE
Burtness Engineering Services
Illinois PE License # 062-040946

CURRICULUM VITAE

THOMAS H. BURTNES

PROFESSIONAL QUALIFICATIONS

EDUCATION	University of Illinois at Urbana - Champaign, B.S. in Electrical Engineering – 1975 Plumbing Design, University of Wisconsin, 1982
ACTIVE REGISTRATION	Illinois Licensed Professional Engineer LICENSE NO. 062-040946 1982 to present
TRADE QUALIFICATION	Licensed Electrician, active since 1976
PROFESSIONAL ASSOCIATIONS	National Society of Professional Engineers Illinois Society of Professional Engineers American Consulting Engineers Council Consulting Engineers Council of Illinois Illuminating Engineering Society of North America Eta Kappa Nu, Electrical Engineering Honors Society

PROFESSIONAL EXPERIENCE

EMPLOYMENT HISTORY	1981 to Present. Burtness Engineering Services , Champaign, IL Owner and Chief Engineer 1981 to 1984 Employee of Sandhu, Dennis & Assoc., P.C., Champaign, Illinois <u>Senior Project Engineer, Associate</u> Mr. Burtness served in responsible charge of the technical aspects of all electrical power, control, lighting, and instrumentation projects as well as HVAC, plumbing, civil, general and structural projects, and insurance investigations. Mr. Burtness also managed the technical and financial aspects of the firm's engineering staff, including budgeting, personnel, billing, marketing, and client development. 1973 to 1981 Burtness Electrical Contracting, Inc., Urbana, Illinois President and CEO. Mr. Burtness served as President and Chief Engineer for this electrical and general contracting firm that specialized in multi-family housing, churches, commercial establishments and light to medium industrial work.
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PROFESSIONAL REFERENCES

Mr. Dennis Schmidt, Director of Public Works, City of Champaign, Illinois 217-403-4710
Mr. Mike Little, Executive Director, Urbana-Champaign Sanitary Dist. 217-367-3409
Mr. Bill Gray, Director of Public Works, City of Urbana, Illinois 217-384-2342
Mr. Gale Jamison, Assistant City Engineer, City of Urbana, Illinois 217-384-2342.
Mr. Rick Marley, Director Engineering and Infrastructure, City of Decatur, Illinois 217-424-2747.
Mr. Keith Erickson, Chief Engineer, Operation and Maintenance Division, UIUC 217-333-8484
Mr. Larry A. Johnson, Chief Engineer - Wastewater Section, Foth Engineers, Inc. 217-352-4169

EXPERIENCE

Burtness Engineering Services' primary fields of expertise are electrical power and distribution (600 VAC through 15 KV), instrumentation and control systems, and illumination engineering. In addition, BES has extensive experience in plumbing, heating, ventilating, air conditioning, and mechanical engineering and construction.

Mr. Burtness' construction engineering experience is in all aspects of electrical engineering and project management in the design-bid-construction process and has been responsible for: proposal and contract preparation, establishment of pre-design criteria, field surveys and studies, preliminary design studies, life-cycle cost analyses, alternative solution analyses, ADA compliance investigations, inter-disciplinary coordination, neighborhood citizen committee interaction and liaison, design, contract document and specification preparation, cost estimation, contract administration, on-site construction observation and conflict resolution, shop drawing review, handling client purchase orders, operation and maintenance manual preparation, start-up assistance, testing, calibration, adjustment, maintenance, energy conservation surveys and design.

Burtness Engineering Services has extensive experience in the field of industrial instrumentation and control systems. Mr. Burtness has completed numerous municipal and industrial projects involving flow, level, pressure, and temperature instrumentation, multi-loop control, PLC based control, and operator interface computer based systems. BES provides custom computer, PLC, and database programming for its clients.

Mr. Burtness has experience in the design of commercial plumbing and HVAC systems. While working as chief engineer for construction administration of a major renovation/reconstruction project for a 6 story genetic engineering laboratory at the University of Illinois, Chicago campus, his work involved the installation, coordination, testing, balancing, calibration and adjustment of control components and systems for proper operation and energy conservation in several types of HVAC systems, including VAV and multi-zone and including HEPA filtration systems. He has written several extensive reports, including an in-depth operation, maintenance, testing, and adjustment manual including electrical and HVAC systems for sewage treatment facilities.

Mr. Burtness has worked with a wide variety of clientele including numerous municipalities and consulting firms, light, medium, and heavy industrial firms, the U.S. Environmental Protection Agency, the U.S. Army, the U.S. Air Force, the Farmer's Home Administration, the State of Illinois Capital Development Board, and the Army Corps of Engineers. Mr. Burtness has worked cooperatively with numerous utility companies as well as local, county, state and federal authorities.

Mr. Burtness, also a licensed electrician, owned and operated an electrical and general contracting corporation for six years and thus has extensive practical experience in building construction and in the installation of equipment as well as with cost control techniques.

PARTIAL LISTING OF THE PROJECT EXPERIENCE OF THOMAS H. BURTNES, PE

HIGH VOLTAGE (15 KV) POWER DISTRIBUTION

Saline Valley Conservancy District Regional Water Facility, Harrisburg, Illinois. 1981.
Tactical Vehicle Repair Facility at Fort Knox, Kentucky. 1983.
Naperville East Side Water System Pressure Improvements. Naperville, Illinois. 1985.
Air Force Museum, Dayton, Ohio. Complete electrical and lighting design. 1985.
Peterson/Puritan, Inc. Pretreatment Facilities. Danville, Illinois. 1988.
Mendota WWTP Reconstruction, Electrical and Controls. Mendota, Illinois. 1994.
U-C Sanitary District Plant Redesign. Urbana, Illinois. 1998.
Plastipak, Plant High Voltage redesign. Champaign, Illinois. 1999.

WATER TREATMENT FACILITIES

Mahomet Water Plant Control Modifications. Mahomet, Illinois. 2000.
Mahomet Wells Nos. 4 & 5 Upgrade. Mahomet, Illinois. 1999 - 2000.
Mahomet Water Plant PLC Programming. Mahomet, Illinois. 1998
Mahomet Water Plant – HSP Control Modifications. Mahomet, Illinois. 1998.
Heyworth Water Plant, Wells & Tower. Heyworth, Illinois. 1998.
Bement WTP Improvements. Bement, Illinois. 1998.
Lawrenceville Standpipe and Emergency Generator. Lawrenceville, Illinois. 1997.
Mahomet Water Tower and WTP Controls Modifications. Mahomet, Illinois. 1997.
Newman Water Tower and Well #5. Newman, Illinois. 1997.
Stone Creek Irrigation Well. Urbana, Illinois. 1997.
Ashkum Water Plant Electrical Controls Replacement. Ashkum, Illinois. 1996.
Hoopeston Water Plant Electrical Controls Replacement. Hoopeston, Illinois. 1996.
Oakland WTP Electrical Service and Controls Replacement. 1996.
Paxton Water Tower, Paxton, Illinois. 1996.
Sheldon Water Plant Well Replacement and Generator Relocation. Sheldon, Illinois. 1995.
Watseka Well #6. Watseka, Illinois. 1995.
Hartsburg Water Tower. Hartsburg, Illinois. 1994.
Danforth Water Treatment Plant Replacement. Danforth, Illinois. 1993.
Oakland WTP Clarifier Addition. Oakland, Illinois. 1993.
Bement Water Tower Replacement. Bement, Illinois. 1992.
Bement Well #3. Bement, Illinois. 1992.
Newman Water Plant Replacement. Newman, Illinois. 1992.
Alvin Water Plant Renovation and Controls Replacement. Alvin, Illinois. 1991.
Emington Water Plant Replacement. Emington, Illinois. 1991.
Paxton Water Treatment Plant, Paxton, Illinois. 1991.
Longview Water Plant. Longview, Illinois. 1990.
Fithian Wells #5 & 6. Fithian, Illinois. 1990.
Watseka Water Tower. Watseka, Illinois. 1990.
Blue Mound Water Plant Renovation. Blue Mound, Illinois. 1989.
Hoopeston Water Plant Emergency Generator. Hoopeston, Illinois. 1989.
Mahomet Water Well #5. Mahomet, Illinois. 1989.
Crescent City Water Tower and Generator. Crescent City, Illinois. 1988.
Pesotum Water Plant Improvements. Pesotum, Illinois. 1987.
Fairmount Water Plant Improvements. Fairmount, Illinois. 1986.
Pesotum Water Plant Renovation and Well Addition. Pesotum, Illinois. 1986.
Naperville East Side Water System Pressure Improvements. Naperville, Illinois. 1985.
Clifton WTP Improvements. Clifton, Illinois. 1984.
Rankin Water Treatment Plant Renovations. Rankin, Illinois. 1984.
Thomasboro Water Treatment Plant Improvements, Thomasboro, Illinois. 1984.
Sullivan Water Plant Renovation. Sullivan, Illinois. 1983.
Thomasboro Water Well #4, Thomasboro, Illinois. 1983.
Chanute Air Force Base Water Plant Renovation. Rantoul, Illinois. 1982.
Onarga Water Treatment Plant Improvements, Onarga, Illinois. 1982.
Saline Valley Conservancy District Regional Water Facility, Harrisburg, Illinois. 1981.

STORMWATER TREATMENT FACILITIES, ELECTRICAL & LIGHTING:

Villa Grove Stormwater Flow System Improvement. Villa Grove, Illinois. 1999.
City of Champaign Boneyard Creek Data Acquisition System. Champaign, Illinois. 1998.
Healey Street Detention Basin and Pump Station. Champaign, Illinois. 1997.
Dorner Drive Retention Basin. Urbana, Illinois. 1996.
North Point Stormwater Pumping Station. Champaign, Illinois. 1993.

WASTEWATER TREATMENT FACILITIES

U-C Sanitary District Station F MCC Replacement. Urbana, Illinois. 2002-2003.
U-C Sanitary District Station X MCC Replacement. Urbana, Illinois. 2001-2002.
U-C Sanitary District Station S MCC Replacement. Urbana, Illinois. 2000-2001.
U-C Sanitary District SCADA System Review. Urbana-Champaign, Illinois. 2000.
University of Illinois Swine Research Pump Station. Urbana, Illinois. 1999.
Watseka STP Influent Pump Control Modifications. Watseka, Illinois. 1999.
Mahomet STP Stand-by Generators. Mahomet, Illinois. 1998.
Mahomet STP Mudwell Panel. Mahomet, Illinois. 1998.
U-C Sanitary District Long Range Planning. Urbana, Illinois. 1998.
Paxton STP Excess Flow Transport & Treatment Facilities. Paxton, Illinois. 1998.
Mahomet STP Filter Panel Programming. Mahomet, Illinois. 1997.
Georgetown Pump Station. Georgetown, Illinois. 1997.
Watseka Wastewater Plant Renovation, Oxidation process Addition, Plant Automation and Instrument and Electrical Controls Replacement. Watseka, Illinois. 1997.
Hoopeston Wastewater Plant Renovation, Filter Building Addition, Plant Automation, and Instrument and Electrical Controls Replacement. Hoopeston, Illinois. 1997.
Mahomet WWTP Filter Panel Controls Replacement. Mahomet, Illinois. 1997.
Sam Dale Lake Conservation Area Sewer Facilities. Wayne County, Illinois. 1997.
Watseka Wastewater Plant Renovations and Instrument and Control System Replacement. Watseka, Illinois. 1997.
Bond Street Lift Station and Controls Replacement. Bement, Illinois. 1996.
Mahomet STP Alarm Upgrade and Filter Panel. Mahomet, Illinois. 1996.
Lakes at Riverbend Pump Station. Mahomet, Illinois. 1996.
Tolono Linshar Fields Pump Station. Tolono, Illinois. 1996.
Watseka Mulberry Street Lift Station for Combined Sewer System. Watseka, Illinois. 1995.
Mendota WWTP Reconstruction, Electrical and Controls. Mendota, Illinois. 1994.
Tilton King Street Pump Station. Tilton, Illinois. 1994.
Hoopeston Route 1 Lift Station. Hoopeston, Illinois. 1993.
Robeson Meadows Pump Station and Generator. Champaign, Illinois. 1993.
Tilton Central Park Pump Station. Tilton, Illinois. 1993.
Cushman Street Lift Station. Bement, Illinois. 1991.
North Point Sewage Lift Station. Champaign, Illinois. 1991.
Peterson/Puritan, Inc. Pretreatment Facilities. Danville, Illinois. 1988.
Peterson/Puritan, Inc. Grape Creek Pump Station. Danville, Illinois. 1988.
Rankin Wastewater Treatment Plant Replacement. Rankin, Illinois. 1988.
Hoopeston Wastewater Plant Excess Flow Facilities. Hoopeston, Illinois. 1987.
Hutsonville WWTP Renovation. Hutsonville, Illinois. 1987.
Tilton Wastewater Plant Renovation. Tilton, Illinois. 1987.
Monticello Wastewater Plant Filter Building. Monticello, Illinois. 1987.
Tilton Linden Street Pump Station. Tilton, Illinois. 1987.
Atwood Sewer Plant Renovation. Atwood, Illinois. 1986.
Monticello Wastewater Plant Revisions and Additions. Monticello, Illinois. 1986.
Mahomet Wastewater Plant Replacement. Mahomet, Illinois. 1985.

From 1980 through 2003, Mr. Burtness was involved in the design and construction observation of numerous additional wastewater treatment facilities. Further details are available upon request.

ILLUMINATION ENGINEERING

Street, Roadway, and Parking:

City of Champaign Street Lighting Master Plan. Chief Lighting and Electrical Engineer for the preparation of the municipality's master plan. Initiated 1990, passed 1993.

North Prospect Avenue. City of Champaign Street Lighting. 1994.

Marketview Drive. City of Champaign Street Lighting. 1994.

Northwood 4th Subdivision. City of Champaign Street Lighting. 1994.

City of Champaign Area 4B Residential Series Street Lighting Replacement. Const: 1996.

City of Champaign Boneyard Creek LAMAR Project Street/Walkway Lighting. Const: 1998.

City of Champaign Area 4A Residential Series Street Lighting Replacement. Design: 2000.

City of Champaign East Side Streetscape Project Phase I. Construction: 2000-01.

City of Champaign 2002 Alley & Parkette Project. Construction: 2002.

City of Champaign Campustown Infrastructure and Streetscape Project. Constr. 2002-3.

Residential Series Streetlight Modernization, Zone 2. Urbana, IL. Const: 1998.

Residential Series Streetlight Modernization, Zone 3B. Urbana, IL. Const: 1999.

Residential Series Streetlight Modernization, Zone 3A. Urbana, IL. Const: 1999.

Residential Series Streetlight Modernization, Zone 3C. Urbana, IL. Const: 2000.

Residential Series Streetlight Modernization, Zone 3B – Phase 2. Urbana, IL. Const. 2003.

Urbana Downtown Streetscape/Streetlighting Phase IV. Urbana, IL. Const. 2002.

Urbana Downtown Streetscape/Streetlighting Phase V. Urbana, IL. Const. 2003.

Engineering Quad Lighting. University of Illinois. Construction: 1995.

City of Tuscola Downtown Streetscape Project. Construction: 2000 and 2003.

City of Chenoa, Illinois Streetscape Lighting. Construction: 1998.

Village of Ivesdale, Illinois Streetscape Lighting. Construction: 2000.

Village of Monticello, Illinois Streetscape Lighting. Construction: 2000.

Emmanuel Memorial Episcopal Church, Champaign, Illinois. Parking lot lighting. 1996.

Numerous parking lot lighting installations.

Sports Lighting:

Sullivan Civic Center Inspection & Renovation Project. Sullivan, Illinois. 1999-2000.

Atkins Tennis Center Indoor Tennis Court Lighting Modifications. Univ. of Illinois, 1997.

University of Illinois Baseball Stadium Lighting Design Review. Fall 1996.

University of Illinois Outdoor Tennis Facilities Renovation. Completed 1993.

Industrial/Commercial:

First State Bank of Monticello Drive-up Addition. Monticello, Illinois. 1999-2000.

Tactical Vehicle Repair Facility at Fort Knox, Kentucky. 1983.

Energy Conservation Lighting Retrofit. Kraft/Humko Food Products, Champaign, IL. 1982.

Plantwide Lighting Survey (50 acre). Quantum Chemical, Tuscola, Illinois. 1989.

Grien Candy Factory, Robinson, Illinois. 1979.

Heath & Sons Candy Factory, Robinson, Illinois. 1976.

Indoor and outdoor lighting design at over 50 water and wastewater treatment facilities.

Architectural:

Temple Baptist Church, Champaign, Illinois. Sanctuary and exterior lighting design. 1992.

Air Force Museum, Dayton, Ohio. Complete electrical and lighting design. 1985.

Cross County Mall Restaurant, Charleston, Illinois. 1978.

Diamond Dave's Taco Restaurant, Market Place Mall. 1983.

New Covenant Fellowship. Sanctuary and classroom renovation. 1992.

Vineyard Christian Fellowship Gymnasium / Multipurpose building. 1996.

July 27, 2007

Piatt County Board:

Max Olson
Jerry Brazelton
Sharon Martin
Mike Wileaver
John Lyons
Tom Dobson

Piatt County Zoning Board:

Dick Manuel
Loyd Wax
Alice Boylan
Pat Feeney
Bill Gallagher
John McRae
Bruce Stoddard

RE: Clarkson/Molinero Application for Special Use Permit, Carroll Farm Site, White Heath

Honorable Board Members,

Attached you will find my curriculum vitae as an Illinois Licensed Professional Engineer detailing my 25+ years of experience in the electrical and instrumentation engineering of over 100 water and wastewater facilities throughout Central Illinois, including facilities in Monticello, Bement, Mahomet and Champaign-Urbana. In addition, I was the engineer for the corn-wastewater facilities at Hoopeston, Illinois and at the Peterson-Puritan plant in Tilton. As a matter of local interest, I was also the illumination and electrical engineer who designed the ornamental street lighting for the streetscape improvements to the Piatt County Courthouse square a couple of years ago.

Since I live on Wagon Trail Road down the street from Sharon Martin, and approximately 1-1/2 miles as the crow flies from the proposed Carroll Farm Clarkson/Molinero site, she asked me to render an engineering opinion regarding whether the proposed Clarkson/Molinero plant would be able to construct a plant that would be a "good neighbor" to surrounding land users. I have discussed the proposed improvements with Rick Bucker of Clarkson Grain. Rick was helpful in providing background information regarding Clarkson's and Molinero's plans. While these comments refer directly to the Carroll Farm site, they are general in nature and would apply equally to any proposed site that Clarkson/Molinero applied for.

Here is a summary of my recommendations, which the remainder of this letter and its various attachments will address in more detail:

1. Prior to acting on the Special Use Permit Application, I am recommending that the Board(s) require the applicant (Clarkson/Molinero) to submit to the County their Preliminary Engineering Report and their IEPA Preliminary Facility Planning Review application, along with EPA's response. This submission would verify in writing the applicant's intentions regarding their verbal commitment to a zero emission facility, would substantiate the viability of the technical aspects of the project, and since it would also trigger the Engineering Impact Fee (see attached), it would confirm the seriousness of the applicant's intentions. The County would then hire an independent consulting engineer to review and recommend to the County whether to approve or reject the Preliminary Report.
2. If the County believes that the Preliminary Report confirms the feasibility of constructing a zero emissions facility, the County Board then can vote on whether or not to approve the Special Use Permit Application, and attach the necessary stipulations (recommendations attached).

Numerous factors go into the evaluation of the site plans for a facility such as this of which I will address the following three: environmental impact of the facility, economic impact on the local units of government, and congruency with surrounding land use.

1. Environmental impact of the facility. The corn-processing portion of this facility will generate high volumes of liquid wastewater at high concentrations of biological pollutants. The types of pollutants generated by the plant are removable by modern technology. Based on the amount of wastewater that will be generated, however, Clarkson/Molinero will need to construct facilities of significant size in order to guarantee that the plant will not release odor into the air or pollute the air, soil or water. From the numbers I have been made aware of to this juncture, the concentration of the pollutants in the waste flow stream will be 10 – 20 times the concentration of regular municipal waste and the volume will be similar to that of a small City. To say it in a different way, the amount of wastewater pollution that will be generated by this facility over the course of a year will be on the same order of magnitude as the City of Decatur generates.

Although technologically feasible, processing that amount of BoD in wastewater in an environmentally friendly manner is a difficult and expensive task. There are 3 basic methods for treating this kind of flow stream: 1) pre-treatment followed by a lagoon system to reduce the BoD of the waste stream to the level where it can then be sprayed onto farm fields in the vicinity of the plant; 2) Aerobic digestion; or 3) anaerobic digestion in enclosed vessels. All of these have their advantages and

disadvantages, and associated costs. They also have different consequences as far as the emissions of odor are concerned.

Unfortunately, with the concentration of BoD in this waste stream, if there is a system design or operational failure, the odor consequences could be major. Particularly with a lagoon system or anaerobic digestion, there could be a plume of offensive smelling air extending perhaps 5 miles downwind of the plant. Since Seymour is 2 miles east of the plant site, and the prevailing winds are westerly, they are particularly in the target zone. On a still day, the offending odors could radiate in all directions 3 to 4 miles. Since diagnosing and eliminating odor problems is an extremely difficult, time consuming and expensive endeavor after the fact, the potential of odor pollution needs to be minimized during the design of the facility. Multiple cell lagoons with half-year capacities, aeration equipment with a large safety factor in capacity, and sufficient acreage for land application with complete drying are minimal requirements.

Please be aware that even with an optimal system design, and without any operational deficiencies, there will be times when both this plant and the fields on which the wastewater is sprayed will produce odors that will likely be offensive. The concentrations of odor producing compounds which are necessary to cause a disagreeable odor are extremely small, most have threshold value of a few parts per million. For this reason, odors from a facility like this cannot be completely eliminated. (See Table A-2 on page 88 of the attached USEPA publication entitled "Odor Characterization, Assessment and Sampling" – that can be found at: <http://www.epa.gov/npdes/pubs/bio-appa.pdf>).

Regarding the corn dry cleaning part of the facilities, it would appear that the environmental impact of that portion of the facility would be minimal. I am told that all processing will be accomplished indoors and all particulates will be captured by air aspiration equipment to be bagged and sold as feed. Nevertheless, it should be sufficient to require adherence to the same process and EPA standards discussed in this letter regarding the corn-processing portion of the facility.

Since Clarkson/Molinero will naturally be working to minimize their financial investment, it will be up to the County to protect the citizens and the environment, and to protect the County against future mediation costs, by requiring Clarkson/Molinero to construct a suitable treatment facility, and then to monitor compliance with environmental standards. The attached list of stipulations, if added as requirements to the Special Use Permit, would provide reasonable assurance that the plant could be constructed and operated in a manner to minimize the possibility of odor and water contamination.

Stipulations of this sort are normal for these types of developments.

2. Economic impact on the local units of government. Some economic impacts, such as police and emergency services, fire protection, and road maintenance fall within the normal impacts to be considered a part of the property taxes that the facility would pay to the Township and County. Other impacts, however, are unique to this type of facility and are not envisioned as a part of the normal taxing base. These impacts, such as additional engineering services to review design and construction, and ongoing environmental compliance monitoring of the facility should be recovered by the units of government in the form of yearly impact fees. An attachment to this letter gives a description of two suggested impact fees.
3. Congruency with surrounding land use. The proposed facility is an industrial food processing facility. There are no similar occupancies in the surrounding area. The surrounding land uses in a large radius are entirely agricultural and residential. The nearest similar occupancy is Viobin in Monticello, some 9 miles away. Due to the proposed Clarkson/Molinero plant's incongruous land use with the surrounding land uses, the Board should consider that approval of this land use will likely set a precedent for similar non-congruent land use applications in this area in the future. It is likely that allowing industrial land use in this area will deter future growth of the current nearby upscale residential development and therefore eliminate the growth of the residential tax base. From a zoning point of view, it would make considerably more sense to co-locate industrial uses, in other words, to encourage the applicants to locate their facility near, for example, the other industrial users within the Monticello corporate limits.

Should you have any questions, please feel free to call me at 217-687-4450.

Best Regards,



Thomas H. Burtness, PE
Burtness Engineering Services
Illinois PE License # 062-040946

Stipulations to Be Incorporated Into the Special Use Permit

RE: Application for Special Use Permit
Clarkson/Molinero Corn Processing Facility

- 1) All improvements shall adhere to all USEPA and IEPA requirements for all emission categories including but not limited to: air, ground water, surface water, soil exposure, and odor; and shall confirm to the Illinois Recommended standards For Sewage Works.
- 2) The applicant shall submit to Piatt County an impact analysis of the plant facilities by the Mahomet Aquifer Consortium and the IDNR Office of Water Resources.
- 3) Although the applicant may construct improvements in a phased manner, the preliminary design of the wastewater facilities as submitted to EPA shall include all potential expansions anticipated.
- 4) The applicant must agree to adhere to the USEPA Environmental Management System (EMS) for Biosolids. Surface applied effluents shall be truck applied; no fixed location spraying equipment shall be allowed.
- 5) An Illinois Licensed Professional Engineer shall engineer the wastewater facilities. They shall have experience in the specific type of plant to be designed for this facility. Along with the Preliminary Engineering Report, the applicant shall submit for County approval, the qualifications of the lead design engineer, including a listing of previous projects of a similar nature with contact persons and phone numbers.
- 6) The applicant shall file with the EPA a Preliminary Facility Planning Review application and Preliminary Engineering Report (copy to County's Engineer for approval).
- 7) The applicant shall file with the EPA a Final Facility Planning Review application and Final Engineering Report (with copy to County's Engineer for approval prior to building permit issuance). County approval of the building permit shall be subject to review of the preliminary and the final facility designs by the County based on the recommendation of its Consulting Engineer.
- 8) Aeration equipment shall be capable of providing at least 150% of maximum BoD load at all times during the year, in all locations within the aeration lagoons, and under all conditions of lagoon dosing. Lagoons shall be a minimum of 3 cells, shall be lined and underdrained, and sized for a minimum of 6 months of storage.
- 9) The improvements shall be designed for zero odor emissions across the property line of the facility.
- 10) The improvements shall be designed with 24/7/365 continuous real time instrumentation monitoring of air, surface water, groundwater and odor monitoring surrounding the property lines of the facility and at a 1-mile radius in the approximately 8 primary compass directions. Reports shall chart values on a 24-hour basis with daily summaries that include maximum, minimum and average values, and shall be submitted to Piatt County twice monthly, in addition to any required IEPA submittals. Data of all continuous values shall be permanently stored on CD-ROM, with immediate access granted to Piatt County officials upon request.

- 11) Lighting on the site shall produce zero light trespass by using full cutoff luminaires (with shielding as necessary) illuminating only pedestrian and vehicle pathways (ie. only horizontal surfaces, no vertical surfaces) to a maximum of .3 average footcandles, using maximum 20-foot tall lighting poles.
- 12) The design shall include all facilities, equipment and non-elevated water storage for completely on-site fire suppression, in accordance with all NFPA codes.
- 13) Prior to approval of the building permit, if land application of wastewater will be used, the applicant shall submit copies of all of its contracts with landowners for surface application, verifying that sufficient acreage will be available under contract for the planned flow stream to be handled without septic conditions being created.
- 14) The wastewater facilities shall be operated by a licensed operator certified by the IEPA. If the plant produces surface effluent, the plant shall operate under a valid and current NPDES permit.
- 15) Any future plant modifications shall be re-reviewed by EPA and subject to County engineering review and approval.
- 16) If the actual plant environmental performance (including odor) does not meet planned plant environmental performance, the applicant will be issued with a 7-day notice. If the excursion is not mediated within the 7-day notice period the plant will be shut down until the problem is corrected. If the condition persists beyond a 14-day period, County fines, Township fines, and resident impact fees will be levied for the period of the excursion, these in addition to any IEPA fines imposed.

Submitted July 27, 2007 by:
Thomas H. Burtness, PE
Burtness Engineering Services
Illinois PE License # 062-040946

Local Government Impact Fees

RE: Application for Special Use Permit
Clarkson/Molinero Corn Processing Facility

The following Impact Fees would be paid by Clarkson/Molinero, or their operating entities.

Engineering Impact Fee: to recover the County's costs of engineering review of the planning and design engineering process, the construction process and on-going environmental compliance. First year pro-rata fee shall accompany the submission to the County of the applicant's EPA response to its Preliminary Engineering Report and Preliminary Facility Planning Review application. Fee shall be \$60,000 per year (pro-rated) commencing at the beginning of design phase until 6 months following plant start-up. Following that, the yearly fee shall be reduced to an initial \$20,000 and subsequently shall escalate yearly according to the consumer price index. Unless otherwise specified above, fees shall be paid in advance of the fee period, by Jan 15th of each year.

Plant Decommissioning Fee: to recover costs of environmental cleanup and site restoration following the eventual plant shutdown. Initial fee shall be \$40,000 per year, shall commence at plant start-up, and shall be paid in advance of the fee period by Jan 15th of each year. The first-year's pro-rated payment shall be due 15 days after plant start-up. Following the second \$40,000 payment (the first year's pro-rated payment plus two full year payments), the yearly fee shall be reduced to \$20,000, which shall then escalate yearly according to the consumer price index.

Submitted July 27, 2007 by:
Thomas H. Burtness, PE
Burtness Engineering Services
Illinois PE License # 062-040946

STATE OF ILLINOIS)
) ss.
COUNTY OF PIATT)

AFFIDAVIT

I, Thomas H. Burtness, PE, being first duly sworn, upon oath deposes and says:

1. That I am a Licensed Professional Engineer in the State of Illinois, License # 062-040946, and am qualified to give testimony and render the opinions stated in the attached report dated July 27, 2007 which is made a part hereof and incorporated hereinto, in reference to the corn milling plant and waste products lagoon now proposed by Clarkson Grain and on behalf of El Milagro Tortilla Products of Chicago.

2. Individual copies of the attached report for each of the persons listed on the first page were hand delivered by my wife, Emily Burtness, to Piatt County Board member Sharon Martin on Sunday, July 29, 2007, for her to deliver to each of the persons listed.

3. If called to testify under oath, the undersigned would make the statements and render the opinions contained therein.

4. Further, Affiant sayeth naught.

DATED this 8th day of August, 2007.

Affiant

The undersigned, a notary public in and for the above county and state, certifies that _____, personally known to me to be the same person whose name is subscribed to the foregoing instrument appeared before me in person, and acknowledged that _____ signed and delivered the instrument as _____ free and voluntary act, for the uses and purposes therein set forth.

Dated this _____ day of August 2007.

Notary Public

Susan Chavarria

From: Tenna Knox [pugglemom@hotmail.com]
Sent: Monday, August 24, 2009 4:25 PM
To: Susan Chavarria
Subject: Piatt County Comprehensive Land Use Plan

Hello! My name is Tenna Knox and I am a resident of Sangamon Township. As you probably already know, yes, it was my husband and I that had planned to sell land for the proposed corn mill in Sangamon Township. That is an issue more than 2 years old, it is a dead issue and we would like to see the Township move on. The continued badgering about industrial development is non-productive and damaging to the County.

I am writing to you because there is a small group of township residents who have taken it upon themselves to imply they are representing the views of all Sangamon Township residents, when in fact, they do not. Mr. Stolfa did not get elected as a Township Trustee. There are township trustees who were elected because they do not share Mr. Stolfa and group's stance to oppose any kind of industrial development. The Sangamon Township Supervisor was only elected by less than a 5% margin. Proof that this group does not speak for all township residents.

It is very disturbing to learn that this group wants to take away any future opportunity for residents to welcome property tax relief as a result of industrial development. This group does not understand that the comprehensive land use plan is just a plan that looks at what opportunities may arise in the future. **The plan does not change any current zoning and does not prevent a land owner from asking for a change in zoning.** All their hysteria is continuing the rift between township residents. The plan looks at land use for the benefit of the county as a whole. Truthfully - lets face it, after the corn mill fiasco, no one in our lifetime will be considering Sangamon Township for industrial development.

If you were to map the residences of this group of naysayers on a Sangamon township map - you would see most are financially comfortable. How many of this group resides in the towns of White Heath and Lodge? Please do not allow this group to sway your ability to be fair minded and influenced by their special interests. Please make it clear to this group that the comprehensive land use plan **MAKES NO ZONING CHANGES!** Much is being made of nothing and causing undue stress on the members of this commission. Your assistance in educating this group would be most appreciated.

Sincerely,

Tenna Knox
217-369-3228
1104 E IL Rt 10
Monticello IL 61856

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8/25/2009

Susan Chavarria

From: cburmeis@illinois.edu
Sent: Tuesday, August 25, 2009 8:30 AM
To: Susan Chavarria
Subject: Piatt Plan Public Comment

Piatt County Regional Planning Commission Board,

I would like to take this opportunity to strongly oppose changing the 87 acre area on the east edge of Piatt County from agriculture to industrial. This only came to my attention within the last week or I would have been on board in opposition much earlier in the process.

My questions are "who is poised to profit from this venture, and who is going to suffer?"

Removing valuable farmland, again and again for industrial or residential use is a huge shortsighted mistake. The decision can not be reversed. Once the soil is stripped for buildings and asphalt, it never goes back.

I live directly across I72 from the proposed sight and on the highest point in the area giving me direct exposure to any light, noise, and possible pollution from any industrial facility.

I can see that the Piatt County Zoning Commission would like to jump onboard with Champaign County's plans to make IL Route 10 west of Champaign an industrial corridor. This sprawl needs to stop further east than I72. If it is allowed to go this far west, there is not enough buffer between possible heavy industrial use and prime, established residential (heavily taxed) areas.

I also firmly believe that an invitation to adding more heavy traffic to route 10 would be life threatening for many. The intersection of Route 10 and 1300 N is already dangerous, at best, due to the lack of line of sight distance from the hills on either side of 1300N.

Please consider limiting changing future use of the proposed industrial site to either existing use or business.

