

CITY OF LAWRENCEVILLE, IL A VISION FOR OUR FUTURE

COMPREHENSIVE PLAN & PRE-DISASTER MITIGATION PLAN



Adopted: September 11, 2014



LAWRENCEVILLE: A VISION FOR OUR FUTURE

The City of Lawrenceville last attempted an effort to create a comprehensive plan about a quarter of a century ago. Some aspects of Lawrenceville have changed markedly since then. Happily, some characteristics have endured. In 2013, our city received comprehensive planning grant funds to develop a vision for the 21st century.

An updated, long-range comprehensive plan is important for our city for several reasons. First, it is responsive to what constituents want, and serving the public's safety and needs is a top priority. Second, a long-term plan serves as a blueprint for current and future officials and civic leaders regarding growth and infrastructure needs as well as for preserving our treasured history.

Some key facets of the Lawrenceville comprehensive planning being developed include:

- Preserving our small town identity and charm, focusing on safe, clean neighborhoods with good housing stock and sidewalks;
- Improving, repairing, and modernizing infrastructure services, including public utilities, police and fire, and parks and recreation;
- Creating new jobs and attracting new businesses of various sorts, including downtown restaurants and shops, arts and tourism, as well as light industrial;
- Proactively planning to mitigate the effects of natural hazards such as flooding before they happen.

Everyone involved in the planning effort is dedicated and enthusiastic and hopes the public will get excited and involved, too. "The Future is our Legacy."

-- Don Wagner, Mayor

Open House:	March 3, 2014
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Illinois Department of Commerce and Economic Opportunity (DCEO)

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INTRODUCTION

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INTRODUCTION

On June 10, 2008, Hurricane Ike caused severe flooding in Lawrence County when four levees were breached by floodwater. Lawrence County is bordered by two rivers; the Embarras River on the central-western side of the county and the Wabash River on the eastern side, which also creates the Illinois-Indiana state line. As a result of the levee breaks, nearly 200 homes, most of them located on the eastern side of Lawrenceville, were severely damaged or completely destroyed. To make matters worse, the whole community was affected due to a broken water main in the Embarras River which caused sewage to infiltrate into the city's drinking water. The city conducted a formal inventory of loss following the flood and received approximately \$200,000 - \$500,000 in flood relief.

In 2012, the city received a CDBG Hurricane Ike Disaster Recovery Program grant to prepare an updated Comprehensive Plan and a Pre-Disaster Mitigation Plan (PDMP). These Plans will guide community decision makers, investors and residents when considering policy changes, land use planning, budget preparation, capital improvements, economic opportunities/development, transportation options, housing, and future disaster mitigation. This comprehensive plan focuses on providing pro-active solutions to tackle major issues.

The PDMP was prepared to meet FEMA requirements to enhance the city's eligibility for FEMA hazard mitigation grants. The Plan has an integrated approach towards resiliency planning, which focuses on strengthening the community's ability to face issues such as natural hazards and economic blight head on. The Plan provides a series of goals and action steps to create a stronger, more resilient community.

PURPOSE AND COMPREHENSIVE PLAN MANDATE

The Comprehensive Plan and Pre-Disaster Mitigation Plan will help the city address future issues and opportunities in fiscally, socially, and ecologically responsible ways and to achieve the vision and goals contained within. Having a plan may also provide an advantage when pursuing funding for individual projects.

In accordance with the Illinois Municipal Code (65 ILCS 5/11-12-5(1)), a city or village plan commission is charged with preparing and recommending a comprehensive plan for the present and future development or redevelopment of the municipality. In early 2014, Lawrenceville appointed a new Plan Commission to oversee implementation of the Plan.

State law allows the incorporation of many more sections into a plan to address issues and goals specific to each jurisdiction. These can include sections on the natural environment, transportation and parks and recreation, economic development or community identity. This plan may also include requirements for streets, alleys, public lands and facilities.

PRE-DISASTER MITIGATION PLAN

The Pre-Disaster Mitigation Plan which is integrated into the Comprehensive Plan specifically analyzes the impact of the 2008 flood, but also acknowledges other potential disasters including tornado, winter storm and earthquake. The PDMP pays special attention to the eastern area of the city and its residents and businesses most adversely affected and the unmet "needs" created by the storm either directly or indirectly (e.g. infrastructure, housing, economic development etc.).



Public Workshop Photo -
"Mapping Lawrenceville"

Similar to the comprehensive plan, the PDMP details goals and action steps designed to mitigate or minimize future disaster damage in a FEMA/IEMA approved matrix known as a “Crosswalk” (See page 130 in the appendix).

SUSTAINABILITY

An over-arching goal is to achieve ecological and economical sustainability by incorporating throughout Sustainable Planning Priorities as identified by the Illinois Disaster Recovery Service including:

- Provide Transportation Choices

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

- Promote Equitable, Affordable Housing

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility, lower the combined cost of housing and transportation, and improve quality of life.

- Enhance Economic Competitiveness

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

- Support Existing Communities

Target funding toward existing communities to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

- Coordinate Policies and Leverage Investment

Align policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

- Value Communities and Neighborhoods

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods.



2008 Flood - Lawrenceville

The leaf icon  denotes a Sustainable Planning Policy.

HOW TO USE THIS PLAN

Lawrenceville’s Comprehensive Plan and Pre-Disaster Mitigation Plan represent a long-range initiative to guide the future of the city in a way that reflects its particular challenges, presents opportunities and strategies for success, and prepares the community as much as possible for natural hazards before they occur. Each chapter states the Goals and recommended Action Steps that will influence the successful implementation of the priorities of Lawrenceville residents and stakeholders.

The format and presentation of Goals and Action Steps are depicted and described below:

A Goal directly supports the collective efforts and ideals of the community reflected in the Vision Statement.

Action Steps

- An action contains tangible recommendations that can be taken by Village officials, business leaders, community organizations, and residents to implement the goal.

In addition, “Profiles” are included in relevant areas throughout this document to further explain certain concepts or recommendations.

The plan should be reviewed annually by the Plan Commission and City Council and updated every five to ten years in response to land use trends, changes in population, or any major events that may affect Lawrenceville’s future. This will ensure the plan and its individual elements remain relevant.

PUBLIC INPUT PROCESS OVERVIEW

A variety of methods, detailed below, were used to gather community input and ensure that the Comprehensive Plan and Pre-Disaster Mitigation Plan reflects a collective vision for the city’s current and future residents.

Project Steering Committee

Approximately 15 community ambassadors participated on the steering committee throughout the process to ensure that the plan accurately reflects the true character and vision for the City of Lawrenceville. Committee members represented large and small businesses, residents, the Mayor, City Staff, City Council members, county economic development and planning, the development community, and others who met over the course of the 8-month project to identify strengths and weaknesses, goals and objectives, the community’s vision, and review drafts of the plan.

Key Stakeholder Interviews

Members of specific constituent groups with common vested interests (aka stakeholders) were invited to three small group meetings held on



Steering committee meeting.

October 3, 2013 to discuss their concerns and desires for Lawrenceville relative to the Comprehensive Plan and Pre-Disaster Mitigation Plan. Stakeholders attended one of three sessions which were geared specifically to residents, the business community, and technical committee members. Represented in these groups were residents, city staff, public safety/law enforcement, utilities, county, local business, hospital representatives, County and State IEMA, and school representatives. Approximately 25 people attended the focus group meetings and were given the opportunity to speak about the community, individual areas of expertise as pertains to Lawrenceville and any strengths or weaknesses that they wished to highlight.



Stakeholder group interview discussion.

Public Workshops

A workshop open to the public was held on October 3, 2013, at City Hall. Large and small group exercises and a survey were administered to elicit input from Lawrenceville citizens. Some comments were similar to those from the initial steering committee meeting. They are summarized below.

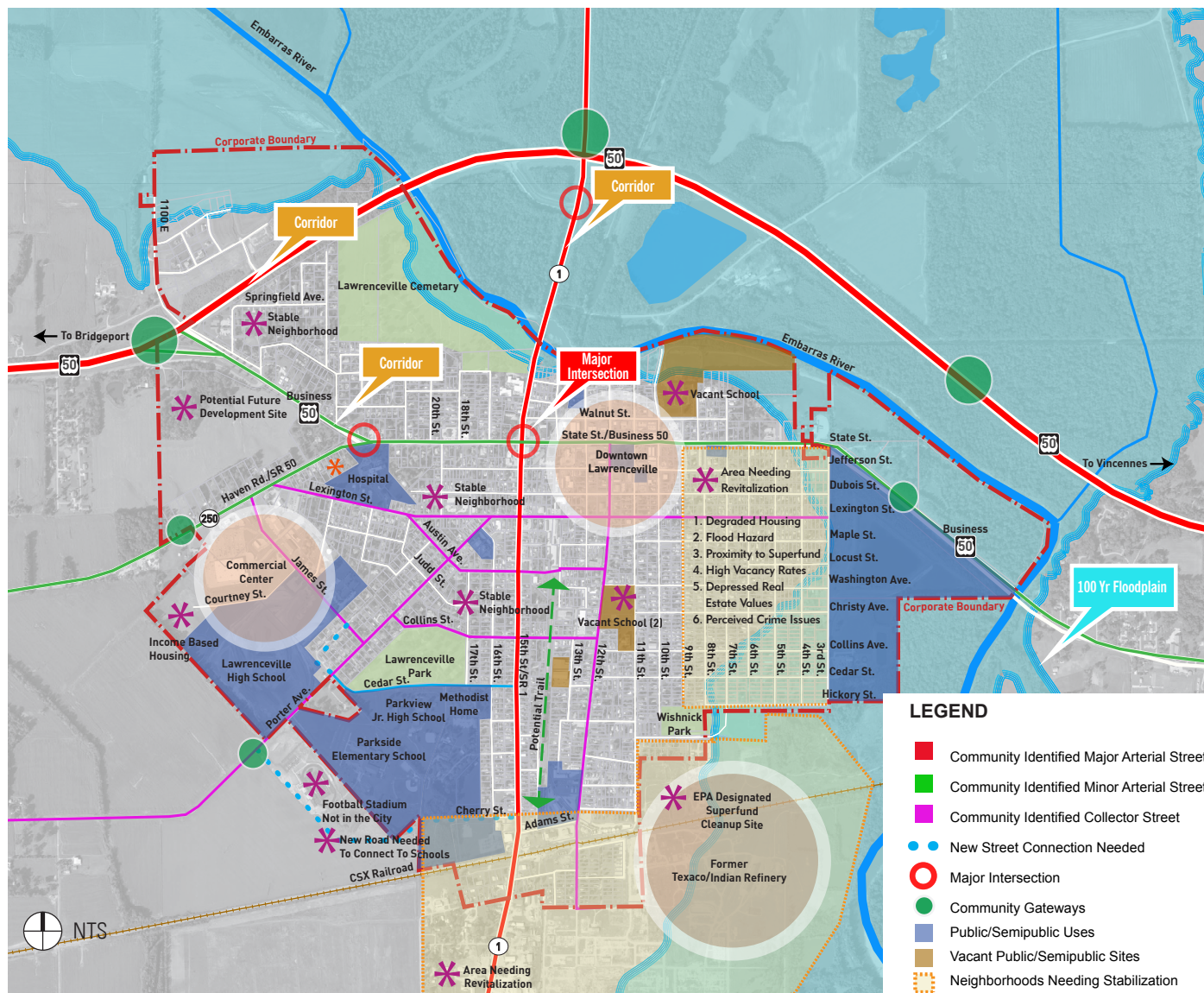
Physical and cultural traits considered positive were the people, the new school and superintendent, the historic and cultural resources, downtown architecture and activities, the parks, cemeteries and natural features such as the river and woodland. Workshop participants were optimistic about the road, rail and air access/infrastructure which are assets to attract future industrial and business employment centers.

Concerns included the poor condition of housing on the east side which is prone to flooding/standing water and on the south side which suffers from the perception of possible environmental contamination from the adjacent former Texaco refinery. Wishnick Park is underutilized partially due to that reason. Many properties are rentals with absentee landlords. Another issue is education and workforce. The city suffers from “brain drain” and for those that want to stay and are in need of vocational training, the closure of the local vocational school has made workforce development training/retraining more difficult as the nearest site is in Vincennes. Reduced employment opportunities have also lead to generational poverty and substance abuse issues, while at the same time, the city population is aging rapidly which results in lower productivity.

Downtown has also suffered from the poor national and local economy and as a result of new big box stores. The new development can be fragmented, and at times, not well planned. Needs include replacing sidewalks that lead to the schools and desires mentioned were a hotel with convention space for the travelers, residents, the hospital, and major employers to utilize. Vacant institutions (former schools) need to be addressed but present opportunity.

Other subjects tackled at the workshop include economic development, redevelopment, flood hazards, and transportation. Solutions to mitigate these issues are included in the comprehensive plan action steps within each chapter and in the Implementation Matrix beginning on page 103. We have included the workshop summary in the appendix on page 197 and a summary map on page 10.

Public Workshop - Summary Map of Public Input



Workshop Photos

Additional Public Engagement Tools

Project information and updates were uploaded to the Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan www.CommunityCollaborate.com web portal.

The results of a Community Vision survey distributed at a public meeting provided much information, however, the participation was not necessarily reflective of the majority of Lawrenceville residents. More than 40 percent of respondents were within the ages of 55 and 75, had no children at home and had household incomes 2-3 times the Lawrenceville median.

To increase community outreach, the consultant team prepared a Do-It-Yourself Community Planning Kit which would allow a group leader to administer exercises and gain input from citizens on the future of the community in 45 minutes to an hour. A High School, Sign of the Kingdom, and Rotary Club group participated.



Community Planning Kit

Open House

Approximately 15-20 persons attended the March 3, 2014 open house to review the draft plan, maps, ask the consulting team questions, and provide input on the plan and implementation. Local media representatives from the Lawrenceville Daily Record newspaper, and local radio station were in attendance. This event was set up as an informal open house event with 6 stations staffed to engage the public on each section of the plan (see below). Each station was equipped with large scale color maps, printed booklets, and informational handouts. In addition a large screen had a presentation and the plan scrolling for persons to review.

Plan Commission

RATIO presented the Comprehensive and Pre-Disaster Mitigation Plan to the Lawrenceville Plan Commission in a public hearing held on March 25, 2014. This event was publicly advertised. Approximately 15 persons attended this event. At the conclusion of the presentation and public comment period the Lawrenceville Plan Commission made and seconded a motion to recommend the Lawrenceville Comprehensive and Pre-Disaster Mitigation Plan to the Lawrenceville City Council. The motion carried 5 in favor and 0 against (2 members not present were absent).



CommunityCollaborate.Com

City Council Adoption and FEMA Approval

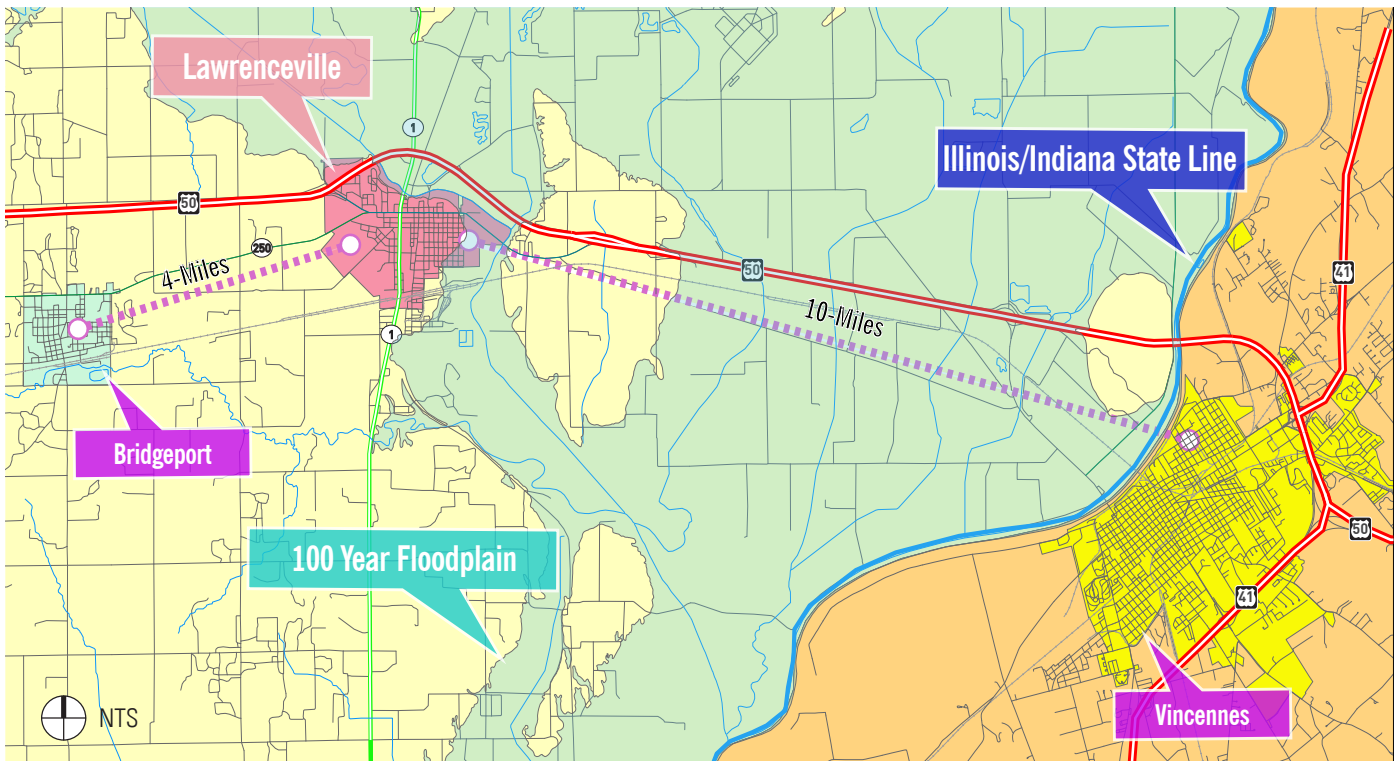
On September 11, 2014 the Lawrenceville City Council adopted the Lawrenceville Comprehensive and Pre-Disaster Mitigation Plan by a vote of 8 in favor and 0 against. The plan was adopted by council resolution 9-1-14. See council resolution on page 220 in the Appendix. FEMA approved the plan on September 12, 2014. See approval letter on page 222 in the appendix.

1 Lawrenceville Today

LOCATION

The City of Lawrenceville is the seat of Lawrence County, Illinois, situated in southeast Illinois ten miles northwest of Vincennes, Indiana. The city is bordered on the north by the Embarras River and US Highway 50. The city's main street is Old US Highway 50/State Street (business route), an east-west corridor. The city is bisected by Illinois State Route 1/15th Street, a north-south corridor. These corridors serve as the main thoroughfares through the city. The city is also serviced by CSX Rail on the south side. The community has a compact development pattern and encompasses approximately 2.20 square miles of area with a density of approximately 2340 persons per square mile.

Regional Context



HISTORY

When French fur traders began trading on the Wabash River in the early eighteenth century, the area around what is now Lawrenceville was inhabited by the Shawnee and Miami as well as multi-tribal villages that were part of the Wabash Confederacy, including Weas, Piankashaws, Kickapoos, Mascoutens, and other groups. The French established a fur trading post at Fort Ouiatenon near present-day Lafayette, Indiana, in 1717. In 1732, French-Canadian officer Francois-Marie Bissot, Sieur de Vincennes, commander of Fort Ouiatenon, established a second post farther down the Wabash River. This post developed into the present-day city of Vincennes and is the oldest continuously occupied settlement in Indiana. In 1763, the Treaty of Paris ceded the lands of French Canada to the British. During the American Revolution, George Rogers Clark captured Vincennes for the Americans.

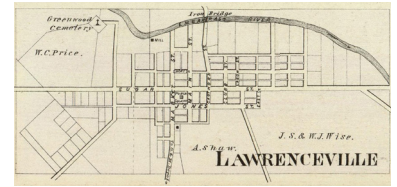
Toussaint Dubois (1762-1816), a Montreal-born fur trader, settled near the future site of Lawrenceville in the 1780s and married into a Vincennes family. Dubois was a commander at the Battle of Tippecanoe and served as a Major in the War of 1812. He drowned while crossing the Little Wabash River on the way home from a business trip to St. Louis, Missouri.

The land that is now Lawrence County became part of the Northwest Territory in 1787. This large area was partitioned to create the Indiana Territory in 1800, with the capital at nearby Vincennes from 1800 until 1813. The Illinois Territory was divided out of the Indiana Territory in 1809 and Illinois became the 21st state in 1818. Lawrence County was formed in 1821 out of portions of Crawford and Edwards Counties. The county was named for James Lawrence, an American naval officer during the War of 1812. Lawrence was captain of the U.S.S. *Chesapeake*, and, mortally wounded in action, he ordered the ship's officers: "Don't give up the ship!", a command that subsequently became a common figure of speech. The Lawrence County Commissioners held their first meeting at the residence of Toussaint Dubois, Jr.

Lawrenceville was platted by John Dunlap in 1821 on land that had been owned by Toussaint Dubois. The town site was located on the south side of the Embarras River and featured a grid of streets and a central public square. The county seat was incorporated as a town in 1835, re-incorporated as a village in 1879, and incorporated as a city in 1895.

Lawrenceville grew slowly until the late nineteenth century, maintaining a population of about 500 persons from 1850 to 1880. The village's population increased by more than half during the 1880s, reaching 865 by 1890 and growing to 1,300 by 1900. At the dawn of the twentieth century, Lawrenceville was a growing county seat and commercial center for the surrounding township, with four churches, a public school, and two weekly newspapers.

The discovery of oil in Lawrence County in 1906 sparked a boom in Lawrenceville. The city's population more than doubled to 3,235 between 1900 and 1910. The Indian Refining Company, later part of Texaco, opened a refinery in Lawrenceville in 1907 and oil refining would remain the town's principal industry for much of the twentieth century. Steady growth brought the population to 5,080 in 1920 and 6,303 in 1930. This period saw several developments to meet the needs of a growing population.



Map of Lawrenceville, 1876



Central School, 1904

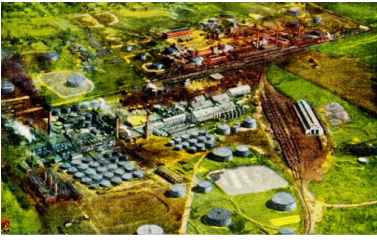


Lawrence County Courthouse, c.1920



West side of Square, c.1925

1 Lawrenceville Today



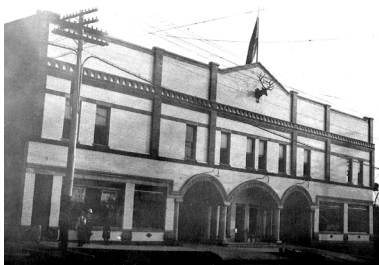
Indian Refinery, c. 1925



West side of Square, c. 1920



Lawrenceville High School, c. 1950



Lawrenceville Auto Company Building, c. 1915

The Lawrence Township Library opened in 1921. In 1924 the Lawrenceville Charity and Welfare association established a day nursery to provide childcare for working mothers. The Avalon Theatre also opened in 1924. In 1929, F. W. Woolworth opened a department store on the Square in downtown Lawrenceville. During the 1930s, New Deal job creation programs completed 36 projects in Lawrence County, including construction of the Lawrenceville Armory.

Lawrenceville's economy depended largely on the oil industry during the middle of the twentieth century. Illinois was a major source of U.S. oil through the 1920s and statewide oil extraction exceeded 140 million barrels per year by the 1940s. Resource depletion reduced production to 10 million barrels per year by the 1990s and many oil-related industries in the region shut down. The Lawrenceville Texaco Refinery closed in 1985. Lawrenceville's population peaked in 1950 at 6,328 and has declined gradually since, leaving 4,348 as of the 2010 census.

Roads and railroads have provided critical connections between Lawrenceville and other communities and these transportation networks have influenced the city's growth. State Street has been the primary east-west thoroughfare through Lawrenceville since the mid-nineteenth century. In 1850 the stretch between Lawrenceville and Vincennes was improved as a plank road. This road became a part of U.S. Route 50 in 1926. Tenth Street formerly connected to points north via an iron bridge over the Embarras River. Twelfth Street connected to points south. North-south traffic has shifted to 15th Street, now part of Illinois Route 1. The Ohio & Mississippi Railway, connecting Cincinnati, Ohio, to East St. Louis, Illinois, was built through Lawrenceville between 1853 and 1857. The Cleveland, Cincinnati, Chicago & St. Louis Railway (known as the Big Four) line was completed through Lawrenceville in 1876. Railroad connections were essential for commercial and industrial growth during the nineteenth and twentieth centuries.



DEMOGRAPHIC PROFILE

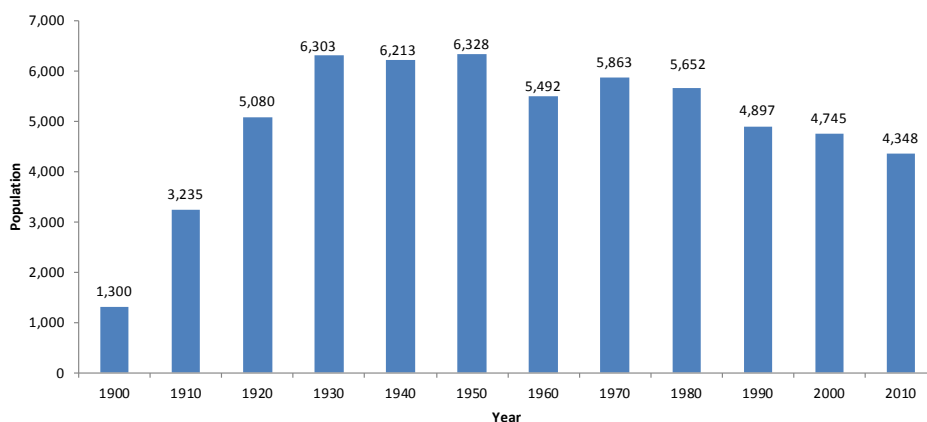
Demographic profiles are useful for making informed decisions and crafting policies for a community. They provide limited, but important, information about communities' populations, housing, and finances. As Lawrenceville determines what course of action to take, its elected officials, community leaders, and citizens may find the included information on population, housing, poverty, and education helpful.

The demographic information for Lawrenceville comes primarily from the US Census Bureau. The Census Bureau conducts the Census of Population and Housing every ten years, and requests information from every US resident on his/her age, sex, race, and housing. The Census Bureau also gathers information on income, employment, home values, and education, among other categories, using the annual American Community Survey, which is sent to about 3 million households per year.

Additionally, this profile includes population projection data from the Illinois Department of Commerce and Economic Opportunity. The Department estimates births, deaths, and departures and arrivals for each county within Illinois. The Department combines these three pieces of data to calculate the total county population for five-year periods. This profile also uses information from the Illinois State Board of Education on graduation rates when discussing educational attainment in Lawrenceville.

Whenever possible, information was collected on Lawrenceville itself. In some cases, however, information was collected on Lawrence County due to a lack of available data on Lawrenceville.

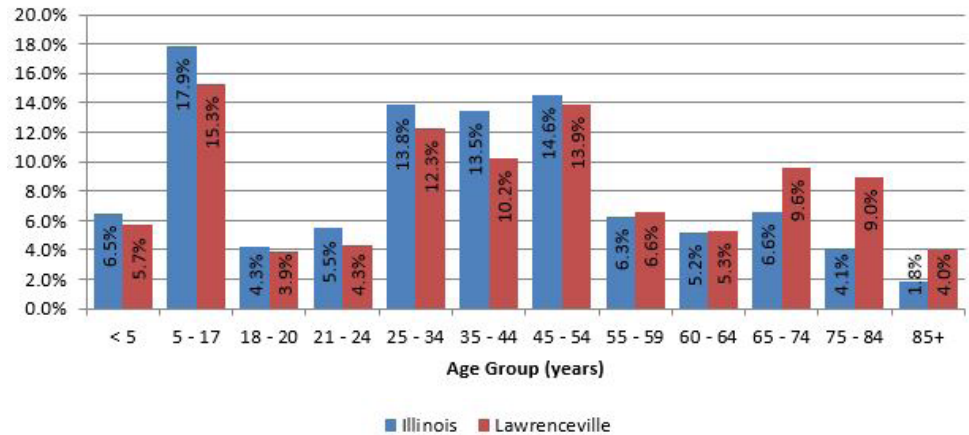
Population



Source: US Census Bureau, Census of Population and Housing

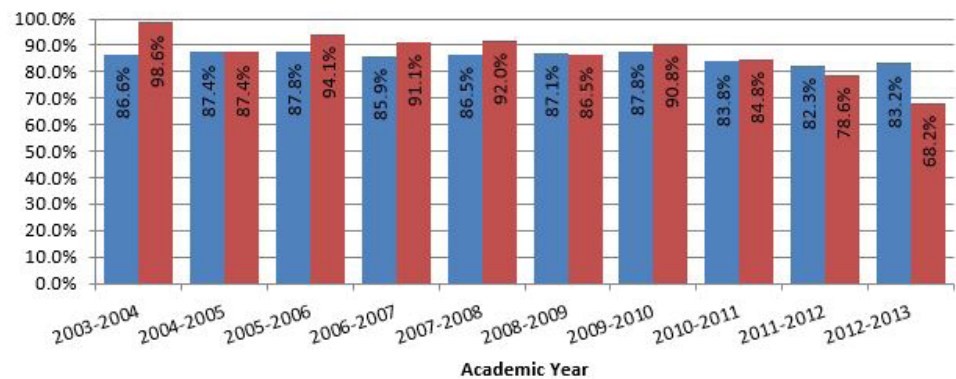
Lawrenceville has had a steady and significant decline in population since 1970 – losing more than a quarter of its population over the last four decades. The population of Lawrence County also declined over this period but only marginally. However, both the city and county significantly lag the state and nation in their rates of growth.

Population Age Distribution



Source: US Census Bureau, Census of Population and Housing

High School Graduation Rates



Source: Illinois State Board of Education, Center for Performance

Between 2000 and 2010, the percentage of Lawrenceville residents without a high school diploma increased by almost 15%. With regard to higher education, the percentage of Lawrenceville residents with a Bachelor's degree or higher decreased by more than 6%. This trend is the opposite of the state of Illinois, where the percentage of residents without a high school diploma dropped by almost 5% while the percentage with a Bachelor's degree or higher increased by more than 4%.

The percentage of Lawrenceville residents in poverty remains very high at almost 28%. Over the past twenty years, the gap has increased relative to the State of Illinois and Lawrence County. While 13% higher than the state in 1990, the city is now 15% higher.

On average, employed Lawrenceville residents travel 17.4 minutes (one way) to get to work. About 70% of them work in Lawrence County or Illinois, while the remaining 30% commute outside of the state for their jobs.

Over the past twenty years, Lawrenceville and Lawrence County have had a significantly lower median household income than the State of Illinois. Based on the 2006-2010 American Community Survey 5-Year Estimates, Lawrence County ranks 93rd in the State of Illinois in per capita income, a ranking which is skewed downward by the Lawrence Correctional Center. It should also be noted that prisoners are not included in arriving at the median household income.

Lawrenceville and Lawrence County have significantly lower median owner-occupied home values than the State of Illinois. While home values for Illinois and Lawrence County have risen over the last 20 years, Lawrenceville's have stayed relatively constant (when adjusted for inflation). Consistent with an economically distressed area, Lawrenceville also has more vacant and renter-occupied dwellings than the state.

Lawrence County lost a lower percentage of manufacturing jobs relative to the nation over the last ten years. This is somewhat positive since the county also has a location quotient over 1 for this sector, indicating a higher concentration of manufacturing jobs than the nation. On the other hand, they had nearly a 10 percent job loss overall, primarily in the very sectors of the new economy that are driving the national recovery.

FACTS AT A GLANCE

- 2010 Population 4,348
- 2010 Median Age 43.5 years
- 2010 Median Income \$28,003 (Adjusted for inflation)
- 25.4% of the Lawrenceville residents aged 16 and older are in the labor force
- 2010 Labor Force 1,214
- 2010 Median Housing Value \$62,284 (Adjusted for inflation)
- 2010 Occupied Housing – 51.1% Owner Occupied and 48.9% Renter Occupied,
- 2010 Vacant Housing – 12.5%

FINAL SNAPSHOT

- Lawrenceville has a declining population.
- Lawrenceville's median age of 43.5 is significantly older than the State of Illinois at 36.6.
- Lawrenceville significantly lags the state and nation in educational attainment with only 6.1 percent of its population with a bachelor's degree or higher compared to the state's 30.3 percent and the nation's 27.9 percent.
- 30 percent of Lawrenceville's residents commute out of state for their jobs.
- Lawrenceville's median income, housing values, and poverty rate are consistent with an economically distressed community.
- Lawrenceville has experienced significant job losses over the past decade but retains a higher concentration of manufacturing jobs than the nation as whole.







CHARACTER OF PLACE

Lawrenceville is at heart a small city with residents passionate to save and improve their community. Lawrenceville has faced significant challenges for several decades since the closing of the Texaco Refinery that had been the community's primary economic driver. Lawrenceville exhibits a strong link with its past and a desire to continue to appreciate its rich history while empowering residents and business owners to ensure a successful future for the community. Lawrenceville is like many small, post-industrial Midwestern cities and has its host of problems, including lack of investment and employers as well as natural hazards such as flooding, which have caused blight in the community. What Lawrenceville does have, however, is an intact historic downtown, new schools, and a strong desire to examine the community as it exists today and set realistic goals to achieve revitalization.

QUALITY OF LIFE

Quality of life captures the vision of a community and looks at much more than street layouts, land use, and housing, or economic development needs. Quality of life looks at the whole community including schools, parks, healthcare, workforce development, social services, and opportunities for economic advancement. When a community has good things planned and an action plan to achieve goals and strategies it is likely to be a healthy place for residents and a desirable place for investors.

1. *Create an attractive, inviting, well planned, and safe community.*

- a. Enhance and embrace initiatives that strengthen the identity of the City of Lawrenceville and promote its assets (downtown, parks etc.) such as gateway signage, landscaping, and lighting.
-  b. Enact and enforce an unwholesome environment ordinance and an anti-dumping ordinance to prevent negative impacts such as pollution and/or disruption to the natural stormwater retention system.
-  c. Support and conduct quarterly "Keep Lawrenceville Beautiful" cleanup efforts. Some communities have turned these into neighborhood cleanup competitions with a reward for the cleanest neighborhood (a free tree for a park).
-  d. Encourage connectivity and walkability in all development and redevelopment projects.
-  e. Preserve and embrace Lawrenceville's cultural and natural resources as tourism opportunities.
- f. Encourage the Sign of the Kingdom and other not-for-profits that provide services to underserved persons to coordinate resources and to create and publicize a comprehensive list of services and providers in the region.
- g. Consider a formal declaration of blight to initiate the redevelopment process in

accordance with Illinois State Statute. This will also increase the city's eligibility for funding.

- h. Champion early childhood education and begin programs for pre-school children in partnership with the schools, not-for profits and faith-based organizations.
- i. Partner with the school system to create a STEM program (Science, Technology, Engineering, and Mathematics), after school programs (e.g. running, gardening, reading, math team) and mentorship programs (e.g. Seniors Helping Our Kids).

2. *Make government information easily accessible for all.*

- a. Promote and continually improve the City of Lawrenceville website as a portal for community information and to improve community access by adding email contacts for key city employees, elected officials, and links to community organizations.
- b. Record and post meeting dates and minutes on the city's website.
- c. Post up-to-date planning documents on the city's website for public use.



ARCHITECTURAL CHARACTER

Lawrenceville features a wide array of architectural styles reflecting the town's growth from the early nineteenth century to the present. The downtown area around the Public Square and along adjacent streets retains almost all of its historic commercial buildings. These continuous rows of historic buildings contribute greatly to the community's unique sense of place. Demolition can scar a block, leaving vacant lots that produce an effect known as "broken teeth"—a condition that evokes blight and disinvestment. Lawrenceville is fortunate to have an intact downtown filled with buildings that have distinctive architectural character and the potential for a variety of uses.

Lawrenceville's downtown commercial buildings mainly reflect the Italianate and Neoclassical styles popular between 1880 and 1930, the period of the town's greatest growth. These buildings utilize many different colors of brick along with limestone, terra cotta, cast iron, pressed-metal, and glass to create a diverse yet harmonious range of architectural effects that reinforce the downtown's unique character. Several individual buildings stand out within the downtown area. The Lawrenceville Auto Company Building (1912) is an outstanding example of the unique forms of early automobile dealerships and features unusual white and turquoise glazed brick. The five-story Hotel Lawrence (1920), overlooking the Public Square, originally featured top floor offices for the Indian Refining Company. The First National Bank Building (1923), now the Lawrence County Historical Museum and Library, anchors another corner of the Square. Many of the other historic downtown commercial buildings are notable for their architectural character and reflect the community's prosperity between the 1880s and 1920s.



Lawrenceville is fortunate to have an intact downtown filled with buildings that have distinctive character and development potential.



The Lawrenceville Auto Company Building (1912) is an outstanding example of an early automobile dealership and features unusual white and turquoise glazed brick.

1 Lawrenceville Today



Several buildings have been covered with “slipcovers” that conceal their historic character. In many cases the building’s historic façade remains intact beneath the slipcover, allowing it to be uncovered and rehabilitated.



After World War II, several buildings were covered with “slipcovers”—false fronts of wood, metal, or vinyl siding intended to provide an updated appearance. These slipcovers detract from the character of downtown Lawrenceville and often interfere with productive use of the building’s upper floors. In many cases the building’s historic façade remains intact beneath the slipcover, allowing the building to be uncovered and rehabilitated. Such rehabilitations can reinforce downtown Lawrenceville’s unique character while improving the viability of the buildings for continued use.



Lawrenceville is fortunate to retain many historic buildings that contribute to its unique identity and sense of place.



The Lawrence County Courthouse is the central and iconic landmark of Lawrenceville and Lawrence County.



The Courthouse Square is a central location for business, serving both local residents and visitors.

HISTORIC AND CULTURAL RESOURCES

The Lawrence County Courthouse was built during 1888-1889 and remains the community’s central and defining architectural landmark. The first courthouse was built on the Public Square during 1822-1826. In 1886 it was determined that the county needed a larger building and the prominent architecture firm of McDonald Bros., of Louisville, Kentucky, were hired to design a new courthouse. The McDonald firm was responsible for courthouse designs in Indiana, Illinois, Kentucky, Tennessee, South Carolina, Georgia, and Mississippi. In 1903 D. S. Porter donated the tower clock and bell to the community. The courthouse served as a symbol of community prosperity, as a center for law and justice, as a strategic economic development investment, and as a legacy for future generations. Historic courthouses are often the symbolic and economic centers of their communities and form a critical part of the identity of the county seat. They are typically the most elaborate and monumental works of art and architecture in a county and are often surrounded by monuments and memorials honoring citizens of the county. Lawrenceville is fortunate to have a building of such value at its core. The courthouse was listed in the National Register of Historic Places in 2010.

In addition to its architectural and historical significance, a historic courthouse can also have a significant economic impact on the surrounding downtown area and the community as a whole. As a center of county services, a historic courthouse helps to support a critical mass of business activity in the surrounding downtown area. Courthouses and their surrounding downtowns are natural attractions for visitors and tourists, further encouraging business activity. The preservation and appropriate maintenance of a historic county courthouse can have a positive impact on the value of nearby private property and can encourage reinvestment in the surrounding area. The unique sense of place created by a historic courthouse can attract investors to rehabilitate buildings on or near the square.



While another community could duplicate Lawrenceville's utilities, industrial parks, tax rates, or permitting process, no other community can duplicate the unique character and sense of place of its historic downtown.

While the courthouse is the central and most visible landmark, Lawrenceville retains a number of other architecturally and historically significant civic buildings. The former Lawrenceville High School (1915/c.1940), Central School, and Lincoln School are all important community landmarks with exceptional potential for adaptive reuse to accommodate affordable housing, offices, or other uses. Reuse of these buildings preserves the community's past investments while also maintaining a connection with past generations.

The Lawrenceville Post Office (1932) and Lawrenceville Armory (1937-1939, S. Milton Eichberg, supervising architect) are two community landmarks reflecting New Deal programs that created jobs through the construction of civic buildings in communities across the country. The Armory is an outstanding example of the streamlined Art Deco style. The former Methodist Old Folks Home (1926), now called United Methodist Village, is a high-style example of the Tudor Revival style, designed to resemble an English manor house. Historic churches also help to define the character of Lawrenceville. First Christian, First United Methodist, and First Presbyterian are all notable historic church buildings. St. Lawrence Catholic Church is an outstanding example of a Midcentury Modern church and appears to survive unaltered.

In addition to these high-style landmarks, Lawrenceville retains a number of more modest but equally significant historic buildings. The Lawrenceville Presbyterian Church (1856), now home to the Masonic Lodge, is an excellent example of a vernacular Greek Revival church building and is said to have been associated with the Underground Railroad. The remaining building at the Indian/Texaco Refinery site is a good example of an early twentieth century industrial building and is associated with Lawrenceville's primary industry during the twentieth century. The building's open plan and clerestory windows offer great potential for adaptive reuse. The Camp Fire Girls' Girl Scout Little House (1937) is a notable example of a modern log cabin in the style of many improvements built by the Civilian Conservation Corps.

Lawrenceville's historic school buildings are iconic community landmarks and offer great potential for adaptive reuse and redevelopment.



The Lawrenceville Armory is an outstanding example of the Art Deco style.



The Methodist Home, designed to resemble an English manor house, is currently underutilized.



The Lawrenceville Post Office remains in active use.

1 Lawrenceville Today



Lawrenceville's historic churches contribute to the community's unique sense of place.



The former Presbyterian Church (1856) is an important antebellum landmark



The remaining building at the Indian/Texaco Refinery site symbolizes Lawrenceville's connection to the oil industry and offers reuse potential.

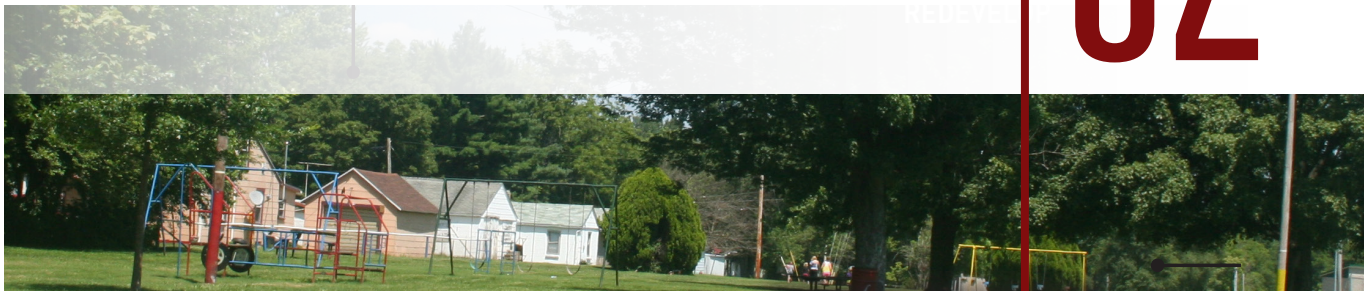


The Girl Scout Little House (1937) is a notable example of a modern log cabin recreational building.



LIVABLE COMMUNITY

02



2 Livable Community



WHAT IS A LIVABLE COMMUNITY?

A livable community promotes a cohesive, connected community where people know their neighbors, support local businesses, and embrace pride in their community. A livable community promotes civic engagement and opportunities for all ages to achieve success and to make safe, sustainable choices for a variety of elements that include housing, transportation, education, cultural diversity and enrichment, and recreation.

PLAN FOCUS AREAS

To successfully implement the sustainable planning principles identified on page 7 and to achieve a livable community in recovery, the Comprehensive Plan focuses on four areas that were identified by the public as most critical to the future of Lawrenceville.

Stabilization of Neighborhoods

Focus on blighted and frequently flooded areas especially on the east side of the city and provide for redevelopment and revitalization strategies focusing on the core. The community needs to improve unwholesome environments and derelict properties. They are concerned about the community wellness in an aging community, the methamphetamine drug problem, negative health affects for those who worked at the refinery and kids with little to do. This plan provides tools to the community to incrementally address blight and disinvestment and identify potential opportunity sites and corresponding strategies for private investment, redevelopment, and land use.

Revitalization of Downtown

Lawrenceville has an incredibly intact historic Downtown which is the true focal point of the community. It provides a dynamic mix of uses including major employers, retail stores, restaurants, government offices and other key activity centers that are integral to the community and local economy. It also provides a sense of place that cannot be found in other parts of the community. This plan will provide the community with tools to continue capitalizing on synergy between the city, Downtown Lawrenceville (organization), and businesses/property owners with a focus on identifying and positioning the community to successfully obtain grant funds and entice private investment.

Job Creation / Workforce Development

Three significant challenges must be addressed to promote future job creation in the Lawrenceville community. First, the city should exert some leadership to assist the Lawrence County Industrial Development Corporation in reestablishing basic economic development programs.

The term shovel-ready is used to describe a construction project (usually larger-scale infrastructure) where project planning, engineering and funding have advanced to the stage where laborers may immediately be employed to begin work.

Second, the city must attend to three key land-use issues: the availability of shovel-ready sites for basic employers, the status of the Mid-American Air Center with its Foreign Trade Zone, and the remediation of the Indian Refinery/Texaco superfund site. Third, low education attainment levels in the workforce are a liability in attracting and keeping higher wage employers; this condition will require action by a broad community partnership in which the city should play a leadership role.

Flood Hazard Mitigation

Much of Lawrenceville's east side lies within the 100 year floodplain and has experienced three federally-declared flood disasters in the past 30 years. The most devastating of these was the 2008 Hurricane Ike flood event, the worst flood in Lawrenceville's history. As a result of rising flood waters four levees were breached and many properties on the east side of the city sustained damage and remain vacant. This plan analyzes the impact of the flood on the community, lingering effects on the east side, and provides recommendations to mitigate future flood impact.



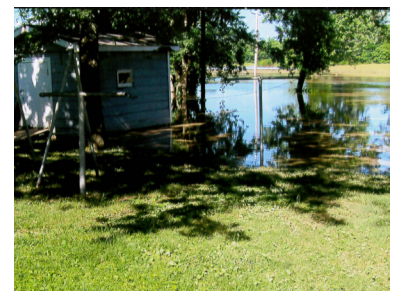
East Side property condition

LAND USE STATEMENT OF PURPOSE

An understanding of a city's history and an inventory of existing conditions helps to form recommendations that continue the balanced land use and compact development pattern that is evidenced in Lawrenceville by the historic courthouse square, downtown development and urban single-family neighborhood residential surrounding it. Though newer commercial development has occurred on the west side of the city, the goals of a sustainable community are to realize the opportunities in redevelopment, diverse housing, compatible infill development, and a range of housing densities to position the community as a place where people want to live, work and invest their time, energy, and resources.

EXISTING LAND USE

Lawrenceville is approximately 2.20 square miles. The majority of the land in the city is residential development. Much of it is on urban lots, with newer suburban-style development on the far northeast side. Municipal / Institutional uses (courthouse, hospital, utilities), commercial and industrial uses and parks, natural areas, floodplain and floodway comprise the remaining percentage of land that is not public right-of-way.



East Side flooding

2 Livable Community



Residential

Most of the residential properties in Lawrenceville exhibit similar characteristics: single family, detached, one story. The neighborhood between 3rd and 12th Streets possesses these similar traits but has the distinction of being more distressed and prone to flooding. There are attached homes (income-based) south of Hayes Road/ SR 50 behind Walmart and single family homes added in a suburban housing TIF district on the northwest side in recent years.

Commercial

There is a significant amount of commercial retail and office development in the downtown area surrounding the Lawrence County courthouse square. Local organizations are actively pursuing projects to revitalize the downtown and preserve the character and architecture. Other commercial development including banks, Walmart, and Ace Hardware, is concentrated at the intersection of SR 1 and US 50, and west on SR 250/Haven Rd.

Institutional

The County Government and the Hospital, identified as a “Critical Access Hospital”, are great assets to the community and important employers. Additional institutional facilities include Unit 20 School District, the National Guard, the Methodist Home, Lawrence Public Library, and city facilities such as City Hall/Police, Fire Department, and Public Works Department.

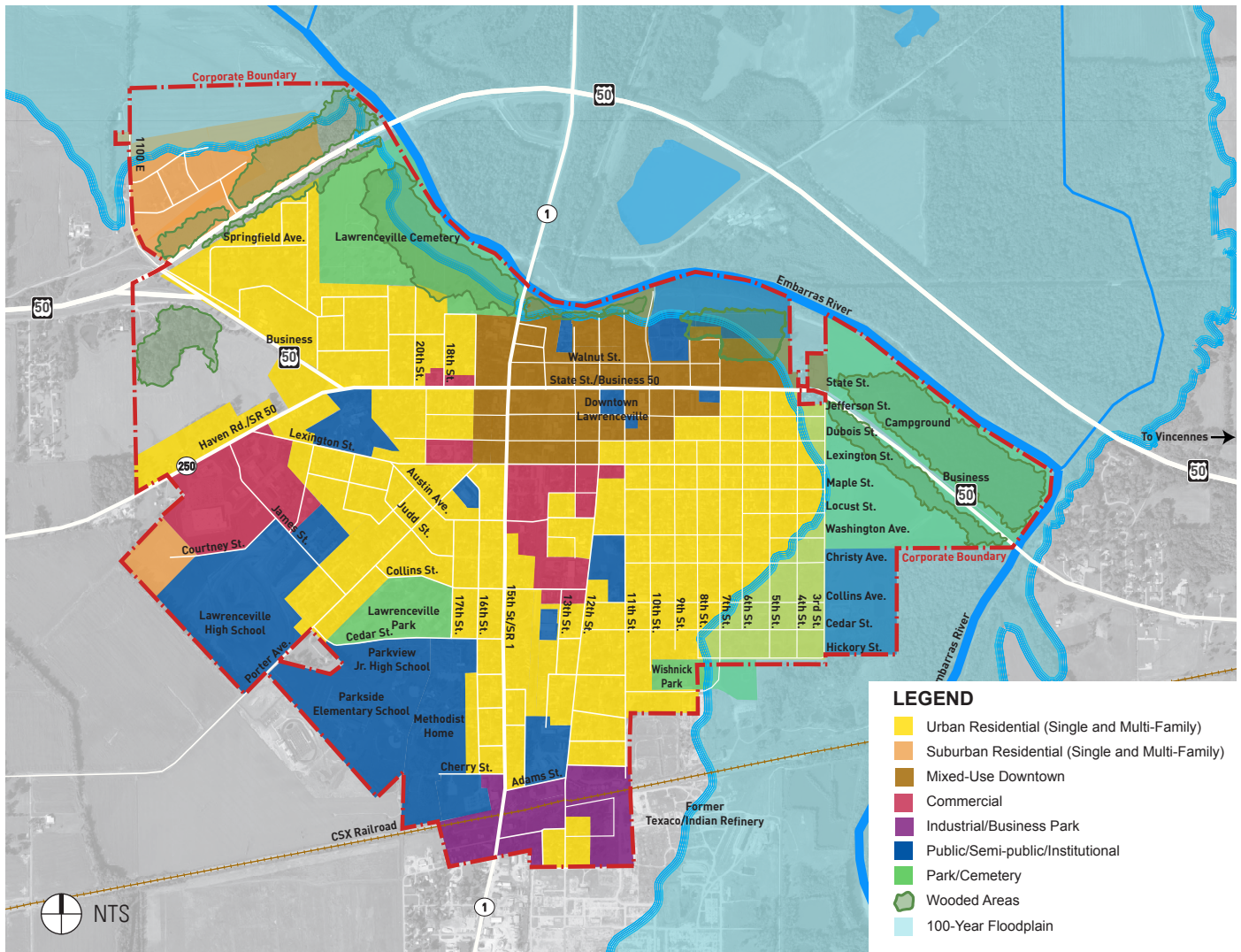
Industry

The Airport and Industrial Park east of Lawrenceville are both in Lawrence County. The airport is a Bi-State authority controlled by both Illinois and Indiana. The airport is a designated Free-Trade-Zone which encourages industry and distribution centers. Lawrenceville provides police protection and water. Also not within the corporate limits of Lawrenceville but exerting a great influence is the former Texaco refinery site.

EXTRA-TERRITORIAL JURISDICTION

The presence of these properties outside of the corporate limits but adjacent to municipal boundaries suggests that Lawrenceville should consider the establishment of extra-territorial jurisdiction (ETJ). The fact that Lawrence County does not have established zoning makes establishing an ETJ even more important for the City of Lawrenceville. This will allow the City of Lawrenceville to control land use decisions directly surrounding the community. For many municipalities, plans for future growth and development do not take place solely within corporate limits. Illinois State statute §65 ILCS 5/11-12, allows municipalities to establish an extra-territorial jurisdiction (ETJ) adjacent to and up to one and one-half miles outside the corporate limits.

Existing Land Use Map

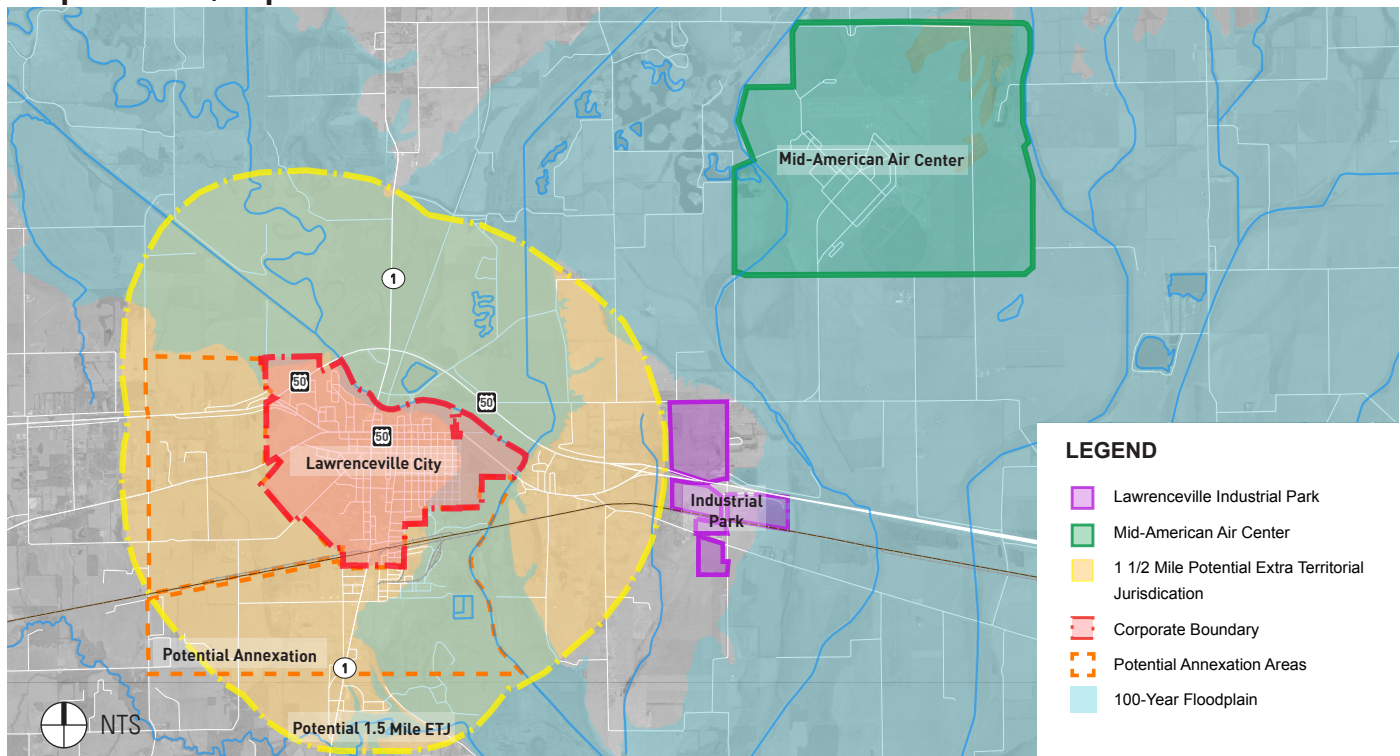


The ETJ can be included in both the Comprehensive Plan and the Zoning/Subdivision Ordinances to ensure consistency and compatibility of the standards of the municipality.

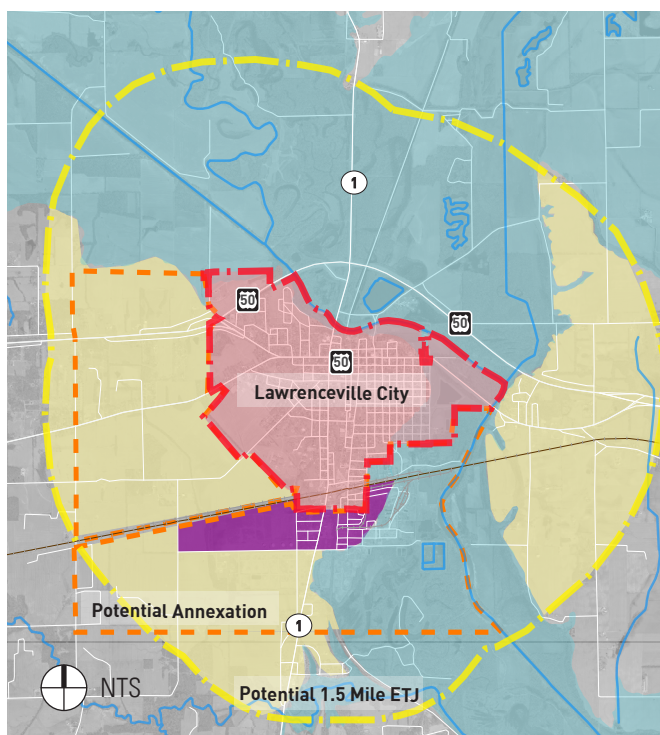
A municipality must notify the county prior to establishing an ETJ. Areas within the one and one-half mile zone that currently receive the municipality's services, such as sewer and water, can be automatically included within the ETJ, while areas not receiving municipal services must be approved by the legislative body of the county.

