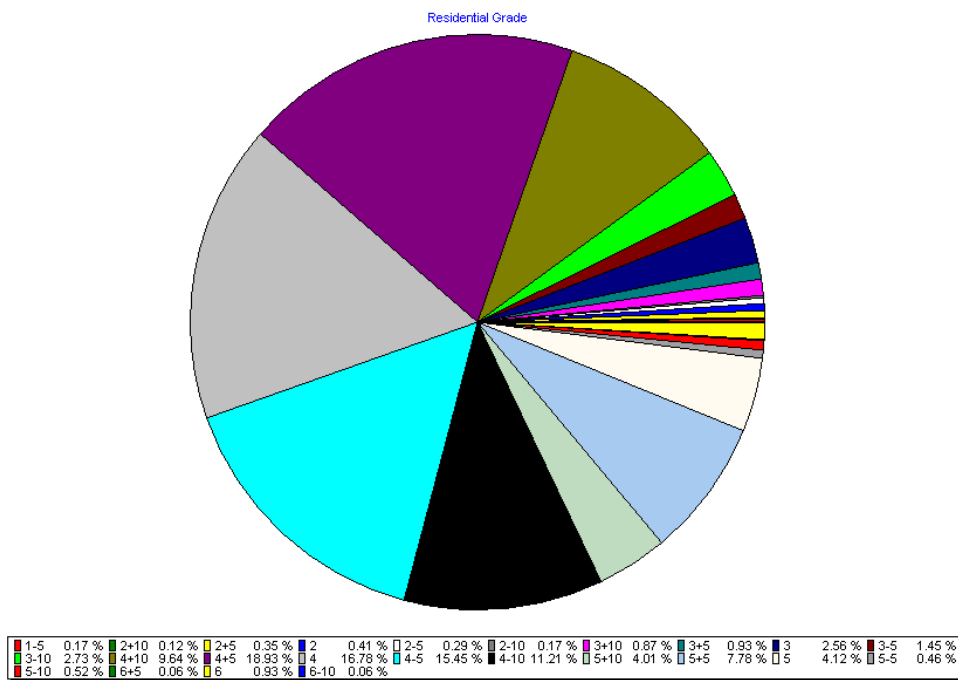
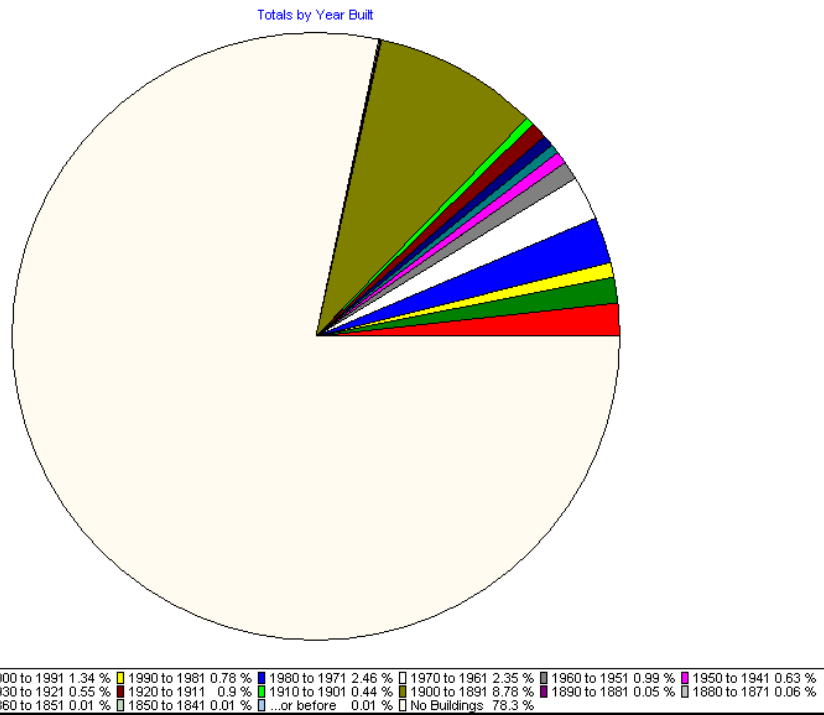


2-10	3	3	\$38,300	\$601,600	\$0	\$639,900
3+10	15	15	\$299,900	\$2,565,600	\$38,500	\$2,904,000
3+5	16	16	\$401,400	\$2,674,300	\$62,900	\$3,138,600
3	43	44	\$933,400	\$5,926,000	\$370,900	\$7,230,300
3-5	24	25	\$641,200	\$2,589,100	\$130,700	\$3,361,000
3-10	46	47	\$1,020,200	\$5,112,600	\$347,900	\$6,480,700
4+10	166	166	\$4,553,500	\$14,733,500	\$2,914,400	\$22,201,400
4+5	323	326	\$8,049,900	\$23,552,800	\$3,144,000	\$34,746,700
4	288	289	\$7,718,700	\$16,686,100	\$2,221,000	\$26,625,800
4-5	263	266	\$6,670,300	\$13,344,100	\$2,033,500	\$22,047,900
4-10	187	193	\$5,040,500	\$7,462,400	\$2,515,100	\$15,018,000
5+10	68	69	\$1,936,800	\$2,203,400	\$252,000	\$4,392,200
5+5	130	134	\$3,114,800	\$3,663,200	\$618,300	\$7,396,300
5	63	71	\$1,165,700	\$1,147,400	\$309,400	\$2,622,500
5-5	8	8	\$64,000	\$125,200	\$7,700	\$196,900
5-10	6	9	\$79,600	\$50,400	\$3,900	\$133,900
6+10	0	0	\$0	\$0	\$0	\$0
6+5	1	1	\$700	\$13,200	\$0	\$13,900
6	5	16	\$115,900	\$48,500	\$14,900	\$179,300
6-5	0	0	\$0	\$0	\$0	\$0
6-10	1	1	\$2,400	\$5,900	\$0	\$8,300
6-15 & Below	0	0	\$0	\$0	\$0	\$0
TOTAL	1,679	1,722	\$42,476,000	\$108,313,400	\$15,414,600	\$166,204,000



Totals by Year Built								
Range	Parcels	Ag	Com	Res	Land	Dwelling	Improvements	Totals
2010 to 2001	217	1,272	54	66	\$2,976,600	\$6,134,400	\$28,538,800	\$37,649,800
2000 to 1991	164	1,018	51	63	\$2,177,300	\$4,757,800	\$15,715,100	\$22,650,200
1990 to 1981	96	1,104	39	51	\$1,712,600	\$3,279,600	\$3,027,100	\$8,019,300
1980 to 1971	302	1,764	51	175	\$7,945,700	\$14,311,100	\$6,066,900	\$28,323,700
1970 to 1961	288	2,260	34	94	\$9,013,500	\$11,381,800	\$8,644,500	\$29,039,800
1960 to 1951	122	472	20	98	\$3,807,900	\$5,873,400	\$4,334,800	\$14,016,100
1950 to 1941	77	244	11	102	\$1,727,500	\$3,264,100	\$438,600	\$5,430,200
1940 to 1931	69	254	16	85	\$1,794,600	\$3,932,200	\$1,702,100	\$7,428,900
1930 to 1921	68	232	4	101	\$1,668,300	\$3,532,300	\$778,200	\$5,978,800
1920 to 1911	110	274	4	257	\$2,420,400	\$4,761,900	\$509,100	\$7,691,400
1910 to 1901	54	158	2	172	\$1,306,000	\$2,219,300	\$322,100	\$3,847,400
1900 to 1891	1,077	5,591	14	268	\$33,433,500	\$44,370,300	\$8,751,600	\$86,555,400
1890 to 1881	6	15	0	95	\$126,500	\$378,100	\$0	\$504,600
1880 to 1871	7	4	0	78	\$94,200	\$229,500	\$0	\$323,700
1870 to 1861	2	6	0	11	\$52,400	\$102,100	\$1,700	\$156,200
1860 to 1851	1	0	0	3	\$1,300	\$38,100	\$0	\$39,400
1850 to 1841	1	0	0	3	\$1,500	\$13,600	\$0	\$15,100
... or before	1	2	0	0	\$7,800	\$44,900	\$0	\$52,700
No Buildings	9,605	0	0	0	\$394,475,000	\$290,000	\$1,545,800	\$396,310,800
TOTAL	12,267	14,670	300	1,722	\$464,742,600	\$108,914,500	\$80,376,400	\$654,033,500