Thank you for your time and consideration,

Charles Burmeister
Treasure Acres
Sangamon Township

Susan Chavarria

From: Klebek, Christine J [klebek@illinois.edu]
Sent: Tuesday, August 25, 2009 8:56 AM
To: Susan Chavarria
Subject: Piatt Plan Public Comment

To whom it may concern:

First let me stress strongly my opposition to the rezoning plan presented at the meeting on August 18th. I was one of the several at the meeting who were not even aware of this rezoning issue until we received notices in our mailboxes a few days prior to the meeting.

I live on Treasure acres and from our back yard we can see the highway, especially during the winter months when the woods and trees are bare. We do not want an industrial zone to be our new backyard view. We have deer roaming our property ever day. We see fox, hawks, and have countless bird species coming to our feeders. This will all have a negative impact on the natural wildlife of Piatt county. We left Champaign county for the very reason of the noise and pollution and moved to Piatt county. Our taxes rise every year but we pay it for life in a more rural setting. It is disheartening to know an 87+ acre industrial site can be in the works so near our property. I am suspect as to how this became involved in a planning commission with Champaign county. Knowing how the water plant got passed through despite people's objections I have to believe there are other motives for zoning an area located near the Piatt/Champaign county lines. Several people spoke at the meeting of the many zoned industrial sites already located in Piatt county that are currently not used, yet prime farmland is being considered for yet one more industrial site.

The amount of truck traffic now on Rte 10 makes it hazardous pulling out from the 1300 N road. Trucks go traveling on Rte 10 at high rates of speed. This will only increase tenfold if the site becomes zoned for industrial.

Please do not pass any plan to rezone this property to industrial.

Christine Klebek
Treasure Acres
Sangamon Township

PIATT COUNTY COMPREHENSIVE PLAN

Your Comments

Your ideas are very important to this planning process. Please use this sheet to let us know of any comments you have about the Draft Piatt County Comprehensive Plan. Your comments will be submitted to the Piatt County Regional Planning Commission Board for their consideration.

Thank you very much for participating in the creation of the Piatt County Comprehensive Plan!
You can leave your comment sheet in the box provided at the public hearing or send it by August 25th to:

Susan Chavarria
CCRPC
1776 East Washington Street
Urbana, IL 61802

If you prefer to email your comments

Please specify "Piatt Plan Public Comment" in the subject line and provide your name and community or township at the end of your comments. Email to schavarr@ccrpc.org by August 25th.

The engineer hired by the board to study this location said this is not a good location for an industrial complex.

There are many sites near I-72 that are already zoned for industrial use.

Access to the property in question is limited to two country roads.

Homeowners do not want the noise and heavy traffic near their homes.

We (Homeowners) also feel property values would decline significantly if an industrial complex were to be developed in this area.

James and Judy VanDerventer
36 Glenon Drive
(Hickory Hills Subdivision)
White Heath, IL 61884

Susan Chavarria

From: Tom Scott [tscott@hlcllp.com]
Sent: Wednesday, April 01, 2009 8:33 PM
To: Susan Chavarria; Andrew Levy
Subject: Piatt County RPC Public Comments, Part 1
Attachments: PCRPC_SWOT.PDF; PCRPC_2009.doc; PCRPC_2009_Map_1.pdf

Ms. Schavarria and Mr. Levy,

First of all, let me apologize for not keeping myself as informed as I should have regarding the proceedings of the Piatt County Regional Planning Commission. It was only this past January that I have become aware of the meetings and I missed out on participating in some of the early public input sessions in which some of your ideas have been formed. I have attended the last two meetings and plan to attend the remaining meetings if I don't have any schedule conflicts. If it is not too late to provide public input, I'd like to do so at this time.

I'm a resident of Piatt County - more specifically, the City of Monticello - and a long-time member of the Monticello Railway Museum (MRM). However, I want to make it clear that I am not a spokesman for the Museum, but am submitting these comments as a resident of the County. Having been connected with the MRM for many years, my comments mainly concern the areas of natural and cultural areas, recreation, and tourism. I filled out the public workshop form (attached) but realized I could do a better job with the mapping exercises on CADD, so I will attach 3 maps drawn in CADD to illustrate the ideas I'd like to give you. The maps are a little over 2mb each, so I'll have to send them in separate emails. They will plot out to 1 inch = 1500 ft if printed on 11x17 paper. Set "page scaling" to "None".

I will also attach a draft of some ideas I was working on several years ago to present to the Piatt County Forest Preserve. I got busy with other things and never finished it, so it ends rather abruptly. But since the explanation and reasoning behind what is on the maps was already contained in the text of that document, I thought it more expedient to edit it slightly and forward it with the maps that to re-invent the wheel. One of the things I never fully explained in the document was my ideas concerning the Piatt County Trailblazers Rodeo. You will see from Maps 1 and 2 that I recommended that they rodeo grounds be moved to a place near the Monticello Railway Museum's main display facility at Nelson Crossing (at the end of Iron Horse Place). The Piatt County Museum (PCM) is also developing their museum in this location. My reasoning there is that at some point in time, there could be pressure brought to bear on the Rodeo from the developing residential area immediately South of the existing rodeo grounds. Residents may feel that the Rodeo and the activities there may no longer be "compatible" with a residential area. There may also come a time when the value of the rodeo grounds may become more valuable as developable real estate (for residential subdivision) than as a Rodeo. Rather than loose this local attraction, it could be moved across the Interstate near the two museums where it would fit in with the land use. There are some important advantages to doing this: 1) consolidation of attractions in one area, 2) the people drawn to one attraction would likely visit one or two of the others, resulting in increased business for all, 3) the Rodeo could share the existing parking of the two museums for overflow parking, 4) cooperation between the Monticello Railway Museum and the Rodeo could lessen the need for on-site parking because MRM could perform a "commuter service" between Monticello and the Rodeo to transport people from town.

I think the rest is fairly well covered in the text. Hope you find these things useful. If you have any questions about any of the materials, let me know.

Thanks,
 Thomas E. Scott Jr., P.E.

Public Workshop Exercises

Piatt County Comprehensive Plan Update

Tuesday July 29, 2008

S.W.O.T Analysis

SWOT is a planning tool that helps identify positives and negatives both inside and outside the community. The intended result of a SWOT exercise is a comprehensive picture of the major issues currently affecting the community. These ideas will be analyzed and transformed into strategies that use strengths to take advantage of opportunities, and minimize weaknesses by avoiding threats.

Definitions:

Strength - positive influences that originate within the county. (good agricultural land)

Weakness - negative influences that originate within the county. (conflict between residential and ag. land)

Opportunity - influence from outside the county that may result in a positive impact. (ADM buying crops)

Threat - influence from outside the county that may result in a negative impact. (demand for rural housing)

Themes:

- Housing
- Economy
- Agriculture
- Parks and Recreation
- Natural Areas
- Environmental Stewardship
- Employment
- Infrastructure (sanitary sewer, water, internet, roads)
- Public services (ambulance, fire, schools, hospitals, etc.)
- Transportation



Public Workshop Exercises

Piatt County Comprehensive Plan Update

Tuesday July 29, 2008

Rural Character

Identifying specific elements of the character and landscape in Piatt County provides decision makers with a goal of keeping desirable characteristics in the county. These characteristics could range from the visual qualities of rolling hills to quality of water to having a library in each village. Identifying desirable rural development allows the creation of a vision that will have achievable goals.

1. What effect has Rural Development had on lifestyles in rural Piatt County? (Please circle one)

- Positive
- No Effect
- Negative

2. How have the following rural area qualities been affected?
(circle 'P' for positive, 'n' for negative, 'NE' for no effect)

• Drinking Water	P	N	<u>NE</u>
• Lake Water (recreation)	P	N	<u>NE</u>
• Rivers	P	<u>N</u>	NE
• Wildlife habitat	P	<u>N</u>	NE
• Open space	P	<u>N</u>	NE
• Fishing/Hunting	P	<u>N</u>	NE
• Farming	P	<u>N</u>	NE
• Appreciating Night Sky	P	<u>N</u>	NE
• Hearing Nature	P	<u>N</u>	NE
• Community Values	P	N	<u>NE</u>
• Crime	P	N	<u>NE</u>
• Quality of Schools	<u>P</u>	N	NE
• Job Opportunities	P	N	<u>NE</u>
• Transportation	P	N	<u>NE</u>
• Road maintenance	P	<u>N</u>	NE
• High quality housing	<u>P</u>	N	NE
• Affordable housing	P	<u>N</u>	NE
• Scenic Views	P	<u>N</u>	NE

Definitions

"Rural character" refers to the way land is used and the activities that take place in unincorporated areas.

"Rural development" refers to development outside incorporated areas. Rural development can consist of a variety of uses and residential densities, including clustered residential development.

"Conserve" refers to a type of management of landscapes that maintains productivity and use for future generations.

3. Write a phrase that you think defines 'traditional rural value'.



Public Workshop Exercises

Piatt County Comprehensive Plan Update

Tuesday July 29, 2008

4. Where do you most often find the strongest sense of community? (Please circle one)

- | | |
|--|-------------------|
| Neighborhood | Church |
| Children's Activities | Interest Groups |
| Extended Families | Recreation/Sports |
| Political Activist Groups | Town meetings |
| Other <u>Monticello Railway Museum / Boy Scouts of America</u> | |

5. Agriculture is an important part of the Piatt County economy. (Please circle one)

- Yes, agree
- No, disagree
- No opinion

6. Should Piatt County conserve agricultural land use? (Please circle one)

- Yes, agree
- No, disagree
- No opinion

7. Natural area corridors are important for recreation as well as flood control, pollution control, and climate regulation. (Please circle one)

- Yes, agree
- No, disagree
- No opinion

8. What type of residential growth is most desirable for rural Piatt County (subject to minimum lot size and onsite sanitary sewer restrictions)? (Circle all that apply)

- Current development types
- Encouraged as subdivision development
- Encouraged only on land unsuitable for farmland
- Single family homes on lots smaller than 5 acres
- Single family homes on lots larger than 5 acres
- Lots that are spread far apart
- Lots that are clustered together to maximize efficiency
- Other (please list)



Public Workshop Exercises

Piatt County Comprehensive Plan Update

Tuesday July 29, 2008

9. Should Piatt County conserve forested and prairie areas? (Please circle one)

- Yes, agree
- No, disagree
- No opinion

10. Should Piatt County conserve the rural character of the County? (Please circle one)

- Yes, agree
- No, disagree
- No opinion

11. In Piatt County, do you favor attracting... (Circle all that apply)

- More heavy manufacturing
 - More light industry
 - More Agricultural Industry
 - None of the above
- } only if it is located in and around existing industrial sites (like the Bear Industrial Park in Mantiola) or around existing Interstate interchanges.

12. Do you feel that you are adequately informed about decisions made by Piatt County Government?

- Yes
- No But that's mostly my fault for not checking existing publications and notices.

13. What type of communication would help inform you about issues addressed by Piatt County Government? (circle one)

Newspaper

Mailed Newsletter

Email

Radio spots

Website postings

Other: _____



Public Workshop Exercises

Piatt County Comprehensive Plan Update

Tuesday July 29, 2008

Mapping Exercises

1. Identify areas of environmental and ecological value that are important to preserve regardless of ownership or expense. Describe them if it is not clear what the unique feature is for the areas.

A. Mark these by drawing a green boundary around the area and apply diagonal hash marks.



2. Identify areas that you believe to be scenic landscapes that you feel should be preserved purely for their visual qualities.

A. Draw a thick green arrow, from view points to the prominent feature in view (rolling hill, aesthetic barn, etc.).



B. Also draw a line for approximate locations of where you would like to see walking or biking trails or other activity centers to enhance active lifestyles in rural areas.



3. An industrial firm wants to locate in Piatt County. Assume for the purposes of this exercise that:

- They can develop anywhere in the County
- They need access to rail and/or highways
- Water supply and available infrastructure are not factors in selecting potential sites

A. Where do you recommend they locate? Identify as many areas as possible based on the assumptions with a simple red polygon and provide your reasons on the attached comment sheet.



B. In what areas should this type of development be restricted? Identify as many areas as possible based on the assumptions using a red polygon with an X through it and provide your reasons on the attached comment sheet.



Pratt County Comprehensive Plan Exit Questionnaire

Before you leave, please take a moment to answer the following questions. Your feedback is crucial to documenting your participation in the Pratt County Comprehensive Plan process and will improve future planning efforts in Pratt County.

Note: All responses will be strictly confidential.

1. What is your gender? ☐ Female ☒ Male
2. Please tell us which ethnic or racial group you most closely identify with:
☐ Black/African-American ☐ Asian ☒ White/Caucasian ☐ Other: _____
3. Are you Hispanic or Latino? ☐ Yes ☒ No
4. What is your age?
☐ under 20 ☐ 20-24 years ☐ 25-34 years ☐ 35-44 years
☒ 45-54 years ☐ 55-64 years ☐ 65-74 years ☐ 75 or older
5. Please tell us about your annual household income:
☐ Less than \$15,000 ☐ \$15,000 to \$34,999 ☐ \$35,000 to \$49,999
☒ \$50,000 to \$74,999 ☐ \$75,000 to \$99,999 ☐ More than \$100,000
6. Please tell us about your education attainment level:
☐ Less than a high school diploma ☐ High School Diploma (GED)
☐ Some college ☒ College Graduate ☐ Post Graduate study ☐ Post graduate degree
7. How long have you lived in Pratt County?
☐ 0-4 years ☐ 5-9 years ☒ 10-19 years ☐ 20+ years ☐ Life-long resident
8. What township do you live in?
☐ Bement ☐ Blue Ridge ☐ Cerro Gordo ☐ Goose Creek
☒ Monticello ☐ Sengamon ☐ Unity ☐ Willow Branch
9. Are you a land owner in Pratt County? ☒ Yes ☐ No
10. What is your principal occupation? Civil Engineer (P.E.)
11. How did you learn about the Pratt County Comprehensive Plan Workshop?
☐ Newspaper ad ☐ Newspaper article ☐ Sign along road
☐ Flyer ☐ County Board member ☐ Word of mouth
☐ Website ☒ Other From Pratt RPA.org after attending a Planning Commission meeting that I learned about on the Journal-Republican

Feel free to add any comments about the Pratt County Comprehensive Plan process, including the Workshop, on the reverse side of this page. Thank you!

See attached sheets

Development of a Historical and Recreational Corridor along the Monticello Railway Museum in Piatt County

The Monticello Railway Museum is a Not-for-Profit Corporation 501(c)3 dedicated to the preservation of the nation's rail history, with emphasis on Central Illinois rail history. Towards this end, it has accumulated an impressive collection of railway equipment and developed a facility in which to display, operate, and maintain this equipment. While the Museum has made great strides over the years in improving and restoring its collection, the main attraction has been the train ride.

As with the collection and the facility, the train ride has evolved over the years, too. Initially, the Museum offered rides on trackage reconstructed on the abandoned Illinois Terminal electric interurban grade that paralleled the Illinois Central line between Monticello and White Heath. The reconstructed trackage began at the Museum's Camp Creek Yard facility, which is approximately 1 1/2 miles North of Monticello and on the North bank of the Camp Creek flood plain, and was built North on the old grade through a predominantly rural farming area as materials and manpower became available. Museum volunteers managed to construct a little over two miles of track on this grade to "Blackers", a flag stop listed in the old Illinois Terminal timetables and located just North of the railroad crossing on township road 1900N. Although the Museum owns another 1 1/2 miles of the Illinois Terminal grade to Meridian Street on the West edge of White Heath, no further track construction was undertaken on the old Illinois Terminal. That may make it available for future development as a biking/hiking trail.

It had become apparent by that time that operations on the adjacent Illinois Central branch line were winding down and it might soon be abandoned. Since the Museum depended on this line to move railroad equipment into the facility, plans started taking shape to acquire the line in the event that Illinois Central moved to abandon it. This acquisition would serve two purposes for the Museum's development and a third purpose for the community: 1) it would protect the Museum's rail access by providing a connection to the nation's rail system via an interchange in Monticello with the Norfolk & Western Ry (now Norfolk Southern), 2) it would provide an opportunity to greatly expand the Museum's train ride by being able to operate into downtown Monticello and, eventually, into White Heath, and 3) it would preserve railroad access for existing and potential rail shipments - an asset that would later be used by Monticello Grain in loading out grain hopper cars and, more recently, Viobin for loading out wheat germ. The purchase of the Illinois Central branch line between Monticello and White Heath would provide a potential ride of nearly 14 miles round-trip through a variety of settings very typical of Central Illinois. As expected, the Illinois Central abandoned its branch line and the Museum purchased a seven-mile portion from Monticello to White Heath in August 1987.

In the seven miles from Monticello to White Heath, the former Illinois Central line traverses nearly every type of land feature typical of Central Illinois. Starting in Monticello, tourists riding the train can view a typical Central Illinois town with well-kept lawns and houses. As the train proceeds North, the train leaves Monticello and the scenery transitions to row crop farm country. One of the central land features of the area - the Cerro Gordo Moraine - can be viewed from the train as a rolling hill and ridgeline East of the rail line. The Cerro Gordo Moraine is a glacial moraine formed during one of the glacial retreats in the Wisconsin Glacial Age over 14 000 years ago. Although the current housing bust may delay residential development of this area, eventually developers may seek to subdivide property lying East of the Railway Museum's line, blocking the view of the moraine. While it would be impractical to purchase the property to prevent development, a "scenic easement" could be obtained which would prohibit future development, but continue to allow current use, which is presently agriculture.

Passing the Cemetery Road and Valentine's Park, about 1 1/2 miles North of Monticello, the train plunges into a wooded area and rolls over the Camp Creek flood plain on a high fill and across

Camp Creek Trestle - the longest and highest bridge on the Museum's line. Owing to it being a flood plain, the Camp Creek lowlands are a natural area that has never been developed. They would be a prime candidate for inclusion in the Piatt County Forest Preserve as a natural and recreational area (Areas A and B on Map 1).

As the train climbs out of the creek lowlands, it approaches the Railway Museum's main facility - Camp Creek Yard and Shops - and passes by a small area with a light industrial atmosphere at the end of Iron Horse Drive - a street name obviously picked with railroad overtones. This facility is approximately 2 1/2 miles North of Monticello. The Piatt County Museum has also purchased property in this location and is currently developing a museum facility there in conjunction with the facilities of the Railway Museum. The combined presence of the two Museums makes this area a logical place for additional museum development. If the area on Maps 1 and 2 (marked in blue) could be reserved for future museum growth, the two museums could eventually grow

Proceeding further North, the train again traverses row crop farmlands and begins to ascend the first ridgeline of the Cerro Gordo Moraine. There is a nice view of the moraine's ridgeline on the East side of the train as it begins its ascent. After cresting the hill at a little over 3 miles from Monticello, the train descends a gentle grade to the old flag stop station of "Rankin" (from Illinois Terminal timetables). Now 3 1/2 miles North of Monticello, passengers can view horses grazing in the small fields around the few clustered farmhouses at this location. The train continues North, crossing Slabtown Road (Township Road 1900N) on an ascending grade up another ridgeline of the moraine. Cresting this hill at "Blackers", just beyond the road crossing, the train is now at the highest point on the Museum's line between Monticello and White Heath - this is the crest of the Cerro Gordo Moraine. Still traveling on the moraine through row crop farm country, the train descends a long grade for about 3/4 of a mile to an area that is perpetually wet. This wetland area seems to be in a natural "bowl" which never drains, although farmers try valiantly to grow crops in it - the crops usually get drowned out and the area is barren most of the year. Now about 1 1/2 miles from White Heath, the train continues North across two more rolling hills, also moraine ridgelines. The line crosses the crest of the Cerro Gordo Moraine again at the first one of these two low hills. After cresting the last of these two hills, White Heath comes into view. The train rolls down a gentle grade to a small trestle on the outskirts of White Heath, and then climbing upgrade again, it crosses Meridian Street and pulls into downtown White Heath.

White Heath, 6 miles North of Monticello by rail, owes its existence to the railroad as it was constructed at the junction point of the ICRR's Champaign-Clinton line and its branch line to Decatur (via Monticello). White Heath is a typical Central Illinois small farming community whose economy was based on the flow of agricultural products - primarily grain, livestock, and fertilizer - through its rail connection. It owes its existence to the railroad, as it was platted in 1872 shortly after the tracks were completed through the area. The train will be turned here on the trackage that once made up the junction between these branch lines and will then return to Monticello.

As with many other tourist railroad operations, the Monticello Railway Museum depends on tourism for the lion's share of its revenue. In trying to discover how to increase ridership numbers, the Museum has learned that the most successful tourist destinations do not rely on one attraction alone - they have multiple attractions that appeal to a large segment of the population, i.e. something for everyone. These kinds of attractions become a destination, rather than just a stop on the way to somewhere else. As a destination, a larger segment of the community is involved in the attraction and can participate in the tourist business. In doing so, they actually become part of the draw. In addition to the dollars tourists spend at the main attraction, they need places to stay - hotels, motels, and campgrounds. During their stay, they will need places to eat - snack shops, restaurants (both fast food and sit-down), and grocery stores. While the tourists are in town, they may check out some of the specialty shops the area has to offer. Before leaving to go home, tourists will probably top off the gas tank of the family car for the trip home. When a tourist attraction becomes a destination, the entire community participates economically.

The development of a comprehensive, multi-faceted attraction is beyond the scope or ability of the Monticello Railway Museum alone. There are several groups in the area who are already working on various projects that could potentially attract tourists to the area. Among these is the Piatt County Museum, which is in the process of developing a museum complex near the Railway Museum's main shops and display area. While that will put Monticello's premier museums together, there are other attractions that could further enhance the tourist draw of central Piatt County. Although currently located on old Rte 47 near Lodge Park, the Piatt County Trail Blazers Rodeo would be a good "fit" if it were moved to the proposed museum complex. It would be logical to locate and develop these attractions together in one place if sufficient property is reserved for that purpose (the blue area on Maps 1 and 2).

If these groups and committees can come together for a common cause and develop a workable overall Master Plan for parks, recreation, and tourism in Central Piatt County, they could all pool their efforts to help develop such an attraction in cooperation with the Monticello Railway Museum, the Piatt County Museum, and the community.

While the Monticello Railway Museum can link attractions together along a historic and recreational corridor Northeast of Monticello, a system of biking/hiking trails should be developed in Central Piatt County to link other important attractions together that are beyond the reach of the railroad museum. One potential trail expansion that has been discussed as part of a larger Parks and Recreation plan is a Monticello to White Heath biking/hiking trail which would follow, and be partially constructed on, the Monticello Railway Museum's existing Illinois Terminal right-of-way. The City of Monticello has already constructed a portion of this trail on the former Illinois Terminal interurban railroad grade from Grant Street on the Northeast side of town to the Cemetery Road. There has been recent discussion about continuing this trail on North to the South bank of Camp Creek as the next portion of the Monticello to White Heath trail to be constructed. Utilizing the former Illinois Terminal grade to Bement could make a further extension of the Central Piatt County biking/hiking trail system. This portion of the old interurban grade is owned by IDOT as part of the right-of-way of Illinois Route 105. Extending the trail to Bement would make Bryant's Cottage, a historic Lincoln site, the South anchor of the trail system. Another addition to the system, which would connect Monticello to Allerton Park with a hiking/biking trail, could be fairly easily accomplished by adding paved shoulders to Allerton Road; however, the bridge over the Sangamon River in Allerton Park would need to be repaired to at least support biking/hiking traffic. The City of Monticello has also obtained properties along the Sangamon River with the eventual plan of being able to connect Allerton Park and Lodge Park with biking and hiking trails along the river. Cross connections with these proposed Sangamon River trails to Monticello and the Illinois Terminal bike trail are possible via the Heartland Pathway's Monticello to Cisco trail and a potential route along the Cemetery Road extended to the West to the Sangamon River trails.

Expanding upon the idea of creating a system of trails would be the creation of a Monticello to White Heath Historic and Recreational Corridor with Allerton Park at its West end; Bryant Cottage at its South; the Monticello Railway Museum, the Piatt County Museum, and Valentine and Lodge Park at its center; and connection at White Heath on the North to Heartland Pathways biking/hiking trails leading West to Shady Rest at the Sangamon River and continuing on to Clinton. Heartland Pathways also has a trail leading Northeast out of White Heath and then East towards Champaign.

The creation of a Historic and Recreational Corridor in Central Piatt County would be a large undertaking and would take coordination between various government agencies, business, historical organizations, and private citizens, but the core elements of such a corridor already exist: Allerton, Lodge, and Valentine Parks; property along the Sangamon River now owned by the City of Monticello and the Piatt County Forest Preserve - and properties they may yet acquire; the Heartland Pathways trails from Monticello to Cisco and from White Heath to Clinton and towards Champaign; the City of Monticello's Illinois Terminal biking/hiking trail; and the Monticello Railway Museum's railway corridor connecting Monticello and White Heath. Much can be done towards development of the corridor by making improvements to, and expansions of, these existing

elements. Future property and scenic easement acquisitions will be needed to protect the natural areas along these routes and develop the idea to its full potential. Properties that are needed for this corridor should be identified early in the development process so they can be targeted for purchase as funds become available to do so. Also, these identified properties should have some sort of "corridor protection" applied to them so that they are not obtained or developed for uses contrary to the purposes of a historic and recreational corridor. This can be accomplished in a number of ways. It could be done through some sort of governmental oversight, such as rezoning or similar land use control. One other method is to purchase a right of first refusal (with a pre-agreed method of determining the final purchase price) from the current landowner so that when the landowner is ready to sell, the purchasing agency can exercise its option to buy the property before it is offered for sale on the open market. The University of Illinois employs this method in the Champaign-Urbana campus area where it has long-range development plans.

Protection of the corridor is also necessary to preserve the natural areas that the current facilities traverse. Monticello has experienced growth in terms of additional homes and subdivisions being constructed and the city limits having been expanded to embrace these developments. While growth is important to any community and it expands its tax base, it can also be destructive to certain elements of the community. Take the example of the Kettle Moraine Railroad in Wisconsin, a tourist railroad similar to the Monticello Railway Museum. The Kettle Moraine was located in a scenic valley - so scenic that it attracted residential developers to the area. After 20 years or so of residential development in the valley, the whole area was transformed into a suburban community through which ran the Kettle Moraine Railroad. Having lost the scenery that was the railroad's appeal and having gained many new neighbors who didn't necessarily appreciate a railroad running through their "back yards", the Kettle Moraine closed and sold off its assets. The current trend of residential development in the Monticello area presents the same kind of long-term challenge to the Monticello Railway Museum, if the now-rural landscape through which it traverses is transformed into a suburban landscape. As with the Kettle Moraine, few people will want to ride a train for 7 miles through their neighbors' back yards. Protection of the Railway Museum's historic corridor is needed before too much residential development occurs along its route.

The Piatt County Forest Preserve currently owns and operates Valentine Park, a gift to the Park District from Kathryn Valentine. This park is located along the West side of the Railway Museum's right-of-way, on the North side of the Cemetery Road, and South of Camp Creek. One of the first logical acquisitions for the establishment of a Historic and Recreational Corridor would be for the Forest Preserve District to acquire properties to expand Valentine Park North through the forested Camp Creek bottomlands to the edge of the commercially developed areas along Iron Horse Road (Map 1, Areas A and B). This would add undisturbed natural area to the Park and preserve one of the most scenic areas along the Railroad Museum's right-of-way.

Further North along the West side of the Museum's rail line are three long narrow farm fields bounded on the East by the Museum's right-of-way and on the West by Interstate 72. The first one begins about half a mile North (along the track) of the Museum's Nelson Crossing Depot and Display area (Map 2 Area D). It ranges from 150 to 300 feet wide and is about 3500 feet long with the Northern end bordering old Township Road 1900 North (where it is cut off by the Interstate). The second field begins at new Township Road 1900 North, as realigned for the Interstate, ranges from 150 to 400 feet wide and is about 3500 feet long (beginning of Area E, Map 2). The North end of this tract is in a low spot that seems to be perpetually wet and non-productive. The third field begins in the low spot where the second field left off. It ranges in width from 200 feet at the South end to 700 feet at a drainage swale and is about 700 feet long to the swale. Past this drainage swale, the field widens substantially as the Interstate swings off to the West to bypass White Heath. North of the swale, the farm field is wide enough to be efficiently worked by conservation tillage methods. Because these three parcels of farmland are long and narrow, the only way to efficiently work the ground is in the long direction. Unfortunately, this is also in the direction of the natural drainage runoff. Tilling the soil downhill is a practice known to cause soil erosion that adds silt and farm chemical runoff to our lakes and streams. Not being able to farm

these fields efficiently, the landowners might be tempted to sell these parcels to developers and this is exactly the kind of development that would jeopardize the Museum's future. Purchase of these farm fields by a conservation agency would allow these fields to be replanted as prairieland or timberland, whichever is deemed appropriate, and restored into a natural area. The result would be elimination of silt and chemical runoff from these areas, as well as control of runoff from areas upstream of them, and the preservation and enhancement of the natural scenery the Museum depends upon to attract visitors.

Likewise, a 100ft wide strip, adjacent to the East right-of-way line of the Railway Museum (Maps 1 and 2, Area C), and a similarly wide strip along Heartland Pathways (Map 3, Area G), would widen the corridor and provide area for a screen against any future development that might take place East of the Railway Museum's and Heartland's property.

Piatt County, or similar governmental units, would also benefit from recreational use of these properties through incorporating them into the system of trails, wildlife sanctuaries, and campgrounds. People could also observe the natural areas and wildlife from the train without making any impact on Mother Nature. This would also allow people with physical disabilities to be able to enjoy the natural areas without further special accommodations. There is also a location at the Northern end of the first field (Map 2, Area D) where a small pond could be constructed which would help control runoff, provide habitat for aquatic life and migratory birds, and possibly provide some limited fishing opportunities.





Hello,

I would like for this correspondence and the accompanying written submission to be delivered to the Piatt County Regional Planning Commission for the Commission's review and consideration.

I confirm that the correspondence is meant for public availability.

Thank you.

Best Regards,

John N. Stolfa, Jr.
Sangamon Township
08/25/09

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I. Economies in Churn

We live in a time of social and economic transition when three different type of economies are mixed together (in churn). The following chart reflects how rural area economies will need to adapt and transform as a result of the shift from an Industrial Economy to a Creative Knowledge Economy (from now to 2025) to a Web/Networked Economy (early signs already emerging).

Industrial Economy	Knowledge Economy	Web Economy
Small Farms	High Tech Agribusiness	Network Farms
Recreational Tourism	Virtual Market Tourism	Virtual Tours
Recruit Manufacturing	High Tech Manufacturing	Nanotech Manufacturing
Small Downtown Retail	B to B Retailing/ e-commerce	Virtual shop
Recruit financial capital	Recruit Human Capital	Nanocorporations
Standard skills	Innovation	Transforming
Basic skills	High tech skills	Connective skills
Home retirement	Retirement Communities	"Linked-up"
Industrial Parks	Eco - Cluster Parks	World Share
Quality of Life 1	Quality of Life 2	Quality of Life 3

UNDERLYING ASSUMPTIONS ABOUT THE ECONOMY

In the old industrial economy, people believed:

Being a cheap place to do business was the key.

Attracting industrial companies was the key.

A high-quality physical environment was a luxury that stood in the way of attracting cost-conscious businesses.

Regions won because they held fixed competitive advantage in some resource or skill.

Economic development was government-led.

Champaign County Regional Planning Commission

In the new creative knowledge economy, people believe:

Being rich in ideas and talent is a key.

Attracting educated people is a key.

Physical and cultural amenities are needed to attract knowledge workers.

Regions prosper if organizations and individuals have the ability to learn, adapt and create new ways.

Only bold partnerships among business, government, and nonprofit sectors can bring about transformation.

Issues in Economic Development

Top 10 Reasons for Regional Cooperation

(NADA News, May 1, 1992) <http://www.ccrpc.org/planning/economic/issues.php>

RESOURCE MATERIALS	REASONS
1. TO SAVE MONEY	Take advantage of economics of scale, especially where fixed costs are high (e.g., infrastructure and equipment) or strong expertise is required.
2. TO DELIVER QUALITY SERVICES	Specialized areas often require professions beyond the means of small units of government unless they join others to spread the cost (e.g. planners and 24-hour emergency dispatch) and assure high quality.
3. TO ACHIEVE GREATER POLITICAL CLOUT	Regional marketing for tourism and/or economic development permits better media buys and more comprehensive, sophisticated clout in the marketplace.
4. TO ACHIEVE ECONOMIC CLOUT	Regional marketing for tourism and/or economic development permits better media buys and more comprehensive, sophisticated clout in the marketplace.
5. TO SOLVE A SPECIFIC PROBLEM	Two heads are better than one, and sharing ideas and resources often permits better problem-solving, often at a reduced cost.
6. TO SHARE SCARCE FEDERAL AND STATE RESOURCES	Often, state and federal agencies in an era of budget austerity can fund a joint facility or a joint staff position for a new program and thereby serve more people.
7. TO PLAN MORE REALISTICALLY	In a global economy, any community is dependent upon other communities in its multi-county region for labor and other resources. Indeed, its economy and other aspects of its life are dependent on its state or multi-state region.
8. TO WORK ON ENVIRONMENTAL AND OTHER CONCERNS	Among the "boundary-spillover" effects of modern life are environmental impacts on water, air, and other natural resources. Purely local approaches to most environmental problems do not work. An economic example might be that in an area of solid waste tipping fees, failure to coordinate fees can result in over or under-use of a community's facilities by residents and/or non-residents.
9. TO CREATE A SENSE OF LOCAL AND REGIONAL HARMONY	Officials become acquainted through cooperative efforts, develop communication and trust, and reduce inter-jurisdictional conflict.
10. TO COMPLEMENT STRENGTHS AND WEAKNESSES	By drawing on unique strengths and weaknesses of each community, nearby communities can develop a combined strategic package or position which is more balanced; they may complement one another without duplicating.

