Map 9-10:

# Unoffical Zoning Map

## Piatt County, Illinois

### Legend

- Municipal
- Agricultural
- Conservation
- General Business
- General Industrial
- Interchange Agricultural
- Interchange Business
- Interchange Residential
- Suburban Residential
- 10 County Hwy
- 48 State Hwy
- 150 U.S. Hwy
- 74 Interstate

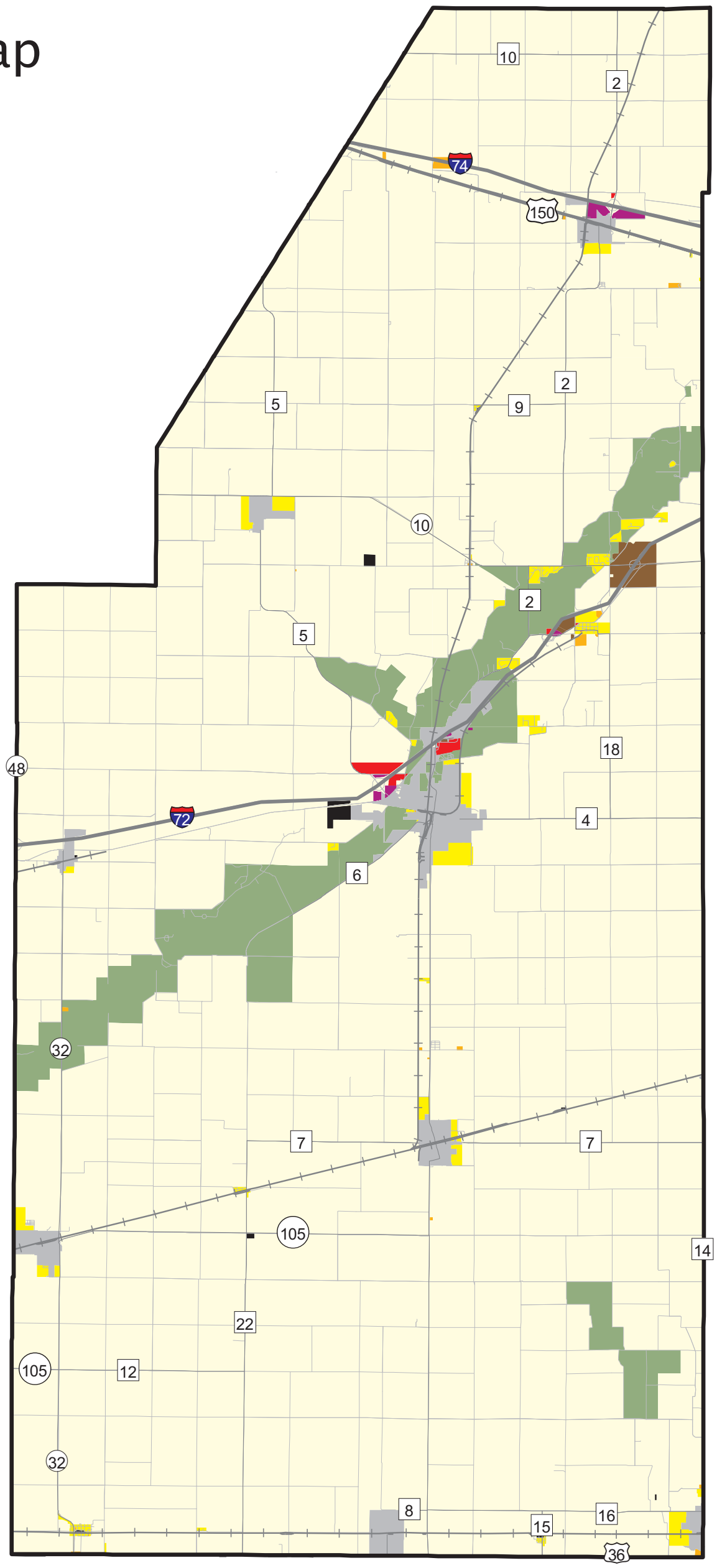
N

0 2.5 5 Miles

Production Date:
July, 2009

Sources:
CCGISC
IDOT

*Note: This map is based on Geographic Information Systems (GIS) obtained in 2006 and does not have county approval as a source for official zoning information. The official zoning map can be obtained from the Piatt County Zoning Administrator.*



