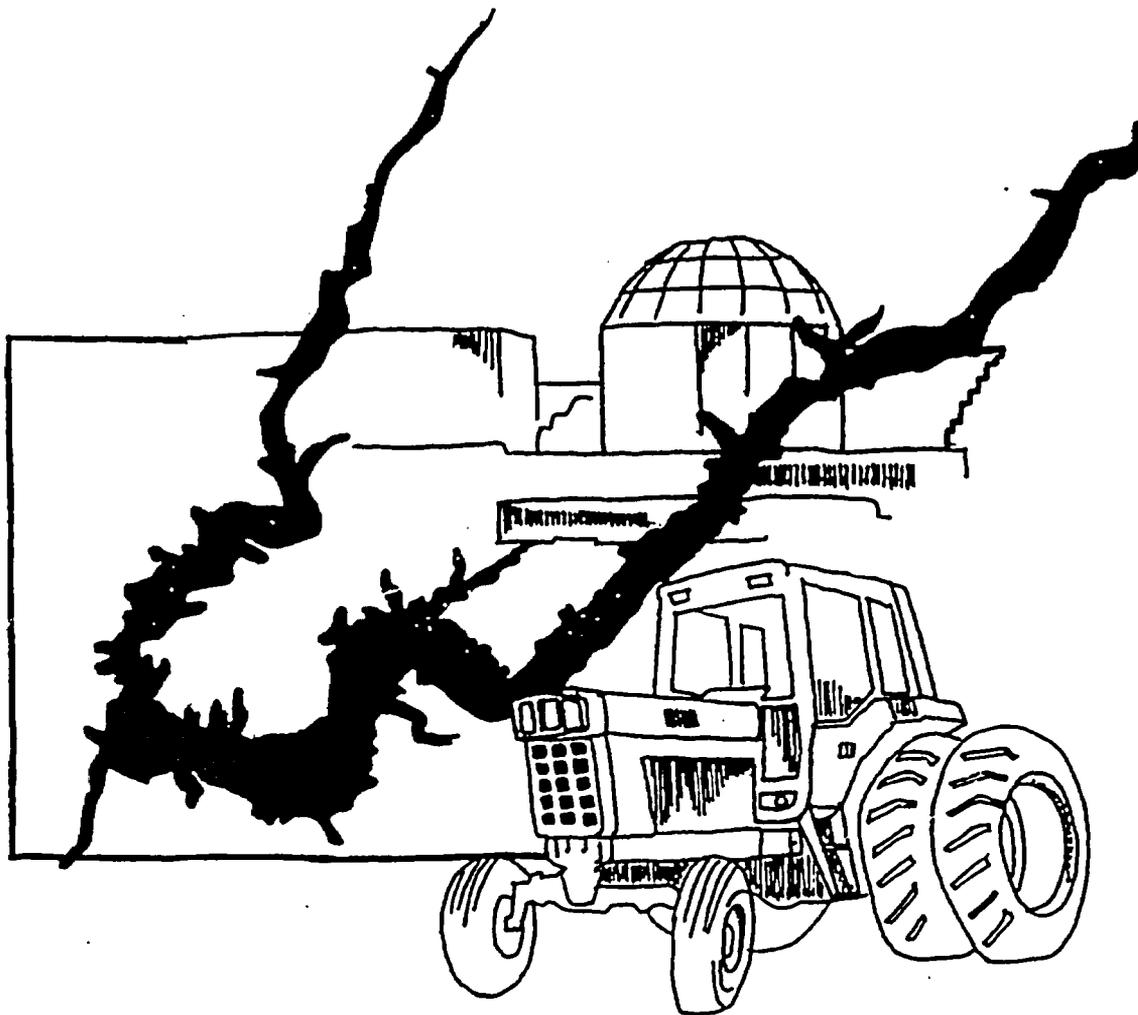


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DeWitt County

COMPREHENSIVE PLAN

1992

1992 DeWitt County Comprehensive Plan

DeWitt County Master's Project 1991-1992

Department of Urban and Regional Planning
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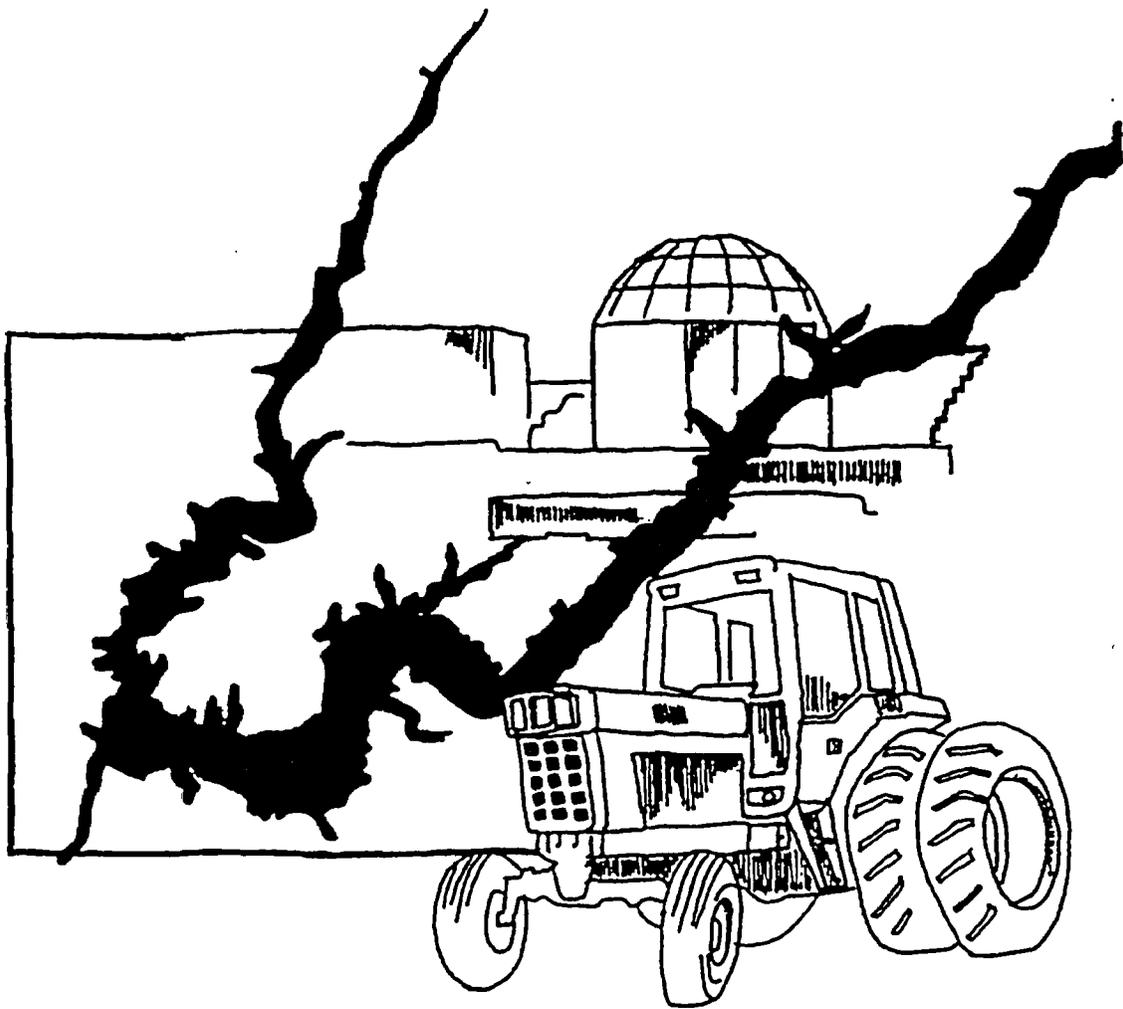
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DeWitt County

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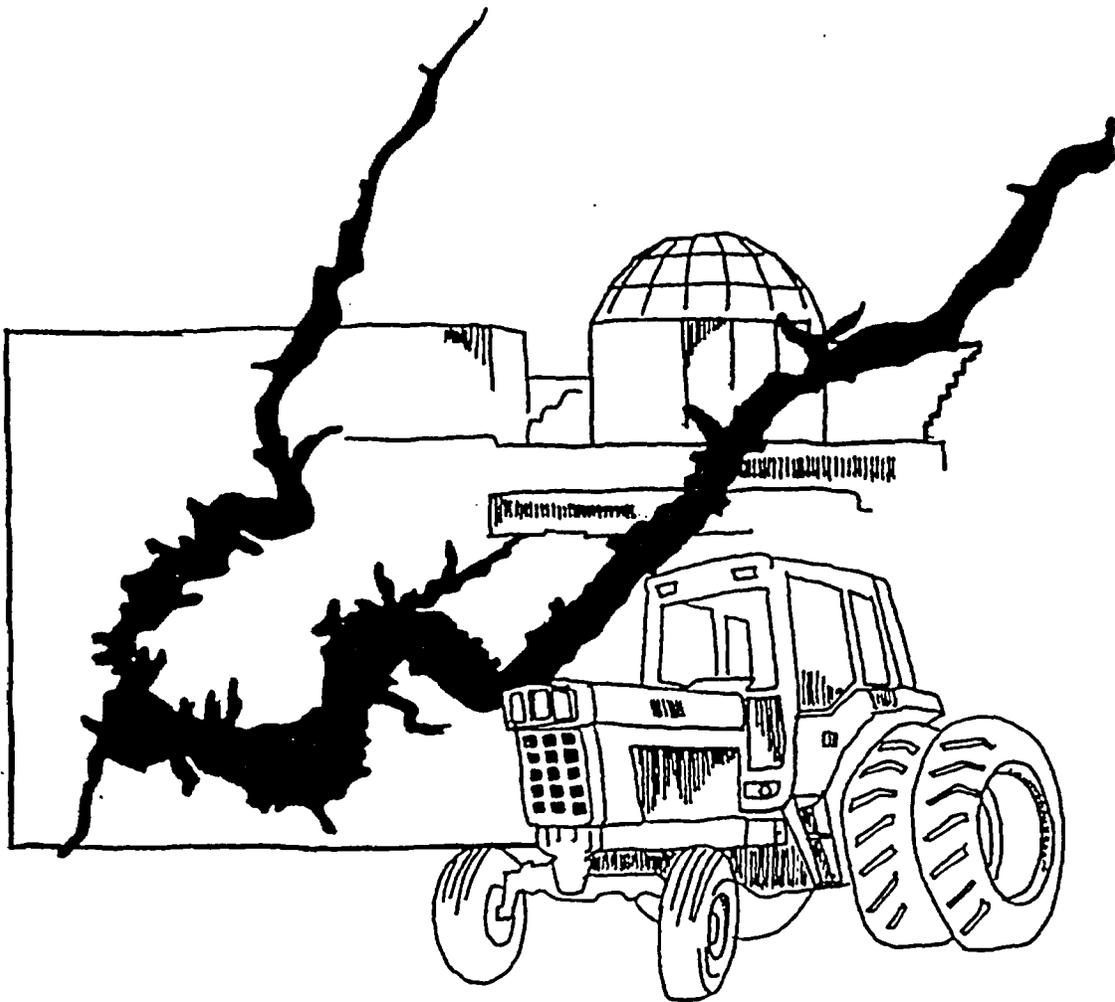
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DeWitt County

EXECUTIVE SUMMARY

INTRODUCTION

This plan is significantly different from the plan completed in 1982. The 1992 plan proposes several deviations in policy from what had been devised in the 1982 plan. The major changes are detailed later.

- Permit System** This plan no longer encourages development along state highways. All development that occurs in unincorporated areas should occur near urban areas. A desire for agricultural preservation, control of urban sprawl, and mitigation of required infrastructural improvements made this policy deviation necessary.
- Clinton Lake** The 1982 plan designated Clinton Lake as a natural area and discouraged growth around the lake. The previous plan failed to anticipate the volume of potential users of such a recreational facility. This plan encourages recreation-oriented businesses, such as a resort hotel, a new expanded marina, restaurants, and shopping areas for the Clinton Lake area. Like the 1982 plan, this plan does not envision residential development on the lake.
- Exurban Residential Development** Non-agricultural areas may be used for rural residential housing. These areas are attractive places to live due to their trees and rolling terrain. These rural housing areas will not endanger agricultural land, as the residential development will be targeted for rough or untillable land. Kenney, Waynesville, and Clinton would be the likely target areas.

METHODOLOGY

A land use survey exposed changes since the previous plan. A questionnaire gauged citizen input on important issues. Key Informant interviews were also conducted. Meetings with the Land Use Committee of the County Board served to gauge political opinion. Finally, state, regional, and federal agencies were consulted to fill information gaps.

Next, the data was analyzed. The survey data was aggregated, and the land use data was delineated in maps for graphic portrayal. Issues and problems were identified. Goal articulation and objective definition followed. Issues were listed, and tentative solutions were proposed.

Policies were formulated. These shall guide the county to prescribed goals. These policies are in three steps, Short-Term (0-5 years), Mid-Term (6-11 years) and Long-Term (more than 11-20 years). Each plan section has corresponding policies listed by policy number. The first digit is either an S, M or L which indicates short, mid, or long-term policy. In the Land Use section, a DS designation denotes the Development Standards subsection. The second digit, followed by a decimal point, indicates objective. The next denotes the policy statement. In some cases, another number preceded by a decimal point indicates a sub-policy.

The final phase is implementation. This plan should be consulted in land use decisions and growth management. The plan prescribes where new infrastructure should go, and what economic development strategies should be taken.

VISION STATEMENT

Throughout the plan process, residents and community leaders expressed their ideas about the way in which DeWitt County should develop over the next 20 years. DeWitt County has many assets through which the county may promote future development. Agriculture, Illinois Power Company, and recreational opportunity will continue to be key forces in the county. DeWitt County's location relative to Bloomington-Normal, Champaign-Urbana, Decatur, and Lincoln will also provide a population base and development potential for years to come. The ideas in concert with the following analysis, produced three major themes.

I. Preserve the Agriculture Land Resources in the County.

DeWitt County's economic base is mainly agricultural production. The rich soils of central Illinois provide DeWitt County with jobs, tradition, and its lifestyle. The goals and objectives of this plan strive to uphold these resources and history. Moreover, industrial, commercial, and residential development will also be targeted into incorporated areas through the existing permit system for land development. This will facilitate agricultural preservation in DeWitt County.

II. Promote DeWitt County's Quality of Life.

The importance of having a high quality of life is stressed in this plan. DeWitt County already possesses many components of a high quality of life. These include: a clean environment, recreational opportunities, educational opportunity, provision of employment, safe and efficient transportation, and a low cost of living. These factors should be strengthened and promoted to maintain and expand the county's population base.

III. Encourage Opportunistic Development in the County.

There are a number of incentives and tools in place for recruiting new or expanding industry into the county and their use should continue. However, the county should not expend great resources in providing large incentive and development packages for industry recruitment. The county should strengthen its existing base and expand where the opportunities arise. DeWitt County should not compete with nearby metropolitan counties, but take advantage of spin-off and secondary development that occurs from its neighbors.

ISSUES AND FORCES

The Issues and Forces Map displays the key issues and forces that affect or will affect development in DeWitt County (See Map 1). The major themes of this plan are represented on the map. The map indicates target development areas, recreational opportunities and development potential, quality of life elements, transportation improvements and facility locations, major county forces, entrance and exit corridors and special county issues. These are the major factors that have been identified by DeWitt County residents through this Plan. A discussion of concepts and themes follows.

- *Target Development Areas (Residential)*

These are shown by the diagonal lines near Wapella, Waynesville, and Clinton. These areas were chosen because of their respective proximity to Decatur, Bloomington, and Clinton. It is in these areas, this comprehensive plan projects the greatest likelihood of future residential development to occur.

- *Target Development Areas (Industrial)*

The industrial target areas are represented by the red "I" symbols near Clinton and Farmer City. These appear only in Clinton and Farmer City as it is the intention of this plan to encourage industrial development to these municipalities only.

- *Transportation Improvements and Network*

These elements are represented in the Transportation Systems Improvement Map (See Map 24). Landing strips, fields, and the proposed county airport are illustrated by airplane symbols and the rectangle with diagonal lines respectively.

- *Quality of Life Elements*

These elements are captured by the target areas of investment depicted by the dollar symbols in Clinton, Kenney, and Farmer City. Recreational development and various points of interest throughout the county are shown in green around Clinton Lake and Weldon Springs. This includes the proposed bicycle path. These are the primary focus of economic exploitation of county recreational facilities. The Dr. John Warner Hospital is included and is delineated by the red "H" near Clinton. Additionally, the blue arrows demonstrate concern with the urban sprawl associated with Clinton and Farmer City and its effect on agricultural lands.

- *County Corridors*

The yellow corridors and red arrows represent major traffic movement and competition impacting the county. These forces play a role in county development strategy.

TARGET AREAS

In response to the concerns illustrated in the Issues and Forces Map, the Target Area Map (See Map 2) illustrates some of the major solutions offered in this comprehensive plan. These solutions coincide with various sections of this plan and are thoroughly explained throughout this plan.

- *Areas not Requiring Direct Attention*

These areas are represented by the yellow circles. While local benefit occurs from development strategies outlined in latter sections of this plan, improvements are designed for the prosperity of the county as a whole. These areas will continue to function without immediate attention and county expenditure.

- *Areas Requiring Immediate Attention*

These areas are represented by the purple circles. Direct county investment is required to facilitate growth. In some cases, development strategies serve to curtail decline.

- *Areas Bypassed Due to Severe Blight*

This area is represented by the red circle. The severe blight associated with this area makes improvement cost prohibitive. Efforts will be directed toward mitigation of losses and clean-up.

- *Exurban Growth Target Areas*

Areas targeted for future residential growth are illustrated by the orange blocks near Waynesville and Clinton. These areas represent the county's greatest potential for new residential development.

- *Industrial Parks*

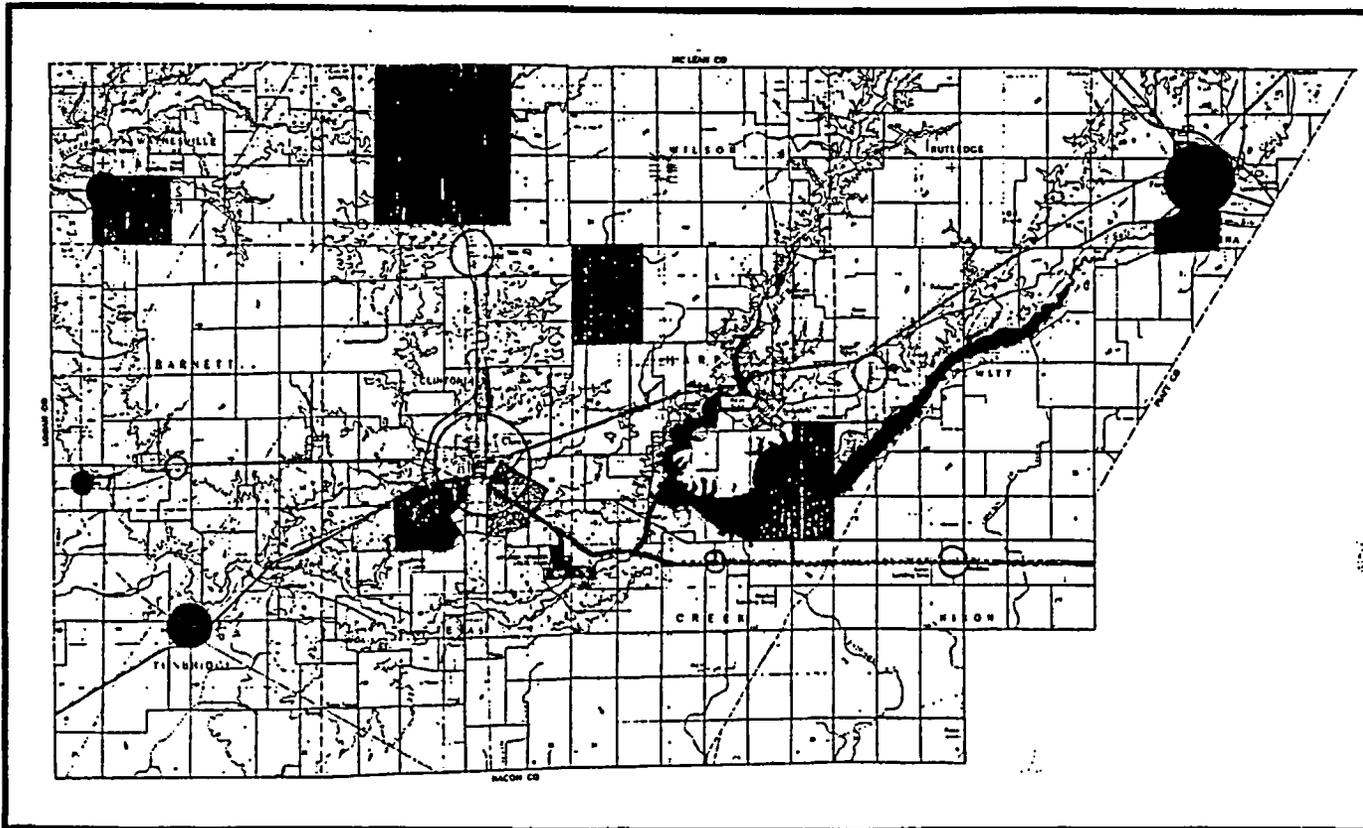
Areas targeted for continued or new industrial growth are depicted by the rectangles shaded in black near Clinton and Farmer City. These areas represent the county's greatest potential for industrial development.

- *Airport Facility*

The area targeted for the proposed county airport facility is represented by the grey rectangle. The Thorp Seed Company Landing Strip will serve as the foundation of the new facility.

- *Recreational Development Areas*

Recreational areas are shown in green around Clinton Lake and Weldon Springs. This includes the proposed bicycle path delineated by the green dotted line. The green diagonal block depicts the proposed area of recreational based commercial development.



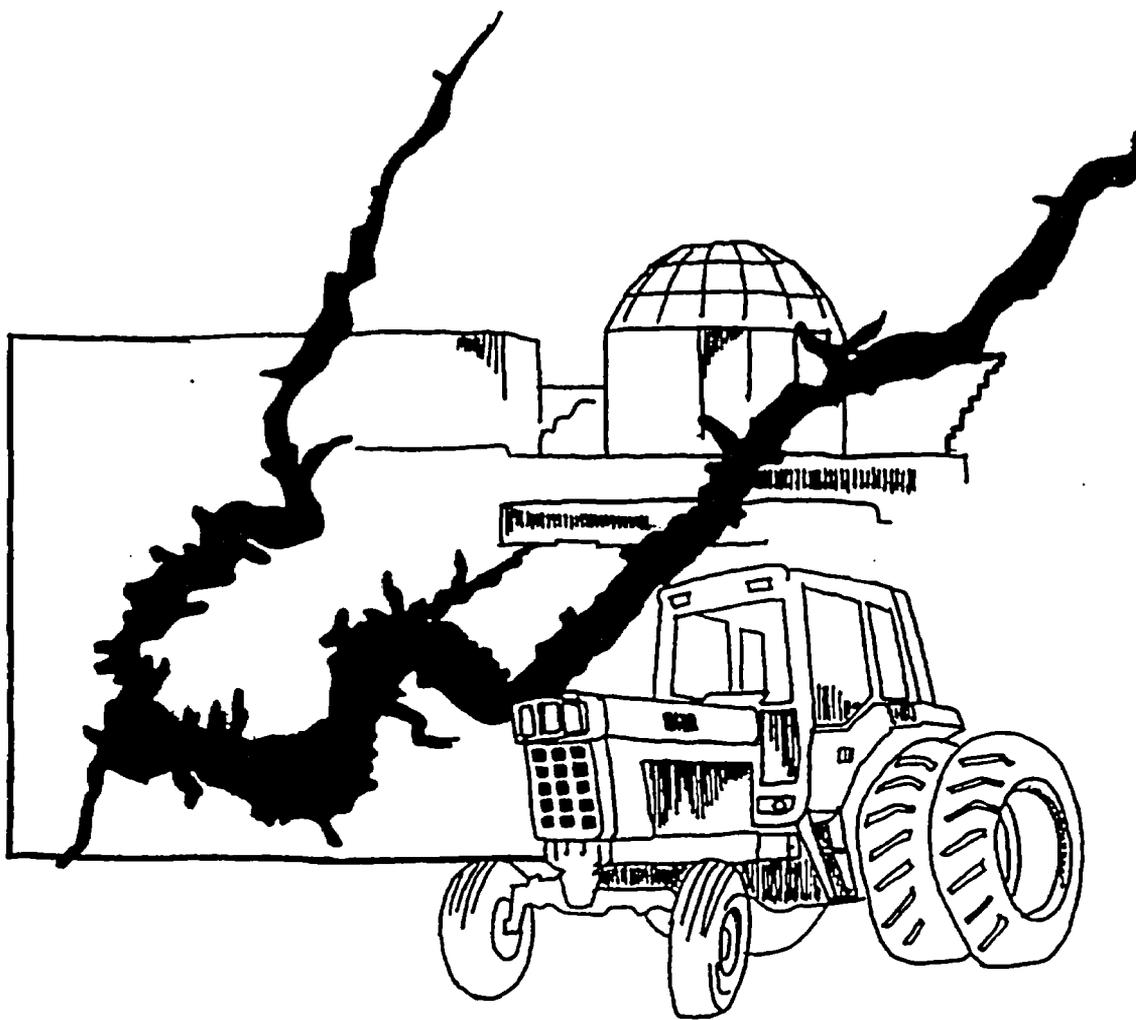
LEGEND

**TARGET AREA
MAP**

Map 2

DeWitt County, Illinois
 Planning and Zoning Department
 Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1992





DeWitt County

ECONOMIC DEVELOPMENT

ECONOMIC VISION

DeWitt County shall facilitate opportunistic economic base expansion.

DeWitt County must decide how to direct the county's economic development efforts, and in what level of intensity to fashion them. Careful consideration to potential costs and benefits of the strategies will result in the avoidance of over or under subsidization of development. Tax incentive packaging and other incentives should only be directed towards industry that will generate return to the community in terms of newly created jobs and spin-off effects.

- | | |
|----------------------|---|
| Objective S-1 | Establish a Local Economic Development Strategy. |
| Policy S-1.1 | Establish an Economic Development Corporation. |
| Policy S-1.2 | Prepare for Industrial Development. |
| Policy S-1.3 | Develop Industrial Sites and Buildings. |
| Policy S-1.4 | Determine Overall Development Plans. |
| Policy S-1.5 | Develop a Program to Assist Prospective Industries. |
| Policy S-1.6 | Implement an Industrial Retention Program. |
| Objective S-2 | Engage in Opportunistic Economic Development. |
| Policy S-2.1 | Take Advantage of Existing Resources. |

Objective S-3	Promote Agricultural Preservation and Development.
Policy S-3.1	Encourage Non-Agricultural Uses to Incorporated Towns.
Policy S-3.2	Follow Existing Permit System for New Development.
Policy S-3.3	Return Chronically Vacant Properties to Agricultural Use.
Policy S-3.4	Clean up Midland City.
Objective M-1	Plan for Residential Exurban Development.
Policy M-1.1	Restrict Exurban Development to Targeted Areas.
Policy M-1.2	Conduct a Market Analysis.
Objective M-2	Facilitate Farmer City Development.
Policy M-2.1	Improve Status of Industrial Parks.
Policy M-2.2	Clean up Downtown Farmer City.
Policy M-2.3	Beautify Downtown Farmer City.
Objective M-3	Facilitate Clinton Development.
Policy M-3.1	Construct a General Aviation Facility.
Objective L-1	Provide Recruitment for Exurban Growth.
Policy L-1.1	Provide Services for Exurban Development in Kenney.
Policy L-1.2	Provide Services for Exurban Development in Waynesville.
Objective L-2	Redefine the County Economic Development Strategy.
Policy L-2.1	Evaluate the Performance of The EDC.

COUNTY RESOURCES

DeWitt County economic development hinges upon efficient allocation of limited local resources and programs. This plan seeks to enhance the county economic base, while minimizing negative impacts on existing farmland. DeWitt County should take advantage of existing quality of life elements. DeWitt County should promote these features for future development.

DeWitt County has many local resources. These may be manipulated to promote economic growth. The major county resources are:

- County Recreation Opportunity,
- The Dr. John Warner Hospital,
- County education,
- County transportation,
- Illinois Power Company, and
- Available funding tools and organizations.

Recreation

The Clinton Lake Recreation Area and Weldon Springs State Park facilities offer development potential to the county. These facilities coupled with other county-wide existing and future facilities can provide DeWitt County with increased tourism, tax base, and employment.

Annually, these facilities serve over one million people. These users represent a high amount of potential income to the county. This volume of users can support the existence of restaurants, bars, and other retail facilities typical of recreational centers similar to those in DeWitt County.

Health Care

The Dr. John Warner Hospital is also an invaluable asset to the county. In addition to providing health care for the citizens of DeWitt County, the hospital represents one of the county's most important economic resources.

Spin-off effects generated by increased hospital activity can play an important role in the county economic development scheme. Prospective firms may be enticed to locate within the county as a result of the hospital's presence. Additionally, new residential development may also be similarly enticed because the county possesses local health care.

Education

Richland Community College as well as the three other nearby community colleges provide a valuable economic development tool for the county. These facilities will augment the county quality of life and attract new economic development in the county.

Richland Community College can provide critical job training programs as part of the DeWitt County economic development preparedness program. This will allow for the rapid education and training of the county work force, an advantage prospective employers seek.

Firms seeking to locate or expand in DeWitt County wish to have basic services provided for their employees. In addition to health care, employee training is a primary concern.

Transportation

DeWitt County is linked to major Illinois metropolitan areas. North and southbound highways link DeWitt County to Decatur, Bloomington, and Normal, Illinois (See Map 3). East and west highways and interstates link the county to Champaign, Urbana, and Peoria, Illinois. These regional linkages provide incentive to prospective industries to locate in DeWitt County as transportation costs are a major element of operation expenses firms encounter today.

In addition to the existing transportation network within the county, additional improvements to the system will also serve to advance DeWitt County economic growth. New county road improvements as well as the proposed county airport facility will serve to expand the county tax base by providing jobs and enhancing the quality of life.

Illinois Power

DeWitt County and Illinois Power Company should continue efforts on improving cooperation and communication. This will facilitate economic growth throughout the county. Both DeWitt County and Illinois Power have much to gain from such actions.

Improved public participation on the part of Illinois Power necessarily facilitates an improved public image. Moreover, new and expanded DeWitt County development requires power only Illinois Power can provide. Finally, Illinois Power may develop or facilitate development throughout the county with profit generation in mind. Untapped markets in DeWitt County may provide Illinois Power with increased economic viability and diversity.