II. Sangamon Township Referendum Results (November 2008, 82% voter turnout):

- 1. *Shall industrial zones be prohibited in Sangamon Township in future Piatt County zoning ordinances and comprehensive land use plans?***

723 yes / 666 no (52% yes / 48% no)

margin of passage: 57 votes = 4%

- 2. *Shall special use permits for industries be prohibited in Sangamon Township in future Piatt County zoning ordinances and comprehensive land use plans?***

737 yes / 651 no (53% to 47%)

margin of passage: 86 votes = 6%

III. Selected Excerpts from Piatt County Zoning Ordinance

ARTICLE I. TITLE, INTENT, AND PURPOSE

B. INTENT AND PURPOSE.

1. These regulations have been based upon the comprehensive plan for Piatt County, Illinois, June, 1970. Said comprehensive plan included estimates of population growth, land use surveys, a land use plan, plans for major thoroughfares, other transportation facilities, community facilities, public services and utilities, and a public works program.

2. Need for public services and facilities in both size and location depends upon the character and intensity of land use. Regulation of the use of land is thus fundamental to a coordinated optimum physical development of the community. The land use regulations are intended to be the foundation of the entire process of improvement of the physical environment.

3. The regulations are intended to preserve and protect existing property uses and values against adverse or unharmonious adjacent uses.

ARTICLE V. DISTRICTS AND BOUNDARIES

A. TITLES, INTENTS AND PURPOSES. Piatt County is hereby divided into five types of districts, which are further divided into subdistricts.

1. Agricultural Districts.

a. A-1 Agricultural, A-C Conservation: Agricultural land is under urban pressure from expanding incorporated areas. This urban pressure takes the form of scattered development in wide belts around the communities of Piatt County, brings conflicting land uses into juxtaposition, creates high costs for public services and stimulates land speculation. Certain agricultural land constitutes unique and irreplaceable land resources. It is the purpose of the A-1 and A-C Districts to provide a means by which agricultural land may be protected and enhanced as an economic and environmental resource of major importance to the County. Therefore, these Districts are intended to accomplish the following objectives, in order of priority:

(1) Promote the agricultural use of land that is most suitable for farming activities.

(2) Protect the value of agricultural land from indiscriminate, incompatible and conflicting land uses.

(3) Conserve and protect open space, wooded areas, streams, mineral deposits and other natural resources from incompatible land uses and provide for their timely utilization.

3. Business Districts

a. B-1, General Business: The B-1 District is intended to provide for the specialized types of service business and commercial establishments, which due to their function and methods of operation are permitted uses only in this district. The B-1 District is intended to be located in areas fronting a segment of a highway providing convenient access and where the business establishments cater to highway traffic.

4. Industrial Districts

a. I-1, General Industrial: The I-1 District is intended for the purpose of allowing light industrial, basic and primary *industries which are generally not compatible with residential or commercial activity.*

5. Interchange Districts

a. I-A, Interchange Agricultural: The Interchange Agricultural District is established as a zone in which agriculture and certain related uses are encouraged as the proper use of lands best suited for agriculture, thus preventing the intermingling of urban and rural land uses.

b. I-R, Interchange Residential: The Interchange Residential District is intended to provide residential uses and to allow business and industrial uses that do not detrimentally affect the primary residential nature of the district

c. I-B, Interchange Business: The Interchange Business District is established to assure the desirable development of high-quality highway user facilities with their related uses and other commercial enterprises.

d. I-I, Interchange Industrial: The Interchange Industrial District is established to accommodate light industrial uses that are relatively “clean” activities such as the manufacture and storage of products within entirely enclosed buildings and which require freeway access and prestige frontage on a tract of land comprising one (1) acre or more.

B. STANDARDS AND REQUIREMENTS OF INTERCHANGE DISTRICTS: The standards and requirements of the Interchange District shall apply within the radius of one-half mile, excluding any area outside Piatt County or within the corporate limits of any municipality from the center of the following interchanges:

- 1. County Line, Cisco I-72 Interchange**
- 2. Bridge Street, Monticello I-72 Interchange**
- 3. Camp Creek, Monticello I-72 Interchange**
- 4. White Heath, I-72 Interchange**
- 5. State Route 10, I-72 Interchange**
- 6. Mansfield, I-74 Interchange**

ARTICLE VI. DISTRICT USE REGULATIONS

A. DISTRICT REGULATIONS: In the following established districts, a building or premise shall be used only for the following purposes:

1. A-1, Agricultural District

b. Additional Permissive Uses only for tracts of 20 acres or more:

(2) Park or forest preserve.

(3) Public school, elementary and or high.

(4) Roadside stand for the display or sale of agricultural products raised on the premises.

c. Special Uses only on tracts of 5 acres or more:

(1) Private school having a curriculum equivalent to a public high school and having no rooms regularly used for housing or sleeping purposes.

(2) Extraction of coal, sand, gravel, oil or other minerals.

(3) Airport.

(4) Public building erected by a governmental agency.

(5) Hospital, nursing home and educational, religious or philanthropic institution.

(7) Commercially operated outdoor recreational facility, including riding stable, lake, swimming pool, tennis court, country club, and golf course (other than miniature course or driving range).

(8) Church or temple.

(11) Fertilizer processing, blending, storage and sales establishments; grain elevators and grain storage facilities; and feed/seed sales establishments, and any establishment involving the processing of grain.

(14) Bed and Breakfast.

(16) Residential development subject to the Subdivision Ordinance; Zoning Board of Appeals will recommend a minimum lot size as a condition of the Special Use, if approved.

(17) Any reasonable similar use.

http://www.piattcounty.org/zoning_ordinance.pdf

IV. CONTRACT FOR TECHNICAL AND ADVISORY PLANNING SERVICES

THIS AGREEMENT is entered into by and between the **Piatt County, Illinois**, herein called the **County**, and the **Champaign County Regional Planning Commission**, herein called the **Commission**, as of the latest date of execution by either of the parties.

WITNESSETH

WHEREAS, the County desires to engage the Commission to provide technical and advisory planning services to update its Comprehensive Plan.

NOW, THEREFORE, the parties do mutually agree as follows:

1. **Employment of the Commission:** The County agrees to engage the Commission, and the Commission, agrees to perform the services set forth in this contract.
2. **Cooperation of the County:**
 - A. The County will make available at no cost to the Commission any information and data in the possession of the County and will cooperate with the Commission in the course of the work specified. To that end, the County agrees to direct its employees, consultants and contractors to provide data and documents in their possession to the Commission.
 - B. The County agrees to provide, documents, data and other information in a timely manner as required for the Commission to perform the agreed services within the time period specified in Paragraph 6.
 - C. The County agrees to perform the tasks identified as its responsibility, in Attachment A, in a timely manner as required for the Commission to perform the agreed services within the time period specified in Paragraph 6.
 - D. **The County is responsible for ensuring compliance with the *Illinois Open Meetings Act, Illinois Freedom of Information Act* and other applicable laws. The Commission will act in a timely fashion to provide documents or information to the County that may be required for these purposes.**
3. **Personnel:** The Commission represents that it has, or will secure at its own expense, all personnel required to perform the services set forth in this contract.
4. **Scope of services:** The Scope of Services is set forth in ATTACHMENT A which is, hereby, made a part of this agreement.
5. **Compensation:**
 - A. **The County agrees to pay the Commission the sum of \$104,714.00 for the services set forth in Attachment A.**
 - B. The County will pay the Commission upon requisition for payment. The requisition will specify the work performed and represent that it conforms to the covenants, agreements, or

stipulations of the contract and, that under the contract, the Commission is entitled to receive the amount requisitioned. Requisitions for partial payment may be submitted and paid as the work progresses. Payments are due and payable within 45 days of the requisition date.

6. **Period covered:** This contract commences on the latest date of execution of either party and ends upon adoption by the County Board of the updated Comprehensive Plan but in no case later than June 30, 2009 unless extended by agreement of the parties.
7. **Termination of Contract for Cause:**
 - A. If the Commission fails to fulfill its contract obligations as set forth in the Scope of Services, or otherwise violates any of the terms of this Agreement, the County may terminate the Agreement by giving a written notice of termination to the Commission at least five business days prior to the effective date of termination.
 - B. Upon termination, all finished or unfinished materials, including computer files, documents, data, studies, surveys, drawings, maps, models, photographs and reports prepared by the Commission pursuant to this Agreement will become the sole and exclusive property of the County. The County will be responsible for paying the Commission for any costs, including personnel costs, incurred by the Commission in completing the Agreement up to the date of termination.
8. **Termination of Contract for Convenience:**
 - A. This Agreement may be terminated by either party at any time during the period of this Agreement by written notice at least 30 days prior to termination.
 - B. Upon termination pursuant to this Section, the Commission will notify the County in writing of the proportion of Agreement services that have been completed prior to termination, and the County will pay that said proportion to the Commission within 15 days of notification, deducting any prior payments made by the County to the Commission.
 - C. If less than 60% of the services to be performed by the Commission pursuant to the Agreement have been performed on the effective date of termination, the County will also be responsible for reimbursing the Commission for any reasonable out-of-pocket expenses incurred by the Commission that are directly attributable to the uncompleted services to be performed by the Commission pursuant to this Agreement.
 - D. In no event will the total amount due exceed the amount specified in Paragraph 5A.
9. **Changes:** Either party may, from time to time, request changes in the terms of this agreement including the Scope of Services included in Attachment A. Any changes to the Agreement or the Scope of Services including any increase or decrease in the amount of the compensation to the Commission must be made by mutual agreement of the parties and must be incorporated in this agreement by written amendment.
10. **Findings Confidential:** The Commission may not make available to any individual or organization any reports, information, data, etc., produced under this contract without prior approval of the County.

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed by its officers as of the date indicated by the signatures of the respective parties.

BY: _____

Chair, County Board

Piatt County, Illinois

BY: _____

Chair, Champaign County Regional Planning
Commission

BY: _____

County Clerk,

Piatt County, Illinois

BY: _____

Chief Executive Officer, Champaign County
Regional Planning Commission

DATE: _____

DATE: _____

ATTACHMENT A

SCOPE OF SERVICES

Piatt County Land Use Plan

This Scope of Work describes in general terms the minimum services to be provided under this contract for an amount not to exceed \$104,714.00. It is based on an understanding that Piatt County will:

1. Arrange for meeting space and room setup for all Piatt County Regional Planning Commission meetings, one public hearing, and two County Board meetings;
2. Coordinate meeting times/dates with all parties;
3. Publish all required public notices; and
4. Prepare and maintain minutes of Piatt County Regional Planning Commission meetings.

1. Website Creation

CCRPC will create a project website housed on the CCRPC server. At minimum, the site will include information about news, meetings and public participation, project information, and copies of all documents and maps.

2. Piatt Regional Planning Commission Meeting #1

CCRPC will introduce the topic, review committee member responsibilities, the planning process, anticipated products, identify key interests to be interviewed, and discuss future meeting dates.

3. Existing Conditions Data Collection and Mapping

RPC staff will collect existing conditions information that includes:

- generalized land use
- natural resources, natural hazards, and environmentally sensitive areas
- public services
- utilities
- transportation
- jurisdictional boundaries
- demographic, employment and economic data
- institutions
- parks, preserves and other protected open spaces
- recreational and cultural places of interest
- soils (agricultural productivity, and septic system suitability)
- key business and agricultural infrastructure
- historic growth patterns
- converted farmland (if aeriels are available).

CCRPC will conduct interviews with key interests in the county that will contribute toward the Existing Conditions report and future tasks in the planning process. CCRPC will create maps of existing conditions information that include the aforementioned themes.

4. Plans and Policies Review

CCRPC, with the assistance of the Piatt County Regional Planning Commission, will collect, review and summarize all current available land use, transportation, development, and comprehensive plans in Piatt County and survey municipal services and regulations.

5. Population and Employment Projections

CCRPC will solicit growth estimates from a variety of sources to determine anticipated land area demand over a long-term time horizon. Projections will be completed for both population and employment, likely for a 20-year time period.

6. Piatt Regional Planning Commission Meeting #2

CCRPC will update the committee on existing conditions work, resolve any questions regarding maps and data, and seek input as necessary on next steps.

7. Existing Conditions Report

CCRPC will create an existing conditions report that provides text, graphics, and maps, as relevant, for the themes mentioned in Task 3. This report will become part of the final Plan document.

8. Piatt Regional Planning Commission Meeting #3 (Workshop format)

CCRPC will conduct a part-day workshop with the Piatt County Regional Planning Commission to review the Existing Conditions report, take any recommended comments on it, and discuss Issues, Forces, Values and Desires they perceive for Piatt County. Their input will be used to create a vision, goals and principles for the Plan.

9. Issues, Forces, Goals, and Principles creation

CCRPC will take the input from Meeting #3 to create draft Issues & Forces and Goals & Principles for the Plan. CCRPC will create an Issues and Forces map as they pertain to land use and related themes. These will guide policy formation later in the process.

10. Piatt Regional Planning Commission Meeting #4

CCRPC will gather committee input on policy statements in anticipation of creating the Policy Statements section of the Plan.

11. Land Use and Development Policy Statements creation

CCRPC will create land use and development policies for Piatt County using all previous data and information collected.

12. Piatt Regional Planning Commission Meeting #5

CCRPC will review the written Policy Statements with the committee.

13. Future Conditions text and mapping

CCRPC will map proposed future land use conditions based on all inputs date and provide supporting text and graphics to further detail the ideas in the map.

14. Piatt Regional Planning Commission Meeting #6

CCRPC will review the Future Conditions section of the Plan and seek comment from the committee.

15. Implementation Plan

CCRPC will create an implementation plan that identifies benchmarks to be completed for successful plan implementation, possible discussion points for further evaluation.

16. Draft Document completion

CCRPC will complete the draft final document that includes Existing Conditions, Issues and Forces, Goals and Objectives, population and employment forecasts and anticipated future land use acreage needs, Future Conditions, and Implementation Plan.

17. Piatt Regional Planning Commission Meeting #7

CCRPC will provide the draft final document to the committee and discuss any recommended revisions with them. It is anticipated that the committee will approve the draft document at this meeting in order for the document to be presented at a public hearing.

18. County Board Draft Approval

CCRPC will present the final draft to the Piatt County Board for their approval. CCRPC will provide hard copies of the document to each County Board member, clerical staff, and legal counsel at this time.

19. Public Hearing

Upon approval of the County Board, CCRPC will present the draft final Piatt County Land Use Plan to the public during a public hearing, including any changes requested by the County Board during their review of the draft document.

20. Revisions/Document Finalization

CCRPC will confer with Piatt County Board and Piatt County Regional Planning Commission members regarding any requested changes, make revisions as needed, and finalize the document for County Board approval.

21. County Board Final Approval

CCRPC will seek approval from the Piatt County Board for the final document, which completes the planning process. CCRPC will provide hard copies of the document to each County Board member, clerical staff, and legal counsel at this time. In addition, CCRPC will provide CDs for these persons, and a large printed map of both Existing Land Use and Future Land Use.

22. Plan Brochure Creation

CCRPC will create a brochure providing an executive summary of the plan and future land use map, at minimum (as space allows, other elements may be added). CCRPC will have at least 100 copies of the brochure printed for Piatt County.

DELIVERABLES

- All final documents will be provided in electronic format suitable for reproduction by Piatt County
- 30 paper copies of the draft final document
- 50 CDs of the draft final document (for committee, County Board, and public hearing)
- 30 paper copies of the final document
- 30 CDs of the final document
- 1 large Existing Land Use map (no larger than 40" wide)
- 1 large Future Land Use map (no larger than 40" wide)
- 100 copies of the Plan in brochure format (or more as printing cost allows)
- Newly created GIS layers available for use by Piatt County

Media Advisory

For Immediate Release: July 21, 2008

Contact: Susan Chavarria, CCRPC Regional Planning Manager

schavarr@ccrpc.org

217-328-3313

WHAT: *County residents* are invited to attend a public workshop to share their ideas about the future of Piatt County

WHEN: 6:00 – 8:30 PM

Tuesday, July 29, 2008

WHERE: Monticello Community Building Ballroom Monticello, IL — *COUNTY RESIDENTS INVITED TO SHARE IDEAS ABOUT PIATT COUNTY'S FUTURE*

The Champaign County Regional Plan Commission (CCRPC) has been contracted to develop a Comprehensive Plan for Piatt County. The Comprehensive Plan includes all physical area in the County except the City of Monticello, which has its own Master Plan that was adopted in 1998. Current work on the plan involves creating goals, objectives, and a vision for how Piatt County should function in terms of land use, transportation, infrastructure, and community services. CCRPC will hold a public workshop so that *Piatt County residents* can provide their ideas about community services, strengths and weaknesses as well as land use in the County. The workshop is scheduled for Tuesday, July 29, 2008 at the Monticello Community Building Ballroom, 102 East Livingston Street in Monticello. ***All County residents*** are encouraged to attend the workshop.

The Plan will be used by the County Board, its committees, the Zoning Board of Appeals and County staff. The development of the Comprehensive Plan is intended to help shape a shared understanding of issues and will provide:

.. a baseline of information regarding existing conditions and trends in the County;

.. a policy framework for making specific decisions related to land use, transportation, infrastructure, services, and natural resources in the County;

.. advance notice to landowners and developers regarding the County's expectations and policies regarding land use and development; and

.. a guide for how to implement the needs and desires of Piatt County residents as they will be reflected in the plan.

V. The Control Game

A REFERENCE GUIDE FOR RECOGNIZING POLITICAL/SOCIAL CONTROL TACTICS BY POWER BROKERS, LARGE CORPORATIONS, PUBLIC RELATIONS FIRMS, AND GOVERNMENT ENTITIES.

Environmental Information Network (EIN), Inc.TM

Many separate tables are used in large banquet or meeting rooms to break a meeting up into small discussion groups. This effectively keeps valuable information that would otherwise be revealed in the general discussion from being heard by the larger group, which would have enhanced communal brainstorming and questioning of the process or problem at hand. These small group discussions may then be summarized and reported back to the larger group. **Carefully placed *shills* or *committee members* may serve as group leaders to control group feedback.** This suppresses any controversial discussions that don't fit the convener's agenda, and inhibits networking or brainstorming on the issue.

<http://www.actionpa.org/activism/controlgame.html>

VI. Mapping Exercises

1. Identify areas of environmental and ecological value that are important to preserve regardless of ownership or expense. Describe them if it is not clear what the unique feature is for the areas.

A. Mark these by drawing a green boundary around the area and apply diagonal hash marks.

2. Identify areas that you believe to be scenic landscapes that you feel should be preserved purely for their visual qualities.

A. Draw a thick green arrow, from view points to the prominent feature in view (rolling hill, aesthetic barn, etc.).

B. Also draw a line for approximate locations of where you would like to see walking or biking trails or other activity centers to enhance active lifestyles in rural areas.

3. **An industrial firm wants to locate in Piatt County. Assume for the purposes of this exercise that:**

- They can develop anywhere in the County
- They need access to rail and/or highways
- *Water supply and available infrastructure are not factors in selecting potential sites*

Where do you recommend they locate? Identify as many areas as possible based on the assumptions with a simple red polygon and provide your reasons on the attached comment sheet.

B. In what areas should this type of development be restricted? Identify as many areas as possible based on the assumptions using a red polygon with an X through it and provide your reasons on the attached comment sheet.

Public Input Session

Map input notes

Question1

Allerton

Sangamon river

Lodge park

Voorhies castle

Twin silos aquifer

Question2

North of mansfield just north 3000 n down to 74 (already zoned industrial)

Between county 14 and county 1 along highway 36

Question3

along Sangamon river and major tributaries

village of lodge

Within the area bound by county 1, CR 1225 east, CR 750 north and CR 1100 north

VII. A Plan to Improve the Planning and Management of Water Supplies in East-Central Illinois

Prepared under contract to the Office of Water Resources of the Illinois Department of Natural Resources, Springfield, IL, as authorized by the State Executive Order 2006-01.
June 2009 Champaign, Illinois

CHAPTER 4. SELF-SUPPLIED COMMERCIAL AND INDUSTRIAL (C&I) 136

Table 4.7: Projected 2004-2014 annual compound growth rates for **health services**, retail trade, and **manufacturing employment**.

County	Health services growth rate (%)	Retail trade growth rate (%)	Manufacturing growth rate (%)
Champaign	1.41	0.29	-0.57
Macon	1.11	0.67	-0.19
McLean	2.32	0.49	-2.28
Menard	1.81	0.18	-1.59
Piatt	1.21	0.00	-0.93

Source: Illinois Department of Employment Security, Economic Information and Analysis Division, 2007.
From <http://www.rwspec.org/commproducts.htm>

CHAPTER 4. SELF-SUPPLIED COMMERCIAL AND INDUSTRIAL (C&I) 156

Table 4.13: Percent of total withdrawals that are groundwater and surface water.

County	(%)	Groundwater (%)	Surface Water
Champaign	58.7	41.3	
Macon	7.8	92.2	
Piatt	100.0	0.0	

Source: Illinois Water Inventory Program, Illinois State Water Survey, 2007.
From <http://www.rwspec.org/commproducts.htm>

"...Furthermore, Mahomet Aquifer groundwater flow from Champaign County to Piatt County, estimated to have been 10 mgd in predevelopment times, already has been reversed and **Champaign County now "imports" an estimated 3 mgd from Piatt County**³. By 2050, water from even further west will be pulled into the expanding cone of depression centered in Champaign County⁹. **Possible implications of this groundwater flow reversal for water availability in Piatt County have not been evaluated....**"

"...Recharge to the Mahomet Aquifer in the eastern and central parts of the planning region generally is limited by the low permeabilities of overlying clay and silt beds – the confining layer(s). Where there are direct connections – overlapping contacts – between the Mahomet Aquifer and overlying shallow aquifers, recharge can be greater. Not all aquifer interconnections have been found, but they have been discovered to occur in several areas, such as is southwestern McLean County and *along the Sangamon River in Piatt County. These interconnections have large effects on the flow patterns in the Mahomet Aquifer*^{5,6....}"

From http://www.rwspec.org/documents/ECI-WaterPlan_062909.pdf

VIII. Piatt County Regional Planning Commission (PCRPC) Members

Dale Allen:

Ron Davis:

Paul Doane: Sangamon Township resident, *voted out as township trustee*

Michelle Gross: Bement Township trustee

Roger Hendrix:

Randy Keith: Sangamon Township resident

John Lyons: Piatt County board member

Sandy Manuel: Blue Ridge township trustee

John McRae:

Ron Price:

Paul Quick:

Jim Reed: Goose Creek Township

JoAnn Shafer:

Dave Sherman: Blue Ridge Township

Dave Thompson:

Dick Wilkin: Piatt County board member

Ex-officio Members:

Trish Gale: Piatt County zoning officer

Nancy King:

Jonathon Manuel: Piatt County Soil and Water Conservation Department

Jerry Schauf: Piatt County engineer

Dana Rhoades: Piatt County states attorney

County Board Members

Jerry Brazelton –

Thomas Dobson -

John Lyons -

Sharon Lee Martin –

Max Olson – former board member

Michael Wileaver –

Dick Wilkin –

IX. ATTENDANCE: Piatt County Regional Planning Commission Meetings

	9/26/07	1/15/08	6/05/08	7/1/8/08	11/18/08	1/20/09	3/24/09	4/06/09	6/23/09	7/9/09	remove industrial?	Yea	Nay
JIM REED		X	X	X	X	X	X	X	X	X			X
DICK WILKIN	X	X	X	X	X	X	X	X	X				X
ROGER HENDRIX	X	X	X	X	X	X	X	X					X
MICHELLE GROSS						X	X	X					X
SANDY MANUEL	X	X	X	X	X	X	X	X	X			X	
DAVE SHERMAN	X		X	X	X	X							X
JOHN MCRAE			X	X									
RON PRICE													
DALE ALLEN			X	X	X	X	X	X				X	
RON DAVIS			X	X	X	X			X			X	
PAUL DOANE	X	X	X	X	X	X	X	X	X				X
RANDY KEITH				X	X	X	X	X	X			X	
JOHN LYONS	X	X	X	X	X	X	X	X	X				X
PAUL QUICK	X	X	X	X	X	X	X	X	X				X
JOANN SHAFER	X	X	X	X	X	X	X	X				X	
DAVE THOMPSON	X		X	X	X								
16	9/16	8/16	13/16	14/16	13/16	12/16	11/16	11/16	8/16	1/16			X
		NO QUORUM							NO QUORUM	NO QUORUM			

X. Selected excerpts from Piatt County Comprehensive Plan (Public Comment Draft – 07/27/09)

These excerpts are those portions of the public comment draft dated 07/27/09 that in my opinion are the most interesting and decisive in matters related to Piatt County comprehensive land use. Any *commentary* or **mark-ups** are my opinion and are indicative of the weight with which I hold them. I consider this collection of excerpts valuable to individuals who a) *will not* read the entire draft report (I believe that it should be read in its' entirety; b) individuals who would like to understand my opinion of the draft's content, and c) individuals who have read the entire draft and will consider my opinion of the draft's most important features. – John N. Stolf, Jr.

PIATT COUNTY COMPREHENSIVE PLAN 2009

Plan Purpose

The Piatt County Comprehensive Plan will promote the logical development of all land uses in conjunction with necessary infrastructure improvements while protecting sensitive environmental, cultural, and historic areas. The plan will be a benchmark for how Piatt County develops over the next 20 or more years.

The PCRPC is comprised of a 16-member board which includes two representatives from each civil township in Piatt County.

Existing Conditions and Trends Analysis

The Existing Conditions and Trends Analysis is the foundation for the other elements in the Comprehensive Plan. Historic trends and current data provide perspectives on how the future of Piatt County might develop. **In addition, any existing policies and plans are evaluated to ensure that the Piatt County Comprehensive Plan maintains consistency with them.**

Formulating population and employment projections is another critical part of this planning phase. Projections provide a basis for estimating potential land, transportation, services, and infrastructure needs for the future.

In the next element, visioning, residents and local decision makers evaluate different growth scenarios that capture how Piatt County might look given the estimated population and employment forecasts.

Throughout the planning process, unstructured input was collected as interested parties communicated their ideas via email, phone, mail, internet and meetings with staff and county board officials.

All input received was considered in the creation of a vision for the county, which is a concise statement of what residents want to see for the future of Piatt County.

Future Conditions

Future conditions were proposed for the county based on the existing conditions and trends analysis, vision, goals, objectives, and public input. Land use, transportation, infrastructure, and services needs were identified in consideration of how Piatt County is expected to grow in population and employment over approximately 20 years.

Implementation Plan

The implementation plan details the actions that need to be undertaken for Piatt County to achieve its vision for the future. **Changes to existing ordinances and policies might be necessary to promote the proposed future land uses, transportation, infrastructure and services;** the implementation plan details what modifications should be considered. A projects list is another aspect covered in the implementation plan. **The list includes a description of transportation and infrastructure projects, a recommended prioritization and time frame for their completion, and estimated cost.**

PIATT COUNTY COMPREHENSIVE PLAN July 27, 2009 I-3

Steering Committee meetings: a total of 13 steering committee meetings occurred during the process. The meetings were spaced so that committee members typically reviewed end-stage draft documents such as the existing conditions report. **Steering committee members are considered to be valuable assets to the planning process because of their knowledge of Piatt County and their ability to connect with and gather input from residents in their townships for the plan.**

Public participation: The principal opportunities for engaging the public in the planning process were a structured public workshop to help formulate a vision, goals and objectives in July 2008 and a public hearing for the final draft Comprehensive Plan in summer 2009.

Steering Committee meetings and County Board meetings were open to the public and advertised in the Journal Republican and on the PCRPC website, www.piattrpc.org. Residents provided input and communicate concerns to staff, steering committee members and county board officials in person, via email, telephone or regular mail.

PIATT COUNTY COMPREHENSIVE PLAN July 27, 2009 I-5

1970 Piatt County Comprehensive Plan

Synopsis:

Piatt County's 1970 Comprehensive Plan was created by Harland Bartholomew and Associates under the first Piatt County Regional Planning Commission's direction. The plan includes existing and proposed future conditions perspectives on population, economy, natural and cultural resources, land use, transportation, community facilities, and housing for all municipalities and other areas of Piatt County. A capital improvements and implementation plan detailed how the proposed future conditions could be achieved over a twenty year time frame.

Relation to current planning process:

The 1970 plan is the foundation for the current planning process. Data and information from the previous plan will be compared to current information, and all ideas discussed in the 1970 plan will be considered in this planning process.

Zoning Ordinances

Synopsis:

Zoning ordinances are established to regulate land uses that promote compatibility of uses, protect individual and community property, and promote the logical physical development of a community. Zoning ordinances are often based on a comprehensive or master plan, as is the case

for Piatt County.

PIATT COUNTY COMPREHENSIVE PLAN July 27, 2009 I-7
Relation to Current Planning Process

The new Piatt County Comprehensive Plan might necessitate consideration of new or revised ordinances depending on what ideas are developed in terms of land uses and recommended development practices.

PIATT COUNTY COMPREHENSIVE PLAN 2-3 July 27, 2009
Rural Populations

Monticello Township shows a significant decrease in unincorporated population because of annexations to the City of Monticello. **Alternatively, Sangamon Township has a significant increase in the unincorporated populations as they have experienced large growth outside of municipalities.**

Table 2- 4: Township Population, 1990 - 2000
Sangamon 1,481 0 1,481 2,041 3 2,038 557
U.S. Census Bureau – Census 1990, Census 2000

PIATT COUNTY COMPREHENSIVE PLAN 2-6 July 27, 2009
Educational Attainment

Piatt County exceeds the state in the percent of the population that received a high school diploma and equivalent or an associate's degree; **the county falls short for bachelor's and graduate or professional degrees.**

PIATT COUNTY COMPREHENSIVE PLAN 2-7 July 27, 2009
Income

Sangamon Township has the highest income measures of the eight townships in Piatt County and surpasses the state average.

Table 2-8: Township Income Characteristics, 1989-1999
1989 -1999 Inflation = 34.3%

	Per Capita Income			Median Household Income			Median Family Income		
	1989	1999	Change	1989	1999	Change	1989	1999	Change
Sangamon	13,662	24,102	43.30%	34,583	55,714	37.90%	40,526	60,865	33.40%
U.S. Census Bureau – Census 1990, Census 2000									

PIATT COUNTY COMPREHENSIVE PLAN 2-9 July 27, 2009
Density

Table 2-11 shows Sangamon Township with the most dramatic change in density between 1990 and 2000;

Sangamon 31.2 43.1 38.1% 12 16.1 34.2%
U.S. Census Bureau – Census 1990, Census 2000
Density is calculated as people/housing units per square mile

PIATT COUNTY COMPREHENSIVE PLAN 2-10 July 27, 2009

Table 2-12: Population and Housing Density by Municipality

Monticello (Monticello Twp.) 2394.2 2,043.80 -14.6% 989.5 885.6 -10.5%

Monticello (Sangamon Twp.) 0 6.4 n/a 0 2.1 n/a

U.S. Census Bureau – Census 1990, Census 2000

PIATT COUNTY COMPREHENSIVE PLAN 2-12 July 27, 2009

Households and Families

Table 2-16: Number of Households by Age of Householder, 1990-2000

Total households: 5952 6475 8.8%

Householder 35 to 44 years 1295 1447 11.7% 255

Householder 45 to 54 years 842 1354 60.8% 59

Householder 55 to 64 years 913 978 7.1% 136

U.S. Census Bureau – Census 1990, Census 2000

Table 2-19 shows the anticipated change in population by township in Piatt County. Monticello Township anticipates the most increase in population by 2030, with approximately 588 more people. This is closely followed by Sangamon Township, which could increase by 495.

Table 2-19: Piatt County Townships Population Projections, 2005-2030

	2000	2005	2010	2015	2020	2025	2030	Change 00-30	%Change00-30
Sangamon Township	2,041	2,129	2,208	2,291	2,379	2,454	2,536	495	24.3%

PIATT COUNTY COMPREHENSIVE PLAN 3-1 July 27, 2009

CHAPTER 3: ECONOMY AND EMPLOYMENT

Labor Force

Piatt County's labor force is at its highest level historically, with 9,430 persons in 2007. As can be seen in Table 3-1, this marks an increase of over 20% from 1997, compared to a population increase of only 1% in the same time period.

Table 3-1: Piatt County Labor Force, 1977-2007

	1977	1987	1997	2007	%change 97-07	%change 77-07
Population	16,445	15,830	16,311	16,493	1.1%	0.3%
Labor Force	8,367	8,074	7,846	9,430	20.2%	12.7%
Employed	8,052	7,383	7,448	9,085	22.0%	12.8%
Unemployed	315	691	398	345	-13.3%	9.5%
Unemployment Rate	3.8	8.6	5.1	3.7	-27.5%	-2.6%

Source: Illinois Department of Employment Security

Table 3-2: Regional Labor Force Comparison, 1997-2007

County	Labor Force			As % of Population	
	1997	2007	%Change	1997	2007
Champaign	95,069	105,053	11%	53.8%	55.2%
DeWitt	8,388	8,644	3%	50.1%	52.6%
Douglas	11,908	10,543	-11%	59.8%	53.8%
Macon	59,980	54,994	-8%	51.8%	50.6%
McLean	83,528	91,036	9%	57.9%	55.4%
Moultrie	7,810	8,240	6%	54.9%	57.5%
Piatt	7,846	9,405	20%	48.1%	57.0%
Illinois	6,290,800	6,697,400	6%	51.6%	52.1%

Source: Illinois Department of Employment Security, US Census

Table 3-3 displays county to county commuter flows for 1989 and 1999 for employees in the seven county region. Piatt County's employee base largely relies on its own residents, with about 75% of Piatt County workers also residing in Piatt. Champaign and Macon residents who work in Piatt County nearly doubled between 1989 and 1999, from 317 to 594.

Table 3-3: Journey to Work for Piatt County Employees, 1989-1999

Piatt County employees who live in:	1989	1999	1989	1999
Piatt	3475	3460	80.3%	75.5%
Champaign	195	375	4.5%	8.2%
Macon	122	219	2.8%	4.8%

Source: US Census

Table 3-4 displays county to county commuter flows for residents of Piatt County in the seven county region. Champaign County and Macon County are the biggest destinations for workers from Piatt County, with Champaign County becoming a more predominant force in 1999.