Once established, the municipality assumes responsibility for building inspections and permitting, zoning and code enforcement, and other planning services within the ETJ. If necessary, these services can be contracted to neighboring municipalities, the county, or private consultants. The ETJ is illustrated in graphic form on page 32.

Map of the ETJ, Airport and Industrial Park Locations



Map of ETJ Land Use



Rural Residential

Rural Residential areas have been used traditionally for farming, and fall within the 1.5 mile Extra Territorial Jurisdiction (ETJ) area. Appropriate uses are low density residential development and traditional agriculture. The City may want to include zoning for the ETJ in an update to the zoning ordinance land use map and use matrix to control uses within the rural residential land use classification. Best management practices focus on making most uses other than low density residential and agriculture require a special exception from the Plan Commission.

Light Industrial/Business Park

See Page 33 for a detailed description.

FUTURE LAND USE

Land use issues in a community that is growing rapidly often focus on development and land preservation. In a community with a compact development pattern, having seen little annexation, and facing conditions such as flooding, the critical issues for a comprehensive plan are balanced land uses, avoiding development in areas prone to natural hazards, addressing blighted neighborhoods, and identifying redevelopment strategies.

The Land Use Plan and map on the next page provide land use designations which reflect the character and intensity of future development and redevelopment. Land Use designations are broad-brush depictions and are not zoning. While the actual pattern of land development may vary somewhat, the principles should be maintained. This Plan should be used in conjunction with the Thoroughfare Plan, the Lawrenceville Zoning Map, and Redevelopment recommendations to assist the Plan Commission, City Council, and city staff in making decisions that provide prosperity and lead to opportunities.

Urban Residential

Urban Residential areas are typically adjacent to the downtown area in a city's core, have moderate to high density, are mixed-use in nature, and are walkable. Schools, parks, small-scale churches, neighborhood-scale retail and services, and multifamily residences that respect the scale and character are appropriate. This area contains vacant and underutilized land that should develop in a manner compatible with the community's unique character and sense of place. Lawrenceville has single-family and two-family residential development but could also accommodate townhomes and other attached and multifamily housing styles.

Suburban Residential

Suburban Residential areas are typically found in neighborhoods that developed after World War II. This development pattern should provide a connected street network to adjoining neighborhoods with pedestrian and bicycle facilities. Cul-de-sac streets, which do not encourage connectivity, should be minimized. New development should always be required to connect to utility services. Conservation subdivisions are an alternative type of land development tool for use when desired suburban residential is adjacent to areas desired for conservation of sensitive habitats including wetlands and riparian areas.

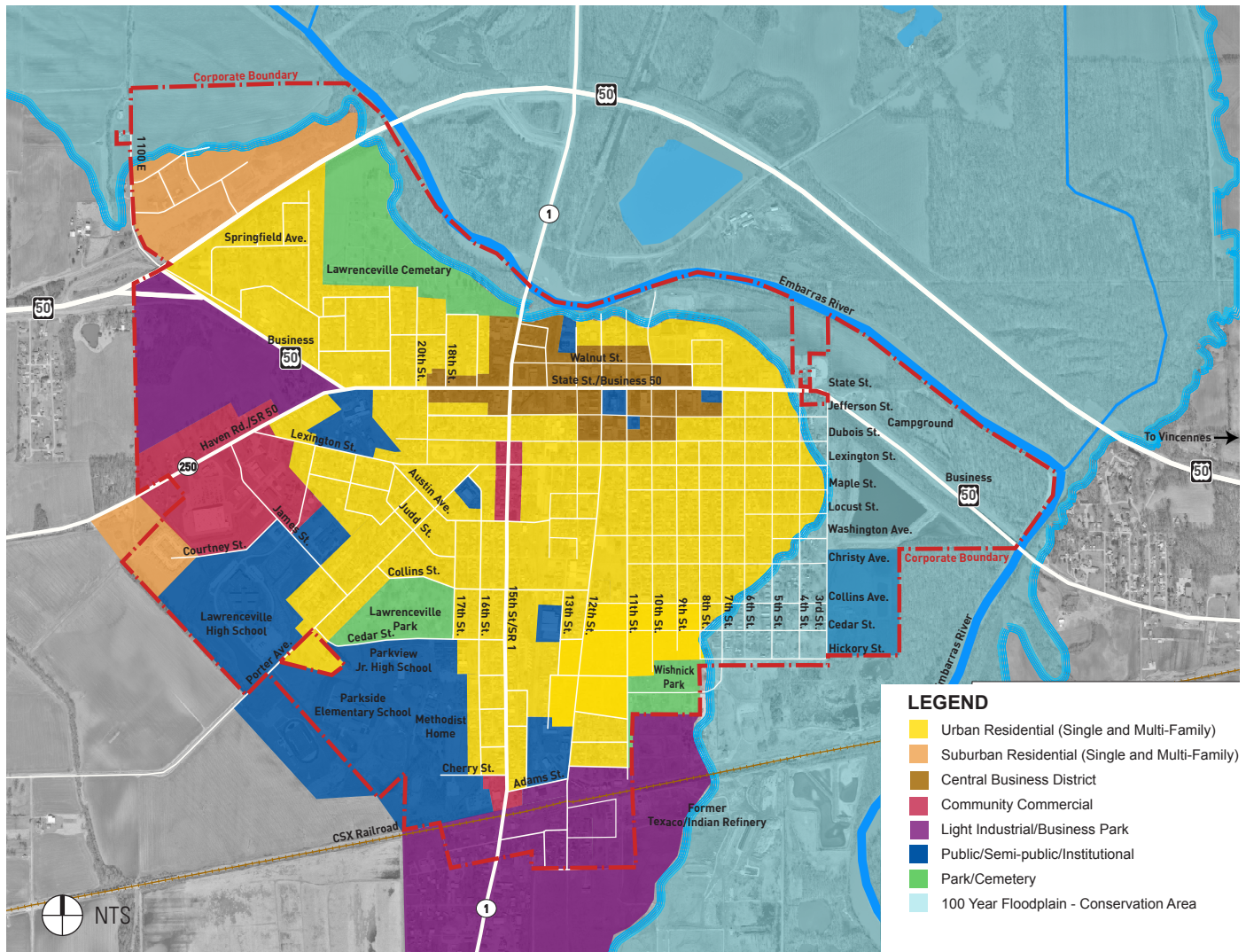
Central Business District

This designation represents small to medium-scale mixed-use development within Lawrenceville's downtown and core surrounding neighborhoods with an emphasis on serving surrounding residential as well as the entire community. The "mix of use" can be vertical - in the same structure with retail below and residential or office above, or horizontal with retail, office, residential and institutional uses adjacent to each other.

Any site development should maintain a grid-street network with alleys and garages in the rear of lots similar to the existing homes, should have a high level of connectivity to adjacent uses, and should be served by utilities.

2 Livable Community

Future Land Use Map



The visibility of this type of development sets the tone for the community's image, reinforcing the need for high quality development standards for site design, building materials, landscaping, and architectural features.

Community Commercial

Community Commercial areas have some similarities to the Central Business District designation (retail, service, office and municipal) that serve the needs of the overall community but do not typically contain residential. These types of land uses typically are auto-oriented and located along the major arterials and at intersections such as SR 1 and James Street/Haven Road Development should still strive for pedestrian and bicycle connectivity to surrounding areas.

This type of development contributes strongly to the community's image and sense of prosperity, and results from the need for high-quality development standards. The standards should be applicable to the site design, building materials, architectural features, pedestrian access, landscaping and signage. Controlled access (limiting curb cuts) and cross-access easements between business should be considered to mitigate potential traffic congestion.

Light Industrial/Business Park

This designation includes professional and business services, light assembly plants, flex-tenant type facilities, and research and development businesses. These business facilities should have good access and connectivity to rail, highways and main thoroughfares, as well as good internal circulation. This use also tends to act as a buffer between industrial and commercial uses. The tendency for these developments to serve as major employers warrants a need to consider connectivity to nearby neighborhoods (potential resident workforce). Attention should be paid to architecture, building orientation, landscaping, and signage to ensure cohesive design that will attract future investors.

Public/Semi-Public/Institutional

Institutional uses generally include schools, critical facilities and municipal facilities including City Hall, libraries, fire stations, hospitals, law enforcement, and utility operations. New institutional facilities should be built in areas the city has identified as revitalization areas, as they can be catalysts for other development. These facilities should be designed with high quality standards and materials that reflect the city's desired character.

Park / Cemetery

Lands with this designation encompass areas designated as park and cemetery. Passive open space includes cemetery, picnic areas, campgrounds, and unprogrammed open space. Active recreation includes but is not limited to public or private sports fields and courts, pools, or suitable areas for facilities like trails or developed community parks.

New neighborhoods should include semi-public open space and provide pedestrian and bicycle connections to the citywide system. Expanded park space should employ best management practices and utilize high-quality, durable, sustainable materials.

Existing wooded areas called out with a separate symbol on the Existing Land Use Map on page 29 and may exist on public and private properties.

100 Year Floodplain

The 100 Year Floodplain is an area that has a 1% probability of a flood event occurring in any given year. The Federal Emergency Management Agency (FEMA) prepares Flood Insurance Relief Maps (FIRM) for the Lawrenceville region. The 100 Year Floodplain included within this plan is the current FEMA FIRM map. Due to the prevalence of flooding within the Embarras River and Wabash River watersheds, development within the 100 Year Floodplain is discouraged and thus not included as a use within the Future Land Use Map. Use should be limited to natural areas that contribute to the ecological health of the community, stormwater storage, and recreational uses such as parks and trails.



Commercial land use examples.



LAND USE GOALS AND ACTION STEPS


1. *Continue to provide a sustainable balance of land uses to assist with the fiscal wellbeing of the city and to ensure a diverse tax base.*

- a. Use the Future Land Use Map for making decisions regarding future development to support compatible land use. (e.g. residential and industrial).
- b. Prepare annexation studies to determine the feasibility of the annexation of property to the west and south of the city and of "islands" within the city that are receiving city services.
- c. Establish up to 1.5 mile extra-territorial jurisdiction (ETJ) on the perimeter of corporate boundaries to guide land use decisions on land in the County.
- d. Strengthen existing neighborhood character and the compact development pattern by focusing on infill development in the city's core.
- e. Ensure that the zoning and subdivision control ordinances promote development that maximizes economic and social benefits, minimizes public costs, and increases the city's tax levy.

2. *Use the Future Land Use map as a guide to avoid development in areas prone to natural hazards or with potential environmental contamination.*

- a. Use this FEMA approved document to secure FEMA funds to study and complete a voluntary acquisition and/or flood proofing program for affected properties.
- b. Create a floodplain overlay zoning district (or Floodplain Ordinance) that includes "No Adverse Impact" and/or compensatory storage language for future development.
- c. Work with state and local agencies to conduct soil and groundwater testing on public facilities near identified brownfield sites.
- d. Provide education on contamination and provide soil testing kits to property owners in affected areas.
- e. Conduct a "Safe Growth Audit" of development plans and codes.
- f. Discourage development of new critical facilities in the floodplain.
- g. Require roads to be constructed at a grade above the base flood elevation to ensure access even in the event of a flood.
- h. Discourage development of commercial and residential structures within special flood hazard areas.
- i. Do not incentivize development within flood hazard areas.
- j. Conduct building inspections of new structures to ensure compliance with city development standards and state building code.

3. *Ensure continued implementation of the recommendations of the Comprehensive Plan and Pre-Disaster Mitigation Plan.*

- a. Update the Zoning Map, Zoning Ordinance, City Engineering Standards and Subdivision Control Ordinance to ensure sound land planning decisions consistent with the vision of the Plan.
-  b. Regularly coordinate with community stakeholders (i.e. Chevron, Methodist Home, Lawrence County Hospitals, ATS, Airport authority) to ensure their strategic long term goals and land use planning are complementary to the city's long term vision and that they are cognizant of hazards that may be present.

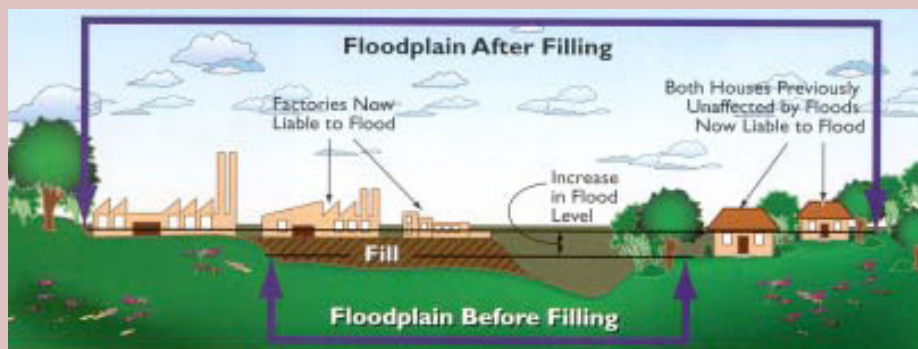
PROFILE: NO ADVERSE IMPACT/COMPENSATORY STORAGE

No Adverse Impact Floodplain Management

As defined by the American Society of Floodplain Managers. "NAI or No Adverse Impact is defined as an approach that ensures the action of any property owner, public or private, does not adversely impact the property and rights of others." This principle makes a community look at what really needs to be done to prevent damage to people, property, and the environment.

Compensatory Storage

As defined by the Federal Emergency Management Agency (FEMA)'s standards for the National Flood Insurance Program (NFIP), "The NFIP floodway standard in 44CFR 60.3 (d) restricts new development from obstructing the flow of water and increasing flood heights. However, this provision does not address the need to maintain flood storage. Especially in flat areas, the floodplain provides a valuable function by storing floodwaters. When fill or buildings are placed in the flood fringe, the flood storage areas are lost and flood heights will go up because there is less room for the floodwaters. This is particularly important in smaller watersheds which respond sooner to changes in the topography. One approach that may be used to address this issue is to require compensatory storage to offset any loss of flood storage capacity. Some communities adopt more restrictive standards that regulate the amount of fill or buildings that can displace floodwater in the flood fringe."



Source: ASFPM - How the Floodplain Boundary Changes with Filling

PROFILE: SAFE GROWTH AUDITS

A Safe Growth Audit analyzes the impacts of current policies and ordinances on community safety, and evaluates the extent to which a jurisdiction is growing safely relative to the natural hazards it faces.

The process of conducting a safe growth audit is similar to that of preparing a comprehensive plan, in that it requires public participation to generate the overall safe growth vision and to gain consensus on the findings and recommendations. It differs, however, in the amount of research and analysis required to identify the key contributors to safe growth and to determine their strengths and weaknesses.

To ensure adequate public involvement, it is useful to create a safe growth steering committee made up of representatives of affected interests. This committee can offer guidance throughout the process, including the step of creating a safe growth vision for the community. For that purpose, a community safe growth workshop could be held or safe growth visioning could be piggybacked onto a comprehensive plan or strategic plan visioning workshop. Information and reports could be posted on the local government website. It is important to ensure an ongoing community safe growth forum by disseminating information, receiving feedback, and developing potential safe growth champions.

Research and analysis entail systematic review of public documents as well as interviews of knowledgeable informants. The key documents are the comprehensive plan, zoning and subdivision ordinances, and the capital improvement program, along with policy statements concerning infrastructure provisions. Records and statistics describing development review approvals will also be useful to see how the plans, ordinances, and policy statements are actually being implemented. Interviews with zoning administrators, building inspectors, and utility officials also will shed light on implementation, as well as on the existence of unwritten policies and their impacts.

Questions asked during research and analysis seek to discover the contents of the community growth policies package and how this impacts public safety. Each community will have an individual package, depending on its growth and hazards situation. It is, however, possible to spell out a basic set of safe growth audit questions that should apply in most jurisdictions.

Basic Safe Growth Audit Questions:

Comprehensive Plan

Land Use

- Does the Future Land-Use Map clearly identify natural hazard areas?
- Do the land-use policies discourage development or redevelopment within natural hazard areas?
- Does the plan provide adequate space for expected future growth in areas located outside natural hazard areas?

Transportation

- Does the transportation plan limit access to hazard areas?
- Is transportation policy used to guide growth to safe locations?
- Are movement systems designed to function under disaster conditions (e.g., evacuation)?

Environmental Management

- Are environmental systems that protect development from hazards identified and mapped?
- Do environmental policies maintain and restore protective ecosystems?
- Do environmental policies provide incentives to development that is located outside protective ecosystems?

Public Safety

- Are the goals and policies of the comprehensive plan related to those of the FEMA Local Hazard Mitigation Plan?
- Is safety explicitly included in the plan's growth and development policies?
- Does the monitoring and implementation section of the plan cover safe growth objectives?

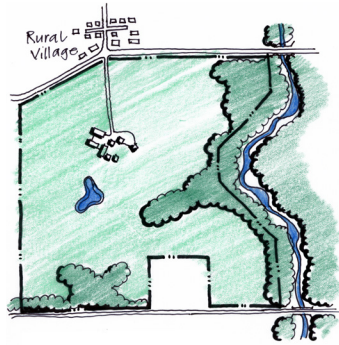
Other

- Does the zoning ordinance conform to the comprehensive plan by discouraging development or redevelopment within natural hazard areas?
- Does the ordinance contain natural hazard overlay zones that set conditions for land use within such zones?
- Do rezoning procedures recognize natural hazard areas as limits on zoning changes that allow greater intensity or density of use?
- Does the ordinance prohibit development within, or filling of, wetlands, floodways, and floodplains?
- Do the subdivision regulations restrict the subdivision of land within or adjacent to natural hazard areas?
- Do the regulations provide for conservation subdivisions or cluster subdivisions in order to conserve environmental resources?
- Do the regulations allow density transfers where hazard areas exist?
- Does the capital improvement program limit expenditures on projects that would encourage development in areas vulnerable to natural hazards?
- Do infrastructure policies limit extension of existing facilities and services that would encourage development in areas vulnerable to natural hazards?
- Does the capital improvement program provide funding for hazard mitigation projects identified in the FEMA Mitigation Plan?
- Does the building code contain provisions to strengthen or elevate construction to withstand hazard forces?
- Do economic development or redevelopment strategies include provisions for mitigating natural hazards?
- Is there an adopted evacuation and shelter plan to deal with emergencies from natural hazards?

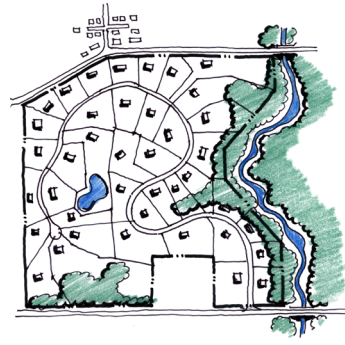
Source: Godschalk, David R. "Safe Growth Audits." Zoning Practice Issue 10 (2009): Print.

2 Livable Community

Conservation Subdivision (aka Cluster Subdivision): A major residential subdivision of a gross density and number of units not exceeding what is otherwise permitted in a zoning district, but with land divided into lots that may have reduced sizes or setbacks in order to gain common open space or natural resource preservation. Usually, but not limited to, single-family residential uses.



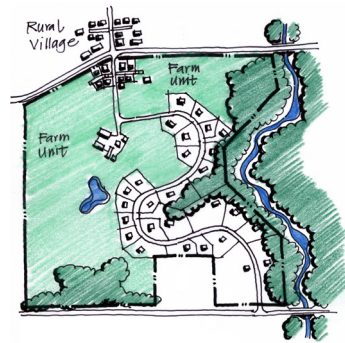
Existing Farm.



Traditional Zoning



Cluster Zoning



Conservation Subdivision

PROFILE: ANNEXATION

There are many viable reasons for a community to consider annexation.

- A city or town can only collect taxes within its incorporated area. Annexation assists communities in achieving a better balance between users of public services, like roads, parks and recreation, waste management, and economic development efforts, and those who actually pay into the taxing system that support them.
- Annexation can assist a community to more comprehensively manage emergency services by collecting them into one unit of jurisdictional government.
- Annexation can help a community better plan for its future. Certain areas may be desirable for either focused growth or protection from development. By annexing that land, plans can be put in place to ensure that the goals of a city or town are supported with regard to the land on a community's edges.
- Annexation can provide an effective growth management tool. Communities often implement policies that require potential municipal utility customers to agree to voluntary annexation either at the time of extension or in the future, as determined by local decision-makers.
- Annexation provides a voice to residents and businesses who may have previously been outside of the incorporated limits, but were affected by policies being made within the community. By annexing them, they are given opportunities to participate in public policy and run for public office.






Source: Adapted from "Why Annex?" - City of Kokomo, <http://www.cityofkokomo.org>

HOUSING AND NEIGHBORHOODS



With the exception of two newer subdivisions (developed since 2000), housing numbers have remained the same for decades. Unfortunately, due to flooding and the “Great Recession”, many established neighborhoods have become more unstable and vacant and abandoned homes predominate in some blocks. The community desires rehabilitation of homes and neighborhoods and also has indicated a desire for senior and assisted living residences and mixed-use development incorporating residential units downtown as reflected in the goals and actions steps that follow.




1. *Expand the options for housing (location, affordability, and energy-efficiency) for people of all ages, lifestyles, incomes and ability.*

-  a. Provide additional housing for seniors by investigating co-housing and/or adaptive re-use of underutilized or vacant properties, particularly the three historic school buildings.
-  b. Since the population is aging, provide housing options that embrace “aging in place” and universal accessibility.
-  c. Require all new housing to connect to municipal sewer and water.
-  d. Support the rehabilitation and redevelopment of homes in existing neighborhoods as a method of providing affordable housing.
-  e. Support neighborhood based improvement initiatives and cleanup efforts that can greatly improve the quality of life of residents with little or no cost. A neighborhood cleanup campaign can be rewarded with new street trees or public acknowledgement for making the best effort.
- f. Work with neighborhood committees to strengthen individual neighborhood identities and encourage neighborhood pride.




2. *Encourage single-family residential development in the Housing TIF (HOTIF) on the northwest side of the city.*

- a. Coordinate with property owners/real estate brokers to actively market properties with a focus on building out the development in order to pay for bonded infrastructure improvements within the TIF.
- b. Discourage the establishment of single family housing TIF districts going forward.
-  c. Encourage positive drainage and green infrastructure within new developments to manage nuisance flooding.
-  d. Ensure all new housing is built to code and encourage hard wired weather radios and foundation anchors.

3. *Establish a County Housing Authority or a Community Housing Development Organization.*

- a. Explore CHDO certification and funding opportunities through the Illinois Housing Development Authority (HOME Investment Partnerships Program, 2014-2015 HOME Single Family Owner Occupied Rehabilitation Program, Illinois Affordable Housing Trust Fund, and other programs as identified).
-  b. Compile an inventory of existing public housing and work to develop a 5 year plan to ensure the quantity of public housing is adequate and centrally located.

4. *Pursue an aggressive redevelopment strategy for the distressed area in the eastern part of Lawrenceville.*

-  a. Initiate more aggressive code enforcement including an unwholesome environment ordinance.
-  b. Pursue federal and state grant funding to support the purchase of properties and relocation of residents in areas that have historically flooded. Remove the structures and preserve the land for open space or appropriate park development.
 - 1. Work with property owners within the 100-year floodplain on the east side of the city to conduct "land swaps." The city could work with the county on a coordinated effort to assemble parcels on the east side of the city.
 - 2. Begin systematically purchasing or condemning structurally unsound or uninhabitable homes for demolition
-  c. Focus on the development of affordable and subsidized multifamily housing within or proximate to the blighted eastside neighborhoods
 - 1. Evaluate the redevelopment of the former Central and Lincoln Schools for Section 8 housing
 - 2. Work to purchase and assemble properties within this neighborhood as they become available by tax sale.
 - 3. Prioritize redeveloped multifamily housing for use by dislocated families.
- d. Create an abandoned property action plan, and an inventory of unsafe and/or abandoned properties that need to be mapped and evaluated (including repeat flood properties).
- e. Inspect properties for conformance with state building and public health code.



The former Central and Lincoln Schools are prime candidates for rehabilitation as affordable housing apartments



PROFILE: INFILL DEVELOPMENT

Effectively utilizing existing resources rather than expanding outward into “undeveloped” areas is commonly referred to as “redevelopment” or “infill development.” This is an effective tool as it utilizes existing infrastructure and revitalizes vacant or underutilized lots and structures within an urban/developed area. In Lawrenceville, this strategy would best be applied to the existing commercial areas to create vibrant districts with a mix of commercial, institutional and residential uses and a goal to preserve or at least respect the compact, pedestrian-friendly historic development pattern. Redevelopment would only occur on properties primarily adjacent to the main thoroughfare and where owners want to participate. Proposed development is subject to review to ensure that it fits in with the existing residential and commercial properties.

5. *Preserve the historic character and development of Lawrenceville’s core neighborhood areas.*

- a. Ensure that redevelopment in Lawrenceville’s core respects the historic development pattern.
- b. Regulate the conversion of single-family homes to multi-family homes in core neighborhoods.
- c. Support the historic preservation activities of local organizations.

DOWNTOWN

There is momentum afoot to improve and revitalize downtown Lawrenceville. Downtown has the potential to draw investment for mixed-use development with a focus on infill on vacant lots and rehabilitation of existing buildings. Development should be encouraged within existing buildings within the nine block downtown square. Lawrenceville is fortunate to have an intact downtown filled with buildings that have distinctive architectural character and the potential for a variety of uses. Lawrenceville’s downtown



Downtown Lawrenceville’s historic architecture and unique sense of place are critical resources for economic development



2 Livable Community




Located along U.S. Route 40, Plainfield, Indiana's downtown (above and below) suffered from high vacancy and decades of disinvestment. A facade improvement project rehabilitated the fronts of 13 buildings within the downtown area, revealing the town's unique character that had been hidden in plain sight. New and existing businesses soon moved into the downtown area. Within six months of the project's completion, all but two of the project buildings had been occupied.





is one of the community's greatest assets and opportunity sites. The goals and strategies listed below illustrate the potential to capitalize on the energy and synergy downtown.

1. *Preserve the historic character and fabric of Downtown Lawrenceville.*

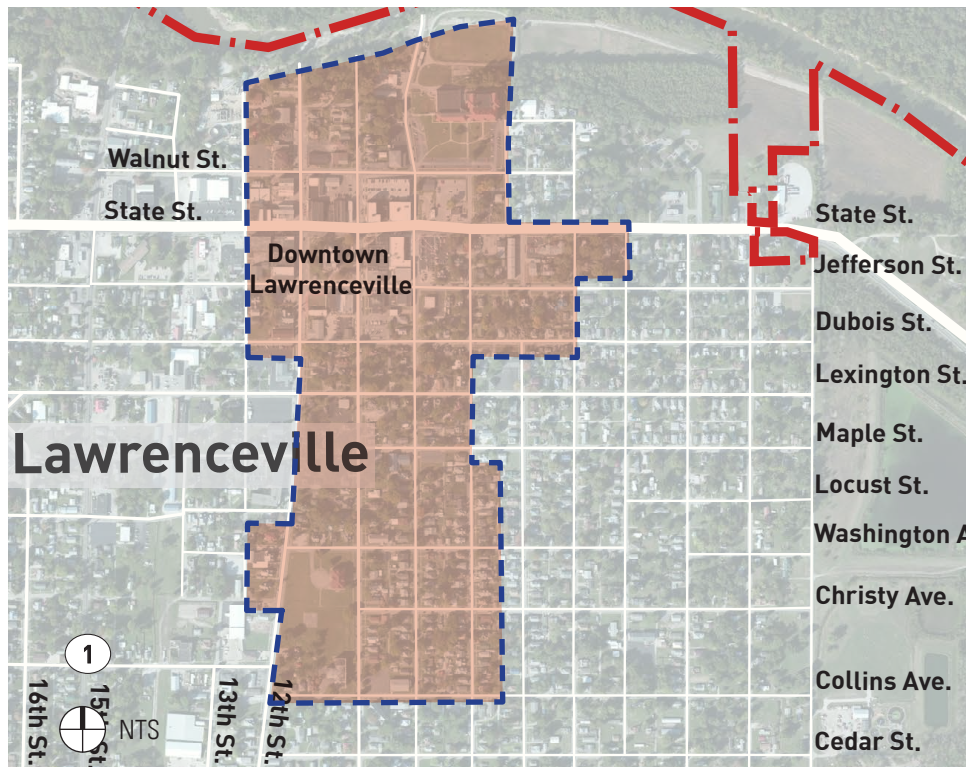
- a. Partner with Lawrenceville Downtown Revitalization Committee and Lawrence County Historical Society to pursue Illinois Historic Preservation Agency (IHPA) grant funding to nominate a Lawrenceville Historic District to the National Register of Historic Places. This listing will increase funding options (i.e. ITEP grants, rehabilitation tax credits) for preservation and revitalization efforts, façade improvements, street scape enhancements, and other amenities (see page 172 in the appendix for more information on historic buildings/districts).
-  b. Provide and promote year-round creative programming downtown celebrating Lawrenceville's history, schools, citizens, etc.
- c. Ensure that redevelopment in Lawrenceville's core respects the historic development pattern.
- d. Design and develop a gateway, way finding and neighborhood identity program for Lawrenceville that reflects the community's spirit.

2. *Encourage investment in innovative uses favorable for commercial development downtown.*

-  a. Focus priorities on the courthouse square and major corridors first to capitalize on the existing synergy. Seek grant funding to continuously improve the quality of infrastructure, utilities, and existing buildings throughout the entire downtown.
- b. Work with local realtors to evaluate and market downtown commercial properties.
-  c. Consider and evaluate opportunities for adaptive reuse of downtown structures including the former Lawrenceville High School.
-  d. Consider relocating social service providers from the courthouse square to areas adjacent to the downtown.
- e. Support Lawrenceville Downtown Revitalization Committee in becoming and implementing the National/Illinois Main Street program (city is applying in 2014) guidelines. Bring other local stakeholders with a focus on downtown into the organization to pool resources.
-  f. Consider a partnership with the city, the new Main Street Organization, Lawrence County Historical Society, the Industrial Development Council, and the Small Business Development Center to promote small business development through the following activities:
 - i. Explore creating a business incubation program to provide interim uses for vacant downtown spaces while growing the local economy.

- ii. Explore creating a virtual incubation program for local entrepreneurs providing information and services with an emphasis on utilizing downtown spaces.
- iii. Work with Local Workforce Investment Area (LWIA) #23 to create a Workforce Development Center in downtown.
- iv. Support the “Building from Lawrenceville’s Historic Beginnings” project (detailed right and on page 183 in the appendix) by the Lawrence County Historical Society.

Potential Lawrenceville Historic District



“Building From Lawrenceville’s Historic Beginnings” is a project spearheaded by the Lawrence County Historical Society to publish the history of the businesses around the historic square, draw attention to the continued preservation and revitalization of the square, and to promote Lawrenceville’s downtown as a heritage tourism destination see page 183 in the appendix for more information and www.lawrencelore.blogspot.com.

Potential Lawrenceville Historic District. Listing this area in the National Register of Historic Places could provide access to grant funds and tax credits to encourage rehabilitation and reinvestment.

3. Develop a systematic approach for downtown revitalization and reinvestment.

- a. Formalize the goals and strategies of Lawrenceville Downtown Revitalization Committee and the Lawrence County Historical Society in a charter which can then be supported by the Plan Commission and City Council. This will help with grant applications.
- b. Create a grant committee to research opportunities pertaining to downtown revitalization and reinvestment. This could be spearheaded by the Main Street Committee.
- c. Contact and establish a relationship with the Illinois and National Main Street program, Illinois Landmarks, Illinois State Preservation Agency (see page 182 in the appendix for more information) to strengthen funding applications and revitalization and reinvestment pursuits.



The City of Lawrenceville Downtown Revitalization Committee has conducted several successful fundraisers and recently raised the match for a ITEP grant to fund street scape improvements within the downtown square.



ENHANCEMENTS TO CONSIDER

Parking Area Edge Treatments

Screening parking areas can provide safety and comfort for pedestrians and establish a definite barrier. Screen parking areas, loading, and service facilities from residences and local streets by utilizing landscaping, walls, or buildings. Materials for screening parking can include shrubs, trees, masonry walls or decorative metal fences combined with landscaping. Encourage natural stormwater solutions such as vegetated swales and pervious pavement for parking lots where possible

Trees

Street trees are one of the most noticeable streetscape elements, because of their vertical form. They function as a unifying visual element that can complement or screen uninspired architecture. They significantly improve the quality of urban spaces by providing shade in the summer and color in the fall.

When properly located, planted, and selected from a list of trees appropriate for urban settings, trees contribute value to property. Species native to Illinois are likely to be more disease resistant and to adapt more readily to the heat, cold and water provided, thereby reducing long-term maintenance costs for replacement.

Urns and Planters

A streetscape may also be enhanced with planters. Planters should be coordinated with or complimentary to other streetscape elements. Cast stone, concrete, fiberglass, and cut stone are all acceptable materials for planters. Wood containers are often less durable and deteriorate quickly in an urban environment. Planters should be placed with consideration of pedestrian movements. Even sidewalks with the smallest of widths can be creatively designed to include a variety of streetscape accents.

Trash Receptacles

Trash receptacles should be provided and designed to resemble or complement other streetscape elements in style, material, or color. Choose receptacles that incorporate an area to deposit commonly recycled materials as well as trash. Place receptacles at high-traffic areas such as intersections and crosswalks, or adjacent to seating at a minimum of one per block. Metal is a highly recommended material because of its durability.



Details count.

PROFILE: MAIN STREET AS A PUBLIC PLACE

The City's network of streets represents the largest collection of "public places" in the community and components of public spaces and affects their success. The recommendations for streetscape improvements on State Street/Business 50 could enhance this focus area and provide a gathering place for community events.

The City's streets should be treated as safe and attractive public settings for all users whether motorized or non-motorized. The basic goal of all public spaces is to provide an inviting setting that attracts people. If such a place not only attracts people, but draws them back on a consistent basis, it is considered successful.

The style and placement of street furnishings has a significant impact on the function and visual quality of the urban environment. Below is a list of some amenities that can be incorporated to enhance the public setting in and around the downtown area.

- street trees
- public benches and seating
- landscaping and planters
- street lights
- sidewalk cafes
- public art and/or water features
- trash receptacles
- pedestrian-scale street lights



Site Layout

Orient development towards streets and minimize setbacks on all streets to strengthen visual and physical connectivity for traffic and pedestrians.

- Encourage four-sided architecture (architectural detail and materials from the front facade extend to the other building sides) for structures that are visible from streets, residences, and businesses.
- Maintain the urban grid network in new development, especially residential areas.



Seating

Benches and seat walls are always desirable in a downtown. As redevelopment occurs, or improvements are invested in by the town or individual property owners, consider an appropriate theme for these elements to ensure compatibility.



2 Livable Community



Streetscape improvements (above) and functional art (below) help define space and provide interest to draw people to a downtown.



Public Art - Chalkboard on building in public space to promote expression.

Street Lighting

Vertical elements tend to provide a greater impact to the streetscape than flatwork (pavement, etc.). Street trees, building facades, and street lights are common vertical elements.

Lighting serves four primary purposes in downtown settings:

- to create a perception of safety;
- to establish an identity for the place or street where it is used;
- to heighten the drama by focusing attention on unique architectural features;
- to illuminate signage, thereby improving the capacity within an area.

A street light improvement project should consider the following:

- A fixture that caters to motorists and pedestrians and enhances the architectural style and charm of State Street (Business 50).
- The light standard (pole) should be able to accommodate banners and hanging planters.
- The electrical service to lights should be placed underground. In addition, lights should provide electrical outlets for use by vendors during festivals or to power holiday fixtures or lights.
- Lighting should be shielded to reduce light pollution into the night sky.

Gathering Spot

A public gathering space could be accommodated by the courthouse square with proper programming to bring people downtown outside of the eight-to-five work day. Events such as these could be programmed by an organization such as a local Main Street organization or the Town Parks Department.

Public Art

Public art can energize an otherwise lifeless space. It is important to recognize opportunities to transform “leftover” spaces scattered throughout the downtown into attractive, public settings. Local talent should be harnessed to create artistic elements. Blank walls of buildings are prime candidates for murals. Sculptural pieces can be showcased on prominent corners or in public gathering spaces, or incorporated as a needed functional element (fence, bench, light, water feature, bike rack, planter).

Donor Recognition

There are many ways to fund improvements mentioned in this Plan. Common funding sources for streetscape amenities including new lighting fixtures, special paving accents, landscaping, benches, and waste receptacles are grants (e.g. ITEP GRANT), municipal funds, corporate gifts, philanthropic donations, and fund-raising programs that allow residents and business owners to leave their mark with plaques or engravings.

Crosswalks

The most important consideration for crosswalks is the safety of pedestrians. Crosswalks should be highly visible to vehicular traffic, utilizing a change of pavement material or reflective paint. Signs to designate a crossing can improve awareness. These treatments can help to slow traffic, creating a safer environment for pedestrians.



Crosswalk highlighted with special paving.

PROFILE: ILLINOIS MAIN STREET PROGRAM

Illinois Main Street is part of a successful national movement to revitalize America's traditional downtowns, neighborhood business districts, and urban corridors. Illinois Main Street communities use the Main Street Four-Point Approach® to revitalize their local business districts. The Illinois Main Street Program Four Point Approach includes: Organization; Promotion; Design; and Economic Restructuring. Main Street work is organized around these Four Points, and all Four Points are addressed comprehensively by the local Main Street organization.

- **Organization** brings the community together. Building consensus and cooperation among multiple district stakeholders is readily addressed by the local program's volunteers and by the Main Street board and committee structure representing both downtown and stakeholder interests.
- **Promotion** sells both the image and promise of the Main Street district to shoppers, investors, new businesses, and visitors. With an effective promotion strategy, the Main Street district's positive image is promoted through retail promotions, special events, and marketing campaigns implemented by the local program.
- **Design** addresses the district's physical environment. Capitalizing on the district's best assets, such as historic buildings and traditional layout, is one part of Main Street design work. Other design-related activities, such as merchandising, wayfinding, sidewalks, and landscaping, help convey a visual message about what Main Street has to offer.
- **Economic** restructuring improves the commercial district economy. By helping existing businesses expand and recruiting new business that respond to today's market, Main Street programs help convert unused space into productive properties and cultivate local and regional entrepreneurship.

For more information on how to establish a Main Street Program download this article: http://www.preservationnation.org/main-street/resources/public/RMS_Getting-Started.pdf and see page 180 in the appendix.

Source: <http://www2.illinois.gov/dceo/mainstreet/Pages/approach.aspx>



Lawrenceville City Park



Wishnick Park



Abandoned Rail Rights-of-Way
Provide Paths for Trails to Be Built



Trail connecting downtown with
neighborhoods, schools, and parks

PARKS AND RECREATION

Parks

Lawrenceville is proud of its park system, consisting of the Lawrenceville City Park and Wishnick Park.

Lawrenceville City Park is widely utilized, situated on the west side of the city near the High School, Jr. High School, and Elementary Schools within an intact residential neighborhood. Lawrenceville City Park has amenities including a pool, tennis courts, soccer fields, a baseball field and playground equipment.




Wishnick Park is situated on the southeast side of the city and is underutilized. This park includes playground equipment, a new baseball stadium, and planned soccer fields. While space is ample and the amenities are in good condition the neighborhood is not stable and is adjacent to a major brownfield site. Residents are hesitant to utilize Wishnick Park for these reasons.

The city also owns two other properties that contribute to available public space even though they are not explicitly called out as parks (Lawrenceville Cemetery and Campground). The Cemetery is historic and has been used in the past as a passive recreational amenity, however, some areas may not be maintained due to budget constraints. The Campground is owned by the city and has been used for camping and other outdoor activities, but is subject to flooding.

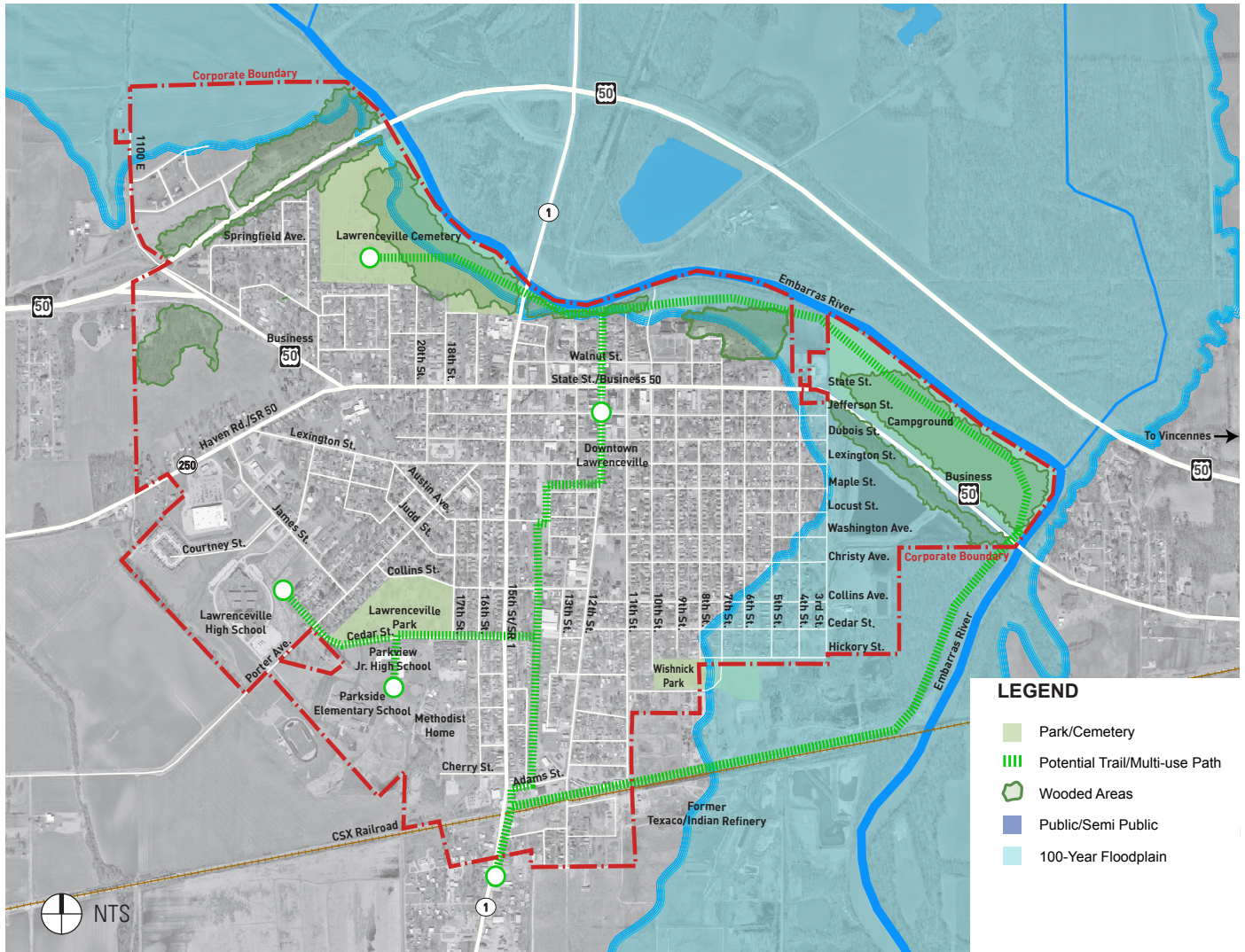
Trails

There is ample opportunity for trail and sidewalk development along corridors within the City of Lawrenceville that have the potential to connect neighborhoods to schools, and businesses and to take advantage of parks and open space controlled by the city. The city's compact development pattern further supports the creation of a robust trail system in a cost effective fashion.

1. Continue to provide a desirable, accessible park and recreation system.

-  a. Integrate common open space into new subdivision neighborhoods with more than fifty homes.
- b. Actively engage schools, service organizations, and faith based organizations to determine how park programming can best serve the community at large.
- c. Promote and program Wishnick Park as an active-use sports park to increase usage. Increased use will improve the public perception of safety.
-  d. Connect public facilities, parks, schools, downtown, and other neighborhoods by sidewalk or multi-use paths as identified on the Parks and Transportation Maps.
-  e. Attract tourists and visitors to natural areas north of the city along the Embarras River for activities such as bird-watching, hiking, and panning for gold.

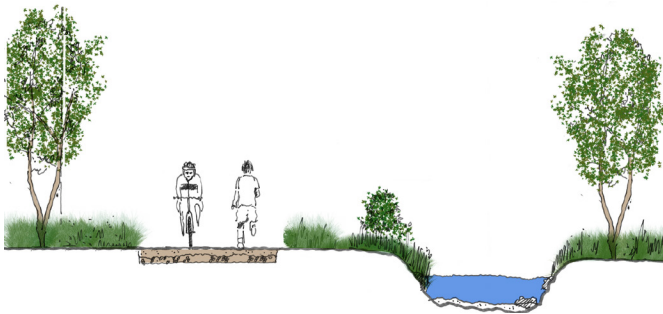
Parks and Trails Map



- f. Work with neighborhoods to identify vacant lots as temporary locations for potential “pocket parks” or community gardens.
- g. Preserve floodplain and right-of-way currently controlled by the city for a future park, open space and trail use (as identified on the Parks Map).

Trails Along Riparian Corridors and the Floodplain

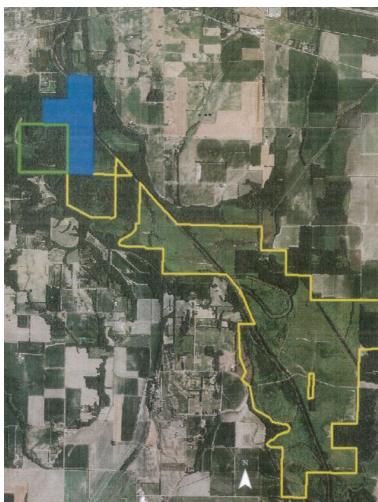
Paved trails along riparian corridors within the 100 Year Floodplain provide for a safe path of travel, a natural area that will not be disturbed by flooding and actually allows the water to infiltrate, and a recreational amenity as well as a practical amenity to provide connectivity. Parks are part of a community’s stormwater management system and can be used to minimize nuisance flooding by allowing water to infiltrate in low impact natural areas and roadside swales (see page 99).



*Trails Along Riparian Corridors
& 100 Year Floodplain*



Lawrenceville City Park Playgrounds



Large Properties Acquired by the Illinois Department of Natural Resources as part of the former Indian Refinery Cleanup will in the future prove a possible source of tourism as these sites are developed into riverfront preserves.

GENERAL DESIGN GUIDELINES FOR ALL PARKS

In order to ensure an accessible, user-friendly park system, the following guidelines have been created for future park and recreational facility development. To ensure compliance with local, state, and federal accessibility requirements, consider contacting an accessibility consultant when planning for new park facilities.

- Sidewalks and pathways should be a minimum of four feet (4') wide. An additional one foot (1') space should be provided within the right-of-way, or easement for maintenance/access purposes.
- Multiuse trails should be a minimum of eight feet (8') wide.
- Materials for pathways should be constructed of accessible materials that meet the path's intent. For example, along streets, concrete sidewalks should be installed. In natural areas with varied slope and dense vegetation, crushed, compacted aggregate or engineered wood fiber may be most suitable. Paths through park and open space areas could consist of asphalt or other hard surface to facilitate wheels on skates, strollers, bicycles, coolers, etc.
- Safety surfaces at play structures should consist of fire retardant engineered wood fiber.
- Additional padding or cushions should be installed under equipment with fall potential (swings, ropes, climbing walls, etc.).
- Drinking fountains should be available and accessible.
- When designing planting elements, strive to utilize native plants which are more suitable to Illinois temperatures and weather patterns, and often require less maintenance to thrive.
- Plan for a comprehensive lighting scheme that accounts for area-wide as well as site specific lighting.
- Bollard lights can be used to illuminate pathways.
- Field lighting should have a limit on length of use and a time for "lights out" possibly different for weeknights and weekends.
- All lighting fixtures, whether security, pedestrian, or vehicular, should adhere to "Dark Sky" standards. Limits should be set for spill onto adjacent properties, especially residential property, and all fixtures should be directed downward to reduce light pollution (full cutoff).
- Consider making a commitment to accessibility compliance of existing facilities (restrooms, entrances, etc.), by identifying a specific small percentage of budget allocation per year.

PARK FACILITY			
Facility Type	Description	Service Area Radius	Size Criteria
Mini-Park	Addresses isolated or unique recreational needs	1/4 mile or less in residential setting	2,500sf-1ac
Neighborhood Park	Recreational and social focus of the neighborhood	1/4 mile - 1/2 mile	5+ acres; 5-10ac ideal
School Park	Neighborhood, community and sports park combined	varies	varies
Community Park	Meets community-based recreation needs as well as preserving unique landscapes and open spaces.	2+ neighborhoods; 1/2 mile - 3 mile	30-50 acres
Large Urban Park	Meets community-based recreation needs as while also preserving unique landscapes and open spaces.	Entire Community	50+ acres; 75+ ac ideal
Sports Complex	Programmed athletic fields and associated facilities	varies	25+ ac; 40-80ac ideal
Natural Resource Areas	Preservation of significant natural resources, remnant landscapes, open space and visual aesthetics/buffering	varies	varies
Park Trails (bike trails/lanes, park, equestrian, etc.)	Multipurpose trails located within greenways and parks that connect park systems; can be hard- or soft-surface trails	Greenways: 50' width min.; 1/4 mi. service Other: varies	varies

Park and Trail Funding Opportunities

The Department of Natural Resources has numerous programs available to assist with recreational, educational and environmental improvements and projects. The following link details available programs: <http://www.dnr.illinois.gov/grants/Pages/default.aspx>

Additional Resources Include:

http://www.ilparks.org/?page=power_play

<http://www.dot.il.gov/saferoutes/saferouteshome.aspx>

<http://www.ilparks.org/?page=grants>

ENVIRONMENT AND SUSTAINABILITY

Lawrenceville is well aware of the importance that attention to the environment and sustainability plays in a community's livability and the power of natural systems. Lawrenceville is fortunate to be situated on the Embarras River and thus has access to a river and the rich riparian natural system along with it. Along with natural beauty comes natural hazards, such as flooding, which have adversely affected the community throughout its history.

NATURAL HAZARDS

Flood



2008 flooding in Lawrenceville



Historic photograph of flooding in Lawrenceville

Flooding is a temporary condition of partial or complete inundation of two or more acres of normally dry land or an unusual and rapid accumulation or runoff of surface waters. Flooding may be the result of a riverine flood which is the accumulation of water in a river or stream over a period of days or weeks or it may be a flash flood which develops very quickly as the result of intense storms with a large volume of precipitation in a short period of time. Losses from flooding are attributed to encroachment and development of permanent structures in low-lying floodplain areas. Levees and dams are common structural solutions to control flooding. However, when these become overtopped or breached, the impact of flooding can be catastrophic. Flooding would affect the portion of the City of Lawrenceville within the Embarras floodplain (see natural systems map on the following page).

The State Hazard Mitigation Plan lists 3 federally declared flood disasters in Lawrence County between January 1981 and March 2010. The most devastating of these was the Great Flood of 2008 where multiple storm systems moved through the Midwest dumping more than one foot of water and resulting in widespread flooding. The impact of this flood in Lawrenceville was devastating and the worst in the history of Lawrence County. As a result of rising flood waters, four levees were breached. Lawrence County is surrounded by two rivers; the Embarras River on the central-western side of the county and Wabash River on the eastern side of the county which forms the Illinois-Indiana state line. As a result of the levee breaks, nearly 200 homes were severely damaged or completely destroyed, most located in the eastern side of the county. Erosion created by the levee breach left the City of Lawrenceville and several surrounding towns without clean drinking water.

The National Weather Service's Advanced Hydrologic Prediction Service (AHPS) lists the following as critical river heights for the Embarras at Lawrenceville: action stage 27 feet, flood stage 30 feet, moderate flood stage 37 feet, and major flood stage at 41 feet. The June 10, 2008 stream gage reading on the Embarras River in Lawrenceville was 42.61 feet, the highest historic flood level recorded for this stream gage.

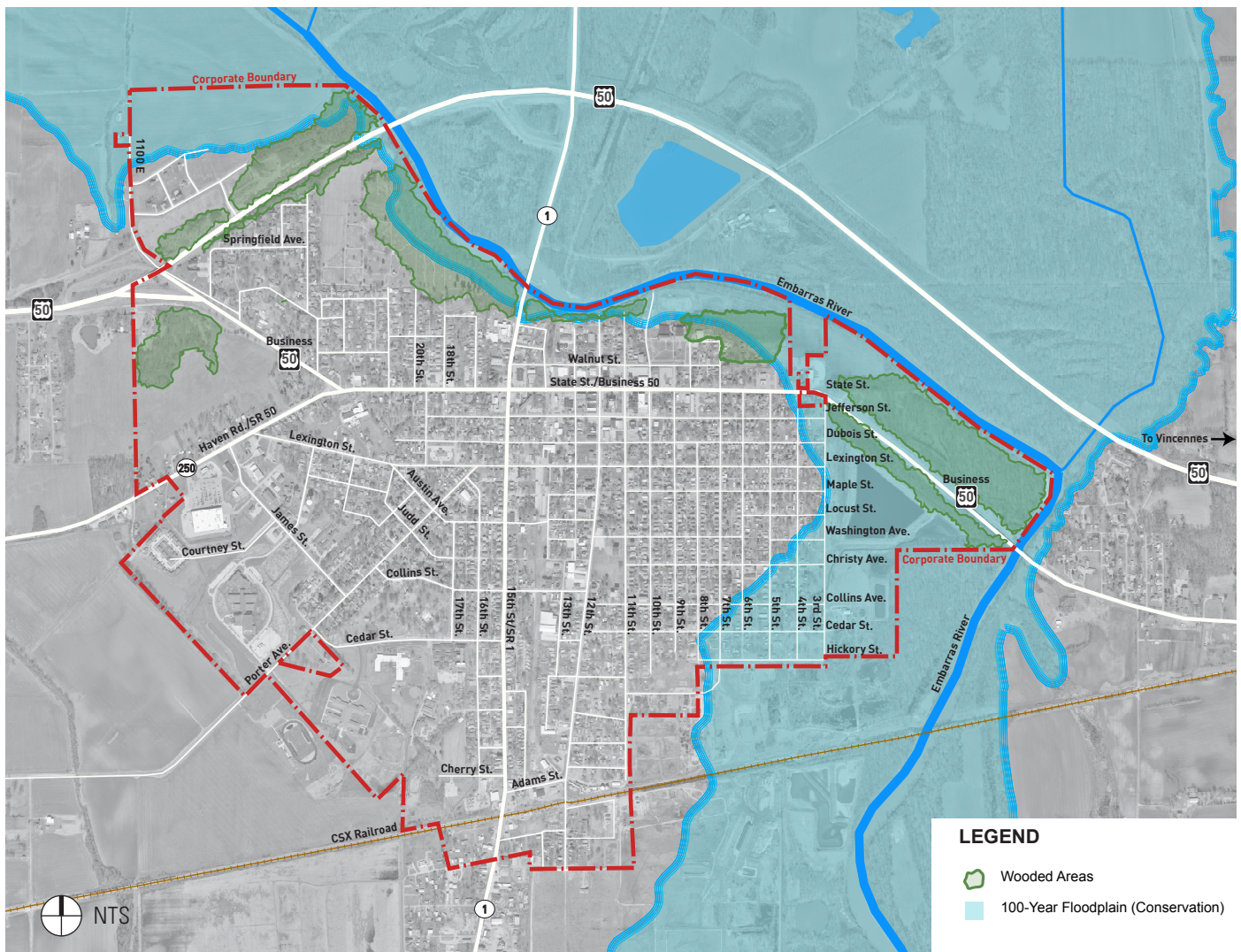
The National Climatic Data Center (NCDC) has recorded three additional floods impacting the Lawrenceville Zone. These occurred in May 2002, January 2005, and February 2009.

The stream gage reading on the Embarras River at Lawrenceville during the May 2002 flood was recorded at 41.57 feet.

Since 2002, the stream gage on the Embarras River at Lawrenceville has recorded 24 flood stage events, five moderate flood stage events, and two major flood stage events. The major flood stage levels were recorded on May 15, 2002 and June 10, 2008.

Based on the available historical data and experience with these past events, local stakeholders assigned a low level and score of (0 to 10 occurrences in the last 50 years) to the probability of a future flood impacting the City of Lawrenceville.

Natural Systems Map



Portions of the southeast side of Lawrenceville lie within the 100 Year Floodplain and have sustained repeated losses resulting from multiple flood events over the last century. As a result, the neighborhood has become unstable and characterized by disinvestment.