URBAN AREAS			RURAL AREAS		
Occupancy	Parcels	Units	Occupancy	Parcels	Units
Single-Family Dwellings	2620	2620	Single-Family Dwellings	1660	1660
Two-Family Conversions/Duplex	39	78	Two-Family Conversions/Duplex	1	2
Three-Family Conversions	8	24	Three-Family Conversions	0	0
Four-Family Conversions	4	16	Four-Family Conversions	0	0
Five-Family Conversions	2	10	Five-Family Conversions	0	0
Condominiums	11	11	Condominiums	0	0
Apartments	26	422	Apartments	2	16
Mobile Home Park	1	15	Mobile Home Park	0	0
Totals	2711	3196	Totals	1663	1678

Total Housing							
Year	2000	1990	1980	1970	1960	1950	1940
Units	4763	5018	5421	4999	5268	5043	4538
Total Occupied Housing							
Year	2000	1990	1980	1970	1960	1950	1940
Units	4356	4579	5010	4571	4884	4907	4446
Owner Occupied Housing							
Year	2000	1990	1980	1970	1960	1950	1940
Units	3266	3296	3632	3251	3129	2846	2184
Rental Housing							
Year	2000	1990	1980	1970	1960	1950	1940
Units	1090	1283	1378	1320	1755	2061	2262
Vacant Housing							
Year	2000	1990	1980	1970	1960	1950	1940
Units	407	439	411	428	384	136	92

Median Value	
2000	\$ 55,200
1990	\$ 30,500
1980	\$ 35,000
1970	\$ 11,800
1960	\$ 9,300
1950	\$ 6,322
1940	\$ 2,081

Age Of Housing Stock					
	10 years old	11-20 years old	21-30 years old	31-40 years old	Over 40 years old
2000	3%	3%	13%	8%	73%
1990	5%	14%	9%	14%	58%
1980	11%	7%	13%	10%	59%
1970	7%	12%	8%	73%	0%
1960	13%	10%	7%	70%	0%
1950	11%	7%	10%	72%	0%
1940	9%	10%	17%	22%	42%

HOUSING STATUS AS OF THE 2000 CENSUS

Table DP-4. Profile of Selected Housing Characteristics: 2000

Geographic area: Franklin County, Iowa

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent	Subject	Number	Percent
Total housing units	4,763	100.0	OCCUPANTS PER ROOM		
UNITS IN STRUCTURE			Occupied housing units	4,356	100.0
1-unit, detached	4,152	87.2	1.00 or less	4,267	98.0
1-unit, attached	34	0.7	1.01 to 1.50	42	1.0
2 units	129	2.7	1.51 or more	47	1.1
3 or 4 units	167	3.5			
5 to 9 units	168	3.5	Specified owner-occupied units	2,566	100.0
10 to 19 units	26	0.5	VALUE		
20 or more units	43	0.9	Less than \$50,000	1,106	43.1
Mobile home	44	0.9	\$50,000 to \$99,999	1,133	44.2
Boat, RV, van, etc	-	-	\$100,000 to \$149,999	225	8.8
			\$150,000 to \$199,999	58	2.2
YEAR STRUCTURE BUILT			\$200,000 to \$299,999	31	1.2
1999 to March 2000	29	0.6	\$300,000 to \$499,999	11	0.4
1995 to 1998	67	1.4	\$500,000 to \$999,999	2	0.1
1990 to 1994	65	1.4	\$1,000,000 or more	2	0.1
1980 to 1989	151	3.2	Median (dollars)	55,200	(X)
1970 to 1979	640	13.4			
1960 to 1969	392	8.2	MORTGAGE STATUS AND SELECTED		
1940 to 1959	1,225	25.7	MONTHLY OWNER COSTS		
1939 or earlier	2,194	46.1	With a mortgage	1,302	50.7
			Less than \$300	40	1.6
ROOMS			\$300 to \$499	343	13.4
1 room	11	0.2	\$500 to \$699	392	15.3
2 rooms	79	1.7	\$700 to \$999	381	14.8
3 rooms	245	5.1	\$1,000 to \$1,499	131	5.1
4 rooms	515	10.8	\$1,500 to \$1,999	11	0.4
5 rooms	856	18.0	\$2,000 or more	4	0.2
6 rooms	947	19.9	Median (dollars)	632	(X)
7 rooms	756	15.9	Not mortgaged	1,264	49.3
8 rooms	677	14.2	Median (dollars)	241	(X)
9 or more rooms	677	14.2			
Median (rooms)	6.2	(X)	SELECTED MONTHLY OWNER COSTS		
			AS A PERCENTAGE OF HOUSEHOLD		
Occupied housing units	4,356	100.0	INCOME IN 1999		
YEAR HOUSEHOLDER MOVED INTO UNIT			Less than 15.0 percent	1,467	57.2
1999 to March 2000	647	14.9	15.0 to 19.9 percent	370	14.4
1995 to 1998	830	19.1	20.0 to 24.9 percent	290	11.3
1990 to 1994	752	17.3	25.0 to 29.9 percent	118	4.6
1980 to 1989	688	15.8	30.0 to 34.9 percent	76	3.0
1970 to 1979	735	16.9	35.0 percent or more	234	9.1
1969 or earlier	704	16.2	Not computed	11	0.4
VEHICLES AVAILABLE			Specified renter-occupied units	930	100.0
None	251	5.8	GROSS RENT		
1	1,233	28.3	Less than \$200	76	8.2
2	1,659	38.1	\$200 to \$299	151	16.2
3 or more	1,213	27.8	\$300 to \$499	483	51.9
			\$500 to \$749	114	12.3
HOUSE HEATING FUEL			\$750 to \$999	8	0.9
Utility gas	2,092	48.0	\$1,000 to \$1,499	-	-
Bottled, tank, or LP gas	1,269	29.1	\$1,500 or more	-	-
Electricity	538	12.4	No cash rent	98	10.5
Fuel oil, kerosene, etc	380	8.7	Median (dollars)	374	(X)
Coal or coke	-	-			
Wood	26	0.6	GROSS RENT AS A PERCENTAGE OF		
Solar energy	-	-	HOUSEHOLD INCOME IN 1999		
Other fuel	38	0.9	Less than 15.0 percent	263	28.3
No fuel used	13	0.3	15.0 to 19.9 percent	131	14.1
			20.0 to 24.9 percent	133	14.3
SELECTED CHARACTERISTICS			25.0 to 29.9 percent	80	8.6
Lacking complete plumbing facilities	12	0.3	30.0 to 34.9 percent	66	7.1
Lacking complete kitchen facilities	3	0.1	35.0 percent or more	159	17.1
No telephone service	61	1.4	Not computed	98	10.5

-Represents zero or rounds to zero. (X) Not applicable.

Source: U.S. Bureau of the Census, Census 2000.

XV. TRANSPORTATION & INFRASTRUCTURE

Highways

Franklin County is served by three major highways, Interstate I-35 which runs north-south through the west edge of the county, U.S. Highway 65 which runs north-south through the center of the county, and Iowa Highway 3 which runs east-west through the center of the county. A network of paved county roads also serves Franklin County residents in addition to numerous gravel roads, providing sufficient coverage for the county. The maps on the following two pages illustrate the general transportation system and functional classification for the paved roads in Franklin County. The functional classification map shows the various road types by size and usage, as delineated by the Iowa Department of Transportation (IDOT).

Air Service

The only airport in Franklin County is in Hampton and serves private and charter flights only. There is no major airport in Franklin County providing commercial passenger flights. The closest commercial flights are in Mason City or in Waterloo.

Rail

Franklin County is served by two railroads, the Chicago Northwestern and the Rock Island. They provide freight service only, no passenger service. Both of these railroads serve Hampton, making it an excellent center for shipping goods.

