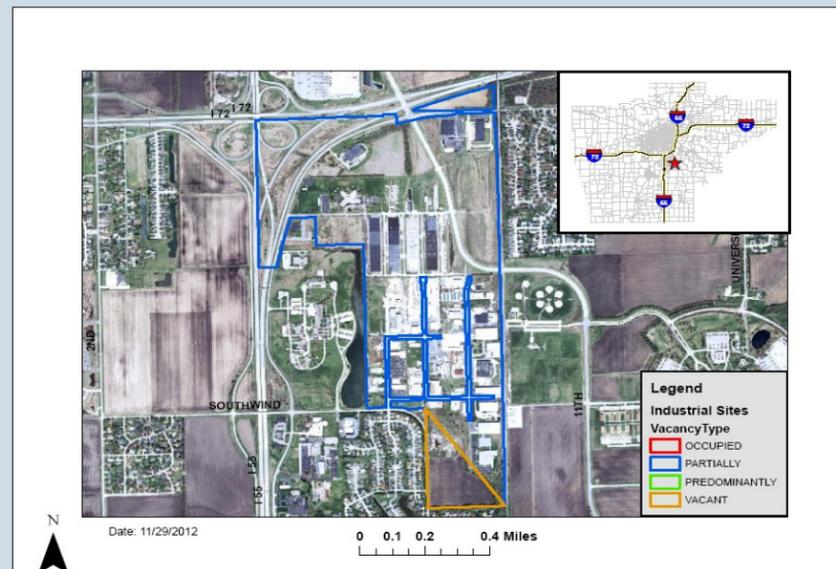


Initial Industrial Site Area Review & Mapping

A Preliminary Reconnaissance as to the Availability of Existing Sites for Industrial Use in the Greater Springfield Area





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December 2012

Please Note: The reader is cautioned that the data provided in this report and the maps created from it were current at the time of data collection. Property related data may change over time.

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Initial Industrial Site Area Review & Mapping

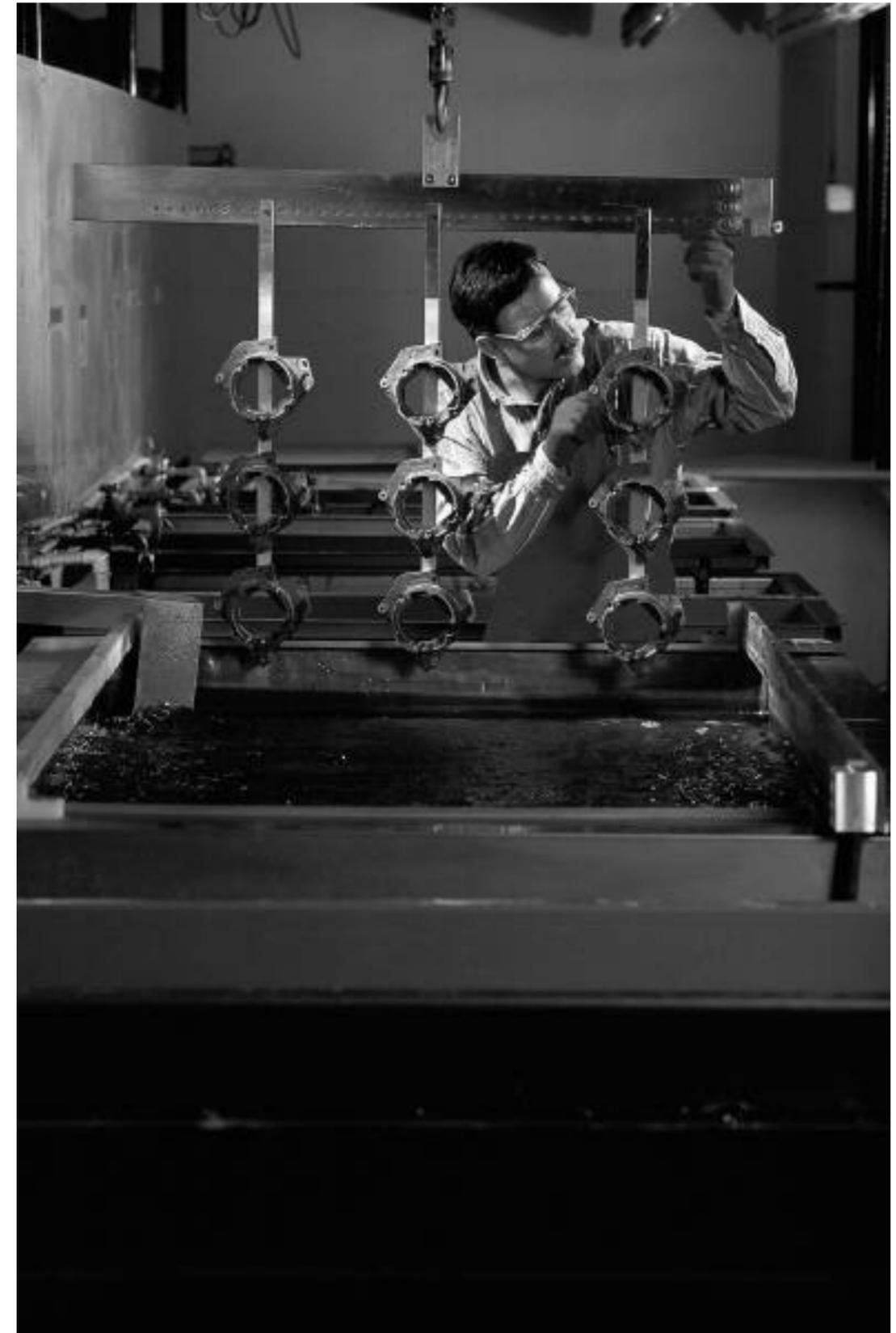
A Preliminary Reconnaissance as to the Availability of Existing Sites for Industrial Use in the Greater Springfield Area

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Development Planning Group

Springfield-Sangamon County
Regional Planning Commission



I. INTRODUCTION

ABOUT THE STUDY

The Quantum Growth Partnership (Q5) is a public-private partnership that serves as the economic development arm of the Greater Springfield Chamber of Commerce. Through this partnership, the public, private, and nonprofit sectors have come together with the following goal: to grow Sangamon County by improving its ability to create jobs, attract talent, and make capital investment.

One of Q5's key strategies to achieve this goal is to diversify the local business and industry mix. This has led it to consider the availability, or lack thereof, of potential industrial sites in the region. The availability of land for industrial purposes is a challenge for many communities. These sites are often restricted by their more intense zoning requirements, and are most often considered "development ready" only when they are served by existing roads with nearby interstate access, and have public infrastructure — such as public sewer and water — very near by if not in place.

The question that often faces communities is whether or not suitable sites are available to meet the needs of clients seeking them. One approach to this quandary is to expend the time and resources necessary to create such sites, and in some communities that lack existing sites, this may be their only alternative. However, the SSCRPC believes that it is most often useful to review existing sites to determine what is in "inventory" prior to the decision to make a public investment for the development of new ones.

To assist the Q5 partnership and the City of Springfield in this work, the SSCRPC conducted a short-term project to determine the availability of existing industrial sites. We term this work only a "reconnaissance" for several reasons:

- The inventory was limited to a select set of variables which will be discussed in the section that follows. The true potential of a site for industrial development is dependent upon many more variables than were used here, and the SSCRPC did not have the resources available to it to conduct a complete review. We believe, however, that the results of the project can be used as an initial review of existing site availability in the area.
- As the resources necessary for fieldwork were not available, the SSCRPC worked from aerial photographs of the sites identified. This provided only a limited ability to identify noticeable barriers that might preclude a site as being ripe for industrial use. This included the assessment of infrastructure improvements that might be necessary for a site to be considered fully "development ready".
- The review focused only on properties currently zoned industrial. While this is a reasonable starting point, we note that some properties zoned industrial are limited because of the nature of the development that surrounds them (e.g., industrial properties surrounded by residential development), while other properties that have less intense zoning classifications could be reasonably rezoned for industrial use. While this review did not consider the potential for such rezoning, it is important for this to be considered to get a complete

picture of site availability. For example, many properties in unincorporated Sangamon County that are currently zoned Agricultural may have significant potential as industrial sites. Other parcels currently zoned as heavy commercial might also be amenable for more intense zoning. A more complete review that focuses on the potential of land for industrial use rather than existing zoning is called for. However, since the intent of this study was the identification of "development ready" sites, focus was on those with appropriate zoning already in place.

- It was limited to parcels within the City of Springfield and unincorporated Sangamon County, as those were the only jurisdictions for which the SSCRPC had zoning information available in GIS form. Other potential sites could exist within the jurisdictions of other cities and villages in the county.
- Since resources did not exist for any fieldwork, the review assumed that all buildings shown on an aerial photograph of a site were in use and not vacant. Of course vacant structures can — and we believe do — exist on many of the parcels included and not included in this document. This barrier to a complete study should be resolved in a more complete inventory.
- In some cases the SSCRPC did not have complete records concerning the availability of public water in all of the locations studied. For example, some properties are served by water districts for which the SSCRPC does not have the necessary information for a complete review. This is true even in the cases of some properties served by the City of Springfield's municipal utility: City Water, Light and Power (CWLP).

Even so, the SSCRPC believes that this reconnaissance is a useful first step toward a better understanding of the availability of industrial properties in the market region.

APPROACH & METHODOLOGY

Spread across Sangamon County are hundreds of parcels zoned for industrial use: noted as I-1 or I-2 zoning districts in both the City of Springfield and Sangamon County. These parcels range in size from one or two acres to several hundred acres. In many cases the smaller industrially zoned parcels exist due to past patterns of both practice and use. For example, until relatively recent times the City of Springfield's zoning ordinance was a "pyramided" one, allowing all less intense land uses to be allowed on a property zoned for industrial use. While some of these properties were re-zoned when the pyramiding was eliminated, not all were and remain as small I-1 or I-2 tracts.

However, in many cases these smaller parcels exist adjacent to other small parcels zoned I-1 or I-2, or even larger parcels similarly zoned. This allows for the possibility that they could be brought together to create larger sites. Because of this, the SSCRPC's approach was to not dis-

regard these small parcels if they could be combined into a larger *site area*. This will be discussed additionally below.

Some of these existing industrially zoned parcels are fully developed and no longer have room for expansion. Others, however, remain either undeveloped or not fully developed, offering the potential to become sites for new companies. For this reason the extent to which a parcel was developed or not developed needed to be made a component of the analysis.

Prior to this project there was no comprehensive map that attempted to indicate all of the locations of parcels or sites amenable to industrial development. To create an initial map, the project staff established some simple conditions to begin the reconnaissance.

First, the project staff identified all parcels within the City of Springfield and in unincorporated Sangamon County that were already zoned for industrial use: City or County I-1 or I-2. Using this layer as the starting point, staff then reviewed the overall parcel map to determine if parcels could be combined into development areas that could be configured for industrial sites.