Effects of Flooding in Lawrenceville

Flood events are typically limited to low-lying areas and poorly drained areas. The Embarras River floodplain is a significant area along the north and east boundary of the City of Lawrenceville. The direct and indirect effects of a flood event may include:

Direct Effects:

- Structural and content damages and/or loss of revenue for properties affected by flood water
- Short- and long-term sheltering needs for the population displaced from a flood

Indirect Effects:

- Increased response times for emergency personnel if roads are impassable
- Increased costs associated with personnel to carry out evacuations in needed areas
- Increased risk of explosions and other hazards associated with floating propane tanks or other debris
- Losses associated with missed work or school due to closures or recovery activities
- Cancellations of special events in impacted areas or water-related activities that become too dangerous due to high water

Flood Impact

The HAZUS-MH software was utilized to determine the impact anticipated from a 1 percent annual chance flood (100-year flood) from the Embarras River. According to this scenario, the total economic loss is estimated at \$4.54 million. The HAZUS-MH model computes anticipated economic losses for the hypothetical flood based on direct building losses and business interruption losses. Direct building losses are the costs to repair or to replace the damage caused to the building and contents, while the interruption losses are associated with the inability to operate a business due to the damage sustained. Based on this flood scenario, HAZUS-MH estimates \$4.53 million in damage to structures alone. It is

estimated that residential structures would sustain the greatest damage estimated at \$2.87 million followed by roughly \$930,000 in building, inventory and content damage to commercial properties. The model estimates that 51 households would be displaced from the flood and roughly 100 people would need temporary shelter.







Business interruption losses also include the temporary living expenses for those people displaced from their homes and are estimated at \$20,000. The HAZUS-MH model estimates no economic loss to the transportation system or waste water utility system. Based on this scenario, it is anticipated that no critical facilities would be impacted by this flood event.

2008 flooding of 2nd and 3rd Streets







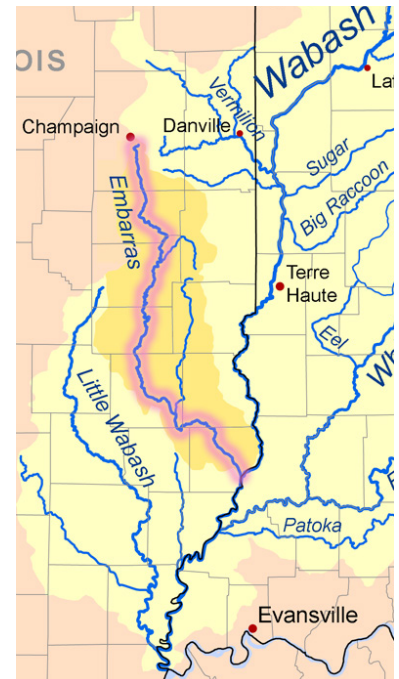
Natural Resource Protection

1. Protect and enhance the quality of and access to natural features and systems in Lawrenceville

-  a. Encourage sustainable site development and building practices. Key elements include appropriate site selection, design, and development practices which minimize grading and retain natural features especially drainage swales, creeks and/or wetlands.
-  b. Actively promote protection of and education on the importance of riparian environments within the community as an amenity and as an important part of the natural stormwater retention system.
-  c. Work with state and national elected officials to obtain funding to conduct a detailed hydraulic analysis of the Embarras River to better understand the floodway and flood rise effect.
-  d. Conduct flood depth modeling to help with evacuation planning.
-  e. Encourage protection/restoration of natural drainage systems.
-  f. Encourage overland flow as opposed to piping on new developments. Allow water to percolate and collect in low areas/swales.

2. Pursue opportunities to preserve and restore natural areas and their function to reduce the impact of hazards

-  a. Conduct a detailed hydraulic analysis of the Embarras River to better understand flood risk and extent
-  b. Conduct flood depth mapping to better understand flood depths
-  c. Include “No Adverse Impact” and/or compensatory storage language in the floodplain management ordinance for future development in the floodplain
-  d. Encourage the restoration of natural drainage paths and the Embarras River in new and redevelopment projects




Wabash River System - ESRI

Currently the Embarras river is classified as an approximate zone meaning we do not know where the floodway is, or its depth.





Natural Hazard Prevention

3. Pursue measures that are designed to keep the problem from occurring or getting worse.

-  a. Incorporate hazard information, risk assessment, and hazard mitigation practices into the comprehensive plan and development review to better guide future growth and development
-  b. Conduct a “Safe Growth Audit” of development plans and codes
-  c. Map at-risk public and commercial structures




Property Damage Prevention

4. Pursue measures that are used to modify buildings subject to hazard damage rather than to keep the hazard away.



-  a. Relocate, buy-out, or floodproof (non-residential) existing non-critical facilities that are subject to repetitive flooding
-  b. Discourage development of new critical facilities and/or infrastructure in the 1 percent (100-year) and 0.2 percent (500-year) annual chance of flood and areas behind levees
-  c. Encourage new or retrofitted critical facilities to incorporate structural bracing, shutters, laminated/impact resistant glass, and interlocking roof coverings to minimize damage
-  d. Encourage the installation of lightning rods and grounding as well as surge protectors in all critical facilities

Structural Control Measures






5. Pursue physical measures used to prevent hazards from reaching a property

-  a. Encourage regular review and inspection of levees
-  b. Restrict public access and recreational vehicular use on levees.
-  c. Elevate roads, or other structural means to ensure access to the airport.

6. Reduce the social, physical, and economic losses associated with hazard incidents through emergency services, natural resource protection, prevention, property protection, public information, and structural control mitigation practices.

-  a. Locate future development outside of the designated flood plain (hazard area)
 -  b. Research and work with the Greater Wabash Regional Plan Commission to understand Senate Bill 1869 which gives Illinois municipalities greater ability to build and invest in innovative stormwater management infrastructure to help mitigate damaging floods such as green roofs, rain gardens, bioswales, tree boxes, porous pavement, native plantings, constructed wetlands and more. The law expands existing law to include these items among the measures a municipality can employ to help prevent flooding.
-

7. Provide protective services that are capable of meeting the City's demand

-  a. Evaluate the effectiveness of current emergency response service areas and determine if the City has sufficient emergency response employees.
-  b. Evaluate the effectiveness of severe weather sirens respective to operation and service area.
-  c. Consider creating inter-local agreements with other agencies to assist in the event of a natural disaster.
-  d. Determine and publish the location of severe weather shelters (i.e. schools, churches)
-  e. Partner with Lawrence County to ensure all properties within the City are mapped in an e-911 system to prepare for potential disasters.

Other Natural Hazards

Lawrenceville experiences other natural hazards identified by the State of Illinois Hazard Mitigation Plan including drought, earthquake, extreme heat, severe storm and tornado, and severe winter storm.

Drought

According to the State Hazard Mitigation Plan, Southern Illinois is more vulnerable to drought due to soils that hold less water and water supplies are more likely to rely on shallow groundwater and surface water sources.

It is difficult to estimate the potential losses associated with a drought because of the nature and complexity of this hazard and the limited data on past occurrences. As the City of Lawrenceville grows, protocols may need to be developed to ensure a consistency for burn bans and water usage advisories.

Earthquakes

The State Hazard Mitigation Plan has documented 24 damaging earthquakes in southern Illinois. The damage from these earthquakes is typically minimal and includes fallen chimneys, broken windows, or cracked masonry walls. Although none of the epicenters of these earthquakes have been in Lawrenceville or Lawrence County, there have been several close by which have been felt by residents and resulted in some damage.

According to the HAZUS-MH scenario, total economic loss associated with this earthquake is anticipated to be near \$70,000. Although the impact as estimated from the HAZUS-MH earthquake model are relatively low, the City should provide education and outreach about building codes and standards, safety precautions, and earthquake insurance. As the City grows, these efforts could mitigate the social, physical, and economic losses from future earthquakes.

Extreme Heat

Extreme heat will generally affect a large geographic area; however, certain portions of the population may be more vulnerable to extreme heat. For example, outdoor laborers, very young and very old populations, low income populations, and those in poor physical condition are at an increased risk to be impacted during these conditions.

Assessing the demographics of the City of Lawrenceville can provide a better understanding of the relative risk that extreme heat may pose to certain populations. In total, nearly 25 percent of the City's population is over 65 years of age, 5 percent of the population is below the age of 5, and approximately 27 percent of the population is considered to be living below the poverty line. People within these demographic categories are more susceptible to social or health related impacts associated with extreme heat.

It is difficult to estimate the potential losses due to extreme heat as damages are not typically associated with buildings but instead, with populations and persons. As more and more citizens experience economic difficulties, local power suppliers along with charitable organizations have implemented programs to provide cooling and heating mechanisms to residents in need. Often, these programs are donation-driven and the need for such assistance must be demonstrated. As susceptible populations increase or as local economies are stressed, such programs may become more critical to protect City of Lawrenceville's at-risk populations.

Severe Storm and Tornado

The geographic area affected by a severe storm and tornado is difficult to predict and as a result, the entire City of Lawrenceville is at risk. The effects of a severe storm (hailstorm, thunderstorm, or windstorm) may be minimal to extensive in nature and may affect small or broad ranges of land area. As a path of a tornado is not pre-defined, it is difficult to isolate specific critical infrastructure and non-critical structures, or areas that would be more or less vulnerable.

Due to the unpredictability of this hazard all critical infrastructure and non-critical structures in the City of Lawrenceville are at risk of damage including temporary or permanent loss of function. For hailstorms, thunderstorms, and windstorms, it is not possible to isolate specific critical infrastructure or non-critical structures that would be more or less vulnerable to damages. However, areas where utility lines are above ground and areas where dead or dying trees have not been removed may be at a higher risk of property damages or power outages during severe storms. Additionally, mobile homes and accessory buildings such as pole barns and sheds may also be at a higher risk of damages if not properly anchored to the ground.

As the population of the City of Lawrenceville grows, it can be anticipated that the number of critical and non-critical structures will also increase. In order to reduce the vulnerability for damages resulting from a hailstorm, thunderstorm, or windstorm, measures such as proper anchoring, enforcement of the International Building Code, and burial of power lines should be completed.

HAZARD	HAZARD RANKING	
	Lawrenceville (Local Stakeholder Group)	Lawrence County (State Hazard Mitigation Plan)
Drought	Elevated	Guarded
Earthquake	High	Elevated
Extreme Heat	Elevated	High
Flood	Elevated	Elevated
Severe Storm	Elevated	High
Tornado	Elevated	Elevated
Severe Winter Storm	High	High

Hazard Rankings per Illinois Emergency Management Agency (IEMA)

PROFILE: COMMUNITY RESILIENCE

Community resilience is the capacity to withstand shocks from hurricanes, floods, earthquakes, or other natural hazards without permanent harm. Built on safe growth principles, resilient communities are able to anticipate, weather, and recover from the impacts of natural hazards. Designed to be strong and flexible, they may bend, but they do not break. Their new development is guided away from high-hazard areas, and their vulnerable existing development is relocated to safe areas. Their buildings are constructed or retrofitted to meet hazard code standards. Their natural environment protective systems are maintained and conserved so as to be able to mitigate hazard damage. And their citizens, governments, and businesses are prepared with information about hazard vulnerability and disaster resources.

Natural hazard resilience is encouraged through principles incorporated into three types of local growth guidance instruments:

- Comprehensive Plans, especially their land use, transportation, environmental management, and public safety elements;
- Zoning and Subdivision Ordinances and other development regulations, including building and housing codes; and
- Capital Improvement Programs and infrastructure policies for extending water and sewer lines and building public facilities, such as roads and bridges.

Resilience may also be encouraged through economic development strategies, sector or neighborhood plans, and other initiatives with hazard-related land-use implications. Finally, resilience is a goal of the Local Hazard Mitigation Plans required of state and federal governments by the Federal Emergency Management Agency (FEMA) under the Disaster Mitigation Act of 2000 as a condition of eligibility for federal hazard mitigation grants.

Source: Godschalk, David R. "Safe Growth Audits." Zoning Practice Issue 10 (2009): Print.

Severe Winter Storm

Data provided by the Lawrence County EMA estimates an annual average snowfall of 16.5 inches in the County. The highest single snowfall recorded in Lawrenceville was 12 inches in December 1973. The highest annual total snowfall recorded in Lawrenceville was 37.6 inches in the winter of 1977-1978. The average number of days with ice and/or freezing rain is two per year. A severe winter storm typically affects a large regional area with potential for physical, economic, and/or social losses. Given the nature and complexity of a regional hazard such as a severe winter storm, it is difficult to quantify potential social, physical and economic losses.

As populations increase and communities continue to grow in size, the need to respond to severe winter storms will remain an important municipal effort. As new construction or redevelopment occurs, especially new or existing critical infrastructure, it is important to ensure that these new structures are equipped to deal with the potential risks associated with this hazard. Those may include lengthy power outages and potentially impassable transportation routes, making it difficult to obtain supplies or for passage of response vehicles.

CASE STUDY: VOLUNTARY ACQUISITION CARMi, ILLINOIS

Profile:

Carmi, Illinois is a small city in White County Illinois located along the Little Wabash River. This is an important case study for the City of Lawrenceville because the City is of comparable size (5400 persons in 2000) to Lawrenceville, has repetitive flooding and disinvestment on the east side of town, and is looking for a way to mitigate the effects of future flood losses and blight within affected areas of the community.

The U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA) released \$707,507 in Hazard Mitigation Grant Program (HMGP) funds the City of Carmi, IL, for the acquisition and demolition of 22 residential structures and the purchase of seven flood prone vacant lots located in the Little Wabash River floodplain. Following demolition, these properties will be maintained as permanent open space in the community. Mayor Jeff Pollard says demolition work should commence by this summer. He adds that grant money may be available to create walking paths or bike trails in parts of the floodplain. The floodplain stretches from the Little Wabash River to the railroad tracks in East Carmi. Not every homeowner agreed to sell their property. "I'm excited. I think people are ready to have these lots cleared", stated Mayor Pollard. It will make a huge difference in the appearance of East Carmi."

The properties must be maintained as open space in the community. Pollard said the city cannot resell the land for someone to build a home.

"The Hazard Mitigation Grant Program enables communities to implement critical mitigation measures to reduce the risk of loss of life and property," said FEMA Region V Administrator Andrew Velasquez III. "The acquisition and demolition of these homes permanently removes the structures from the floodplain and greatly reduces the financial impact on individuals and the community when future flooding occurs in this area.

"This grant will enable us to build on our previous flood mitigation efforts in Carmi, which removed more than three dozen homes from the floodplain," said Illinois Emergency Management Director Jonathon Monken. "With these additional property acquisitions, even more families can avoid the emotional and financial costs from future floods."

HMGP provides grants to state and local governments to implement long-term hazard mitigation measures. Through HMGP, FEMA will pay \$707,507 or 75 percent of the project's total cost. The City of Carmi will contribute 25 percent of the remaining funds, or \$235,836 (the match for this project was covered by the Illinois Department of Natural Resources).

Source: <http://www.fema.gov/news-release/2014/03/05/fema-awards-707507-grant-city-carmi-hazard-mitigation-funds-will-be-used> <http://www.wrul.com/news-detail.php?ID=33129>



Carmi, IL
Source: Wikipedia

For more information on the
Hazard Mitigation Grant Program
Visit: <http://www.fema.gov/hazard-mitigation-grant-program>



Burnt out house in East Carmi
Source: www.wrul.com

In 2013, Greater Wabash River Plan Commission was awarded an United States Environmental Protection Agency (USEPA) Brownfield Assessment Grant. The funds will be used to provide Phase I and Phase II Environmental Site Assessments to determine the existence and extent of environmental contamination at prominent sites within the region. <http://www.gwrpc.com/services/brownfieldsassessment.html>



Old Schools such as the school pictured above sometimes need removal of containments such as lead paint, asbestos, and underground tanks. By doing so these historic buildings can be made more attractive for investors seeking redevelopment sites.

ENVIRONMENTAL CONTAMINATION

Like many post-industrial communities, Lawrenceville has environmental contamination issues that it is working to address and mitigate. According to the United States Environmental Protection Agency a “Brownfield Site” is defined as real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.

Many brownfield sites are present within the City Limits of Lawrenceville, including former industrial properties, gas stations, and dry cleaning sites.

The Greater Wabash Regional Planning Commission has received an EPA Brownfields Assessment grant to conduct Phase I Environmental Site Assessment (ESA) and Phase II assessments. These assessments are conducted free of charge for qualifying properties in the region. This type of funding is important in the process of packaging and preparing sites for redevelopment.

Examples of eligible projects from other cities include:

- Robinson - Former Sanitarium
- Mt. Carmel - Former Electronics Manufacturing Facility, Snap On Tools Facility, Dry Cleaners
- Grayville - Former High School in disrepair in a highly visible part of town.
- Fairfield - Abandoned Retail Store
- Carmi - Old Hospital and Tractor Dealer (underground tanks)

The vacant school buildings within the City of Lawrenceville are the type of project that should be considered for brownfield assessment and remediation in the future as well as other similar projects described above. See: http://www.gwrpc.com/images/Fact_Sheet_3_GWRPC_Project.pdf for more information.

Worthy of mention is the 990-acre Indian Refining Company/Texaco Refinery facility, operated as an active petroleum refinery from 1907 until 1985, immediately southeast of Lawrenceville. The site was investigated by the Illinois EPA during the 1990s and was named to the National Priorities List of Superfund sites in 2000. The site is currently undergoing remediation and, upon release from the program, will be suitable for non-residential redevelopment.

While this site is not in the City, it is within the 1.5 mile Extra Territorial Jurisdiction that the community may choose to control land use and zoning within. As the superfund site cleanup processes ends and if redevelopment occurs, special attention should be paid to what types of uses the City wishes to have so near residential neighborhoods, parks, the Embarras River, floodplain and sensitive wetland habitats. See: <http://www.epa.gov/Region5/superfund/npl/illinois/ILD042671248.html> for more information.

SUSTAINABILITY

A key component of a livable community is a commitment to sustainability, especially as pertains to managing natural resources. Lawrenceville has shown a commitment to becoming a more sustainable community as it moves forward in the 21st century.

One aspect of Lawrenceville's development pattern unintentionally exhibits one of the most effective sustainable planning practices: a compact development pattern. A compact development pattern emphasizes walkability and minimizes the infrastructure, fuel, and materials needed to manage a community. In 2010 a survey of 1,844 communities with populations under 25,000 people was conducted to ask local leaders to identify which sustainable activities had been enacted in their community.

The most common sustainable policies are detailed in the below chart.

Top 20 Sustainable Policies	Adopting Municipalities
1. Community-wide recycling for residents	75%
2. Government office recycling	67%
3. Biking and walking trails	57%
4. Energy audits of government buildings	55%
5. Requiring sidewalks in new developments	52%
6. Supporting a local farmers market	51%
7. Recycling household hazardous waste	48%
8. High-efficiency lighting in government facilities	47%
9. Recycling of household electronic waste	45%
10. Community-wide recycling for businesses	44%
11. Tree preservation and planting program	42%
12. Heating and cooling upgrades in government facilities	38%
13. Use water pricing to encourage conservation	38%
14. Purchased fuel-efficient vehicles	33%
15. Community-wide collection of compost material	33%
16. Zoning codes to encourage more mixed-use projects	32%
17. Actions to protect quality of aquifers	32%
18. Installed high-efficiency traffic lights	30%
19. Set limits of impervious surfaces on private property	30%
20. Co-locate recycling with trash containers in public spaces	30%

Source: Homsy & Warner, ICMA 2012 Yearbook



Decals on inlets or curbs increase awareness that whatever runs off into the inlets drains to a local water source.



Curbside rain garden.

PROFILE: BEST MANAGEMENT PRACTICES (BMPs) FOR STORMWATER TREATMENT

What are some alternatives to retention ponds for stormwater collection and treatment?

The use of constructed wetlands and bioswales can be beneficial not only for wastewater, but also for the treatment of stormwater runoff for existing properties and developing residential subdivisions, business, and industry. Some of the benefits of integrating BMPs into new development projects include:

- They can be less expensive to install as well as to maintain.
- They can be self-healing.
- People have a strong preference for living in healthy natural environments.
- People want to be able to access the natural environment in which they live, and stormwater management facilities have the potential to become spectacular components of parks.
- They are more readily permitted by regulatory agencies.
- Communities and corporations can project a progressive environmentally-friendly image.
- They encourage better integration of the built and natural environments.
- They can be built to facilitate the control of geese.
- There is a reduced liability for wet ponds with extended shallow water shelves.

There are also some issues to consider when utilizing constructed wetlands:







- The types of plant materials used: native vs. ornamental.
- The natural elements will need to be maintained.






From the top: parking lot bioswale, permeable pavement, and streetside raingarden



8. Conserve and manage energy and water resources in the community.

-  a. Incorporate Best Management Practices (BMPs) and green infrastructure such as vegetated swales, shared detention facilities, rain gardens, and pervious pavement into the City's ordinances and engineering standards.
-  b. Implement energy and water conservation measures at City facilities and public institutions to lead by example.
-  c. Foster sustainable practices and renewable energy generation such as solar power within the community (e.g. former refinery site and the airport).
-  d. Require all new streetlights be equipped with efficient and long lasting Light Emitting Diode (LED) bulbs.
-  e. Engage in a comprehensive MS4 stormwater education program and seek out grants to fund stormwater awareness and improvement efforts.
-  f. Implement protocols to require water usage advisories and burn bans upon drought.

9. Encourage commercial and industrial development on vacant and underutilized lands

-  a. Develop a regional inventory and marketing strategies for vacant, underutilized and Brownfield properties.
-  b. Encourage infill forms of mixed-use and multiple use development and the redevelopment of vacant, underutilized and brownfield sites, thereby discouraging development of undeveloped greenfield locations especially where extensions of public infrastructure and services might be required
-  c. Partner with the Greater Wabash Regional Planning Commission to seek funding for targeted brownfield remediation and redevelopment.

CREATING SUCCESS

03



ECONOMIC DEVELOPMENT

Lawrenceville's economy has struggled mightily since the Texaco Refinery closed down more than two decades ago. There is somewhat of a balance of non-residential, commercial, and industrial business opportunities. The community has expressed the wish to retain and strengthen support for the existing businesses while recruiting new businesses and employers to bring new money into the local economy and add to the diversity and tax base. This section works hand-in-hand with many of the land use recommendations outlined in Section Two.


Fortunately, the City has assets to develop and promote. These include:

- Access to US 50, Illinois SR 1, and CSX Rail;
- A remarkably intact historic downtown;
- New school facilities;
- Ample redevelopment opportunities and opportunities for infill;
- Parks and natural amenities;
- The Mid-American Air Center (Foreign Trade Zone);
- The Lawrenceville Industrial Park;
- Hardworking, kind people.

On the other hand, the Town faces limitations in strengthening its economy. Some of the key challenges are:

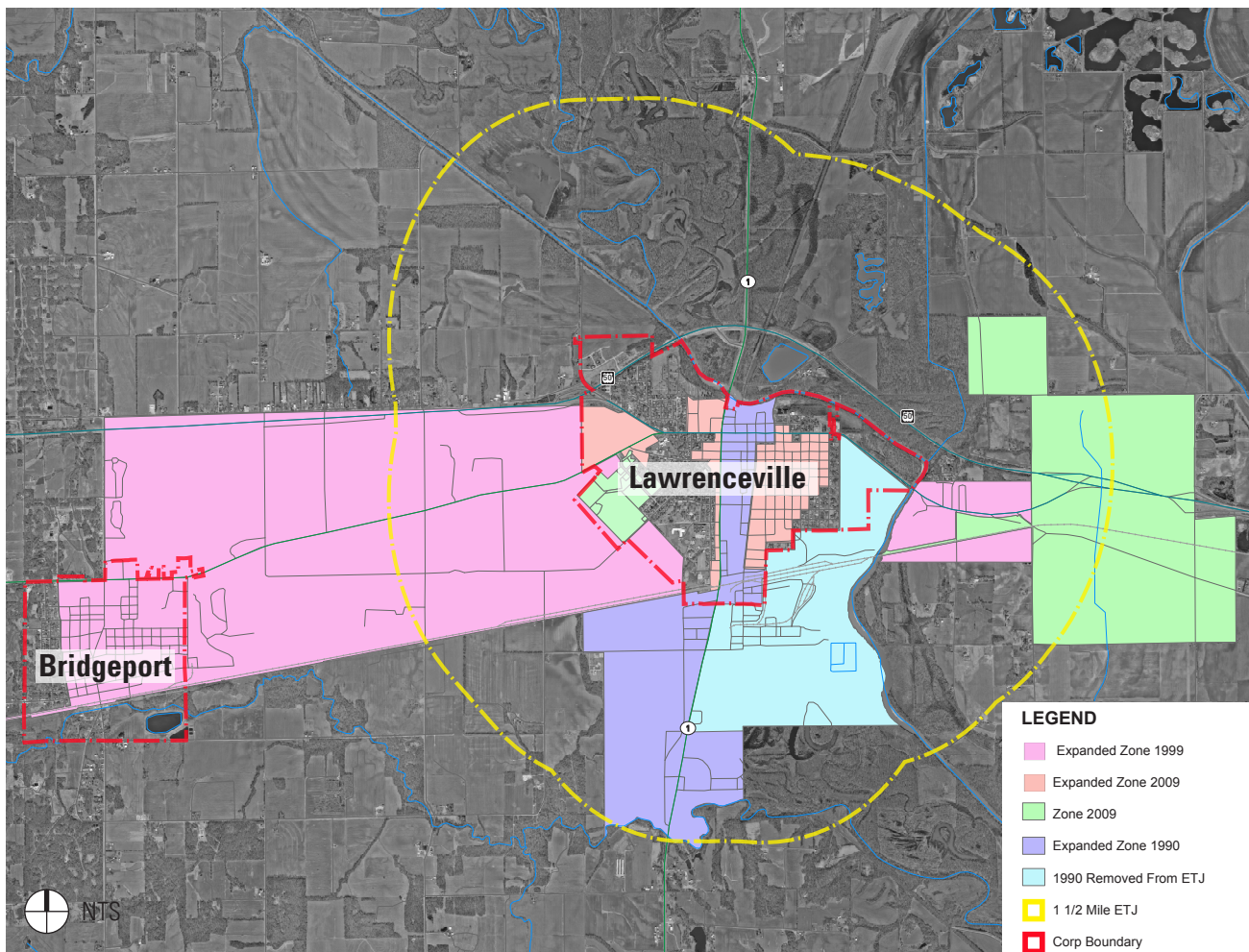
- Decades of disinvestment and the loss of major industrial employers;
- Lack of employment opportunity and a viable workforce;
- Flood hazards and negatively affected neighborhoods;
- Utility access problems that will make larger-scale growth impossible in the short term.

1. Ensure a sustainable supply of shovel-ready business and industrial sites.

- a. Maintain on an ongoing basis a minimum of 100 acres of land available for business and employment uses and track the degree to which each site is served by infrastructure and public services.
 - i. Add additional acreage as necessary,
 - ii. Maintain at least two or three sites of 15-30 acres capable of being utilized by a larger employer such as ATS
 - iii. Extend infrastructure and public services as necessary
-  b. Identify locations most suitable for light industrial uses, business parks, and industrial growth including manufacturing, distribution, research, knowledge-based services or similar uses.

- c. Properly zone existing industrial sites in cooperation with the county.
- d. Work with Chevron to remain informed and participate in long term planning decisions for the 990-acre Texaco/Indian Acres Superfund Site. Evaluate the creation of a TIF District and/or annexation.
- e. Update Lawrenceville's TIF District Map to ensure accuracy and publish TIF and Enterprise Zone Maps Online.






Enterprise Zone Map






Illinois Enterprise Zone Program


Four enterprise zones exist within the Lawrenceville area. Enterprise zones are designated areas by the state which offer state and local incentives to encourage business and neighborhood development efforts. Incentives are detailed further on the Illinois Enterprise Zone Program website: http://www.ieza.org/index.php?option=com_content&view=article&id=32&Itemid=38.

2. Create a partnership with the Industrial Development Council (IDC) and other community agencies to initiate, strengthen, or engage in the following economic development activities:


-  a. Promote small business development. (See Item 2.e under Downtown Section).
 -  b. Create a basic retention and expansion program for major employers
 -  c. Create a new employer recruitment program targeting businesses in strong and emerging regional employment clusters.
 -  d. Develop a unified strategy for attracting diverse and innovative new businesses and industry to the community and retention of existing employers including the use of TIF, Enterprise Zones, and/or Tax Abatement.
 -  e. Work with local businesses, education providers, and interested citizens to provide additional vocational and training opportunities in Lawrenceville.
-

3. Partner with the IDC to more effectively market commercial and industrial sites within greater Lawrenceville.

-  a. Provide and communicate local incentives to recruit new businesses such as Tax Increment Financing (TIF) districts, Foreign Trade Zone, Enterprise Zone, tax abatements, workforce training grants, public/private partnerships, and a fast track permitting process.
-  b. Support and seek funding, if necessary, for the professional design and ongoing maintenance of community websites that promote the city and market economic development opportunities
 - i. Provide information on websites in a user-friendly hierarchy that moves from simple to more detailed descriptions.
 - ii. Describe all available state and local incentives listed in item “a” above.
 - iii. Focus special attention on promoting the Foreign Trade Zone
-  c. Ensure that community websites and other promotional materials dealing with economic development are integrated into an overall marketing strategy.
- d. Work with the Industrial Development Council (IDC), Lawrenceville Chamber of Commerce, and Lawrenceville Downtown Revitalization Committee to create one website that will provide investment and development information.
- e. Change the name of the Industrial Development Council to Business Development Council and the Lawrenceville Industrial Park to the Lawrenceville Business Park.

- f. Support the IDC's marketing initiatives through activities such as:
 - i. Website maintenance
 - ii. Direct mail
 - iii. Advertising in selected journals
 - iv. Attendance at conferences and trade shows
- g. Market Airport properties by capitalizing on the Foreign Trade Zone Designation, a unique and compelling economic development asset. Integrate with other IDC marketing.
-  h. Provide accurate descriptions of available sites with regard to topography, location, zoning, access to infrastructure - electricity, gas, broadband, sanitary sewer, water, railroads, roads, including the status of connector roads as well as their distance to the interstate, international airports, and hospitals.
- i. Exert maximum control of the sites zoned or targeted for business using the following guidelines (IDC):
 - 1. Purchase the site.
 - 2. Purchase option to buy site at agreed upon price over a prescribed term.
 - 3. Obtain agreement from the owner to market the site at a certain price over a prescribed term.
 - 4. Create or promote covenants on usage for larger sites including the Industrial Park.
 - 5. The Industrial park should have a billboard sized sign
- j. Provide effective signage to the Industrial Park for both east- and west-bound traffic on US 50.

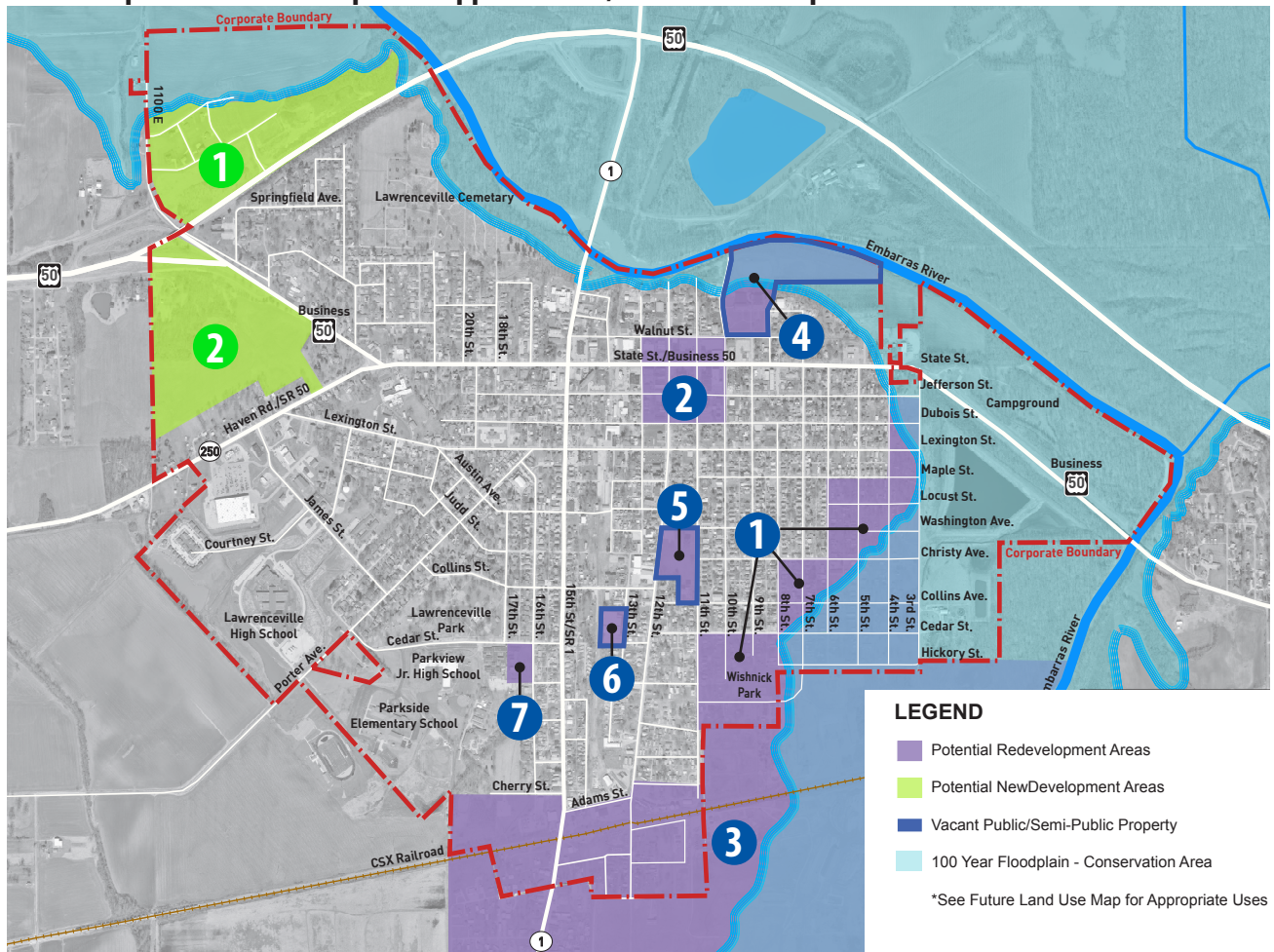
4. Pursue Coordinated Investments

- a. Identify stakeholders in the community and create an identifiable, accountable commission to guide investment decisions (i.e. City Council, County Commissioners, etc.)
- b. Work with developers to prepare a fiscal impact study to ensure TIFs and other public-private partnerships "pencil out" when compared with utility and infrastructure costs and tax benefits.
-  c. Consider impact to school and the tax base prior to approving developments.

REDEVELOPMENT AND DEVELOPMENT

Identifying redevelopment and development opportunities is an important component of creating a livable community. This plan identifies seven redevelopment areas and two new development areas of focus. Opportunities are detailed in brief below and focus on mitigating the effects of flood impact on land use, providing adaptive re-use scenarios, identifying areas positioned for revitalization, and areas suitable for new development. Several opportunities are illustrated in more detail with a focus on steps the community may pursue to position these sites for redevelopment and case studies illustrating what other communities have done to successfully implement similar projects.

Redevelopment and Development Opportunities/Constraints Map



Redevelopment Area Key

- 1** Redevelopment of east side neighborhood consistent with the Future Land Use Map on page 32. This scenario focuses on addressing derelict properties with a focus on removal of blighted housing and housing within the 100-year floodplain per FEMA buyout guidelines (see page 162 for more information). Replacement housing should focus on adaptive re-use of former school buildings and/or infill development near the city's core.
- 2** Revitalization of downtown Lawrenceville to capitalize on downtown assets (e.g. intact historic development, infill opportunities and possibilities for grant funding). See appendix for more information.
- 3** Redevelopment of the former Texaco Refinery is contingent upon the formal completion of the EPA Superfund Remediation. Land use in this area should be consistent with the Future Land Use Map on page 32. The status of this site would preclude it from suitability for residential development.
- 4** Redevelopment of the former Lawrenceville High School site may be appropriately situated for a mix of affordable housing, with a community center/event hall in the gymnasium. The building could accommodate approximately 36 to 40 apartment units in the classroom wings. See the Commonwealth Apartments case study on page 74 for an idea of an appropriate redevelopment scenario.
- 5** Redevelopment of the former Central and Lincoln School site may follow a similar scenario to the former Lawrenceville High School. This site may be attractive to an affordable housing developer because the two buildings and the available space around them. The two buildings could accommodate approximately 34 apartment units. See the Hendricks Pointe case study at right for an idea of an appropriate redevelopment scenario.
- 6** Redevelopment of the former vocational school annex could be considered for commercial or warehouse re-use for various community support agencies, workforce development, and/or renewed vocational training.
- 7** Redevelopment of the vacant historic wing of the Methodist Home should support the uses contained within the rest of the facility and focus on senior transitional housing. This may take the form of attractive apartment co-housing spaces which focus on aging in place and a comfortable transition to assisted living. State grants may be available for this purpose.



Vacant for more than 10 years, the historic Hendricks School in Shelbyville, Indiana, (above and below) was redeveloped as 37 affordable housing apartments using Low Income Housing Tax Credits



3 Creating Success

New Development Area Key

- 1** Continued marketing of the development in the neighborhood on the northwest side of the City should be encouraged with a focus on providing a supply of new single family home sites within the Housing TIF.
- 2** Ample acreage exists within this parcel of property currently in agricultural production. This site's location and proximity to major thoroughfares would make an ideal location for a light industrial and business park use.



CASE STUDY: THE COMMONWEALTH

The historic Lucretia Mott School No. 3 in Indianapolis was abandoned during school consolidation and was used for many years as a homeless shelter. After the shelter relocated, the building was left vacant and contributed to the blight and challenges facing the surrounding neighborhood. A local Community Development Corporation obtained the property and redeveloped the school as an affordable housing complex with a community gymnasium. Rechristened "The Commonwealth", the project reused a community landmark, creating high-quality affordable housing units and a community center for youth activities and neighborhood events. Rehabilitation of the historic building sparked reinvestment by surrounding property owners and brought a new sense of pride to a neighborhood that had faced years of disinvestment and neglect. The project utilized Low Income Housing Tax Credits through the U.S. Department of Housing and Urban Development and Neighborhood Stabilization Program funds.



EDUCATION AND WORKFORCE DEVELOPMENT



1. Improve education and workforce development options within the community through:

- a. Supporting initiatives by the schools K through 12 to address student needs, increase graduation rates, and ensure that each student the basic skills to successfully enter the workforce.
-  b. Working in partnership with the Local Workforce Investment Area (LWIA) #23 to address the education and training needs of the local workforce and employers.
-  c. Improve communication between educational institutions, vocational training providers and economic development groups across the region.


Local elected officials should:

- Provide leadership in making appointments to the workforce investment board and in setting workforce area strategies and goals
 - Communicate regularly with and hold accountable workforce investment representatives
 - Participate in and promote meetings with local employers to discuss workforce needs
 - Review and understand the LWIA #23 5-Year Strategic Plan and provide oversight of its implementation.
-




2. Improve access to vocational and workforce education

-  a. Partner with educational institutions, non-for-profits, and rural transit agencies to provide a twice a day shuttle to workforce development and educational institutions outside of Lawrenceville.
 -  b. Work toward development of a Workforce Development Center (coordinate with the Local Workforce Investment Area (LWIA) #23 and Community Unit School District 20 in the Downtown.
-

3. Support economic innovation



-  a. Organize and nurture regional industry clusters. This organization can strategically target investment decisions and reduce in duplication of effort.
-  b. Provide leadership and support to the IDC to pursue a grant to fund an economic development strategy with a regional industrial/business cluster analysis and retention and expansion of current and new businesses.
- c. Support to IDC to create a regional economic development listserv so efforts can be coordinated between multiple groups to reduce duplication.
-  d. Support the experimentation and creativity that is needed to produce commercial innovations. Success stories should be publicized to help educate the region and potential investors about the value of innovation.
- e. Expand and link innovation related training.
- f. Reorient philanthropic giving toward innovation.
-  g. Identify opportunities for local regulatory reform to modernize local ordinances to support 21st century business models.

4. Improve access to information and data.




-  a. Develop a regional economic development and workforce development web data portal and continually update the website.
- b. Train stakeholders in the use of the website.
- c. Ensure that 911 addressing is keeping pace with properties being marketed to ensure potential investors can find properties on the web.
- d. Utilize technical assistance programs to improve access to data and information.
-  e. Work with various agencies and major employers to create an emergency evacuation plan.
-  f. Educate the public on the importance of not building within a 100 year flood hazard area.

PUBLIC HEALTH AND WELLNESS

1. Create a healthier Lawrenceville.

-  a. Strengthen public health and wellness services by coordinating between the City, regional healthcare providers, regional schools, and non-for profit services.
- b. Work with local and state public health and law enforcement agencies to take steps to identify and curb substance abuse problems within the community.
-  c. Continue to promote the construction of sidewalks and trails throughout the community to ensure a healthier community and offer programming such as charity runs.

2. Increase access to affordable, healthy foods for people of all incomes

-  a. Link hunger assistance programs to local foods from local farms.
- b. Coordinate between social service agencies to pool resources to increase access to healthy foods.
-  c. Promote food security and public health by encouraging locally-based food production, distribution, and choice in accordance with the Future Land Use element.
-  d. Consider programs to encourage property owners to make use of vacant properties as community gardens and/or stormwater rain gardens.

BUILDING CONNECTIONS

04



4 Building Connections



Lawrenceville City Park Playgrounds



Pool at Lawrenceville City Park

PUBLIC FACILITIES AND SERVICES

The following priorities for infrastructure improvements were identified in a survey of the community:

- Water lines and sewer lines
- Sanitary sewer, storm sewer, drainage, broadband, roads
- Roads, water lines, sewer lines
- Roadways, sewer/drainage lines
- 4-lane Route 50
- Development of flexible natural resources- i.e., solar plant

With regard to infrastructure, stormwater mitigation and broadband access were identified as the least adequate though as shown above, the priorities for capital investments were mostly for sewer and roads.

EXISTING CONDITIONS

Currently the city has no formal master plan for improvements to its infrastructure. The utility providers currently serving the city are:

- Water treatment and distribution— City of Lawrenceville
- Sanitary Sewer collection and Treatment – City of Lawrenceville
- Storm Water collection and discharge – City of Lawrenceville
- Natural Gas – Illinois Gas Company
- Electric - Ameren Corporation
- Broadband / DSL – Clearwave Communications
- Phone / Broadband / DSL – Frontier Communications

It appears that some discussions between the city and individual parties currently occur to discuss individual system improvements and future service. There has, however, been no documentation provided to show that a global effort between all providers and future plans of improvements have been coordinated in any way. It appears that service areas have been provided to serve existing customers and improvements. With the exception of the Industrial Park, these appear to have been provided on a individual project basis. Providing infrastructure for the intended land use can help to guide development.

Broadband

For most citizens, broadband is readily accessible throughout the community through one of the two providers listed above. Fiber optic is available within the city limits utilized by major employers of the area: the hospital and United Health Group. Additional fiber services can be added as dictated by development.

Sanitary Sewer System

The city has few records or maps of the collection system. The collection and treatment systems do not appear to have capacity problems but does have inflow and infiltration (I&I) problems associated with the collection system as large increases to flow at the treatment plant are evident during and following precipitation events.

Collection system includes 8" to 12" gravity collection pipes of varying materials, five operating lift stations and one lift station at the Industrial Park which is constructed but not been put into operation due to lack of need. Systems improvement projects over the past ten to fifteen years have slip lined portions of the system to reduce I&I and also have sealed all combination sewer overflows of the system. Although the exact reduction I&I that this work accomplished is not known, the combination of this project and the surge relief basin at the plant have helped to maintain treatment capacities, with effluent remaining under the discharge permit requirements.

The gravity collection system for the Industrial Park has been installed and all equipment for the Industrial Park pump station is owned and stored by the city. The pump station equipment has not been fully installed due to lack of current need at the Park. This has helped to reduce operation and maintenance cost to the system until additional capacity is needed. When additional structures are built in the park, the pumps will be installed and existing businesses will be converted over to the city system.

The treatment system, while located within the floodplain, has all equipment elevated to a flood proof elevation. The treatment system currently meets the discharge limits under normal operation and has expansion built into the system. When flood waters rise over the discharge pipes, 100 percent of the effluent sanitary sewer is diverted to the surge relief basin and treatment and discharge of the sewerage ceases. Upon flood waters receding, sewage temporarily stored in the surge relief basin are pumped back to the plant for treatment.

Water System

Lawrenceville opened a new water plant in 2011 at the foot of Walnut Street. The water system provides potable water to citizens within the City Limits as well as some individuals outside the city along lines which feed the Industrial Park and subdivision south of town. The city provides domestic water to two water districts via connections or pump stations near the City Limits. These water districts serve the county residents and adjoining towns to the west and the south of the city. Possible expansion of the distribution system to the north has been discussed, depending upon funding availability, and was included in the treatment capacity of the Plant.

The water distribution system is designed mainly for potable water distribution with fire protection being truly carried out only on main lines exiting the plant and transporting water to major areas of the city.

4 Building Connections



There are several blocks and streets within the city which contain water distribution pipe networks containing 4-inch diameter pipes or smaller.

The National Fire Protection Association does not recognize pipes smaller than 6 inches in diameter as capable of delivering a fire flow sufficient to fight fires. The City Fire Department combats this issue by either the use of tank trucks to haul water to fire locations in these areas or stretching hose up to three blocks away to reach a sufficient supply of water. Future design of water mains should include the design and need for fire flows with a minimum of 6 inch diameter lines to be considered within the city limits.

A water distribution improvement, currently in the planning phase, is the 8th Street line. Currently 8th Street does not have a water main on it with these structures being fed domestic water from mains on 7th and 9th streets. Providing a large diameter main on 8th Street and connecting to the existing 12-inch line at the tank near the schools could provide a "backbone" of the system and a major progression in providing a full ring throughout the city. Once this loop is made, branch lines of 6-inch diameter pipes could be installed in loops off of the main line to fully provide fire protection to the city residents and commercial properties.

A 10-inch water main currently serves the industrial park area with fire protection available throughout the entire developed area. This provides adequate water supply for most any industrial development foreseen in the area as any high demand for process water can be easily obtained through on-site wells drilled to meet that need.

Fire and Police Protection

Ample fire protection exists within the City of Lawrenceville provided by a wholly volunteer-based fire department. Improvements to water mains along 12th Street should improve pressure within the community. Personnel and equipment are adequate for the city but adequate water is not available at all locations. Some locations require pulling water from hydrants up to three blocks away and or transporting water by tank truck to the site of the fire.

Police protection is provided by the city and is adequate.



Storm Drainage

The committee and stakeholder meetings have not resulted in reports of localized flooding other than in the floodplain. The storm drainage system appears to be adequate. The 2008 Hurricane Ike flood primarily affected the eastern portion of the city that lies within the floodplain. It also had community wide effects due to a broken water main in the Embarras river which caused sewage to infiltrate into the city's drinking water. The city conducted a formal inventory of loss following the flood and received approximately \$200,000 to \$500,000 in flood relief.

Natural Hazards and Public Facilities

Floods and earthquakes were identified as the largest potential hazards affecting the community with worries about the need for an emergency evacuation (transportation) plan as “you can’t leave the city without crossing a bridge”.

Location of new facilities should be carefully considered and precautions should be encouraged to ensure that school, medical facilities, community centers, municipal buildings, and other critical infrastructure are located outside the 0.2 percent annual chance (500-year) floodplain and/or are protected to that level along with a flood-free access to reduce the risk of damages caused by flooding and to ensure that these critical infrastructure will be able to continue functioning during major flood events.

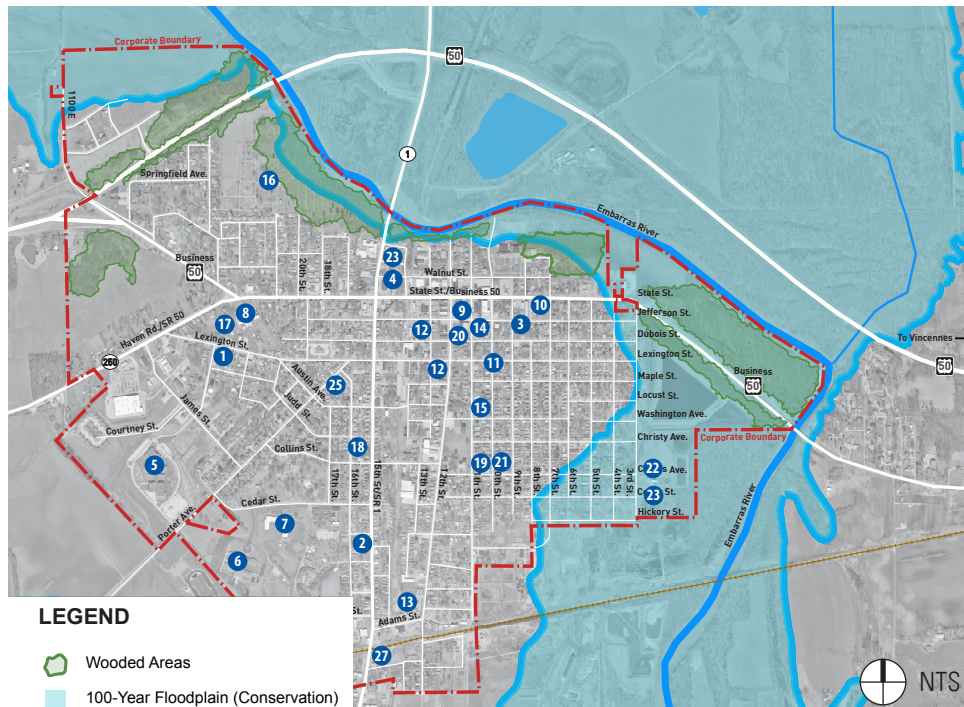
It is also important to ensure that owners and occupants of residences and businesses within the known hazard areas, such as delineated or approximated flood zones, are well-informed about the potential impacts from flooding incidents as well as proper methods to protect themselves and their property. As detailed flood maps are developed for the Embarras River, residents and businesses within these areas should be notified that they may be subject to an increased risk of damages associated with flooding.

Indian Creek on the east side of the city is tributary to the Embarras River. Indian Creek and another unnamed drainage ditch are being monitored as part of environmental cleanup taking place at the former refinery site southeast of the city.



2008 Flooding US 50 and Old US 50; “you can’t leave the City without crossing a bridge”.









Critical Facilities Map




In the City of Lawrenceville there are 27 critical facilities (shown on map). These facilities are described in more detail within the appendix on page 142

4 Building Connections

1. *Maintain and Enhance Public Facilities and Services.*

-  a. Use the Future Land Use map as a guide for utility investment.
-  b. Ensure adequate/sufficient water service and capacity for the community's needs for fire protection and drinking water.
-  c. Provide infrastructure and services in a cost-efficient manner.
-  d. Install a water main loop from the plant along 8th Street then west to where lines have been improved by the school. A main trunk line of approximately 12" diameter through this routing would greatly benefit fire protection throughout the city limits. Currently the older residential side (east side) is limited to the amount of water that can be obtained for fire protection.
-  e. Evaluate utilities that exist to the industrial park east of the city to ensure capacity is sufficient for industry.
-  f. Evaluate the current sewer and water connection and usage rate structure by comparing rates to expenses and neighboring communities.
-  g. Consider creating a two-tier utility rate system which charges customers out of the city a slightly higher rate so taxpayers do not subsidize out of town users.
-  h. Partner with Lawrence County to ensure all properties within the city are mapped in an e-911 system. Seek out joint funding scenarios and grants if applicable.
 - i. Coordinate with local businesses to include electronic alerts on message boards.
 - j. Post information/warning /evacuation route signage in local parks and gathering spaces.

2. *Grow concurrent with the city's vision, infrastructure and utility access.*

-  a. Work with stakeholders to "right size" the community to ensure the tax base supports sustainable, efficient services, and existing potential redevelopment and development sites.
- b. Identify and make utility availability data accessible on the city's website.
- c. Work with private providers to expand broadband service.



PROFILE: CREATING A CAPITAL IMPROVEMENT PLAN

What are Capital Improvements?

Capital improvements include major projects identified as a community need for the safety and quality of life of its citizens. The most common projects involve construction of roads, municipal building/facility, and acquisition of real property or equipment.

For the purpose of this Comprehensive Plan and PDMP, the capital improvement projects include, but are not limited to construction of:

- streets, sidewalks/trails
- sanitary sewer, storm sewer, and water lines, treatment plants, lift stations
- public buildings (libraries, town halls, materials storage)
- acquisition of fire trucks, police cars, plows
- hazard mitigation

What is a Capital Improvement Plan?

Typically a Capital Improvement Plan (CIP) is a five-year timetable or schedule identifying the planned capital improvements to be made over a period of time. The improvements are prioritized as to importance, giving an approximate date that they should be completed, and estimates for the costs of each project and anticipated funding sources. It begins with a five-year projected schedule. As each year closes, minor adjustments to the next four years are made as necessary and a fifth year is once again added. This ensures that the Capital Improvement Plan will always project five years worth of identified projects.

How Can you Manage Growth with a CIP?

A Capital Improvement Plan is one of the most effective means to manage growth in a community. With a CIP in place, the community can best sculpt or manage where and when growth occurs within the city. For instance, if primary infrastructure is never extended to an area, growth is less likely to occur. On the contrary, where growth is desired, a municipality can extend its infrastructure in order to proactively attract builders. However, infrastructure alone does not always attract a new development. Extending infrastructure without a phased plan for growth can dilute opportunities and result in vast quantities of public investment that may sit idle for many years. Municipal-owned water and sewer are the most critical infrastructure elements for steering growth in a community. These two services are generally required for all new development.

Whether extending infrastructure in advance of development as a public investment or approving private infrastructure investments, all infrastructure must be built to the specifications of the city and be deeded over to the city upon completion. Further, standards for sizing of the lines should be adequate to accommodate future capacity in areas expected to have a high growth potential or desired for large-scale development like industrial or light industrial.

TRANSPORTATION

THOROUGHFARE PLAN FUNCTIONAL CLASSIFICATIONS

Roadways can fall into several classifications and within those are generally two types: urban and rural. Many of the roads in the Lawrenceville corporate limits would be classified as urban treatment (curbs, gutters, and pedestrian amenities) and some are rural (open drainage in side ditch).

Classifications

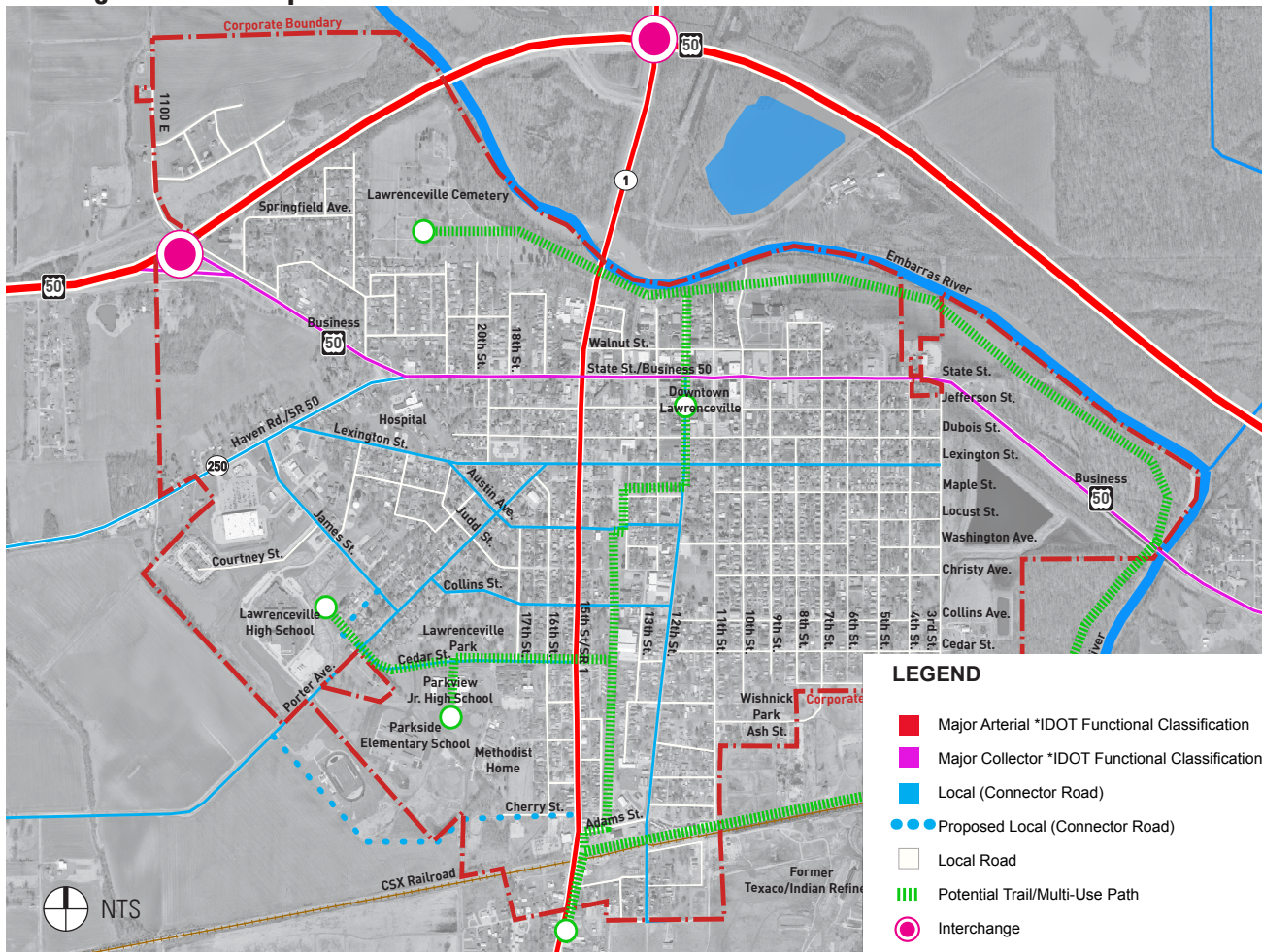
- Major Arterial
- Major Collector
- Local (Connector)
- Local
- Proposed Local (Connector)
- Trail/Multi-use Path

Street Name	Traffic	Functional Classification
• Collins Avenue	1800	Local
• 15th Street IL-1	6100	Major Arterial
• Lexington Avenue	3300	Local
• State Street/Business 50	9200	Major Collector
• West Haven Road US 50 Alt	7950	Major Collector
• Cedar Street	1400	Local
• James Street	2150	Local
• 12th Street	2100	Local

*Note that traffic counts on ALL roads have dropped between 5 percent to 10 percent over the past 10 years.



