

McLean County Regional Comprehensive Plan

A Guide To Sensible Growth Through Regional Cooperation



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**McLEAN COUNTY REGIONAL COMPREHENSIVE PLAN
A Guide To Sensible Growth Through Regional Cooperation**

Prepared By

McLean County Regional Planning Commission

In Cooperation With

The Citizens and Local Units of Government of McLean County

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EXECUTIVE SUMMARY

TOWARD SENSIBLE GROWTH

This plan presents a guide for sensible growth through regional cooperation. Sensible growth recognizes the potential benefits of population and economic growth, but sets high standards to preserve and enhance the community for both present and future generations. It involves the building of livable communities that feature distinctive identities with people friendly designs and many social and cultural amenities. It also involves promoting economic growth to provide the jobs and tax base that can help support these amenities. Sensible growth also occurs in harmony with the natural landscape and environment.

The regional comprehensive plan provides a framework for continuing regional cooperation in support of sensible growth. Many growth issues involve multiple jurisdictions and may require cooperative approaches to achieve optimal solutions. Issues such as farmland preservation, urban revitalization and the delivery of services often impact more than one unit of government and can impact the quality of life for the entire region. It is becoming increasingly apparent that an individualized approach can not effectively address all of these issues. Therefore, a collaborative approach with participation by all levels of government and by a wide range of citizen and private interests was used to develop this plan.

CITIZEN PARTICIPATION

This regional approach was enhanced through the use of citizen committees representing a wide range of public and private interests to focus on the different elements of the plan. More than 100 persons from many walks of life served as an advisory body to the McLean County Regional Planning Commission, drawing upon the work of previous citizen-based visioning committees to help guide the preparation of this plan. These individuals provided ideas and expertise that benefited the plan in many ways, including the broadening of public understanding and support, which will be an important ingredient for carrying out the plan.

The citizen committees identified goals, objectives, policies and strategies designed to preserve and enhance the quality of life in the McLean County Region. The goals, objectives, policies and strategies were developed for nine elements of the plan as follows:

- Natural Environment
- Historic Preservation And Urban Revitalization
- Economic Development
- Population
- Housing
- Land Use
- Transportation
- Community Facilities And Services
- Implementation

The plan uses the established goals and objectives to assess existing characteristics and trends for each element of the plan.

CHARACTERISTICS AND TRENDS

The current patterns of growth and development were major considerations in developing this plan. It is anticipated that the Region's high quality of life will continue to attract the people and business needed to sustain a vibrant economy and generate continued population growth at least for the foreseeable future. The population of the County is predicted to exceed 173,000 by the year 2020, with the Bloomington-Normal urban area growing to nearly 130,000. Substantial growth is also predicted for a number of designated rural growth areas and smaller communities as well.

The current trend is for a continuation of the conventional, low density, suburban development that has been the norm throughout the nation for the past fifty years. Urban densities have been steadily declining in Bloomington-Normal and the plan recognizes that this trend may continue. At the same time, however, the plan identifies some of the challenges that result from decreasing densities and presents some sensible growth alternatives. It is anticipated that community leaders will take the actions necessary to guide and shape growth consistent with adopted goals, objectives and policies in order to preserve and enhance the Region's quality of life. This plan is intended to guide decision making toward this end.

CHALLENGES AND OPPORTUNITIES

The plan identifies future challenges and opportunities for preserving and enhancing quality of life. Challenges and opportunities are identified for each element of the Regional Comprehensive Plan based on an assessment of current trends and characteristics in context with the established goals and objectives. Many of these challenges can create opportunities to develop strategies for meeting quality of life objectives. The table on page vii lists the challenges the Region will face as it enters the twenty-first century, as well as the top ranked strategies identified for each element of this plan.

PRIORITY STRATEGIES AND PLANS

The citizen committees with technical assistance provided by the staffs of the local governments and McLean County Regional Planning Commission identified and prioritized more than 300 strategies for consideration by local governments in addressing the Region's future challenges. Of these, 118 strategies were identified as priorities, signifying greater need or feasibility within the near future. The twenty-seven priority 1 strategies were identified as the top priorities for consideration within the next five years. The identified strategies were considered in developing plans for land use, transportation, selected community facilities and services, and implementation.

Land Use Plan

The land use plan reflects the growth policies identified in adopted area plans as well as the other relevant strategies identified by the citizen committees. Accordingly, the plan provides for a system of interconnected conservation and recreation areas consistent with the McLean County Regional Greenways Plan. It also designates other areas outside of urban growth areas for primary or secondary agriculture, depending upon the general soil and terrain characteristics. The plan provides for relatively compact and contiguous development within and adjacent to incorporated communities, with growth occurring in and around Bloomington-Normal, smaller municipalities in the western two-thirds of the County and in the selected rural growth areas. It also provides for regional service centers in Bloomington-Normal and for sub-regional service centers in the downtowns of the Region's smaller communities, in the neighborhoods of Bloomington-Normal, and at selected highway interchanges.

Challenges And Priority 1 Strategies For Beginning The 21st Century McLean County Regional Comprehensive Plan

Plan Element	Challenges	Priority 1 Strategies
Natural Environment	Growing in harmony with the natural environment, preserving open space and farmland, conserving soil and water resources, increasing the use and availability of alternative modes of transportation.	<ul style="list-style-type: none"> ■ Complete the regional water study ■ Prepare a farmland preservation study ■ Publicize soil conservation programs
Historic Preservation And Urban Revitalization	Incorporating cultural landmarks and civic design in new development, balancing cost considerations, managing urban growth, taking a local initiative.	<ul style="list-style-type: none"> ■ Prepare traditional neighborhood development (TND) ordinance ■ Initiate downtown business retention and development program ■ Consider the use of urban service areas to jointly review zoning, subdivision and service requests
Economic Development	Preserving convenient access, preserving farmland and agricultural heritage, providing affordable housing, expanding cultural and entertainment opportunities, maintaining low crime rates, meeting labor needs.	<ul style="list-style-type: none"> ■ Direct urban growth to planned growth areas through a joint review process ■ Consider sharing costs for and revenues from future economic development ■ Support cooperative business retention and recruitment ■ Identify balanced economic development sites to include central city as well as fringe area sites
Population	Gaining public input on growth policies, preserving quality of life by meeting labor force, housing and transportation needs of future populations.	<ul style="list-style-type: none"> ■ Conduct public survey on population growth during the first year after plan adoption
Housing	Revitalizing older housing and neighborhoods, meeting needs for affordable housing, providing pedestrian friendly neighborhoods, conserving land and resources.	<ul style="list-style-type: none"> ■ Encourage housing redevelopment ■ Guide housing growth (same as the use of “urban service areas” listed under “Historic Preservation And Urban Revitalization” above) ■ Consider alternative home and neighborhood designs (same as “TND” listed under “Historic Preservation And Urban Revitalization” above)
Land Use	Achieving compact and contiguous development, minimizing land use conflicts, preserving farmland and open space, achieving fiscally sound development patterns, providing people friendly neighborhoods.	<ul style="list-style-type: none"> ■ Use intergovernmental cooperation and agreement to guide urban growth (same as “urban service areas” listed under “Historic Preservation And Urban Revitalization” above) ■ Adopt site development guidelines to protect environmental resources such as tree cover, soils and water ■ Support comprehensive community planning to identify localized development policies and to increase public understanding and support for comprehensive plans.
Transportation	Supporting economic vitality, increasing safety and security, increasing accessibility and mobility options, protecting and enhancing the environment, enhancing system integration and connectivity, promoting efficient management and operation, preserving existing systems.	<ul style="list-style-type: none"> ■ Promote integrated land use and transportation planning to provide convenient access by alternative modes of transportation ■ Use identified access management strategies to grant or deny access ■ Develop alignment and corridor studies as needed
Community Facilities	Striking a balance between providing needed services and not overextending services, maintaining equity among local units of government in the provision of services, maintaining local identities as growth and regionalization of services continue, funding service delivery.	<ul style="list-style-type: none"> ■ Complete the regional water study (same as listed under “Natural Environment”) ■ Maintain existing water systems to keep pace with projected service area populations ■ Consider cooperative service agreements for water, sewer, police and fire protection, schools and ambulance service
Implementation	Prioritizing strategies, developing and carrying out implementation plans, monitoring progress, keeping the plan current.	<ul style="list-style-type: none"> ■ Prepare annual reports on progress made toward implementing the comprehensive planning strategies ■ Prepare major 5-year updates to the Regional Comprehensive Plan

Transportation Plan

The transportation plan provides for the extension of transportation facilities to serve planned growth areas. The street and highway plan provides for the southward extension of Mitsubishi Motorway on the west side of the urban area and for the upgrading of Towanda-Barnes Road to expressway standards on the east side of the urban area. It also identifies the immediate need for a feasibility study for a freeway bypass connection between I-55 and I-74 on the east side. Other improvements and extensions to the urban classified and the rural road systems are also identified to meet future needs consistent with the Regional Land Use Plan. The transportation plan also addresses alternative modes of transportation and provides for numerous extensions to the existing trail system in the urban area and throughout the County, including the proposed Route 66 Bikeway. The plan for alternative modes also identifies potential future transit service for planned regional and sub-regional service centers in the urban area.

Community Facilities And Services

The community facilities and services element addresses water service; sewer service; schools; parks and recreation; solid waste; fire, police and emergency services; and, public utilities. The plan incorporates the regional water system proposal from the 1994 County Comprehensive Plan and supports the concept of regionalization of wastewater treatment consistent with adopted local land use plans. It also identifies future park land needs and identifies emergency service area boundaries as well as presenting strategies for each of the facilities and services considered in the plan.

Implementation

Finally, the implementation plans identify the follow-up actions that will be needed to carry out the priority 1 strategies identified for each element of the plan. The implementation plans also identify the responsibilities and general costs as well as the approximate time frames during which those actions will be considered. The Comprehensive Plan recognizes that some strategies will require further study to determine appropriateness and whether the potential benefits will justify any costs. The implementation plans are designed to lead to these determinations.

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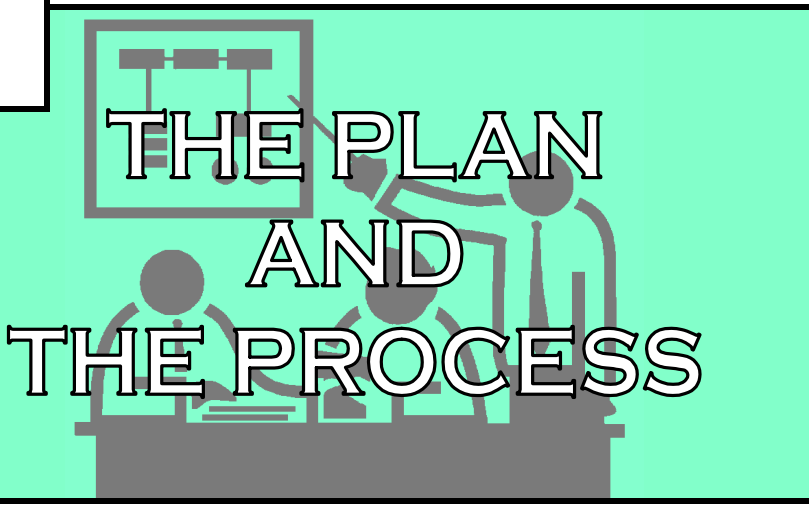
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THE PLAN AND THE PROCESS

INTRODUCTION

The growth and prosperity enjoyed in Mclean County brings a host of benefits along with many challenges and opportunities. The benefits include a high quality of life and standard of living for many residents, due to low unemployment rates, relatively high pay scales and the availability of a wide range of services and amenities. A healthy economic base increases the capacities of local governments to provide services and amenities to residents. These factors in combination serve to attract more people and business to the Region and further contribute to the overall prosperity. The basic challenges and opportunities that accompany growth and prosperity relate to preserving and enhancing the social, economic and environmental resources that have made the Region so attractive to people and business.

TOWARD SENSIBLE GROWTH

Sensible growth recognizes the potential benefits of population and economic growth but sets high standards to preserve and enhance the community for both present and future generations by minimizing the economic and environmental costs of growth. It attempts to balance concerns for community, economy and environment as illustrated in Figure 1-1. Sensible growth involves the building of livable communities that feature distinctive identities with people friendly design and many social and cultural amenities. It also involves promoting economic growth to provide the jobs and tax base that can help support these amenities. Sensible growth also occurs in harmony with the natural landscape and environment.

WHY A REGIONAL PLAN?

Many growth issues involve multiple jurisdictions and

COMMUNITY VISIONS

- Community visions are the recommendations of citizen-based planning initiatives that focus on future areas of vital interest to the community.
- The formulation of each element of this plan began with a review of the related community visions.

REGIONAL GOALS

Regional goals are generalized statements of conditions that are desired for the Region.

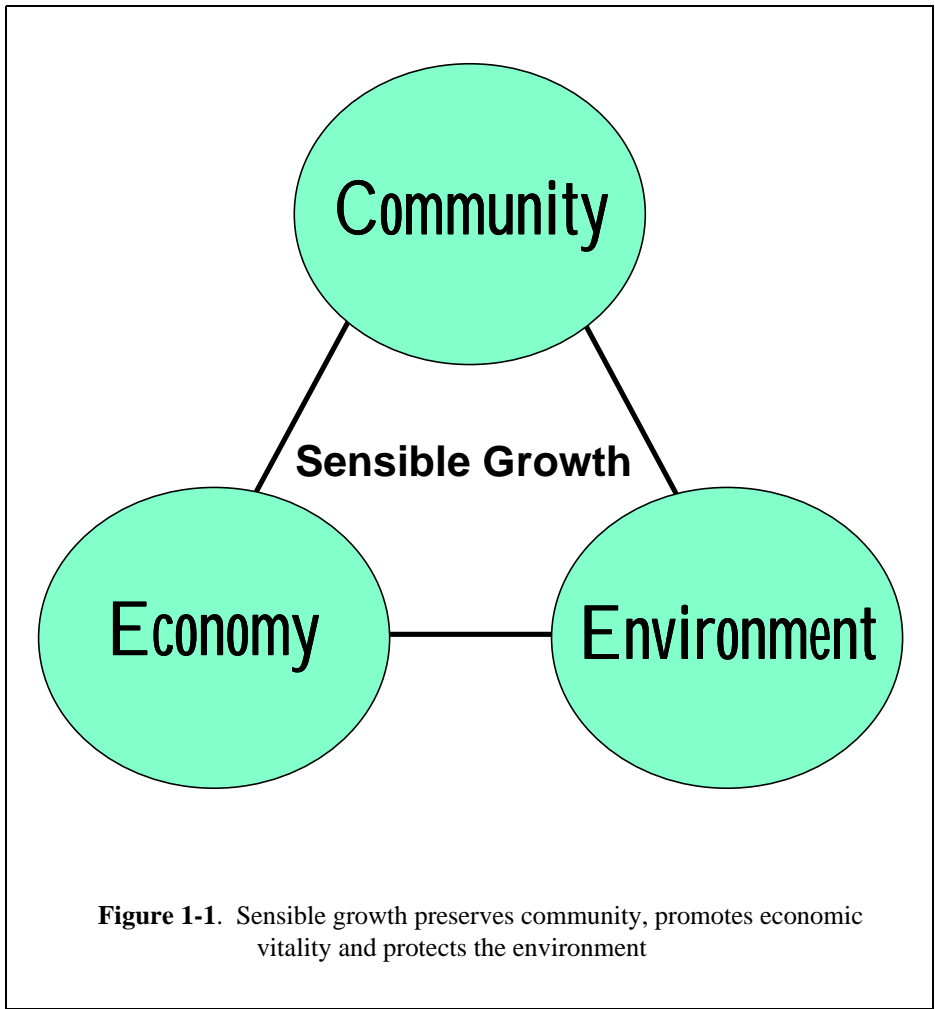


Figure 1-1. Sensible growth preserves community, promotes economic vitality and protects the environment

may require cooperative approaches to reach optimal solutions. While some issues may appear on the surface to be strictly urban or strictly rural, closer examination often reveals that one approach may apply to both issues, due to the complex interrelationships that often exist. For example, urban

revitalization may appear to be only a concern for municipalities. However, successful revitalization of urban areas can direct some growth inwardly, resulting in less

Sensible growth recognizes the potential benefits of population and economic growth but sets high standards to preserve and enhance the community . . .

consumption of farmland. This would be considered by many to be a benefit to the rural area as well. Similarly, one means of addressing the seemingly rural issue of farmland preservation is through compact and contiguous urban development, which also provides many benefits to municipalities,

developers and residents. Thus, many growth issues have both an urban and a rural side.

Growth issues affect multiple jurisdictions in other

ways, too. The growth or lack of growth and development in one jurisdiction has an impact on neighboring jurisdictions in terms of development costs and revenues. Development in one jurisdiction could enhance or conflict with land use in another. Continuity and efficiency in the delivery of services can be greatly enhanced by how services are provided by neighboring jurisdictions.