Table 3-4: Journey to Work for Piatt County Residents, 1989-1999

Piatt County residents who work in:	1989	1999	1989	1999
Piatt	3475	3460	46.5%	41.3%
Champaign	2152	2882	28.8%	34.4%
Macon	1067	1178	14.3%	14.1%
Douglas	209	196	2.8%	2.3%
De Witt	205	172	2.7%	2.1%
Moultrie	95	124	1.3%	1.5%
McLean	61	105	0.8%	1.3%
Other	202	258	2.7%	3.1%
TOTAL	7466	8375	100.0%	100.0%

Source: US Census Employment Sectors

Piatt County's strongest employment sector, comprising about 14% of total employment in 2006, is in local government. Retail trade and construction are the second and third strongest, respectively, with the construction sector overtaking a diminishing manufacturing sector between 2001 and 2006. Farm employment, shown as decreasing between 2001 and 2006, is the fourth strongest industry.

The largest increase in employment between 2001 and 2006 was in construction (37.7%, 153 employees). Manufacturing experienced the largest decrease (40.4%, 227 employees). Overall, employment decreased minimally during this time period by 0.4% (26 employees).

Industry earnings in Piatt County are 98% dependent on non-farm earnings, as can be seen in Table 3-6. The earnings leaders for 2006 are in government and government enterprises, reflective of its leading number of employees for the county. Other strong industries in terms of earnings include manufacturing and wholesale trade. Manufacturing, however, shows the most significant decline out of all sectors in both earnings and number of employees between 2001 and 2006. Other significant earnings declines from 2001 to 2006 were in farming and retail trade. Significant increases in the same time period were found in construction, wholesale trade, and services industries.

PIATT COUNTY COMPREHENSIVE PLAN 3-5 July 27, 2009
Agricultural Economy

The previous section noted that the agricultural industry has a significant but declining influence on employment and earnings in Piatt County. Total cash receipts include government payments.
 Source: Bureau of Economic Analysis

PIATT COUNTY COMPREHENSIVE PLAN 3-8 July 27, 2009

Corn has taken precedence over soybeans in Piatt County in the last five years.

Table 3-10: Acreage Harvested, Yield and Production of Crops, 2003-2007

Source: Quick Stats, Illinois Agricultural Statistical Service, Illinois Department of Agriculture

PIATT COUNTY COMPREHENSIVE PLAN 3-10 July 27, 2009
Future Economy

Employment projections through 2030 suggest that total employment will increase in Piatt County, with the most significant growth occurring in the service, retail, and local government sectors. A decline is anticipated in farm and federal government employment. All private employment sectors are expected to increase in employment with the least growth in wholesale trade, manufacturing, and mining.

PIATT COUNTY COMPREHENSIVE PLAN 3-13 July 27, 2009

Table 3-14: Employment Sector Projections, 2005-2030

NAICS Description	Change 2005-2030%
Total Employment	18%
Farm Employment	-10%
Non-farm employment	21%
Private Employment	19%
Agricultural Services, Other	95%
Construction	11%
Manufacturing	3%
Transportation, Communications & Public Utilities	8%
Retail Trade	15%
Finance, Insurance & Real Estate	13%
Services	28%
Government Employment	27%
State and Local	31%

Key Findings

Private sector employment and earnings dominated government and farm employment and earnings in the most recent economic Census (2002).

Manufacturing experienced the largest loss in workforce and in earnings between 2001 and 2006.

Retail trade dominates the number of establishments and annual sales receipts in the private sector.

Service establishments increased in number more than any other private sector industry. Employment projections suggest that private employment sectors will grow the most through 2030, with retail, services, and local government employment experiencing the greatest increases.

PIATT COUNTY COMPREHENSIVE PLAN 3-14 July 27, 2009
Plans for the Economy

Issues

Piatt County residents indicated a variety of issues related to the economy during the public input opportunities afforded by the planning process. . Some residents oppose industry in some parts of Piatt County. . Residents would like to maintain agricultural/rural character.

Best Management Practices

Regional coordination

Applications for funding are considered more favorably by state and local agencies when they are multi-jurisdictional or regional projects. Expertise in some fields can also be shared via working groups such as Economic Development Districts.

Marketing

Marketing the County's strengths is essential to attracting more of an economic base. Immediate information readiness, especially via electronic means, is the standard for developers and potential business interests. The more information the county has about available infrastructure, vacant buildings, buildable lots, demographic and community information, the more ready they will be to answer inquiries and solicit development.

PIATT COUNTY COMPREHENSIVE PLAN 3-15 July 27, 2009
Goals and Objectives

Goal 1: Strive to achieve a stable economy that includes business diversity, provides highpaying primary employment opportunities, and is compatible with planned growth and quality of life objectives for the County.

Objective 1.1: Consider preparing an economic development implementation program that includes programs to attract complementary businesses for Piatt County.

Goal 2: Support workforce education to expand and diversify the County's labor pool through a variety of institutions and learning technologies.

Objective 2.1: Coordinate with State and local agencies to identify and help the workforce obtain information, training, transportation, and maintain employment.

Objective 2.2: Continue to support State agencies in obtaining and disseminating accurate labor market information and encourage local employers to participate in supplying labor market information.

Goal 3: Improve the county's capacity to effectively foster the expansion of existing business operations as well as the location of new industrial investments which generate better paying employment opportunities for local residents.

Objective 3.1: Strengthen the capabilities of local governments and economic development organizations and their efforts to solicit desirable firms interested in starting operations within Piatt County through information sharing.

Objective 3.2: Support public relation campaigns of local organizations, such as Chambers of Commerce, to better develop and promote the assets of Piatt County.

Objective 3.3: Continue to cooperate with local governments and developments in an effort to strengthen the capability for providing assistance to existing local businesses interested in expanding their current operations within the county.

Objective 3.4: Work with regional, state and federal resource agencies to bolster economic opportunities in Piatt County through grants, loans, public private partnerships and other available programs.

PIATT COUNTY COMPREHENSIVE PLAN 3-16 July 27, 2009

Goal 4: Establish Piatt County as a viable area for tourism.

Objective 4.1: Create a marketing plan that identifies possible tourism sites and activities, establishes possible funding sources and responsible parties for implementing the plan.

In the future, Piatt County will have many opportunities for both living and working in the county. A more diverse economic base will be present, which will be facilitated by improved infrastructure, services, and marketing. Public transportation, ride sharing, and other alternative transportation modes will assist residents in arriving to training centers and their jobs. In addition to regional educational opportunities, local schools and libraries can be used for computer based training sites. Economic development will occur in conjunction with the most recent Future Land Use Map in accordance with the plan's goals and objectives.

CHAPTER 4: COMMUNITY FACILITIES

Fire Districts

ISO Rating

Fire suppression capability is rated by the Insurance Services Office (ISO) Commercial Risk Services Inc. using the Fire Suppression Rating Scheme (FSRS). Under this system, each fire protection district is evaluated and given an ISO rating which is used to determine the fire fighting capability of an individual district. **This number can vary from 1, being the best, down to 10, which represents no fire protection.** Many small FPDs have a dual rating. The first number represents the protection to urban areas and those within a five mile radius of the fire station. The second number represents rural areas and those outside a five mile radius.

Table 4-3: Fire Protection Districts and ISO ratings

Department/ District	Station Location	ISO Rating
Atwood FPD	Atwood	5/9
Mid-Piatt FPD	White Heath	6/9
Monticello Fire And Rescue	Monticello	5

Source: Illinois Department of Commerce and Economic Development, Office of the Illinois State Fire Marshall

CHAPTER 6: HOUSING

Housing Units

Between 1980 and 1990, the number of housing units decreased by 1.5 percent, primarily in rural areas, though many incorporated areas experienced some decline as well. The U.S. Census defines a housing unit as a house, apartment unit, mobile home or trailer, a group of rooms, or a single room that is occupied, or, if vacant, is intended for occupancy as separate living quarters.

From 1990 to 2000, Piatt County increased its total housing stock by 571 homes (9.1%). The combination of increasing population and fewer people per dwelling unit made this increase significant in Bement (10%), Monticello (18%), and **Sangamon Township (34%)**. The U.S. Census Bureau estimates that there were 7,201 housing units countywide in 2006. This is a 5.9% increase from 2000.

Table 6-1: Number of Housing Units by Municipality and Township, 1980-2000

	1980	1990	2000
Atwood (Piatt pt.)	317	275	284
Bement Township	106	109	80
Blue Ridge Township	184	168	181
Cerro Gordo Township	358	305	314
Goose Creek Township	172	138	144
Monticello Township	185	294	169
Sangamon Township	556	567	762
Unity Township	201	175	161
Willow Branch Township	196	171	185
Total	6318	6227	6798

U.S. Census Bureau – Census 1980, Census 1990, Census 2000

PIATT COUNTY COMPREHENSIVE PLAN 6-2 July 27, 2009
Tenure

From 1980 to 2000, owner occupied housing has increased, comprising over 75 percent of housing in Piatt County in 2000. Renter occupied housing has decreased in number and proportion while vacant housing has decreased overall since 1980.

Value

The 2000 Census shows median home values in Piatt County at \$82,600. Value ranges more than doubled since 1990, with the most change occurring in the upper quartile.

PIATT COUNTY COMPREHENSIVE PLAN 6-5 July 27, 2009
Table 6-6: Owner Occupied Home Value Comparison, 2000

	Champaign	De Witt	Douglas	McLean	Moultrie	Piatt
Lower Quartile	68,900	53,200	49,600	85,600	53,500	61,700
Median	94,700	74,300	70,500	114,800	72,800	82,600
Upper Quartile	134,000	98,200	96,200	153,300	97,400	124,200

U.S. Census Bureau – Census 2000

Supply

Piatt County granted 317 residential building permits for new construction outside of incorporated areas between 1999 and 2007. The majority of these are in areas adjacent to the Sangamon River in Sangamon and Willow Branch Townships.

Table 6-10: Residential Building Permits by Township, 1999-2007 Permits

Blue Ridge	28
Bement	3
Cerro Gordo	9
Goose Creek	10
Monticello	41
Sangamon	135
Unity	14
Willow Branch	77
Total	317

Piatt County Zoning Department

PIATT COUNTY COMPREHENSIVE PLAN 6-7 July 27, 2009
Key Findings

- Housing stock in Piatt County increased by 571 homes between 1990 and 2000.
- Housing stock in rural areas increased between 1990 and 2000, but not uniformly. Sangamon and Willow Branch Townships had greater increases than other townships.

- It is estimated that an increase in the number of housing units has continued through the latest available data (2005).
- Housing units are primarily owner-occupied and comprise the majority of units in Piatt County.
- A greater number of vacancies in Piatt County are due to non-permanent residence and seasonal use homes.
- Nearly 84 percent of occupied homes are single family units.
- Home values are increasing and reaching those of more urban counties like Champaign and McLean counties.
- Rural residential development has increased primarily in Sangamon and Willow Branch Townships.

PIATT COUNTY COMPREHENSIVE PLAN 6-11 July 27, 2009
Future Conditions

In 2030, Piatt County will have a diverse, healthy, and desirable housing stock. Diverse housing, mixed with non-residential uses establishes a symbiotic relationship where residents support businesses, and businesses enhance residents' quality of life. Piatt County residents will find that they can find a variety of housing types including those with Universal Design and in close proximity to employment centers. Homes will be predominantly located in urban areas where access to services, jobs, and transportation options are excellent. **The homes that are built in rural areas will not compromise the rural character of Piatt County. Rural development will be situated to blend into the existing rural fabric. Homes in Piatt County are attractive and healthy. The housing stock in Piatt County has great value and is worth the expense of maintaining.** The well maintained housing stock has a direct impact on the health and well-being of Piatt County residents. Residents of Piatt County will find desirable homes that use design, quality products, and technology that promote self-sufficiency and efficient living. Homes are designed to be durable and adaptive to the long-term needs of a number of residents. Residents are less dependent on electricity and other forms of mass produced energy. Onsite energy and conditioning systems are used to increase self-sufficiency and minimize consumption of non-renewable resources.

PIATT COUNTY COMPREHENSIVE PLAN 8-1 July 27, 2009
CHAPTER 8: TRANSPORTATION

Future Conditions

The existing Piatt County road system should be able to manage the anticipated increase in population over the next 20 to 30 years. The planning focus for the county should thus be on maintaining the existing roadways so that all types of transportation system users can safely and efficiently travel through Piatt County. In addition, facilities for travel modes such as walking, bicycling and public transit should be increasingly considered as more cost-effective and environmentally sound alternatives to the automobile.

Roads

PIATT COUNTY COMPREHENSIVE PLAN 8-16 July 27, 2009
Piatt County communities should have reasonable access to the two interstates that run through the county. Access to interstates can be important to economic development for the community,

in conjunction with other infrastructure systems in sufficient supply to garner interest from developers. An analysis can be done to determine if an interchange is warranted for a given roadway, but funding is improbable.

Rail

With up to 50 trains a day running through some rail intersections, and the majority of rural rail crossings only offering cross bucks to protect motorists, safety is a concern for conflicts between trains and motorists. When warranted and economically feasible, additional safety tools should be installed at these crossings, such as gates and lights. Rails intersecting with roads should be maintained to minimize hazards to both motorists and bicyclists.

Unused rail right of way can be used for pedestrian and bicycle facilities.

Through railbanking, railroads can temporarily be converted for recreational trail use and, if desired by the rail company, converted back to rail in the future. These facilities have proven to help the economies of adjacent small communities and assist in creating a regional system that can attract more tourism for the county.

PIATT COUNTY COMPREHENSIVE PLAN 8-17 July 27, 2009

Public Transit

Currently Piatt County offers public transit service through Piattran. Continuing service should focus on reaching more communities more frequently. Piattran could become a major provider of commuter services within Piatt County and beyond by playing a role in park and ride services. The County should consider possible contract services for public transit between major employers and communities in the county.

CHAPTER 9: LAND USE

Existing Land Use

Table 9-1 shows the nineteen land use types, acreages and percent of total land used in the land use analysis.

Table 9-1: Land Use

Types	Acreage	Percent
Total	278133.24	
Farmland without Building	215,045.80	77.32%
Farmland with Building	40,666.56	14.62%
Undeveloped	7,383.90	2.65%
Residential Single Family	6,927.33	2.49%
Residential Vacant	597.53	0.21%
Residential Duplex	27.88	0.01%
Apartment	7.63	0.00%
Commercial Retail	665.61	0.24%
Commercial Office	1.05	0.00%
Rail Active	696.99	0.25%
Industrial	347.12	0.12%
Rail Vacant	141.78	0.05%
Utilities	111.36	0.04%
Institutional	2346.56	0.84%
Open Space Public	2223.21	0.80%
Open Space Private	710.06	0.26%
Cemetery	213.03	0.08%
Green Space	14.79	0.01%

Piatt County Assessors Office

Agricultural

Agricultural land use in Piatt County is dominated by corn and soybean production. Tilling is the predominant method of readying soil for planting and irrigation is generally not practiced. **The dominance of agricultural land use and lack of other commercial or industrial development is evident in land use patterns in Piatt County.**

Industrial and Utility

Industrial land use in Piatt County is limited to a quarry operation north of Monticello, CIMCO in Bement, and a section of land south of Monticello between the rail line and Illinois Route 105. Goose Creek Energy Center is located between Lodge and Deland in Goose Creek Township.

Municipal Land Use

Municipal land use in Piatt County is dominated by residential land use, but also contains areas of institutional and commercial land use.

PIATT COUNTY COMPREHENSIVE PLAN 9-13 July 27, 2009

Hammond lies in the south central part of Piatt County. Commercial land uses are predominantly located along US Highway 36 as well as near the intersection of the active and inactive rail lines. Approximately half of the land within municipal limits is developed. Map 9-8:

PIATT COUNTY COMPREHENSIVE PLAN 9-15 July 27, 2009

County Zoning

Piatt County uses 9 zoning designations. The purpose and intents are provided below as written in the Piatt County Zoning Ordinance.

1. A-1, Agricultural District

2. AC, Conservation District

It is the purpose of the A-1 and A-C Districts to provide a means by which agricultural land may be protected and enhanced as an economic and environmental resource of major importance to the County.

3. RS Suburban Residential District

R-S, Residential Suburban: The R-S District is intended to provide low density single family dwelling use and to allow certain public facilities. The provisions of the R-S District are also intended to control density of population and provide adequate open space around buildings and structures in the district to accomplish these purposes

4. B-1, General Business District

The B-1 District is intended to provide for the specialized types of service business and commercial establishments, which due to their function and methods of operation are permitted uses only in this district.

5. I-1, General Industrial District

The I-1 District is intended for the purpose of allowing light industrial, basic and primary industries *which are generally not compatible with residential or commercial activity.*

6. I-A, Interchange Agricultural Subdistrict

The Interchange Agricultural District is established as a zone in which agriculture and certain related uses are encouraged as the proper use of lands best suited for agriculture, thus preventing the intermingling of urban and rural land uses.

7. I-RS, Interchange Residential Subdistrict

The Interchange Residential District is intended to provide residential uses and to allow business and industrial uses that do not detrimentally affect the primary residential nature of the district.

8. I-B, Interchange Business Subdistrict

The Interchange Business District is established to assure the desirable development of high-quality highway user facilities with their related uses and other commercial enterprises.

PIATT COUNTY COMPREHENSIVE PLAN 9-16 July 27, 2009

9. I-I, Interchange Industrial Subdistrict (* all areas with this zoning designation have been annexed into Monticello) The Interchange Industrial District is established to accommodate light industrial uses that are relatively "clean" activities such as the manufacture and storage of products within entirely enclosed buildings and which require freeway access and prestige frontage on a tract of land comprising one (1) acre or more.

Piatt County Zoning Designations

273,057.6 acres (97.1%) as A-1 or AC, which are intended to protect agricultural land, open space, wooded areas, streams, mineral deposits, and other natural resources from incompatible land use and as an economic and environmental resource.

2,304.0 acres (0.82%) are zoned as RS for suburban residential development and

4895.6 acres (1.74%) of the county falls within incorporated boundaries.

Table 9-2: Piatt County Zoning Districts

Zoning	Acres	Percent Total
A-1	256,506.6	91.21%
AC	16,551.0	5.89%
B-1	217.9	0.08%
I-1	210.6	0.07%
I-A	69.5	0.02%
I-B	235.4	0.08%
I-RS	228.1	0.08%
RS	2,304.7	0.82%

Champaign County GIS Consortuim

PIATT COUNTY COMPREHENSIVE PLAN 9-17 July 27, 2009

Land Market Values

Equalized assessed values (EAV) for property in Piatt County show little change in value, increasing by only 6.16% between 2000 and 2005. **This suggests that demand for property is low in Piatt County compared to other areas in the state. While Piatt County residents are increasingly commuting to Champaign County, this trend is not currently at levels that will impact land values at the county level.**

Land Use Trends

The greatest change, between 1968 and 2007, was an increase of 5,146.6 acres of residential land. Not far behind is an increase of 3,420 acres of agricultural land use.

Table 9-4: Piatt County Land Use

	Acres 1968	Acres 2007	Actual Change	Percent Change
Agriculture	259675.8	263095.8	3420.0	1.32%
Residential	2447.0	7593.6	5146.6	210.32%
Commercial	70.9	663.5	592.6	835.83%
Industrial	1915.9	1269.0	-646.9	-34.57%
Open Space	2953.5	5505.9	2552.4	86.42%

CCGIS, Piatt County Assessment Office, Piatt County 1970 Comp. Plan

PIATT COUNTY COMPREHENSIVE PLAN 9-18 July 27, 2009

Key Findings

- **Agriculture is the dominant land use in Piatt County.**

- Rural Residential land uses are becoming increasingly common, and are primarily located in Sangamon and Willow Branch Townships.
- Commercial land use growth has generally located within the municipal limits of Monticello.
- Little growth has occurred within smaller villages since 1970.
- The growth that has occurred is likely a result of interstate interchange location.

PIATT COUNTY COMPREHENSIVE PLAN 9-19 July 27, 2009
Plans for Land Use and Land Capability

The Comprehensive Plan is not a precise projection of future development and land use in Piatt County. Even though we plan for the future, we must realize that growth is determined more by market forces than local government actions or plans. Long term strategic plans help as a guide for residents and government decision-makers, but do not guarantee the desired result. Cooperation between government officials, residents, and developers is an essential step in realizing planned futures. This section answers three specific questions.

How much development is to occur?
Where will development occur?
What form of development will take place?

Population and employment projections are used here to answer the first question, and help to form reasonable scenarios of the future.

The second question is answered through land use analysis that provides appropriate locations for development to occur based on inherent characteristics and existing development in Piatt County. The Future Land Use Map is the result of the analysis and uses goals and objectives, projections, public participation, and data analysis to develop a desirable future.

The third question is answered by a series of land use descriptions and that articulate concerns about specific types of development. Concerns include impact on infrastructure, impact on the environment, mobility, preservation, and character. These concerns are an important part of development, though often not implemented until it is too late in the process.

PIATT COUNTY COMPREHENSIVE PLAN 9-20 July 27, 2009
Issues in Land Use

The following issues were derived from input received during the planning process. Residents of Piatt County identified concern for a large number and wide range of land use related issues.

The majority revolve around agriculture, industry, and development trends. Residents wish to maintain the rural and agricultural character of Piatt County and perceive development and the increase of large farms as having a negative impact. Rural residential development has increased in the recent past and converted farmland to other uses. While residents generally agree that industrial development would be good for Piatt County, concerns about location and impact on the environment often overwhelm discussions regarding potential development. Opportunities likely exist for increased specialization in agricultural related industries which residents view as helping rural areas without the perceived negative impacts of other types of industrial development.

- **Preserve farmland**
- **Large farms are eliminating the next generation of local farmers**
- **Development is taking over farmland**
- **Rural housing developments are detrimental to agriculture, prime farmland, the environment, rural character, and existing infrastructure.**
- **Opportunities are not sought enough for agriculture related industries**
- **Development and large farms are taking away from environment**
- **Natural areas are taking land out of production**
- **Wildlife habitats are being bisected by development**
- **Existing industries respect the environment; wish that potential new industries respect the environment as well.**

Best Management Practices

- **Residences should be grouped to form functional neighborhood units rather than sprawling patterns of development that have few supporting community uses like grocery stores or day care centers.**
- **Cluster development is a tool that identifies critical aspects of the landscape or character of a site and seeks to minimize visual and environmental impacts.**
- **Mixed use developments are the inclusion of residential, commercial and other uses that produce diverse and convenient communities.**

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- **Planned developments are used to design neighborhoods with greater specificity to ensure appropriate housing mixes, densities, and supporting community uses.**
- **Preserve areas near municipalities for future urban growth.**
- **Direct residential commercial and industrial growth to incorporated areas where appropriate infrastructure and services already exist.**

Goals and Objectives

Numerous goals and objectives that have been created are applicable to the land use chapter. The strategies identified for future land use are intended to work in concert with all goals and objectives though not all are listed in this section. Below are Goals and Objectives that were adopted under the land use heading.

Goal 1: Use land for the affordance of employment, residence, and recreation while ensuring the capacity of that land to be used in such ways indefinitely, while recognizing individual landowners' rights.

Objective 1.1: Develop land in densities and patterns that are consistent with the long-term continuation of agriculture as a primary land use.

Objective 1.2: Allocate adequate commercial, industrial, and residential acreage to meet future needs while minimizing conflicts between these and other land uses.

Objective 1.3: Concentrate growth and development within the County's municipalities rather than rural parts of the county to use existing infrastructure, provide appropriate service, and reduce negative impacts and costs associated with development.

Objective 1.4: Preserve areas that are environmentally sensitive or provide natural services.

Objective 1.5: In planning for future community growth areas, seek to avoid unnecessary conversion of agricultural land to non-agricultural land-uses.

Objective 1.6: Approve development projects subject to existing or planned public facilities and utilities.

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Objective 1.9: Coordinate land use designations with soil and topographic characteristics, the protection of historical and natural resources, existing land uses, and the availability of public facilities.

Objective 1.10: Low Impact Development techniques will be used to protect the land and building construction waste management will ensure proper use and disposal of building materials.

Growth Assumptions

1. Growth will occur on at a rate similar to the average of projected population growth from Illinois DCEO, Woods & Poole, and U.S. Census Estimates.

2. Family sizes and structures will remain constant in Piatt County between 2000 and 2030.

3. Overall housing density (dwelling units / square mile) of minor jurisdictions (municipalities and townships) in Piatt County will remain constant between 2000 and 2030 with only a few exceptions.

4. Municipalities will continue to grow into unincorporated areas of Piatt County.

5. Employment to land use ratios will remain constant in Piatt County between 2000 and 2030.

6. Institutional land use will have little change even though there is projected employment growth.

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Land Use Projections

Land use projections were calculated on a simple acres-per-resident calculation was used to find future needs for residential areas. The number was developed only for unincorporated areas based on existing population and housing density defined by the United States Census Bureau. Similarly, acres per employee were used to determine land required for commercial and industrial development. These calculations are much less accurate due to the great variability in commercial and industrial employment. The numbers are used to help locate potential sites though these will likely be established on a case-by-case basis, or simply proposed by a developer based on their own site selection criteria.

	1968 (acres)	2007 (acres)	2030 Projection (acres)	Change 2007- 2030 (%)
Agriculture	259,676	263,096	262,100	-0.38
Residential	2,447	7,594	8,439	11.13
Commercial	71	664	803	20.93
Industrial	1,916	1,269	1,281	0.95

Mapping Criteria

Determination of future land use includes a suitability analysis that uses spatial data to establish zones that have conditions appropriate for a desired development type. This analysis was completed for both residential and commercial/industrial development. The following conditions were considered for each analysis. Public input from the Comprehensive Plan workshop was also incorporated into the designation of land uses. Assets were determined for parks, but were not analyzed with a suitability analysis. No new park land is designated in the Comprehensive Plan update.

- Assets are conditions that indicate good suitability for a certain type of development.
- Constraints are conditions that indicate poor suitability for a certain type of development.

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Components of Suitability Maps

Condition	Residential	Commercial/Industrial	Parks	Agriculture
Within Municipal Limits:	Asset	Asset	Asset	Constraint
Road Access	Asset:	Asset	Asset	Constraint
Interstate Access:		Asset		Constraint
Rail Access:		Asset		Constraint
Wetlands:	Constraint	Constraint	Asset	Constraint
Public Sewer:	Asset	Asset		Constraint
100 yr Flood Plain:	Constraint	Constraint	Asset	
Public Water Service:	Asset	Asset		Constraint
Septic Suitability of Soil:	Constraint			
Conservation Land:	Constraint	Constraint	Asset	Constraint
Prime Farmland:	Constraint	Constraint		Asset
Facility Planning Area:	Asset	Asset		Constraint
Access to Groundwater:	Asset	Asset	Asset	Constraint
Existing Residential:	Asset	Constraint	Asset	Constraint

PIATT COUNTY COMPREHENSIVE PLAN 9-25 July 27, 2009
Future Land Use Descriptions

The Future Land Use Map is not a zoning map and the categories do not represent zoning districts.

PIATT COUNTY COMPREHENSIVE PLAN 9-28 July 27, 2009
Conservation Residential

Multimodal transportation infrastructure can be included in rural residential areas that connect these areas to transportation hubs as well as local towns where residents might go for daily commercial goods.

PIATT COUNTY COMPREHENSIVE PLAN 9-29 July 27, 2009
Low Density (Rural) Residential

Piatt County as predominantly residential, values its variety of residences and the rustic living that rural housing provides.

PIATT COUNTY COMPREHENSIVE PLAN 9-30 July 27, 2009
Commercial / Industrial

Important issues that can be leveraged by the county are transportation, impact on farming, environmental impacts, and use of public water and sewer facilities.

New industrial and commercial development should be considered only on a case-by-case basis

PIATT COUNTY COMPREHENSIVE PLAN 9-31 July 27, 2009
Transportation

Mobility Hub – Transportation hubs create the structure for maximizing alternatives to single occupant vehicle travel. The hubs connect multiple transportation options allowing commuters to use the most efficient mode for the maximum amount of their journey. This could begin with constructing park and rides that are connected to residential areas by trails. Eventually, transit systems could be routed through these areas to maximize efficiency. It is generally accepted that land development determines the availability and modes of transportation. Developing multi-modal connections with the development reverses this determination and provides residents of Piatt County with the ability to choose and use efficient and economical transportation options.

PIATT COUNTY COMPREHENSIVE PLAN 9-32 July 27, 2009

Trails – Linking residential centers to transportation hubs and other activity centers is the backbone of alternative transportation options. These connections are essential for conservation developments that establish higher densities in areas that do not have supporting infrastructure as might be found in urban settings. Trails can range from striping on roadways to dedicated paths and should also link residential developments to centers of commerce and points of interest. Providing residents with an appropriate option other than personal automobiles can be a goal for all residential development.

PIATT COUNTY COMPREHENSIVE PLAN 9-33 July 27, 2009

Transportation Hub Concept Map

Transportation hubs allow better utility transportation options that encourage alternative travel modes. These options will become increasingly important as personal vehicle trips become more expensive.

PIATT COUNTY COMPREHENSIVE PLAN 10-6 July 27, 2009

It is estimated that groundwater in the Mahomet Aquifer flows mostly from east to west, with few exceptions. One area is near Paxton, in Ford County, which flows north into Iroquois County. The other is on the Champaign/Piatt County border, flowing northeast towards the municipalities of Champaign and Urbana. Since groundwater is the predominant source of potable water in Piatt County, the primary concern is that the source is maintained and regulated so that it sustains as many people as possible in the region. Figure 10-2: Approximated Surface of Groundwater under Natural Pressure Conditions (Potentiometric Surfaces)

Source: Illinois State Water Service

Surface Water

Surface water in Piatt County features the Sangamon River which runs southwest through the county. The Sangamon River drains approximately the northern 2/3 of the county while the Kaskaskia River system drains the southern 1/3 of the county. **The County is split into three primary hydrologic watersheds. The Upper Sangamon watershed drains the majority of the County, including Madden Creek, Goose Creek, Wildcat Creek, Camp Creek, Willow Branch, Run Ditch and Spoil Bank.**

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The Illinois Environmental Protection Agency (IEPA) assesses and monitors water quality through stream monitoring sites on a regular basis throughout the state. **Sedimentation and nutrient loading are the leading stressors of water quality in Piatt County.**

Waters are considered impaired when they cannot meet use expectations set for them under state and federal law. When this occurs, Total Maximum Daily Load (TMDL) reports are written to determine the maximum amount of pollution a water body can receive and still meet water quality standards for its designated uses. **TMDL requirements have been set for the Upper Sangamon watershed in Piatt County. A segment of the Sangamon River is designated as impaired for Primary Contact/Swimming but fully supports aquatic life and fish consumption as uses.**

PIATT COUNTY COMPREHENSIVE PLAN 10-11 July 27, 2009

Flood Plain

Flooding is a major concern in Piatt County, particularly as rural areas continue to see water over roadways and banks overflowing. An ecological perspective considers flood plains to be a natural resource. The Federal Emergency Management Agency (FEMA) has produced paper Flood Insurance Rate Maps (FIRM); most FIRM maps in Illinois are outdated by 20 years or more. Map updates for numerous counties in Illinois are in progress; however, Piatt County is not on the list to be updated. An update of these maps is highly desirable to better understand areas that flood on a regular basis and to maximize the developable areas surrounding the flood plain without endangering property owners.

PIATT COUNTY COMPREHENSIVE PLAN 10-16 July 27, 2009
Land Cover

Presettlement land cover in Piatt County consists of prairie and timbered acreages along the Sangamon River and Lake Fork of the Kaskaskia River. **The timbered areas represented in presettlement maps are largely limited to areas in close proximity to flood plains. A portion of this area is now developed as farmland. This loss of woodland has reduced both quantity and quality of natural habitats through fragmentation.**

PIATT COUNTY COMPREHENSIVE PLAN 10-19 July 27, 2009
Wildlife/Habitats

The Illinois Department of Natural Resources published the Critical Trends Assessment Project in 1997 as a state of the environment report for Illinois. Piatt County was included in the Grand Prairie region of the state and was included in the assessment of this region. Notable inclusions in this report are the occurrences of habitat fragmentation, and increasing competition from exotic species. More specifically, wildlife habitat in Piatt County has largely been converted to agricultural land uses through forest cutting and the draining of wetlands.

Climate

The great amount of heating required through the year in Piatt County provides a case for focusing on efficient heating systems.

Key Findings

- **The Mahomet aquifer is the primary source of water for Piatt County.**
- **Individual water wells are common in Piatt County.**
- **Surface water quality is degraded along a few stream segments.**
- **Flood plains and wetlands are an important part of the environment in Piatt County.**
- **Better information is needed about flood plains and low lying roadways.**
- **Piatt County is dominated by agricultural land cover and has lost substantial forested land.**

Issues in Natural Resources

- **How do we help industries interested in locating in Piatt County respect the environment and residents?**

PIATT COUNTY COMPREHENSIVE PLAN 10-26 July 27, 2009
Goals and Objectives

Goal 1: Preserve the integrity of the Sangamon River, other natural waterways (class 1 streams) and wetlands as sustainable sources of water and as an environmental, recreational and economic resource.

Objective 1.3: Promote recreation and tourism opportunities within the County.

Goal 4: Piatt County residents and agencies will work collaboratively to protect the county's natural resources.

Objective 4.3: Participate in developing a regional approach to preserving and managing natural resources including ground and surface water resources.

Goal 5: Protect groundwater resources, including the Mahomet Aquifer, from over-extraction.

Objective 5.1: Consider studies regarding local area groundwater and how their recommendations may relate to Piatt County.

Future Conditions

In 2030, natural resources in Piatt County will be conserved, protected, preserved, and restored based on identified needs and conditions. These four levels of management will be determined by cooperative multijurisdictional efforts and scientific rationale.