Thoroughfare Plan Map



PROPOSED THOROUGHFARE CLASSIFICATION STANDARDS

Functional Classifications	Minimum ROW	Number of Moving Lanes	Parking Lane ¹	Pavement Selection					
				Drive Lane Width	Bicycle Lane ^{1 & 3}	Turn Lane ³	Green Space Minimum Width ²	Sidewalk Minimum Width ¹	Multi-Use Path ^{3 & 4}
Local Street	50-60'	2	Shared	15'	N/A	N/A	5'	5'	NA
Major or Minor Collector Street	60'	2	N/A	11'	5'	N/A	5'	5'	8-10'
*Major or Minor Arterial	80'	2	N/A	12'	N/A	12'	5'	5'	NA
*Downtown Street	60'	2	8'	12'	Shared	12' ⁵	N/A	5-12'	NA

¹ Both sides of the roadway

² Unpaved area for landscaping, utilities, and trees

³ Optional

⁴ Paved or unpaved paths for pedestrian, bicycle, or equestrian travel in lieu of sidewalk

⁵ Only at Intersection

* State Street Varies

4 Building Connections

A 2' clear-zone from the back of curb should be instituted as a best practice when installing streetlights and landscaping improvements to prevent damage from vehicles.

Arterials

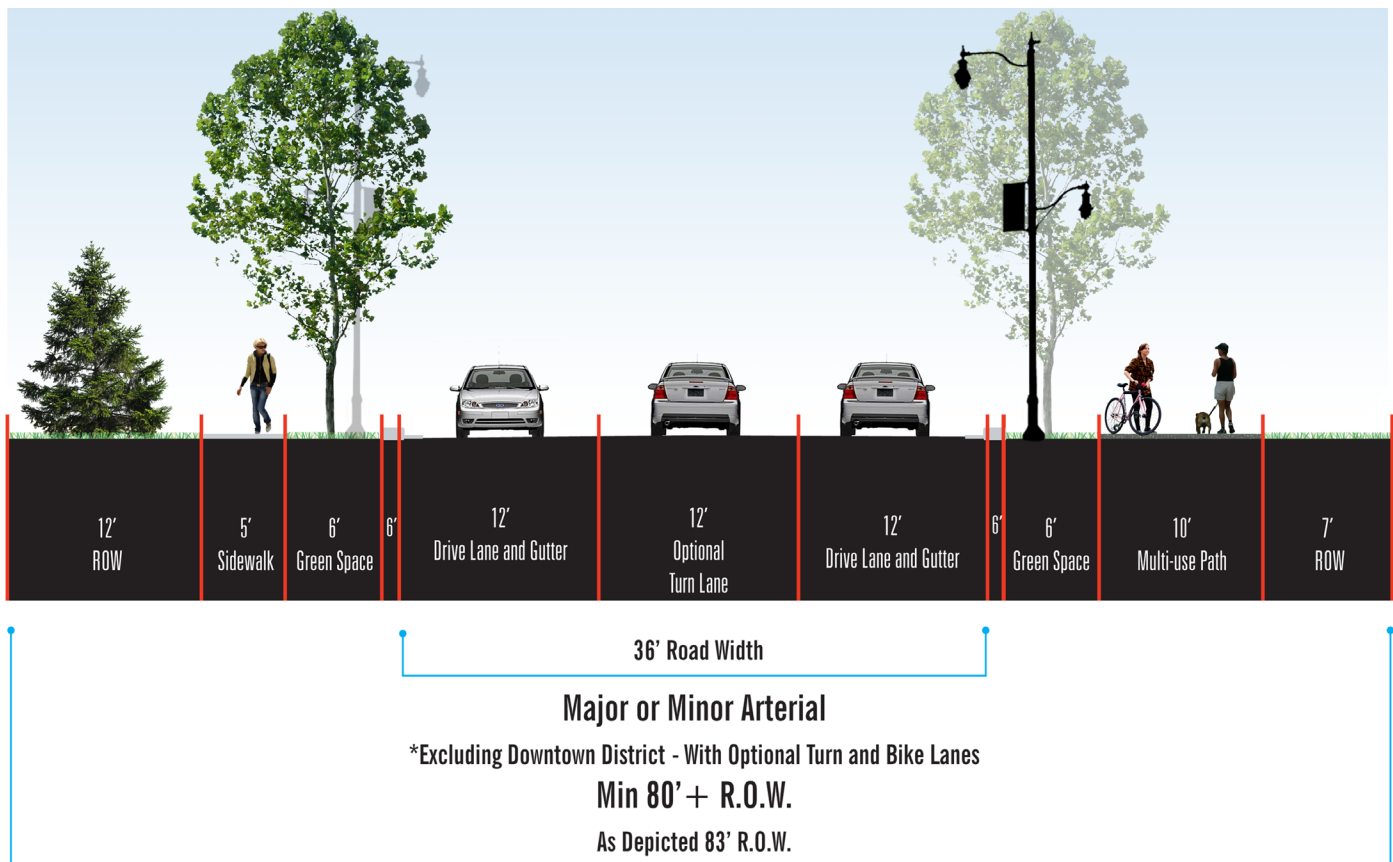
Function: To carry high volumes of traffic relative to collectors at higher speeds significant distances for connections between regional destinations.

Design: Major Arterials should maintain a minimum right-of-way of 80 feet to accommodate the desired facilities. Access should be managed, discouraging abundant direct connections from residential and commercial uses to the roadway and encouraging cross-access easements between businesses. New curb cuts should not occur typically within 150-feet of an intersection to ensure safety.

Arterial streets within the Lawrenceville city limits are encouraged to include curbs, sidewalks, street trees, lighting, turn lanes, and trail or bikeway connections.

Example: State Road 1

Typical Arterial Street Section



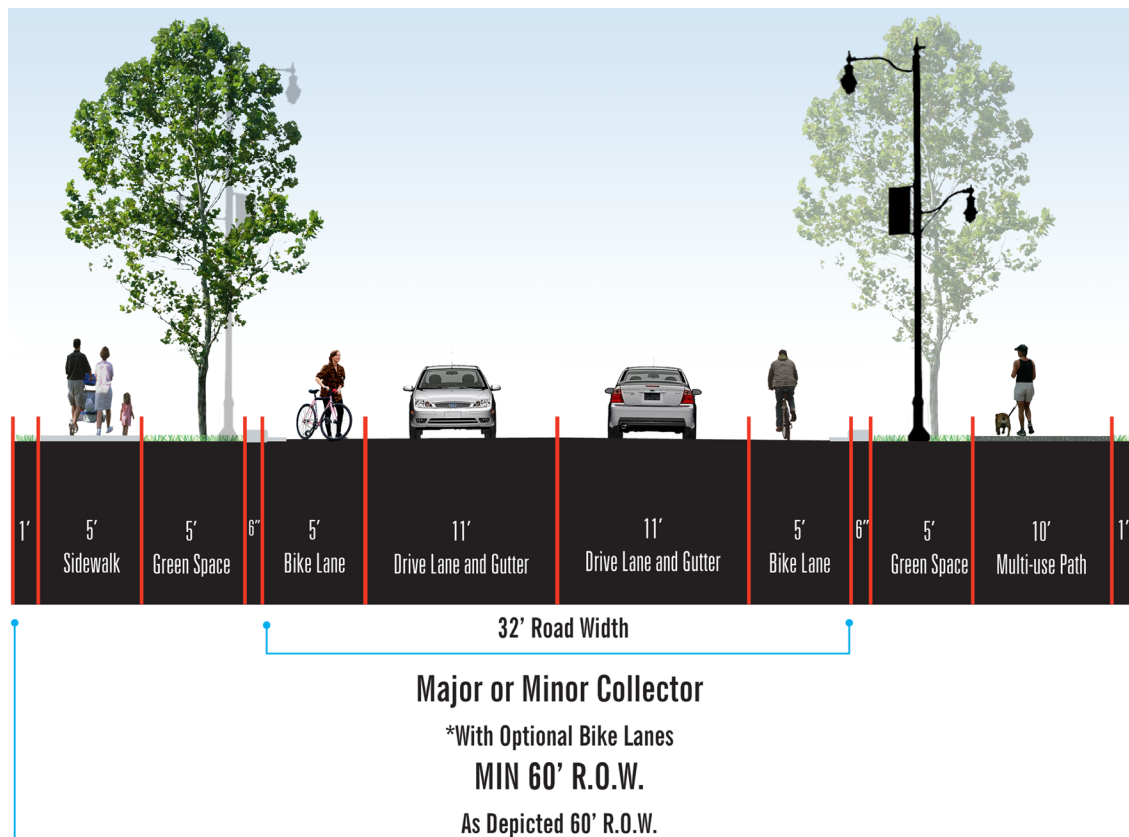
Collector Streets

Function: To carry moderate volumes of traffic moderate distances to connect with the arterial roadway network.

Design: Major Collectors should have a minimum right-of-way of 60 feet. Access is regulated, discouraging abundant direct connections from residential and commercial uses. Curb cuts should be located no closer than 75 feet from an intersection to ensure safety.

Collector streets should provide curb, gutter, sidewalk, street trees, lighting, and sufficient width so bicycles may share the roadway (multi-use paths and/or bike lanes). On-street parking may or may not be appropriate.

Typical Collector Street Section



4 Building Connections

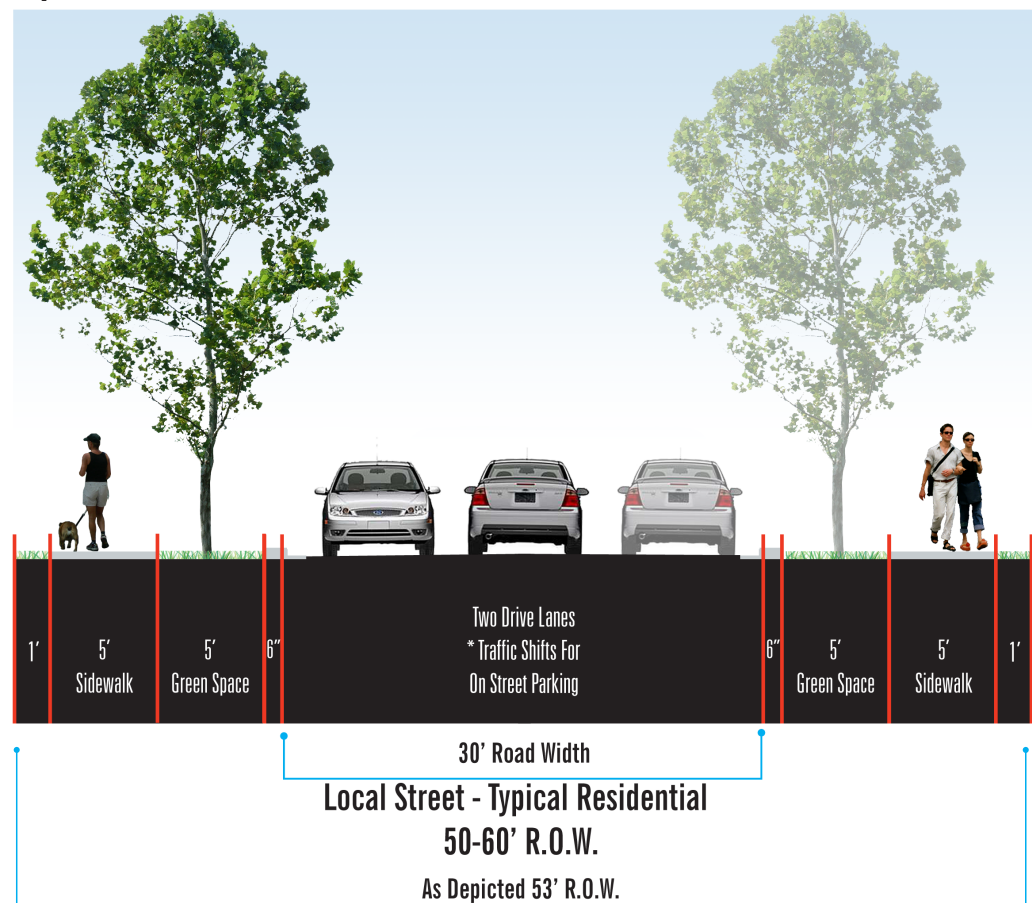
Local Streets

Function: To carry traffic with low volumes and speeds short distances to connect with the collector and arterial roadway network. Local roads in major subdivisions provide direct access to abutting properties. Interconnecting streets between adjacent residential developments is encouraged.

Design: Local Streets should be a minimum 50 to 60 feet right-of-way. New Local Streets within Lawrenceville corporate limits should provide curb, gutter, sidewalk, street trees, and on-street parking. Sidewalks should be included on both sides of the street in residential neighborhoods where practical. Streetlights should be provided at least at every location where there is a turning movement. The typical cross-section below visually depicts this street type.

Examples of Local Streets: 12th St, Lexington St.

Typical Local Street Section



Downtown

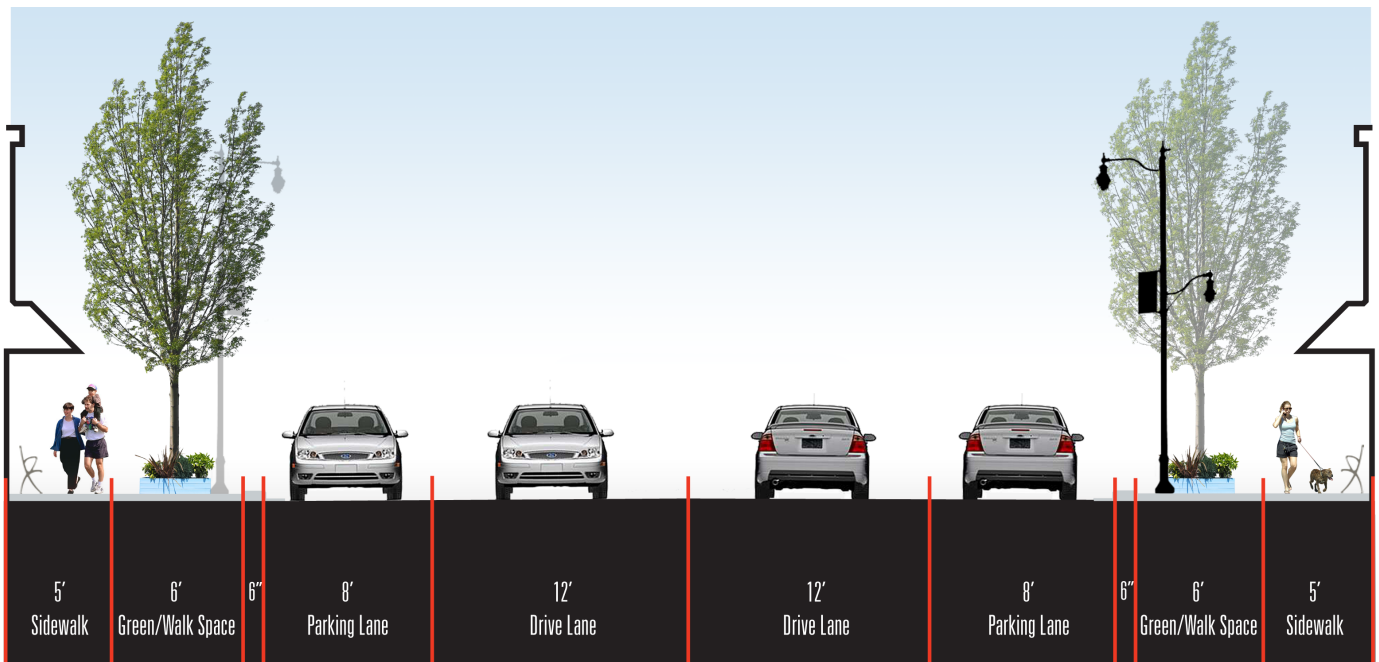
Function: Downtown's livelihood depends on State Street/US 50 Business Route.

Design: Downtown Streets are should maintain the existing minimum right-of-way of 60 feet, but may vary due to existing development. Access to and from a downtown street should be regulated to the established pattern of side streets and alleys, discouraging additional direct connections from residential and commercial. Utilization of on-street parking, and the network of existing alleys to provide parking behind buildings is encouraged. New buildings should abut the edge of the ROW to match existing and historic development patterns. On-street parking also provides traffic calming, increasing safety and enhancing economic development.

Downtown streets within the Lawrenceville limits are encouraged to include curbs, sidewalks, street trees, decorative lighting, and on-street parking

Example: State Street/US 50 Business

Typical Downtown Street Section



40' Road Width

Downtown Street Section

Min 60 R.O.W.

As Depicted 63' R.O.W.

4 Building Connections

PROFILE: COMPLETE STREETS

Current Best Management Practices in Urban Planning suggest an emphasis on embracing Complete Streets within a community.

Complete Streets are streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, and motorists of all ages and abilities. They are part of many communities' healthy living initiatives. Complete Streets make it easy to cross the street, walk, or bicycle to school, shops, or work.

By adopting a Complete Streets policy, communities direct their planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making Lawrenceville a better place to live.



Source: The National Complete Streets Coalition
<http://www.completestreets.org/>

CITY-WIDE TRANSPORTATION GOALS

1 Create High-Quality Economic Growth By Promoting Commerce Corridors and “Just In Time Manufacturing”

Just-in-time manufacturing is a production model in which items are created to meet demand, not created in surplus or in advance of need.

- a. Enhance gateways at key locations along thoroughfares as identified in the Plan.
- b. Encourage connectivity by requiring linkages between developments, and preserving through-streets, alleys, and rights-of-ways.
- c. Ensure adequate right-of-way for current and future development in conjunction with the Plan.
- d. Improve aesthetics concurrent with planned transportation improvements (i.e. a road needs repaving, so repair a sidewalk at the same time).
- e. Support the efforts of the US 50 Coalition to improve this key transportation asset.



2. Achieve and maintain a balanced transportation system that promotes safe and efficient traffic circulation and accessibility within the city.



- a. Encourage connectivity and walkability in all development and redevelopment projects. Update the Subdivision Control Ordinance to ensure that new development provides sidewalks and/or multi-use paths.
- b. Improve ADA accessibility throughout the city.
- c. Continue to support and seek funding to install sidewalks and multi-use paths especially when connecting to the schools.
- d. Define and protect new undeveloped roads (i.e. the suggested road connecting SR 1 to the schools).
- e. Conduct a comprehensive emergency routing plan and evaluate existing roads for turning radii of emergency vehicles.
- f. Designate and maintain evacuation routes and post signage on the routes.
- g. Conduct an intergovernmental effort to provide an emergency weather shelter and post signage on routes leading to the shelter.
- h. Install signs prohibiting parking during snow events so sufficient removal can be conducted.



2. Support the Mid-American Air Center



- a. Secure funding to conduct a drainage study to certify the Mid-American Air Center property does not flood (2012 FEMA Firm Mapping Indicates the Airport is within the 100-year floodplain) in order to correct flood elevation levels and obtain a Letter of Map Revision (LOMR) from FEMA.
- b. Conduct mitigation efforts within the Allison Prairie Levee District to reduce the flooding of surrounding areas that renders the airport inaccessible and integrate with securing funding to elevate the road.
- c. Engage local leaders in a sustained and long-term effort to inform and lobby senators and congressmen on the local and regional importance of the airport and to secure federal funding for key airport projects.

CURRENT TRANSPORTATION PLANS

US 50 Expansion Plans:

4 Building Connections

US 50 north of Lawrenceville is the main east-west highway in the area. US 50 carries approximately 4,000 vehicles per day just north of Lawrenceville at the intersection with Illinois State Route 1 and up to approximately 7,100 vehicles per day east of Lawrenceville at the intersection of IL-33.

US 50 carries approximately 17 percent truck traffic. US 50 is designated as a Class II truck route west near the intersection with US 50 Business east of Lawrenceville and is designated as a Class I truck route east to the Illinois/Indiana State Line. Illinois Law restricts gross weight to 80,000 lbs. on Class I, II, and III designated truck routes with Class I truck routes reserved for limited access divided highways. US 50 to the east of Lawrenceville is currently a 4-lane divided highway from just near the split of US 50 and US 50 Business to the Illinois/Indiana State Line at Vincennes, Indiana. US 50 is currently a 2-lane highway from Lawrenceville west through Lawrence, Richland, Clay, and Marion Counties to Interstate 57 just west of Salem, Illinois. In 2010, the Illinois General Assembly appropriated \$5 million dollars for preliminary engineering of 27 miles of expansion of US 50 from 2.5 miles west of Illinois State Route 130 near Olney, Illinois, to 3.5 miles east of Illinois State Route 1 in Lawrenceville. This 27 miles is a portion of an overall 120-mile stretch of US 50 identified by a six-county US Route 50 Four-Lane Coalition that is currently promoting the construction and conversion of US Route 50 from a two-lane highway to a four-lane expressway across southern Illinois from Lawrenceville to Lebanon, Illinois. The primary objectives of this Coalition's endeavor is to aid in stimulating economic growth and prosperity of communities on and adjacent to the US 50 corridor while vastly improving traffic safety across Southern Illinois. Illinois Department of Transportation's "US 50 Expressway Projects" website indicates that the current 27 mile engineering study is ongoing and is expected to be completed in 2014.

There have been Community Advisory Group Meetings held in Lawrence and Richland Counties as well as Public Involvement Meetings on this project at various times since the fall of 2011. The last meeting of record was the Red Hills State Park Meeting held on July 24, 2013. Future phases of this project including final design, land acquisition, utility relocation and construction are currently unfunded.

Illinois State Route 1 Highway (15th Street)

Illinois State Route 1 is a two lane highway traversing the City of Lawrenceville north and south. IL 1 provides a connection to Interstate 70 in Marshall, Illinois, approximately 48 miles to the north and a connection approximately 42 miles to the south in Grayville, Illinois, on Interstate 64. The average daily traffic on IL-1 in Lawrenceville is approximately 6100 vehicles at the intersection with US 50 Business (State Street and 15th). IL-1 (15th Street) carries approximately 10 percent truck traffic and is designated as a Class II truck route. State Street (US 50 Business) has an average daily traffic of approximately 9200 vehicles near the intersection with IL-1 (15th Street).

CSX Rail

The City of Lawrenceville and Lawrence County are served by the CSX railroad. CSX is major rail freight service provider with 36 rail yards all located east of the Mississippi

and has a rail network of more than 21,000 route-miles. Sites with access to this rail network and served by other key infrastructures in Lawrenceville and Lawrence County should be properly zoned for employment uses to maximize economic opportunities for the community

The CSX mainline crosses the Wabash River at Vincennes and proceeds west along the southern edge of US 50. It passes through the southernmost corporate boundary of Lawrenceville and then proceeds west through Bridgeport.

It is strategically located less than a quarter mile south of US 50 where US 50 intersects with CR 1500 E. This key junction is the location of a major employer, Automotive Technology Systems, and of significant acreage for industrial development.

According to the Lawrence County Industrial Website, the Lawrenceville Industrial Park, owned by the city of Lawrenceville, has 54.4 buildable acres available here with access to rail. The website also identifies 176 acres of privately-owned property available for industrial development at this junction all of which have access to the CSX mainline.

With access to both rail and US 50, these sites have key transportation advantages. As noted in other sections, the descriptions and contact information in regard to these sites on the Industrial Council website have inaccuracies and need to be updated. This should be a priority in order to effectively market them and capitalize on their proximity to both rail and a major highway.

The CSX track also passes along and through key industrial sites immediately south of the Lawrenceville corporate boundary. The Industrial Council Website points out that the CSX mainline passes along the northern edge of the 118-acre American-Western Industrial Park. This site is also adjacent to the 990-acre Indian Refinery/Texaco superfund site discussed in more detail under Community Analysis. Remediation of this mega-site may be completed as soon as 2020 and should be suitable for industrial development. Such a large site with access to rail would be a significant economic development asset.

Sidewalks/Multi-use Paths and Trails

Many of the neighborhoods within the City of Lawrenceville include sidewalks along one or both sides of the street. There is an interest in the community in improving existing sidewalks and providing new sidewalks within the community. This is especially true when connecting to schools and parks. There are no existing multi-use paths or trails within the community, but opportunities (rail rights-of-way and riparian corridors) exist to provide such connectivity.

Mid-American Air Center

The City of Lawrenceville is served by the Lawrenceville-Vincennes Airport located in Lawrence County, Illinois. This facility is located approximately 4 miles northeast of



New sidewalks being constructed In Lawrenceville.



Mid-American Air Center

4 Building Connections

Classifications of Bike and Pedestrian Facilities

When planning for pedestrian infrastructure it is helpful to understand the different classifications of paths that are being utilized by many communities. Note that most types of bicycle and pedestrian facilities can be constructed in the special flood hazard area provided resilient materials are utilized.



On-street bike lanes can provide safe route of travel for cyclists. In some instances a striped-buffer as shown here, bollards, or raised dots are included between the cyclist and traffic.



Wooden boardwalks and or bridges can be utilized in situations where a multi-use path or sidewalk crosses a body of water/wetland.



Natural Trail along a riverbank

- **Sidewalk** – The portion of a street or highway R.O.W., beyond the curb or edge of roadway pavement, which is intended for used by pedestrians. Sidewalks are to be use by pedestrians, and small children on bicycles.
- **Side Path** – A shared use path located immediately adjacent and parallel to a roadway. These types of paths are to be used by recreational bicyclists and pedestrians.
- **Bike Lane** – A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs. It is intended for one-way travel, usually in the same direction as the adjacent traffic lane, unless designed as a contra-flow lane. These types of facilities are to be used by road and commuter bicyclists and some recreational riders depending on their ability. No pedestrians should travel in these lanes.
- **Sharrow** – A lane of a traveled way that is open to both bicycle and motor vehicle travel. These types of facilities should be used by road and commuter bicyclists only; no pedestrians should travel in these lanes.
- **Multi-use Path** – A bikeway physically separated from motor vehicle traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Multi-use paths may also be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. Most multi-use paths are designed for two-way travel. These types of facilities are to be used by recreational bicyclists and pedestrians. However, road and commuter bicyclists may need to use these facilities if bike lanes are not possible on some streets.
- **Greenway** – A linear wooded or open space along waterways, utility lines, non-vehicular public right-of-ways, and natural corridors. Sidewalks, side paths, multi-use paths and natural trails can all be part of a greenway. Bike lanes and sharrows are not be considered as part of a greenway. Users of all categories may find themselves using this type of path system.
- **Natural Trail** – A less intrusive path utilizing materials such as crushed limestone, bark mulch, or exposed soil surface. Natural trails may restrict all types of users but may be the best solution for greenway areas considered environmentally sensitive such as around the Embarras River. These types of facilities are for pedestrian use only.

AMERICANS WITH DISABILITIES ACT (ADA) TRANSITION PLANS

An ADA Transition Plan is a set of goals, methods, and procedures to bring the public agency's facilities into compliance with ADA. These facilities include all buildings and public right-of-ways. ADA Transition Plans have been a requirement of public agencies since the codification of the Americans with Disabilities Act (ADA) of 1990, although transition plans were a requirement for some entities through Section 504 of the Rehabilitation Act of 1973. The Code of Federal Regulations 28 CFR 35.101 to 190 details these requirements, which govern public entities with more than 50 employees. Transition Plans were originally to be completed in 1992 for these public agencies, per the original Act, although new emphasis on the needs and requirements of this legislation appear to be prevalent. The Town should actively consider and review the requirements of the Act and move to incorporate these into annual street programs and new improvement projects.

Many publications have been compiled detailing methods for compliance. The National Cooperative Highway Research Program's "ADA Transition Plans: A Guide to Best Management Practices" 4 is a good resource.

The above guide gives the following steps for initializing a Transition Plan for facilities in the right-of-way:

- Designate an ADA Coordinator,
- Provide notice to the public about ADA requirements,
- Establish a grievance procedure,
- Develop internal design standards, specifications, and details,
- Assign personnel for the development of a Transition Plan and completing it,
- Approve a schedule and budget for the Transition Plan, and
- Monitor the progress on the implementation of the Transition Plan.¹
- The above guide also lists specific suggested elements for a Transition Plan:
- Develop a list of physical barriers in the agency's facilities that limit accessibility of individuals with disabilities (self-evaluation),
- Include a detailed description of the methods to remove these barriers and make the facilities accessible,
- Prioritize a schedule for taking the necessary steps,
- Name the official responsible for implementation,
- Plan a schedule for providing curb ramps, and
- Record the opportunity given to the disability community and other interested parties to participate in the development of the plan.

¹ ADA Transition Plans: A Guide to Best Management Practices, The National Academies, National Academy of Sciences, National Cooperative Highway Research Program, Jacobs Engineering Group, Baltimore, MD, May 2009



Making all public facilities including public sidewalks handicap accessible in accordance with the ADA is an important part of promoting complete streets in a community.



Closure of Public Rights-of-Ways and Streets

Leaders need to be abreast of situations caused by the closure and abandonment of existing streets due to the potential impact of causing dead end streets, disjointed street patterns and utility right-of ways. Regardless of the intent of the closures, decision makers need to be cognizant of the future impacts to emergency response, access to parcels and overall connectivity. This is especially true for the City of Lawrenceville due to its susceptibility of flooding and other natural disasters. Emergency response services including fire, police and ambulance will provide much better community system if connectivity is preserved.

In respect to utilities, dedicated city streets are in many instances providing overlapping or implied easements for these utilities. Research indicates that original plats of additions to the City of Lawrenceville have historically not required designated public easements for utilities. Therefore, accommodations for easements for existing or future utilities should be considered before completely abandoning public right-of-ways. Benefits of retaining these public right-of-ways for future utilities or other public uses should not be overlooked or dismissed.

Planners and Administrators of the City need to remain aware of the benefits of requiring the incorporation of public utility easements or additional dedicated Right-of-way widths when approving future development plans to the city.

Lawrenceville off of US highway 50 between Lawrenceville and Vincennes, IN. The airport is owned and operated by a Bi-State Authority. This airport is part of the National Plan of Integrated Airport Systems and is categorized as a general aviation facility. This facility has two paved runways that are each 5200 feet in length. Approximately 90 percent of its operations are general aviation with the remaining being air taxi and military. The airport operates under the name of "Mid-American Air Center- the Lawrenceville-Vincennes Airport". The airport offers business and personal flights to and from the southern Illinois-Indiana area it services. Services offered at this airport include fuelling, pilot supply, aviation repair, Pilot's lounge, and hanger leasing. Airport security is offered on site daily.

PROFILE: DRAINAGE ON ROADWAYS

Curb and gutter vs. grass swale treatment?

Description

Grass swales are an alternative to curbs and gutters along residential streets. Curbs and gutters are designed to quickly convey runoff from the street to the stormdrain and, ultimately, to a local receiving water. Consequently, they provide little or no removal of stormwater pollutants. Indeed, curbs often act as traps where deposited pollutants remain until the next storm washes them away. Any of the typical street cross sections described in the text starting on page 80 can be adapted to utilize open drainage. In addition to using grass swales on low traffic streets to promote on site stormwater infiltration, and removal of pollutants via natural plantings they also offer a considerable cost savings to a community's initial road construction budget. This is of particular importance to small community's with limited resources such as Lawrenceville.

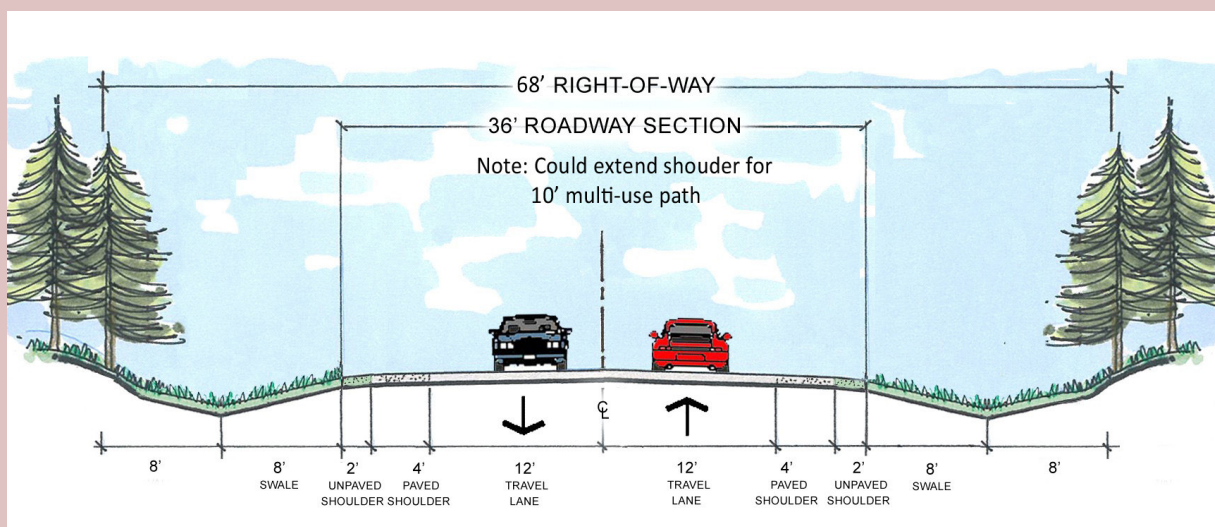
Revisions to current local road and drainage regulations may be needed to promote greater use of grass swales along residential streets.

Applicability

The use of engineered swales in place of curbs and gutters should be encouraged in low- and medium-density residential zones where soils, slope and housing density permit. However, eliminating curbs and gutters is generally not feasible for streets with high traffic volume or extensive on-street parking demand (i.e., commercial and industrial roads).

Source: United States Environmental Protection Agency; <http://cfpub.epa.gov/npdes/stormwater/menuofbmps/index.cfm?action=browse&Rbutton=detail&bmp=88>

Typical Road Section with Swale Application



IMPLEMENTATON

05



5 Implementation

IMPLEMENTATION AGENCIES

Several different agencies have been assigned to the “Action Items” previously listed in this Plan in order to provide more direct guidance for implementation. Agencies are broken into Lead Agencies and Supporting or Coordinating Agencies.

Lead Agencies:

- City of Lawrenceville (CI)
- Lawrenceville City Council (LC)
- Lawrenceville Plan Commission (LPC)
- Lawrenceville Board of Zoning Appeals (LBZA)
- Lawrenceville Mayors Office (LM)
- Lawrenceville Police/ Co. Sherriff/Fire (LPD)
- Lawrence County (LAWCO)
- Lawrence County Hospital (LHO)
- Downtown Committee/Future Mainstreet Group (DC)
- Lawrence County Historical Society (LH)
- Lawrenceville Parks Dept (PK)
- Lawrenceville Public Works (DPW)
- Unit 20 School District (SCH)
- Illinois Dept. of Transportation/County Highway (RD)
- Route 50 Committee (50)
- Bi-State Airport Authority (BA)
- Social Service Organizations (SS)
- Lawrenceville Industrial Development Council (IDC)
- Various Clubs (CL)
- Parent Teacher Organization/Retired Teachers (PTO)
- Greater Wabash Area Plan Commission (GWRPC)
- Lawrence Twp. Library (LIB)
- Illinois Department of Natural Resources (IDNR)
- Illinois Emergency Management/Lawrence Co Emergency Management (EM)
- Chamber of Commerce/Realtors (CHM)
- Local Workforce Investment Area 23 (LWIA)

Time Frame

The following action items have been assigned approximate time frames for the implementation of each action item. The time frames, which may vary based on economic development influences and numerous other factors, are:

Quick Wins / Opportunities

Projects that could be undertaken immediately and/or implemented within 6-12 months of the Comprehensive Plan’s adoption.

Mid-Term Opportunities

Projects that could be initiated within 1-5 years of the Comprehensive Plan’s adoption.

Long-Term Opportunities

Projects that could be undertaken within 6-10+ years of the Comprehensive Plan’s adoption.

Ongoing Opportunities

Projects that may require initial studies to determine their feasibility or may depend on other work prior to implementation. Such projects may also be implemented in a series of incremental steps involving numerous agencies or departments. These recommendations may go beyond the time frame of this Comprehensive Plan.

IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
Ch.1: Lawrenceville Today		
1. Create an attractive, inviting, well planned, and safe community.		
a. Enhance and embrace initiatives that strengthen the identity of the City of Lawrenceville and promote its assets (downtown, parks etc.) such as gateway signage, landscaping, and lighting.	LC, DPW, PK	Ongoing
b. Enact and enforce an unwholesome environment ordinance and an anti-dumping ordinance to prevent negative impacts such as pollution and/or disruption to the natural stormwater retention system.	LC	Quick
c. Support and conduct quarterly “Keep Lawrenceville Beautiful” cleanup efforts. Some communities have turned these into neighborhood cleanup competitions with a reward for the cleanest neighborhood (a free tree for a park).	LM, PK, DPW	Quick
d. Encourage connectivity and walkability in all development and redevelopment projects.	LPC	Ongoing
e. Preserve and embrace Lawrenceville’s cultural and natural resources as tourism opportunities.	LC, LH, DC, LM, IDNR	Ongoing
f. Encourage the Sign of the Kingdom and other not-for-profits that provide services to underserved persons to coordinate resources and to create and publicize a comprehensive list of services and providers in the region.	SS	Quick
g. Consider a formal declaration of blight to initiate the redevelopment process in accordance with Illinois State Statute. This will also increase the city’s eligibility for funding.	LC, GWRPC	Medium
h. Champion early childhood education and begin programs for pre-school children in partnership with the schools, not-for profits and faith-based organizations.	SCH,PTO,LIB,SS	Ongoing
i. Partner with the school system to create a STEM program (Science, Technology, Engineering, and Mathematics), after school programs (e.g. running, gardening, reading, math team) and mentor ship programs (e.g. Seniors Helping Our Kids).	SCH,PTO,LIB,SS	Quick
Ch.1: Lawrenceville Today		
2. Make government information easily accessible for all.		
a. Promote and continually improve the City of Lawrenceville website as a portal for community information and to improve community access by adding email contacts for key City employees, elected officials, and links to community organizations.	LM	Ongoing
b. Record and post meeting dates and minutes on the City’s website.	CI	Ongoing
c. Post up-to-date planning documents on the City’s website for public use.	CI	Ongoing
Ch.2: Livable Community		
1. Continue to provide a sustainable balance of land uses to assist with the fiscal wellbeing of the City and to ensure a diverse tax base.		

5 Implementation

IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
a. Use the Future Land Use Map for making decisions regarding future development to support compatible land use. (e.g. residential and industrial).	LPC	Ongoing
b. Prepare annexation studies to determine the feasibility of the annexation of property to the west and south of the City and of “islands” within the City that are receiving City services.	LC, LPC, GWRPC	Medium
c. Establish up to 1.5 mile extra-territorial jurisdiction (ETJ) on the perimeter of corporate boundaries to guide land use decisions on land in the County.	LC, LPC, GWRPC	Medium
d. Strengthen existing neighborhood character and the compact development pattern by focusing on infill development in the City’s core.	LPC	Ongoing
e. Ensure that the zoning and subdivision control ordinances promote development that maximizes economic and social benefits, minimizes public costs, and increases the City’s tax levy.	LPC	Ongoing
Ch.2: Livable Community		
2. Use the Future Land Use plan as a guide to avoid development in areas prone to natural hazards or with potential environmental contamination.		
a. Use this FEMA approved document to secure FEMA funds to study and complete a voluntary acquisition and/or flood proofing program for affected properties.	GWRPC, LC	Medium
b. Create a floodplain overlay zoning district (or Floodplain Ordinance) that includes “No Adverse Impact” and/or compensatory storage language for future development.	LM, LPC	Medium
c. Work with state and local agencies to conduct soil and groundwater testing on public facilities near identified brownfield sites.	CI, IDC	Medium
d. Provide education on contamination and provide soil testing kits to property owners in affected areas.	CI, DPW	Quick
e. Conduct a “Safe Growth Audit” of development plans and codes.	LPC	Medium
f. Discourage development of new critical facilities in the floodplain.	LM,LPC,LC	Ongoing
g. Require roads to be constructed at a grade above the base flood elevation to ensure access even in the event of a flood.	LC, DPW, RD	Ongoing
h. Discourage development of commercial and residential structures within 100 yr flood hazard areas.	LC,IDC	Ongoing
i. Do not incentivize development within special flood hazard areas.	LC, IDC	Ongoing
j. Conduct building inspections of new structures to ensure compliance with city development standards and state building code.	CI, LAWCO, GWRPC	Ongoing
Ch.2: Livable Community		
3. Ensure continued implementation of the recommendations of the Comprehensive Plan and Pre-Disaster Mitigation Plan.		

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
a. Update the Zoning Map, Zoning Ordinance, City Engineering Standards and Subdivision Control Ordinance to ensure sound land planning decisions consistent with the vision of the Plan.	LC, LPC	Medium
b. Regularly coordinate with community stakeholders (i.e. Chevron, Methodist Home, Lawrence County Hospitals, ATS, Airport authority) to ensure their strategic long term goals and land use planning are complementary to the City's long term vision and that they are cognizant of hazards that may be present.	LM, IDC	Ongoing
Ch.2: Livable Community		
1. Expand the options for housing (location, affordability, and energy-efficiency) for people of all ages, lifestyles, incomes and ability.		
a. Provide additional housing for seniors by investigating co-housing and/or adaptive re-use of underutilized or vacant properties, particularly the three historic school buildings.	LID, LPC, DC	Medium
b. Since the population is aging, provide housing options that embrace "aging in place" and universal accessibility.	LID, LPC, DC	Medium
c. Require all new housing to connect to municipal sewer and water.	LM, LC, DPW	Ongoing
d. Support the rehabilitation and redevelopment of homes in existing neighborhoods as a method of providing affordable housing.	GWRPC, LC	Ongoing
e. Support neighborhood based improvement initiatives and cleanup efforts that can greatly improve the quality of life of residents with little or no cost. A neighborhood cleanup campaign can be rewarded with new street trees or public acknowledgement for making the best effort.	LM, PK, DPW	Quick
f. Work with neighborhood committees to strengthen individual neighborhood identities and encourage neighborhood pride.	SS, SL, LM, PK, LH	Quick
Ch.2: Livable Community		
2. Encourage single-family residential development in the Housing TIF (HOTIF) on the northwest side of the city.		
a. Coordinate with property owners/real estate brokers to actively market properties with a focus on building out the development in order to pay for bonded infrastructure improvements within the TIF.	IDC, LM, LC	Quick
b. Discourage the establishment of single family housing TIF districts going forward.	LC	Ongoing
c. Encourage positive drainage and green infrastructure within new developments to manage nuisance flooding.	LPC, IDC	Ongoing
d. Ensure all new housing is built to code and encourage hard wired weather radios's and foundation achors.		
Ch.2: Livable Community		
3. Establish a County Housing Authority or a Community Housing Development Organization.		

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IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
a. Explore CHDO certification and funding opportunities through the Illinois Housing Development Authority (HOME Investment Partnerships Program, 2014-2015 HOME Single Family Owner Occupied Rehabilitation Program, Illinois Affordable Housing Trust Fund, and other programs as identified).	GRWPC, LM,SS	Quick
b. Compile an inventory of existing public housing and work to develop a 5 year plan to ensure the quantity of public housing is adequate and centrally located.	CI, GWRPC	Medium
Ch.2: Livable Community		
4. Pursue an aggressive redevelopment strategy for the distressed area in the eastern part of Lawrenceville.		
a. Initiate more aggressive code enforcement including an unwholesome environment ordinance.	LC	Quick
b. Pursue federal and state grant funding to support the purchase of properties and relocation of residents in areas that have historically flooded. Remove the structures and preserve the land for open space or appropriate park development. 1. Work with property owners within the 100-year floodplain on the east side of the City to conduct "land swaps". The City could work with the county on a coordinated effort to assemble parcels on the east side of the City. 2. Begin systematically purchasing or condemning structurally unsound or uninhabitable homes for demolition.	GWRPC, CI	Medium
c. Focus on the development of affordable and subsidized multifamily housing within or proximate to the blighted eastside neighborhoods 1. Evaluate the redevelopment of the former Central and Lincoln Schools for Section 8 housing. 2. Work to purchase and assemble properties within this neighborhood as they become available by tax sale. 3. Prioritize redeveloped multifamily housing for use by dislocated families.	GWRPC, CI	Medium
d. Create an abandoned property action plan, and an inventory of unsafe and/or abandoned properties that need to be mapped and evaluated (including repeat flood properties).	GWRPC, CI	Medium
e. Inspect properties for conformance with state building and public health code.	GWRPC, CI, LPD	Medium
Ch.2: Livable Community		
5. Preserve the historic character and development of Lawrenceville's core neighborhood areas.		
a. Ensure that redevelopment in Lawrenceville's core respects the historic development pattern.	LPC, LH, DC	Ongoing
b. Regulate the conversion of single-family homes to multi-family homes in core neighborhoods.	LPC,LBZA	Ongoing
c. Support the historic preservation activities of local organizations.	LC,LM,CHM	Ongoing
Ch.2: Livable Community		

IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
1. Preserve the historic character and fabric of Downtown Lawrenceville.		
a. Partner with Lawrenceville Downtown Revitalization Committee and Lawrence County Historical Society to pursue Illinois Historic Preservation Agency (IHPA) grant funding to nominate a Lawrenceville Historic District to the National Register of Historic Places. This listing will increase funding options (i.e. ITEP grants, rehabilitation tax credits) for preservation and revitalization efforts, façade improvements, streetscape enhancements, and other amenities.	LH, DC, GWRPC, LC, LM,LPC	Quick and Ongoing
b. Provide and promote year-round creative programming downtown celebrating Lawrenceville's history, schools, citizens, etc.	PK, CHM, DPW, DC,LH	Ongoing
c. Ensure that redevelopment in Lawrenceville's core respects the historic development pattern.	LPC, DC,LH	Ongoing
d. Design and develop a gateway, wayfinding and neighborhood identity program for Lawrenceville that reflects the community's spirit.	SS,LPC, DC,LH, CL	Ongoing
Ch.2: Livable Community		
2. Encourage investment in innovative uses favorable for commercial development downtown.		
a. Focus priorities on the courthouse square and major corridors first to capitalize on the existing synergy. Seek grant funding to continuously improve the quality of infrastructure, utilities, and existing buildings throughout the entire downtown.	DC, DH,LC, LPC, CHM, CL, IDC	Ongoing
b. Work with local realtors to evaluate and market downtown commercial properties.	LM, CHM, IDC	Ongoing
c. Consider and evaluate opportunities for adaptive reuse of downtown structures including the former Lawrenceville High School.	LPC, LM, CHM, DC, LH,IDC	Quick
d. Consider relocating social service providers from the courthouse square to areas adjacent to the downtown.	LC,SS,IDC	Medium
e. Support Lawrenceville Downtown Revitalization Committee in becoming and implementing the National/Illinois Main Street program (City is applying in February 2014) guidelines. Bring other local stakeholders with a focus on downtown into the organization to pool resources.	GWRPC,IDC, LM, LC, LH, DC	Quick

5 Implementation

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
<p>F. Consider a partnership with the city, the new Main Street Organization, the Industrial Development Council, and the Small Business Development Center to promote small business development through the following activities:</p> <ol style="list-style-type: none"> 1. Explore creating a business incubation program to provide interim uses for vacant downtown spaces while growing the local economy. 2. Explore creating a virtual incubation program for local entrepreneurs providing information and services with an emphasis on utilizing downtown spaces. 3. Work with Local Workforce Investment Area (LWIA) #23 to create a Workforce Development Center in downtown. 4. Support the "Building from Lawrenceville's Historic Beginnings" project (detailed right and on page 183 in the appendix) by the Lawrence County Historical Society. 	LM, LC, LH, DC, IDC	Quick
Ch.2: Livable Community		
3. Develop a systematic approach for downtown revitalization and reinvestment.		
a. Formalize the goals and strategies of Lawrenceville Downtown Revitalization Committee in a charter which can then be supported by the Plan Commission and City Council. This will help with grant applications.	LC, LPC, DC	Quick
b. Create a grant committee to research opportunities pertaining to downtown revitalization and reinvestment	LC	Quick
c. Contact and establish a relationship with the Illinois and National Main Street program, Illinois Landmarks, Illinois State Preservation Agency (see page xx in the appendix for more information) to strengthen funding applications and revitalization and reinvestment pursuits.	RPC, IDC, LM, LC, LH	Quick
Ch.2: Livable Community		
1. Continue to provide a desirable, accessible park and recreation system.		
a. Integrate common open space into new subdivision neighborhoods with more than fifty homes.	LPC	Ongoing
b. Actively engage schools, service organizations, and faith based organizations to determine how park programming can best serve the community at large.	PK, SS, CL, SCH	Ongoing
c. Promote and program Wishnick Park as an active-use sports park to increase usage. Increased use will improve the public perception of safety.	PK, SS, CL, SCH	Ongoing
d. Connect public facilities, parks, schools, downtown, and other neighborhoods by sidewalk or multi-use paths as identified on the Parks and Transportation Maps.	PK, DPW, RD, LPC	Ongoing
e. Attract tourists and visitors to natural areas north of the City along the Embarras River for activities such as bird-watching, hiking, and panning for gold.	IDNR, PK, DC, CHM, L	Quick

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
f. Work with neighborhoods to identify vacant lots as temporary locations for potential “pocket parks” or community gardens.	PK, CL, SS	Quick
g. Preserve floodplain and right-of-way currently controlled by the City for a future park, open space and trail use (as identified on the Parks Map).	LC, PK	Ongoing
Ch.2: Livable Community		
1. Protect and enhance the quality of and access to natural features and systems in Lawrenceville		
a. Encourage sustainable site development and building practices. Key elements include appropriate site selection, design, and development practices which minimize grading and retain natural features especially drainage swales, creeks and/or wetlands.	EM, LPC, IDC	Ongoing
b. Actively promote protection of and education on the importance of riparian environments within the community as an amenity and as an important part of the natural stormwater retention system.	EM SCH, PK, DPW	Ongoing
c. Work with state and national elected officials to obtain funding to conduct a detailed hydraulic analysis of the Embarras River to better understand the floodway and flood rise effect.	LAWCO, EM, 50, AB, LC, IDC, GWRPC	Long
d. Conduct flood depth modeling to help with evacuation planning.	CI, EM, LAWCO	Long
e. Encourage protection/restoration of natural drainage systems.	LC, LAWCO, IDNR	Ongoing
f. Encourage overland flow as opposed to piping on new developments. Allow water to percolate and collect in low areas/swales.	DPW, LPC	Ongoing
Ch.2: Livable Community		
2. Pursue opportunities to preserve and restore natural areas and their function to reduce the impact of hazards		
a. Conduct a detailed hydraulic analysis of the Embarras River to better understand flood risk and extent	LC, LAWCO, IDNR	Long
b. Conduct flood depth mapping to better understand flood depths	LC, LAWCO, IDNR	Long
c. Include “No Adverse Impact” and/or compensatory storage language in the floodplain management ordinance for future development in the floodplain	LC	Medium
d. Encourage the restoration of natural drainage paths and the Embarras River in new and redevelopment projects	LC, LAWCO, IDC, LPC	Ongoing
Ch.2: Livable Community		
3. Pursue measures that are designed to keep the problem from occurring or getting worse.		
a. Incorporate hazard information, risk assessment, and hazard mitigation practices into the Comprehensive Land Use Plan and Development Review to better guide future growth and development.	LPC, LM	Ongoing
b. Conduct a “Safe Growth Audit” of development plans and codes.	LPC	Ongoing
c. Map at-risk public and commercial structures.	DPW, LAWCO	Medium
Ch.2: Livable Community		

5 Implementation

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
4. Pursue measures that are used to modify buildings subject to hazard damage rather than to keep the hazard away.		
a. Relocate, buy-out, or floodproof (non-residential) existing non-critical facilities that are subject to repetitive flooding.	LC, LAWCO, GWRPC	Medium
b. Discourage development of new critical facilities and/or infrastructure in the 1 percent (100-year) and 0.2 percent (500-year) annual chance of flood and areas behind levees.	LPC, LC	Ongoing
c. Encourage new or retrofitted critical facilities to incorporate structural bracing, shutters, laminated/impact resistant glass, and interlocking roof coverings to minimize damage.	LC, LPC, EM	Ongoing
d. Encourage the installation of lightning rods and grounding as well as surge protectors in all critical facilities.	LC, EM	Ongoing
Ch.2: Livable Community		
5. Pursue physical measures used to prevent hazards from reaching a property		
a. Encourage regular review and inspection of levees.	IDNR, DPW, LAWCO, EM	Ongoing
b. Restrict public access and recreational vehicular use on levees.	IDNR, DPW, LAWCO, EM	Ongoing
c. Elevate road, or other structural means to ensure access to the airport.	DPW, LAWCO, LC, EM, BA	Medium
Ch.2: Livable Community		
6. Reduced the social, physical, and economic losses associated with hazard incidents through emergency services, natural resource protection, prevention, property protection, public information, and structural control mitigation practices.		
a. Locate future development outside of the designated flood plain (hazard area).		
b. Research and work with the Greater Wabash Regional Plan Commission to understand Senate Bill 1869 which gives Illinois municipalities greater ability to build and invest in innovative stormwater management infrastructure to help mitigate damaging floods such as green roofs, rain gardens, bioswales, tree boxes, porous pavement, native plantings, constructed wetlands and more. the law expands existing law to include these items among the measures a municipality can employ to help prevent flooding.		
Ch.2: Livable Community		
7. Provide protective services that are capable of meeting the City's demand.		
a. Evaluate the effectiveness of current emergency response service areas and determine if the City has sufficeient emergency response employees.		

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
b. Evaluate the effectiveness of severe weather sirens respective to operation and service area.		
c. Consider creating inter-local agreements with other agencies to assist in the event of a natural disaster.		
d. Determine and publish the location of severe weather shelters (i.e. schools, churches).		
e. Partner with Lawrence County to ensure all properties within the City are mapped in an e-911 system to prepare for potential disasters.		
Ch.2: Livable Community		
8. Conserve and manage energy and water resources in the community.		
a. Incorporate Best Management Practices (BMPs) and green infrastructure such as vegetated swales, shared detention facilities, rain gardens, and pervious pavement into the City's ordinances and engineering standards.	LC, DPW, LPC	Ongoing
b. Implement energy and water conservation measures at City facilities and public institutions to lead by example.	LC	Quick
c. Foster sustainable practices and renewable energy generation such as solar power within the community (e.g. former refinery site and the airport).	IDC, LC	Medium
d. Require all new streetlights be equipped with efficient and long lasting Light Emitting Diode (LED) bulbs.	GWRPC, LC	Medium
e. Engage in a comprehensive MS4 stormwater education program and seek out grants to fund stormwater awareness and improvement efforts.	DPW	Quick
f. Implement protocols to require water usage advisories and burn bans upon drought.	LC	Ongoing
Ch.2: Livable Community		
9. Encourage commercial and industrial development on vacant and underutilized lands		
a. Develop a regional inventory and marketing strategies for vacant, underutilized and Brownfield properties.	IDC, LAWCO	Medium
b. Encourage infill forms of mixed-use and multiple use development and the redevelopment of vacant, underutilized and brownfield sites, thereby discouraging development of undeveloped greenfield locations especially where extensions of public infrastructure and services might be required.	LPC, LC	Medium
Ch.3: Creating Success		
1. Ensure a sustainable supply of shovel-ready business and industrial sites.		