These factors point to the need for a coordinated approach with participation by all levels of government in order to effectively address the many growth issues that confront this Region. This regional comprehensive plan uses such an approach to provide a framework for continuing regional cooperation in support of sensible growth. The purpose of the plan, therefore, is to provide a guide to coordinate local government actions toward this end.

WHAT THE PLAN DOES

The plan presents guidelines for coordinated actions that reflect general, community-wide consensus in support of sensible growth to preserve and enhance the quality of life for residents of McLean County. It considers community visions and establishes regional goals, objectives and policies to guide growth. The plan also

identifies proactive strategies and sets priorities for the allocation of resources in support of the plan. Additionally, it identifies plans for the development of future land use, transportation and selected community facilities. And finally, it presents implementation plans to set a course of action to address top priorities.

The comprehensive plan is long range in scope. It generally is designed to cover a period of approximately twenty years to the year 2020. This is a commonly used design period for

Many growth issues involve multiple jurisdictions and may require cooperative approaches to reach optimal solutions.

comprehensive plans, since it covers the normal life expectancy of many above-ground community facilities and utilities such as water and wastewater treatment facilities. It also becomes more difficult to develop reliable projections of population and community needs for

longer periods. However, at the request of the Federal Highway Administration, the Transportation Element of this comprehensive plan identifies a 2025 planning area boundary and identifies transportation projects through that period.

WHAT THE PLAN DOES NOT DO

The plan does not provide a mandate. It is advisory only. However, when adopted by local governments, it does represent a

OBJECTIVES

Objectives are more specific statements of direction that provide the means to measure progress in achieving visions and goals.

statement of official public policy and should therefore be used to guide development decisions.

Decisions made in this manner have a rational basis and are usually more likely to stand up to legal challenges as well as receive wider public support. Moreover, the plan provides a framework for actions that can be binding through zoning, subdivision regulations or other means.

The plan does not advocate the implementation of all identified strategies. It recognizes that many strategies will require further study to determine appropriateness and/or the feasibility from a cost/benefit perspective. The plan does, however, provide a means to focus resources initially on those strategies that have been identified as high priorities in order to determine the follow-up actions that will be needed to move the plan forward.

HOW THE PLAN WAS PREPARED

Community-wide participation has been the defining feature of this planning process. Every effort was made to incorporate a wide range of public and private interests into the process in order to increase understanding and support for the resulting plan. All major area governments were represented by

staff and a number of appointed and elected officials as well.

Private sector participants included architects, attorneys, bankers, builders, developers, environmentalists, farmers, political scientists, preservationists, realtors, social scientists and many others as listed on the preliminary pages of this report.

The plan presents guidelines for coordinated actions that reflect general, community-wide consensus in support of sensible growth . . .

The Plan Of Study

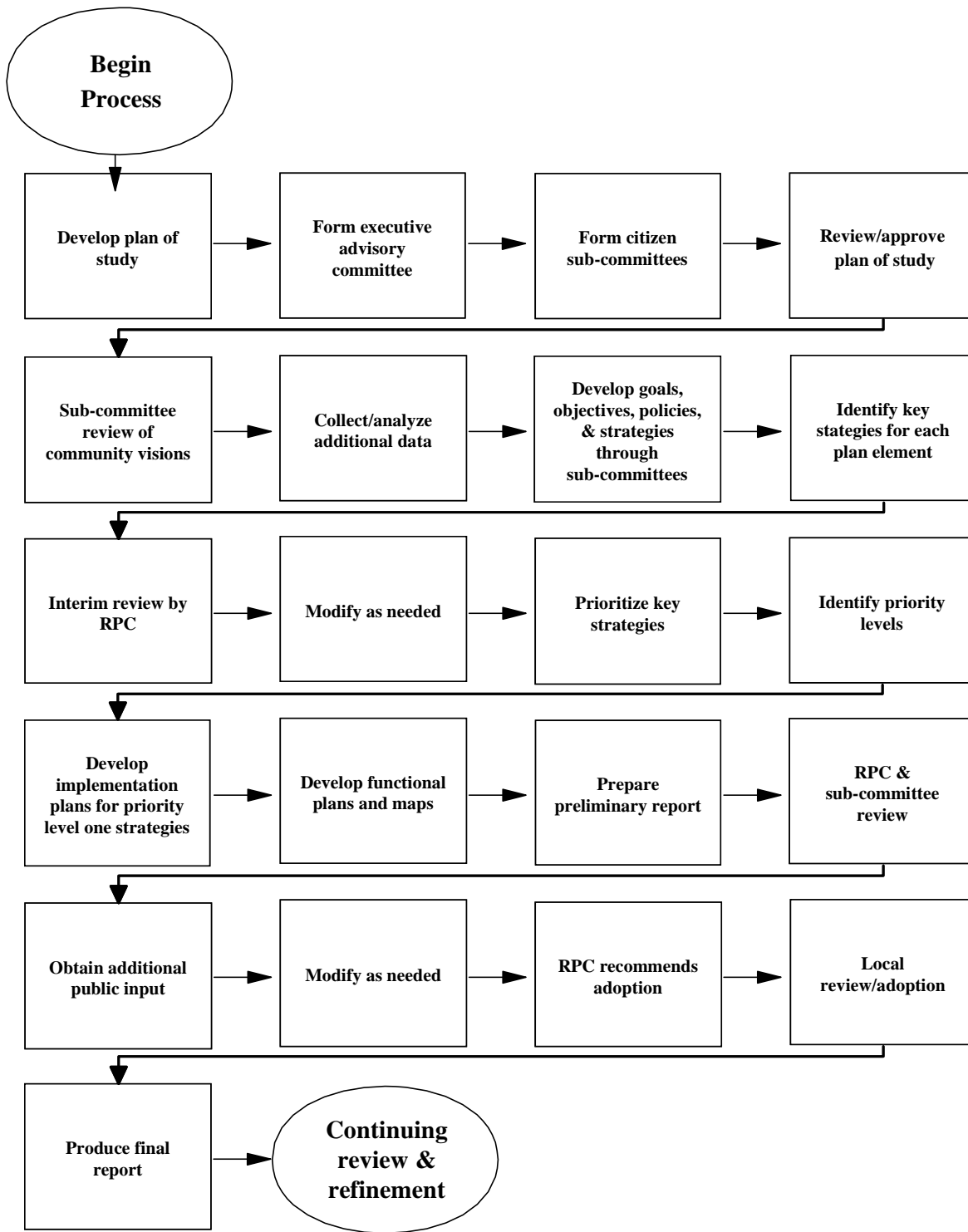
The process began with the development of a plan of study that identified nine elements of vital interest to the region to be addressed in the plan as follows:

- Natural Environment
- Historic Preservation And Urban Revitalization
- Economic Development
- Population
- Housing
- Land Use
- Transportation
- Community Facilities And Services, and
- Implementation.

POLICIES

Policies are generalized statements of position that provide guidelines for actions in support of goals and objectives.

**Figure 1-2
The Process Used To Develop The McLean County
Regional Comprehensive Plan**



The plan of study identified the specific tasks and programmed outputs for each of these elements. It also identified a structure for the community-wide, citizen-based approach. The planning process is graphically illustrated in Figure 1-2.

Formation Of Citizen Committees

Citizen subcommittees totaling over 100 persons were formed to focus on the vital elements in preparing this plan. The chairs of these subcommittees were appointed by the McLean County Regional Planning Commission to form an executive advisory committee

(EAC) to provide input to the Commission during the course of plan development. Individuals were appointed to the EAC on the basis of their interests or expertise. The EAC was charged with the responsibility of staffing their respective subcommittees on the same basis, with the additional stipulation that a diversity of interests and geographic areas should be represented. The EAC was also requested to obtain a consensus on the recommendations presented by its respective subcommittee members.

Review Of Community Visions

Once the committee structure was in place and the plan of study was approved, the

recommendations of previous visioning studies completed by area communities were reviewed for consideration in developing the Regional Comprehensive Plan. These studies included the McLean County 21st Century Report, the City of Bloomington Community Vision Report and the Town of Normal 2020 Report. The recommendations were grouped according to element of this plan and presented to each respective subcommittee, along with a complete list of all recommendations from each visioning committee for consideration in developing goals, objectives, policies and strategies.

Data Collection And Analysis

The data needs for each element were determined with the assistance of each respective subcommittee.

Emphasis was given to use of recent plans and studies for data needs and to assess the implications of current policies and trends. Subcommittee members helped determine the needs for additional data, and in many cases, also provided direct assistance in collecting the data. The subcommittees also aided in the interpretation of data and in determining the conclusions drawn from the data.

The plan does not advocate the implementation of all identified strategies.

STRATEGIES

Strategies are more specific actions that can be taken to implement policies.

Formation Of Goals, Objectives, Policies And Strategies

Following consideration of the community visions and relevant data, each subcommittee formulated goals and objectives. The goals are generalized statements of desired conditions. Objectives are more specific statements of direction that provide the means to measure progress in achieving visions and goals.

Community-wide participation has been the defining feature of this planning process.

Policy statements were then developed through the subcommittees. Policies are generalized statements of position that provide guidelines for actions in support of goals and objectives.

The next step was for the subcommittees to consider strategies. Strategies are more specific actions that can be taken to implement policies. At least one, and in most cases, multiple strategies were identified for each objective and corresponding policies. Strategies, along with goals, objectives and policies, provide the framework for the comprehensive plan and for determining priorities.

Determining Priorities

Having identified numerous strategies, the next step was to determine priorities in order to provide direction for the allocation of resources and responsibilities. The first phase of prioritization was done at the

subcommittee level. Each subcommittee was asked to identify what it considered to be the key strategies identified. The Natural Environment Subcommittee was the first to attempt this and it identified fourteen key strategies, two for each of seven subcomponents addressed by this subcommittee.

The other subcommittees were then requested to limit their selection of key strategies to no more than fourteen.

The second phase of prioritization was

done at the Executive Advisory Committee level (EAC). The EAC was asked to rank not only their respective subcommittee's key strategies, but also the other subcommittees' as well.

The third phase of determining priorities was done by the Implementation Subcommittee. The top three priority strategies for each element were identified as priority level 1 strategies and would be considered initially for implementation. The next five were assigned priority level 2 and the next six were assigned priority level 3. In general, priority 2 and 3 strategies would be considered after the priority 1 strategies, except in cases where priority 2 or 3 strategies are already being done or could be done very easily. The same would apply to the other identified strategies that were not prioritized. These other strategies

PRIORITIES

Priorities provide direction for the allocation of resources and responsibilities.

were retained in the plan for this reason and for possible consideration as future needs and resources may dictate. Priority 1, 2 and 3 strategies were also considered in preparing functional plans and corresponding maps. Thus, the priority system developed provides clear direction for the allocation of resources while retaining for future consideration all of the strategies identified by all of the subcommittees.

Developing Implementation Plans

Implementation plans were developed through the Implementation Subcommittee for each of the twenty-one priority 1 strategies. These plans are intended to provide guidance in carrying out specific strategies. Each plan identifies the types of actions required, responsibilities, estimated time frames, costs and funding as appropriate that will be needed to consider implementing priority 1 strategies.

Developing Functional Plans And Maps

Functional plans were developed for land use, transportation and certain community facilities. These plans graphically illustrate many of the policies, strategies and planning concepts identified throughout

this document as they apply to land use, transportation and community facilities in support of sensible growth. These plans are intended to provide further guidance for development decisions.

Obtaining Additional Public Input

Following the preparation of a preliminary report on the Regional Comprehensive Plan, a series of public hearings provide opportunities for additional public input. This input, along with committee and staff

recommendations, provide the

basis for the Commission's recommendations to the local governments for adoption. Members of the McLean County Regional Planning Commission served in a review and monitoring

capacity throughout the process.

Local Review And Adoption

Upon recommendations by local government committees and planning commissions, the government bodies will be requested to adopt this plan as an official statement of policy on the future development of the region. As such, it will provide a basis for guiding decisions on both local and regional development issues. It will also provide a framework for

Citizen subcommittees totaling over 100 persons were formed to focus on the vital elements in preparing this plan.

IMPLEMENTATION PLANS

Implementation plans provide guidance in carrying out specific strategies.

enhanced regional cooperation in pursuit of innovative solutions to growth related problems that are likely to confront the Region as it moves into the twenty-first century.

HOW THE PLAN IS PRESENTED

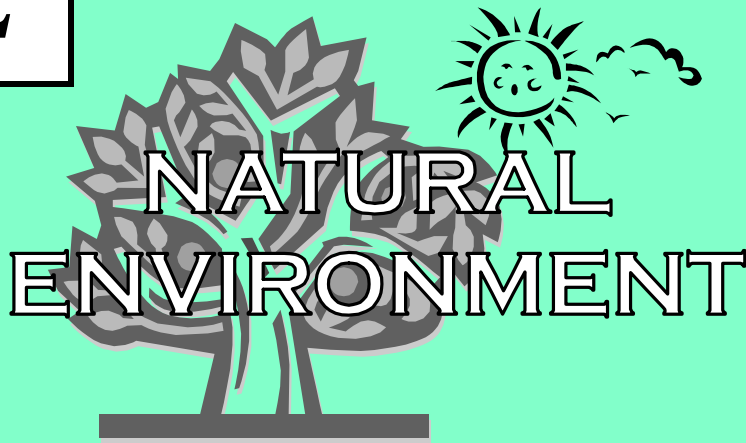
Each of the nine plan elements is presented as a separate chapter of this report, beginning with Chapter 2. Each chapter has two major divisions. The first summarizes the existing situation, including identifiable trends and resources that should be considered in the assessment of future needs.

The second major division focuses on the future and includes an identification of challenges and opportunities based on the prior assessment of the existing situation. It also includes a summary description of the strategies developed by the respective subcommittee, with emphasis given to priority one strategies. Written summaries and graphic illustrations of plans are also included in this division in relevant chapters.

Community visions and regional goals, objectives, policies and priority strategies, along with other pertinent illustrations, are highlighted in the sidebars throughout each corresponding chapter. Key points are highlighted throughout the plan, and photographs and other graphic illustrations are used often to help illustrate concepts. Supplemental information is presented in the appendices of this report.

FUNCTIONAL PLANS

Functional plans graphically illustrate many of the policies, strategies and concepts related to the development of land use, transportation and community facilities.



INTRODUCTION

Building communities that preserve and enhance the natural environment is one of the primary components of sensible growth. The “environment” is defined as everything that affects a person during his or her lifetime and is generally considered our water, air, and land resources. Sensible growth recognizes that communities can experience healthy growth and minimize their impact on the environment, and furthermore, take advantage of and grow within the context of the natural environment.

Regional cooperation is recognized as essential to protecting the natural environment. This is because potential threats to the environment such as air and water pollution are not restricted by jurisdictional boundaries. For example, increases in traffic in an urban area may impact the air quality of a whole region, rural and urban. Conversely, land use in rural areas, be it an industry located in an unincorporated area or agricultural operations, have

the potential to impact water supplies which may provide drinking water to an urban area. For these reasons and others, planning to protect and enhance our natural environment must occur at a regional level.

CHARACTERISTICS AND TRENDS

Physical Features

Some of the more notable physical features which comprise McLean County’s natural environment are illustrated in Figure 2-1. These include the four hydrologic river basin boundaries (drainage basins), two important soil characteristics, areas of significant tree cover, lakes, flood plains, and streams and rivers. Additional physical features include climate, topography, wetlands, natural vegetation and wildlife habitat.

Climate

McLean County has a humid continental climate which is characterized by relatively hot

COMMUNITY VISIONS

- Protect air quality by considering the impact of traffic and examining alternative modes of transportation
- Investigate a regionalized water system
- Promote water conservation programs
- Protect water quality
- Restore native trees/forests and other natural areas

REGIONAL GOAL

A region which thrives within the context of the natural environment.

CLIMATE AND AIR QUALITY

OBJECTIVE

Clean air and a natural climate unharmed by human activities.

POLICIES

- Identify and maintain acceptable levels of greenhouse gases and airborne pollutants
- Actively promote the increased use of transit and other alternative modes of transportation through improved urban design

and humid summers and cold winters. The July mean temperature is approximately 76 degrees and the January mean temperature is about 26 degrees. Outbreaks of cold, dry air masses from Canada produce sharp cold spells during the winter months. The growing season is approximately 172 days; the last killing frost normally occurs in mid May and the first killing freeze in mid October. The prevailing wind is from the south.

Warm, moisture-laden air masses moving up the Mississippi Valley from the Gulf of Mexico in early spring to late fall are responsible for the high relative humidity. Yearly rainfall averages about 37 inches with peaks occurring during the growing season. Annual snowfall averages 24 inches. In the spring and summer months,

both frontal and convectional thunderstorms produce occasional heavy downpours which may cause localized flooding and ponding that can be compounded by localized topography and soil conditions.

