VILLAGE OF WILLIAMSVILLE

2010 – 2035 COMPREHENSIVE PLAN

Prepared for the Village of Williamsville by the
Springfield – Sangamon County Regional Planning Commission

INTRODUCTION

March 4, 2011

Dear President Yokley, Trustees, and Citizens of Williamsville:

It has been an honor and a pleasure to serve as the Chair of the Williamsville Citizens Advisory Committee. Our committee has diligently worked with the Springfield-Sangamon County Regional Planning Commission (SSCRPC) to develop a long-range comprehensive plan to help guide the future of Williamsville.

The plan has been developed through the great partnership between our community and the SSCRPC team. These two entities have worked together to successfully prepare a vision for Williamsville's future. We feel the plan represents the views that were shared in the responses to the community surveys of Williamsville residents and presents the potential for Williamsville over the next two and a half decades.

The plan is designed to show the Village's past and present conditions and also to highlight scenarios that the Village may pursue to further enhance our community in the future years. We have studied the plan and have worked to offer long term guidance in the critical planning areas that will enhance our community.

We are hopeful that this comprehensive plan will meet the needs of the Village of Williamsville and share the vision of the community's future.

On behalf of the Steering Committee, I thank you for the opportunity to participate in building our future together.

Sincerely,

Greg Birky, Chairman
Williamsville Citizens Advisory Committee

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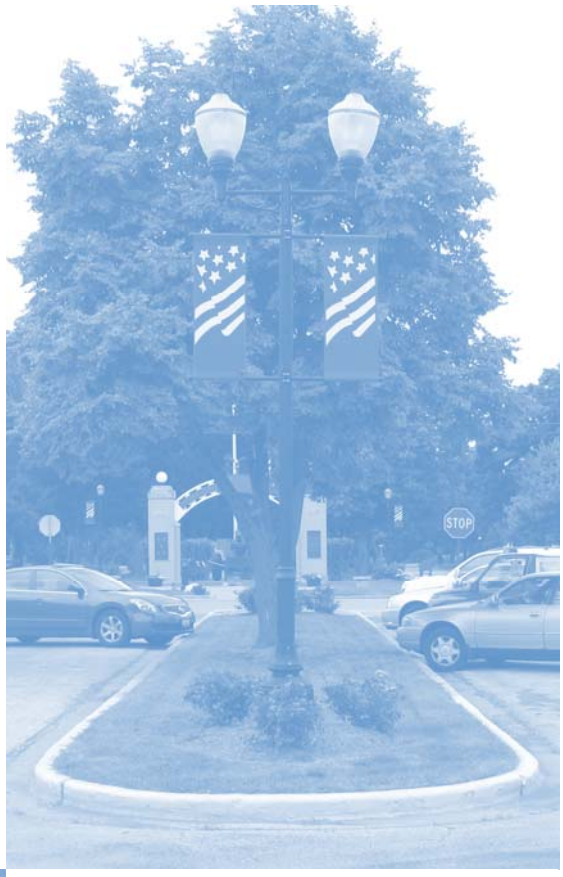


Section 1.0
Village History

Village History

The history of planning and building in Williamsville is as long as the community's history.

In 1853, the town of Benton was platted on land owned by Abraham V. Flagg. His son, Jacob Flagg, built the first residence that fall for his father. Growth continued through 1854 as Peter Earnest opened the first store. That same year, the town's residents petitioned the United States Post Office to establish an office in Benton. After realizing another city named Benton existed in Illinois, postal regulations forced the residents to change the town's name. They chose Williamsville in honor of a local land owner named Colonel John Williams (Village of Williamsville, n.d.).

Williamsville was officially incorporated by a special act of the legislature on February 16, 1865. Nearly twenty years later, a vote was held on May 15, 1884 to incorporate the Village of Williamsville under a general municipal law the state legislature passed in 1872. The vote was 47 in favor and 17 against organization as a Village. At a special meeting on May 16, 1884, several trustees certified the results and the community incorporated as the Village of Williamsville (Village of Williamsville, 1926).

The late nineteenth and early twentieth centuries saw the creation of several notable historic structures in Williamsville. This was a period when the railroad and farming played important roles in Williamsville's growth. In 1868, James Price, a prominent breeder and authority on Shorthorn cattle, constructed a 4,500 square foot Italianate mansion that is today known as the Price-Prather House and is listed on the National Register of Historic Places (Illinois Historic Preservation Agency, 1991).

The early twentieth century saw World War I. Judging from its 1915 inscription date, the Williamsville memorial likely began as a tribute to fallen soldiers and veterans from the so-called Great War. During the 1940s, the Village population reached 649 and several area businesses existed to serve residents such as: hotels, restaurants, dry goods, boot makers, and tinsmiths.

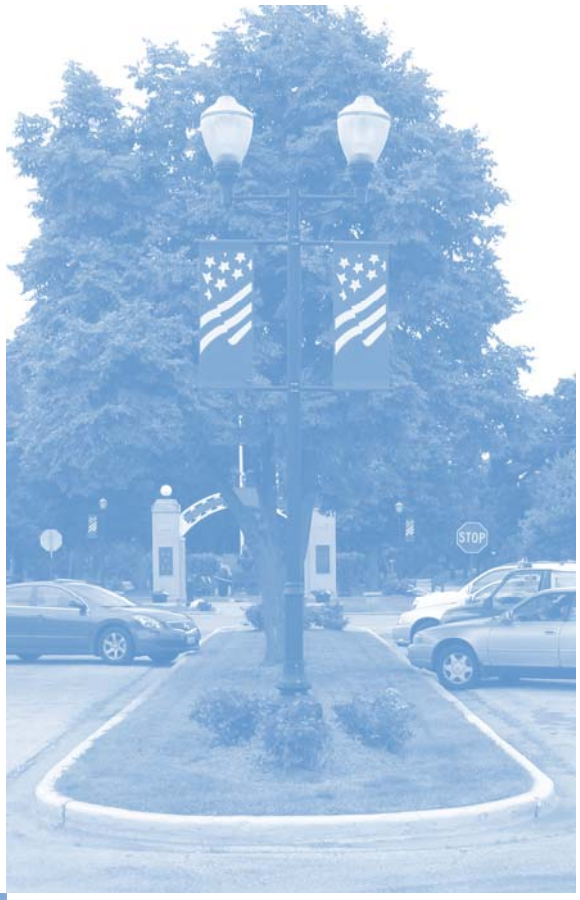
The late twentieth century was a period of solid growth for Williamsville, as it was generally for Illinois and the United States.

Between 1960 and 2000, Williamsville's population almost doubled from 735 to 1,439. Route 66 carried residents from across the United States near Williamsville on their journeys between Chicago and Santa Monica, California. This fact is memorialized through Route 66 artifacts at Diecast Auto Sales, 117 North Elm Street.

In 1956, Congress passed the Federal-Aid Highway Act which called for constructing an interstate highway system for national defense and to promote commerce and efficient automobile travel. Between 1962 and 1974, Interstate 55 [I-55] was constructed through the Williamsville area on its way through Springfield. Today, the Village earns a fair amount of sales tax from the businesses located at the Williamsville interchange.

To help plan for its future, Williamsville wrote a Comprehensive Plan in 1964 to "formulate a program which will produce socially, economically, and physically balanced living conditions for the residents of Williamsville." (Sangamon County Regional Planning Commission, 1964, p. I). An important outcome from this plan was the development of Williamsville Lake Park. In 1999, the Village wrote a second Comprehensive Plan that examined land use development and planned for the future. Today, the Village is undertaking a third Comprehensive Plan which will plan what Williamsville wants to accomplish in the next twenty-five years.

Two recent events may have an important effect on the Village's short term future. Williamsville recently passed a referendum to become a home rule municipality, giving the Village more authority to pass certain ordinances. In August 2009, the Village experienced a significant tornado which caused substantial property damage, destroying several residences, the Casey's gas station, and the Christian Church on the west side of town.



Section 2.0: Demographic Factors

Demographic Factors

Population Growth

As Figure 2.1, below, shows, Williamsville is a modestly growing community. From 1960 to 2000, the Village's population nearly doubled from 735 to 1,439.

FIGURE 2.1
Williamsville Population Growth
1960-2008

Year	Population	Nominal Change	% Change
1960	735		
1970	923	188	25.6
1980	996	73	7.9
1990	1,140	144	14.5
2000	1,439	299	26.2
2008	1,388	-51	-3.5

Sources: 1970, 1980, 1990, 2000. U.S. Census, 2009 Census Bureau estimate for 2008

During this same period, Williamsville experienced population increases ranging from 8 to 26 percent between each decennial Census. According to a 2008 Census Bureau estimate, Williamsville's population declined slightly to 1,388. This trend is similar to other Sangamon County communities such as Grandview and Riverton (See Figure 2.2).

FIGURE 2.2
Population Growth
Williamsville & Other Communities
1970-2008

	1970	1980	1990	2000	% Change 1990-2000	2008 Estimate	Change 2000-2008	% Change 2000-2008
Clear Lake	228	236	193	267	38.3%	247	-20	-7.5%
Dawson	427	532	536	466	-13.1%	462	-4	-0.9%
Grandview	2,242	1,794	1,647	1,537	-6.7%	1,410	-127	-8.3%
New Berlin	754	834	797	1,030	29.2%	1,131	101	9.8%
Riverton	2,090	2,783	2,638	3,048	15.5%	2,638	-410	-13.5%
Sherman	519	1,501	2,080	2,871	38.0%	3,827	956	33.3%
Spaulding	220	428	440	559	27.0%	821	262	46.9%
Springfield	91,753	99,637	105,227	111,454	5.9%	117,352	5,898	5.3%
Williamsville	**923**	**996**	**1,140**	**1,439**	**26.2%**	**1,388**	**-51**	**-3.5%**
Sangamon County	161,335	176,089	178,386	188,951	5.9%	194,925	5,974	3.2%

Source: U.S. Bureau of the Census.

Population Age

The median age of Williamsville's residents is 35.8 years, slightly lower than the county median age of 37.3 years. Williamsville had large numbers of 35 to 39 year-olds and of 40 to 44 year-olds in its population in 2000 (See Figure 2.3). These residents will be in the 45 to 49 and 50 to 54 year-old categories for the 2010 Census. This growth is typical of many communities as the "Baby Boomer" population ages. Baby Boomers are generally considered to be the population cohort born immediately after the Second World War, which the Census Bureau describes as those born from 1946 to 1964.

The population impact of the Baby Boomers is shown in Figure 2.3, which indicates the population age distribution of Williamsville residents in 2000. At that time the Boomers (those between the ages of 35-54 in 2000) comprised approximately 31% of the population. This matches the county figure of 31% for the same age categories.

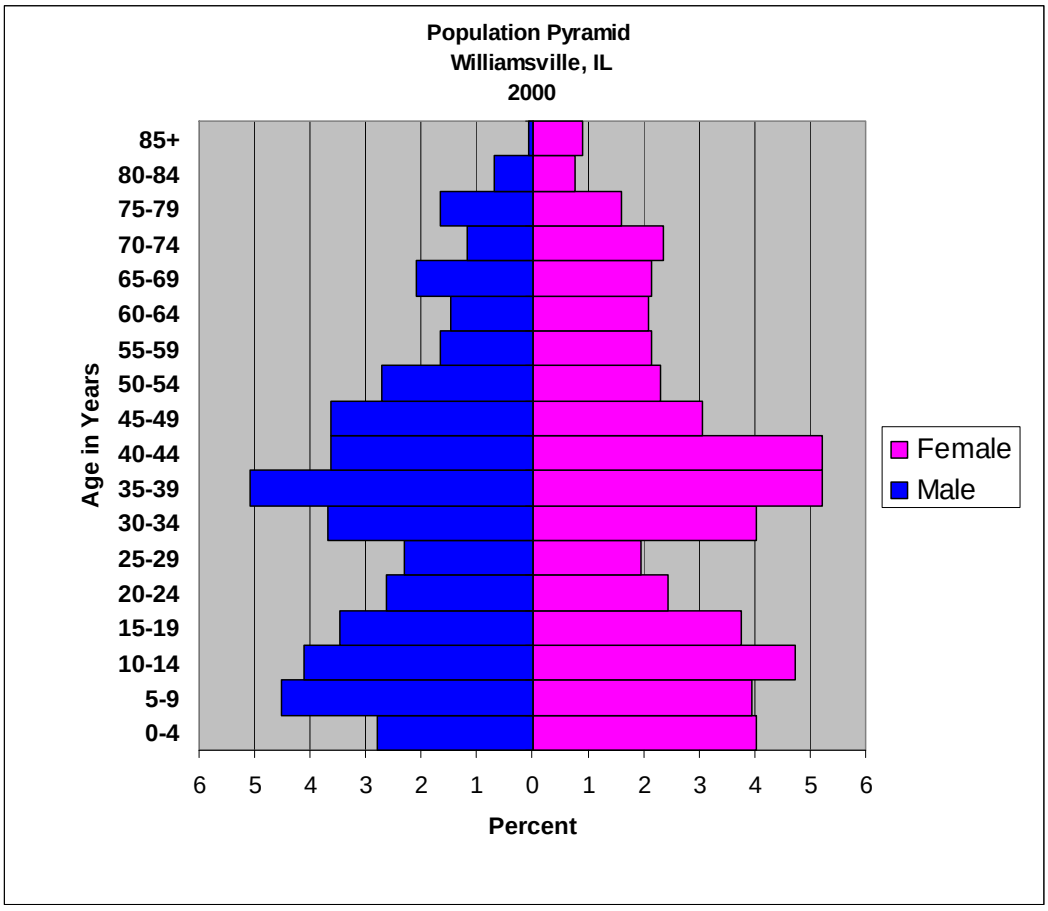


FIGURE 2.3
Source: 2000 U.S. Census

The pattern suggests that Williamsville will be challenged to provide excellent services to an aging population over the next ten to thirty years, and may particularly want to examine the types of land uses which will serve these demographics.

Figure 2.4 displays the impact of population age changes in a different way, showing the population counts for each age group in Williamsville based on 2000 Census data.

FIGURE 2.4
Age by Gender
Williamsville
2000

Age	Male	Female	Total	%
Total	681	758	1439	100.0
0 to 4 years	40	58	98	6.8
5 to 9 years	65	57	122	8.5
10 to 14 years	59	68	127	8.8
15 to 19 years	50	54	104	7.2
20 to 24 years	38	35	73	5.1
25 to 29 years	33	28	61	4.2
30 to 34 years	53	58	111	7.7
35 to 39 years	73	75	148	10.3
40 to 44 years	52	75	127	8.8
45 to 49 years	52	44	96	6.7
50 to 54 years	39	33	72	5.0
55 to 59 years	24	31	55	3.8
60 to 64 years	21	30	51	3.5
65 to 69 years	30	31	61	4.2
70 to 74 years	17	34	51	3.5
75 to 79 years	24	23	47	3.3
80 to 84 years	10	11	21	1.5
85 years and over	1	13	14	1.0

Source: 2000 U.S. Census

Race and Ethnicity

Established in the mid-1800s, Williamsville was initially a railroad and trading town. The railroad brought numerous residents of European descent to the community. Williamsville's population continues to reflect this trend.

According to the 2000 Census, German (29.1%), English (16.3%) and Irish (16.0%) were the most common ethnicities in Williamsville. The overwhelming majority of its residents are white, non-Hispanics, making up 98.1% of the population (See Figure 2.5). Hispanics (which is not a racial category) made up

slightly less than 1% of the local population. African Americans and Native Americans are the most prevalent minorities, but combined only constituted approximately 1% of the population. In short, Williamsville would not be seen demographically as a racially diverse community.

FIGURE 2.5
Racial Composition of Population
Williamsville
2000

RACIAL DESIGNATION	Number	%
One Race	1433	99.6
White	1412	98.1
Black or African American	8	0.6
American Indian and Alaskan Native	7	0.5
Asian	2	0.1
Native Hawaiian and Other Pacific Islander	0	0.0
Some other race	4	0.3
Two or more races	6	0.4
TOTAL	1439	100.0
HISPANIC	12	0.8

Source: 2000 U.S. Census

Household Type

The 2000 Census found that the vast majority of Williamsville's population (79%) was made up of family households of some sort (See Figure 2.6).

FIGURE 2.6
Household Type
Williamsville
2000

TOTAL HOUSEHOLDS	**531**		
Family	418 (79%)		
Married Couple		369 (69%)	
With Children			193 (36%)
Without Children			176 (33%)
Other Family		49 (14%)	
Female Head with Children			24 (5%)
Other			25 (5%)
Non-Family	113 (21%)		
1 – Person Household		103 (19%)	
Over 65 Years			48 (9%)
Under 65 Years			55 (10%)
2 + Persons		10 (2%)	

Source: 2000 U.S. Census

Of these households, 69% were headed by married couples. This is above the percentages for both Sangamon County (63%) and the City of Springfield (58%). Approximately 50% of the married households have children. Also, approximately 1 / 2 of the single person households in the community are senior citizens.

Education

As Figure 2.7, below, indicates, 88% of Williamsville residents are high school graduates. This compares favorably with the State of Illinois percentage (81%) and is consistent with the county percentage (88%). In addition, Williamsville is in the middle of nearby community education rates. The number of high school graduates in Williamsville is similar to Springfield (87%).

FIGURE 2.7
Education Attainment Comparison of Williamsville to Selected Communities
2000

Community	% High School Graduate or Higher	% Bachelors Degree or Higher
Williamsville	**87.8**	**23.6**
Sangamon County	88.1	28.6
Clear Lake	87.8	23.6
Dawson	88.8	14.2
Grandview	77.8	8.4
New Berlin	87.4	22
Riverton	89.7	19.9
Sherman	90.2	34.1
Spaulding	92.2	16.3
Springfield	87.4	30.6

Source: 2000 U.S. Census

Williamsville residents who have earned a college degree make up almost 24% of the village population. This percentage is slightly less than the percentage for Sangamon County (almost 29%). However, in examining other municipal college graduate percentages in the area, Williamsville has a higher percentage of college graduates than all comparison communities except Sherman (34.1%) and Springfield (30.6%).

Comparing education attainment by gender (shown in Figure 2.8), reveals an interesting pattern for Williamsville. The numbers of total male (463) and female (464) residents who responded to the level of education item on the 2000 Census were almost identical. Likewise, the number of male (405) to female high school graduates (409) is very close. This pattern disappears with the

number of college graduates. Approximately 26% of the men have a college degree or higher in Williamsville. Almost 21% of the women have a college degree or higher in Williamsville.

FIGURE 2.8
Educational Attainment by Gender
Williamsville
2000

	Male		Female		Total	
	#	%	#	%	#	%
Less than high school	58	12.5	55	11.9	113	12.2
High school graduate	179	38.7	160	34.5	339	36.6
Some college	104	22.5	152	32.8	256	27.6
Bachelor's degree	90	19.4	80	17.2	170	18.3
Master's degree	20	4.3	12	2.6	32	3.5
Professional school degree	10	2.2	5	1.1	15	1.6
Doctorate degree	2	0.4	0	0.0	2	0.2
Total	463	100.0	464	100.0	927	100.0
HS graduate	405	87.5	409	88.1	814	87.8
College graduate	122	26.3	97	20.9	219	23.6

Source: 2000 U.S. Census

Household Income

Williamsville's median household income ($50,238) is above the comparable number for Sangamon County. Figure 2.9 shows that Williamsville ranks behind only Sherman, Spaulding and Dawson in the region, and is almost equal to Dawson, and well ahead of the largest urban area, Springfield.

FIGURE 2.9
Median Household Income
Comparison of Williamsville to Selected Communities
1999

Community	$
Sangamon County	42,957
Clear Lake	37,708
Dawson	51,250
Grandview	36,349
New Berlin	41,635
Riverton	45,531
Sherman	71,393
Spaulding	67,083
Springfield	39,388
Williamsville	**50,238**

Source: 2000 U.S. Census

As with most communities of its size, the Village of Williamsville represents a wide range of household incomes, with more than half of the households having annual incomes between $25,000 and $75,000 (See Figure 2.10). Almost 19% of Williamsville's population earned less than $25,000, which is less than Sangamon County at 26%. Williamsville also had more earners in the upper middle range of incomes. For the $50,000 to $74,999 income range (29%) and the $75,000 to $124,999 income range (18%), Williamsville has greater percentages than the comparable Sangamon County numbers at 21% and 16% respectively.

FIGURE 2.10
Household Income Distribution
1999

	Williamsville		Sangamon County	
	#	%	#	%
Total Households	544	100%	78,781	100%
Less than $10,000	31	6%	5,642	7%
$10,000 to $14,999	15	3%	4,813	6%
$15,000 to $19,999	19	3%	4,962	6%
$20,000 to $24,999	39	7%	5,337	7%
$25,000 to $29,999	45	8%	5,056	6%
$30,000 to $34,999	32	6%	5,490	7%
$35,000 to $39,999	35	6%	4,995	6%
$40,000 to $44,999	27	5%	4,854	6%
$45,000 to $49,999	27	5%	4,253	5%
$50,000 to $59,999	70	13%	7,588	10%
$60,000 to $74,999	85	16%	8,967	11%
$75,000 to $99,999	72	13%	8,532	11%
$100,000 to $124,999	29	5%	3,840	5%
$125,000 to $149,999	7	1%	1,745	2%
$150,000 to $199,999	11	2%	1,263	2%
$200,000 or more	0	0%	1,444	2%
Less than $25,000	104	19%	20,754	26%
$25,000 to $49,999	166	31%	24,648	31%
$50,000 to $74,999	155	28%	16,555	21%
$75,000 to $124,999	101	19%	12,372	16%
More than $125,000	18	3%	4,452	6%

Source: U.S. Bureau of the Census

As Figure 2.11, below, indicates, the poverty rate in Williamsville is very low: 3%. This compares favorably with other comparison communities in the region, being below the County rate as well as six other communities. Only Sherman shows a similar poverty rate.

FIGURE 2.11
Poverty Rate
Comparison of Williamsville to Selected Communities
1999

	Total Persons	Persons with Income Below Poverty Level	Poverty Rate
Williamsville	**1,439**	**44**	**3%**
Sangamon County	188,951	17,340	9%
Clear Lake	267	41	15%
Dawson	466	28	6%
Grandview	1,537	186	12%
New Berlin	1,030	60	6%
Riverton	3,048	200	7%
Sherman	2,871	81	3%
Spaulding	559	28	5%
Springfield	111,454	12,847	12%

Source: 2000 U.S. Census

FIGURE 2.12
Williamsville Poverty Rate
by Age
1999

	Total	Persons Below Poverty	Poverty Rate
Total	1441	44	3%
Under 5 years	103	4	4%
5 years	24	2	8%
6 to 11 years	128	2	2%
12 to 17 years	158	6	4%
18 to 64 years	821	21	3%
65 to 74 years	99	0	0%
75 years and over	108	9	8%

Source: 2000 U.S. Census

Figure 2.12, above, provides poverty rate of residents in the Village by age, showing the highest poverty rates by age to be among children aged 5 and under (4%), and among senior citizens aged 75 and over (8%).

Population Projections

Population changes for small communities are difficult to predict over time, decreasing the utility of projections. The main factors considered in creating these population projections were the community's 2000 Census population and the number of building permits issued from 2000 until the end of 2009. Projections are also uniquely complicated in the case of Williamsville because of the impact of the 2009 tornado, which had an unknown effect on how many residents may have been displaced from the community.

Given that Williamsville had several years without measurable building between 2000 and 2009, the population is projected to grow in only two of the three projections shown. Three population growth scenarios were constructed which can be considered low (0%), medium (5%), and high (10%) growth projections. For the medium and high growth projections, Williamsville's population is anticipated to expand to 1,570 and 1,644 in 2020, respectively (See Figure 2.13). The medium growth scenario seems most likely given the pace of building in the last ten years within the Village. If the Village changes policies to encourage more residential building, it should re-examine these population projections.

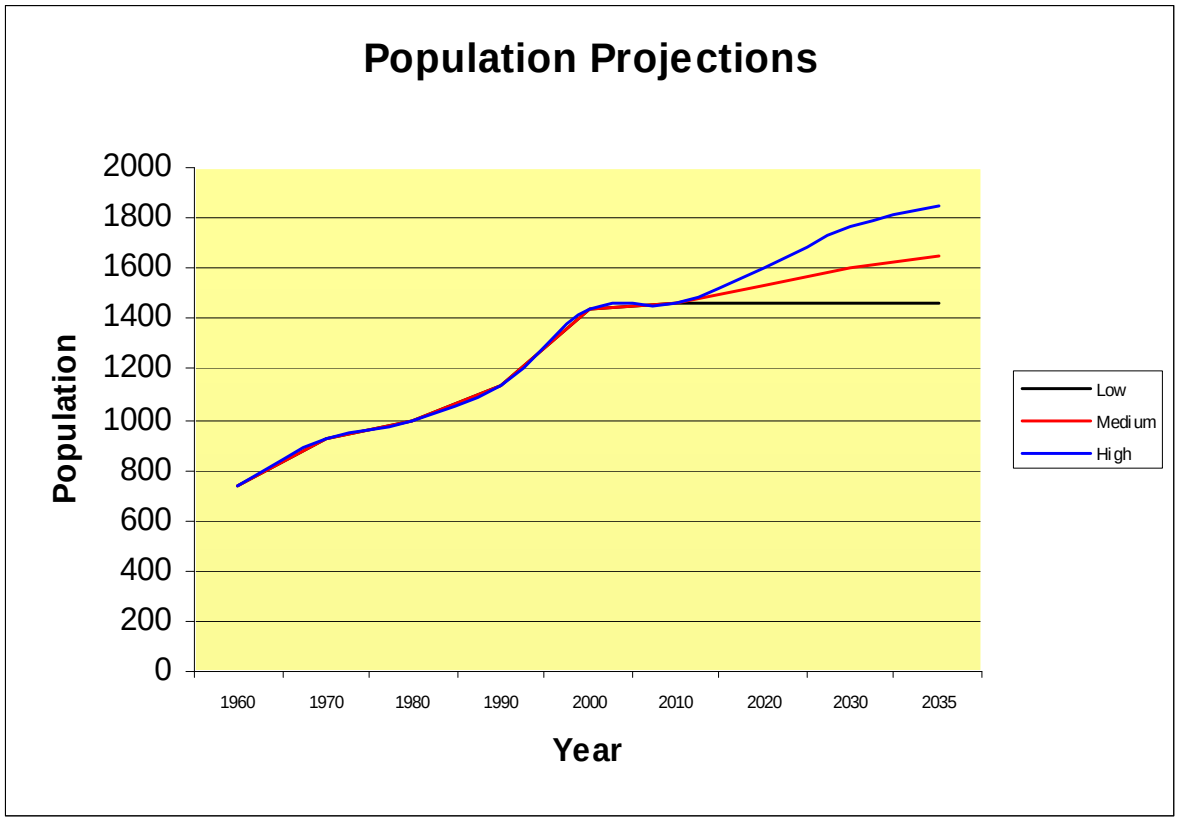
FIGURE 2.13
Population Projections

Year	High Growth Scenario	Medium Growth Scenario	Low Growth Scenario
2000	1439	1439	1439
2010	1495	1495	1495
2020	1644	1570	1495
2030	1809	1648	1495
2035	1897	1689	1495

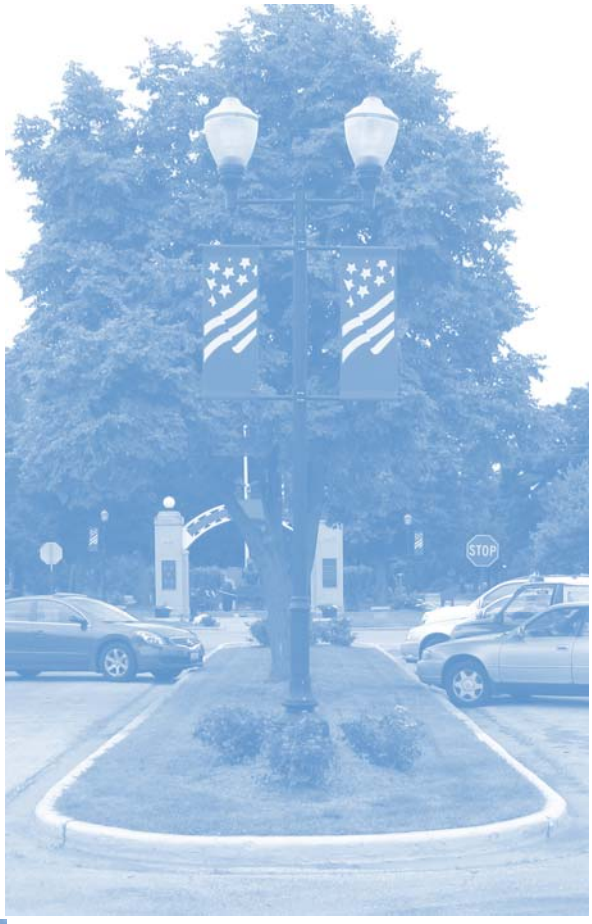
Sources: 2000 U.S. Census; SSCRPC analysis.

These three scenarios are more fully articulated in Figure 2.14, below. This graph indicates the U.S. Bureau of the Census estimates from 1970 to 2000, followed by the three population growth scenarios indicated above. Analysis indicates that the medium growth scenario to be most likely absent significant actions by the Village to increase its resident population, as well as absent significant unique events – such as the 2009 tornado – which might displace residents or limit growth.

FIGURE 2.14



Sources: 1970, 1980, 1990, 2000 U.S. Census; SSCRPC analysis.



Section 3.0: Environmental and Natural Resource Factors

Environmental and Natural Resource Factors

Geology and Terrain

Geologically, Williamsville is located within the Springfield Plain which extends through Sangamon County to the east and is partially located in Christian County. Over 20,000 years ago, the glaciers melted and the terrain of the Springfield Plain consisted of flat uplands with many shallow valleys created from natural drainage ways. Thick glacial deposits from the early stages of glaciation remain under the earth's surface except where the drainage ways exist and erosion has reached the bedrock.

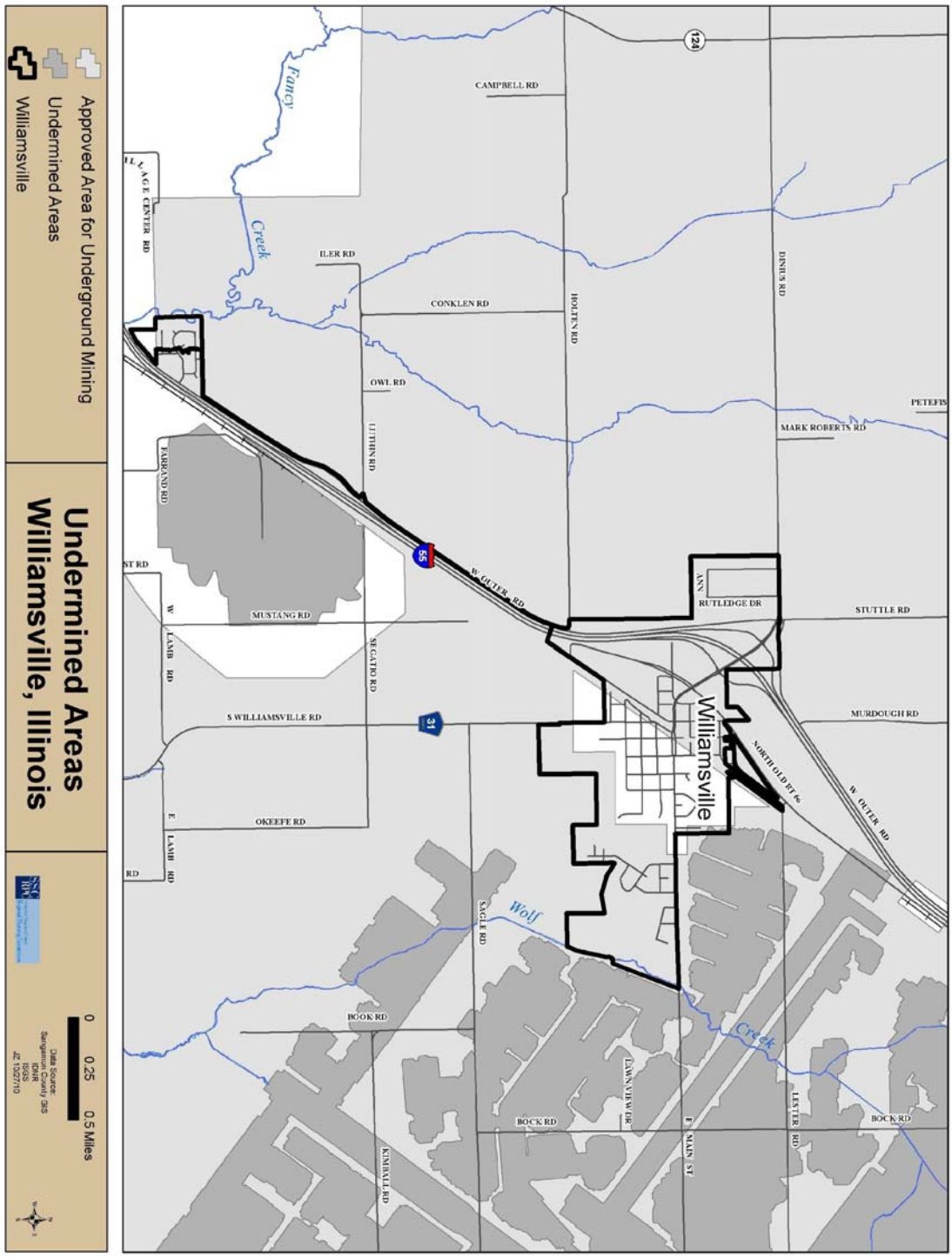
The makeup of the earth's surface consists of a layer of silt, clay and large particles of sand and gravel within the riverbeds and wind blown silt (loess) on the uplands. The area located between 300 to 1,100 feet below the earth's surface is known as the Pennsylvania system of rocks which contains shale, sandstone, limestone, clay and coal. Below the Pennsylvanian system of rocks, extending to approximately 6,000 feet below the earth's surface, are the Mississippian, Devonian, Silurian, Ordovician and Cambrian systems of rock formations. These layers predominantly contain dolomite, limestone and some shale formations (Bergstrom, Piskin, & Follmer, 1976).