Staff made this distinction — between areas, sites and parcels — because the land area needed for different industrial uses can vary significantly, and it is often possible for smaller parcels to be assembled into the larger site needed for an industrial client, or larger parcels subdivided into smaller ones. To create a site area, then, parcels zoned I-1 or I-2 that bordered one another or were in close proximity were grouped together. To help ensure that a site area was of sufficient size to meet an industrial need, only sites areas nearing 20 acres or larger were considered. If individual or a grouped set of parcels did not approach nearly 20 acres, they were not included in the analysis. Maps of these locations can be provided by the SSCRPC, but are not included in this report. For this reason the reader may find that some parcels currently listed by realtors, the City of Springfield, or Q5 as industrial sites, are not included in the mapping.

Following this review, staff overlaid a map of the existing road network to determine the extent to which road service was currently available and its proximity to a major roadway. They then identified the proximity of public sewer and water to the site. Additionally, all sites were examined to see if they were accessible to Springfield’s City Water, Light and Power (CWLP). Availability of electric power to the site was not considered as a fundamental requirement as experience suggests that providing power — while expensive — is not as difficult as providing roads, sewer and water in making it development ready.

Sites that did not meet these conditions were eliminated from the analysis as the beginning assumption was that if the site was (i) zoned for industrial use, (ii) was of sufficient size to support an industrial use, (iii) had available road access (even if some road improvement might still be necessary) with some connectivity to a major highway, and (iv) had public sewer and water adjacent to the site if not on the site, it could be a useful site for industrial development.

Once a site area was identified, an additional factor was considered. The FEMA flood map was

overlaid on each site to determine if it was within a major floodplain. If a site was in a floodplain, it was removed from consideration.

Finally, the staff attempted to determine the degree to which property at the site was still available for development. Working from aerial photographs of each parcel, staff assessed the percentage of land area that appeared to already be in use. This was most often shown by the presence or absence of structures, parking lots, interior roadways, and the like. Each identified site or area within a site was then coded into one of three classifications:

- **Vacant:** The land area of the location shows no development.
- **Predominately Vacant:** the location is 1% to 49% developed.
- **Partially Vacant:** the location is 50% to 80% developed.
- **Occupied:** the location is 90% to 100% developed.

For the purpose of this study, sites considered Partially Vacant were still considered to have potential for industrial development as some of the sites are quite large, others offer the opportunity for parcels to be consolidated or combined, and land size needs for an industrial use can often be small.

Except for sites identified as Occupied, all of the industrial site areas identified in this study are shown in the maps that follow. The first map on the following page shows all of the areas in the County identified as available. The maps that follow in Section III show color-coded areas based upon the degree to which the land is developed. Areas bounded in Red are identified as Occupied. Those in Blue, Partially Vacant. Green indicates Predominately Vacant. And finally, Gold indicates Vacant. Readers are reminded that in many cases the maps provide an overview of areas, not simply parcel sites.

In addition, some sites may be configured or viewed in different ways. To demonstrate this, two maps are provided related to one site area that is shown as both a northern segment (Site Area 12) and a full north-south segment (Site Area 13.)

The SSCRPC believes that additional work should be done to overcome some of the barriers to a complete analysis mentioned previously. For example, special attention should be given to existing buildings that may be vacant and areas for which complete sewer and water data was not available. In addition, and as previously mentioned, not all of the variables that make a site suitable for industrial development were considered, as this was beyond the scope of the effort. This includes such items as condition and status of roads, soils, potential for subsidence, differing jurisdictional requirements, and so forth. One listing of suitability factors identified nearly 100.

To reach this level of specificity additional work, including field work, must be done. At that point data should be collected on each identified site and established in a data set similar to the one done by the SSCRPC for Springfield’s downtown area.

II. INITIAL MAP OF THE STUDY AREA

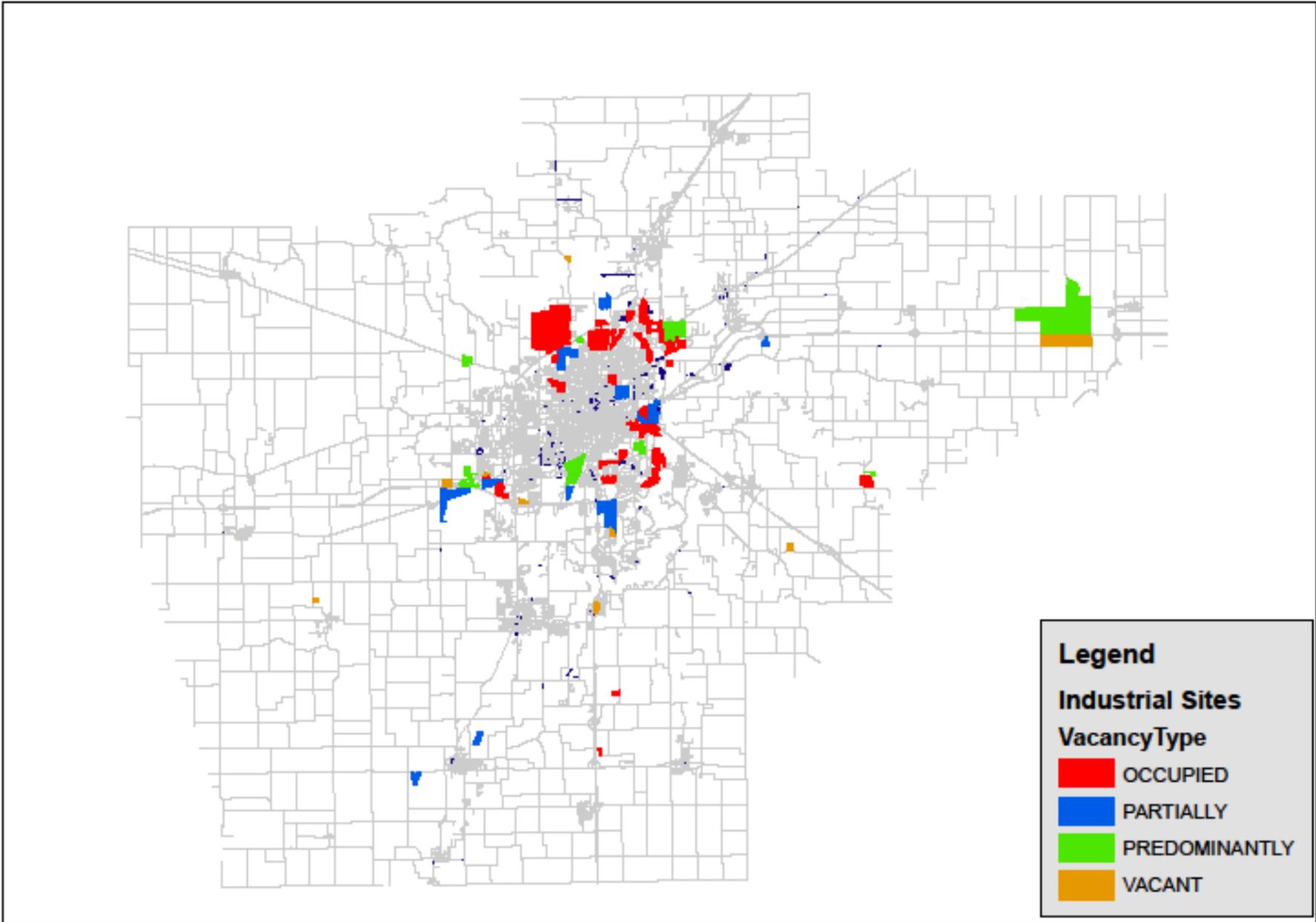
The data collected for this study was intended to help achieve several limited objectives as stated in the introduction.

The map to the right identifies the locations studied by vacancy type: occupied; partially available; predominately available; and vacant.

The map also provides some idea of the locations and clustering of these sites.

One notices that most of the sites are located on the periphery of the City of Springfield. This is not surprising given that industrial zoning most often occurs away from residential areas (buffered by less intense use), often follows major state and interstate roadway patterns, and has public sewer and water available.

Additional sites may exist in municipal locations for which the SSCRPC has no zoning or infrastructure information.



Date: 12/11/2012



III. Site Area Maps

SITE AREAS CLASSIFIED AS VACANT: Sites 1 — 6.

SITE AREAS CLASSIFIED AS PREDOMINATELY VACANT: Sites 7—13

SITE AREAS CLASSIFIED AS PARTIALLY VACANT: 14 — 19

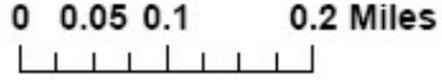
Site Area 1: Vacant



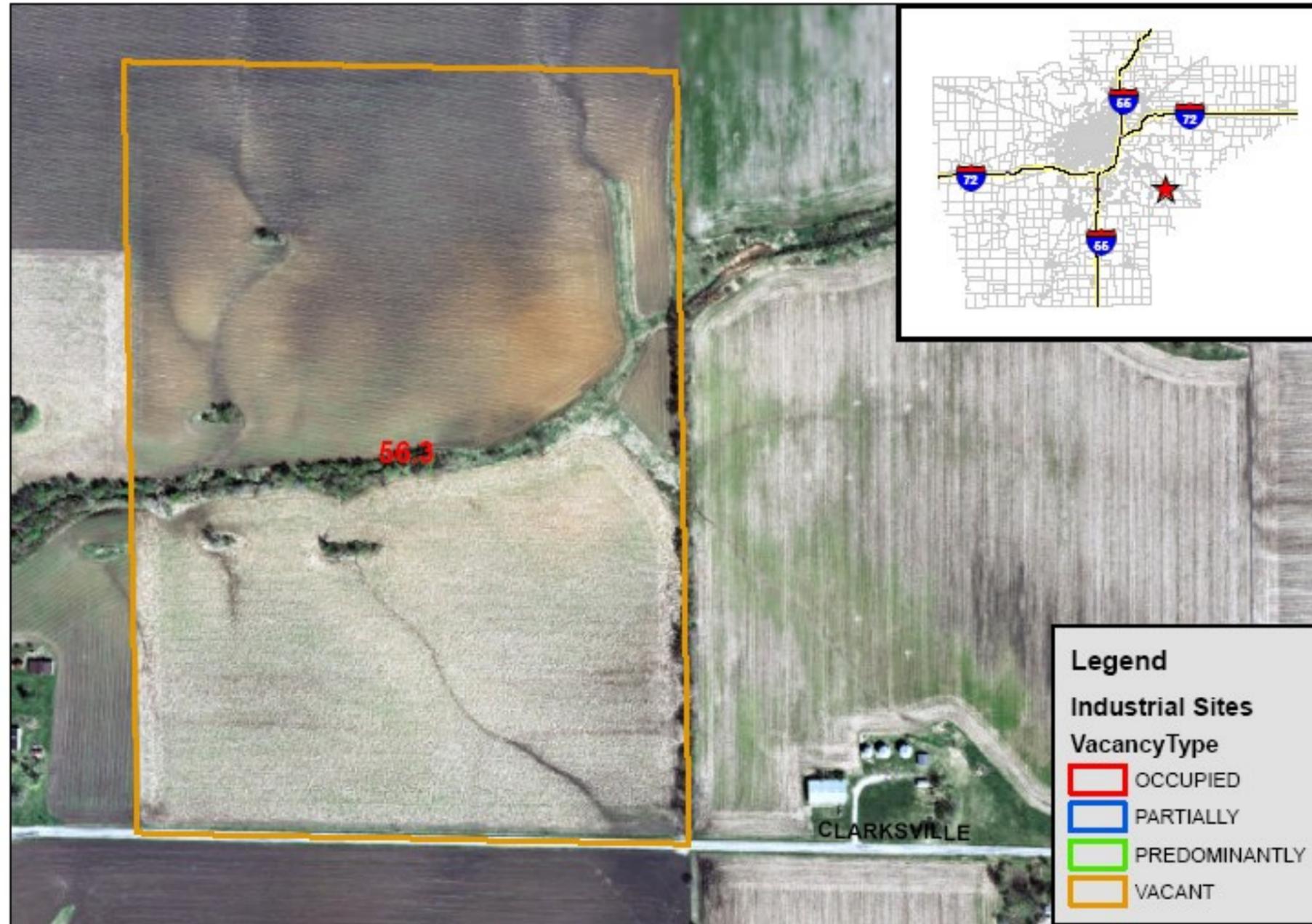
- Site 1 is a parcel comprised of 54.79 acres of undeveloped farm land.
- The site is zoned I-1/I-2.
- Access is available via Exit 88 on Interstate 55.
- The site has access to CWLP with water and electrical lines running near the property.
- Septic tanks will not be allowed to be built on the property due to its close proximity to Lake Springfield.
- While residential development is in the area, it is buffered by roadways on all sides with other in-tense uses nearby.