Illinois Power facilities can be utilized in the recruiting process of prospective industries seeking to locate in the region. These facilities can provide DeWitt County with a tremendous advantage over competing regional municipalities.

Funding Tools

DeWitt County must employ local resources in economic development as aggressively as possible. Examples of such potential organizations include Illinois Power and Richland Community College. The potential tools DeWitt County may utilize are discussed in the 1992 DeWitt County Comprehensive Plan Data Supplement.

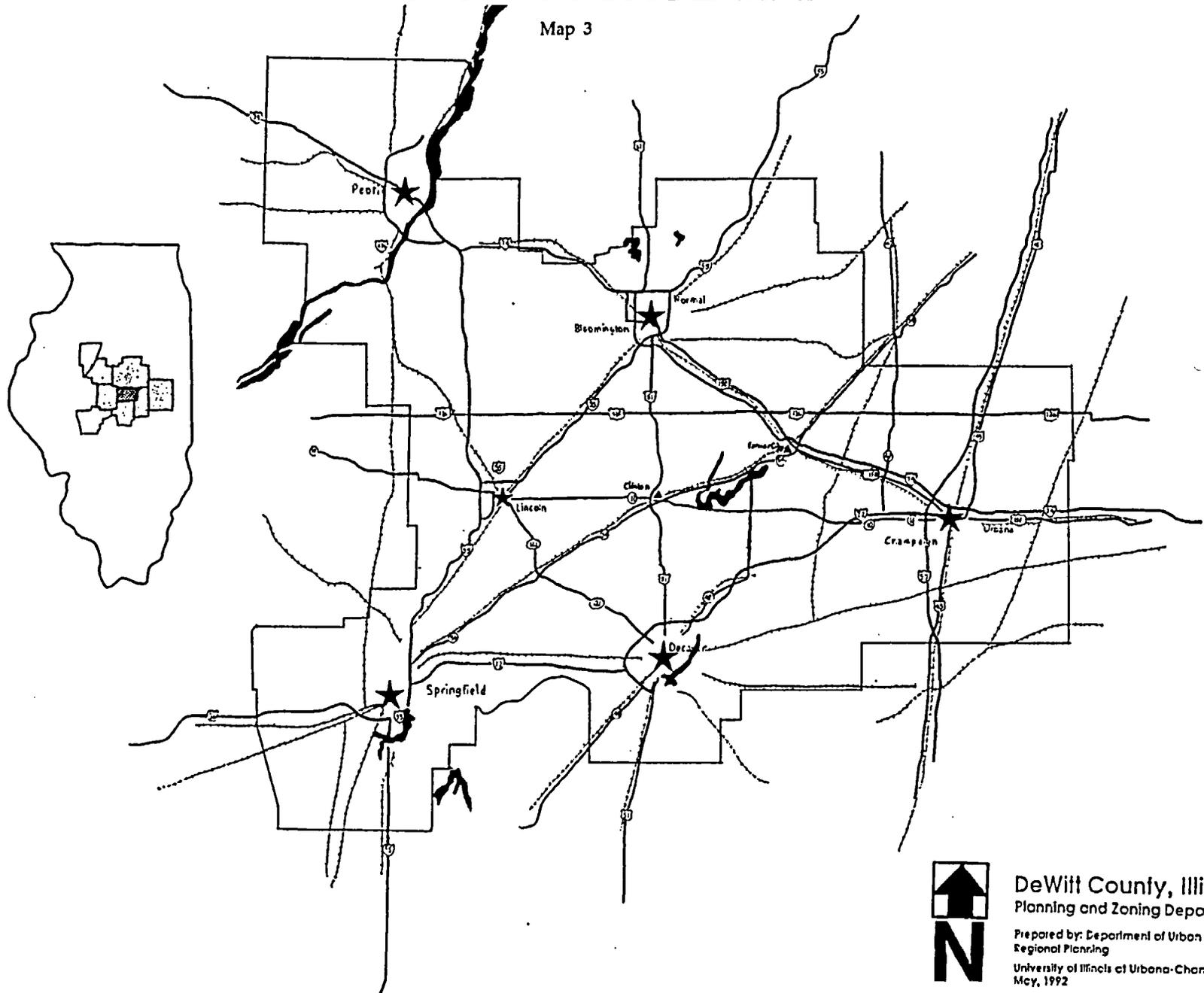
DEWITT COUNTY ADVANTAGES

- *Location:* DeWitt must market its centralized location between Decatur and Bloomington-Normal, Springfield, Champaign-Urbana, and Lincoln (See Map 3). The interstate and state highway systems running through the county must be exploited. Rail lines and the potential airport facility must also be utilized to ease access to and from the county.

- *Taxation:* The current county tax rate stands at .5832, and Clinton's tax rate is at 2.5141. These figures include library and sanitary districts. These tax rates are extremely competitive relative to surrounding areas (See Table 1). The tax rates for Bloomington, Peoria, and Normal are computed averages (See Table 1).

REGIONAL BASE MAP

Map 3



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992

Table 1: Municipal Tax Rates

Municipality, County	Tax Rate
Bloomington, McLean	7.6643
Champaign, Champaign	7.3240
Clinton, DeWitt	2.6599
Decatur, Macon	8.2358
Farmer City, DeWitt	2.4218
Lincoln, Logan	9.7903
Peoria, Peoria	9.3542
Normal, McLean	5.9769
Springfield, Sangamon	7.1732
Urbana, Champaign	8.6080

• *Utilities:* DeWitt County has a tremendous advantage in Illinois Power Company. As the primary source of electric power and natural gas in the region, Illinois Power can provide stable and competitively inexpensive energy for any potential industrial or commercial development. The presence of the Clinton Nuclear Power Plant illustrates this advantage. Other resources such as water can be provided efficiently by the county and its associated municipalities.

• *Capital:* Capital at reasonable interest rates is not always available, especially in periods of economic recession. It is critical that the county work to secure such rates through state, national, or private means. It is in the provision of this element that tax abatement, tax increment financing, and enterprise zones become instrumental tools of economic development.

• *Labor:* In order to facilitate rapid mobilization of newly locating firms, a well-trained and available labor force must exist. The county must determine which business or industry is targeted for expansion or location within DeWitt County. Once this is determined, suitable courses and training programs must be initiated through local community colleges to provide trained employees for these firms (See Target Industry Analysis, Fantus Corporation).

• *Land:* In addition to providing for the provision of a suitable labor force, suitable sites and buildings must also exist. Such sites should have available to them all public services, while remaining affordable. These sites must also be in close proximity to transportation hubs and other nodal activities.

• *Comparative Advantages:* DeWitt County must market all its comparative advantages. That is the services, geographic location, and social advantages it possesses over surrounding communities. From the economic perspective, firms will study the availability of professional services, construction capacity, and the availability of material resources. They will also examine community appearance, housing stock, building conditions, and cost of living information.

Social advantages that firms seek include: religious institutions, cultural diversity, quality of education, health care, and recreational opportunity within the county. DeWitt County has a great advantage in both its recreational opportunities and health care facilities, and must market them aggressively to assist in the recruitment process.

STRATEGIES

There are a number of strategies the county may take for economic development. No one may be completely effective for DeWitt County alone, but combinations may provide the county with the perfect fit. In fact, combinations of one or more strategies are not only possible, but encouraged.

Strategy I

DeWitt County may choose to play the role of the growth promoter.

In this scenario, the county is confident of its economic stability and growth potential. The county may simply promote its resources, develop a community profile, and advertise itself as a potential location for business and industry. This role is generally risk-free and low cost. DeWitt County has already developed a community profile, and is engaged in various promotion and advertisement efforts. Maintenance of these programs is relatively inexpensive and should continue.

Strategy II

DeWitt County may choose to act as a development broker or agent.

Taking this step requires marketing the community regionally, nationally, and even internationally. A private consulting firm will be required to undertake such activities until the county reaches a point where these services can be provided in-house. The county must also actively seek out prospective industry, and provide incentive packaging. For the purposes of the county, this may involve granting tax abatement, establishing enterprize zones, and maintaining existing tax increment finance districts. In addition to these roles, the county should act as the representative of the entire county, its related municipalities and townships, and the general population.

Strategy III

DeWitt County may choose to act as an actual land developer.

This is made possible by the Illinois Municipal Code (Chapter 24, Section II-74-4). In fact, as stated in the code, communities have the power "to construct, acquire by gift or purchase, reconstruct, improve, better or extend any industrial project within or without the municipality or partially within or without the municipality, but in no event further than ten (10) miles from the territorial boundaries of such municipality, and to acquire by gift or purchase lands or rights in land in connection therewith."

**Overall Plan
Implementation**

The plan for DeWitt County should be incrementally implemented. While many of the proposed strategies are years in the future, some are attainable now. Thus, DeWitt County should provide every effort to execute the following implementation strategies described below in the sequential manner in which they appear. These phases are outlined according to years of implementation; however, these are flexible contingent upon the state and county budget limitations.

SHORT TERM OBJECTIVES (0-5 YEARS)

The short-term objectives comprise the first five years. DeWitt County should implement the following objectives within five years of the adoption of the DeWitt County Comprehensive Plan. These are the most readily obtainable of the strategic economic development objectives, and among the most crucial to DeWitt County. The objectives encompassed by this section include:

- Establish a formal local Economic Development Strategy; and thus an Economic Development Corporation (EDC);
- Maintain the agricultural preservation posture;
- Initiate recreational development strategies;
- Initiate Dr. John Warner Hospital retention programs; and
- Conduct clean-up of Midland City.

Objective S-1 **Establish a local economic development strategy.**

In order for DeWitt County to successfully undertake an economic development program, the county should approach the process in a sequential manner. The steps for such undertakings include:

Policy S-1.1 *Establish an Economic Development Corporation.*

One way to maximize efficient allocation of scarce county resources is to establish an economic development corporation. This economic development entity is a public-private partnership whose task(s) is specifically defined in its charter. See the 1992 DeWitt County Comprehensive Plan Data Supplement for the EDC charter.

Policy S-1.2 *Prepare for Industrial Development.*

This element of industrial preparedness would likely be undertaken by the newly established EDC. This involves analyzing the economic structure of DeWitt County, the State of Illinois, and the midwest to more efficiently recruit newly locating or expanding firms.

Real estate transaction trends, industrial development techniques other communities employ, and site selection factors are examples of required data. Once this data is assembled, other county data such as demographics, geographical advantages, and economic advantages should be collected.

The final element of this step involves rallying the community around the county's economic development program. This involves identifying and employing potential financial supporters to the DeWitt County EDC (i.e. Illinois Power and other major employers in DeWitt County).

Policy S-1.3

Develop Industrial Sites and Buildings.

"Paper" industrial parks and business districts are of no use to any firm seeking to locate within DeWitt County. Farmer City and Clinton must dedicate, provide services to, and maintain said services to their relevant industrial parks and Tax Increment Financing Districts. Additionally, any new Enterprise Zone Districts should be treated similarly.

At the minimum, the industrial parks should be zoned for the appropriate land uses, and a development plan should be ready for implementation (See Maps 20, 21, and 22).

Further action includes conducting a survey of current industrial stock as well as taking note of vacancy rates and growth potential. In addition to designating future industrial parks, the county should be evaluated to determine the most favorable existing properties for industrial development or redevelopment. Once these properties are selected, purchase prices should be solidified. Ideally, options on the properties which the county may resell or donate to prospective industry should be purchased.

Policy S-1.4

Determine Overall Development Plans.

The Fantus studies conducted for DeWitt are complete and fulfill this basic step (See Target Industry Analysis, Fantus Corporation). These studies target potential industry for the county, and provide an excellent starting point. The PHH Fantus Target Industry Analysis has targeted the following industries for recruitment into DeWitt County:

- Fabricated metal products
- Millwork
- Products of purchased glass
- Industrial machinery
- Miscellaneous plastic products
- Motor vehicle parts and accessories

The shift-share analysis has pointed to four major industry sectors that DeWitt County can target for future development. These sectors have shown real increases, either based on projected state or national growth percentages. These sectors are:

- Manufacturing
- Transportation/utilities
- Retail Trade
- Services

Some sectors do not require intensified development due to limited growth potential or adequate performance. The sectors include the following:

- Agricultural Services
- Contract Construction
- Wholesale Trade
- Finance, Insurance, and Real Estate
- Mining
- Government

Policy S-1.5

Develop a Program to Assist Prospective Industries.

As an element of the development process, DeWitt County should establish funding mechanisms so as to assist and facilitate the location of new or expanding industry. Examples of applicable funding resources are included in the Data Supplement. This library of financial resources should be frequently consulted by the EDC.

In addition to providing ease of funding, the county should act to ensure the ease of development procedure. Timeliness is a key to successful economic development. Bottlenecks such as zoning variances, loan applications, and other procedural processes should be streamlined to minimize waste and inconvenience. The county should analyze these procedures to insure that they are efficient and timely.

Policy S-1.6

Implement an Industrial Retention Program.

As a critical element of any industrial development program, retention provides for the communication between government and industry. Problems for a given industry may not become apparent to the government until closures or scaling-down take effect. This miscommunication results in employment loss and tax base reduction.

Instead, DeWitt must provide and maintain a comprehensive effort to open dialogue with all significant industry within the county. The county must determine what is significant and what is not according to county budget and staffing constraints.

Those firms that are determined to be significant should be regularly visited by EDC or county personnel. These visits will instill in both government and industry a sense of commonality and commitment.

Objective S-2

Engage in opportunistic economic development.

Opportunistic economic development is the practice of engaging in development while minimizing strain on resources. Provision of minimum incentives and preparation is stressed instead of expensive incentive packaging and preparation. Facilitation and maximization of probable development opportunities is stressed over recruitment of less likely prospects.

Opportunity cost is the underlying concept behind this practice. Opportunity cost is the actual accounting cost of engaging in a specific development strategy plus the cost of the forgone value of the alternate development strategy.

Accounting costs refer to the actual fiscal package (i.e. the amount of resources such as money, time, and land) the county must assemble to facilitate local economic development. Opportunity costs refer to the costs incurred by the county as a result of directing their constructive energies toward economic development and not other efforts. In other words, resources that have been directed to economic development may have been spent on general infrastructure improvements, debt service, or other county needs.

Policy S-2.1

The county should take advantage of its existing resources.

This implies provision of the necessary mechanisms for economic development, and retention of those firms already operating within DeWitt County. County resources are scarce, and must be used with discretion.

Objective S-3

Maintain agricultural preservation.

DeWitt County should act to limit the level of urban sprawl associated with Clinton and Farmer City. Agriculture is too often excluded from economic development programs and this is a mistake.

Policy S-3.1 Encourage non-agricultural land uses only where the land is not currently being farmed.

This will minimize loss of valuable farm land. Any new developments should be located within incorporated areas, except those areas near Waynesville, Wapella, Kenney, and Clinton (See Map 2).

Policy S-3.2 Exceptions to Policy S-3.1 should comply with the permit system.

The permit system should remain in place for land development. This policy stance should not preclude DeWitt County from developing agricultural land in all circumstances. Pursuant to Objective S-2, opportunistic economic development, special circumstances such as future Bloomington or Decatur exurban residential development should be permitted within DeWitt County, even at the loss of some vacant land. Similarly, significant industrial prospects should also be granted permission.

Policy S-3.3 DeWitt County should act to revert chronically vacant properties back to agricultural use when at all possible.

Blighted or vacant properties which would obtain higher utility as agricultural land are the focus of this policy. These properties should be acquired and demolished by the county and resold to the private sector. The sales price of said properties shall be determined by applying the expected agricultural land price to the site, plus some negotiated fraction of the demolition costs.

Policy S-3.4

DeWitt County should act to eliminate the illegal use of land within Midland City as a garbage dump.

Midland City is an aesthetic problem and presents a potential obstruction to future industrial recruitment. DeWitt County should act to eliminate potential hindrances to economic development. Firms do not wish to locate in areas which appear to be blighted or in a state of general disrepair. Nor do they wish for their employees to reside in or near such areas.

MID-TERM OBJECTIVES (6-10 Years)

DeWitt County should implement the following objectives within six to ten years of the adoption of the DeWitt County Comprehensive Plan. These are more future oriented than those of the short-term; however, these too are readily attainable. These objectives are necessary follow-ups to many of the short-term objectives and should be pursued actively. The objectives encompassed by this section include:

- Plan for future residential exurban development in Clinton, Kenney, Wapella, and Waynesville;
- Facilitate Farmer City economic development; and
- Facilitate Clinton economic development.

Objective M-1 **Plan for residential exurb development.**

DeWitt County should plan for the future exurban residential development of Bloomington and Decatur, Illinois.

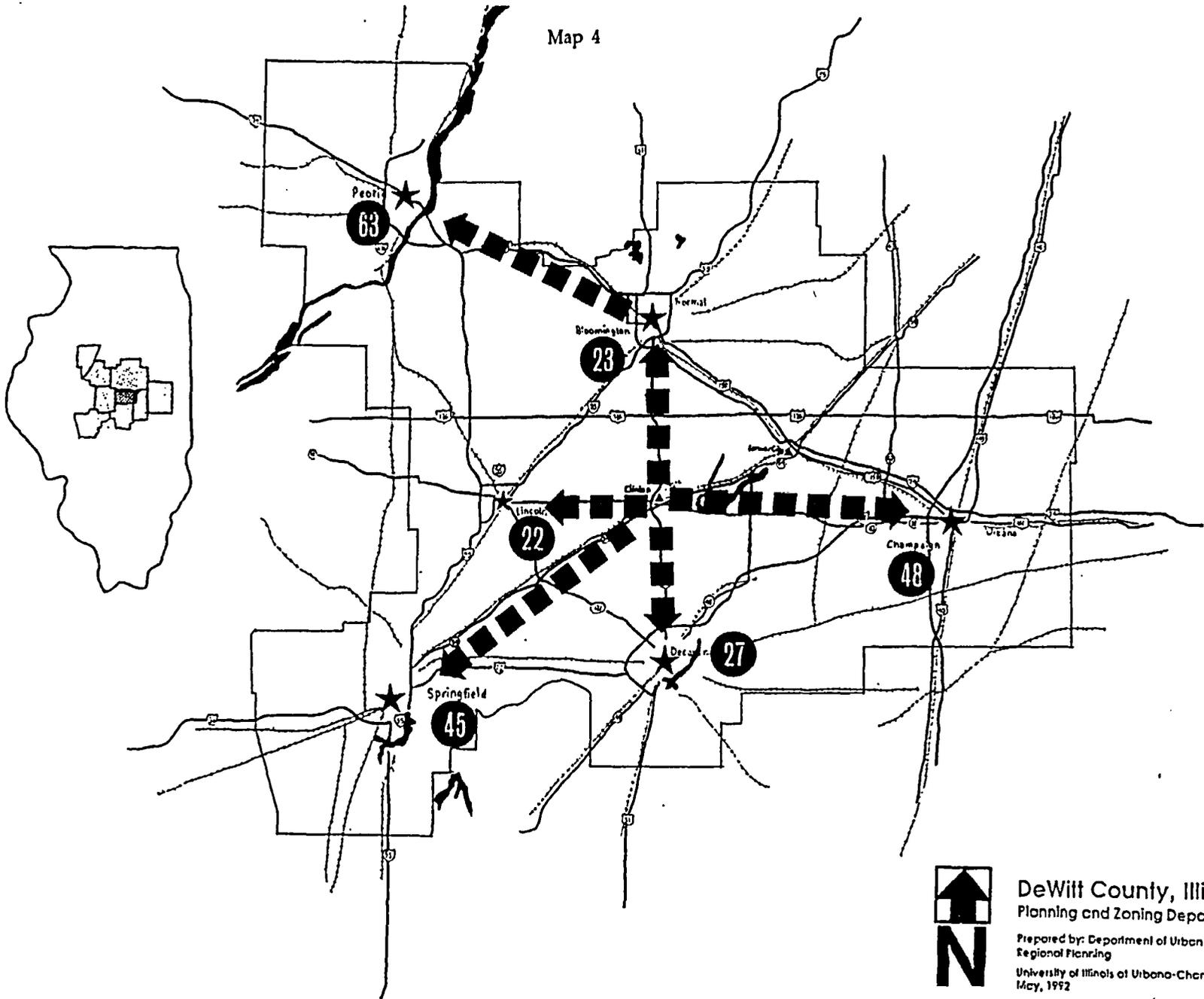
Policy M-1.1 *The county should allocate land north and south of Clinton, east of Waynesville, north of Wapella, and south of Kenney for future residential uses (See Map 2).*

These areas have been identified as geographically desirable, possessing adequate infrastructure, or are in close proximity to growing metropolitan areas. As the demand warrants, properties should be subdivided and marketed for said development. The sites near Waynesville, Wapella, and Clinton are within close proximity of Bloomington, Illinois. As Bloomington and Decatur expand, these properties will become more likely prospects for residential growth (See Map 4).

People employed in Bloomington may seek to live in the more rural setting that these areas provide. Improved, large-lot properties are most commonly associated with this kind of development. Thus, street and infrastructure, subdivision, school districts, and other government service plans must be generated to encourage new growth in the county.

REGIONAL DISTANCES

Map 4



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning

University of Illinois at Urbana-Champaign
May, 1992

Policy M-1.2

The county EDC should conduct a market Analysis.

Because of the speculative nature of such development, the DeWitt County EDC should conduct or contract for the production of a market analysis which would determine the probabilities of such potential with the county.

Objective M-2

Facilitate Farmer City development.

DeWitt County should help direct the development of Farmer City as an interstate highway oriented community.

Policy M-2.1

The county should improve the status of the Farmer City industrial parks from a "paper" to a functional state.

This requires subdivision and zoning of the parks as demand warrants, the connection of all utilities to each lot within both parks, and the extension of streets and infrastructural services throughout the same. Any additional industrial or commercial parks must receive the same level of preparation.

Policy M-2.2

The county should encourage Farmer City to clean up and maintain the blighted alleys throughout the downtown.

These alleys present a potential blockage to future economic development, and thus must be eliminated to provide better marketability of Farmer City to prospective industry and firms.

Policy M-2.3

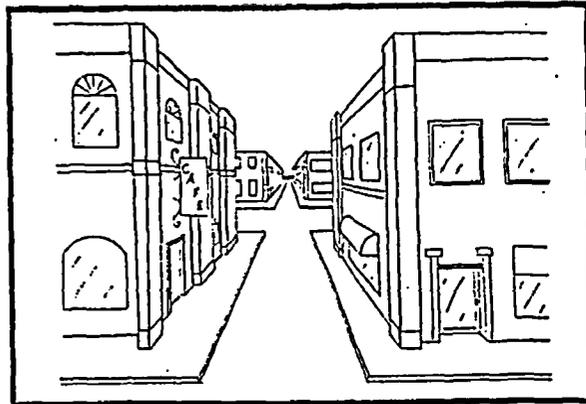
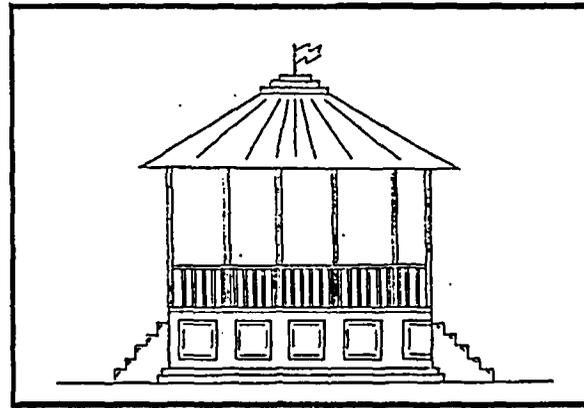
Finally, the county should direct Farmer City toward beautification of the downtown.

Farmer City's downtown is currently suffering from disrepair. Abandoned buildings and alleys present visual and safety problems. The lack of plantings and signage conformity throughout the downtown instills the image that the downtown is unhealthy and failing.

Tree and shrubbery plantings in the downtown will augment the already existing central park, and will provide a completely new image to the downtown. The county should build a gazebo in the central park to improve the aesthetic appeal of the downtown (See Figure 1). Sign conformity and facade improvements will greatly enhance the visual design of the downtown (See Map 5).

The target area comprises the downtown plus vacant land to the south which is projected to be a future commercial nodal center. It will provide the southern edge for the downtown, and will hinge upon Highway 54. It will thus provide southern growth potential of the downtown.

GAZEBO AND DOWNTOWN BEAUTIFICATION

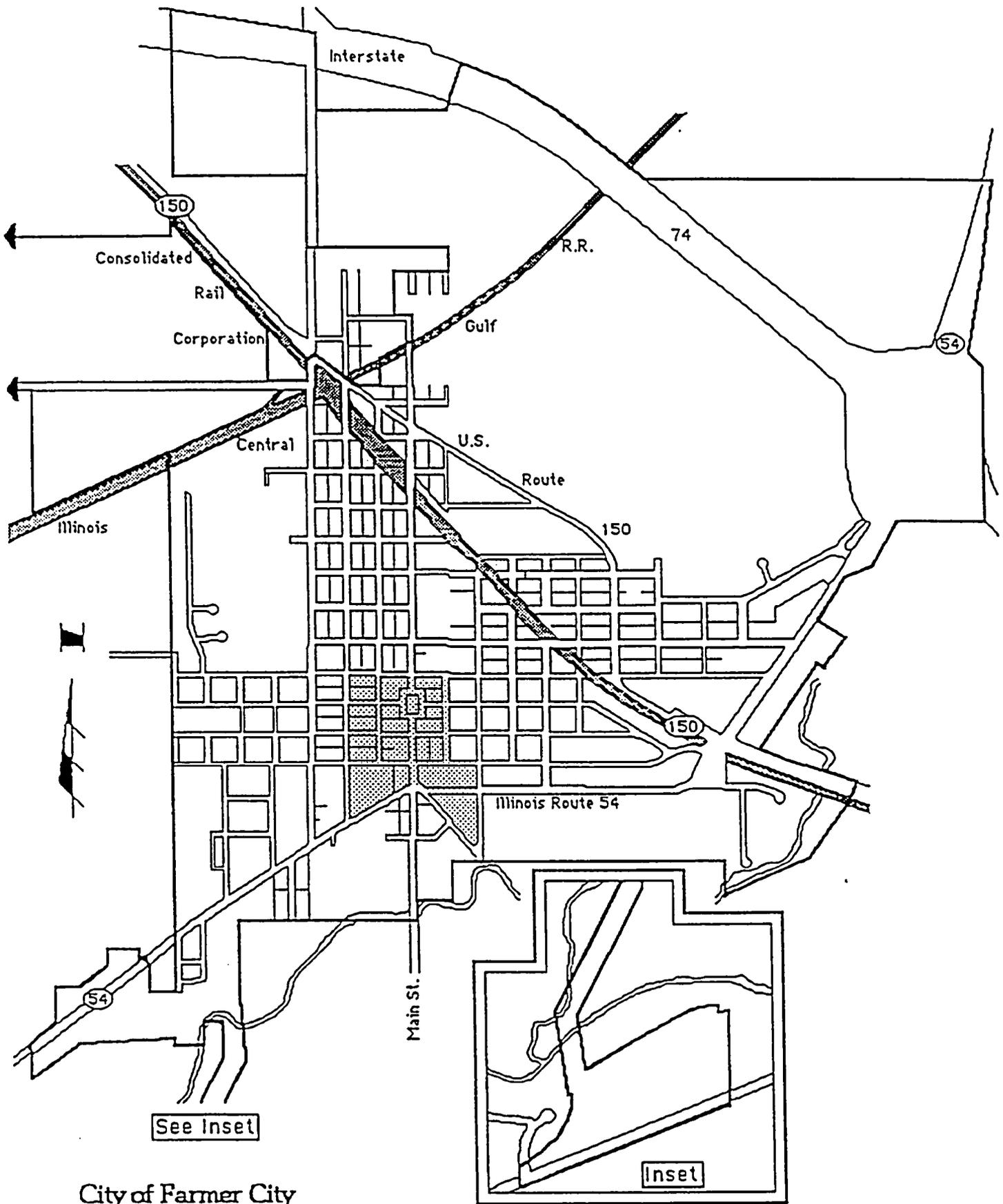


Before



After

Figure 1



City of Farmer City

DOWNTOWN FARMER CITY REVITALIZATION AREA

▨ REVITALIZATION AREA

Objective M-3 Facilitate Clinton development.

DeWitt County should help augment the development of Clinton. Assistance for Clinton is not required now, as discussed in the Land Use section of this plan; however, in the immediate future this situation may change. The county must provide for this possibility.

Policy M-3.1 DeWitt County should provide for the construction and maintenance of a county general aviation facility.

This facility as described in the Transportation section of the DeWitt County Comprehensive Plan will provide new employment and recreation opportunities within the county, specifically Clinton. These recreational uses may be closely linked with recreational development of Clinton Lake.

LONG-TERM OBJECTIVES (11-20 Years)

DeWitt County should implement the following objectives within eleven to twenty years of the adoption of the DeWitt County Comprehensive Plan. These are very future oriented. Nonetheless, these must be planned for. The objectives encompassed by this section include:

- Provide residential recruitment for exurban growth; and
- Redefine/reevaluate the DeWitt County Economic Development Plan and the EDC.

Objective L-1 Provide recruitment for exurban growth.

DeWitt County should promote Clinton, Kenney, Wapella, and Waynesville as excellent sites for the future exurban residential development from Bloomington-Normal and Decatur, Illinois (See Map 2). Depending on the annexation strategies of these cities, the county or respective city should implement plans suggested in the intermediate-term of this economic development plan. Services that must be provided include:

Sanitary sewer, storm water retention and drainage, utilities, police and fire protection, primary and secondary schools, road improvements, subdivision regulations, building and zoning codes, and general planning services. Clinton does not require additional resources because it has the level of services needed for attracting and developing exurban subdivisions. Kenney, Waynesville, and Wapella lack some of these services.

Wapella also has the problems of a combined storm and sanitary sewer system and road system improvement needs. The quality of Wapella's school systems is also poor due to budget limitations, decreased tax revenues, and de-annexations. This is especially important because a good school system is essential for keeping and attracting residents. Wapella provides its own zoning, planning, subdivision and building code enforcement.

Policy L-1.1

Kenney has been targeted as one of the towns requiring assistance through urban triage (See Land Use section).

The main focus of this element should be geared towards improving the storm water sewer system and the surrounding road network. . Currently, both sanitary and storm sewers are combined into one system. These two services should be separated in order to increase and maintain development potential. Also, the road improvements and the project phasing are discussed in the Transportation section of this plan.