Topography and Hydrology

The land surface in McLean County was formed as a result of glaciers, or giant ice sheets, that moved south very slowly from the Hudson Bay area of Canada several thousand years ago. These giant ice sheets were about 700 feet tall, approximately the height of a 60-story skyscraper, and carried with them enormous amounts of sand, gravel, rock and sediment. As an ice sheet encountered warmer temperatures it would begin to melt and slowly recede. As it

TOPOGRAPHY AND HYDROLOGY

OBJECTIVE

Adequate drainage of urban and rural areas which minimizes excess runoff and subsequent impacts “downstream”.

POLICY

Provide support for currently used and other innovative methods to reduce storm water runoff.

**Table 2.1
PROPERTIES OF THE RIVER BASINS
IN McLEAN COUNTY**

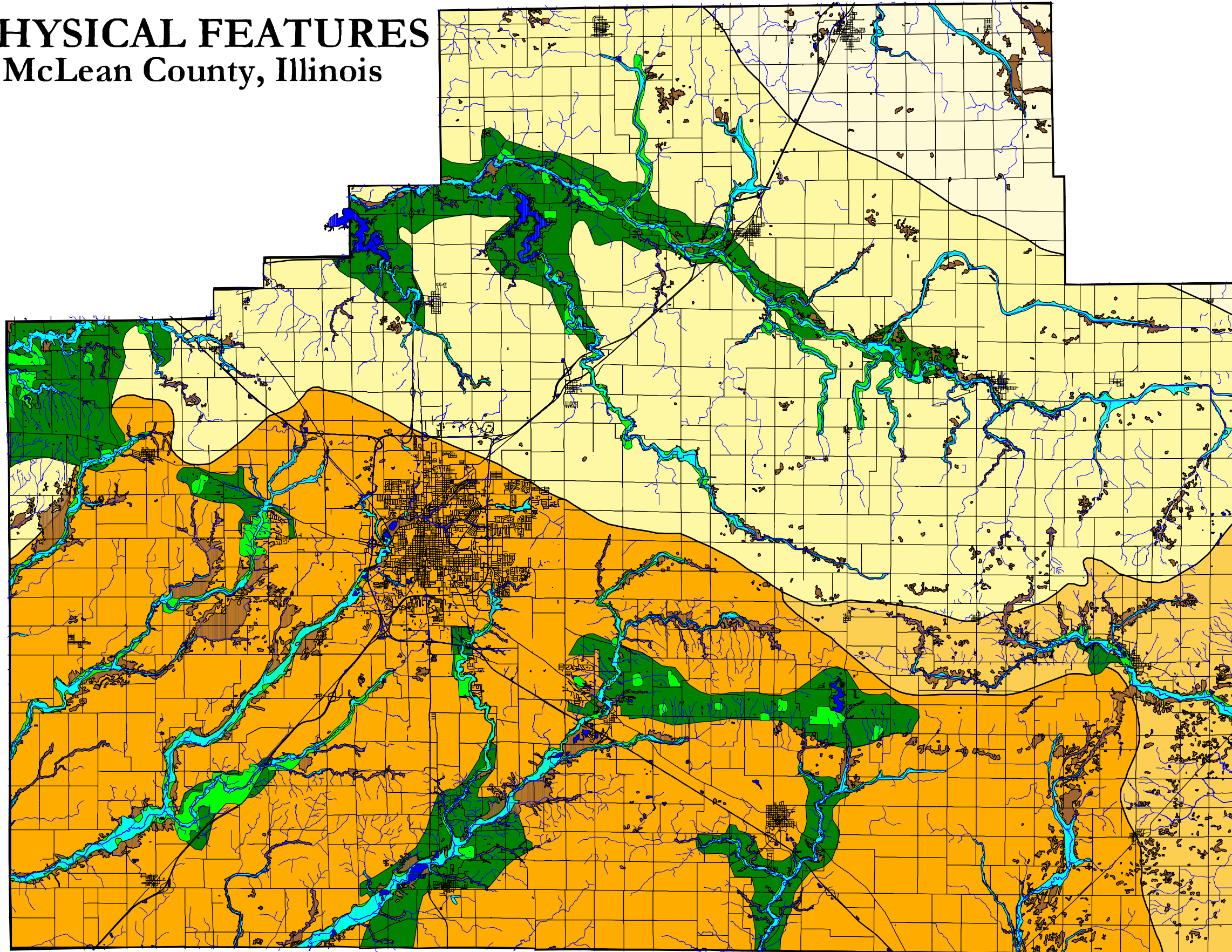
Watershed	Size	Water Bodies	Land Use	Water Quality
Mackinaw River Basin	728,495 acres	Mackinaw River, Prairie Creek, Indian Creek, Money Creek, Crooked Creek, Lake Bloomington, Evergreen Lake, Turkey Creek, Patton Creek, Henline Creek, Buck Creek, Money Creek, Funks Creek, Spin Lake, Six Mile Creek	agricultural	Rivers & streams = 90% "Good" and 10% "Fair", lakes & ponds = 97% "Good" and 3% "Fair"
Upper Sangamon River Basin	912,662 acres	Goose Creek	agricultural	Rivers & streams = 48% "Good" and 51% "Fair" and 1% "Poor", lakes & ponds = .7% "Good" and 99% "Fair" and .3% "Poor"
Vermilion (Illinois) River Basin	845,432 acres	Prairie Creek, Rooks Creek, Mud Creek	agricultural	Rivers & streams = 85% "Good" and 15% "Fair"
Salt Creek of Sangamon River Basin	1,182,422 acres	Salt Creek, Sugar Creek, Kickapoo Creek	high density development, agricultural	Rivers & Streams = 60% "Good" and 40% "Fair", lakes & ponds = 3% "Good" and 97% "Fair"

Source: Illinois Department of Natural Resources

receded it would leave behind a pile, or ridge, of the material it had scraped down from more northern areas. Geologists refer to these ridges as moraines. Run-off from rains then cut stream

Figure 2-1

PHYSICAL FEATURES McLean County, Illinois



LEGEND

DRAINAGE BASINS:

- Vermilion River Basin
- Mackinaw River Basin
- Upper Sangamon River Basin
- Salt Creek of Sangamon River Basin

SOIL IMPLICATIONS FOR DEVELOPMENT:

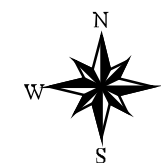
- Sand and Gravel**
(Contains coarse-grained deposits within 5 feet of land surface. Deposits may be minable and areas may be sensitive to water contamination)
- Less Productive Agricultural Soils**
(Strawn-Mayville-Birckbeck Soil Association)

OTHER FEATURES:

- Tree Cover
- Floodplains
- Lakes
- Streams and Rivers
- Roads

Sources:
Illinois Department of Natural Resources
U.S.D.A. Natural Resource Conservation Service
Illinois State Geological Survey
McLean County Regional Planning Commission

1 0 1 2 3 4 5 Miles



McLean County Regional
Planning Commission

valleys into the slopes of these ridges and influenced the drainage patterns on the land surfaces formed by the glaciers. McLean County's land surface consists of a series of these moraines that were formed by an ice sheet called the Wisconsin glacier during a period from about 20,000 to 15,000 years ago. Each moraine generally runs from the northwest corner of McLean County to the southeast corner of the County. A birds-eye view of the northern part of Illinois would show that the series of ridges in McLean County are a part of a larger series of moraines that radiates outward from the Lake Michigan shore "like expanding ripples in a pond" (Geology Underfoot in Illinois, Raymond Wiggers, 1997).

The Bloomington Moraine cuts through the center of the County. To the south of the moraine the landscape is mainly nearly level to sloping, except near the major streams. To the north of the moraine in the northeastern part of the County, the landscape is mainly gently sloping and sloping, except near the Mackinaw and Sangamon Rivers. In the extreme northwestern part of the County, the landscape is gently sloping to very steep.

"One of the lowest points in the county is in the southwestern part where Sugar Creek flows out of the area. The elevation in this location is about 600 feet above sea level. One of the highest points is in the area due west of Moraine View State Park. This area is on the Bloomington Moraine and is at an elevation of about 920 feet above

sea level. In general, water south of the Bloomington Moraine flows to the southwest through a series of creeks, such as Kickapoo Creek, Sugar Creek, and Salt Creek (Upper Sangamon Drainage Basin- See Figure 2-1.) This water eventually empties into the Illinois River drainage system. The Sangamon River, in the eastern part of the county, flows to the east and eventually empties into the Illinois River outside of McLean County (Upper Sangamon River Basin - See Figure 2-1.) North of the Bloomington Moraine, water flows to the northwest, toward the Mackinaw River, which is also part of the Illinois River drainage system (Mackinaw River Basin - See Figure 2-1.) Surface water in the extreme northeastern part of the County flows due north into Livingston County and eventually empties into the Vermilion River" (Vermilion River Basin - See Figure 2-1.) (Soil Survey of McLean County, USDA Natural Resource Conservation Service, pg. 2). Various characteristics of these four river basins are given in Table 2.1. The streams, general locations of flood plains and other water resources found within each of the river basins are illustrated on Figure 2-1.

Soil Resources

McLean County's most "famous" physical feature is its soils, which are described in the recently published Soil Survey of McLean County, Illinois (United

FLOOD PLAINS AND WETLANDS

OBJECTIVE

Preservation of flood plains and wetlands.

POLICY

Support plans and programs to minimize potential losses due to periodic flooding.

WATER RESOURCES

OBJECTIVE

Reliable supplies of high quality potable drinking water and reliable natural/recreational water supplies.

POLICY

Encourage the effective management of water resources.

Table 2.2
Selected Properties of Soil Associations Found in McLean County

Soil Association (% of County Soils)	Slope	Drainage	Suitability for cultivated crops	Suitability for Dwellings	Suitability for Septic Tank Absorption Fields	Other notes
Ipava-Sable (25%)	nearly level	somewhat poorly drained and poorly drained	well suited	poorly suited	poorly suited	
Catlin-Ipava-Sable (21%)	nearly level to sloping	moderately well drained to poorly drained	moderately suited (Catlin) well suited (Ipava-Sable)	moderately suited (Catlin) poorly suited (Ipava-Sable)	poorly suited	
Lawson-Sawmill (3%)	nearly level	somewhat poorly drained and poorly drained	well suited (Lawson) moderately suited (Sawmill)	generally unsuited	generally unsuited	
Strawn-Mayville-Birckbeck (13%)	gently sloping to very steep	well drained and moderately well drained	less productive agricultural soils	some moderately suited; some unsuited	sloping and strongly sloping are poorly suited	erosion hazard; well suited to woodland
Parr-Lisbon-Drummer (18%)	nearly level to sloping	well drained, somewhat poorly drained, poorly drained	moderately well suited and well suited	moderately suited (Parr) poorly suited (Lisbon-Drummer)	poorly suited	erosion hazard in more sloping areas
Catlin-Dana (3%)	gently sloping and sloping	moderately well drained	moderately well suited or well suited	moderately suited	poorly suited	erosion in sloping areas is major limitation
Chenoa-Ashkum-Varna (6%)	nearly level to sloping	poorly drained to moderately well drained	well suited or moderately suited	poorly suited (Chenoa-Ashkum) moderately suited (Varna)	poorly suited	
Chenoa-Drummer-Graymont (7%)	nearly level and gently sloping	poorly drained to moderately well drained	well suited	poorly suited (Chenoa-Drummer) moderately suited (Graymont)	poorly suited	
Drummer-Brenton (4%)	nearly level	poorly drained and somewhat poorly drained	well suited	poorly suited	poorly suited	

Source: Soil Survey of McLean County, USDA - NRCS. (1998)

States Department of Agriculture Natural Resource Conservation Service, 1998). The Survey provides great detail about soil types, their properties, use and management as well as other information related to the natural environment of McLean County.

Nine different soil associations exist in McLean County. A soil association is a unique natural landscape and has a distinct pattern of soils, relief, and drainage. The association may consist of one or more major soils and some minor soils. It is named for the major soils it contains (Soil Survey of McLean County, NRCS). The associations found in McLean County, selected properties and their suitability for various purposes are identified in Table 2.2. Figure 2-1 illustrates the less productive agricultural soils in the County (Strawn-Mayville-Birkbeck) and areas with coarse-grained (sand and gravel) deposits found within 5 feet of the land surface. The less productive soils are important to note, as traditional County policy has been to direct rural growth to areas within this association to preserve prime farmland, which comprises approximately 75% of McLean County's soils. The coarse-grained deposits represent areas where minable mineral reserves may exist, and where water resources may be sensitive to contamination.

Geology and Mineral Resources

The material underlying McLean County's soils (its geology and mineral resources),

have been thoroughly described in the 1972 Natural Resource Plan (McLean County Regional Planning Commission). This information is supplemented by a series of geologic maps recently produced by the Illinois State Geological Survey (Open file series 1a - 1f), and various other sources (Mackinaw River Area Assessment, Illinois Department of Natural Resources, Volumes 1 and 2).

As described earlier, the land surface, or surficial geology, of McLean County was formed as a result of glaciers which deposited enormous amounts of sand, gravel, rock and sediment. These materials range in thickness from 50 to 150 feet in the eastern portion of the County, and from 250 to 350 feet in the south and southwestern portion of the County (Natural Resource Plan, McLean County Regional Planning Commission). This surficial geology forms the land surface, or topography, and is also the source of the County's sand and gravel reserves. The thickest deposits of sand and gravel are associated with the Mahomet Bedrock Valley and as reported in the 1972 Natural Resource Plan, sand and gravel is most abundant along the Kickapoo, Sugar, Middle Fork Sugar, West Fork Sugar and Six Mile Creeks and the Mackinaw and Sangamon Rivers. Other deposits occur as hills and ridges scattered over various parts of the County. (See Figure 2-1.) Since the formation of that 1972 report, some of these deposits may have been extracted.

SOILS

OBJECTIVE

Preservation of the long term productivity of the soil with minimal off-site impacts from erosion.

POLICY

Proactively support existing soil conservation and farmland preservation programs.

GEOLOGY AND MINERAL RESOURCES

OBJECTIVE

Managed extraction of McLean County's geological resources while minimizing the impact on the environment.

POLICY

Restrict development in areas of known mineral resources and heighten the regulation of extraction sites.



**NATURAL
VEGETATION, TREE
COVER, AND
SPECIES HABITAT**

OBJECTIVE

Expanded vegetation, tree cover, and species habitat.

POLICY

Support plans, programs, and practices for the preservation and restoration of natural vegetation, tree cover, and species habitat.

The County's layer of bedrock nearest the surface is called Pennsylvanian after the geologic period in which it was formed. The Pennsylvanian bedrock ranges in thickness from about 300 to 600 feet and consists principally of shale with thin beds of sandstone, limestone and coal. Many thousands of years ago, long before the coming of the glaciers, the remains of materials which now comprise this bedrock formed the surface terrain and vegetation of McLean County. Additional information regarding this bedrock is available from the 1972 Natural Resource Plan (McLean county Regional Planning Commission) and the Mackinaw River Area Assessment (Illinois Department of Natural Resources).

Rivers also flowed through the valleys of this Pennsylvanian bedrock surface to form bedrock valleys. The most prominent bedrock valley in McLean County is called the Mahomet Bedrock Valley. It is located in the southwest and southeast portions of the County. When the glaciers came and deposited the sand, gravel and sediment, the materials were deposited in the river valleys, or lowest parts, of the bedrock. The thickest formations of sand and gravel therefore exist within these ancient bedrock valleys, including the Mahomet Bedrock Valley. One important implication of these deposits is the groundwater reserves which are found along with the sand and gravel deposits in the Mahomet Valley. These reserves have been thoroughly investigated and described in the

following reports: (1) Hydrogeology and Groundwater Availability in Southwest McLean and Southwest Tazewell Counties Part 1: Aquifer Characterization - Cooperative Groundwater Report 17, Illinois Department of Natural Resources, 1997 and (2) Regional Water Needs Assessment Study: Summary of Findings, Farnsworth and Wylie, P.C., 1994. These groundwater reserves would serve as the source of water for the proposed regional water system.

Vegetation, Tree Cover, and Species Habitat

Another natural feature within the County that has importance is tree cover. Although the acreage of land in tree cover is low in relation to the amount of cultivated land, fairly significant stands of trees remain. For the most part, major tree cover is confined to stream valleys and moraines. The Upper Mackinaw River Valley and Moraine View State Park are prime examples. Funk's Grove contains the largest contiguous stand of trees, but numerous smaller stands are found in many areas. (See Figure 2-1.)