Date: 11/29/2012



Site Area 2: Vacant

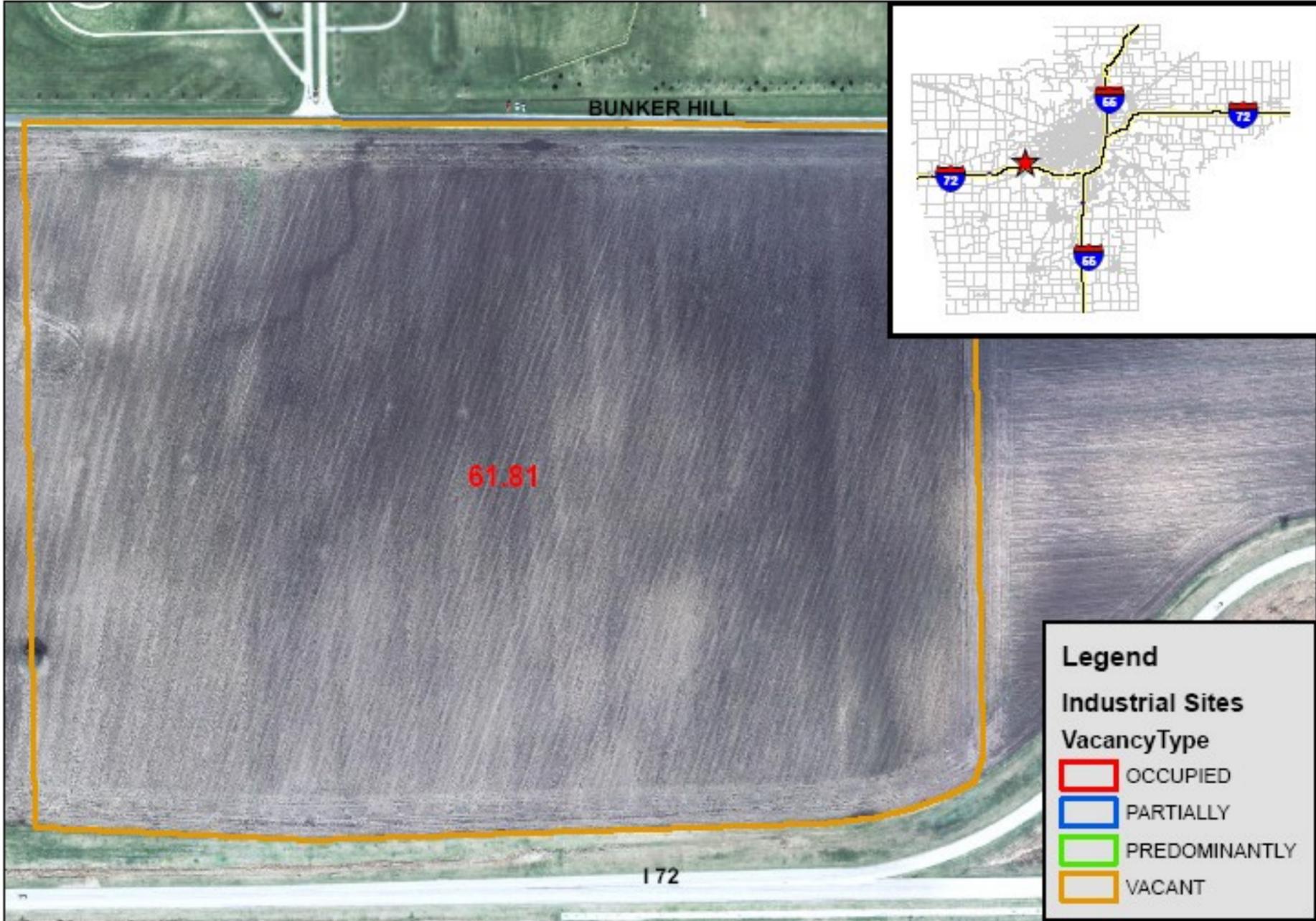


- Site 2 is comprised of 56.3 acres of undeveloped farm land.
- The site is zoned I-1.
- The site is a few miles from State Route 29 and does have existing road access. Road improvements may be necessary.
- This site does not have access to CWLP.
- As the photo shows, the site is bisected by a drainage area, affecting its total utility.

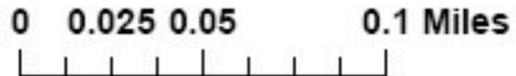
Site Area 3: Vacant



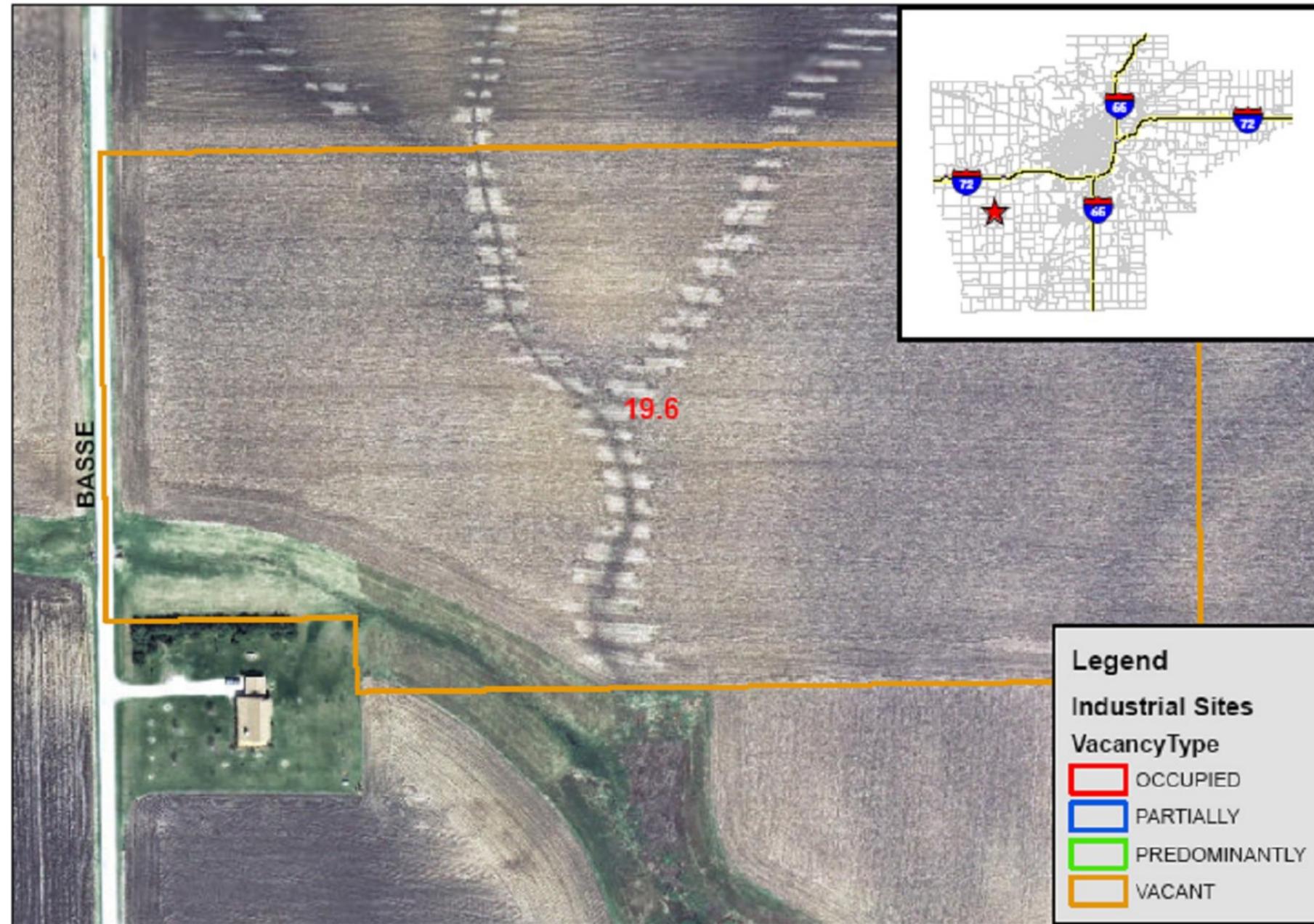
- Site 3 is comprised of 61.81 acres of undeveloped farm land.
- This site is zoned I-1.
- The site is accessible via Exit 91 on Interstate 72 .
- This site has access to CWLP with water and electrical lines running near the property.