Public Transit

A demand-response system is operated by Access, Inc. throughout the county. Service is available from 8:00 – 4:00 Monday through Friday. They also operate transit services for the disabled and elderly.

FEDERAL FUNCTIONAL CLASSIFICATION OF ROADS

The Iowa DOT's 2003 Federal Functional Classification map depicts major transportation routes throughout the Spirit Lake Iowa urban area (Iowa Great Lakes region of Franklin County). Previously, the Iowa Department of Transportation only recognized communities in excess of 5,000 population as small urban centers, and therefore mapped with designated federal functional classification routes. Since 2003, the IDOT decided to consider the Iowa Great Lakes region a small urban center as a whole, with a combined population of 10,194. Therefore, the IDOT created the federal functional classification map seen to the right for this newly created urban center.

Transportation Summary

Transportation modes, routes and accessibility is adequate to serve the needs of Franklin County residents. Slated improvements will enhance the existing transportation system, which is currently in good condition as a result of city, county and state maintenance efforts. It is recommended these efforts continue to avoid use and weather-related major repairs.

STREETS

Franklin County's street and road network is an indispensable resource for the county. Few other elements so drastically affect development. Therefore, the section shall devote attention to the

county's transportation system. Traffic systems have evolved from a constantly changing set of determinants. A few of these determinants governing current and future roadway design are:

Psychological Factors:

1. The population masses using a traffic system tend to follow the fastest course.
2. When a properly designed traffic system is not provided, the driving public establishes one by finding alternative routes, regardless of adjacent land uses and other planning considerations.
3. The driving public tends to drive according to environmental conditions of the roadway.

Economic Factors:

1. From existing land use studies, streets and roadways have been treated as a separate land use classification. Streets and roadways comprise a large percentage of land acreage within the county and, consequently, a substantial capital asset of the county is tied up in the total land value of the roadways.
2. The current capital expenditures for road improvements, maintenance costs, construction costs, etc., of the roads are a substantial portion of county, state, and federal expenditures.

Physical Factors:

1. Street grades and the grades of abutting properties may restrict driver sight distances. This is a particular serious condition at street intersections or drive entrances to streets.
2. Street or county road intersections can have severely restricted sight clearances as a result of private/public signs, trees, and crops during certain times of the year. Furthermore, vehicles parked too close to an intersection and utility poles can also block views and limit visibility at road intersections.
3. Intersection design can prohibit proper legal turns of vehicular traffic by forcing the vehicle to use a portion of the opposite direction traffic lane in executing turns. Aside from the proposed hazards, these conditions also severely reduce traffic flow capacities, for turning vehicles must wait until both direction lanes of the intersecting traffic are clear prior to turning.
4. Poor street alignment, right-of-way cross-sectional grading and drainage techniques, etc. can contribute additional safety hazards.

STREET CLASSIFICATION (DEFINITIONS)

An understanding of the following standard thoroughfare definitions is necessary for the proper understanding of the county's streets plan, as well as reading and comprehending the IDOT's Federal Functional Classification map.

The values contained herein, specifically under design criteria are to be considered basic design guidelines that serve as framework for satisfactory design of new street and highways facilities. The County's Engineer is encouraged to develop the design based on this framework and tailored to particular situations that are consistent with the general purpose and intent of the design criteria through the exercise of sound engineering judgment. Cost effective design is encouraged along with the joint use of the transportation corridor and the consideration of the environment. The following street classification definitions are in accordance with the 2004 Iowa Statewide Urban Design Standards for public improvements. Streets and highways are functionally classified according to the character of service they are intended to provide. This classification recognizes that individual roads and streets do not serve travel independently. Rather, most travel

involves movements through networks of roads and can be categorized relative to such networks in a logical and efficient manner. Thus, functional classifications of roads and streets is also consistent with categorization of travel. The three major functional classifications for urbanized areas are Arterials, Collectors, and Local Streets and are consistent with American Association of State Highway and Transportation Officials (AASHTO).

ARTERIAL STREETS

1. Major/Principal Arterial (Primary Highway Extensions) - The major/principal arterials serves the major center of activities of urbanized areas, the highest traffic volume corridors, the longest trip, and carries a high proportion of a total urban travel on a minimum of mileage. The system should be integrated both internally and between major rural connectors. The major/principal arterial system carries most of the trips entering and leaving the area as well as most of the through movements bypassing the central City. In addition, significant intra-area travel such as central business districts and outlining residential areas between major inter-City communities and between major suburban centers are served by principal arterials. Frequently, the major/principal arterial carries important intra-urban as well as inter-City bus routes. Finally, in urbanized areas, this system provides continuity for all rural arterials. Access to the principal arterial is specifically limited in order to provide maximum capacity and through movement mobility. Although, no firm spacing rule applies in all or even in most circumstances, the spacing between principal arterials may vary from less than one mile in highly developed central areas to five miles or more in developed urban fringes.

2. Minor Arterial (Primary and Non-Primary) - The non-primary arterial inter-connects with and augments the principal arterial system. It accumulates trips of moderate length at somewhat lower level of through movement mobility than principal arterials. This system places more emphasis on land access but still has specific limits on access points. A minor arterial may carry local bus route and provide inter-community continuity but ideally does not penetrate identifiable neighborhoods. This system includes urban connections to rural collector roads where such connections have not been classified as urban principal arterials. The spacing of minor arterials may vary from 1/8 to 1/2 mile in highly developed areas to 2 miles in suburban fringes but is not normally more than 1 mile in fully developed areas.

COLLECTOR STREETS

1. Major Collector - This type of street provides for movement of traffic between arterial routes and minor collectors and may at moderately lower speeds collect traffic from local streets and residential and commercial areas. A major collector has control of access to abutting properties with a majority of access at local street connections. Normally, a slightly higher emphasis is placed on through movements than direct land access.

2. Minor Collector - This type of street provides movement of traffic between major collector routes and residential and commercial local streets as well as providing access to abutting property at moderate low speeds. A consideration for through movements and direct land access is normally equal.

LOCAL STREETS

The local street provides for the movement of traffic between collectors and residential and commercial areas. Local streets provide the direct access to abutting residential and commercial property and carries low traffic volumes at low speeds on relatively short trips. Certain Jurisdictions allow private streets in specific situations. Private streets are similar to the local streets but generally are located on dead-end roads less than 250 foot in length, short loop streets less than 600 feet in length or frontage roads parallel to public streets.

FRANKLIN COUNTY 5-YEAR ROAD CONSTRUCTION PLAN

The Franklin County Engineering Department has prepared and annually updates and prioritizes its long-range road construction program. In 2008, the Engineering Department provided the most recent 5-year road construction program. The following road construction plan begins with FY 2010 and projects road projects through FY 2014. There are 26 overall projects identified and prioritized over five years. Below is a prioritized list of the County's proposed road projects.

Project Number Local ID	Location Description of Work	AADT Length FHWA #	System Status FM-Xfr	\$ Day Labor Type Work SPC/FA Types	Fund	Accomp Year FY: 2010	Priority Years			
							1st FY: 2011	2nd FY: 2012	3rd FY: 2013	4th FY: 2014
BROS- C035(49)- -8J-35 L-09-273 TPMS ID: 3124	40TH ST: SEC 27- 90-19 CONSTRUCT RCB OR BRIDGE S27:T90:R19	0 MI 156360	Local Previous	\$0	LCL	25				
				320 - Bridges	FMO					
					SPC					
				HBP	FA	100				
BROS- C035(50)- -8J-35 L-09-262 TPMS ID: 3149	WARBLER AVE: SEC 26-90-19 CONSTRUCT RCB OR BRIDGE S26:T90:R19	0 MI 156340	Local Previous	\$0	LCL	25				
				320 - Bridges	FMO					
					SPC					
				HBP	FA	100				
BROS- C035(51)- -5F-35 39-3212 TPMS ID: 9211	C-23 / : Teal Ave to Tulip Ave Replace existing bridge with concrete box culvert S32:T93:R19	70 0 MI 158260	FM Previous	\$0	LCL	26				
				332 - Box Culverts	FMO					
					SPC					
				HBP	FA	111				
BRS- C035(54)- -60-35 North Faulkner TPMS ID: 12770	C-55 / 65th Street: S-56 W 0.1 MI Construct bridge or culvert S9:T90:R19	140 0 MI 156221	Previous	\$0	LCL					
				320 - Bridges	FMO	30				
					SPC					
				HBP	FA	120				
L-19-161- -73-35 L-09-161 TPMS ID: 3159	60TH ST: north line of section 16- 90-19 CONSTRUCT RCB S16:T90:R19	0 MI 156250	Local Previous	\$0	LCL	156				
				332 - Box Culverts	FMO					
					SPC					