Although of great economic importance to the County, the predominance of cultivated land has all but eliminated the natural prairie vegetation and much of the wildlife that once flourished here. The Mackinaw River, Funks Grove, Danvers Geological Area and the Weston Cemetery have been identified by the Illinois

Department of Natural Resources as Illinois Natural Area Inventory Sites. These and other natural areas provide important habitat for endangered species as well as other wildlife and should be preserved

Resources

The physical features described above are important natural resources for McLean County. Productive soils are necessary to maintain a high level of agricultural production, and water resources must be protected and conserved to maintain a reliable supply of water for drinking and recreation. Natural resource mining and development present a degree of economic opportunity for the area, but a longer term and potentially more valuable economic opportunity lies with the preservation, restoration, and enhancement of the County’s natural resources for active and passive recreation.

Several not-for-profit organizations exist in the Region whose goal is to preserve the natural environment and educate the community as to its

importance. These include the Parklands Foundation, Ecology Action Center, Sugar Creek Nature Center, the John Wesley Powell Society, and several others. These grass roots organizations are testimony to an excellent people resource that has played a vital role in protecting and enhancing the area’s natural environment.

FUTURE CONDITIONS

Challenges and Opportunities

The high growth experienced and expected nationally and in McLean County heightens the value of the natural environment and presents both challenges and opportunities for natural resource preservation. Growth poses a threat to prime farmland and other physical features. Conversely, growth may provide opportunities for natural resource preservation through greater economic stability and the proper enforcement of subdivision ordinances requiring land dedication for parks and trails.

The budgetary limitations faced by local governments for

PRIORITY ONE STRATEGIES

- Regional water plan
- Farmland preservation
- Soil conservation



TABLE 2.3
Evaluation Of Priority 1 Strategies For The Natural Environment
McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Regional water plan	Completes the regional plan for public water supply.	Long term, stable supply of drinking water for the region.	Cost for staff time and infrastructure to continue planning and implementation of a regional water system.
Farmland preservation	Preserves farmland outside of planned growth areas through a combination of zoning mechanisms, conservation easements, urban infill and revitalization, and creative development.	Reduces urban pressure on rural areas. Reduces infrastructures costs to municipalities. Encourages revitalization of downtowns and older neighborhoods.	Staff time and costs to develop and implement programs. May be controversial if suggested programs are overly restrictive.
Soil conservation	Provides proactive support for existing soil conservation programs.	Maintains agricultural productivity and protects water quality. Existing programs in place.	Staff time to ensure coordination with agencies providing existing programs and to utilize such programs.

**Table 2.4
Evaluation Of Priority 2 Strategies For The Natural Environment
McLean County, Illinois**

Strategy	Explanation	Advantages	Disadvantages
Greenways	Supports the implementation of the McLean County Regional Greenways Plan.	Plan has already been adopted by local governments. Expands recreational, social, and economic opportunities, provides habitat, and protects water quality.	Staff time and costs to implement Plan, including the writing of grants and providing grant matching funds.
Alternative modes of transportation	Utilizes improved urban design to facilitate increased use of transit and other alternative modes of transportation, i.e., use higher densities around activity centers which are accessible by pedestrians, automobiles, and bicycles.	Reduces reliance on automobile and subsequent improvements in air quality and reduced traffic congestion.	Increased effort required by government staff to work with developers to ensure "transit and pedestrian friendly" design.
Conservation subdivisions	Provides information and education to developers, homeowners, and other relevant parties on subdivisions which are designed within the context of the natural environment, regardless of densities.	Concept allows for development which concurrently preserves open space and rural nature of land, protects environment, and is cost-effective for developers and municipalities.	Staff time to provide information and education to developers and home buyers.
Water quality protection	Monitors and restricts activities that can contribute to surface and groundwater contamination, including municipal wastewater discharge.	Maintains and improves water quality, including sources of drinking water.	High cost to develop programs and ensure adherence to regulations. High potential for controversy.
Flood plain education	Raises awareness of the costs of building in the flood plains and the affects of urbanization on flooding through educational programs.	Reduces flooding and subsequent costs. Maintains flood plain as wildlife habitat or for recreational use. Protects water quality.	Staff time and costs for educational efforts.

**PRIORITY TWO
STRATEGIES**

- Greenways
- Alternative modes of transportation
- Conservation subdivisions
- Water quality protection
- Flood plain education

natural environment preservation should be balanced through the pursuit of state and federal grants which provide a high percentage of funding for trails, open-space, watershed planning, and other programs.

The natural environment may place physical restraints on the growth of a community. Development should be avoided on poorly drained soils (See Table 2.2), flood plains, sand and gravel deposits, and tree cover (See Figure 2-1.) As previously indicated, traditional County policy has been to direct growth away from prime farmland.

While physical features can generally be altered to accommodate development, sensible growth dictates that growth occur within the context of the environment. The following strategies offer several

alternatives for accomplishing this goal.

Priority Strategies

The top three ("Priority 1") strategies for the natural environment are the implementation of a regional water plan, farmland preservation, and soil conservation (See Table 2.3.) The regional water system strategy recommends that an implementation plan be formed for the proposed system. This plan might result in a low-level continuation of the steering committee that has guided the regional water system research and planning to date. It might also propose a plan of action, including proposed timing and funding of general design and cost estimates for the regional system and the transition from the

**Table 2.5
Evaluation Of Priority 3 Strategies For The Natural Environment
McLean County, Illinois**

Strategy	Explanation	Advantages	Disadvantages
Extraction site regulations	Increases regulation of extraction sites, including erosion control requirements, inspections of sites, performance guarantees to ensure compliance with reclamation plans, and higher standards for reclamation of extraction sites.	Reduces potential for environmental degradation from extraction sites and increased potential for the return of these sites to an environmentally sound state.	Increased costs to owners and developers of extraction sites and subsequent potential for controversy. Staff time and costs to administer stricter regulations.
Air quality monitoring	Supports planned efforts of the Illinois Environmental Protection Agency to monitor air quality in urban area.	No cost to local governments. Data will objectively gauge air quality.	May result in penalties for local businesses which are identified as not meeting air quality standards.
Mineral reserve overlay districts	Forms overlay districts in rural areas to permit possible agricultural, recreational, grassland or wildlife in areas of identified mineral reserves, but limited urban development.	Preserves mineral resources for future extraction.	Staff time to establish areas for overlay districts. Restricts urban development in those areas.
Species habitat	Provides active support for the restoration of habitat, including the planting of trees and grassland on small, isolated parcels in the urban and rural areas.	Improves air quality, enhances open space, water quality protection, and other benefits. Use of small parcels eliminates need to acquire land.	Staff time and costs to restore habitat.
Natural, low-maintenance landscaping	Reviews and, if necessary, revises ordinances to allow natural, low-maintenance landscaping.	Increases wildlife habitat and reduces nutrient, pesticide, and water requirements.	Staff time to review and revise ordinances and determine acceptable landscaping.
Flood plain and wetland management regulations.	Develops a comprehensive set of countywide water resource management regulations which preserve and protect flood plains and wetlands.	Reduces flooding and subsequent costs. Maintains flood plain as wildlife habitat or for recreational use. Protects water quality.	Staff time and costs for developing, implementing, and enforcing regulations. High potential for controversy. May duplicate existing state or federal efforts.

existing to a regional system. The farmland preservation strategy seeks to preserve farmland outside of planned growth areas through a variety of mechanisms. It would also result in the formation of a study that would evaluate the costs and feasibility of these mechanisms. The soil conservation strategy recognizes the importance of preserving McLean County’s rich soils through support and promotion of existing programs.

The Priority 2 strategies are listed in Table 2.4 and include: greenways, alternative modes of transportation, conservation subdivisions, water quality protection, and flood plain education. The Priority 3 strategies are listed in Table 2.5 and include: extraction site regulations, air quality monitoring, mineral reserve overlay districts, species habitat,

natural low-maintenance landscaping, and flood plain and wetland management regulations.

In general, the priority strategies are very consistent with the community visions for the natural environment listed at the beginning of this chapter. Additionally, they exemplify the principles of sensible growth in that they provide for the sound growth of the community within the context of the natural environment. For example, the formation of a regional water plan encourages the healthy growth of the community, yet water quality protection ensures that growth does not degrade that resource. Conservation subdivisions allow for the development of rural growth areas as demanded by the market, yet provide an alternative which preserves open space and

PRIORITY THREE STRATEGIES

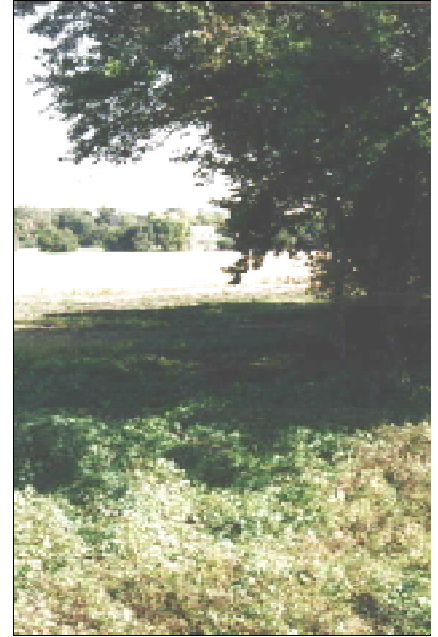
- Extraction site regulations
- Air quality monitoring
- Mineral reserve overlay districts
- Species habitat
- Natural, low-maintenance landscaping
- Flood plain and wetland management regulations

Numerous other strategies may also be implemented to preserve the natural environment . . .

other key environmental features. Similarly, the establishment of mineral reserve overlay districts would preserve an important economic resource for development, and extraction site regulations would ensure that the environmental impact of extraction would be minimized.

Other Identified Strategies

Numerous other strategies may also be implemented to preserve the natural environment and are listed in Table 2.6. While the strategies in this section were not identified as the top priority strategies, many important and viable suggestions are described.



**Table 2.6
Explanation Of Other Identified Strategies For The Natural Environment**

Strategy	Explanation
Density bonuses	Provides density bonuses for transit orientated design around regional and subregional activity centers.
Hiking/biking trails	Encourages the development of trails to facilitate pedestrian and bicycle transportation.
Pedestrian and transit orientated design	Requires pedestrian and transit orientated design with appropriate building orientations, setbacks, and density patterns at selected locations.
Transit	Extends transit to developing areas that feature transit orientated design.
Alternative parking requirements	Considers alternative parking requirements for developments with transit service or ride sharing programs.
Park and ride	Provides free parking at park and ride facilities.
Incentives	Provides incentives to public employees and private employers with approved programs for ride sharing and transit usage.
Accomodate alternative modes	Design arterial and collector streets to safely accomodate alternative modes of transportation.
Bicycle amenities	Provides bicycle racks and other amenities for bicyclists at new commercial and government buildings.
Erosion and stormwater runoff	Provide continued or new support for a varieiy of existings efforts, including the Lake Bloomington Watershed project, the Soil and Water Conservation District, the Mackinaw River Project, Natural Resource Conservation Service, Wetland Reserve Program, and watershed management based efforts.
Existing ordinances	Effectively enforce ordinances which address erosion and runoff.
Detention basins	Encourage the use of stormwater detention basins which compliment the natural environment, expand open space, and increase recreational opportunities.
Natural features	Promote the use of natural features to control erosion and storm water runoff.
New ordinances	Promote the adoption of new ordinances which address erosion and stormwater runoff in municipalities which do not currently have such ordinances.
Drainage districts	Provide informaiton to drainage districts on their role in managing siltation/runoff from urban areas.
Pervious materials	Utilize incentives or a demonstration site to encourauge increase amounts of pervious materials in new developments.

Chapter 2 # Natural Environment

Illinois Urban Manual	Encourage the use of conservation practices from the Illinois Urban Manual to control urban erosion and stormwater runoff, including that from parking lots.
GPS	Encourage the use of global positioning systems or infrared photography to identify the location of future or existing tile drains.
Water conservation and quality education and outreach	Promote water as a shared resource, existing local and state conservation programs and public education for water conservation, water quality, species habitat, and pesticide usage best management practices.
Existing water conservation efforts	Support existing efforts to reduce water loss from municipal systems and water conservation management practices.
Native vegetation	Encourage homeowners, landscapers, and developers to use native vegetation and plants which require less water.
Water recycling and reuse	Encourage water recycling and reuse and the point of use.
Water pricing structure	Examine the pricing structure of water to promote water conservation.
Water conservation code requirements	Research/adopt/ implement code requirements for water conservation methods.
Best management agricultural practices	Promote agricultural practices that reduce sedimentation, nutrient, and pesticide leaching and runoff.
Chemical use	Promote responsible chemical use and prompt cleanup of spills to prevent water contamination.
Native species	Emphasize the use of native or appropriate vegetation in the place of exotic species and the control of exotic problem species; utilize an urban arborist to provide education to developers, nurseries, and homeowners on the benefits of native and appropriate species.
Habitat demonstration site	Establish a backyard habitat demonstration site in park(s).
Urban habitat program	Establish an urban habitat program, such as the "Backyards for Wildlife" program from the National Wildlife Federation.
Buffer strips	Require buffer strips as part of any nonagricultural development in or near existing farms.
Aquifer protection zones	Establish aquifer protection zones, including guidelines for appropriate land uses, to protect the Mahomet, Mackinaw, and other significant aquifers.
Aquifer sensitivity	Consider geology and aquifer sensitivity in land use and zoning to ensure protection of groundwater quality.
Wetland preservation	Protect and preserve wetlands as an essential component of the hydrological system and wildlife habitat and restore drained wetlands where possible.
Model programs for preserving farmland	Have local representatives review model farmland preservation programs in other areas.
Conservation easements	Maintain and encourage use of conservation easement programs, such as the Conservation Reserve Program, Conservation Reserve Enhancement Program, and Wetlands Reserve Program.
Agricultural zones	Establish farmland protection (or exclusive agricultural) zones.
Infill development	Encourage infill development on vacant parcels, including brownfields, within existing urban and suburban areas prior to extending municipal services and developing farmland; support urban revitalization.
LESA	Continue to use Land Evaluation and Site Assessment (LESA) system for assessment of proposed developments.
Public tree planting	Provide budgetary support for public tree planting programs and adopt a tree planting and landscaping ordinance.
Natural areas	Create mechanism for creation of natural areas by donation, trade of land or other methods.
Tree cover and prairie vegetation preservation and restoration	Develop individual and intergovernmental programs for the preservation, restoration, expansion and connection of areas of major tree cover and prairie restoration.
Tree and vegetative cover ordinances	Adopt ordinances which require a net gain in tree and vegetative cover in new developments, require accepted site development best management practices, and maximize the amount of open space or parkland dedication in new developments.
Natural areas in parkland and new developments	Reserve portions or future parkland, where appropriate, for species habitat and low-intensity uses, encourage the inclusion of natural areas suitable for wildlife habitat into new developments
Stream channelization	Oppose stream channelization and encourage the restoration of streams already channelized.
Habitat protection	Promote existing local and state programs that aim to protect and enhance species habitat; facilitate private landowners participation in such programs.
Conservation tillage and mowing schedules	Continue to promote the use of conservation tillage agriculture and filter strips; promote agricultural mowing schedules not detrimental to animal nesting.
Species at risk	Coordinate with local and state agencies to manage for species at risk or concern.

3

HISTORIC PRESERVATION AND URBAN REVITALIZATION



INTRODUCTION

The preservation of historic resources and the strengthening of downtowns and central city neighborhoods are important ingredients for sensible growth. Historic resources help preserve the sense of community by providing character and appeal that promote civic pride among residents and that help provide memorable experiences for visitors. Such resources may include rural features, such as a rustic barn or farmstead; or urban features, such as a historic building or a peaceful park setting. Features such as these can make an area special and help increase our sense of well being and sense of belonging by helping us to define who we are.

In urban areas, downtowns and central city neighborhoods usually include people friendly design and a variety of amenities that promote social, cultural and economic interactions which strengthen community and bolster the local economies. Vibrant downtowns and neighborhoods

foster healthy economic activity, provide employment and contribute to the local tax base.

Successful revitalization of urban centers can produce an environmental benefit by reducing pressures to develop farmland and environmentally sensitive lands on the perimeters of communities through providing attractive alternatives for growth. Thus, historic preservation and urban revitalization is an important element of sensible growth.

Regional cooperation can significantly enhance the effectiveness of preservation and revitalization programs by jointly addressing issues that cross jurisdictional boundaries. These issues may include how to guide growth into existing service areas, including downtowns and older neighborhoods, in order to reduce the loss of farmland and natural areas to urbanization. Thus, urban revitalization can have a rural benefit as well. To achieve these and other benefits, however, will most likely require a regional approach.

COMMUNITY VISIONS

- Encourage the preservation and restoration of historic sites and buildings.
- Preserve and maintain the character of neighborhoods.

REGIONAL GOAL

Attractive communities and neighborhoods with distinguishable local identities that feature vibrant downtowns as centers of government, public services, cultural attractions, residential use, commerce and professional services, and that provide socially, culturally and economically interactive neighborhoods which foster healthy rural communities and form solid building blocks for the larger urban communities.