Because of the presence of coal in the area, there may currently be some under-mined areas within the Village's corporate limits. Information obtained in the development of this plan would indicate that it is limited, however.

At the same time, a substantial portion of the area within which the Village may grow during the next twenty-five years is currently undermined. This especially becomes a limiting factor for some types of commercial/industrial development. The main undermined areas for the Village are shown in Figure 3.1 and are concentrated to the northeast and southwest of the Village of Williamsville. They are shown in dark gray on the map.

The area in light gray on the map is considered a "shadow area". This is the area in which a permit was obtained that establishes the boundaries where undermining can occur. If an area has been undermined, subsidence may occur which could have an impact on future development. One can find a more detailed description of what mine subsidence is and what mitigation strategies are possible in the Proposed and Future Land Use section of this plan.

FIGURE 3.1


Undermined Areas
Williamsville, Illinois
Approved Area for Underground Mining
Undermined Areas
Williamsville
0
0.25
0.5 Miles
Data Source:
Sangamon County GIS
Date:
ISGS
JZ 102710
Fancy Creek
Wolf Creek
CAMPBELL RD
ILER RD
CONKLEN RD
OWL RD
MARK ROBERTS RD
PETEFISH
DENIUS RD
HOLTEN RD
LITHIN RD
FARRAND RD
MUSTANG RD
W LAMB RD
SEGATTO RD
S WILLIAMSVILLE RD
OKEEFE RD
E LAMB RD
W OUTER RD
RUTLEDGE DR
STUTTLE RD
MURDOUGH RD
NORTH OLD RT 66
Williamsville
SAGLE RD
BOCK RD
LAWN VIEW DR
E MAIN ST
KIMBALL RD
LESTER RD
55
31
124

The terrain in and around Williamsville is somewhat flat. The contours for the entire Village only differ approximately 20 to 30 feet from northwest to southeast. The lowest portion of the Village is located near the sewage treatment plant by Williamsville Lake, with an elevation of approximately 575 feet above sea level. The highest portions of the Village are located on the northwest edge near I-55 and along Elkhart Street in the center of town. Both places have elevations of approximately 600 feet.

Agriculture is one of the major industries in the region, and soil is an important resource for this industry. The area within 1.5 miles of the Village of Williamsville contains a wide variety of soil series as shown in Figure 3.2.

FIGURE 3.2

Soil Series In the Williamsville Area

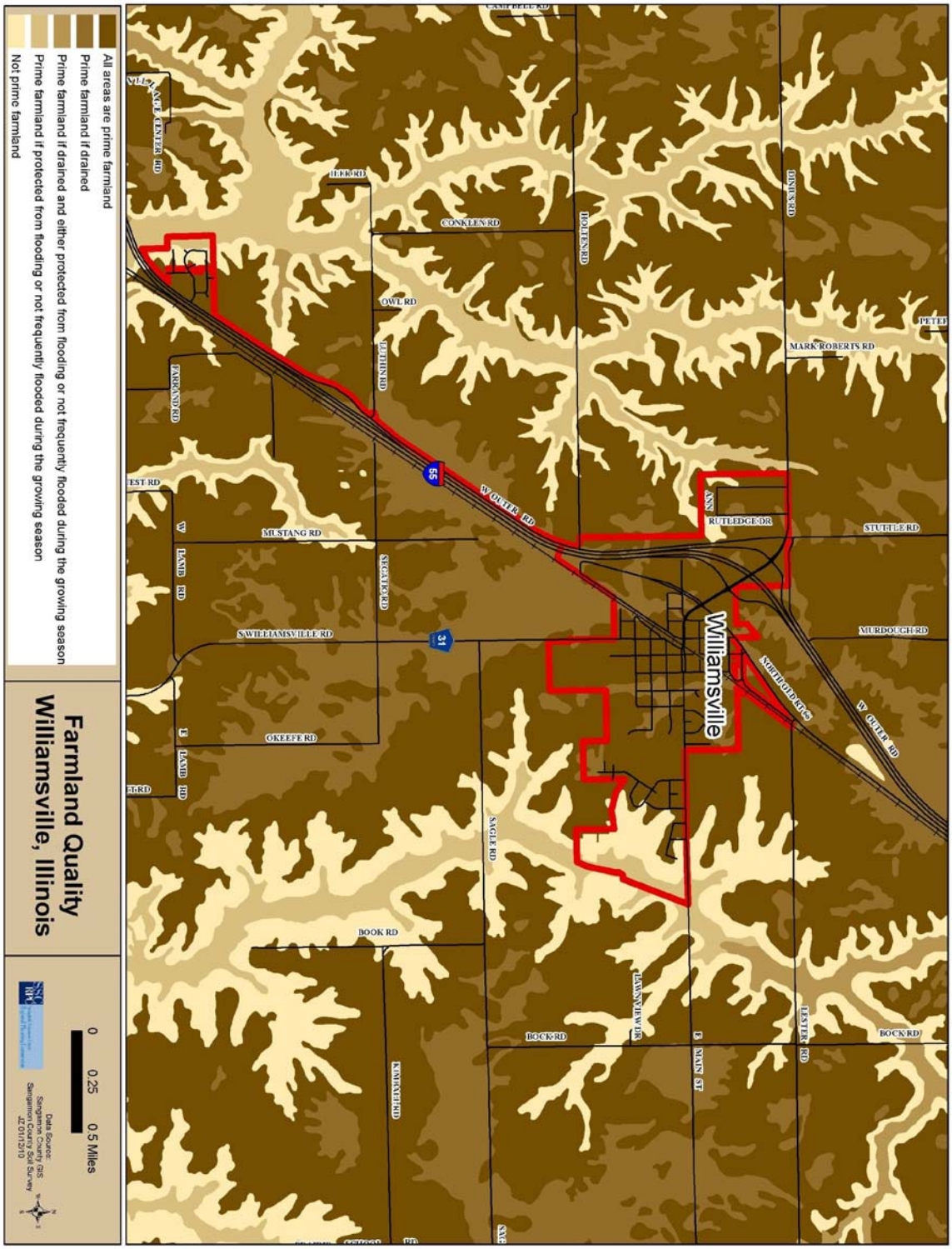
Assumption	Elkhart	Marseilles	Sawmill
Buckhart	Fayette	Navlys	Tama
Clarksdale	Hartsburg	Osco	Thebes
Denny	Hickory	Proctor	Tice
Drury	Ipava	Radford	Worthen
Edinburg	Keomah	Rozetta	
Elco	Lawson	Sable	

However, as communities such as Williamsville continue to grow, agriculture and urban development often compete for the same land. Figure 3.3, below, identifies the quality of soils that are considered prime farmland, prime if drained, or not prime farmland as defined by the 2004 Soil Survey of Sangamon County.

Much of the soils within the area immediately north or south of the Village are considered prime farmland and subject to consideration for long-term preservation. The areas located to the east or west of the Village are considered not prime farmland and are soils that are located in highly erodible areas or adjacent to waterways which frequently flood.

Depending on how much land the Village of Williamsville and Sangamon County plan to preserve, farmland in the surrounding area could pose a constraint on future development.

FIGURE 3.3


Farmland Quality
Williamsville, Illinois
All areas are prime farmland
Prime farmland if drained
Prime farmland if drained and either protected from flooding or not frequently flooded during the growing season
Prime farmland if protected from flooding or not frequently flooded during the growing season
Not prime farmland
0 0.25 0.5 Miles
Data Source:
Sangamon County GIS
Sangamon County Soil Survey
JZ 01/12/10
Williamsville
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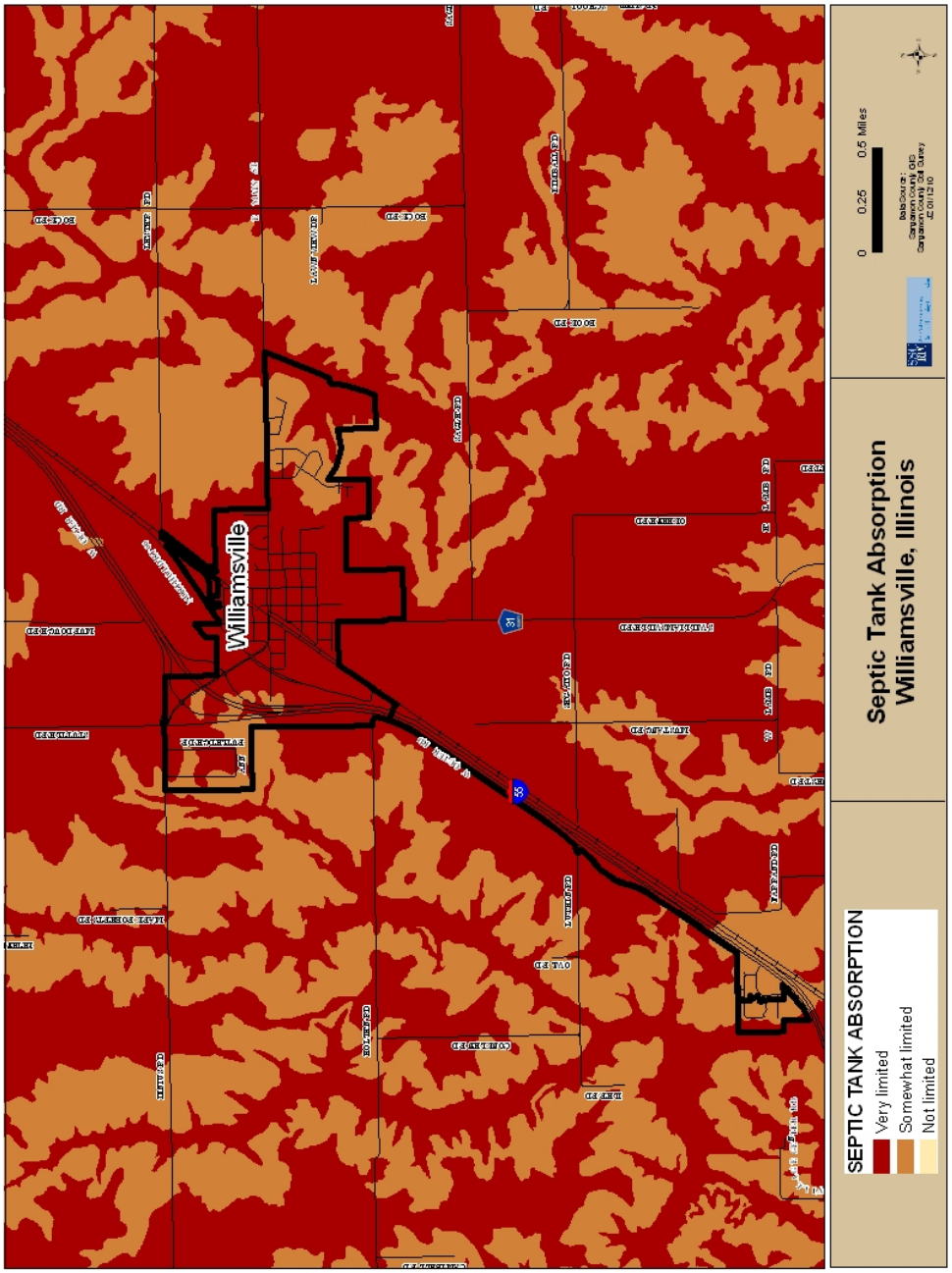
MUSTANG RD
OKEEFE RD
SAGLE RD
BOOK RD
BOCK RD
MURDOUGH RD
STUTTLE RD
MARK ROBERTS RD
CONKLEN RD
OWL RD
HOLTEN RD
MAIN ST
LESTER RD
55
31

Since it is anticipated that development within 1.5 miles of Williamsville will not have the benefit of public sewers, Figure 3.4 identifies soils that are suitable for septic tank absorption fields. A majority of the soils are "very limited" or "somewhat limited" and are not suitable for a septic tank absorption field. As development continues a soil analysis will need to be conducted when a private sewage disposal system is the only method of sewage disposal. A public sanitary sewer should be the preferred method of sewage disposal (See the Utilities and Infrastructure section).

FIGURE 3.4



High water tables are also a concern for the area. Many of the soils located directly north and south of the Village have water tables between zero and two feet below the surface. A water table at a shallow depth can cause problems with basements and private sewage systems. The water table may also influence future storm water project planning, as rainfall infiltration continues to be a problem.

Floodplains and Wetlands

The presence or absence of floodplains can have a major bearing on long-term development and where development occurs. The formation of a floodplain is due to the existence of adjacent rivers and streams, and is the area where the rivers and streams settle during a flood. When natural forces create these bodies of water, they deposit silt and other rich soil materials. Major floodplains in the Williamsville area include the Fancy Creek floodplain, located to the west/southwest, and the Wolf Creek floodplain, to the east/northeast (See Figure 3.5, below).

In addition to floodplains, Williamsville has various small wetlands located within and near its boundaries. The corridors created from a river or stream making its way through the earth's surface contain small deposits and depressions around the water's edge that could result in the creation of a wetland. There are many types of wetlands including, but not limited to: shallow marsh/ wet meadow, bottomland forest, open water wetlands, and deep marsh (See Figure 3.6, below) (Cowardin, Carter, Golet, & LaRoe, 1979/1992).

According to the National Fish and Wildlife Service, most wetlands near Williamsville are temporarily flooded, while most wetlands within the Village are artificially and/or permanently flooded (Cowardin et al., 1979/1992). The wetlands tend to be small and clustered near major roadways (e.g., I-55) or along local water resources such as Wolf Creek and Fancy Creek. Williamsville has a number of intermittent streams located mostly outside its Village limits. An intermittent stream is a stream or drainage way that has flowing water certain times of the year, but may have no flow during dry periods.

FIGURE 3.5

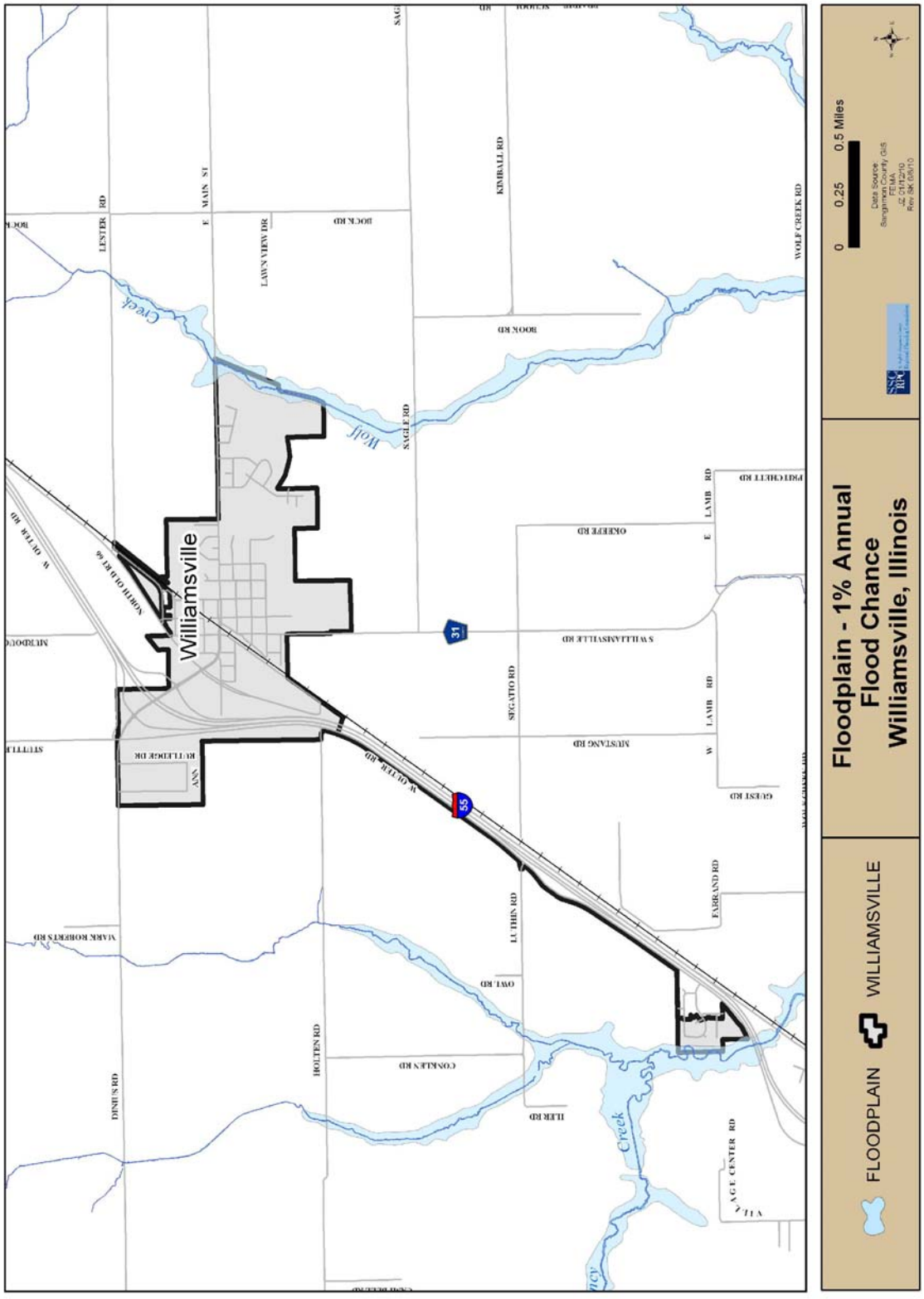
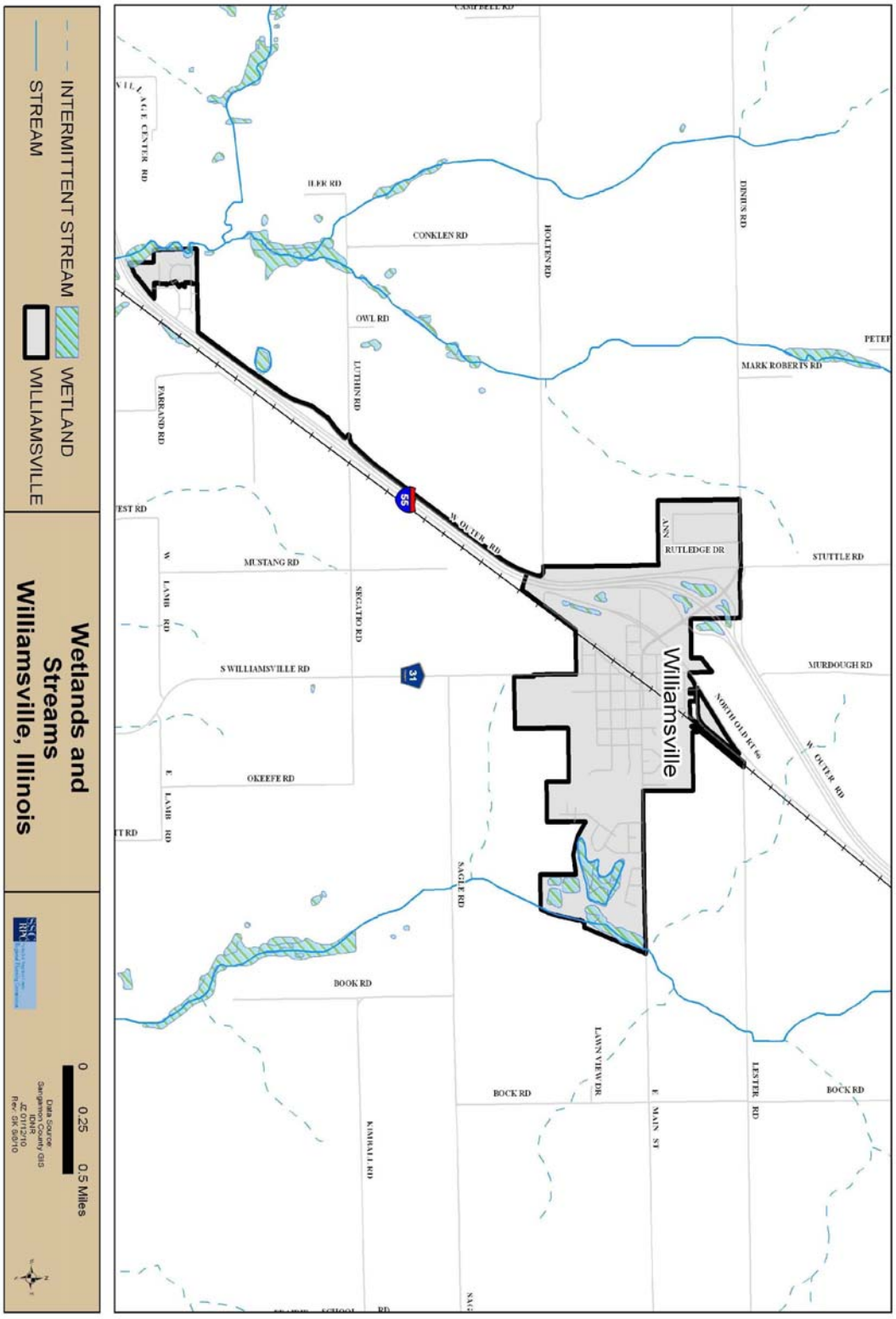

Floodplain - 1% Annual
Flood Chance
Williamsville, Illinois
FLOODPLAIN
WILLIAMSVILLE
0 0.25 0.5 Miles
Williamsville
Wolf Creek
Lick Creek
LESTER RD
E MAIN ST
LAWN VIEW DR
KIMBALL RD
WOLF CREEK RD
SAGLE RD
LAMB RD
SEGATIO RD
HOLTEN RD
DENIS RD
EARBAND RD
A.G.E. CENTER RD
NORTH OLD RT 66
I-55
I-31

FIGURE 3.6


INTERMITTENT STREAM
STREAM
WETLAND
WILLIAMSVILLE
Wetlands and Streams
Williamsville, Illinois
0 0.25 0.5 Miles
Data Source: Sangamon County GIS
IDNR
Rev: 08/30/2010
Williamsville
W OUTER RD
S WILLIAMSVILLE RD
MUSTANG RD
OKEEFE RD
BOOK RD
BOCK RD
CONKLEN RD
OWL RD
MARK ROBERTS RD
RUTLEDGE DR
STUTTLE RD
MURDOUGH RD
NORTHFIELD RD
LUTHIN RD
SEGATO RD
SAGLE RD
LAWN VIEW DR
LESTER RD
E MAIN ST
HOGLEN RD
DINUS RD
FAIRLAND RD
W LAMB RD
E LAMB RD

Floodplains and wetlands filter sediment, nutrients, and pollution before they reach rivers and streams. When floodplains are left undisturbed they can provide areas for flood waters helping to reduce the height and flow of flooding.

Floodplains and wetlands can also provide habitat for a diverse array of plants and animals, filter runoff, and allow additional time for the water to infiltrate into ground water aquifers. Floodplain, wetland soils, and vegetation help purify the water as it filters down to the aquifers allowing them to recharge and produce potable water for human consumption.

In order to preserve the floodplain areas, the Village participates in the National Flood Insurance Program and has adopted and enforces a flood ordinance.

Natural Area Inventory

The Inventory of Sangamon County Natural Areas (2004) prepared by LaGesse and Associates provides an inventory that classifies natural areas according to natural community type and relative quality. The inventory identifies grades for each forest within Sangamon County. All natural areas near Williamsville are grade C or D. The grades are described as follows:

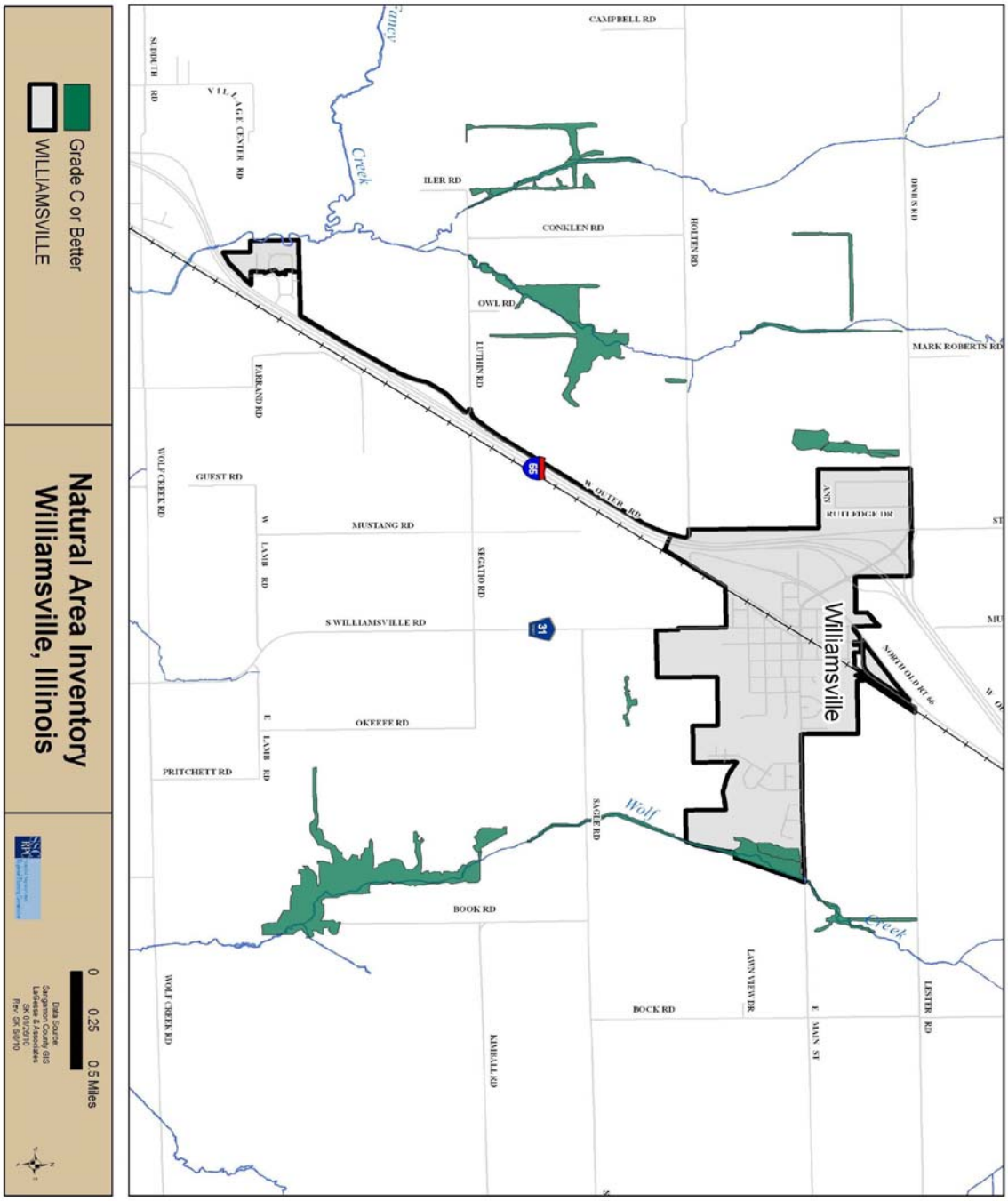
- Grade A: Relatively stable or undisturbed communities.
- Grade B: Late successional or lightly disturbed communities.
- Grade C: Mid-successional or moderately to heavily disturbed communities.
- Grade D: Early successional or severely disturbed communities.
- Grade E: Very early successional or very severely disturbed communities.

Most of the major natural areas near Williamsville are floodplain forest or mixed timber. Silver maples tend to be the predominate tree in floodplain forests. This characteristic sometimes leads local residents to call these areas “maple thickets.” (LaGesse & Associates, 2004, p. 15) Mixed timber areas often show a moderate to high degree of disturbance.

Williamsville Lake Park has one of two pine planting areas near Williamsville. These areas were presumably planted after the park was created. There are no native pine species to Sangamon County (LaGesse & Associates, 2004). The other pine planting area is located on a homestead parcel west of the Village.

There are other forest communities within the area that have a relative quality of C and D. These areas are primarily located along the Fancy Creek and Wolf Creek corridors. Figure 3.7 identifies forest determined by the Inventory of Sangamon County Natural Areas to have a grade of C or better.