Map 9-11:

# Low Density Residential Suitability

Assets are weighted based on their estimated worth towards development. Extents of road assets are based on average daily traffic volume. Constraints are considered unsuitable.

Assets
- Within Municipal Limits (100%)
- Access to public sewer (100%
- Access to public water (100%)
- Access to major roadways (25%)
- Non-Prime soils (25%)
- Access to Sand/Gravel Aquifer (15%)
- Septic Suitability (10%)
- Existing Residential (25%)

Constraints
- Existing Parks and Natural Areas
- Wetlands
- Floodplain
- Soils subject to flooding

Streams

Municipality

10 County Hwy

48 State Hwy

150 U.S. Hwy

74 Interstate

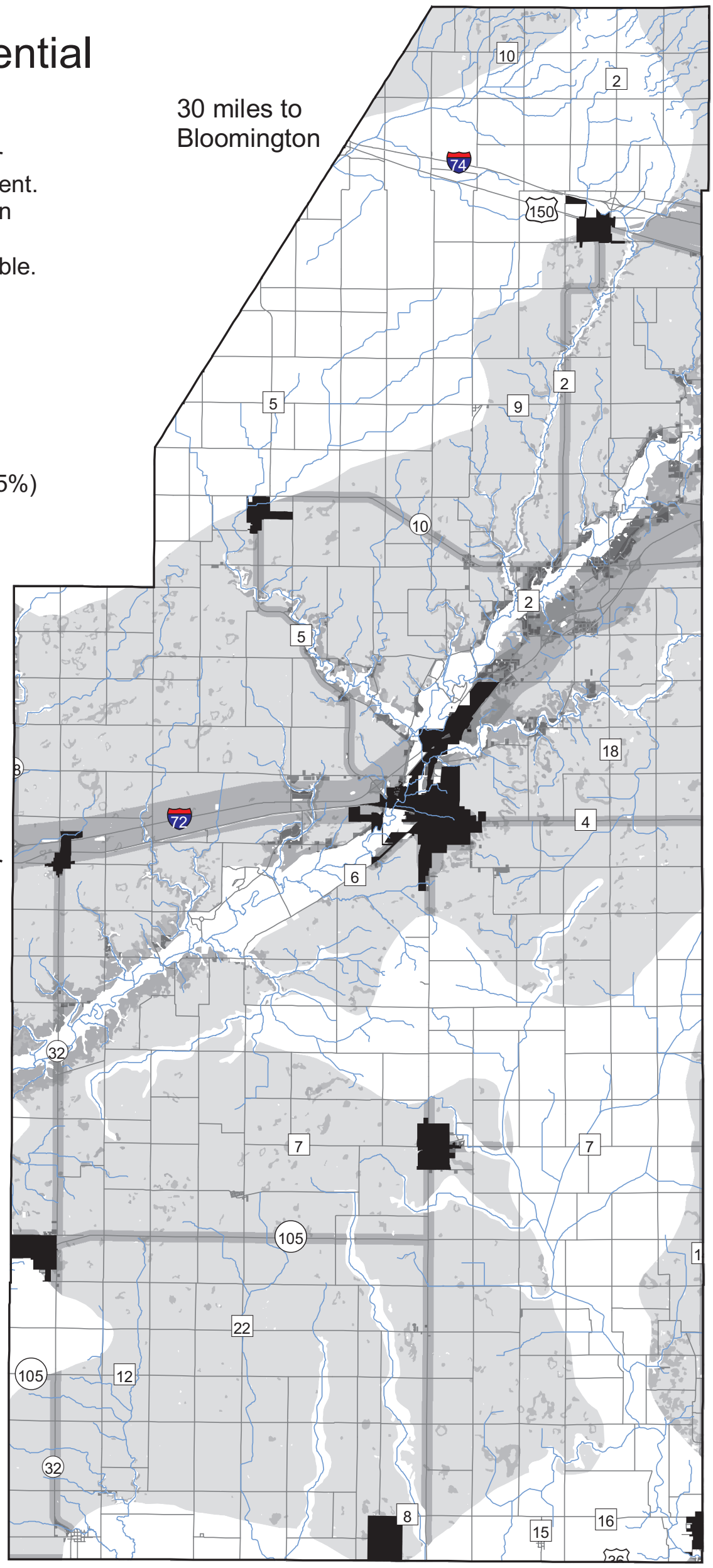
Suitable

Unsuitable

N

0 2.5 5 Miles

Production Date:
June, 2009



Map 9-12:

# Commercial/Industrial Suitability

Assets are weighted based on their estimated worth towards development. Extents of road assets are based on average daily traffic volumes. Constraints are classified as unsuitable.

Assets
- Interstate Access (highlighted)
- Railroads (40%)
- Access to major roadways (40%)
- Facility Planning Area (10%)
- Access to Groundwater (10%)

Constraints
- Existing Parks and Natural Areas
- Wetlands
- Floodplain
- Existing Residential

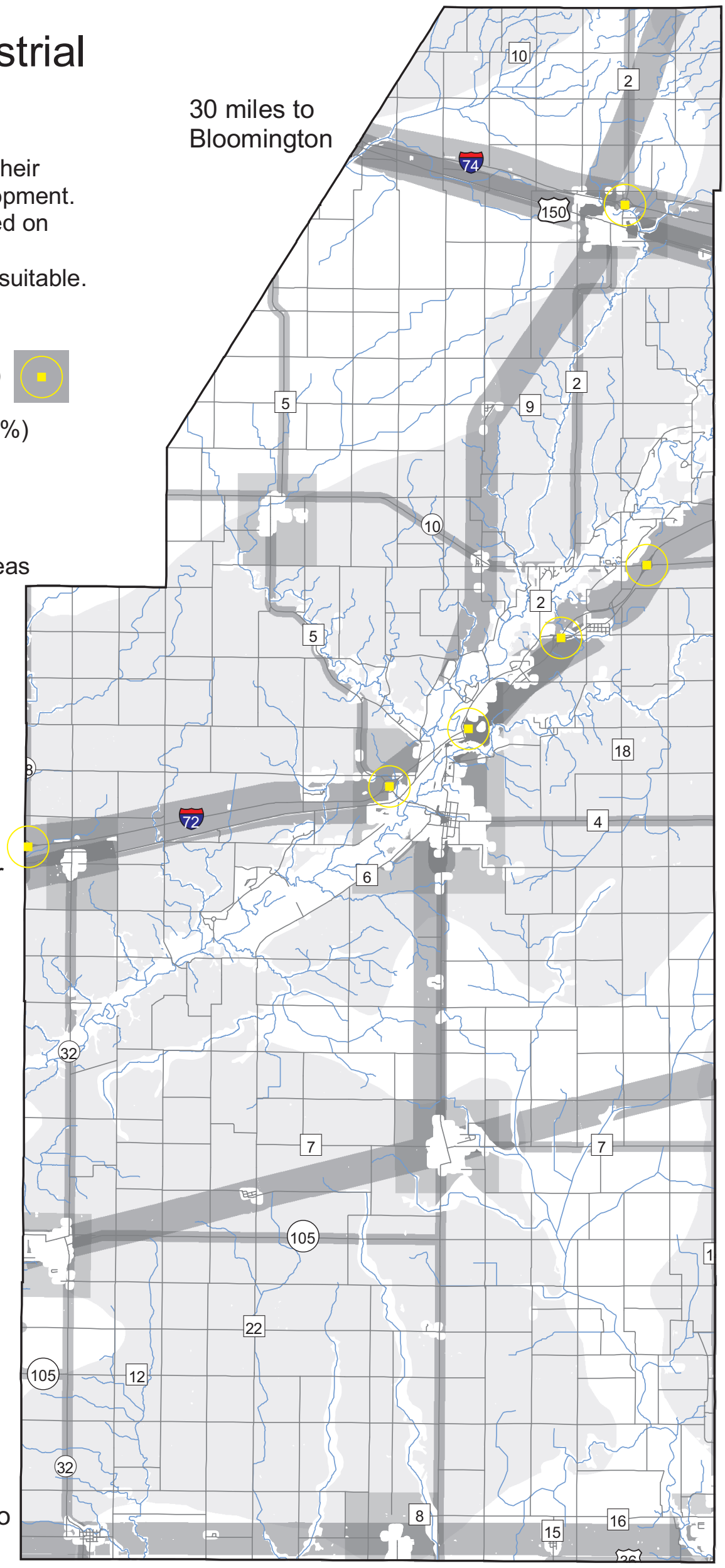
Streams
10 County Hwy
48 State Hwy
150 U.S. Hwy
74 Interstate