CURRENT PRESERVATION AND REVITALIZATION ACTIVITIES

This section addresses the status of preservation and revitalization activities in McLean County. It begins with a broad overview of County history to provide a basis for identifying resources. It also includes a summary of identified constraints to preservation and

area. These areas were also the locations of Kickapoo Indian settlements, and although some relationships were established between these two competing

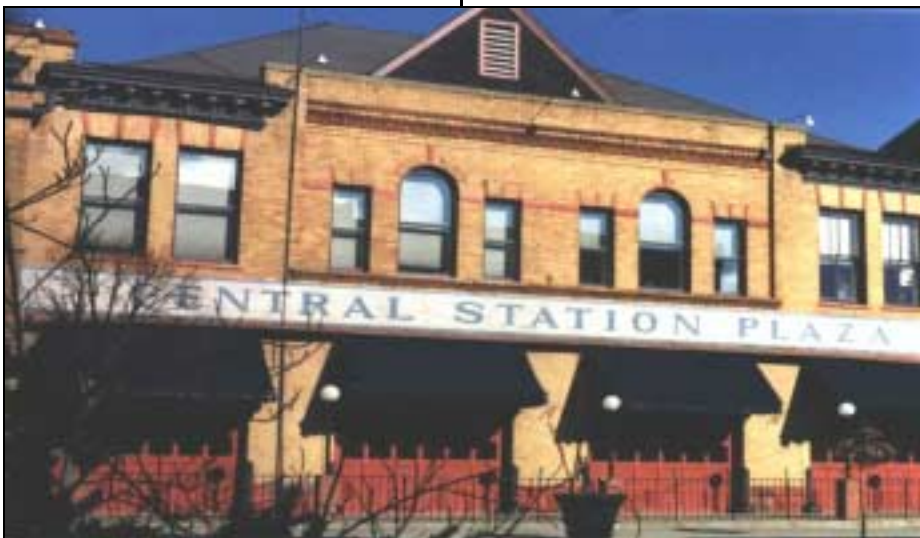
Successful revitalization of urban centers can produce an environmental benefit by reducing pressures to develop farmland . . .

groups, the Kickapoo were forced out of the area within a ten-year period. The early European settlers were of Scotch-Irish descent who migrated to this

area from the South and became self-sufficient by practicing subsistence farming and swine herding. The Savannah locations were well suited for these activities because they were sparsely wooded, and unlike the tough prairie sod, could be cultivated with reasonable effort. These locations were also near the water and timber needed by the settlers. The number of settlers grew as the original families were joined by friends and relatives.

CENTRAL CITY GROWTH

OBJECTIVE
An expanded population base in and near the downtowns with wide ranges of housing choices and costs.



POLICY
Guide peripheral development to locations within proposed growth areas.

revitalization efforts in the County.

Overview Of County History

Early Settlement

McLean County was originally settled during the 1820's by people of European descent who built their homes on the Savannah land that formed a border between the prairie grasslands and the island-like groves of trees which dotted the

Growth And Development

The establishment and growth of the cities of Chicago and St. Louis provided impetus for the growth and development of McLean County, attracting entrepreneurs from the East. These entrepreneurs, who were referred to locally as "Yankees", began to use their considerable talents to establish businesses and towns as well as churches and schools. These shrewd businessmen were successful in locating the crossing of two major

railroads at Bloomington in 1853 which assured the economic success of the area. Industrial development soon followed. The creation of jobs attracted Irish and German workers to the area, creating a budding urban community. The rural areas were also changing because of the introduction of the steel plow into common usage and the solving of drainage problems, both of which served to increase crop production. The market for these crops was enhanced by the rail service, providing access to Chicago and foreign markets as well as other destinations.

In the post civil war boom, the area experienced the affects of mass production and consumption, with the County's population more than doubling between 1860 and 1900 to exceed 70,000 residents. The growth of this period served to integrate the various ethnic groups into the American Midwestern culture. After 1900, the County's growth was slow and steady until 1950 when another major period of growth began that has persisted through the latter half of the twentieth century to the present.

While numerous small communities sprung up along railroads and trails throughout the County as local service centers mainly for the agricultural community, Bloomington-Normal was destined to become the regional service center for

McLean County and surrounding areas due to outstanding transportation connections--first by rail, later by state and interstate highways, and eventually by air.

Like present day growth, the early growth of McLean County communities brought both advantages and disadvantages.

Costs And Benefits Of Early Growth

Like present day growth, the early growth of McLean County brought both advantages and



disadvantages. Growth sometimes outpaced communities' abilities to provide essential services such as public sewers and water for drinking and fire protection. Fires reshaped a number of downtown areas, sometimes more than once. Cholera also took its toll. But on the positive side, growth eventually brought expanded services and cultural amenities, such as public buildings and parks, that were sometimes incorporated as important

ECONOMIC GROWTH

OBJECTIVE
An expanded range of shopping and professional services.

- POLICY**
- Promote business development in downtowns and neighborhood business districts
 - Consider financial incentives to encourage development and redevelopment in downtowns and central city locations

Figure 3-1

Historic Preservation Districts

Bloomington - Normal Urban Area

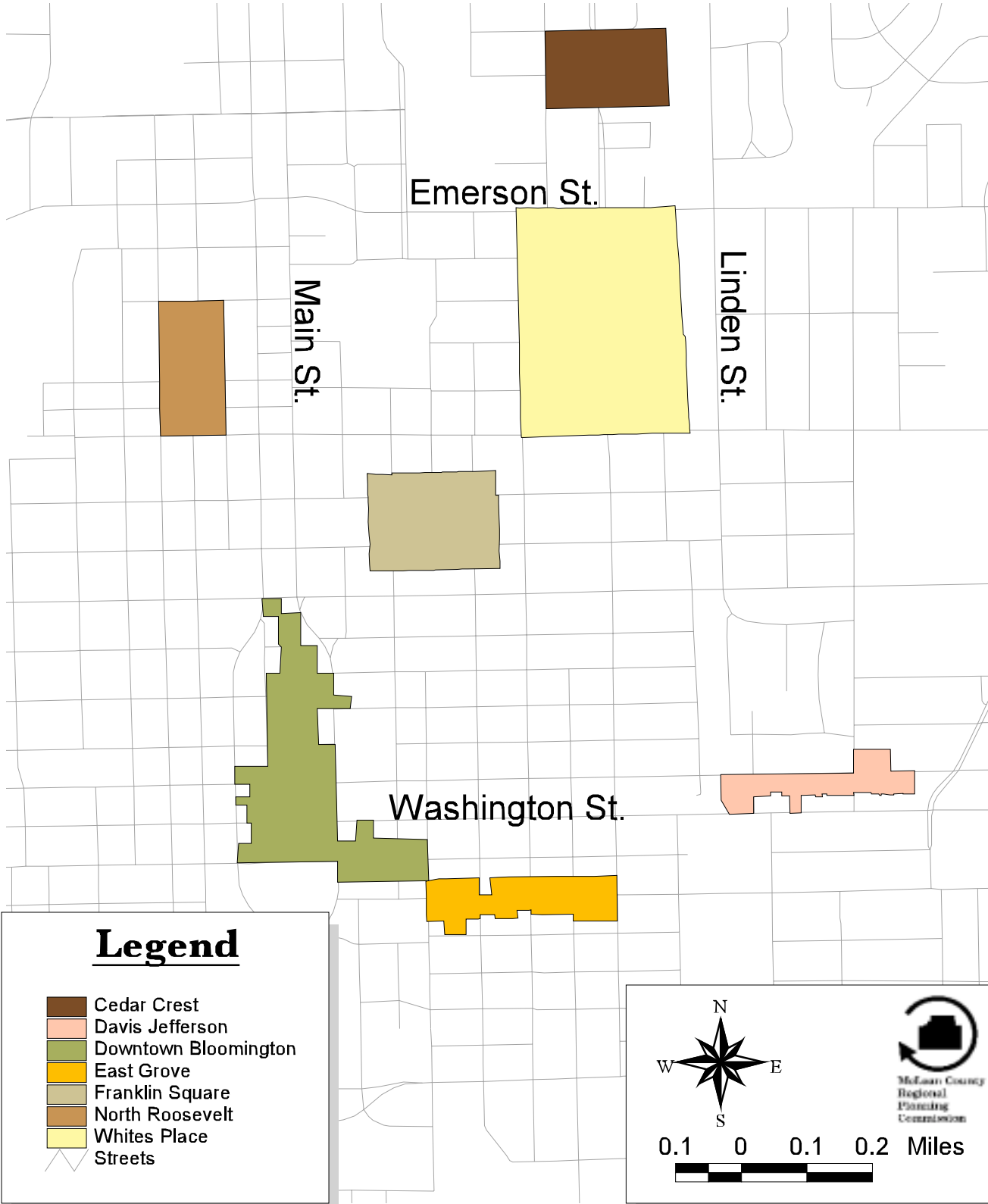


Table 3.1
SUMMARY OF HISTORIC DISTRICTS AND MAJOR FEATURES

McLean County, Illinois

Resource	Location	Designation
Bloomington Central Business District	Bloomington	National Register
Broadway, Clinton, Fell Corridor	Bloomington/Normal	Identified as a significant local historical site
Camel Back Bridge	Normal	National Register, local historic landmark
Cedar Crest Historic District	Normal	Local historic district
David Davis Mansion	Bloomington	National Register, local historic district
Davis-Jefferson	Bloomington	Local historic district
East Grove Street	Bloomington	National historic district
Franklin Square	Bloomington	National Register, local historic district
Grand Village of the Kickapoo (Warren Baner Site)	North of LeRoy	National Register
LeRoy Central Bus. Dist.	LeRoy	None
McLean Co. Museum of History	Bloomington	National Register, local historic district
Normal Central Bus. Dist.	Normal	Identified as a potential local historic site
Normal Theater	Normal	National Register, local historic landmark
North Roosevelt Avenue Hist. Dist.	Bloomington	Local historic district
Patton Cabin	Lexington	National Register
White Place	Bloomington	National Register, local historic district

Note: Numerous other important historic sites are located within and near the districts and features identified above and throughout McLean County.

Source: Bloomington, Normal and LeRoy Comprehensive Plans.

elements of community planning and design. Likewise, many rural historic features serve as important reminders of the Region's agricultural heritage.

preserved and it will continue to be a special place to live or visit. A number of historical districts have been formed to assist preservation work in the Bloomington-Normal urban area.

(See Figure 3-1.)

Although many of the County's historical resources have been identified in previous studies, the region is in need of a comprehensive and up-to-date inventory. Some of the more

notable historic features are listed on Table 3.1.

Resources

Civic and Cultural Features

McLean County contains many important historic and civic resources that should be preserved to enhance the sense of place, or community, and to provide expanded opportunities for tourism and economic development. By so doing, the County's unique character will be

When properly managed, growth can be an important resource in preserving civic and cultural features and in revitalizing downtowns and neighborhoods.

DESIGN

OBJECTIVE

Human scale design that provides abundant opportunities for social, cultural and economic interactions.

POLICY

Encourage mixed use centers and traditional streetscapes that are both pedestrian friendly and automobile friendly in downtowns and neighborhoods.

NEIGHBORHOOD

OBJECTIVE

A diversity of housing types, costs and densities for all income levels and age groups, balanced around mixed use centers with higher densities in and near the centers and lower densities toward the perimeters of neighborhoods.

POLICY

Encourage mixed use centers and traditional streetscapes that are both pedestrian friendly and automobile friendly in downtowns and neighborhoods.

Urban Growth

When properly managed, growth can be an important resource in preserving civic and cultural features and in revitalizing downtowns and neighborhoods. Growth and development within established downtowns and neighborhoods is needed for effective revitalization. To be effective, however, requires that existing historical features be preserved and that new architectural and urban designs complement the old. It may also require compromises to reach a desirable

Efforts should be made to preserve the region's historic resources while at the same time creating urban and architectural designs worthy of preservation by future generations.

balance between central city and suburban development.

Efforts should be made to preserve the region's historic resources while at the same time creating urban and architectural designs worthy of preservation by future generations. Civic art and the effective design and integration of public spaces into the urban fabric contribute immensely to the sense of community and to the local quality of life. This in turn can produce economic benefits by making the area more attractive to people and business. The many notable historic features in McLean County pay tribute to the

**Table 3.2
ORGANIZATIONS INVOLVED WITH HISTORIC PRESERVATION
AND URBAN REVITALIZATION
McLean County, Illinois**

Organization Name	Mission	Area Served	Resources	Funding
Bloomington Community Development Division	Housing Assistance for low to moderate income families	Focus on blighted and low to moderate income areas	Rehabilitation loans for single-family homes (HOME)	HUD, IHDA
Bloomington Historic Preservation Commission	Identify and preserve historic sites	City of Bloomington	Education, site inventory, grants for restoration	City Council
Bloomington Neighborhood Coalition	Coordinate neighborhood goals with city govt.	Bloomington neighborhood associations	Information forum	NA
Citizen Improvement Committee		Bloomington		
Downtown Bloomington Business Association	Promote downtown business	Downtown Bloomington	Newsletter, information forum	Membership dues

Table 3.2 (continued)

Downtown Normal Association	Promote downtown	Downtown Normal	Information forum	Membership dues
Museum of History	Museum	Countywide	Repository of historical resources	Membership fees, grants, donations
Neighborhood Association of Normal	Coordinate neighborhood goals with Town Government	Town of Normal neighborhoods	Information forum	NA
Normal Community Development Dept.	Housing Assistance for low to moderate income families	Focus on low to moderate income areas	Rehabilitation loans for single-family homes	HUD, IHDA
Normal Historic Preservation Com.	Identify and preserve sites	Town of Normal	Education, restoration, and grants	Town Council
Old House Society	Bloomington, Normal	Promote preservation of historic houses	Photo record of historic houses	Membership dues
Uniquely Bloomington!	Implement vision in downtown plan	Downtown Bloomington	Policymaker for downtown	City of Bloomington

early architects, developers and urban designers of the region who helped create the distinctive communities and neighborhoods that exist here.

As in the past, communities and neighborhoods of today need features that set them apart. This can be particularly challenging in this age of the franchise, mass production and standardization. However, this challenge must be met if McLean County is to continue to develop unique qualities that give it character and make it special.

As in the past, communities and neighborhoods of today need features that set them apart.

Preservation and Revitalization Organizations

Another important resource is the many area organizations that are dedicated to the preservation of historic features and the revitalization of urban centers in McLean County. These are listed in Table 3.2 along with key information about their respective roles in this important endeavor. In addition to these organizations, many dedicated citizens and developers have made significant contributions to historic preservation and urban revitalization through the

TRANSPORTATION

OBJECTIVE

Neighborhood units that are interconnected by arterial streets, sidewalks, bikeways, greenways and transit routes.

POLICY

Encourage the practical use of alternative modes of transportation.

RURAL SITES

OBJECTIVE

Identification and preservation of the region's historic resources in rural areas and smaller communities in order to increase public awareness of local heritage and increase opportunities for tourism.

POLICY

Preserve and promote for tourism historic attractions in rural areas and smaller communities.



conscientious completion of individual rehabilitation and redevelopment projects.

Assistance Programs

Finally, there are a number of programs available to assist in the preservation of historic features and in the revitalization of downtowns and neighborhoods. Assistance may be available in several forms, including financial and technical. The programs are generally available through one or more of the organizations noted in Table 3.2. These organizations should be contacted for more information regarding assistance available for specific projects.

FUTURE PRESERVATION AND REVITALIZATION

Although there are challenges to future historic preservation and urban revitalization in McLean County, these challenges also provide opportunities and direction to create innovative and effective strategies to address them.

Some of these challenges are identified below, followed by a summary of the strategies and priorities developed through this planning process.

Challenges And Opportunities

The following were identified as significant challenges and opportunities for historic preservation and urban

revitalization in this region: incorporating cultural land marks and civic design, balancing cost considerations, managing urban growth, and being prepared to take the initiative in the absence of major federal or state guidelines. Each of these is discussed below.

Incorporating Cultural Landmarks and Civic Design

The McLean County Region could benefit greatly from the development of additional local and regional cultural landmarks and from a re-emphasis on civic design. Although McLean County is fortunate to have many historic features and civic resources, including those noted in Table 3.1 as well as many other individual historic properties and public spaces, major cultural landmarks that add to the Region's identity are rare.

... a more prominent feature could enhance the regional identity of the County and the Twin Cities area.

Most region's and communities have identifying features that set them apart--features that come to mind when the region's name is mentioned. Chicago has Grant Park, Soldier Field,

Sears Tower and many others. St. Louis has the arch, Busch Stadium and the TWA Dome to name a few. Peoria has the river front with the skyline and renovated train station. Springfield has the Capitol Building.

While the McLean County Museum of History and other area landmarks provide local identities, a more prominent feature could enhance the regional identity of the County and the Twin Cities area. This could be of particular benefit since the area also lacks a prominent natural landmark.