Date: 12/4/2012

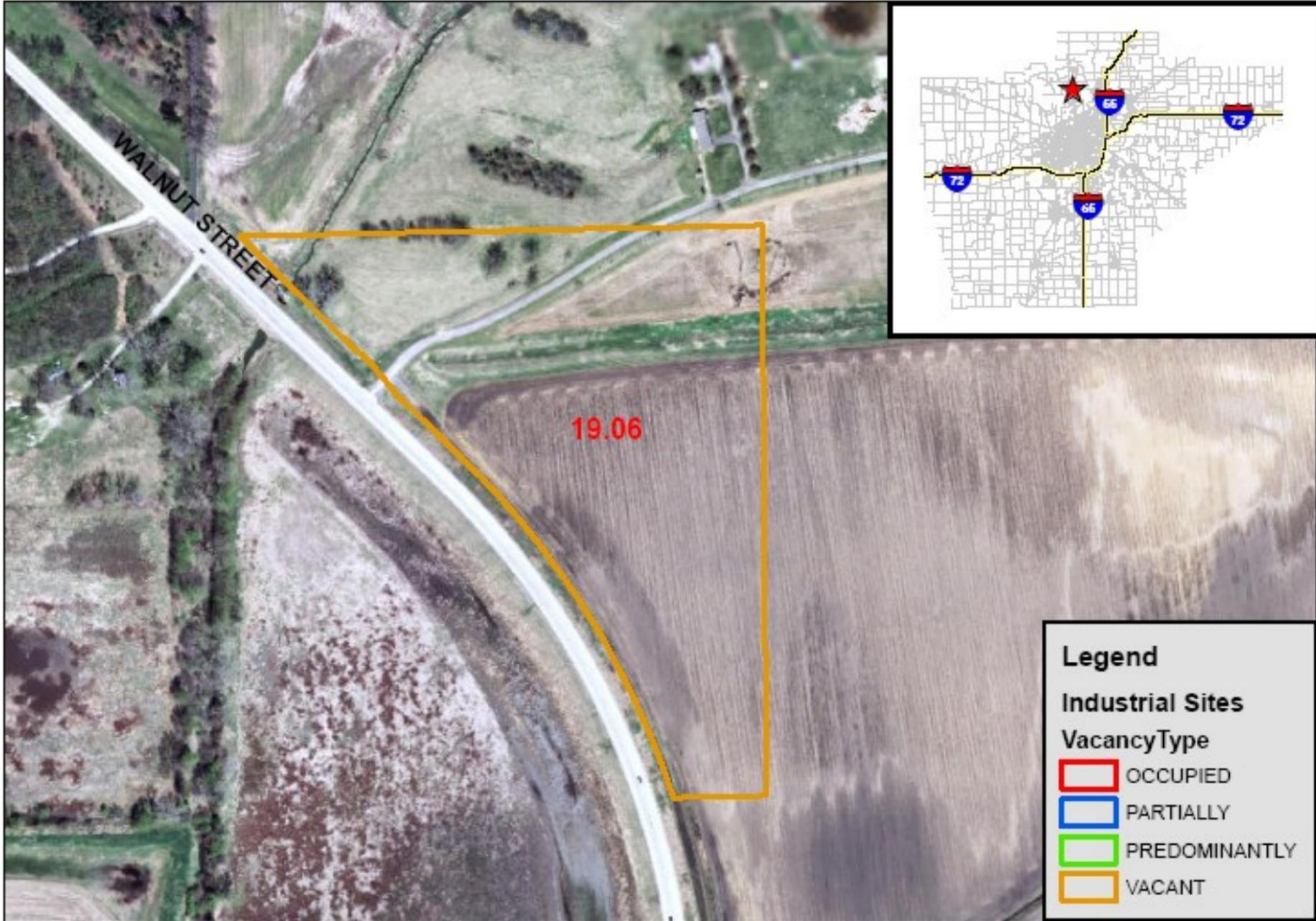


Site Area 4: Vacant



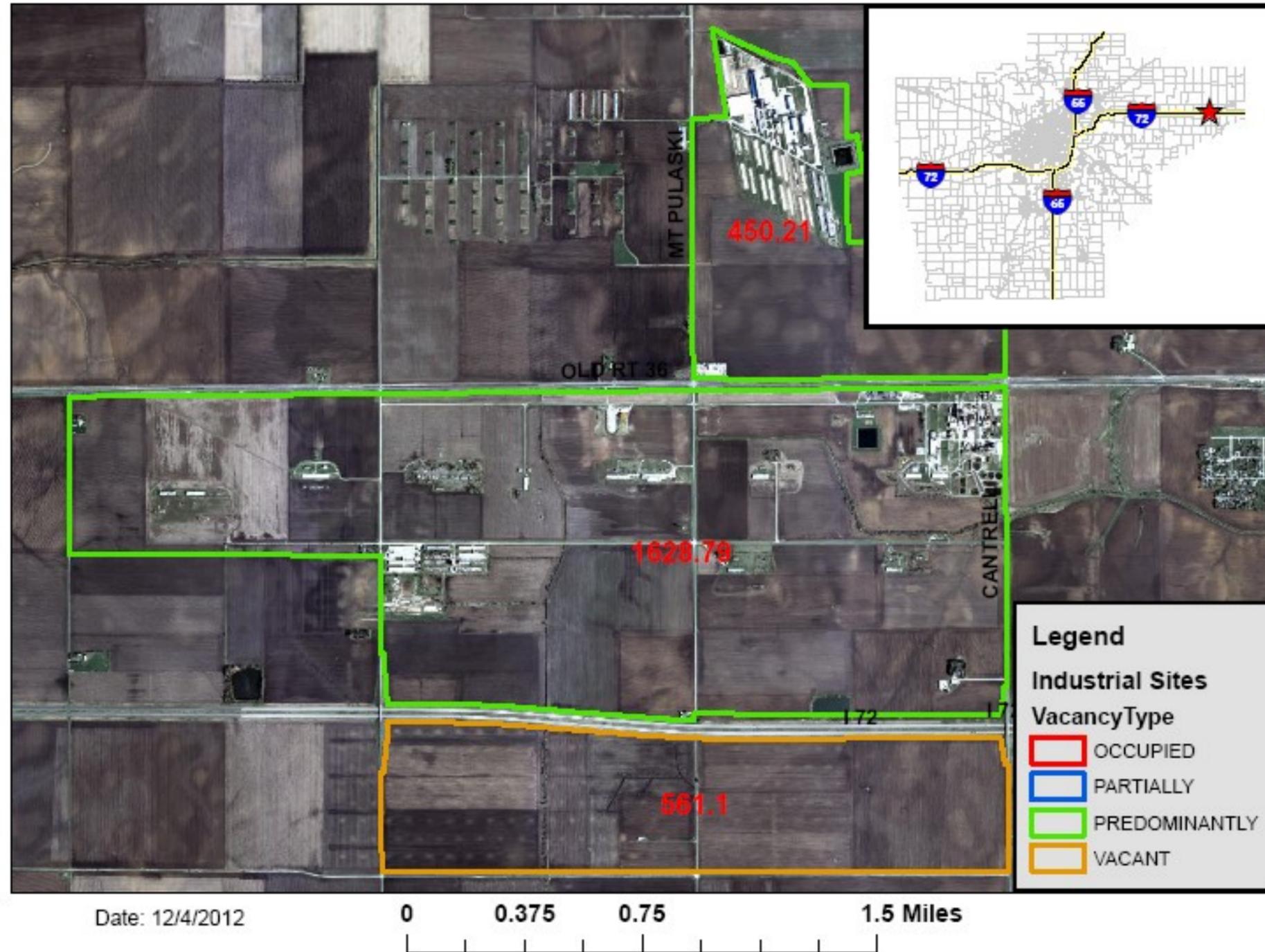
- Site 4 is comprised of 19.6 acres of undeveloped farm land.
- This site is zoned I-1.
- The site is located about 9 miles from Exit 92 on Interstate 72.
- This site does not have access to CWLP.

Site Area 5: Vacant



- Site 5 is comprised of 19.06 acres of undeveloped farm land.
- This site is zoned I-1.
- The site is located about 7 miles from Exit 105 on Interstate 55.
- This site does not have access to CWLP.

Site Area 6: Vacant

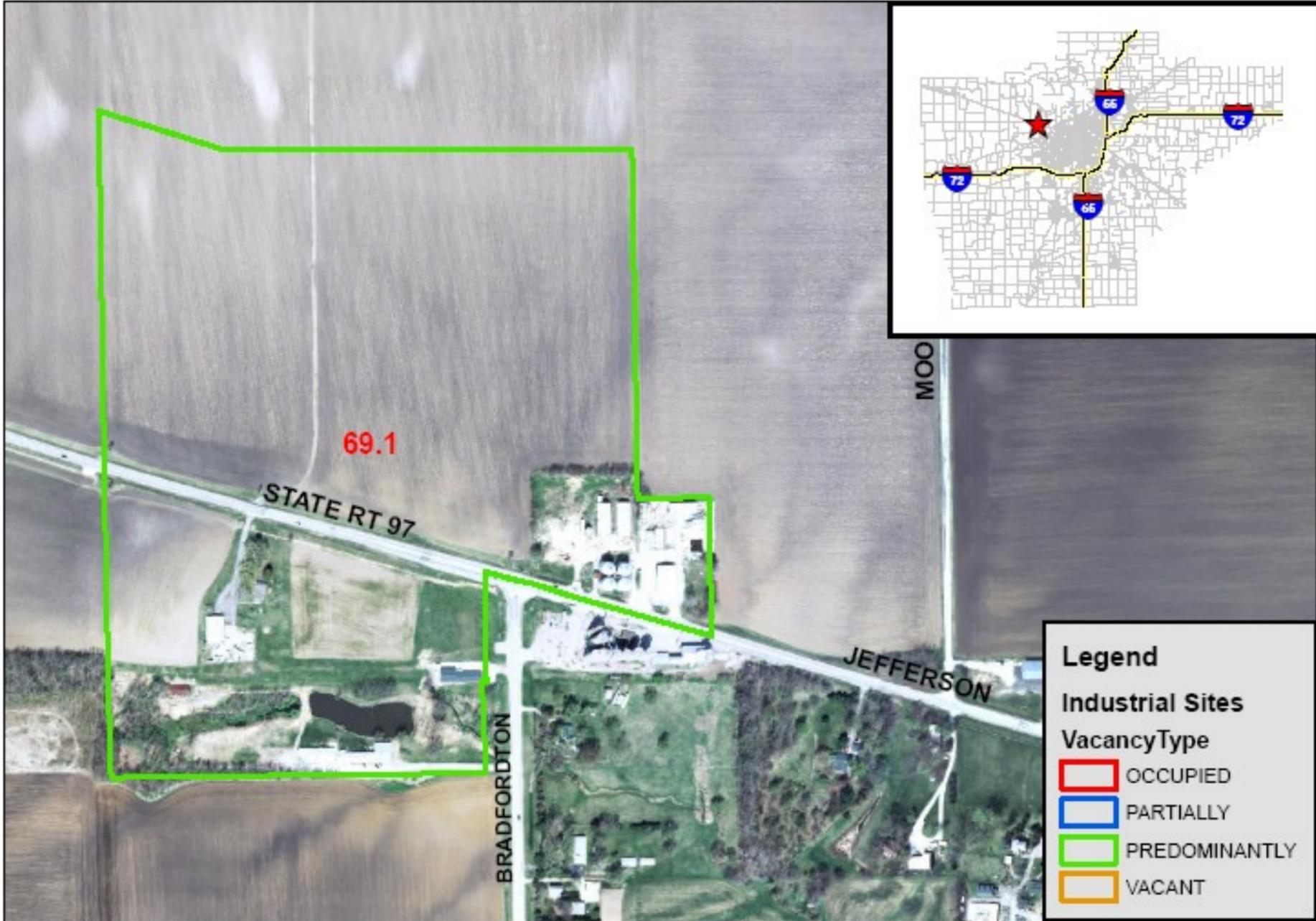


- Site 6 is made up of three different components. The northern-most portion of the site is predominately vacant and comprises 450.21 acres. The middle section is predominately vacant and contains 1628.79 acres. The southern most section is vacant and contains 561.1 acres.
- These sites are zoned either I-1 or I-2, depending upon the parcel.
- The area is located a few miles from Exit 122 on Interstate 72.
- Although there are uses on the northern and central portions, this site is included as vacant given that the southern-most portion is vacant, and assemblage of large portions of vacant property could be done in the area.