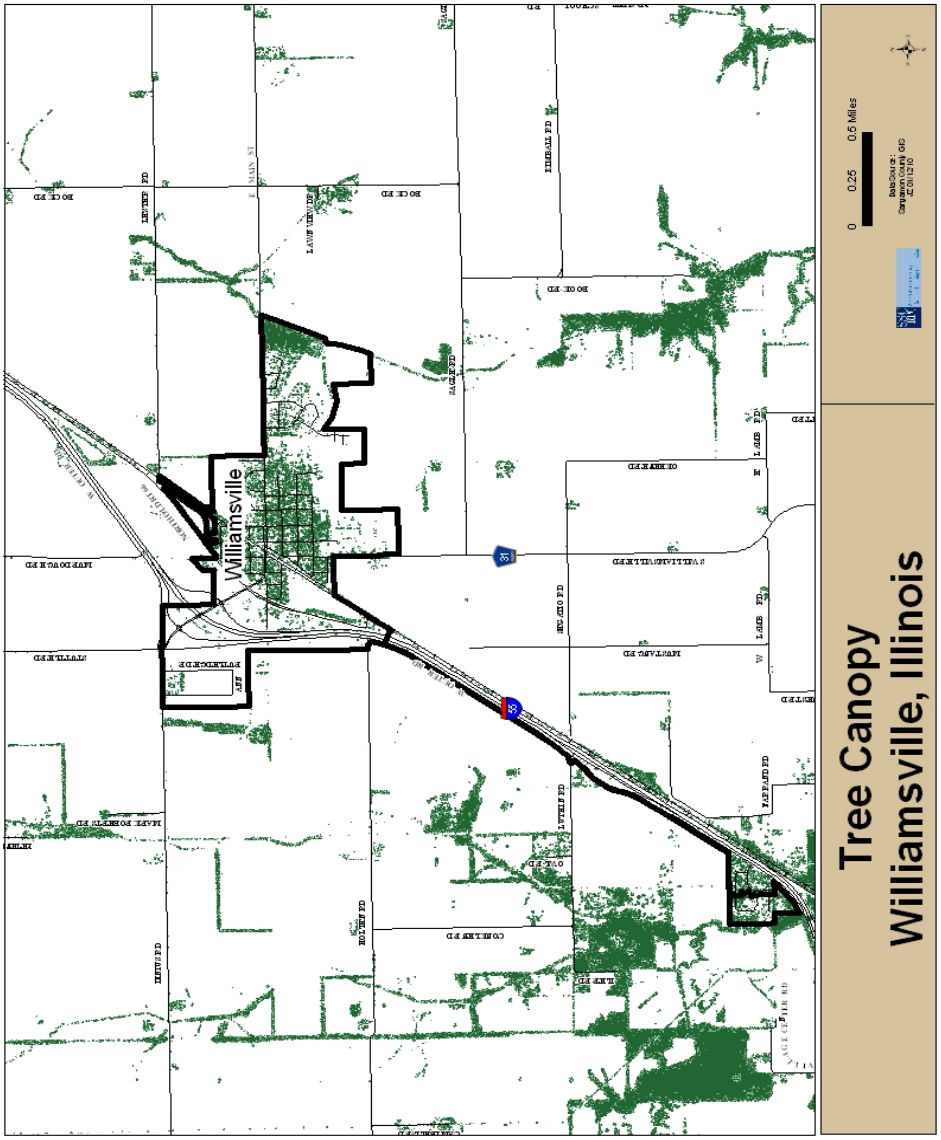
FIGURE 3.7


Natural Area Inventory
Williamsville, Illinois
Grade C or Better
WILLIAMSVILLE
0 0.25 0.5 Miles
CAMPBELL RD
VILLAGE CENTER RD
ILER RD
CONKLEN RD
HOLTEN RD
OWL RD
LUTHIN RD
FARRAND RD
MARK ROBERTS RD
GUEST RD
WOLF CREEK RD
MUSTANG RD
W LAMB RD
SEGATTO RD
S WILLIAMSVILLE RD
OKEEFE RD
E LAMB RD
PRITCHETT RD
SAGLE RD
BOOK RD
BOCK RD
LAWNVIEW DR
KIMBALL RD
LESTER RD
E MAIN ST
RUTLEDGE DR
Williamsville
Creek
Wolf

Tree Canopy

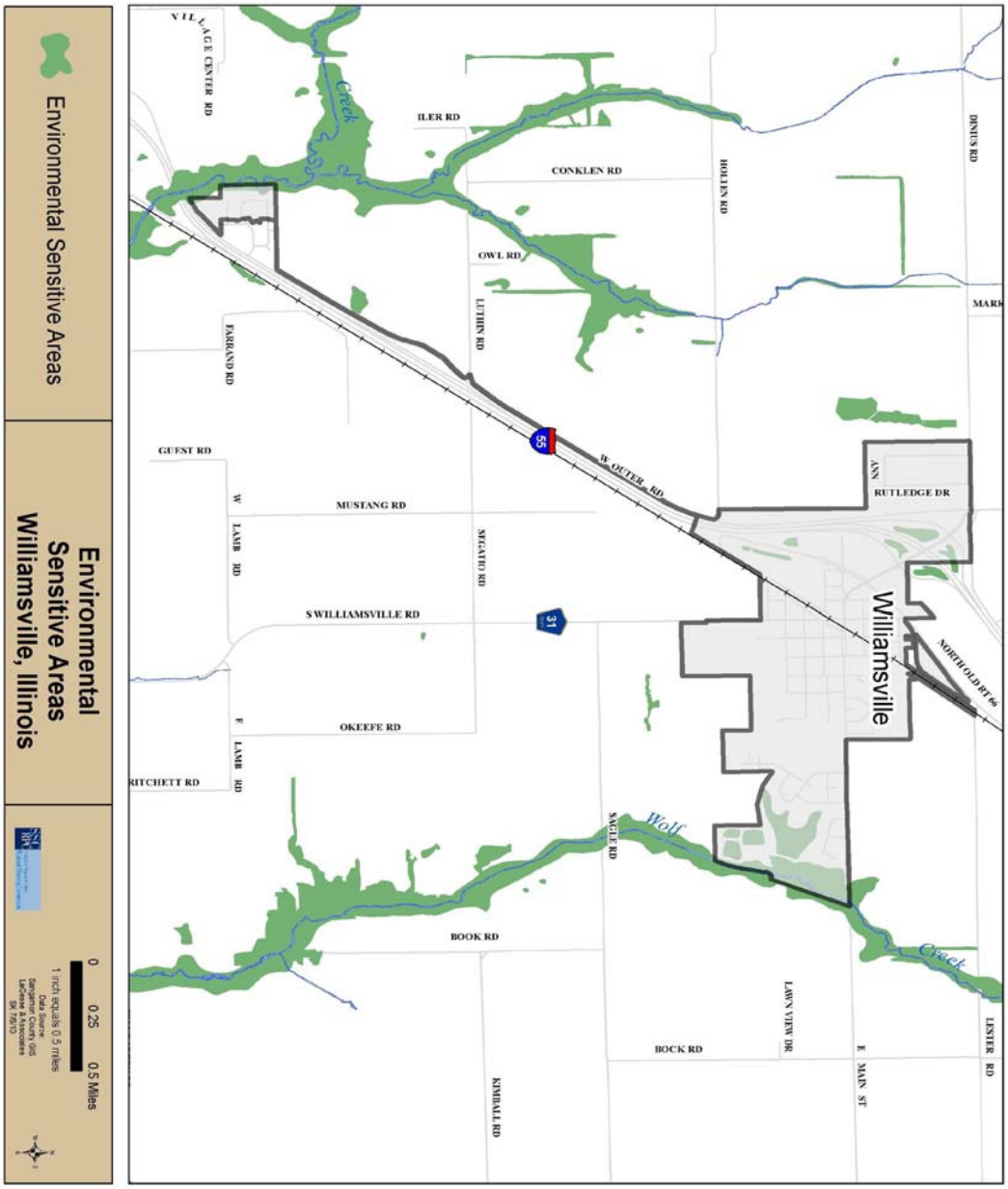
The Village of Williamsville has abundant street trees. This characteristic gives its residential streets a shaded character that is enviable during the seasonally hot and humid Midwestern summers. Figure 3.8 shows the spatial distribution of trees and foliage within Village limits. The most dense areas are in two places: the older, central section of town and near Williamsville Lake on the east side of town. As noted in the Natural Areas section, there is a significant stand of pine trees in Williamsville Lake Park as well.

FIGURE 3.8



Preservation of trees, especially significant trees, can enhance a village's quality of life. Several municipalities in Illinois follow strategies to protect and increase the street trees within their jurisdictions. A list of these communities and their relevant planning documents is provided in Appendix B of this plan. Williamsville may want to pursue some of the municipal strategies referenced in the plans below.

FIGURE 3.9



Environmentally Sensitive Areas

Figure 3.9, above, identifies all areas in and around the Village of Williamsville which are environmentally sensitive. The map includes the 100 year flood plain, identified wetland areas, and areas delineated in the natural areas inventory study for Sangamon County. It does not include maps for soil suitability, undermined areas, or prime farmland.

This map indicates the least restrictive areas for development are along the east side of Williamsville, generally west of Wolf Creek. Considering this information in conjunction with information from the Utilities and Infrastructure section showing where sanitary sewer growth is optimal, indicates that the least restrictive area for development may be slightly south of the current Village limits on the east side.

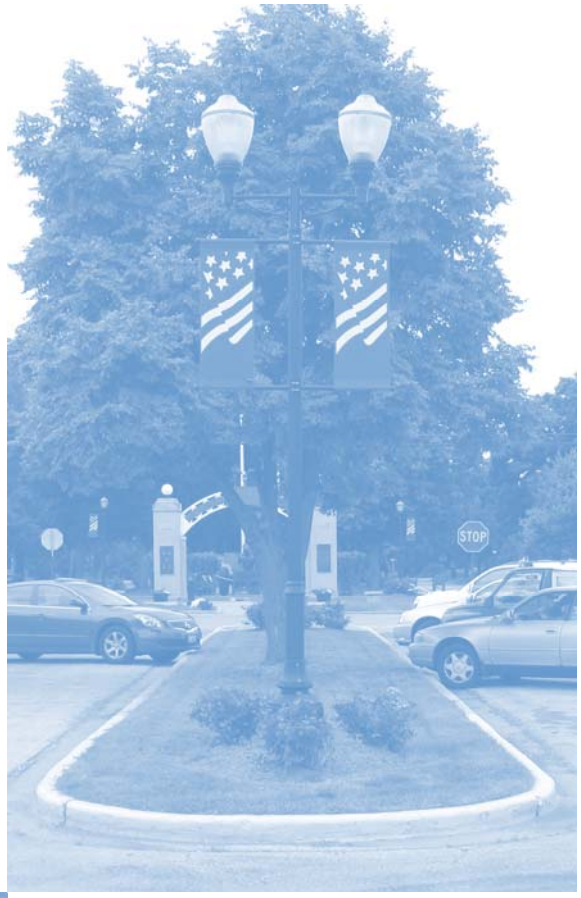
Natural Hazard Mitigation

In August 2007, the Village of Williamsville participated in the Sangamon County Multi-Jurisdictional Natural Hazards Mitigation Plan that was facilitated by the SSCRPC and developed through the Sangamon County Multi-Jurisdictional Natural Hazards Mitigation Plan Task Force. This plan was approved by the Federal Emergency Management Agency (FEMA) in November, 2008 for several jurisdictions, including the Village of Williamsville. The plan identified nine hazards that affect Sangamon County: droughts, earthquakes, extreme heat, floods, severe storms, tornadoes, winter storms, dam failure, and mine subsidence.

Communities want to protect residents from disasters. Traditionally, this meant responding to the community's needs after a natural hazard occurred.

Mitigation looks to reduce the need for response by permanently removing people and structures from harm's way when a known area of impact can be identified, e.g., a floodplain, or by significantly reducing the impact from a known risk, e.g., a tornado. The plan provides an assessment of the risks to Sangamon County from natural hazard events and a comprehensive range of mitigation projects which lessen the impact of these hazards on our communities. With the availability of mitigation grant funding from the federal government, communities have the opportunity to complete mitigation projects that would not otherwise be financially possible.

Each community and several technical partners submitted several projects for inclusion in the plan document. The projects selected by the Village of Williamsville were: (i) provide weather radios to Village residents; (ii) inform the public where to go when the power goes out; (iii) educate the public on underground mines; (iv) construct a water drainage system; and, (v) adopt building codes to ensure safe buildings.



Section 4.0: Existing Land Use

Existing Land Use

General Characteristics

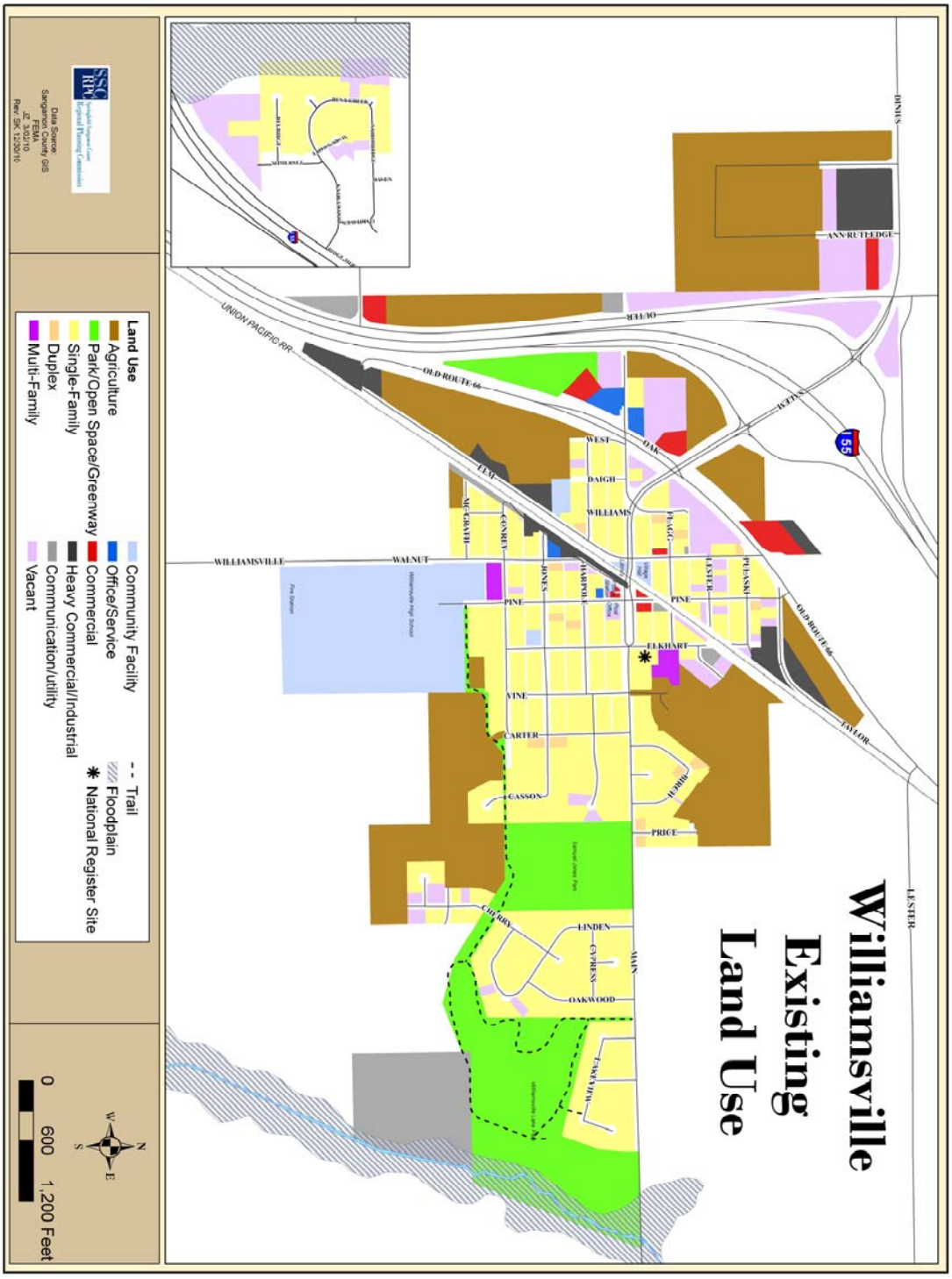
The Village of Williamsville is about 668 acres, or slightly over one square mile in area. The land uses in Williamsville fit into the categories described in Figure 4.1 below. In developing this plan, staff used these categories to assign each parcel into a land use category and complete an existing land use map.

FIGURE 4.1 **Williamsville Existing Land Use Categories**
Agriculture: Areas that are pasture, farmed, or livestock are present.
Park/Open Space/Greenway: Parks, natural areas, trails, greenways, and other public and private outdoor recreation facilities.
Single-Family: Detached, one-family housing, with one house per lot, includes manufactured/mobile homes.
Duplex: Two-family, attached houses.
Multiple-Family: Buildings with three or more dwellings.
Community Facility: Public facilities including, but not limited to, schools, churches, community centers, fire station, libraries, village halls, cemeteries, or government buildings.
Commercial: Any office, service, retail, museum, tourist attraction or wholesale trade use except those involving extensive trucking, shipping, warehousing and outside storage.
Heavy Commercial/Industrial: Service and commercial uses involving trucking, shipping, warehousing, or outside storage, highway oriented businesses, heavy and light industrial uses.
Communication/Utility: Facilities used for the distribution, collection, transmission, or disposal of water, storm and sanitary sewage, telecommunications, electricity, gas, and cable.
Vacant: Lots without buildings or other uses, or areas expected to be developed. Includes platted lots that have not yet been built upon.
Office/Service: Low-traffic office and service uses, including banks, health care, and insurance offices.

An existing land use inventory of the Village of Williamsville was completed on January 23, 2010, using the parcels provided by the

Sangamon County Geographic Information System (GIS). This inventory is displayed in Figure 4.2.

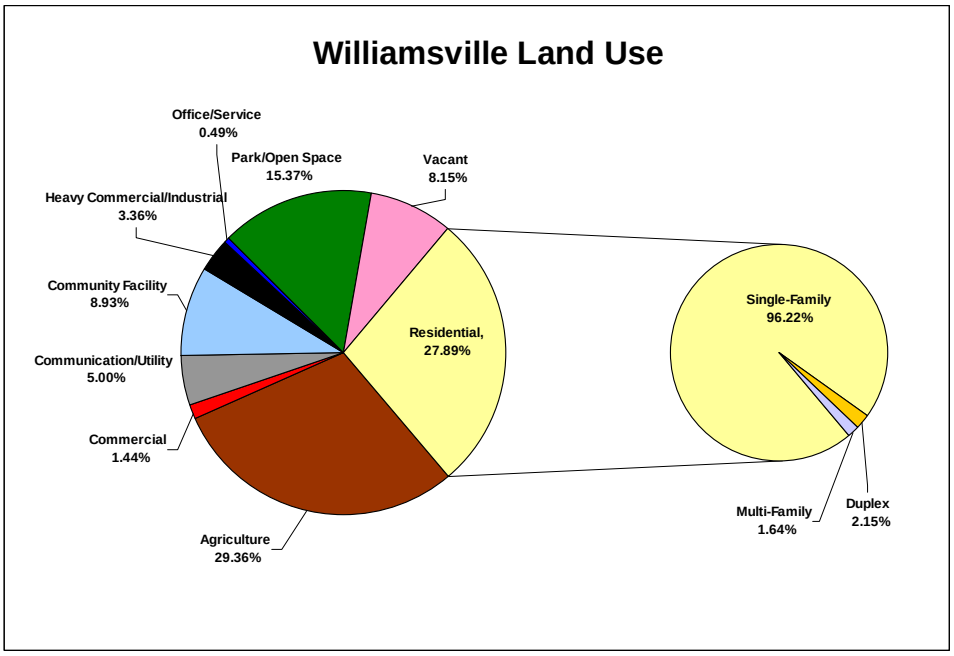
FIGURE 4.2



Uses[1]

As is the case in most communities, Williamsville has several different land uses. The top three land uses are: agriculture, residential, and parks/open space/greenway. Figure 4.3 is a pie chart showing the various land use categories.

FIGURE 4.3



Source: SSCRPC. Please Note: Some figures may not add to exactly 100% because of rounding.

It is not surprising that the largest land use category is agriculture. Agricultural land use areas are primarily located next to residential areas on the north and south edges of town, west of the I-55 exit, and east of Old Route 66. The agriculture areas are potential development locations.

Residential uses are the second largest category. Geographically, residential development falls into three basic categories in Williamsville. The traditional section of town is immediately east, west, and southeast of the railroad-centered downtown. This section contains grid-like streets, relatively dense tree cover, varying lot widths (i.e. from about 35 to approximately 100 feet), detached garages, sidewalks along both sides of many streets, and alleys. Curb and gutter drainage is sporadic to non-existent in this part of town.

[1] Portions of this section borrow analytical techniques and phrasing from Land Vision, Inc. (2007) and Teska Associates, Inc. & Business Districts, Inc. (2007).

This section also contains several historic structures. The list of historic residences shown in Figure 4.4 is drawn mainly from the 1999 Williamsville Comprehensive Plan as there have been few changes in this category, but also from the land use inventory and from the Illinois Historic Preservation Agency (IHPA) data.

FIGURE 4.4
Residential Structures of Historical Interest in Williamsville

ADDRESS	DATE CONSTRUCTED
201 East Main (National Register: Price-Prather House)	c. 1868
125 E. Harpole	1891
132 E. Harpole	1897
216 N. Pine	1900
133 E. Harpole	1887
100 E. Harpole	1894
233 E. Harpole (Paris Belle House)	1915
124 E. Conrey	1898
140 E. Conrey	1896
101 E. Conrey	1900
116 E. Main	1900s
213 Jones St.	1860
216 W. Main	1871
133 E. Main	1863
124 E. Flagg	1870

Sources: SSCRPC, IHPA.

Continuing east along Main Street, residential development follows a more automobile centered pattern. By automobile-centered, we mean parcels which have road access onto a street from the front rather than from the rear via an alley.

Subdivisions constructed from the 1940s to the 1970s, generally located North of Main Street or South of Main Street between Vine and Carter Streets, feature some curvilinear streets, trees located in front and sometimes rear yards, somewhat wider lots (i.e. 60 – 90 feet), attached garages, swales or curb and gutter drainage, and sidewalks along one side of a street if they exist. Knollwood Subdivision, located on the southwest edge of Williamsville, would fall into this general development style.[2]

The newest residential development surrounds Samuel Jones Park and Williamsville Lake Park on the east edge of the Village. The streets here generally follow curvilinear patterns with cul-de-sacs or "eyebrow" designs that can accommodate on-street parking and modern turning requirements for fire trucks and ambulances. Lot widths tend to be approximately 80 to 100 feet with sidewalks along both sides of the street, trees located in the front yard and/or in street rights-of-way, and curb-and-gutter drainage.

[2] The character description of Williamsville's residential neighborhoods paraphrases City of Wheaton (1999).

Williamsville contains a mix of residential uses including single-family residences, duplexes, and multi-family residences. As Figure 4.3 indicates, the overwhelming majority of residences are single family at 96.22%. The remaining residential area is small, containing less than 4% of the total residential acres. Duplexes are scattered throughout the Village and contain 2.15% of the residential acres. Two main multi-family uses are in Williamsville. They are the Oddfellows facility on Elkhart Street, and a small apartment complex at the intersection of Walnut and Conrey Streets next to Williamsville Middle School.

The third largest land use category is parks/open space. Most of this land is in Williamsville Lake Park located south of Main Street and west of Wolf Creek. The public uses the park for fishing, running, walking, biking, and picnicking. The park was initially planned in the original Williamsville Comprehensive Plan (Sangamon County Regional Planning Commission, 1964, p. 43) which said, "…when developed, Williamsville will have one of the finest parks in the Midwest for a community its size." Indeed, Williamsville has an enviable amount of park/open space. It includes about 70 acres per 1000 population. This is seven times the amount of parks/open space recommended by a national park benchmark of 10 acres per 1000 population (Lancaster, 1990).

The fourth largest land use category is community facilities. Various government agencies own these structures, including but not limited to: the Village of Williamsville, Williamsville School District Number 15, the Williamsville Fire Protection District, and the United States Post Office. Many public buildings are in the downtown area, consisting of a Village Hall, the library, the police station, the post office, the senior center, and the historical museum. Other community facilities are the junior/senior high school and the fire station; both are along South Walnut Street/Williamsville Road.

Commercial development in Williamsville follows a similar pattern to its residential development; older structures are located downtown, in the Village center, with newer structures on the edge.

The Village center includes approximately three quarters of an acre of commercial development. Some of the businesses here include a martial arts studio, several restaurants, and a Route 66 icon along North Elm Street. Most of the buildings in this area were constructed at least fifty years ago.

West of downtown but east of I-55, the Old Route 66 corridor includes approximately 10 acres of commercial and office/service land uses. The businesses in this area are typical of a town of this size, including a bank and a small retail gas station. Many structures along the corridor appear to have been constructed within the last thirty years. West of the I-55 interchange is located a truck stop, which includes approximately 10

acres of retail gas and restaurant establishments constructed within the past ten years.

A substantial amount of agricultural land can distort the total acreage devoted to other uses. As previously noted, agricultural land is in close proximity to the Village and already developed areas. Given that this land is close to town, land used for agricultural purposes typically develops into residential or commercial/industrial uses.

Residential uses are generally the largest category by area in a village. Figure 4.5 shows a land use distribution subtracting agricultural uses and collapsing the single-family, duplexes, and multi-family categories into one residential category. The chart indicates that residential land uses are the largest category within the Village of Williamsville at 39.49%.

FIGURE 4.5
Land Use Distribution Minus Agricultural Uses

	Square Feet	Acres	% of Total Acres
Commercial	419,485	9.63	2.04
Communication/Utility	1,456,288	33.43	7.08
Community Facility	2,600,161	59.69	12.65
Heavy Commercial/Industrial	977,523	22.44	4.75
Office/Service	143,283	3.29	0.70
Park/Open Space	4,473,779	102.70	21.76
Vacant	2,372,751	54.47	11.54
Residential	8,119,344	186.39	39.49
TOTAL	20,562,614	472.05	--------

Source: Sangamon County GIS, SSCRPC
Note: Percentages may not sum exactly to 100% because of rounding.

Structures

Figure 4.6 identifies the number of structures built by year within the Village of Williamsville. Since 1940, the decade with the largest number of housing units constructed was the 1990s with 146. The second largest decade for housing unit construction was the 1970s, when 86 housing units were built.

FIGURE 4.6
Total Number of Housing Units by Year

Construction Period	Number of Units
Built 2009	2
Built 2007 to 2008	6
Built 2004 to 2006	21
Built 1999 to 2003	22
Built 1995 to 1998	66
Built 1990 to 1994	64
Built 1980 to 1989	43
Built 1970 to 1979	86
Built 1960 to 1969	62
Built 1950 to 1959	52
Built 1940 to 1949	24
Built 1939 or Earlier	109

Source: 2000 Census, 2000-2009, Village Building Records

For comparison purposes it is useful to consider housing unit development in some context. Figure 4.7, below, compares housing unit development in the Village to both State and County figures. Between 1990 and 2000, Williamsville had a greater percentage increase in housing units than the County or State figures.

FIGURE 4.7
Total Housing Units
1990-2000

Jurisdiction	1990	2000	# Increase	% Change
Illinois	4,506,275	4,885,615	379,340	8.4
Sangamon County	76,873	85,469	8,596	11.2
Williamsville	425	555	130	30.6

Source: 1990, 2000 Census

Williamsville exceeded the State and County rates of change for housing unit development, while also having a lower vacancy rate over the period studied. In 2000, for example, the vacancy rate for Williamsville (4.3%) was lower than both the Sangamon County and Illinois rates, as Figure 4.8, below, shows. It is important to note this rate as changes in the vacancy rate are frequently used to measure a community's stability.

FIGURE 4.8
Housing Unit Vacancy Rates
2000

Jurisdiction	Vacant Units	% Vacant
Illinois	293,836	6.0
Sangamon County	6,737	7.9
Williamsville	24	4.3

Source: 2000 Census

As shown in Figure 4.9, the Village of Williamsville experienced a larger annual growth rate in housing units constructed during the 1990s than from 2000 to 2009. On average, the yearly increase was 3.1% in housing units during the 1990s, compared to just 0.7% from 2000 to 2009.[3]

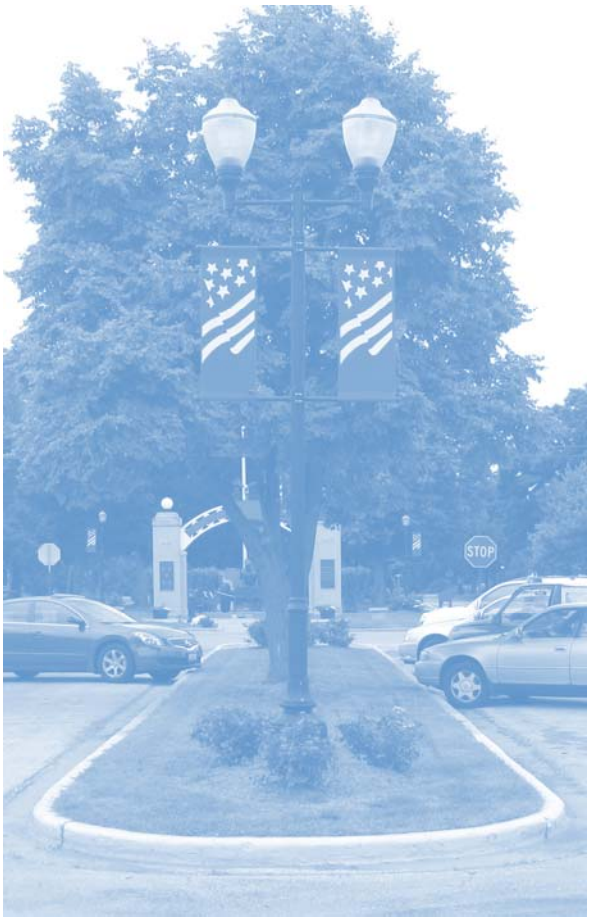
FIGURE 4.9
Housing Units

Year	Total	Increase	% Increase	Average Yearly Increase
1990	425			
2000	555	130	30.6	3.1
2009	589	34	6.1	0.7

Sources: 1990, 2000 Censuses, 2009 estimate based on information supplied by Village for years 2000-2010.

On August 19, 2009, a tornado, estimated to be of F3 severity by the National Weather Service, struck portions of Williamsville. It is unclear what impact the tornado had on construction and on existing buildings in Williamsville, but it is intuitive that this event would have some impact.

[3] Some percentages above were rounded, e.g., 3.06% up to 3.1% and 0.67% up to 0.7%.



Section 5.0: Utilities and Infrastructure

Utilities

Public Sewer

Sanitary sewer can be a major determinant of where and to what extent a municipality encourages or controls growth within its jurisdictional boundaries. The Village owns and maintains the sanitary sewer system which efficiently and cost-effectively treats Williamsville's sewage. The sewer plant has a design capacity of 470,000 gallons per day (GPD). The Village uses approximately 50% of the system's capacity, translating into about 235,000 GPD. During heavy rains, the system uses substantially more of its capacity.

The Village of Williamsville has development opportunities and constraints. For purposes of the public sewer and public water portions of the Utilities section, we define the "traditional" residential area as the area approximately bounded by Old Route 66 and Lester Road to the north, Williamsville High School to the south, Carter Street to the east, and Old Route 66 to the west (See Figure 5.1, below). In this portion of Williamsville, the sewer capacity is adequate. Certain parts of town have older infrastructure, however the Village has taken active steps to ensure its sewers are in working order. After televising all its sanitary sewer lines about two years ago, the Village recently completed a slip lining process in several pipes to mitigate sulfuric acid corrosion. The slip line material lasts approximately 20-50 years. The Village plans to replace several blocks of sanitary sewer in the near future.

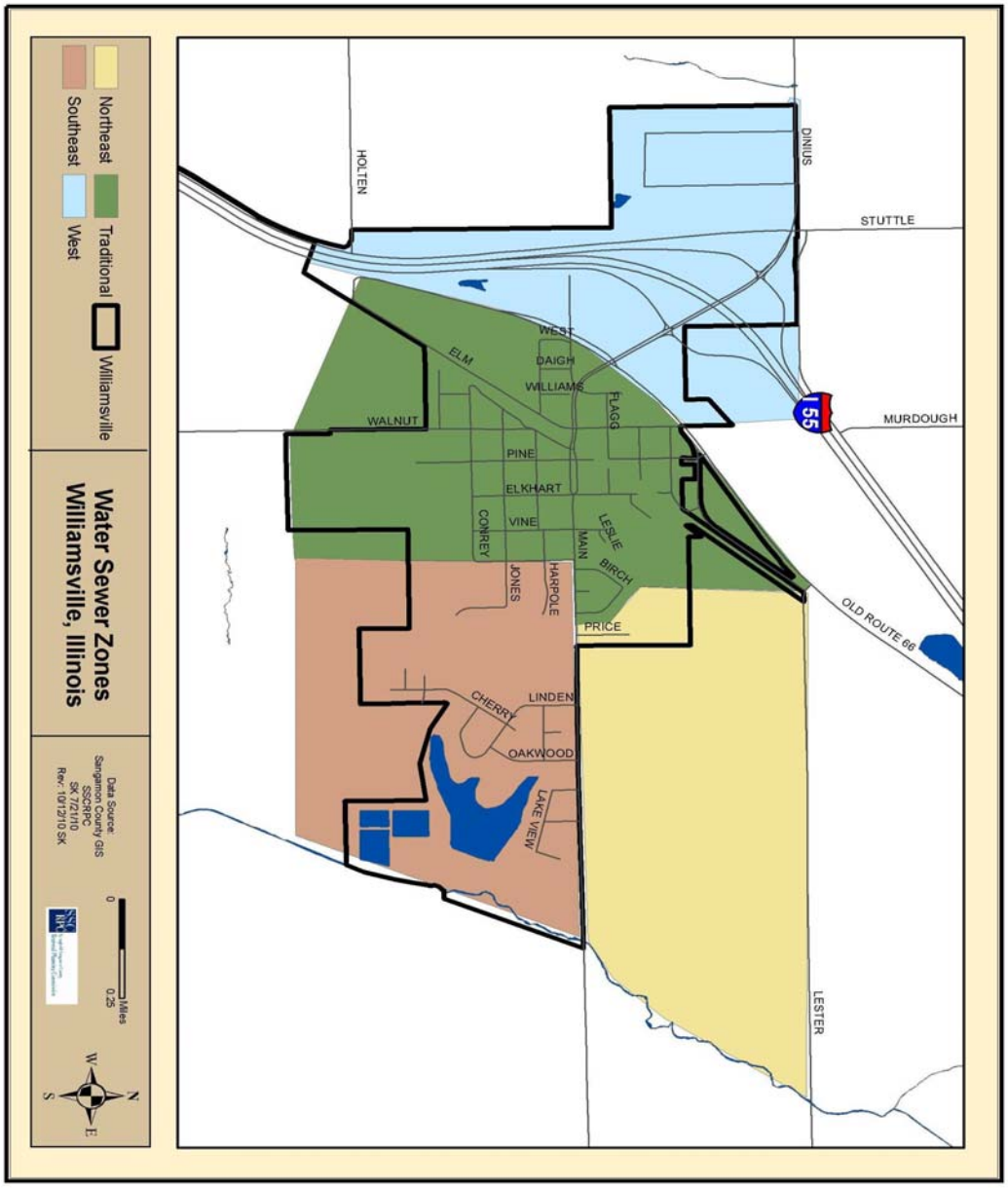
The west side of Williamsville, defined as the area generally west of Old Route 66, has strong opportunities for development. There is an underused sanitary sewer pipe which commercial or industrial users could utilize on the west side of town. There are few constraints to sewer use in this part of the Village.