Civic design and public spaces should also be emphasized in developing areas to help provide distinctive identities and characters like was done in many older neighborhoods. The traditional downtowns and neighborhoods of the Region's larger communities are generally well served by public buildings, art and open space.

More recent developments, however, are generally more standardized and often lack the unique qualities that distinguish them from other developing areas. Park land dedication requirements for new subdivisions in the Twin Cities help ensure that at least minimal open space requirements are met, but economies of scale often result in standardized designs for track homes and franchise developments which consume large amounts of land, are not pedestrian friendly and lack artistic appeal. Consideration should therefore be given to exploring means to cost effectively incorporate civic design features into new developments in order to enhance and preserve local identities throughout the region.

Civic design and public spaces should also be emphasized in developing areas . . .

An increasingly popular method of incorporating quality design into both old and new neighborhoods is through traditional neighborhood development (TND). In developing areas, TND is sometimes referred to as neotraditional or new urbanist design. TND is also similar in concept to transit oriented development (TOD). These closely related approaches emphasize many of the same features. These features include: pedestrian friendly streetscapes and amenities; transportation alternatives; mixed use centers that provide convenient access to

local services and jobs from residences, characteristic of traditional downtowns and neighborhoods; somewhat more

compact and efficient development; and greater access to open space. Lot sizes are generally smaller in and near the neighborhood center and increase toward the perimeter. Figure 3-2 illustrates the concept of TND. This topic is addressed further in Chapter 7 of this plan.

Balancing Cost Considerations

The economic efficiencies that come with this age of specialization and standardization are often a deterrent to successful preservation and revitalization efforts, particularly when it comes to extending traditional design qualities to developing areas. The emphasis on profit and efficiency



PUBLIC SPACES

OBJECTIVE

Public spaces that feature landmarks, monuments, public art and boulevards enhanced by landscaping, lighting and seating.

POLICY

Encourage the use of civic art and design to enhance the sense of place in communities and the county.



PRIORITY ONE STRATEGIES

- Development ordinances
- Downtown business retention and development programs
- Intergovernmental cooperation and agreements



by large corporations too often outweighs that of good urban design. While the costs of materials and construction for pedestrian friendly design may not be substantially different from the automobile oriented designs typical of “big box” stores, it is easier and safer to follow the standard blue prints which have been successful in the past. Some communities have insisted that community standards take precedent over corporate blueprints by requiring conformance to local design standards as illustrated in Figure 3-3. Some communities require greater diversity in the design of houses in subdivisions. Still others have adopted traditional neighborhood development (TND) standards to help ensure that traditional amenities such as pedestrian friendly streetscapes are available at least in some locations. Studies have shown that development costs for traditional neighborhoods are not significantly different from that of conventional neighborhoods, and in some cases may be less. (New

Urban News, July/August, 1998, Volume 3, Number 4, p. 10)

Although the community benefits of these measures may be well worth some added costs, these same costs in combination with resistance to change will most likely be a constraint until such measures become more common. Therefore, opportunities for low cost options and methods of financing should be explored in conjunction with any consideration of these or similar measures for encouraging traditional amenities in developing areas.

Managing Urban Growth

Just as well managed growth can be an important resource and opportunity for preservation and revitalization, poorly-planned and excessive peripheral development can be a serious constraint. An overabundance of low-cost suburban land is attractive for low density development but is often

Table 3.3
Evaluation Of Priority 1 Strategies For Historic Preservation And Urban Revitalization
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Development Ordinances	Updates local ordinances to provide for mixed uses and traditional neighborhood development in both infill and peripheral locations.	Makes it easier to provide the mixed uses, streetscapes and other features needed for healthy communities.	Must be developed and administered.
Downtown business retention and development programs	Provides budgetary support for Chamber of Commerce, downtown associations or other organizations to focus on the downtowns.	Makes downtowns a priority for business retention and development programs. Programs can be designed to target businesses that meet the unique requirements of downtown locations.	May require increasing or redirecting resources for downtown programs.
Intergovernmental Cooperation and Agreements	Local gov'ts agree to review zoning, and subdivision and service requests for consistency with planned urban growth areas.	Would require intergovernmental review of development outside planned urban growth areas. Could be an effective tool to help ensure that development is consistent with adopted comprehensive plans, or to demonstrate consensus that sufficient reason exists to deviate from the plans.	Specific provisions of the agreement would have to be worked out and agreed upon by the participating units of government.



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HomeStyles: The Home Plans People; and
Town Planning Collaborative, TND Series: Volume 1.

Design and rendering by Peter J. Musty

Figure 3-2. Nolen Park: A Traditional Neighborhood

Traditional neighborhood development (TND) is a new planning effort aimed at restoring our culture through interdependent neighborhoods that foster a safe, vibrant sense of community with neighborhood squares and shops within walking distances of residences. Homes range from large, single family structures on the neighborhood's edge to small cottages and townhouses closer to the center of the neighborhood.

more costly for communities to serve than central city locations that already have infrastructure in place. Some services, such as transit, can not be feasibly provided to suburban developments due to the lower densities and the greater travel distances. This results in most new developments becoming totally automobile dependent and this negatively impacts quality of life. Methods need to be explored to “level the playing field” to make central city locations more attractive for infill or redevelopment and to help ensure that urban amenities are not unduly sacrificed when peripheral development does occur.

Taking A Local Initiative

Local governments in Illinois must be proactive in their preservation and revitalization efforts. Direction and support

from federal and state agencies could improve the effectiveness of local preservation, revitalization and planning efforts. Guidelines are needed for a holistic approach for addressing the many complex and interrelated issues involved with preserving and revitalizing urban centers and developing well planned neighborhoods and communities. While many communities across the nation and a number of states, including California, Florida, Maryland, Minnesota, New Jersey and Wisconsin, have been proactive in addressing many of these issues, consistent guidelines could make the tasks easier and pave the way for others to follow. The American Planning Association is in the process of developing model legislation for states to address a wide range of planning issues, including those which

PRIORITY TWO STRATEGIES

- Appearance codes
- Public/private partnerships
- Innovative measures
- Archaeological and historic sites inventory



Table 3.4
Evaluation Of Priority 2 Strategies For Historic Preservation and Urban Revitalization
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Appearance codes	Requires high standards for building and civic design and appearance.	Provides guidelines and requirements to help ensure attractive, people friendly and vibrant communities.	Must be developed and administered. Could increase review times and development costs.
Public/private partnerships	Forms partnerships between local governments and lending institutions and corporate stakeholders to offer low interest loans to developers of downtown properties.	Increases the amount of funds available to stimulate downtown development. Demonstrates public commitment to revitalizing downtowns. Successful partnerships and projects can stimulate additional investments in downtowns and/or neighborhoods.	Requires some public investment. Can be difficult to generate private investments until successful track record is established.
Innovative measures	Explore the use of agricultural easements, transfer of development rights (TDR) and other innovative measures to encourage urban development inside proposed growth areas.	Incentive based tools that compensate landowners for not developing their lands in conflict with comprehensive plans. Avoids issue of "takings". Encourages development that is consistent with comprehensive plans and policies. May provide developers with reasonable options.	May require program development Public/private partnerships and/or administration. Some programs can be complex and may require funding sources. Programs that are available must be publicized and advocated. May need to be implemented with other programs to have significant impacts.
Archaeological and historic sites inventory	Provides for the completion of an up-to-date and comprehensive inventory.	Could serve as a basis for expanded tourism development. Could help determine the degree of urgency for a historic preservation ordinance.	Cost and human resources to complete.

PRIORITY THREE STRATEGIES

- Reconfigured parking
- Bicycle and pedestrian amenities
- Capital improvements programming
- Annexation agreements
- Development reviews

relate to the topics of historic preservation and urban revitalization. At least for the time being, however, Illinois communities and counties must take the initiative in considering innovative solutions.

Priority Strategies

An evaluation of identified priority 1 strategies is presented in Table 3.3. The number one priority identified for future preservation and revitalization efforts is to update local ordinances to provide for mixed uses and traditional neighborhood development for both infill and peripheral locations. This could include the

development of a model ordinance that could be adapted for use by local governments in McLean County. The number two priority is to focus business recruitment and retention programs on downtown areas. The number three priority is for the joint intergovernmental review of zoning, subdivision and service requests for consistency with planned urban growth areas to help achieve a reasonable balance between peripheral and inner city development.

The second level of priorities (Priority 2) by rank is as follows: the adoption of appearance codes; the development of public/private partnerships to provide low

Table 3.5
Evaluation Of Priority 3 Strategies for Historic Preservation and Urban Revitalization
 McLean County, Illinois

Strategy	Evaluation	Advantages	Disadvantages
Reconfigured parking	Reconfigures all currently available public/private parking to optimize downtown parking spaces.		
Bicycle and pedestrian amenities	Provides for well maintained sidewalks, sheltered transit stops, bicycle racks in convenient locations, and bicycle route connections to regional trail systems.	Provides a more people friendly environment that could serve to attract people and businesses to downtowns and neighborhood shopping districts. Improves overall impression of community for those viewing it for the first time. Other social and environmental benefits could result from reduced automobile dependency.	Costs.
Capital improvements programming	Provides funding designated for strategic capital improvements in downtowns.	Demonstrates a financial commitment for public improvements designed to enhance the downtowns and attract businesses to downtown locations.	Costs. Determining priorities.
Annexation agreements	Seeks private participation in the development of civic features through negotiations of annexation agreements and through providing credits toward park land dedication requirements for dedication of approved civic art.	Can reduce public expenditures for civic art and design to enhance sense of place. Can increase the attractiveness and marketability of developments. May offer tax advantages for developers.	Developers may not be willing to participate without receiving park land dedication credits, which would decrease the amount of dedications for park land.
Development reviews	In the review of proposed development projects, consider sites identified for public spaces in comprehensive plans as possible sites for civic art.	Makes civic art and design a priority in the planning and development process. Increases awareness of the need for creative urban design and encourages it. Makes more effective use of local comprehensive plans.	Requires an additional consideration in the development review process. Will require some interpretation, since most development sites will not contain identified public spaces. Requires potential sites for public art to be incorporated or at least considered in the project design.

interest loans; the exploration of innovative measures, such as agricultural easements and transfer of development rights, to encourage growth inside proposed growth areas; the completion of an archaeological and historic sites inventory; and the adoption of a county historic preservation ordinance.

The Priority 3 strategies are: reconfigure parking to optimize downtown parking;

provide bicycle and pedestrian amenities; provide capital improvements programming for downtown projects; seek private participation in the development of civic features through the use of annexation agreements; consider sites for civic art in the review of proposed development projects; and consider the use of advance purchase of transit tickets to make the use of transit more

OTHER STRATEGIES

... twenty-six other strategies were identified for possible future consideration.

Table 3.6
Explanation Of Other Identified Strategies For Historic Preservation And Urban Revitalization
McLean County, Illinois

Strategy	Explanation
Coordinated land use and transportation investments	Shapes regional growth by coordinating transportation investments with land use policies.
Subsidies	Discourages subsidies, including infrastructure, that support peripheral growth.
Education and outreach	Broadens public support for selected growth strategies and transit in particular.
Development corporations	Supports the formation of downtown development corporations to facilitate acquisition and development.
Tax rebates	Provides property tax rebates for downtown projects.
CDBG	Focuses a portion of Community Development Block Grant (CDBG) funds for downtown housing.
Tap-on/Impact fees	Reduces tap-on and other impact fees for projects in downtown locations.
Facade improvement	Provides grants for preservation/rehabilitation of building facades that exceed minimum standards.
Tax credits	Provides sales tax credits for initial development related costs for downtown projects.
Budgetary support	Provides budgetary support for other complementary downtown revitalization programs.
Mixed use	Established guidelines for mixed use developments in downtowns and neighborhoods.
Building access	Retains sidewalk entrances on downtown buildings with alleyway access for services and supplemental parking.
Downtown beautification	Forms public/private partnerships to fund tree planting, landscaping, seating, and other downtown beautification programs.
Downtown parking	Provides on-street parking; encourages the development of parking garages with ground level commercial.
Upscale housing	Encourages the development of upscale housing units that front on the entryways to communities, downtowns, and neighborhood centers.
Densities and transit	Focuses the most intensive peripheral development adjacent to transit.
Transit investments.	Invests heavily in transit.
Transit incentives	Encourages employer incentives for use of public transit, such as employer purchase of monthly bus passes.
Employer bicycle racks	Encourages employers to provide bicycle racks for employees.
Public space beautification	Coordinates with neighborhood associations and general public to increase numbers of public spaces with landmarks, monuments, public art, and boulevards enhanced by landscaping, lighting, and seating.
Official maps and comprehensive plans	Designates potential major sites for landmarks and public art on official maps and comprehensive plans.
Civic art credits	Provides credits toward park land dedication requirements for developers who dedicate approved civic art.
Public funding	Designates for civic design improvements a portion of the savings from reduced infrastructure costs resulting from limiting peripheral growth.
Adaptive reuse	Adapts development ordinances to encourage the preservation of rural historic structures for adaptive reuse.
Historic site preservation	Provides support for the preservation of high priority sites and explores the use of tax incentives for preservation of obsolete farm buildings.
Tourism	Provides support for tourism development in rural areas and encourages the development of signage and infrastructure for tourists.

The priority strategies are consistent with the community visions and goal for historic preservation and urban revitalization . . .

efficient and therefore more attractive.

The priority strategies are consistent with the community visions and goal for historic preservation and urban revitalization, and with the principles of sensible growth. These strategies afford opportunities for a holistic approach to planning and development that addresses social, economic and environmental needs as well as the physical requirements of growth. Updating local ordinances to provide for mixed uses and traditional neighborhood developments, for example, would make it more practical to develop well rounded neighborhoods that provide for a wide array of needs. Downtown business expansion can help generate economic growth. Joint review of major development projects can result in efficient use of land and resources. Similarly, the Priority 2 and 3 strategies as well as many of the other identified strategies can support sensible growth in McLean County and its communities.

Other Identified Strategies

In addition to the above noted priority strategies, twenty-six other strategies were identified for possible future consideration. These other identified strategies are listed on Table 3.6 along with a brief explanation of each strategy.

Figure 3-3. Corporate Conformance To Local Design Standards



WISCONSIN (HARVEST STREET)

Walgreens drugstores in Chicago, like this two-story store in the Greektown neighborhood, will have brick facades, stone detailing, large display windows set against the sidewalk, rear parking, second-floor uses, connectivity with adjacent buildings, and other traditional features.

Source: Zoning News (October 1999), American Planning Association.

4

ECONOMIC DEVELOPMENT

INTRODUCTION

A healthy economy together with sound fiscal management provides a cornerstone for sensible growth. A strong economy attracts jobs and people. It also generates revenues from property taxes and sales taxes that can help finance a wide range of amenities to enhance quality of life without creating an excessive tax burden on the residents. These factors serve to attract still more business and people. McLean County has been enjoying this enviable cycle for an extended period of time. Sound fiscal management is the perfect complement to a healthy economy because it assures the wise use of resources to obtain maximum quality of life benefits with minimum tax burden.

Economic prosperity can be greatly enhanced through regional cooperation. Local governments working together can present a united front for business retention and recruitment that can be more effective and produce more community-wide

benefits than can a fragmented, competitive approach. Thus, economic development should be approached from a regional perspective.

This chapter examines the Region's economic trends and characteristics and provides policy direction for future economic development.

CHARACTERISTICS AND TRENDS

Overview of Regional Economy

From its agrarian beginnings, McLean County has developed a strong and diversified economy that continues to fuel the region's dramatic growth. Although agriculture and related industries remain an integral component of the Region's economy, services, retail, manufacturing and finance related activities are expected to continue to provide the greatest numbers of jobs, at least for the foreseeable future. (See Figure 4-2.) As illustrated in Figure 4-1,

COMMUNITY VISIONS

- Market the local economy as a unit
- Share costs and revenues for economic development to avoid detrimental competition
- Foster appropriate expansion of the local business base
- Encourage diversification of jobs and qualified labor
- Develop a long range business plan for the region

REGIONAL GOAL

A healthy economy that supports an ever increasing standard of living through providing varied employment opportunities and a growing tax base to increase value received for taxes paid.