				LOCAL	FA					
LFM-19-354--7X-35 L-19-354 TPMS ID: 3147	WREN AVENUE: CONSTRUCT PIPE CULVERT OR RCB S35:T91:R19	0 MI --	FM Previous	\$0	LCL	40				
				332 - Box Culverts	FMO					
					SPC					
				LOCAL	FA					
LFM-30-254--7X-35 L-30-254 TPMS ID: 7284	RAVEN: 0 CONSTRUCT RCB S25:T93:R20	0 MI 158380	FM Previous	\$0	LCL	100				
				332 - Box Culverts	FMO					
					SPC					
				LOCAL	FA					
LFM-39-3203--7X-35 39-3211 TPMS ID: 9210	C-23 / : Teal Ave to Tulip Ave Replace bridge with concrete box culvert S32:T93:R19	0 MI 158250	FM Previous	\$0	LCL	135				
				332 - Box Culverts	FMO					
					SPC					
				LOCAL	FA					
FM-C035()--55-35 TPMS ID: 10892	S-13 / : Dows to Popejoy Pavement Rehab S06:T90:R22	7.3 MI --	FA and FM Previous	\$0	LCL					
				366 - HMA Paving	FMO	1,400				
					SPC					
				FM	FA					
FM-C035()--55-35 Pavement Rehab TPMS ID: 17828	S42 / NETTLE AVE: Hwy. 3 to 165th Street S29:T92:R20	190- 190 1.68 MI --	FA and FM New	\$0	LCL					
				366 - HMA Paving	FMO	350				
					SPC					
				FM	FA					
L-199(1)-73-35 L-19-199(1)--73-35 TPMS ID: 16733	105th Street Bet. Thrush and Tulip: to Replace Ex. RCB with New RCB S19:T91:R19	36-100 1.02 MI --	Local Previous	\$20	LCL		80			
				332 - Box Culverts	FMO					
					SPC					
				LOCAL	FA					
L-2020(1)--73-35 2020(1) TPMS ID: 10894	Beeds Lake Drive: 170th Street to 165th Street Pavement Rehab S20:T92:R20	0.45 MI --	Local Previous	\$5	LCL		180			
				366 - HMA Paving	FMO					
					SPC					
				LOCAL	FA					
LFM-01-322--7X-35 L-01-322(N2) TPMS ID: 3156	HEATHER AVENUE: HARDIN ROAD to 40TH STREET GRADE AND GRANULAR SURFACE S29:T90:R21	2 MI --	FA and FM Previous	\$25	LCL		250			
				352 - Excavation	FMO					
					SPC					
				LOCAL	FA					
BROS-	Franklin Avenue:	2005-	Local	\$0	LCL			240		

C035()-- 8J-35 West Fork bridge TPMS ID: 15507	180th Street to 190th Street West Fork bridge replacement of county line S12:T92:R19	40 0.15 MI 088910	Previous	320 - Bridges	FMO				
					SPC				
				HBP	FA			960	
BRS- C035(53)- -60-35 TPMS ID: 10893	C-47 / : Dows to Apricot Ave Bridge Replacement S30:T91:R22	0 MI 157280	FA and FM Previous	\$0 320 - Bridges	LCL				
					FMO			115	
				HBP	FA			460	
FM- C035()-- 55-35 Olive Ave TPMS ID: 12907	S43 / Olive Ave: State Highway 3 to 130th Street S33:T92:R20	1480 1.75 MI --	FA and FM Previous	\$0 367 - PCC Paving	LCL				
					FMO			480	
					SPC				
				FM	FA				
L-30-126- -73-35 30-126 TPMS ID: 9214	0: Raven to Spruce Regrade roadbed S12:T93:R20	1 MI --	Local Previous	\$25 361 - Granular	LCL				125
					FMO				
					SPC				
				LOCAL	FA				
L-39-251- -73-35 L-39-251 TPMS ID: 5511	120TH & YARROW: 0 CONSTRUCT PIPE CULVERT OR RCB S25:T93:R19	0 MI --	Local Previous	\$20 331 - Pipe Culverts	LCL				50
					FMO				
					SPC				
				LOCAL	FA				
LFM-31-3201-- 7X-35 31-3201 TPMS ID: 9218	C-23 / : Indigo to Heather Reconstruct Approach S32:T93:R21	0.44 MI --	FM Previous	\$5 366 - HMA Paving	LCL				155
					FMO				
					SPC				
				LOCAL	FA				
BRS-C035()-- 60-35 L-19-181--73- 35 TPMS ID: 14177	County Route S55 / Spruce Avenue: Over Maynes Creek Remove a 174' x 20' concrete slab bridge with a prestressed pretensioned concrete beam bridge and associated grading, guardrail, rip rap and erosion control. S18:T91N:R19W	-70 0.4 MI 156880	FA Previous	\$0 320 - Bridges	LCL				
					FMO				84
					SPC				
				HBP	FA				336
L-10-023--73- 35 10-023 TPMS ID: 9125	135th Street: 0 Install Culvert or RCB S2:T91:R20	0 MI --	Local Previous	\$20 331 - Pipe Culverts	LCL				80
					FMO				
					SPC				

				LOCAL	FA				
LFM-10-062-- 7X-35 PAVE2006 TPMS ID: 5515	140TH STREET: MALLARD AVENUE to NUTHATCH AVENUE ACC PAVING S0:T0:R0	140 1.5 MI --	FM Previous	\$0	LCL				690
				366 - HMA Paving	FMO				
					SPC				
				LOCAL	FA				
LFM-31-312-- 7X-35 L-31-312 TPMS ID: 3117	S-25 / GROUSE AVENUE: CONSTRUCT RCB CULVERT S31:T93:R21	0 MI --	FA and FM Previous	\$5	LCL				200
				332 - Box Culverts	FMO				
					SPC				
				LOCAL	FA				
STP-S-C035()- -5E-35 C55 Reconstruction TPMS ID: 14176	County Route C55 / 70th Street: County Route S25 to County Route S41 Replace existing 6 inch slip form pcc paving with 8 inch pcc paving and associated work S8:T90N:R20W	-480 5 MI --	FA and FM Previous	\$0	LCL				
				367 - PCC Paving	FMO				4,000
					SPC				
				STP	FA				600
BRS- C035(58)-- 60-35 Bridge Replacement TPMS ID: 17824	C25 / 190TH ST: Warbler Ave. to Franklin Ave. S12:T92:R19	70-70 -- 157330	FA New	\$0	LCL				
				320 - Bridges	FMO				219
					SPC				
				HBP	FA				876
FM-C035()- 55-35 HMA Resurfacing TPMS ID: 17827	S25 / 120TH ST: Heather Avenue to Highway 3 S18:T91:R21	40-430 12.46 MI --	FM New	\$0	LCL				
				366 - HMA Paving	FMO				1,100
					SPC				
				FM	FA				

XVI. COUNTY SERVICES

The Franklin County courthouse is open Monday through Friday from 8:00 a.m. to 4:00 p.m. There are many county services, departments, and programs operated from within or nearby the courthouse. Listed below is a summary of Franklin County services.

Franklin County has established and enforces zoning regulations. Permits are required for:

1. All building, including decks, fences, portable storage buildings and moved-in buildings.
2. Drilling of new wells.
3. Installation of on-site wastewater treatment systems.

The county zoning department also enforces the Subdivision Ordinance in place for division of land into three or more parts for the purpose of sale or development. Also, flood plain maps of the unincorporated areas available for public viewing.

COUNTY GOVERNMENT

Elected Offices (Elected Officers are located in the courthouse except the County Attorney.)