Site Area 7: Predominately Vacant



- Site 7 is comprised of 69.1 acres of mostly undeveloped farm land. The rest is made up of a grain silo and small building.
- The site is zoned I-1/I-2.
- The site is approximately 8 miles from Exit 93 on Interstate 72.
- This site does not have access to CWLP.



Date: 12/4/2012

0 0.05 0.1 0.2 Miles

Site Area 8: Predominately Vacant

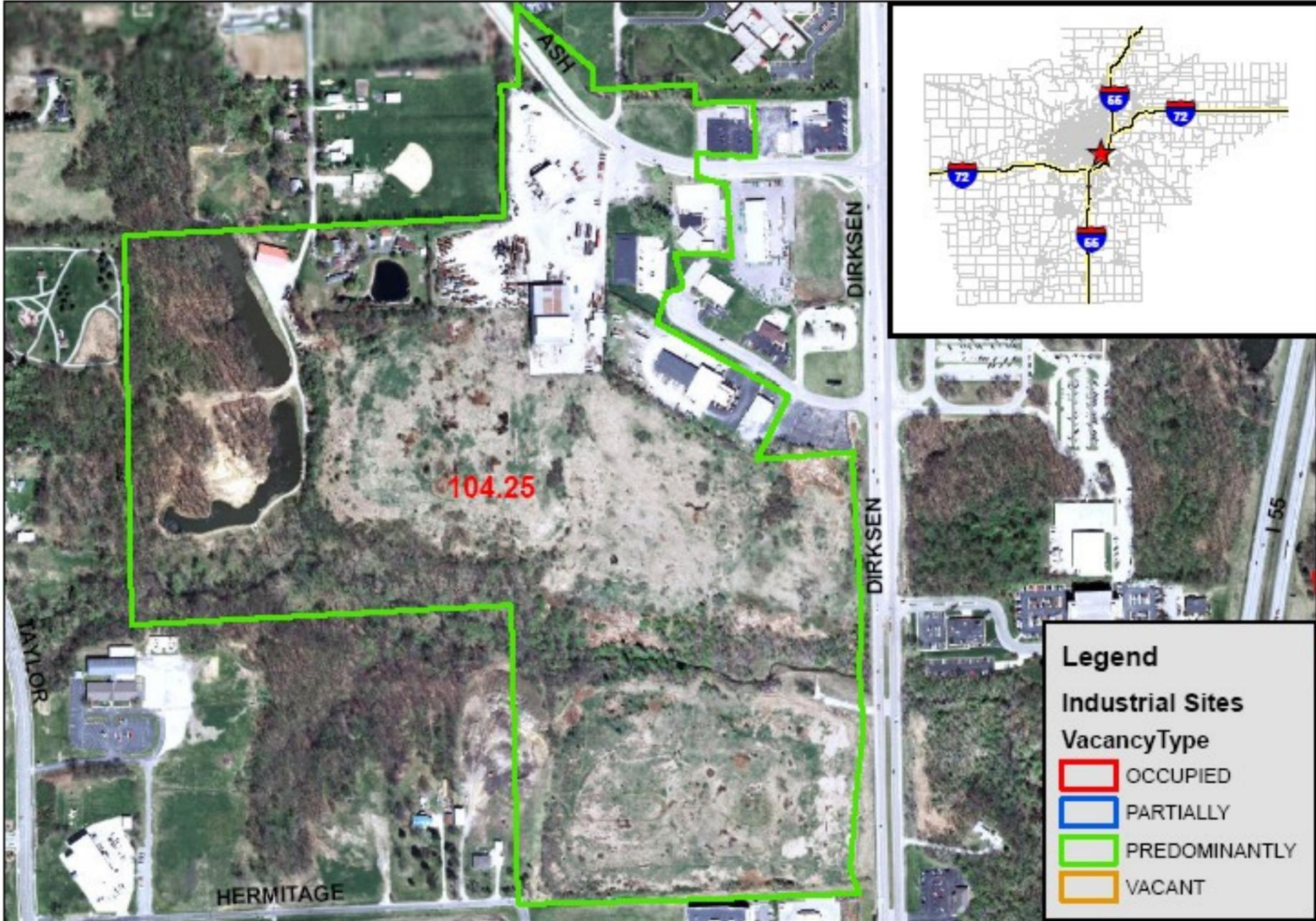


- Site 8 is comprised of 318.14 acres of mostly undeveloped farm land. The northern part of the site north of Stanford is already partially developed, as is the small area to the west.
- The site is zoned I-1.
- The site is a mile from Interstate 55.
- There is residential development adjacent, but in all cases buffered by a physical obstruction. There are additional intense uses in the vicinity.
- The site has access to CWLP with water and electrical lines running near the property.

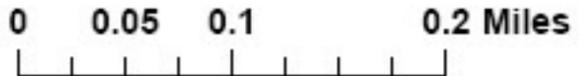
Site Area 9: Predominately Vacant



- Site 9 is comprised of 104.25 acres of mostly undeveloped land. The northern part of the site is partially developed with multiple businesses already established.
- The site is zoned I-2.
- The site is a mile from Exit 95 on Interstate 55.
- The site has access to CWLP with water and electrical lines running near the property.



Date: 12/4/2012



Site Area 10: Predominately Vacant



- Site 10 is comprised of two separate component sites. The northern most site is made up of 64.98 acres of mostly undeveloped farm land with some development. The southern most site is 74.93 acres and is also mostly undeveloped farm land with some parts already built upon.
- The site is zoned I-1.
- The site is a mile from Exit 94 on Interstate 72.
- The site has access to CWLP with water and electrical lines running near the property.
- Please note the 19.29 acre vacant site to the east. It is shown as part of Site Area 18 in this report.
- Also note that arrows show interconnected portions of parcels. The acreage noted is for the totality of the site as described above.

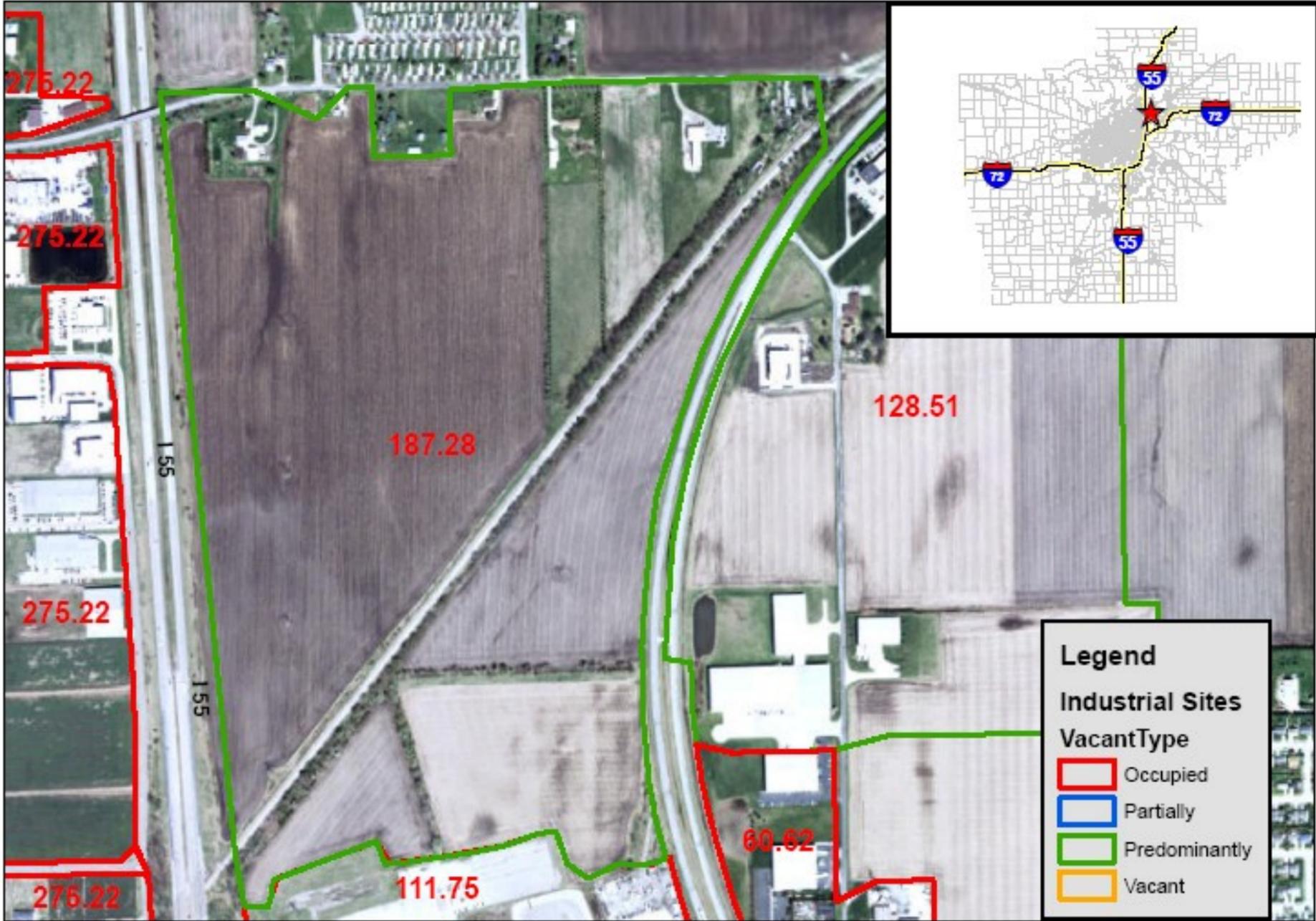
Date: 12/4/2012
 0 0.075 0.15 0.3 Miles



Site Area 11: Predominately Vacant



- Site 11 is comprised of 187.28 acres of mostly undeveloped farm land.
- The site is zoned I-1.
- It is less than a mile from Exit 100 on Interstate 55.
- This site does have access to CWLP.
- Please note the 128.51 acre pre-dominately vacant site to the east. This site was not included as part of Site Area 11 due to the physical barrier shown. It is shown as Site Area 12.