Key Findings

- **Allerton Park and Lodge Park are regional attractions in Piatt County.**

Goals and Objectives

Goal 1: Piatt County will have sufficient open space and related amenities for all residents that can be accessed by multiple travel modes.

Objective 1.5: Withdraw from normal urban use and retain as permanent open space those areas which because of topography, flooding, steep slopes, or other similar conditions are not suitable for development.

Objective 1.6: encourage Federal Rails-to-Trails initiatives, especially those that have linkages to parks and other recreational activity centers.

Goal 2: The Piatt County parks system will be a regional tourist attraction and draw for area residents.

Objective 2.1: Develop a marketing plan for Piatt County parks, including an inventory of attractions, potential funding sources for marketing and tourism, and responsible parties.

Objective 2.2: Market parks in Piatt County as an amenity for home seekers.

Objective 2.3: Use trails and routes to connect Piatt County to other regional attractions.

Future Conditions

Piatt County has ample parks and preserves space on a regional scale. The next twenty years should focus on accelerated maintenance of existing facilities and implementing new amenities and programs. New residential subdivisions should have dedicated public open space to further provide for local recreation opportunities. Trails should become more prominent through and between activity centers such as the parks, tourist attractions, and commercial areas. Piatt County can become a regional tourist attraction with a showcase parks system and connecting trails. Cooperation and partnerships with other entities to provide a unified and interconnected park system is a high priority. A regional park plan will help entities establish priority projects and develop partnerships that will help accomplish identified goals.

12-1

IMPLEMENTATION

12-2

Administrative

Involve the Public

Create a public involvement policy and integrate it into all planning, zoning, and construction processes. Zoning and Plats Committee High •

Establish a Committee

Continue the Piatt County Regional Planning Commission or create a similar body for the purpose of further collaboration with other local, regional, state, and federal government agencies. Piatt County Board Mid •

12-3

Land Use and Development

Amend Subdivision Ordinance

Amend Subdivision Ordinance as necessary.

Amendments may include design standards for new development (clustering, etc.) and discretionary development criteria.

County Board Mid •

Land Use 1.1

Amend Zoning Ordinance

Amend Zoning Ordinance as necessary.

Changes may include the zoning map, minimum lot size or allowed uses.

County Board Mid •

Land Use 1.1

Update Plan Update the Piatt County Comprehensive Plan when necessary, to help minimize conflicts and update the Plan to allocate adequate amounts of land use. County Board High •

Land Use 1.2

Existing and New Planning Documents

Existing and new planning documents will include special consideration of the importance of maintaining rural areas and building upon existing infrastructure. County Board High •

Land Use 1.3

Housing 3

Amend Zoning Ordinance

Amend Zoning Ordinance with requirements for open space or setbacks from environmentally sensitive areas. County Board Mid •

Land Use 1.4

Adopt an Environmental Checklist

Create and adopt an environmental assessment checklist to include with Subdivision Ordinance requirements to avoid negative impacts on resources. Assessment topics may include, but are not limited to, land, water and biological resources. County Board Mid •

12-4

Land Use Policies

Establish policies that encourage infill development. Zoning and Plats Committee High •

Land Use 1.5

• Housing 3

Land Use Policies

Review Area General Plans to ensure proper connections to infrastructure.

Zoning and Plats Committee Mid Case by Case •

• Land Use 1.8

Admin 2

Cooperate Review Area General Plans to ensure proper coordination between land uses and characteristics of the land and surrounding area. Zoning and Plats Committee Mid Case by Case

• Land Use 1.9

Adopt Low Impact Development Guidelines

Create and adopt Low Impact Development Guidelines for new developments. County Board High

Amend Subdivision Ordinance

When amending ordinance, provide appropriate opportunities for public involvement to determine desirability of ordinances. County Board High • Land Use 1.11

• Admin 1.1

12-5

Housing

Identify Funding Identify funding sources and timelines for federal and state funding of housing rehabilitation. Apply for grants as appropriate. County Board CIEDC High

• Housing 1.1

Publicize Increase marketing for available housing programs through newsletters or other methods such as inserting notices in tax bills. County Board Mid

Increase cooperation with municipal jurisdictions in planning and development through a permanent Regional Planning Commission to optimize infrastructure prevent leapfrog development. County Board Low

- **Housing 3.2**

Publicize Provide information regarding federal and state housing rehabilitation programs at county offices and through mailings. County Board High

12-6

Economy

Public Involvement

Identify the concerns of Piatt County residents regarding economic development through a countywide vision or survey. Zoning and Plats Committee, U of I Extension Mid

- **ED 1.1**

Study Determine potential costs and benefits of an economic development program for Piatt County. Economic Development Committee Low

- **ED 1.1**

Use ECIEDD and CIEDC to develop a business retention and attraction program that surveys existing businesses and produces materials that may help attract new businesses. Economic Development Committee Cooperate Low

- **ED 1.2**

Partner with regional economic development organizations to broaden the reach of Piatt County. Economic Development Committee High

- **ED 1.2**

Study Complete an employment sector/market gap analysis to identify potential development sectors for the County. Economic Development Committee Low

- **ED 1.2**

Create and publish workforce development studies. Economic Development Committee Publicize Mid

- **ED 2.1**

Publicize labor market information. Economic Development Committee High

- **ED 2.2**

Publicize

Continue to provide technical assistance to local governments and development organizations in the preparation of promotional materials which can be used to solicit the attention of prospective and interested firms in initiating new operations within the county (i.e., printed brochures, slide presentations, a system of responding to requests for community information, development of websites, etc.) Economic Development Committee Mid

- **ED 3.1**

Publicize

Continue to foster an increased awareness of the economic importance of the county's existing businesses and industries and its potential to generate new capital and venture investments and employment opportunities with appropriate assistance from local government(s) and/or development organizations. Economic Development Committee Mid

- **ED 3.3**

Identify Funding

Identify potential funding sources for economic development and pursue them. These include grants, loans, public private partnerships and others. Economic Development Committee High

- **ED 3.4**

Adopt a Plan Develop and adopt a marketing plan for tourism. Facilitate its implementation. Economic Development Committee Mid

12-8

Public Facilities and Infrastructure

Cooperate

Initiate discussion with municipalities to revise zoning/subdivision ordinances to require that new developments connect to municipal water and sewer infrastructure. Zoning and Plats Committee Low

- **Infrastructure 1.1**

Amend Zoning Ordinance

Review Zoning Ordinance for lot size requirements for private sanitary sewage disposal. Determine capacity of the land on a lot by lot basis. County Board Mid

- **Infrastructure 1.2**

Amend Zoning Ordinance

Amend Zoning Ordinance with revised requirements for on-site waste disposal systems. County Board Mid

- **Infrastructure 1.2**

Cooperate Work with public health district to identify any issues with on-site waste disposal regulation or existing systems. Zoning and Plats Committee High

- **Infrastructure 1.2**

Amend Subdivision Ordinance

Amend Subdivision Ordinance to allow identified alternative septic systems that are determined viable for developments in Piatt County. County Board Mid

- **Infrastructure 1.3**

Cooperate Work with other entities to build new commercial/industrial infrastructure when supply is decreasing. Zoning and Plats Committee Mid

- **Infrastructure 1.4**

Study Monitor infrastructure capacity. Update infrastructure maps as new information becomes available. Zoning and Plats Committee High

- **Infrastructure 1.4**

Update Plan Update the County's Solid Waste Plan on a 5-year interval. Solid Waste Management High

- **Infrastructure 2.1**

Identify Funding

Identify potential funding sources and their cycles/timelines for recycling, resources conservation, and education about waste management. Pursue funding opportunities. County Board High

- **Infrastructure 2.2**

Publicize

Publish materials that identify waste management programs and locations for people to properly dispose of waste in Piatt County. This should include recycling and electronic waste facilities.
Solid Waste Management High

- **Infrastructure 2.3**

12-9

Adopt Design Guidelines

Establish design guidelines for public infrastructure elements that use environmentally sensitive design and prioritize the long term use and maintenance of systems. County Board Mid

- **Infrastructure 3.1**

Publicize Publish materials that identify water supply and storm water capacity issues. Include projects that homeowners can do to help relieve pressures on water systems. County Board, Zoning and Plats Committee High

- **Infrastructure 3.2**

Adopt a Rapid Permitting Process

Implement a rapid permitting process for developments that wish to participate in a native landscaping demonstration project. County Board, Zoning and Plats Committee High

- **Infrastructure 3.3**

- **Natural Areas 4**

Adopt Environmental Checklist

Develop suggested practices for native landscapes in Piatt County, including native species lists of canopy trees, understory trees, and shrubs. County Board, SWCD, U of I Extension Mid

- **Infrastructure 3.3**

Cooperate

Work with University Extension and Soil Water Conservation District to provide countywide education programs. County Board, Zoning and Plats Committee High

- **Infrastructure 5.2**

Adopt Countywide Hazard Mitigation Plan Create a countywide Hazard Mitigation Plan to establish eligibility for state hazard mitigation funding. County Board Mid

12-10

- **Infrastructure 5.3**

Cooperate

Obtain data from municipalities and infrastructure districts regarding existing and planned infrastructure including water, sewer and road. County Board, Zoning and Plats Committee High

- **Infrastructure 6.1**

Cooperate

Map existing and planned infrastructure on a Countywide basis.
County Board, Zoning and Plats Committee Mid

- **Infrastructure 6.1**

- Adopt schedule of fees**

- Develop and adopt cost sharing frameworks, fees, or other arrangements for projects requiring additional infrastructure. County Board, Zoning and Plats Committee Low**

- **Infrastructure 6.2**

- Study Obtain a Cost of Services study to determine cost of development.**

- County Board, Zoning and Plats Committee Low**

12-11

Public Services

Publicize

List public service programs on the County website with general descriptions and contact information. County Board High

Publicize

Create a directory of all available programs, both governmental and non-governmental, for distribution throughout Piatt County and online. County Board Mid

12-12

Transportation

- **Transportation 1.2**

- Cooperate Working with PiattTran, encourage routing plans for public transit that maximize employee access to the County's employment centers. Transportation Committee Mid**

12-13

Parks, Preserves and Recreation

Amend Subdivision Ordinance

Amend the Subdivision Ordinance to include an open space requirement.

County Board, Zoning and Plats Committee, Forest Preserve Board Mid

- **Parks 1.5**

- Create and adopt a Countywide Greenways and Trails Plan.**

- Forest Preserve Board, SWCD, U of I Extension High**

- **Parks 5.2**

- Adopt a Plan**

- Create and adopt a marketing plan for parks and attractions.**

- Forest Preserve Board, SWCD, U of I Extension Low**

- **Parks 2.1**

- Publicize**

- Publicize parks as important amenities in Piatt County.**

- Forest Preserve Board, SWCD, U of I Extension High**

- **Parks 3.4**

- Identify Funding**

- Create a list of potential funding mechanisms for parks and recreation.

- Forest Preserve Board, SWCD, U of I Extension Mid

- **Parks 3.5**

- Study Identify methods for developing multi-use trails and pathways between high traffic areas.

- Forest Preserve Board, SWCD, U of I Extension Low

12-15

Natural Resources

- **Natural Areas 1.1**

- Adopt a Green Infrastructure Plan. Develop a green infrastructure plan.

- County Board, Zoning and Plats Committee Low

- **Natural Areas 1.2**

- Amend Zoning Ordinance**

- Amend Zoning Ordinance to enhance protection of fundamental natural systems from human impact and developments. County Board, Zoning and Plats Committee Mid

- **Natural Areas 1.2**

- Publicize Maintain lists and detailed information about recreation and tourism for inclusion in state publications and promotions. SWCD, U of I Extension Mid

- **Natural Areas 1.3**

- Publicize Make state publications available at recreation areas as well as county buildings and popular destinations. SWCD, U of I Extension High

- **Natural Areas 1.3**

- Adopt a Greenways and Trails Plan**

- Create and adopt a Greenways and Trails Plan. SWCD, U of I Extension High

- **Natural Areas 2.1**

- Publicize Link to Illinois DNR Natural Areas Inventory report on the County website.

- SWCD, U of I Extension Mid

- **Natural Areas 2.2**

- Publicize Make copies of IDNR Natural Areas Inventory available at County Offices and at libraries.

- SWCD, U of I Extension Low

- **Natural Areas 2.2**

- Adopt Design Guidelines**

- Adopt guidelines for potential development density bonuses if significant conservation design techniques are achieved through a development.

- Zoning and Plats Committee Low

- **Natural Areas 3.1**

- Adopt Environmental Checklist**

- Adopt an environmental assessment checklist.

- Assessment topics may include, but are not limited to, land, water and biological resources.

- Zoning and Plats Committee Mid

- **Natural Areas 4.1**

- Publicize**

- The County will promote conservation and sustainable management practices on private property through the use of educational resources, voluntary land preservation agreements, tax exemption policies, voluntary transfer of development rights, and voluntary purchase of development rights. SWCD, U of I Extension High

- **Natural Areas 4.1**

- Publicize**

- The County will encourage the establishment of public-private partnerships to conserve woodlands and other natural areas in Piatt County. SWCD, U of I Extension Mid

- **Natural Areas 4.1**

- Publicize**

- The County will support Piatt County Soil and Water Conservation District efforts to prevent soil degradation and water pollution and disseminate information regarding subsurface and surface drainage systems. County Board Mid

- **Natural Areas 4.2**

- Board Action**

- Appoint a County representative to sit on boards which manage natural resources including ground and surface water. County Board High

- **Natural Areas 4.3**

- Amend Zoning Ordinance**

- Amend Zoning Ordinance to reduce specific types of pollution. Zoning and Plats Committee Mid

- **Natural Areas 4.4**

- Board Action**

- Consider issues identified in local area groundwater studies. County Board Low

- **Natural Areas 5.1**

- Publicize Maintain a list of ideas and opportunities for residents to participate in water conservation around their home. SWCD, U of I Extension High

12-17

Historic and Cultural Resources

- **HCR 1.1**

- Existing and New Planning Documents**

- Include historic and cultural resource protection in planning and construction efforts. County Board High

- **HCR 1.2**

- Cooperate**

- Work with the Piatt County Museum, Historical Society, and other organizations, which promote the preservation of historic and cultural resources. SWCD, U of I Extension Mid

12-18

Long Term Projects identified in the Comprehensive Plan

The following projects were identified as concepts through the Piatt County Comprehensive Plan Update.

More planning, research and public input is required to create fully formed implementation tasks.

Other details to be determined in the future includes: participating agencies, project time line, detailed project description, and estimated return on investment.

Infrastructure for alternative transportation (sidewalks, paths, marked routes).

Transportation alternatives will become increasingly important in the future due to rising fuel/energy costs.

Developing the necessary infrastructure to promote walking, bicycling, car pooling or using mass transit will provide opportunities to all members of the community.

Priority can be placed on developing options that connect residential areas to employment centers that will include larger scale infrastructure.

Also of priority is connecting neighborhoods to shopping opportunities and service needs where walking and biking are easy choices.

1. Study existing demands and alternative transportation infrastructure to determine need.

Public Transit

1. Establish a set of goals specific to public transportation (who it serves, destinations, schedules) through a visioning process that is focused on public participation.

2. Identify existing public transportation and coordination programs.

3. Analyze gaps in current system.

4. Determine if practical and applicable solutions exist to fill the gap.

5. Modify or add services if financially feasible.

12-19

Ride Share

1. Complete a study which identifies desirability for Park & Ride facilities.

2. With input from the community, determine approximate locations for infrastructure that considers population centers, employment centers, target user populations, and land owner interest.

3. Determine funding sources.

4. Obtain land and construct the facilities.

Develop and implement a maintenance schedule for water, sanitary sewer, and storm sewer Infrastructure. There has been a serious short-coming in maintenance of existing infrastructure throughout the United States. Increasing pressures on these systems are creating problems and generating forecasts of failure or enhanced degradation. While expensive to maintain, proper and timely maintenance of systems is often a less expensive route than replacement after complete failure.

- 1. Identify existing maintenance schedules (formal and informal).**
- 2. Develop formal maintenance schedules and funding for infrastructure.**
- 3. Implement schedules.**

Improve rail intersection safety

There are 58 at grade crossings in the unincorporated area. A majority of these are protected only by crossbucks. Additional protection or approach improvements might be warranted as traffic increases on rural roads.

- 1. Identify hazardous crossings and increased traffic patterns.**
- 2. Prioritize improvements.**
- 3. Obtain funding for improvements. Contact Illinois Commerce Commission for information about their Grade Crossing Protection Fund.**

Create park connections through recreational trails, paths, or designated routes. A plan that specifically identifies needs regarding significant resources (historical, cultural, natural) and recreation, would significantly benefit the Piatt County Comprehensive Plan. This type of plan would not be used to guide future development as the Comprehensive Plan does. Instead, as funding opportunities arise, the plan will already identify and prioritize projects that will help meet the needs of Piatt County and its residents.

- 1. Develop a Greenways and Trails Plan.**
- 2. Seek funding for implementing the ideas and projects in the plan.**
- 3. Develop the parks and trails system as funding allows.**

12-20

Create an agricultural land preservation program

Agriculture is a fundamental component of the Piatt County economy. Protection and preservation of agricultural land from development is increasingly a concern throughout the United States and Illinois. The County can support agricultural land preservation programs by making them available to landowners. Efforts can range from supporting state and federal legislation or funding to supporting non-profit organizations that would be interested in creating a land trust or other preservation program.

- 1. Determine the type of program that would benefit the County (Ag. district, Ag. zoning, conservation district, tax relief, purchase of development rights).**
- 2. Appoint a local board.**
- 3. Develop and implement the program.**

Develop an Economic Development Assessment

A unified strategy for economic development will identify needs and desires for Piatt County. Without this type of organization of people and efforts, it is difficult to comprehensively identify strengths and weaknesses. A careful study of existing economic development (successful and unsuccessful) will help develop insightful recommendations. Elements can include: economy overview (major employers, strengths, challenges), institutional capacity (overview of incentives, programs and economic development organizations) and recommendations.

12-21

Potential Funding Sources

Federal

Transportation

.. Surface Transportation Program (STP) provides funding for all types of transportation projects, including pedestrian and bicycle facilities. Within STP funding, there are several unique funding programs: Safety: 10% of STP funds are available only for safety programs such as railway highway crossing projects and hazard elimination.

Transportation Enhancements: 10% of STP funds are available for projects that include pedestrian and bicycle facilities, educational programs, landscaping, and historic preservation, among other factors.

.. Federal Transit Administration Section 5311 has grants are available for transportation projects that are included in a State program of mass transportation service projects (including service agreements with private providers of mass transportation service).

12-22

Economic Development/Infrastructure

.. Economic Development Administration has a variety of programs that can help communities plan for, construct, and implement economic development initiatives. Funding is available for buildings, infrastructure, planning, research, and collaborative efforts with universities.

.. US Department of Agriculture has grant and loan programs designed specifically for rural communities. Programs include grants for businesses, economic development, and community facilities. Loans can be applied for that can be used for business expansion, community facilities, and other economic development projects.

Housing

.. US Department of Housing and Urban Development has funding opportunities available for rural housing and economic development and to support housing and economic development activities in rural areas.

12-23
State

Transportation

.. Illinois Commerce Commission facilitates construction of railroad crossing safety projects through its Grade Crossing Protection Fund.

Economic Development/Infrastructure

.. Illinois Department of Commerce and Economic Opportunity administers the Community Development Assistance Program (CDAP), which assists in financing economic development, public facilities and housing rehabilitation projects.

.. Illinois Commerce Commission provides grants for installing high-speed communications networks, especially in rural areas through its Digital Divide Elimination Infrastructure Fund (DDEIF) Program.

12-24
Public Services

.. Illinois Housing Development Agency...HOME—Single-Family Owner-Occupied Rehabilitation (SFOOR) Program

Historic and Cultural Resources

.. Illinois Department of Commerce and Economic Opportunity provides grants through its Tourism Attraction Development Grant Program (TAP) and other similar programs.

Natural Resources

.. The Illinois Department of Agriculture offers a Sustainable Agriculture Grant Program to facilitate research, education, and on-farm demonstration projects regarding sustainable agricultural practices.

Local

.. Private contributions

Private donations of land, capital, or infrastructure can be essential to jumpstarting and/or completing a project. As private businesspersons, developers will often give something extra to a development such as open space or a shared-use path. They also sometimes make roadway improvements in anticipation of the traffic their establishment might create. Public-private partnerships help remove some of the burden from government budgets while promoting community involvement and interest in a project.

Topics for Further Consideration

Growth in municipal areas

Employment center growth, according to the future conditions plans, should occur mostly within or adjacent to municipal limits in order to make for the most efficient use of existing infrastructure and funds. Many of the municipalities in Piatt County have infrastructure needs that would be beneficial for the community and potentially attractive to businesses seeking locations. These municipalities generally do not have the resources to construct the infrastructure with the given budget or the staff resources to seek additional funding.

Piatt County should consider how it can collaborate with the municipalities to help fulfill these infrastructure needs so that everyone can benefit from the economic development that could occur with these improvements. There are a variety of measures that the County Board can help with to make this happen, including:

- .. Facilitating engineering studies for projects;
- .. Providing grant writing assistance and funding source research;
- .. Providing part or all of local match requirements for projects; and
- .. Strengthening grant applications with letters of support.

12-26

The Future Land Use section outlines potential areas for suitable business and industrial growth. The Piatt County Board can prioritize a suitable area as a place to improve infrastructure and market its potential for investors. If this area falls within a municipal limit, local coordination will be necessary to make such a project come to fruition.

A self-sufficient Piatt County

While nothing can change factors like the University of Illinois at Urbana-Champaign being a major regional employer, Piatt County can look into the types of employment centers that would cater to its residents' interests and educational levels. In addition, they can complete an analysis of what residents are looking for in recreational opportunities. Once that information has been collected, the county can focus on how to draw those interests to Piatt County. By bringing both work and home into closer proximity within Piatt County, residents' activity centers will follow suit to some extent. Demand within Piatt County should increase for shopping areas and recreational opportunities as residents stay in their home county to work. With residents spending more time in Piatt County, more money will be spent as well. This will improve the county's tax base which will in turn support expenditures in needed infrastructure and programs.

Monitoring the Plan

.. Revise forecasts: Population and employment forecasts should be revised with each update, or when it is clear that a development that was not anticipated in the previous plan will have a significant impact on current goals and objectives.

Successful Plan Implementation

Bringing the Piatt County Comprehensive Plan to fruition will require public officials, local government staff, and residents to form new perspectives and help build creative ways to achieve the goals established in this plan. Creative thinking and cooperation between government officials, representatives, and the general public will lead to positive results. This plan primarily identifies substantial changes to the standard procedure that will help achieve goals in the plan. A number of obstacles will be faced as changes are proposed and implemented. A concerted effort to work through obstacles will ultimately lead to a better result.

Regulatory Changes (Zoning and Subdivision Ordinances)

Zoning and Subdivision Ordinance changes can turn futuristic goals stated in the plan into bona fide regulations which the county will take responsibility for implementing. As we learn more about public health and safety issues, we change regulations to protect our communities. The same can be true for regulations concerning land use and development.

12-28

As we change the way we use land, and learn more about the long term impacts humans have on the land, the content of structures we use to govern land may also change. Obstacles will certainly be faced; however, a comprehensive planning process and allowing time to properly understand all issues and viewpoints is critical for success.

Obstacles

- **Conflicting Viewpoints** – Providing ample publicity about changes, and opportunity for residents to provide input is essential for successfully achieving a goal.
- **Time** – Formulating potential changes and addressing public concerns are time consuming tasks. It is important to take the required time to obtain input and develop ideas. A hurried process often results in a lack of support and may contribute to the demise of the project. When changing the role of government, public support must be obtained.

Publicize

Information is generated at greater speeds and in greater quantities now than ever before. The expectation is that people are able to acquire the information they need with little hassle. The reality is that this requires time and money that some agencies have not yet prioritized. Having a forum for providing information and organizing information is increasingly a responsibility of public bodies and expected by residents.

Obstacles

- **Comprehensiveness** – Identifying a forum for publicizing information is an important step in how successful a publication will be. Taking extra time and resources to ensure that your publication reaches all possible interested groups will facilitate a more effective implementation process.
- **Information Quality** – Determining what information will best suit what you want to achieve with the publication is a critical factor of successful publication. Different people consume and analyze information differently. By anticipating different perspectives and how they will react to information, and reflecting those perspectives in your publication, your project will have a more effective outcome.

12-29

Public Involvement

Early and continuing public involvement using a variety of means is necessary for any successful planning or implementation effort. If residents feel they are not involved in a process, they can react negatively and convince others to halt initiatives that are identified in the plan. Public involvement should occur from early planning stages throughout implementation and in monitoring a successful project. Projects should seek to obtain a great amount of public input and be willing to not move forward until a desirable amount of input is gathered. This potentially means a delayed project, but certainly means a better result.

Obstacles

- **Inclusivity – Diversity in developing public involvement opportunities will likely draw a diverse group from your population ensuring that your project is considering a variety of perspectives.**

Adopt a Plan or Complete a Study

Some elements of the comprehensive plan can only be effectively and fully resolved through further study or by adopting additional plans. Many themes fall outside the scope of an initial planning process because they were brought to light during that planning process. Some initiatives require input from specific stakeholders who help develop a study and see that it is implemented. If these groups are excluded, resistance to change may inhibit the goals laid out in the plan.

Obstacles

- **Perspectives – A study must consider all sides of a story. An analysis should seek to identify the problems by all interested parties and consider solutions using input from those same individuals and agencies.**
- **Defining need – Need for further study might be identified as an implementation measure in the plan, but perhaps its idea has come too early for consideration. Until relevant parties have an interest that is tangible to them, it will be difficult to convince people to participate in the study. Further, it will be difficult to find funding sources if there is no community support by the idea. Some studies may appropriately take years to come to fruition.**

12-30

Obstacles

- **Conflicting viewpoints – Differing perspectives, both in the present or in the past, can create conflict that defeats cooperative efforts. Seeking to discover the issues and resolve them is an important part of cooperation.**
- **Hidden agendas – If someone that is part of the implementation process is not completely up front with relevant information, cooperative efforts can be hampered. Someone with an agenda different than what would successfully complete an implementation task should not necessarily be excluded from the effort; rather, all efforts should be made to constructively unite differing agendas into the completion of one goal.**

APPENDIX

A1-8

Projected Employment Land Use Demand

Difference in acres

Industrial 347 .86 359 12

Retail / Office 664 0.21 803 139

Institutions 1758 1.81 2237 478

The projections suggest that there will be a total of 629 new acres of employment centers in 2030.

XI Comparative Case Studies for Piatt County Regional Planning Commission Consideration

A. Future Land Use Plan 3/16/09 Rapid City Area Metropolitan Planning Organization FUTURE LAND USE DESIGNATION DESCRIPTIONS RAPID CITY AREA FUTURE LAND USE PLANS LAND USE DESIGNATION DESCRIPTIONS

Low Density Residential (LDR)

All units are single family residences.

Low Density Residential II (LDR II)

All units are single family residences and/or town homes.

Low Density Residential with Planned Residential Development (LDR w/ PRD)

Low Density Residential with Planned Residential Developments identify single family residential uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses. All units identified are single family units.

Park Forest (PF)

All units are single family residences on a minimum of three acres.

Mobile Home Residential (MHR)

Mobile Home Residential is intended to provide a district in which mobile homes may be located upon individually owned lots without adverse effects upon property values or the safety of the community or the occupants of the mobile homes.

Mobile Home Residential with Planned Residential Development (MHR w/ PRD)

Mobile Home Residential with Planned Residential Developments allow for a concentration of mobile homes within a specified area. Planned Residential Developments identify mobile home residential uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses. All units identify the number of mobile homes located within the various areas.

Medium Density Residential (MDR)

Multi-family housing includes town homes and apartment buildings. The total units include the number of individual housing units available.

Medium Density Residential with Planned Residential Development (MDR w/ PRD)

Medium Density Residential with Planned Residential Developments identify multi-family housing uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.

Planned Residential Development (PRD)

Planned Residential Developments identify residential uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses. A Planned Residential Planning Development specifies the overall density by identifying the maximum number of dwelling units per acre. *Units identified are single family units and/or town homes.*

Planned Unit Development (PUD)

Planned Unit Development identifies a mixture of both residential and commercial uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.

Neighborhood Commercial (NC)

Neighborhood Commercial uses include those shopping facilities geared to meet the needs of the local residents rather than the community as a whole.

Neighborhood Commercial with a Planned Commercial Development (NC w/PCD)

Neighborhood Commercial uses include those shopping facilities geared to meet the needs of the local residents rather than the community as a whole. Planned Commercial Developments identify commercial uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.

Office Commercial (OC)

Office Commercial uses typically include professional offices such as those for doctors, lawyers, real estate firms, etc. where no retail trade is conducted. Financial institutions such as banks and credit unions also fall into this category.

Office Commercial with a Planned Commercial Development (OC w/PCD)

Office Commercial uses typically include professional offices such as those for doctors, lawyers, real estate firms, etc. where no retail trade is conducted. Financial institutions such as banks and credit unions also fall into this category. Planned Commercial Developments identify commercial uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.

General Commercial (GC)

This commercial use is for personal and business services and general retail businesses.

General Commercial with a Planned Commercial Development (GC w/PCD)

This commercial use is for personal and business services and general retail businesses. Planned Commercial Developments identify commercial uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.

Tourism (Tourism)

This commercial use is for attractions that provide goods and services to the traveling public.

Business Park (BP)

A business park is for the integration of the functional elements of a business or group of businesses which for purposes of security, efficiency and flexibility are located in close proximity or on the same developmental lot. *This district provides for the integration of office, assembly and warehousing functions but does not provide for general retail, fabrication or processing.*

Light Industrial (LI)

This industrial district is to provide areas in which the principal use of land is for light manufacturing and assembly plants, processing, storage, warehousing, wholesaling and distribution, in which operations are conducted so that noise, odor, dust and glare are completely confined within an enclosed building.

Light Industrial (LI w/PID)

This industrial district is to provide areas in which the principal use of land is for light manufacturing and assembly plants, processing, storage, warehousing, wholesaling and distribution, in which operations are conducted so that noise, odor, dust and glare are completely confined within an enclosed building. Planned Industrial Developments identify industrial uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.

Heavy Industrial (HI)

This industrial district is established to provide areas in which the principal use of land is for manufacturing, assembling, fabricating, and for warehousing. These uses do not depend primarily on frequent person visits of customers or clients, but *usually require good accessibility to major rail or street transportation routes.*

Heavy Industrial (HI w/PID)

This industrial district is established to provide areas in which the principal use of land is for manufacturing, assembling, fabricating, and for warehousing. These uses do not depend primarily on frequent person visits of customers or clients, but usually require good accessibility to major rail or street transportation routes. *Planned Industrial Developments identify industrial uses where development concerns may exist, i.e., physical constraints, access concerns, minimizing site impacts, and/or compatibility issues with abutting land uses.*

Rural Reserve (RR)

This district is intended to provide for land situated on the fringe of the urban area that is used primarily for agricultural purposes. It is designed to protect agricultural uses until urbanization is warranted and the appropriate change in district classification is made. Average residential density should be no more than one dwelling unit per forty acres.

Public

This provides for facilities which serve the general public that are operated by the United States of America, the state of South Dakota or any political subdivision which qualifies for exemption from property taxes, or nonprofit organizations. Facilities identified as public use are generally not involved in commerce and frequently are sited with public safety and government efficiency in mind.

Public with Flood Hazard (Public w/FH)

This provides for facilities having a low flood damage potential and not obstructing flood flows which serve the general public that are operated by the United States of America, the state of South Dakota or any political subdivision which qualifies for exemption from property taxes, or nonprofit organizations. Facilities identified as public use are generally not involved in commerce and frequently are sited with public safety and government efficiency in mind.

Flood Hazard

This district is established for those having a low flood damage potential, and not obstructing flood flows.

Landscape Buffer (LBZ)

Landscape buffer identifies a 500 foot buffer for additional landscaping along entrances to Rapid City to create a visually appealing entrance into the community.

Mining and Earth Resources Extraction District (ME)

Mining and Extraction of earth resources is not compatible with uses permitted in residential, commercial or industrial zones. The purpose of the mining and earth resources extraction district is to protect residential, commercial and industrial uses from the hazardous effects of mining, to protect legitimate and necessary mining and extraction activities from encroachment by residential, commercial and industrial uses, which may create a hazard to the existence of mining and extraction activities, and to insure that lands subjected to mining and extraction activities are returned to a usable state after operations have been completed.

<http://www.rcgov.org/planning/transportation/futurelandusedocs/LandUseCategoryDescription.pdf>

B. Eureka Township
Land Use Page 3-8

Housing

The housing stock in Eureka Township is single-family housing, ranging from century old farm houses to newly constructed homes. As a rural community, Eureka Township is not included in the Metropolitan Council's requirements for developing communities to provide for a share of the region's affordable housing. Eureka Township is in favor of Dakota County housing programs that are available to assist residents with their housing needs. The Township enforces applicable requirements within its Ordinances to ensure housing quality.

Commercial-Industrial Land Use

Existing Provisions and Studies

Some Agricultural/Horticultural service establishments are now allowed in Eureka Township with a Conditional Use Permit. Eureka Township does not have a Commercial-Industrial zoning district. In 2003, Eureka Township convened a task force to consider the potential for local commercial-industrial activities. The task force concluded that no commercial-industrial zoning district should be created in the near-term, nor should the type of business activities allowed by Conditional Use Permit be expanded. The Task Force's guidance for growing local businesses was focused on the Township's rural character: *If new commercial opportunities are desired, we recommend the township attract and support diversified commercial-agricultural and commercial-horticultural businesses that are consistent with our current zoning ordinance. There are many types of agricultural and horticultural development that can allow commercial opportunities for farmers or other entrepreneurs and still preserve the rural-agricultural character of Eureka.* The 2007 Strategic Vision supported the recommendations of the task force. For the longer term, the Vision suggests consideration of commercial-industrial areas *when sewer is available.*

Guidance for Future Commercial-Industrial Land Uses

The 2030 Planned Land Use Map does not identify a geographic area planned for future commercial-industrial use. This decision is based on the following factors.