County Board of Supervisors (3 members): The county board is the executive branch of county government. The supervisors serve as the policymakers for the county and administer the various county programs. Their powers include reviewing budget requests, appropriating funds, establishing county tax levies, enacting ordinances, filling employee vacancies and hearing reports from county officers. The board is also responsible for overseeing economic development in the county. Boards of Supervisors responsibilities are defined by Iowa Code chapter 331.

County Attorney: The county attorney's position is unique in that it is provided for in the state constitution. Other offices are products of legislation. The attorney's primary responsibilities are to provide legal counsel for the board of supervisors and to act as legal representative for the county in court cases. With regard to the latter responsibility, the county attorney represents the county either as a defendant or plaintiff in a civil suit. In cases where a crime has been committed in the county, he acts as the prosecuting attorney and presents the county's case at the trial. The county attorney is also responsible for fine collections and juvenile justice.

County Auditor: One of the auditor's duties is to serve as secretary to the board of supervisors. As such, the auditor has control over the records of the board. Auditor's election responsibilities include registering voters, supervising precinct election officials, publishing election notices, and acting as custodian of poll books. Auditors are commissioner of elections for school board, city, county, state and federal elections. Real estate transfers and numerous other records are handled through the county auditor's office. Lastly, the county auditor does audit bills or other claims against the county. Warrants in payment are then prepared. The auditor also maintains accounting records on all appropriations for the county's various departments.

County Recorder: The primary function is to record legal documents. Records are kept for legal instruments and other items including: birth certificates, death certificates, marriage licenses, uniform commercial code filings, military discharges, trade names, articles of incorporations, deeds of trust for railroad corporations, and hunting, boat and snowmobile licenses.

County Sheriff: The sheriff is the chief law enforcement officer for the county. The sheriff is required to make special investigations into alleged law violations when directed by the county attorney. In unincorporated areas of the county the sheriff is responsible for law enforcement. The sheriff also provides law enforcement services for towns that contract with the office. Finally, the sheriff issues all gun permits and is in charge of the county drug task force.

County Treasurer: Anyone owning property or a vehicle is served by this office. Treasurers receive payment for motor vehicle registration and sales/ transfers of vehicles. It is the treasurer's duty to register vehicle titles and distribute license plates. The county treasurer oversees all county funds and handles investment functions. As such he/she is required to make a semiannual settlement with board of supervisors and to report all fees collected. It is the treasurer's duty to collect all taxes certified by the county auditor. In addition, the county treasurer makes monthly reports to the state auditor of all taxes paid to the state and for soldiers' bonuses. These funds are paid to the state treasurer when they are requested.

Appointed Offices

County Assessor - Courthouse: The county assessor is appointed through a merit examination prepared and given by the State Tax Commission. A list of qualified persons is drawn up and a special conference board selects the assessor. The county assessor is an officer of all major taxing jurisdictions in a county.

Community Services – Community Resource Center: The community services department provides short term assistance for individuals and families in need. This includes financial assistance for rent, food and shelter. The department focuses on individuals with developmental disabilities, mental illness and chemical dependency. Youth shelter and detention facilities are offered. Included in this department is central point of coordination, general assistance and case management and substance abuse.

Conservation – Conservation Building: The conservation office is overseen by a board appointed by the county board of supervisors and is responsible for county parks, wildlife habitat improvement and wetland preservation. The department also provides environmental education and various activities such as camping, canoeing, fishing and hiking/bike trails.

Emergency Management – Located in Mason City Police Station: The emergency management office is responsible for disaster planning on a county-wide basis. This includes emergency evacuation plans, airplane crashes, floods, tornadoes, industrial accidents, terrorism and civil unrest.

Engineer – Engineer’s Office: The engineer’s office is responsible for general supervision of construction, maintenance (including snow removal), and repair of highways and bridges of the county. An annual report on all the roads in the county, including their present condition and their needs, must be made by the engineer to the Iowa Department of Transportation.

Environmental Health – Community Resource Center: The environmental health office prevents disease by controlling community environmental health threats and providing local education on environmental health issues. The department works to ensure air quality and environmental health through inspections on wells and septic tanks.

GIS (Geographical Information Systems) – Courthouse: The GIS office develops/maintains the electronic mapping applications of the county. The department is responsible for maintaining the county website.

Home Health - Public Health Building: Home Health is provided to support rehabilitation or convalescence, facilitate hospital or nursing home discharge, prevent or reduce inappropriate institutionalization or perform other activities which enable comfortable daily living. Trained Home Care Aides are assigned to each case according to their ability to adapt to individual needs of each family and to carry out a plan of care.

Information Technology - Courthouse: The information technology office develops/maintains computer software applications that facilitate a county’s business operations. The department is responsible for planning for future technology needs.

Planning and Zoning- Community Resource Center: The zoning office is responsible for building code enforcement, utility planning and zoning enforcement. The department implements the comprehensive land use plan in unincorporated areas of the county. The planning aspects of the department also include HIPAA compliance and short and long range goal setting.

Public Health - Public Health Building: The public health nurse investigates communicable diseases and provides health planning and education for the county. The department offers childhood immunization, international travel clinics and treatment of sexually transmitted diseases.

Veteran Affairs- Community Resource Center: The Veterans Affairs department provides short term assistance for individuals and families in need who are veterans. This includes financial assistance for rent, food and shelter and helping to establish eligibility for and enrollment in Federal VA benefits for veterans.

Ancillary Office

Economic Development – The Franklin County Board of Supervisors has designated the Franklin County Development Association (FCDA) as the agency responsible for economic development activities in Franklin County.

The Regional Government for Iowa

Structurally, the county serves as the regional government for Iowa. It performs many state administrative functions such as the issuance of licenses and permits. Also, it provides public services of a purely local nature such as the enforcement of zoning ordinances and the provision of health and indigent care.

The vast number of public services that counties provide leads to a rather complex and somewhat confusing array of offices, boards, and commissions. Citizens elect the auditor, recorder, attorney, sheriff, treasurer and three members to the board of supervisors. The county board of supervisors then appoints individuals to serve as directors for the other offices in the county or in some cases a board or commission that is overseen by the county board of supervisors appoints a director. A conservation board, for example, directly oversees a conservation director.

While the county board of supervisors is the chief formulator of county policy, the administration of county government programs is guided by a variety of elective and appointive offices, and a number of semi-autonomous boards and commissions.

COMMON COUNTY SERVICES & COORDINATING OFFICE:

Beer & Liquor Licenses - Auditor
Birth Certificates - Recorder
Boat Registration - Recorder
Bridge Construction\Maintenance - Engineer
Budget Information - Auditor
Building Permits - Zoning
Camping Information - Conservation
Claims and Warrants - Auditor

Community Health Programs - Public Health
 County Website - GIS
 Death Certificates - Recorder
 Deeds and Contracts - Recorder
 Disaster Planning - Emergency Management
 Drivers Licenses - Treasurers
 Economic Development - Board of Supervisors
 Election Information - Auditor
 Forest Reserve - Conservation
 Handgun Purchase Permits - Sheriff
 Hunting and Fishing Access - Conservation
 Hunting and Fishing Licenses - Recorder
 Maps (highway, drainage districts) - Engineer
 Maps (plats) - Recorder
 Maps (political boundaries) - Auditor
 Marriage License - Recorder
 Mental Health Facilities - Community Services
 Passports - Recorder
 Permits (tile crossings, underground work) - Engineer
 Permits (building, conditional use) - Zoning
 Prosecutor (state laws, local ordinances) - Attorney
 Real Estate Transfer Information - Recorder
 Real Estate Mapping - GIS
 Subdividing - Zoning
 Tax Credit Claim - Treasurer
 Tax Levy Information - Auditor
 Tax Payments - Treasurer
 Vehicle Titles and Registrations - Treasurer
 Veteran's Assistance – Veterans Affairs

Information from "Evolution of County Government in Iowa" by State of Iowa Office for Planning and Programming; "New Directions for County Government" by Iowa Advisory Commission on Intergovernmental Relations.