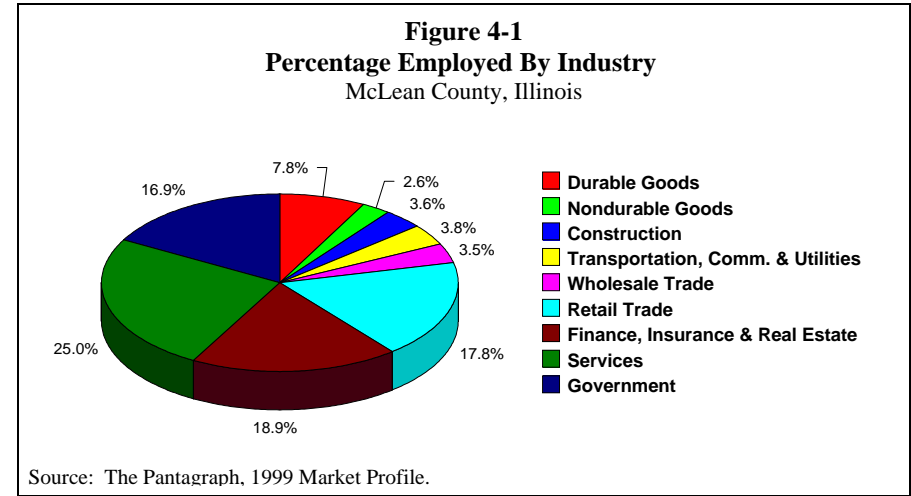
OVERALL ECONOMIC GROWTH

OBJECTIVE

A stable, growing economy that is resistant to downturns, is not overly dependent upon a limited number of major employers, leverages the County's central location to attract resources and markets, and contributes to the quality of life of McLean County residents.

POLICY

Encourage intergovernmental cooperation in expanding existing businesses and targeting and recruiting new industries, and in the sharing of costs and revenues associated with economic and community development.



however, construction, wholesale, government and transportation related industries will also continue to provide significant levels of employment.

In terms of individual employers, State Farm Insurance is not only the County's largest single employer, but has also shown by far the greatest recent growth in employment. (See Figure 4-2.) Numerous other employers

A healthy economy with sound fiscal management provides a cornerstone for sensible growth.

provide diversification for the area economy and also provide significant levels of employment, contributing to the County's exceptionally low unemployment rate. These major employers include Mitsubishi Motors, Illinois State University, BroMenn Healthcare, Country Companies Insurance, Unit 5 Schools, OSF/St. Joseph Medical Center, and others listed on Figure 4-3.

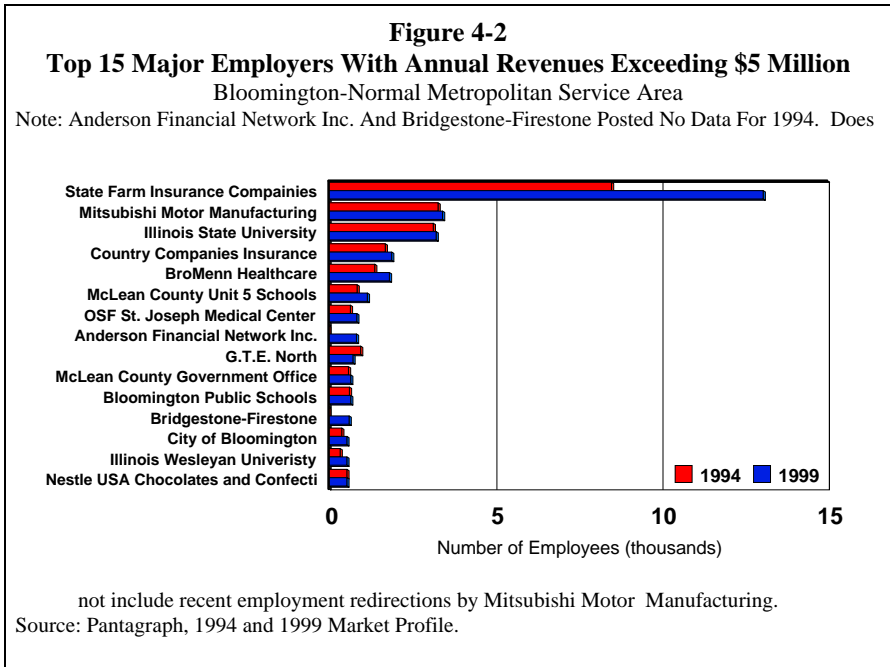
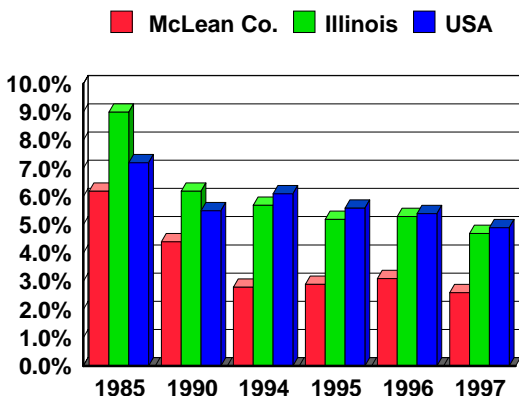


Figure 4-3

Unemployment Rates
For The County, State And
Nation
1985-1997



Source: Illinois Department of Employment Security.

As a result, the County's unemployment rate has been substantially below the national and state levels since 1985 and consistently ranks among the lowest in the State (See Figure 4-3.). These figures do not, however, reflect the recent reduction of 700 employees by Mitsubishi Motor or the loss of 350 additional jobs due to the closing of the local Eureka Plant.

Retail trade is a growing sector of the Region's economy. Retail sales in

Bloomington-Normal increased by almost fifty-three percent between 1989 and 1997 as compared to the statewide

The long term outlook is for significant job growth, especially in high tech, management and construction related jobs.

average of about thirty-seven percent. (See Table 4.1.) As illustrated, this region's recent growth in retail trade also compares favorably to other Central Illinois urban areas and is

expected to continue to do so for the next several years, as continued steady growth is predicted.

QUALITY OF LIFE

OBJECTIVE

Communities that are attractive to people and, therefore, attractive to business.

Table 4.2
Top 10 McLean County Jobs In 2020
By Percent Increase
McLean County, Illinois

Rank	Occupation	Percent Increase
1	Computer Systems Analysts	106%
2	Insurance Adjusters, Examiners & Investigators	59%
3	Technicians-Health	54%
4	Restaurant Cooks	52%
5	Carpenters	46%
5	Food Preparation Workers	46%
7	Waiters & Waitresses	44%
7	Food Service & Lodging Managers	44%
9	Fast Food Preparation & Service	41%
9	Fast Food Cooks	41%

Source: 1998, Applied Social Research Unit, Illinois State University

Table 4.1
Trends And Projections In Retail Trade
Bloomington-Normal And Selected Areas, 1989-2002
(In Thousands of Dollars)

	Bloomington-Normal	Champaign-Urbana	Decatur	Peoria	Springfield	Illinois
1989	\$971,389	\$1,307,003	\$853,212	\$2,352,146	\$1,440,907	\$78,949,322
1990	\$1,036,848	\$1,340,720	\$900,491	\$2,522,902	\$1,539,902	\$83,478,926
1994	\$1,325,841	\$1,455,020	\$1,188,602	\$3,153,255	\$1,811,913	\$99,963,963
1995	\$1,393,221	\$1,466,017	\$1,231,847	\$3,378,760	\$1,773,780	\$104,527,984
1996	\$1,441,957	\$1,444,703	\$1,235,761	\$3,480,873	\$1,648,971	\$105,802,016
1997	\$1,481,709	\$1,447,343	\$1,228,975	\$3,576,721	\$1,675,057	\$107,891,898
1999	\$1,608,219	\$1,624,408	\$1,416,458	\$3,679,367	\$1,925,687	\$120,130,479
2000	\$1,829,099	\$1,619,554	\$1,398,454	\$4,052,836	\$2,001,104	\$127,002,807
2001	\$1,724,788	\$1,502,903	\$1,333,721	\$4,108,883	\$1,728,182	\$120,410,445
2002	\$1,787,830	\$1,605,330	\$1,305,463	\$4,181,157	\$1,821,312	\$124,507,250

Source: 1997 Demographics USA-County Edition. Copyright, Market Statistics 1997. Note: Retail sales figures represent total retail sales for metro areas, not retail sales for individual cities.

POLICY

Maintain standards for community design and development, including commercial and industrial development, that have a positive impact on community appearance and quality of life.

AREA AND SECTOR GROWTH

OBJECTIVE

Continued prosperity for all sectors throughout the region, including downtowns, neighborhoods and the agricultural and rural community.

**Table 4.3
Top 10 McLean County Jobs In 2020 By
Number Of Workers
McLean County, Illinois**

Rank	Occupation	Number of Workers in 2020
1	Office Clerks	3,160
2	Retail Salespeople	2,748
3	General Managers & Executives	2,469
4	Assemblers	2,375
5	Secretaries	2,258
6	Cashiers	2,120
7	Farmers	1,810
8	Bookkeepers	1,639
9	Elementary Teachers	1,498
9	Food Preparation Workers	1,498

Source: 1998, Applied Social Research Unit, Illinois State University

POLICY

Pursue a balanced overall economic growth program that provides benefits for all areas and sectors of the region and does not unreasonably benefit one area or sector at the expense of another.

The long term outlook is for significant job growth in the County, and especially for high tech, management and construction related jobs. (See Table 4.2.) Computer systems analysts are expected to show the greatest increase in the number of workers. These jobs are predicted to more than double; however, significant increases are also predicted for insurance related jobs, technicians and carpenters, as well as a number of service related jobs.

The most numerous jobs in the County by the year 2020 are expected to be in the office and management related areas. (See Table 4.3.) Office clerks are predicted to account for the largest number of workers, with retail salespeople and assemblers also among the most numerous. These predictions are consistent with the current employment and retail

trends identified above, and illustrate a strong potential for continued economic prosperity in the region.

Economic Resources

The Region has outstanding access, exceptional quality of life, and a favorable business climate among its many resources that contribute to economic prosperity.

Access

One of the Region's greatest resources is its outstanding access to raw materials, labor and markets made possible by its geographic location and excellent transportation network. Situated in the midst of America's agricultural heartland

The Region has outstanding access, exceptional quality of life and a favorable business climate . . .

approximately halfway between Chicago and St. Louis, the region is within 300 miles of approximately forty-five million people. Access in these markets is enhanced by a network of

railroads, state highways and the convergence of three interstate highways, a feature which few regions of this size can match. These facilities are complemented by an extensive local street and road network that provides efficient access within Bloomington-Normal and throughout the County. McLean County is also home to Bloomington-Normal's Central Illinois Regional Airport (among the fastest growing airports in the nation), which provides both passenger and freight service, with direct flights and connections to points throughout the nation. Air transportation will soon be further enhanced with the completion of a new airport terminal, currently under construction. (See Chapter 8.) To these facilities can be added passenger rail and intercity bus service as well as the numerous

trucking firms that serve the region and take advantage of the strategic location.

Quality of Life

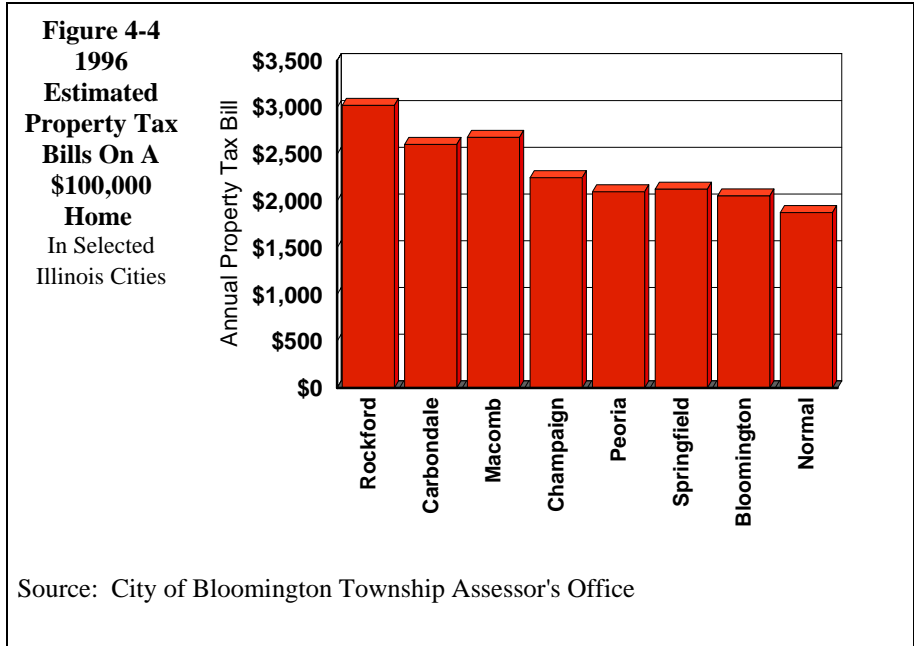
Another great economic resource is the Region's outstanding quality of life. Numerous quality of life features attract business and people to McLean County. The Region has been able to retain many of its small town qualities, such as clean air and convenient access to consumer goods and services, while offering a wide range of urban amenities that include outstanding school systems; two universities; a junior college; abundant parks, trails and greenways; a large array of employment, housing and shopping opportunities; and relatively short drive times due to the compact development of the metropolitan area and a well integrated transportation system. Additionally, McLean County is within a two- to three-hour drive of three major metropolitan areas (Chicago, St. Louis and Indianapolis). To this can be added a favorable tax structure that results in relatively low residential property taxes. (See Figure 4-4.) These and other factors in combination serve to make McLean County an outstanding environment in which to live, work, conduct business and rear a family. As a result, every effort should be made to preserve and enhance the Region's quality of life as one of its greatest economic assets.

Favorable Business Climate

The economic development policies of local governments in the Region have created a favorable business climate that represents another important resource. Bloomington and Normal have jointly formed an Enterprise Zone which has attracted a number of important businesses, including Mitsubishi Motor Company of America, and has provided important tax and revenue advantages for the industries and governments. Local governments have also

EDUCATION AND TRAINING

OBJECTIVE
Education and training programs designed to meet labor force needs of existing and targeted employers.



demonstrated the capabilities and willingness to provide essential infrastructure and services such as water, sewer and transportation connections needed to attract and support industries. Likewise, local governments in the region have demonstrated the effective use of regulatory measures, such as zoning and subdivision regulations, to attract business and protect investments from land use conflicts.

POLICY
Encourage communications between area employers and educational institutions to develop proactive education and training programs.

ACCESS

OBJECTIVE

Convenient access among homes, workplace and the world.

POLICY

Support communication, land use and transportation relationships that enhance access from the home to the workplace and from the workplace to the world.

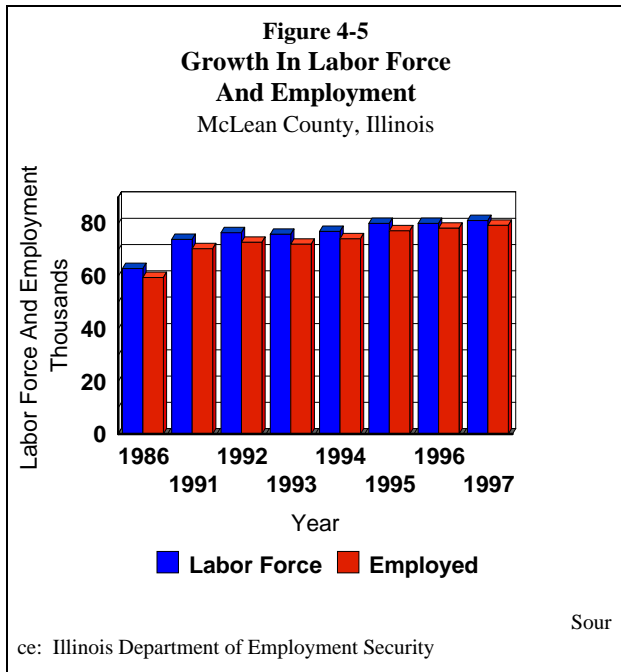
Organization	Mission	Resources
Economic Development Council of the Bloomington-Normal Area	Attract, retain and develop business opportunities.	Promotion, outreach
Bloomington-Normal Area Convention and Visitors Bureau	Enhance economy through promotion/attraction/retention of events/conventions/tourism.	Event and lodging coordination and marketing. Visitors guide, newsletter
McLean County Chamber of Commerce	Continuously improve business environment for members.	Strategic planning, leadership training, community and member support

The Region's favorable business climate is further enhanced by the ongoing programs and activities of

Region's large and diversified labor pool. (See Figure 4-5.) This situation has been responsible for the Region's very low unemployment rates noted earlier. If these trends continue, area employers will begin to draw more labor from surrounding counties and other regions, and thus continue to stimulate population growth.

Education And Training

Employers have benefited from the educational levels of the labor force and the training available to the population. Over half of the County's residents aged twenty-five or older have received college training and about two-thirds of these have obtained one or more degrees. (See Figure 4-6.) This can be attributed to the requirements of the local employment base and to the Region's outstanding educational facilities, which include two universities, a business college, a community college and excellent school systems.