Policy L-1.2

Waynesville is similar to Kenney as it also has the problems of a combined storm and sanitary sewer system and road system improvement needs.

Waynesville is also an urban triage target requiring resources for survival. In addition, police protection is inadequate. Many residents have voiced concern over the lack of police protection in town.

Objective L-2

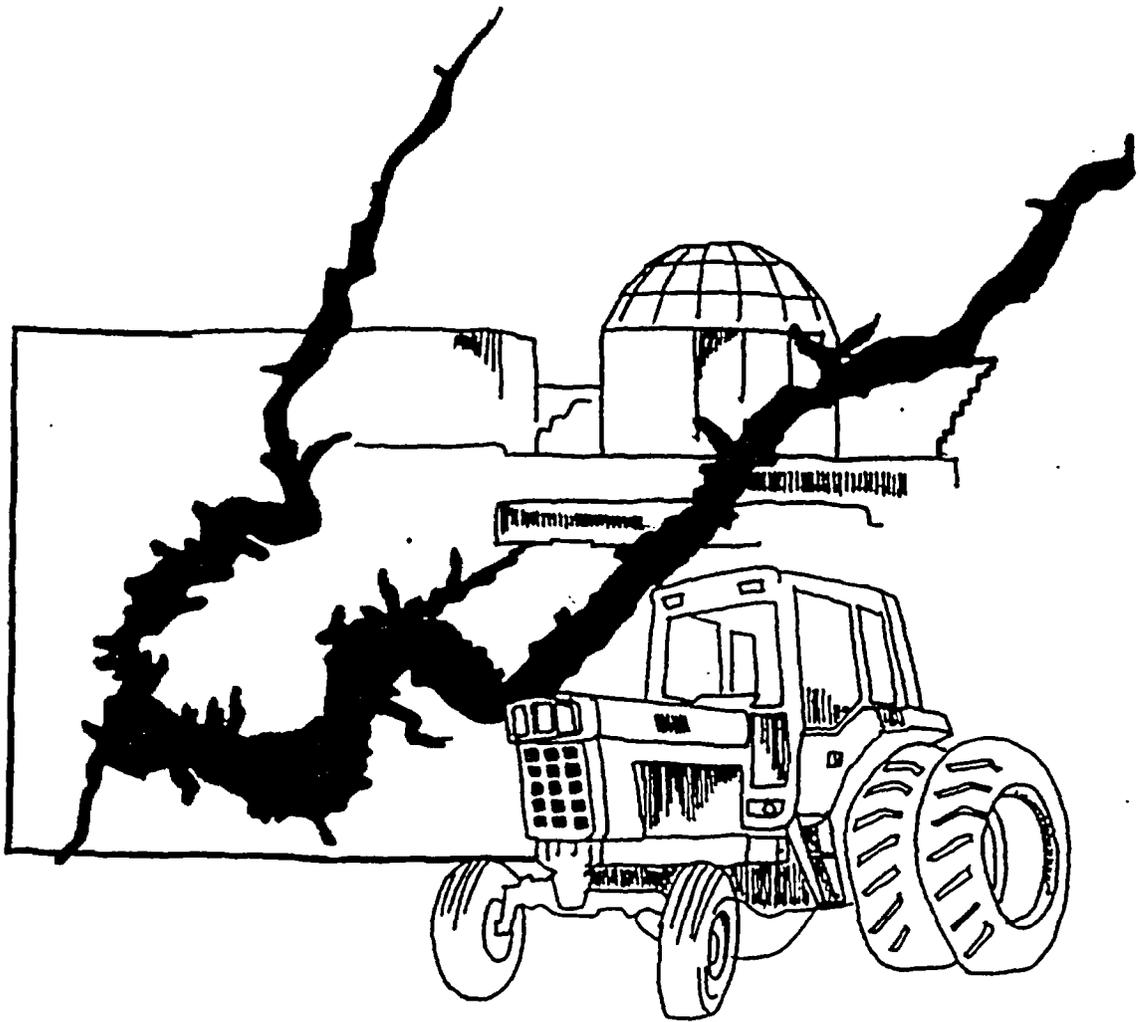
Redefine the county economic development strategy:

DeWitt County should plan for future economic development and strategic plans. Economic development is a very dynamic field and changes constantly. DeWitt must remain abreast of economic development recruitment trends, packaging tools, and strategies in order to remain competitive in the central Illinois economy.

Policy L-2.1

DeWitt County must evaluate the performance of the county EDC.

If the entity is effective, then the county should support its continued existence. However, if the entity fails to satisfy the county board, then a new economic development authority must be established.



DeWitt County

SPECIAL TOPICS IN ECONOMIC DEVELOPMENT

SPECIAL TOPICS VISION

Recreational opportunities and health facilities are two elements contained in the county's quality of life.

These elements must be strengthened and promoted for economic development. These elements have been identified through the planning process as requiring individual attention and strategies.

RECREATION

Objective S-1

Policy S-1.1

Policy S-1.2

Policy S-1.3

Increase Recreational Services.

Provide Electrical Service to Clinton Lake Campsites.

Provide Shower Facilities at Weldon Springs State Park.

Provide Outdoor Educational Workshops at both Parks.

Objective S-2

Policy S-2.1

Policy S-2.2

Create a Bicycle and Hiking Trail.

Target Abandoned IC Railroad Tracks for Trail Location.

Assist Rails to Trails in Transaction Process.

Objective S-3

Policy S-3.1

Establish a County Marketing Program.

Utilize Media for Promotions of Recreational Facilities.

Objective L-1

Policy L-1.1

Policy L-1.2

Policy L-1.3

Extend the County Bicycle/Hiking Trail.

Extend Trail from Deland-Weldon School to Champaign.

Provide Assistance for the Purchase of Remaining ROW's.

Offer Financial Support to Rails to Trails.

Objective L-2

Policy L-2.1

Policy L-2.2

Policy L-2.3

Policy L-2.4

Facilitate Clinton Lake Development.

Focus Development Around Restaurant and Golf Course.

Solicit Illinois Power Company for Leasing Agreements.

Provide Annexation and Legislative Assistance as Needed.

Offer Assistance Through Infrastructure Improvements.

Objective L-3
Policy L-3.1

Facilitate Youth Activity Development.
Provide Youth Oriented Recreation at Clinton Lake.

Objective L-4
Policy L-4.1
Policy L-4.2
Policy L-4.3

Encourage EDC Management and Marketing.
Use EDC for Administration and Marketing of Recreation.
Establish Parks and Recreation Division as Part of EDC.
Secure Parks and Recreation Division Funding Through EDC.

HEALTH CARE

Objective S-1
Policy S-1.1

Move County Nursing Home to John Warner Hospital.
Build New Nursing Home at Hospital Site.

Objective L-1
Policy L-1.1

Construct Satellite Clinic in Farmer City.
Assist Hospital in Expansion Plans to Farmer City.

OUTDOOR RECREATION

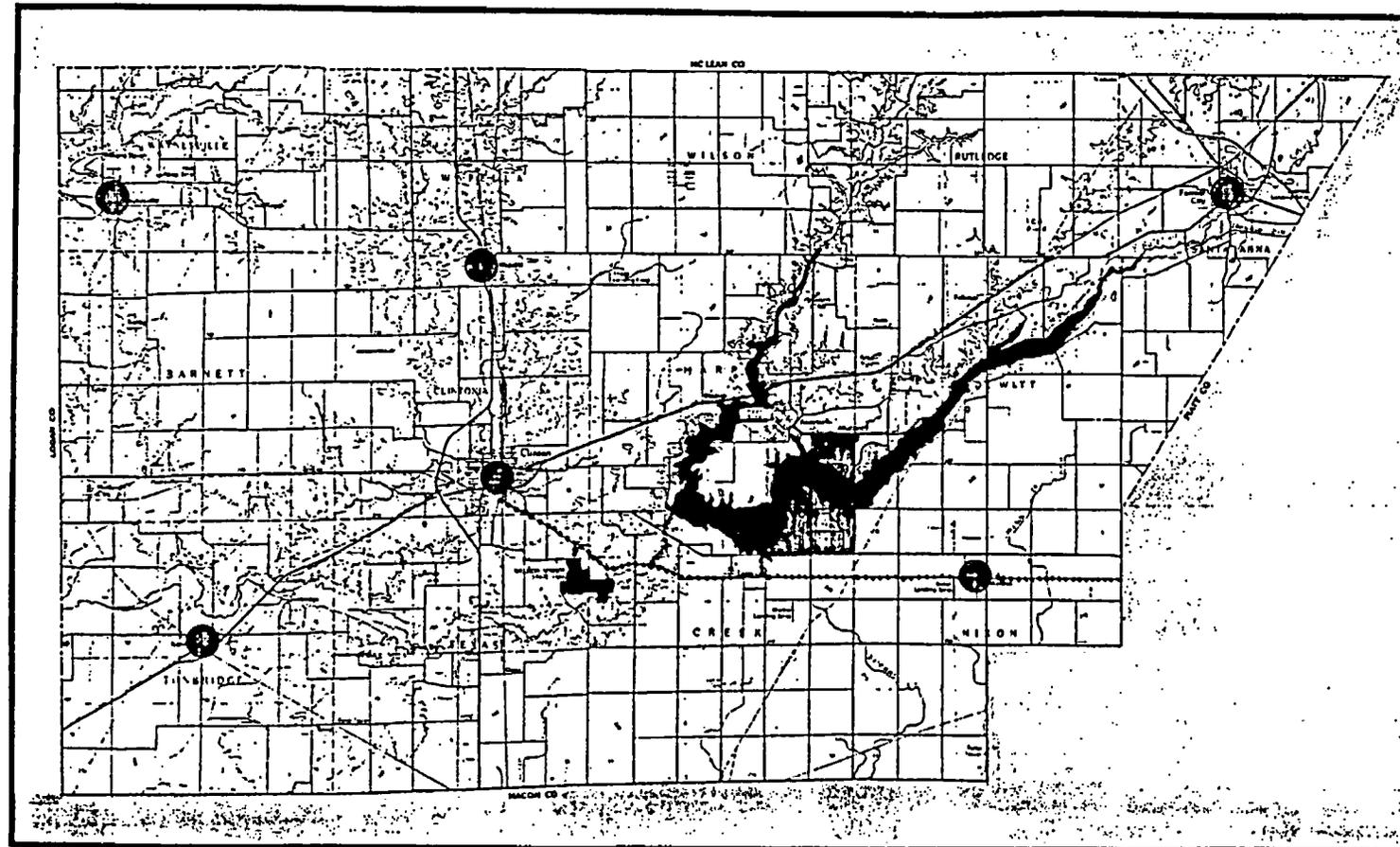
Outdoor recreation is the biggest asset of DeWitt County. The two largest facilities, Clinton Recreation Area and Weldon Springs State Park provide recreational opportunities for over one million people each year. This is a unique and valuable asset when compared to recreational opportunities in surrounding central Illinois. Because central Illinois is mainly a flat and featureless prairie, large forested water resources are extremely valuable. These recreational features are not only valuable to DeWitt County residents, but may be targeted to users from surrounding communities. DeWitt County's location relative to Bloomington-Normal, Champaign-Urbana, Decatur, and Lincoln builds upon these recreational assets (See Map 3).

County Focus

These urban communities provide a large population base that should be targeted for increasing recreational usage and development. Therefore Clinton Lake, Weldon Springs, and DeWitt County recreation should be the focus for development within the county. The development should be compatible with the county's natural resources and should be targeted towards capturing users from outside the county. Also, enhancing the provision of recreational facilities and services in the towns and municipalities adds quality of life and can be used as a tool for attracting residential development into DeWitt County.

Inventory

The two major recreational facilities in the county are Clinton Recreation Area and Weldon Springs State Park. There are numerous park facilities in Clinton, Farmer City, Weldon, Wapella, Waynesville, and Kenney that make up the remainder of the recreational inventory (See Map 6).



LEGEND

-  Clinton Lake
-  Recreation Oriented Commercial Development
-  Cities/Villages With Recreational Facilities
-  Nature Trail

PARK SYSTEM AND RECREATION

Map 6

DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992



**Clinton Lake
Recreation Area**

Clinton Recreation Area is a 10,000 acre facility that includes a 5,000 acre lake and the Mascoutin State Recreation Area. The lake was built by Illinois Power as a cooling lake for their nuclear power plant and is leased to the State Department of Conservation, which manages the lake and surrounding facilities. Activities on the lake include: boating, water skiing, sailing, canoeing, fishing, and swimming. Fishing is the single largest activity, and there are approximately 14 different species of fish stocked in the lake. Camping, hunting, hiking, wildlife observing, and picnicking are other activities that the recreation area offers. The following table summarizes the number of users entering the recreation area and camping permits issued since 1983.

Table 2: Clinton Recreation Area Users

YEAR	TOTAL	PERMITS
1983	679,000	1,090
1984	602,000	2,211
1985	720,000	2,589
1986	707,000	2,569
1987	862,000	2,620
1988	925,000	2,953
1989	808,000	3,276
1990	979,000	3,217
1991	805,000	3,500

Source: Illinois State Department of Conservation

**Weldon Springs
State Park**

Weldon Springs State Park also provides many various recreational opportunities. The park is owned and managed by the State Department of Conservation. The recreation area is approximately 370 acres including a 29 acre lake. The park offers a diverse range of activities including: camping, hiking trails, amphitheaters, wildlife observing, picnicking, and winter sledding and skiing. Fishing and boating are the main activities occurring on the spring-fed lake, and there are seven different fish species stocked for sportspersons. Weldon Springs park entrance numbers are summarized as follows:

TABLE 3: Weldon Springs State Park Users

Year	Patrons
1989	341,000
1990	349,000
1991	348,000

Source: Illinois State Department of Conservation

**County
Facilities**

Lastly, the municipalities of DeWitt offer a number of facilities for recreational activity. These are targeted to the residents of the county, and this focus should continue. Recreation is a major element of DeWitt County quality of life. Clinton has seven parks covering 15 acres with four tennis courts, five basketball courts and five baseball diamonds. Farmer City has several parks, tennis courts, baseball diamonds, a public swimming pool, and the county fairgrounds site. Also Weldon, Wapella, Waynesville, and Kenney provide parks and baseball diamonds.

**Increase Usage
of Existing
Facilities**

Development in DeWitt County should focus on retaining and expanding the number of recreational users. The strategic plan for increasing the use of DeWitt County facilities should be implemented in two stages. The first stage, a short-term time period of five years, will focus on Clinton Lake because it offers the most potential. The second phase, a mid-term time frame of six to ten years, will address all three major facilities (Clinton Lake, Weldon Springs, and DeWitt County). It is important that both stages relate with one another.

The Department of Conservation should be encouraged to continue to expand the services at Clinton Recreation Area and Weldon Springs. The expansion of services will ensure that the two facilities continue to have users. These services should include electricity, additional shower facilities, educational workshops, and a county-wide bike trail. Since the provision of services is controlled by the State budget, alternative methods for the financing of these services are required for immediate implementation.

SHORT-TERM OBJECTIVES (0-5 Years)

- Increase Recreational Services;
- Create a Bicycle and Hiking Trail; and
- Establish a County Marketing Program.

Both private and public resources should be targeted to facilitate these objectives. Illinois Power is a major force in county development. Thus, coordination with Illinois Power should be initiated for financing these recreational services. A joint effort by Illinois Power, DeWitt County, and the State of Illinois could locate and implement funding methods for expansion of services. This would ultimately increase the number of recreational users, increasing county sales tax revenues and property tax revenues.

Objective S-1 Increase Recreational Services.

In order for DeWitt County to maximize economic return to investments made in the recreational park system throughout the county, Dewitt must improve the parks facilities in the following manner.

Policy S-1.1 Electrical service should be provided at Clinton Lake camp sites.

The number of camping permits issued in 1991 was approximately 3,500, (See Table 2). According to state officials at Clinton Lake, providing electricity would dramatically increase the number of permits issued.

Policy S-1.2

Shower facilities should be provided at Weldon Springs State Park.

This policy will directly enhance the recreational experiences at Weldon Springs. In concert with Policy S-1.1, this would diversify the types of services provided at both parks.

Policy S-1.3

Outdoor educational workshops should be provided at both recreational areas.

These programs could range from hunter and boater safety courses to guided nature walks and workshops. Education complements recreation and produces a complete outdoor experience for the user.

Objective S-2

Create a Bicycle and Hiking Trail.

In order for DeWitt County to augment the services provided to recreational users, the park facilities should be connected by a bicycle/hiking trail (See Map 6). Similarly, the county park system should be joined to neighboring metropolitan areas.

Policy S-2.1

The county should target the abandoned Illinois Central railroad tracks for the development of a bicycle/hiking trail.

The trail would connect southeast Clinton to Weldon Springs State Park to Lane, just south of Clinton Lake (See Map 7). The trail would increase the number of users and traffic between Clinton and the recreation areas. Rails to Trails, a statewide organization is currently negotiating with private property owners for the abandoned rights-of-way.

Policy S-2.2

The county should fully support the activities mentioned in Policy Statement S-2.1, and assist with communications between the Department of Conservation, Rails to Trails, and the property owners.

The county should alleviate problems encountered while reverting private property to public rights-of-way.

Objective S-3

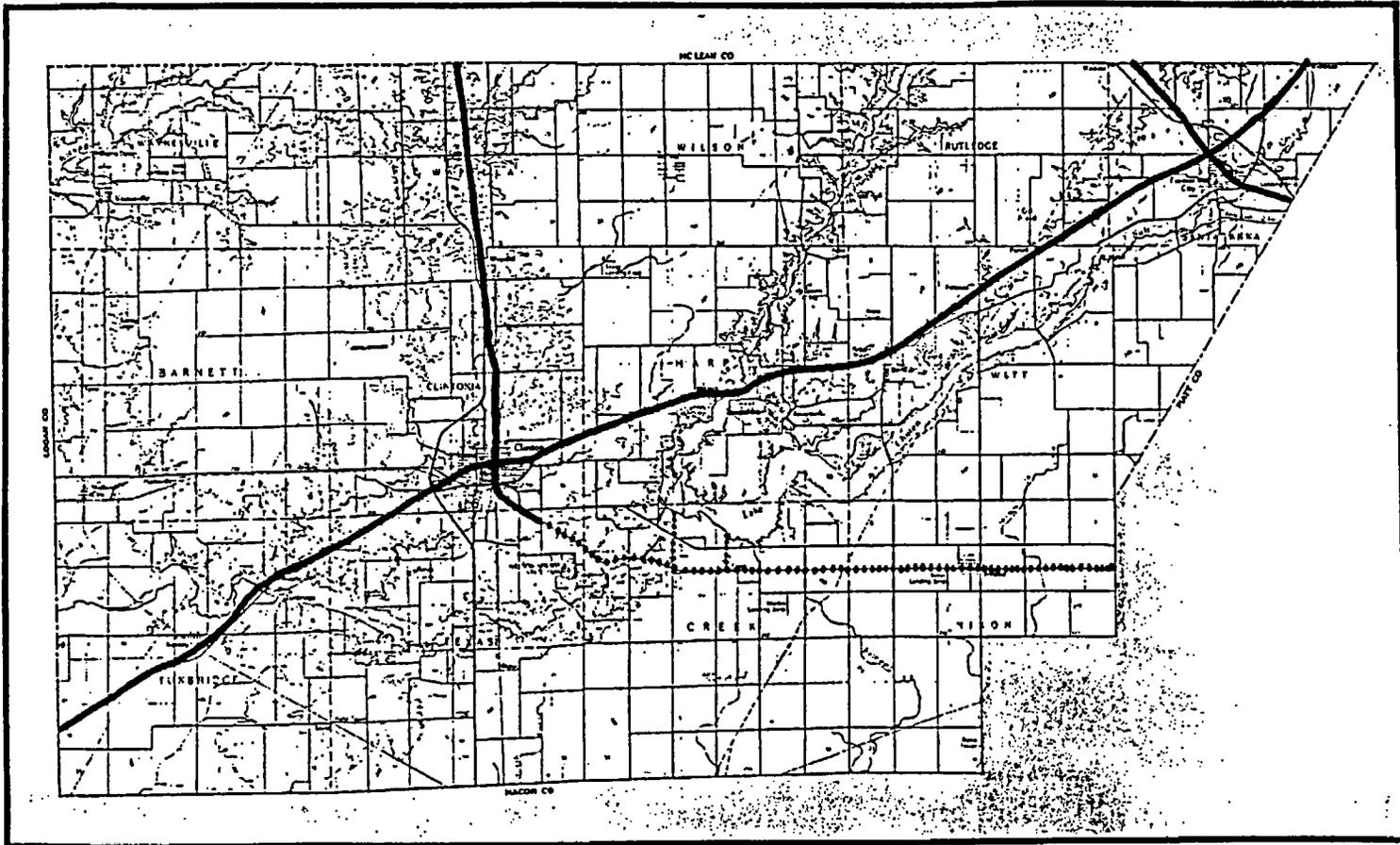
Establish a County Marketing Program.

This objective involves marketing DeWitt County recreation to surrounding communities. Bloomington-Normal, Champaign-Urbana, Decatur, and Lincoln would be the initial focus for the marketing campaign. Residents of these cities would be targeted for increasing the number of recreational users in the county.

Policy S-3.1

DeWitt Should utilize local television, radio stations and newspapers to market the county recreational facilities.

This undertaking should be administered by the DeWitt County EDC. The advertisements should create and communicate the image of an outdoor recreation experience here in central Illinois.



LEGEND

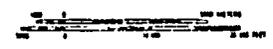
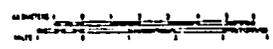
-  Existing Railroad Lines
-  Rails To Trails

RAILS TO TRAILS

Map 7

DeWitt County, Illinois
 Planning and Zoning Department

Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1992



MID/LONG TERM OBJECTIVES (6-20 Years)

DeWitt County should achieve the following objectives within six to twenty years of the adoption of the DeWitt County Comprehensive Plan. These are more future oriented than those of the short-term; however, these too are readily obtainable. These objectives are necessary follow-ups to many of the short-term objectives and should be pursued actively. The objectives encompassed by this section include:

- Extend the County Trail;
- Facilitate Clinton Lake Development;
- Facilitate Youth Activity Development; and
- Encourage EDC Management and Marketing.

Objective L-1

Extend the County Trail.

The expansion of the county trail will capitalize on economic returns generated by the creation of the trail in the short-term. Linking the county to other metropolitan population centers will increase the use of facilities and attract tourist dollars into the county. These returns will assist DeWitt in the expansion and maintenance of the trail and other recreation facilities.

Policy L-1.1

The bicycle/hiking trail should be extended from Deland-Weldon High School to Champaign along the abandoned Illinois Central rail rights-of-way (See Map 7).

This would provide a direct link from a large population base (Champaign-Urbana) to the recreational facilities in DeWitt County. Rails to Trails has acquired or in the process of acquiring the abandoned rail rights-of-way for development of the bicycle/hiking trail. The county should seek available funding sources from the State of Illinois, Illinois Power, and other county business. Opportunity for development and financial potentials could be realized with the increased number of recreation facilities users.

Policy L-1.2

The county should provide administrative assistance to Rails to Trails.

The county can offer its resources, records, and other administrative support to aid Rails to Trails in their process of purchasing the remaining abandoned rights-of-way.

Policy L-1.3

The county should offer financial support.

The county should purchase rights-of-way if Rails to Trails does not successfully realize the property purchases within the county.

Objective L-2

Facilitate Clinton Lake Development.

The county should promote and assist in development on Clinton Lake. The economic development of Clinton Lake is not only logical but inevitable. The county can capture upon millions of tourist dollars through future and existing lake facilities. This will increase the tax and employment base.

Policy L-2.1

The county should focus development around the creation of a restaurant and 18-hole golf course near the existing marina.

There are currently no county public golfing facilities or restaurants located on the lake, and the demand for these services does exist. The nearest public courses are in Bloomington, Decatur, and Mahomet. The nearest restaurants are located off the park grounds in the incorporated areas. An 18-hole private golf course does exist, but uncertain future ownership and management limits the availability of this facility to county-wide development.

Policy L-2.2

The county should offer support to private development.

The county should assist in negotiations with Illinois Power for leasing arrangements, and local town leadership for commercial lake development support and acceptance.

Policy L-2.3

The county should provide support to development with political assistance for annexation and legislative changes as needed.

The county should encourage incorporated towns to annex land for lake-side access. Also, unincorporated towns should be encouraged to incorporate and annex land for this purpose. Restaurant and Bar development requiring a "wet" incorporated area or township for alcoholic beverage sales and service could then be realized on Clinton Lake.

Policy L-2.4

The county should also offer development assistance through infrastructure improvements.

Existing transportation and lake access points are in need of immediate upgrade and expansion. Providing this would alleviate the burden on private developers.

Objective L-3 Facilitate Youth Activity Development.

The survey of DeWitt County residents strongly indicated a desire for youth activities within the county. Indeed, the county must play its part in providing safe and constructive recreation for youths. If these services are not provided, youths will turn elsewhere for entertainment.

Policy L-3.1 The county should provide development that is related to existing recreational uses.

These should be outdoor oriented activities which draw upon the resources of the lake. For example, a water slide and go-cart track would be compatible with the recreational focus of the county.

Objective L-4 Encourage EDC Management and Marketing.

In order to minimize the number of entities that the county must establish, this plan seeks to consolidate functions as much as possible. Specifically, this plan seeks to consolidate the DeWitt County EDC and what could be a DeWitt County Park District. This will allow the county to provide services most efficiently without raising the number of local taxing bodies. This will in turn assist the county in rallying citizen support for the comprehensive plan.

Policy L-4.1 The county should utilize the services of the DeWitt County EDC for administration and marketing of DeWitt County recreation.

The EDC will provide for the administration and promotion of the county park systems. Marketing should be conducted through television, radio, and local newspapers.

Policy L-4.2

The county should establish, as part of the EDC, a division of parks and recreation.

This organization will maintain all county recreational facilities. The division would maintain the parks and other facilities in the towns and municipalities. The Department of Conservation would still manage the major parks.

Policy L-4.3

The county should secure funding for the division from the EDC and the various local governments.

The DeWitt County EDC should allocate its resources for the administration and maintenance of county park facilities. Also, each town and municipality should designate current park and recreation budget allocations for creating a pool of resources for the EDC to utilize for additional maintenance and marketing.

DEWITT COUNTY HEALTH CARE

The availability of quality health care is an important and unique asset of DeWitt County. The Dr. John Warner Hospital and the various nursing homes provide health care to thousands of users each year. This is especially important because many rural areas like DeWitt County can not feasibly support a large-scale health facility. Health care is yet another element consistent with a high quality of life, and this availability should continue permanently in DeWitt County. These facilities provide residents with both emergency and in-patient health care locally. Also, these services can be used to attract new people into the county as one element of a total economic development package highlighting the county's quality of life.

The Dr. John Warner Hospital is located in Clinton and provides the emergency and in-patient services to all of DeWitt County. The hospital is also looking to expand its existing facility in order to upgrade technical capability and attract new health care providers into the county. Currently, many specialized or technical care users seek hospitals in Lincoln, Bloomington-Normal, and Decatur. The efficiency of services and facilities of the DeWitt County Nursing Home in Hallsville can be improved, however. The current building is three stories, and is a problem because staffing is required on two of the floors for home resident needs. This means that there is duplication of effort and wasted staff time.

County Focus

The county should consolidate all major health services into the Dr. John Warner facility. The hospital is considering future expansion, and moving the county nursing home to this location would fit directly with hospital plans for attracting more health care providers and hospital needs for an increased patient base. The consolidation would allow the Dr. John Warner Hospital the opportunity to offer a more complete service package, increase service efficiency in the nursing home, and insure the life of the Dr. John Warner Hospital.

Inventory

There are four major health care facilities in DeWitt County. These are: the Dr. John Warner Hospital in Clinton, the county nursing home in Hallsville, Crestview nursing home in Clinton, and Jackson Heights nursing home in Farmer City. In addition, ambulance, dental, optometry, and chiropractic services are available in both Clinton and Farmer City.

• *The Dr. John Warner Hospital*

The city owned hospital contains 52 beds for short-term, general acute care. The hospital offers the following services: intensive/coronary care, maternity, pediatric, 24 hour emergency, surgery, laboratory, radiology, respiratory therapy, pharmacy, dietary, and ambulance. Also, the following clinical care is available at the hospital: urology, orthopedic, oncology, ophthalmology, podiatry, pulmonology, gastroenterology, and pediatric. The Dr. John Warner employs 182 people and has been in existence for 81 years in Clinton.

• *DeWitt County Nursing Home*

The county nursing home in Hallsville provides nursing care, physical therapy, speech therapy and pharmacy services for its residents. Medical and ambulance services are provided by the Dr. John Warner Hospital. The facility houses 60 intermediate care beds and 25 sheltered care beds for the residents. The home is owned and operated by DeWitt County and was established to provide nursing and restorative care to county residents in need of these services.

- *Crestview Nursing Home*

Crestview nursing home is located in Clinton and owned and operated by HS Healthcare in Savoy, Illinois. The facility houses 103 intermediate care beds for users. Medical care and ambulance service is provided by Dr. John Warner Hospital.

- *Jackson Heights Nursing Home*

Jackson Heights nursing home is a non-profit organization that is located in Farmer City. Medical services are left to resident discretion, but are usually provided by Dr. John Warner Hospital, Decatur Memorial Hospital, and St. Joseph Medical Center in Bloomington. Ambulance service is provided by Farmer City Ambulance. There are 51 intermediate care beds for residents at the facility.

**Preserve
County
Health Care**

The county must insure the continued existence of county health facilities. The county should realize the importance and necessity of health care availability, especially as provided by the Dr. John Warner Hospital. This service will insure that DeWitt County residents have adequate health coverage. Also, health care can be used as one element for maintaining a high quality of life in the county. Health care availability goes hand-in-hand with a quality school system, efficient transportation network, and the vast recreational opportunities that DeWitt County has to offer.

The plan for insuring health availability in the county should be implemented in two stages. This part will focus on consolidating the county nursing home with the existing hospital facility. The future existence and subsequent expansion of Dr. John Warner Hospital will also be addressed. The second stage should be realized in the intermediate to long-term time frame of six to twenty years. This part will focus on the possibility of a satellite clinic in Farmer City.

SHORT-TERM OBJECTIVES (0-5 Years)

- Move the County Nursing Home to The Dr. John Warner Hospital.

Objective S-1

Move the County Nursing Home to the Dr. John Warner Hospital Facility.