COUNTY LAW ENFORCEMENT

The Franklin County Sheriff's Office is responsible for enforcing the laws of the State of Iowa and the ordinances of Franklin County. Aside from patrolling the unincorporated areas of the county, the Sheriff's Office also contracts with all of the cities in Franklin County except Ackley, Hampton and Sheffield. Other programs and services offered through the Franklin County's Sheriff's Office include D.A.R.E. – Drug Awareness Resistance Education; a program targeted to elementary aged school children teaching them about drug awareness and substance abuse.

EMERGENCY MANAGEMENT

Emergency management is a coordinated effort, involving local, state, and federal government agencies as well as volunteer organizations and businesses. Within an integrated emergency management framework, these entities assist citizens and their communities to prepare for, respond to, recover from, and eliminate or reduce the effects of natural, man-made, civil, and technological emergencies and disasters.

As prescribed by Iowa Code, The Franklin County Office of Emergency Management is overseen by a commission comprised of the mayor of each community in the county as well as the Sheriff and a representative of the Board of Supervisors. A coordinator is appointed by the commission to oversee the day-to-day activities of the office. The coordinator reports directly to the commission. The Franklin County Emergency Management Office is shared with Cerro Gordo County.

FIRE PROTECTION SERVICES

Franklin County Townships are serviced by several fire departments. Those are shown on the maps in the appendix.

XVII. EXISTING LAND USE

A survey of existing land use is basic to planning activities. Plans for future land use and zoning district maps are based partly on the existing land use pattern. An analysis of current land use patterns in the incorporated communities provides insight into existing and potential land use problems and provides guidance for future growth and development.

Incorporated Land Use

The growth and development occurring in cities has an effect on the County's unincorporated areas. Therefore, an inventory of each City has been completed to determine which cities will experience growth over the next few years.

In early 1982, a land use survey was conducted. All incorporated and two unincorporated communities were surveyed. The purpose of the survey has to determine and record the extent and location of all uses of land. Land use was divided into six categories, described as follows:

Single family residential. This classification includes single family structures, including mobile homes. The district is intended and designed to provide for certain low density residential areas of the County now developed with single family dwellings, and areas where similar residential development is desired. It is further intended that rural non-farm single family development be guided to lower quality agricultural land in order to preserve and protect high quality agricultural land for the future.

Multi-family residential. Included are structures containing two or more units. The district is intended and designed to provide for certain low and medium-low density residential areas of the County where similar residential development is desired. It is further intended that rural non-farm multi-family development be guided to lower quality agricultural land.

Commercial. Principal components of this classification are retail and wholesale trade and service establishments. Open storage for commercial purposes such as car lots, but not including farm machinery lots, is permitted. The district is intended and designed to provide for the normal commercial uses required to serve families living in the various areas of the County, located so as to be easily accessible within minimum distances of homes which can economically support such uses. This district will normally be used for new, small or existing commercial uses.

Industrial. This classification includes manufacturing, grain elevators and related storage, lumber yards, auto salvage yards, construction contractors' yards, farm machinery sales lots, etc. The district is intended and designed to accommodate manufacturing, processing and storage, and accessory activities. These uses are not normally located in the unincorporated areas of the County, and this District should be located only in sound industrial locations with direct access to highways and other needed transportation facilities and utilities.

Public/Semi-public. Government buildings such as city halls, libraries, and fire stations are included. Also included are churches, cemeteries, schools, recreational parks and preserves, and fraternal organizations.

Agricultural and Vacant. This includes all land which is undeveloped and land in agricultural production.

The following US Census population estimates are for 2007.

ALEXANDER

The City of Alexander is located in northwestern Franklin County and is in Scott Township. Alexander is located at the intersection of County Road C-25 and Iowa Highway 107. Alexander is a small community of 159 people.

COULTER

The City of Coulter is located in west-central Franklin County, in Marion Township. Coulter is located just south of Iowa Highway 3 on County Road S-25. Coulter is a small community of 252 people.

GENEVA

The City of Geneva is located in southeast Franklin County in Geneva Township. Geneva is located at the corner of Iowa Highway 134 and County Road S-56. Geneva is a small community of 173 people.

HAMPTON

The City of Hampton is located in central Franklin County in Mott Township. Hampton is located on the intersection of Iowa Highway 3 and U.S. 65. A community of 4,165, Hampton is the county seat of Franklin County, and is also the primary service, retail and industrial trade area in Franklin County.

HANSELL

The City of Hansell is located in east-central Franklin County in Ingham Township. Hansell is located on County Road S-56, just north of Iowa Highway 3. Hansell is a small community of 97 people.

LATIMER

The City of Latimer is located in west central Franklin County in Marion Township. Latimer is located on County Road S-25 just north of Iowa Highway 3. A community of 543 people, Latimer has some small industry.

POPEJOY

The City of Popejoy is located in southwestern Franklin County in Oakland Township. Popejoy is located on County Road S-13. Popejoy, is a small community of 77 people.

SHEFFIELD

The City of Sheffield is located in north-central Franklin County in Ross Township. Sheffield, a community of 996 people, has an expanding agribusiness industrial base.

UNINCORPORATED LAND USE

The following existing land use section was taken from a survey completed in conjunction with the Iowa Farmland Use Preservation Bill passed in 1983. The purpose of the inventory is to assist in the orderly use, development, and preservation of Franklin County land and natural resource areas.

Franklin County is comprised of 368,640 acres and the following summary outlines land uses by classification in 1980 in addition to the agricultural land conversions since 1960.

Agricultural Lands: The largest land use classification in Franklin County, high-quality agriculture lands, are comprised of tillable cropland, pastures, farmsteads, and other accessory uses. A total of 340,002 acres, or 92% of Franklin County, is utilized for agriculturally-related uses. Since 1960, 1,437 acres have been converted to non-agricultural uses. However, this figure may appear somewhat misleading since at least 249 acres of transferred land remained undeveloped and conversions to agriculture land from other classifications were not identified. Also, many areas classified as agricultural, but which were not under cultivation, have been restructured for more intensive agricultural production use.

Transportation: Transportation land use in rural Franklin County totals 11,991 acres or 3.2%. Highways, primary and secondary roads, airports, and rail facilities constitute transportation modes in Franklin County. Although several rail lines have been decommissioned since 1960, Interstate Highway 35 has added 1.015 acres of right-of-way during this period.

Public Facilities: Public facilities in rural Franklin County include county and state owned conservation and recreation areas, churches and cemeteries, public utility stations, landfills, and school property. A total of 1,224 acres or .3% of the total county acreage comprises public facilities. This figure represents an increase of 249 acres from 1960.

Private Open Spaces: Private open spaces in rural Franklin County are defined as privately owned woodlands, wetlands and water bodies not used for agricultural purposes. These spaces totaled 1,318 acres or .4% of Franklin County. Since 1960, 53 acres have been added to private open spaces in the form of ponds and drainage ditches, for an increase of 4.2%.

Commercial: Commercial uses in rural Franklin County consist of highway retail sales and services primarily near Hampton, totaling 72 acres, or .02%. An addition of 33 acres has been recorded since 1960.

Industrial: Industrial land uses in rural Franklin County include bulk storage areas, quarry production and light manufacturing. Industrially used acres total 307 acres, or .08% of the county. From 1960 to 1980 27 acres were converted for industrial purposes.

Residential: Unincorporated residential development in Franklin County includes non-farm related single family homes situated on lots not larger than 10 acres. Most of the development since 1960 has occurred near Hampton and Beeds Lake State Park, with 50 acres converted to residential use, for a total of 115 acres by 1980. In 1980, .03% of unincorporated Franklin County was used for residential purposes.

Unincorporated Communities

In Franklin County, there are three unincorporated villages: Bradford, Chapin and Faulkner.

Bradford, directly south of Hampton, is a small bedroom village whose primary purpose is to serve farmers of the area by maintaining a grain elevator along with railroad facilities.

Chapin, directly north of Hampton, serves relatively the same purpose.

Faulkner, directly south of Geneva also serves the same purpose.