Suitable
Unsuitable

N

0 2.5 5 Miles

Production Date:
June, 2009



Map 9-13:

# Extent of Infrastructure

- Municipal Boundary
- Electric Transmission Line
- Gas Transmission Pipeline
- Railroad
- Interstate
- State Highway
- Residential Clusters
- Score of 60% or greater

Mapping Components (weighted):
1. Rail (30%)
2. Interstate (30%)
3. State Hwy (20%)
4. Natural Gas Pipeline (10%)
5. Electric Transmission Line (10%)
6. Groundwater Availability (10%)

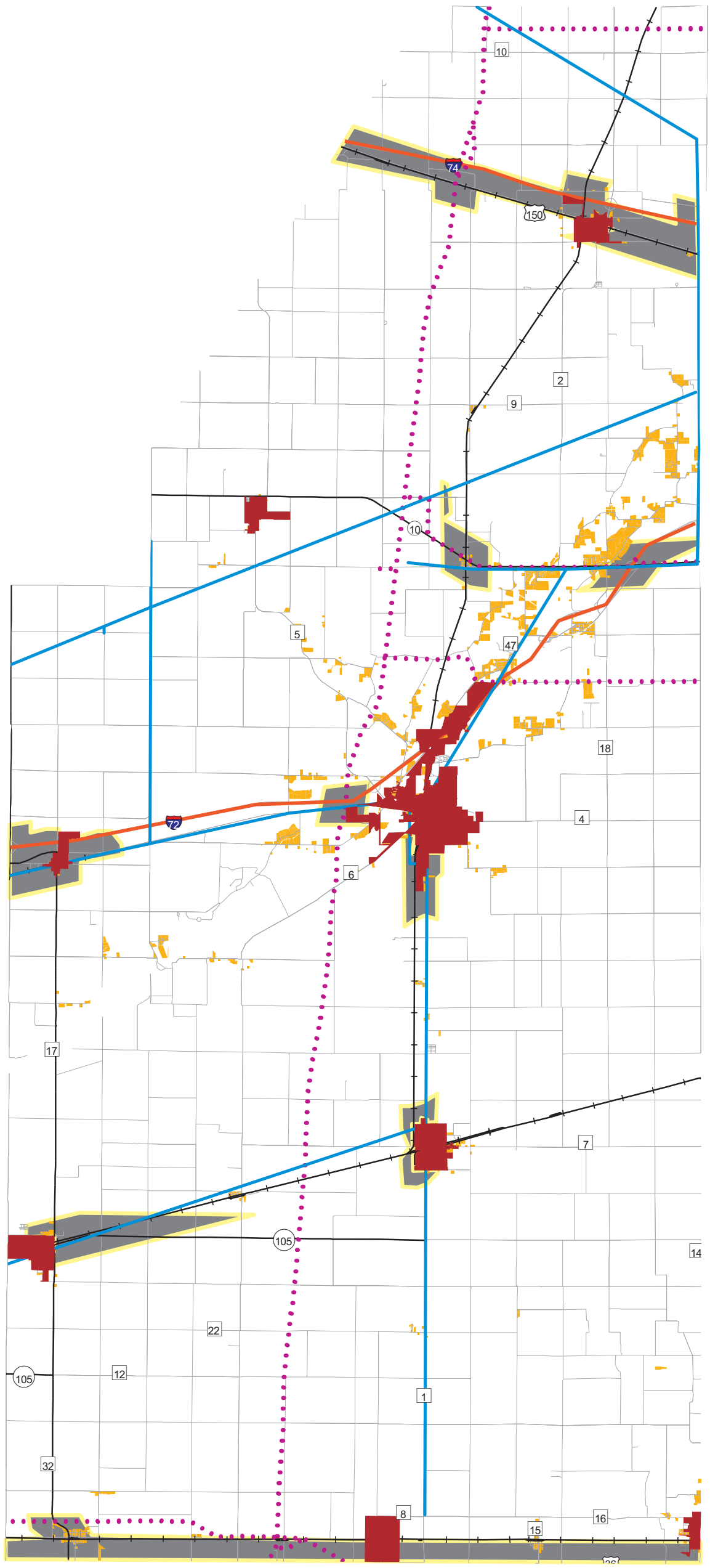
*Total weighting does not equal 100 % because not all of the infrastructure components occur within 1/2 mile.*

N

0 2.5 5 Miles

Preparation Date:
July 2009

This map is intended only for study purposes and does not reflect the recommendations of the Champaign County Regional Planning Commission.



Map 9-14:

# Agricultural Suitability

Assets are weighted based on their estimated worth towards agricultural land use.
Extents of road assets are based on average daily traffic volumes.
Constraints are classified as unsuitable.

Assets
- Prime Farmland (100%)