The situation at the county nursing home in Hallsville is inefficient and the services of the home are in high demand by county residents. The current building is also in need of expansion. The latest addition was completed in 1972, and is already nearly filled to capacity. A waiting list for obtaining residence in the home indicates the demand for county nursing home services. Also, the home is located away from Clinton, so residents must be transported to shopping, entertainment, and recreational facilities in order to utilize these services. The transportation costs incurred in this process are very costly.

Policy S-1.1

The county should build a new county nursing home on the vacant existing land owned by the Dr. John Warner hospital (See Map 8).

The shaded properties north and west of the hospital facility indicate those parcels that are owned by the hospital, and are suitable sites for future hospital expansion. Moving the home to this location would improve efficiency for medical service provision, decrease the costs to its residents, and would provide the hospital with an increased patient base. Also, nursing home residents could enjoy shopping and entertainment facilities without having to be transported from Hallsville. They could enjoy the freedom of having these facilities close by.

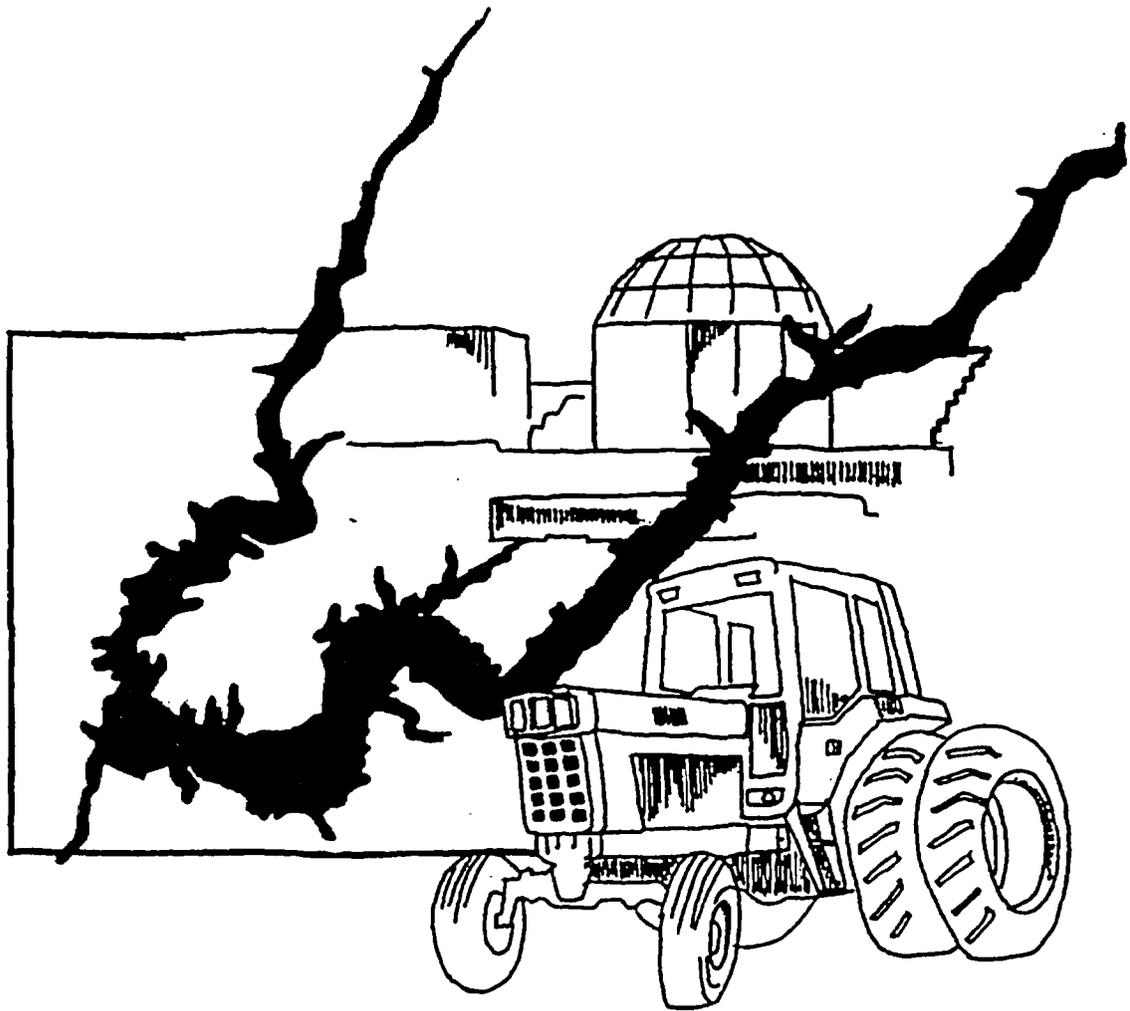
MID/LONG TERM OBJECTIVES (6-20 Years)

- Construct a Satellite Clinic Facility in Farmer City.

Objective L-1 Construct a satellite clinic in Farmer City.

The need for a satellite clinic in Farmer City is a likely reality DeWitt County must plan for. Communities similar to Farmer City (i.e. Mahomet and Gibson City) have actively recruited large hospitals like Carle in Champaign-Urbana for the provision of local satellite health care. This expansion plan also provides Dr. John Warner with an additional patient base for increasing service provision.

Policy L-1.1 The county should encourage and assist the Dr. John Warner Hospital to target Farmer City for the construction of a satellite clinic.



DeWitt County

LAND USE

LAND USE VISION

The land use patterns throughout DeWitt County should not deviate greatly from what exists.

The existing permit system should continue for developments outside incorporated towns. Unlike the previous plan, uses of light and heavy industry, and commercial along state and federal highways should be discouraged. These should locate within corporate areas or industrial parks.

- | | |
|----------------------|--|
| Objective S-1 | Establish DeWitt County Land Use Policies. |
| Policy S-1.1 | Encourage Infill Development on Vacant Parcels. |
| Policy S-1.2 | Eliminate Paper Streets Within Town Limits. |
| Policy S-1.3 | Encourage Farmer City Highway Related Development. |
| Policy S-1.4 | Improve the Back Alleys in Downtown Farmer City. |
| Policy S-1.5 | Encourage Industrial Growth in Northern Farmer City. |
| Policy S-1.6 | Promote Residential Target Areas. |
| Policy S-1.7 | Encourage Lane to Incorporate. |
| Policy S-1.8 | Eliminate the Illegal Land Fill in Midland City. |
| Policy S-1.9 | Individual Property Owners Are Responsible for Clean Up. |
| Objective S-2 | Initiate County Agricultural Preservation Program. |
| Policy S-2.1 | Non-Agricultural Land Uses Require Special Permit. |
| Objective S-3 | Outline of County Development Standards. |
| Policy S-3.1 | The County Should Enforce Development Standards. |
| Objective M-1 | Encourage growth where utilities are adequate. |
| Policy M-1.1 | Encourage development where water capacity is sufficient. |
| Policy M-1.2 | Developers must finance exurban utility systems. |
| Policy M-1.3 | Developers should pay a share of system improvement costs. |
| Policy M-1.4 | New developments should link up with treatment plants. |

URBAN TRIAGE

Triage is a medical term which is used to describe the act of determining, during a tragedy, which people should receive immediate attention. It is also used to determine which people will survive without immediate medical attention, and which people will not survive regardless of medical attention.

This concept is now applied in the urban setting. Determining where a town falls in the urban triage concept is governed by fiscal and physical health (See Figure 2).

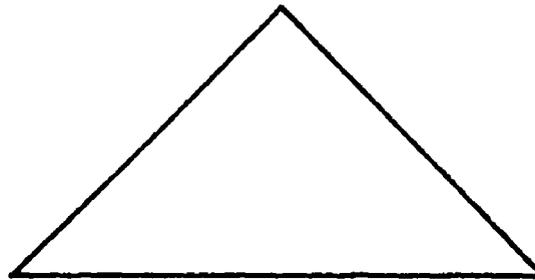
In the urban setting, triage is governed by the principles of return to investment. Where there is great potential return to investment, and where opportunity for growth (See Tables 6-7) and development is high, investment is practical. In some cases, investment is unwarranted because potential return and opportunity are low. Urban areas in this category should be bypassed. It is important to realize that low opportunity and return does not imply an area is blighted or expendable. These areas are merely less critical in the hierarchy of investment application.

Towns at the peak of the triangle require immediate attention. Towns on the bottom left require no immediate attention due to their relative good health and general well-being. Towns on the bottom right are not given immediate attention owing to considerable blight and decline. The following pages discuss each town's position in the triage diagram.

URBAN TRIAGE

Figure 2

Farmer City
Kenney
Waynesville



Clinton
DeWitt
Hallsville
Lane
Wapella
Weldon

Midland City

- *Village of DeWitt*

DeWitt does not need immediate attention. DeWitt's proximity to Clinton Lake is a great asset. As shown in Map 9, DeWitt is less than one mile from the lake. Therefore, DeWitt can reap indirect economic benefits from proposed Clinton Lake developments. However, some minor improvements and adjustments can be implemented.

- *City of Farmer City*

The county should focus efforts on Farmer City. The greatest asset of Farmer City is its proximity to Interstate Highway 74. Farmer City deserves immediate attention because its fiscal and physical condition is grossly underachieved. A map of Farmer City (See Map 10) shows the existing land uses within the corporate limits.

- *Hallsville*

Hallsville does not need immediate attention. Hallsville has limited growth potential because of its small population base, poor access to major transportation, and loss of the County Nursing Home. A map of the Hallsville area (See Map 11) shows existing land uses.

- *Village of Kenney*

Kenney requires immediate attention. The community has a sewer system, and the population base to support potential growth. It too is fiscally and physically stagnant. A map of Kenney (See Map 12) shows the existing land uses.

- *Lane*

Lane does not need immediate attention due to its proximity to Clinton Lake and the potential benefits from lake development (See Map 18). A map of Lane (See Map 13) shows the existing land uses.

- *Midland City*

Midland City is an economic development hinderance. It is unincorporated, has an abandoned railroad line, and two blocks of the town are devoted to an illegal, exposed land fill. Midland City, once cleaned up, may retain residential and agricultural uses. A map of Midland City (See Map 14) shows the existing land uses.

- *Village of Waynesville*

Waynesville requires immediate triage attention. It is incorporated with a sewer system and its proximity to Bloomington-Normal provides strong prospects for future residential development. Its rolling countryside is desirable for rural residential development. A map of Waynesville (See Map 15) shows existing land uses.

- *Village of Weldon*

Weldon does not require immediate attention. Weldon's location on State Highways 10 and 48 affords potential benefit from the traffic moving through the area. A map of Weldon (See Map 16) shows the existing land uses.

- *City of Clinton*

Clinton does not need immediate attention. It is the largest town and county seat of DeWitt County. Clinton is a stable community with adequate services and resources.

- *Village of Wapella*

Wapella does not require attention. Wapella is located on a major highway (U.S. 51) and has potential for future growth. Wapella provides its own planning and development strategies, so it is not under county jurisdiction.

LAND USE CATAGORIES

The existing land use pattern in DeWitt County has not changed significantly since the last comprehensive plan. Figure 3 shows the pattern and color scheme for all the municipal land use maps in this section (See Figure 3).

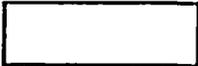
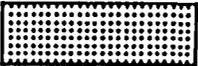
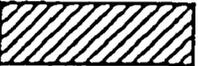
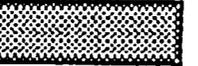
Town Land Use Maps

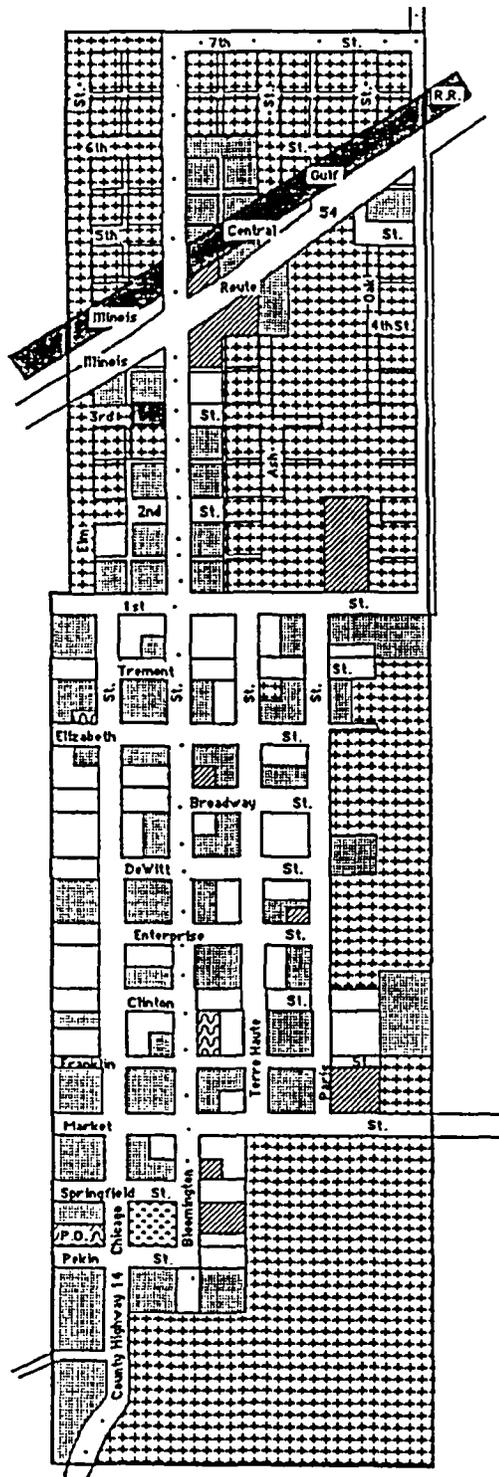
In order to understand how the county will grow in the next twenty years, it is essential to have a grasp of existing land use patterns.

Within the scope of this comprehensive plan, several municipalities are studied, with the exceptions of Wapella and Clinton. These are excluded because each has its own respective planning departments whose responsibilities include land use mapping.

DEWITT LAND USE CATEGORIES

Figure 3

V	Vacant	White	
R	Residential	Yellow	
C	Commercial	Red	
M	Manufacturing/Industrial	Purple	
Ag	Agriculture	White	
P	Public & Institutional	Blue	
R/P	Recreational & Parks	Green	
T/U	Transportation & Utilities	Grey	



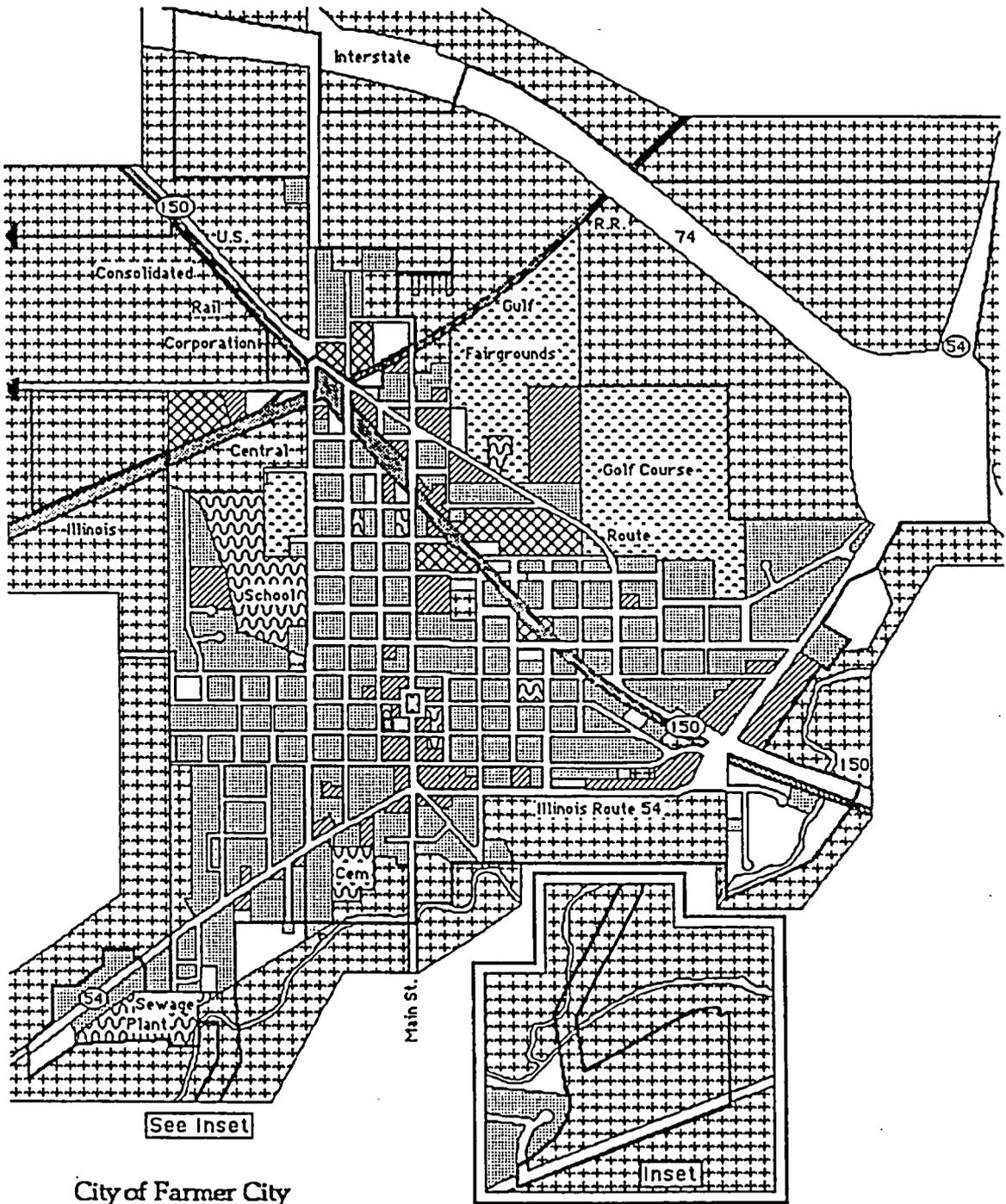
Village of DeWitt

Map 9



DeWitt County, Illinois
 Planning and Zoning Department

Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1952



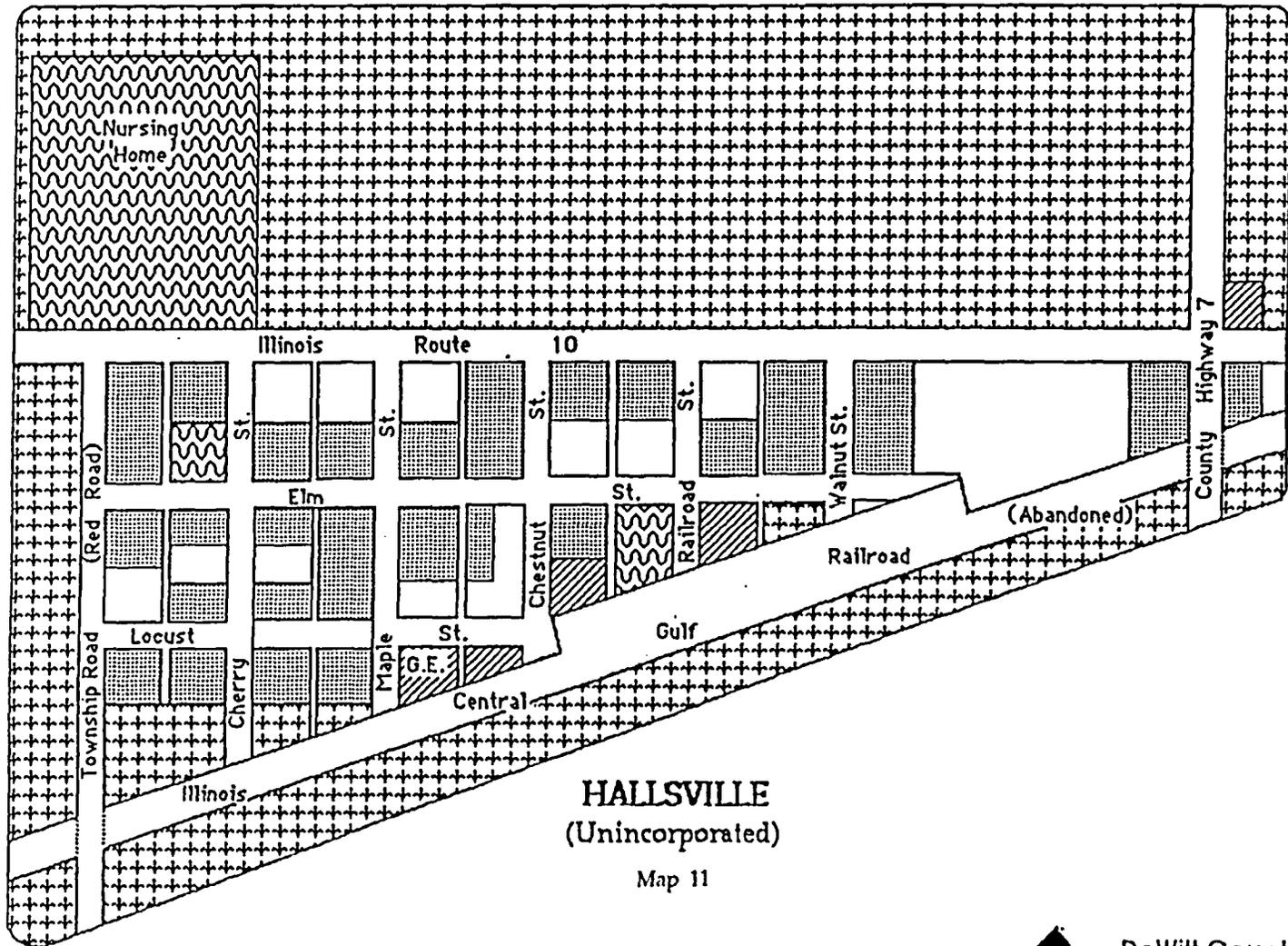
City of Farmer City

Map 10



DeWitt County, Illinois
 Planning and Zoning Department

Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1992



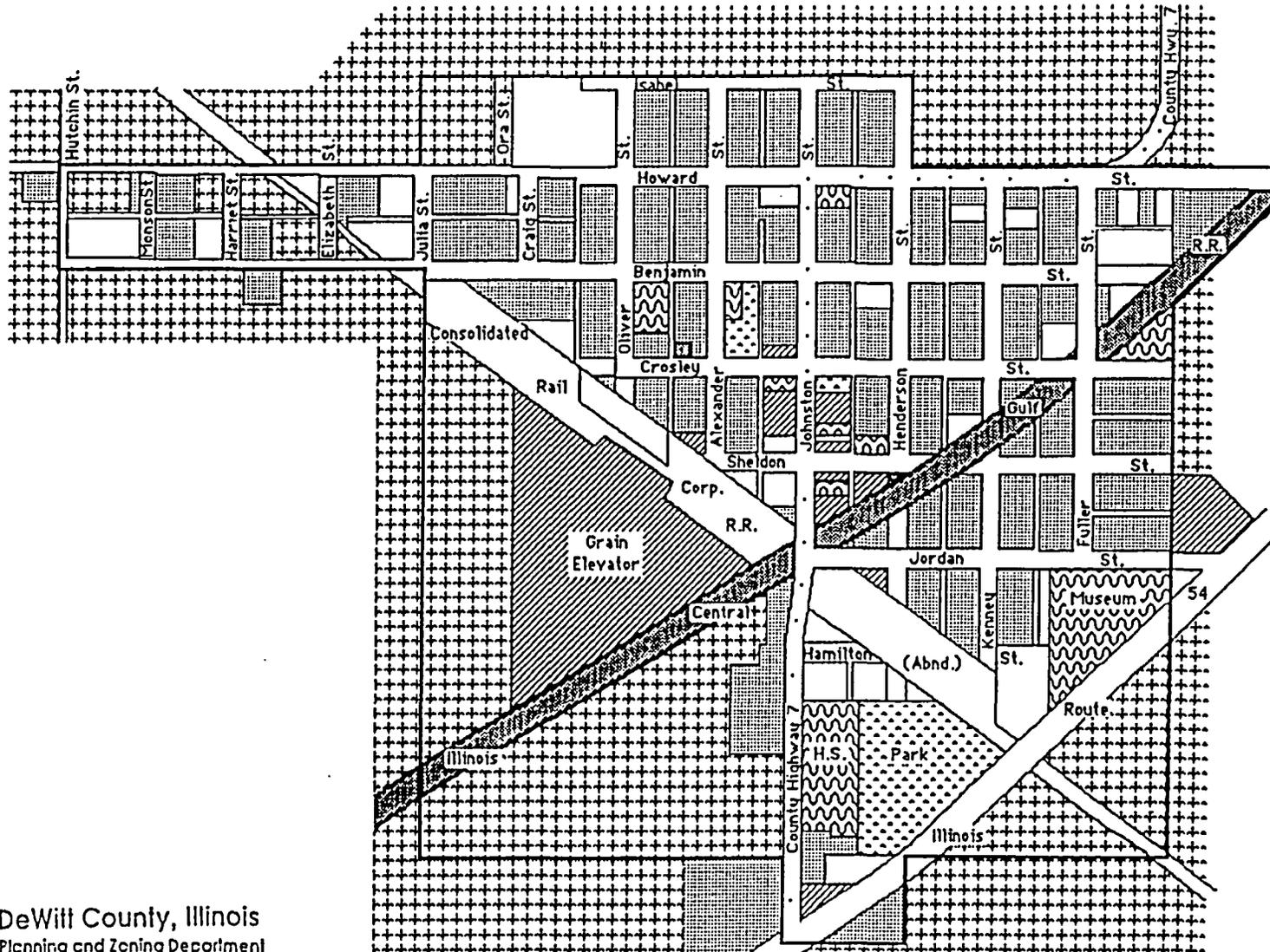
HALLSVILLE
(Unincorporated)

Map 11



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992

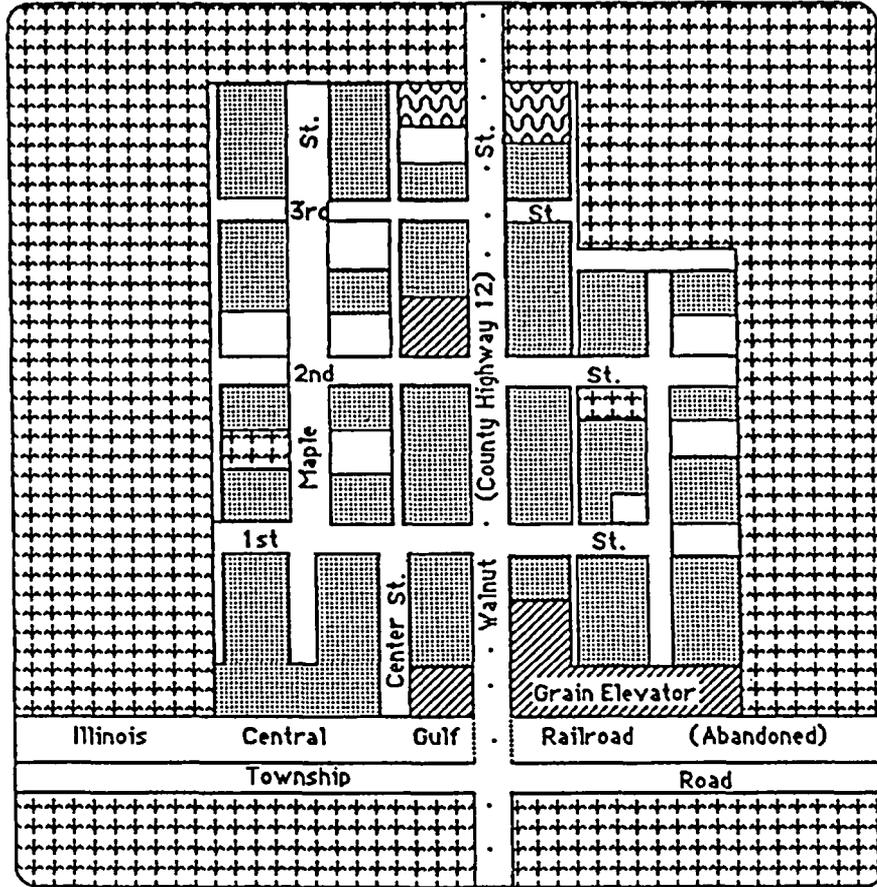


DeWitt County, Illinois
 Planning and Zoning Department

Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1962

Village of Kenney

Map 12



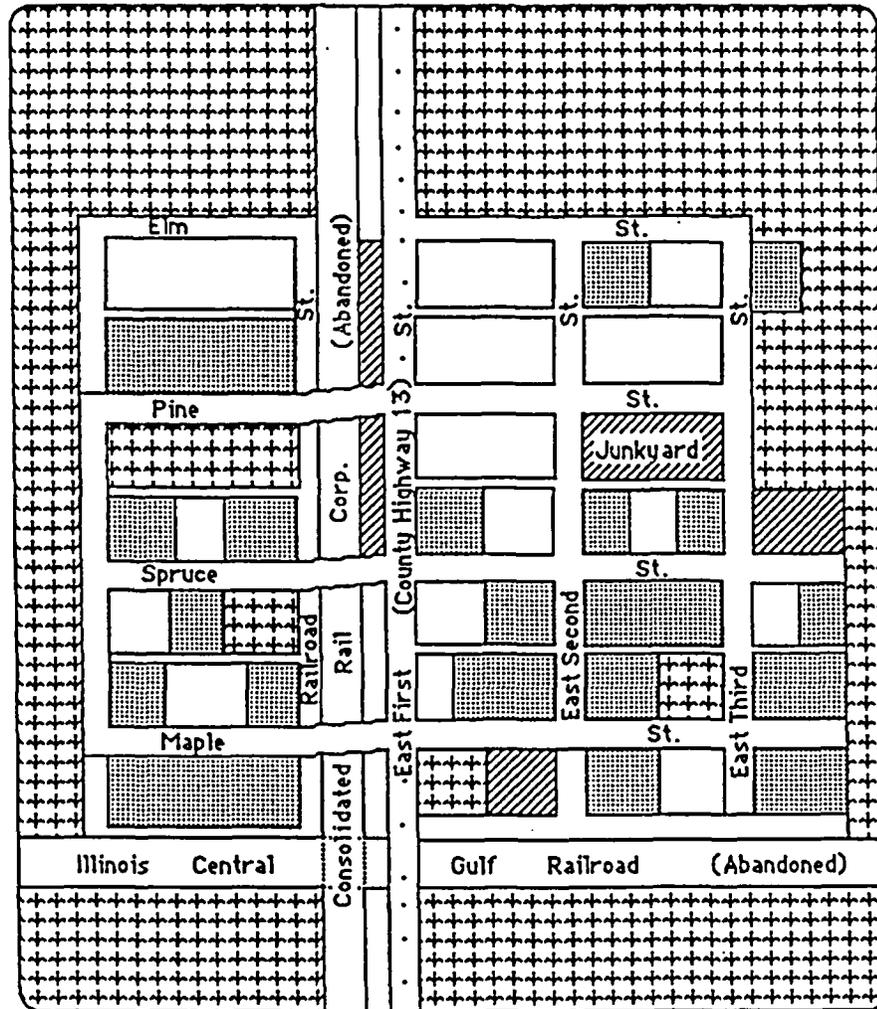
LANE
(Unincorporated)