Recent planning work, described above, indicates that the community is amenable to an incremental approach to clarifying and expanding the types of commercial-industrial opportunities, *so long as uses are consistent with Eureka's rural character.*

Eureka is not slated for urban services - *sewer and water utilities* – during the planning horizon of 2030. It is possible that urban services will be available to the Township at some point after the year 2030. Many commercial-industrial uses require urban services, such as retail stores or businesses with a sizable number of employees.

Eureka Township seeks to keep its geographic boundary intact, and the potential to lose land to adjoining communities is a concern for the Township. If the Township seeks to identify a commercial-industrial area for the future, it should take into account relationships to commercial/industrial development in neighboring communities as well as Eureka Township landholder interests.

The Dakota County Community Development Agency recently concluded a study of the market demand for commercial property in Dakota County. The study examined market demand at the local as well as County level, and may offer insights of the market potential. With this study, the Township may determine location and quantity of land for possible future commercial-industrial uses. Other implications of implementing commercial/industrial uses may exist.

The Eureka Township Commercial-Industrial Task Force report recommends that a fiscal impact study should be completed to consider potential tax revenue, public infrastructure costs, and government services costs.

The public opinion survey taken as part of the Strategic Vision process showed that there was not a consensus in opinion among respondents whether the Township should plan areas for small stores or industry. The Comprehensive Plan recommends methods other than the Planned Land Use Map to address near-term and long-term potential for commercial-industrial land uses. The Township should consider in its study having the flexibility to accommodate near-term potential for commercial/industrial land use near the airport when there is a possibility of annexation. In the event that local interest grows in allowing for more intensive commercial/industrial land uses not allowed by CUP, the Township should conduct a land use and zoning study to focus on types of uses, location, and land use staging.

The Strategic Vision identified potential locations for future study and can serve as a starting point. ***The study area should include land near the airport, land adjacent to existing or planned commercial-industrial areas in neighboring communities, and the Eureka Center area.***

The study should consider how agricultural businesses and horticultural businesses are provided for in Township policies and ordinances. Ordinances now allow for some agricultural service businesses through Conditional Use Permit. The Comprehensive Plan, in its discussion of protecting and promoting agriculture, includes a policy for farm-related land uses that are directly supportive of commercial agriculture. The study should consider the potential for additional agricultural zones specifically for agricultural business or industry. One or more additional agricultural zones could be used in addition to or as an alternative to Conditional Use Permits.

Factors the study should consider include: types of uses that support Township goals; market demand; fiscal impact on the Township; aggregate resource availability and mining feasibility; the potential for mixed-use development; landowner interest; timing of urban services; and land use relationships in adjoining municipalities. The Comprehensive Plan summarizes and carries forward the policy recommendations from the Commercial Task Force Report, listed below.

Commercial-Industrial Land Use Policies

a. The type and location of new commercial-industrial development should not substantially change the rural-agricultural character of the Township or jeopardize existing agricultural enterprises in the Township.

b. New commercial-industrial development should occur in a manner that allows the Township to retain control over zoning and permitting, to include control over the type, size, and location of such businesses.

c. New commercial-industrial development should minimize the conflict between commercial-industrial uses and other land uses.

d. New commercial-industrial development should serve the needs of Eureka Township residents.

e. New commercial-industrial development should be aesthetically pleasing. Strict performance standards must be created and enforced for building exteriors, parking,

landscaping, ingress/egress routes, signage, screening/buffering, and other considerations.

f. New commercial-industrial development must pay for the costs of its development, including public infrastructure necessary for the development.

g. New commercial-industrial development must provide financial benefit to the Township through gained tax revenue.

h. New commercial-industrial development should not have an adverse impact on the quality of life of Eureka residents. In determining quality of life impacts, such factors as traffic congestion, noise, light pollution, objectionable odors, health risks, and safety risks should be considered.

i. New commercial-industrial development should not have an adverse impact on environmental quality. In determining environmental quality impacts, such things as air pollution, water quality, and wildlife habitat should be considered.

<http://eurekatownship-mn.us/CompPlan/Pages%20from%20Comp%20Plan%20on%20Commercial-%20Industrial%203-3%20to%203-10.pdf>

C. INDUSTRIAL LAND USE STUDY - City of Langley.

1. Introduction

a) Purpose

The purpose of this study is to provide directions for the future development and use of industrial lands in the City of Langley.

b) Outline & Methodology

The study consists of six major components:

- Overview & History
- **Inventory**
- Existing Policies & Regulations
- Industrial Land Use Planning in the GVRD
- Trends & Issues
- Options
- Recommendations

The inventory work was completed through the compilation of property tax assessment information from the B.C. Assessment Authority, business license information and building permit records. Much of the information was analyzed, prepared and presented using the City's geographic information system resources. The examination of existing policies and regulations focused on a review of Official Community Plan policies and guidelines as well as Zoning Bylaw and Land Use Contract regulations pertaining to the City's industrial areas. Selected GVRD municipalities noted for their experience with industrial development were also studied, their official community plan policies and zoning bylaw provisions relating to industrial development reviewed. **Input for the discussion of trends and issues came from a review of industrial development studies in the GVRD as well as interviews with and written submissions from real estate industry sources.**

2. Overview and History

The City of Langley today contains approximately 97 hectares of land zoned for industrial uses. On these properties there are some 2.5 million square feet of building floorspace supporting more than 2,000 jobs. Together these properties paid \$1.4 million in municipal taxes in 2001 and thus comprised nearly 11% of the City's total tax base. Industrial development has been a part of the City's history since the early days of its settlement by Europeans in the late 1800's. Several sawmills as well as shake and shingle mills appeared in concert with the clearing of land in the Langley area and contributed to the construction of the first buildings. The most significant early mill in Langley Prairie was the Mills Brothers Shingle Mill which opened in 1921 near the current intersection of 201A Street and 56 Avenue. The mill expanded in the 1930's to include a sawmill and its products were exported to markets far beyond the Langley area. As the service hub for a large agricultural area, the City also featured two substantial feed and milling facilities located opposite one another at the intersection of Fraser Highway and Glover Road. Brackman-Ker Milling Company and Buckerfield's were prominent industrial operations that capitalized on their central location next to the B.C. Electric Railway line which truncated Langley Prairie at that time.

When the B.C. Hydro and Power Authority relocated the railway to its present alignment in 1965, it provided the catalyst for large scale industrial development in the City. **In addition to the rail right-of-way, the crown corporation acquired more than 150 hectares of adjacent land which were systematically laid out and developed as an industrial estate in collaboration with the City of Langley. The development of "Langley Industrial Centre" was so successful that by the early 1970's it boasted 37 business tenants.** Many of these original tenants flourished and provided the City with some of its best known industries for the next 30 years, including: Finning Tractor and Equipment Company, Potter Distilleries Limited, Langley Ready Mix (Langley Concrete and Tile),

Ecco Heating Limited, Mother Hubbard Bakery Limited (Canada Bread), Gulf Plastics Limited (CKF Inc.) and Pacific Plastics Limited (Ipex Inc.). **Map from Early 1970's Promotional Publication**

3. Inventory

a) Definitions

In order to measure the level of industrial development, it is first necessary to identify industrial lands in the City of Langley. For the purpose of this study, three different methods were used:

- Land designated "Industrial" in the Official Community Plan" ("OCP Definition")
- Land designated "Industrial" in the Official Community Plan" plus land zoned for industrial uses in the Zoning Bylaw ("OCP + Zoning Definition")
- Land designated "Industrial" in the Official Community Plan" plus land zoned for industrial uses in the Zoning Bylaw plus land utilized for industrial purposes as determined by the B.C. Assessment Authority ("All Inclusive Definition")

These methods will be considered in reverse order so as to progress from general to specific inventories of industrial development in the City

i. All Inclusive Definition

Ipex Inc. – 20460 Duncan Way Industrial Properties - All Inclusive Definition

The map above shows the extent of the industrial land inventory according to the All Inclusive Definition. This definition accounts for established industrial land uses (according to the BC Assessment Authority) no longer zoned or designated for industrial use in the Official Community Plan. A large number of industrial properties were rezoned for commercial uses in 1996, particularly on the north side of the Langley Bypass. The statistical table below describes the extent of industrial development in the City according to this definition.

Statistics - All Inclusive Definition

Total Land Area	98.74 Ha (243.88 acres)
Developed Industrial Land	86.12 Ha (212.72 acres)
Building Floorspace	238,438 m ² (2,566,784 ft ²)
Floor Space Ratio	0.2769
Total Assessment (2001)	\$127,122,530.00
Land Assessment	\$68,572,650.00
Improvement Assessment	\$58,549,880.00
City Taxes (2001)	\$1,441,252.68
Businesses	207
Employment	2,190

ii. OCP + Zoning Definition

Industrial Properties – OCP + Zoning Definition

Land that is either designated Industrial in the OCP and/or zoned for industrial use in the Zoning Bylaw is shown in the map above. This definition of the industrial land base includes more than 13 hectares of land designated for other uses in the OCP. The properties that are part of the OCP + Zoning Definition have the following characteristics.

Statistics- OCP + Zoning Definition

Total Land Area	96.92 Ha (239.40 acres)
Developed Industrial Land	84.35 Ha (208.35 acres)
Building Floorspace	230,782 m2 (2,484,367 ft2)
Floor Space Ratio	0.2736
Total Assessment (2001)	\$123,514,230.00
Land Assessment	\$65,973,150.00
Improvement Assessment	\$57,541,080.00
City Taxes (2001)	\$1,400,170.00
Businesses	201
Employment	2,176

iii. OCP Definition

Industrial Properties – OCP Definition

Industrial properties located outside of the OCP designated Industrial area have the potential to be rezoned and developed for other uses. Notwithstanding the noteworthy statistical portraits provided by the previous definitions, therefore, this study focuses on land use and development within the area designated "Industrial" in the Official Community Plan. The following statistics pertain to the OCP Definition of industrial land.

Statistics - OCP Definition

Total Land Area	82.65 Ha (204.25 acres)
Developed Industrial Land	72.68 Ha (179.51 acres)
Building Floorspace	200,140 m2 (2,154,509 ft2)
Floor Space Ratio	0.2755
Total Assessment (2001)	\$109,442,600.00
Land Assessment	\$57,052,000.00
Improvement Assessment	\$52,390,600.00
City Taxes (2001)	\$1,218,886.00
Businesses	183
Employment	2,064

b) Industrial Planning Areas

For a more detailed analysis of industrial development in the City it is necessary to identify separate Industrial Planning Areas based on the OCP Definition discussed above. The map below identifies four Industrial Planning Areas: Production Way, Logan Central, Duncan Way and 56 Avenue. Each area is distinct geographically or functionally from other industrial areas. Industrial Planning Areas

Production Way Industrial Area

i. Production Way

Production Way is the City's largest industrial area. Its buildings contain more floorspace than the combined total of all other industrial areas. Located north of 56 Avenue and west of 200 Street, the Production Way area is actually part of a larger industrial district extending into the City of Surrey. The Production Way area contains 3.23 hectares of land presently zoned for residential and

institutional uses. Recent development in the area includes three live-work projects located on or near 56 Avenue.

Statistics – Production Way

Total Land Area	42.76 Ha (105.62 acres)
Developed Industrial Land	37.56 Ha (92.77 acres)
Building Floorspace	115,262 m2 (1,240,801 ft2)
Floor Space Ratio	0.3069
Total Assessment	(2001) \$63,300,300.00
Land Assessment	\$28,295,500.00
Improvement Assessment	\$35,004,000.00
City Taxes (2001)	\$703,341.16
Businesses	80
Employment	1,329
Major Industries	Plastics Manufacturing Metal Fabrication Clothing Manufacturing

Logan Central Industrial Area

ii. Logan Central

Logan Central industrial area is located near the downtown core between Logan Avenue and Fraser Highway. Logan Central serves as a transitional area between commercial uses on Fraser Highway and the larger industrial operations on Logan Avenue and Duncan Way. Other than a large concrete pre-cast plant, the area is characterized by small multi-tenant buildings. Business tenants include artisans' workshops and several automotive service shops. The existing buildings were constructed from the 1950's onwards with the average age being 23 years.

Statistics – Logan Central

Total Land Area	7.50 Ha (18.54 acres)
Developed Industrial Land	7.50 Ha (18.54 acres)
Building Floorspace	19,613 m2 (211,136 ft2)
Floor Space Ratio	0.2613
Total Assessment (2001)	\$13,190,800.00
Land Assessment	\$8,269,600.00
Improvement Assessment	\$4,561,200.00
City Taxes (2001)	\$145,778.59
Businesses	36
Employment	213
Major Industries	Concrete Products Automotive Services

Duncan Way Industrial Area

iii. Duncan Way

Duncan Way is the second largest industrial district in the City in terms of land area and building floorspace. Situated between Logan Avenue and the Southern BC Railway, the area contains a broad range of industrial operations from large manufacturers to small start-up shops. Buildings are similarly varied, ranging from an owner-occupied 75,000 square foot manufacturing plant to several multi-tenant buildings featuring small strata units. Logan Creek riparian area, a sensitive fisheries habitat on the north side of Duncan Way, is owned by the City and will remain undeveloped.

Statistics – Duncan Way

Total Land Area	32.03 Ha (79.12 acres)
Developed Industrial Land	26.16 Ha (64.62 acres)
Building Floorspace	61,477 m ² (661,797 ft ²)
Floor Space Ratio	0.2350
Total Assessment (2001)	\$31,532,500.00
Land Assessment	\$19,083,900.00
Improvement Assessment	\$12,448,600.00
City Taxes (2001)	\$353,383.71
Businesses	56
Employment	520
Major Industries	Plastics Manufacturing Transportation Equipment Metal Fabrication

56 Avenue Industrial Area

iv. 56 Avenue

56 Avenue is the smallest industrial district in the City. Located at the eastern entrance to the City on 56 Avenue, this area includes a mini-storage warehouse and a building contractor business. The area borders on the Township of Langley and is framed on three sides by the Nicomekl River floodplain.

Statistics – 56 Avenue

Total Land Area	1.41 Ha (3.48 acres)
Developed Industrial Land	1.41 Ha (3.48 acres)
Building Floorspace	3,788 m ² (40,775 ft ²)
Floor Space Ratio	0.2686
Total Assessment (2001)	\$1,419,000.00
Land Assessment	\$1,043,000.00
Improvement Assessment	\$376,000.00
City Taxes (2001)	\$16,382.29
Businesses	2?
Employment	2?
Major	Industries Storage & Warehousing Construction Trades

4. Existing Policies and Regulations

a) Official Community Plan

The basis for land use policy in the City of Langley is the Official Community Plan (OCP). The OCP addresses industrial development in three areas:

- Land Use Designation Map
- Land Use and Development Policies
- Development Permit Area Guidelines

i. Land Use

Designation Map

The Land Use Designation Map is the “heart” of the OCP and serves as a blueprint for the City’s development. The Map shows the areas designated for industrial development as discussed previously under the “OCP Definition” of industrial lands. **The current OCP, adopted in 1999, redesignated 21 hectares of industrial land along Langley Bypass for Service Commercial development.**

ii. Land Use and Development Policies

The OCP includes the following Industrial policy statements:

- (a) Land uses such as manufacturing, fabricating and assembly shall be encouraged;*
- (b) Land uses shall consider the effect of noise, vibration and other potential nuisances on adjacent land uses; and*
- (c) Complementary land uses, such as related office space and coffee shops, shall be permitted through zoning;*
- (d) Live/work units in light industrial areas may be permitted through zoning where compatible with onsite and adjacent land uses.*

iii. Development Permit Area Guidelines

Lands designated "Industrial" in the OCP are part of the Industrial Development Permit Area. The following guidelines pertain to the industrial areas.

Building Form and Character

- Industrial developments shall consider the compatibility of building design with the surrounding land uses, buildings and physical environment. Roof lines, height, building mass, form, architectural character and outdoor spaces should complement adjacent commercial and other buildings.

Landscaping

- The design of parking areas should be attractive and screened from streets with substantial landscaping; • Trees shall comply with the City of Langley Street Tree Master Plan.

Signage

- Signage should be architecturally integrated into the overall design of the buildings and landscaping.

Roofing & Exterior Finishes: Materials / Application

- Exterior finish materials shall be chosen so as to provide protection from the elements as well as complement adjacent developments;
- RCABC certification is required for all roofs.
 - All asphalt shingle roofing material shall have a minimum 40 year product warranty.
 - Alternative materials shall be assessed on a case by case basis;
- Relate roof treatment to façade elements and design;
- Roof profiles should respond to neighboring roof forms;
- All stucco applications shall be inspected and certified by a qualified independent consultant;
- Ensure adequate waterproofing of building envelope components such as windows, vents and scaffold support anchors; and
- 60 minute sheathing (building) paper shall be applied to all buildings.

Geotechnical Report

- A geotechnical report may be required to ensure suitability of the property for development.

Crime Prevention Through Environmental Design (CPTED)

- An external review of building design, lighting signage and other elements in relation to Crime Prevention Through Environmental Design Guidelines (attached as Appendix II) may be required for large scale projects.

Environmental Assessment

- An environmental assessment (site profile pursuant to the Waste Management Act) may be required to address possible site contamination.

b) Zoning Bylaw

The Zoning Bylaw regulates land use in the City of Langley. There are three standard industrial zones in the Zoning Bylaw:

- I1 Light Industrial
- I2 Heavy Industrial
- I3 Special Industrial

In addition, three industrial properties have comprehensive development or "CD" zoning. CD zones are site-specific and are intended to accommodate innovative or unique development projects or land uses. The three industrial CD zones are:

- CD5 Comprehensive Development
- CD7 Comprehensive Development
- CD8 Comprehensive Development

In general, I1 permits uses contained within buildings producing no environmental nuisance effects. I2 allows heavier industrial uses "which may be offensive" due to odors, noise, etc. I3 Special Industrial is a live-work zone.

More than 88% of the City's industrial land is zoned I1 Light Industrial.

Only 7% is zoned I2 Heavy Industrial.

The remaining land is zoned CD Comprehensive Development or retains non-industrial zoning.

OCP Industrial Properties Affected by Land Use Contracts

c) Land Use Contracts

In addition to their current zoning designations, a number of industrial properties are affected by Land Use Contracts. Land Use Contracts are agreements between the City and individual property owners regulating the use and development of the subject properties. Although the legislation enabling Land Use Contracts was repealed by the Province in 1978, many contracts remain in place today, registered against the title of the affected properties. Where this is the case, the regulatory provisions of the Land Use Contracts override the current zoning of the properties. In general, Land Use Contracts make reference to the industrial zones that were in effect at the time of their creation. Thus many properties continue, in effect, to be regulated by 1970's zoning provisions. Land Use Contracts can be discharged with the consent of the City and property owner.

5. Industrial Land Use Planning in the GVRD

In order to identify development trends and advances in land use policy and regulation in other jurisdictions, this study surveyed recent industrial planning work by selected GVRD municipalities. The following is a brief overview of the survey results. In order to save space, policy statements are paraphrased from the original text.

a) Burnaby

According to a recent market update by Colliers International, the City of Burnaby has more than 22 million square feet of industrial floorspace, the second highest total of any GVRD municipality. The size of Burnaby's industrial inventory and its popularity with high technology firms makes the City a leader in land use policy and development regulation. The City's 1998 Official Community Plan identified four major industrial policy directions:

- **Allow conversion of approximately 10% of industrial land for residential purposes**
- **Encourage industries supporting high employment and tax base benefits through intensification of uses and development**

- Add land available for “Business Centres” that incorporate research, light manufacturing and business office uses
- Amend the Zoning Bylaw to encourage land use intensification, employment and to meet contemporary needs

Business Centres are a new land use category in Burnaby’s OCP intended to accommodate office-intensive industries such as software firms, pharmaceutical companies, research labs, etc. Some of the GVRD’s highest profile business parks are designated as Business Centres including, Willingdon Business Park, Lake City Industrial Park, Discovery Place and Glenlyon Business Park. Business Centres represent the evolution of industrial parks into office-dominated employment centres of the new economy. Burnaby’s industrial policies are implemented through a Zoning Bylaw that includes eight industrial zones and two Business Centre zones:

M1 Manufacturing District
 M2 General Industrial District
 M3 Heavy Industrial District
 M4 Special Industrial District
 M5 Light Industrial District
 M6 Truck Terminal District
 M7 Marine District
 M8 Advanced Technology Research District
 B1 Suburban Office
 B2 Urban Office

b) Coquitlam

Coquitlam has an industrial inventory of more than 6 million square feet of floorspace. The 1993 *City of Coquitlam Industrial and Commercial Land Use Study* examined provincial and regional trends and focused on the need to manage big-box retail development. The study also emphasized the market and policy frameworks for southwest sector (Lougheed/United Boulevard corridor) versus Town Centre development. Since the early 1990’s, Coquitlam has attracted major big-box retail tenants to its industrial lands along United Boulevard. The City has not, however, attracted a significant level of high technology or office development to its industrial areas the way that Burnaby and Richmond have. **Coquitlam’s 2002 Official Community Plan recognized the “blurring” of land use distinctions between light industrial and suburban office and the need for “appropriate land use and zoning refinements”.** The Plan includes the following major policies:

- Provide the land base for industrial, business park and office activities
- Ensure lands are served through an effective transportation network
- Identify and manage present and future utility servicing needs
- Investigate and respond to opportunities for reuse and intensification of underutilized sites
- Acknowledge overlap between technology and knowledge-based business, business parks and offices
- Refine industrial and business park land use designations and zoning
- Continue to accommodate heavy and service industrial uses while minimizing their impact on newer industrial forms and business parks

The Zoning Bylaw currently has eight industrial zones:

- M-1 General Industrial**
- M-2 Service Industrial**
- M-3 Special Industrial**
- M-4 Asphalt and Concrete Plant Industrial**
- M-5 Recycling and Salvage Industrial**
- M-6 Retail Industrial**
- M-7 Restaurant Industrial**
- M-8 Retail and Light Industrial**

c) Langley Township

The Township of Langley is the sixth largest industrial centre in the GVRD with more than 10 million square feet of floorspace. This total has more than doubled in the last ten years, making the Township one of the fastest growing industrial markets in the GVRD. Lower land costs, reduced traffic congestion and relatively direct access to the Trans Canada Highway have been factors in this rapid growth. Northwest Langley (adjacent to Surrey's Port Kells area) and Gloucester Estates (in the northeast part of the municipality) have captured the overwhelming majority of the new development as shown in the following table.

Township of Langley - Industrial Floorspace by Area (2001 Year End)

North-West Langley	5,710,000 ft ²
Gloucester Estates	2,486,000 ft ²
Willowbrook	920,000 ft ²
Aldergrove	678,000 ft ²
Other	906,000 ft ²
Total	10,700,000 ft ²

Many of the Township's business tenants have relocated from Vancouver, Burnaby and Richmond where land-intensive manufacturing and logistics operations are increasingly less attractive economically. The Township's 1979 Official Community Plan established four Industrial Growth Areas. These include the aforementioned Northwest Langley and Gloucester Estates areas as well as the Willowbrook and Aldergrove Industrial Areas. The OCP includes the following major policies:

- Actively seek and encourage industry having a high employment ratio to locate in the Municipality
- ***No industrial development should be permitted without connection to Municipal water and sewerage services***
- Except for agricultural processing all industrial development will occur in the designated Industrial Growth Areas
- Extractive industries will be regulated to ensure that their undesirable effects do not endanger the amenities of nearby uses
- Development Permit applications will ensure that industrial development is in accordance with Municipal standards and guidelines

The Township's Zoning Bylaw No. 2500 currently includes ten industrial zones:

M-1 Service Industrial Zone
M-2 General Industrial Zone
M-3 Heavy Industrial Zone
M-4 Heavy Industrial Zone
M-5 Limited Industrial Zone
M-6 Limited Industrial Zone
M-7 Salvage Industrial Zone
M-8 Industrial Transition Zone
M-10 Limited Industrial Zone
M-11 Business/Office Park Zone

d) Port Moody

The City of Port Moody is a much smaller industrial centre possessing an inventory of approximately 900,000 square feet of floorspace. This figure does not accurately describe the City's industrial base, however, as its petrochemical industries and shipping terminals do not feature significant amounts of

building floorspace. The capital-intensive nature of Port Moody's industries nevertheless supports high improvement values and, as recently as 1996, generated more than 45% of the City's tax revenues. The City's 1997 *South Shore Industrial and Commercial Zoning Study* made a number of recommendations concerning industrial zoning. Significantly, the study concluded that the M1 Light Industrial Zone should permit all office uses and clearly allow wholesale uses. Port Moody's 2002 Official Community Plan contains the following industrial business policies:

- Future employment needs will be met by a number of strategies such as Maintaining and supporting existing industries

Building upon the existing employment base

Encouraging the redevelopment of some underutilized general industrial lands for hybrid industrial/business and high technology businesses

• Encourage clean, light industrial uses, with special emphasis on high technology and information based industry

- All new industrial development shall be evaluated and developed consistent with Development Permit Area guidelines
 - Continue discussions on the creation of a continuous pathway system along Burrard Inlet
 - Consider redeveloping the former landfill site for industrial business or compatible commercial uses
 - Prepare local area or development plans for selected industrial lands should they become available for redevelopment
 - Support the continued existence of port-related activities but seek mitigation of their impacts on the environment and community; lands adjoining marine facilities shall take into account the existence of these facilities in their site planning
- There are three industrial zones in Port Moody's Zoning Bylaw:

M1 Light Industrial

M2 Light Industrial/Commercial

M3 General Industrial

e) Richmond

At more than 24 million square feet, Richmond has the largest industrial floorspace inventory in the GVRD. Historically, the City of Richmond has benefited from its proximity to the City of Vancouver, and Vancouver International Airport. In addition, its industrial areas enjoy convenient access to Highway 99 and Highway 91, expressways linking Richmond to the region as well as to Interstate 5 in Washington State. In recent years, the City has also attained a critical mass of high technology industry that further increases its attractiveness to businesses. In 1999 Richmond completed an Industrial Strategy which articulated six central objectives for the City:

- Ensure provision of well located and serviced land
- Maintain port and water dependent industry
- Ensure adequate utilities
- Improve transportation infrastructure
- Provide high quality customer service
- Promote partnerships with industry

Richmond's 1999 Official Community Plan includes the following policies related to industry:

- Protect and augment the supply of industrial land by ensuring there is an adequate amount of zoned and serviced sites to meet present and future needs
- Consider Temporary Industrial Use Permits in areas designated "Business and Industry", Limited Mixed Use" and "Airport"
- Provide or enhance services to zoned and designated industrial lands in a timely manner and in accordance with budgetary capabilities
- Expand the number of sites in which independent offices are permitted
- Pursue innovative development practices to facilitate mixed uses, higher densities and improved amenities
- Ensure that industrial land uses will preserve and enhance air, water, soil quality and the natural environment for fish and wildlife

The City of Richmond's Zoning Bylaw No. 5300 contains five industrial zones:

- I1 Industrial District
- I2 Light Industrial District
- I3 Business Park Industrial District
- I4 Limited Industrial Retail District
- I5 Industrial Storage District

f) Summary

Considerations of space limited this study's review of other municipalities' industrial planning efforts to the abbreviated survey above. Nevertheless, it is possible to identify several themes that would be applicable throughout the GVRD. These include the following:

- ***Recognition of changes to the nature of industry – i.e. transition from goods-based to knowledge-based***
- ***Desire to attract high technology businesses***
- Tendency to permit office uses
- Concern with preserving industrial land base and preventing further erosion to retail or residential uses
- Desire to encourage higher densities
- Goal to maximize municipal tax base and employment
- ***Emphasis on environmental protection***

6. Trends and Issues

a) Supply and Demand

Since the end of 1989, developers have built more than 680,000 square feet of industrial floorspace in the City of Langley. Total industrial construction for this period was valued at approximately \$35 million.

Industrial Building Permits

Year	New Floorspace (square feet)	Value (\$)
1990	78,165	\$ 6,791,600.00
1991	26,086	\$ 2,110,500.00
1992	87,725	\$ 2,754,900.00
1993	99,975	\$ 4,280,700.00
1994	60,944	\$ 4,353,700.00
1995	89,500	\$ 2,958,700.00
1996	77,486	\$ 2,465,000.00
1997	21,024	\$ 1,296,650.00
1998	73,030	\$ 2,289,300.00
1999	30,982	\$ 2,483,000.00
2000	13,553	\$ 1,316,900.00
2001	22,746	\$ 1,435,606.00
Total	681,216	\$ 34,536,556.00

Despite this level of investment, the industrial floorspace inventory for the zoned industrial properties has actually declined by 64,000 square feet over the same period. More than 745,000 square feet were lost through conversions to non-industrial uses (i.e. rezoning to commercial) or demolition.

Industrial Floorspace Inventory – 1989-2001

Existing Year-End 1989	2,548,523
Construction	+681,216
Demolition	-74,464
Conversion	-670,909
Existing Year-End 2001	2,484,367

At the same time, annual floorspace additions due to new construction have been declining. This trend is projected to continue due to the lack of vacant industrial land. In 2002 the City projected that average annual industrial construction will fall from about 30,000 square feet in 2002 to 3,800 square feet in 2021.

Projection

This projection translates into an average annual construction of approximately 15,000 square feet or a total of 300,000 square feet of new floorspace by 2021. Of the 82.65 hectares of land designated for industrial development (OCP Definition), 72.68 hectares are currently developed. Excluding railway land and land in the Logan Creek riparian area, there remain only 5 hectares of undeveloped land. It is anticipated that the new floorspace will be developed partly on this land and partly by intensifying the use of the existing land base. Overall, the density is expected to increase from a floor space ratio (total floorspace/site area) of 0.2755 in 2001 to 0.2936 in 2021.

Industrial Development in OCP Lands 2001 - 2021

Year Developed	Industrial Land (Ha)	Floorspace (sq ft)	Floorspace Ratio
2001	72.68	2,154,509	0.2755
2021	77.65	2,454,509	0.2936

This building density approaches the practical limit for many traditional industrial operations considering such factors as single storey construction, parking, truck access and outdoor storage requirements. Thus sufficient capacity exists to accommodate a declining rate of growth on a dwindling supply of available land. In this "status quo" policy scenario, the City could expect to add 287 jobs and \$170,000 in property tax revenues by 2021 based on 2001 averages for equivalent industrial floorspace. These figures are modest and may well fall short of expectations for the industrial lands. For example, over the same period, the City is expected to increase its population by 8,000 and add approximately 10,000 jobs according to the Official Community Plan. If greater benefits in terms of employment and tax base are desired from the City's industrial lands, changes to land use policy and regulation will be necessary to encourage more intensive development.

Commercial Development on Former Industrial Land

b) Commercial Versus Industrial Development

Since the 1970's, the City of Langley has rezoned approximately 44 hectares of industrial land for commercial uses. In some cases the changes were made to accommodate specific development projects. In other instances it was to formally recognize the gradual evolution from service industrial to outright commercial uses that occurred in many existing developments. It is a significant reflection on municipal priorities and changing market conditions that these adjustments were considered necessary despite the fact that the City's industrial zones already allowed such commercial uses as automotive services, building supply stores and coffee shops. Whatever the original rationale, it is apparent today that commercial uses are well established on these former industrial lands. Indeed, some of the City's most prominent commercial developments (e.g. Langley Power Centre, Langley City Square) are located on such lands, contributing significantly to the City's employment and tax bases. **Such success stories cannot be ignored and beg the question as to whether some or all of the City's remaining industrial land should not also be "commercialized"**. Several factors need to be considered in order to answer this question. ***Fundamentally, it is important to consider the relative merits of commercial versus industrial development.*** In the City of Langley, commercial properties contributed approximately one third of the tax revenue and roughly half of all jobs in 2001.

Commercial and Industrial Development - Statistical Comparison

Land Use Developed Land Area (Ha) Floorspace (sq ft) Land Assessment (\$)(2001)

Improvement Assessment (\$) (2001) Total Assessment (\$) (2001)

Tax Revenue (\$) (2001)

Employment

Commercial	119.64 3, 4,308,868 7,000	946,962	196,399,000	171,834,000	368,223,000
Industrial	72.68 1,218,886 2,064	2,154,509	57,052,000	52,390,000	109,442,000

Commercial and Industrial Development – Average Unit Values

Land Use Floorspace Ratio (gross floor area/land area) Land Assessment per Ha (\$)

Improvement Assessment per Ha (\$) Tax Revenue per Ha (\$) Floorspace per Employee (sq ft)

Commercial	0.3065 1,641,583	1,436,259	36,015.28	563.85
Industrial	0.2755 784,975	720,831	16,770.83	1,043.85

The second table shows that, on average, commercial land in the City is more valuable, generates greater tax revenue, is developed at a higher density and contributes more employment for a given building size than industrial land. This analysis would seem to justify further conversion of industrial land to commercial uses. Before accepting this conclusion, however, it is necessary to consider other factors.