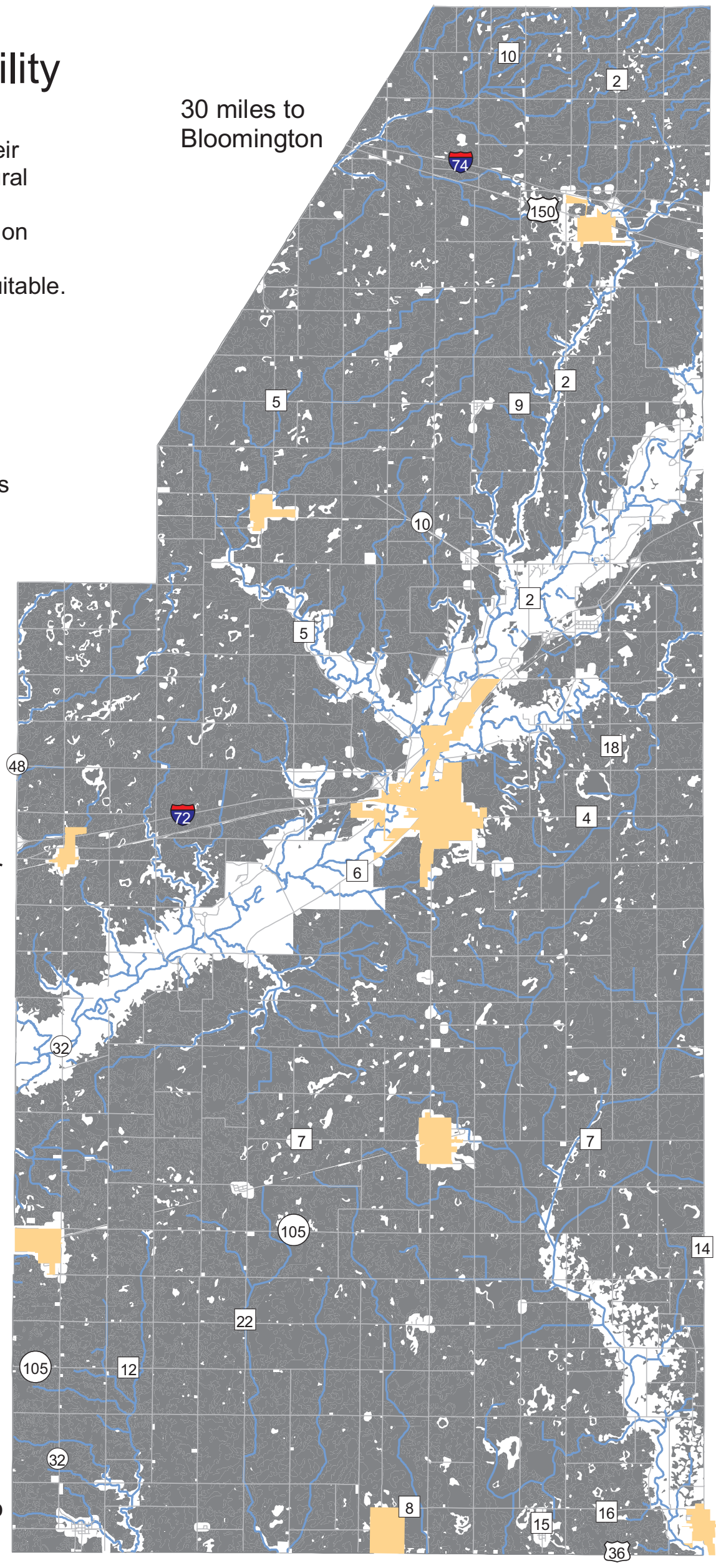
Constraints
- Existing Parks and Natural Areas
- Wetlands
- Lakes
- Existing Residential Areas