The southeast portion of Williamsville, generally defined as the area east of the traditional residential section, west of Wolf Creek, and south of Main Street, has continuing opportunities for orderly development based on sewer availability. The sanitary sewer pipes in this area are some of the newest in the Village. Development may be constrained in the area south of the Williamsville fire station without the use of force mains because the topography slopes down then up again rapidly.

The northeast portion of Williamsville, generally defined as the area north of Main Street to Lester Road, west of Wolf Creek, and east of the traditional residential section, has some continuing opportunities for

orderly development based on sewer availability. In this area, the contours of the land could affect where development can locate. North of Main Street, the topography slopes down away from the road and then slopes back up. This could necessitate building force mains to tie sewage into the gravity-fed system, as in the southeast portion of Williamsville.

FIGURE 5.1



Connection to the sewers should be the preferred method of waste disposal over septic tanks or septic fields. The Williamsville Subdivision Ordinance states in Section XI.2.A., "[e]ach property or lot shall connect with a public sanitary sewer system, if accessible."

Public Water

The Village of Williamsville currently provides the Williamsville water service area all of its water needs via an existing contract with the City of Springfield. The contract allows for the municipally owned and maintained Williamsville water system with 1,000,000 gallons of water per day. The water system is supplied through a single 12 inch water main extending across the Sangamon River from the City of Springfield. The water system serves the Village of Williamsville, the Village of Sherman, Knollwood Subdivision and the Viper Coal Mine. The Village of Williamsville and the Village of Sherman can serve areas outside of the Village corporate limits if the service is approved by the City of Springfield.

The Village of Williamsville uses an average of 150,000 gallons of water a day. The average water pressure in town is approximately 50 pounds per square inch (PSI). The Williamsville water system has not yet surpassed the allotted 1,000,000 gallons of water a day; however, the system has come close to exceeding the contracted amount of water.

If the service main extension from the City of Springfield failed or if service was otherwise not provided, the Village of Williamsville water system and its tributary area would rely on the water stored in the two 750,000 gallon water tanks. The water stored within those tanks would only be able to provide 1,500,000 gallons of water, which would only last two to three days before they are empty. Williamsville officials should seek to acquire a second source of water entering the Village in the event that the existing water main would fail. The most logical connection would be an extension of the Athens water system. The new connection would certainly help the water system within the Village of Williamsville, but more importantly it would provide emergency water service if the current water main failed. Serious consideration should be given to upgrading the aging 12 inch existing water service line crossing the Sangamon River. Capacity of this line should be increased to a 15 inch service line to ensure capacity for needs of the entire service area.

As in the case of sanitary sewer service, the Village of Williamsville has development opportunities and constraints in different parts of its jurisdiction. For the public water portion, we continue here to use the same definitions of traditional, west side, northeast, and southeast as discussed in the public sewer section. The traditional residential section of Williamsville has adequate water pressure to supply the average

needs of its users. There are a few vacant parcels that may eventually tap into the system.

The west side of Williamsville has adequate water pressure for current and several future residential and commercial users of the system. Typical office/commercial development should not have major difficulties with adequate water pressure in this part of the municipality. A large industrial user of water, such as a bottling facility or food processing facility, may need to add capacity if it wishes to locate to the west side of Williamsville. This may necessitate the building of a water tower to ensure adequate water capacity and pressure.

The southeast side of Williamsville generally has adequate water pressure. The subdivisions east of Samuel Jones Park and near Williamsville Lake Park such as Parkwood Prairies, Parkwood Estates, and Pinelake Estates have occasional water pressure problems. Thus, future development must provide looped water connections to ensure the Village continues to provide adequate pressure for future residences in this part of town.

Currently, the northeast side of Williamsville is un-developed agricultural land. If and when development does occur here in the future, water must be provided through a looped system of mains. Looped mains help alleviate water pressure problems which may occur as development progresses. If the Viper coal mine has a water line built north of town, the Village may use part of the volume in this line to provide water to future residential development in this area. Similarly, in Sherman occasional water pressure problems occur in areas where looped systems are not present. Future development in both communities must provide looped water mains to maintain acceptable pressure.

Water usage in the Village of Sherman consists mainly of residential use with some mercantile and service oriented businesses. Several new commercial businesses have begun construction or have recently committed to build in Sherman. The commercial businesses are expected to bring additional residential development to the area. Based on these factors, it is expected that the water usage for the Village of Sherman could grow at a rate of 6%-8% per year for the next several years.

The Village of Williamsville could complete a small water tower project if needed within the next twenty-five years. The agreement to provide water between Williamsville, Sherman, and Springfield is set to expire sometime in 2035. The factors discussed should he considered in any new contract negotiations.

Natural Gas and Electric Service

The Village of Williamsville is currently served by Ameren. According to the utility company, and based on current development trends, electric and gas service to Williamsville is adequate. If a large electric or gas user comes online in the future, the Village may need to revisit and/or revise this statement.

Storm Water Management

The Village of Williamsville has a history of storm water management issues. For instance, the 1964 Comprehensive Plan (p. 31) mentioned surface water drainage in the southwestern portion of the Village as being poor. As a part of its future strategy to handle storm water management issues, the Village wants to construct a 42 – 48 inch storm water pipe to alleviate problems in the residential area near the junior-senior high school. This pipe may discharge storm water into Wolf Creek downstream from the wastewater plant.

Simple remedies can greatly help storm water management concerns. Residents can manage storm water on existing lots through best management practices (BMPs) such as rain barrels, bioswales, or rain gardens. Examples and illustrations of these approaches may be found in Appendix C of this plan.

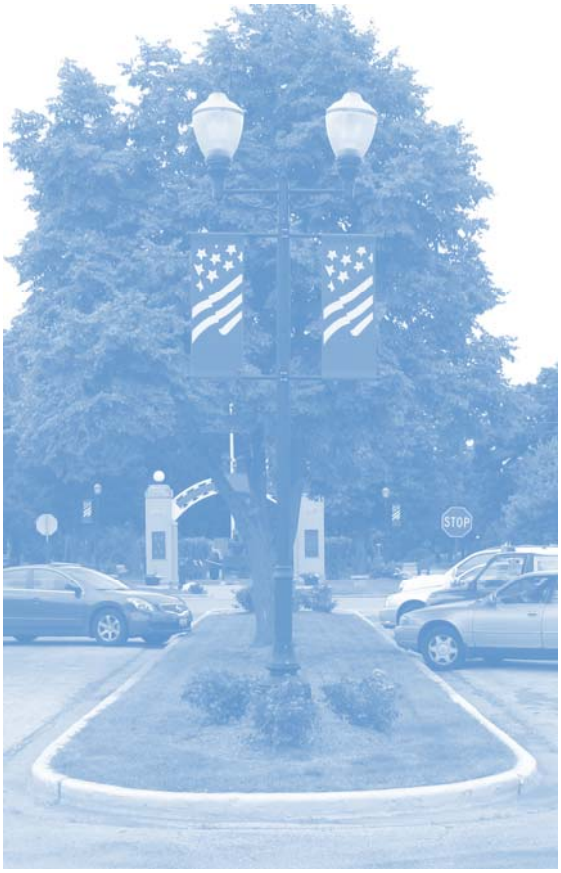
The Village has made strides to improve storm water quality, providing rain barrels at cost to residents. A policy that suggests or requires residents to discharge downspout water onto their yards at an appropriate distance away from foundations rather than onto the street can alleviate some of the storm water problems.

The request that homeowners not discharge downspouts into the sewer system is not new. Indeed, it is almost fifty years old. The 1964 Comprehensive Plan stated on page 44 that “an ordinance should be passed so that all downspouts are disconnected from the sanitary system”.

To combat storm water concerns at the municipal level, the Village of Williamsville could consider the following possibilities:

- Rain barrels program.
- Native plantings for on-site retention/detention basins.
- Watershed planning.
- Green space buffer near creeks and streams.
- Storm water utility fee.
- Infill/re-development of existing parcels.

- Climate appropriate porous pavement.
- Shared parking arrangements.
- Green roofs.



Section 6.0 Transportation

Transportation

A transportation system is a network designed to carry people to different locations. According to the Planner's Dictionary, a transportation system includes "links, services, and facilities" which can be of local, regional, state, or national significance (Davidson & Dolnick, 2004, p. 425). The system includes elements such as: roads, paths and trails, airports, railroads, mass transportation, and waterways.

Some of these elements (for example the Springfield Airport and urban mass transportation,) while important at a regional level, are omitted from the following discussion because they do not have a direct impact on the Village of Williamsville. At the same time, it is important to note that Williamsville may receive indirect benefits from regional amenities such as the airport due to its proximity to Springfield. This section contains information relevant to planning an effective transportation system to serve Williamsville's needs for the next twenty five years.

Roadways

Roadways serve two primary functions. They provide pedestrian and vehicular *access* to land as well as supplying an efficient network to *move* people and traffic to various points such as Williamsville, Springfield, Peoria, or St. Louis (Handy, Paterson, & Butler, 2003). Roads are classified based on their intended function in regards to access and mobility. Here is a brief description of a few major roads in Williamsville, which are represented in Figure 6.1, below.

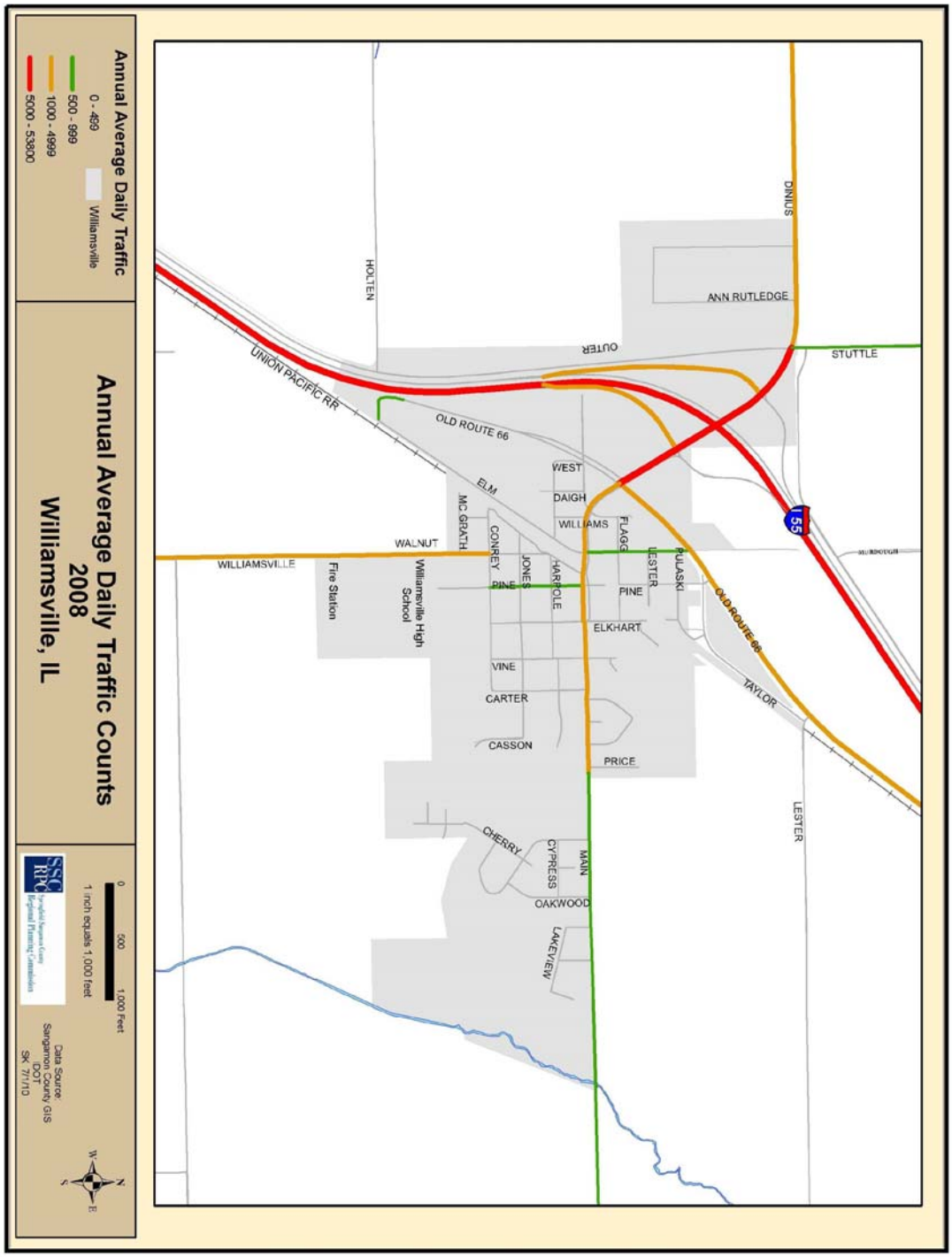
U.S. I-55 is a major arterial located on the west side of Williamsville accessed via an overpass. Traffic counts on I-55 are fairly uniform. Its average annual daily traffic (AADT) count is approximately 30,000 near Williamsville. As a limited-access highway, this road has a posted speed limit of 65 miles per hour.

Main Street is a minor arterial road through Williamsville. It serves as a conduit for the entire community, linking residential and recreational areas on the east side of town with commercial areas downtown and on the west side of town, where it is called Salem Street. Main Street ultimately feeds traffic to I-55, which in-turn connects Williamsville to the region, state, and nation.

Traffic varies somewhat on this street with AADT increasing from around 500 daily to more than 5,000 daily as one travels from east to west

across town. The maximum number of vehicles traveling on this road occurs near its convergence with I-55.

FIGURE 6.1



Williamsville Road/Walnut Street is a minor arterial road both in to and out of Williamsville. This road serves an important purpose by funneling traffic through Sherman, Spaulding, Riverton, and eventually into Springfield. It also provides primary access to important institutions for Williamsville and the surrounding area, such as: Williamsville Junior High School, Williamsville Senior High School, and the Williamsville Fire Protection District station. Traffic is in a constant range on this street; it is entirely in the yellow 1000-5000 AADT category shown on Figure 6.1.

Crash Data

The Illinois Department of Transportation categorizes crashes into five different types. They are as follows in decreasing order of severity:

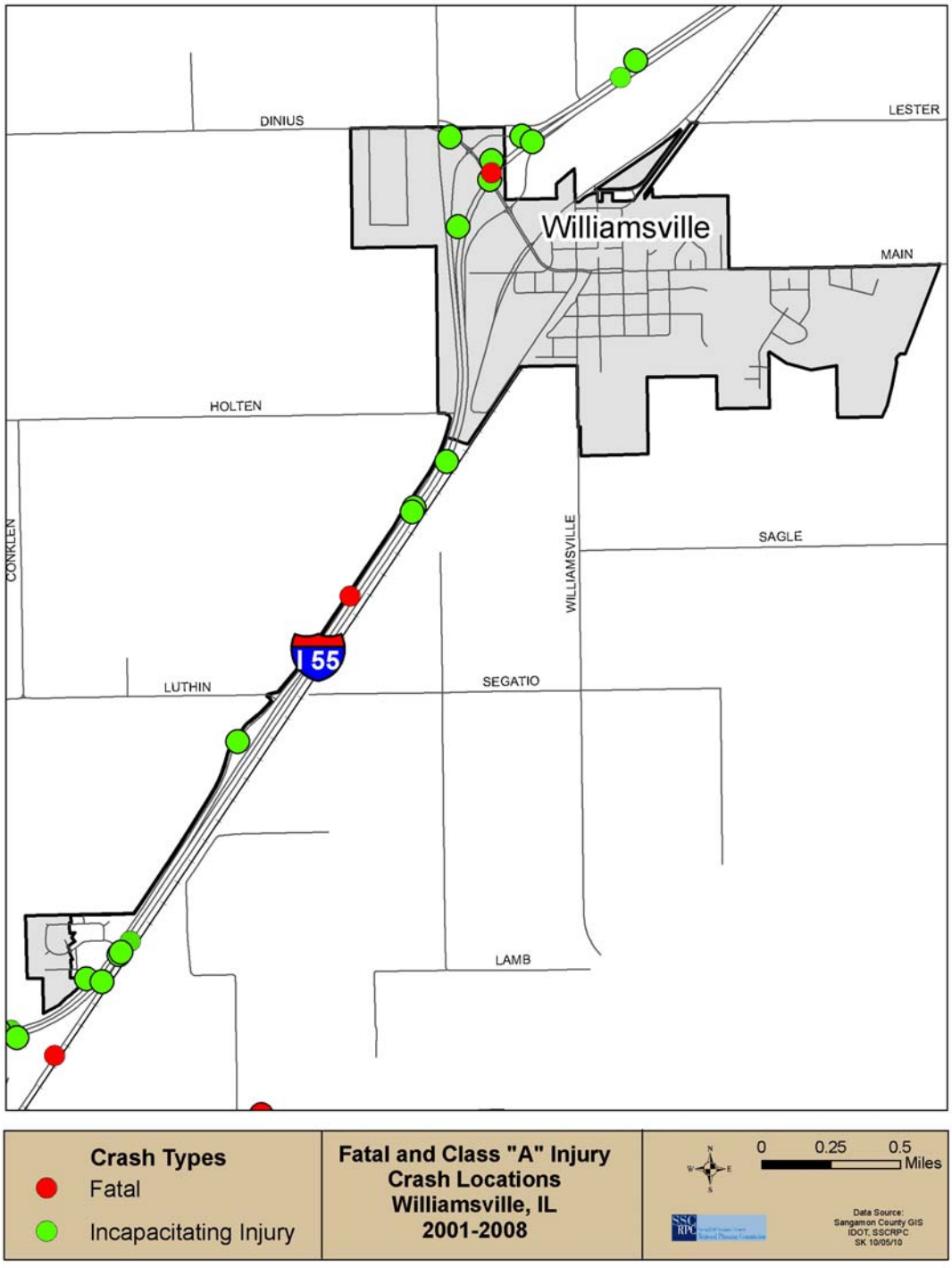
- **Fatal Crash:** A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.
- **"A" Injury** (incapacitating injury): Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.
- **"B" Injury** (nonincapacitating injury): Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.
- **"C" Injury** (possible injury): Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.
- **Property Damage:** A crash in which there were no deaths or injuries, but property damage is in excess of $500.

Of course Fatal and "A" Injury crashes are the two most severe categories. Between the years 2001 and 2008, there were four fatal crashes in the area, which are shown on the map below labeled as Figure 6.2. Of these four crashes, one was within Village limits, occurring on June 26, 2008, near the I-55 interchange with Salem Street.

Three other crashes occurred outside Williamsville's village limits. One occurred along Wolf Road east of Farrand Road in 2003. Two crashes occurred in 2007, one south of Williamsville along the I-55 frontage road, and one along Business Route 55 near its merger with I-55.

Between 2001 and 2008, there were 34 incapacitating injury crashes within 1.5 miles of Village limits. There were five incapacitating injury crashes between 2001 and 2008 within Village limits. Of these, four occurred near the I-55 interchange and one occurred near Knollwood Subdivision in 2003.

FIGURE 6.2


DINIUS
LESTER
Williamsville
MAIN
HOLTEN
CONKLEN
WILLIAMSVILLE
SAGLE
I 55
LUTHIN
SEGATIO
LAMB
Crash Types
Fatal
Incapacitating Injury
Fatal and Class "A" Injury Crash Locations Williamsville, IL 2001-2008
0 0.25 0.5 Miles
Data Source: Sangamon County GIS IDOT, SSCRPC SK 10/05/10

Pedestrian Connectivity

Pedestrian safety is a concern at both the local and the national levels of government. Crashes are the primary statistic used to track pedestrian and motorist safety. According to the National Highway Traffic Safety Administration (NHTSA), there were 4,378 fatal traffic accidents involving pedestrians nationwide in 2008. This is a 16% decrease compared with the number of pedestrians killed in these accidents ten years earlier in 1998 (5,228). Many pedestrian accidents occur under normal weather conditions and at non-intersection locations (NHTSA, 2008).

To address this trend locally, one possible strategy for the Village is to encourage "complete streets". These are roadways which include some type of path, be it sidewalks, trails, or bicycle lanes, so as to encourage increased pedestrian and bicycle use. Building complete streets is one strategy to increase public safety while also giving people better access to more economical forms of transportation such as biking and walking. An examination of important pedestrian generation areas in Williamsville will help show the importance of complete streets.

One important area for the improvement of pedestrian connectivity in the Village is near the Casey's convenience store at the corner of Salem Street and Old Route 66. The community survey results indicated that 47% of the respondents believed it was un-safe for neighborhood children to walk or bike to the convenience store. This could be an issue as a majority of Williamsville's population lives within ¾ of a mile of the Casey's.

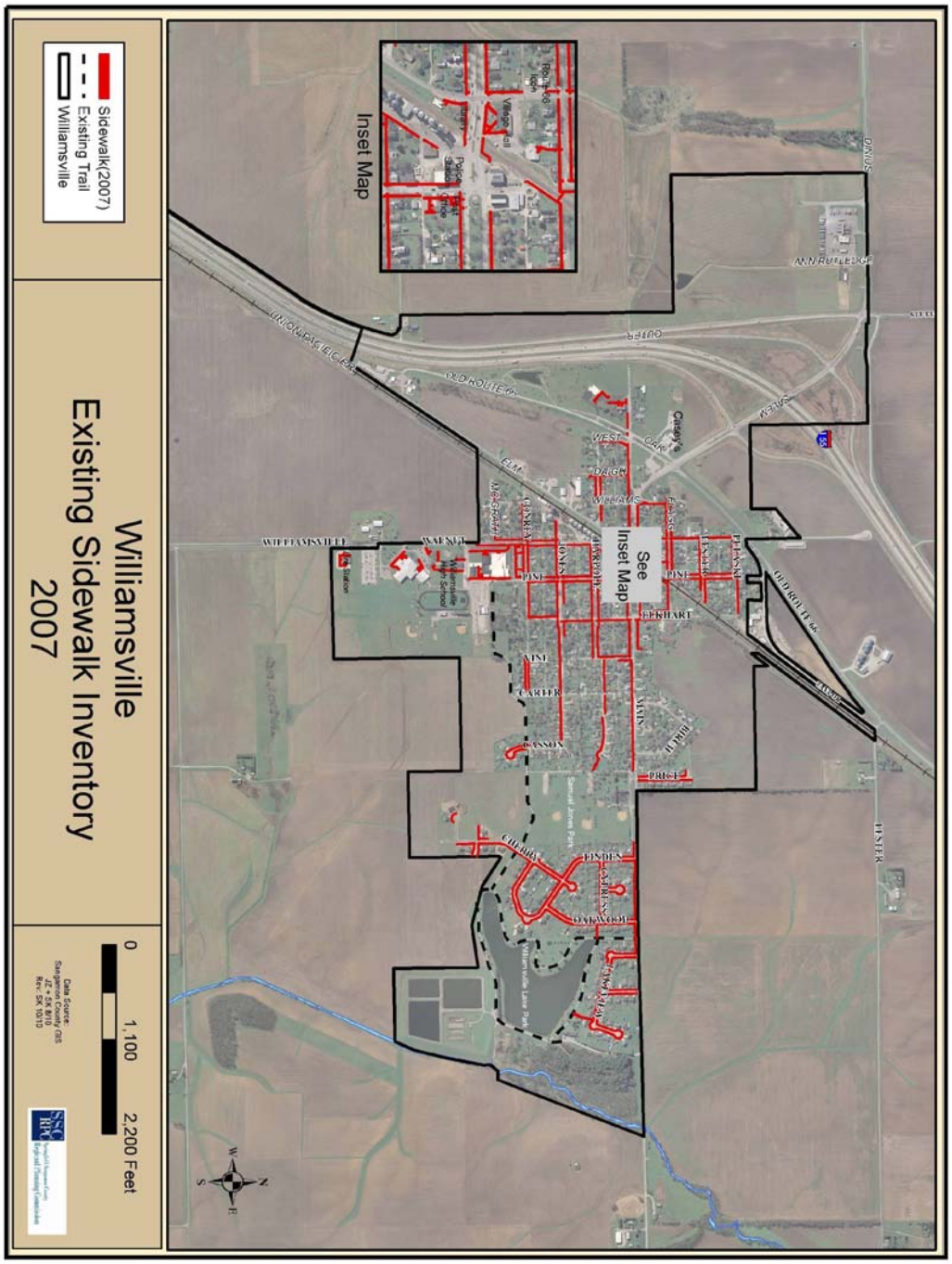
A second important area to improve pedestrian connectivity is near the junior and senior high schools. Constructing a sidewalk along Walnut Street/Williamsville Road or along Pine Street could help improve pedestrian connectivity in this area.

The Village center area near the railroad tracks and Main Street is the third important pedestrian center in Williamsville. It is important to create a pedestrian friendly feel so that more residents and more visitors will want to walk to and in downtown Williamsville. The Village can create this atmosphere through various traffic calming and aesthetic street improvements. Improvements such as bulb outs, raised intersections, or raised crosswalks can help traffic flow more safely for pedestrians. Bicycle racks and bicycle friendly grates can help meet safety and efficiency goals simultaneously. Examples of these approaches are shown in Appendix D of this plan.

Parks are also important pedestrian centers. Parks and open space are frequently the beginning and end points of off-road trails, such as the

Therese McMaster trail beginning near the middle school and the high school and ending near the lake. To promote equitable access to open space for residents throughout Williamsville, a looped network of trails is proposed on the trail plan and the transportation corridor plan on the following pages.

FIGURE 6.3



To incorporate complete streets into subdivision design, simple statements can make great improvements. For example, a statement saying all subdivisions that abut a road shall be required to place a sidewalk along the length of the road adjacent to the subdivision can help strengthen Williamsville's relatively strong sidewalk network, which is shown in Figure 6.3, above.

Williamsville is also making strides to improve its sidewalk system, having bid out at least 2,500 feet of sidewalk construction during the past year.

Trails

The Village of Williamsville has several trails currently inside its municipal boundaries, and a future trail is planned to connect Williamsville and Sherman (See Figure 6.4, below). The Village currently maintains the Therese McMaster Memorial Trail, a three mile gravel bicycle and pedestrian trail that runs from Williamsville Lake Park to Williamsville Junior High School on Pine Street.

The Village has approximately one-quarter mile of trails around Route 66 Park along Old Route 66 Drive on the southwest side of town. This park features plantings initially maintained by Williamsville Junior High School eighth graders in 2000.

The Route 66 bicycle trail is part of a coordinated plan to use various parts of the Old Route 66 roadway that still exist and a variety of bicycle paths to create one continuous bicycle trail through the state from Collinsville to Chicago. One purpose of this trail is to promote bicycle tourism.

In Williamsville, the trail concept plan calls for an alignment that runs south on Dana Road, then west on Main and Salem Streets before turning south on Outer Road just east of the truck stop. The plan also denotes a shortcut for advanced bicycle riders along Old Route 66 from the Logan County line south to Salem Street. This shortcut then turns west on Salem Street before turning south on Outer Road toward Sherman (Illinois Department of Natural Resources [IDNR], 2010).

Currently, the Route 66 Bike Trail is not signed within the Village. In order to promote the bike route, the Village of Williamsville may want to sign the route to increase its visibility after assessing possible risk factors in constructing the signs. The risk factors stem from a court case, *Boub v. Wayne Township*, argued before the Illinois Supreme Court in 1998. The Route 66 concept plan states local governments receive immunity for "injuries suffered by cyclists due to road condition," (IDNR, 2010, p. 44) However, it also states "this immunity vanishes for roads designated with bicycle-specific features such as signage or bike lane markings," (IDNR, 2010, p. 44).

To promote the benefits of bicycle signage, the plan also notes that two insurers did not foresee insurance premium increases from adding ten miles of off-road bike paths, on-road bike lanes, or signed bike routes provided the insurers were consulted to ensure proper engineering design standards were met.

In the future, the Route 66 concept plan calls for the trail to follow the planned Sherman to Williamsville bicycle trail. One challenge this may cause is how to safely cross bicyclists and pedestrian users across the Route 66 trail over the Union Pacific railroad tracks to the planned trail.

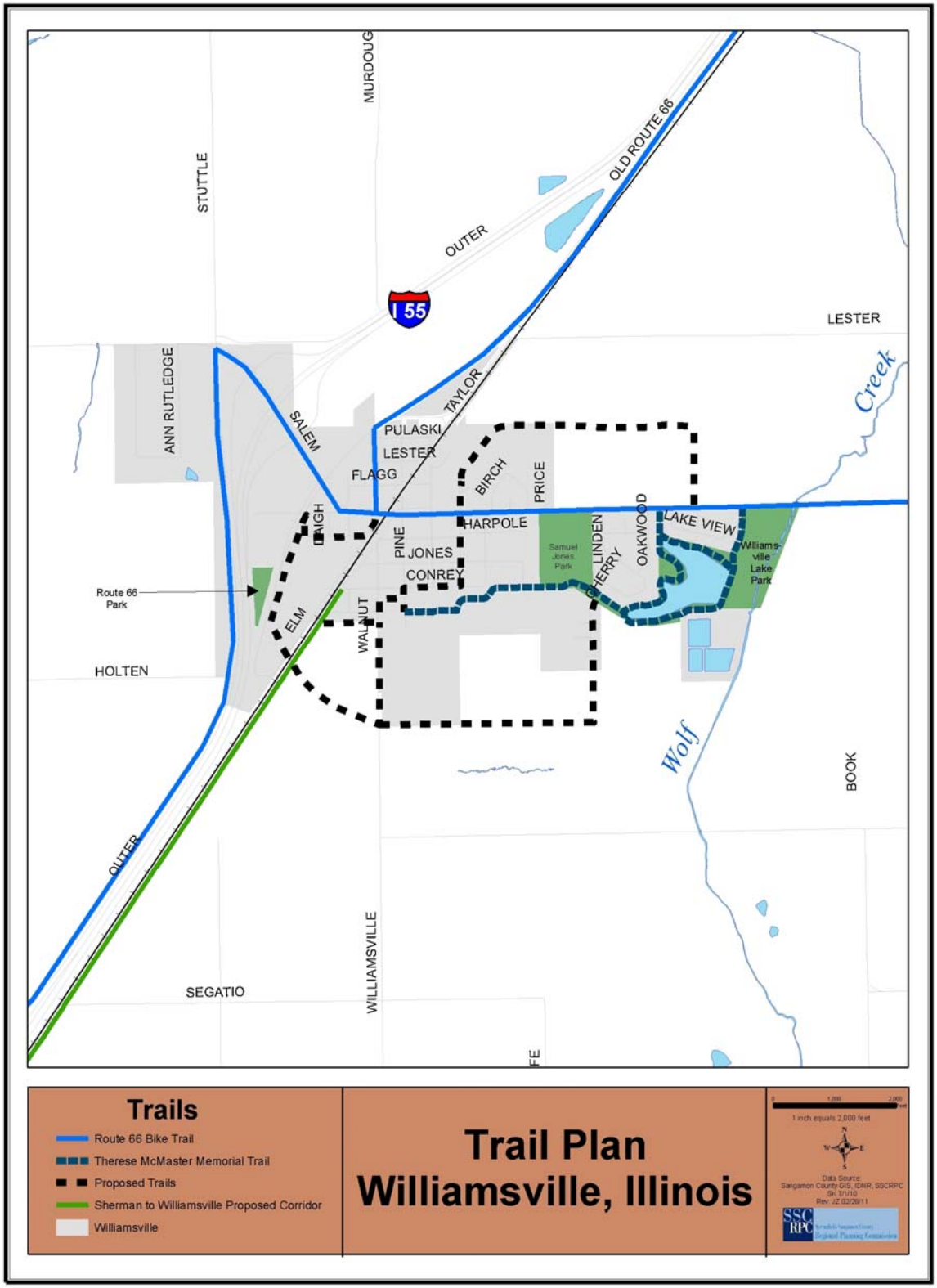
As noted previously, the Village is working to construct a bicycle trail between Sherman and Williamsville. It was proposed in the 1999 Williamsville Comprehensive Plan based upon the Springfield-Sangamon County Greenways Plan. This trail will follow an Ameren-CILCO easement east of the railroad tracks from approximately Conrey Street in Williamsville to Andrew Road near Sherman. The trail may be connected eventually with a trail into Logan County and the Springfield trail network, which would provide a bicycle trail corridor through multiple counties.