Legend

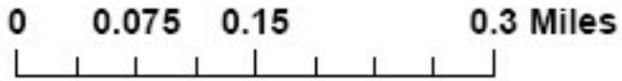
Industrial Sites

VacantType

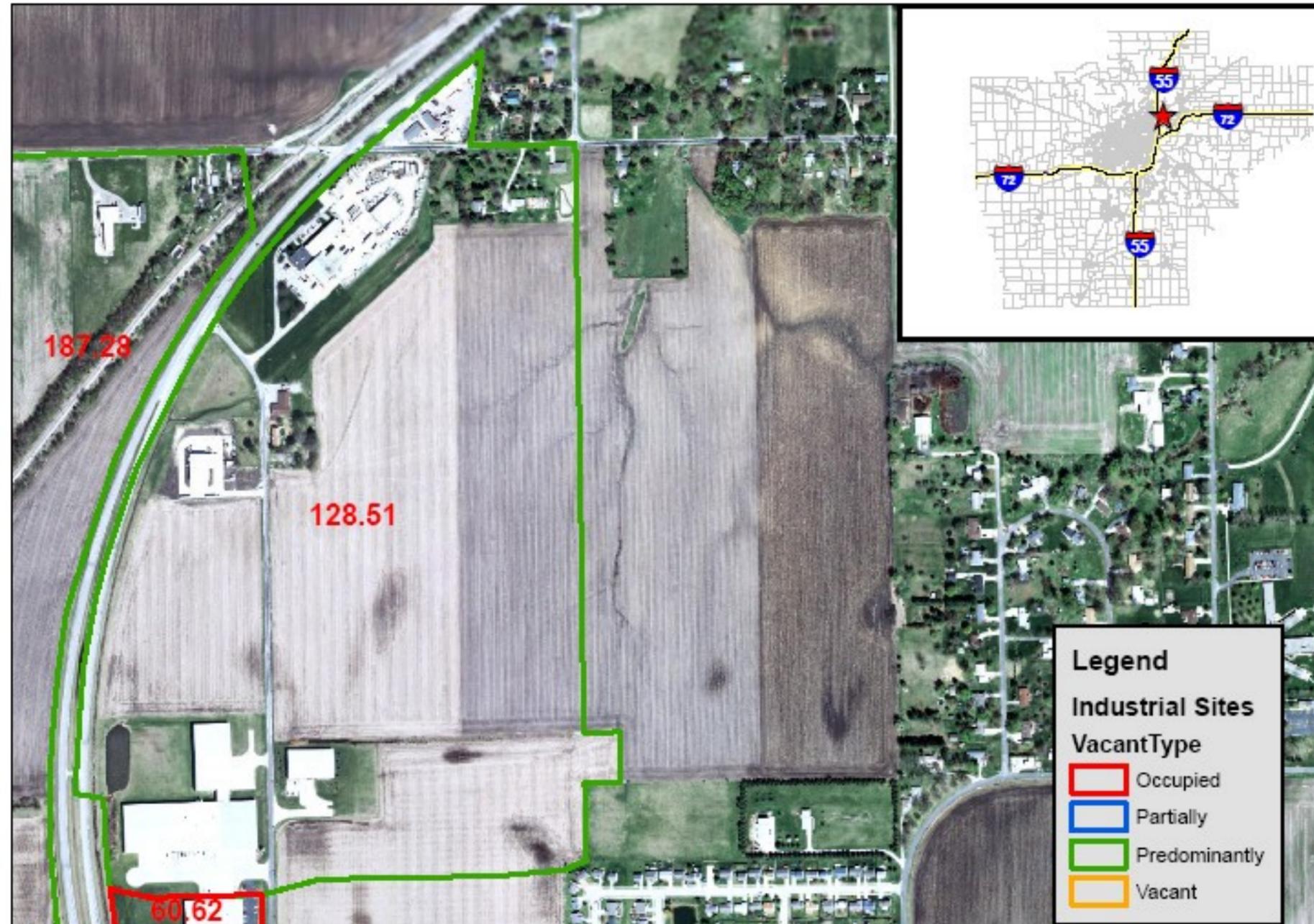
- Occupied
- Partially
- Predominantly
- Vacant



Date: 12/11/2012



Site Area 12: Predominately Vacant

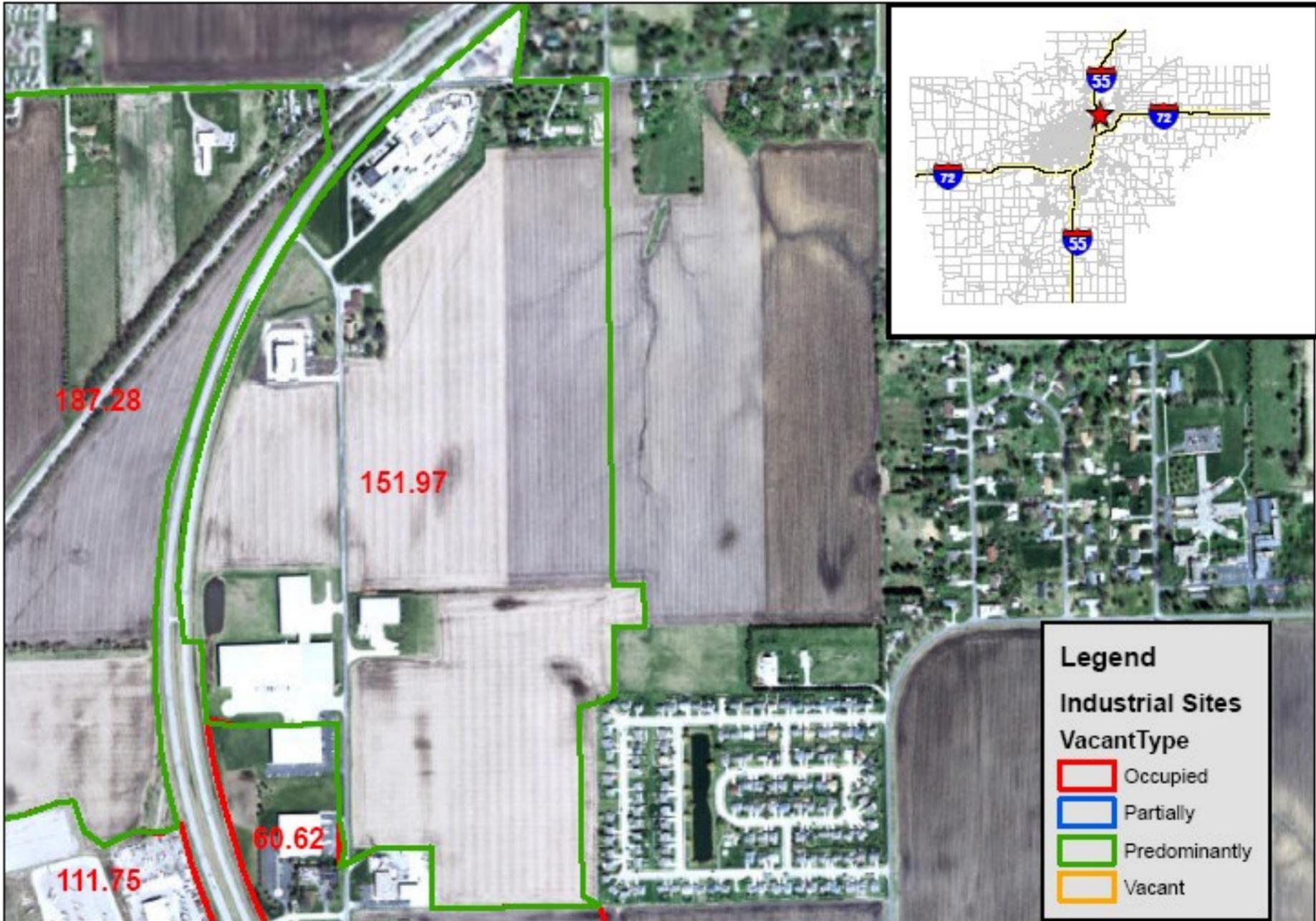


- Site 12 is the northern segment of an area which is shown as a larger site area on the Site Area 13 map on the following page. We show these two different maps to indicate how site areas may be configured or viewed differently, and because this particular portion of the site area is not adjacent to a residential area.
- The Site 12 segment itself is comprised of 128.51 acres of mostly undeveloped farm land.
- The site is zoned I-1.
- It is less than a mile from Exit 100 on Interstate 55.
- This site does have access to CWLP.

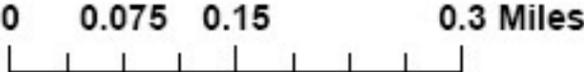
Site Area 13: Predominately Vacant



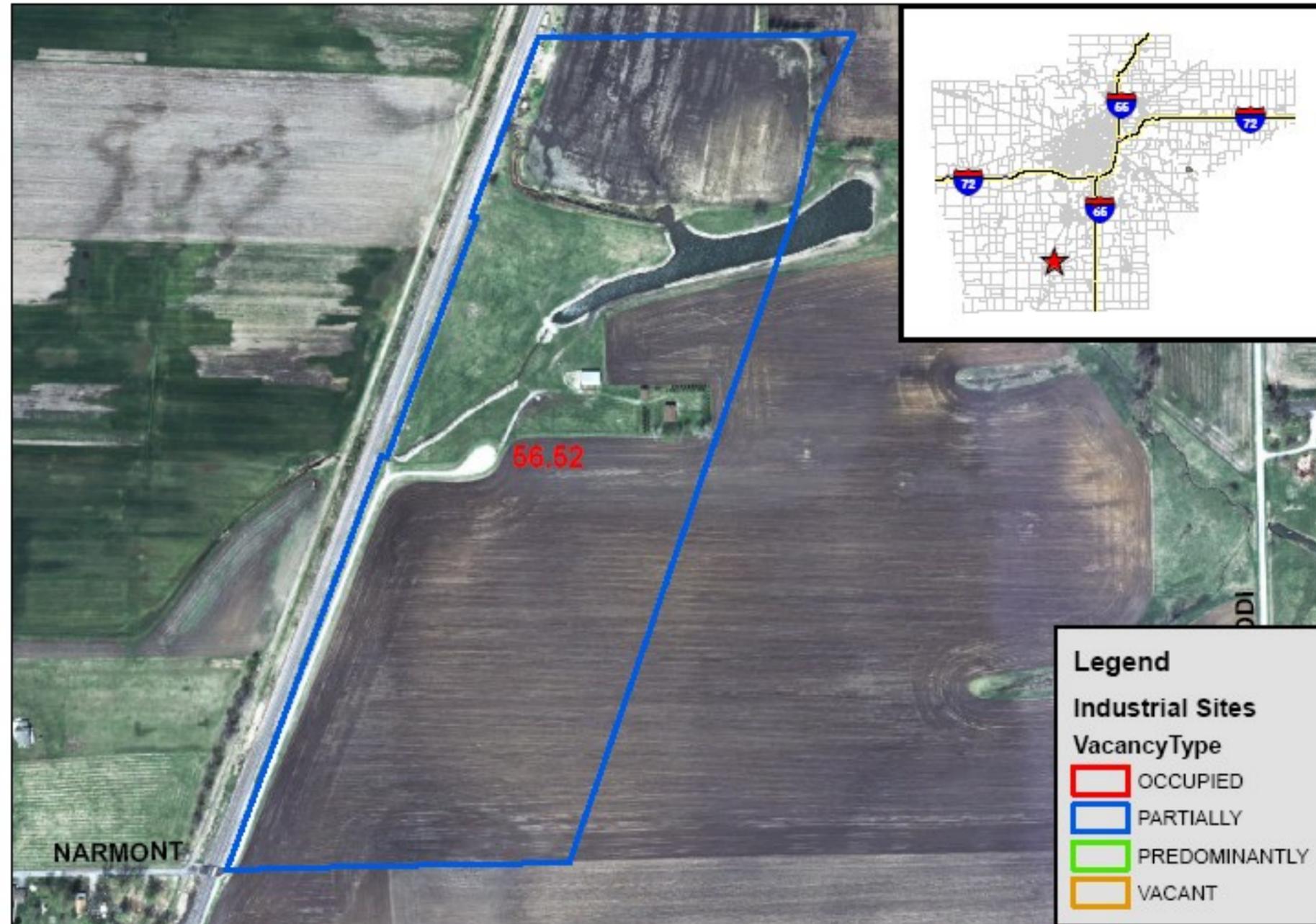
- Site 13 includes the area shown in Site 12, on the preceding page, with the addition of property to the south of the Site 12 area, which is adjacent to — but somewhat buffered from — a residential area to the east.
- In this configuration, Site 13 is comprised of 151.97 acres of mostly undeveloped farm land.
- The site is zoned I-1 and is less than a mile from Exit 100 on Interstate 55
- This site does have access to CWLP.