XVIII. FUTURE LAND USE

Franklin County has established a sound-planning base for its physical growth. The resulting documents must be updated on a regular basis. The administrative officer, members of the Planning and Zoning Commission and members of the Board of Adjustment have very important responsibilities and it is imperative that they are individuals who are conscientious of the county's best interest and tend not to be single interest oriented. Determining proper land use for a specific area is a product of many factors. Land use determinants include such things as public interest, social values, human behavior, economy, convenience, physical characteristics, and the political climate. The unpredictability of how various interrelated land use determinants will affect each other combined with an effort to control and plan future development based on these factors, necessitates a combination of objectivity and subjectivity.

The future land use plan is not a legal document like a zoning ordinance, but rather is a philosophy of future growth within the unincorporated areas of the county. The future land use map then becomes the guide in determining whether future zoning change requests should be approved or denied.

Because this is a long range plan based upon projections to the year 2025, many changes may become necessary due to unforeseen criteria. Thus, the future land use plan and map must always be open to periodic updating and revision that should be done in compliance with the county's overall growth goals and objectives. Other variables including planned or possible expansion of services, environmental or natural conditions, and potential economic recruitment also provide insight into future land use patterns.

Finally, when creating the land use map, the county has followed existing land use patterns to predict and guide future land use development. Most planned residential growth is expected to

occur adjacent to or near the fringe of existing residential neighborhoods. Similarly, planned commercial and industrial growth is also planned for areas adjacent to complimentary land uses.

The Cities in Franklin County have not experienced a large population increase in the past 20 years. Therefore, it is assumed that there will be no need for annexation in the near future considering the amount of vacant lots within the city limits.

Unincorporated Communities

These villages are not likely to incorporate because they are relatively small villages and do not have enough tax base to warrant incorporation. The following maps show the existing land use for these villages. These villages are not expected to grow in size.

XIX. PLAN IMPLEMENTATION

The preceding chapters form the core of the Franklin County Comprehensive Plan with narratives, maps, charts, tables, and statistics concerning desirable future development patterns. This section addresses those possible means of implementing the objectives and policy recommendations. This section will identify those actions which are needed and recommended in order to implement the intent and policies outlined in this comprehensive plan.

Because the scope of the Franklin County Comprehensive Plan is long term in nature, its policy recommendations and the idea of implementing such policies may seem daunting. It is for this reason why the County and specifically the Planning Commission should utilize the plan to assist in developing annual or short term improvement programs such as the road improvement plan, capital improvements, financial budgeting, parks and recreation 5 year master plan, among other examples. Additionally, the Planning Commission should evaluate the comprehensive plan on an annual basis in consideration of changing development patterns which may occur in any given year.

This document should be thoroughly reviewed to determine whether or not changes are needed for the “enforcement” controls or ordinances that are prepared by the county to achieve compliance with this plan. This may include reviewing the county’s zoning and subdivision regulations to establish land use and development standards. Amendments to these control ordinances may include reviewing and rewriting the text in these documents, or amending the official zoning map. Either way, changes recommended for “enforcement” controls should be in compliance with and consistent with the comprehensive plan’s future land use map.

IMPLEMENTATION STRATEGIES

Franklin County is changing. Change often times conjures up thoughts of having to give up something. This is why people often try to cling to the past. Most people like things the way they are, even though they know change is inevitable. Some people resist change simply out of fear of the future; they are more comfortable with the past. Franklin County’s leaders of today and tomorrow are charged with the task of identifying, leading, and being the first to accept and embrace the bright future that the county has ahead.

1. In establishing any new policy, remember to protect the rights and interests of property owners in Franklin County. Consistency and fairness is a must.
2. Franklin County must exhibit a welcoming and accommodating character to new residents of the county.

3. Establish and annual comprehensive plan review workshop.
4. Establish guidelines and adopt policies to protect the environment, including the lake, rivers, and other natural areas of Franklin County.
5. Create and annually update an inventory of county trails, identifying completed and proposed short term and long term trail development.
6. Create a three-year action plan addressing county growth, city growth and annexation policies.
7. It may be beneficial to Franklin County to have the services of a qualified building inspector oversee code enforcement of residential and commercial building construction.

Establishing planning or performance benchmarks is one method that other communities and counties utilize in determining accountability to the implementation of the Comprehensive Plan. A benchmark system permits the county to develop general descriptions of what it hopes to achieve by implementing the land use objectives and policy recommendations outlined in the plan.

After identifying desired outcomes, the county can then set thresholds or goals for the achievement of the desired outcomes. Periodically, the county should track and review the achievement of desired outcomes from implementing this comprehensive plan. Below is a list of potential benchmarks Franklin County can utilize in determining if it has meet the desired objectives and policy recommendations:

1. The sales price of vacant and buildable land.
2. The rate of conversion of vacant land to improved land.
3. The number of acres of prime agricultural land protected from development.
4. The average sales price of single-family housing.
5. The number of new single family and multiple family building permits issued.
6. An increase in the amount (in acres) of county parkland per capita.
7. An increase in the amount (in acres) of environmentally sensitive land protected by development regulations or state/federal programs.
8. A reduction, or at least no new acreage of residential development located in floodplains.
9. The achievement of an identified number of miles, determined by the county, of street repair, resurfacing, or new pavement.

OBJECTIVES

The following goals, objectives and policies are designed to help Franklin County achieve its vision for the future over the life of the Comprehensive Land Use Plan. They are organized by the following categories:

1. Agriculture
2. Economic Development
3. Growth and Annexation
4. Housing
5. Natural Resources and Environment
6. Public Facilities
7. Telecommunications and Technology
8. Transportation

In reviewing these goals, objectives and policies, the County should consider the manner in which the policies might be accomplished. It should consider:

- 1 Who would be responsible for policy implementation (e.g. the County, other governmental bodies or organizations, or the private sector); and
- 2 What programs or regulatory tools will be required for accomplishing these policies.

In this way, the Comprehensive Land Use Plan can be shaped as a strategic tool that can be used by the entire community to upgrade the County's status in the region. In effect, it will allow everyone to be on the same page with respect to Franklin County's future.

Goals, objectives and policies should be thought of as a system of recommendations that are refined at each level. Goals are the broadest recommendation; each of the eight topic areas has one goal that guides the recommendations at each subsequent level. Objectives expand the goal into a series of broad statements that highlight distinct aspects of the overall goal. Policies are even more specific and intended to guide both the County's decision making policies and implementation strategies. Finally, strategies are specific actions the County, or various players within the County, can take to implement the policies.

For reference, included below is a general definition of the applicable terms:

- **Goals** describe, in general terms, broad aims, desired end situations, or ideals for achievement. A goal is typically broad and long-range.
- **Objectives** are more specific than goals and generally represent an expanded description of a particular aspect of a goal or a more precise desired end situation.
- **Policies** are intended to help guide the specific strategies that will achieve the Plan's goals and objectives, and ultimately the community vision, over the Comprehensive Land Use Plan's planning horizon.

The Comprehensive Land Use Plan includes specific goals, objectives and policies strategies for implementation tools needed to ensure that Franklin County's vision for the future is achieved. In addition key principles have also been included. At the end of each section is a brief overview of balanced growth principles that relate to the topic area and the general direction of the goals, objectives, policies and strategies.

It is important to note that the purpose of this section is to set the direction for planning. It is not all-inclusive. Many of these policies are intended to provide guidance for additional planning efforts that can be undertaken by the County.

LESA

Overview

Land Evaluation and Site Assessment (LESA), as a growth management tool, was first created as a result of passage of the Farmland Protection Policy Act in 1981. The United States Department of Agriculture (USDA) was charged with developing a means of implementing the Act. Subsequently, the Soil Conservation Service (SCS), which is part of the USDA and is now known as the Natural Resources Conservation Service (NRCS), developed the National Agricultural Land Evaluation and Site Assessment Handbook. The Handbook was published in 1983, and the purpose of it was to teach state and local governments how to develop, adopt, and implement LESA Systems at a local level.

The LESA System is a point system that evaluates land for its agricultural viability. The higher a tract of land scores on the LESA System, the more viable for agriculture it is considered to be. The Land Evaluation (LE) portion of the score takes into account the productivity of the soils of the site. The Site Assessment (SA) portion of the score evaluates such factors as surrounding land uses and zoning, proximity to urban development, availability of public facilities and services, and other location factors.