5 Implementation

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
a. Maintain on an ongoing basis a minimum of 100 acres of land available for business and employment uses and track the degree to which each site is served by infrastructure and public services. 1. Add additional acreage as necessary, 2. Maintain at least two or three sites of 15-30 acres capable of being utilized by a larger employer such as ATS 3. Extend infrastructure and public services as necessary.	IDC	Ongoing
b. Identify locations most suitable for light industrial uses, business parks, and industrial growth including manufacturing, distribution, research, knowledge-based services or similar uses.	IDC	Ongoing
Ch.3: Creating Success		
2. Create a partnership with the Industrial Development Council (IDC) and other community agencies to initiate, strengthen, or engage in the following economic development activities:		
a. Promote small business development. (See Item 2.e under Downtown Section).	LC, IDC, LWIA, CHM	Ongoing
b. Create a basic retention and expansion program for major employers	LC, IDC	Ongoing
c. Create a new employer recruitment program targeting businesses in strong and emerging regional employment clusters.	LC, IDC	Medium
d. Develop a unified strategy for attracting diverse and innovative new businesses and industry to the community and retention of existing employers including the use of TIF, Enterprise Zones, and/or Tax Abatement.	LC, IDC	Medium
e. Work with local businesses, education providers, and interested citizens to provide additional vocational and training opportunities in Lawrenceville.	LC, IDC, DCH, SS, PTO, LWIA	Medium
Ch.3: Creating Success		
3. Partner with the IDC to more effectively market commercial and industrial sites within greater Lawrenceville.		
a. Provide and communicate local incentives to recruit new businesses such as Tax Increment Financing (TIF) districts, Foreign Trade Zone, Enterprise Zone, tax abatements, workforce training grants, public/private partnerships, and a fast track permitting process.	LC, IDC	Medium
b. Support and seek funding, if necessary, for the professional design and ongoing maintenance of community websites that promote the City and market economic development opportunities 1. Provide information on websites in a user-friendly hierarchy that moves from simple to more detailed descriptions. 2. Describe all available state and local incentives listed in item "a" above. 3. Focus special attention on promoting the Foreign Trade Zone.	LC, IDC	Ongoing

IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
c. Ensure that community websites and other promotional materials dealing with economic development are integrated into an overall marketing strategy.	LC, IDC	Ongoing
d. Work with the Industrial Development Council (IDC), Lawrenceville Chamber of Commerce, and Lawrenceville Downtown Revitalization Committee to create one website that will provide investment and development information.	LC, IDC, DC	Quick
e. Change the name of the Industrial Development Council to Business Development Council and the Lawrenceville Industrial Park to the Lawrenceville Business Park.	LC, IDC	Quick
f. Support the IDC's marketing initiatives through activities such as: 1. Website maintenance 2. Direct mail 3. Advertising in selected journals 4. Attendance at conferences and trade shows	LC, IDC, BA	Quick
g. Market Airport properties by capitalizing on the Foreign Trade Zone Designation, a unique and compelling economic development asset. Integrate with other IDC marketing.	LC, IDC, BA, CHM	Quick
h. Provide accurate descriptions of available sites with regard to topography, location, zoning, access to infrastructure - electricity, gas, broadband, sanitary sewer, water, railroads, roads, including the status of connector roads as well as their distance to the interstate, international airports, and hospitals.	IDC	Quick
i. Exert maximum control of the sites zoned or targeted for business using the following guidelines (IDC): 1. Purchase the site. 2. Purchase option to buy site at agreed upon price over a prescribed term. 3. Obtain agreement from the owner to market the site at a certain price over a prescribed term. 4. Create or promote covenants on usage for larger sites including the Industrial Park. 5. The Industrial park should have a billboard sized sign	IDC	Quick
j. Provide effective signage to the Industrial Park for both east- and west-bound traffic on US 50.	CI, IDC, BA	Quick
Ch.3: Creating Success		
4. Pursue Coordinated Investments		
a. Identify stakeholders in the community and create an identifiable, accountable commission to guide investment decisions (i.e. City Council, County Commissioners, etc.)	LM, LC	Ongoing
b. Work with developers to prepare a fiscal impact study to ensure TIFs and other public-private partnerships "pencil out" when compared with utility and infrastructure costs and tax benefits.	LC, IDC, LPC	Ongoing
c. Consider impact to school and the tax base prior to approving developments.	LC, IDC, LPC	Ongoing

5 Implementation

Ch.3: Creating Success		
IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
1. Improve education and workforce development options within the community through:		
a. Supporting initiatives by the schools K through 12 to address student needs, increase graduation rates, and ensure that each student the basic skills to successfully enter the workforce.	SCH, LC, PTO, LIB, LWIA, SS	Ongoing
b. Working in partnership with the Local Workforce Investment Area (LWIA) #23 to address the education and training needs of the local workforce and employers.	LWIA, SCH, LM, SS	Ongoing
c. Improve communication between educational institutions, vocational training providers and economic development groups across the region.	IDC, SCH, LWIA, LM, SS	Ongoing
Ch.3: Creating Success		
2. Improve access to vocational and workforce education.		
a. Partner with educational institutions, non-for-profits, and rural transit agencies to provide a twice a day shuttle to workforce development and educational institutions outside of Lawrenceville.	IDC, SCH, LWIA, LM, SS	Ongoing
b. Work toward development of a Workforce Development Center (coordinate with the Local Workforce Investment Area (LWIA) #23 and Community Unit School District 20 in the Downtown.	IDC, SCH, LWIA, LM, SS	Medium
Ch.3: Creating Success		
3. Support economic innovation		
a. Organize and nurture regional industry clusters. This organization can strategically target investment decisions and reduce in duplication of effort.	IDC, LC, LAWCO, GWRPC	Medium
b. Provide leadership and support to the IDC to pursue a grant to fund an economic development strategy with a regional industrial/business cluster analysis and retention and expansion of current and new businesses.	IDC, LC, LAWCO, GWRPC	Medium
c. Support to IDC to create a regional economic development listserv so efforts can be coordinated between multiple groups to reduce duplication.	IDC, LC, LAWCO, GWRPC	Medium
d. Support the experimentation and creativity that is needed to produce commercial innovations. Success stories should be publicized to help educate the region and potential investors about the value of innovation.	IDC, LM, LPC	Quick
e. Expand and link innovation related training.	IDC, LC, LAWCO, GWRPC	Medium
f. Reorient philanthropic giving toward innovation.	IDC, LC, LAWCO, GWRPC	Medium
g. Identify opportunities for local regulatory reform to modernize local ordinances to support 21st century business models.	LPC, IDC, LC, LAWCO, GWRPC	Medium

Ch.3: Creating Success		
IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
4. Improve access to information and data.		
a. Develop a regional economic development and workforce development web data portal and continually update the website.	LWIA, SS, IDC, LC, LAWCO, GWRPC	Medium
b. Train stakeholders in the use of the website.	IDC	Medium
c. Ensure that 911 addressing is keeping pace with properties being marketed to ensure potential investors can find properties on the web.	LPD, LAWCO, IDC	Ongoing
d. Utilize technical assistance programs to improve access to data and information.	IDC, LC, LAWCO, GWRPC	Medium
e. Work with various agencies and major employers to create an emergency evacuation plan.	EM, RD, LPD	Quick
f. Educate the public on the importance of not building within a 100 year flood hazard area.	LPC, IDC, CI	Ongoing
Ch.3: Creating Success		
1. Create a healthier Lawrenceville.		
a. Strengthen public health and wellness services by coordinating between the City, regional healthcare providers, regional schools, and non-for profit services.	LHO, SS, SCH, CI, LAWCO	Ongoing
b. Work with local and state public health and law enforcement agencies to take steps to identify and curb substance abuse problems within the community.	LPD, LHO, SS	Ongoing
c. Continue to promote the construction of sidewalks and trails throughout the community to ensure a healthier community and offer programming such as charity runs.	CL, SS, PK	Ongoing
Ch.3: Creating Success		
2. Increase access to affordable, healthy foods for people of all incomes.		
a. Link hunger assistance programs to local foods from local farms.	LHO, SS, SCH, CI, LAWCO	Ongoing
b. Coordinate between social service agencies to pool resources to increase access to healthy foods.	LHO, SS, SCH, CI, LAWCO	Ongoing
c. Promote food security and public health by encouraging locally-based food production, distribution, and choice in accordance with the Future Land Use element.	LHO, SS, SCH, CI, LAWCO	Ongoing
d. Consider programs to encourage property owners to make use of vacant properties as community gardens and/or stormwater rain gardens.	SS, PK, DPW	Ongoing
Ch.4: Building Connections		
1. Maintain and Enhance Public Facilities and Services.		
a. Use the Future Land Use map as a guide for utility investment.	LC	Ongoing
b. Ensure adequate/sufficient water service and capacity for the community's needs for fire protection and drinking water.	LC, DPW, LPD	Ongoing

5 Implementation

IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
c. Provide infrastructure and services in a cost-efficient manner.	LC, DPW	Ongoing
d. Install a water main loop from the plant along 8th Street then west to where lines have been improved by the school. A main trunk line of approximately 12" diameter through this routing would greatly benefit fire protection throughout the City limits. Currently the older residential side (east side) is limited to the amount of water that can be obtained for fire protection.	LC, DPW	Medium
e. Evaluate utilities that exist to the industrial park east of the City to ensure capacity is sufficient for industry.	IDC, CI	Medium
f. Evaluate the current sewer and water connection and usage rate structure by comparing rates to expenses and neighboring communities.	CI, DPW	Quick
g. Consider creating a two-tier utility rate system which charges customers out of the City a slightly higher rate so taxpayers do not subsidize out of town users.	LC	Quick
h. Partner with Lawrence County to ensure all properties within the City are mapped in an e-911 system. Seek out joint funding scenarios and grants if applicable.	EM,LPD, LAWCO, IDC	Ongoing
i. Coordinate with local businesses to include electronic alerts on message boards.	EM, LPD	Quick
j. Post information/warning /evacuation route signage in local parks and gathering spaces.	EM, LPD, PK	Quick
Ch.4: Building Connections		
2. Grow concurrent with the City's vision, infrastructure and utility access.		
a. Work with stakeholders to "right size" the community to ensure the tax base supports sustainable, efficient services, and existing potential redevelopment and development sites.	LPC, IDC, CI	Medium
b. Identify and make utility availability data accessible on the City's website.	CI, IDC	Quick
c. Work with private providers to expand broadband service.	CI, IDC	Ongoing
Ch.4: Building Connections		
1 Create High-Quality Economic Growth By Promoting Commerce Corridors and "Just In Time Manufacturing"		
a. Enhance gateways at key locations along thoroughfares as identified in the Plan.	PK, LM, LC	Quick
b. Encourage connectivity by requiring linkages between developments, and preserving through-streets, alleys, and rights-of-ways.	LPC, RD	Ongoing
c. Ensure adequate right-of-way for current and future development in conjunction with the Plan.	LPC, RD	Ongoing
d. Improve aesthetics concurrent with planned transportation improvements (i.e. a road needs repaving, so repair a sidewalk at the same time).	PK, DPW, RD	Ongoing

IDNR, DPW, LAWCO, EM	Ongoing	Time Frame
e. Support the efforts of the US 50 Coalition to improve this key transportation asset.	50, BA, LPC, IDC, LC, LAWCO, GWRPC	Medium
Ch.4: Building Connections		
2. Achieve and maintain a balanced transportation system that promotes safe and efficient traffic circulation and accessibility within the City.		
a. Encourage connectivity and walkability in all development and redevelopment projects. Update the Subdivision Control Ordinance to ensure that new development provides sidewalks and/or multi-use paths.	LPC	Ongoing
b. Improve ADA accessibility throughout the City.	PK, DPW	Ongoing
c. Continue to support and seek funding to install sidewalks and multi-use paths especially when connecting to the schools.	PK, DPW, SCH	Ongoing
d. Define and protect new undeveloped roads (i.e. the suggested road connecting SR 1 to the schools).	LPC, RD	Ongoing
e. Conduct a comprehensive emergency routing plan and evaluate existing roads for turning radii of emergency vehicles.	EM, LPD	Medium
f. Designate and maintain evacuation routes and post signage on the routes.	EM, LPD	Medium
g. Conduct an intergovernmental effort to provide an emergency weather shelter and post signage on routes leading to the shelter.	EM, LPD	Medium
h. Install signs prohibiting parking during snow events so sufficient removal can be conducted.	EM, LPD	Quick
Ch.4: Building Connections		
3. Support the Mid-American Air Center		
a. Secure funding to conduct a drainage study to certify the Mid-American Air Center property does not flood (2012 FEMA Firm Mapping Indicates the Airport is within the 100-year floodplain) in order to correct flood elevation levels and obtain a Letter of Map Revision (LOMR) from FEMA.	50, BA, IDC, LC, LAWCO, GWRPC	Medium
b. Conduct mitigation efforts within the Allison Prairie Levee District to reduce the flooding of surrounding areas that renders the airport inaccessible and integrate with securing funding to elevate the road.	50, BA, IDC, LC, LAWCO, GWRPC	Medium
c. Engage local leaders in a sustained and long-term effort to inform and lobby senators and congressmen on the local and regional importance of the airport and to secure federal funding for key airport projects.	50, BA, IDC, LC, LAWCO, GWRPC	Medium

5 Implementation

IDNR, DPW, LAWCO,EM	Ongoing	Time Frame
Ch.1: Lawrenceville Today		
1. Create an attractive, inviting, well planned, and safe community.		
a. Enhance and embrace initiatives that strengthen the identity of the City of Lawrenceville and promote its assets (downtown, parks etc.) such as gateway signage, landscaping, and lighting.	LC, DPW, PK	Ongoing
b. Enact and enforce an unwholesome environment ordinance and an anti-dumping ordinance to prevent negative impacts such as pollution and/or disruption to the natural stormwater retention system.	LC	Quick
c. Support and conduct quarterly “Keep Lawrenceville Beautiful” cleanup efforts. Some communities have turned these into neighborhood cleanup competitions with a reward for the cleanest neighborhood (a free tree for a park).	LM, PK, DPW	Quick
d. Encourage connectivity and walkability in all development and redevelopment projects.	LPC	Ongoing
e. Preserve and embrace Lawrenceville’s cultural and natural resources as tourism opportunities.	LC, LH, DC, LM, IDNR	Ongoing
f. Encourage the Sign of the Kingdom and other not-for-profits that provide services to underserved persons to coordinate resources and to create and publicize a comprehensive list of services and providers in the region.	SS	Quick
g. Consider a formal declaration of blight to initiate the redevelopment process in accordance with Illinois State Statute. This will also increase the city’s eligibility for funding.	LC, GWRPC	Medium
h. Champion early childhood education and begin programs for pre-school children in partnership with the schools, not-for profits and faith-based organizations.	SCH,PTO,LIB,SS	Ongoing
i. Partner with the school system to create a STEM program (Science, Technology, Engineering, and Mathematics), after school programs (e.g. running, gardening, reading, math team) and mentor ship programs (e.g. Seniors Helping Our Kids).	SCH,PTO,LIB,SS	Quick
Ch.1: Lawrenceville Today		
2. Make government information easily accessible for all.		
a. Promote and continually improve the City of Lawrenceville website as a portal for community information and to improve community access by adding email contacts for key City employees, elected officials, and links to community organizations.	LM	Ongoing
b. Record and post meeting dates and minutes on the City’s website.	CI	Ongoing
c. Post up-to-date planning documents on the City’s website for public use.	CI	Ongoing
Ch.2: Livable Community		
1. Continue to provide a sustainable balance of land uses to assist with the fiscal wellbeing of the City and to ensure a diverse tax base.		

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APPENDIX

06



A: PRE-DISASTER MITIGATION PLAN

**B: GUIDELINES FOR HISTORIC
BUILDINGS/DISTRICTS**

C: DEMOGRAPHIC ANALYSIS

D: GENERAL APPENDIX

A: PRE-DISASTER / HAZARD MITIGATION PLAN

INTRODUCTION



Figure 1 – North Levee Break on the Embarras River on June 10, 2008 3.5 miles West of Lawrenceville Airport (Source: Lawrence County EMA)

On June 10, 2008, one of the worst disasters in the history of Lawrence County occurred when 4 levees were breached (Figure 1). Lawrence County is surrounded by two rivers; the Embarras River on the central-western side of the county and Wabash River on the eastern side of the county which creates the Illinois-Indiana state line. As a result of the levee breaks, nearly 200 homes were severely damaged or completely destroyed, with most of them located in the eastern side of the county and in the City of Lawrenceville. Erosion created by the levee breach left the City of Lawrenceville and several surrounding towns without clean water.

In response to this disaster, the City of Lawrenceville received a grant from the Community Development Block Grant (CDBG) grant program to develop an updated Comprehensive Plan and new FEMA-approved Pre-Disaster Mitigation Plan (PDMP). The revised Comprehensive Plan serves as a guide in considering policy changes, land use planning, budget preparation, capital improvement planning, zoning changes, economic opportunities/development, transportation choices, housing/community development, disaster mitigation and recovery, etc. The PDMP identifies pre-disaster mitigation planning to prevent and/or better respond to natural disasters. The PDMP meets Federal Emergency Management Agency (FEMA) requirements so that the city is eligible for FEMA hazard mitigation grants. This PDMP was prepared under the direction of an American Institute of Certified Planners (AICP) certified planner from Christopher B. Burke Engineering LLC (CBBEL).

DISASTER LIFE CYCLE

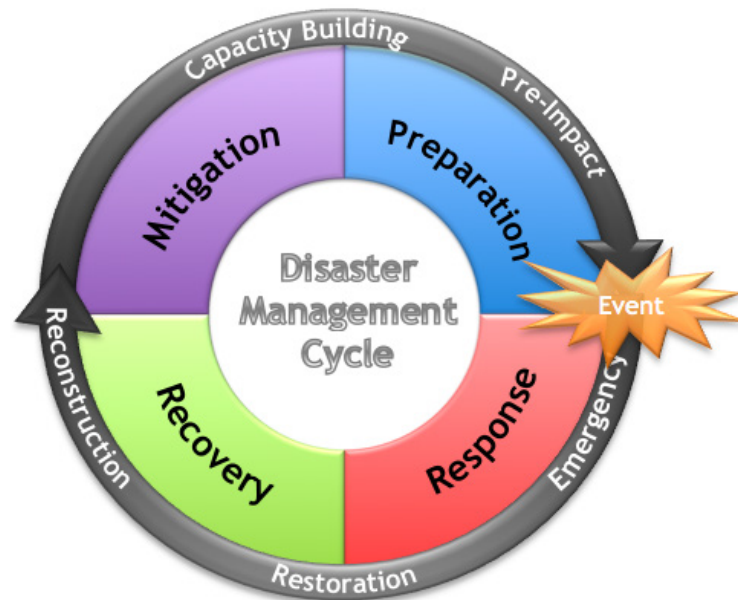


Figure 2 – the Disaster Life Cycle (Source: CBBEL)

FEMA defines the disaster life cycle as the process through which emergency managers respond to disasters when they occur; help people and institutions recover from them; reduce the risk of future losses; and prepare for emergencies and disasters.

The disaster life cycle shown in Figure 2 includes 4 phases:

1. Response— the mobilization of the necessary emergency services and first responders to the disaster area (search and rescue; emergency relief)
2. Recovery – to restore the affected area to its previous state (rebuilding destroyed property, re-employment, and the repair of other essential infrastructure)
3. Mitigation – to prevent or to reduce the effects of disasters (building codes and zoning, vulnerability analyses, public education)
4. Preparation— planning, organizing, training, equipping, exercising, evaluation and improvement activities to ensure effective coordination and the enhancement of capabilities (preparedness plans, emergency exercises/training, warning systems)

This PDMP focuses on the mitigation phase of the disaster life cycle. According to FEMA, mitigation is most effective when it's based on an inclusive, comprehensive, long-term plan that is developed before a disaster occurs. The PDMP identifies hazards, the extent that they affect the city, and formulates mitigation practices to ultimately reduce the social, physical, and economic impact of the hazards.

PROJECT SCOPE & PURPOSE

A local mitigation plan is a requirement of the Federal Disaster Mitigation Act of 2000 (DMA 2000). According to DMA 2000, the purpose of mitigation planning is for State, local, and Indian tribal governments to identify the natural hazards that impact them, to identify actions and activities to reduce any losses from those hazards, and to establish a coordinated process to implement the plan, taking advantage of a wide range of occurrences.

A FEMA-approved PDMP is required in order to apply for and/or receive project grants under the Hazard Mitigation Grant Program (HMGP), Pre-Disaster Mitigation (PDM), Flood Mitigation Assistance (FMA), and Severe Repetitive Loss (SRL). FEMA may require a local mitigation plan under the Repetitive Flood Claims (RFC) program. Although the City of Lawrenceville PDMP meets the requirements of DMA 2000 and eligibility requirements of these grant programs, additional detailed studies may need to be completed prior to applying for these grants.

In order for National Flood Insurance Program (NFIP) communities to be eligible for future mitigation funds, they must adopt either their own local mitigation plan or participate in the development of a multi-jurisdictional mitigation plan. The IEMA and the United States Department of Homeland Security (US DHS)/FEMA Region V offices administer the mitigation planning program in Illinois. It is required that local jurisdictions review, revise, and resubmit a mitigation plan every 5 years. These updates must demonstrate that progress has been made in the last 5 years to fulfill the commitments outlined in the previously approved mitigation plan.

ORGANIZATION OF THE PDMP

Key planning and policy components of the PDMP are integrated into the updated Comprehensive Plan and included as a standalone document in this Appendix. The format of the PDMP follows Federal Emergency Management Agency's (FEMA) October 2011 Local Mitigation Plan Review Guidance as directed by the State of Illinois Emergency Management Agency (IEMA).

These sections include:

- Element A: Planning Process
- Element B: Hazard Identification and Risk Assessment
- Element C: Mitigation Strategy
- Element D: Plan Review, Evaluation, and Implementation
- Element E: Plan Adoption

1. Reduce the social, physical, and economic losses associated with hazard incidents through emergency services, natural resource protection, prevention, property protection, public information, and structural control mitigation practices.

- a. Locate future development outside of the designated flood plain (hazard area)
 - b. Research and work with the Greater Wabash Regional Plan Commission to understand Senate Bill 1869 which gives Illinois municipalities greater ability to build and invest in innovative stormwater management infrastructure to help mitigate damaging floods such as green roofs, rain gardens, bioswales, tree boxes, porous pavement, native plantings, constructed wetlands and more. The law expands existing law to include these items among the measures a municipality can employ to help prevent flooding.
-

2. Provide protective services that are capable of meeting the City's demand

- a. Evaluate the effectiveness of current emergency response service areas and determine if the City has sufficient emergency response employees.
- b. Evaluate the effectiveness of severe weather sirens respective to operation and service area.
- c. Consider creating inter-local agreements with other agencies to assist in the event of a natural disaster.
- d. Determine and publish the location of severe weather shelters (i.e. schools, churches)
- e. Partner with Lawrence County to ensure all properties within the City are mapped in an e-911 system to prepare for potential disasters.

LAWRENCEVILLE PRE-DISASTER MITIGATION PLAN

ELEMENT A: PLANNING PROCESS

A1. Document the planning process, including how it was prepared and who was involved in the process for each jurisdiction as outlined in requirement 44 CFR 201.6(c)(1).

The PDMP planning process was conducted in conjunction with the updated Comprehensive Planning process. The two planning processes very much complimented one another. The planning process to prepare both of these plans began in September 2013 and concluded in April 2014. This timeline was accelerated to meet the CDBG Disaster Recovery “IKE” Program grant deadline funding this planning effort. The process was led by a Project Steering Committee with input from key stakeholders with expertise in hazard preparedness, response, recovery, and mitigation. Public engagement is critical to the successful development and implementation of these plans. For this planning effort, A variety of method were used to gather community input and ensure the both these plans reflected the needs and vision of the current and future residents. The following provides an overview of the public planning process. A full summary is documented in Appendix D of the Comprehensive Plan.

- Project Steering Committee – a committee of large and small businesses, residents, the Mayor, City staff, City Council members, county economic development and planning, and the development community met 4 times over the course of the 8-month planning process to identify strengths and weaknesses, goals and objectives, the community’s vision, and review drafts of the plan.

Project Steering Committee

Ed Brumley, Resident, Community College Professor

Donna Burton, Resident, Lawrence County Historical Society

Doug Florkowski, Resident, Lawrence County Memorial Hospital

Rachel Gard, Resident, Lawrenceville Chamber of Commerce

Mike Gill, Resident, Concerned Citizen

Charles Gillespie, Resident, Bi-State Airport Authority and Route 50 Coalition

Sarah Mann, Director, Greater Wabash Area Plan Commission

Mike Neal, Resident, City Attorney

Matt Pargin, Resident, Lawrenceville Downtown Revitalization Committee

Brady Rice, Resident, Local Realtor, County Council

Roxana Schultz Resident, Plan Commission, City of Lawrenceville

Judy Seitzinger, Resident, Workforce Development Director

Dan Stanescu, Resident, Vice President, Lawrence County Memorial Hospital

Wendell Stevens, Resident, City Council, City of Lawrenceville

Don Wagner, Resident, Mayor of the City of Lawrenceville

Chris Winkles, Resident, Plan Commission President, City of Lawrenceville

Patricia Wright, Resident, Sign of the Kingdom

Courtney Yost, Resident, Director, Lawrenceville Industrial Council/Illinois State University Extension Service

- Key Stakeholder Interviews – approximately 25 community members with specific experience and expertise to residential issues, the business community, and emergency management were invited and assembled into

- targeted groups on October 3, 2013 to discuss issues specific to their interests. The group that was specifically assembled to discuss emergency management issues (listed below) because they are knowledgeable of local hazards; have been involved in hazard mitigation; and/or have the tools necessary to reduce the impact of future hazard events. Individuals from this group were consulted with throughout the planning process to clarify hazard information, response efforts, and identify effective mitigation practices.

Emergency Management Group

Jess Angle, Lawrence County Emergency Management

Jack Campbell, Lawrenceville Parks Department

Mark Griggs, Lawrenceville Street Department

Bruce Laslie, Lawrenceville Sewer & Water

Mike Mefford, Lawrenceville Public Safety

Dan Stanescu, Lawrence County Memorial Hospital

Dick Trowbridge, Lawrence Township Transportation

- Public Workshop – the general public was invited to a public workshop on October 3, 2013 and lead through a series of engaging planning exercises to discuss economic development, redevelopment, natural hazards, and transportation issues.
- Community Vision Survey – surveys were distributed at the public meeting, key stakeholder meetings, and distributed to other interested parties through members of the steering committee. This survey included questions about general demographics, community character, economic development, priorities for public services, and ranking of natural hazards.
- Open House - approximately 15-20 persons attended the March 3, 2014 open house to review the draft plan, maps, ask the consulting team questions, and provide input on the plan and implementation.
- Online Planning Tools – project information and updates were made available throughout the eight-month planning process via the www.CommunityCollaborate.com web portal.
- Plan Commission Public Hearing - RATIO presented the Comprehensive and Pre-Disaster Mitigation Plan to the Lawrenceville Plan Commission in a public hearing held on March 25, 2014. This event was publicly advertised. Approximately 15 persons attended this event. At the conclusion of the presentation and public comment period the Lawrenceville Plan Commission made and seconded a motion to recommend the Lawrenceville Comprehensive and Pre-Disaster Mitigation Plan to the Lawrenceville City Council. The motion carried 5 in favor and 0 against (2 members not present were absent).
- City Council Adoption Hearing and FEMA Approval - On April 10, 2014 and again on September 11, 2014 the Lawrenceville City Council adopted the Lawrenceville Comprehensive and Pre-Disaster Mitigation Plan by a vote of eight in favor and zero against. The plan was adopted by council resolution 4-1-14, and re-adopted by council resolution 9-1-14. FEMA approved the plan on 9-12-2014.

A2. Document an opportunity for neighboring communities, local and regional agencies involved in hazard mitigation activities, agencies that have the authority to regulate development as well as other interests to be involved in the planning process as outlined in requirement 44 CFR 201.6(b)(2).

The Lawrence County Emergency Management Agency (EMA) Director was very much engaged in the planning process as a participant in the key stakeholder interviews, phone conversations between meetings, the steering committee meeting to discuss and prioritize mitigation practices, and as a reviewer of the draft and final PDMP Appendix.

A3. Document how the public was involved in the planning process during the drafting stage as outlined in requirement 44 CFR 201.6(b)(1) and 201.6(c)(1).

Opportunities for the public to participate in the planning process were provided at the Public Workshop (October 3, 2013), Community Survey, the Open House/Public Meeting (March 3, 2014), and throughout the planning process via www.CommunityCollaborate.com web portal. Comments gathered from the public are summarized in the Comprehensive Plan. Copies of meeting announcements and media releases are included at the back of this Appendix.

A4. Document the review and incorporation of existing plans, studies, reports, and technical information as outlined in requirement 44 CFR 201.6(b)(3).

A variety of planning documents and technical data, reports and studies, as well as discussions with city and county staff knowledgeable about natural hazards was used to prepare this PDMP. The Reference Section at the end of this PDMP includes a full list of the resources used:

- FEMA Flood Insurance Rate Maps, 2011
- City of Lawrenceville Floodplain Ordinance, 2011
- Lawrence County Hazard Analysis, 2008
- City of Lawrenceville Comprehensive Plan, 1989
- City of Lawrenceville Hazardous Weather Operations Plan, (unknown date)
- Lawrence County EMA webpage (updated regularly)
- City of Lawrenceville webpage (updated regularly)

A5. Discuss on how the City of Lawrenceville will continue public participation in the plan maintenance process as outlined in requirement 44 CFR 201.6(c)(4)(iii).

Continued public involvement is critical to the successful implementation of this PDMP. Education efforts for hazard mitigation will be the focus of the annual Lawrence County Severe Weather Awareness Week, Fall Festival, and Get Ready with Freddy Program for 3rd grade students. As well as incorporated into the City's land use planning, economic development, and special projects/studies efforts.

Once adopted, a copy of this Plan will be available for the public in the library and the City website. Updates or modifications to this PDMP will require a public notice and/or meeting prior to submitting revisions for approval.

A6. Describe the method and schedule for keeping the plan current (monitoring, evaluating and updating the mitigation plan within a 5-year cycle) as outlined in requirement 44 CFR 201.6(c)(4)(i).

At least annually, the Project Steering Committee and Lawrence County EMA Director will meet to monitor and evaluate the implementation of the mitigation practices identified in the PDMP. In 2019, the Mayor's office will initiate the 5-year PDMP update planning process.

ELEMENT B: HAZARD IDENTIFICATION & RISK ASSESSMENT

B1. Describe the type, location, and extent of all natural hazards that can affect the City of Lawrenceville as outlined in requirement 44 CFR 201.6(c)(2)(i) and 44 CFR 201.6(c)(2)(iii).

The following includes a description of the type, location, and the extent (strength or magnitude) of the natural hazard events that affect the City of Lawrenceville. These are based on the natural hazards included in the State of Illinois Hazard Mitigation Plan, discussions with the Lawrence County EMA Director and members of the Project Steering Committee, and research of historic hazard events impacting the city of Lawrenceville. These hazards include drought, earthquake, extreme heat, flood, severe storm and tornado, and severe winter storm.

DROUGHT

A drought is as a deficiency of precipitation over an extended period of time, usually a season or more that results in a water shortage for some activity, group, or environmental sector. A drought condition is not always directly associated with extreme heat. Droughts are labeled D0 to D4 based on intensity. D1 (Moderate Drought) being the least intense and D4 (Exceptional Drought) being the most intense. D0 (Abnormally Dry) are drought watch areas that are either drying out and possibly heading for drought, or are recovering from drought but not yet back to normal, suffering long-term impacts such as low reservoir levels. Since a drought typically impacts a large geographic area, the entire City of Lawrenceville could be affected.

EARTHQUAKE

An earthquake is a sudden and rapid shaking of the earth from slight tremors to destructive movements. Earthquakes are measured by magnitude and intensity. Magnitude is the measure of seismic energy released by an earthquake (Figure 3). A Richter Scale is used to measure magnitude and ranges from 2.5 or less (little to no damage) to 8.0 or greater (catastrophic damage).

Intensity is based on descriptive and the observations of the people affected by an earthquake. The Mercalli Intensity Scale is used to measure intensity and ranges from I (barely detected) to XII (significant movement). The USGS has documented six earthquakes in Illinois ranging from M 3.6 to M 5.4. Lawrence County has been rated as “high” “for earthquakes in the 2013 State Hazard Mitigation Plan. The geographic area impacted by an earthquake is dependent on the magnitude and intensity of the event. As a result, the entire City of Lawrenceville could be affected by an earthquake.

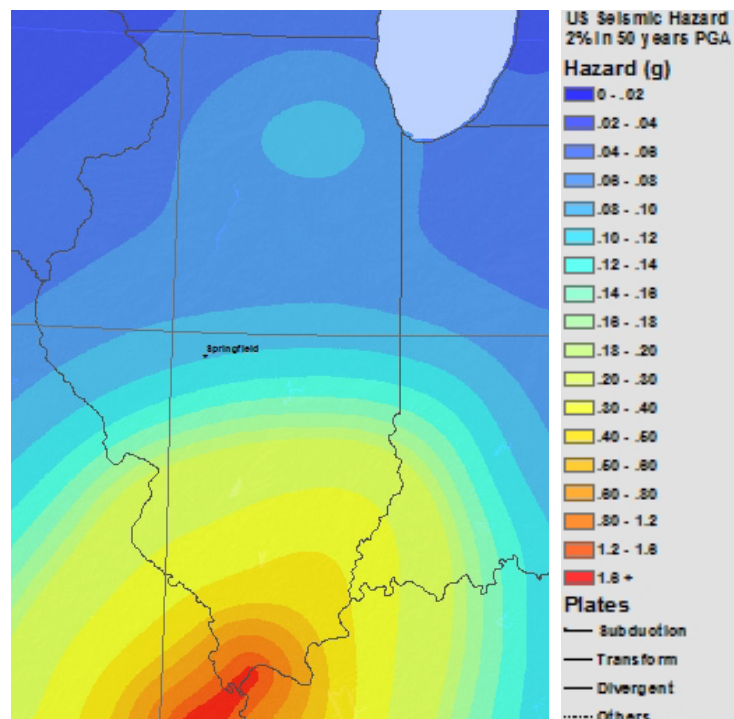


Figure 3 – Seismic hazard map
(Source: FEMA)

EXTREME HEAT

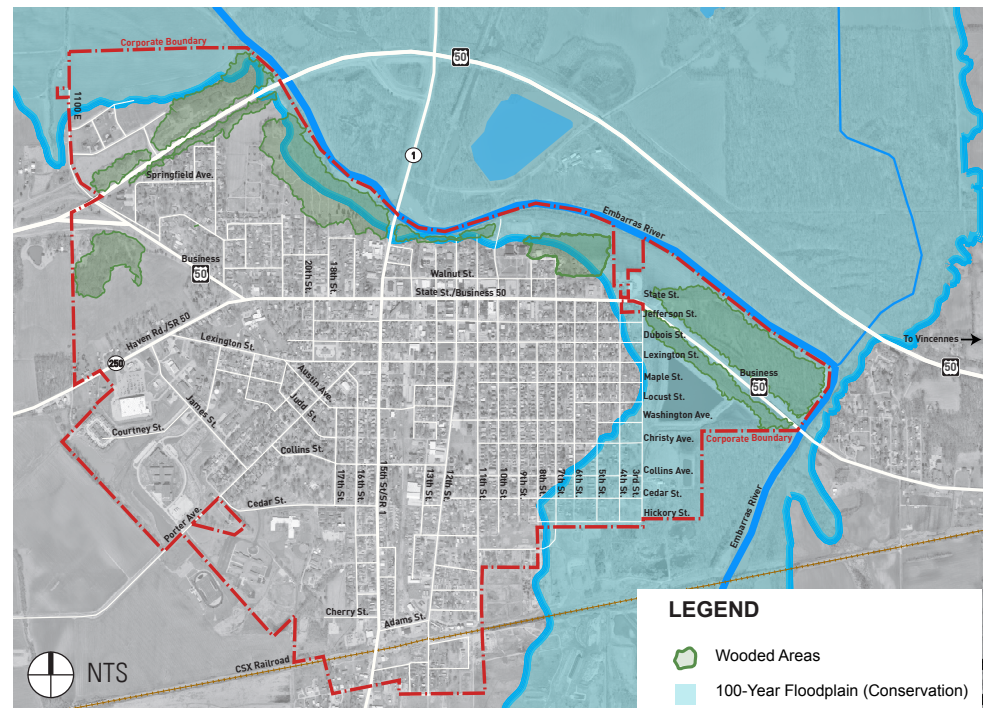
Extreme heat conditions result when temperatures are 10 degrees or more above the average high temperature for several days to several weeks. In the Midwest, a heat wave is usually defined as a period of a last 3 consecutive days above 90 degrees. Extreme heat affects the people and animals by pushing their bodies beyond its limits. This condition is made worse when extreme heat is combined with humidity which retards sweat from naturally cooling the body. Young children, the elderly, those with respiratory or cardiovascular problems, and overweight are more susceptible to the effects of extreme heat conditions including heat cramps, heat exhaustion, heat stroke, and sun stroke. Extreme heat affects a large geographic area potentially impacting the entire City of Lawrenceville.

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FLOOD

Flooding is a temporary condition of partial or complete inundation of 2 or more acres of normally dry land or an unusual and rapid accumulation or runoff of surface waters. Flooding may be the result of a riverine flood which is the accumulation of water in a river or stream over a period of days or weeks or it may be a flash flood which develops very quickly as the result of intense storms with a large volume of precipitation in a short period of time. Losses from flooding are attributed to encroachment and development of permanent structures in low-lying floodplain areas. Levees and dams are common structural solutions to control flooding however, when these become overtopped or breached, the impact of flooding can be catastrophic. Flooding would affect the portion of the City of Lawrenceville within the Embarras floodplain and low-lying areas. Approximately 21% of the City is within the 100-year floodplain. Figure 4 shows the area that will be inundated by a flood on the Embarras River.

Figure 4 - 100 year flood map
(Source: FEMA)



SEVERE STORM & TORNADO

A severe storm includes wind, thunder and/or hailstorm. The NWS classifies a thunderstorm as “severe” if its winds reach or exceed 58 mph, it produces a tornado, or it drops surface hail at least 0.75 inch in diameter. A tornado is a localized and violently destructive windstorm characterized by a funnel-shaped cloud extending toward the ground. Of about 100,000 thunderstorms that occur annually in the United States, approximately 10 percent are classified as severe (Figure 5). Lawrence County has been rated as “severe” in the 2013 Illinois Hazard Mitigation Plan. A tornado is a localized and violently destructive windstorm characterized by a funnel-shaped cloud extending to the ground.

Tornadoes are measured using the Enhanced Fujita Scale which ranges from category F0 (65-85 mph) to F5 (200 mph or greater). Figure 6 shows tornado activity for the United States. The damage as a result of a tornado ranges from light damage to roofs, gutters, and tree limbs (F0) to leveling and/or significant damage to structures and large flying debris (F5). Based on data on tornadoes in the Illinois between 1950 and 2007, nearly 73% were rated as weak, 25% were rated as strong, and 2% were rated as violent. From the same data it is that weak tornadoes are typically 100 yards wide with a path length of 1 to 2 miles, strong tornadoes are usually 0.25 to 0.5 mile wide with a path length of up to 20 miles, and violent tornadoes are around 1 mile wide with path lengths greater than 20 miles. Lawrence County has been rated as “high” for tornadoes in the 2013 State Hazard Mitigation Plan. Since 1950, Illinois has averaged 36 tornadoes per year; however, in some years, this average was greatly exceeded. In 1974, 107 tornadoes were reported, and in 1998, 105 were reported followed by 79 in 1999. The year of 2003 had a record number of tornadoes with 155 tornadoes occurring.

The geographic area affected by a severe storm and tornado is difficult to predict and as a result, the entire City of Lawrenceville is at risk.

A Appendix

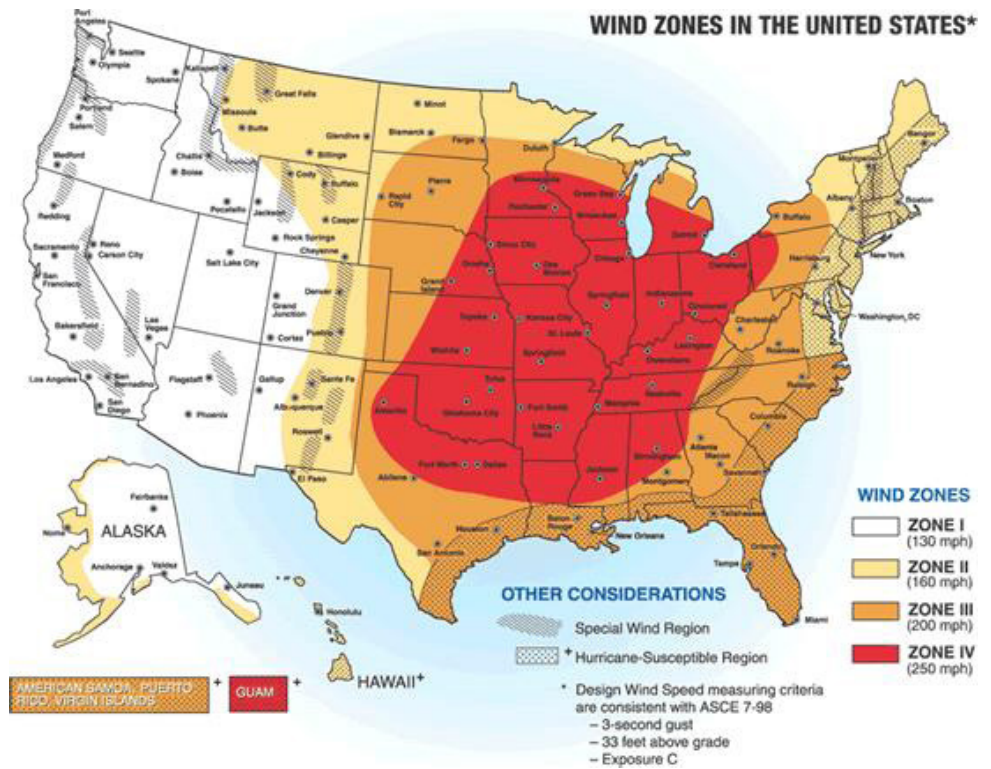


Figure 5 – United States wind zones
(Source: USGS)

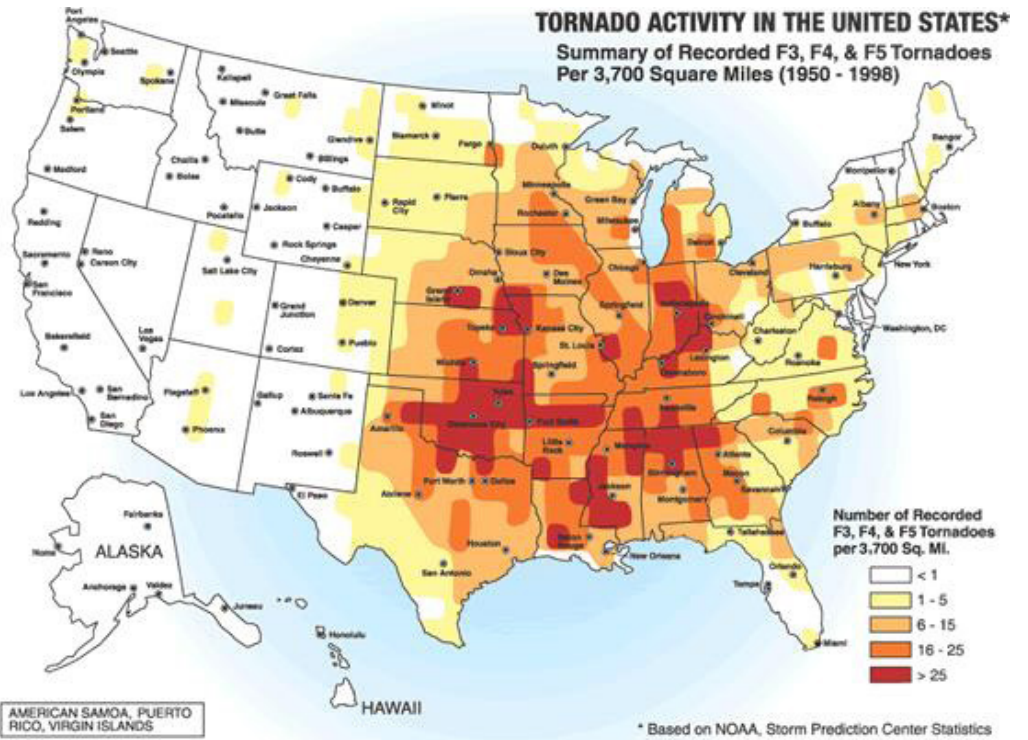


Figure 6 – United States tornado activity
(Source: USGS)

SEVERE WINTER STORM

A severe winter storm includes blizzard conditions, heavy snow, and ice accumulation. Blizzards are the most dangerous of winter storms with blowing snow and winds of at least 35 mph, reducing visibility to less than a quarter mile. A heavy snow condition is an accumulation of 6 inches or more of snow in 48 hours or less. An ice storm is the result of precipitation freezing on contact and accumulating to a thickness of one-quarter inches. Severe winter storms impact a large geographic area including the entire City of Lawrenceville.

B2. Does the Plan include information on previous occurrences of hazard events and on the probability of future hazard events for each jurisdiction? 44 CFR 201.6(c)(2)(i)

The following includes a summary on the previous occurrences of drought, earthquake, extreme heat, flood, severe storm and tornado, and severe winter storm events as well as the probability of future events in the City of Lawrenceville. Information on previous occurrences was gathered from local stakeholders during meetings, the Lawrence County Emergency Management Agency (EMA), the State of Illinois Hazard Mitigation Plan, and the National Climatic Data Center (NCDC).

The probability or likelihood of future events is based the number of historical occurrences in the past 50 years. A score is assigned to the probability based on the Hazard Rating Process from the State Plan. Table 1 summarizes the level and score assigned to each level of probability.

The Hazard Ranking Process combines historical occurrences/probability, vulnerability, severity of impact, and population to provide an overall ranking of the natural hazards. The overall ranking as determined by local stakeholders in the City of Lawrenceville is included following the discussion on vulnerability (B3).

Table 1 – Probability of Future Events based on Historical Occurrences

Level	Score	Historical Occurrences
Low	6	0 to 10 occurrences in the last 50 years
Medium	12	11 to 50 occurrences in the last 50 years
High	18	More than 50 occurrences in the last 50 years

DROUGHT

According to the State Mitigation Plan, the entire state was in a drought condition in September 1993 due to high temperatures and little precipitation. The NCDC database includes 6 additional drought conditions for the Lawrence County Zone, including Lawrenceville. In 2007, the combination of extended precipitation deficits and unseasonably hot conditions in August through October impacted crop yields and raised concerns about groundwater levels. A more recent prolonged period of dry weather from

June through September of 2012 resulted in Lawrence County and other southeast Illinois counties to be classified in an Exceptional Drought (D4) shown in Figure 7. As a result of this drought condition, the water level of the Embarras River at Lawrenceville dropped to the second lowest on record and the City enforced a ban on open burning.

Based on the available historical data and experience with these past events, the local stakeholders assigned a medium level and score of 12 to the probability of a future drought impacting the City of Lawrenceville.

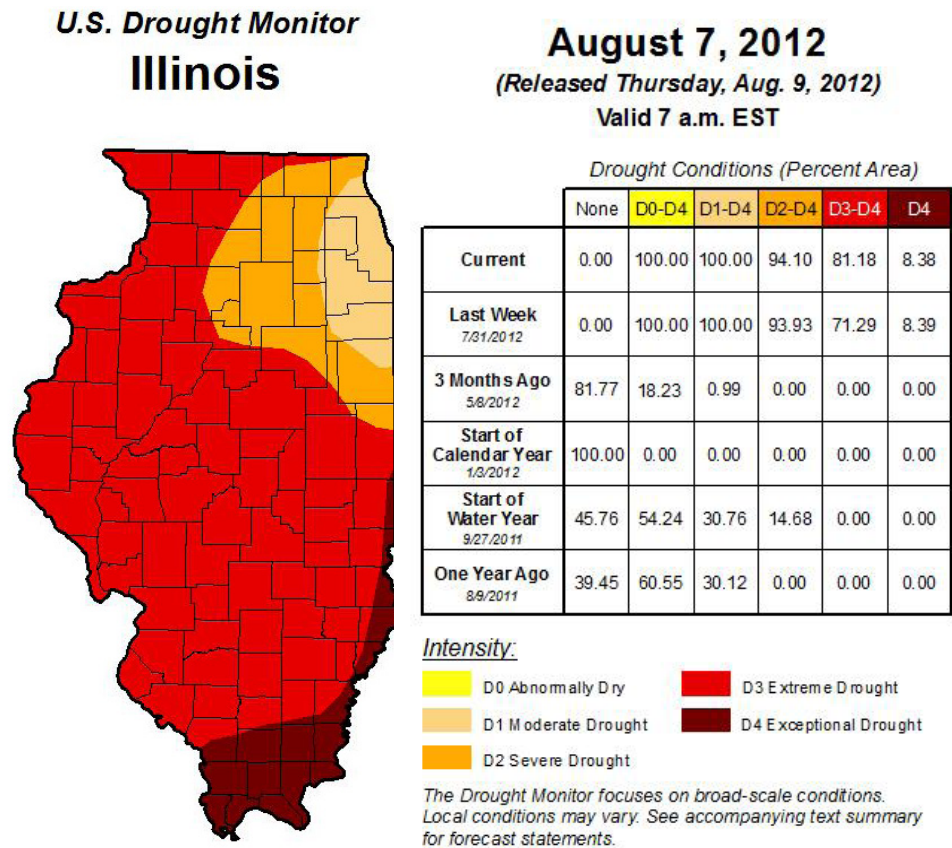


Figure 7 – Drought conditions in August 2012
(Source: U.S. Drought Monitor)

EARTHQUAKE

The State Hazard Mitigation Plan has documented 24 damaging earthquakes in southern Illinois. The damage from these earthquakes is typically minimal and includes fallen chimneys, broken windows or cracked masonry walls. Although none of the epicenters of these earthquakes has been in Lawrenceville or Lawrence County there have been several close by which have been felt by residents and resulted in some damage. The largest earthquake in central Illinois since 1895 occurred on April 18, 2008 in Mt Carmel, Illinois just 24 miles south of Lawrenceville. This earthquake measured M5.4 on the Richter Scale resulting in cracked plaster at the Lawrence County Courthouse (Figure 8) and bricks fell from a chimney and damaged a nearby parked car in Lawrenceville

Based on the available historical data and experience with these past events, the local stakeholders assigned a low level and score of 6 to the probability of a future earthquake impacting the City of Lawrenceville



Figure 8 – Earthquake damage to the Lawrence County Courthouse on April 18, 2008
(Source: Lawrence County EMA)

EXTREME HEAT

The State Hazard Mitigation Plan includes heat wave in July 1995 which resulted in multiple deaths and injuries previously unseen in the state. A combination of near-record high temperatures and humidity lead to heat indices in the 120-degree mark. In July 1999, similar conditions resulted in a prolonged period of temperatures above 100-degrees. The NCDC database includes excessive heat conditions in August 2010 and July 2012. In both cases temperatures were between 105 and 110 degrees. In 2012 the City of Lawrenceville opened cooling centers for the first time to allow the affected public to seek comfort from the extreme heat. No heat-related deaths or injuries have been reported in Lawrenceville. Figure 9 shows the relationship between temperature and likelihood of heat disorders.

Based on the available historical data and experience with these past events, the local stakeholders assigned a low level and score of 6 to the probability of a future extreme heat even impacting the City of Lawrenceville.

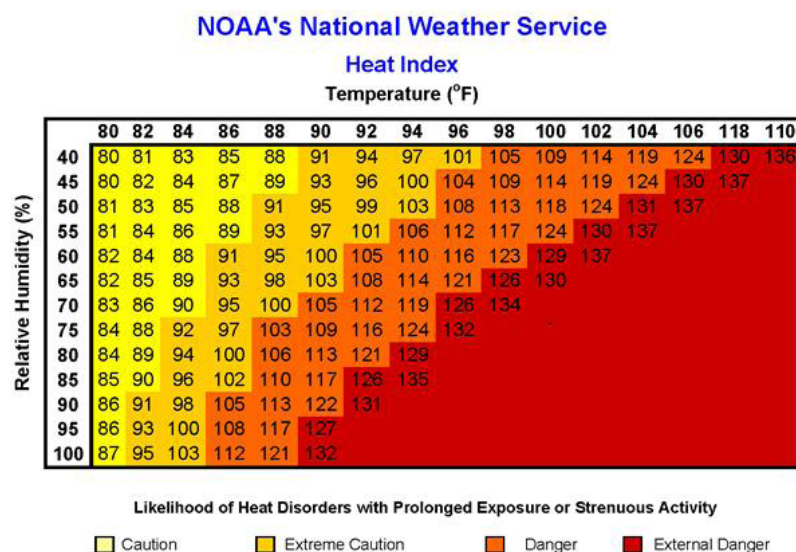


Figure 9 – the relationship between temperature and heat disorders
(Source: NWS)



Figure 10 – flooding in Lawrenceville on June 10, 2008
(Source: Lawrence County EMA)

FLOOD

The NCDC has recorded 28 floods impacting Lawrence County since May 1995 resulting in \$1.8M in property damage. Four of these floods were federally-declared disasters in Lawrence County. The following table summarizes these events and the individual and public assistance for Lawrence County.

Disaster No.	Disaster Date	Individual Assistance	Public Assistance
FEMA-DR-1991	June 7, 2011	\$41,055	\$235,658
FEMA-DR-1771	June 24, 2008	\$1,497,010	\$407,710
FEMA-DR-1416	May 21, 2002	\$4,833	\$101,415
FEMA-DR-1112	May 6, 1996	\$68,127	\$235,658

The most devastating of these was the Great Flood of June 2008 where multiple storm systems moved through the Midwest dumping more than 1 foot of water resulting in widespread flooding. The impact of this flood in Lawrenceville was devastating and the worst in the history of Lawrence County (Figure 10). As a result of rising flood waters 4 levees were breached. Lawrence County is surrounded by two rivers; the Embarras River on the central-western side of the county and Wabash River on the eastern side of the

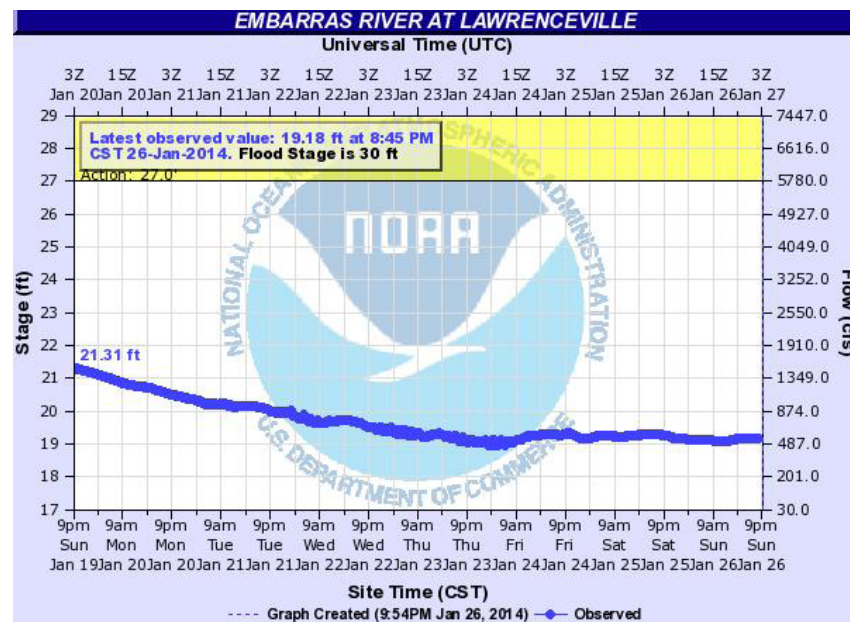


Figure 11 – Stream gage on Embarras River at Lawrenceville
(Source: AHPS)

county which creates the Illinois-Indiana state line. As a result of the levee breaks, nearly 200 homes were severely damaged or completely destroyed, with most of them located in the eastern side of the county.

Erosion created by the levee breach left the City of Lawrenceville and several surrounding towns without clean water. NCDC estimates the property damage from the June 2008 flood at \$1.5M.

The NWS Advanced Hydrologic Prediction Service (AHPS) lists the following as critical river heights for the Embarras at Lawrenceville: action stage 27 feet, flood stage 30 feet, moderate flood stage 37 feet, and major flood stage at 41 feet (Figure 11). The June 10, 2008 stream gage reading on the Embarras River in Lawrenceville was 42.61 feet which is highest historic flood level recorded for this stream gage.

Since 2002, the stream gage on the Embarras River at Lawrenceville has recorded 24 flood stage events, 5 moderate flood stage events, and 2 major flood stage events. The major flood stage levels were recorded on May 15, 2002 and June 10, 2008.

Based on the available historical data and experience with these past events, the local stakeholders assigned a low level and score of 6 to the probability of a future flood impacting the City of Lawrenceville.

SEVERE STORM & TORNADO

Statistics on Illinois tornadoes provided by the Lawrence County EMA lists the average number of tornadoes in the state at 41. According to NCDC, eight of these tornadoes resulted in 15 injuries and \$3.4M in property damages in Lawrence County. The most devastating tornado was on February 25, 1956 which resulted in two injuries and \$2.5M in property damage. The majority of all the tornadoes documented in Lawrence County have winds under 110 mph or F0 and F1 tornadoes. While tornadoes can occur at any time under the right conditions, the greatest frequency of tornadoes has historically been in April, May and June.

The NCDC has recorded 152 severe storms in Lawrence County with measured gusts from 57 to 80 mph and 0.75 to 1 inch sized hailstones. Damages from these severe storms included numerous uprooted trees and fallen limbs, downed power lines, and damage to outbuildings (Figure 12). One injury was reported from flying debris. The total reported property damage from these events was estimated at \$466,000.

Four severe storms were federally declare disasters in Lawrence County. These include:

- FEMA-DR-1991 (June 7, 2011)
- FEMA-DR-1771 (June 24, 2008)
- FEMA DR-1416 (May 21, 2002)
- FEMA DR-1112 (May 6, 1996)



*Figure 12 – damage from high winds on April 19, 2011
(Source: Lawrence County EMA)*



Figure 13 – ice accumulation on power lines and tree limbs
(Source: CBBEL)

Based on the available historical data and experience with these past events, the local stakeholders assigned a medium level and score of 12 to the probability of a future severe storm and a low level and score of 6 to the probability of a future tornado impacting the City of Lawrenceville.

SEVERE WINTER STORM

Data provided by the Lawrence County EMA estimates an annual average snowfall of 16.5 inches in the County. The highest single snowfall in Lawrenceville was 12 inches in December 1973. The highest annual total snowfall in Lawrenceville was 37.6 inches in the winter of 1977-1978. The average number of days with ice and/or freezing rain is 2 per year. Figure 13 shows ice accumulated on overhead wires and tree branches.

The NCDC database lists 24 severe winter storm events in Lawrence County since 1960. These storms are responsible for two fatalities, two injuries, \$90K in property damage, and \$490K in crop damage (frost). One of these severe winter storms was a federally-declared disaster in Lawrence County. This includes:

- FEMA-DR-3199 (February 1, 2005) \$33,898 Public Assistance

Snow accumulation from these severe winter storms ranged from 5 to 12 inches of snow causing downed tree limbs and power lines, snow accumulation on flat roof buildings, traffic accidents and impassible roads.