Map 13



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1972



MIDLAND CITY
(Unincorporated)

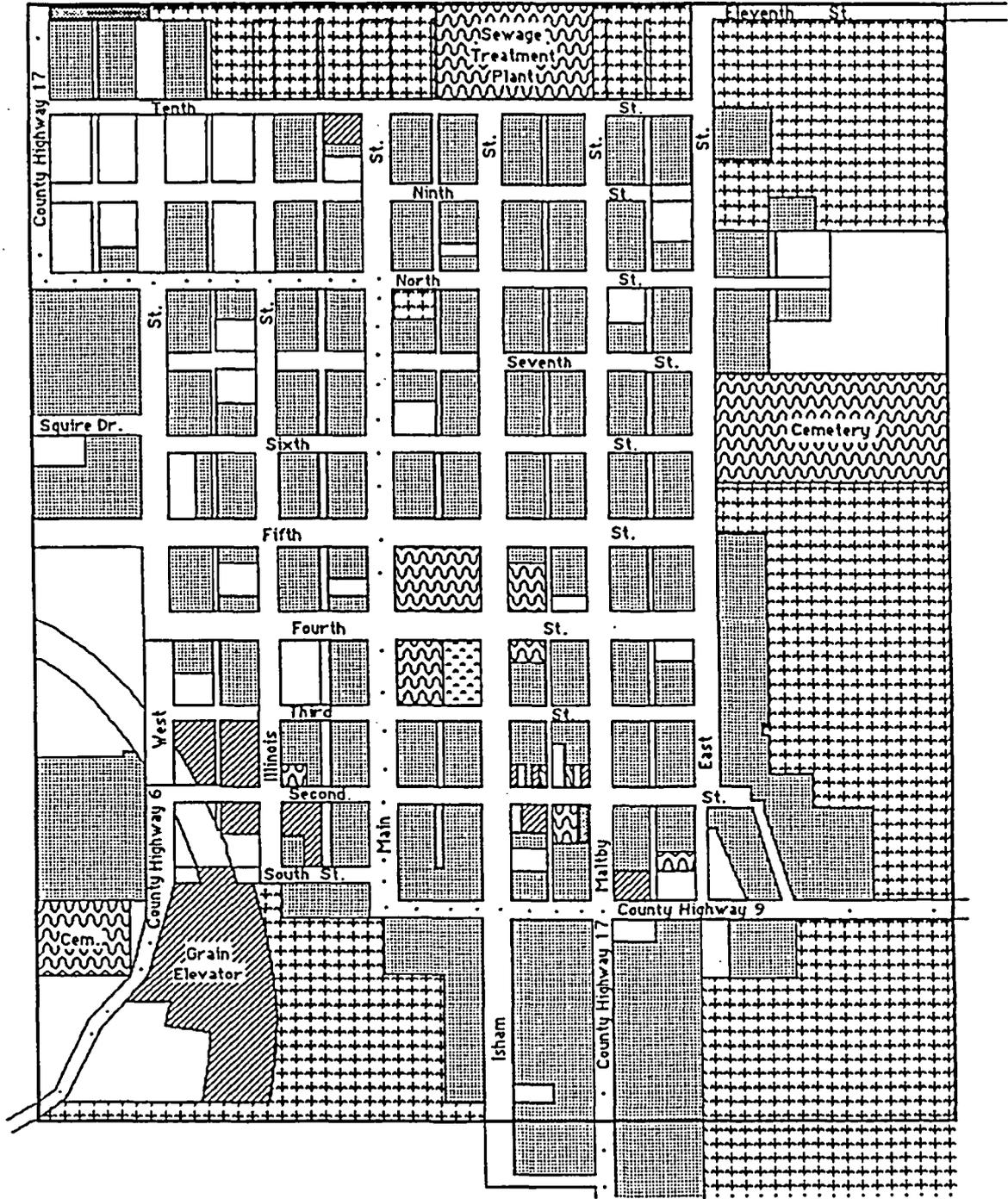
Map 14



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning

University of Illinois at Urbana-Champaign
May, 1972



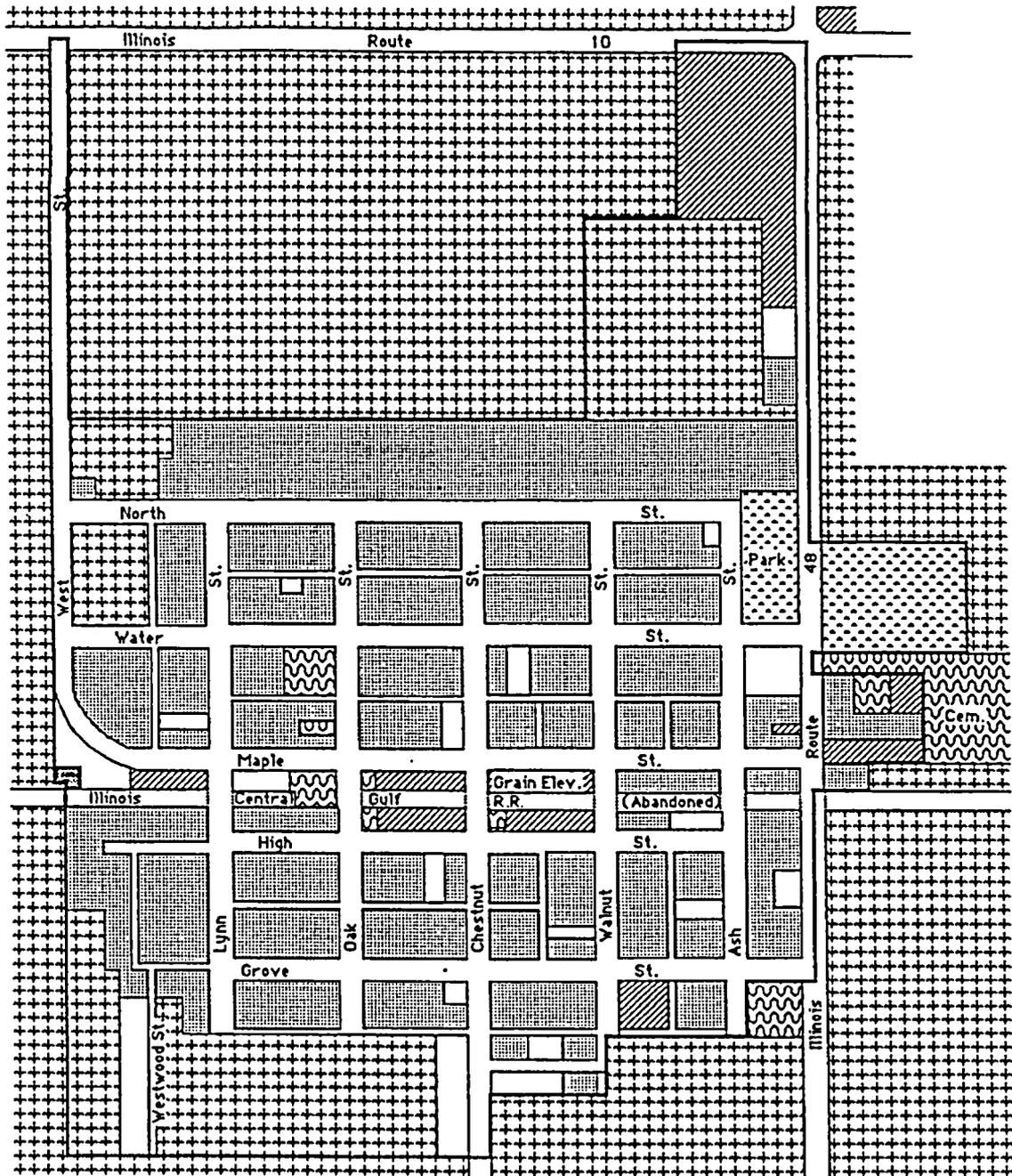
Village of Waynesville

Map 15



DeWitt County, Illinois
 Planning and Zoning Department

Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1992



Village of Weldon

Map 16



DeWitt County, Illinois
 Planning and Zoning Department

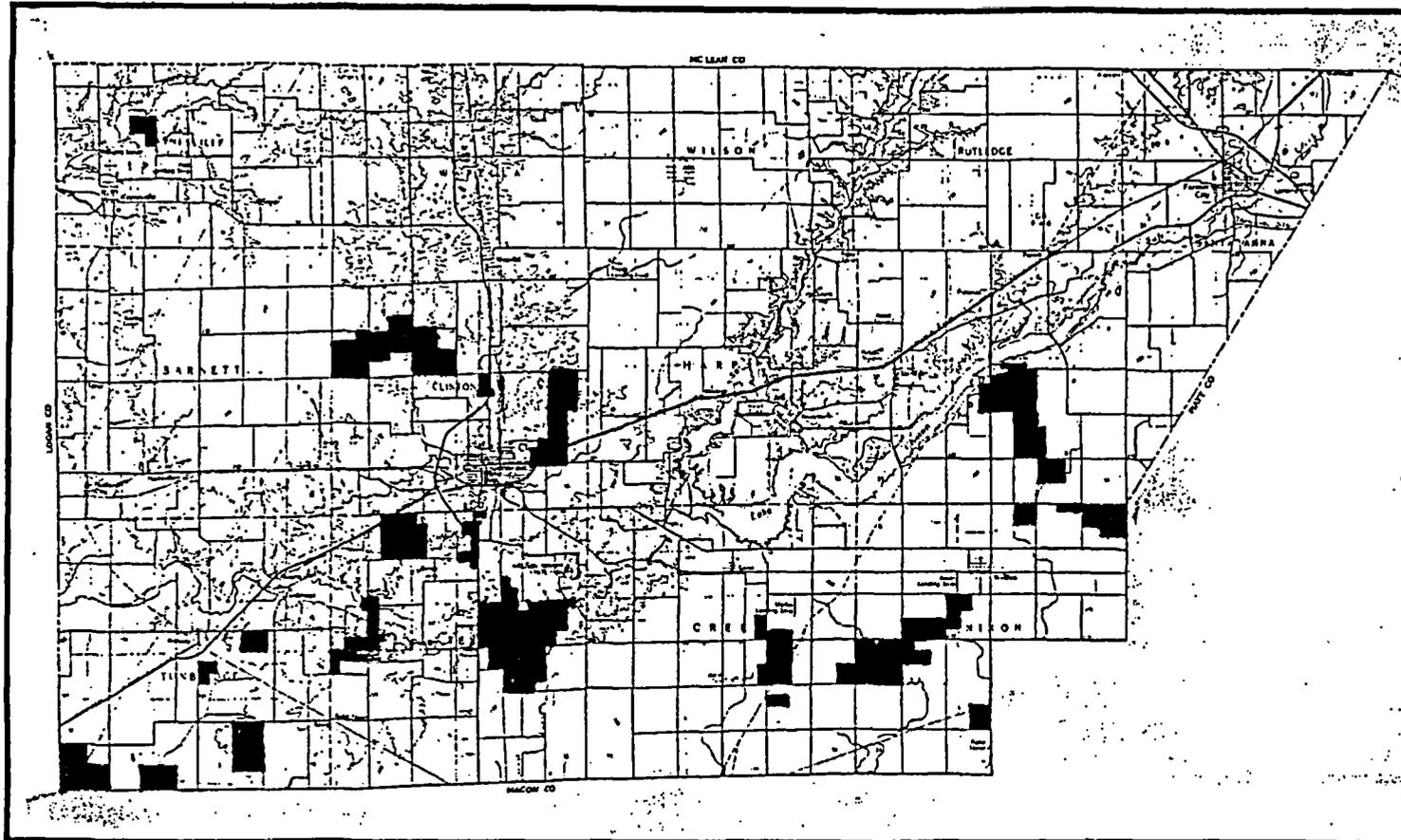
Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1992

C.H. MOORE PROPERTIES

Similarly, the county must have a firm understanding of county land use patterns. The C.H. Moore properties are an element of the land use issues in DeWitt County (See Map 17). These properties are spread throughout the county, and may potentially have a great impact on county projects in the future. The properties at issue are delineated in red blocks, corresponding to property lines.

County Land Use Map The following map illustrates current land use patterns within DeWitt County (See Map 18).

The blue areas on the map depict public properties and institutions. These include cemeteries, lakes, and water towers. Areas in yellow show municipalities, villages, and unincorporated towns. Red areas indicate commercial land uses. These include the county radio towers and land fill. White areas on the map show the county's agricultural land uses. These include farms, farmsteads, and agricultural support uses. Grey areas show the location of county landing fields and strips, as well as the Illinois Power Company Nuclear Power Plant.



LEGEND

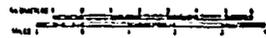
 C. H. Moore Properties

C.H. MOORE PROPERTIES

Map 17

DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992



SHORT-TERM OBJECTIVES (0-5 Years)

- Establish DeWitt County Land Use Policies,
- Maintain the county agricultural preservation program,
- Outline county development standards, and

Objective S-1 Establish DeWitt County Land Use Policies.

In order to promote harmonious growth, DeWitt County must eliminate inconsistencies and irregularities in the land use system. The county must act to remove conflicts and blight where possible. In addition, the county must act to maximize the realization of growth potential within its governed municipalities.

Policy S-1.1 Encourage infill development on vacant parcels.

There are many vacant parcels of land within DeWitt, Hallsville, Kenney, Lane, Midland City, Waynesville, and Weldon, which should be developed first (See Maps 9, 11-16).

Policy S-1.2 Eliminate paper streets within the town limits.

There are many instances in where platted streets do not exist and are being farmed. Conversion of public rights-of-way and properties for any use is illegal. Municipalities involved include: DeWitt and Weldon (See Maps 9 and 16).

Policy S-1.3

The county should encourage Farmer City to take full advantage of its proximity to Interstate 74.

Farmer City should target highway related uses such as gas stations, restaurants, motels, and industrial parks.

Policy S-1.4

The county should encourage Farmer City to improve the back alleys in its downtown.

The alleys behind downtown buildings are in absolute disarray. Improving their condition is not only an aesthetic concern, but a safety and economic development concern as well.

Policy S-1.5

The county should encourage Farmer City to promote further industrial growth in the northern part of the city (See Map 10).

Northern Farmer City has excellent access to rail and roads which can be easily exploited for the benefit of Farmer City.

Policy S-1.6 The county should promote residential target areas as outlined in the Target Areas Map (See Map 2).

Existing infrastructural resources, rail access, and/or amenities of Clinton, Kenney, Wapella, and Waynesville make them potential hosts of new exurban development from Bloomington and Decatur, Illinois. These geographical and physical elements should be taken advantage of.

Policy S-1.7 The county should encourage Lane to incorporate.

Due to Lane's proximity to the lake, it may benefit from lake development. Incorporation would provide incentives, and thus facilitate development. Examples are sewer systems, infrastructural improvements (sidewalks, curbs, gutters, etc.), and increased tax revenues.

Policy S-1.8 The county should eliminate the illegal land fill in Midland City.

The land fill poses a safety, health, and visual threat which acts as a hinderance to potential economic development of the county.

Policy S-1.9 Individual property owners should be responsible for the clean-up.

Properties containing illegal land fills shall be zoned agricultural, and thus unable to support the industrial land use designations associated with junk yards and land fills. Property owners not in compliance shall be given one year to comply with the zoning standards associated with agricultural land uses (See the DeWitt County Zoning Ordinance, 1976). Failure to comply will result in a per diem fine as outlined by the DeWitt County Zoning Ordinance.

Objective S-2 **Initiate a county agricultural preservation program.**

Agriculture plays a major role in the county economy. As a measure to ensure economic viability of agriculture, all land not in floodplains, recreational areas, and incorporated areas shall be reserved for agricultural use. Exceptions to this objective and associated policies is noted in Policy M-1.1 of the Economic Development Section.

Policy S-2.1 *Non-agricultural land uses should only be allowed by special use permit.*

These uses should be discouraged by the county on farmable land, unless it has significant economic impact. Reference Policy S-1.6 of the Economic Development section.

Objective S-3 **Outline of county development standards.**

The purpose of the county development standards is to promote compact, harmonious, and efficient patterns of land uses throughout the county. Preservation of agricultural land is one objective of these standards. Provision of safe and desirable housing to improve the county quality of life is another. Providing the county with suitable commercial and industrial land for the purposes of economic development in incorporated areas is also a focus of the development standards.

Policy S-3.1 *The county should enforce and update development standards.*

COUNTY DEVELOPMENT STANDARDS

These standards are designed to facilitate the vision of the comprehensive plan and the objectives of the county zoning ordinance. Development standard appearing in bold letters represent modifications to those proposed in the 1982 DeWitt County Comprehensive Plan. Additionally, some development standards appearing in the 1982 comprehensive plan are no longer present in this plan. These standards were determined to be incompatible with the development goals of the 1992 DeWitt County Comprehensive Plan.

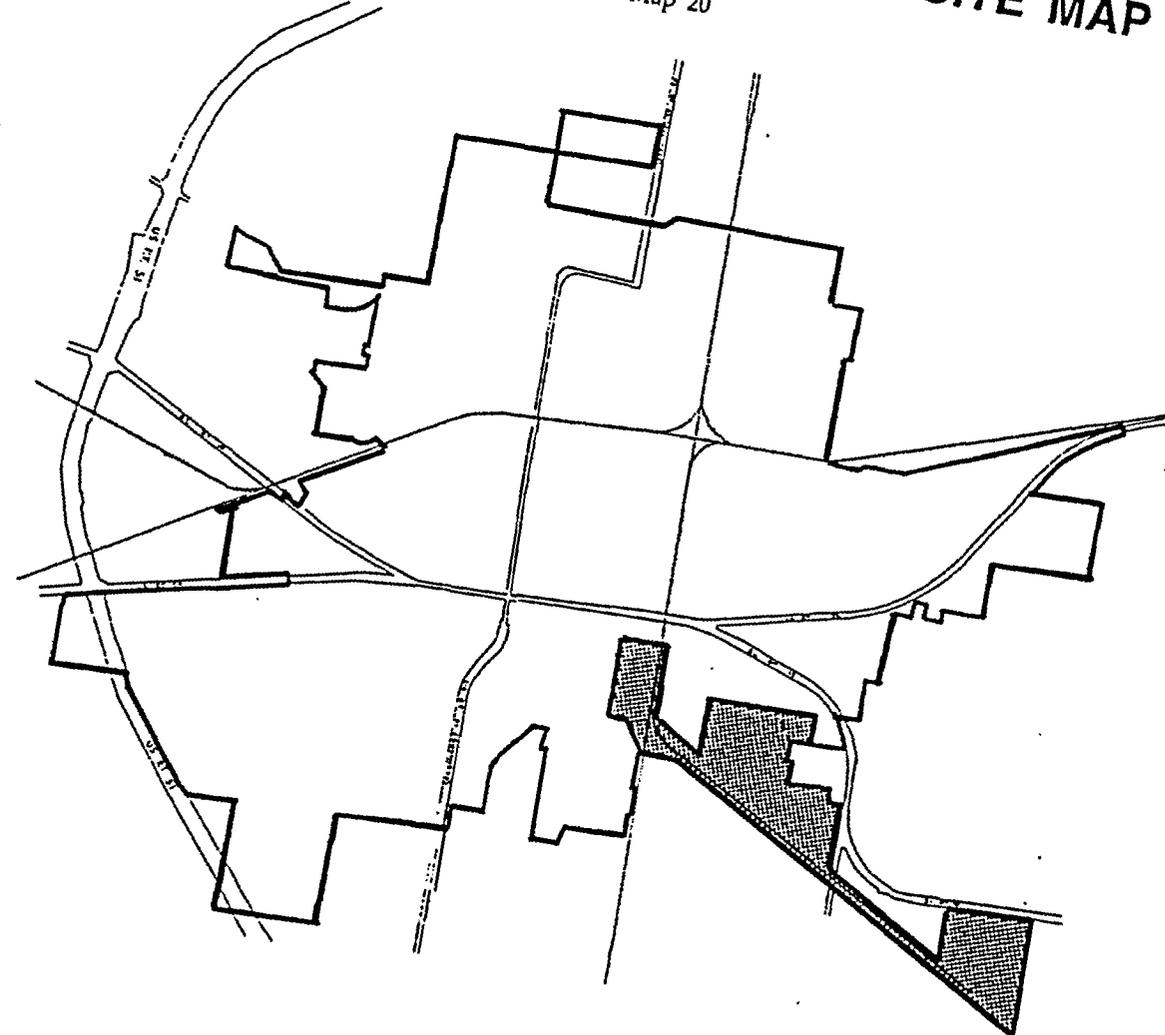
- Standard DS-1.1
Agriculture Agricultural support services should have frontage on U.S. Routes 51, or 150 or Illinois Routes 10, 54, or 48 and be within town limits.
- Standard DS-1.2
Agriculture Proposed agricultural services must be compatible with existing non-farm uses.
- Standard DS-1.3
Agriculture A buffer is required between agricultural support services and existing non-farm uses.
- Standard DS-1.4
Agriculture Agricultural support services shall not be located in floodplains (See Map 19).
- Standard DS-1.5
Agriculture All farm accessories and parking areas must be paved or otherwise treated in order to be dust free.

-
- Standard DS-1.6
Agriculture** The county should designate agricultural uses to include, but not be limited to: crop production including legume, hay, grain, fruit, and vegetable crops, as well as floriculture, horticulture, mushroom growing, nurseries, forestry, and greenhouses. Also included are the keeping and feeding of livestock or poultry.
- Standard DS-1.7
Agriculture** The county should also permit structures used for growing, harvesting and storing crops produced on a farm for either subsistence or sale.
- Standard DS-1.8
Agriculture** The county should permit roadside stands selling products grown on a farm, farm buildings for storing and protecting farm machinery and equipment, and for housing livestock or poultry; and farm dwellings occupied by farm owners, operators, tenants, or seasonal or year-round hired workers.
- Standard DS 1.9
Agriculture** The county should encourage agriculture support services to locate within the towns of DeWitt County. However, since these support services need to be close to rural areas, they are allowed by special use permit. Examples of supporting agricultural services are implement dealers, grain elevators and bins used for commercial activities, agricultural chemical dealers, livestock auction barns, and terminals.
- Standard DS-2.1
Floodplain** It is the intent of this plan to restrict development in areas subject to flooding for the purposes of protecting human lives, preventing alteration of stream channels, and protecting the storage capacity of the floodplain. The floodplain map (See Map 19) outlines the areas subject to a flood having a recurrence interval of once every 100 years (or a 1% chance of occurring in any given year).
-

-
- Standard DS-2.2
Floodplain Agriculture and designated recreational facilities shall be the only uses allowed in the floodplain. Example uses include: boat launching ramps, campgrounds, and artificial lakes.
- Standard DS-2.3
Floodplain Any filling, dredging, or alteration of channel courses may be allowed in accordance with federal flood insurance regulations. These alterations are not to restrict the flood waters or alter the storage capacity of the floodplain in any way.
- Standard DS-3.1
Industrial Industrial development is encouraged to occur within incorporated towns on those properties already zoned for industrial uses and pre-existing industrial parks within Clinton and Farmer City (See Maps 20, 21, and 22). However, for proposed industrial development outside of incorporated towns, permits are to be issued by the County Board, upon recommendation of the Land Use Committee. If the proposed development is not initiated within twelve months of approval, the permit lapses.
- Standard DS-3.2
Industrial Proposed industrial development outside of incorporated towns must be located immediately adjacent to an incorporated town.
- Standard DS-3.3
Industrial If the proposed industrial development is outside an incorporated town, the land on which the industrial development is located shall be annexed to the adjacent incorporated town within a period of one (1) year. Furthermore, any land in between the industrial development and the adjacent incorporated town shall be annexed as well.
- Standard DS-3.4
Industrial Proposed light industrial development (as defined by the DeWitt County Zoning Ordinance) must have substantial frontage on a Federal or State highway, or on similar roads.
-

CLINTON INDUSTRIAL PARK SITE MAP

Map 20



City of Clinton

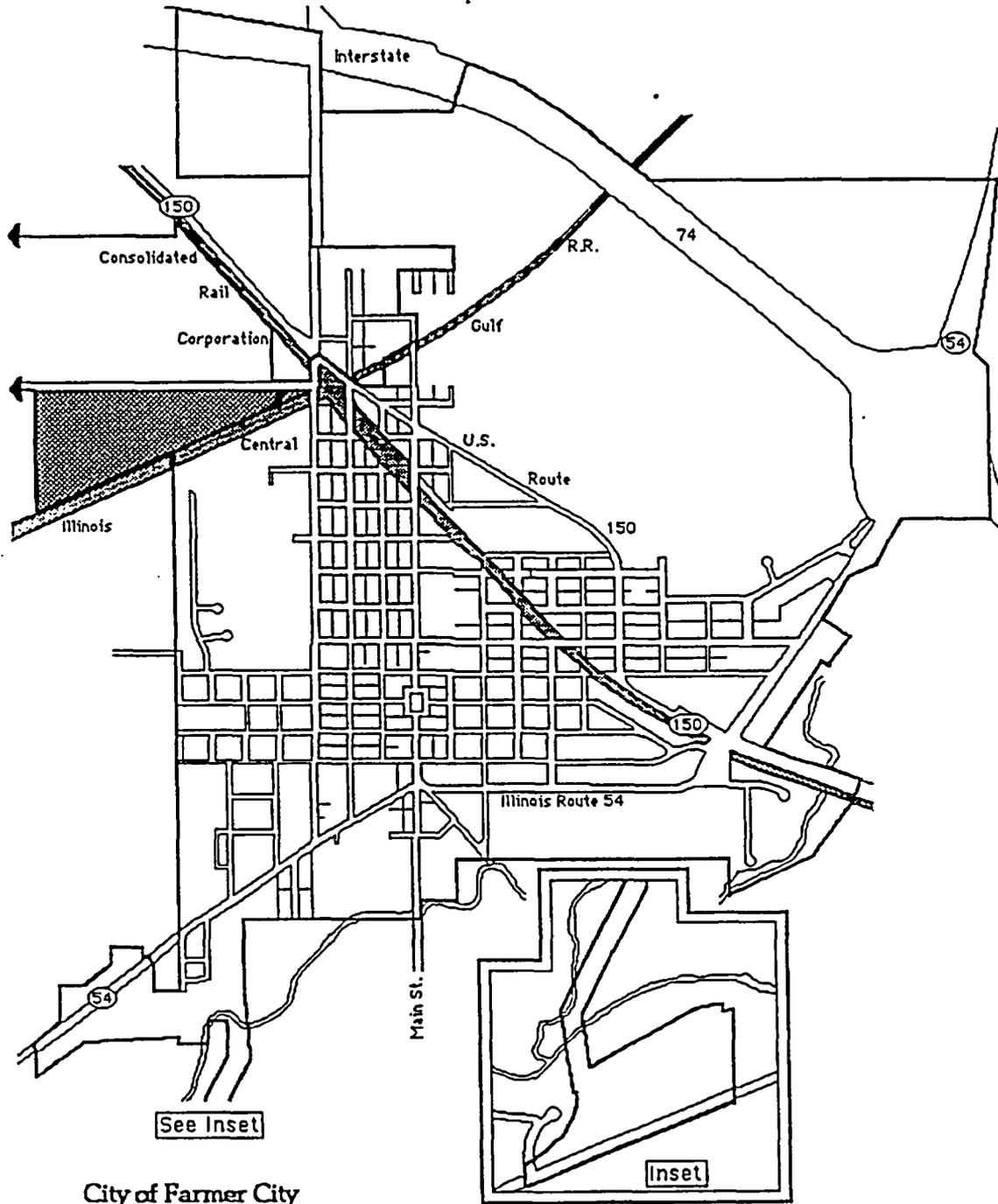
 INDUSTRIAL PARK



DeWitt County, Illinois
Planning and Zoning Department
Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
Mcy, 1992