The City has projected average annual commercial construction to be about 86,000 square feet for the period 2001-2021 for a total of 1,720,000 square feet. Assuming that this new development proceeds at the current average density of 0.3065 FSR, then 52 hectares of land would theoretically be required. This exceeds the amount of land currently available (vacant commercial land or designated commercial land currently developed for other uses) for commercial development, estimated to be 32 hectares. This does not, however, mean that there will be a 20 hectare shortage of commercial land since much of the new construction will occur as redevelopment on sites where older commercial buildings have been demolished. Thus the *net* addition of floorspace will be less than 1,720,000 square feet. Furthermore, it is reasonable to expect some increase in development density as land costs rise and Langley is perceived to be less peripheral in the Greater Vancouver

context. It is, therefore, likely that the existing supply of commercial land will be sufficient to meet the City's needs for the next twenty years. Perhaps of greater importance than the adequacy of the commercial land supply is the question of how suitable the OCP industrial lands would be for commercial development. It is worth noting that nearly all of the commercial development that occupies former industrial land is located on Langley Bypass, Fraser Highway or 200 Street, major regional transportation corridors. ***These sites are highly visible and provide direct access to very high traffic volumes, two important criteria for commercial viability.*** By contrast, most of ***the City's remaining industrial land is "internalized" within several blocks of land*** around Production Way and Duncan Way. With some exceptions on Fraser Highway and 56 Avenue, the OCP industrial lands lack commercially valuable road frontage. ***Thus it is unlikely that the remaining industrial land will prove as attractive to commercial developers as the older properties were. Commercial development appears, on average, to offer some advantages in terms of taxation and employment over industrial development. Large scale conversion of existing industrial land, however, is likely to be impractical given the projected demand for and available supply of commercial land, as well as the unsuitability of most of the industrial land for commercial use.***

Electronic Arts Facility in Burnaby's Discovery Place Research Park

c) Technology Industries

High Technology industries are at the forefront of Greater Vancouver's ***transition from a goods-based to a knowledge-based economy.*** These industries are comprised of both manufacturing and service businesses active in the following general areas:

- information technology
- software development
- telecommunications
- pharmaceutical and biotechnology
- aerospace

The basis of their appeal is that these industries bring the following benefits to the community:

- ***High paying jobs***
- ***Highly educated workforce***
- ***High property assessments***
- ***Environmentally clean operations***
- ***Attractive design***
- ***Linkage to the New Economy***

As noted previously, many GVRD municipalities are attempting to attract technology industries through favourable land use policies and regulations as well as other measures. ***The City of Langley, meanwhile, has not actively pursued this emerging sector of the economy and has thus far not attracted any significant development of this type.*** Before considering the prospects for attracting technology industries to the City, it is worth reviewing their "cultural-locational" characteristics. ***Two basic models of technology companies have been observed in the North American context.***

In the first model are smaller, newer firms whose existence revolves around the creativity of an often young workforce. This model seems to favour leased office space in central locations offering an abundance of commercial and cultural opportunities. Examples of this model can be seen in Vancouver's Yaletown or Toronto's Spadina Bus "ECluster".

The second model is associated with larger, more established firms that may combine offices, laboratories and production facilities on a single site. These firms seem to prefer large floorspace

buildings containing reconfigurable "flex-space". ***Their operations are often situated in design-controlled business parks or campus type estates.*** Richmond's Crestwood Corporate Centre and Burnaby's Discovery Place Research Park are two local examples. Many of these firms also prefer to own rather than lease property.

Neither of these models fits easily into the City of Langley's urban fabric. Downtown Langley lacks the cosmopolitan centrality favoured in the first model while the industrial lands lack the ***greenfield sites typically preferred for the technology park developments*** in the second model. Other factors influencing the location of technology industries in the GVRD that are worth considering include:

- ***Availability of a highly educated workforce***
- Proximity to Vancouver International Airport
- ***Convenient freeway access***
- ***Relationship with academic institutions***
- Proximity to customers and partner firms

None of these factors particularly favours the City over other GVRD locations. Despite these apparent shortcomings, it would be wrong to entirely dismiss the prospects of attracting technology firms to the City. ***Although the technology sector boom of the late 1990's has now subsided, the medium to long term prospects for these industries remain positive. As the City's older industrial operations become obsolete, there will be opportunities to redevelop some of these properties for technology industries and other office-intensive uses such as call centres.*** For example, multitenant buildings similar to the newer developments in the Duncan Way Industrial Area could attract small start-up companies. Small scale office park development is also possible through redevelopment of some of the larger and better situated industrial sites. These opportunities cannot be realized, however, without changes to the City's land use policies and zoning. ***The existing policies and zoning regulations are oriented toward traditional industrial development and would not accommodate many of the newer industries.*** In particular, it will be necessary to recognize office uses without the restrictions that currently apply. Technology industries are unlikely to assume a dominant role in the City's industrial areas in the foreseeable future. ***However, as some of the traditional industries relocate or become obsolete, opportunities will arise to redevelop the land more intensively to meet the needs of technology firms. Assuming that the appropriate policies and zoning are in place, this transition has the potential to improve the employment and taxation benefits to the City.***

Land Zoned I2 Heavy Industrial

d) Future of Heavy Industry

Heavy industry is the name generally given to industrial operations with heightened nuisance effects. These effects may include noise, odours, unsightliness, vibration, etc. The City's Zoning Bylaw includes the following definition:

Industrial, Heavy means an industrial use which may be offensive by reason of size, odors, fumes, noise, cinder, vibrations, heat, glare or electrical interference and includes brewery, distillery, fuel storage and distribution, lumber yard and saw mill and auto dismantling and recycling yard.

The City has a total of 6.136 hectares in the I2 Heavy Industrial Zone, about 7% of the land zoned for industrial uses. This area is comprised of six legal parcels on which three businesses currently operate: a concrete pre-cast plant, a propane storage facility and a plastic bag manufacturing plant. Of these three businesses, only the first two require heavy industrial zoning. It should also be noted that, subject to restrictions, the I1 Light Industrial Zone permits "Auto Recycling and Dismantling", a heavy industrial use. Four such businesses currently operate in the City. ***In order to minimize land use conflicts, it is a well established planning practice to separate heavy industrial uses as much as possible from residential, commercial or other incompatible uses.*** Because of the historical erosion of the industrial land base, however, the City's heavy industrial properties are now located in close proximity to properties already in use or planned for Downtown Commercial, Service

Commercial and Medium Density Residential land uses. The following map highlights properties located within a 100 metre radius of land in the I2 Heavy Industrial Zone. *Spatial Relationship between I2 Heavy Industrial and Other Land Uses*

The appropriateness of maintaining high impact industrial uses in close proximity to residential and commercial uses is questionable. Not only is there a high probability of land use conflicts arising but it is also likely that the presence of heavy industrial operations could serve to discourage investment in retail, office, residential and even light industrial development. Furthermore, since the long term transition is toward lighter and more office-intensive industry, there may be limited demand for heavy industrial land. A final consideration is that heavy industrial uses are more likely to damage the natural environment through pollution or soil contamination. Neither of these factors supports continuing heavy industrial land use in the City of Langley.

e) Railway Access

The BC Hydro Railway (today the Southern BC Railway) served a fundamental role in the industrial development of the City as described previously in this study. After developing the Langley Industrial Centre, BC Hydro pursued a symbiotic arrangement whereby tenants entered into shipping agreements with the railway in order to ensure continuing business. As the utility's role as landlord ended and industries came to depend more on the speed and flexibility of trucking, the importance of railway access in the City has declined.

OCP Industrial Properties with Potential Rail Access

Of the 35 properties today with rail frontage in the OCP industrial land, only eleven have railway access spurs. Only six firms located on seven of these properties actually utilize the railway as part of their industrial operations.

OCP Industrial Properties with Existing Rail Access

OCP Industrial Properties Utilizing Railway Access

The following table lists the businesses that incorporate railway transport in their operations. Although the list is short, it includes some of the largest employers in the City. These companies contribute 17.2% of the tax base and 20.7% of the total employment from the OCP industrial properties.

OCP Industrial Firms Utilizing Railway Access

Firm	Total Floorspace (Sq Ft)	Total Assessments \$(2001)	Employees
		Railway Function	
CKF Inc.	186,003	\$7,038,000	250
		Import plastic resin as raw material for manufacturing	
Dryco Building Supplies Ltd	19,785	\$990,000	15
		Import & export gypsum board	
Ipex Inc.	87,180	\$5,391,000	100
		Import plastic resin as raw material for manufacturing;	
KCS Plastics Ltd.	39,776	\$1,544,000	10
		Import plastic resin as raw material for manufacturing	
Triton Transport Ltd.	400	\$1,425,000	9
		Intermodal trans-shipment of goods	
Vision Plastics Inc.	36,563	\$1,586,000	43

Import plastic resin as raw material for manufacturing

Total	369,707	\$17,974,000	427
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In addition, as the second table shows, the industries that rely on rail access generate higher employment densities (i.e. have a lower average floorspace per worker). All but two of the firms are plastics manufacturers who rely on rail transport for their supply of resin as raw material. Rail access is critical to their operations.

Comparison of Average Unit Values

Land Use	Floorspace Ratio (gross floor area/land area) Improvement Assessment per Ha (\$) Floorspace per Employee (sq ft)	Land Assessment per Ha (\$) Tax Revenue per Ha (\$)
Railway Access	0.2730 785,430 865.82	652,739 16,676.04
All Industrial	0.2755 720,831 1,043.85	784,975 16,770.83

Generally speaking, manufacturers that require large quantities of bulk products benefit from having rail access. If the City is to maintain its substantial manufacturing sector, therefore, it will be necessary to preserve a supply of industrial land with railway access.

f) Site-Specific Issues

In addition to the development trends and structural issues, it is also worth considering some of the localized or site-specific questions. The four topics discussed below will each have a bearing on the future development of the industrial lands.

i. Production Way – 56 Avenue Corridor

Properties on the north side of 56 Avenue west of 200 Street are part of the Production Way Industrial Area. Because of their location, however, they have a unique character. While many single family dwellings remain, those properties that have been redeveloped more closely resemble commercial developments than industrial operations. In some ways this is desirable since there is a residential neighbourhood on the south side of 56 Avenue. At the same time, the presence of 56 Avenue – a major east-west arterial road – makes these properties attractive as commercial real estate. As a matter of policy, however, the City has generally resisted outright commercial development in order to prevent the creation of a new commercial strip and also to protect downtown businesses from market erosion. If the same goals remain, it will be necessary to articulate a separate vision for these properties that reflects their transitional position at the edge of the City's largest industrial district while at the same time avoiding the creation of an arterial commercial strip. *Mixed-Use Development at 19897 – 56 Avenue*

ii. North-South Road Improvements

The City is planning two major north-south road network improvements across the Southern BC Railway at 204 Street and 202 Street. The first project would link 203 Street and Duncan Way with 204 Street north of the railway and, ultimately, 208 Street in the Township of Langley. The second project would connect 201A Street with 202 Street north of the railway. The former proposal is currently the City's highest priority infrastructural project and will be completed within five years. The latter proposal is a long term improvement not expected to be completed for at least ten years. These projects will introduce arterial roads that truncate the Duncan Way and Logan Central Industrial Areas. The increased accessibility and exposure these roads will bring could accelerate the

redevelopment of both areas. Depending on their design and, in particular, that of the railway crossings, these roads could also encourage commercial development. The land use implications should be considered in concert with the design of these roads to ensure that the desired policy outcomes for the City are achieved. *North-South Road Improvements*

iii. Glover Road Site

This 6.2 hectare site comprises parts of five separate legal parcels including the former BC Hydro district office and various properties owned by the Ministry of Transportation. The former BC Hydro property was rezoned for a mixed commercial/residential development in 1996 that has not proceeded. The remainder consists of undeveloped land originally acquired for Highway No. 10/Glover Road intersection improvements. The strong physical boundaries defined by the railway, Langley Bypass, Glover Road and Logan Creek provide a logical basis for the comprehensive planning and development of these properties as a single site. At the same time, the site's location adjoining the Duncan Way Industrial Area presents an opportunity to develop it as a business park for office-intensive industries. The site's size combined with its strategic location along regional roads and next to a major academic institution should make it attractive to many firms. In this context, it has the potential to accommodate at least 300,000 square feet of "flex" floorspace and 600 jobs. Such a development would yield approximately \$400,000.00 in property taxes at 2001 rates. The combined benefit to the City from this type of development would exceed that of a conventional retail power centre or neighborhood shopping centre. It would also diversify the City's economy as a hedge against possible downturns in the retail sector. Finally, it might serve as a catalyst for redevelopment of some of the obsolete industrial operations for higher density, office-intensive industries. 6.2 Hectare Site on Glover Road

iv. 56 Avenue Industrial Area Zoning

The City's smallest industrial area currently houses a mini-storage warehouse and a building contractor. Because of its I1 zoning, however, a variety of other uses would be allowed on the site including manufacturing plants and automotive dismantling and recycling yards. Neither of the latter uses would be appropriate for this small and isolated site situated adjacent to environmentally sensitive land and residential developments. A more suitable zoning is required that allows only light, service industrial uses. Such a zone would also be useful in other transitional or "interface" areas. 56 Avenue Industrial Area – Land Use Context

g) Conclusions

The following conclusions may be drawn from the previous discussion of trends and issues:
Trends & Issues Conclusions Supply & Demand

- Industrial construction has declined due to a limited land base
- Approximately 300,000 square feet of new floorspace will be added in the next twenty years
- At 2001 rates, the new development would add 287 jobs and \$170,000 in tax revenue by 2021
- **To achieve greater benefits from industrial lands City must encourage more intensive development Commercial vs. Industrial Development**
- ***On average, commercial land is more valuable, generates higher tax revenue, is developed at higher density and contributes more employment per floor area than industrial land***
- Sufficient land exists to accommodate projected commercial development with some densification and redevelopment of existing sites
- Conversion of industrial land for commercial use is only viable for sites with good arterial road access and exposure

Technology Industries

- ***Technology industries are desirable for their highly paid and educated workforce, high property assessments, environmentally clean operations, attractive building and landscaping design as well as their prospects for future growth***
- ***City has so far not attracted any significant tech sector development***
- ***Locational considerations do not favour the City over other GVRD municipalities competing for tech sector development***
- ***There is potential for modest tech sector presence in the form of multi-tenant infill and redevelopment projects and small scale office park developments on large sites***
- ***City will need to revise its policies and regulations to accommodate office-intensive uses in order to attract tech sector development***

Future of Heavy Industry

- ***Only 7% of the industrial land is zoned I2***
- ***I2 land is located in close proximity to incompatible uses which may result in conflicts or may discourage other development***
- ***It is not appropriate for the City to maintain heavy industrial land uses over the long term***

Railway Access

- ***The importance of rail access to the City's industries has declined***
- ***Manufacturers requiring bulk shipments of raw materials continue to rely on rail access***
- ***Rail access is critical to the City's large plastics manufacturing industry***
- ***City must preserve a supply of industrial land with rail access for manufacturing viability***

Site-Specific Issues

- ***Production Way – 56 Avenue corridor requires special policies and regulations that reflect its transitional function but discourage the creation of a commercial strip***
- ***The effect of planned north-south road improvements on the Duncan Way and Logan Central Industrial Areas must be managed in order to achieve desired policy outcomes***
- ***The vacant 6.2 Ha property at 5935 Glover Road should be considered for an office park development to maximize its benefit to the City***
- ***The 56 Avenue Industrial Area requires special zoning to preclude the development of incompatible uses currently allowed under I1 zoning***

7. Options

In consideration of the conclusions presented above, this study offers four options for the future of industrial land use policy in the City:

- Option 1 - "Status Quo Land"
- Option 2 - "Selected Conversion"
- Option 3 - "Duncan Way/Logan Central Redevelopment"
- Option 4 - "Rail Access Consolidation"

The four options and their relative merits are described in the following maps and tables.

Option 1 Industrial Land Area - Alternative

Name/Major Theme Directions

Option 1 "Status Quo Land"

Land Base

- Maintains current OCP industrial land base

OCP

- Policy amendments to allow broader range of uses
- Production Way/56 Avenue corridor special policies & guidelines
- Design guidelines enhanced for office-intensive developments

Zoning

- Amendments to I1 to permit broader range of uses
- ***Elimination of I2 Heavy Industrial***
- Creation of new I2 Service Industrial Zone

Revised Option 2 Industrial Land Area - Recommended

Name/Major Theme Implementation Actions

Revised Option 2 - Recommended

"Selected Conversion"

Land Base

- **Convert Fraser Highway properties to commercial use**

OCP

- **Redesignate Fraser Highway properties to Service Commercial**
- Amend industrial policies to allow broader range of uses
- Introduce special policies & guidelines for Production Way/56 Avenue corridor
- Enhance design guidelines for office-intensive developments

Zoning

- Amend I1 zone to permit broader range of uses
- ***Eliminate I2 Heavy Industrial***
- Create new I2 Service Industrial Zone

Option 3 Industrial Land Area - Alternative

Name/Major Theme Directions

Option 3 "Duncan Way/Logan Central Redevelopment"

Land Base

- Redevelopment of Duncan Way and Logan Central Industrial Areas for non-industrial uses
- OCP
- Designate land for commercial use along new 202 Street and Duncan Way/204 Street corridors
- Designate remaining land in Duncan Way and Logan Central areas for mixed commercial and residential use
- Maintain Production Way Industrial Area

Zoning

- Rezoning of Logan Central and Duncan Way lands in accordance with OCP amendments
- ***Elimination of I2 Heavy Industrial***
- Creation of new I2 Service Industrial Zone

Option 4 Industrial Land Area - Alternative

Name/Major Theme Directions

Option 4 "Rail Access Consolidation"

Land Base

- Consolidate industrial land around railway lines

OCP

- Designate converted industrial lands for commercial, residential and institutional development ensuring adequate buffers between incompatible uses
- Policy amendments to emphasize manufacturing uses on remaining industrial land

Zoning

- Rezoning of converted lands in accordance with OCP amendments
- ***Elimination of I2 Heavy Industrial***

Land Use Policy Options – Evaluation Matrix

Option Objective Pro Con

Option 1 "Status Quo Land"

To maintain the current industrial land base but with updated policies and regulations

- **preserves industrial land**
- updates OCP policies
- updates zoning regulations
- **removes heavy industrial uses**
- accounts for Production Way – 56 Avenue corridor issues
- ***does not recognize "highest & best use" for high exposure properties on existing or proposed arterial roads***
- ***provides only modest incentives for technology industries***
- ***does not maximize employment and tax base benefits***

Option 2

"Selected Conversion"

To convert selected high exposure properties to commercial use while maintaining and enhancing existing industrial areas

- allows for conversion of high value sites to commercial use
- updates zoning regulations
- **removes heavy industrial uses**
- accounts for Production Way – 56 Avenue corridor issues
- allows for some loss of industrial land with rail access
- **does not exploit commercial development potential along planned north-south arterial roads**

Option 3

"Duncan Way/Logan Central Redevelopment"

To fully recognize the land use implications of the planned north-south arterial roads

- **removes industrial uses** in close proximity to Downtown Langley and Langley Bypass
- **maximizes commercial development** between downtown core and Langley Bypass
- **removes heavy industrial uses**
- updates zoning regulations
- significantly diminishes City's industrial land base
- reduces economic diversity
- expands commercial land supply well in excess of projected requirements
- reduces amount of industrial land with rail access by more than half

Option 4

"Rail Access Consolidation"

To preserve a core of industrial land with railway access

- preserves industrial land with railway access
- **removes heavy industrial uses**
- reduces industrial land base by more than 40%
- **provides no incentive for technology industries**
- **does not recognize "highest & best use" for high exposure properties on existing or proposed arterial roads**
- Production Way land has little value for nonindustrial uses

8. Recommendation

Of the four options, Revised Option 2 ("Selected Conversion") is recommended as it represents the best compromise for achieving the goals implicit in this study, including:

- **Enhance property tax base**
- **Expand employment opportunities**
- **Improve economic diversity**
- **Accommodate changing needs of industry**
- **Maximize development potential**
- Preserve industrial land with rail access
- Complement adjacent land uses
- **Minimize environmental damage**

The principal directions and actions envisioned in Revised Option 2 are described in the map below.
Revised Option 2 - Directions & Actions

Notes

1. Logan Central Industrial Area to be considered for future commercial use pending the results of the Master Transportation Study with regard to the 201A Street extension to Langley Bypass.
2. 56 Avenue Industrial Area to be considered for future residential use as part of the 2004 Official Community Plan review.

<http://www.city.langley.bc.ca/pdf/ilusfinal.pdf>

XII. Developments and Dollars - An Introduction to Fiscal Impact Analysis in Land Use Planning

This guide provides citizens, planners, local officials and others concerned with sprawling development and growth issues with tools they need to examine the likely impacts of development proposals on local taxes and municipal budgets. *It also offers advice on accounting practices sometimes used to make development appear more attractive to local governments than it really is.* Written by an expert in public finance, *Developments and Dollars* is the latest addition to NRDC's Toolkit for Smart Growth.

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Chapter 1

Introduction: Why Care About Fiscal Impact Analysis? □

When considering development or land-use planning proposals, interested parties -- such as citizens, planners, elected officials, and developers -- have a keen interest in how given options may affect their local governments' costs and revenues. If a particular development or plan will bring more in revenues than it will cost in services, it might help ease local financial burdens and allow the locality to improve services or cut taxes. Conversely, if it will require service costs that exceed revenues, it could increase pressure to raise taxes, find additional sources of funds, or curtail community services. Moreover, when there are alternatives for developing a particular parcel of land, it is likely that they will differ from each other with respect to costs and revenues. The process of estimating these likely impacts is called "fiscal impact analysis." In many communities, it can be an important consideration for approval or disapproval of a proposal or plan.

AN EXAMPLE: GROWTH COMES TO RIVER COUNTY

To illustrate, let's imagine a midsize U.S. county, and call it River County. River County is well loved by its residents for its many streams, ponds, and scenic valleys, as well as its quality of life. Even though new developments have been sprouting up here and there, much of the county retains a predominantly rural flavor. However, the state's largest city has grown so rapidly that now its outer suburbs are within driving distance of River County. County residents increasingly realize that the next wave of suburban growth is heading its way. Already, demand for land has increased as developers are looking at building new housing in this attractive area. In addition, the county seat, River City, is looking for ways to attract new businesses and residents in an effort to stimulate its own economic growth

Three development proposals are now before the local authorities. In one, a development company proposes to build 150 "country estates" and recreation facilities in what is now an undeveloped valley, made up of farms and open fields. In another, a developer wants to construct a "village center," consisting of a mixture of townhomes, a common green space, and a section devoted to small businesses on an

abandoned site just outside of River City, once used by a factory that has gone out of business. In the third proposal, a large national retailer hopes to build a new, 80,000-square-foot store, with parking for 500 cars, on what is now forested land near an Interstate highway. These proposals all have the potential to change the character of River County, and citizens and county officials alike are concerned that they be evaluated fairly and accurately. Among their many concerns is the impact that each proposal will have on the county's financial situation. Indeed, this is a particular worry given that costs and taxes have been steadily rising over the years, causing some longtime property owners to question whether they can afford to stay.

GOOD REASON FOR CONCERN

The taxpayers and leaders of River County have good reason to be asking these questions. **While new developments typically do bring in new sources of revenue in the form of property and (for businesses) sales taxes and certain fees, they also bring costs. They may require new or improved roads, drinking water systems, sewers, and schools. New residents and businesses will need to be served by police, firefighters, trash collectors, and other government workers. The list goes on. The community at large will reap fiscal rewards in each case only if the revenues from the development outweigh the costs of building and maintaining the new infrastructure and providing necessary services.** If the citizens of River County examine the experience of other locations, they will find ample evidence that local governments across the country have experienced fiscal strain along with growth. Jurisdictions large and small, from the rapidly growing Sun Belt states to aging industrial regions in the Northeast and Midwest, have all felt the crunch of providing costly public services with limited fiscal resources. In many places the strain has occurred despite a booming national economy. It can be especially evident in fast-growing suburban jurisdictions where, according to Maryland Governor Parris Glendening, "Every new classroom costs \$90,000. Every mile of new sewer line costs roughly \$200,000. And every single-lane mile of new road costs at least \$4 million."^[1] Such costs can lead to higher taxes or deteriorating services. For example, in the 10 fastest-growing towns in southern Maine, property tax rates increased 43 percent between 1990 and 1995. A suburban Chicago high school has become so large and overcrowded that administrators have lengthened the time between classes to allow students to navigate crowded hallways; they have also transformed every vacant space into classrooms and have had to cut the 48-minute lunch period in half, while extending the time that students eat lunch from 10:30 AM until 2:30 PM.^[2] These situations are familiar in many fast-growing localities across the country.

DIFFERENT IMPACTS FROM DIFFERENT DEVELOPMENTS

There is substantial evidence that different types of developments have different revenue-to-cost characteristics. For example, large-lot development, such as the "country estates" proposal in our River County example, typically leaves more space between houses and may require more infrastructure and longer service routes per unit than does more compact development, such as the "village" proposal. As a result, its per-unit infrastructure and service costs may be higher. Likewise, "leapfrog" development that skips over undeveloped land can also require the extension of new infrastructure and longer service routes.^[3] Moreover, some types of housing may be more likely than others to attract families with school-age children, and thus incur higher education-related costs; commercial developments, such as the retail store proposed for River County, typically house no on-site residents at all and may have different needs for roads, police and fire protection. And costs, complex as they may be, represent only one side of the equation. Revenue patterns may differ too, if different types of developments attract residents of different incomes or, in the case of commercial development, different property values or business activities.

An important caution

Evaluating the likely fiscal impact of a new development is important: the dollars lost or gained by a municipality translate into taxes raised or lowered, or services cut back or improved for the average citizen. But it should not be the only deciding factor. **Other, less easily measured values, such as environmental quality, sense of community, and social considerations, also are important.** Questions concerning development should be informed, but not necessarily controlled, by solid financial analysis.

THINKING ABOUT FISCAL IMPACT ANALYSIS

Fiscal impact analysis can be a difficult process. At best, a particular analysis can be only as good as the information used in performing it, and it can be no better than the state of the art in projecting fiscal performance. At worst, a flawed analysis can lead to false or vastly mistaken claims about the likely fiscal performance of a project or plan. Nevertheless, fiscal impact analysis remains the best available technique we have for evaluating the impact of development on local government budgets.

Frequently, a fiscal impact analysis is prepared by or on behalf of a developer. This may be done voluntarily, in support of a project's application for rezoning or other approval, or at the request of the affected local government. Occasionally, fiscal impact analyses may be prepared directly for local governments or other interested parties.

Stakeholders interested in the likely impacts of a proposed development should ask whether such an analysis has been prepared and if so, to review it, along with any underlying fiscal documents. If a fiscal impact analysis has not been prepared by the developer or the government, stakeholders may want to request that one be performed. In some important cases, interested parties may even want to consider commissioning their own fiscal impact analysis of a proposed project or of alternative development scenarios.

In the remainder of this discussion, we walk the reader through some of the main features, analytical methods, and issues associated with fiscal impact analyses. Even though much of the discussion is inevitably somewhat technical, the reader should be warned that it is still too brief to do justice to this complex subject. In many cases, stakeholders and decisionmakers evaluating the likely impacts of a particular proposal will want to consult with expert analysts who are familiar with public finance or economics to help them with these issues. We hope our work will serve as an introduction and a reference guide, and that it will help readers know what to look for, understand the documents prepared by others, and ask good questions when considering the fiscal impacts of development.

Notes

* *This section was authored by Jutka Terris and Kaid Benfield.*

1. Glendening, remarks at the Brookings Institution (1997), as cited in F. Kaid Benfield, Matthew D. Raimi, and Donald D.T. Chen, *Once There Were Greenfields*, New York: Natural Resources Defense Council, 1999, p.91. Note: Costs for roads can be highly variable.

2. Benfield, op. cit., Chapter Three.

3. Ibid.

<http://www.nrdc.org/cities/smartGrowth/dd/chap1.asp>

Chapter 2

What Is Fiscal Impact Analysis?

As noted briefly above, fiscal impact analysis generally refers to efforts to estimate the budgetary effects of various types of land uses on local governmental jurisdictions or other local service providers.^[4] There are many circumstances and situations for which a fiscal impact analysis might be prepared and a number of methodologies that might be employed. Since local government budgets are often influenced by numerous factors -- some directly related to land use and some not -- the seemingly simple question "What will be the effect of this development or land use on our taxes?" can raise complex issues.

In this section, we introduce some basic concepts related to fiscal impact analysis. Among them, we highlight the difference between project-level and cumulative analysis, the importance of the characteristics and location of development, and the lack of regulatory or other consistent standards for preparing fiscal impact analyses.

IN A NUTSHELL

A thorough fiscal impact analysis addresses the impact of development activity on both sides of a governmental budget. Like a coin, local budgets have two sides: revenues and expenditures. The fiscal impact is the difference between the revenues and expenditures generated by the proposed land use or development scenario. This is sometimes more precisely referred to as the *net* fiscal impact. If revenues are greater than expenditures, a project or scenario is described as having a positive fiscal impact. Should expenditures exceed revenues, a negative fiscal impact results. And, if revenues and expenditures are equivalent, the impact is said to be neutral. A positive impact means that the surplus generated by the proposed project or scenario will allow local tax rates to be lowered, the level of locally funded services to increase, or a combination of the two. A negative impact means that the deficits generated by the project or scenario will require local tax rates to be increased, the level of locally funded services to be lowered, or both. A neutral impact means that there should be no project- or scenario-induced changes on tax rates or locally funded services.^[5]

PROJECT-LEVEL VERSUS CUMULATIVE ANALYSIS

There are two instances in which a fiscal impact analysis is typically prepared. The first, and most common, is for an individual development project. Most such project-level analyses are prepared by or on behalf of a developer seeking regulatory approval for a project. **A second instance is the evaluation of the cumulative impact of a jurisdiction-wide planning effort or development scenario.** Unlike project-level analyses, the cumulative approach attempts to deal with all expected development within a jurisdiction over time. This distinction is important, because the fiscal impact of any particular development on a jurisdiction can also be affected by the rate, timing, and level of other development in the jurisdiction. *In short, when it comes to the impact of development on local government budgets, the whole can often be different than the sum of the parts.*

EFFECTS OF COMMUNITY CHARACTERISTICS

The fiscal impact of development depends not only on the characteristics of the development itself but also on the characteristics and service patterns of the community where it will be located. For example, a rapidly suburbanizing jurisdiction on the edge of a major metropolitan area might experience a different impact from a given development than would a rural area where most development consists of small, scattered parcels. And, for small communities, the initial impacts of development may be positive as greater service efficiencies are achieved. But, for larger communities that have already optimized their service efficiencies, additional development may be less fiscally positive or even negative. Fiscal impacts can also be affected by local service patterns. For example, the fiscal impact of new development in

states with overlapping municipal and county governments can be sensitive to whether the development occurs inside or outside of a county's incorporated municipalities.

Fiscal impact analysis in Vermont

Vermont is unusual in that, at least with respect to some developments, the state gives consideration of fiscal or economic impacts a formal status in a statewide process for evaluating land use and development. This process, embodied in a law known as Act 250, provides that land use decisions that have a significant impact beyond the boundaries of the local regulatory authority (such as decisions on large developments and certain developments near municipal or county boundaries) are subject to review by a regional commission, whose decisions are in turn subject to further review by a state-level environmental commission. This review may consider (among other factors) the economic and fiscal impacts of the proposed development on neighboring communities. If the impacts are found to be negative, they can serve as one of the bases for disapproval. In most other states and localities, the fiscal impact of a project may be influential but is not formally determinative in the consideration of proposed developments.

LACK OF STANDARDS

The lack of consistent standards for fiscal impact analyses can often present additional complicating factors. ***Only a few states or localities explicitly require a fiscal impact analysis as part of their formal zoning, permitting, or planning process.*** As a result, there are few formal procedures or requirements for the preparation of such analyses, and few such analyses are subjected to outside review or judicial scrutiny. Indeed, methodologies applied to analyze individual projects or development scenarios can be highly variable even within the same jurisdiction.

Whatever the regulatory environment, project-level fiscal analyses constitute by far the large majority of fiscal impact analyses. ***Since most are prepared by and for developers in support of applications for required project approvals or rezoning, it is not surprising that most also project a positive fiscal impact.***

Notes

4. These may include cities, counties, towns and townships, school districts, special-purpose districts, water and wastewater service districts, and regional authorities. Sometimes state governments may also be affected.

5. Other factors, such as national or regional economic conditions, and national, state, or local policies independent of local development, can also have a significant impact on local fiscal outcomes. Most fiscal impact analyses try to hold these other factors constant in order to focus on the key variable of land use.

<http://www.nrdc.org/cities/smartGrowth/dd/chap2.asp>

Chapter 3

Common Analytical Methods and Their Shortcomings

Typically, a fiscal impact analysis is prepared by an analyst with a background in public finance or economics. The analyst may begin by obtaining a recent budget of the jurisdiction whose regulatory approval is being sought. Additional data for the jurisdiction's population, employment, housing units, and commercial and industrial space may also be gathered. In order to achieve a clear understanding of the proposed project or development scenario, the analyst would also need to gather information regarding the timing of development, market and taxable property values, occupancy and employment

characteristics, and other pertinent economic and demographic factors. After this initial data-gathering phase, the analyst embarks on what interests us the most -- calculating the likely consequences of the proposed development on the jurisdiction's budget. Depending on the chosen methodology, the outcomes can vary greatly. Below, we describe and review the most common methods of calculating revenues and costs, dividing the discussion in two because of some basic differences between jurisdictions' operating and capital budgets. We discuss how several frequently employed techniques can lead to inaccuracies in estimating revenue streams, cost projections, or both. Equipped with this information, an interested stakeholder reviewing a fiscal impact analysis should seek to discover which method or methods have been used in preparing it before evaluating its reliability.

THE OPERATING SIDE OF THE BUDGET

Many fiscal impact analyses begin with the operating side of a jurisdiction's budget. Operating costs typically include personnel, office, administration, and sometimes minor equipment costs relating to municipal services such as police and fire protection and trash pickup. Operating revenues include general revenues such as those derived from real and personal property, income, business and sales taxes, user fees and charges, and state and federal revenue contributions. Although there are a variety of methods to forecast operating costs and revenues, most analyses rely on one or a combination of four basic methods: (1) average per capita, (2) adjusted per capita, (3) disaggregated per capita, and (4) dynamic. Each has its own characteristics and each may yield different outcomes. Some of these methods can also be applied to capital facilities such as roads, parks and recreation facilities, and school buildings; however, additional considerations become relevant with regard to capital facilities, and these are discussed in a separate section.