Date: 12/18/2012



Site Area 14: Partially Vacant



Date: 12/4/2012

0 0.05 0.1 0.2 Miles

- Site 14 is comprised of 56.52 acres of mostly undeveloped farm land. The center of the site is partially developed
- The site is zoned I-2.
- The site is approximately 5 miles from Exit 83 on Interstate 55.

Site Area 15: Partially Vacant



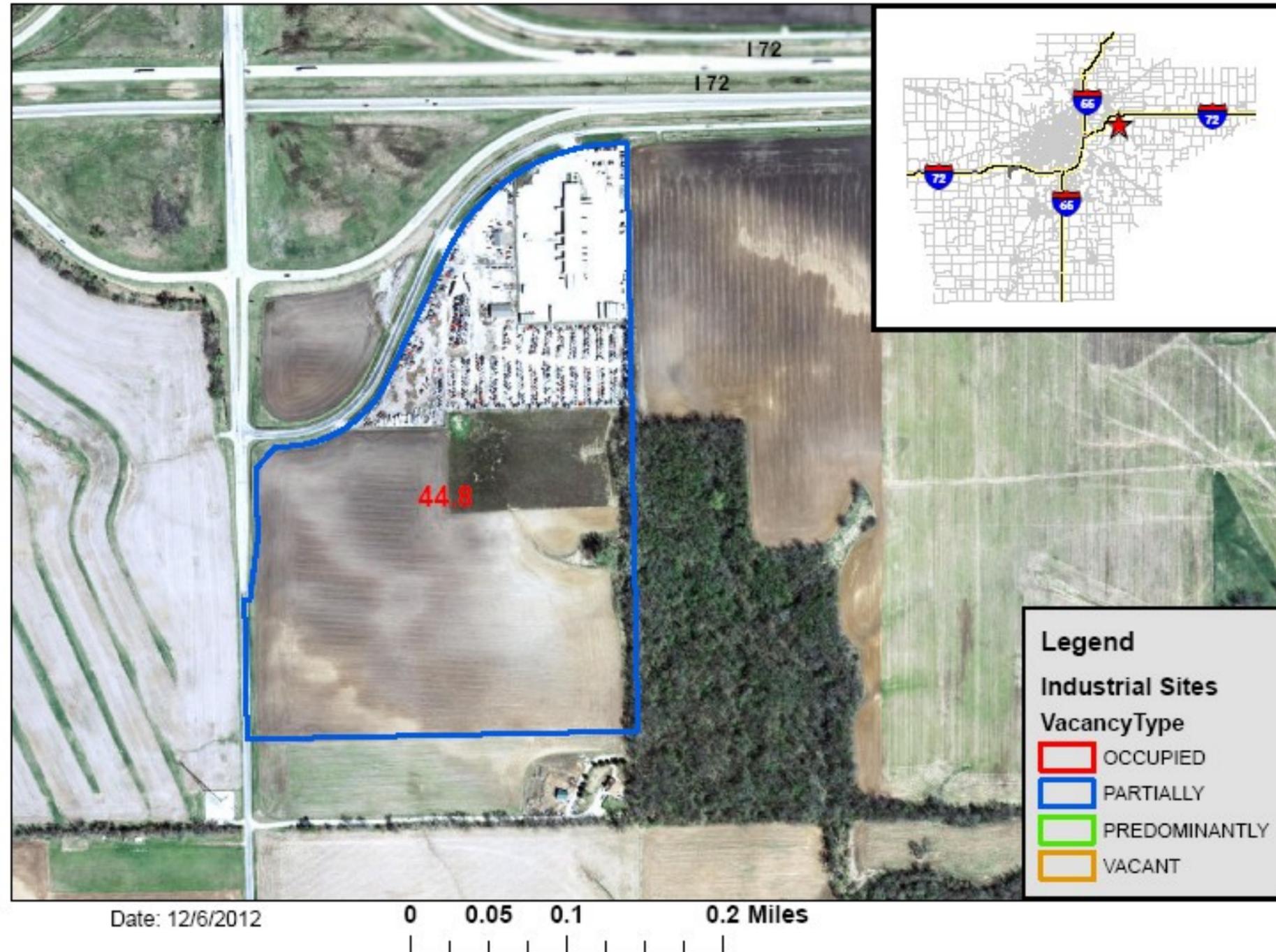
- Site 15 is comprised of 70.86 acres of mostly developed land. The site has been developed for grain storage with a portion of the farm land still open for development.
- The site is zoned I-I.
- The site is approximately 9 miles from Exit 82 on Interstate 55.
- Please note that the arrow shows an interconnected portion of a parcel. The acreage noted is for the totality of the site as described above.



Date: 12/4/2012

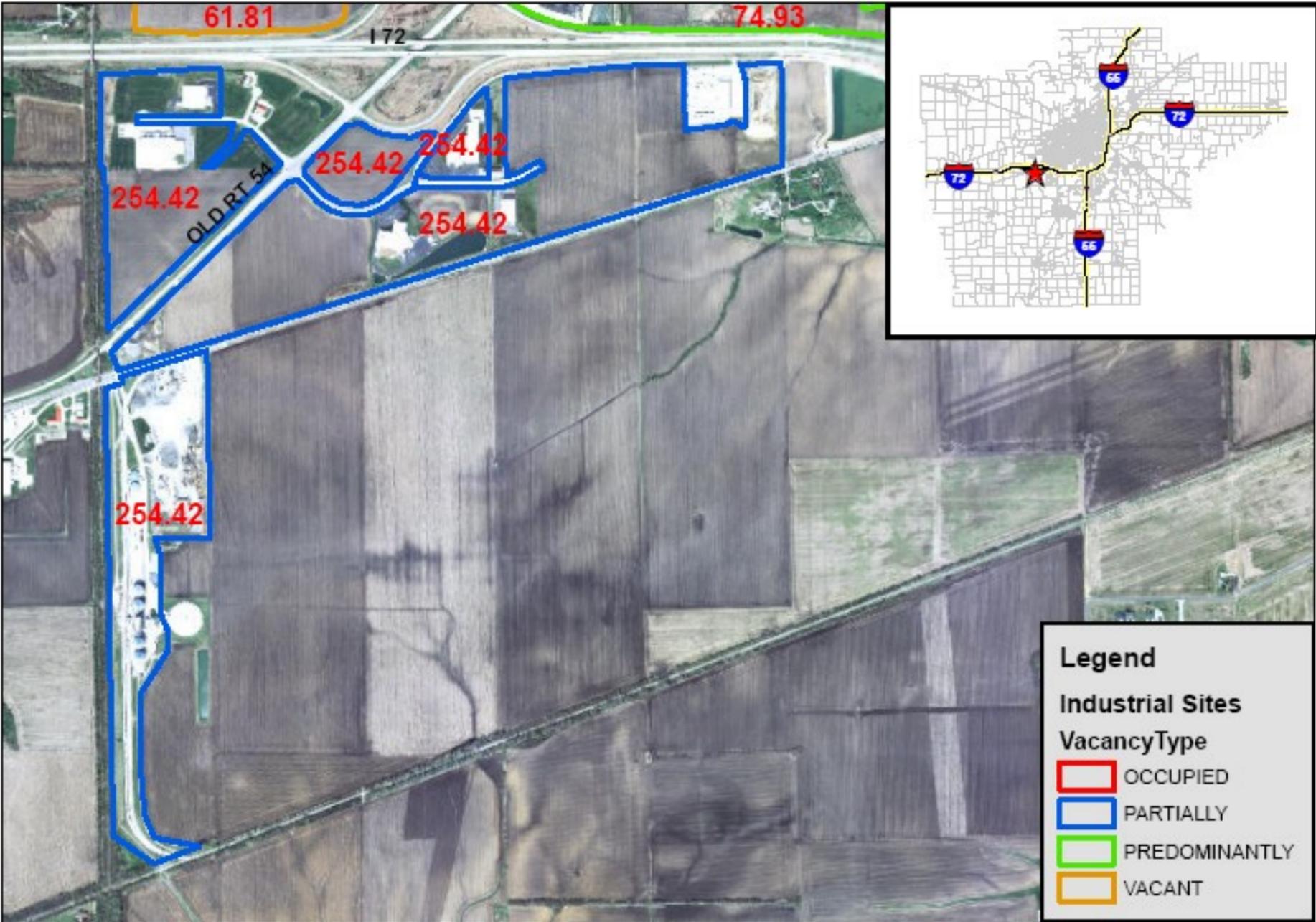


Site Area 16: Partially Vacant



- Site 16 is comprised of 44.8 acres of developed and non-developed farm land. The northern half of the property is occupied by a car auction lot.
- The site is zoned I-2.
- The site is immediately accessible from Exit 108 on Interstate 72.

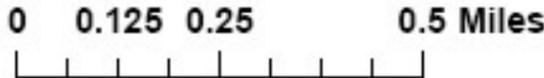
Site Area 17: Partially Vacant



- Site 17 is comprised of 254.42 acres of mostly developed land. However, there are undeveloped plots on the north section of the site.
- The different parts of the site are zoned I-1 or I-2, depending upon the parcel.
- The land is accessible via Exit 91 on Interstate 72.
- Please note the 61.81 vacant area to the northwest. It was previously shown as Site Area 3 and is not included in Site Area 16 because of the intervening physical barrier.
- As with some of the previous maps, please note that the 254.42 acres shown is for the totality of all the interconnected parcels, not individual parcels.