Municipality
Streams
10 County Hwy
48 State Hwy
150 U.S. Hwy
74 Interstate

Suitable
Unsuitable

0 2.5 5 Miles

Production Date:
June, 2009



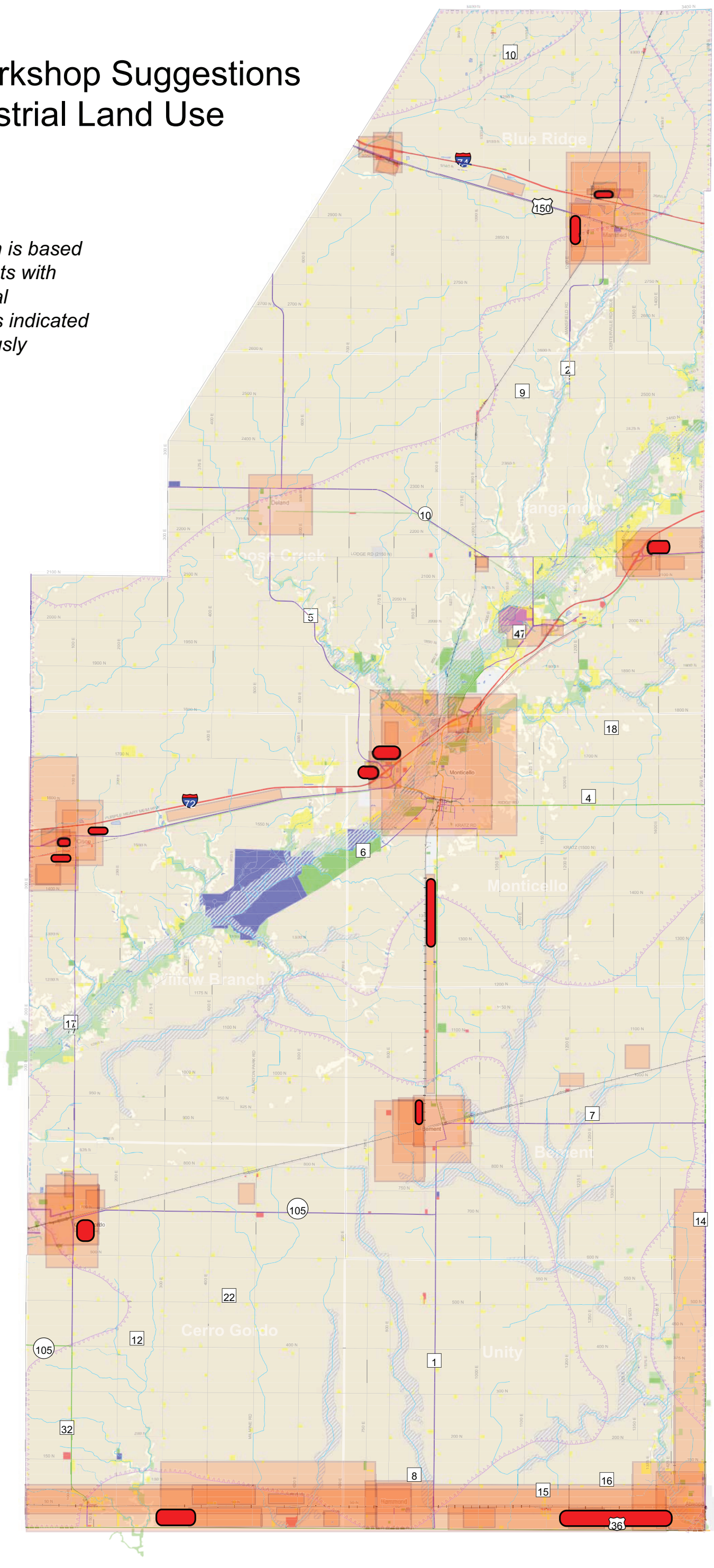
Map 9-15:

# Refined Public Workshop Suggestions Commercial / Industrial Land Use

## Piatt County, Illinois

*Refinement of public suggestion is based on the desire to reducing conflicts with existing land use, and residential trasnportation routes. Locations indicated here do not overlap with previously developed land uses.*

Future Land Use
Commercial / Industrial




### Legend

Average Daily Traffic

- 0 - 600
- 601 - 1,800
- 1,801 - 4,500
- 4,501 - 10,000
- 10,001 - 19,400
- Sand and Gravel Aquifer
- Streams
- Lakes
- Wetlands
- FEMA Flood Zone
- Residential
- Utility
- Commercial
- Industrial
- Institutional
- Open Space
- Woodland
- Prime Farmland (LESA)

N

0 2 4 Miles

Production Date:
July, 2009

Map 9-16:

# Piatt County Comprehensive Plan
# Future Land Use Map

## Future Land Uses and Development

- Agricultural
- Low Density Residential
- Conservation Residential
- Commercial / Industrial
- Commercial
- Trails
- Proposed Mobility Hub (Park and Ride)

Low Density residential provides for rural development, but minimizes physical and visual impacts on a case by case basis.