Purpose

The purpose of LESA is viewed as a means of assisting policy makers by offering them a more thorough, objective means of evaluating the agricultural potential of land during the decision-making process. LESA may also be viewed as a growth management technique for assessing a particular site's ability to support agriculture. It is to be used as a tool for protecting agricultural land by providing a consistent land use planning and development analysis tool geared toward agricultural land preservation. LESA, in its design, is also a tool that is flexible in that the factors, their scoring maximums, and their assigned weights are to be developed at the local level to meet local needs and objectives. Further, a LESA System and its components are to utilize existing, documented, credible knowledge and sources. Finally, LESA is meant to be supported by, as well as help implement, the County Comprehensive Land Use Plan, Zoning Ordinance, and Subdivision Ordinance.

Elements

LESA has two distinct elements or components, Land Evaluation and Site Assessment. The Handbook (1983) defines these elements in the following way:

Land Evaluation. In agricultural land evaluation, soils of a given area are rated and placed into groups ranging from the best to the worst suited for a stated agricultural use (i.e. cropland, forestland, or rangeland). A relative value is determined for each group: the best group is assigned a value of 100 and all the other groups are assigned lower values. The Land Evaluation is based on data from the National Cooperative Soil Survey.

Site Assessment. Site assessment identifies important factors other than soils that contribute to the quality of a site for agricultural use. Each factor selected is stratified into a range of possible values in accordance with local needs and objectives. This process provides a rational, consistent, sound basis for making land use decisions.

In short, the Land Evaluation element is the "science" element where the individual soil factors derived from the County's Soil Survey are evaluated and ranked. The soil types are eventually grouped, with similar soils being placed together, into ten Agricultural Groups ranking from best to worst. Finally, these Groups are normalized in relationship to Agricultural Group #1. The Site Assessment element is the "land use planning" element in that measurable, defined land use factors are used to determine a site's agriculture viability. Again, these Site Assessment factors are to be determined, prioritized, and weighted by local committee participants.

Conclusions

When implementing LESA at the local level it is important to remember a few things. First, it is strongly encouraged that the County form and use a committee to help develop the System. Suggested committee participants include elected officials, planning and zoning commissioners, NRCS staff, farm organization members, and county staff. Second, keep in mind that LESA does

not have to be fully automated or computerized to work effectively. Remember that Counties without elaborate Geographic Information Systems (GIS) may still use LESA, however, calculations and measurements would just have to be made "long-handed". Third, adequate testing of the LESA System through sample site scores is recommended, especially if LESA threshold scores will be established to guide rezoning decisions. This is particularly important should the system, or the threshold scores, be challenged in court. Finally, continuous refinement of the LESA System, like plans and ordinances, is a must in order to ensure the factors being measured are relevant to the County.

AGRICULTURE

Goal

Preserve prime agricultural land.

Objectives

1. View agriculture as a key component of the County's economy and identity.
2. Update land use regulations to preserve and protect prime agricultural land.
3. Assess the viability of different farmland preservation techniques and the feasibility of implementing such in the County.

Policies

1. Limit non-agricultural development in unincorporated Franklin County. Direct development to incorporated municipalities and areas adjacent to incorporated municipalities.
2. Buffer non-agricultural development from agricultural development to prevent nuisance conflicts.
3. Encourage agricultural-related businesses within agricultural areas to provide increased economic value to farmers.
4. Promote county-produced farm products through planned activities, such as farmers' markets.
5. Consider agricultural transportation needs when evaluating the feasibility of new development, particularly residential developments. Heavy traffic roads are incompatible with movement of farm implements and farm workers.
6. Identify prime agricultural areas, especially valuable agricultural soils, to be protected.
7. Implement the Land Evaluation and Site Assessment (LESA) tool system.
8. Implement soil conservation practices.
9. Pass an "Agricultural Land Preservation Ordinance."

Preliminary Implementation Strategies

Within land development regulations:

- The Agricultural Zoning (A-1) District should be strictly limited to agricultural uses. Accessory agri-businesses should be permitted within this district.
- Residential development within the A-1 District should comply with a minimum lot size of one acre for each dwelling unit, including "hobby farms."
- Buffering requirements should be included around all agricultural uses to prevent conflicts with other developments. Buffers should be generous enough to allow some expansion of the farm without causing land use conflicts. Mapped open space

districts, which can include protected forest preserves and biking or hiking trails, can accomplish this effect.

- Industrial land uses that are compatible and complementary to agricultural uses, such as an ethanol plant, grain elevator or salvage yard should be permitted adjacent to agricultural land uses.

Related Principles of Balanced Growth

- “Agricultural productivity depends on the scale and connectivity of activities and land masses; encroachment of incompatible land uses reduces productivity.”
- “Crop farming is especially dependent on the protection of prime agricultural soils and the application of soil conservation practices.”
- “Rural roadways and traffic management patterns should reflect priorities for farm implements and characteristics of the countryside.”

ECONOMIC DEVELOPMENT

Goal

Promote economic development throughout the County that balances the needs of the current and future economy with a high quality of life standard.

Objectives

1. Retain and attract new commercial and industrial development to the County.
2. Leverage existing County resources and infrastructure for economic development.
3. Preserve prime agricultural land as it is a key part of the County’s economy.
4. Attract wealth-building employment, while promoting a well-educated local workforce.
5. Continue to support the existing manufacturing base.

Policies

1. Update land use regulations to comprehensively address current and future industrial and commercial developments.
2. Identify probable locations for industrial and commercial areas on the Future Land Use Plan Map without eliminating other options.
3. Create incentives for new business, such as tax abatement, infrastructure improvement and tax districts. Create taxing agreements that are acceptable to all taxing bodies within Franklin County.
4. Link infrastructure planning and construction with new commercial and industrial development.
5. Provide a clear set of high-quality physical design and land use standards within the regulations for new commercial and industrial development.
6. Limit development in areas where sand, gravel and other resource deposits are located until the resources have been fully excavated and appropriate planning for reuse of the land is accomplished.
7. Market agri-business services and facilities, such as equipment sales and service, research facilities, nurseries and greenhouses, genetic research, biotechnology, grain elevators, renewable energy, feed and fertilizer services.

8. Create a mechanism to ensure developers and others responsible for growth impacts will pay for necessary transportation improvements to maintain level-of-service standards through appropriate design and impact fees, development fees or other concurrent financing methods.
9. Work to increase the overall funding potential from the Fuel Tax and other sources of state and federal funds.
10. Coordinate with local governments and school districts to create a “Safe Routes to School” program to obtain federal funding for engineering improvements.
11. Explore fast, frequent and reliable intra-city bus routes.
12. Seek funding to develop non-motorized paths for both recreation and as an alternate means of transportation.
13. Preserve rural character and scenic vistas. Develop ordinances to protect rural roads from highway-oriented businesses outside of municipalities and not contiguous with the traditional urban environment.

Preliminary Implementation Strategies

Within land development regulations:

- Require new subdivisions to maintain sidewalks on both sides. Include requirements for bike paths and bicycle parking.
- Require dedications during platting for road right-of-way expansions to accommodate future transportation demand as necessary.
- Require street systems that promote maximum connectivity and a “walk-able” environment and reduction in traffic congestion in all new developments.
- Provide innovative off-street parking standards such as shared and land banked parking in addition to efficient design criteria of parking lots/structures to hide or “mask” these areas, maximize the use of space and minimize environmental impacts.

Related Principles of Balanced Growth

- “An effective transportation system provides options to enhance the mobility of people, goods and services, and will include pedestrian facilities, bicycle facilities, public transit and a system of roadways.”
- “Public transit options are especially important to those who do not have access to private automobiles or prefer not to drive, and to reduce congestion by minimizing the number of single passengers on the road.”
- “Roadways are but one element of a system of corridors that can be planned and designed to coordinate traffic, pedestrian movement, abutting land use and access thereto, and amenity to create a safe and desirable experience for all travelers and others who occupy the corridor.”
- “Contemporary traffic management practices can effectively increase the capacity of roadways as an alternative to more expensive construction systems.”