To enhance Williamsville's bicycle network, several future paths are proposed on the trail plan shown in Figure 6.4, above. To construct the proposed trails, the Village should consider using an off-road path. This path could run parallel to the roadway within the right-of-way of the proposed streets.

As an alternative, an on-road six-foot wide bicycle lane could be constructed and signed. If this option is pursued, usage would be more limited than the off-road path. The proposed trail system would provide a circuit around all of Williamsville, giving future residents better access to its parks, recreational areas, schools, community facilities, and other significant destinations. A portion of the proposed bicycle trail uses existing streets within the Village. This on-street portion of the path could be signed in a cost-effective manner. As with the Route 66 trail, the Village may want to sign the proposed routes after assessing possible risk factors.

Attractive signage can help users of the proposed trails within Williamsville in several ways. Attractive signs on proposed bicycle routes can direct local riders safely through the community on low automobile traffic roads. Also, attractive signs can create a unique theme and enhance the community's sense of place. Signage is discussed further in the economic development section of this plan. The Village may wish to construct way-finding signage for bicyclists if the proposed trail network is adopted in the future. Readers should review the Implementation section of this plan for an initiative related to this concept.

FIGURE 6.4


MURDOUG
STUTTLE
OLD ROUTE 66
OUTER
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LESTER
ANN RUTLEDGE
SALEM
TAYLOR
PULASKI
LESTER
FLAGG
BIRCH
PRICE
HARPOLE
LAKE VIEW
LINDEN
CHERRY
OAKWOOD
Samuel Jones Park
Williams-ville Lake Park
PINE
JONES
CONREY
Route 66 Park
ELM
WALNUT
HOLTEN
Creek
Wolf
BOOK
OUTER
WILLIAMSVILLE
SEGATIO
Trails
Route 66 Bike Trail
Therese McMaster Memorial Trail
Proposed Trails
Sherman to Williamsville Proposed Corridor
Williamsville
Trail Plan
Williamsville, Illinois
1 inch equals 2,000 feet
Data Source:
Sangamon County GIS, IDNR, SSCRPC
SSC RPC

The following funding sources are available to help construct trails or other improvements:

- The **Illinois Transportation Enhancement Program (ITEP)** provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Sponsors may receive up to 80 percent reimbursement for project costs. The remaining 20 percent is the responsibility of the project sponsor. A project must qualify in one of the twelve eligible categories listed in the ITEP Guidelines Manual and it must relate to surface transportation to be eligible for funding. It is also important to note that ITEP funds cannot be used as a match to, or in combination with, Safe Routes to School Program funds. Projects can be funded that compliment or extend a project under Safe Routes to School Program, however. Certain streetscape projects would be eligible for funding in this program. However, building facades and awnings in downtown communities that have no direct link to transportation are not eligible.

- The **Illinois Bicycle Path Program** was created in 1990 to assist eligible units of government in acquiring, constructing, and rehabilitating non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. Financial assistance is up to 50% of the approved project cost. Maximum grant awards for development projects are limited to $200,000 per annual request. All grant applications must be sent to the Illinois Department of Natural Resources (IDNR). These funds cannot be used to create a looped trail system within a single parcel or park site.

- **Safe Routes to Schools (SRTS)** is a federal program that funds projects and programs that enable, encourage and make safe walking and bicycling to school. Project sponsors, generally school districts, can have 100% of certain funds reimbursed. If future funds are available and the local school district is a willing participant, the Village could use SRTS to fund certain road improvement project designs, such as chicanes or bulb-outs, if they are within two miles of a K-8 school. It is currently prohibited to use SRTS funds for improvements to high schools. The rules could change if Congress authorizes high schools to be included in SRTS when it passes the next transportation bill.

- The **Recreational Trails Program (RTP)** funds a variety of motorized and non-motorized trail projects. This program is 80% federal funding with a 20% local match. The maximum award grant is $200,000 per application for non-motorized development projects. There is no set maximum grant award amount for acquisition or motorized projects. This program could fund an unpaved trail.

- The **National Scenic Byways** program could help fund certain marketing, byways, safety improvements, or interpretative information if the Village was willing to make improvements related to old Route 66, a National Scenic Byway. The program is structured as a grant with 80% federal funding and a 20% local match.

Transportation Corridor Plan

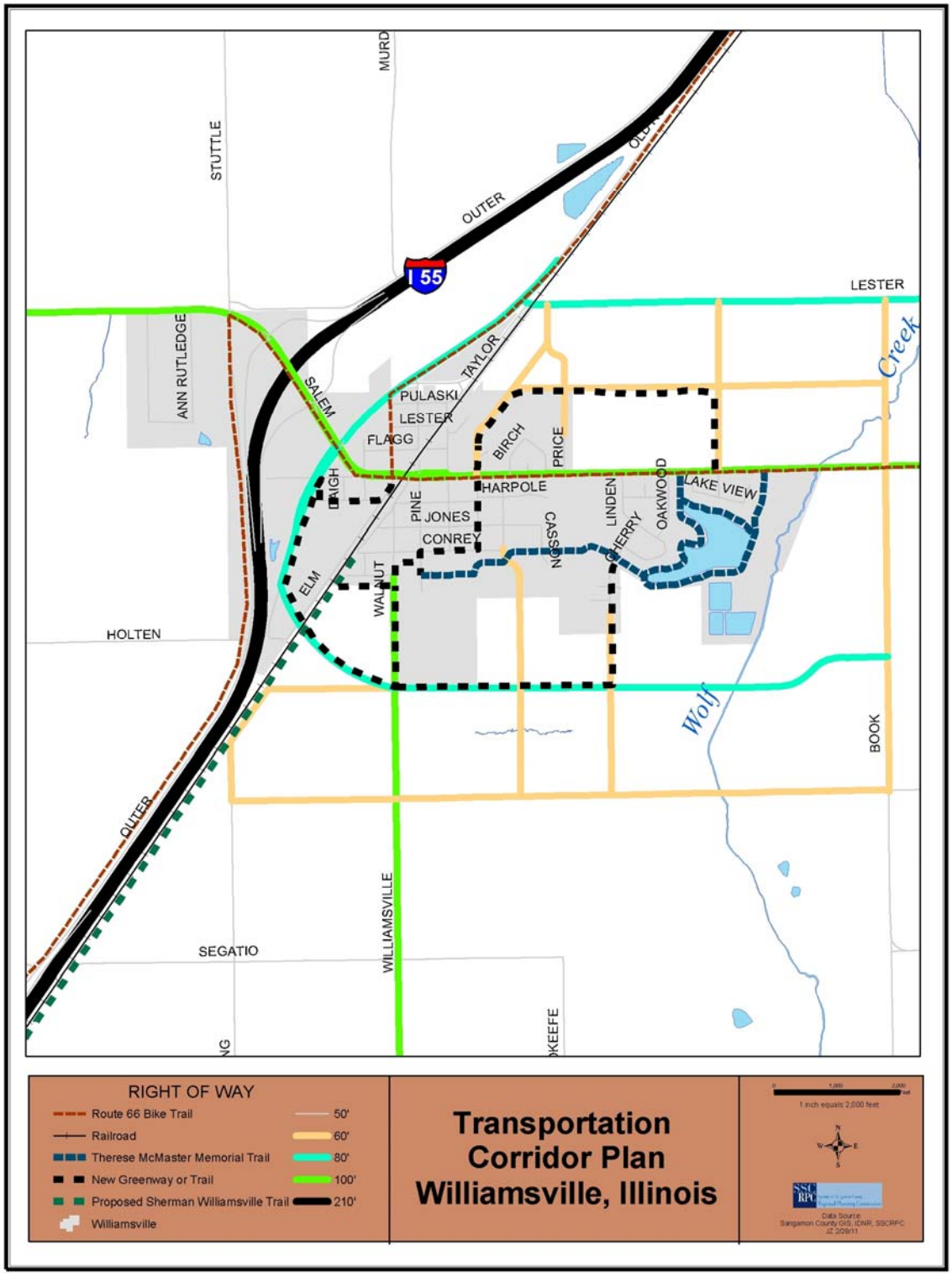
The overarching goal of a transportation corridor plan is to move traffic – both vehicular and non-vehicular – around and through the community in the most efficient, effective, and safe manner possible. This means that a transportation corridor plan should provide an excellent network for non-motorized traffic, such as pedestrians or bicyclists, as well as cars and trucks. Many transportation corridor systems include four types of streets. *Major* and *minor arterial* streets are designed to primarily carry traffic through town in the most efficient manner. *Collector streets* are designed to convey traffic from arterial streets to *local streets* and from local streets to arterial streets.

A recommended transportation corridor plan is included as Figure 6.5. Figure 6.6 shows the location of proposed and existing streets within the recommended transportation corridor plan.

The transportation corridor plan breaks down the existing and proposed street network according to recommended right-of-way (ROW) widths for each of the following categories:

Road Classification	Right-Of-Way Width	Description
Major Arterial	120'-210'	Called a *Thoroughfare* in the Village of Williamsville Subdivision Ordinance - A street designed to carry large volumes of traffic providing efficient travel from one point to another where access is controlled.
Minor Arterial	80' – 100'	A street designed to handle moderate volumes of traffic where access to some traffic generators is allowed. Minor arterials provide connections to major arterials and local destinations from collectors and local streets. Sidewalks and bike lanes are allowed on these streets.
Collector Street	60'	A street that connects to an arterial road that provides circulation within and between neighborhoods. Collectors are intended for collecting trips from local streets and distributing them to an arterial street. Sidewalks and bike lanes are allowed on these streets.
Local Street	50'	A street connecting areas within a neighborhood that is designed for short trips at low speeds and providing access to parcels. Sidewalks and bike lanes are allowed on these roads.

FIGURE 6.5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SALEM
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PULASKI
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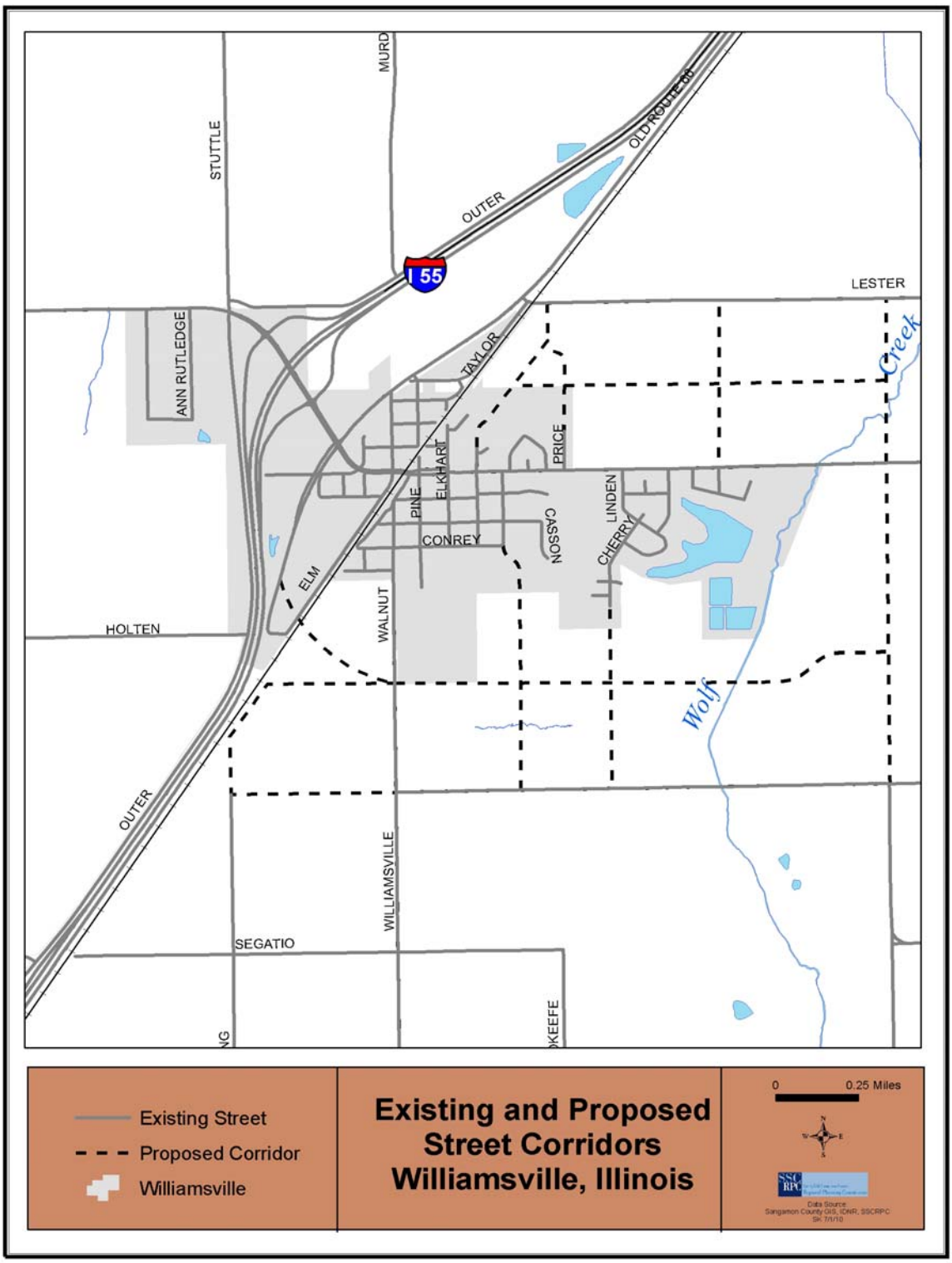
FLAGG
BIRCH
PRICE
HARPOLE
LAKE VIEW
PINE
JONES
CONREY
CASSON
LINDEN
CHERRY
OAKWOOD
ELM
WALNUT
HOLTEN
Creek
Wolf
BOOK
OUTER
WILLIAMSVILLE
SEGATIO
RIGHT OF WAY
Route 66 Bike Trail
Railroad
Therese McMaster Memorial Trail
New Greenway or Trail
Proposed Sherman Williamsville Trail
Williamsville
50'
60'
80'
100'
210'
Transportation Corridor Plan
Williamsville, Illinois
1 inch equals 2,000 feet

FIGURE 6.6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ANN RUTLEDGE
TAYLOR
Creek
PRICE
ELKHART
PINE
CONREY
CASSON
LINDEN
CHERRY
ELM
WALNUT
HOLTEN
Wolf
OUTER
WILLIAMSVILLE
SEGATIO
Existing Street
Proposed Corridor
Williamsville
Existing and Proposed Street Corridors Williamsville, Illinois
0
0.25 Miles

It is important to have a collector road to link the newest subdivisions in Williamsville from Main Street on the north to the proposed east-west arterial and collector streets on the south. The most logical place for this collector is Cherry Circle. We identify Cherry Circle as a collector because it is the only major north-south street connecting two major east-west streets. The Village has taken steps to plan for this road by collecting 60' of right-of-way from recent subdivisions.

A brief list of funding sources for potential road improvement projects is presented in Appendix E of this plan.

Other Transportation Options

Because of its rural location, transportation options for Williamsville residents may be limited to modes such as carpooling, bicycles, or walking. Carpooling is an immediate option.

According to the 2010 Williamsville community survey, about 77% of Williamsville's residents drive their own cars to work. In the 2000 Census, 600 of 715 respondents over the age of sixteen (84%) in the response sample stated they drove alone to work. Almost 64% of Williamsville's residents stated they changed their driving habits in response to increases in the price of gas. According to the community survey results, approximately 30% of Williamsville residents would consider a carpool.

To additionally assist with transportation, at the time of this plan's development the Sangamon County Board is working toward the development and implementation of a rural transit system. In the future, this system could provide demand-response transit service, potentially using small buses or vans, to Williamsville residents as well as people living in the rural area outside of the Village. Rides will be available by making a reservation with service to all areas of the county including into Springfield.

Proposed High Speed Rail (HSR)

Since Illinois' current plans for high speed passenger rail (HSR) development uses the existing Union Pacific rail line from St. Louis to Chicago, the fact that the Union Pacific railroad line bisects Williamsville from the southwest, involving at-grade crossings at Main Street, Conrey Street and Lester Road, significantly affects the development of Williamsville and complicates its transportation planning. As it is anticipated that this rail line will also see additional freight train traffic, the problem for the Village is exacerbated and is of note.

In addressing this challenge, the Village and its various stakeholders must consider:

- The number and length of trains that will run through the community, as these variables affect the frequency and duration of travel delays;
- The effect that rail generated delays may have on first responders, as these delays potentially reduce public safety;
- The safety of motor vehicle, bicycle and pedestrian movement across the tracks in light of additional train frequency, speed and length; and
- The effect that additional travel delays will have on resident and commercial travel patterns.

Coming to terms with these matters is particularly important during the term of this plan, because during the period under consideration it is possible that the proposed high speed passenger rail service will be developed. Construction of a high speed rail line and the additional tracks necessary to support it is anticipated to increase both the number and velocity of trains traveling daily through Williamsville.

A high speed passenger line in conjunction with additional freight traffic will introduce new logistic, safety and equity challenges for the Village. The increase in freight train traffic is particularly problematic as it would most likely result in longer train lengths than at present, blocking at-grade crossings for longer periods of time.

To respond to this challenge, alternate scenarios are possible.

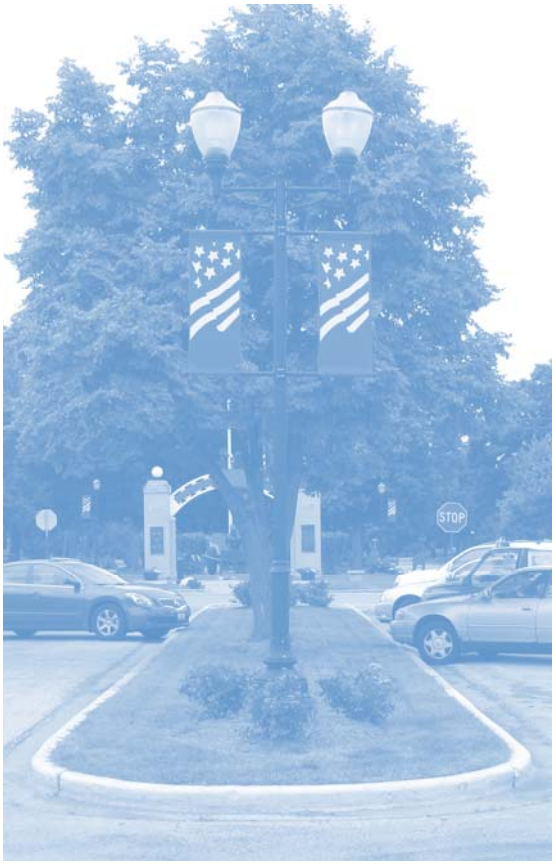
First, the existing Main Street at-grade crossing could remain, but this would likely generate public safety and traffic movement issues. To a great extent the viability of the existing at-grade crossing will be dependent upon the number, length and speed of the trains using the line following rail improvements, and the level of comfort that residents of the Village have for additional personal travel delays and public safety risks.

Alternately, an overpass or underpass could be constructed to the south of the present Main Street crossing. This new access point, not blocked by the rail line, could be constructed to extend Old Route 66 across the tracks, intersecting Williamsville Road near the fire station. This alternative will be discussed further in the Economic Development section of this plan.

A third alternative, construction of the new over/underpass to the south while leaving the Main Street crossing in place, might also be considered, however the construction of the over/underpass would most likely lead to efforts at the State level to recommend the closure of the existing at-grade crossing.

Also, and to ensure equitable access for residents on the west side of the Village to Samuel Jones Park, Williamsville Lake Park, the Therese McMaster Memorial Trail, the Route 66 Trail and the Sherman-Williamsville Trail, it would be prudent to investigate the need and feasibility of upgrading the pedestrian connections across the railroad tracks after, or preferably during, construction of any high speed rail line. If this is not possible, pedestrian and bicycle traffic may need to be routed over the railroad tracks if the proposed over/underpass is built.

In short, the proposed high speed rail project complicates the planning process for the Village, requiring that it consider its options as the high speed rail plan develops and better information becomes available concerning train numbers and lengths.



Section 7.0: Economic Development

Economic Development

Economic development involves efforts designed to improve the financial well-being and quality-of-life of a community through the expansion, attraction, creation and retention of business activity. These efforts are intended to create new employment opportunities in the community, but also to sustain and increase the community's tax base. Efforts to increase the economic base of a community are important because the generation of new wealth and business opportunity provides the public resources most often needed to implement the community's long-range plans. This being the case, economic development planning often includes policies and programs that governments use to achieve economic objectives by providing the vital infrastructure and services that improve or retain a community's competitive position while maintaining the necessary balance for substantial and sustained growth.

In developing plans for future growth it is important to consider significant factors encouraging and retarding growth, the current market presence of the community, the potential the market holds for business retention, expansion and attraction, and any special challenges and opportunities foreseen.

Supporting Infrastructure

Consumers, producers and suppliers all need physical access to the marketplace and the utilities necessary for both residential and commercial activities. For this reason the availability of supporting infrastructure is critical to long-term success. Minimally this infrastructure includes roads and highways, necessary provision of water and sewer, and access to electricity and telecommunication services.

The Village of Williamsville has adequate expressway access with I-55 running on the western edge of the Village and on/off ramps that allow for quick and efficient travel. The majority of the businesses in Williamsville are located along Main Street.

Workforce Availability

The U.S. Bureau of the Census estimates the 2009 population of Williamsville (the most current Census estimate) as 1,387. This is down marginally, 3.6%, from the 2000 population count of 1,439 and could be accounted for by estimate margin of error. But population and resident age is relevant to assessing local development capacity.

In the 2000 population count, the Bureau of the Census found that 744 residents, or 69.4% of the Village's population 16 years-of-age or older, were in the labor force. This 744 accounted for 51.7% of total population. If that percentage were maintained in 2009, one would estimate that 717 Williamsville residents are currently in the labor force. As a point of comparison, in 2010, the Environmental Systems Research Institute (ESRI) estimated that Williamsville contains 48 businesses which employ a total of 370 people.

If this number is marginally comparable to the 2009 results, approximately 347 Williamsville residents, or about 48.4% of the local labor force, work outside of the Village. This would not take into account residents who hold part-time jobs both within and outside the Village. This differential would indicate that sufficient labor capacity exists within the Village to support some additional growth if jobs comparable to those being found outside the community were developed within it.

This labor availability is important as total population growth has been steady but slight. Between 1990 and 2000 the annual rate of population growth in the Village was 1.59%. ESRI estimates a 2000 to 2010 growth rate of 0.4%, and a 2010 to 2015 rate of 0.32%. Adjacent population may be called upon to fill employment niches in a community, but population growth on the periphery of the Village (within a 2 mile radius of the Village center, which would largely include the Village's extra-territorial jurisdiction) is also low, with ESRI estimating a 0.2% annual rate of growth between 2010 and 2015.

Business Establishments

The three main business sectors in the Village are transportation, retail trade and miscellaneous services. Based upon ESRI data, transportation and warehousing services make up 10.4% of all businesses and employ 106 people. Two businesses in the Village under this category include Culver Fancy Prairie Coop and Brandt Consolidated. Retail trade businesses make up 14.6% of all businesses with 76 employees. It is notable that a significant number of the enterprises under this category are small, home-based ones, most often operated by a single entrepreneur. This category includes gas stations which employ 12 people, and eating and drinking places which employ 64. Some of the businesses in Williamsville under this category include Bella Trattoria, Caldwell Woodworks, Casey's General Store, Love's Country Store & Truck Stop, Smith Hardwood Products, Patterson Brothers Oil & Gas, McDonald's and Huddle House. Miscellaneous services make up the largest segment, accounting for 31.3% of all enterprises and include 129 employees. This category includes education and libraries which employ 75 workers or 58.2% of employees in this category.

Aside from private enterprises, Williamsville has a number of public sector entities which provide services for the Village. For example, the Williamsville Community Center is located on Main Street in the heart of the Village. The

Center serves as a place for community forums and can be reserved for use by interest groups, organizations, and agencies. The Center contains the offices of the Village Hall, the Village Clerk, the Building and Zoning Department, and the Public Works Department. The Water and Sewer Department is also located in the Center and not only serves the water and sewer needs of Williamsville's residents but also offers branch and leaf pick-up for the community.

The Williamsville Public Library and Williamsville Village Garage are located on Elm Street. The Village also contains two entities that provide public safety. The Williamsville Police Department is located on Walnut Street, and the Williamsville Volunteer Fire Department is located south of Williamsville's business district on Williamsville Road.

Business Revenue

The current state of revenue generating business activity can be partially assessed from sales tax data.

The sales and related taxes disbursed to the Village from 2005 through 2009 are shown in Figure 7.1, to the right.

FIGURE 7.1
Disbursement Information for Sales Taxes
Calendar Years 2005-2009

Year	Municipal Sales Tax	Percent Change from Previous Year
2005	$270,974	N/A
2006	$164,689	- 39%
2007	$230,245	+ 29%
2008	$236,022	+ 3%
2009	$159,142	- 33%

Source: Illinois Department of Revenue

The table reveals that the revenues disbursed to the Village decreased between 2005 and 2006, increased from 2006-2008, and decreased again between 2008 and 2009.

Many factors could have contributed to the decrease between 2005 and 2006. One possibility is the fact that the State of Illinois eliminated the Bio-Fuel Sales Tax which produced extra revenue from gas stations that sold fuel which was considered bio-diesel. The elimination of this tax could have decreased the amount of revenue that Williamsville received from its local gas stations.

The increase between 2006 and 2007 may be due to the fact that Williamsville imposed its own Motor Fuel Tax at $0.01 per gallon in 2007 which produced extra revenue from sales associated with the Village's gas stations. In addition, the increases between 2006 and 2008 may also be attributed to the fact that the State of Illinois and the U.S. in general were experiencing increases in the price of fuel. Therefore, the higher costs of fuel correlated with Williamsville gas stations being able to produce higher sales and revenue for the Village. The decrease between 2008 and 2009 may be due to the fact that certain

businesses were physically and financially affected by tornadoes and severe windstorms in 2009, as well as the national economic downturn.

Figure 7.2

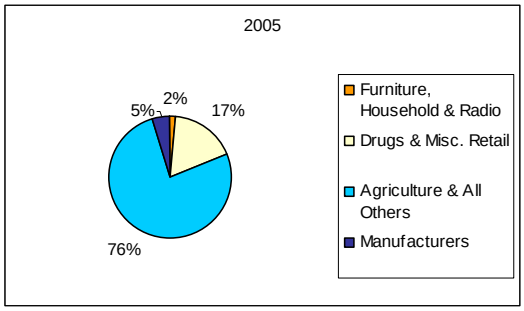


Figure 7.3

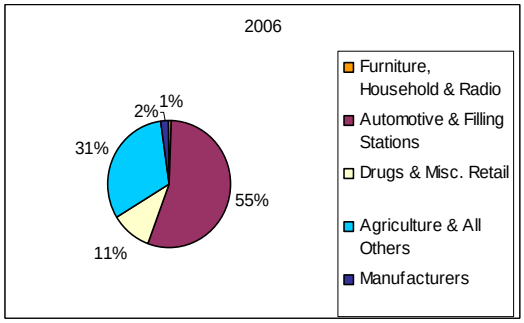


Figure 7.4

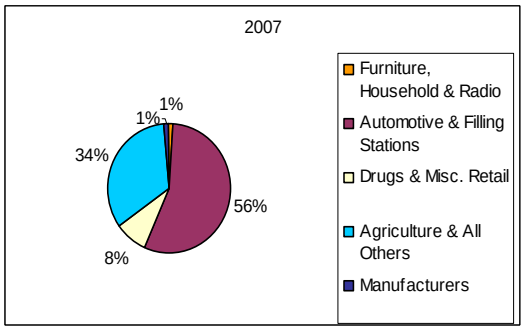


Figure 7.5

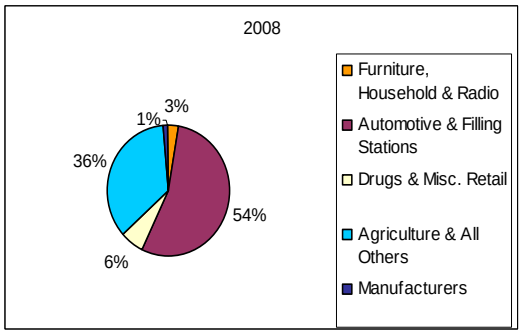
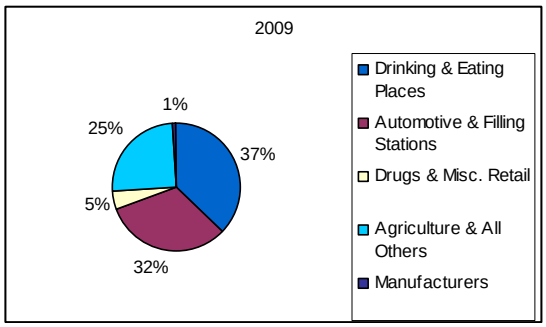


Figure 7.6



Figures 7.2 through 7.6, above, represent the total percentage of Municipal Sales Tax by business category disbursed to Williamsville for each year between 2005 and 2009 as provided by the Illinois Department of Revenue (IDOR). The categories represented in each figure have more than four businesses/taxpayers associated with them. To protect the confidentiality of individual taxpayers, the IDOR does not reveal disbursement data for categories

that have less than four businesses/taxpayers associated with them, therefore, the following categories have sales and related taxes associated with the total disbursements outlined in Figure 7.1, but they are not represented in Figures 7.2 through 7.6: General Merchandise; Food; Drinking & Eating Places (this category gained over four businesses/taxpayers as of 2009); Apparel; Lumber, Building & Hardware; and Automotive & Filling Stations (this category gained over four businesses/taxpayers as of 2006).

The Drinking and Eating Places category represented a large percentage of revenue disbursed to Williamsville in 2009. There is one restaurant establishment located east of I-55 along Main Street, and two restaurants/fast food eateries located on the west side of I-55.

The Automotive and Filling Stations category also had high percentages of revenue disbursed from 2006 to 2009. A gas filling station, Love's Truck Stop, is located in the western part of Williamsville, west of I-55, and serves a regional area for commuters from I-55. This generates additional revenue for the Village.

The Agriculture category represented a high percentage of revenue in 2005 and large percentages between the years 2006 and 2008. The figures identify a steady percentage increase between the years 2006 to 2008 for this category.

Another category that contained reasonable percentages is the Drug and Miscellaneous Retail category.

Five businesses in Williamsville are considered tourist attractions dedicated to the Old Route 66 highway. These sites are used to attract commuters and tourists to the Village which, in turn, increases revenue for Williamsville. The Williamsville Railroad Depot houses the Williamsville Library. The Box Car Historical Museum contains a collection of community memorabilia housed in historic railroad box cars. Die Cast Auto Sales is a 1930s service station with vintage gas pumps and signs. Caldwell Woodworks is a woodworking business located on the Route 66 service station site. Smith Woodworking is another woodworking business which is also located on the Route 66 service station site.

Since 2006, Williamsville has become more dependent on sales tax revenues as a major source of revenue for the Village.

Market Presence and Potential

As the figures above suggest, at present Williamsville largely represents a local retail market not dissimilar from neighborhood retail markets in larger urban areas. Some commercial opportunity exists outside of the local domestic market, centering on commercial opportunities offered by easy access to I-55. But it is relevant to consider the market's larger potential.