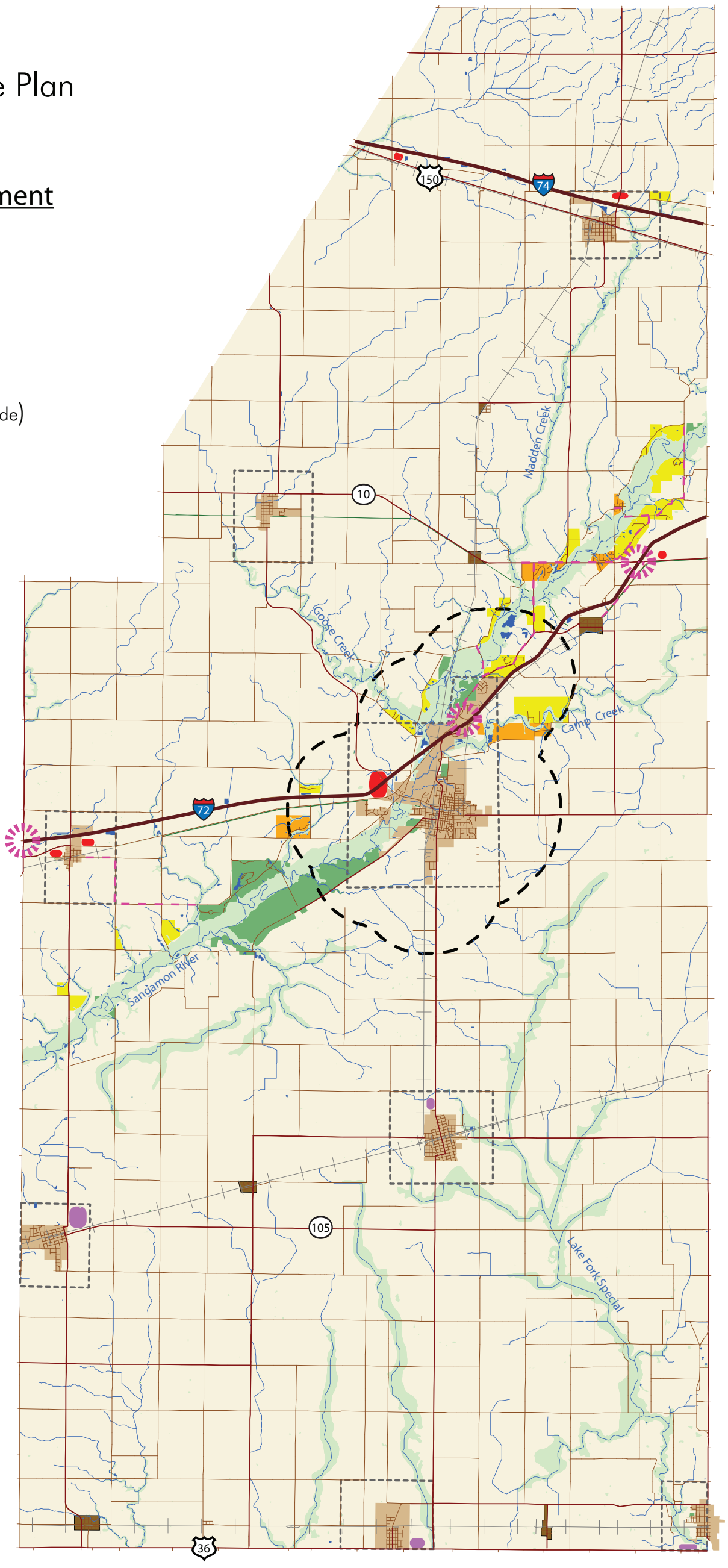
Conservation residential provides for rural development, but emphasizes mitigation of environmental impacts, shared cost for sewer, water and transportation, and maintains farming as the primary rural land use

## Existing Land Uses

- Interstate
- Highway
- Road
- Railroad
- Environmentally Sensitive Area
- Existing Park or Natural Area
- Stream or Major Drainage
- Lake
- Municipal Boundary
- Unincorporated Settlement
- Sewer Facility Planning Area
- Extraterritorial Jurisdiction

Environmentally Sensitive Areas include flood plains, wetlands, soils subject to flooding, and state designated environmental areas.

N

0 4 miles

Production Date:
September, 2009