Date: 12/6/2012



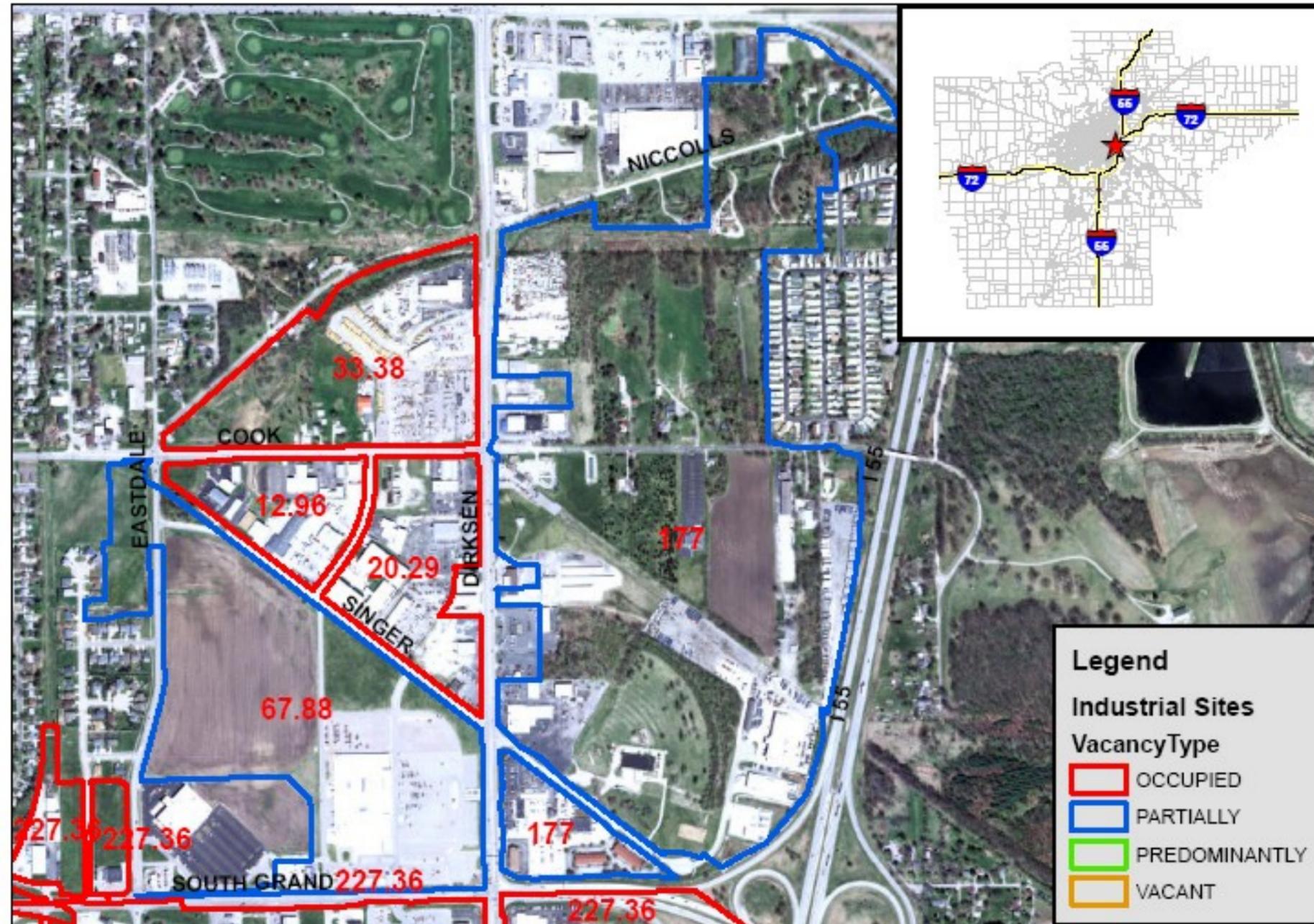
Legend

Industrial Sites

VacancyType

- OCCUPIED
- PARTIALLY
- PREDOMINANTLY
- VACANT

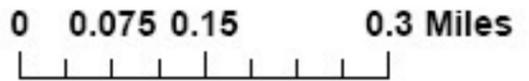
Site Area 18: Partially Vacant



- Site 18 is comprised of 5 properties. The 3 occupied properties to the north west have a combined total of 66.63 acres. The partially occupied property to the east of the site encompasses 177 acres of mostly vacant land. The south western partially developed property is made up of 67.88 acres.
- The entire site is zoned I-1.
- The site is less than a mile from Exit 96 on Interstate 55.
- This site does have access to CWLP.



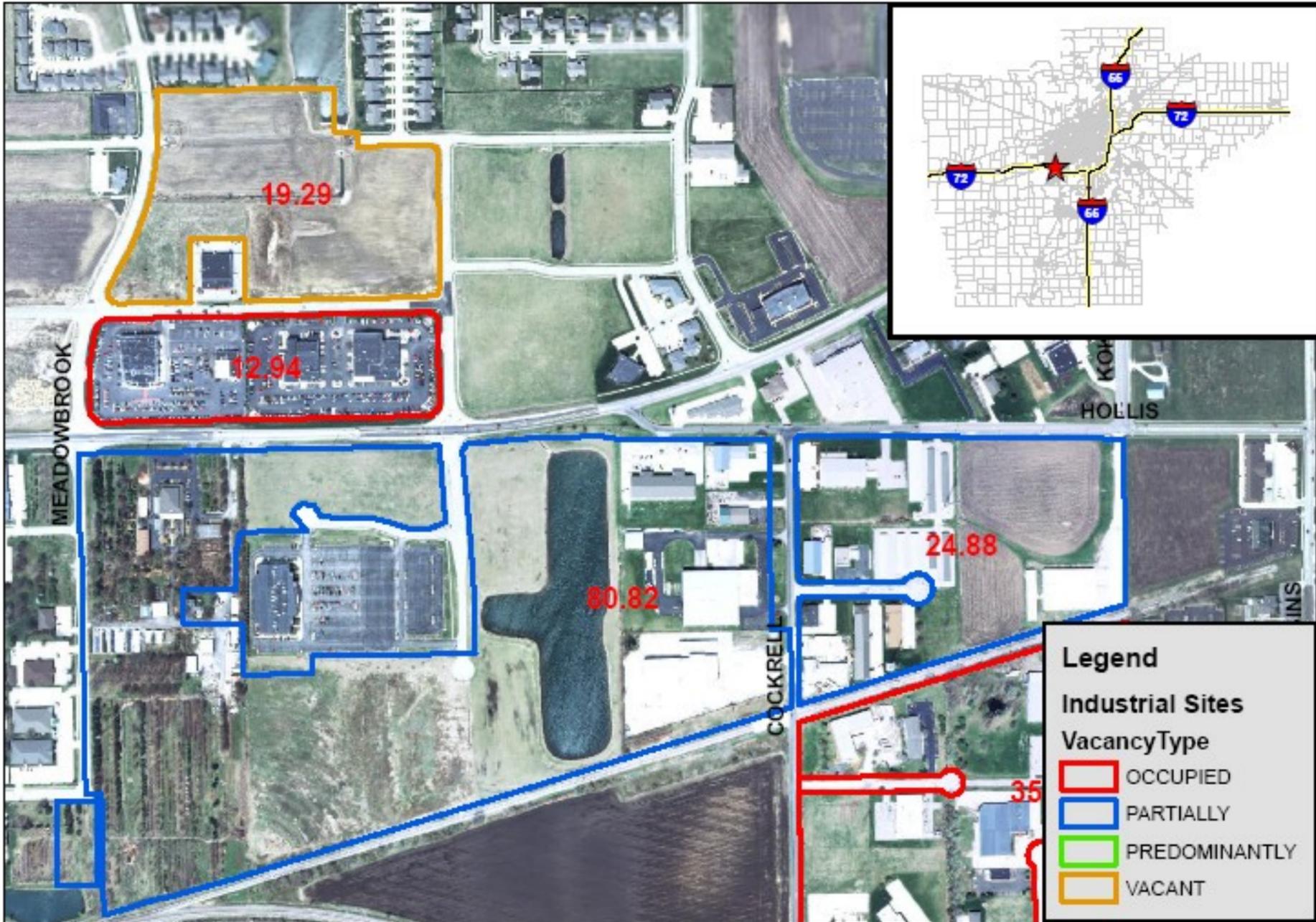
Date: 12/11/2012



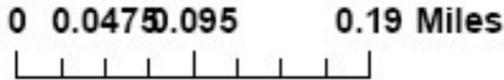
Site Area 19: Partially Vacant



- Site 19 is comprised of 4 properties. The north most vacant site totals 19.29 acres. The middle occupied property totals 12.94 acres. The two partially vacant properties total 80.82 and 24.88 acres.
- The entire site is zoned I-1.
- The site is 1 mile from Exit 93 on Interstate 72.
- This site does have access to CWLP.



Date: 12/11/2012



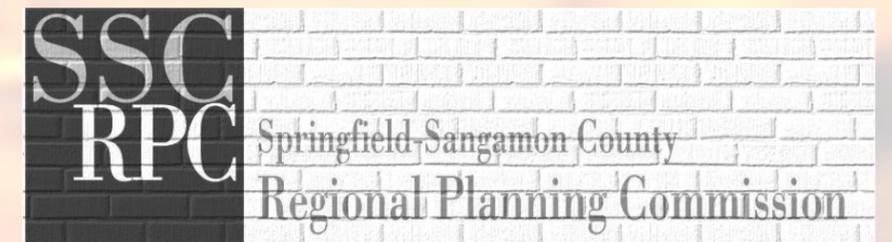
The SSCRPC serves as the joint planning body for the City of Springfield and Sangamon County, and also serves as the Metropolitan Planning Organization for transportation in the area. To carry out its responsibilities, it works with various public and semi-public agencies throughout the region, promoting orderly growth and redevelopment, and assisting the County's communities and special districts with their research, assessment and planning needs.

The Commission is made up of 17 members, including representatives from the Sangamon County Board, Springfield City Council, special units of government, and six appointed citizens from the City and County. The Executive Director is appointed by the Commission's Executive Policy Board.

The SSCRPC's Executive Director is assisted by a professional staff that provides overall analytic and planning services to partnering jurisdictions in such areas as land use, housing, recreation, transportation, development, and environmental sustainability. The Commission's staff reviews all proposed subdivisions and makes recommendations on all Springfield and Sangamon County zoning and variance requests. Additionally it serves as the Floodplain Administrator and local A-95 review clearinghouse, processing and reviewing all federally funded applications for the county.

The Commission's Executive Director also serves as Plats Officer for Sangamon County, and oversees the Sangamon County Zoning Office.

Every year the SSCRPC staff completes numerous research and planning projects, such as this one, the results of which are available to the public on the Commission's website: www.SSCRPC.com.





ADVISING + PLANNING + EVALUATING + LEADING

DECEMBER 2012

WWW.SSCRPC.COM