FARMER CITY INDUSTRIAL PARK #1 SITE MAP

Map 21



City of Farmer City

 INDUSTRIAL PARK

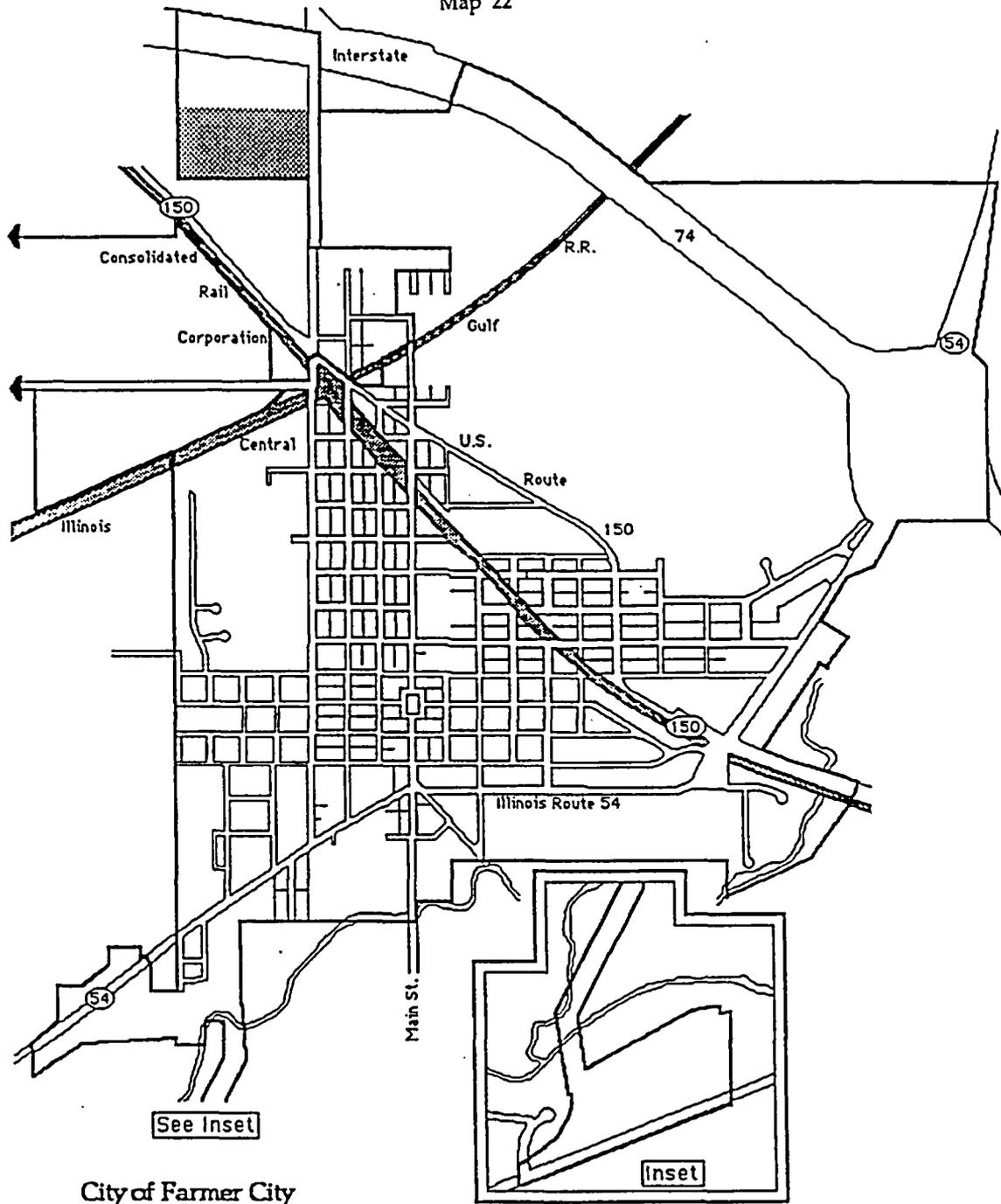


DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1962

FARMER CITY INDUSTRIAL PARK #2 SITE MAP

Map 22



City of Farmer City

 **INDUSTRIAL PARK**



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1952

-
- Standard DS-3.5
Industrial** Proposed heavy industrial development (as defined by the DeWitt County Zoning Ordinance) must have substantial frontage on a Federal or State highway, or on similar roads, or have substantial frontage on a rail line.
- Standard DS-3.7
Industrial** Proposed industrial development must show that sewer and water facilities have been provided for.
- Standard DS-3.8
Industrial** A buffer zone is required between the proposed industrial development and other adjacent land uses for protection from noise, and visual intrusion. Landscaping is also required. The landscaping should be appropriate and substantial.
- Standard DS-4.1
Residential** Residential development is to occur within towns and those residential target areas delineated in the Target Areas Map (Waynesville, Wapella, and Clinton). Proposed residential development outside of towns are to obtain permission from the DeWitt County Board, upon recommendation of the Land Use Committee. This is in compliance with Policy S-1.7 of the Economic Development section of the DeWitt County Comprehensive Plan.
- Standard DS-4.2
Residential** Proposed residential development outside of towns must be located immediately adjacent to towns.
- Standard DS-4.3
Residential** If a proposed residential development is outside a town, the land on which the residential development is located shall be annexed to the adjacent town (if it is incorporated) within a period one (1) year. Furthermore, any land in between the residential development and the adjacent incorporated town shall be annexed as well.
-

-
- Standard DS-4.4 Residential A parcel of land should not be developed for non-agricultural residential use if the site is located on land designated as prime agricultural land as defined in Objective S-4 of the Land Use section of the DeWitt County Comprehensive Plan. Exceptions may be granted if the land is already improved, committed to non-agricultural uses, or annexed to an incorporated town.
- Standard DS-4.5 Residential Where the adjoining land use of a parcel proposed for residential development is agricultural, adequate protection in the form of a buffer shall be provided on the proposed residential development. The buffer shall consist of plantings sufficient to provide a visual and dust barrier as appropriate. Existing natural or man-made barriers may be adequate to meet the intent of these provisions.
- Standard DS-4.6 Residential Proposed residential development shall not cause the removal of the natural woody vegetation to any extent beyond what is necessary to permit proper development of the land. The removal of existing vegetation shall be subject to the approval of the Land Use Committee. In instances where it can be shown that removal of a portion of the existing woody vegetation is essential to the proposed residential development, substitute plantings will be required so as to maintain the intent of this development standard.
- Standard DS-4.7 Residential Grading of roads shall be kept at a minimum. Roads shall follow the natural topography of the site to reduce the amount of cut and fill, to reduce the potential for soil erosion, and to retain the aesthetic form of the area.
- Standard DS-4.8 Residential No land shall be used for residential development where inadequate drainage and low percolation rates make such development infeasible, unless artificial drainage is provided.
-

Standard DS-4.9 Residential	A lot proposed for a single-family dwelling unit must substantially abut upon and shall be provided with direct vehicular access to a continuously paved road.
Standard DS-4.10 Residential	The minimum lot size for a proposed single lot or subdivision development shall be one acre except as noted elsewhere in these standards.
Standard DS 5.1 Subdivision	No land shall be used for residential subdivision development where the combination and the size of lots necessary to support the proper function, maintenance, and replacement of sewage disposal facilities is insufficient.
Standard DS-5.2 Subdivision	Lots within a proposed subdivision shall not be smaller than The minimum parcel size required for adequate and proper provision for both sewage disposal and water supply.
Standard DS-5.3 Subdivision	If combined facilities will be required for a subdivision, then the developer shall provide for a homeowner's association, or the equivalent, that shall be responsible for the maintenance and operation of all essential services that are not under the jurisdiction of a public utility or local government.
Standard DS-5.4 Subdivision	A subdivision shall substantially abut upon and shall provide direct vehicular access to a paved township, county, state, or federal highway. Said highways shall be capable of withstanding all anticipated traffic flows and volumes created by the proposed development. In the event that the existing roadway(s), abutting a proposed subdivision, are deficient in this respect, it should be the responsibility of the developer to bear the cost of improving or reconstructing the deficient roadway in an approved manner, so as to comply with this standard.

-
- Standard DS-6.1**
Mobile Homes Mobile home subdivisions shall comply with all subdivision standards stated in Subdivision Standards DS-5.1 through DS-5.5 as well as those stated below.
- Standard DS-6.2**
Mobile Homes Mobile home parks are to be allowed only as extensions of existing communities, and are to serve the function of affordable housing for the residents of DeWitt County.
- Standard DS-7.1**
Commercial Commercial development is encouraged to occur only within incorporated towns. Permits for commercial development will be granted by the County Board, upon recommendation from the Land Use Committee.
- Standard DS-7.2**
Commercial Proposed commercial development outside incorporated towns should be annexed, and must be located immediately adjacent to an incorporated town.

-
- Standard DS-7.3
Commercial If the proposed commercial development is outside an incorporated town, the land on which the commercial development is located shall be annexed to the adjacent incorporated town within a period of one (1) year. Furthermore, any land in between the commercial development and the adjacent incorporated town shall be annexed as well.
- Standard DS-7.4
Commercial If the proposed commercial development is adjacent to conflicting development, an adequate buffer is required. An adequate buffer is described as a minimum 20 foot wide landscaping strip that separates the conflicting land uses and serves as a visual barrier.
- Standard DS-7.5
Commercial Entrances should be appropriately located to ensure and maintain traffic flow.
- Standard DS-7.6
Commercial Adequate parking should be provided for all commercial development.

MID-TERM OBJECTIVES (6-10 YEARS)

- Encourage growth where utility systems can accommodate demand.

Objective M-1 **Encourage growth where utility systems can accommodate demand.**

The amount of waste a sewage system can handle is dependent upon capacity and service area. Most of the county's parcels are served by individual septic systems. Urbanized areas require municipal sanitary and storm sewer systems.

Policy M-1.1 *Encourage new development where existing water capacity is sufficient, and at the ends of existing water mains.*

Policy M-1.2 *Developers not adhering to Policy S-5.1 should be required to pay for the improvement of utility systems.*

If additional water pressure is required, the developer should pay a proportionate cost of water system upgrade.

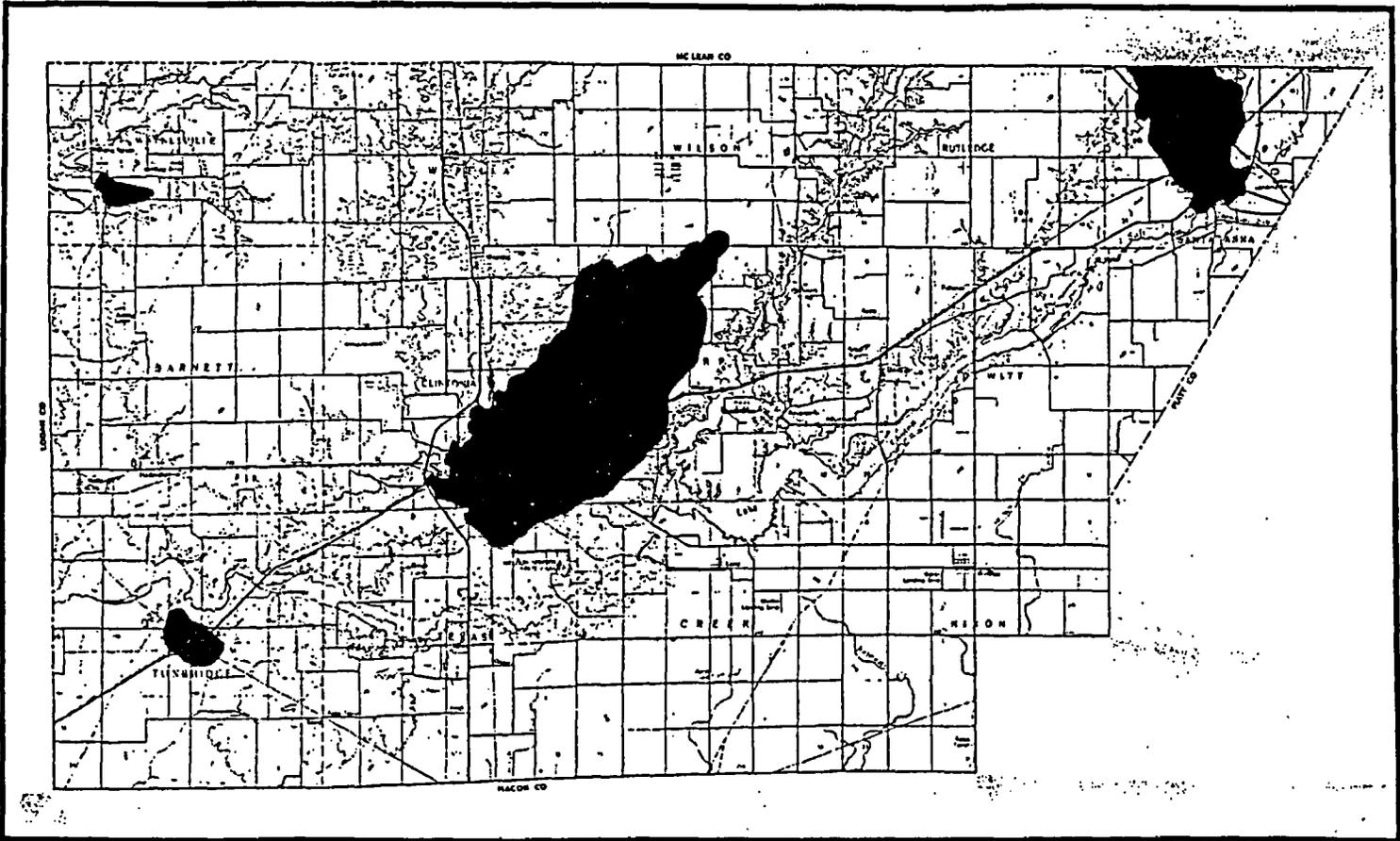
Policy M-1.3 *Developers should pay a share of system improvement costs in towns with sewer systems requiring any of the following: a new lift station, treatment plant expansion, or extension of sewer mains.*

Policy M-1.4

DeWitt County sewersheds show approximate limits of the downward flow to treatment plants (See Map 23).

Any development outside of these boundaries requires a lift station to move waste into the treatment plant service area.

Builders of proposed subdivisions and developments outside of the sewer shed boundary are required to make necessary improvements to extend sewer service to the proposed development. Other required infrastructural needs such as streets, storm water, and utility improvements shall also be provided by the developer.



LEGEND



Sewer Shed

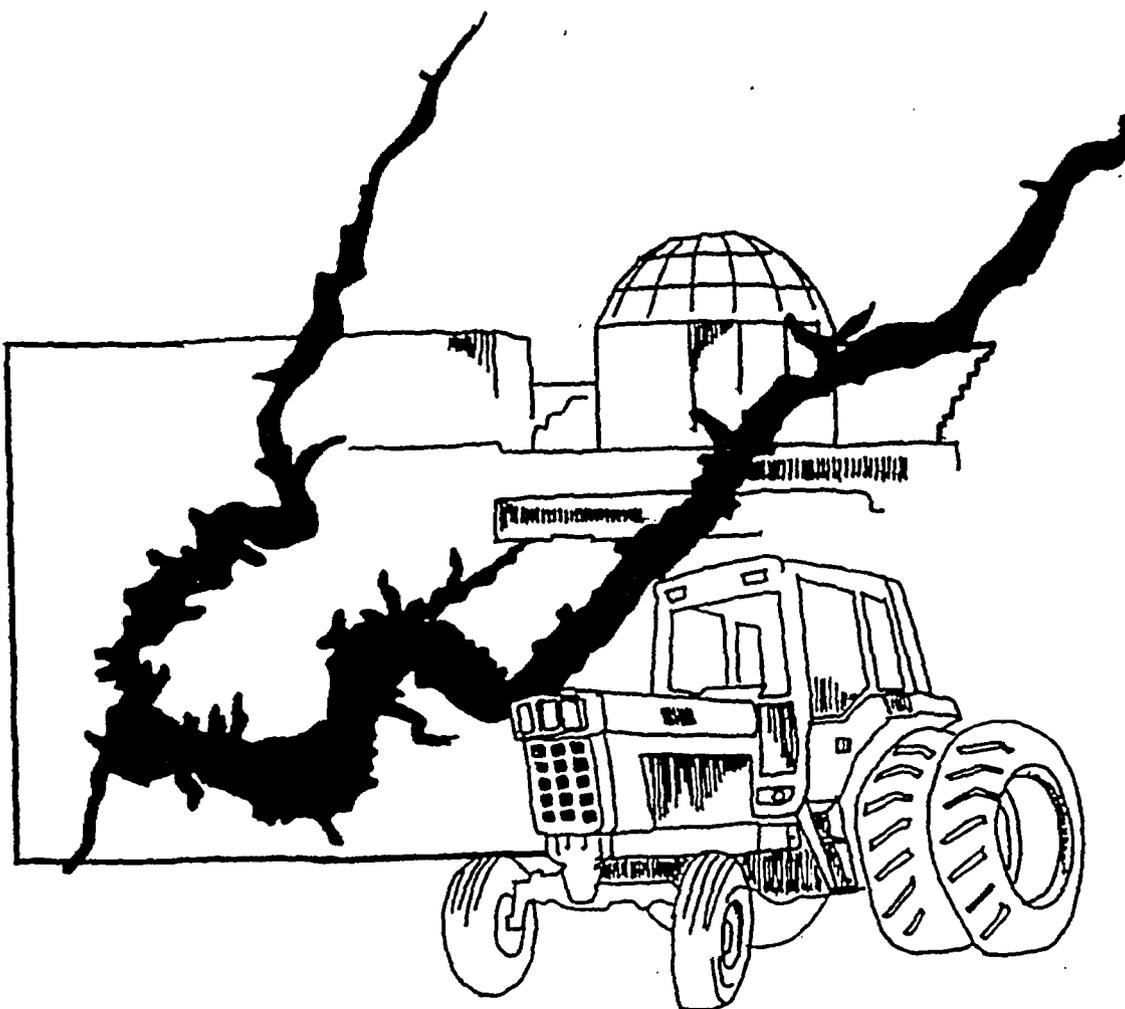
SEWER SHED

Map 23

DeWitt County, Illinois
 Planning and Zoning Department

*Prepared by: Department of Urban and
 Regional Planning
 University of Illinois at Urbana-Champaign
 May, 1992*





DeWitt County

TRANSPORTATION

TRANSPORTATION VISION

In order for DeWitt County to function efficiently, it must have a transportation system which can serve it well.

The local transportation network should serve as the backbone for the county, thus supporting all social and economic activities proposed in this comprehensive plan. The transportation network must be able to work efficiently to move both people and goods to their intended destinations. This will promote growth in DeWitt County.

HIGHWAYS

- | | |
|----------------------|--|
| Objective S-1 | Promote Retention of The Existing State Highways. |
| Policy S-1.1 | Monitor Highway 10/54 Traffic Volumes. |
| Policy S-1.2 | Determine Traffic Signal Needs at Illinois 10 Junctions. |
| Objective S-2 | Improve The Existing County Highway Network. |
| Policy S-2.1 | Improve Roads Within one mile of Clinton and Farmer City. |
| Policy S-2.2 | Replace Oil and Chip Surfaces With Bituminous Asphalt. |
| Policy S-2.3 | The County Should Restripe Roads. |
| Objective S-3 | Pave Gravel/Dirt Roads as Funding Permits. |
| Policy S-3.1 | Do Not Improve Roads Near, But Not On Section Lines. |
| Objective S-4 | Improve Recreational Roads With Access to Clinton Lake. |
| Policy S-4.1 | Townships Should Improve Roads Accessing Clinton Lake. |
| Policy S-4.2 | Assume Control of Inter-Township and Complex Roads. |
| Policy S-4.3 | Solicit Funds to Improve County and Township Roads. |
| Objective S-5 | Encourage Retention of Existing Bus Service in Farmer City. |

Objective M-1 **Improve Roads Within Two Miles of Clinton and Farmer City, and Ones Mile of Other Towns.**
Policy M-1.2 **Connect Roads From Waynesville to Parnell/Route 54.**
Policy M-1.3 **Build a Road Segment Around the Northern Side of Wapella.**
Policy M-1.4 **Improve Road Surfaces Along County Roads 9 and 10.**
Policy M-1.5 **Reserve Rights-of-Way to Alleviate Offset Intersections.**

Objective M-2 **Improve Southern County Roads.**
Policy M-2.1 **Resurface Southern Roads With Bituminous Asphalt Paving.**

Objective L-1 **New Roads Shall Follow Section Lines in Rural Areas.**
Policy L-1.1 **Space Rural Roads 1-1.5 miles apart.**
Policy L-1.2 **Correct Roads which fail to meet guidelines of Objective L-1.**
Policy L-1.3 **Maintain the Existing County Road Grid System.**
Policy L-1.4 **Insure Sufficient Dedication for Rights-of-Way.**
Policy L-1.5 **Acquire Road Rights-of-Way in Rural Areas.**
Policy L-1.6 **Improve All Remaining County and Township Roads.**

RAILROADS

Objective S-1 **Improve Safety of County Rail Crossings.**
Policy S-1.1 **Pursue Upgrade of Crossings to Ensure User Safety.**

Objective S-2 **Assure Abandoned Rail Property is Subdivided Properly.**
Policy S-2.1 **Secure Easements Through Non-Participating Properties.**

AIRPORT

Objective M-1 **Obtain a Small Grass Strip Airport in DeWitt County.**
Policy M-1.1 **Locate the General Aviation Facility at the Thorp Seed Site.**
Policy M-1.2 **Target Development Which Utilizes the Airport Facility.**
Policy M-1.3 **Charge Landing Fees For Use of the Aviation Facility.**

COUNTY HIGHWAYS INVENTORY

DeWitt County is located amid a network of limited access highways, including Interstates 55, 72 and 74. Interstate 74 crosses the northeast corner of the county with an interchange at Illinois 54 in Farmer City. Interstate 74 links the county to Bloomington, Peoria and the Quad Cities heading westward, and with Champaign and Indianapolis heading eastward. In addition, U.S. Highway 150 parallels I-74, diverging at Danville to go through Terre Haute. U.S. Highway 51 goes through the county in a north-south orientation and passes near Clinton and Wapella. The road becomes an expressway north of Bloomington and meets with Rockford and other points further north. To the south, U.S. 51 passes through Decatur and Carbondale. U.S. 51 also has a business route which goes through the City of Clinton. In DeWitt County, all state and U.S. Highways are Federal Aid Primary Routes. These roads are indicated on the Road Improvements Map as well as the DeWitt Regional Map.

The county is well served by state highways. Illinois State Highways 10 and 54 traverse the county in an east-west direction, while State Highway 48 is a north-south road which ends in the county at its intersection with Illinois Highway 54. Illinois Highway 54 was previously a U.S. Highway, but sometime by 1973 it became a state highway. This road still is a Federal Aid Primary Highway, and receives construction and maintenance funds from the Federal Government.

There is a county highway network which covers 90 miles of roadway. All of the county roads are Federal Aid Secondary Routes. The remaining roads in the county are maintained by the individual townships if unincorporated, or by the towns if they are within municipal boundaries.

**County Road
Improvements
Map**

The map is colored green to indicate state or U.S. highways, and to indicate roads which are under the jurisdiction of the DeWitt County Highway Department. All other roads are township highways that are under each township's jurisdiction. Road improvements that are indicated on the Road Improvements Map are designated by jurisdiction and in the case of township roads, a phasing plan is indicated.

**County Road
Improvements**

County road improvements are more numerous. County road improvements include acquisition of township roads around the lake area and Farmer City, construction of new links between county roads, resurfacing of roads with hot mix bituminous asphalt, new striping and restriping of all roads with stripes that are no longer visible, and better signage of county routes through built-up areas.

Road improvements for township roads include resurfacing of existing roads, and acquisition of new roads. Township road improvements will occur in a three-term schedule.

SHORT-TERM OBJECTIVES (0-5 Years)

- Promote retention of the existing state highways,
- Improve existing county highway network,
- Pave gravel/dirt roads as funding permits,
- Improve roads with access to Clinton Lake,
- Encourage retention of existing bus service in Farmer City.

Objective S-1

Promote retention of the existing state highways.

The state highway system in the county is well connected and should be maintained through regular maintenance and resurfacing programs. The only segment of the highway network that may need future improvement is Illinois 10/54 through central Clinton. The Illinois Department of Transportation (IDOT) has provided daily traffic volumes for this segment of road. These traffic counts range from 10,400 to 11,300 cars a day. IDOT standards call for a road to be widened to two lanes in each direction once the daily volume exceeds 10,000 vehicles.

Policy S-1.1 The county should monitor Highway 10/54 to determine if future traffic volumes warrant further improvements.

These improvements involve widening the road to a five lane highway. However, IDOT reconstructed this road only two years ago, after doing an extensive study.

Policy S-1.2 The county should monitor the two junctions with Illinois 10 to determine if traffic signals are warranted.

Objective S-2 Improve the existing county highway network.

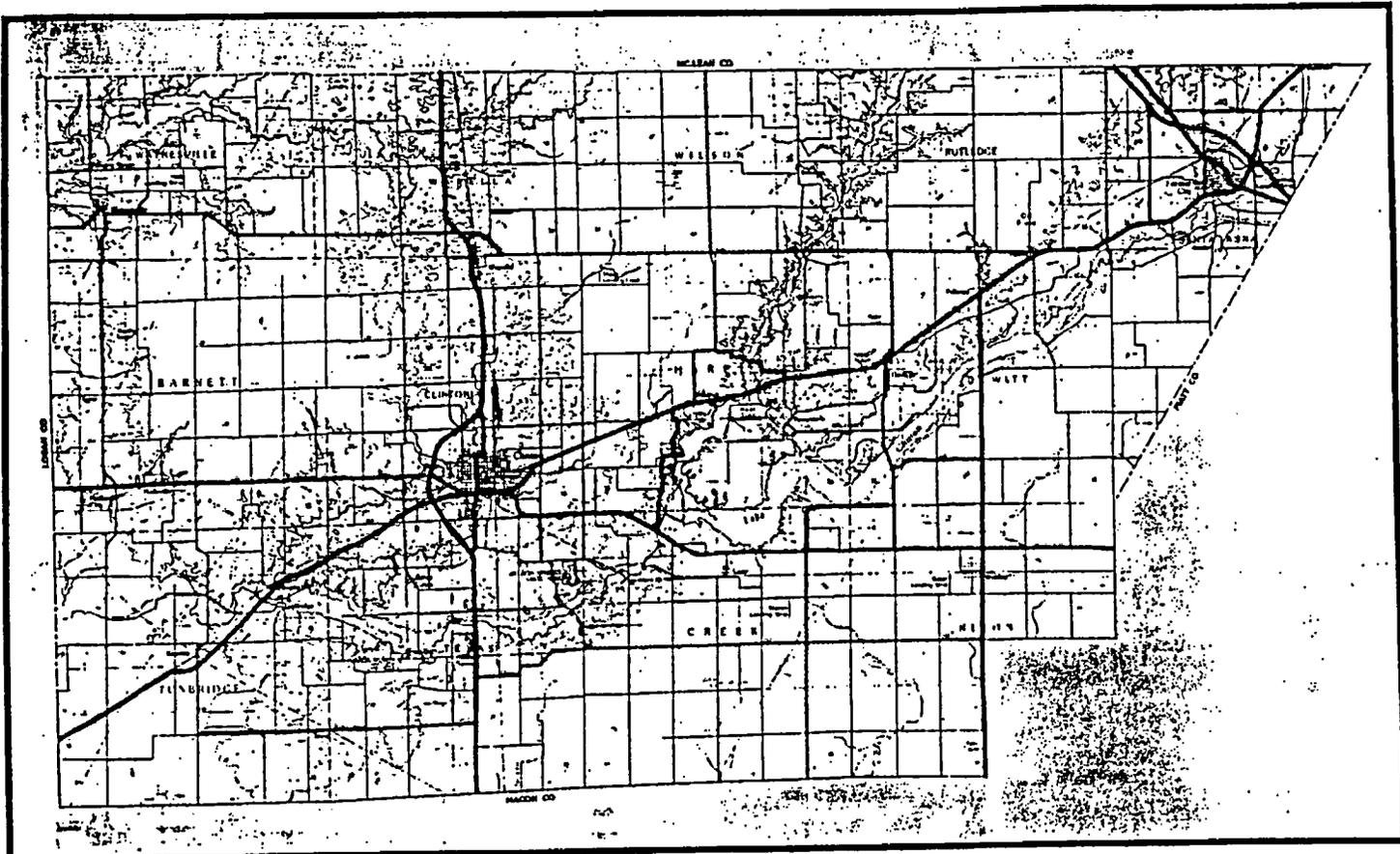
Many of the county roads are of poor quality, paved with oil and chip type of surface. Over time, the integrity of these type of roads decreases, thus requiring frequent repair.

Policy S-2.1 The county should improve roads which are within one mile of Clinton and Farmer City in order to facilitate local economic development.

Policy S-2.2 The county should remove the oil and chip surfaces and replace them with more durable bituminous asphalt paving.

Those segments of the county road system which need reconstruction/resurfacing are indicated on the Road Improvements Map (See Map 24).

Policy S-2.3 The roads should be striped with yellow lines down the center and white lines on the sides to demarcate travel lanes.



LEGEND

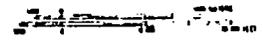
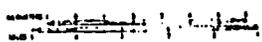
- Interstate Highway
- State Highway
- County Road
- Local Road
- Proposed Interstate Highway
- Proposed State Highway
- Proposed County Road
- Proposed Local Road
- Proposed Light Rail
- Proposed Rapid Rail
- Proposed Commuter Rail
- Proposed Streetcar
- Proposed Bus Rapid Transit
- Proposed BRT Station
- Proposed Light Rail Station
- Proposed Rapid Rail Station
- Proposed Commuter Rail Station
- Proposed Streetcar Station
- Proposed BRT Station

TRANSPORTATION SYSTEM IMPROVEMENTS

Map 24

**DeWitt County, Illinois
Planning and Zoning Department**

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992



Objective S-3 Pave gravel/dirt roads as funding permits.

All of the roads that are dirt or gravel surfaced are under the jurisdiction of the township road districts and they are responsible for their maintenance. As their road budgets allow, these roads should be reconstructed with hard surfaced material. These gravel roads become less and less able to handle the wear and tear that increasing traffic and agricultural equipment causes.

Policy S-3.1 The county should slate improvements subject to the guidelines given in Policy M-1.1.

Roads located near but not on section lines should not be improved. New roads shall be constructed on the section line instead.

Objective S-4 Improve recreational roads with access to Clinton Lake.

Township roads paved with oil and chip surfaces are becoming insufficient due to the nature and volume of recreational traffic to the lake. Volumes of recreational users are increasing and large recreational vehicles are using these roads frequently.

Policy S-4.1 Applicable townships should improve roads with access to Clinton Lake.

Policy S-4.2

The county should take over maintenance and ownership where roads cross several township lines or where lake access is important.

Four roads which the county should take over are the north-south road on the west side of the lake at approximately 1400 E, the marina access road at 600 N and 1700 E, the east-west road at 700 N west of Route 48, and the east-west road at approximately 950 N. These are indicated on the Transportation Systems Improvements Map (See Map 24).

Policy S-4.3

The county should solicit funds for improving these roads.

Sources for improvements include: Illinois Power, Illinois Departments of Conservation and Transportation, the Federal Department of Transportation, and/or the sale of revenue bonds.

Objective S-5

Encourage retention of existing bus service in Farmer City.

Interstate bus service is available in Farmer City through Illini Swallow Bus Line. The bus stop in Farmer City is considered to be a "flag stop" and must be requested in advance by passengers. Provision of a direct link to all other parts of the state and nation is important.

MID-TERM OBJECTIVES (6-10 Years)

- Interconnect county roads from Waynesville to Parnell/Route 54, and
- Improve roads within two miles of Clinton and Farmer City, and one mile of all other towns.

Objective M-1 **Improve roads within two miles of Clinton and Farmer City, and one mile of all other towns.**

The county must make improvements to the highway system near municipalities, especially Clinton and Farmer City, in order to facilitate economic development and promote local quality of life.

Policy M-1.2 *Interconnect county roads from Waynesville to Parnell/Route 54.*

This segment of road will be a northern bypass for Clinton. Currently, east-west traffic must go through Clinton along designated state highways. Those not wishing to go through Clinton between Farmer City and Waynesville can use this route as a bypass. Traffic must traverse an unmarked meandering route through Wapella.

Policy M-1.3 *The county should build a segment around the northern side of Wapella connecting county roads 9 and 10.*

This connection should not harm the town of Wapella as it will not pass through the Village. Businesses along the existing highway passing through Wapella will not be significantly affected by the proposed bypass as they are not highway oriented, rather are focused on the local community.