A sales void analysis can help identify strengths and weaknesses in the retail market for a community to use for guidance for new business development and to assess additional sales potential for existing businesses. A sales void analysis was conducted for the Village of Williamsville comparing the amount of retail demand (amount of money Village residents are likely to spend, based on their household demographic characteristics) and the portion of those sales being captured by businesses in Williamsville. In other words, the analysis shows how much Village residents are spending on goods and services at businesses located in Williamsville (supply) and how much they are spending outside of Williamsville (demand). Figure 7.7, below, describes the sales void analysis for the Village of Williamsville based upon ESRI data.

FIGURE 7.7
Williamsville Sales Void Analysis

NAICS	Industry Group	Supply	Demand	Void
441	Motor Vehicle & Parts Dealers	$0	$2,709,370	-$2,709,370
442	Furniture & Home Furnishings Stores	$0	$269,737	-$269,737
443	Electronics & Appliance Stores	$0	$282,915	-$282,915
444	Bldg Materials, Garden Equip. & Supply Stores	$171,392	$477,051	-$305,659
445	Food & Beverage Stores	$648,158	$1,798,856	-$1,150,698
446	Health & Personal Care Stores	$0	$344,767	-$344,767
447	Gasoline Stations	$6,006,424	$1,843,860	$4,162,564
448	Clothing & Clothing Accessories Stores	$0	$450,464	-$450,464
451	Sporting Goods, Hobby, Book, & Music Stores	$0	$160,254	-$160,254
452	General Merchandise Stores	$0	$2,532,559	-$2,532,559
453	Miscellaneous Store Retailers	$63,872	$183,165	-$119,293
454	Nonstore Retailers	$0	$638,766	-$638,766
722	Food Services & Drinking Places	$3,479,695	$2,099,914	$1,379,781
	TOTALS:	$10,369,541	$13,791,678	-$3,422,137

Source: ESRI Business Analyst Online, 2010

Overall one finds that Village residents are spending approximately $3.4 million each year outside of the Village limits. One way to look at this result is that for every dollar Village residents spend to meet their needs, approximately twenty-five cents leaks out of the local economy to surrounding markets.

Figure 7.7 reveals that only two industry categories produced sales surpluses in Williamsville, accounting for $5,542,345 in market demand: gasoline stations and food services/drinking establishments. These two categories represent the businesses that Village residents frequently use locally.

In addition, the sales void analysis identified other categories of businesses that are available in Williamsville but are not frequently used by Village residents: building materials/garden equipment/supply stores (sales void of $305,659); food/beverage stores ($1,150,698); and, miscellaneous retail stores ($119,293).

This sales void analysis would indicate the potential for existing businesses to pick up some portion of $1,575,650 in additional local retail demand if local market needs could be met. The building materials/garden equipment/supply stores category is made up of businesses that mainly serve farm and agricultural needs. In addition, this category includes a lawn service for residents. This shows that there is a market for residents that have farms or are interested in lawn care. Existing retail or general merchandise businesses in Williamsville may benefit from expanding their supplies and products to attract these types of customers.

Conversely, the table shows that the following industry categories represent businesses that Williamsville does not currently have available to its residents: motor vehicle/parts dealers (sales void of $2,709,370); furniture/home furnishings stores ($269,737); electronics/appliance stores ($282,915); health/personal care stores ($344,767); clothing/clothing accessories stores ($450,464); sporting goods/hobby/book/music stores ($160,254); general merchandise stores ($2,532,559); and non-store retailers ($638,766). Since many of these businesses require large showrooms (e.g., furniture/home furnishing stores), expensive inventory (e.g., electronics/appliance stores), or tend to cluster around similar businesses (e.g., clothing/clothing accessory stores), they tend to necessitate larger population bases than the Village currently provides or is likely to provide over the term of this plan.

FIGURE 7.8
2010 Median Household Income and Population
Sangamon County

Community	2010 Median Household Income	2010 Estimated Population
Auburn	$53,468	4,420
Pleasant Plains	$62,298	783
Riverton	$57,037	3,179
Sherman	$79,460	3,636
Williamsville	$65,266	1,466

Source: ESRI Business Analyst Online Forecast, 2010

It is also important to note, however, that Village residents maintain significant consumer potential. As Figure 7.8 indicates, Williamsville ranks second on median household income when compared to four other nearby communities. A majority of Williamsville households remain between the $50,000 and the $100,000 income level.

As noted previously, Williamsville's population in 2000 was 1,439 people and is projected by ESRI to show a 2% increase in population, to 1,466 people, in 2010. By the year 2015, the Village's population is estimated to rise by another 1.1% to 1,482 people, representing relatively stable but slow growth.
The Village does have a reasonably strong and stable residential base. In 1990 there were 449 households within the Village limits. By 2000 this had increased by 82 households; to 531 occupied households. This was a noticeable increase.

ESRI projects 553 households for 2010, with 562 by 2015. The household count in the market area has then changed from 531 in 2000 to 553 in the current year, a change of 0.4% annually. The five-year projection of households – moving to the estimated 562 – would be a change of 0.32% annually from the current year total, representing a slight decline.

Average household size in the Village is currently estimated by ESRI to be 2.65, demonstrating a slight decrease in size from the 2.71 size found in 2000. This decline is consistent with household size trends in the area, state and nation. The current number of families in the market area – which is different from households – is 425.

ESRI estimates that 73.8% of the 592 housing units in the current market area are owner occupied, with 19.6% renter occupied and 6.6% vacant. The rate of change in housing units since 2000 is up 0.63%, with median home value in the market area being $133,059, compared to a median national home value of $157,913. However, ESRI projects that in five years median home value in the market area will increase 2.79% annually to $152,667. This is slightly higher than the estimated 2000 to 2010 median home value increase of 2.66% annually.

Overall this indicates that the Village does have both the number of households and property value to support some additional local retail, but any additional retail will come in a relatively slow growing, neighborhood-like environment. Due to this slower growth, the Village will find itself competing with other nearby communities, such as Sherman, for additional retail business growth. This will especially be the case with the third group of businesses, noted above, which are not currently in Williamsville's business inventory and which require a much larger population base to thrive.

Local tax rates also affect business retention, expansion and attraction, and in this area the Village is competitive. Because all but one of the comparison communities are not home rule municipalities, the Village's tax rates are similar and competitive with other smaller communities within Sangamon County (see Figure 7.9, below). However, there is disparity in the telecommunication tax rates for communities comparable to Williamsville, with only Riverton's being higher.

FIGURE 7.9
Tax Rates for Comparable Communities
Sangamon County

	Auburn	Pleasant Plains	Riverton	Sherman	Williamsville
Sales Tax	6.25%	6.25%	6.25%	6.75%	6.25%
Use and Service Tax	6.25%	6.25%	6.25%	6.25%	6.25%
Telecommuni-cation Tax	7.25%	7%	11%	7%	7.75%

Source: Illinois Department of Revenue, 2010

The amount of taxes disbursed to the Village as provided by the Sangamon County Treasurer's office between the years 2005 and 2009 is represented in Figure 7.10. These numbers represent the total taxes disbursed to the incorporated areas of Williamsville plus interest and minus funds allocated for the TIF district. Also, these numbers do not include the distributions made to the fire protection district or the school district.

FIGURE 7.10
Property Tax Distributions
Village of Williamsville

Year	Total ($)
2005	$95,287
2006	$100,141
2007	$100,751
2008	$104,218
2009	$106,017

Source: Sangamon County Treasurer, 2010

Special Opportunities and Tools

Tax Increment Financing

The Village has established one Tax Increment Financing (TIF) District. TIF districts are a joint investment made by local taxing bodies in blighted and underperforming areas in need of development or redevelopment.

FIGURE 7.11
TIF Distributions
Village of Williamsville

Year	Total ($)
2005	$108,047
2006	$115,166
2007	$119,171
2008	$150,509
2009	$159,813

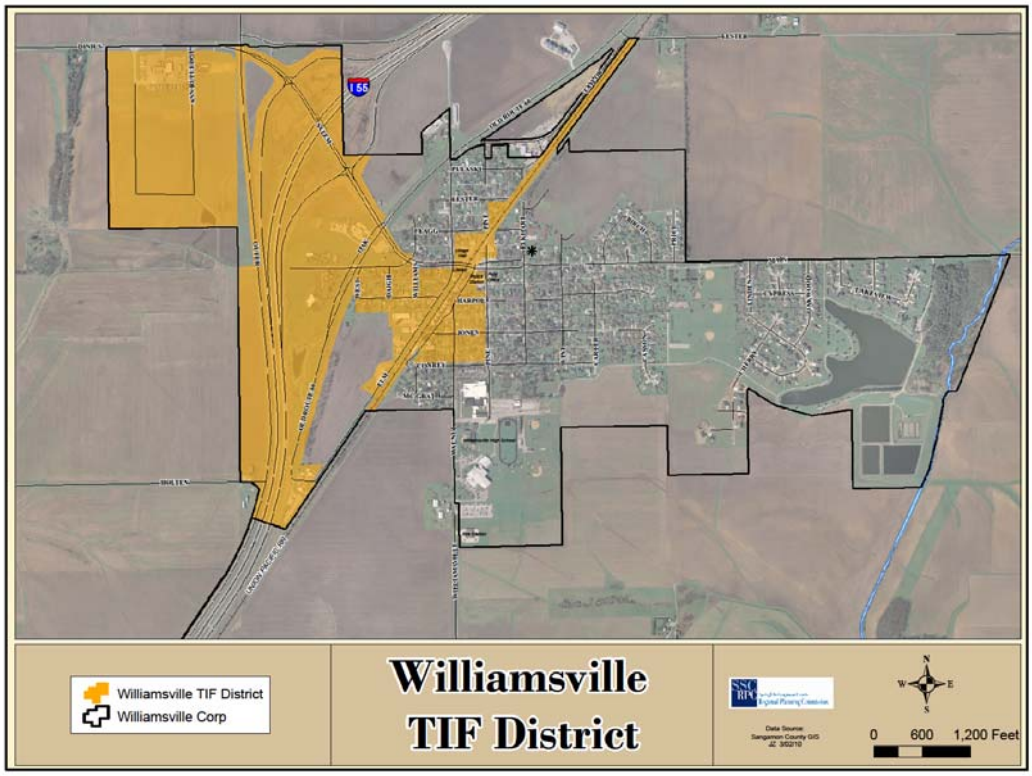
Source: Sangamon County Treasurer, 2010

When a TIF redevelopment project area is created the current assessed value of the property becomes the "base", and the property taxes paid on this base continues to be distributed to the various taxing bodies as it had been. However, any incremental increase in the value of the property over the base and the new tax revenue it generates is allowed to be used by the municipality to improve the area. The total amount of taxes allocated to the TIF district in the Village of Williamsville between 2005 and 2009 are represented by Figure 7.11. The table shows that there has been a steady increase in TIF distributions between those years.

The TIF location is identified in Figure 7.12. This is the first TIF district created within the Village. This TIF was created in 1999 and will expire in 2022. The

TIF agreement allows the Village to approve redevelopment plans and redevelopment projects, and designate redevelopment project areas under the Tax Increment Allocation Redevelopment Act.

Figure 7.12



The map shows that the plotted TIF district involves land located in the western part of Williamsville where there are not many businesses near I-55. The Village can use the opportunity to expand their business district and attract new businesses to the highlighted area. In addition, the district may attract new businesses, such as light industrial offices, due to its easy access to I-55 where there are a large number of commuters.

Interstate Highway Access

The Village has many opportunities or advantages that most small communities do not have. I-55 is a viable tool to use when marketing to light industrial office developments. Those types of developments do not need to be located in a highly visible location and do not need to be located in the heart of a large city. The Village can utilize the amenities that Springfield has to offer when marketing to a light industrial office development.

Education

Williamsville appears to have a quality education system for elementary and high school students. Community Unit School District 15 (CUSD 15) contains Williamsville High School, Williamsville Middle School and Sherman Elementary School of which Williamsville children and teenagers attend. Figure 7.13 shows that in 2009, the Illinois District Report Card reported that Williamsville High School had a graduation rate of 98.9% which was 11.8% higher than the Illinois state average of 87.1%. In addition, Williamsville schools excelled in overall performance of state tests under the Illinois Learning Standards. Figure 7.14 shows that for all state tests District 15 schools posted 87.6% in the 2007-08 school year and 87.8% in the 2008-09 school year. The state's average in overall performance was 74.8% and 75.5% for the 2007-08 and 2008-09 school years, respectively.

FIGURE 7.13
High School Graduation Rate 2009

Community	2009
Auburn	100.0%
Pleasant Plains	100.0%
Riverton	100.0%
Williamsville/Sherman	98.9%
State of Illinois Avg.	87.1%

Source: Illinois District Report Card, 2009

FIGURE 7.14
Overall Performance All State Tests

Community	2007-08	2008-09
Auburn	79.5%	77.8%
Pleasant Plains	86.1%	86.3%
Riverton	75.4%	77.6%
Williamsville/Sherman	87.6%	87.8%
State of Illinois Avg.	74.8%	75.5%

Source: Illinois District Report Card, 2009

The Illinois Standards Achievement Test (ISAT) is administered to students from grade 3 through 8. The Prairie State Achievement Examination (PSAE) is administered to students in grade 11. Compared to other communities, Figure 7.15 shows that District 15 students excelled in ISAT performance from 91.8% in the 2007-08 school year to 93.3% in the 2008-09 school year. These percentages remained higher than the Illinois 2007-08 average performance of 79.1% and 2008-09 performance of 79.8%. Additionally, Figure 7.16 shows that Williamsville grade 11 students achieved overall percentages of 65.6% in 2007-08 and 62.4% in 2008-09 on the PSAE. Although there is a 3.2% drop in those

numbers, Williamsville students' overall performance on the PSAE was higher than the Illinois average of 52.5% in 2007-08 and 53% in 2008-09.

FIGURE 7.15

Overall ISAT Performance

Community	2007-08	2008-09
Auburn	84.5%	82.6%
Pleasant Plains	90.9%	91.0%
Riverton	81.2%	83.7%
Williamsville/Sherman	91.8%	93.3%
State of Illinois Avg.	79.1%	79.8%

Source: Illinois District Report Card, 2009

FIGURE 7.16

Overall PSAE Performance

Community	2007-08	2008-09
Auburn	52.6%	55.0%
Pleasant Plains	63.8%	61.3%
Riverton	46.9%	50.6%
Williamsville/Sherman	65.6%	62.4%
State of Illinois Avg.	52.5%	53.0%

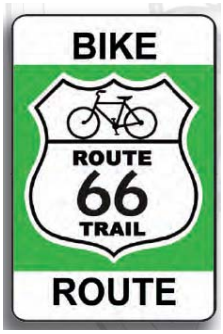
Source: Illinois District Report Card, 2009

Moreover, the tables show that Williamsville schools have maintained higher percentages in all state test scores compared to other similar communities in Sangamon County. These overall scores are an example of a successful education system, yet the average full-time teacher salary for District 15 is $52,606 while an average teacher salary in the state of Illinois is $61,402. Furthermore, the average District 15 administrator salary is $90,232 while the average for an education administrator in Illinois is $106,217.

Along with its strength in K-12 education, another important amenity the Village can offer is its proximity to institutions of higher education. Although the Village does not host any colleges or universities, nearby Springfield has several higher education institutions that many businesses need for recruiting future employees or further educating the employees they currently have. These higher education institutions are: the University of Illinois at Springfield, Springfield Benedictine University, Lincoln Land Community College, Southern Illinois University School of Medicine, and Robert Morris University.

Recreational Trails

Williamsville has an opportunity to develop the Williamsville-Sherman recreational trail and possibly a Williamsville- Lincoln trail on the Interurban trail. Residents identified the creation of this trail connection as a priority in the surveys. The trail also incorporated into the Route 66 Trail Concept Plan as created by the Route 66 Trail Executive Council. The Route 66 Trail will link Chicago and St. Louis and tourists will be encouraged to ride portions of this trail. This presents an opportunity to provide services to these users as well as local and regional users. It may also be utilized by the students traveling between Sherman and Williamsville to attend schools in the two communities.



Improved signage, such as the sign to the right, and way finding opportunities exist which could help direct users to the trails and businesses in the area.

Telecommunications Infrastructure

Effective telecommunications can greatly improve the quality of life for a given community. Without a successful telecommunications infrastructure, a community may not experience the full potential of achieving economic viability in competitive markets or improving economic development for their area. Particularly, high-speed internet can enhance the capabilities of a community and businesses to remain competitive with other communities and enterprises. High-speed internet, also known as broadband internet access, involves internet access technology that runs at double the speed of dial-up modems which use telephone lines. Broadband internet is usually accessed through cable TV providers or wireless modems. Broadband internet is also known for having data transmission speeds equal to or faster than 256 kilobytes per second.

The Village may benefit from maintaining effective telecommunications services in the Village limits. A quality telecommunications infrastructure may help the Village's existing businesses to remain competitive and may also help recruit new businesses to Williamsville. This can also produce new employment opportunities for residents and enhance the economic prosperity of the community. In addition, effective telecommunications and high-speed internet will compliment the high-quality education that exists in the Williamsville School District. Currently, Cass Communications is the primary provider of internet, cable TV and telephone services for Williamsville. There may be underserved areas in the Village that are experiencing little to no broadband internet access. The SSCRPC finds that Williamsville would benefit from improving the availability of broadband internet access in all underserved areas of the Village.

Special Challenges

Geographic

The Village of Williamsville has competitive challenges to face when addressing economic development due to its location. The Village is located north of the city of Springfield and encounters a geographic separation of only about 15 miles. This moderate separation may direct Williamsville residents to Springfield for shopping and employment opportunities which may lead to reduced revenue for the Village. In addition the Village is only 5.5 miles from Sherman.

The Love's Country Store and Truck Stop poses an issue for the Village because it projects an identity for Williamsville as a convenient stop and not a destination for commuters or tourists. To explain, although this business provides monetary production for the Village, its location causes I-55 commuters to stop, fill up gas tanks, and re-access I-55 without visiting Williamsville's downtown area or business district. This may limit the possibility of landing other commercial users dependent on interstate traffic. However, placing a light

industrial office near I-55 may attract more consumers into Williamsville's downtown area. The market size of the Village for retail and service developments is small and dependent on the residents within the Village. The amount of employment opportunities is minimal within the Village and as people leave work in Springfield they may stop and pick up a few items in Springfield instead of using the amenities located within the Village.

Rail

It is critical that the Village plan for a projected increase in rail traffic on the Union Pacific Rail Line which bisects the western portion of the Village. This rail line crosses the only primary road access point into the Village center and does so using an at-grade crossing.

Union Pacific has announced plans to increase freight rail traffic as a result of the new intermodal facility under construction near Joliet, IL. In addition to freight rail traffic, State and Federal officials have announced plans to seek significant funding to create a double tracked corridor that will allow for high speed passenger rail (HSR) linking St. Louis and Chicago along this same line. Work to expand rail capacity on this corridor is already underway.

At the time of the development of this plan there remains uncertainty about the ultimate impact of changes in this rail line and the extensiveness of its use for both passenger and freight traffic. However, significant additional rail use is likely and must be considered in this comprehensive plan.

Reports indicate that the HSR line will be traveling up to 110 mph through the Village. It is believed that the freight traffic alone will generate more and longer trains on this corridor, with freight plus passenger trains likely to number 40 trips per day by 2015. Given the number of trains, their length and the speed with which the passenger trains will pass along this corridor, it is expected that the current at-grade crossing will no longer be sufficient to meet the needs of the community and may even create public safety problems. An additional rail crossing will be needed.

A rail underpass or overpass is recommended to the south of the existing at-grade crossing. This underpass or overpass will allow all local traffic, and more importantly emergency vehicles, to cross the rail corridor safely and unimpeded. The proposed location will allow for adequate access for emergency, local and school traffic.

Land use along the new route for planning purposes has been designated a mix of neighborhood commercial business and green space. The proposed land use near the rail corridor can act as a buffer between the residential and the rail line.

In discussions with Village officials, representatives of the Illinois Department of Transportation, Illinois Commerce Commission and Union Pacific Railroad have indicated that the proposed new crossing to the south, mentioned above, could

be constructed, and consideration of any future changes to the Main Street at-grade crossing eliminated, if the crossing at Conrey, located just south of the Main Street crossing, were closed. The Conrey crossing is used primarily by Village public works crews, and public access is not allowed, which limits utility and would allow for possible closure.

Under this scenario Village officials believe the Main Street at-grade crossing will remain open with improvements to the signals and gates. While it is still unclear what the final outcome of the discussions will be, Village officials have indicated that the Main Street crossing will remain open and Conrey crossing could be closed. It is critical that the Village secure any proposed agreements with a binding contract to ensure a future administration would not demand closure of Main Street.

The closure of Conrey would then still allow two important points of travel into the Village: the proposed new over- or underpass to the south, and the existing Main Street at-grade crossing.

Building on Current Local Efforts

Several efforts are already underway relevant to increasing development and redevelopment activities in Williamsville. In 2008, the Village established an effort to improve the central business district through the Williamsville Downtown Improvement Program. The program is intended to increase the ability of the Village to improve and restore facades within Williamsville's business district, so as to upgrade the district's appearance and attract new businesses to the Village center. Funding and incentives for such projects can come from both public and private sources, primarily the TIF district where the businesses are largely located.

In 2008 and 2009, the program was successfully implemented to upgrade existing buildings on East Main Street in Williamsville. In 2010 two other projects for Main Street were approved but these projects have yet to be completed. The Village may consider expanding this program since it provides a funding source that can be utilized by building owners and Village officials to redesign and upgrade existing buildings in the Village center.

The Downtown Improvement Program is an important starting point for a local economic development strategy, because in order for the Village to increase its opportunity to attract certain types of businesses it must increase its market presence by becoming "development ready". A Development Ready Community is one that has made local decisions to improve local business conditions that make the community a more attractive place for businesses and investment to locate.

These local actions may be different for each community, but in all cases they should include joining in regional efforts to identify competitive assets and

participating in the development and implementation of a strategic plan for regional competitiveness and economic growth.

Once a community is considered a Development Ready Community, business leaders can have confidence that an effort to locate or expand a business in the given area will not be delayed or rejected due to regulatory interference so long as certain conditions are met. The local conditions that need to be met prior to development will likely be known and measurable in a development ready region. This concept allows business leaders to know that their projects could move quickly through approval processes and that the investments will be protected as other businesses interested in the area will meet similar standards for a potential project.

To increase its readiness, a public/private entity could be created in partnership with the Williamsville Economic and Residential Committee to create and implement a detailed economic development strategy for the Village. This entity could meet regularly to address development issues, refine strategy and assess progress toward goals.

This group could conduct an inventory for all potential development and/or redevelopment sites, including development of a report for each site related to the infrastructure serving the property, its zoning and surrounding uses, and any economic incentives available to the site. The goal of the inventory is to limit the time spent by a developer by providing detailed information for each available site that meets the needs of their development. The inventory reports for each site can further help developers if they are made available either online or available on request.

The Village would also benefit from establishing contacts with local and regional financial institutions that are readily available to finance private projects. In addition, and especially for the attraction of new businesses to areas located near I-55, the Village could consider forming formal partnerships with such regional economic development agencies as the Greater Springfield Chamber of Commerce and the Central Illinois Economic Development Authority. These entities would be of assistance in the marketing of development sites.

Effective marketing is important for the development of Williamsville's downtown area as well. Williamsville could use radio advertisements, social networking websites, and the internet to help with marketing for their development.

As part of its efforts to improve and restore facades, it is also important to generate additional Village center "curb appeal" by the Village allowing and supporting programs or groups that will help beautify the downtown area. Improving quality of life in downtown Williamsville begets improved economic development for the whole Village. The community can utilize existing tools, such as the TIF district, to make the downtown area more aesthetically pleasing for Williamsville's residents, commuters and tourists. Through community and governmental involvement, the advancement of a walkable, safe and pedestrian-friendly Village center can be achieved.

Williamsville currently has programs that use TIF funds to assist with new and existing businesses located in the TIF district. Incentives for new businesses are evaluated upon request with the Village Board. The Board designates TIF funds for businesses requesting assistance on a case-by-case basis. The Business Retention and Expansion Program is designed to help with the expansion of existing businesses in Williamsville. Again, the Village Board accepts individual requests and evaluates incentive potential for an existing business on a case-by-case basis.

The Downtown Business District Lease Payment Assistance Program is designed to attract new businesses to Williamsville's Historic Downtown Business District. In an effort to fill vacant space, the Village offers TIF incentives to retail and service businesses that are wanting to locate in the aforementioned district. The program is intended to attract new businesses and keep them in the district for an extended period of time. This program can be valuable in continuing the expansion of economic development in Williamsville's downtown area.

It would also be essential for the local government to assist with the continuing success of volunteer groups that currently take-on local improvement projects.

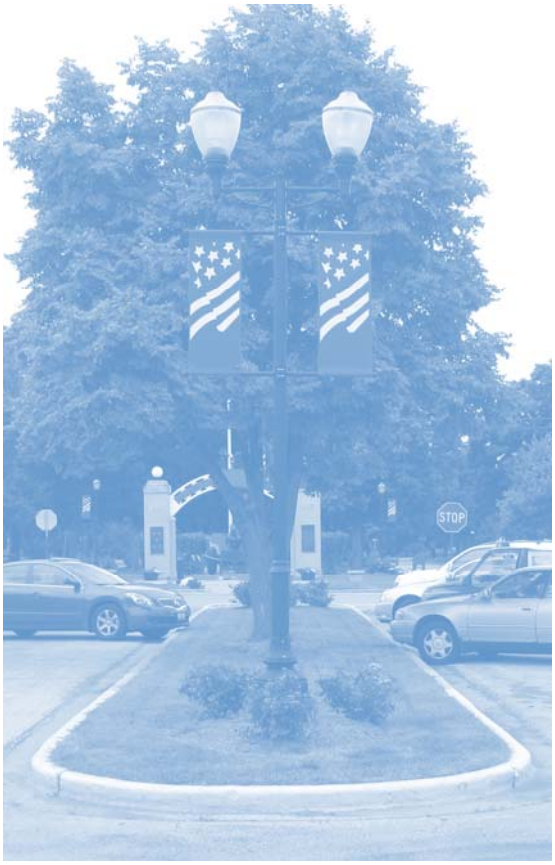
For example, the Williamsville Community Foundation, formed in 1990, is a non-for-profit organization that encourages goodwill and fellowship within the Village's community. The Foundation encourages and provides financial support to the Historical Library & Museum, promotes historic preservation and education within the Village and sponsors fundraising events to offset the expenses associated with the Historical Library & Museum as well as other community related activities including "Autumn on the Boulevard."

Beautification projects can help improve the business district. The Garden Club is an example of a successful local volunteer group that helps beautify the community. Furthermore, the local government can support community activities in the downtown area to generate local participation which in turn would help revitalize Williamsville's downtown atmosphere and bring attention to it. Such activities may include a Fourth of July celebration or continuing the "Autumn on the Boulevard" festival. Creating interest in the Village center and seeking additional economic stability there may be of significant importance if a

new access point to the south is created under or over the railroad line and the current at-grade crossing closed.

When the Village begins to market its development sites it would benefit by focusing on properties and structures within the existing TIF district as that district will expire in 2022. The TIF has excellent potential for development and is located in an area that has an excellent road network in good condition. This area could handle additional traffic loads to support a light industrial office park development. Additionally, the TIF area west of I-55 has some excess sewer capacity as well.

The area located southwest of Outer Road and Dinius Road, west of I-55, is isolated from residents which are buffered by the interstate. Since the property is located within a TIF, the Village may want to start to accumulate the funds to further enhance the property creating a more development ready site without the developer having to take on much of the cost. This area would effectively accommodate additional retail/commercial developments seeking to locate within the Village. This is also a newer area in excellent condition which can support additional commercial/retail development.



Section 8.0: Proposed & Future Land Use

Proposed and Future Land Use

A comprehensive plan includes more than just the proposed land use map. Often, the proposed land use map is mistakenly viewed as the plan by members of the public. It is important to note a comprehensive plan includes proposed goals and initiatives to guide development throughout its planning period as well as the proposed land use map.

The Williamsville comprehensive plan presents a picture of what growth may look like in the future using current assumptions. Combined, the proposed land use map, its goals and initiatives, and the information presented in the prior sections are a framework to guide development decisions during the next 25 years. The proposed land use map provides a logical, visual representation of where particular land uses should be located. However, flexibility is also important in implementing the comprehensive plan because the community's needs and desires can change over time. Also, it is impossible to see exactly what development proposals will occur over the next 25 years.

The following statements describe the general characteristics of the various proposed land use categories. Where appropriate, the description also includes illustrative examples of land uses for each defined category.

Proposed Land Use Categories

Residential - Mixed residential uses including single-family, duplex or multiple family residences.

Community Facilities – Public facilities which are not representative of surrounding uses and should be considered in land use decisions such as schools and churches.

Park/Open Space – Parks, nature preserves, environmentally sensitive areas and other public and private outdoor recreation facilities.

Office/Service/Commercial – Any office, service or commercial use such as but not limited to restaurants, video stores, grocery stores, clothing stores, banks, healthcare, and insurance offices.

Neighborhood Commercial – Commercial development that is limited to lower-intensity uses compatible with adjacent residential uses. Examples of intended uses are: small-scale professional office buildings, boutiques, and small scale indoor dining restaurants. Lots typically have a generous amount of landscaped area and buildings that blend in with the residential surroundings.

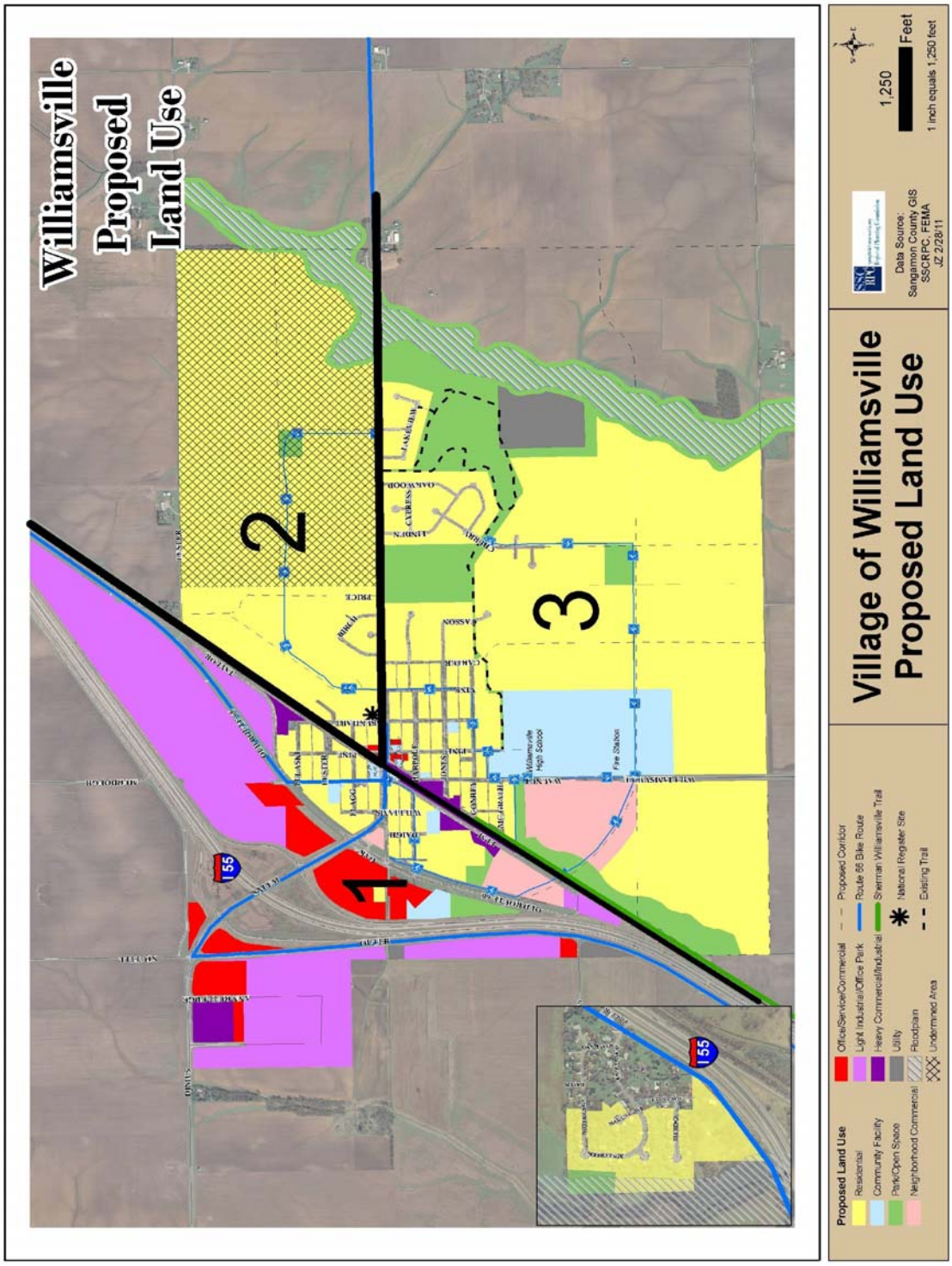
Light Industrial/ Office Park - An area planned for occupancy of more then one office establishment with shared common areas or an area for research and

development activities, processing, packaging, storage, assembly, and/or treatment of finished or semi finished products from previously prepared materials, with activities conducted wholly within an enclosed building.