Average per capita method

This is the simplest and most common method, but it also tends to be among the least reliable. It divides the existing total local budget (or individual budget categories) by the existing population (or housing units) in the jurisdiction to determine an average per-capita or per-household cost for the jurisdiction. The result is then multiplied by the expected new population or housing units associated with the proposed new development. (To account for the non-residential component of a proposal, the expected number of additional jobs must be accounted for, perhaps with an assigned per-job equivalency value that equates jobs to residents or households.) Costs and revenues are then divided by the equivalent population or housing units. This method is referred to as the "average" or "gross" per capita approach. It is often used for expenditures and most types of tax revenues, but not for real property tax revenues, which are usually calculated separately on the basis of the expected taxable value of the new development. Since the value of new housing and commercial space is frequently assumed to be higher than that of existing housing and commercial space, such an exception for property tax revenues can yield an overly optimistic outcome. The implicit (but incorrect) assumption behind such a distinction is that the only part of the local budget likely to be changed on a per capita basis by new development is the category of real property tax revenues. Apart from this exception, the average per capita method uses the jurisdiction's current cost and revenue patterns to forecast the impact of its new population. The major shortcoming of this approach is that it fails to recognize that both cost and revenue patterns associated with new development can differ significantly from those of the existing population and development. A second shortcoming is that the average per capita method sometimes fails to "unbundle" or separate the local jurisdiction's budget into its residential and non-residential sectors. As a result, a strictly residential development would be "credited" with a share of revenues and expenditures attributable to the non-residential sector. **The average per capita approach can be particularly unreliable when the new development differs significantly from the existing development pattern, such as when it introduces a new type of housing, commercial property, or neighborhood design to a community or when an exclusively or mostly commercial development is built in a predominantly residential community.**

Adjusted per capita method

In a variation, the results of the average per capita approach may be adjusted up or down on the judgment of the analyst or local officials to reflect expected changes as a result of the new development. Many fiscal impact analyses use a combination of average and adjusted per capita methods. The adjusted per capita method relies heavily on the subjective judgment of the analyst or of local officials whose advice is used to inform the particular adjustment used. To help overcome the limitations of subjectivity, some fiscal impact analyses use local income, density, or market value data to inform the adjustments. The adjustments can be somewhat more reliable when links between these variables and the affected budget categories can be demonstrated.

Disaggregated per capita method

Another step in the direction of sophistication is the so-called "disaggregated" approach. Most local governments receive revenues from, and provide services to, both the residential and non-residential (for example, commercial, industrial, or agricultural) sectors. Typically, the average or adjusted per capita method relies on the jurisdiction's aggregated, or blended, revenue and expenditures data from both sectors. But the per-unit costs and revenues from the two sectors are rarely identical. Recognizing this, **the disaggregated method "unbundles" the local budget by estimating the costs and revenues separately for each of the jurisdiction's major land use sectors.** To determine the disaggregated per-unit amounts for each sector, the amounts relevant to each are then divided by the number of service units in each (for example, number of people or households in the case of the residential sector; jobs, acreage, or thousands of square feet of floor space for the non-residential sector). Some disaggregated approaches apply the resulting figures directly to the proposed new development, while others make adjustments to reflect expected differences between existing and new development for each sector. The disaggregated method relies on various techniques (which we need not discuss here) to segregate the local government's budget into its residential and non-residential sectors. **The resulting allocations can provide a reasonable estimate of these costs and revenues, but it is rarely possible to know the exact amount attributable to each sector for all revenue and expenditure categories.**

Use of multipliers

An increasingly common method among the building industry and some governments for projecting fiscal impacts involves the use of multipliers derived from economic models. Using data from the models, an analyst might take the estimated direct economic activity in dollars associated with a project and "multiply" it by a given amount to account also for indirect, secondary impacts. The total measure of economic activity is then used to estimate revenues for the purpose of determining fiscal impacts. Such multiplier approaches to fiscal impact analysis suffer from several shortcomings. First, the multipliers are usually obtained from economic models of large regions or states. But they are applied at the level of an individual local jurisdiction that is usually only a fraction of a region's or state's economy. The smaller the jurisdiction relative to the economic region for which the multipliers have been derived, the less reliable the multipliers will be for that jurisdiction. Furthermore, while the multipliers are applied to the revenue side of the budget, few such analyses ever apply a multiplier to the cost side of the local budget. The implicit (but often wrong) assumption is that local governments can generate revenue from secondary, induced, or indirect development without incurring increased costs in providing services to that development. Another shortcoming of the multiplier approach is its tendency to "double-count" revenues. A multiplier-based fiscal analysis of a project might credit it with the additional revenue impacts as derived from 1,000 new jobs elsewhere in the jurisdiction. But, when the separate fiscal impact analysis of the development where these jobs are located is (or was) prepared by its developer, the revenues would also be claimed on behalf of that development.

Dynamic method

The most sophisticated of the four basic methods is the dynamic approach, which recognizes that, over time, significant new development can cause a change in a jurisdiction's economic, land-use, and demographic factors, and thus in its service levels, per capita costs, and per capita revenues. Dynamic methods apply statistical techniques to time-series data from the jurisdiction, or from others that have experienced a similar development pattern; alternatively, they may use cross-sectional data from multiple jurisdictions representing a variety of development patterns. On the basis of this analysis, dynamic approaches estimate how much of "this" (such as sales tax revenue per capita) a jurisdiction can expect to get from so much of "that" (such as per capita personal income, per capita market value of housing) generated by new development. Dynamic approaches are ordinarily more data-intensive than others and require substantial time, effort, and expertise in preparing the required statistical analysis. To generate meaningful results, dynamic approaches may also require analysis of individual revenue and expenditure categories, because each one can be affected differently by the economic, demographic, and land-use characteristics of new development. Statistical approaches best capture the dynamic impact of the cumulative impacts of development on local governments. Due to their data intensity, however, they are far less common than per capita approaches.

THE CAPITAL SIDE

Until now, the focus of this discussion has been mainly on operating costs and revenues. But local governments also have a capital component, which can be substantially affected by new development: studies have found that the capital costs associated with new development can potentially amount to tens of thousands of dollars per household.^[6] Fiscal impact analysis can be highly sensitive to the assumptions and methodologies used in estimating capital costs, and the consideration of capital costs and revenues involves complicating factors that are not present on the operating side of the budget.

The challenge of accounting for shared infrastructure

First, the consideration of capital outlays required for a particular development can be complicated by the "lumpy" nature of capital investments. Major capital facilities - such as schools, arterial roads, or sewer-line extensions - are ordinarily not built to accommodate each new person or unit of development separately. Rather, the timing and location of new facilities is determined by the capacity of existing facilities and the long-range capital improvements and land use plans of the local jurisdiction. As a result, the cost of facilities required to serve any particular new development can be difficult to estimate, particularly if these facilities will serve both existing and new development. Sometimes the only way to determine an appropriate growth share of existing or new capital facilities is to obtain "guesstimates" from a knowledgeable local official. In any event, it is important to consider at the beginning whether there is any functional excess capacity in existing facilities. For example, is the current water supply infrastructure adequate to absorb the proposed new development? If adequate capacity is available, then a particular development may not trigger the need for new facilities. Once existing functional capacity within the jurisdiction or service area approaches full use, however, additional capacity will be required to serve new development.^[7] But even existing capacity is not necessarily "free." Someone has paid, or is currently paying, for it. Deciding how to "charge" for existing capacity becomes an equity issue that can be resolved only after considering past and expected growth patterns. If a jurisdiction's excess capacity is a result of past decline in population or employment, it may not be appropriate to charge the "cost" of excess functional capacity to new development. In this case, new development helps to spread the cost of excess capacity and related operating and maintenance costs across a larger user base. Growing jurisdictions, however, often expand capacity specifically to accommodate or even attract expected new development. In this case, it may be appropriate to charge the cost of excess capacity to new development.

Basic methods for estimating capital costs

There are two basic approaches for estimating the impact of new development on a jurisdiction's capital budget. The first is analogous to the average per capita method described in the section on operating costs and revenues: since capital investments are usually paid for with bonds or other debt mechanisms designed to spread the cost over time, some fiscal impacts analyses divide all of the jurisdiction's existing debt service or the total cost of its capital facilities by its current population (or service units). The result is then multiplied by the anticipated new population or number of units in the proposed development to determine the portion of capital costs that may be attributed to the development. A serious shortcoming of this approach is that it tends to under-represent the cost of new capital facilities if the derived per-capita cost is based on the cost of such facilities constructed several years earlier or the cost of bonds related to their construction, since these amounts are rarely representative of current costs. In addition, focusing exclusively on debt service can exclude the cost of facilities with no outstanding debt or those paid for out of current revenues or reserves. **Another approach involves determining required capital facilities based on the service or design capacity of individual facilities.** For example, one fire station may be required for every 10,000 residents or jobs. Dividing the cost of the fire station by its service population results in a per capita capital cost. The cost of a needed new facility may be based on the cost of similar facilities that have been recently constructed elsewhere, or the projected cost in the jurisdiction's capital improvements plan. For jurisdictions that rely on long-term debt to finance capital facilities, the net capital cost per capita can be annualized to determine the recurring debt service associated with the facility.

A special caution regarding school costs

Determining education-related capital costs can be especially tricky. In particular, newcomers to a community may have a higher (or lower) number of school-age children per household than the historical average or that for existing households. For example, Loudoun County, Virginia averages 0.45 pupils per household, including long-time residents, across the county.^[8] But, based on survey and other data, the county estimates that the average *new* single-family, detached dwelling unit generates 0.90 pupils per household, twice the average for all households; it estimates that a new townhouse generates 0.45 pupils per household and a new multi-family apartment or condominium unit generates 0.20 pupils per unit. With Loudoun's future development expected to consist of 39 percent detached, 38 percent townhouses and 23 percent multi-family units, the average future housing unit in the county can be expected to generate 0.57 pupils, or 26 percent more enrollment than the current average household in the county. If a fiscal impact analysis were to apply the county's current average to estimate the number of new pupils from anticipated new residential development, it would underestimate the capital and operating cost for new schools by 26 percent, a significant error considering that the cost of local public schools can often exceed the cost of all other general-purpose local government services. **To complicate matters further, communities experiencing slow growth rates can deviate from this pattern, since the higher number of pupils per new household can sometimes be offset by a decline in enrollment of pupils from existing households. And a community experiencing substantial new retirement or second home development may have a lower number of pupils per new household than the current average.**

Accounting for subsidies

Some jurisdictions provide capital or operating subsidies to new development. For example, a jurisdiction may use public funds collected from the jurisdiction as a whole to construct capital facilities that are required only or primarily to serve new development. In addition, some jurisdictions provide sales tax or property tax abatements to new development that reduce operating revenues. These subsidies should ordinarily be counted as additional costs in the fiscal analysis.

Revenues associated with capital investments

Where capital contributions are obtained from new development (such as impact fees and system development charges), the amount of such contributions also needs to be estimated and offset against the project's share of the jurisdiction's capital facility costs. Capital revenues can be estimated on the basis of local policies or practices in assessing them. It is important to remember, however, that some jurisdictions do not obtain any direct capital contributions at all from new development.

Some fiscal impact analyses also apply credits for the value of capital facilities, such as streets or sewer pipes, built within the new development. However, most on-site improvements are solely for the benefit of the development (and the developer), and they should ordinarily not be included as an offset against public-sector costs. Even off-site facilities required by the development, such as an improvement to a nearby intersection to accommodate additional project-related traffic, may not be appropriate as a "credit" unless the cost of the improvement is also included. Only if the developer invests in a capital improvement whose benefit clearly reaches beyond the development itself would the project ordinarily generate a capital revenue for the benefit of others.

QUICK REVIEW OF KEY ELEMENTS

These complexities aside, the calculation of net fiscal impact for any particular development proposal can be boiled down to a series of simple equations. **A review of a fiscal impact analysis should take care that each of these elements has been properly identified and evaluated:**

Cost Side

$$\text{Operating Costs} + \text{Capital Costs} = \text{Total Costs}$$

Revenue Side

$$\text{Real Property Revenues} + \text{Other Operating Revenues} = \text{Operating Revenue}$$

$$\text{Operating Revenue} + \text{Capital Revenues and Credits} = \text{Total Revenue}$$

Net Fiscal Impact

$$\text{Total Revenue} - \text{Total Costs} = \text{Net Fiscal Impact}$$

The review should also assure that any public subsidies (see "Accounting for Subsidies" above) are properly accounted for:

$$\text{Net Fiscal Impact} - \text{Public Subsidies} = \text{'Net Net' Fiscal Impact}$$

Notes

6. See, e.g., Fodor, E., *The Cost of Growth in Oregon* (1998).

7. This becomes further complicated when facilities serve separate subareas within the same jurisdiction. Capacity may be available within one subarea but not another.

8. Based on 1998 data.

<http://www.nrdc.org/cities/smartGrowth/dd/chap3.asp>

Chapter 4

Common Problems In Fiscal Impact Analysis

It is important to be aware of certain thorny issues that tend to recur in fiscal impact analyses and that may be difficult to resolve. These may distort the findings of the analysis or render it incomplete in providing an assessment of a project's impact on local finances. Some of these issues are inherent in the state of the art of fiscal impact analysis, while others can be overcome with use of better methodologies. **Most are related to the tendency of fiscal impact analysis to take too narrow a focus in one way or another.**

OVERLAPPING CITIES, COUNTIES, AND SERVICE DISTRICTS

Throughout much of the United States, local government services are provided by more than one public entity. For example, a household in a city may receive primary law enforcement services from the city police department, but the county sheriff may provide dispatch, 911, and search-and-rescue functions. The county may provide health and human services to city residents, but the city may operate its own parks and library. Meanwhile, local public schools may be the responsibility of an independent school district, and the water and sewer service may even be provided by a separate regional authority. Roads may be provided by any combination of city, county, state, or special improvement districts, while public transit service may be a regional function.

Most fiscal impact analyses, however, concern themselves only with a single jurisdiction, typically the one having the authority to approve the proposed land use in question. When only one of several overlapping governmental entities is addressed, a fiscal impact analysis may not yield a complete picture of the impact of development on local taxpayers and ratepayers. In fact, the fiscal impact of a project or development scenario on one government entity may differ substantially from its impact on other local governments or service providers.

For example, a development or land use scenario might be fiscally beneficial for a county government but fiscally negative for the overlapping school district. But county taxpayers must pay local school district taxes as well, sometimes in larger amounts than those they pay to the county. In such cases, if the project results in a negative fiscal impact for the school district and a positive, yet smaller, fiscal impact on the county government, the overall fiscal impact of the project on the taxpayers will be negative. In fact, partial analyses occur most frequently when the decision-making body does not have responsibility for local schools, as is the case in the majority of states with independent school districts. Jurisdictional overlap can also confound fiscal impact analyses when, as noted above, county governments provide services to residents and businesses in the county's cities as well as to those in the non-municipal portion of the county. In these cases, the county government is often the primary service provider in unincorporated parts of the county but only a supplemental or partial service provider in the cities. Difficulties can arise in evaluating fiscal impacts of significant new development in these situations, particularly when average per capita methods are used. If the balance of people and jobs in the cities and the county is expected to change, then the county's average per capita costs may not be representative of new development. For instance, if significant new development is expected outside the county's cities, the county may have to provide primary services to an increasing portion of its overall population, particularly if it is becoming more suburban.

Costs can be affected by both a shift in the balance of the county's population as well as demands for higher levels of service. Conversely, if the balance shifts towards more people and jobs within the county's cities, the county's per capita costs for some services may decline. The effects of these changes can be significant for taxpayers, but the effects may be different on city dwellers than on those living elsewhere in the county. And the effects on both may need to be considered regardless of where the new development will be placed. Unfortunately, many fiscal impact analyses fail to do this.

Finally, annexation policies or extra-territorial service agreements between cities and counties can also have a significant impact on the public-sector costs and revenues associated with new development. Fragmented approaches to fiscal impact analysis are common because they mirror the fragmented land use planning and zoning processes typical throughout much of the United States.

CUMULATIVE IMPACTS IN CHANGING COMMUNITIES

Virtually all project-level analyses are incremental in that they address the impact of only one project at a time and in isolation from other projects. This piecemeal approach can yield misleading results, because the combined fiscal impact of multiple new projects can significantly differ from the sum of their impacts when considered one at a time. In particular, a smaller individual project, considered alone, will rarely cause a shift in the revenue base or service demands for a jurisdiction, which in either case can dramatically affect the jurisdiction's fiscal position. But several smaller projects or a few larger projects, considered together, can indeed cause such a shift. A cumulative approach can often yield a better view of how new development can affect a jurisdiction's fiscal position. **Discussed briefly above, cumulative analyses are concerned with the expected fiscal impact of all anticipated projects within a jurisdiction over time. This ordinarily corresponds to fulfillment of the community's comprehensive plan and may sometimes be referred to as the "build-out" analysis.**

Service costs in rapidly developing jurisdictions

Significant shifts in a jurisdiction's revenue base or service demands are most likely to occur in communities experiencing rapid new development that differs significantly in rate, type, character, location, or intensity from previous development. Over time, as the community increasingly begins to reflect the characteristics and preferences of new residents and businesses, its demand for services and revenue-generating capability will be increasingly influenced by its newer development. In rapidly growing communities undergoing a transition from rural to suburban, or from small to midsize or midsize to large, such a shift can begin in only a few years. In jurisdictions undergoing transition from a lower to a higher level of development, service costs rarely remain constant on a per capita basis over an extended period. For communities facing these types of transitions, fiscal impact analyses that rely on constant service levels or revenues (as when existing per capita costs and revenues are used to estimate the impact of new development) can seriously misrepresent the actual fiscal impact of new development. For an example, we return to Loudoun County, Virginia, which has been one of the fastest-growing counties in the United States since the mid-1980s. As shown in the table below, relative per capita operating outlays (in inflation-adjusted dollar terms) have increased substantially for all the county's major service functions, from 27 percent for the judicial branch of government on up to 350 percent for public works between 1985 and 1997. The county's annual relative debt service per capita has exhibited a similar pattern. Between 1988 and 1997 it rose by 230 percent in constant dollar terms. Most of the change in these outlays has been statistically correlated with changes in the county's land use, economic, and development characteristics.

Per Capita Operating Outlays, Loudoun County, Virginia (in constant 1997 dollars)

Function	1985	1997
	Percent Increase 1985 to 1997	
General Government	\$74 102.7%	\$150
Judicial	22 27.3%	28
Police	59 76.3%	104
Fire	30 86.7%	56
Corrections	31 29.0%	40
Public Works	15 353.3%	68
Parks and Recreation	60 33.3%	80
Health and Welfare	138 40.6%	194
Total	\$429 67.8%	\$720

The tendency for per capita operating costs to increase as jurisdictions become more developed has been demonstrated in other studies as well.^[9] The lesson here is that a fiscal impact analysis for a rapidly growing jurisdiction should consider the extent to which service levels are likely to change as a result of cumulative development and to account for these changes in the evaluation of costs and revenues.

Service costs in fully developed communities

Interestingly, this pattern of increasing costs may not hold to the same degree for jurisdictions that are already largely built out, in which new development tends to be on infill sites and can take advantage of existing service patterns and infrastructure. For example, a cross-sectional analysis of Florida cities and counties found that per capita costs for general government services in cities (representing primarily developed areas) tend to *decline* with changes in economic and demographic variables that are associated with new development, even though they increase in counties representing newly developing areas.^[10] Similarly, an analysis of 29 Minnesota counties found that the overall per capita cost for county-owned and -maintained roads tends to decline as the percentage of people residing within a county's cities increases.^[11] This is likely due to the concentration of new development and traffic in areas with excess capacity and already-high levels of service. Per capita operating costs for local roads, pupil transportation, water distribution, and wastewater collection also generally tend to decline when development is

concentrated near the built infrastructure. These declines in costs tend to become more pronounced as linear and developed area density increases.

Economies of scale in very small jurisdictions

For smaller jurisdictions (typically less than about 10,000 - 20,000 residents), staffing patterns and facility requirements for some local services may be such that, up to a certain point, new growth can cause a decline in the jurisdiction's per capita costs for some services. Beyond that point, the more typical patterns described above tend to prevail.

Revenues in changing jurisdictions

The revenue side of the budget is also sensitive to changes in developing jurisdictions. In particular, local revenues may be sensitive to the incomes of new residents, the market value of newly developed property, and changes in the type and amount of employment within the jurisdiction. If new residents have higher incomes on average than existing residents, and the per capita market value of new development is also greater than that of existing development, then revenue sources that are sensitive to income levels and property values can also be expected to increase over time on a per capita basis.

A revenue category that tends to be a notable exception to this pattern is state aid for local public schools. Statutory aid formulas typically create an inverse relationship between local wealth and income and the per-pupil amount of basic state aid for local public schools. As the average income or wealth per pupil increases in a school district, the per-pupil level of state aid tends to decline. To compensate for decreasing state aid, either the local share of per-pupil outlays must increase or service levels may decline.

This effect can be significant because local schools often rank among the most costly of local government functions. Furthermore, the per-pupil costs for local schools have also been shown to be sensitive to the underlying economic and demographic characteristics of the school district, with per-pupil operating outlays for local schools tending to increase along with increases in the per capita and per-pupil income and market value of property. As a result, local schools can be placed under fiscal pressure from two sources -- at the same time they face an increase in costs, they may be eligible for less state aid on a per pupil basis.

RESIDENTIAL IMPACTS FROM COMMERCIAL PROJECTS

According to conventional wisdom, commercial projects make money for localities. The general belief is that they yield a net surplus since they generate both real property taxes and business tax receipts, but impose fewer costs than residential developments (no school-related expenses, for example). Given this expectation, jurisdictions are often eager to attract commercial development. Many may even offer substantial subsidies and tax breaks to do so.

However, what often gets overlooked is that commercial development may generate a demand for additional nearby residential development, which in turn brings additional costs that may wholly or partially offset the fiscal benefits of the commercial development.

To put it simply, new workers must live somewhere. Whether they will create a demand for housing within the locality, or commute from elsewhere, depends on the size and location of the jurisdiction (in the case of a small jurisdiction, the surrounding communities may bear some or most of the burden of new housing), the location of the commercial development within the jurisdiction, the attractiveness of the

surrounding area, and the available labor force. **Before embracing a commercial project, localities may wish to examine closely the likely level of demand for residential development that it may generate.** When the fiscal impact of the related residential demand is also taken into account, jurisdictions might better consider the combined fiscal impact, particularly if any tax breaks or other subsidies are to be provided to the new commercial development.

Such a study in Montgomery County, Maryland, found that while business activities alone produced positive net fiscal impacts, those positive impacts were greatly reduced (to the point where some land use types resulted in a net fiscal deficit) when employee residences were included in the calculation.^[12] The case study of a mixed-use development in Loudoun County, Virginia, illustrates the same point (see below; note the difference between the findings of the various "views" that did and did not take into account the new demand for housing.)

Calculating off-site residential impacts: One Loudoun Center

One Loudoun Center was studied as a proposed mixed-use commercial development with a modest residential component in Loudoun County, Virginia. The project's residential component comprised about 550 residential units, including large-lot detached homes, townhouses, and 180 restricted elderly housing units. The project also included several million square feet of premium office space and a modest amount of retail space. The average incomes of the residents in the on-site housing and of the households generated by the office space were estimated to be substantially higher than that of existing households within the County.

An analysis of the project prepared by its developers presented three "views" of the project's likely fiscal impact on the county government, including the county schools. The first view examined the impact of the project's residential units only.

Although the housing was geared to upper-income residents and its age-restricted units would generate fewer public-school students per household than the county average, the project's residential units were projected to produce only a minimal cumulative surplus to the county of \$507,000 over a twelve-year period, or just over \$40,000 per year (\$72 annually per home) -- essentially a break-even impact.

The second view examined the combined impact of the project's residential and commercial components. This approach yielded a much more favorable result, a likely surplus of some \$23 million over a twelve-year period -- or about \$2 million dollars annually. So far, so good. But the third and broadest view examined not only the impacts of the residential and commercial components within the site but also the likelihood that a large number of other new households would be generated off the development site (but still within the County) as a result of the new on-site jobs. The total fiscal impact of the project using this more comprehensive approach was estimated to be \$7.2 million over a twelve-year period -- or about \$600,000 annually. This is significantly less than the surplus estimated using the more common approach for individual projects, which would have ignored the impact of the induced, off-site households.^[13] **The more typical approach of examining only the on-site impacts resulted in an estimate of a fiscal surplus that was almost three times greater than that of the comprehensive approach.**

Although both the more typical and the comprehensive views showed the project to generate a surplus for the county government, much of this surplus was attributable to the development having substantially higher housing values, a lower number of school-age children, and substantially higher incomes for workers to be employed in the proposed office space, compared with the average for current and new county residents. It is important to emphasize that this may not always be the case, however. A study of another large commercial development (MCI-WorldCom headquarters) proposed for the same county found that the impact of that development would turn negative for the county if more than about one-third of the new households induced by the jobs projected for the development were to locate within the county.^[14]

ROSY REVENUE PROJECTIONS

Finally, some fiscal impact analyses not only underestimate costs but also overestimate the revenues likely to be associated with a project. Two mistakes are particularly common.

First, developers may have unrealistic expectations about their ability to capture a share of the local or regional market for housing and commercial space. The developer of a commercial project, for example, may base the project's fiscal impact analysis on 100 percent of the planned space being developed and occupied. Yet the project may not achieve full "build-out" for several years or decades, if ever. Large projects are often "phased" by their developers, with later portions developed over the course of the development only if the previous phases are successful and local economic conditions are favorable. Particularly if a commercial or mixed-use project fails to achieve build-out of a significant portion of its commercial space, the project's impact on the local jurisdiction's budget will likely be affected significantly.

In reality, each individual project competes with similar projects within the market area for whatever growth the jurisdiction can reasonably be expected to capture. Not all will be successful. Fiscal impact analyses of speculative projects should consider the impact of a range of build-out scenarios so that reviewers can assess the risks of partial or complete market failure of such projects, in terms of both market absorption and assumed sales prices or rents. Second, some analyses take "credit" for various planning and permitting fees paid by the developer to local governments. These fees are collected to offset the cost of providing administrative and other development-related public services to developers. But the costs associated with those services may not have been included in the fiscal analysis. Credit should not be taken unless the costs are also assessed.

Notes

9. See, for example, Helen F. Ladd, "Population Growth, Density and the Costs of Providing Public Services," *Urban Studies*, Vol. 2 (1992).

10. Siegel, M., based on cross-sectional analysis of Florida cities and counties, unpublished, 1999.

11. Siegel, M., Duncan, J., Mullen, C., *Cost of Public Services Study*, Minnesota Department of Agriculture, 1999.

12. Alan A. Altshuler and Jose Gomez-Ibanez, *Regulations for Revenue: The Political Economy of Land Use Exactions*, Washington, DC and Cambridge, MA: Brookings Institution and Lincoln Institute of Land Policy, 1994.

13. B. Campbell, J. Fore, M. Siegel, *Fiscal Impact Analysis, One Loudoun Center, Loudoun County, Virginia*, October 1, 1998. The third "view" in this analysis followed the procedures of an earlier study of the proposed WorldCom-MCI corporate headquarters, prepared on behalf of Loudoun County by Dr. Thomas Muller and Michael Siegel. T. Muller, M. Siegel, *Fiscal Impact of Proposed Concept Plan for WorldCom Corporate Office Headquarters in Loudoun County, Virginia*, June 1998.

14. Muller and Siegel, op. cit. Virginia cities and counties are independent of each other, and local school district boundaries are co-terminal with city and county boundaries. Virginia provides a particularly "clean" view of fiscal impacts on local governments, since problems associated with overlapping boundaries by multiple local service providers are eliminated.

<http://www.nrdc.org/cities/smartGrowth/dd/chap4.asp>

Chapter 5

Checklist: Elements of a Good Fiscal Impact Analysis

There is no single "correct" approach to fiscal impact analyses, but their reliability and usefulness can be enhanced when a number of factors are present. While the list we present here is by no means exhaustive, an interested reviewer should determine whether the analysis contains the following elements:

- The chosen methodology is appropriate to the analysis and the jurisdiction.
- The accrual of costs and benefits to different jurisdictions is recognized and accounted for. Consideration is given to impacts on other major overlapping jurisdictions and service providers, particularly those responsible for schools (particularly when the development has a residential component).
- A reasonable basis for selection of service levels and revenues is provided. If existing service levels, per capita costs, and revenues are applied, an explicit justification should be given for their selection.
- Both revenues and costs are linked to demographic and economic characteristics of the project or scenario.
- The basis for determining capital costs is explicitly stated.
- Use of multiplier approaches is limited only to regional analyses, and multipliers are applied to the cost side as well as to the revenue side.
- Realistic valuation data and build-out scenarios are used.
- The key variables to which the analysis is most sensitive (such as valuation, number of pupils, build-out rate, etc.) are identified and sensitivity analysis of these variables is provided.
- All findings are presented in constant-dollar terms.

<http://www.nrdc.org/cities/smartGrowth/dd/chap5.asp>

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Michael Siegel is a public and environmental finance consultant based in Washington, D.C. and working on fiscal impact analysis, land use, housing financing, and development impact analysis throughout the U.S. His prior experience includes working as a regional planner, in western Colorado, as a public finance economist for a large engineering company, as the director of commercial revitalization for the Maryland Department of Housing and Community Development, and as assistant director of the Research Center of the Government Finance Officer's Association.

Some of Mr. Siegel's projects have included economic and fiscal impact analyses of major military installations, large scale minerals extraction and processing facilities, the corporate headquarters of a large multi-national telecommunications concern, a major new theme park and mixed use housing and commercial development, and a demand study for a major municipal water project.

Mr. Siegel has developed fiscal impact models and prepared fiscal impact studies for several state and local governments, federal agencies, and non-profit organizations.

The Toolkit for Smart Growth

This report is a product of the Toolkit for Smart Growth, a project begun jointly by the Natural Resources Defense Council and the Surface Transportation Policy Project. The Toolkit also has produced a comprehensive book on sprawl development, *Once There Were Greenfields: How Urban Sprawl Is Undermining America's Environment, Economy, and Social Fabric* (1999), available from online booksellers or from bookstores via special order, and *Another Cost of Sprawl: The Effects of Land Use on Wastewater Utility Costs* (1998), available separately from NRDC. *A forthcoming volume will present a series of case studies documenting successful smart-growth development projects from around the United States.*

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<http://www.nrdc.org/cities/smartGrowth/dd/acknow.asp>

Susan Chavarria

From: Kathryn Fletcher [aandkfletch@yahoo.com]

Sent: Thursday, August 27, 2009 2:58 PM

To: Susan Chavarria

Cc: aandkfletch@yahoo.com

Dear Ms. Chavarria,

Below, you will find the concerns that I and several neighbors have regarding the Piatt County Comprehension Plan. We appreciate you passing these concerns onto them.

Sincerely,

Kathryn Fletcher

Members of the County Board,

My family, neighbors and I continue to stand firmly against any Draft/Plan from the County that would include the development and/or rezoning of land anywhere along Route 10 in Piatt and/or Sangamon County that includes rezoning for industry.

The County Board said they were looking for public comment. You have received it on two prior occasions: We said NO to the corn mill. We said NO when we voted on this issue. We said NO to you during the meeting on July 27.

The tax monies realized from the proposed development would need to be reinvested on the infrastructure for the factories/plants/industries, the county road and Route 10 improvements as they do not currently meet the standard requirements for the increased truck traffic for deliveries and departures each day as well as the future maintenance costs for both the county roads and Route 10.

Another issue I have not heard discussed is whether an agreement has been reached between the possible industries being considered as to what types of tax waivers will be offered as an incentive to "lure" an industry to the proposed site. Past experience as a factory employee and secretary for financial offices indicate that the bottom line is always company profit. The ultimate goal often starts by using local products to prove a company is "neighbor friendly" but quickly changes as the profit line is impacted. The local purchase of product would certainly be challenged by "lowest bid" product that could show the company an increased profit.

Industries look for sites such as this because they cannot build their factories/plants in larger cities and accomplish their objective: making money. Building in larger communities would come at far too great a cost for them so they choose the smaller communities in order to pass those costs on to local communities. From my experience, any potential industry is counting on the communities of Mahomet, Seymour, White Heath, Lodge and Monticello to remain disengaged and separate.

We humans like to dream and plan for progress and success. However the reality of any conversation also needs to be about failure and closure. How we will be able to reclaim the land used for the factory/plant/industry and lagoons when the factories/plants/industries close? How long and what would need to be done to make any sewage and/or lagoon areas usable for something other than recycling waste water?

Other questions/concerns that have not been openly asked/discussed and/or answered to my knowledge

9/15/2009

regarding this development are:

1. What is actually going to be gained from this type of development?
2. Who is going to gain from this type of development?
3. What is the Counsels' intent for the "monies to be made" from turning farmland into industrial land?
4. Any plant/industry runs 24 hours a day. We do not want the noise, lights and traffic in our backyards.
5. Route 10 can not withstand commuter traffic and is in constant need of repair. Factory/Industry traffic will destroy this road even faster.
5. If the County Board believes that only unemployed Piatt county families would be hired by these potential factories/industries, you are being naive.
6. Who pays for significant adverse effect on environment?
7. How do we protect the aquifer? The air? The residents from increased traffic?
8. Has the Board actually done the necessary research on costs to our communities?
9. Has the Board asked all of the hard questions and developed strategies and action plans to deal with each negative issue that will arise from this type of development?
10. What has happened to the plans for developing the park/bikeway along Route 10? People don't usually like to ride along an industrial site with their children.

It would appear the board members residents elected have become self serving individuals who continue to look for a way to "get what they want" rather than listen to the constituents who elected them. No actually means No. No right now, no in the future. If it needs to be made more clear: No, hell no and forever no in the matter of rezoning farmland for industry of any kind.

The tax based dollars that could be realized will not equal the drain that will be placed on the limited resources available in each of our communities nor provide enough resources to deal with the failure of the future factories/plants and especially not to the damage done to the environment and our communities.

Respectfully,
Kathryn Fletcher