Policy M-1.4 The county should replace oil and chip surfaces with bituminous asphalt surfacing along both county roads 9 and 10 (See Map 24).

Policy M-1.5 The county should reserve future rights-of-way to alleviate offset intersections.

The county should link up these roads in order to improve traffic flow (See Map 24).

Objective M-2 Improve southern county roads.

County roads 15 and 11 are southern routes for the county. It is infeasible to connect these roads because traffic demand does not warrant it, and U.S. 51 can accommodate this traffic.

Policy M-2.1 The county should replace oil and chip surfaces with bituminous asphalt paving.

LONG-TERM OBJECTIVES (11-20 Years)

- New roads shall follow section lines in rural areas.

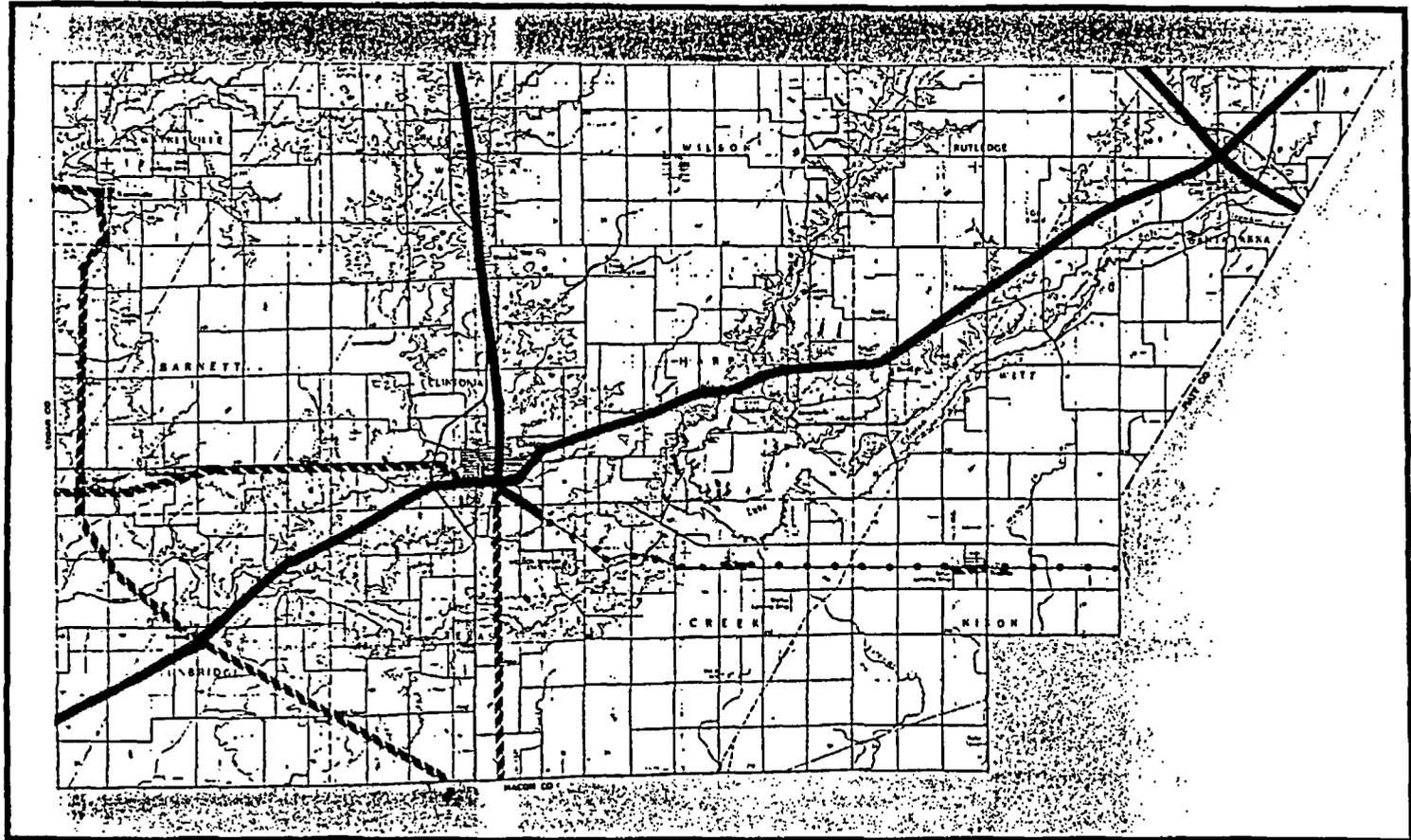
Objective L-1 New roads shall follow section lines in rural areas.

Planning and engineering practice requires roads which carry the highest amounts of traffic to be spaced at regular intervals. The township and range system used to measure parcels of land in DeWitt County is the basis for its road system as well. Most township roads are situated such that they are located on the section lines between one mile square sections.

-
- Policy L-1.1 The county should space these rural roads 1-1.5 miles apart. Financial constraints may also effect rural road placement.*
- Topographic constraints can cause variation in rural road spacing. This is possible in the areas around Waynesville and Kenney.*
- Policy L-1.2 The county should correct those roads which fail to meet the guidelines mentioned in Objective L-1.*
- Policy L-1.3 The county should maintain the existing grid system by constructing new roads along the section lines.*
- County zoning maps should designate future road rights-of-way.*
- Policy L-1.4 The county should enforce subdivision standards in urbanized areas insuring sufficient dedication for rights-of-way.*
- Policy L-1.5 The county should acquire new road rights-of-ways in rural areas from local property owners.*
- Acquisition of these rights may be accomplished through various methods.*
- Policy L-1.6 The county should improve all county and township roads not improved through Objective S-2 and Objective M-1.*
-

COUNTY RAILROAD INVENTORY

Historically, Clinton and DeWitt County had been a major crossroads for several different railroad companies. With the construction of the Interstate Highway system, and the resulting increase in truck traffic, railroad usage has declined significantly. This has caused many rail companies to abandon rail lines that have little use or are unprofitable to maintain as usable tracks. DeWitt County has not been immune to this phenomenon. The county used to have five railroad lines operated by three companies. In addition, there was an Illinois Traction Line Right-of-Way which paralleled U.S. 51. Now the county has two companies operating rail service with only two full rail lines and two partial rail lines still active (See Map 25).



LEGEND



Owned By Heartland Pathways
Champaign, Illinois



Railroad Owned



Privately Owned: Please Note The
Sections of Rail Lines Through
Lane and Weldon Are Also Privately
Owned

RAIL ROAD OWNERSHIP

Map 25

DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992



As these rail lines have been abandoned, the trend has been to put them up for sale to a willing buyer first, then to a public authority, and then they are sold to adjacent property owners. The adjacent property owners usually turn these lands back into agricultural uses.

Illinois Central Gulf Railroad Company (ICG) operates most of the rail lines through the county. ICG has eliminated several lines in the county through consolidation efforts. The lines that have been abandoned include the following segments, and are illustrated in Map 22.

East-West Line: This track used to run from Champaign through Clinton to Lincoln. Illinois Central abandoned the line from Seymour to Lincoln. Only a small segment of this line is active in the Clinton City limits. This line accesses several industrial tracts on the southeast part of the city.

Illinois Central Railroad retains the line which passes through Farmer City, Clinton and Kenney. This line is their mainline in Illinois. The line is used to transport agricultural goods from Chicago to St. Louis.

North-South Line: This line originally connected Decatur to Bloomington, passing through Clinton. From Decatur to Clinton, the line has been completely abandoned. The line is active from Clinton to Heyworth to serve a grain elevator. Between Heyworth and Bloomington, the line has been abandoned.

**County
Railroad
Safety and
Operation**

The Illinois Department of Transportation (IDOT) and the Illinois Commerce Commission (ICC) established standards for rail crossings. The Stipulated Agreement document provides information as to when improvements to public rail crossings shall be undertaken, and who shall pay for the improvements. Paragraph 302 states when automatic flashing lights may be recommended, and Paragraph 303 states when arm gates are recommended for crossings. These are detailed in the 1992 DeWitt County Comprehensive Plan Data Supplement.

**Railroad
Crossings Map**

Two types of crossings are shown on the railroad crossings map. The first type notes those crossings at which improvements in warning protection are warranted because they meet the standards listed by the Illinois Commerce Commission. The second type are those crossings at which the accident rate is 1% or greater. This means that one accident will occur at the crossing every ten years. Illinois is upgrading all State Highway crossings to an accident rate of 2% or less (one accident every five years). Once all crossings are improved, the state will improve remaining crossings to the 1% standard.

SHORT-TERM OBJECTIVES (0-5 Years)

- Improve safety of county rail crossings, and
- Assure abandoned rail property is subdivided properly.

Objective S-1 **Improve safety of county rail crossings.**

Using the standards provided in the Stipulated Agreements document (See Data Supplement), several crossings could use improvement based on traffic volumes and numbers of tracks (See Maps 26 and 27). Several of these crossings also have high expected accident probabilities warranting automatic warning devices (See Maps 22 and 23).

Policy S-1.1 **The county should pursue upgrading of crossings to ensure user safety.**

LEGEND

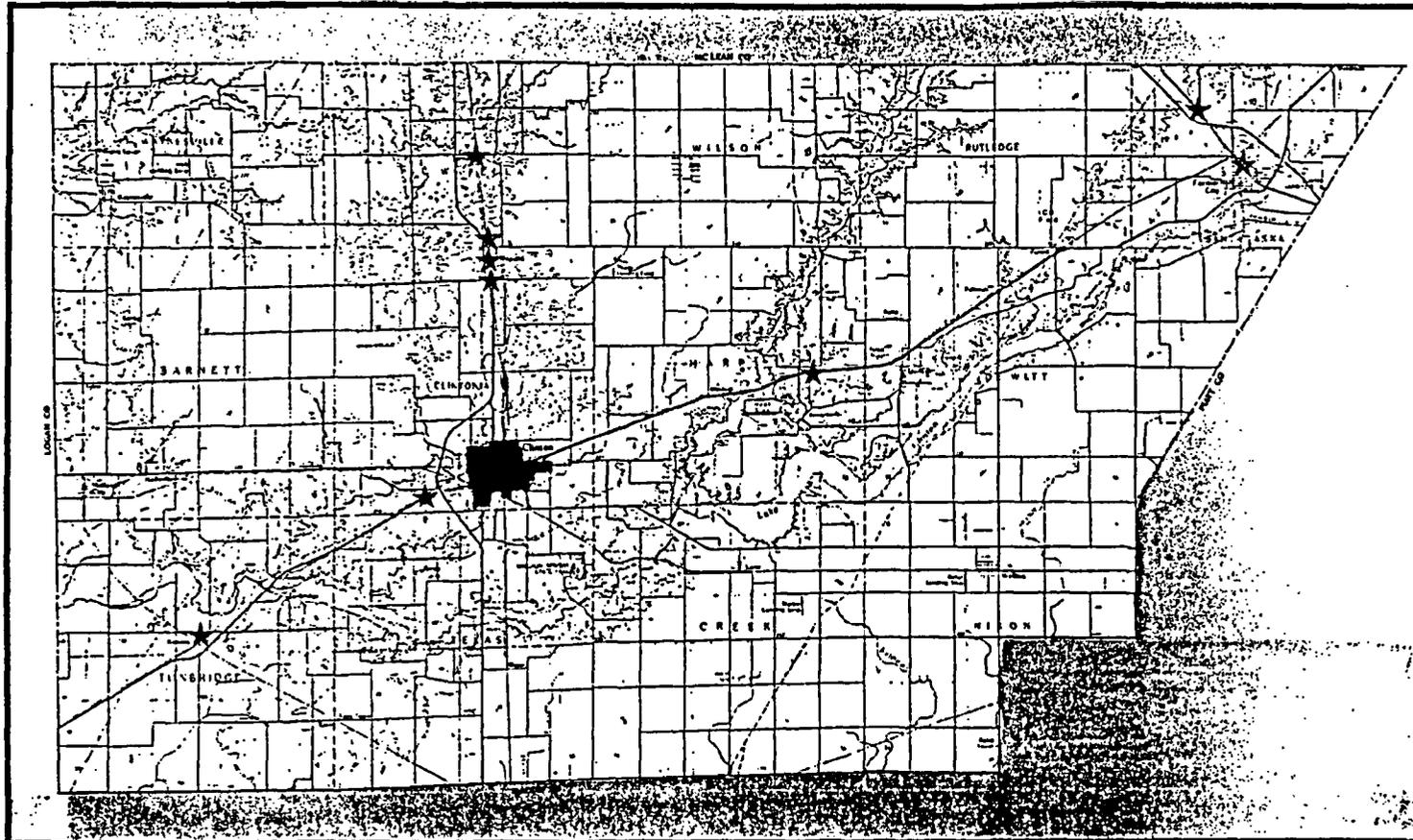
-  Insert Map
-  Accident Rates Greater Than or Equal to 1%
-  Warrants Crossing Improvements
-  Accident Rates Greater Than or Equal to 1% AND Warrants Crossing Improvements

RAIL ROAD CROSSINGS

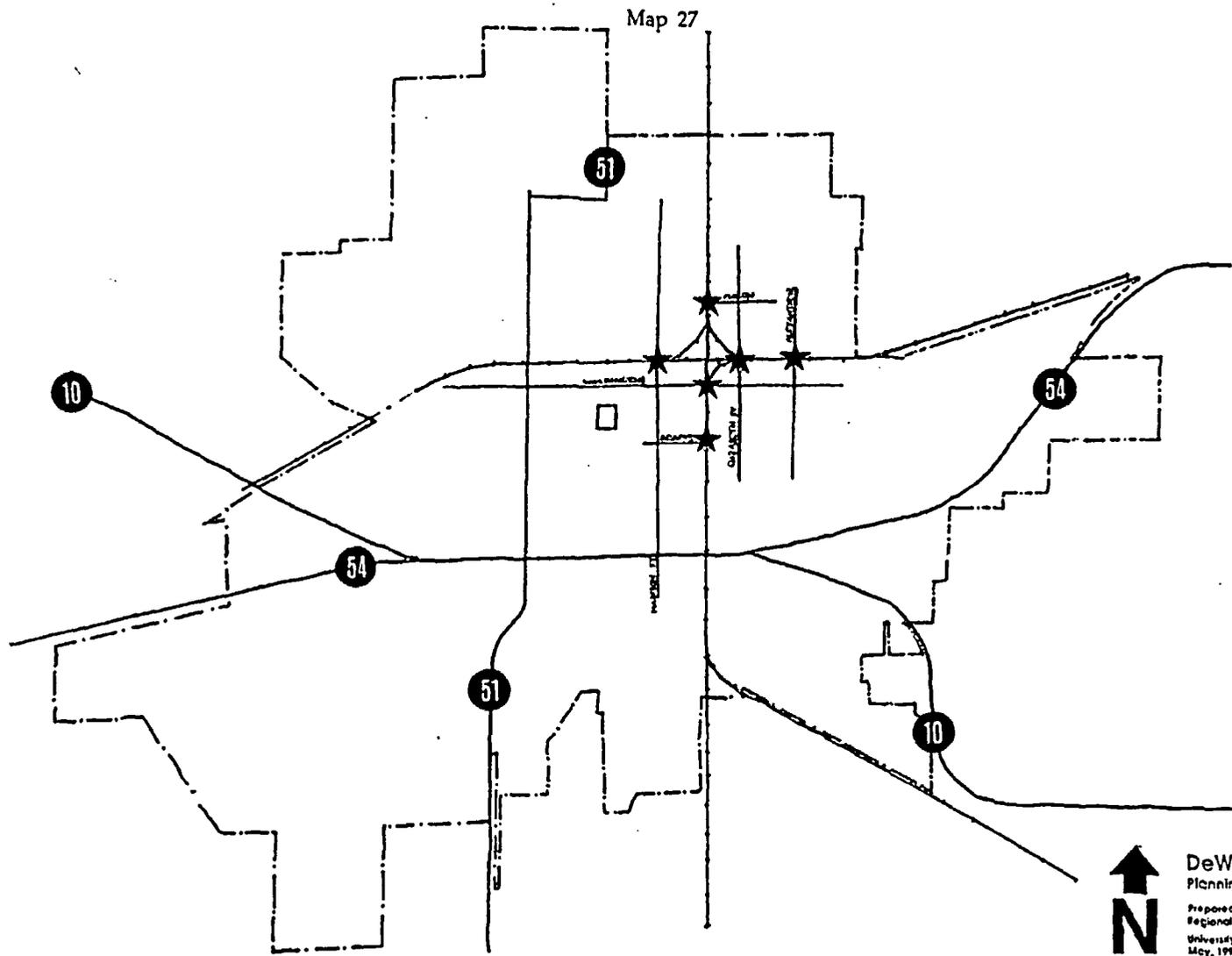
Map 26

DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992



RAILROAD CROSSING INSERT AREA MAP



DeWitt County, Illinois
Planning and Zoning Department
Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1982

Objective S-2 **Assure abandoned rail property is subdivided properly.**
Because of railroads that have been abandoned in the county, land locking of parcels is a potential problem. Land locking occurs when a property owner loses access to abandoned railroad property.

For abandoned rail right-of-way to be used for bicycle paths, a continuous path is necessary. If parcels of land are acquired by the adjacent property owners at either end of a potential bike path, the path could become landlocked without any access to other public right-of-ways, and therefore becomes useless.

Policy S-2.1 *To avoid potential land locking, the county should secure easements through non-participating properties.*

COUNTY AIRPORT INVENTORY

DeWitt County has no passenger air service, nor are there any publicly owned airports. Regional air service is available through nearby metropolitan areas (See Map 3).

There are seven private grass strips scattered throughout the county. None of these facilities have paved, hard-surfaced runways. These airports can only accommodate small, light single or twin engine propeller aircraft. Since these are private landing strips, their use for the general public is severely restricted. In fact these strips are reserved for emergency use only.

**Proposed
County Airport** **To promote county economic development, the county should have a grass strip aviation airport. An airport facility will attract pilots for commercial and recreational purposes.**

DEVELOPMENT OPTIONS

There are a two strategies the county may take for acquiring an airport. The county may either purchase or lease properties necessary for development and operation.

Option I: Purchase the land necessary for the development and operation of the general aviation facility. Financing for the facility may be acquired through bonding, taxation, or solicitation of private sources.

Option II: If the county cannot afford to buy a parcel of land and develop it for an airport facility, the county should lease one of the private airstrips. An example of such an agreement exists in Gibson City. The airport is a private airstrip that is leased to the city for \$1 per year. The city receives tax revenues and landing fees, while paying a token amount for the land. The most desirable location for a lease agreement is the Thorp Seed Company landing strip.

MID-TERM OBJECTIVES (6-10 Years)

- Obtain a small grass strip airport in DeWitt County.

Objective M-1 Obtain a small grass strip airport in DeWitt County.

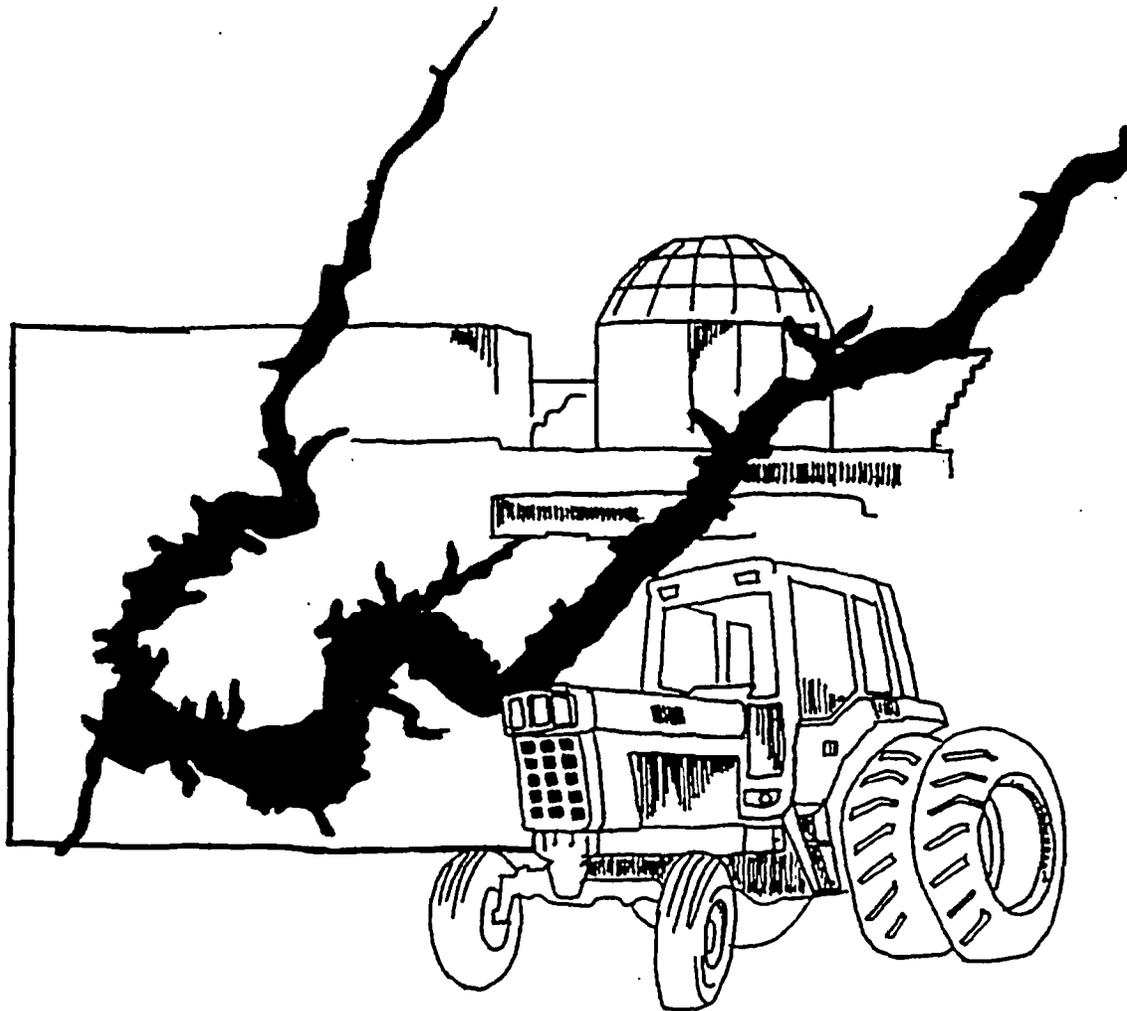
The facility should be located northeast of Clinton because there are few roads requiring relocation, and the topography is ideal. In addition, this location is near Clinton Lake's recreational facilities.

Policy M-1.1 The county should locate the general aviation facility at the Thorp Seed Company Landing Strip.

This implies the implementation of Strategy II, leasing the airport.

Policy M-1.2 The EDC of DeWitt County should target commercial and industrial development which utilizes the airport facility.

Policy M-1.3 The county should charge landing fees from users of the general aviation facility.



DeWitt County

DATA SUPPLEMENT TO THE 1992
DEWITT COUNTY COMPREHENSIVE PLAN

DATA SUPPLEMENT

This Appendix of the DeWitt County Comprehensive Plan shall establish a data bank of resources and information for DeWitt County. The following pages offer tables, maps and other specific data which directly supports statements made in the 1992 DeWitt County Comprehensive Plan.

ECONOMIC DEVELOPMENT INVENTORY

The shift-share method is employed as an economic outlook. It also provides a means of explanation of current economic conditions in the county.

Shift-share determines a region's economic performance. This performance is measured as compared to a given benchmark (Ideal), i.e. a larger region, state or the nation as a whole. In order to define local economic performance, evaluation criteria are selected to be compared between the study area (local region) and the control region (reference area). Any one of many national economic indicators may be used to conduct the study, although employment statistics are the most often cited.

The Equation

The proportional shift is derived by subtracting the ratio of total employment growth in the reference economy from the ratio of sectoral employment growth in the reference economy. A positive entry indicates that the sector grew more rapidly than the reference economy as a whole. A negative entry means that the sector is a slower growing industry relative to the rest of the reference economy.

The differential shift is calculated by subtracting the ratio of sectoral employment growth in the reference economy from the ratio of employment growth in the local economy. Positive entries indicate that the local area is strongly competitive with the reference economy. Negative entries indicate the opposite.

Analysis

The following is a sector by sector analysis of each of the major employment sectors within DeWitt County (see Tables 4-5). In addition to the analysis offered in these tables, a brief statement of policy implications follows.

- *Agricultural Services:* DeWitt County experienced an employment increase of 22 percent from 1982 to 1989. However, it is important to state that the relative significance of this increase is limited because agricultural services was a small portion of total DeWitt County employment. This statistic implies that while DeWitt County experienced growth in this sector, this growth is not significant enough to warrant specific development efforts.
- *Contract Construction:* This sector is unlike all other sectors represented in DeWitt County. The multi-million dollar construction efforts associated with the Clinton Nuclear Power Plant during the study period skewed the shift-share figure for this sector. When Clinton Power Plant is included in the study, the county appears to experience a significant loss in total employment for the years 1982 to 1989. When the plant is excluded, the county experiences a sharp increase in employment. Therefore, it is impossible to rely upon this sector's shift-share value for substantive analysis.

• *Manufacturing:* DeWitt County's manufacturing sector appears favorable when compared to the State of Illinois. New facility openings within the county played a major role in this development. Even though DeWitt County has experienced growth in this sector, there is still room for expansion. Use of existing resources and other development tools may be employed to augment DeWitt County's proportionate share of the state's manufacturing base.

• *Transportation/Utilities:* DeWitt County experienced growth in this sector and can realize further growth for the future. DeWitt County is heavily influenced by Illinois Power. New spin-off development and/or Illinois Power related expansion should be targeted and explored.

• *Wholesale Trade:* This sector remained relatively unchanged during the study time period. While the county experienced slight growth (approximately eighteen percent), future potential is limited. DeWitt County's emphasis should focus upon firm retention rather than expansion.

• *Retail Trade:* Relative to other sectors in DeWitt County, this sector grew significantly during the study time period. The county experienced substantial growth (approximately twenty-five percent) and future growth potential is favorable. DeWitt County's emphasis should focus upon firm expansion in addition to retention programs. Future development on Clinton Lake or with Dr. John Warner Hospital will also augment DeWitt County's success in this sector. The county must carefully examine recruitment strategies in this sector. Focus should be on small-scale retail rather than on large-scale developments.

- *Finance, Insurance, and Real Estate (FIRE):* This sector experienced a slight loss in employment for the study time period. This is a significant trend because of the relative growth in the sector on state and national levels. Also, the FIRE sector is not a large employment base for the county, so development and expansion efforts should not be focused upon.

- *Services:* This sector reported the most substantial growth of any sector in the study. The 120 percent increase in employment from 1982 to 1989 is significant because the service sector is also a large portion of DeWitt County's total figure. The County should continue to focus development efforts in this area.

- *Mining:* No figures were reported for this employment sector.

- *Government:* This employment sector also remained relatively unchanged during the study time period. There was a minimal loss of employees and further expansion of this sector is largely dependent upon population figures and demand for governmental services. This sector should not face significant change barring any unforeseen large population migration into or out of the county.

Implications

There are four sectors that offer the most potential for expansion in DeWitt County because these sectors performed the best relative to state and national growth figures. These are: manufacturing, transportation/utilities, retail trade, and services. Even though the other sectors are not targeted for expansion programs, individual sub-sectors within the major grouping can be focused upon for retention/expansion programs (See Table 4-5).

Table 4: Shift Share Summary for Illinois

Industrial Sector	1982	1989	Total Change	Percent Change
Agricultural Services (AS)	9,821	16,746	6,925	70.51
Contract Construction (CC)	148,898	204,078	55,180	37.06
Manufacturing (MU)	1,118,661	1,086,621	-82,040	-7.33
Transportation and Utilities (TU)	228,138	273,863	45,725	20.04
Wholesale Trade (WT)	309,612	354,824	45,212	14.60
Retail Trade (RT)	762,354	907,998	145,644	19.10
Finance, Insurance, and Real Estate (FR)	326,920	386,769	59,849	18.31
Services (SV)	986,025	1,303,304	317,279	32.18
Mining (MN)	31,975	20,210	-11,365	-35.99
Government (GV)	777,977	800,590	22,613	2.91
Total Value	4,699,981	5,305,003	605,022	12.87

Source: U.S. Census Bureau

Table 5: Shift-Share Summary for DeWitt County

Sector	1982	1989	Change	Ideal	Adjusted	Actual
AS	10	28	18	1.287	-5.764	22.477
CC	3750	112	-3638	482.625	-907.085	-3213.54
MU	936	1040	104	120.463	189.107	-205.571
TU	750	1750	1000	96.525	-53.795	957.270
WT	240	283	43	30.888	-4.159	16.271
RT	786	980	194	101.158	-49.003	141.845
FR	173	155	-18	22.265	-9.406	-30.859
SV	453	996	543	58.301	-87.463	572.162
MN	0	0	0	0	0	0
GV	150	139	-11	19.305	14.945	-45.250
TOTAL	7248	5483	-1765	932.818	-0.207	-2697.61

GROWTH: -24.352%

Source: U.S. Census Bureau

ECONOMIC DEVELOPMENT RESOURCES

This portion of the data supplement is devoted to support of the economic development section. Funding tools, resources, and logistics are included.

The following is a list of state and regional resources the county should consult during the implementation phase of the plan.

Richland Community College Small Business Development Center: This statewide program provides increased viability for small businesses. Provision of information, technologies and techniques is the central objective of the center. This aid is available through counseling, consulting, education, and procurement assistance.

Richland Community College Procurement Assistance Program: This program matches state and federal work or employment contracts with local small and intermediate sized firms. This allows for temporary and/or permanent expansion of local production, resulting in increased local employment and tax base.

University of Illinois Office of Corporate Relations and Community Development: This department serves to strengthen links between the university and host communities throughout the central Illinois region. The primary role served is that of coordination and communication. It serves as a window between university faculty and students and local businesses wishing to capitalize on the services of the university.

This service assists both the community and the university. This service seeks to market the region as a high-technology center through the encouragement of economic development and high-tech research park creation. If any university affiliated research develops, this office should act as the principal administrative body representing the University of Illinois.

ECONOMIC DEVELOPMENT INCENTIVES

Development incentives are essential to facilitate growth. Tax Increment Financing (TIF), Tax Abatement, and Enterprise Zones (EZ) could be employed by the county for the attainment of its economic development goal. Each of the following tools is available to the county and could be employed. A brief discussion of four economic development tools follows.