Heavy Commercial – Service and commercial uses involving trucking, shipping, warehousing, gas stations or outside storage.

Utility –Utility substations and sewage treatment facilities.

FIGURE 8.1


Williamsville
Proposed
Land Use
2
3
1
I 55
Village of Williamsville
Proposed Land Use
Proposed Land Use
Residential
Community Facility
Park/Open Space
Neighborhood Commercial
Office/Service/Commercial
Light Industrial/Office Park
Heavy Commercial/Industrial
Utility
Floodplain
Undermined Area
Proposed Corridor
Route 66 Bike Route
Sherman Williamsville Trail
National Register Site
Existing Trail
Data Source:
Sangamon County GIS
SSCRPC, FEMA
JZ 2/28/11
1,250
Feet
1 inch equals 1,250 feet

Future Land Use

SECTOR 1

This sector has abundant opportunities for non-residential growth. As mentioned in the plan goals and initiatives, it is generally desirable to encourage new commercial and industrial development west of Old Route 66 where public water and public sewer are adequate and where development can benefit from the existing TIF district. Four areas were targeted for their enhanced non-residential development possibilities.

First, the area near I-55 has the strongest potential for commercial/industrial development. Traffic-intense uses should be directed primarily to the business park near the interchange and perhaps along Outer Road or along the west side of Old Route 66. This will help separate intense commercial uses from less intense residential uses to the east.

Second, the area near the intersection of Old Route 66 and Pine Street and along Taylor Street north to Lester Road may be a good location for an office park or similar light commercial use. If annexation of the Viper Coal Mine occurs and a new water main is placed west of the railroad tracks, the water supply could be reinforced to support additional development. Landscape screening or a similar type of buffer or transition area should separate any new commercial use from the residential area south of Taylor Street. Future pedestrian use is not advisable along Old Route 66 without a separated sidewalk or side path; heavy truck traffic from the coal mine uses the road north of Salem Street regularly during the day and at night.

Third, the triangle bounded north of Main Street, southwest of Salem Street and east of Old Route 66 may have the potential for commercial development. There appears to be only one residence standing in this area. Any potential future commercial use should provide a strong landscape screen or a similar buffer for the residential uses located south of Main Street.

Finally, the area near the potential over/underpass located on the south side of town near Old Route 66 has neighborhood commercial proposed. As described in the Economic Development section, this area could become a new commercial node if an over/underpass is built in response to closing the at-grade crossing on Main Street.

Mine subsidence could play a role in future development in this sector. Sector 1 is a shadow area where future coal mining is permitted to occur. Sector 2 has a brief description of what mine subsidence is and potential development remedies.

The major challenge to this sector will be the proposed high-speed rail improvements. As mentioned previously, the at-grade crossing could remain on Main Street, but public safety and transportation challenges may arise. If an over/underpass is constructed, it may necessitate a change in how residents view this sector. Specifically, the Village and its residents may need to re-think how they view Main Street.

In general, this sector has adequate roads, water, and sewer for current uses. Infill development should be as important as new green field development in this area. Residential development could be limited to single lot building or redevelopment of existing parcels. Commercial development should not encroach into established residential areas. It is also important to keep in mind the 1999 Comprehensive Plan, which called for prohibiting the Village's expansion north of Dinius Road into farmland.

Potential recreation paths are shown on the proposed transportation corridor plan which would link residents in Sector 1 through to the proposed Williamsville Sherman trail via the proposed over/underpass. Completing this circuit would give west side residents equitable access to the schools, the parks, and Williamsville Lake on the east side of the Village.

FIGURE 8.2


Sector 1
MURDOUGH
UNION PACIFIC RR
DINIUS
ANN RUTLEDGE
STUTTLE
I 55
SALEM
OLD ROUTE 66
TAYLOR
PULASKI
LESTER
FLAGG
PINE
OAK
WILLIAMS
MAIN
WEBB
OLD ROUTE 66
PEST
UNION PACIFIC RR
N
W
E
S
0.25
Miles
Proposed Land Use
Residential
Community Facility
Park/Open Space
Neighborhood Commercial
Office/Service/Commercial
Light Industrial/Office Park
Heavy Commercial/Industrial
Utility
Floodplain
Undermined Area
Proposed Corridor
Route 66 Bike Route
Sherman Williamsville Trail
National Register Site
Existing Trail
Data Source:
Sangamon County GIS
SSCRPC, FEMA
JZ 01/04/11

SECTOR 2

This sector may have limited development opportunities. Mine subsidence should play an important role in determining where and to what extent development occurs. Mine subsidence is "the downward movement of rocks and soils triggered by a structural failure in an active or abandoned underground mine." (Southwestern Illinois Metropolitan and Regional Planning Commission, 1983, p. 3) As shown on the Undermined Areas map in the Environmental section, coal is currently mined within much of this sector. The potential exists for coal to be mined in the remaining areas in this sector. The type of mining method used, i.e. room and pillar, has the potential to cause subsidence for most any structure including utilities, roads, residences, and businesses (Southwestern Illinois Metropolitan and Regional Planning Commission, 1983).[4]

It may be prudent to consider a subsidence risk zone for the shaded area on the future land use map. The Village may want to seek cooperation to fund a study of what subsidence may mean for homeowners and businesses within its corporate limits. Another possibility to mitigate risk for future structures is to create specific zoning and/or subdivision regulations within a mine overlay zone that require detailed plans during development review.[5] If development occurs, it is important for residents in the newly developed areas to obtain mine subsidence insurance.

High speed rail will also be an issue in this sector. If the at-grade crossing along Main Street closes, it may require a change in how the Village and its residents view Main Street and its function in this sector.

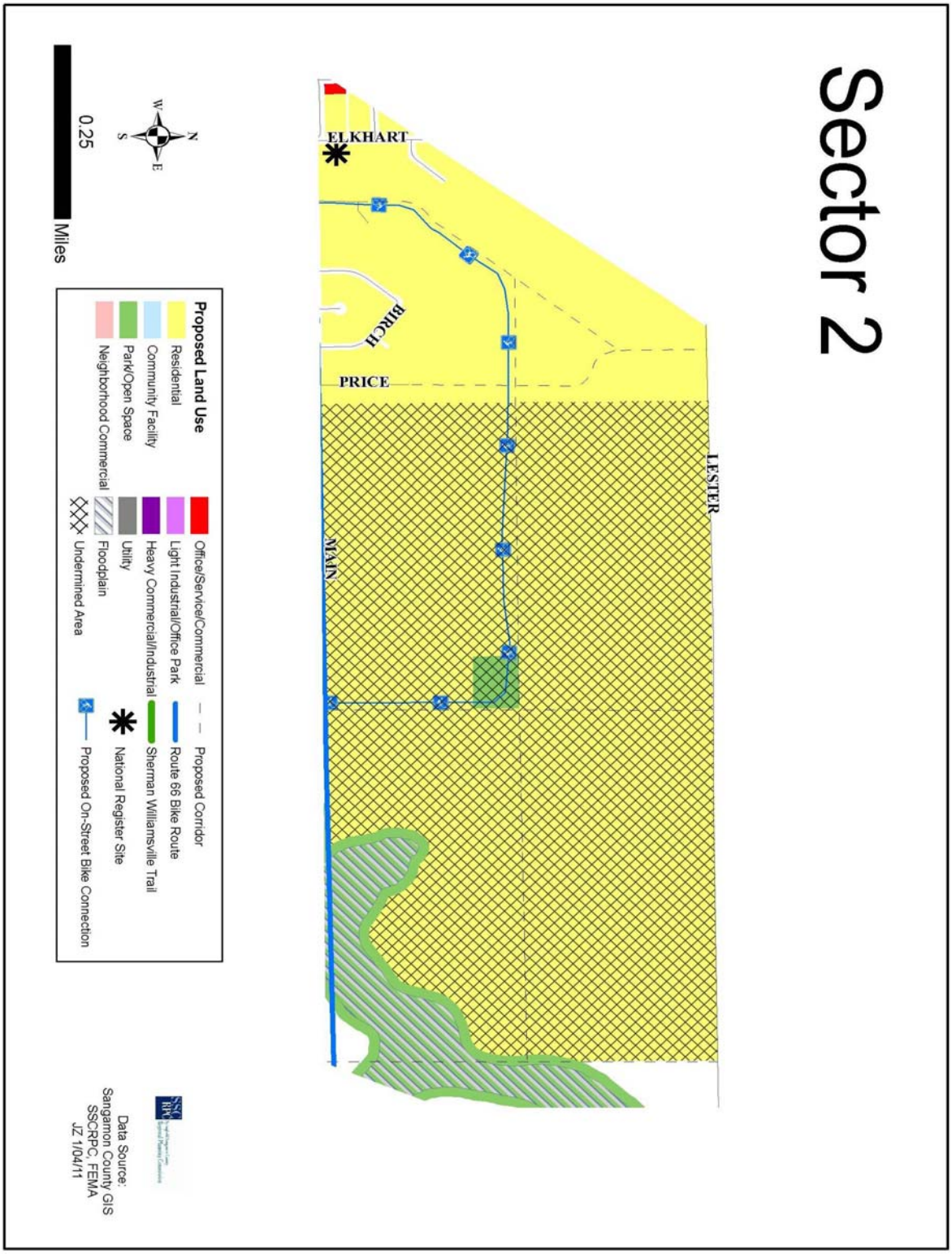
The future land use map is meant to be illustrative. The majority of this sector is shown as future residential development with the caveat that the Village strongly considers subsidence before approval. The amount of land shown as residential may not develop until after 2035 given the rate of building in Williamsville that has occurred in the last ten years.

A park is proposed for the southwest corner of two proposed roads. This proposed open space is intended as a gathering area for potential residential development.

The Wolf Creek floodplain forms a natural boundary on the eastern edge of Williamsville. No development is envisioned east of the floodplain during the time frame of this plan due to the potential for subsidence and the need for public water improvements in the area.

[4] Chenoweth, Bargh, & Treworgy, (1993/2009) has mine maps and descriptions near Williamsville.
[5] Though the book is somewhat dated, Southwestern Illinois Metropolitan and Regional Planning Commission (1983) has two such model ordinances.

FIGURE 8.3


Sector 2
ELKHART
BIRCH
PRICE
LESTER
MAIN
Proposed Land Use
Residential
Community Facility
Park/Open Space
Neighborhood Commercial
Office/Service/Commercial
Light Industrial/Office Park
Heavy Commercial/Industrial
Utility
Floodplain
Undermined Area
Proposed Corridor
Route 66 Bike Route
Sherman Williamsville Trail
National Register Site
Proposed On-Street Bike Connection
0.25
Miles
N
S
W
E
Data Source:
Sangamon County GIS
SSCRPC, FEMA
JZ 1/04/11

SECTOR 3

A diverse array of land uses is proposed for this sector. In addition to containing a portion of the downtown, this sector has Williamsville's schools, fire station, and its primary parks. The downtown area should contain a mixture of community facilities and commercial uses so long as the at-grade crossing on Main Street remains. If the Main Street crossing ever closes, the Village and its residents may need to revision Main Street and its function within this sector. Also, if closing the Main Street at-grade crossing ever occurs, the Village's downtown commercial node may shift south to the area near the proposed over/underpass. The industrial uses on the east side of the railroad tracks should not be allowed to encroach further into the surrounding residential neighborhoods.

Residential land uses are proposed from the current Village limits to the south for approximately one-half to three-quarters of a mile. Williamsville Road could act as a western boundary for this expansion. The future land use map is meant to be illustrative. The amount of land shown as residential may not develop until after 2035 given the pace of building in Williamsville that has occurred in the last ten years.

A new park is proposed at the corner of two proposed streets. Like with Sector 2, this park could be a gathering space for residents in new subdivisions.

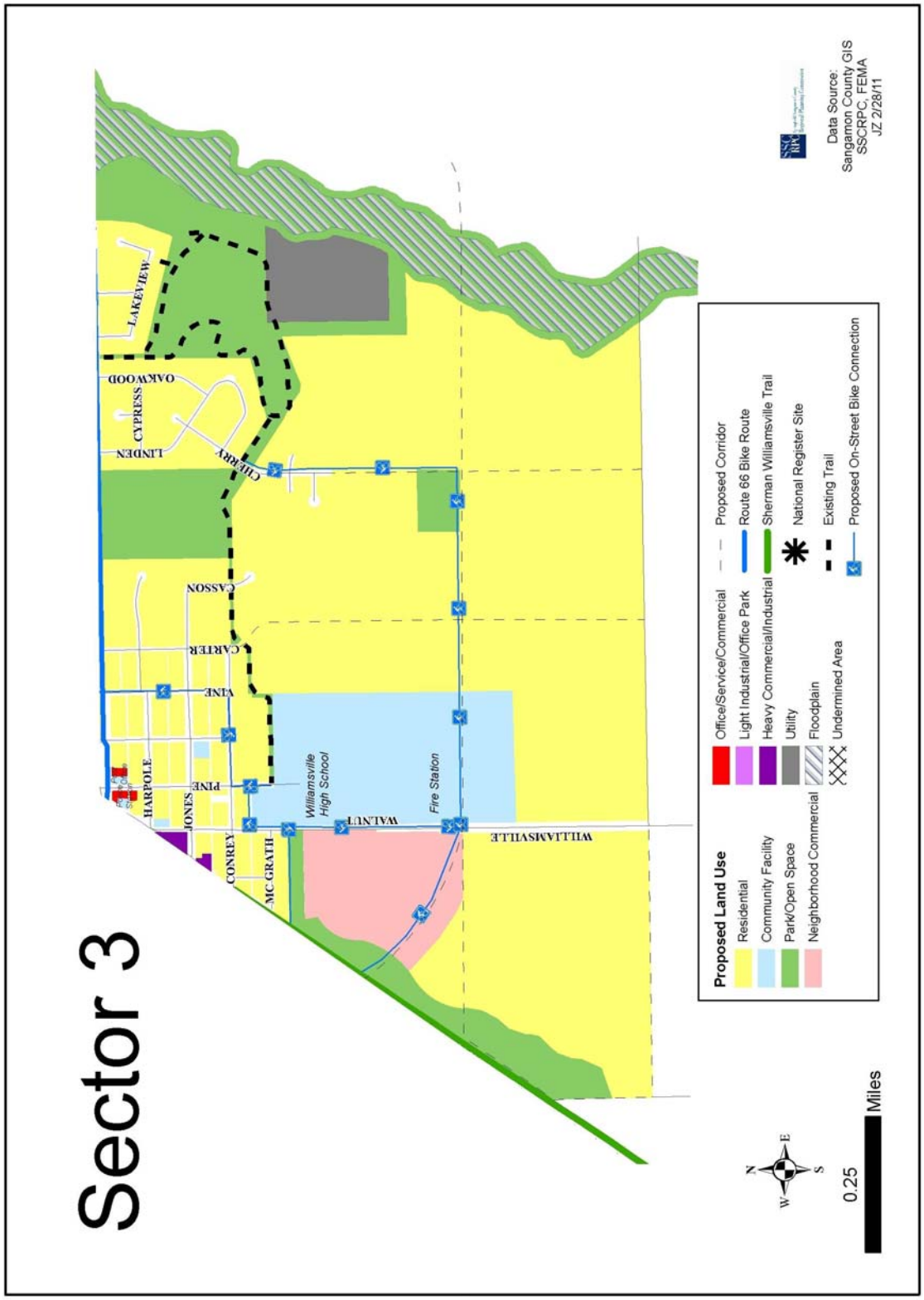
An on-street trail system was shown on the proposed Transportation Corridor Plan which could allow residents in Sector 3 to have access to the proposed Williamsville Sherman trail. It is important that the Village sign this proposed on-street network in the future after assessing possible risks. The on-street trail network can be signed economically compared with the land, capital, and labor costs necessary to build a paved off-road trail.

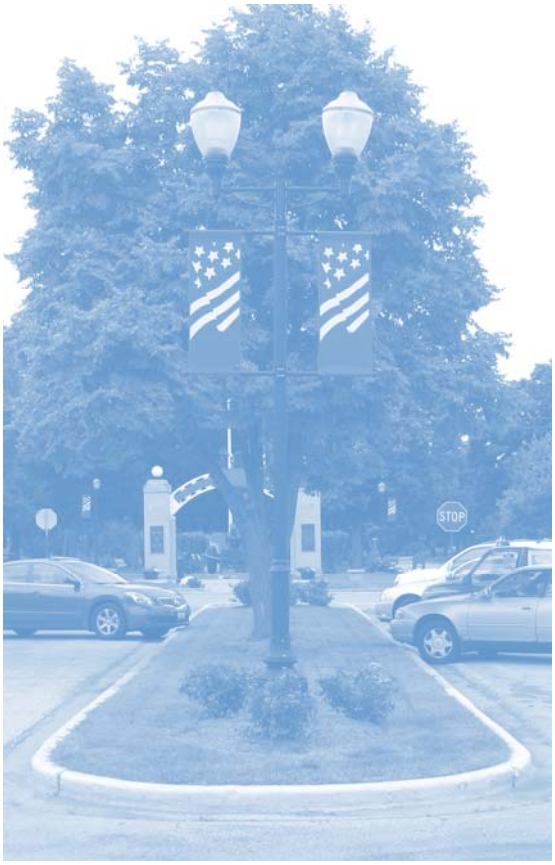
This sector may have the same limitations on development as Sector 2. For instance, mine subsidence will play an important role in determining the shape of future development. A portion of Sector 3 is currently undermined and much of the rest of this sector is within a shadow area where coal mining is permitted. It may be prudent to consider a subsidence risk zone as shaded on the future land use map. Possible strategies for this area are discussed in more detail in Sector 2.

Public water and topography are two other possible limits on development in this sector. There are subdivisions on the east side which have low water pressure. Until this situation is alleviated, there may be inadequate capacity in the system to handle a large increase in the number of users that residential development may bring. In addition, people undertaking development in this area should be cognizant that topography could necessitate the use of force mains for sanitary sewers, depending on the proposed development's location.

The Wolf Creek floodplain forms a natural boundary on the eastern edge of Williamsville. No development is envisioned east of the floodplain during the time frame of this plan.

FIGURE 8.4


Sector 3
LAKEVIEW
OAKWOOD
CYPRESS
LINDEN
CHERRY
CASSON
CARTER
VINE
PINE
HARPOLE
JONES
CONREY
MC GRATH
Williamsville High School
Fire Station
WALNUT
WILLIAMSVILLE
Data Source: Sangamon County GIS SSCRPC, FEMA JZ 2/28/11
Proposed Land Use
Residential
Community Facility
Park/Open Space
Neighborhood Commercial
Office/Service/Commercial
Light Industrial/Office Park
Heavy Commercial/Industrial
Utility
Floodplain
Undermined Area
Proposed Corridor
Route 66 Bike Route
Sherman Williamsville Trail
National Register Site
Existing Trail
Proposed On-Street Bike Connection
N
E
S
W
0.25
Miles



Section 9.0: Implementation

Implementation

The preceding sections of this plan provide a blueprint for the Village's future, identifying a number of considerations to be taken into account to ensure both community stability and prudent growth. As part of the planning effort, the Village should consider and address a number of specific goals relevant to plan implementation. Associated with these goals are recommended strategic initiatives. In some cases initial action steps are identified that will assist the Village in advancing these initiatives.

Economic Development Goals

Economic development is a key part of enhancing the quality of life and financial interests of a community. Expanding, attracting, creating and retaining businesses increase a community's employment opportunities and household incomes, and effective economic development policies and programs produce the financial resources needed to ensure that a community's long-range plans are carried out. Economic development policies and programs help pave the way for a community to sustain growth and remain competitive, creating a "vital cycle" in which rising real incomes are reinvested in a community leading to additional economic growth. Studying a community's market presence and its ability or inability to maintain substantial growth is vital to long-range visions or plans. The following goals build upon key concepts discussed in the economic development section.

GOAL 1: ***Retain the Village's existing businesses and expand upon this base.***

INITIATIVE 1.A: Take steps to improve ease of access and movement while maintaining an attractive neighborhood-like community setting.

Action 1.A.1: Improve the gateway at the entrance to Williamsville, carrying this gateway design to any new points of access.

Action 1.A.2: Add an additional point of access that is not limited by the railroad line. Consider impacts of an increase in use of a double tracked rail line through the Village. Develop plans for either a roadway underpass or overpass to create a roadway crossing south of the existing crossing.

Action 1.A.3: Improve the appearance of signage and develop way-finding signage for visitors. Develop attractive and consistent signage throughout Williamsville.

Action 1.A.4: Develop the Williamsville-Sherman recreational trail to attract and provide services for residents and visitors of Williamsville.

Action 1.A.5: Support future efforts to link the Williamsville-Sherman recreational trail to Springfield and Lincoln.

INITIATIVE 1.B: Increase the availability of a low cost, high-speed internet service.

Action 1.B.1: Identify existing areas in the village that are not currently provided with low-cost, high-speed internet service, or areas where the service is considered marginal.

Action 1.B.2: Based upon the land use plan, identify potential growth areas where internet service will need to be provided in the future.

Action 1.B. 3: Work with service providers to address current service needs and plan for expansion of service into identified growth areas.

INITIATIVE 1.C: Enhance and maintain existing infrastructure.

Action 1.C.1: Take active steps to ensure that the community is pedestrian and bicycle friendly. Particular attention should be paid to residential and retail areas in close proximity to one another.

Action 1.C.2: Enhance crosswalks by extending walks near key intersections.

Action 1.C.3: Continue to improve sidewalks and curbing to increase pedestrian safety and mobility.

Action 1.C.4: Provide signage to indicate locations of routes.

(See Transportation Section, below, for additional transportation-related goals and initiatives.)

INITIATIVE 1.D: Develop and expand upon programs and policies that support existing businesses and encourage their expansion.

Action 1.D.1: Strengthen the Buy Local campaign. Utilize sales void analysis (see Economic Development Section, pg. 74) to encourage growth in Williamsville's underperforming market categories, such as general merchandise stores and motor vehicle and parts dealers. Expand product lines or services to increase presence in categories where Williamsville has supply, such as food and beverage stores, miscellaneous store retailers, and building materials and garden equipment/supply stores.

Action 1.D.2: Utilize the TIF to create or strengthen development programs. A Facade Improvement Program is one such program that could be utilized to a greater extent.

INITIATIVE 1.E: Promote "pride of place" through citizen participation in local projects.

Action 1.E.1: Host an Annual Festival and continue local parades and community gatherings such as: the Homecoming Parade, Autumn on the Boulevard and the Fourth of July Celebration.

Action 1.E.2: Expand volunteer opportunities and programs. Increase amount of volunteers for the Garden Club and the Fourth of July Celebration including the historic tours.

INITIATIVE 1.F: Expand upon and make use of the Village's special market amenities.

Action 1.F.1: Support efforts to preserve historical heritage.

Action 1.F.2: Develop the Sherman-Williamsville linear park/recreational trail.

Action 1.F.3: Pursue opportunities to link this trail to communities to the north as well as to the trail network in Sangamon County, including the Sangamon Valley Trail to the west.

Action 1.F.4: Encourage expansion of recreational opportunities.

INITIATIVE 1.G: Support efforts to maintain high-quality of education in the Williamsville School District.

GOAL 2: ***Create an economic climate that encourages new businesses to locate in Williamsville.***

INITIATIVE 2.A: Update community profile information and create inventory of available sites.

INITIATIVE 2.B: Maintain an up-to-date and professional presence on the World Wide Web that showcases the community, provides links to information and data that would be helpful to businesses considering locations of choice in the region, and provides links to local contacts that would be of assistance to them.

INITIATIVE 2.C: Encourage the use of state, federal and local programs that help fund local economic development projects.

Action 2.C.1: Working through the existing economic development committee structure, create a list of potential program sources and maintain this list.

Action 2.C.2: Take active steps to become familiar with the programs, their applicability to projects, and their application requirements.

Action 2.C.3: Pursue opportunities to create linkages between the existing economic development committee and state and federal program staff who manage economic development assistance programs.

Action 2.C.4: Encourage membership in state-wide organizations and associations that provide expertise in local economic development.

INITIATIVE 2.D: Encourage new commercial and industrial users to areas west of Old Route 66.

INITIATIVE 2.E: Increase the strength of the landscape regulations to require more plantings in the municipal subdivision and/or zoning ordinances.

GOAL 3: ***Prepare for long-term development.***

INITIATIVE 3.A: Create a comprehensive Economic Development plan.

INITIATIVE 3.B: Maximize public and private resources through partnerships.

Action 3.B.1: Local civic organizations should be offered municipal support to encourage growth and participation to improve citizen involvement in local projects.

Action 3.B.2: Work with other organizations to maintain a market presence.

INITIATIVE 3.C: Encourage local leaders to attend educational & professional development forums identified in 2.C.4, above.

INITIATIVE 3.D: Adopt and enforce increased efficiency through strong building codes for existing and new structures.

GOAL 4: Study and pursue opportunities to create efficiencies in local governmental operations so as to reduce municipal revenue burdens and development costs.

Transportation Goals

Where people live and work, where economic activity takes place, and how people travel all contribute to the demand for an efficient, safe, and connected transportation network that is vital to the success of any municipality. The following proposed goals reinforce the key ideas discussed in the transportation section: pedestrian connectivity, recreation and trail opportunities, and planning for an effective road network.

GOAL 1: ***Provide a safe and efficient transportation network for all people.***

INITIATIVE 1.A: **Adopt and incorporate the complete streets concept.**

INITIATIVE 1.B: **Construct the Sherman-Williamsville trail.**

Action 1.B.1: Apply for grants for engineering plans and construction of the trail.

INITIATIVE 1.C: **Construct or improve sidewalks in areas where they do not exist or are in poor condition.**

Action 1.C.1: Refer to the list of grants in the "Transportation" section and update the list as legislation leading to new funding opportunities arises.

INITIATIVE 1.D: **Construct, sign, enhance safety, and expand the existing and the proposed trail networks.**

INITIATIVE 1.E: **Educate, support, and publicize to Village residents about the proposed Sangamon County rural transit service.**

INITIATIVE 1.F: **Require street, sidewalk, and trail connections between neighborhoods.**

INITIATIVE 1.G: **Support efforts to attract visitors using multiple forms of transportation.**

GOAL 2: ***Anticipate potential growth within the next twenty-five years with a coordinated effort of transportation improvements.***

INITIATIVE 2.A: **Adopt the suggested transportation corridor plan.**

Action 2.A.1: Obtain the suggested right-of-way widths through the development process.

INITIATIVE 2.B: **Evaluate development proposals for adequacy with the street network when they are submitted.**

Land Development Goals

The proposed theme for this comprehensive plan envisions ways the Village can grow while maintaining its small town feel. Residents have expressed a desire through the survey to maintain a similar population. One way to achieve this goal is through land use policy that promotes infill development and a compact and contiguous growth pattern.

The benefits of a compact and contiguous growth pattern for Williamsville are numerous. First, infrastructure costs to the Village are lower because fewer linear feet of pipe and roads are necessary. Second, a compact and contiguous growth pattern makes it easier for people to walk to places in Williamsville such

as the downtown area, the schools, or the local convenience store. It was mentioned in the transportation section that a majority of the population lived within ¾ mile of the Casey's. Promoting a compact growth pattern also follows the precedent established by the 1999 Comprehensive Plan, which stated:

"Contiguous growth is more economical, energy efficient and environmentally sound than non-contiguous 'sprawl'. The advantages include combinations of closer travel distances, less automobile use, less infrastructure extensions, and less conversion of prime farmland in to other uses." (Springfield-Sangamon County Regional Planning Commission [SSCRPC], 1999, p. 28)

By promoting a contiguous growth pattern, this plan retains its consistency with the 1999 plan while also realizing there are times when a contiguous growth pattern must be balanced with the need to serve current residents in the most effective manner. As such, flexibility and common sense should complement the implementation of the following goals and initiatives.

GOAL 1: ***Promote an economical and efficient growth pattern which ensures development occurs in appropriate areas and maintains similar uses in similar areas.***

INITIATIVE 1.A: **Complete planning and construct a stormwater pipe to Wolf Creek to alleviate drainage problems.**

INITIATIVE 1.B: **Direct growth to areas with adequate sewage capacity.**

INITIATIVE 1.C: **Improve water pressure issues in targeted areas by requiring looped water mains to provide adequate service and to improve fire protection capacity.**

INITIATIVE 1.D: **All new development shall be served by public water and a public sewer.**

INITIATIVE 1.E: **Consult with another municipality about an alternative water source.**

(See the Utilities and infrastructure section.)

INITIATIVE 1.F: **Outlying areas should not be developed in the absence of necessary infrastructure.**

GOAL 2: ***Periodically assess the comprehensive plan.***

INITIATIVE 2.A: **Review and amend the comprehensive plan as necessary in five years to account for changes in land use and development patterns since inception.**

INITIATIVE 2.B: **Update the comprehensive plan as needed in ten years.**

Environmental Goals

Preservation of environmentally sensitive areas can help the Village pursue several goals. It can reduce the risk to residents and property owners from disasters like floods. As referenced in the "Utilities" section, the adoption of stormwater control or mitigation measures can help ease current small-scale drainage problems. On the other hand, the "Environmental" section notes there are some environmental constraints on development within Williamsville and in areas near its corporate limits. Mine subsidence could play an important role in development in specific areas. Also, high water tables could influence and limit the use of septic fields anywhere near the Village of Williamsville. Hence, we propose an initiative to require any new development to connect to public utilities. Planting trees will enhance the shaded character which makes Williamsville an attractive place to live.

GOAL 1: ***Preserve and enhance environmentally sensitive areas.***

INITIATIVE 1.A: **Prohibit development within identified floodplains and greatly restrict development within identified environmentally sensitive areas.**

INITIATIVE 1.B: **Explore programs which encourage residents and businesses to plant landscape on property in Williamsville.**

INITIATIVE 1.C: **Explore Village programs to encourage low impact development strategies described in the "Utilities" section that other municipalities have pursued.**

INITIATIVE 1.D: **Combat stormwater problems on a Village wide scale.**

INITIATIVE 1.E: **Require that stormwater be discharged onto yards rather than onto the street.**

INITIATIVE 1.F: **Prevent development without public sewer.**

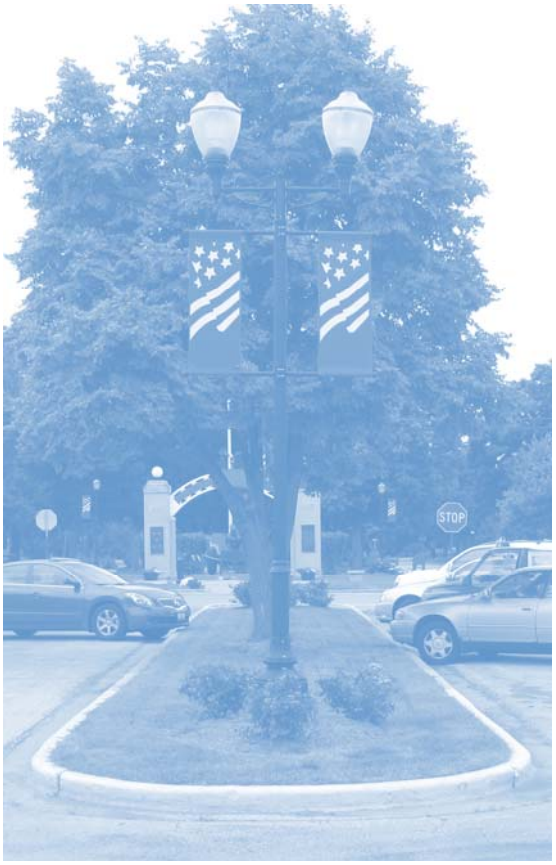
INITIATIVE 1.G: Protect prime agricultural farm land.