Based on the available historical data and experience with these past events, the local stakeholders assigned a low level and score of 6 to the probability of a future severe winter storm impacting the City of Lawrenceville.

B3. Describe each identified hazard's impact on the City of Lawrenceville as well as an overall summary of the city's vulnerability as outlined in requirement 44 CFR 201.6(c)(2)(ii).

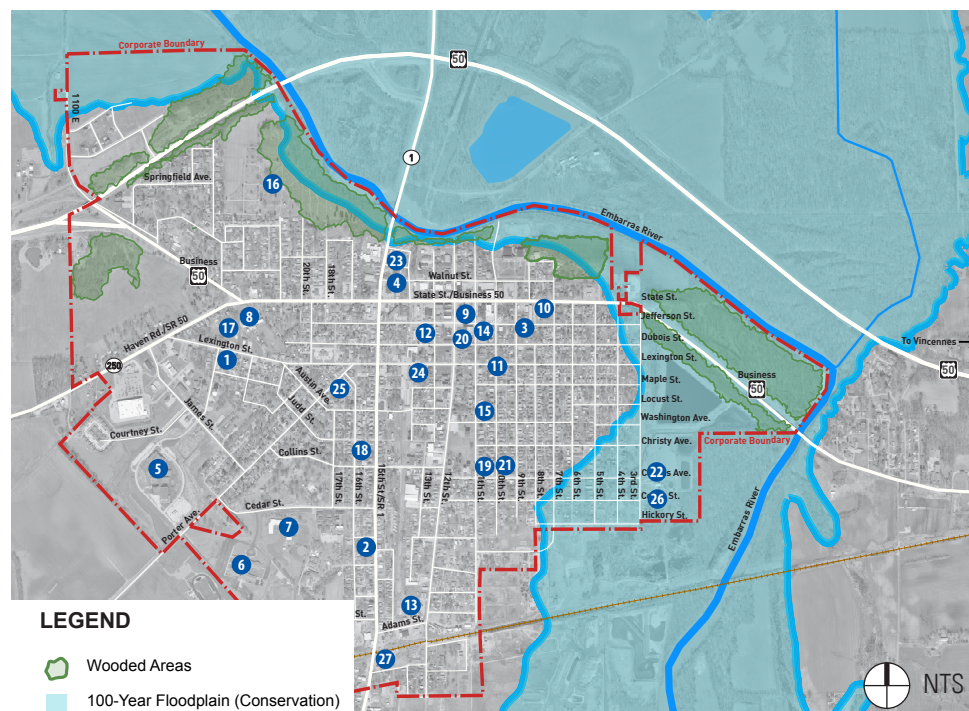
The following provides a summary of the City of Lawrenceville's vulnerability to drought, earthquake, extreme heat, flood, severe storm and tornado, and severe winter storm events. Vulnerability describes, in general terms, the current exposure, or risk, to the community regarding potential losses to critical facilities and the implications to future land use decisions and anticipated development trends. This discussion explores both the direct and indirect effects of each hazard for the City of Lawrenceville.

Also included in this discussion is the impact of hazards on critical facilities. Critical facilities are vital to the community's ability to provide essential services and protect life and property, are critical to the community's response and recovery activities, and/or are the facilities the loss of which would have a severe economic or catastrophic impact. The operation of these facilities becomes especially important following a hazard event. In the City of Lawrenceville there are 27 critical facilities, two of which are located in the 100-

Year Floodplain (Figure 14). The Mid-American Air Center is also a critical facility within the 100 year floodplain, but is located outside of City Limits (owned by the city).

The HAZUS-MH tool was used to estimate the impact and vulnerability from a simulated earthquake and flood event. HAZUS-MH is a loss estimation model that was developed by FEMA and the National Institute of Building Science (NIBS) for local, state, and regional

Lawrenceville Critical Facilities Map



Critical Facilities List

1. Faith Church of the Nazarene
2. First Church of God
3. First Baptist Church
4. First Christian Church
5. Lawrenceville High School
6. Parkside Elementary School
7. Parkview Jr. High School
8. Lawrence County Mem. Hospital
9. Lawrence County Courthouse
10. Lawrenceville City Hall
11. Free Methodist Church
12. First Presbyterian Church
13. Lawrence Township Supervisor
14. Lawrenceville Post Office
15. Otterbein Methodist Church
16. Lawrenceville Cemetery
17. Lawrence Co. Hospital Heliport
18. Our Savior Lutheran Church
19. First United Methodist Church
20. Lawrence Public Library
21. St. Lawrence Catholic Church
22. Wastewater Treatment Plant
23. Drinking Water Plant
24. Lawrence County Sheriff/Jail
25. National Guard Armory
26. Lawrenceville Public Works
27. Lawrence County Highway Dept.

Figure 14 – critical facilities in the City of Lawrenceville
Source: County GIS

officials to better understand the social, physical, and economic losses from potential earthquake and flood events.

The State Hazard Mitigation Plan uses 2 metrics to measure the risk and potential losses from hazards. These include vulnerability and severity of impact. Vulnerability is a measure of the relationship of where people live to the hazard area and the percentage of population that would be affected. Severity of impact is a measure of the types of injuries, fatalities, damage to personal property and critical facilities. Similar to probability, a score is assigned to the probability based on the Hazard Rating Process from the State Plan. Table 2 and 3 summarize the level and score assigned to each level of vulnerability and severity of impact.

Both the current population and population growth are important metrics in the Hazard Ranking Process. For the City of Lawrenceville the population metrics are fixed with

A Appendix

low levels and scores of 1. The City's population of 4,348 is less than 100,000 and the projected population growth is not expected to increase more than 10%. Table 4 and 5 defines these.

The Hazard Ranking Process combines historical occurrences/probability, vulnerability, severity of impact, and population to provide an overall ranking of the natural hazards. The overall ranking as determined by local stakeholders in the City of Lawrenceville is included at the end of this discussion (B3).

Table 2: Vulnerability Based on the Percentage of Population Affected

Level	Score	Percentage of Population Affected
Low	6	Less than 10% of the total population
Medium	12	10% to 25% of the total population of the jurisdiction
High	18	More than 25% of the total population of the jurisdiction

Table 3: Severity of Impact based on Injuries, Property Damage, and Interruption to Critical Facilities

Level	Score	Impact
Low	6	Minor injuries (under 50) & property damage (under \$1,000,000), or less than 24 hour shutdown of critical facilities
Medium	12	Serious injury (more than 50), major property damage (\$1,000,001 to \$15,000,000), or 24 to 72 hour shutdown of critical facilities
High	18	Multiple deaths (more than 5), property destroyed or damaged beyond repair (more than \$15,000,000), or more than 3 days of shutdown for critical facilities

Table 4: Population Based on the Number in the Jurisdiction

Level	Score	Current Population
Low	1	0 to 100,000 population in the jurisdiction
Medium	2	100,001 to 500,000 population in the jurisdiction
High	3	More than 500,000 population in the jurisdiction

Table 5: Percentage of Increase of Population Growth

Level	Score	Projected Population
Low	1	% of decrease to 10% projected population increase in the jurisdiction
Medium	2	11% to 25% projected population increase in the jurisdiction
High	3	More than 25% projected population increase in the jurisdiction

DROUGHT

A drought will generally affect a large geographic area. According to the State Hazard Mitigation Plan, Southern Illinois is more vulnerable to drought due to soils that hold less water and water supplies are more likely to rely on shallow groundwater and surface water sources (Figure 15). The direct and indirect effects from a long period of drought on the City of Lawrenceville may include:

Direct Effects:

- Loss of revenue from landscaping companies, golf courses, restrictions on industry cooling and processing demands, businesses dependent on crop yields; and increased potential for fires.
- Drinking water wells may be impacted during low water periods and may require drilling of deeper wells or loss of water service for a period of time.

Indirect Effects:

- Loss of income of employees from businesses and industry affected; loss of revenue to support services (food service, suppliers, etc.).
- Lower yields from domestic gardens increasing the demand on purchasing produce and increased domestic water usage for landscaping.
- Increased demand on emergency responders and firefighting resources.

It is difficult to estimate the potential losses associated with a drought because of the nature and complexity of this hazard and the limited data on past occurrences. As the City of Lawrenceville grows, protocols may need to be developed which create a consistency for burn bans and water usage advisories.

The local stakeholders assigned a medium level and score of 12 to the vulnerability metric and low level and score of 6 to the severity of impact metric for the City of Lawrenceville's risk and potential losses as a result of a drought.

EARTHQUAKE

Earthquakes generally affect broad areas and potentially many counties at one time. Types of loss caused by an earthquake could be physical, economic, or social in nature (Figure 16). Due to the unpredictability and broad impact regions associated with an earthquake, all critical and non-critical facilities are at risk of experiencing earthquake related damages. Damages to structures, infrastructure, and even business interruptions can be expected following an earthquake. Within the City of Lawrenceville the direct and indirect effects from an earthquake may include:

Direct Effects:

- Damage due to structures and critical facilities.
- Bridges, buried utilities, earthen levees, and other infrastructure may be affected.



Figure 15 – low water levels during a drought
(Source: CBBEL)



Figure 16 – minor earthquake damage
(Source: CBBEL)

Indirect Effects:

- Provide emergency response personnel to assist in the areas with damage.
- Provide shelter for residents of areas with damage.
- Delays in delivery of goods or services originating from areas more affected by the earthquake.

In order to determine the losses associated with an earthquake, the HAZUS-MH software was utilized to estimate the impact from a M5.5 earthquake with an epicenter within the City of Lawrenceville.

According to the HAZUS-MH scenario, total economic loss associated with this earthquake is anticipated to be near \$70,000. The HAZUS-MH model computes anticipated economic losses for the hypothetical earthquake due to direct building losses and business interruption losses. Direct building losses are the costs to repair or to replace the damage caused to the building and contents, while the interruption losses are associated with the inability to operate a business due to the damage sustained. Based on this earthquake scenario, HAZUS-MH estimates little to no significant damage to structures and no residents should be displaced or require temporary shelter following this earthquake scenario. Business interruption losses also include the temporary living expenses for those people displaced from their homes. Total building related losses are anticipated to be \$60,000, of which 29% (\$17,400) of the estimated business losses are related to business interruption. The HAZUS-MH model estimates no economic loss to the transportation system and \$10,000 to the waste water utility system. Based on this scenario, it is anticipated that all critical facilities would be fully functional within one day following this earthquake.

Although the impact as estimated from the HAZUS-MH earthquake model are relatively low, the City should provide education and outreach about building codes and standards, safety precautions, and earthquake insurance. As the City grows, these efforts could mitigate the social, physical, and economic losses from earthquakes in the future.

The local stakeholders assigned a high level and score of 18 to both the vulnerability and severity of impact metrics for the City of Lawrenceville's risk and potential losses to an earthquake event.

EXTREME HEAT

Extreme heat will generally affect a large geographic area; however, certain portions of the population may be more vulnerable to extreme heat (Figure 17). For example, outdoor laborers, very young and very old populations, low income populations, and those in poor physical condition are at an increased risk to be impacted during these conditions.

By assessing the demographics of the City of Lawrenceville, a better understanding of the relative risk that extreme heat may pose to certain populations can be gained. In total, nearly 23% of the City's population is over 65 years of age, and 10% of the population is below the age of 5, and approximately 21% of the population is considered to be living below the poverty line.

People within these demographic categories are more susceptible to social or health related impacts associated with extreme heat. Within the City of Lawrenceville, direct and indirect effects from a long period of extreme temperature may include:

Direct Effects:

- Health risks to the elderly, infants, people with chronic medical disorders, lower income families, outdoor workers, and athletes.

Indirect Effects:

- Increased need for cooling or warming shelters.
- Increased medical emergency response efforts.
- Increased energy demands for heating or cooling.

It is difficult to estimate the potential losses due to extreme heat as damages are not typically associated with buildings but instead, with populations and persons. As more and more citizens are experiencing economic difficulties, local power suppliers along with charitable organizations have implemented programs to provide cooling and heating mechanisms to residents in need. Often, these programs are donation driven and the need for such assistance must be demonstrated. As susceptible populations increase or as local economies are stressed, such programs may become more necessary to protect City of Lawrenceville's at risk populations.

The local stakeholders assigned a medium level and score of 12 to the vulnerability metric and low level and score of 6 to the severity of impact metric for the City of Lawrenceville's risk and potential losses to extreme heat.

FLOOD

Flood events are typically isolated to low-lying areas and poorly drained areas (Figure 18). The Embarras River floodplain is a significant area along the north and east boundary of the City of Lawrenceville. The direct and indirect effects of a flood event may include:

Direct Effects:

- Structural and content damages and/or loss of revenue for properties affected by flood water.
- Short and long term sheltering needs for the population displaced from a flood.



Figure 17 – high temperature
(Source: CBBEL)

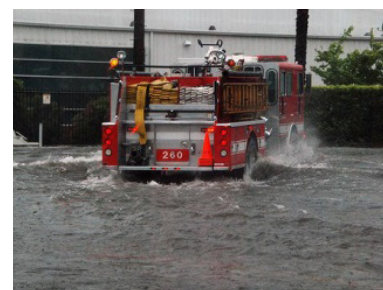


Figure 18 – fire engine driving through floodwater
(Source: CBBEL)

Indirect Effects:

- Increased response times for emergency personnel if roads are impassable.
- Increased costs associated with personnel to carry out evacuations in needed areas.
- Increased risk of explosions and other hazards associated with floating propane tanks or other debris.
- Losses associated with missed work or school due to closures or recovery activities.
- Cancellations of special events in impacted areas or water related activities that become too dangerous due to high water.

The HAZUS-MH software was utilized to determine the impact anticipated from a 1% annual chance flood (100-year flood) from the Embarras River. According to this scenario, the total economic loss is estimated at \$4.54M. The HAZUS-MH model computes anticipated economic losses for the hypothetical flood based on direct building losses and business interruption losses. Direct building losses are the costs to repair or to replace the damage caused to the building and contents, while the interruption losses are associated with the inability to operate a business due to the damage sustained. Based on this flood scenario, HAZUS-MH estimates \$4.53M in damage to structures alone. It is estimated that residential structures would sustain the greatest damage estimated at \$2.87M followed by roughly \$930,000 in building, inventory and content damage to commercial properties. The model estimates that 51 households would be displaced from the flood and roughly 100 people would need temporary shelter. losses and business interruption losses. Direct building losses are the costs to repair or to replace the damage caused to the building and contents, while the interruption losses are associated with the inability to operate a business due to the damage sustained. Based on this flood scenario, HAZUS-MH estimates \$4.53 million in damage to structures alone. It is estimated that residential structures would sustain the greatest damage estimated at \$2.87 million followed by roughly \$930,000 in building, inventory and content damage to commercial properties. The model estimates that 51 households would be displaced from the flood and roughly 100 people would need temporary shelter.

Business interruption losses also include the temporary living expenses for those people displaced from their homes and are estimated at \$20,000. The HAZUS-MH model estimates no economic loss to the transportation system or waste water utility system. Based on this scenario, it is anticipated that no critical facilities would be impacted by this flood event.

As the City of Lawrenceville grows in population, it can be anticipated that the number of critical and non-critical facilities will also increase accordingly. Location of these new facilities should be carefully considered and precautions should be encouraged to ensure that school, medical facilities, community centers, municipal buildings, and other critical facilities are located outside the 0.2% annual chance (500-year) floodplain and/or are protected to that level along with a flood-free access to reduce the risk of damages caused by flooding and to ensure that these critical facilities will be able to continue functioning during major flood events.

It is also important to ensure that owners and occupants of residences and businesses within the known hazard areas, such as delineated or approximated flood zones, are well informed about the potential impacts from flooding incidents as well as proper methods to protect themselves and their property. As detailed flood maps are developed for the Embarras River, residents and businesses within these areas should be notified that they may be subject to an increased risk of damages associated with flooding.

The local stakeholders assigned a medium level and score of 12 to the vulnerability metric and low level and score of 6 to the severity of impact metric for the City of Lawrenceville's risk and potential losses to a flood.

SEVERE STORM & TORNADO

The effects of a severe storm (hailstorm, thunderstorm, or windstorm) may be minimal to extensive in nature and may affect small or broad ranges of land area. As a path of a tornado is not pre-defined, it is difficult to isolate specific critical facilities and non-critical structures, or areas that would be more or less vulnerable (Figure 19). Direct and indirect effects from severe storm and tornado may include:

Direct Effects:

- Damages to personal property and structures, mobile homes, and accessory structures (pole barns, sheds, etc.).
- Damages to above ground utility lines and structures.

Indirect Effects:

- Damage sustained from blowing debris.
- Expenses related to debris clean-up and/or reconstruction.
- Loss associated with power outages.
- Loss of revenue for affected businesses.
- Loss of work if employers are affected.

Due to the unpredictability of this hazard all critical facilities and non-critical structures in the City of Lawrenceville are at risk of damage including temporary or permanent loss of function. For hailstorms, thunderstorms, and windstorms, it is not possible to isolate specific critical facilities or non-critical structures that would be more or less vulnerable to damages. However, areas where utility lines are above ground and areas where dead or dying trees have not been removed may be at a higher risk of property damages or power outages during severe storms. Additionally, mobile homes and accessory



*Figure 19 – example of damage from a tornado.
(Source: CBBEL)*

buildings such as pole barns and sheds may also be at a higher risk of damages if not properly anchored to the ground.

As the population of the City of Lawrenceville grows, it can be anticipated that the number of critical and non-critical structures will also increase. In order to reduce the vulnerability for damages resulting from a hailstorm, thunderstorm, or windstorm, measures such as proper anchoring, enforcement of the International Building Codes, and burial of power lines should be completed.

The local stakeholders assigned a medium level and score of 12 to the vulnerability metric and low level and score of 6 to the severity of impact metric for the City of Lawrenceville's risk and potential losses to a severe storm. In regards to the City's risk to tornados, the local stakeholders assigned a high level and score of 18.

SEVERE WINTER STORM

A severe winter storm typically affects a large regional area with potential for physical, economic, and/or social losses (Figure 20). Direct and indirect effects of a severe winter storm within the City of Lawrenceville may include:



Figure 20 – winter storms create difficult driving conditions.
(Source: CBBEL)

Direct Effects:

- Employers may experience loss of production as employees may not be able to get to work.
- Roads may be impassable.
- Expenses related to snow removal or brine/sand applications.
- Roof collapse under weight of snow.

Indirect Effects:

- Loss of revenue as businesses are closed.
- Increased emergency response times based on safety of roads.
- Loss of income if unable to get to place of employment.

Given the nature and complexity of a regional hazard such as a severe winter storm, it is difficult to quantify potential social, physical and economic losses. As populations increase and communities continue to grow in size, the need to respond to severe winter storms will remain an important municipal effort. As new construction or re-development occurs, especially new or existing critical facilities, it is important to ensure that these new structures are equipped to deal with the potential risks associated with this hazard.

Those may include lengthy power outages and potentially impassable transportation routes, making it difficult to obtain supplies or for passage of response vehicles. Those may include lengthy power outages and potentially impassable transportation routes, making it difficult to obtain supplies or for passage of response vehicles. vehicles.

The local stakeholders assigned a medium level and score of 12 to the vulnerability metric and low level and score of 6 to the severity of impact metric for the City of Lawrenceville's risk and potential losses to a severe winter storm.

HAZARD RANKING SUMMARY

The IEMA has developed a hazard ranking process to compare and evaluate natural hazards in Illinois. This process considers 1) the historic probability or frequency of an individual event, 2) the percentage of the population that would be vulnerable to an event, 3) the severity of the impact such as injuries, fatalities, personal property and infrastructure loss, and 4a) the number of people affected now and 4b) with anticipated population growth. The numerical values assigned in each of metrics is added to determine whether the hazard ranking is low, guarded, elevated, high, and severe.

Key stakeholders from Lawrenceville with experience in response and recovery efforts used this same hazard ranking process to determine the city's risk to these hazards. Table 6 summarizes the hazard ranking results from the local stakeholders.

Based on this hazard ranking, the hazards with the greatest risk to the City of Lawrenceville are earthquake and tornado. Even though the city has not had as many historical tornado or earthquake events, the vulnerability and severity

Table 6: Hazard Ranking Summary

HAZARD	Historical/ Probability	Vulnerability	Severity of Impact	Population (number)	Population (% increase)	TOTAL	RATING*
Drought	12	12	6	1	1	32	Elevated
Earthquake	6	18	18	1	1	44	High
Extreme Heat	6	12	6	1	1	26	Elevated
Flood	6	12	6	1	1	26	Elevated
Severe Storm	12	12	6	1	1	32	Elevated
Severe Winter Storm	6	12	6	1	1	26	Elevated
Tornado	6	18	18	1	1	44	High

*Low=0-12, Guarded=13-24, Elevated=25-36, High=37-48, Severe=49-60

of impact were thought to impact more than 25% of the population, cause multiple deaths, and destroy property beyond repair. Drought and severe storm (hailstorm, thunderstorm, and windstorm) were ranked as an elevated risk. These hazards are more frequent however less of the population would be affected and there would be less damage than from a tornado or earthquake. Extreme heat, flood, and severe winter storm also ranked as an elevated risk but with a lower score due to less frequent historic events. Somewhat of a surprise is the relatively low score associated with flooding based on the recent devastation from the June 2008 flood and the HAZUS-MH results discussed above. The key stakeholders felt that only a portion of the city is impacted and the severity from even a large flood is less than the destruction from a large scale tornado or earthquake.

B4. Identify NFIP insured structures within the City of Lawrenceville that have been repetitively damaged by floods as outlined in requirement 44 CFR 201.6(c)(2)(ii).

The Federal Emergency Management Agency defines a “repetitive loss structure” as an NFIP insured structure that has received 2 or more flood insurance claim payments of more than \$1,000 each within any 10-year period since 1978. These structures account for approximately one-third of the nation’s flood insurance claim payments. Identifying these structures and working with local jurisdictions to implement the appropriate mitigation measures to eliminate or reduce the damages caused by repeated flooding to these structures is important to FEMA and the NFIP. These structures not only increase the NFIP’s annual losses, they drain funds needed to prepare for catastrophic events. The City has 1 property that fit this description. This property is a single-family dwelling that has had 2 loss claims as of May 16, 2002 resulting in \$22K in total loss.

The City of Lawrenceville is currently in good standing with the NFIP and will continue to implement and enforce all NFIP requirements. The City will continue to improve and enforce zoning/building codes associated with floodplain management, while completing and developing current and accurate floodplain maps.

ELEMENT C: MITIGATION STRATEGY

C1. Document the City of Lawrenceville’s existing authorities, policies, programs and resources, and its ability to expand on and improve these existing policies and programs as outlined in requirement 44 CFR 201.6(c)(3).

The City of Lawrenceville has a small population of 4,348, according to the 2010 Census data. City services are limited and emergency management is handled predominantly through the Lawrence County EMA. Preparing this PDMP has significantly increased elected officials, decision-makers and city staff’s awareness and knowledge of natural hazards. This is reflected in the policies identified in the updated Comprehensive Plan and will be subsequently reflected in forthcoming updates to the zoning and subdivision

control ordinances, stormwater management ordinances, transportation and economic development policies.

The following lists the current City policies, programs, and resources that will be expanded upon and/or improved as a result of this PDMP:

- Comprehensive Plan, 1989 (updated 2014)
- Floodplain Ordinance, 2011
- TIF Districts, 2008 and Enterprise Zones, 2007
- Zoning Ordinance, 1992
- Hazardous Weather Operations Plan, (unknown date)
- webpage (updated regularly)

C2. Discuss the City of Lawrenceville’s participation in the NFIP and continued compliance with NFIP requirements, as appropriate as outlined in requirement 44 CFR 201.6(c)(3)(ii).

The City of Lawrenceville participates in the NFIP (CID 170411) and continues to be compliant with the NFIP requirements. The City adopted a new floodplain ordinance in 2011 to complement the new flood maps that were issued from FEMA the same year. This ordinance regulates new construction in the floodplain including the construction of critical facilities if no other feasible alternative is available. However, the lowest floor (including the basement) of the critical facility must be elevated or structurally dry floodproofed to the 500-year or 3-feet above the 100-year flood whichever is greater. Roads and access ways to and from the critical facility must be flood free to the 100-year.

In 2011 the floodplain area was removed from the City’s Enterprise Zone to discourage new construction in the floodplain.

The City acknowledges that the floodplain is a known hazard area where mitigation efforts such as voluntary acquisition and/or floodproofing could significantly reduce the social, physical, and economic losses associated with a flood event and restore the natural and beneficial function of the floodplain. This PDMP includes voluntary acquisition and/or floodproofing as a high priority mitigation practice.

C3. List the PDMP goal for the City of Lawrenceville to reduce/avoid long term vulnerabilities to the identified hazards as outlined in requirement 44 CFR 201.6(c)(3)(i).

Appendix

The overall goal of the City of Lawrenceville PDMP is to reduce the social, physical, and economic losses associated with hazards events through emergency services, natural resource protection, prevention, property protection, public information, and structural control mitigation practices. This will be achieved through the following specific goals:

1. Protect the people of Lawrenceville and the places in the city where they live, work, and play from the dangers of natural hazards.
2. Prevent critical facilities and critical infrastructure from disruption before, during, and after a natural hazard.
3. Increase the overall awareness of natural hazards for elected officials, decision-makers, City staff, and the public to build support for and successful implementation of the mitigation practices in this PDMP.
4. Promote sustainable land use practices that restrict development and redevelopment in known hazard areas.



Figure 21 – example of an emergency evacuation route signage
(Source: CBBEL)

C4. Identify and analyze a comprehensive range of specific mitigation actions and projects for the City of Lawrenceville that are being considered to reduce the effects of hazards, with emphasis on new and existing buildings and infrastructure as outlined in requirement 44 CFR 201.6(c)(3)(ii) and 44 CFR 201.6(c)(3)(iv).

The following is a list of existing and proposed mitigation practices for the City of Lawrenceville under the following 6 types of mitigation practices identified by FEMA. These include: emergency services, natural resource protection, prevention, property protection, public information, and structural control mitigation practices.

Emergency Services

Measures that protect people during and after a hazard Existing Mitigation Practices:



Figure 22 – Community Emergency Response Training (CERT)
(Source: Lawrence County EMA)

- County EMA has prepared a Disaster Situations: Hazardous Weather Operations Plan for the City of Lawrenceville which includes local warning system and SkyWarn Weather Spotter Activations; tornado, flood and severe summer and winter weather warnings; reporting damage to the National Weather Services; and evacuation shelter plans for the disabled.
- County EMA maintains and operates 2 outdoor warning sirens that provide good coverage of the City of Lawrenceville.
- County EMA has distributed NOAA weather radios to all critical facilities including the City of Lawrenceville.
- County EMA conducts regular Community Emergency Response Team (CERT)

trainings including interested businesses, organizations, and residents including the City of Lawrenceville (Figure 22).

- County EMA maintains a dedicated Emergency Operations Center (EOC) to coordinate resources and emergency response efforts during various hazard events including those impacting the City of Lawrenceville. An alternative EOC is located at the County Health Department.
- County EMA utilizes a reporting and tracking system to document resources needed and expenditures related to hazard events including those affecting the City of Lawrenceville.
- County EMA monitors the real-time stream gage on the Embarras River with AHPS capabilities to provide the City of Lawrenceville with river height and action levels
- County EMA coordinates with City Police and volunteer Fire Department to conduct door to door notifications during a flood event.
- County EMA coordinates trained weather spotters, amateur radio operators, and other volunteers to provide timely severe weather warnings including those impacting the City of Lawrenceville.
- American Red Cross in Mount Carmel works with the County EMA and the City of Lawrenceville to provide assistance as needed in response to a disaster, including set-up of temporary shelters.
- State EMA is in the process of implementing a statewide E911 public alert system that will include notification to the City of Lawrenceville.

Proposed Mitigation Practices and Key Implementation Steps:

ES1 Designate and maintain evacuation routes out of the City of Lawrenceville (Figure 21)

1. Identify and map evacuation routes.
2. Post and maintain signs in good condition.
3. Notify residents and businesses (City and EMA webpages, media, E911, Severe Weather Week, etc.).

ES2 Coordinate with local businesses to include electronic alerts on private message boards

1. Identify and map businesses willing to post emergency messages on private message boards.
2. Maintain contact information and specifics about message board

(number of characters, location, visibility, etc.).

ES3 Encourage residents and business to have battery powered or hand crank weather radios

1. Educate residents and businesses (City and EMA webpages, media, Severe Weather Week, etc.) on the value of having a weather radio.
2. As available, secure funding to purchase weather radios.
3. Provide weather radios to residents and businesses in need.

ES4 Designate and enforce snow removal routes with no street parking.

1. Identify and map snow removal routes.
2. Post and maintain signs in good condition.
3. Notify residents and businesses (City and EMA webpages, media, E911, Severe Weather Week, etc.).

NATURAL RESOURCE PROTECTION

Opportunities to preserve and restore natural areas and their function to reduce the impact of hazards.

Existing Mitigation Practices:

- City is in good standing with the NFIP and has a flood protection ordinance that goes above FEMA's minimum requirements.
- City provides drainage oversight and planning for new and redevelopment projects.
- City maintains a water conservation ordinance and has established procedures for issuing and enforcing burn bans during times of drought.

Proposed Mitigation Practices and Key Implementation Steps:

NRP1 Conduct a detailed hydraulic analysis of the Embarras River to better understand flood risk and extent

1. Secure funding or funds from existing budget to complete floodplain study.
2. Hire a contractor to complete a detailed hydraulic analysis of the Embarras River and submit revisions to IDNR and FEMA.
3. Use designated flood zones to assist with local land use decisions.

NRP2 Conduct flood depth mapping to better understand anticipated flood depths (Figure 23)

1. Secure funding or use funds from existing budget to complete flood depth mapping.
2. Hire a contractor to complete flood depth map of the Embarras River floodplain in

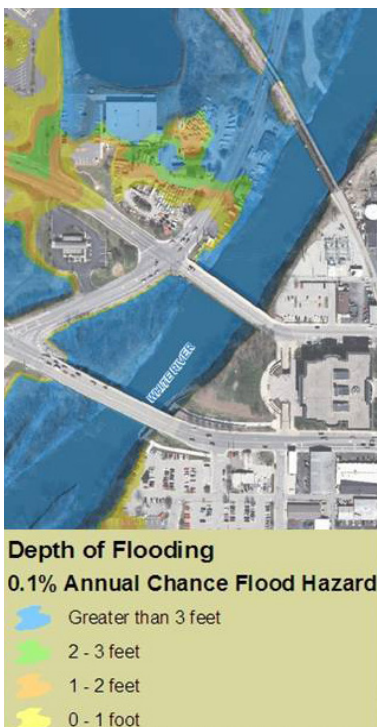


Figure 23 – example of flood depth mapping
(Source: CBBEL)

Lawrenceville.

3. Notify land owners in the floodplain of the potential risk and damage based to their property and structures.

NRP3 Include “No Adverse Impact” and/or compensatory storage language in the floodplain management ordinance for future development in the floodplain

1. Review the City of Lawrenceville’s current Floodplain Ordinance.
2. Determine areas where improvements or adjustments can be made to include compensatory storage requirements.
3. Review the Association of State Floodplain Managers (ASFPM) No Adverse Impact (NAI) language and incorporate into existing ordinance.
4. Adopt the updated and revised ordinance as appropriate.

NRP4 Encourage the restoration of natural drainage paths and the Embarras River in new and redevelopment projects .

1. Partner with the County SWCD and/or local land trust to establish a conservation easement program to permanently protect and restore natural drainage paths and provide a property tax incentive to land owners.
2. Educate developers about low impact development principles to utilize low lying natural drainage paths for stormwater management, flood control, and groundwater recharge.

PREVENTION

Measures that are designed to keep the problem from occurring or getting worse.

Existing Mitigation Practices:

- City has incorporated hazard information, risk assessment, and hazard mitigation practices into the Comprehensive Plan to better guide future growth and development as part of this joint PDMP and Comprehensive Plan update.
- City utilizes GIS to manage data geographically and aid in land use planning decisions.
- Utility providers routinely complete tree maintenance as needed to prevent dead and dying tree limbs from falling and damaging property and power lines, or injuring people during severe weather events.

Proposed Mitigation Practices and Key Implementation Steps:

P1 Conduct a “Safe Growth Audit” of development plans and codes.

1. Obtain a copy of the American Planning Association’s Safe Growth Audit publication and questionnaire.
2. Assemble a team to review and discuss long-range plans, ordinances, and other municipal planning documents.
3. Utilize the PDMP hazard information to develop areas where growth should be limited or restricted.
4. Complete the questionnaire to identify areas where development plans and codes could be amended and resiliency to hazards improved.
5. Draft, adopt, and implement the amended language.

P2 Identify public and commercial structures that are at risk for damage from natural hazards.

1. Create an inventory of public and commercial structures that are at risk based on location, age of structure, building material, current condition, etc.
2. Develop criteria and prioritize structures to be retrofitted.
3. Secure funds and/or partner with developers interested in redevelopment opportunities to retrofit identified structures and improve resiliency to hazards.

P3 Establish an Abandoned Properties Action Plan that includes an inventory of unsafe structures that need to be demolished to reduce the likelihood of structural fires and/or arson (Figure 24).

1. Create an inventory of unsafe structures.
2. Develop criteria and prioritize structures to be demolished.
3. Partner with developers interested in infill development opportunities to prevent the lots from sitting vacant.
4. Secure funds including FEMA for structures in the floodplain (FEMA funds will require the floodplain area to remain as open space).
5. Safely demolish unsafe structures and rebuild with infill development or maintain as passive recreation open space.

PROPERTY PROTECTION

Measures that are used to modify buildings subject to hazard damage rather than to keep the hazard away.

Existing Mitigation Practices:

- City follows the International Building Code which includes minimum requirements to minimize damages from natural hazards.

- City Floodplain Ordinance allows new critical facilities in the floodplain if no other feasible alternative is available. However, the lowest floor (including the basement) must be elevated or structurally dry floodproofed to the 500-year or 3-feet above the 100-year flood whichever is greater.

Proposed Mitigation Practices and Key Implementation Steps:

PP1 Relocate, buy-out, elevate, or floodproof (non-residential) existing non-critical facilities that are subject to repetitive flooding (Figure 25).

1. Identify and prioritize structure that are subject to repetitive flooding.
2. Review FEMA guidance on voluntary acquisition and floodproofing.
3. Conduct meetings with property owners to promote interest in the program.
4. Complete FEMA application process and submit for consideration.
5. Acquire properties, demolish structures, and maintain as passive recreation open space.

PP2 Encourage new or retrofitted critical facilities to incorporate structural bracing, shutters, laminated/impact resistant glass, and inter-locking roof coverings to minimize damage.

1. Maintain a current list of critical facilities and need for structural improvements.
2. Secure funds to incorporate structural improvements into new construction and/or retrofitted facilities.
3. Install structural improvements and improve resiliency to hazards.

PP3 Encourage the installation of lightning rods and grounding as well as surge protectors in all critical facilities.

1. Identify and prioritize critical facilities in need of lightning rods.
2. Secure funds to purchase and property install lightning rods.

PUBLIC INFORMATION

Those activities that advise property owners, potential property owners, and visitors about the hazards, ways to protect themselves and their property from the hazards.

Existing Mitigation Practices:

- County EMA provides educational seminars, trainings, and literature at Severe Weather Week, Fall Festival, EMA Office, City of Lawrenceville City Hall, County Health Department, and Get Ready with Freddy program for 3rd graders.
- County EMA maintains a detailed webpage of historic hazard events as well as current weather conditions, severe weather tracking and notifications.



Figure 24 – example of an unsafe structure that should be demolished (Source: CBBEL)



Figure 25 – example of a house elevated above the regulatory floodplain. (Source: CBBEL)

Proposed Mitigation Practices and Key Implementation Steps:

PI1 Post information/warning signage in local parks and other public gathering places identifying safe refuges and emergency procedures (Figure 26)

1. Identify public gathering places and closest available shelter to accommodate largest anticipated crowd.
2. Educate owners of public gathering places and the general public what to do in the event of a hazard event at that location (City and EMA webpages, media, Severe Weather Week, etc.).
3. Post and maintain signs to direct public to shelter area and/or what to do if no shelter exists.

STRUCTURAL CONTROL MEASURES

Physical measures used to prevent hazards from reaching a property.

Existing Mitigation Practices:

- US Army Corp of Engineers (USACE) conducts regular inspections and maintenance of the levees along the Wabash and Embarras Rivers.
- County ordinance restricts public access and recreational vehicular use on levees.

Proposed Mitigation Practices and Key Implementation Steps:

SC1 Elevate the road or other structural means to ensure flood-free access to the Mid-American Air Center and waste water treatment facility

1. Hire a contractor to develop alternatives for flood-free access during at least the 100-year flood event.
2. Review, evaluate and select the best alternative.
3. Secure funds to implement the best alternative.

C5. Identify mitigation actions and their prioritization for implementation (including cost benefit review) as outlined in requirement 44 CFR 201.6(c)(3)(iii) and 44 CFR (c)(3)(iv).

For each of the proposed mitigation practices the Project Steering Committee and the County EMA Director determined a priority ranking for implementation, discussed the benefit cost considerations, and what department in the City would be responsible for the successful implementation (Table 6). The benefit derived from each proposed mitigation practice and its associated cost is based on the judgment and experience of the Project Steering Committee and County EMA Director. Preparing a detailed benefit cost analysis was beyond the scope of this planning effort and intent of the PDMP.



Figure 26 – signage to alert people where to take shelter during severe weather (Source: CBBEL)

This PDMP is a necessary first step of a multi-step process to implement programs, policies, and projects to mitigate the effect of natural hazards in the City of Lawrenceville. The intent of this planning effort was to identify the hazards and the extent to which they affect the city and to determine what type of mitigation practices may be undertaken to mitigate for these hazards. A FEMA-approved mitigation plan is required in order to apply for and/or receive project grants under the HMGP, PDM, FMA, and SRL. FEMA may require a mitigation plan under the Repetitive Flood Claims (RFC) program. Although this PDMP meets the requirements of DMA 2000 and eligibility requirements of these grant programs additional detailed studies may need to be completed prior to applying for these grants.

C6. Describe the process by which the City of Lawrenceville will integrate the requirements of the mitigation plan into other planning mechanisms, such as comprehensive or capital improvement plans, when appropriate as outlined in requirement 44 CFR 201.6(c)(4)(ii).

This PDMP was developed in conjunction with the update to the City's Comprehensive Plan. The risk assessment and mitigation practices in the PDMP have directly influenced land use and economic development policies in the Comprehensive Plan as well as other ongoing planning efforts in Lawrenceville including:

- Floodplain Ordinance, 2011
- TIF Districts, 2008 and Enterprise Zones, 2007
- Zoning Ordinance, 1992
- Hazardous Weather Operations Plan, (unknown date)

It is anticipated that this PDMP will influence the City's proposed stormwater and/or drainage ordinance, subdivision control ordinance, thoroughfare plan, and open space plan.

Table 7 identifies the responsible party for implementing each mitigation practice. The overall responsibility for implementation of this PDMP is the Mayor who will work with the Plan Commission, Police, Public Works, Industrial Development Council, and the County EMA to monitor implementation of the mitigation practices. Availability of funding and staff resources will impact the successful implementation of the mitigation practices.

Table 7: Priority Ranking and Implementation Responsibility of Proposed Mitigation Practices

MITIGATION PRACTICE	PRIORITY RANKING*	BENEFIT COST RATIO	IMPLEMENTATION RESPONSIBILITY
ES1 – Evacuation Routes	High	High	City Police, County EMA, Red Cross
ES2 – Electronic Alerts	Medium	High	City Police, City DPW, County EMA
ES3 – Weather Radios	High	High	County EMA
ES4 – Snow Removal Routes	Low	High	City Police
NRP1 – Detailed River Study	Low	Moderate	City Plan Commission, City Mayor
NRP2 – Flood Depth Mapping	Low	Low	City Plan Commission, City Mayor
NRP3 – No Adverse Impact	Low	High	City Plan Commission, City Mayor
NRP4 – Natural Drainage	Low	High	City Plan Commission, City Mayor
P1 – Safe Growth Audit	Medium	High	City Plan Commission, City Mayor
P2 – Structures at Risk	Low	Moderate	City Plan Commission, City Mayor
P3 – Abandoned Property List	Low	Moderate	City Plan Commission, City Mayor
PP1 – Buyout or Elevate	High	High	City Plan Commission, City Mayor
PP2 – Strengthen Structures	Medium	Moderate	City Plan Commission, City Mayor
PP3 – Lightning Rods	Low	Moderate	City Plan Commission, City Mayor
PI1 – Warning Signage	Low	High	City Police
SC1 – Flood-free Access	High	Moderate	City Industrial Development Council

*High = implementation in 5 years, Medium = implementation in 5-10 years, Low = implementation in 10+ years

ELEMENT D: Plan Review, Evaluation & Implementation

D1. Discuss how the revised plan reflects changes in development as outlined in requirement 44 CFR 201.6(d)(3).

- Not applicable. This is the City of Lawrenceville's first mitigation plan.

D2. Discuss how the revised plan reflects progress in local mitigation efforts as outlined in requirement 44 CFR 201.6(d)(3).

- Not applicable. This is the City of Lawrenceville's first mitigation plan.

D3. Discuss how the revised plan reflects changes in priorities as outlined in requirement 44 CFR 201.6(d)(3).

- Not applicable. This is the City of Lawrenceville's first mitigation plan.

ELEMENT E: Plan Adoption

E1. Document that the plan has been formally adopted by the City of Lawrenceville City Council as outlined in requirement 44 CFR 201.6(c)(5).

The City of Lawrenceville City County formally adopted this PDMP on April 10, 2014. The signed resolution is included in this Appendix.

E2. For multi-jurisdictional plans, document the adoption process for each jurisdiction requesting approval of the plan documented formal plan adoption as outlined in requirement 44 CFR 201.6(c)(5).

Not applicable. The City of Lawrenceville is the only jurisdiction that this PDMP applies to.



Carmi, IL
Source: Wikipedia

For more information on the Hazard Mitigation Grant Program Visit: <http://www.fema.gov/hazard-mitigation-grant-program>



Burnt out house in East Carmi
Source: www.wrul.com

CASE STUDY: VOLUNTARY ACQUISITION CARMİ, ILLINOIS

Profile:

Carmi, Illinois is a small city in White County Illinois located along the Little Wabash River. This is an important case study for the City of Lawrenceville because the City is of comparable size (5400 persons in 2000) to Lawrenceville, has repetitive flooding and disinvestment on the east side of town, and is looking for a way to mitigate the effects of future flood losses and blight within affected areas of the community.

The U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA) released \$707,507 in Hazard Mitigation Grant Program (HMGP) funds the City of Carmi, IL., for the acquisition and demolition of 22 residential structures and the purchase of seven flood prone vacant lots located in the Little Wabash River floodplain. Following demolition, these properties will be maintained as permanent open space in the community. Mayor Jeff Pollard says demolition work should commence by this summer. He adds that grant money may be available to create walking paths or bike trails in parts of the floodplain. The floodplain stretches from the Little Wabash River to the railroad tracks in East Carmi. Not every homeowner agreed to sell their property. "I'm excited. I think people are ready to have these lots cleared" - stated Mayor Pollard. It will make a huge difference in the appearance of East Carmi."

The properties must be maintained as open space in the community. Pollard said the city cannot resell the land for someone to build a home.

"The Hazard Mitigation Grant Program enables communities to implement critical mitigation measures to reduce the risk of loss of life and property," said FEMA Region V Administrator Andrew Velasquez III. "The acquisition and demolition of these homes permanently removes the structures from the floodplain and greatly reduces the financial impact on individuals and the community when future flooding occurs in this area.

"This grant will enable us to build on our previous flood mitigation efforts in Carmi, which removed more than three dozen homes from the floodplain," said Illinois Emergency Management Director Jonathon Monken. "With these additional property acquisitions, even more families can avoid the emotional and financial costs from future floods."

HMGP provides grants to state and local governments to implement long-term hazard mitigation measures. Through HMGP, FEMA will pay \$707,507 or 75 percent of the project's total cost. The City of Carmi will contribute 25 percent of the remaining funds, or \$235,836 (the match for this project was covered by the Illinois Department of Natural Resources).

Source: <http://www.fema.gov/news-release/2014/03/05/fema-awards-707507-grant-city-carmi-hazard-mitigation-funds-will-be-used> <http://www.wrul.com/news-detail.php?ID=33129>

OVERVIEW FEMA HAZARD MITIGATION GRANT PROGRAM

The Hazard Mitigation Grant Program (HMGP) was created to assist States, Tribes, and local communities in implementing long-term hazard mitigation measures following a major disaster declaration.

WHAT TYPES OF PROJECTS CAN BE FUNDED?

The HMGP can be used to fund projects to protect either public or private property, as long as the project fits within State and local government mitigation strategies to address areas of risk and complies with HMGP guidelines.

Examples of projects include:

- Acquiring and relocating structures from hazard-prone areas;
- Retrofitting structures to protect them from floods, high winds, earthquakes, or other natural hazards;
- Constructing certain types of minor and localized flood control projects;
- Constructing safe rooms inside schools or other buildings in tornado-prone areas;
- Developing State, local, or Tribal mitigation plans.

WHAT ARE THE ROLES OF COMMUNITIES, STATES, AND FEMA?

During the recovery phase of a disaster, local jurisdictions select projects that could reduce property damage from future disasters, and submit grant applications to the State. Local governments may apply for assistance to benefit individual property owners and businesses. The States administer the HMGP by establishing their mitigation priorities, facilitating the development of applications, and submitting applications to FEMA based on State criteria and available funding. The State also manages the project, monitors progress, and evaluates the effectiveness of projects implemented. FEMA conducts a final eligibility review to ensure compliance with Federal regulations. HMGP projects must comply with Federal environmental laws and regulations, be cost-effective, and be technically feasible. Federal law requires States and local jurisdictions to have a mitigation plan prior to receipt of HMGP funds (this document).

For More Information Visit: http://www.fema.gov/media-library-data/20130726-1708-25045-9805/hazard_mitigation_grant_program_brochure.pdf

Source: http://www.fema.gov/media-library-data/20130726-1708-25045-9805/hazard_mitigation_grant_program_brochure.pdf

HAZARD MITIGATION ASSISTANCE - PROPERTY ACQUISITION (BUYOUTS)

Across the nation, more and more flood-inundated communities are choosing property acquisition as a hazard mitigation option. Besides being a permanent solution to a hazard-related problem, property acquisition achieves many other objectives, such as protecting critical habitat, providing opportunities for recreation, providing flood storage, or enhancing other natural or cultural resources.

HOW BUYOUTS WORK

It is important to understand that FEMA does not buy houses directly from the property owners. Acquisition or Buyout projects, while 75 percent funded by FEMA, are administered by the State and local communities. The State and local communities work together to identify areas where buyouts make the most sense. Individuals may not apply directly to the State, but the community may sponsor an application on their behalf. Buyouts are an important way to reduce the risk of future disasters. Money is limited and in most cases, the amount of money set aside for mitigation cannot meet all the mitigation needs following a disaster. States prioritize mitigation programs with input from the communities.

Property acquisition is one of many forms of hazard mitigation, but it is the most permanent form. It removes people from harm's way forever. In a property acquisition project, the community buys private property, acquires title to it, and then clears it. By law, that property, which is now public property, must forever remain open space land. The community can use it to create public parks, wildlife refuges, etc. but it cannot sell it to private individuals nor develop it. Property acquisitions work the same way as any other real estate transaction. Property owners who want to sell their properties will be given fair prices for them. It is a terrific opportunity for people who live on or near hazard areas to get to safer ground.

FAIR COMPENSATION

Communities may offer homeowners who agree to participate in a buyout project up to the fair market value of the home BEFORE the disaster struck. A licensed appraiser hired by the community determines the fair market value.

VOLUNTARY PARTICIPATION

Buyouts are strictly voluntary. No homeowners are ever forced to relinquish their property. Homeowners who decide not to participate in the buyout may need to take risk reduction measures, such as elevating their homes.

THE STEPS OF A BUYOUT

Homeowners do not apply to FEMA for a buyout. Buyouts are not part of the disaster application process and are not part of disaster assistance.

- An application for assistance is prepared by local officials with input from the community and those homeowners with destroyed or severely damaged properties. The local officials will have been notified by the State of what the State's priorities are or other special restrictions decided upon by State officials.
- The State receives and reviews the application and submits those deemed appropriate to FEMA for approval. FEMA reviews the applications to ensure they follow the rules, are environmentally sound, and are a cost-effective use of funds.
- Once FEMA gives its approval, the State begins the acquisition process. The communities actually conduct the purchase and title transfer. Then the buildings are removed or destroyed by the community, and the land is cleared.

Since a buyout is not a simple matter and requires a great deal of education and community input- it does not happen overnight. It may take months for a State and the affected communities to submit and agree to buyout proposals. Once a homeowner accepts a buyout offer, though, the average closing takes about 45 days.

COSTS THE COMMUNITY WILL PAY

If you choose to sell your property, the community will pay the costs usually associated with real estate transactions, including the appraisal, title search, and if necessary, lot survey. The community will also pay the closing costs. The property owner will be responsible for any mortgages, liens, etc., against their property...just like any other real estate sale.

Also, like any other real estate sale, you will be responsible for the moving costs and other costs associated with renting or buying new property. Since property acquisition relies on voluntary participation, the government does not pay any relocation costs. However, there are exceptions for any tenant who is displaced by an owner's decision to sell, and for owners whose income level might preclude them from affording other housing.

ADVANTAGES AND DISADVANTAGES

Individual property owners will want to weigh the advantages and disadvantages of property acquisition. The advantages of property acquisition include:

- Peace of mind because it reduces, if not eliminates, most of your future risk
- Fair compensation generally based on the pre-flood market value of your home
- A chance for a new start
- A means of recovery that is more advantageous than repair grants or loans
- An opportunity to recoup at least partially your financial investment in a property that has lost value

On the other hand, property acquisition has its disadvantages for you. These may include:

- Loss of roots
- Despite efforts to compensate you fairly, property acquisition may not make you “whole” again

The process can be lengthy. Property acquisition is not an overnight solution. Applying for funds, waiting for approval, transferring funds, conducting appraisals and closings, etc., take time, especially if the project involves many properties.

Source: <http://www.fema.gov/application-development-process/hazard-mitigation-assistance-property-acquisition-buyouts>

ONLINE RESOURCES:

Several online resources fully detail the process. The Property Acquisition Handbook for Local Communities brings together into one document the best practices from States that have successfully fostered property acquisition projects.

The Property Acquisition Handbook for Local Communities can be downloaded at the following link: <http://www.gohsep.la.gov/mitigation/propacqhndbk.pdf>

FEMA details the process at the following link: <http://www.fema.gov/application-development-process/hazard-mitigation-assistance-property-acquisition-buyouts>

LIST OF ACRONYMS

- AHPS Advanced Hydrologic Prediction Service
- AICP American Institute of Certified Planners
- CBBEL Christopher B. Burke Engineering, LLC
- CDBG Community Development Block Grant
- CERT Community Emergency Response Team
- DHS Department of Homeland Security (US)
- DMA Disaster Mitigation Act
- EMA Emergency Management Agency
- EOC Emergency Operations Center
- FEMA Federal Emergency Management Agency
- FIRM Flood Insurance Rate Map
- FIS Flood Insurance Study
- GIS Geographic Information System
- HAZUS-MH Hazard US – Multi-Hazard
- HMGP Hazard Mitigation Grant Program
- IEMA Illinois Emergency Management Agency
- IDNR Illinois Department of Natural Resources
- NCDC National Climatic Data Center
- NFIP National Flood Insurance Program
- NOAA National Oceanic Atmospheric Administration
- NWS National Weather Service
- PDMP Pre-Disaster Mitigation Plan
- SFHA Special Flood Hazard Area
- USGS United States Geological Service

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LOCAL MITIGATION PLAN REVIEW TOOL

The Local Mitigation Plan Review Tool demonstrates how the Local Mitigation Plan meets the regulation in 44 CFR §201.6 and offers States and FEMA Mitigation Planners an opportunity to provide feedback to the community.

- The Regulation Checklist provides a summary of FEMA's evaluation of whether the Plan has addressed all requirements.
- The Plan Assessment identifies the plan's strengths as well as documents areas for future improvement.
- The Multi-jurisdiction Summary Sheet is an optional worksheet that can be used to document how each jurisdiction met the requirements of the each Element of the Plan (Planning Process; Hazard Identification and Risk Assessment; Mitigation Strategy; Plan Review, Evaluation, and Implementation; and Plan Adoption).

The FEMA Mitigation Planner must reference this Local Mitigation Plan Review Guide when completing the Local Mitigation Plan Review Tool.

U.S. Department of Homeland Security
Region V
536 S. Clark St., 6th Floor
Chicago, IL 60605-1509



FEMA

SEP 12 2014

Mr. Ron Davis
State Hazard Mitigation Officer
Illinois Emergency Management Agency
1035 Outer Park Drive
Springfield, Illinois 62704

Dear Mr. *Ron* Davis:

Thank you for submitting adoption documentation for the City of Lawrenceville Hazard Mitigation Plan. The plan was reviewed based on the local plan criteria contained in 44 CFR Part 201, as authorized by the Disaster Mitigation Act of 2000. The City of Lawrenceville met the required criteria for a local hazard mitigation plan and the plan is now approved for the city. We appreciate that this plan was adopted as part of the City's comprehensive plan and that its implementation will be reviewed by the city's planning commission.

The approval of this plan ensures continued availability of the full complement of Hazard Mitigation Assistance (HMA) Grants. All requests for funding, however, will be evaluated individually according to the specific eligibility and other requirements of the particular program under which the application is submitted.

We encourage the city to follow the plan's schedule for monitoring and updating the plan, and continue their efforts to implement the mitigation measures. The expiration date of the City of Lawrenceville plan is five years from the date of this letter. The plan must be reviewed, revised as appropriate, resubmitted, and approved no later than the plan expiration date.

Please pass on our congratulations to the jurisdictions for completing this significant action. If there are any questions, please contact Tom Smith at (312) 408-5220 or Thomas.Smith6@fema.dhs.gov.

Sincerely,

Christine Stack, Director
Mitigation Division

www.fema.gov

B: GUIDELINES FOR HISTORIC BUILDINGS/DISTRICTS

Before any further discussion of preservation issues, it is important to know there are standards for four distinct, but interrelated, approaches to the treatment of historic properties — preservation, rehabilitation, restoration, and reconstruction.

“Preservation” means the act or process of applying measures to sustain the existing form, integrity and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project.

“Rehabilitation” means the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.

“Restoration” means the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project.

“Reconstruction” means the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

Rehabilitation Standards

In order to be eligible for Federal and State tax credits, grants or special low interest loans available through other funding sources, rehabilitation projects must comply with the Secretary of the Interior’s “Standards for Rehabilitation,” listed below. The Standards include ten basic principles created to help preserve the distinctive character of a historic building and its site, while allowing for reasonable change to meet compatible new uses.

The Standards apply to historic buildings of all periods, styles, types, materials, and sizes. They apply to both the exterior and the interior of historic buildings. These Standards also encompass related landscape features and the building’s site and environment as well as attached, adjacent, or related new construction. The Standards are applied in a reasonable manner, taking into consideration economic and technical feasibility.

The Secretary of the Interior’s “Standards for Rehabilitation”:

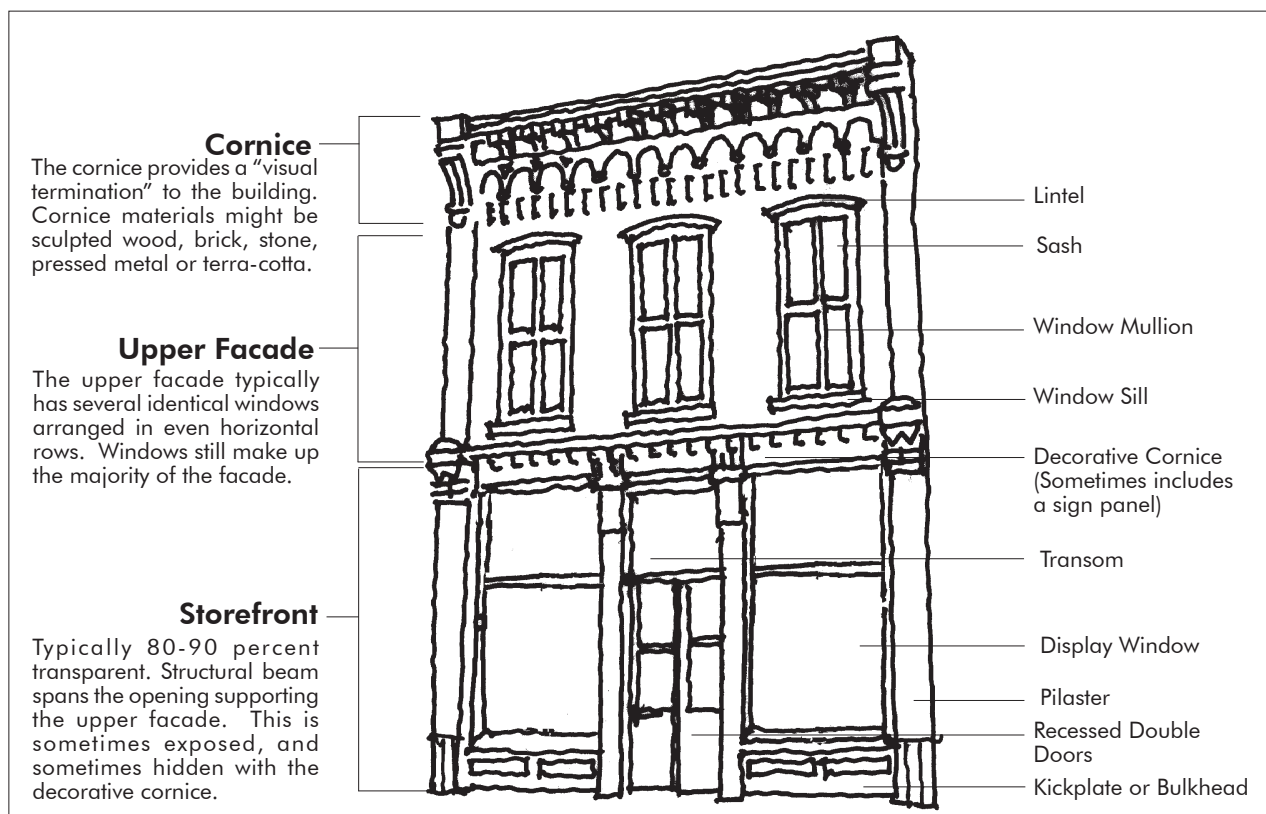
- A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
- The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
- Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
- Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
- Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

- Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Rehabilitation Standards
- Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
- Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
- New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and

architectural features to protect the historic integrity of the property and its environment.