Tax Increment Financing (TIF): TIF is a means of infrastructure rehabilitation in declined or declining areas. Its purpose is to prevent and eliminate urban blight and increase property values. The program, as allowed by the Illinois General Assembly, grants municipalities the right to purchase and prepare property to make public (sometimes private) improvements. The city must cooperate with the private sector, and may or may not generate a profit.

Tax Abatement: This program makes possible increased capitalization of small business ventures. This program abates all or part of a firm's property taxes for up to ten years and \$1 million per project.

Enterprise Zones: Enterprise zoning is divided into three categories. The first is tax exemption. The second is tax credits, and the third is income tax deductions.

Tax exemptions permit a sales tax exemption on building materials used in the zone. Tax credits permit businesses in the zone a \$500 income tax credit for each dislocated worker hired in a newly created job. Tax Deductions provide businesses or individuals tax savings on income derived from doing business with firms within the enterprise zone. This includes interest income on loans to firms for development in the zone.

ECONOMIC DEVELOPMENT FINANCING

The following is a list of state and federally financed loan programs DeWitt County should employ. These should be used in conjunction with conventional resources and tools. For more information concerning each loan program, contact the Department of Commerce and Community Affairs (DCCA), Division of Marketing, 620 East Adams Street, Third Floor, Springfield, Illinois (217)-782-6861.

"Business Financing Programs", Illinois Department of Commerce and Community Affairs, State of Illinois

"Rural Development Resource Guide", Illinois Department of Commerce and Community Affairs/Illinois Rural Affairs Council

"The Economic Development Resource Catalog", Illinois Department of Commerce and Community Affairs, Office of Urban Assistance

"Developer Incentives in Illinois Increment Districts", Illinois Department of Commerce and Community Affairs, Office of Urban Assistance

"Municipal Use of Tax Incentives for Economic Development", Illinois Department of Commerce and Community Affairs, Office of Urban Assistance

"Illinois Large Business Development Program", Illinois Department of Commerce and Community Affairs

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DEWITT COUNTY POPULATION FIGURES

All cities and villages lost population since the 1980 Census. Clinton lost 5 percent of its population in the 10 year time period. Farmer City lost 6.1 percent of its residents since 1980. The towns losing the largest percentage of their populations were Weldon (32%) and Waynesville (22.7%). DeWitt County's population was 16,516 as of 1990, a decrease of 8.8 percent from 1980 (See Table 6).

Table 6: DeWitt County Population 1970-1990

Place	1970	1980	1990	Change (1980-1990)	Percent Change
DeWitt County Total	16,975	18,108	16,516	-1,592	-8.8
Clinton	7,570	7,830	7,437	-393	-5.0
Farmer City	2,217	2,252	2,114	-138	-6.1
Kenney Village	367	443	390	-53	-12.0
Waynesville Village	522	569	440	-129	-22.7
Weldon Village	553	531	361	-170	-32.0
DeWitt Township	461	469	41	-52	-11.1
Wapella Township	902	1,165	1,031	-134	-11.5

Source: U.S. Bureau of the Census, 1970-1990

DEWITT COUNTY POPULATION PROJECTION

The Illinois Bureau of the Budget projected populations for DeWitt County are included in Table 6. Percent changes are listed for years 1995, 2000, 2005, and 2010. DeWitt County's total population is forecasted to be 15,705, a decrease of 5 percent by the year 2010.

Table 7: Population Projections 1990-2010

Year	Number	Percent
1990	16,516	
1995	16,318	-1.2
2000	16,041	-1.7
2050	15,832	-1.3
2010	15,705	-0.8

Source: Illinois Bureau of the Budget, 1992

RAILROAD CROSSING STANDARDS

The following standards, provided in the Stipulated Agreements document, are applied in the decision making process of rail road crossing signal placement.

Automatic Flashing Light Signals (See Paragraph 303 of the Stipulated Agreements Document): Upon satisfaction of any one of the following conditions, automatic flashing light signals must be installed at intersections of roads and rail road tracks.

- When the product of the seasonally adjusted average daily traffic and average daily train movements is greater than 3,000 for tracks having more than two trains daily.
- Stopping sight distances are restricted and train multiplied by vehicle volumes exceed 1,000.
- Numerous accident incidents.
- Awkward highway and rail junction orientations which cannot be improved.

Automatic Flashing Lights and Gate Arms (See Paragraph 303 of the Stipulated Agreements Document): Upon satisfaction of the following conditions, automatic flashing light signals and gate arms must be installed at intersections of roads and rail road tracks.

- Multiple main tracks exist where more than one train may be moving at any given time.
- Multiple tracks in which a parked train may block visibility of other moving trains.
- Restricted clearing sight distances.
- Accident occurrences even with other automatic warning devices.
- Crossing usage by vehicles carrying hazardous materials.

Source: Illinois Commerce Commission

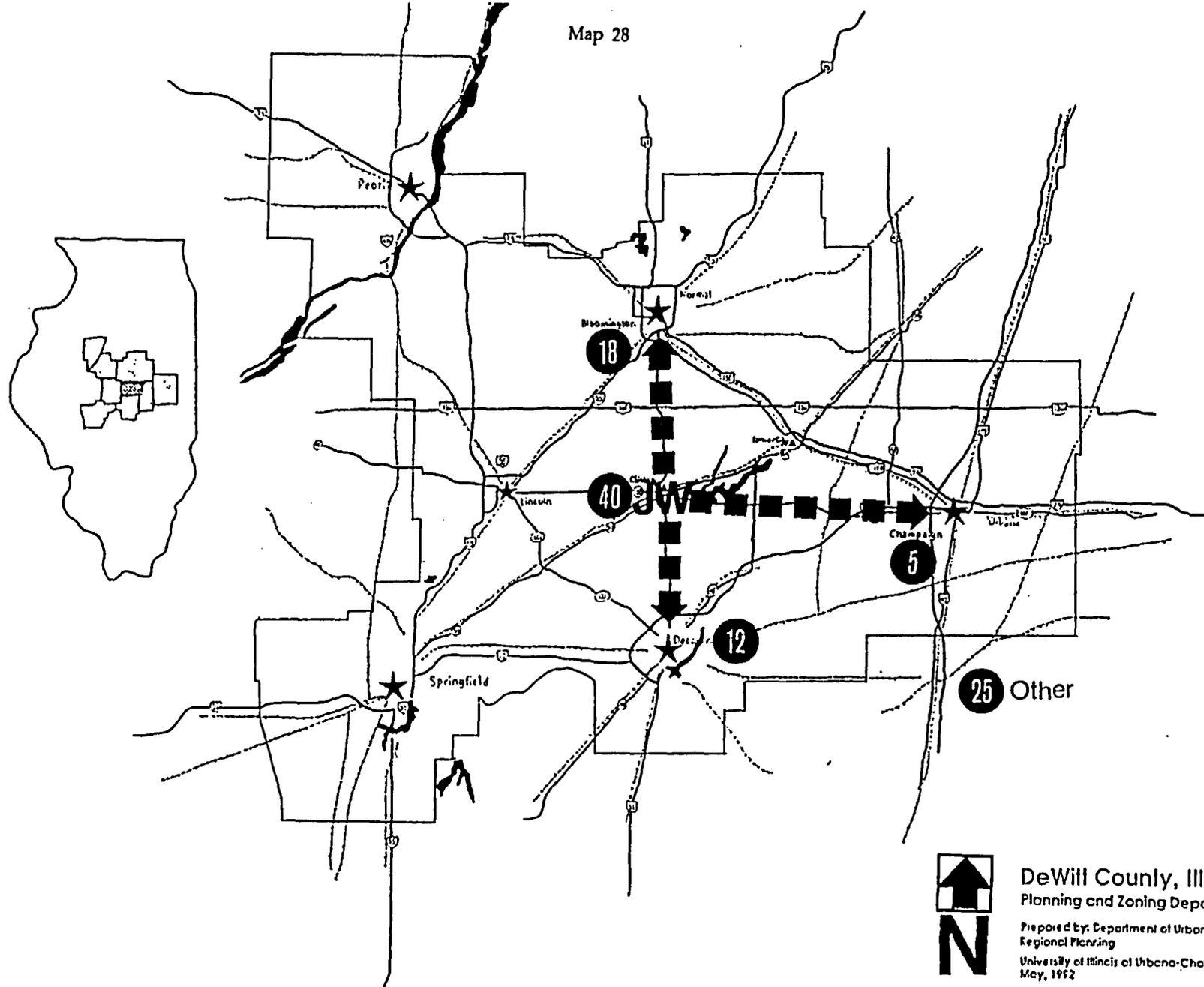
ASSESSMENT OF COMMUNITY NEEDS

In order to identify county-wide issues, a questionnaire was created and administered to county residents. This questionnaire provides the background for county opinions and attitudes on these issues. The questionnaire covered: recreational usage, the airport location idea, economic development and agricultural preservation, health care and hospital usage, shopping travel patterns, and county landfill expansion. The questionnaires were deposited at the following locations: the Vespian Warner Public Library in Clinton, Farmer City Municipal Building, the DeWitt County Building in Clinton, the Kenney Go-Go Lounge, the Weldon Co-Op Grain Company, the DeWitt County Nursing Home in Hallsville, the Clinton Daily Journal office, and the Waynesville Township Library.

The survey was taken during a period of approximately one month (from early March through early April). We received 108 completed responses.

DOCTOR VISIT TRAVEL PATTERNS

Map 28

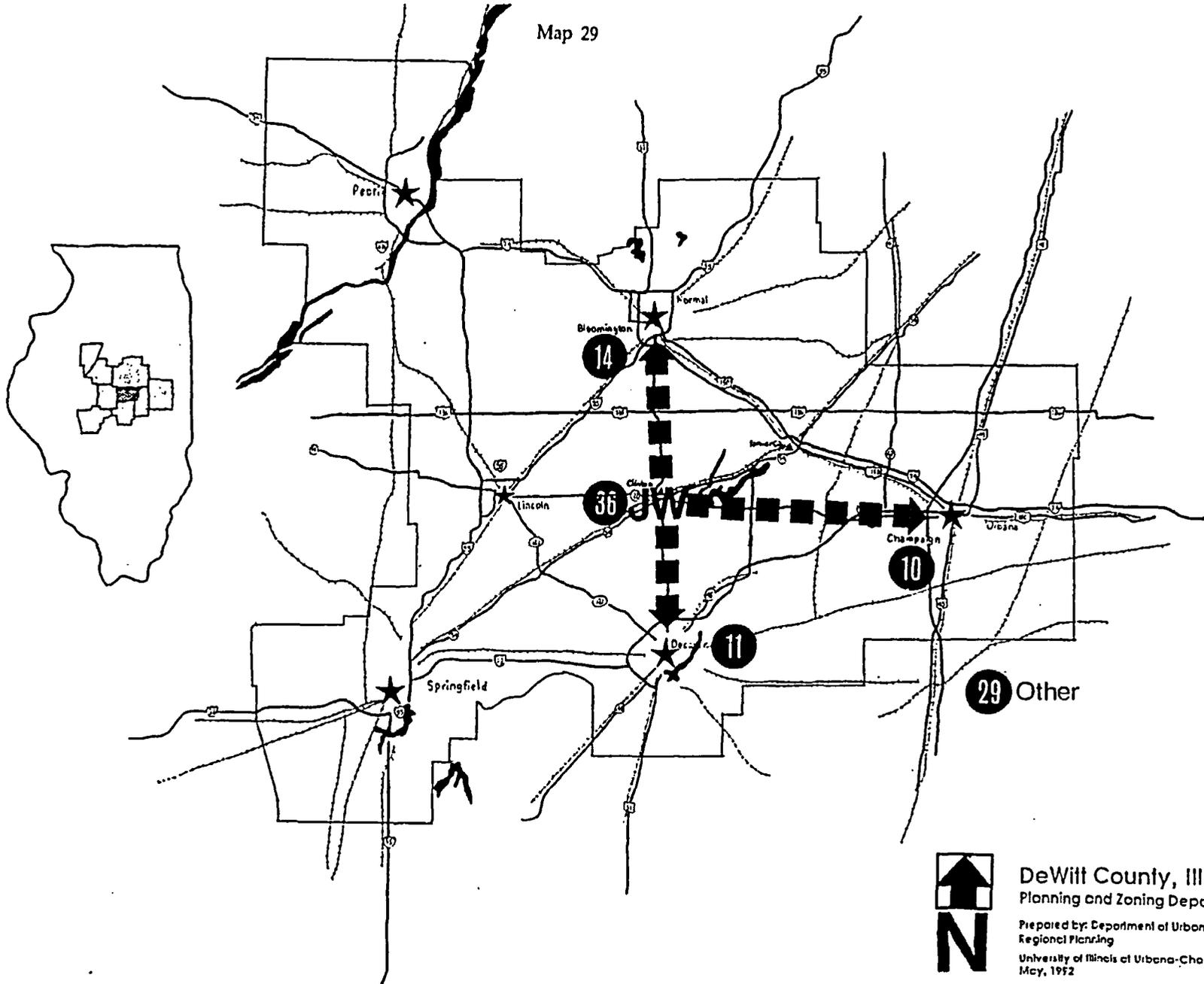


DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1962

HOSPITAL FACILITY TRAVEL PATTERNS

Map 29

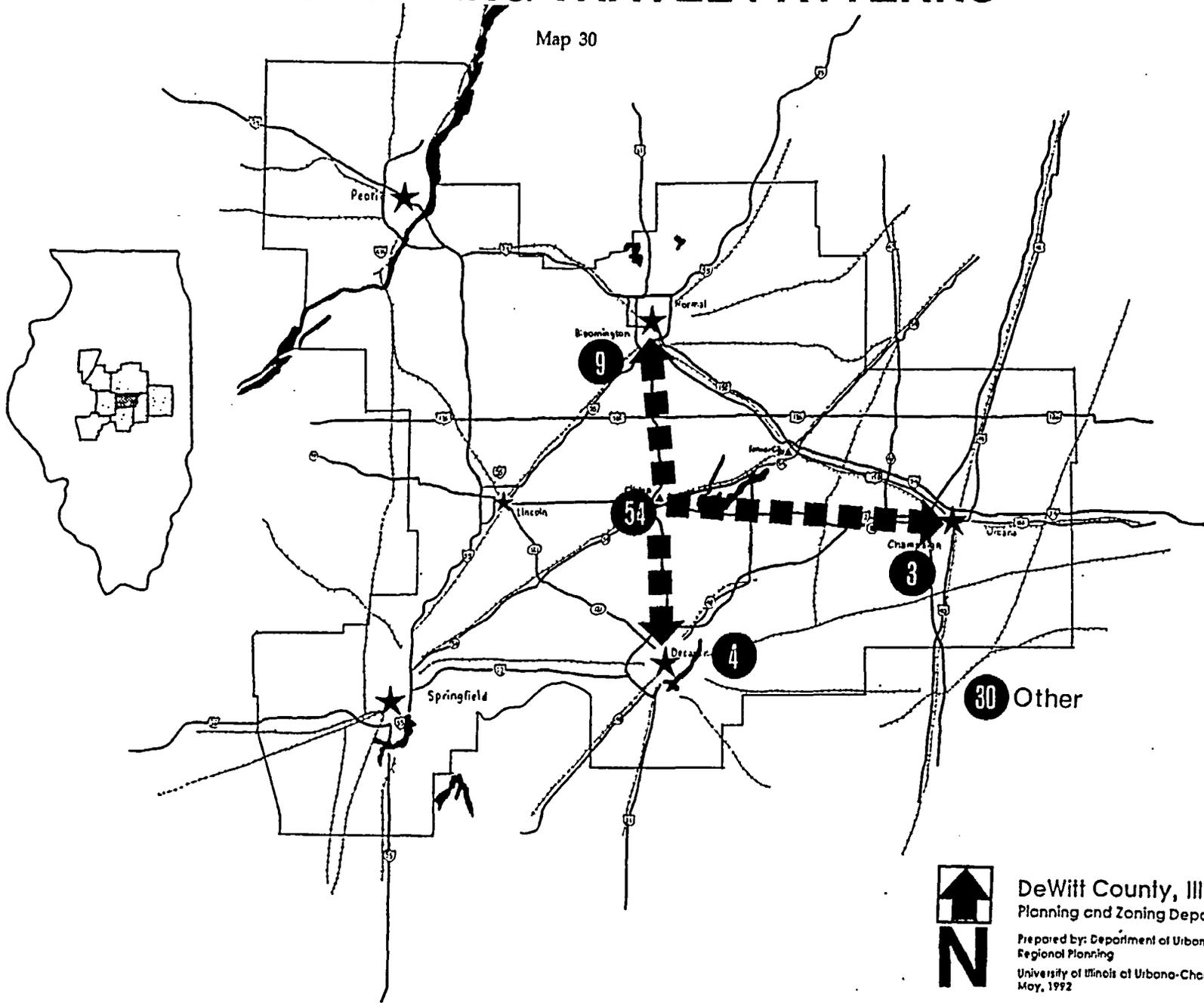


DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1982

MINOR SHOPPING TRAVEL PATTERNS

Map 30

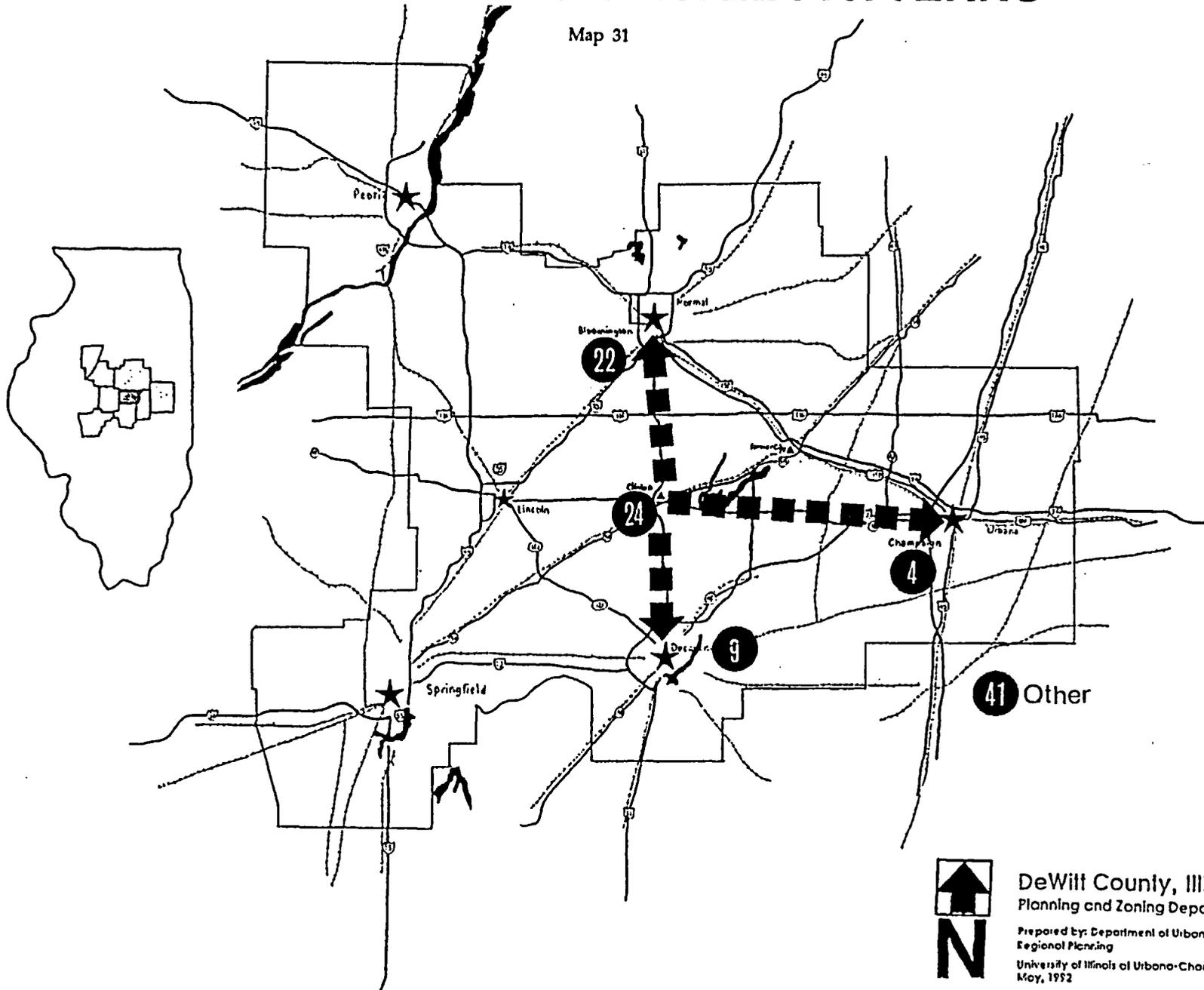


DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992

MAJOR SHOPPING TRAVEL PATTERNS

Map 31



DeWitt County, Illinois
Planning and Zoning Department

Prepared by: Department of Urban and
Regional Planning
University of Illinois at Urbana-Champaign
May, 1992

SURVEY RESULTS

The following is a discussion of the survey results. The Response percentages are enumerated in parentheses next to the appropriate question response. The summations were calculated using a computer program, SPSS. In some cases, maps are provided to further illustrate particularly important response patterns.

1> How many times per year do you or members of your family use the Clinton Lake facilities?

- (55.6) 1. 0-5
- (18.5) 2. 6-10
- (7.4) 3. 11-15
- (18.5) 4. More than 15

2> What activities do you or your family engage in while at the lake area?

- (10.2) 1. Camping/Picnicking/Cook out
- (9.3) 2. Water Skiing/Boating
- (11.1) 3. Fishing
- (11.1) 4. Swimming/Sun Bathing
- (10.2) 5. Other
- (40.7) 6. More Than One of the Above
- (7.4) 7. No Response Given

3> What other activities would you like to see at the Clinton Lake facilities?

- (3.7) 1. Water Slide/Swimming Pool
- (5.6) 2. Miniature Golf Course/Batting Cages
- (7.4) 3. Nature Trails/Museum
- (11.1) 4. Restaurants/Specialty Food Shops
- (6.5) 5. Lodge/Resort and/or Golf Course
- (4.6) 6. Other
- (47.2) 7. More Than One of the Above
- (13.9) 8. No Response Given

4> How many times per year do you or members of your family use the Weldon Springs State Park?

- (48.1) 1. 0-5
- (20.4) 2. 6-10
- (7.4) 3. 11-15
- (23.1) 4. More than 15
- (0.9) 5. No Response Given

5> What other regional recreational facilities do you or your family members use more than once a year?

- (7.4) 1. Lake of the Woods, Mahomet, IL
 - (10.2) 2. Lake Shelbyville, Shelbyville, IL
 - (8.3) 3. Kickapoo State Park, Danville, IL
 - (0.9) 4. Moraine View State Park, Leroy, IL
 - (10.2) 5. Spitler Woods State Park, Decatur, IL
 - (11.1) 6. Allerton Park, Monticello, IL
 - (14.8) 7. Other
 - (37.0) 8. No Response Given
-

6> What is your opinion of constructing a general aviation (non-passenger) airport in DeWitt County?

- (9.3) 1. Very favorable
- (14.8) 2. Somewhat favorable
- (44.4) 3. Indifferent
- (7.4) 4. Somewhat unfavorable
- (20.4) 5. Very unfavorable
- (0.9) 6. Voided Response
- (2.8) 7. No Response Given

7> How willing are you to sacrifice DeWitt County farm land for the development of the county?

- (15.7) 1. Very Willing
- (24.1) 2. Somewhat Willing
- (18.5) 3. Indifferent
- (8.3) 4. Somewhat Unwilling
- (26.9) 5. Very Unwilling
- (6.5) 6. No Response Given

8> Where do you most often make your doctor visits (See Map 28)?

- (39.8) 1. Clinton, Farmer City
- (4.6) 2. Champaign-Urbana
- (17.6) 3. Bloomington-Normal
- (12.0) 4. Decatur
- (14.8) 5. Other
- (10.2) 6. More than One of the Above
- (0.9) 7. No Response Given

9> Which hospital do you most often utilize for your health care needs (See Map 29)?

- (36.1) 1. John Warner Hospital
- (9.3) 2. Champaign County
- (13.9) 3. McLean County
- (11.1) 4. Macon County
- (14.8) 5. Other
- (12.0) 6. More Than One of the Above
- (2.8) 7. No Response Given

10> Based on your current knowledge, how would you improve the overall health care system in DeWitt County?

- (5.6) 1. Do nothing, system is excellent
- (23.1) 2. Consolidate facilities at the Warner Hospital
- (17.6) 3. Use additional public grants and/or funds to make John Warner financially sound
- (15.7) 4. Solicit more private funding for John Warner hospital and nursing home
- (11.1) 5. Other
- (13.0) 6. More Than One of the Above
- (13.9) 7. No Response Given

11> Where do you go for your weekly shopping needs? (For Example: groceries, hardware supplies, health and beauty items, auto repair)(See Map 30)

- (52.8) 1. DeWitt County
- (2.8) 2. Champaign County
- (8.3) 3. McLean County
- (3.7) 4. Macon County
- (2.8) 5. Other
- (26.9) 6. More Than One of the Above
- (2.8) 7. No Response Given

12> Where do you go for your major shopping needs? (For Example: auto/farm equipment purchases, major appliances, major electronics, luxury items)(See Map 31)

- (23.1) 1. DeWitt County
- (3.7) 2. Champaign County
- (21.3) 3. McLean County
- (9.3) 4. Macon County
- (0.0) 5. Sangamon County
- (0.0) 6. Logan County
- (1.9) 7. Other
- (38.9) 8. More Than One of the Above
- (1.9) 9. No Response Given

13> What is your opinion of the possible expansion of the County landfill?

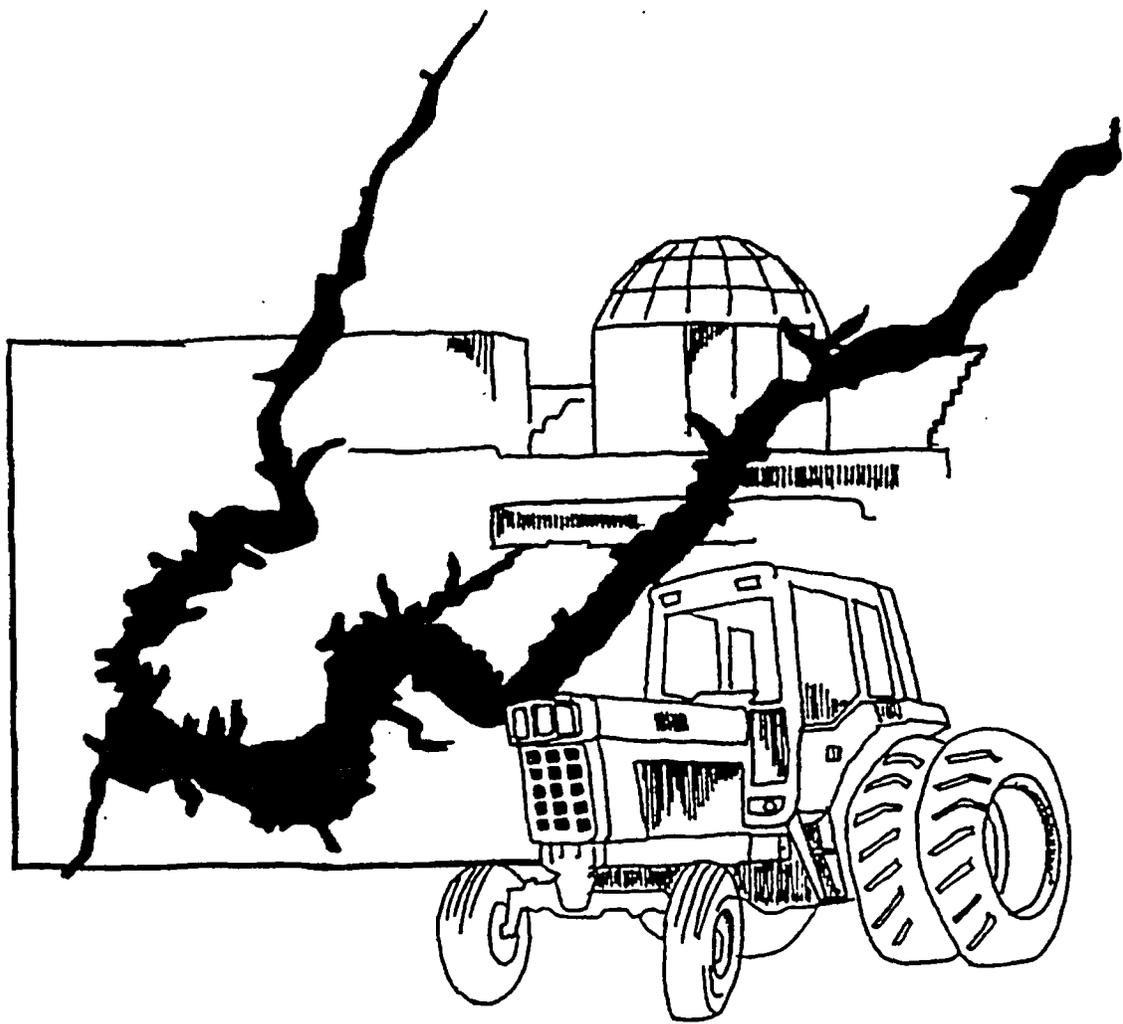
- (10.2) 1. Very favorable
 - (13.0) 2. Somewhat favorable
 - (20.4) 3. Indifferent
 - (12.0) 4. Somewhat unfavorable
 - (38.9) 5. Very unfavorable
 - (0.9) 6. Insufficient knowledge to judge
 - (4.6) 7. No Response Given
-

14> In which city or town do you live?

- (45.4) 1. Clinton
- (7.4) 2. Farmer City
- (3.7) 3. Rural
- (2.8) 4. McLean County
- (11.1) 5. Weldon
- (0.9) 6. Logan County
- (4.6) 7. Wapella
- (0.9) 8. Hallsville
- (0.9) 9. DeWitt
- (1.9) 10. Macon County
- (1.9) 11. Kenney
- (0.9) 12. Piatt County
- (14.8) 13. Waynesville
- (2.8) 14. No Response Given

15> In which city or town do you work?

- (50.9) 1. Clinton
- (6.5) 2. Farmer City
- (1.9) 3. Rural
- (4.6) 4. McLean County
- (10.2) 5. Weldon
- (1.9) 6. Logan County
- (2.8) 7. Wapella
- (1.9) 8. DeWitt
- (3.7) 9. Macon County
- (4.6) 10. Waynesville
- (11.1) 11. No Response Given



DeWitt County

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