GOAL 2: ***Study and possibly regulate development related to mine subsidence.***

INITIATIVE 2.A: Promote a detailed study enumerating risks from mine subsidence in the Village and its growth area.

INITIATIVE 2.B: Explore the possibility of creating a mine overlay area and specific development regulations within the area.

INITIATIVE 2.C: Educate homeowners and businesses in risk areas about insurance options.



Section 10.0: Appendices

Appendix A - Planning Committee, Village Officers and Consulting Staff

Village Board Members

President

Tom Yokley

Trustees

Mike Barnett
Janice Beyers
Scott Butterfield
Mark Esker
Valerie Patterson
Lisa White

Citizens Advisory Committee

Chairman

Gregg Birky

Members

John Albers
Carol Beal
David Carter
Alfred Greening
Chad Hodel
Judy Krell
Gina Larkin
Nancy Richardson
Tracy Thompson
Skyler Tierney

Consulting Staff

Jeff Fulgenzi
Joe Zeibert
Steve Keenan
Jake Ferguson

Appendix B - Tree Canopy Approaches

Government Entity	Strategy	Planning Document (Year of Publication)
City of Champaign	See trees as environmental assets	Comprehensive Plan (2002)
City of Wheaton	Increase number of street trees	Comprehensive Plan Update (1999)
Peoria County	Create environmental corridors	Comprehensive Land Use Plan (2009)
Town of Normal	See trees as environmental assets	2030 Report (2004)
Village of Wilmette	Increase number of street trees	Comprehensive Plan (2000)

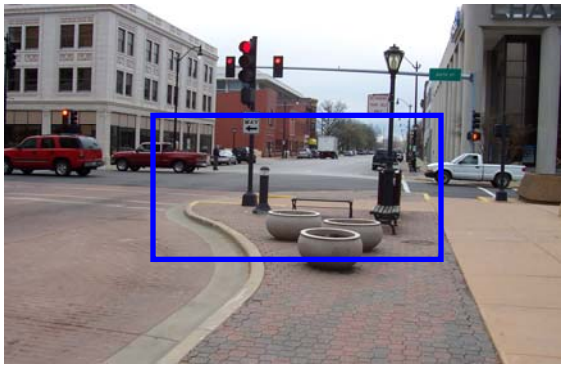
Appendix C - Erosion Control Approaches

Example Rain Barrel
Source: Village of Williamsville
http://www.williamsville.illinois.gov

Example Bioswale
Source: Dubuque Iowa Soil and Water Conservation District website
http://www.dubuqueswcd.org

Example Rain Garden
Source: "The Master Gardeners" website
http://www.emmitsburg.net/gardens/articles/adams/2008/rain_garden.htm

Appendix D - Streets and Greenspace



Example bulb out, Springfield, Illinois

Example raised intersection, Plainfield, Illinois

Bicycle racks, Plainfield, Illinois

Bicycle friendly grate, Plainfield, Illinois

Appendix E – Select Transportation Funds (2006)

Program	General Description	Match Ratio	Fund Type	Eligible Items	Distribution Method	Date Distributed or Selected	Solicited by/to
STR	Surface Transportation Rural funds reserved for rural projects on any Federal-aid highway, including NHS, and bridge or safety projects on any public road.	80/20	Federal	ROW, PE, CE, Constr	Formula/Dist 1 Agreement (miles of roads)	December/ January	
HBP	Highway Bridge Program provides funds to replace or rehabilitate deficient highway bridges, perform systematic preventive maintenance and seismic retrofit.	80/20	Federal	ROW, PE, CE, Constr	Formula (% in state of bridge sq. ft.)	December/ January	
HSIP	Highway Safety Improvement Program provides funding for safety improvement projects that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads.	90/10	Federal	ROW, PE, CE, Constr	Selection	November	LPP Units to Districts
HRRRP	High Risk Rural Roads Program provides funds for construction and operational improvements on rural major or minor collectors and rural local roads with fatal and incapacitating injury crash rates above the state average.	90/10	Federal	ROW, PE, CE, Constr	Selection	November	LPP Units to Districts
Enhancements	Transportation related enhancements designed to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system.	80/20	Federal	ROW, PE, CE, Constr	Selection	To be determined	OP&P to Locals
Rail-Highway Safety	Provides funding for safety improvements at rail/highway crossings.	100	Federal	PE, CE, Constr	Selection	Summer	Central BLRS Rail Unit to Districts and Railroad Companies
HPP	High Priority Projects provides designated funding for specific projects (commonly referred to as demonstration projects) identified by Congress.	80/20	Federal	Based on earmark language	Selection	w/federal bill	Congress
TCSP	Transportation, Community and System Preservation provides grants and research to investigate and address the relationship between transportation and community preservation and to identify private sector based initiatives.	varies from 80-100%	Federal	Based on earmark language	Selection	w/federal bill	Congress
MFT	Motor Fuel Tax provides funds for the purpose of improving, maintaining, repairing, and constructing highways.	up to 100%	State	ROW, PE, CE, Constr	Formula	Monthly	LPP Unit to local agencies
EDP	Economic Development Program provides assistance in improving highway access to new or expanding industrial distribution or tourism developments.	100% state rt. 50% local rt.	State	PE, CE, Constr	Selection	Anytime	OP&P
TARP	Truck Access Route Program helps local government agencies upgrade roads to accommodate 80,000 pound trucks. The routes are to provide access to points of loading and unloading and to facilities for food, fuel, truck repair and driver rest	$30K/land mile or $15 K/int up to $600K or 50% of project	State	Constr	Selection	August	LPP Units to Districts
Grade Crossing protection	Provides funding for safety improvements at rail/highway crossings	Typ. 85% for warning devices or 60% for grade separation	State	ROW, PE, CE, Constr	Selection	Anytime	ICC
Legislative Add-on	Provides designated funding for specific projects identified by the Illinois Legislature.	up to 100%	State	Based upon language	Selection	w/state legislation	General Assembly
Gov/Secretary Commitment	Provides designated funding for specific projects identified by the Governor or IL Secretary of Transportation.	up to 100%	State	Based upon language	Selection	Anytime	
Park Access Road Program	Program for both internal and access road improvement projects to sites operated by IDNR or IHPA.	up to 100%	State	ROW, PE, CE, Constr	by % usage for access	Anytime	IDNR

Source Illinois Department of Transportation

Select Transportation Funds Table Abbreviations

CE is Construction Engineering.
ICC is the Illinois Commerce Commission.
IDNR is the Illinois Department of Natural Resources.
LPP is the Illinois Department of Transportation (IDOT) Local Planning and Programming Unit.
OP&P is the IDOT Office of Planning and Programming.
PE is preliminary engineering.
ROW is right-of-way.

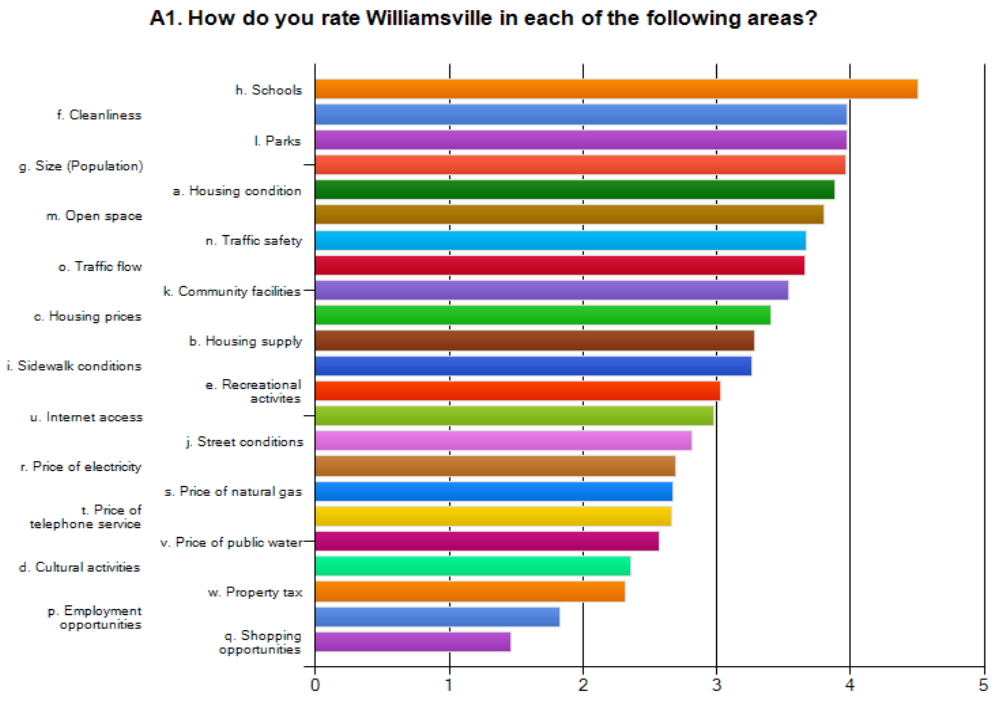
Appendix F - Community Survey Analysis

In the spring of 2010, the SSCRPC prepared a community wide survey for the Village of Williamsville. The survey was distributed to each household located within Williamsville. Once the completed surveys were collected by the Village, they were sent to the SSCRPC for data analysis. The SSCRPC used SurveyMonkey.com to tabulate all of the surveys and analyze the results. The Village of Williamsville received slightly above 25% of the surveys that were sent to each household. The following information identifies significant findings from the community survey.

The Community

The survey results indicated that the Village of Williamsville has many positive components and some negative ones. Figure 1 shows that 58.6% of the survey respondents indicated that the schools in Williamsville are excellent. Additionally, 53.9% value the cleanliness of the Village and 47.7% enjoy the community's parks. However, 44.6% rated employment opportunities within the Village low and 61.8% felt that the shopping opportunities are poor. When asked if there are any conditions within the community that are problems, 51.2% claimed that drainage is a problem. Also, 42.9% of respondents claimed that street conditions pose problems as well.

Figure 1



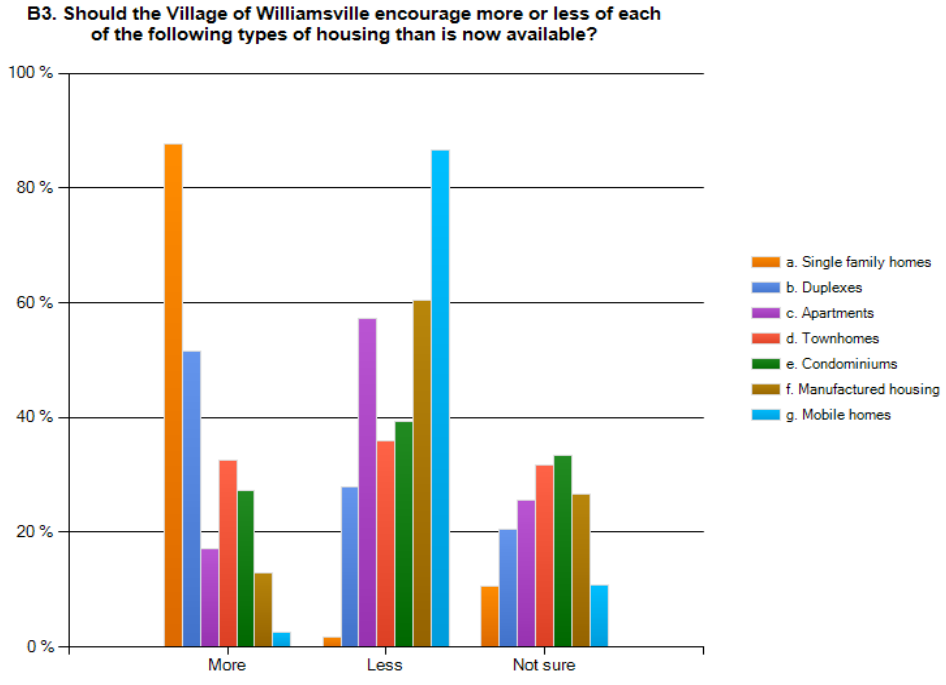
Survey respondents were asked if Williamsville should modify ordinances to allow for ATVs, golf carts and off-road motorcycles to be used in municipal streets. 57.8% claimed that the Village should not modify ordinances for these modes of transportation. In addition, 32.6% were in favor of modifying ordinances while 9.6% were unsure.

Housing

The housing within the Village consists of single family homes, duplexes, and limited multiple family homes. The survey indicated mixed results on the current variety of housing that is available in Williamsville. 44.5% of respondents claimed that the variety of housing in the Village is sufficient. However, some respondents stated that the variety of housing is insufficient (28.9%) or that they were unsure (26.6%).

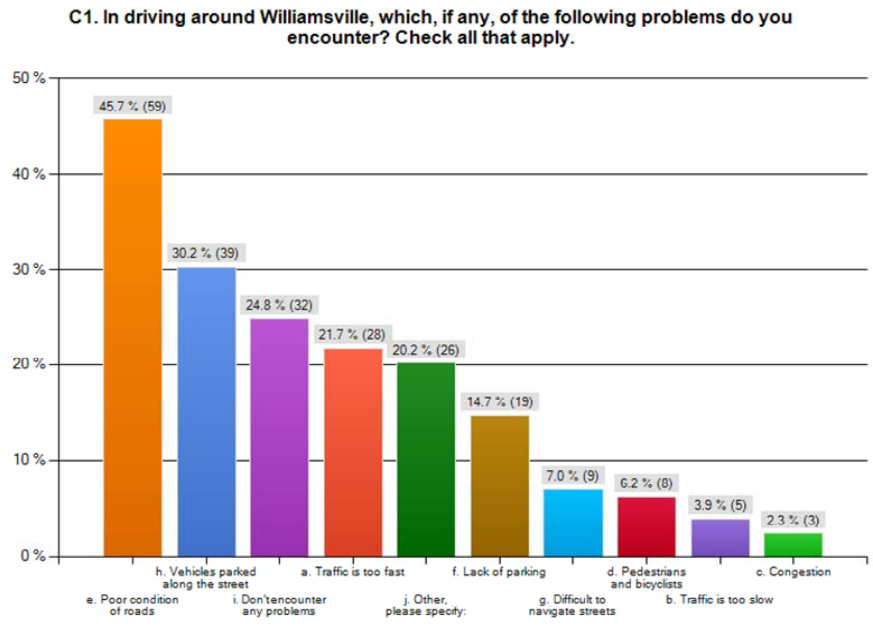
Also, 88.7% of survey respondents indicated that it is important for Williamsville to have housing for all ages and 61.9% claimed that it is important to have housing for all income levels. Additionally, Figure 2, below, shows that 87.7% of respondents believe Williamsville should encourage more single family housing and 51.6% signified that more duplexes should be encouraged as well. On the other hand, 86.7% felt that the Village should encourage less mobile homes.

Figure 2



A high percentage of respondents (68.9%) are also against the creation of cluster developments in the Village. Furthermore, a majority of survey respondents (84.6%) indicated that Williamsville should adopt a building code to regulate new construction.

Figure 3



Transportation

Williamsville residents were asked if they encounter any problems when driving around Williamsville. 45.7% of survey respondents mentioned that the roads in the Village are in poor condition. Also, 30.2% claimed that vehicles parked along streets present a problem when driving around the Village. Figure 3, above, represents the previous numbers and also shows other areas of concern.

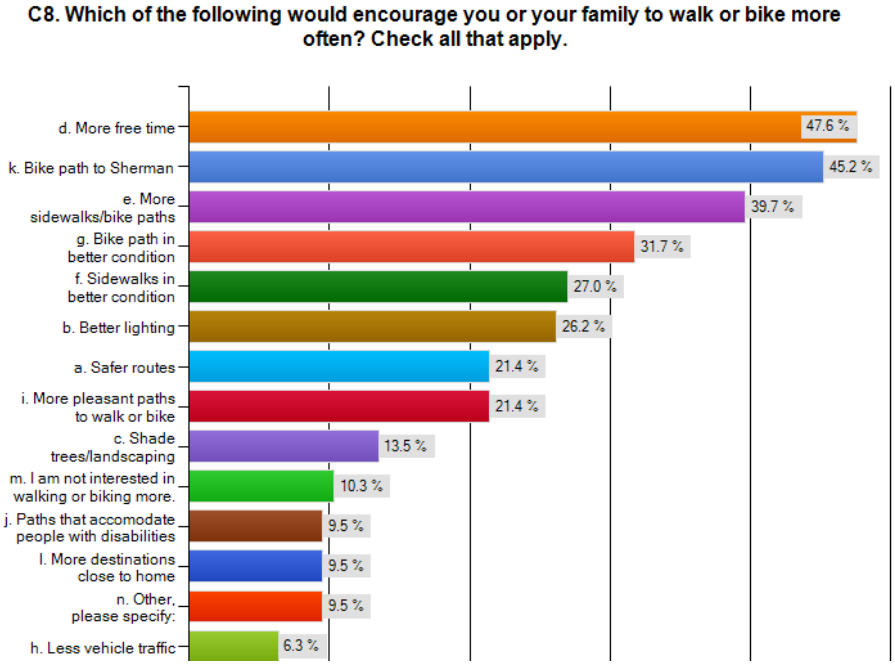
Part of the survey was set up to gauge the travelling trends of Williamsville citizens. When asked how workers generally travel to work, 77.4% indicated that they travel singly by car. There were low percentages of respondents signifying that they use a carpool (5.3%), walk to work (3.8%), or bike to work (1.5%). 24.1% responded that they are retired, don't work, or work at home. In addition, 63.7% of respondents claimed that they have changed their driving patterns in response to gas price increases. Yet, 69.6% stated that they would not consider a carpool for work despite those increases.

Survey respondents were asked how often they walk or bike within their neighborhoods. 44.6% responded that they walk or bike weekly while 33.1% indicated that they walk or bike daily. Additionally, lower percentages of respondents claimed that they walk or bike monthly (7.7%) or very rarely

(14.6%). Respondents indicated that exercise (88.8%) was the main reason why they walk or bike and recreation (60.8%) was shown as another reason. Also, Williamsville residents pointed out that they rarely walk or bike to get to school (4%) or work (1.6%).

Figure 4 shows what circumstances would urge Williamsville residents to walk or bike more often. 45.2% of respondents stated that they would be encouraged to walk or bike more often if a bike path connecting Williamsville and Sherman were created. 39.7% would walk or bike more if there were more sidewalks and bike paths in Williamsville in general. Williamsville residents (31.7%) also pointed out that if the existing sidewalks and bike paths in the Village were improved then they would bike or walk more.

Figure 4



Williamsville respondents were also asked if it is safe for children in their neighborhoods to walk or bike to different locations. They claimed that it is safe for children to walk or bike to school (72.3%), the park (82.3%), the library (69.5%), and downtown Williamsville (71%). However, the respondents pointed out that it is not safe for children to walk or bike to the convenience store (46.9%).

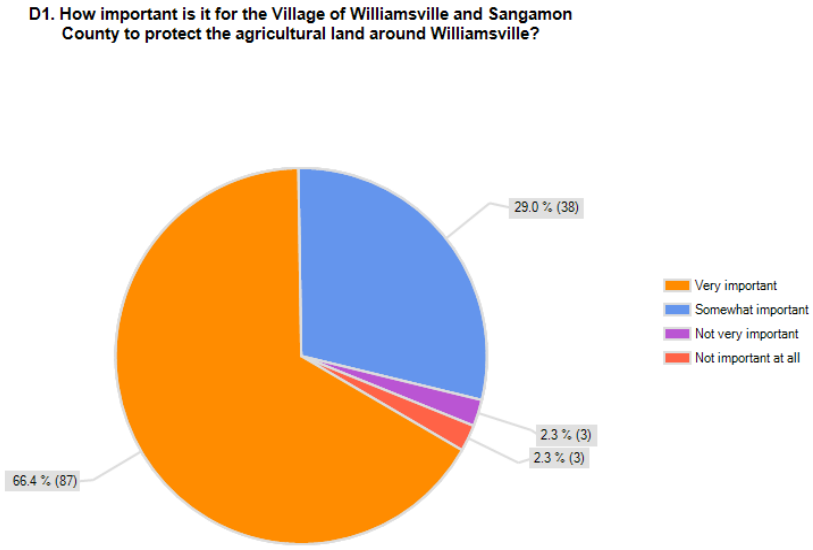
Environment

As development continues to occur, many villages are faced with the challenge of preserving environmentally sensitive areas as well as prime agricultural farm land. The survey asked how important it is for the Village of Williamsville and Sangamon County to protect agricultural land around Williamsville. Figure 5

shows that 66.4% responded that it is very important while 29% claimed that it is somewhat important.

The survey asked how residents feel about Williamsville's current regulations that allow landscape waste burning on Tuesdays, Thursdays and Saturdays from March 1st through May 20th and from September 15th through December 15th. 46.5% of respondents feel that these regulations are fine as they are while

Figure 5



31.8% feel that they are too restrictive. In addition, 94.4% indicated that they are aware that the Village offers free curbside removal of yard waste while 5.6% responded that they were unaware.

The United States has moved toward being more energy conscious and has urged its citizens to conserve energy that they use in their households. Williamsville residents were asked if they have done anything to reduce the amount of energy that they use at home and a significant percentage of respondents (92.4%) claimed that they have. 61.8% of respondents have been successful in reducing their energy use while 9.9% indicated that they have not been successful. Yet, some respondents were unable to tell (22%) or did not try (6%) to reduce their energy consumption. Interestingly, 55.7% stated that Williamsville should not provide assistance to residents who try to reduce their energy use while 44.3% claimed that the Village should provide assistance.

Wind power has made significant headway in the US as an alternative source of power. The survey asked if the Village of Williamsville should allow small scale wind turbines in residential zoned or commercial zoned districts. A slightly

higher percentage of respondents (51.7%) claimed that they should not be allowed in residential districts versus those that felt they should (48.3%). Additionally, 82.9% felt that small scale wind turbines should be allowed in commercial zoned districts. Moreover, residents feel that the Village should amend its subdivision ordinances to review large-scale wind energy conversion systems within Williamsville's jurisdiction.

Shopping & Businesses

A section of the survey measured respondents shopping trends and how respondents feel about businesses and shopping opportunities currently available in the Village. A high percentage (67.4%) of respondents indicated that they use gas services in Williamsville at least once a week. In addition, 30% of respondents use the bank in Williamsville once a week and 40.2% visit fast food restaurants in the Village a few times a month. Conversely, Village respondents were also asked what services they must go outside of Williamsville to use. A majority of respondents (74%) claimed that they must go elsewhere for a grocery store. Services that respondents use outside of the Village a few times a month include sit down restaurants (38%) and banks (39%).

Future Growth

Williamsville's population increased by 26% from 1,140 people to 1,439 people between the years 1990 and 2000. 63.8% of survey respondents claimed that Williamsville should encourage the same growth rate between now and 2035. Respondents were asked how Williamsville should meet its financial needs. 66.1% claimed that the Village should encourage more businesses to locate in Williamsville, which may generate more sales and property taxes. Additionally, other respondents prefer seeking state and federal grants or reduce spending as alternative strategies to meet financial needs. Moreover, 88.7% of respondents feel that it is a bad idea to raise property taxes in an effort to meet Williamsville's financial needs.

In order to gain a perspective of Williamsville's economic development, 82.8% of respondents signified that the Village of Williamsville should try to attract new jobs. A majority of respondents felt that Williamsville could recruit employers and expand or retain existing jobs by spurring the development of a business park and increasing the marketing of the community. Respondents dislike the ideas of offering monetary incentives and offering land donations to attract employers or to expand or retain existing employment in Williamsville.

An overwhelming percentage of respondents (92.7%) indicated that Williamsville should promote the development of a new shopping area. 55.4% stated that new shopping areas should be within walking distance of Williamsville's majority population. In addition, Figure 6 shows respondents pointing out some amenities that Williamsville needs. A high percentage (83.1%) claimed that the Village needs a grocery store. A majority of respondents (65.4%) also indicated that Williamsville could use a car wash.

The survey indicated that a majority of respondents (60%) would be willing to pay more taxes to improve schools in Williamsville. Also, 59.8% would also pay more taxes to improve streets and roads in the Village.

Figure 6

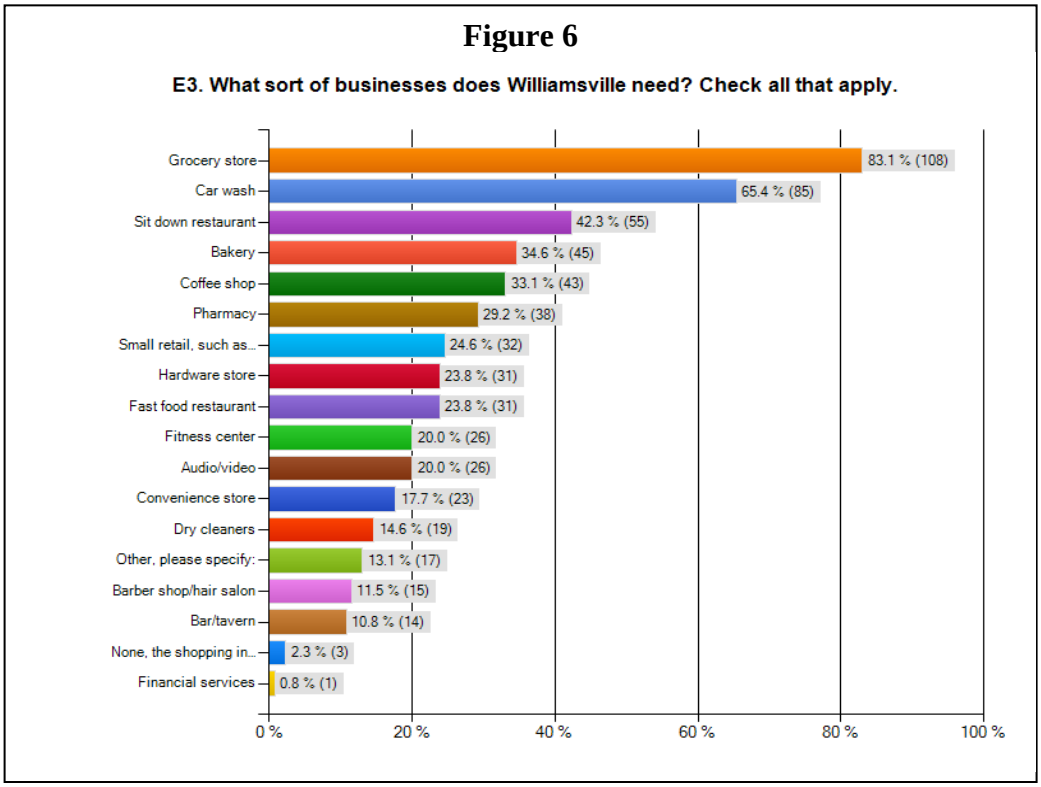
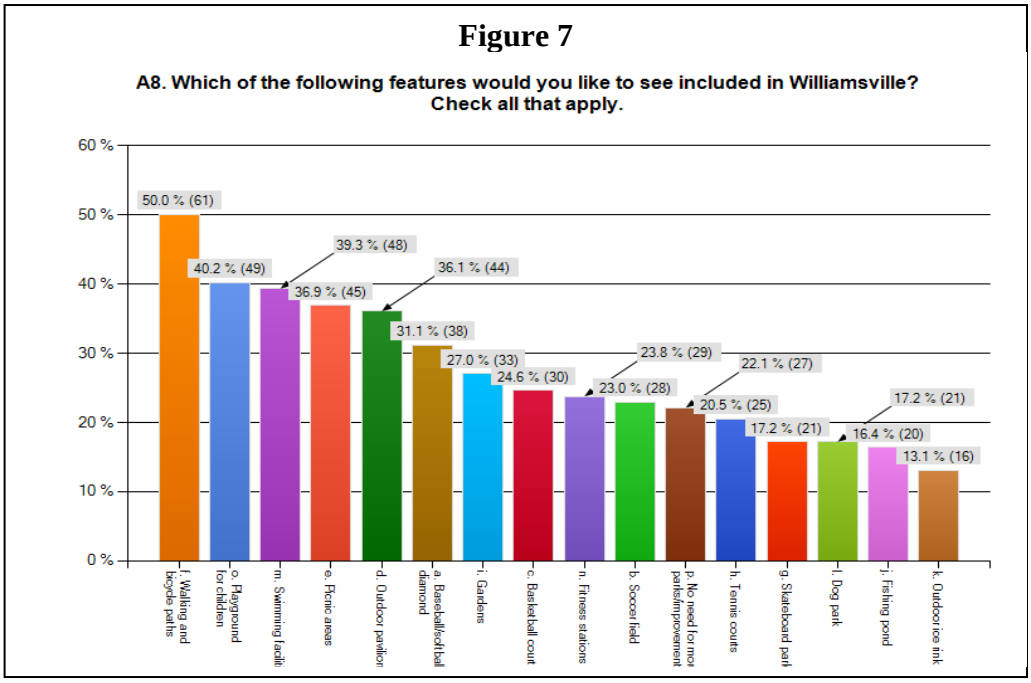


Figure 7 shows what features Williamsville respondents would like to see added within the Village. 50% would like to see additional walking and bicycle paths. Respondents also felt that swimming facilities and a playground for children

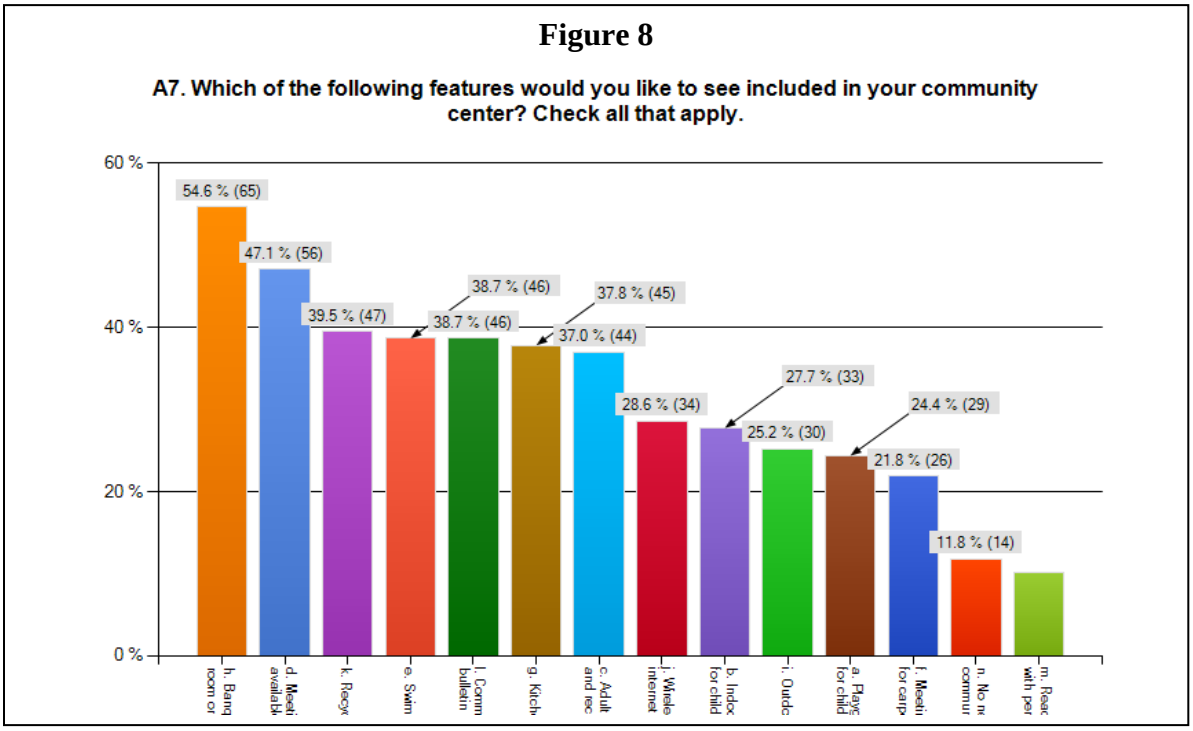
Figure 7



should be included in Williamsville's community.

Figure 8 reveals certain features that Williamsville respondents would like to see included in their community center. The survey results indicated the desire of respondents to have the ability to utilize a banquet facility and public meeting rooms in Williamsville's community center. Some respondents also felt that a recycling center and community bulletin board would be good additions to the community center.

Figure 8



Appendix G -

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