- New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

When discussing rehabilitation projects, it is important to know the terms for the different elements that make up the facade of a historic building. The graphic below summarizes and describes the various components of a typical building facade. For additional information on rehabilitation standards contact the Technical Preservation Services of the National Park Service at: (202) 513-7270. Information can also be obtained from the TPS's website at: <http://www2.cr.nps.gov/tps>.



Anatomy of a Building Facade (Images Courtesy of the National Main Street Center - National Trust for Historic Preservation)



This building's facade was concealed by a slipcover, large wooden canopy, and artificial stone veneer. Uncovering the windows, brick facade, and architectural features made the building more inviting and desirable for business.



Boarded or infilled windows result in fewer "eyes on the street," remove important details from the facade, and give the appearance the upper floors are vacant.



A metal slipcover, downsized and infilled windows, a heavy cedar-shake canopy, and an infilled storefront conceal all of this building's architectural features. These inappropriate alterations detract from the downtown's character and present a blighted, uninviting appearance to customers.



Downsized windows, infilled storefronts, a wooden canopy, and an inappropriate paint scheme give this building a neglected, uninviting appearance. The appearance of a building's facade can impact perceptions of its business tenants.

Common Problems or Issues

The maintenance and remodeling of historic buildings can often lead to inappropriate results. Several practices were widespread enough throughout the country that the National Trust published them as the six most common design problems for downtown buildings. The following is an overview of those issues along with photographs of relevant examples.

Slipcovers

Perhaps the most obvious attempt to make downtowns look like suburban malls, "slipcovers" were usually metal or exterior insulation panels placed over existing facades to create one massive cohesive appearance.

False Historical Themes

Attempts have been made time and again to try and create interest in buildings or streetscapes by assigning them an arbitrary time period and basing improvement efforts on that theme. Buildings and sites should be restored to the period of significance for that building or place.

Ground Floor Separation From Upper Facade

During the last half of the twentieth century many building owners installed large contemporary metal awnings and canopies at the first floor level, covering up windows and historic features. We know now that historic facades are meant to be appreciated as a single composition and that awnings and canopies should be carefully designed to provide shade and shelter without harming the building's character.

Filling in Display Windows, Transoms or Doors

The pattern of openings in a facade is a critical component of the building design. Filling in these spaces creates a monolithic street environment, making the street feel unsafe and unwelcoming. Tinting windows has nearly the same effect as filling them in, and should also be avoided.

The Role of Signage

Much of this document is designed to reinforce downtown Lawrenceville's identity as a unique and memorable place. Signage is one component of the environment that can quickly convey a suburban or urban setting depending on its design. One of the goals of signage design in the downtown is to distinguish the area as a unique historic place. Signage serves three primary purposes:

- Identify a business
- Promote merchandise or a service
- Attract customers inside

The intent of this section is to provide guidance for the use of sign forms and materials that enhance the visual quality, and create an exciting atmosphere downtown. The intent of these recommendations is to promote creativity and originality within a framework that is intended to help avoid common problems. The five most common types of signs used in downtown Lawrenceville include:

- Awning sign
- Flush mounted wall sign
- Blade sign
- Projecting sign
- Window sign

Signage Placement and Size

New signs on historic buildings should be designed to enhance, yet be somewhat secondary in nature to the building façade. The arrangement and size of windows, the division of the façade, and the form at the base of the building will all suggest logical places for signs. When considering the design and placement of building signage, determine what the existing façade is

suggesting, how the sign should appear, and where it should be placed.

Another way to help determine the style, size and shape, or the placement of signage, is by reviewing historic photos of Lawrenceville. Applicants can review old photos of buildings to determine where signage has been placed historically. The Carroll County Historical Museum has an extensive photo archive that is available online, including many photographs of downtown buildings.

Generally, signage on historic buildings should not be placed on the roof or above the first floor. Historically the most common locations for signage on buildings were:

- Under the storefront cornice
- Painted on the storefront glass
- On the side of the building
- Projecting from the building at the first floor
- On the awning valance or return
- On the canopy fascia

The most common problem related to signage in any given urban district is that it is too big, too bold, and too brash. It is important to remember the entire building is a sign. The appearance of the building can be more effective advertising than the sign itself. A well-maintained facade free from inappropriate alterations can draw attention to the building and to the businesses that occupy it.

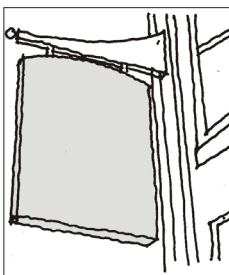
Many downtown destinations would benefit from projecting signs on buildings, or A-frame (sandwich board) signs on sidewalks. These examples are better suited for the pedestrian and urban street traffic as they are perpendicular to the travelway. Temporary / movable plastic signs on trailers should not be used in the context of an urban downtown.



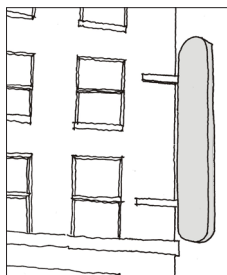
Window Sign



Flush Mounted Sign



Projecting Sign

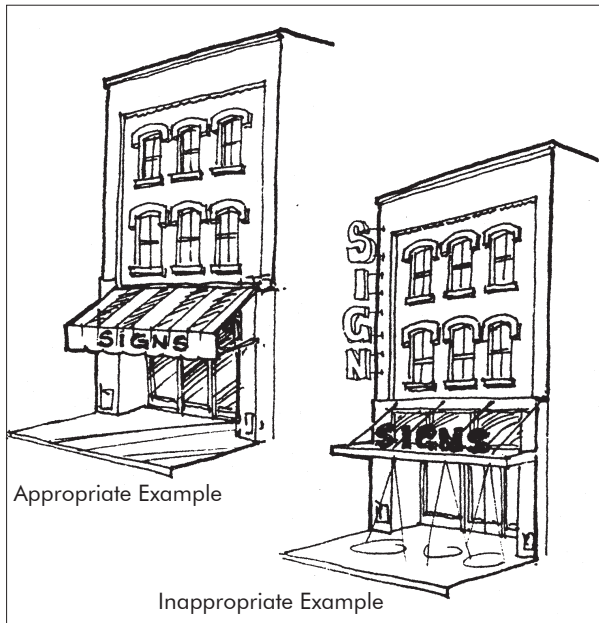


Blade Sign



Awning Sign

B Appendix



Placement of Building Signage

Signage Lighting

There are generally two ways of illuminating signs – internally, or indirectly. Internally-lit signs have the light source contained within the sign, whereas indirectly-lit signs are illuminated with an external light source. Internally-illuminated signs are not appropriate in an urban environment like Lawrenceville’s historic downtown. In downtown Lawrenceville, indirect lighting should be the preferred method of illuminating signs. When illuminating a sign, it is important that the indirect light source is always directed downward and not upward on the sign and the light should be placed to avoid glare. Additional reasons why signs should be illuminated with an indirect light source include:

- Indirect light fixtures are more accessible and therefore easier to replace than internally-mounted tubes.
- Indirect lighting is more consistent with the way signage was illuminated historically.
- Indirect lighting is more urban in character than internally illuminated signage.
- Indirect lighting tends to suggest a more human scale.
- Specific design features of signs can be highlighted with spot-lighting.
- More creative sign forms can be achieved when the limitations imposed by internal illumination do not need to be considered.



The use of individual letters mounted to the panel over the storefront is an attractive, appropriate way to incorporate signage on a historic building. Indirect illumination is another appropriate detail that provides added detail to the overall storefront composition.



This inviting storefront features a flush-mounted sign, a projecting sign using a symbol rather than lettering, and an A-frame (sandwich board) sign on the sidewalk

Examples on this and the following page illustrate appropriate signage based on the issues discussed previously. It is anticipated that by showing these “real world” examples, business owners and downtown organizations will understand how the various components combine to create an attractive addition to a building’s facade.



This is an excellent hanging sign that has been conceived as a cohesive sculptural form. The colors are a simple four-tone palette, the message is concise, and includes a nice graphic. It is indirectly illuminated, and placed sensitively on the building.



Restoration of historic painted wall signs can draw attention to a building. Compatible contemporary painted wall signage could be considered for buildings that are already painted.



Temporary vinyl signs are discouraged and should only be used until permanent signage can be installed. Refer to the city's zoning ordinance for specifics on the amount of time allowed temporary signs can be up.

Awnings



Carroll County Historical Museum

In the past, awnings provided shade, shelter, and signage.

Storefront awnings serve two primary functions: to shade the storefront and sidewalk and to provide pedestrians with some shelter from the elements. Awnings on south and west elevations are most critical for shading, reducing glare, heat gain (thereby saving on cooling costs), and preventing the fading of interior materials and goods in window displays.

Awnings on north and east elevations are less critical for shading but can offer shelter to pedestrians. In the late nineteenth and early twentieth centuries, awnings often featured colorful stripes, logos, and lettering, serving as a form of signage. These awnings were often retractable, and could be rolled up on overcast days or in the winter, when additional daylight and heat gain were desirable.



Wood, asphalt shingle or metal pent roofs and quarter-round plastic awnings are inappropriate for downtown buildings.



The awnings at left are too small and are mounted at an arbitrary height; the domed awning over the door is an inappropriate style for a downtown building. The awning at right is too large and covers up large portions of the facade.

Storefronts

Historic storefronts featured large areas of glass to provide daylight to the interior of the store as well as space for window displays. Storefronts often feature wood or metal windows, recessed entries, and transoms. Many transoms feature prismatic glass tile, which was designed to project light deep into the store. These storefronts were designed to attract pedestrians with their large window displays and inviting entrances.

After World War II, many storefronts were covered over with brick, wood or metal siding, or other unsympathetic materials. These alterations detract from the historic character of Lawrenceville and are not inviting to pedestrians. In many cases, elements of the historic storefronts may be concealed under these later treatments.

In providing daylight and catering to pedestrians, historic storefronts fulfill present-day standards for desirable downtown commercial space. Wherever possible, historic storefronts should be retained and restored. The storefronts that have suffered unsympathetic alterations tend to be uninviting and often provide little daylight to the interior. This can make these commercial spaces undesirable for tenants. Such storefronts should be renovated to match the downtown's character and promote business activity.

A useful guide, Preservation Brief 11: Rehabilitating Historic Storefronts is available from the National Park Service (<http://www.nps.gov/history/hps/TPS/briefs/presbhom.htm>).

Windows

Historic windows were designed to provide daylight and fresh air to the interior of the building. In later years, many windows were boarded up or reduced in size. Wherever possible, historic windows should be retained and restored. Adding storm windows to historic windows will make them as efficient as most replacement windows while also increasing the life of the window.



Well-maintained historic storefronts with recessed entries, transoms, and large display windows seem bright and inviting.



Infilled storefronts with small windows can make a building seem gloomy and uninviting. Elements of the historic storefront may be concealed underneath.



Compatible new storefront featuring recessed entry, transoms, and display windows.



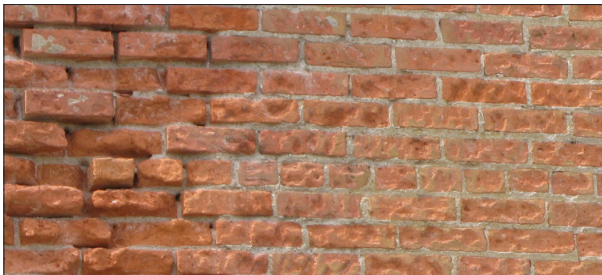
Compatible new storefront featuring original iron columns, recessed entry, transoms, and display windows.



Left: Windows should fill the entire opening. Right: Inappropriate infill with siding and downsized window units.



Windows help define the character of a building. Historic windows should be repaired and retained wherever possible. The addition of storm windows will dramatically increase the efficiency of single-glazed windows.



Sandblasting and inappropriate tuckpointing can permanently damage brick, causing deterioration. Masonry should always be cleaned using the gentlest means possible.



Many brick masonry buildings in Lawrenceville retain a historic stucco finish in imitation of stone. This contributes to the unique historic character of Lawrenceville's downtown.

Downsizing windows—installing a smaller window and filling in part of the opening around it—dramatically decreases the energy efficiency of the window opening by providing many opportunities for air infiltration and mars the exterior appearance of the building. Replacement windows should always fill the entire opening and should match the style of the original windows. For additional information refer to Preservation Brief 9: The Repair of Historic Wooden Windows from the National Park Service

(www.nps.gov/history/hps/TPS/briefs/presbhom.htm).

Masonry

The majority of the buildings in Downtown Lawrenceville are of brick masonry construction. Some buildings feature stone accents, and several feature a historic stucco finish in imitation of stone. Historic masonry can be very durable if properly maintained. Improper maintenance can permanently damage the masonry and may lead to deterioration.

Brick should never be sandblasted. When brick is baked, it develops a tough outer-skin (think of a loaf of bread and its crust). Sandblasting removes this durable surface and exposes the soft inner core of the brick, leading to deterioration. Damage from sandblasting is permanent and cannot be reversed. If a building has been previously sandblasted, measures can be taken to seal the brick to slow deterioration. The National Park Service provides Preservation Briefs which give details on the proper maintenance of historic masonry. These include Preservation Brief 2: Repointing Mortar Joints in Historic Masonry Buildings and Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings (www.nps.gov/history/hps/TPS/briefs/presbhom.htm)

New Infill Construction

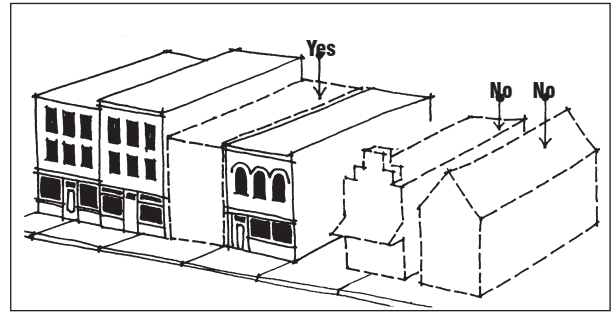
There are several parking lots or vacant areas in the downtown - both within the historic district as well as just outside the boundaries - that could be redeveloped with new buildings. Because this type of construction fills a "hole" in the built environment, it is often referred to as infill construction. The proper design and placement of a new building presents a variety of challenges within the context of a historic downtown such as Lawrenceville's. A new building should be designed to look appropriate and compatible with surrounding (older) buildings, yet reflect today's contemporary use of materials and programmatic requirements.

What is good infill design? Since a good infill design responds to its surroundings, it is difficult to develop specific guidelines that can be universally applied. However, there are several general concepts that should govern the visual relationship between a new infill building and its neighbors. Each site has unique design challenges and opportunities. The following section explores a number of design issues that should be considered to ensure a new building fits within Lawrenceville's downtown urban fabric.

Building Placement

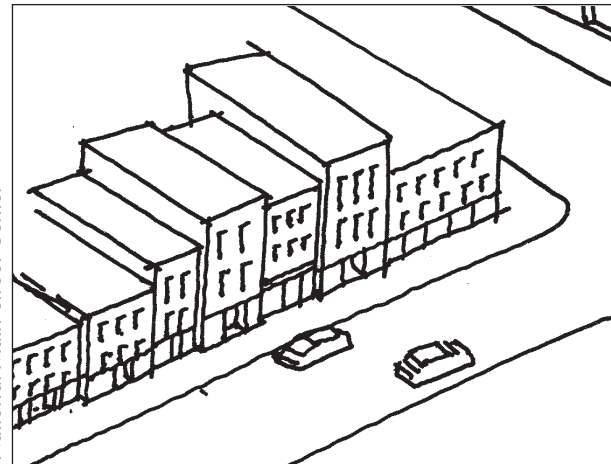
The manner in which parking and buildings are arranged on a site distinguishes urban places from suburban areas. Suburban development typically results in parking being located in front of buildings. While this may be convenient for drivers, it is not an arrangement that places importance on the quality of the pedestrian space in front of, or around, the buildings. In traditional downtowns, buildings are typically located adjacent to the sidewalk. This relationship tends to create a more human-scaled and interactive street (when the buildings have been designed with human scale in mind). In downtown Lawrenceville, consideration should be given to locating parking in a manner that emphasizes the importance of pedestrian circulation. The most effective way of achieving this is by placing most, if not all parking, at the rear of the building.

National Main Street Center



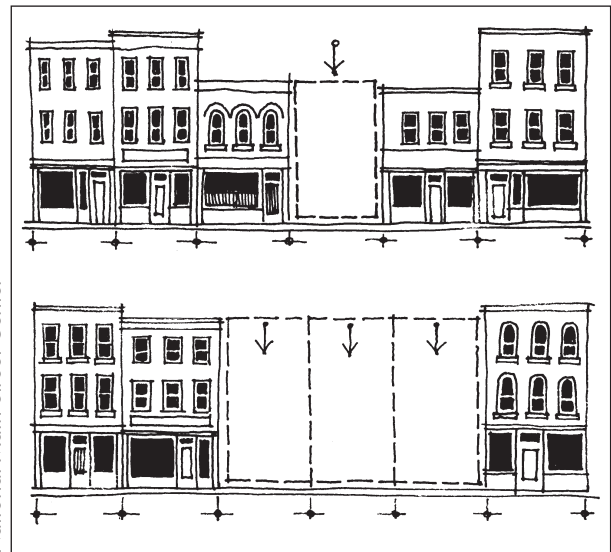
The roof line or building cornice should be similar to those on adjacent structures. The proportion (relationship between height and width) of existing facades should also be respected.

National Main Street Center

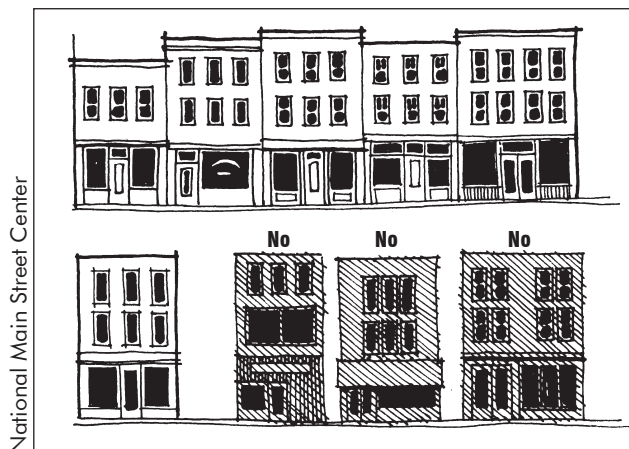


The relationship of building facades along streets should be consistent with those of neighboring buildings. Maintaining this consistency helps to "frame" the outdoor room of the downtown and enhances the pedestrian experience along sidewalks.

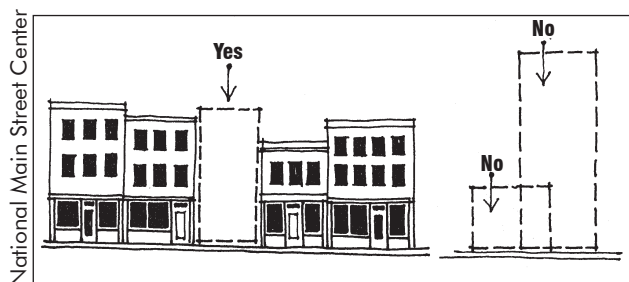
National Main Street Center



A new building should reflect the characteristic rhythm of the facades along the street. If the site is large, the mass of the facade can be divided into a number of small bays.



The composition of facades on infill development should be comprised in a similar manner to those facades on adjacent or nearby buildings.



Buildings in traditional downtowns share a similar height. Infill construction should respect this. A new facade that is too high or low can interrupt this consistent quality.



Compatible infill construction matches the scale, setbacks, and material palette of its context, blending into the urban fabric.

If certain site conditions do not allow for this arrangement, some parking can be placed beside a building as long as it is properly screened from public view.

Building Facades

From an urban design standpoint, the facade or front of a new building is one of the most important components of infill development within a downtown setting. To a large degree, the design of an infill façade should be an outgrowth of its surroundings. If the design of the new façade is based on those of its neighbors, it is sure to be compatible. It should be authentic and should not copy or replicate older facades. In fact, falsely replicating historic features can ultimately detract from the character of the historic district by compromising what is truly authentic and historic.

Building Materials

The goal of new architecture in the historic district is to utilize high quality materials particularly at the pedestrian level. This term “high quality” materials often refers to brick, limestone, granite, terra cotta and glass in new architecture. Wood and cast iron elements may be appropriate in some instances, particularly when a new building needs to complement an adjacent historic structure. As noted earlier, it is important to create authentic facades utilizing durable materials. One way to achieve this is by avoiding any material that is fabricated to look like another material (i.e., precast panels made to look like brick, vinyl imitation stone).

Transparency

When a significant amount of visibility into and out of buildings is desired, particularly at street/sidewalk level, glass is encouraged as a primary component. Not only will this create a more attractive building storefront, the adjacent sidewalk can become a more comfortable and attractive public setting as well. Seeing the activities inside a building, and viewing street life from within a building, creates a dynamic and exciting environment that distinguishes the downtown from suburban areas.

B Appendix

Pedestrians are more likely to enter a business they are visiting for the first time if they are able to see in. If it is a restaurant, they can get answers to the usual questions as they consider entering: Is it crowded? What's the character like? Is it smoky? Are there children? Retail establishments rely heavily on the attraction that results from a potential customer viewing merchandise in the window.

In spite of the logic behind the benefits of transparency between the inside and out, windows all too often are removed from historic structures. They are often reduced in size, shaded with blinds, or heavily tinted. Windows in new buildings are also often specified with little regard to how the design may affect the quality of the street. The cumulative effect of several buildings in a block that have done this is a dead street that feels unsafe and uninviting.

The nighttime appearance of the downtown will also benefit from clear glass at the first floor elevation. Not only will views into the buildings be highlighted, ambient light from inside the buildings will spill onto the sidewalks. This can make sidewalks feel safer and reduces the need to use pole lights for sidewalk illumination. For these reasons, large amounts of clear glass as a first floor component of buildings in the historic district is strongly encouraged. Existing businesses are encouraged to open the shades and remove tinted applications wherever possible.

Mixed Use

Mixed use development is strongly encouraged within the historic district. Mixed use refers to incorporating different uses or activities within a single building or site. This was the historic pattern of development in downtown Lawrenceville, with retail space on the first floor and office, residential, or entertainment uses on the upper floors. Several downtown buildings contain residential uses above street-level retail or office uses while many upper floors remain vacant. An appropriate mix of uses can result in several objectives for a vibrant downtown. Housing above retail can ensure there is life on the street and lights in the windows after retail or commercial establishments close. Residential uses

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“BUILDING FROM LAWRENCEVILLE’S HISTORIC BEGINNINGS”

Lawrence County Historical Society Project Summary

The Lawrence County Historical Society created a project called “Building From Lawrenceville’s Historic Beginnings” as part of the update to the society’s website: www.lawrencelore.blogspot.com. This project’s primary goal is to publish the history of the businesses around Lawrenceville’s historic square with a goal of promoting heritage tourism. Since the city and the Downtown Revitalization organization is also focusing on the restoration and revitalization of the downtown area the historical society felt this project would compliment and strengthen all efforts.

Most of the present buildings were built in the 1910-1920’s but before that, there were other buildings around the square as far back as the 1820’s. This continuity of trade in the county seat needs to be remembered by our present merchants and town planners. Not many communities are fortunate to have a town square, and by presenting the history and by building pride in this downtown area, we hope others will see the promise of the future, superimposed over the past.

A secondary objective, but beyond the Historical Society’s ability, is to show building owners how beautiful the original architecture was under those ‘slipcover’ facades and hopefully convince the owners to restore the facades.

Summary of the Building from “Lawrenceville’s Historic Beginnings” project

- Continually update the site by locating photos and abstracts, and reading old newspapers and city directories to find business histories.
- Work with the schools to provide walking tours for students that will meet Illinois Learning Standards;
- Develop a phone app for city visitors.
- Encourage the city to publicize the site to realtors, both local and national, in order to advise them of the opportunities for new business growth.
- Provide documentation of a historic nature to aid property owners (or the city as a whole) in acquiring possible grants or designations of historic nature.
- Invite an architect or historic preservationist to present a program about the Mesker facades, and other historic features that are prominent in the downtown to educate the community.
- Work with the City/Chamber of Commerce/Merchants to have informative plaques placed on buildings.
- Continue promoting heritage tourism.

The Lawrence County Historical Society provided the above summary.



*Lawrence County Historical Museum
(pictured above)*

The County’s Museum is located on the square in a historic bank building. In the last 4 years, our membership has grown from 11 members to 111, our monthly programs are standing room only, and our local tours are sold out weeks in advance. The Society has just embarked on a capital improvement program to expand the museum and library into an underutilized upstairs space which should bring in more family researchers from out of state.

B Appendix

Internet Resources:

Landmarks Illinois website

- <http://www.landmarks.org/>

Illinois Main Street website

- www.illinoismainstreet.org

National Parks Service website

The National Park Service's (NPS) website containing the Secretary of The Interior's Guidelines for Rehabilitating Historic Buildings.

- <http://www.nps.gov/history/hps/tps/tax/rehabstandards.htm>

The NPS Technical Preservation Services website

- <http://www2.cr.nps.gov/tps/index.htm>

National Main Street Center website

The website for the National Main Street Center is an excellent resource for information about commercial district revitalization and economic development.

- <http://www.mainst.org/>

The National Trust website

- <http://www.nationaltrust.org/>

American Planning Association

The website for the American Planning Association. It includes links to publications about signage.

- <http://www.planning.org/>

Historic Preservation and Disaster Mitigation/ Recovery Resources

- <http://www.preservationnation.org/resources/technical-assistance/disaster-recovery/flood-response.html>

Establishing a Main Street Program

- http://www.preservationnation.org/main-street/resources/public/RMS_Getting-Started.pdf

Publications:

Context-Sensitive Signage Design

An American Planning Association Report available online at

- <http://www.planning.org/signs/>

Historic Building Facades:

The Manual For Maintenance and Rehabilitation by The New York Landmark's Conservancy

A useful reference, available from Main Street.

Historic Preservation - Introduction to Its History, Principles and Practice:

An Introduction to Its History, Principles and Practice by Norman Tyler

A comprehensive introduction to the field. Also available from Main Street.

Signs of a Successful Main Street Presentation:

A slide show available for purchase from the National Trust's Main Street Center that shows how a street's character is defined by the quality of its signs. Includes recommendations on materials and styles.

Funding Opportunities:

- <http://www.landmarks.org/incentives.htm>
- http://www.landmarks.org/heritage_fund_guidelines_application.html
- <http://www.illinois.gov/ihpa/Preserve/Pages/financial-incentives.aspx>
- <http://www.illinois.gov/ihpa/Preserve/Pages/Grants.aspx>
- http://www.landmarks.org/donnelley_preservation_fund.htm
- <http://www.preservationnation.org/resources/find-funding/preservation-funds-guidelines-eligibility.html#UcND9-esh8E>
- http://www.landmarks.org/courthouse_initiative_grants_awarded.htm
- http://blog.preservationnation.org/2013/01/14/find-funding-how-to-apply-for-grants-from-the-national-trust-preservation-fund/#Uwtp5oV1B_R

C: DEMOGRAPHIC ANALYSIS

Demographic profiles are useful for making informed decisions and crafting policies for a community. These reports provide limited, but important, information about communities' populations, housing, and finances. As Lawrenceville determines what course of action to take, its elected officials, community leaders, and citizens may find the included information on population, housing, poverty, and education helpful.

The demographic information for Lawrenceville comes primarily from the US Census Bureau. The Census Bureau conducts the Census of Population and Housing every ten years, and requests information from every US resident on his/her age, sex, race, and housing. The Census Bureau also gathers information on income, employment, home values, and education, among other categories, using the annual American Community Survey, which is sent to about 3 million households per year.

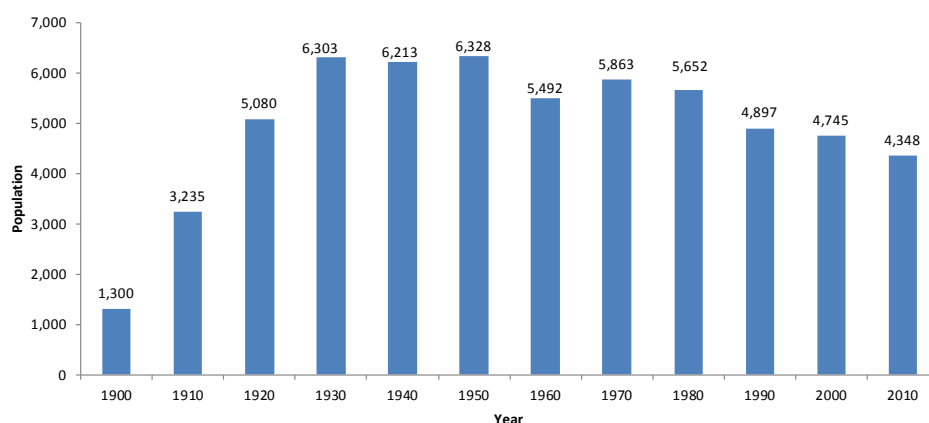
Additionally, this profile includes population projection data from the Illinois Department of Commerce and Economic Opportunity. The Department estimates births, deaths, and departures and arrivals for each county within Illinois. The Department combines these three pieces of data to calculate the total county population for five-year periods. This profile also uses information from the Illinois State Board of Education on graduation rates when discussing educational attainment in Lawrenceville.

Whenever possible, information was collected on Lawrenceville itself. In some cases, however, information was collected on Lawrence County due to a lack of available data on Lawrenceville.

Population

Between 1900 and 2010, Lawrenceville's population fluctuated between 1,300 and 4,348 people. The population grew rapidly between 1900 and 1930 and remained relatively steady for twenty years, before shrinking greatly after 1950. Since 1950, the population of Lawrenceville has decreased by 31.3%.

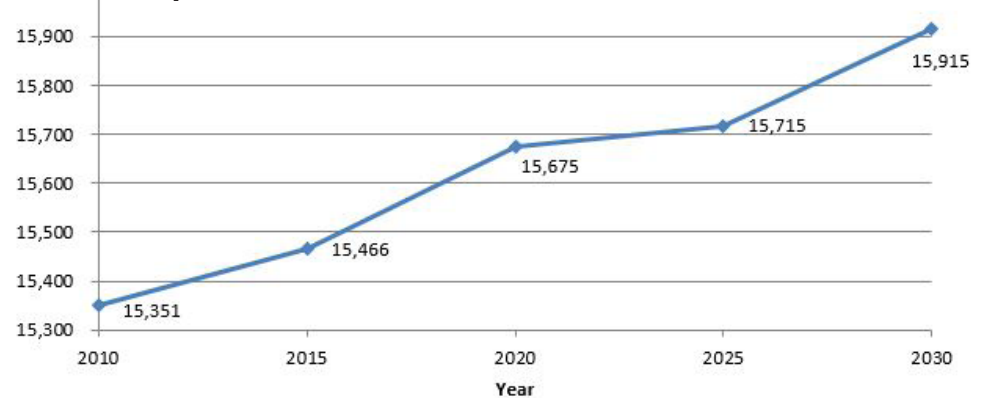
Population of Lawrenceville



Source: US Census Bureau, Census of Population and Housing

While information on Lawrenceville's future population growth is not available, the Illinois Department of Commerce and Economic Opportunity predicts that Lawrence County will grow by only 3.7%, from 15,351 residents to 15,915 residents, between 2010 and 2030.

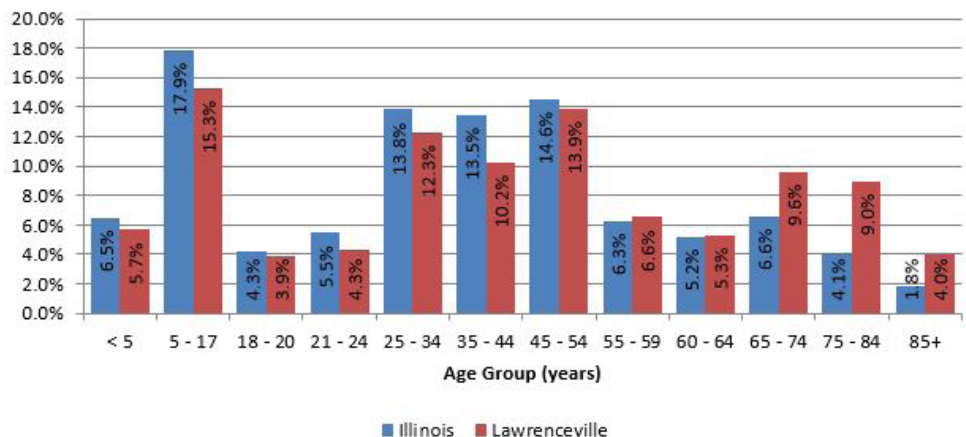
Projected Population of Lawrence County



Source: Illinois Department of Commerce and Economic Opportunity, County Population

As the graph and table below show, 56.5% of Lawrenceville's population is between the "working" ages of 15 and 65. This is smaller than the state figure of 63.1%. Additionally, 36.4% of Lawrenceville's population is between the "prime working" ages of 25 and 54, compared to the Illinois figure of 41.9%. Lawrenceville also has a greater percentage of its population between the "older" ages of 65 and above (22.6%) compared to the state (12.5%). Between 2000 and 2010, Lawrenceville's median age decreased slightly from 43.9 years to 43.5 years. Lawrenceville's median age, however, remains greater than both Lawrence County's and Illinois's. The graph below shows the graduation rates for four year cohorts in

Population Age Distribution



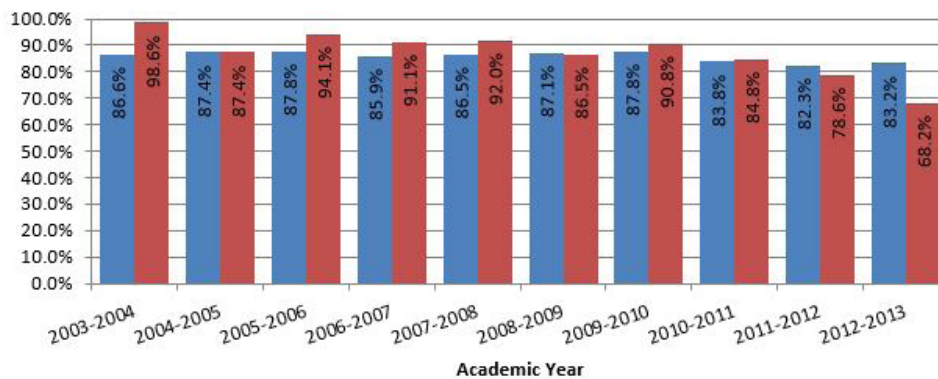
Median Age (Years)

Year	Lawrenceville	Lawrence County	Illinois
2000	43.9	40.8	34.7
2010	43.5	39.7	36.6

Source: US Census Bureau, Census of Population and Housing

Community Unit School District 20 over the past ten school years. The district's graduation rate has fluctuated in this time period from 68.2% in the most recent school year to 98.6% in 2003-2004. Since 2003-2004, it has been close to or outpaced the state's overall graduation rate with the exception of the last two academic years where the district saw sharp drops. The graduation rate for 2011-2012 was 6% lower than that for 2010-2011, and the rate for 2012-2013 was more than 10% lower than 2011-2012. If this is the beginning of trend or pattern, it will certainly need to be analyzed and addressed.

High School Graduation Rates

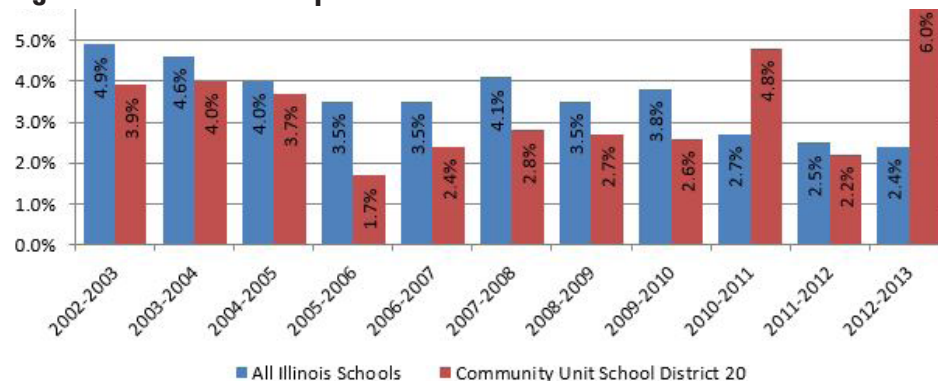


Source: Illinois State Board of Education, Center for Performance

The graph below shows Lawrenceville's high school dropout rates compared to the state's rates over the same ten-year period. Dropout rates are calculated annually by finding the proportion of the student body that dropped out of school in each academic year. Unlike graduation rates, dropout rates for a given year include all students in the 9th through 12th grades who dropped out in that year. For example, the 3.5% overall Illinois dropout rate in 2005-2006 refers to all those high school students who started 9th, 10th, 11th, or 12th grade in 2005-2006 and dropped out before the end of the school year. Dropout rates can unevenly affect multiple four year cohort graduation rates depending on which grades sustained the most dropouts.

Over the period covered in the graph below, Community Unit School District 20 has had a lower dropout rate than the state from 2002-2003 to 2009-2010.

High School Annual Dropout Rates

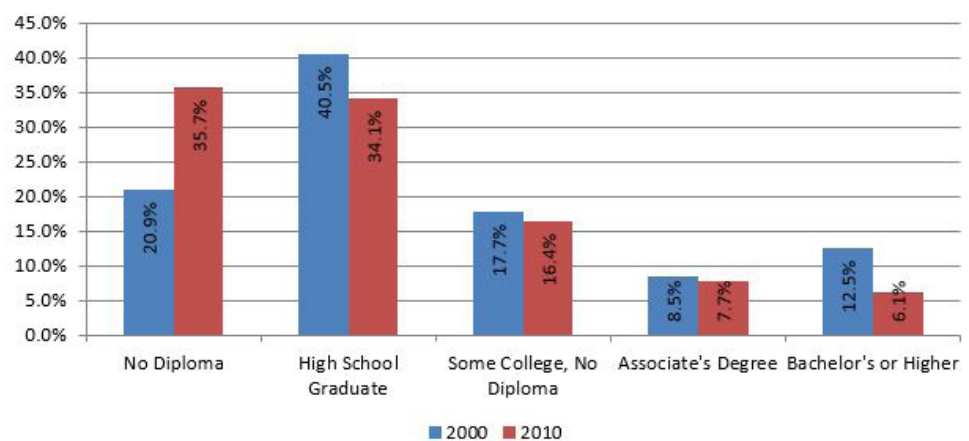


Source: Illinois State Board of Education, Center for Performance

However, the district's dropout rate spiked in 2010-2011 and 2012-2013 where it more than doubled the state rate. This obviously correlates with the lower graduation rates noted in 2011-2012 and 2012-2013 on the graph on the previous page.

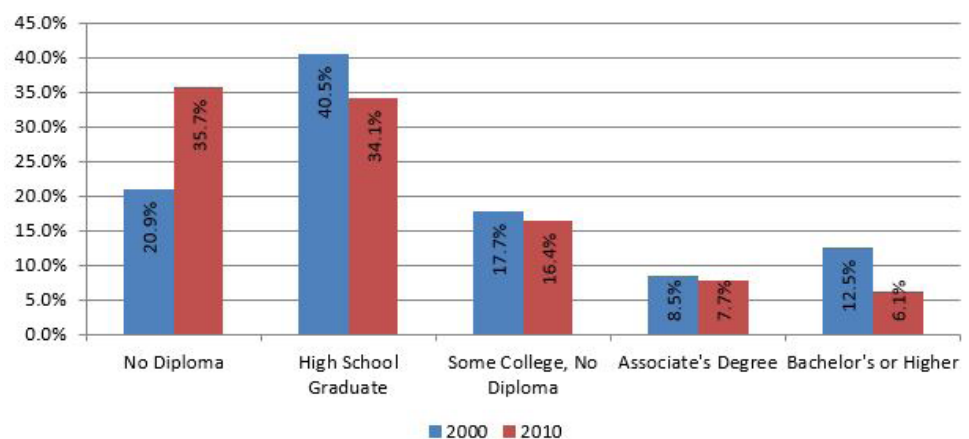
Additionally, the Census Bureau provides information on the education of Lawrenceville and Illinois residents age 25 and older. Between 2000 and 2010, the percentage of Lawrenceville residents without a high school diploma increased by about 15%. The percentage of Lawrenceville residents with a Bachelor's degree decreased by more than 6% in the same time period. This trend is opposite to that of the state of Illinois, where the percentage of residents without a high school diploma dropped by almost 5% while the percentage with a Bachelor's degree increased by 4.3%. The percentage of Lawrenceville residents with an Associate's degree decreased between 2000 and 2010 and is very close to the state percentage. As of 2010, Lawrenceville significantly trailed the state in the percentage of adults with a Bachelor's degree or higher (6.1% vs. 30.3%).

Lawrenceville Educational Attainment



Source: US Census Bureau, Census of Population and Housing, 2006-2010 American Community Survey 5-Year Estimates

Illinois Educational Attainment



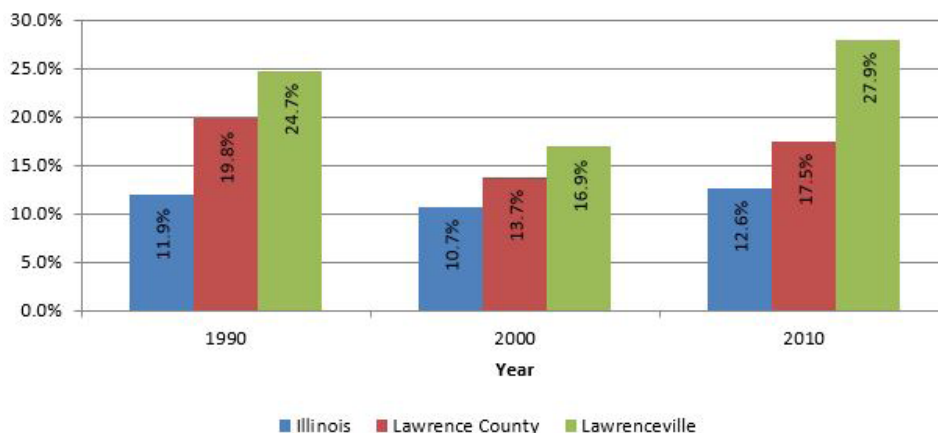
Source: US Census Bureau, Census of Population and Housing, 2006-2010 American Community Survey 5-Year Estimates

Poverty

To determine the number of impoverished people in the US, the Census Bureau calculates poverty thresholds each year by adjusting dollar figures from 1982 for inflation. All individuals whose total family income falls below the relevant threshold are considered to be in poverty, meaning they cannot afford to meet their basic needs. The poverty thresholds, though, are averaged across the entire country; they do not reflect differences in the cost of living or the price of goods and services. As such, poverty figures may overestimate or underestimate the number of people who actually cannot afford basic necessities.

As shown below, since 1990, Lawrenceville has had a greater percentage of its population in poverty than either Illinois or Lawrence County. The percentage of Lawrenceville residents in poverty grew closer to the Illinois and Lawrence County figures between 1990 and 2000, but has increased by more than 10% over the last decade. While Lawrenceville had a poverty rate 6.2% higher than the state in 2000, the city now has a poverty rate 15.3% greater than the state and 10.4% greater than the county.

Percent of Individuals Below Poverty Line

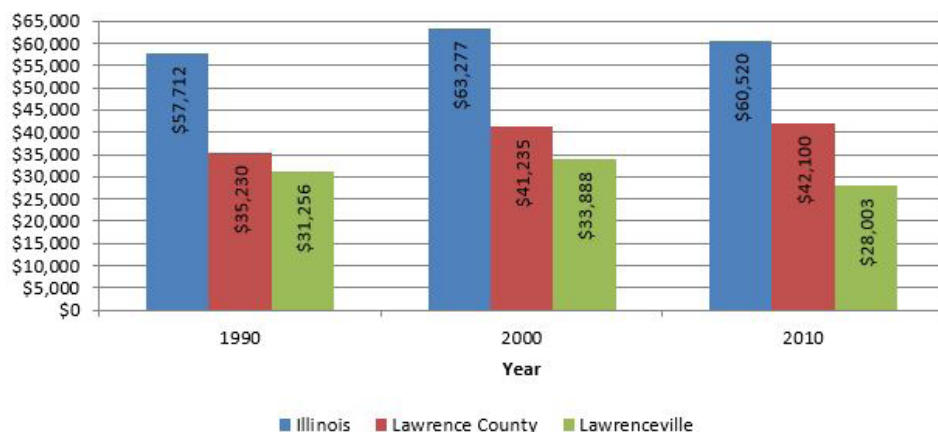


Source: US Census Bureau, Census of Population and Housing, 2006-2010 American Community Survey 5-Year Estimates

Income

Lawrenceville has consistently had a lower median income than the state or county. Over the last ten years, it has significantly decreased by over \$5,000, certainly due to the recent recession. Both the state and county have also seen median income decreases in the same time period. These values for median household income were adjusted for inflation at 2013 levels, meaning they are directly comparable across years.

Median Household Income (2013 US Dollars)



Source: US Census Bureau, Census of Population and Housing, Census 2000 Demographic Profiles, 2006-2010 American Community Survey 5-Year Estimates. Data adjusted for inflation using Bureau of Labor Statistics' CPI Inflation Calculator

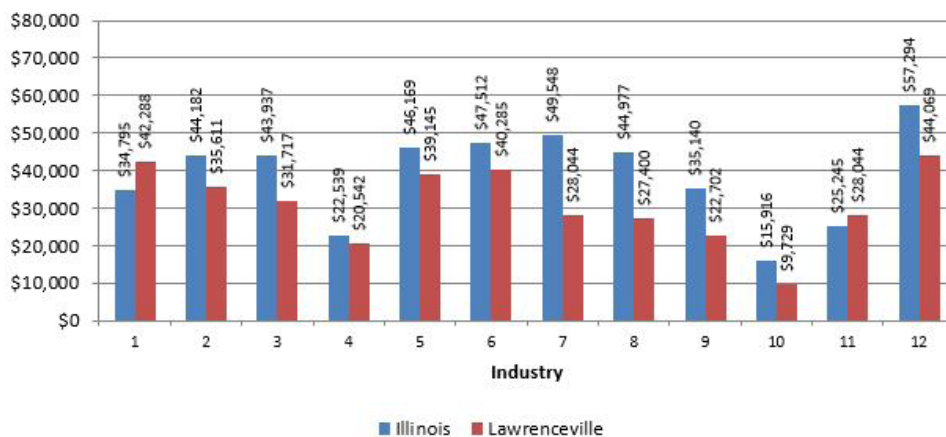
Employment

Lawrenceville's employment distribution is an important consideration in potential development projects. As represented in the chart below for 2010, Lawrenceville's median earnings trailed the state in all but two categories:

- Agriculture, forestry, fishing and hunting, and mining
- Other services, except public administration.

The plurality (22.6%) of employed residents work in education, healthcare, and social assistance, though their median income is more than \$12,000 less than the state's. Furthermore, only 25.4% of Lawrenceville residents age 16 and older were in the labor force in 2010, meaning they were employed or seeking work.

Median Earnings By Industry (2013 US Dollars)



Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates. Data adjusted for inflation using Bureau of Labor Statistics' CPI Inflation Calculator

Industry Key:

1. Agriculture, forestry, fishing and hunting, and mining
2. Construction
3. Manufacturing
4. Retail trade
5. Transportation and warehousing, and utilities
6. Information
7. Finance and insurance, and real estate and rental and leasing
8. Professional, scientific, and management, and administrative and waste management services
9. Educational services, and health care and social assistance
10. Arts, entertainment, and recreation, and accommodation and food services
11. Other services, except public administration
12. Public administration

On average, employed Lawrenceville residents travel 17.4 minutes (one way) to get to work. About 70% of them work in Lawrence County or elsewhere in Illinois, while the remaining 30% commute outside of the state for their jobs.

Lawrenceville Community Patterns

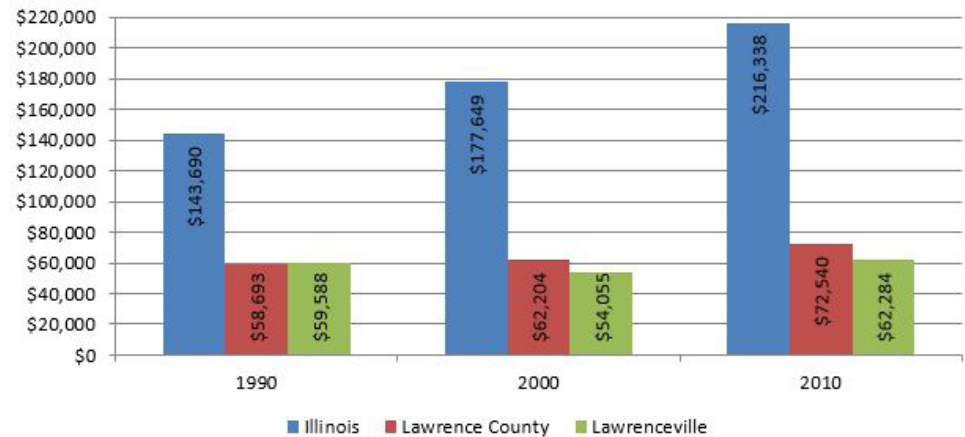
Mean Travel Time to Work	17.4 minutes
Percent of Population Working in Lawrence County	63.3%
Percent of Population Working outside Lawrence County	7.5%
Percent of Population Working outside Illinois	29.2%

Source: US Census Bureau, 2006-2010 American Community Survey 5-Year Estimates

Housing

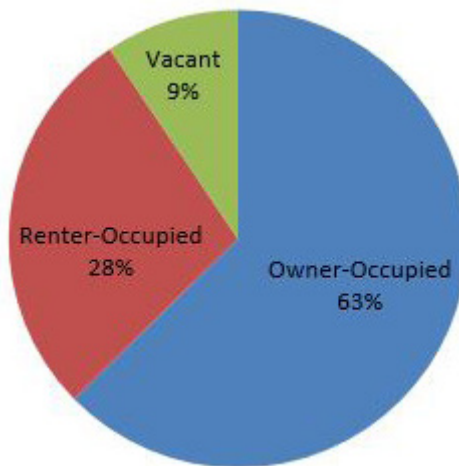
As mentioned above, Lawrenceville has a lower median household income than both Illinois and Lawrence County. Consistent with that finding, it also has a lower median owner-occupied home value. Lawrenceville's median home value stayed relatively constant (when adjusted for inflation) between 1990 and 2010, ranging between \$54,055 and \$62,284. Home values for Lawrence County and Illinois rose over the same period, but the gap between the state on the one hand and the city and county on the other has significantly increased. Lawrenceville also has a higher proportion of vacant and renter-occupied dwellings than Illinois or Lawrence County, which is consistent with an economically distressed area.

Median Housing Value (2013 US Dollars)

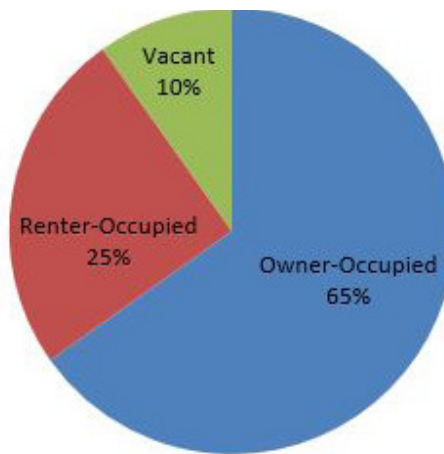


Source: US Census Bureau, Census of Population and Housing, 2006-2010 American Community Survey 5-Year Estimates. Data adjusted for inflation using Bureau of Labor Statistics' CPI Inflation Calculator

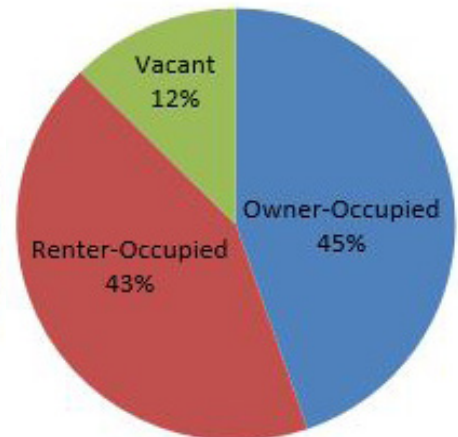
Illinois Housing Distribution



Lawrence County Housing Distribution



Lawrenceville Housing Distribution



Job Creation

Lawrence County lost a lower percentage of manufacturing jobs relative to the nation over the last ten years. This is somewhat positive since the county also has a location quotient over 1 for this sector, indicating a higher concentration of manufacturing jobs than the nation. On the other hand, they had nearly a 10 percent job loss overall, primarily in those very sectors of the new economy that are driving the national recovery. These knowledge and information based sectors include: Information, Professional and business services, financial activities, Education and health services, and other services. Although the community had a gain in Professional and business services, it was a third less than the nation.

Percentage Change In Employment (2002-2012)

Industry	U.S.	Lawrence Co
Base Industry: Total, all industries	2.85%	-9.78%
Natural resources and mining	19.63%	49.65%
Construction	-16.41%	-31.75%
Manufacturing	-21.73%	-10.03%
Trade, transportation, and utilities	0.05%	-17.05%
Information	-20.43%	-47.37%
Financial activities	-2.59%	-33.62%
Professional and business services	12.22%	8.47%
Education and health services	26.44%	-13.49%
Leisure and hospitality	14.53%	40.40%
Other services	7.13%	-26.98%
Unclassified	-16.67%	NC
(NC) Not Calculable, the data does not exist or it is zero		
<i>US Department of Labor, Bureau of Labor Statistics</i>		

MAJOR AREA EMPLOYERS 2012

Industries: (Manufacturers & Service Providers)*Number of Employees

Business	Sector	Employees
Automotive Technology Systems, LLC (Lawrenceville)	Manufacturers & Service Providers	486
Lawrence Correctional Center, (Sumner)	Government	460
Golden Rule Insurance Co., (Lawrenceville)	Manufacturers & Service Providers	213
United Methodist Village, Inc., (Lawrenceville)	Healthcare Facilities	210
LHS - Community Unit School District #20, (Lawrenceville)	Educational Facilities	186
Lawrence County Memorial Hospital, (Lawrenceville)	Healthcare Facilities	172
RHHS - Community Unit School District #10, (Bridgeport)	Educational Facilities	165
Rucker's Wholesale & Service Co., (Bridgeport)	Manufacturers & Service Providers	160
Wal-Mart, (Lawrenceville)	Retail/Commercial Businesses	148
AgriGold Hybrids, (St. Francisville)	Manufacturers & Service Providers	125
Kauffman Engineering, Inc., (Lawrenceville)	Manufacturers & Service Providers	118
Lawrence Community Healthcare Center, (Bridgeport)	Healthcare Facilities	115
Rex Energy, (Bridgeport)	Oil Companies	106
Lawrence County Health Department (Lawrenceville)	Healthcare Facilities	86
United Methodist Village – North Campus, (Lawrenceville)	Healthcare Facilities	80
Pioneer Oil, (Lawrenceville)	Oil Companies	65
Lawrence County	Government	53
Joule Industrial Contractors (Lawrenceville)	Manufacturers & Service Providers	50
McKim's IGA, (Lawrenceville)	Retail/Commercial Businesses	40
Tracy Electric, (Lawrenceville)	Retail/Commercial Businesses	35
Moore Brothers Contractors (Bridgeport)	Manufacturers & Service Providers	31
Weston's Lawn Equipment Sales & Service (Lawrenceville)	Retail/Commercial Businesses	30
City of Lawrenceville	Government	28
Ambraw Asphalt (Lawrenceville)	Manufacturers & Service	25

King's Great Buys Plus (Lawrenceville)	Retail/Commercial Businesses	21
Sheehan Pipeline Co., (Lawrenceville)	Oil Companies	21
Wagner-Smith Equipment Co., (Lawrenceville)	Manufacturers & Service Providers	19
Lawrenceville Central Cigar & Candy Co., (Lawrenceville)	Retail/Commercial Businesses	17
Albright Motor Co., (Lawrenceville)	Retail/Commercial Businesses	16
Gray Wholesale, Inc. (Lawrenceville)	Retail/Commercial Businesses	15
Peoples State Bank (Sumner & St. Francisville)	Financial Institutions	15
City of Bridgeport	Government	13
Mid-American Air Center (Lawrenceville)	Manufacturers & Service Providers	11
Bank of Lawrence County (Bridgeport & Lawrenceville)	Financial Institutions	11
Leggitt Lumber Co., (Bridgeport)	Retail/Commercial Businesses	10
City of Sumner	Government	10
Lawrenceville Banking Center (Lawrenceville)	Financial Institutions	10
ACE Hardware, (Lawrenceville)	Retail/Commercial Businesses	9
Neal Tire, (Lawrenceville)	Retail/Commercial Businesses	9
Bowler Performance Transmission, (Lawrenceville)	Manufacturers & Service Providers	8
Rucker's Makin' Batch Candies, Inc., (Bridgeport)	Manufacturers & Service Providers	8
First Financial Bank (Lawrenceville & Sumner)	Financial Institutions	8
Hoke's Body Shop (Lawrenceville)	Retail/Commercial Businesses	7
Peoples State Bank (Lawrenceville – formerly First Bank)	Financial Institutions	7
Lawrence/Crawford Enterprises, (Lawrenceville)	Manufacturers & Service Providers	6
Heritage State Bank (Lawrenceville)	Financial Institutions	6
Old National Bank (Lawrenceville)	Financial Institutions	6
First Bridgeport Banking Center (Bridgeport)	Financial Institutions	4



RATIO

Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning & Design
Graphic Design

D: GENERAL APPENDIX

MEETING SUMMARY

Project:	Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan
RATIO Project No.:	13081.000
Date/Time:	September 17, 2013, 2:00 PM
Purpose:	Project Kickoff with Steering Committee
Participants:	Chris Winkles, Wendell Stevens, Matt Pargin, Roxana Schultz, John Kitchell, Jack Campbell, Dan Stanescu, Mayor Don Wagner, Michael Mefford, Mark Griggs, Courtney Yost, Brady Rice, Doug Florkowski, Judy Seitzinger, Jackie Turner (RATIO), Aaron Kowalski (RATIO), Brian O'Neill (SDG), Shelia McKinley (CBBEL), Kenny McDaniels (BFW)

Welcome & Introductions:

Aaron Kowalski, Project Director introduced the RATIO Team engaged to prepare the new Comprehensive Plan and Pre-Disaster Mitigation Plan for the City of Lawrenceville. The Team consists of: Aaron Kowalski, Urban Planner, RATIO, Jackie Turner, Senior Planner, RATIO, Brian O'Neill, Economic Development Specialist, SDG, Shelia McKinley, Hazard Mitigation, CBBEL, Kenny McDaniels, Civil, and BFW. The Teams roles were also described and include planning and urban design, economic development and market analysis, hazard mitigation, and civil engineering.

The steering committee was introduced and presented a contact sheet (see attached) and informational packet. RATIO introduced comprehensive planning and pre-disaster mitigation planning to City officials and the steering committee. The project schedule (see attached) was then discussed with major milestones described as the following:

- Sept. 17, 2013 – Kick-Off Meeting
- Early October – Public Workshop
- Jan. 1, 2014 – 1st draft * extension to grant will need to be pursued by the planning committee/City staff if warranted.
- Late April – Adoption/Completion

Issues Mapping Exercise:

The RATIO Team then engaged the steering committee to participate in an exercise to map issues. Participants were each given post-it-notes and directed to answer the following questions on the post-it's:

- List one item you like about Lawrenceville?
Like
 - State of the art water treatment plant
 - It's home – spring & fall it's pretty
 - Small town atmosphere x2
 - Size of community (get to know everyone)
 - Family history
 - Friendly people
 - High school & athletic facilities x3
 - City parks, fantastic x3
 - Hospital, Emergency room
 - Clean city x2
 - Low crime rate
 - Growing downtown x2
- List one thing you would want to change about Lawrenceville?
Want to Change
 - Public transportation
 - Clean up eyesores, Witco property
 - Vacant & dilapidated structures x3
 - People living in severe poverty
 - Need for vocational education
 - More variety of restaurants x2
 - Some of the old way of thinking. It's 2013, we're not in 50s anymore
 - That people would be more open to change which would lead young people to staying in town- would include employment opportunity
 - Economy

RATIO Architects, Inc.
RATIOarchitects.com

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Indianapolis, IN Champaign, IL Raleigh, NC Chicago, IL www.RATIOarchitects.com

- Individuals' viewpoints about Lawrenceville
 - People go back to being proud of city and its appearance
 - Improve ordinance enforcement
- List any natural hazards that are present in Lawrenceville?
- Hazards
- Flooding x8
 - Earthquakes x4
 - Drug abuse
 - Tornado
 - Potential loss of healthcare facilities
 - Hotel Lawrence

RATIO then led an exercise with the steering committee to map issues. Each table (4) was given a large aerial map and markers and asked to map the following issues.

Issues Discussed

- Streets & Highways
- General Appearance
 - Need to improve unwholesome environments and derelict properties
- Economic Health of the community
 - Affluence and Population Decrease
- Health
 - Aging Community
 - Kids Have nothing To Do
 - Drug Problem
 - Health affects for those who worked at the refinery?
- Hazards
- Critical Infrastructure
 - Police
 - Fire
 - Utility
 - Hospital
 - Schools
- Land Uses
 - Housing
 - Commercial
 - Industrial
 - Downtown
 - Parks & Open Space

Ratio then led an exercise designed to characterize the appropriate approach for public input to best suit the City's needs.

Summary

- Stakeholders were identified.
- Stakeholder meeting and location was set (Thurs. Oct. 3 – 6:00pm, City Hall)
- The group determined that the best day and time for the next steering committee could be during the day as that time worked for most participants.
- CommunityCollaborate.com, Email, Newspaper, and WAKO Radio were determined to be the best forms of outreach.

RATIO has summarized general comments/notes from the Kick-off Meeting below:

Summary

- The RATIO Team will check with Lawrence County regarding new aerials that would show schools, new development and roads, the industrial park, and airport. The RATIO Team will also contact the County regarding any other GIS/Mapping information especially concerning floodplain/floodway and critical infrastructure, road and parcel.
- The airport is a bi-state authority and is controlled by both Illinois and Indiana. The airport is a designated free-trade-zone which encourages industry and distribution centers. The Lawrenceville police have jurisdiction over the airport and the City provides the airport drinking water(?).

- The Airport and Industrial Park east of Lawrenceville are both in Lawrence County. Several residential developments east of the City are served by municipal water (septic sewer) and in the county also.
- There was some attention paid towards redevelopment opportunities on the west side of the City.
- US 50 is planned to be 4 lanes within 5 years from Vincennes to Bridgeport (major distribution center).
- Most residents work outside of the City (Bridgeport – distribution, Robinson – oil and natural gas, the industrial park – subsidiary of Toyota, and in Vincennes. Residents who work in Lawrenceville are employed in small businesses, United Healthcare, Walmart, the schools, and Hospital.
- Lawrenceville has several Tax Increment Financing (TIF) districts (see summary map) including a housing TIF. Approximately \$200,000 in bonds are still owed, the TIF generates approximately \$25,000 yearly so it will take a minimum of eight years to amortize the bond.
- There are many underutilized properties and areas ripe for redevelopment (see summary map) including the following:
 - South Gateway
 - Downtown
 - Old High School
 - Refinery – Outside of City Limits (Superfund site). Potential Solar Power Plant or Golf Course... Think outside of the box.
 - Properties in the neighborhood between 3rd and 12th (or 5th and 11th) The Streets (12th and the old North/South Rail (name?)) is described as a barrier that historically separates the more affluent west side from the less affluent east side. Much of the east side is prone to flooding (see attached summary map).
 - Property at 12th and Washington (fire station?).
 - Research the Main Street program in regard to Lawrenceville.
 - The downtown revitalization group is working on a Plan and has offered façade grants in the past. This group also focuses on streetlights and sidewalks (roads and sidewalks need work).
- Indian Creek on the east side of the City is tributary to the Embarras River. Indian Creek and another unnamed drainage ditch are being monitored as part of environmental cleanup taking place at the former refinery site south of the City. The brownfield which exists on the refinery property is in the process of being cleaned up.
- Flooding and Earthquake were identified as the largest hazards affecting the community, it is noted that an emergency transportation plan is needed as “you can’t leave the City without crossing a bridge”.
- The school bus barn is located near the old High School, across the City from the new schools built on the west side.
- Frontier Community College is located in Lawrenceville at St. Lawrence Church. There are four schools within 20 miles that offer higher educational opportunities (Vincennes, Mt. Carmel?).
- Regarding the 2008 flood, primarily the eastern portion of the City (that lies within the floodplain was affected) except for issues with water due to a broken water main in the embarras river which caused sewage to infiltrate into the City’s drinking water. The City conducted a formal inventory of loss following the flood and received approx. \$200-\$500,000 in flood relief. The county has an disaster plan that the Team should obtain.
- The Team should also obtain the 1980’s Comprehensive Plan and Zoning Ordinance (updated 2011), and Zoning Map (updated yearly).
- The Hospital is identified as a “Critical Access Hospital”, even though the hospital is relatively new (surgery and trauma center) it should be noted that steps should be taken to ensure it remains open in the community.
- A hotel at US 40 and SR 1 interchange would do well as all hotels are in Vincennes, IN.

Any additions or corrections to this summary should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, this summary stands as correct.

Respectfully submitted,

Aaron Kowalski.
Urban Planner

cc: Jackie Turner, Senior Planner
Meeting Attendees (see summary header)
RATIO Architects, Inc. project file



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Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning & Design
Graphic Design

MEETING SUMMARY

Project:	Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan
RATIO Project No.:	13081.000
Date/Time:	October 3rd, 2013, 6-7:30 PM
Purpose:	Public Visioning Workshop
Participants:	Chris Winkles, Wendell Stevens, , Roxana Schultz, Mayor Don Wagner, Courtney Yost, Brady Rice, Judy Seitzinger, Donna Burton, Steve Anderson, Marilyn Wagner, Arista Penton, Roger Wright, Elissa Davis, Joanne Spritch, Charlie Gillesipe, Victor Fritch, Aaron Kowalski (RATIO), Brian O'Neill (SDG), Shelia McKinley (CBBEL), Kenny McDaniels (BFW)

Welcome & Introductions:

Aaron Kowalski, Project Director welcomed the public and introduced the RATIO Team engaged to prepare the new Comprehensive Plan and Pre-Disaster Mitigation Plan for the City of Lawrenceville. The Team consists of: Aaron Kowalski, Urban Planner, RATIO, RATIO, Brian O'Neill, Economic Development Specialist, SDG, Shelia McKinley, Hazard Mitigation, CBBEL, Kenny McDaniels, Civil, and BFW. The Teams roles were also described and include planning and urban design, economic development and market analysis, hazard mitigation, and civil engineering.

The meeting agenda and format was also explained and is available along with the presentation on CommunityCollaborate.com.

Aaron Kowalski (RATIO) then gave a brief presentation introducing the process, project schedule, and comprehensive planning. Highlights include:

- CommunityCollaborate.com
- Explanation of what goes into a Comprehensive Plan and Pre-Disaster Mitigation Plan. (Key topics: land use, community character, demographics, economic development, downtown, transportation & infrastructure, hazard mitigation, and parks, and recreation).
- Explanation of purpose. Understand the community's vision and goals. (Key tenets: present the big picture and state the vision, involve the citizenry, guide regulation and public investment, give direction, protect the community, hazard mitigation tools/funds).
- Reviewed previous planning efforts and reports.
- Sustainability, tailored community engagement, integrated hazard mitigation, healthy living & wellness principles, local, regional & global perspective. These plans are created in accordance with Illinois State Statute and planning best management practices and are highly implementable (Strategies: funding and financing mechanisms, business recruitment, capital improvements plan, future land use / thoroughfare plans, framework plans, foundation to update zoning map, pre-disaster mitigation) and measure success (Measurements: establishing responsibilities and priorities, annual evaluation, pre-disaster mitigation, crosswalk, implementation matrix) .

Brian O'Neill (SDG) gave a presentation on key demographic findings within Lawrenceville. This information is based from 2010 US Census and 2011 American Communities Survey data. The demographics snapshot points to several realities within Lawrenceville which suggest the community is struggling in several key areas. Kenny McDaniel (BFW) followed with short presentation on infrastructure and utilities, and the type of analysis and information that goes into a comprehensive plan Then Shelia McKinley (CBBEL) gave a short presentation on pre-disaster mitigation planning which detailed natural hazards identified within Lawrence County Illinois, requirements of a PDMP/MHMP, an outline of mitigation funding eligibility, and the disaster life cycle (respond, recover, mitigate, prepare), the planning process (critical facilities, natural hazards, risk and vulnerability assessment (direct and indirect effects), mitigation goals and practices, an implementation plan, and plan maintenance.

Aaron Kowalski (RATIO) explained the community engagement process and information about CommunityCollaborate.com

Members of the public took a Community Visioning Survey (see attached results) and were then asked to map positive assets. The RATIO Team then engaged the public to participate in a mapping and small group discussion exercise. A member of the RATIO Team sat at each table with the public and assisted facilitating the discussion and mapping within the community (results follow).

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Indianapolis, IN Champaign, IL Raleigh, NC Chicago, IL www.RATIOarchitects.com

Positive assets are:

- The People – we heard time and time again that the community is engaged, and is ready and willing to help improve the community.
- New schools, new superintendent – we heard that schools are improving; the new administration is working to make positive improvements. The schools offer great amenities such as a new football facility.
- A downtown that is historic and intact (Abraham Lincoln spoke at the steps of the courthouse in 1873) – an active historical society and downtown organization focused on action and improvement is also an asset.
- Road, rail and air access/infrastructure – key to any future industrial and/or employment centers.
- Parks, Cemeteries, and Natural Areas - For a City the size of Lawrenceville to have such amenities is great for all residents. Lawrenceville has one of the finest cemeteries in the state.
- Residents wanted to highlight the fact that despite the adverse economic and demographic data, Lawrenceville's biggest asset is its people.
- The community is in dire need of good jobs to help support the residents and the tax base.
- Lawrenceville, "A nice place to live."
- The holistic manmade and natural history of Lawrenceville is rich – potential for tourism stemming around historic sites and/or natural sites (nature preserve planned for southern portion of the former refinery property. That property also has historic resources.
-

Issues and Problem Areas:

- Housing on the east side of the City is for the most part in poor condition, much is prone to flooding/standing water, and is otherwise degraded. Housing on the south side of Town is similarly in decline.
- The southeast end of the City is in particular disrepair with poor housing stock, environmental contamination and the perception that it is unsafe. Wishnick Park is underutilized partially due to that reason and partially due to a legacy of it being near the refinery. The property to the east of Wishnick Park is within the City and is part of the old Indian Refinery needing remediation.
- Sidewalks throughout the City are in need of replacement and repair. The City has instituted a plan to replace sidewalks that lead to the schools; still residents felt like the sidewalks were an issue and an issue that is too fragmented to map.
- Other issues included the need for a hotel with convention space for the travelers, residents, the hospital, and major employers to utilize. Currently the nearest hotel is in Vincennes.
- The several old, shuttered schools found on the north end of the City off of 10th street, and the two old school buildings in the middle of the City off of 12th Street are seen as an issue that residents would like to find a solution for. Many stated that it is a shame that buildings with such history and importance that have stood the test of time are now shuttered.
- Another issue is education and workforce – it was described that anyone with the means to get an education either leaves and never returns, and returns only when family ties bring them back. The school systems have good facilities, but have suffered greatly from funding cuts. The vocational school is now closed which is a problem (was sponsored in part by the Ladner family) so there is virtually no opportunity for workforce development training/retraining especially in the vocational trades.
- Downtown suffers due to many residents being poor, and only being able to cover basic necessities. Downtown has also suffered as a result of big box stores.
- Crime especially when linked with residents who have substance abuse issues is a problem in the community. That coupled with several generations of poverty does not lend to people being able to "pull themselves up and out".
- When development does occur it is fragmented, and at times not well planned.
- The City could achieve a "quick win" by having a quarterly – "Clean Lawrenceville" campaign. The problem though is people do not set things out for trash on heavy trash day as it is.
- A problem in the community is a lack of pride. Many people are a product of multiple generations of poverty and do not have the ability to keep their homes as nice as they would like.
- Much of the population is aging rapidly. Young people are moving out if they can – so you do not have many new families moving in.
- Nothing for kids to do after school except in the summer when they can go to the park/pool.
- The community needs to work with local and state law enforcement to tackle the methamphetamine problem.
- Many rental properties exist on the east side of the City. Much absentee landlordism.

Potential for Annexation/Industry

- Residents felt that if the City were to grow it should first look towards TIF areas on the west side of the City where there has already been some momentum and recent investment. There is a keen interest and need in attracting an employment center.
- It was mentioned that more companies are interested in rail so there may be some opportunity in the future once the former refinery site is fully “cleaned up” to attract some sort of manufacturing, or other rail dependent industry (solar field was mentioned, also industries ancillary to fracking were mentioned).
- There was some interest in conducting some “housekeeping” to annex several islands throughout the City that are provided the benefits of City infrastructure (roads etc.), but are unincorporated.
- There was also some interest in conducting a study to determine if the industrial area near the airport could be annexed.

Potential for Redevelopment:

- Given the momentum to improve and revitalize downtown many people felt that this area should be strengthened and revitalized.
- The three vacant school buildings (mentioned before) and the old vocational schools are named as prime areas that might be able to be redeveloped.
- The east end of the City (roughly between Lexington Street on the north, Hickory Street on the south, 3rd Street on the east and 6th Street on the west should be evaluated. Many of the homes in the area are vacant, unsafe, prone to flooding impacts, and otherwise degraded. The property in the floodplain nearest the former refinery property should potentially be vacated and used as open space. Then infill development could fill in the areas throughout City in need of revitalization and redevelopment. A similar strategy could be used on the south side of the City near the refinery (Crackle?)
- The “Methodist Home” property on the west end of the City is historic, attractive and yet the historic portion of the building is underutilized. This could be a potential redevelopment area.
- It is a desire of many residents that the former refinery site be annexed and redeveloped. It is a huge site, all owned by one party. The hope is that there will be some redevelopment funds available for that site post cleanup. The old turnhouse building at the refinery will eventually be turned over to the City for an unspecified use.

Areas Impacted by Flooding:

- The east side of the City in the blocks between 3rd Street on the east, 5th Street on the west, Collins Ave. on the north, and Hickory Street on the south are impacted by flooding. The conditions of the levy on the north and east sides of the City are unknown at this time and will require further study by the Team. The old high school football field floods. Some areas near the new high school similarly flood.
- When looking at flooding it is important to look at the historic route of the Embarrass River. The Army Corps of Engineers re-routed the river in the last (century?). It is also important to note that much of the flooding east of the City is due to backflow from the Wabash River.
- Storm sewers and ditches in the City had not been maintained for many years. The City now has a program to clean out and repair that infrastructure. Already this has resulted in decreased localized flooding.

Transportation

- Infrastructure throughout the City is in relatively good condition (with US 50 being the major carrier of people between Lawrenceville east to Vincennes, IN and to all points west. SR 1/15th Street is considered a major arterial road and a vital link to nearby Bridgeport and south to Mt. Carmel, US 50 – Business Route/State Street is also considered an arterial through the City and connects to jobs in Robinson to the north. 12th street would be considered a north/south collector. Porter Avenue (angled street) also is a collector. Lexington Street is an east/west collector. When school is in session Cedar Street is busy and is also considered a collector. James Street is utilized heavily as a collector which connects neighborhoods to retail, schools, and to State Street. Washington Street is also used by many people to cross the City and is a collector.
- 10th street was formerly a major north/south route in and out of the City. Due to a vehicle/bridge conflict this route no longer continues over the river. This connected to 1110N which was a link between US 50 and SR 1.
- A new road connecting into the existing Cherry Street stub and heading northwest past the high school football stadium to Porter Ave. would take pressure off of Cedar Street especially during school drop off and pickup periods (buses etc.).

Needed Linkages for bike and pedestrians:

- Continuity in sidewalks throughout the City, a focus on improving sidewalks downtown, and potentially linking along the north/south abandoned rail are possible connections identified by residents. Sidewalks in some areas are in very poor condition.

Economic Development:

- “The median household income for Lawrence County may in reality be higher than reported in the census due to the 2500 residents of the correctional facility bringing down the average.” According to the US Census, prisoners and other group quarters (dorms, institutions, barracks, etc.) are included in population counts and per capita income, but are excluded from median household income.
- The old school buildings can and should be re-used if possible. The older portion of the old high school is probably not as structurally sound as the newer portion. The gym could potentially be re-used for community gatherings. The public identified that a space for gatherings such as wedding receptions could be a use.
- The “downtown revitalization” group has successfully raised over \$100K for use as a match grant for a downtown revitalization grant (construction grant). The group is applying for the grant in 2014.
- Mayor Wagner indicated that the community is joining the Illinois Main Street Program.
- Superfund site is called Indian Acres – the refinery was absorbed by Texaco who totally pulled out of the region in the 1980’s due to rising prices of domestic oil, decreased production, and a focus on foreign sources.
- People suggested that at times – residents have reported “aviation fuel” seeping up into basement and yards well outside of the area identified as having soil contamination by the EPA.
- The floodplain area near the former refinery has many environmental concerns – Indian Creek is the most contaminated. The Embarras has been cleaned up.
- The Lawrenceville/Vincennes Municipal Airport (A.K.A. Mid-American Air Center) It is the 4th largest airport in the State of Illinois and was an old Army Air Force Base (George Field) during World War II. It is located on our prairie and was effected by the flood of 2008. Although the airport did not go under water, the road leading to the airport did.
- Could a reservoir be built north of the City to provide a destination and an attractive place for people to build homes.
- A vision could be a community which is clean, and where redevelopment efforts have paid off.
- The hospital is a critical access facility – the City wants to keep that facility.
- Walmart, the hospital, the schools, United Healthcare are mayor employers within the City, Toyota is a major employer outside of the City Limits.

Land Use:

- Property in the county is not “planned” meaning anything can be built right outside of the City.
- There are several “islands” of property throughout the City who take advantage of City services and amenities (snow plowing, parks etc.), but do not support the community tax base.

Any additions or corrections to this summary should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, this summary stands as correct.

Respectfully submitted,

Aaron Kowalski.
Urban Planner

cc: Jackie Turner, Senior Planner
Meeting Attendees (see summary header)
RATIO Architects, Inc. project file



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Graphic Design

SURVEY RESULTS

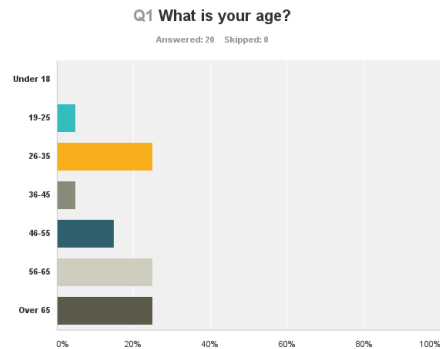
Project: Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan
RATIO Project No.: 13081.000
Date/Time: October 3-22, 2013
Purpose: Community Vision Survey

Survey Results:

The Community Vision Survey was distributed to attendees of the October 3, 2013 Stakeholder Meetings and Public Workshop and was available on CommunityCollaborate.com. The survey had 20 respondents.

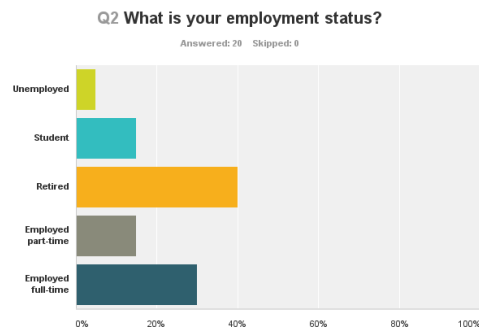
1. What is your age?

Answered: 20, Skipped: 0



2. What is your employment status?

Answered: 20, Skipped: 0



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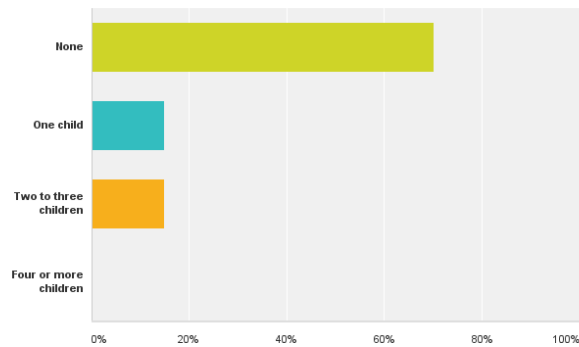
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3. How many children live in your household?

Answered: 20, Skipped: 0

Q3 How many children live in your household?

Answered: 20 Skipped: 0

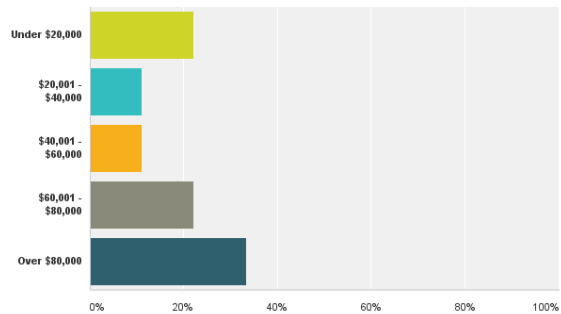


4. Estimate your household income in 2013?

Answered: 18, Skipped: 2

Q4 Estimate your household income in 2013?

Answered: 18 Skipped: 2



5. Lawrenceville should primarily plan to develop...

Answered: 20, Skipped: 0



30% Chose 1, 5% Chose 2, 20% Chose 3, 10% Chose 4, 10% Chose 5, 25% Chose 6

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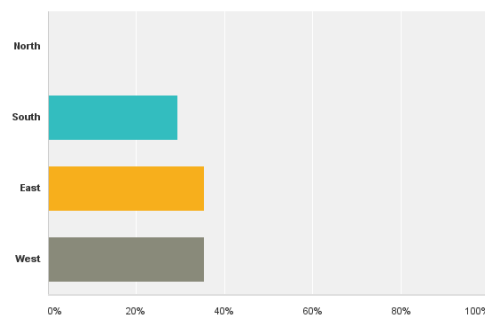
The above answers indicate that respondents do not have a strong opinion of whether the community should develop with a focus on the current City Limits, or in outlying areas.

6. Where will new development likely occur in relation to the City of Lawrenceville? Please choose a direction that corresponds with the above question.

Answered: 17, Skipped: 3

Q6 Where will new development likely occur in relation to the City of Lawrenceville? Please choose a direction that corresponds with the above question.

Answered: 17 Skipped: 3



The above response indicates that respondents feel development will not occur in the north, with an equal amount of development occurring on the east and west side of the City and slightly less on the south side.

7. Development in Lawrenceville should be guided by...

Answered: 20, Skipped: 0



0% Chose 1, 5% Chose 2, 35% Chose 3, 15% Chose 4, 25% Chose 5, 20% Chose 6

The above response indicates that respondents feel development should be guided by at least some regulation, but not so strictly that it inhibits development.

8. New Development in Lawrenceville...

Answered: 20, Skipped: 0



0% Chose 1, 0% Chose 2, 10% Chose 3, 20% Chose 4, 15% Chose 5, 55.5% Chose 6

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The above response indicates that respondents feel development should require all public utilities (sewer/water) in most if not all instances.

9. Development Regulations in Lawrenceville should include...

Answered: 19, Skipped: 1



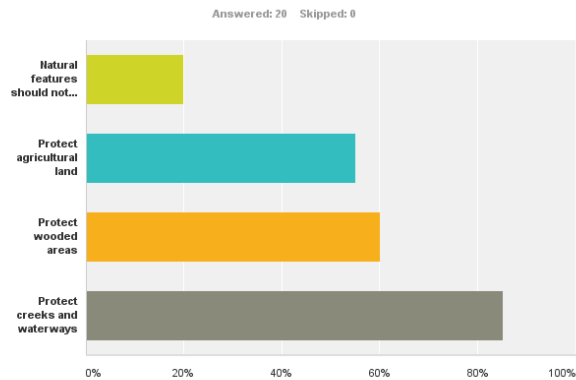
0% Chose 1, 0% Chose 2, 10.53% Chose 3, 26.32% Chose 4, 36.84% Chose 5, 26.32% Chose 6

The above response indicates that respondents feel that development regulations in Lawrenceville should include at least some environmental protection, but not so strong as to inhibit development.

10. Should natural features be protected from development? If yes check all that should be protected.

Answered: 20, Skipped: 0

Q10 Should natural features be protected from development? If yes, check all that should be protected.



11. Please indicate which public services are most important to you. 5=Highest Priority, 1=Lowest Priority

Answered: 20, Skipped: 0

	5	4	3	2	1	Total
Construction and Maintenance of Streets	36.84% 7	57.89% 11	0% 0	5.26% 1	0% 0	19
Fire Prevention & Protection	52.63% 10	31.58% 6	10.53% 2	5.26% 1	0% 0	19
Sidewalks & Pedestrian/Bicycle Trails	25% 5	45% 9	30% 6	0% 0	0% 0	20
Education	84.21% 16	15.79% 3	0% 0	0% 0	0% 0	19
Parks & Recreation	25% 5	60% 12	10% 2	5% 1	0% 0	20
Solid Waste Management & Recycling	31.58% 6	47.37% 9	15.79% 3	5.26% 1	0% 0	19
Code Enforcement (i.e. Nuisance, Zoning & Building Codes)	30% 6	40% 8	30% 6	0% 0	0% 0	20
Water & Sewer Utilities	52.63% 10	31.58% 6	10.53% 2	5.26% 1	0% 0	19
Community or Social Services (libraries, volunteer organizations, etc.)	35% 7	40% 8	15% 3	10% 2	0% 0	20
Healthcare and/or Senior Services	45% 9	35% 7	20% 4	0% 0	0% 0	20
Natural Hazards/Flooding /Stormwater Drainage	60% 12	30% 6	10% 2	0% 0	0% 0	20

12. Please rate the importance of the following aspects of Lawrenceville. 5=Highest Priority, 1=Lowest Priority

Answered: 20, Skipped: 0

	5	4	3	2	1	Total
Historic Downtown	50% 10	40% 8	5% 1	5% 1	0% 0	20
Preservation of rural character	25% 5	30% 6	35% 7	5% 1	5% 1	20
Wayfinding signage to direct visitors to notable features in town	25% 5	30% 6	25% 5	20% 4	0% 0	20
The image of the main entries into Lawrenceville ("gateways")	55.00% 11	30% 6	10% 2	5% 1	0% 0	20
Quality streets, sidewalks, & utilities to encourage/promote new & retained businesses/residents	40% 8	45% 9	15% 3	0% 0	0% 0	20
Entertainment activities in Lawrenceville with a variety of stores, restaurants, or similar businesses	40% 8	50% 10	10% 2	0% 0	0% 0	20
Services and activities that serve the daily needs of residents	55.00% 11	40% 8	5% 1	0% 0	0% 0	20
Redevelopment of vacant sites/buildings in the City rather than new development on the edge of town	45% 9	40% 8	15% 3	0% 0	0% 0	20
Economic incentives (such as tax abatements) to encourage investment in Lawrenceville	60% 12	30% 6	10% 2	0% 0	0% 0	20

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13. Please rank the following natural hazards by impact on the community. 5=Highest Priority, 1=Lowest Priority

Answered: 20, Skipped: 0

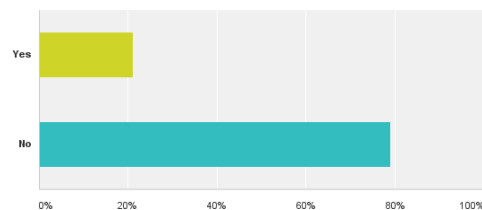
	5	4	3	2	1	Total
Floods	60% 12	30% 6	10% 2	0% 0	0% 0	20
Earthquake	21.05% 4	36.84% 7	21.05% 4	21.05% 4	0% 0	19
Drought	22.22% 4	38.89% 7	22.22% 4	16.67% 3	0% 0	18
Extreme Heat	15.79% 3	47.37% 9	21.05% 4	15.79% 3	0% 0	19
Severe Storm	21.05% 4	36.84% 7	31.58% 6	10.53% 2	0% 0	19
Severe Winter Storm	31.58% 6	21.05% 4	21.05% 4	26.32% 5	0% 0	19
Tornado	38.89% 7	27.78% 5	11.11% 2	16.67% 3	5.56% 1	18

14. Please rank the following natural hazards by impact on the community. 5=Highest Priority, 1=Lowest Priority

Answered: 19, Skipped: 1

Q14 Have you experience a loss related to one of the above natural hazards?

Answered: 19 Skipped: 1



12. Please rate the importance of the following aspects of Lawrenceville. 5=Highest Priority, 1=Lowest Priority

Answered: 20, Skipped: 0

	5	4	3	2	1	Total
Historic Downtown	50% 10	40% 8	5% 1	5% 1	0% 0	20
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Services and activities that serve the daily needs of residents	55.00% 11	40% 8	5% 1	0% 0	0% 0	20
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Lawrenceville Comprehensive Plan and PDMP
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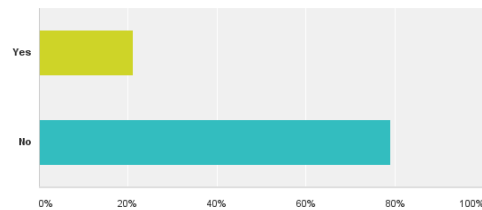
	5	4	3	2	1	Total
Floods	60% 12	30% 6	10% 2	0% 0	0% 0	20
Earthquake	21.05% 4	36.84% 7	21.05% 4	21.05% 4	0% 0	19
Drought	22.22% 4	38.89% 7	22.22% 4	16.67% 3	0% 0	18
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Severe Winter Storm	31.58% 6	21.05% 4	21.05% 4	26.32% 5	0% 0	19
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Answered: 19, Skipped: 1

Q14 Have you experience a loss related to one of the above natural hazards?

Answered: 19 Skipped: 1





RATIO

Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning & Design
Graphic Design

MEETING SUMMARY

Project:	Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan
RATIO Project No.:	13081.000
Date/Time:	November 14, 2013, 1:30 PM
Purpose:	Steering Committee 2 – To review goals, maps, and economic development.
Participants:	Chris Winkles, Wendell Stevens, Matt Pargin, Roxana Schultz, Mayor Don Wagner, Brady Rice, Judy Seitzinger, Ed Brumley, Kara Kuykendall (Greater Wabash Regional Plan Commission), Jackie Turner (RATIO), Aaron Kowalski (RATIO), Brian O'Neill (SDG), Kenny McDaniels (BFW)

Review of Agenda: Attached

Attendees introduced themselves for the benefit of Kara Kuykendall from the Regional Plan Commission who was joining the group for the first time. The RATIO team then engaged the Committee to discuss the Analysis Maps and Summary, economic development summary, goals and objectives.

Key findings from the Analysis Summary and Map discussion are organized by subject and detailed as follows:

The Summary of Public Input Map was presented and feedback was sought, the following information was gleaned:

Lawrenceville Industrial Park

- The 153-acre Industrial Park north of US 50 and east of the City is owned by the city but lies outside of the City. It is not contiguous to the city and cannot be annexed.
 - Approximately 50 acres is undevelopable due to archaeological and wetland constraints.
 - Recently the City sold 6 lots to Pioneer Oil for equipment storage.
 - The industrial park is serviced by two sewer lines, but no water. The park and all properties serviced outside of the City are being charged the same rate for sewer – essentially residents are subsidizing the cost of sewers and the cost of infrastructure installation and maintenance.
 - The park generates tax revenue of \$21,000 per year which goes to the County.
 - \$21K /year is not considered sufficient enough income to incur the cost of annexation. Existing businesses would likely not want to pay additional municipal taxes at this point.
- A township fire station is located within the Industrial Park.
- It was reported that while the Industrial Park is not located within the 100-year floodplain there have been issues in the past with drainage ditches backing up into properties.
- All businesses within the Industrial park fall are in an "Enterprise Zone" – To be researched by SDG and mapped by RATIO.
- Brian O'Neill (SDG) suggested that the Industrial Sites on the IDC website needs to be accurate and updated or the site needs to be removed. Updated information should also be included on the City's website. The problem with the site plan is that parcels are averaging 3 acres in size. Mayor Wagner indicated that sites may be sold in any acreage as required by a prospective buyer. The conclusion to this discussion is that the Consultant team will work with the City to include accurate information about available industrial sites in the Plan. The City can then extract that information to place on the City's website to accurately describe and market available properties. The City has made vast improvements to its current website recently and is willing and has the capacity to include updated information as it becomes available.
- The illustration provided by the IDC details the total property available for purchase within the industrial park. Also note the contact information is outdated and properties are not being geocoded for web lookup which could deter potential investors.



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Lawrenceville Comprehensive Plan and PDMP
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Lawrenceville Ind Park North of US 50 total Acres	153
--	------------

Industrial Sites South of US 50 in Private Ownership & ID'd as in the Industrial Park	Acres
Eubanks	64
Eubanks	18
Smith	34
Andrews	30
ATS	30
Total	176

* The above information is provided as a result of research completed by (SDG).

Annexation Areas

- There was consensus that unannexed properties that already receive municipal services should be annexed.
- Areas to the west and south of the City provide development opportunities.
- The City has the opportunity to plan for land uses in an area up to 1.5 miles from the city limits in what is known as Extra-Territorial Jurisdiction. With agreement by Lawrence County, the preparation of a Future Land Use Map, the City can exercise land use control.
- The Lawrenceville Industrial Park and Mid-American Air Center are not within the potential 1.5 mile Extra-Territorial Jurisdiction, though the airport is closer. There committee will need to discuss further as the topic was just introduced.

100-Year Floodplain

- The committee pointed out the location of the 100-year floodplain boundary on the map had shifted. The RATIO team will follow up review the GIS shape files and revise the map.
- It was noted that while in the 100-year floodplain, the airport in fact does not flood. The road and land surrounding the airport flood and the road leading to the airport becomes impassable during a flood event.
- The RATIO team explained that a flood study is needed to be conducted by the airport, but it is cost prohibitive at this point.
- The RATIO team explained the process of submitting a Letter of Map Revision to FEMA in order to remove properties from the Flood Plan such as the airport surroundings.

Infrastructure and Utilities

- The RATIO team will update the Analysis Summary based on feedback from the committee. The section regarding utilities and infrastructure will be expanded upon by Kenny McDaniel (BFW) as more information is gathered.
- Kenny McDaniel (BFW) confirmed that while the new water plant provides the needed capacity to provide ample water for fire protection, many of the water lines in the neighborhoods were built are not sized for fire protection. The Committee noted that there are some issues with fire hydrants which the City is working to fix. Fires have been fought with tankers running lines to hydrants a block, or more away.

Land Use

- The Committee agreed that two undeveloped areas west of the City that were indicated as the "greenfield" areas within the City limits.
- The airport and former refinery property were identified by the Committee as potential locations for a solar field business.
- Add school district boundaries to maps. There was much discussion regarding consolidating CUSD Unit 20 (Lawrenceville) and CUSD Unit 10 (Bridgeport) and a report conducted independently that supports putting consolidation on the ballot. It is noted that student populations continue to decline within both school districts.
- The campground should be designated as a park/open space. Uses are limited, and the City may have an opportunity to capitalize on this site as a replacement for the nature area off on SR 1 that will be affected by the new bridge construction over the Embarras in the spring.
- It was suggested that social service agencies "combine forces" and relocate to a larger facility off of the square, but still centrally located (vacant school buildings).
- There was discussion on best redevelopment areas of older neighborhoods. The committee suggested strategies such as strategic buybacks within the 100-year floodplain where as much as 50% of homes are vacant (approx. 27 homes), and/or unsafe. It was explained that there is a problem with absentee landlords, arson, unsafe homes, and a unwillingness for insurance companies to insure properties in the areas on the southeast of the City.

Potential Environmental Contamination

- Committee members stated they felt soil and/or groundwater contamination is migrating from the Superfund site to the properties north of the former refinery site. Further research will need to be conducted to determine if this report can be confirmed, or denied by the EPA prior to inclusion in the Plan.
- Committee members mentioned the presence of two former "dump" sites within the community. Further study is needed to determine the status of the sites and if they have been remediated prior to inclusion in the Plan.

The Draft Table of Contents was reviewed and the comments are included below:

- A major focus of this plan needs to be Economic Development, Land Use, Housing, and Workforce Development and Education. All of which are included in the table of contents.
- The Committee would like the RATIO team to research how to capitalize on the "Foreign Trade Zone" designation for the Mid-American Air Center.

The Draft Goals were reviewed and the comments are included below:

*Note: Many of the goals were discussed and detailed above as part of the Analysis Summary Maps review.

- The City is pursuing the Illinois Main Street Program and will submit paperwork in the spring. The downtown group is active in supporting revitalization of Downtown and is awaiting the results of a recent ITEP grant application for downtown streetscape improvements.
- Environmental contamination is being dealt with as part of the EPA mandated Superfund cleanup.
- Sidewalks are being constructed in the neighborhoods to the schools and the City is actively pursuing Safe Routes to Schools Funding.
- The City is working to improve infrastructure especially for water distribution. The problem is the cost of installing new mains which is estimated to reach seven figures.
- The City has made great strides to recently update the City's website and the Committee suggested a list of "quick wins" to include in its update.

Current Action Items/Tasks:

- Update maps, Analysis Summary, and goals and objectives based on feedback from the steering committee (RATIO)
- Investigate water capacity Issues pertaining to fire protection and hydrants (BFW) - Detail available grants (BFW)
- Inventory the water service within the City and determine what other community's the City provides water to (BFW)
- Inventory the status of the reportedly abandoned water main to the Lawrenceville Industrial Park that is now reportedly one of two sewer lines (BFW)
- Identify timeframe for the expansion of US 50 through Lawrenceville and if the project has a DES # through IDOT (BFW)
- Contact the EPA regarding the long term plan and soil contamination migration into residential areas north of the Superfund Site (BFW)
- Obtain School District boundary shapefile (Chris Winkles)
- Designate the Lawrenceville City Campground as a nature park to replace the park that is being affected by the bridge widening (Mayor Wagner and Parks Board) – Detail available grants (RATIO)
- Review airport "Foreign Trade Zone", case studies for other airports with similar designations, how to market the airport (SDG)
- Obtain available downtown revitalization group reports, goals, and/or other pertinent information to include in the Plan. (RATIO, Matt Pargins)
- Detail the strategic buyback procedure for properties within the floodplain and an understanding of available funds (CBBEL, BFW)
- Work to continue populating the updated City website with more information (Mayor Wagner, Matt Pargins)
- Revise floodplain map issues (CBBEL, BFW, RATIO)
- Obtain contacts for the Eubanks and Smith property and provide to SDG (Mayor Wagner, Brady Rice)
- Understand current workforce development programs and reach out to the Workforce Development Group in City Hall (SDG)

Any additions or corrections to this summary should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. Otherwise, this summary stands as correct.

Respectfully submitted,
Aaron Kowalski, Urban Planner

cc: Jackie Turner, Senior Planner, Meeting Attendees (see summary header), RATIO Architects, Inc. project file

**RATIO**

Architecture
Preservation
Interior Design
Landscape Architecture
Urban Planning & Design
Graphic Design

MEETING SUMMARY

Project: Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan
 RATIO Project No.: 13081.000
 Date/Time: February 11, 2014
 Purpose: Steering Committee 4 – To discuss draft edits and implementation table.
 Participants: Chris Winkles, Roxana Schultz, Mayor Don Wagner, Judy Seitzinger, Ed Brumley, Pat Wright, Donna Burton, Courtney Yost, Sarah Mann (Greater Wabash River Plan Commission), Aaron Kowalski (RATIO)

Review of Agenda: Attached

Aaron Kowalski, Project Director/Urban Planner welcomed the steering committee and explained that this meeting's purpose was to hear from the committee on edits/questions that came out of the review of the draft and to populate the implementation table. Aaron also noted that the project is on schedule for an early March Public Open House to preview the draft, submission to FEMA/IEMA the day after, a late March Plan Commission Public Hearing recommending the plan for final Council Adoption in April.

Feedback on the draft was sought, the following information was gleaned:

Housing:

- City is working to have an enforceable ordinance for unwholesome environments/abandoned housing. Lack of an inspector continues to be an issue. Sarah Mann suggested Greater Wabash River Plan Commission is working to get an inspector to cover all 7 member counties to conduct inspections on new buildings, and to determine unsafe structure status. The mayor is amenable to this pursuit. It's important to get a better handle on how to best utilize and combine funds for buyouts and work to plan for relocation downtown, or in other locations at the same time.
- A focus on marketing the community as a walkable, compact community, with medical care, and sufficient facilities to provide services and housing opportunities for an aging population. Lawrenceville is an attractive place to retire for some because of walkability, downtown, small town values, and affordability.
- The steering committee feels that given the condition of current school buildings, that adaptive re-use may be out of the realm of possibility.
- The committee encourages more affordable multi-family housing similar to that on the northwest side of the city on greenfield sites which would require a larger infrastructure investment. The land use in the ETJ adjacent to the current development could be adapted to reflect such.
- It also was noted that a battered women's/children's shelter is a need in the community.
- The city is exploring creating an unsafe building committee charged with condemning unsafe structures etc...

Land Use:

- The ETJ was discussed once again. Enforcement is a potential concern. Future Land use in ETJ should be rural residential with the exception of future industrial on south side and the airport and industrial parks on the east side.

Demographics/Workforce/Education:

- The committee feels it is important to provide an overview on percentages of all residents (under 5, under 18, under 30, etc...) to get a clearer picture on the community as opposed to emphasizing the growing aging population.
- What is the dropout rate? How does this factor into the % of students without diplomas. Clarify in the text. Do older people who do not have high school diplomas skew the data?
- Explain margins of error on population, educational attainment etc...
- Emphasize new schools as a positive despite negative graduation rates etc...
- Promote working with the Sign of the Kingdom, Retired Teachers Association and other organizations to promote GED attainment through Frontier Jr. College.
- Healthcare and social service agencies should have a yearly roundtable discussion on public health initiatives.

Parks:

- Continue to emphasize bike paths/trails and remove park designation and mention of campground as a facility. It is not desirable.

Hazard Mitigation:

- Contact the airport – Kurt Schwartz regarding a flood study that the airport is working to conduct.
- The sewer plant is compromised in the event of a flood. That critical facility is sometimes only reachable by rowboat. What are some strategies on mitigating the effect of flood on the plant? It cannot be easily moved because gravity flows to that point.

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Lawrenceville Comprehensive Plan and PDMP

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- It is surprising to the committee that so few persons described being impacted by a natural disaster. The potential for earthquake especially are great in the community. It would be useful to reach out to persons affected by flooding to attend house.

Redevelopment:

- Central School was once considered to relocate the Jail.

Downtown:

- The city is working to join the Illinois main street program, ITEP grant, to capitalize on the arts council with a yearly event (and art fest downtown). DCEO and Main street representatives are visiting the city on the 24th
- The historical society has engaged in a program to install interpretive signage at historic buildings downtown detailing the building. This is a heritage tourism opportunity that should be emphasized.

General

- Work with the newspaper to do a community happenings blast.
- Bring back the welcome wagon and retain businesses on square.
- Have an implementation table blast with a welcome letter to help promote the open house and for organizations to take on the plan and sign up to help implement strategies to support goals.
- Provide sample resolutions to adopt two plans and form plan commission.
- How can the community continue to capitalize on Greater Wabash River Plan Commissions revolving loan fund?

Implementation Table:

- Aaron Kowalski and Sarah Mann agreed to take a stab at filling out the implementation table for steering committee review leave some blank spots for organizations to fill in at the Open House.

The Public Open House scheduled for Monday March 3 from 5-7pm CST at City Hall — RATIO to get in paper 10 days before.

Any additions or corrections to this summary should be submitted in writing to RATIO Architects, Inc., within ten (10) days of receipt. (this summary stands as correct.

Respectfully submitted,

Aaron Kowalski. Urban Planner

cc: Steering Committee, RATIO Architects, Inc. project file



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OPEN HOUSE SUMMARY

Project: Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan
RATIO Project No.: 13081.000
Date/Time: March 3, 2014 (5-7pm)
Purpose: Open House
Participants: See Attached Sign In Sheet

Overview:

On Monday March 3, 2014 approximately 15-20 persons attended the two hour open house to review the draft Lawrenceville Comprehensive Plan and Pre-Disaster Mitigation Plan. Low turnout was expected given inclement weather despite email blasts, newspaper article, and flyers around town. Food and drinks were provided at the City Hall Community Room during the duration of the event. Efforts will be made to entice more persons to attend the Plan Commission Public hearing (3/25/ 2014) and the City Council Adoption Hearing (4/10/2014). Local media representatives from the Lawrenceville Daily Record newspaper, and local radio station were in attendance. This event was set up as an informal open house event with 6 stations staffed to engage the public on each section of the plan (see below). Each station was equipped with large scale color maps, printed booklets, and informational handouts. In addition a large screen had a presentation and the plan scrolling for persons to review.

Station 1: Lawrenceville Today
History, Community Character, Demographics, Sustainability, and Public Process.

Station 2: Livable Community
Planning Principles, Land Use, Housing and Neighborhoods, Downtown, Parks and Recreation, Environment and Sustainability, Natural Hazards.

Station 3: Creating Success
Economic Development, Redevelopment/Development Potential, Education and Workforce Development, Public Health and Wellness.

Station 4: Building Connections
Public Facilities and Services, Transportation.

Station 5: Implementation
Implementation Matrix and Agencies Involved. Suggest additional partners.

Station 6: Appendix
PDMP and Crosswalk, Full Demographics Report, Historic Building/District Guidelines, Funding Sources, Meeting Minutes.

Attendee Comments:

- Any development on the east side would be difficult. It is good the plan reflects it as an area where new housing is not encouraged given flooding issues.
- Wishnick Park continues to be underutilized. Efforts and funding should be concentrated in the park near the schools in the center of town.
- Can "islands" of unannexed land within the City be annexed to clean up holes in the corporate boundaries?
- Senior and affordable housing is needed – many persons were favorable on utilizing infill opportunities/redevelopment properties to provide senior and affordable housing. Especially if voluntary acquisition and demolition of properties on the east side of town occurs, this will become much more important as part of a larger stabilization and hazard mitigation process.
- Tackling east side issues and promoting the revitalization of downtown should be the top priorities of the community.
- How can we get more young persons involved in leadership positions in the community?
- The TIF district is connected through the cemetery property. The enterprise zone map is correct as shown.
- A discussion occurred on supporting the City's application into the Illinois Main Street Program, what benefits occur as a result of being part of that program (higher likelihood of grant awards) and to make the existing downtown revitalization committee the official main street group.
- The airport authority is considering a flood study to address the property lying within the AE 100 Yr Flood Plain.

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NOTICE OF PUBLIC HEARING APRIL 10, 2014

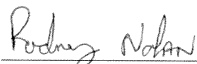
The City of Lawrenceville held a Public Hearing on Thursday, April 10, 2014 at 6:30 PM in the City Council Chambers at 700 East State Street. The following Council Members were present: Stevens, Fritch, Courtney and Blacketer. Absent: Curtis, Waldrop, Holcomb and Lynn.

The Public Hearing was for a purposed resolution for adopting a comprehensive plan and pre-disaster mitigation plan for the City of Lawrenceville, Illinois. Mayor Wagner asked the public for any comments or objections on this matter.

Chris Winkles, Chairperson of the Planning Commission said that the purpose for the plan is to improve the quality of life in the future for the city of Lawrenceville. The committee/commission has been working on a new updated city plan for about two years. The planning Commission has received a \$100,000.00 grant towards creating an updated city plan. Several public meeting were held so the public could look at the purposed plan. Winkles asked for a resolution to be brought up and adopted in the next council meeting.

Ed Brumley said that the public is glad that the city is updating the city's plan.

The hearing closed subject to the call of the Mayor at 6:35 PM.


Rodney Nolan, City Clerk

RESOLUTION NO. 4-1-14

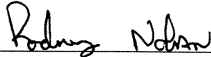
STATE OF ILLINOIS
COUNTY OF LAWRENCE
CITY OF LAWRENCEVILLE

I, Rodney Nolan, City Clerk of the City of Lawrenceville, Illinois, do hereby certify that the above and foregoing Resolution entitled:

**A RESOLUTION ADOPTING A COMPREHENSIVE PLAN AND PRE-DISASTER
MITIGATION PLAN FOR THE CITY OF LAWRENCEVILLE, ILLINOIS**

was duly passed by the City Council of said City on the 10th day of April, 2014, and was afterwards on the same day and date duly approved by the Mayor of said City.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of said City of Lawrenceville, Illinois, this 10th day of April, 2014.



Rodney Nolan, City Clerk
City of Lawrenceville, Illinois

RESOLUTION NO. 4-1-14

A RESOLUTION ADOPTING A COMPREHENSIVE PLAN AND PRE-DISASTER MITIGATION PLAN FOR THE CITY OF LAWRENCEVILLE, ILLINOIS

WHEREAS, the City of Lawrenceville, Illinois (City) is a duly organized and existing municipal corporation created under the laws of the State of Illinois; and

WHEREAS, the corporate authorities of the City recognize the threat that natural disasters pose to the inhabitants of the City and to the public safety and general welfare of the community; and

WHEREAS, the Disaster Mitigation Act of 2000 requires the adoption of a Pre-Disaster Mitigation Plan to be eligible for funding of mitigation projects under multiple Federal Emergency Management Agency (FEMA) pre- and post-disaster mitigation grant programs; and

WHEREAS, the City has fully participated in the FEMA prescribed mitigation planning process to prepare a Pre-Disaster Mitigation Plan (PDMP); and

WHEREAS, the PDMP has been made a part of a Comprehensive Plan (Plan) submitted to the corporate authorities for the present and future development or redevelopment of the City, pursuant to Section 11-12-5 of the Illinois Municipal Code (65 ILCS 5/11-12-5); and

WHEREAS, the City's planning commission prepared and has recommended the adoption of the Plan to the corporate authorities; and

WHEREAS, the corporate authorities have reviewed the Plan and afforded the residents of the community an opportunity to review and comment upon its contents; and

WHEREAS, the corporate authorities consider the adoption of the Plan to be in the best interest of the residents of the City and community.

NOW, THEREFORE, BE IT RESOLVED by the corporate authorities of the City of Lawrenceville, Illinois that the "Comprehensive Plan and Pre-Disaster Mitigation Plan of the

City of Lawrenceville, Illinois," is hereby adopted. This Resolution shall be effective on the date of its adoption as provided by law.

ADOPTED this 10th day of April, 2014.

Ayes: 8 Nays: 0 Absent: --- Abstain: ---

Approved: Don Wagner
Don Wagner, Mayor

Attest:

Rodney Nolan
Rodney Nolan, City Clerk

RESOLUTION NO. 9-1-14

**A RESOLUTION ADOPTING A COMPREHENSIVE PLAN AND PRE-DISASTER
MITIGATION PLAN FOR THE CITY OF LAWRENCEVILLE, ILLINOIS**

WHEREAS, the City of Lawrenceville, Illinois (City) is a duly organized and existing municipal corporation created under the laws of the State of Illinois; and

WHEREAS, the corporate authorities of the City recognize the threat that natural disasters pose to the inhabitants of the City and to the public safety and general welfare of the community; and

WHEREAS, the Disaster Mitigation Act of 2000 requires the adoption of a Pre-Disaster Mitigation Plan to be eligible for funding of mitigation projects under multiple Federal Emergency Management Agency (FEMA) pre- and post-disaster mitigation grant programs; and

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WHEREAS, the corporate authorities consider the adoption of the Plan to be in the best interest of the residents of the City and community.

NOW, THEREFORE, BE IT RESOLVED by the corporate authorities of the City of Lawrenceville, Illinois that the "Comprehensive Plan and Pre-Disaster Mitigation Plan of the

City of Lawrenceville, Illinois," is hereby adopted. This Resolution shall be effective on the date of its adoption as provided by law.

ADOPTED this 11 th day of September, 2014

Ayes: 8 Nays: 0 Absent: --- Abstain: ---

Approved: Don Wagner
Don Wagner, Mayor

Attest:

Rodney Nolan
Rodney Nolan, City Clerk

Appendix

U.S. Department of Homeland Security
Region V
536 S. Clark St., 6th Floor
Chicago, IL 60605-1509



FEMA

SEP 12 2014

Mr. Ron Davis
State Hazard Mitigation Officer
Illinois Emergency Management Agency
1035 Outer Park Drive
Springfield, Illinois 62704

Ron
Dear Mr. Davis:

Thank you for submitting adoption documentation for the City of Lawrenceville Hazard Mitigation Plan. The plan was reviewed based on the local plan criteria contained in 44 CFR Part 201, as authorized by the Disaster Mitigation Act of 2000. The City of Lawrenceville met the required criteria for a local hazard mitigation plan and the plan is now approved for the city. We appreciate that this plan was adopted as part of the City's comprehensive plan and that its implementation will be reviewed by the city's planning commission.

The approval of this plan ensures continued availability of the full complement of Hazard Mitigation Assistance (HMA) Grants. All requests for funding, however, will be evaluated individually according to the specific eligibility and other requirements of the particular program under which the application is submitted.

We encourage the city to follow the plan's schedule for monitoring and updating the plan, and continue their efforts to implement the mitigation measures. The expiration date of the City of Lawrenceville plan is five years from the date of this letter. The plan must be reviewed, revised as appropriate, resubmitted, and approved no later than the plan expiration date.

Please pass on our congratulations to the jurisdictions for completing this significant action. If there are any questions, please contact Tom Smith at (312) 408-5220 or Thomas.Smith6@fema.dhs.gov.

Sincerely,

Christine Stack

Christine Stack, Director
Mitigation Division

www.fema.gov



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