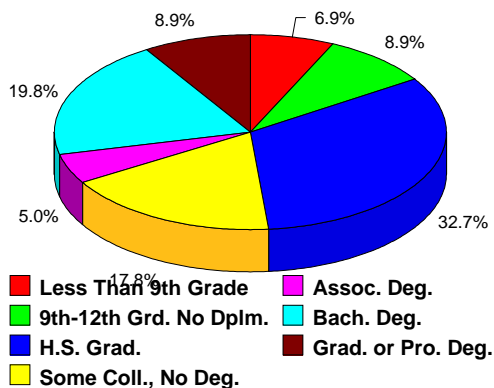


regional economic development organizations that operate under the Chamber of Commerce and Economic Development Council of the Bloomington-Normal Area. (See Table 4.4.) These organizations foster a favorable business climate through business recruitment and retention programs and provide a number of important services for business and community.

Labor Force And Employment

A growing labor force and employment base have been important indicators and reasons for the Region's economic health and population growth. Employment growth has been slightly higher than labor force growth, as area employers have been able to take advantage of the

Figure 4-6
Educational Attainment Of Persons
25 Years And Older
 McLean County, Illinois



Source: Mclean County Workforce Issues 1998, Applied Social Research Unit, Illinois State University.

Health Care

Health care represents another important area resource. The Twin Cities' two major hospitals--BroMenn Healthcare and OSF St. Joseph Medical Center--provide outstanding medical care as well as provide significant levels of employment for residents of the Region. In addition, the Twin Cities area is with in an hour's drive or less of

Income And Buying Power

In 1997, Bloomington-Normal ranked first in downstate Illinois for the third consecutive year in household effective buying income (EBI). (See Table 4.5.) By the year 2001, the Twin Cities is projected to have the highest household EBI percentage increase of all Illinois metro areas, including Chicago. Healthy buying power has contributed to the significant increases in retail sales noted previously, and has also translated into the rising home sales depicted in Figure 4-7 and the consistently large number of single family homes being constructed. (See Table 4.6.)

other specialized care facilities in Champaign, Peoria and Springfield.

Farmland And Agricultural Heritage

The Region's highly productive farmland and agricultural heritage are also important economic resources. The farmland is extremely valuable not only in terms of its capacity to produce crops, but also the agri-industry and culture

Transit oriented development could help preserve and enhance convenient access between homes and the workplace.

Table 4.5
Effective Buying Income, 1997-2002
 Bloomington-Normal And Selected Places

Municipality	1997 Avg. HH EBI	Projected 2002 Avg. HH EBI	'97-'02 %Change
Bloomington-Normal	\$49,802.00	\$59,732.00	19.9%
Champaign-Urbana	\$44,046.00	\$51,375.00	16.6%
Decatur	\$41,852.00	\$47,641.00	16.6%
Peoria	\$43,869.00	\$50,605.00	15.4%
Springfield	\$43,369.00	\$49,044.00	13.1%
Illinois	\$49,329.00	\$56,822.00	15.2%
United States	\$43,956.00	\$50,797.00	15.6%
Chicago	\$54,534.00	\$62,686.00	14.9%

Source: Bloomington-Normal/McLean County, 1999 Demographic Profile

Table 4.6
Single Family Home Construction
McLean County, Illinois

Year	Bloomington	Normal	McLean Co.
1998	479/ \$43.8	139/ \$12.2	90/ \$14.8
1997	430/ \$36.7	116/ \$9.7	86/ \$14.14
1996	402/ \$32.0	118/ \$10.3	96/ \$14.3
1995	355/ \$35.2	148/ \$12.8	104/ \$16.9
1994	472/ \$52.8	157/ \$14.0	132/ \$17.1
1993	464/ \$49.0	157/ \$13.8	130/ \$17.7

Note: First number is permits issued, followed by total dollar amount.
Source: Bloomington, Normal, McLean Co. Building departments.

it sustains. A number of agriculture-based industries provide significant levels of employment and tax revenues that help support the Region's high quality of life. Farming and related industries also provide identity that helps define the Region's character and sense of place.

could provide opportunities for further enhancing existing resources and the favorable economic situation that currently exists. First and foremost is the preservation and enhancement of the Region's high quality of life as the population and urban area continue to expand. Preserving quality of life will involve a number of important considerations, including preserving convenient access and favorable commute times, providing affordable housing, expanding cultural and entertainment opportunities and maintaining low crime rates. These and other challenges and opportunities are discussed below.

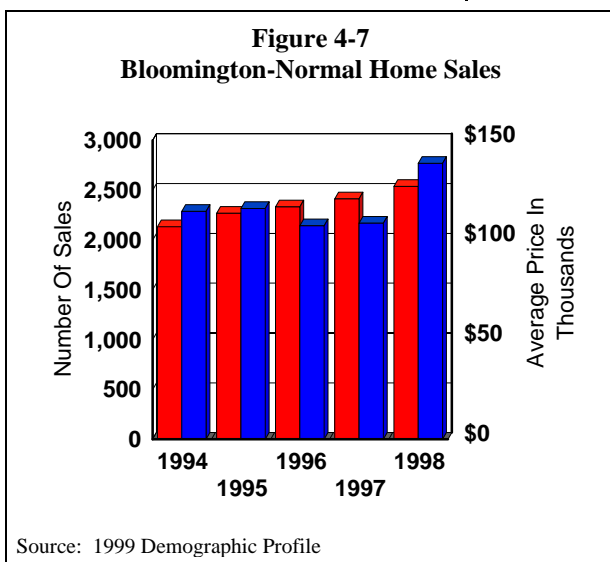
Innovative methods of providing affordable housing for residents of the Region should be explored.

Other Resources

The Region has numerous other resources that make it attractive to people and business. Among these are several features noted in Money Magazine's survey of 300 of the nation's smaller cities. These include average commute time to work, which at about fifteen minutes, ranked seventh nationally. Bloomington-Normal also ranked highly (49th) in housing prices. According to the survey, the median price of a three-bedroom home in the Twin Cities is \$125,060 as compared to the national average of \$155,829. The Region also had favorable crime statistics, especially when compared to other Illinois metro areas.

Preserving Convenient Access

The favorable commute times and relatively low traffic congestion of today will become threatened as more people use area streets and highways. Planning and development should provide for land use and transportation relationships that offer convenient access to work, shopping, services and other amenities through a variety of transportation modes. This will be particularly challenging as the Region's population continues to grow well beyond 100,000 and as changing demographics result in more drivers per unit of population. To their credit, local governments have generally developed streets and roads in advance of development, and have been progressive in the development of bicycle-pedestrian trails and sidewalks. These efforts will need to be continued



FUTURE ECONOMIC DEVELOPMENT

Challenges And Opportunities

While the Region's economic resources far exceed any constraints, there are areas that if effectively addressed

or expanded in the future to combat congestion and maintain attractive commute times.

Transit oriented development could help preserve and enhance convenient access between homes and the workplace. The Bloomington-Normal Public Transit System provides transit service to most of the urban area inside the I55 and Veterans Parkway loop. However, like in most urban areas of today, low density development patterns have made it cost prohibitive to serve suburban locations. While on the surface this may appear to be a constraint, it could help give rise to innovative development concepts such as transit oriented development. This concept provides for a series of concentrated nodes of higher density development that are serviceable by transit. Such development could preserve and enhance access from homes to the workplace, despite the continued growth and development of the urban area.

Preserving Farmland And Agricultural Heritage

The Challenge of balancing economic and community development with the need to preserve the Region’s farmland and agricultural heritage could also be aided through the more compact or dense

development patterns characteristic of traditional and transit oriented development. This type of compact development consumes less land and should be supported as a means to preserve the Region’s farmland and agricultural heritage.

Providing Affordable Housing

Innovative methods of providing affordable housing for residents of the Region should be explored. Although according to Money Magazine, Bloomington -Normal ranks fairly well nationally among small cities (49th) in the median price for a three-bedroom home, many people

... traditional neighborhood concepts provide opportunities to address some of the social conditions which often lead to rising crime.

can not afford the more than \$125,000 required for such a home. Many homebuyers, particularly first-time homebuyers, can not afford the downpayment or mortgage payments on such a large amount. In recognition of this, lending institutions and communities have developed programs to assist homebuyers. However, the large number of retail and service





workers projected for the year 2020 (Table 4.3) strongly suggests that providing affordable housing will continue to be a challenge in the years ahead. The issue of providing affordable housing is also addressed further in

Chapter 6 of this report.

America’s small cities by Money Magazine in its arts and culture and professional sports indexes. Although it is not clear to what extent the survey considered local attractions such as the David Davis Mansion and local events such as the Passion Play, Shakespeare Theater, and the area emphasis on amateur sporting events, the development of cultural landmarks and civic art, as described in Chapter 3 of this

PRIORITY ONE STRATEGIES

- Urban growth areas
- Sharing of costs and revenues
- Cooperative recruitment and retention programs
- Geographically balanced development sites

Expanding Cultural And Entertainment Opportunities

While parks and recreation programs abound, the Region could benefit from the addition of certain types of cultural and entertainment facilities. The Twin Cities Region was ranked in the bottom half of

The Region must continue to be viewed as an attractive environment in which to work and live in order to attract enough qualified people to meet area labor demands.

report, would most likely improve the Region’s stature in this area and would certainly add to the Region’s quality of life. The acquisition of a minor league professional sports franchise could improve the Region’s competitive position in this one area. It could also expand cultural and economic

Table 4.7
Evaluation Of Priority 1 Strategies For Economic Development
McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Urban growth areas	Directs development to proposed growth areas identified in adopted comprehensive plans.	Encourages equity in the selection of sites for economic and community development. Makes efficient use of land and infrastructure.	Reduces supply of lower cost land that could be available when development is allowed to disperse over greater distances.
Sharing of costs and revenues	Considers Alternatives for local governments to share costs and property and sales tax revenues from <i>future</i> economic development.	Reduces tax base as a motive for local land use decisions by greatly reducing competition among local governments. Can provide a more equitable means to finance economic development and public services. Can provide a source of revenue to fund regional projects, such as economic development and regional cultural amenities, that may not otherwise be possible.	Difficult to reach agreement on formula that would be equitable for all involved, including providing adequate compensation for infrastructure and other costs related to economic growth. Potential for reduced rate of increase in tax revenues in some jurisdictions.
Cooperative recruitment & retention programs (2 tied for 3rd)	Supports business retention and recruitment programs carried out by the Economic Development Council of the McLean County Chamber of Commerce.	Makes effective use of existing organization and resources. Allows local governments to coordinate efforts toward common economic objectives. Also supports policy for achieving equitable economic growth.	None.
Geographically balanced development sites (2 tied for 3rd)	Identifies central city sites as well as fringe area sites for commercial and industrial development.	Provides uniform community-wide benefits. Optimizes existing infrastructure. Helps revitalize central cities. Provides for efficient use of land.	Land and development costs can be higher in central city locations.

opportunities through the possible development and joint use of structures for both cultural and sports events. One or more well designed structures could also meet the need for a regional landmark as identified in Chapter 3, especially if developed in or near a downtown location. Such a facility could have a dramatic impact on downtown revitalization. Careful study would be required, however, to help ensure that the benefits would justify the likely very high costs.

Maintaining Low Crime Rates

Maintaining the Region's relatively low crime rates will be a challenge. Various studies have shown that crime rates often increase substantially once cities exceed 100,000 population. The rate of violent crime in Peoria, for

example, is more than three times that of the Twin Cities, according to Money Magazine. While education and income levels are contributing



The top ranked strategy identified for economic development is to direct development to proposed growth areas identified in adopted comprehensive plans.

factors, the increasing concentrations of low income persons in the central portions of larger cities is undoubtedly a significant contributing factor as well. Efforts will, therefore, need to be made to avoid such concentrations if rising rates of crime and social problems in the Twin Cities are to be avoided.

PRIORITY TWO STRATEGIES

- Promoting tourism and recruiting clean industries
- Balanced development
- Codes and ordinances
- Commercial design

Strategy	Explanation	Advantages	Disadvantages
Targeting tourism and clean, high-tech industries for recruitment	Identifies desired industries.	Allows resources to be focused toward industries which are likely to positively impact the community and contribute to the local quality of life.	Competition with other regions is high. Opportunities for attracting other positive industries could be overlooked.
Balanced development	Places a wide variety of residential densities and supporting services, including daycare, in proximity to employment centers.	Enhances quality of life for different socio-economic groups by providing jobs, services and amenities close to residences. Supports the development and use of alternative transportation.	Development projects are often not of significant scope to provide all of the basic amenities normally associated with vibrant neighborhoods. May be difficult to retrofit in areas already developed.
Adoption & uniform enforcement of codes & ordinances. (2 tied for 7th)	Requires development projects to adhere to established standards.	Provides a means to ensure high quality development and preserve the value of property.	May increase development costs.
Commercial design standards (2 tied for 7th)	Requires businesses to conform to community standards and not just industry standards.	Helps ensure attractive commercial development that has a positive visual impact on the community.	May increase development costs.



Transit oriented development and traditional neighborhood concepts provide opportunities to address some of the social conditions

elderly and other persons of lower incomes.

Meeting Labor Needs

The Region must continue to be viewed as an attractive environment in which to work and live in order to attract enough qualified people to meet area labor demands. Rising employment levels, combined with declining unemployment rates, will most likely continue to attract people to the Region. However, the quality of life amenities must also continue to be present in order to attract new residents and to draw commuters from the Twin Cities' Area of Dominant Influence. This area includes nine counties and a population base of over 571,000, thus providing an excellent opportunity to meet projected labor demands.

PRIORITY THREE STRATEGIES

- Publicizing community assets
- Job training programs
- Communication infrastructure
- Alternative transportation
- Financial incentives
- Enhanced Entry Ways

which often lead to rising crime. If future neighborhoods are developed using a holistic approach that addresses the needs of all age groups and income levels, low income concentrations and corresponding social problems can be reduced. The major challenge will be to design the neighborhoods and housing well enough to be attractive to the middle and upper income levels who will constitute the majority, and yet affordable for young married couples, the

Table 4.9
Evaluation Of Priority 3 Strategies For Economic Development
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Publicizing community assets	Stresses quality of life as a means to attract industry.	Can reduce the need for offering financial incentives to attract industry.	Requires careful organization and coordination to achieve maximum benefits.
Job training programs	Includes surveys of area employers and educational institutions to match resources with needs.	Could result in programs customized to meet the needs of existing area employers and of targeted employers. Could make use of the McLean County Economic Development Council to serve as a forum for communications between employers and educational institutions. Could help alleviate potential labor shortages.	Costs.
Communication infrastructure	Supports the development of infrastructure that would allow local interaction with industries outside the region.	Provides another community asset that would be attractive to businesses.	Costs. Potentially susceptible to technological changes.
Alternative transportation	Connects employment centers and residential concentrations with major streets, transit and bicycle/pedestrian facilities.	Enhances access to labor pool. Decreases automobile dependency and air pollution. Adds to local quality of life. Improves distribution system for raw materials and products.	Sometimes difficult to retrofit to existing development and facilities. May add to initial development costs.
Financial incentives	Provides tax breaks to businesses that locate within a given area.	May add jobs and tax base to the community.	Costs can outweigh benefits. May create competition between local governments.
Enhanced entry ways	Provides for the use of boulevards and landscaping, and the review of signage regulations.	Creates positive first impressions. Adds to local aesthetics and quality of life.	Added costs. Some design improvements may require retrofitting which may not be practical.

Priority Strategies

An evaluation of identified priority 1 strategies for future economic development is presented in Table 4.7. The top ranked strategy identified for economic development is to direct development to proposed growth areas identified in adopted comprehensive plans. The intent here is to discourage development outside of planned growth areas that may be attractive to develop because of lower land costs, but more expensive for communities to serve and more detrimental to quality of life because of potentially excessive land consumption and greater commuting distances.

The second ranked strategy is to consider alternatives for local governments to share costs and revenues from future economic development. Although this strategy offers many benefits, one of the most significant is that it reduces tax base as a motive for local land use decisions. In other words, it allows local governments to make decisions on the basis of what is best for both the locality and the region with little fear of local economic sacrifices or other repercussions.

Two strategies were tied for the third highest ranking. Cooperative recruitment and retention programs were ranked equally with geographically balanced development sites. Cooperative recruitment and retention programs would continue to make use of existing economic development organizations and resources for this purpose. Geographically

balanced development sites identifies central city sites as well as fringe area sites for commercial and industrial development in order to optimize existing infrastructure, help revitalize central cities, provide for efficient use of land and provide uniform, community-wide benefits.



This strategy encourages equal consideration of both central city and suburban development sites in order to conserve land and resources through infill and redevelopment as well as through compact and contiguous suburban development.

An evaluation of the Priority Level 2 strategies is presented in Table 4.8. These

second level priorities by rank are as follows: recruiting tourism and clean, high-tech industries ;



encouraging balanced development around employment centers; adopting and uniformly enforcing codes and ordinances; and adopting and

enforcing commercial design standards.

Table 4.9 presents an evaluation of Priority Level 3 strategies. These priority strategies are: publicize community assets to stress those assets instead of financial incentives as a means to attract industry; match job training resources with needs; support the development of communication



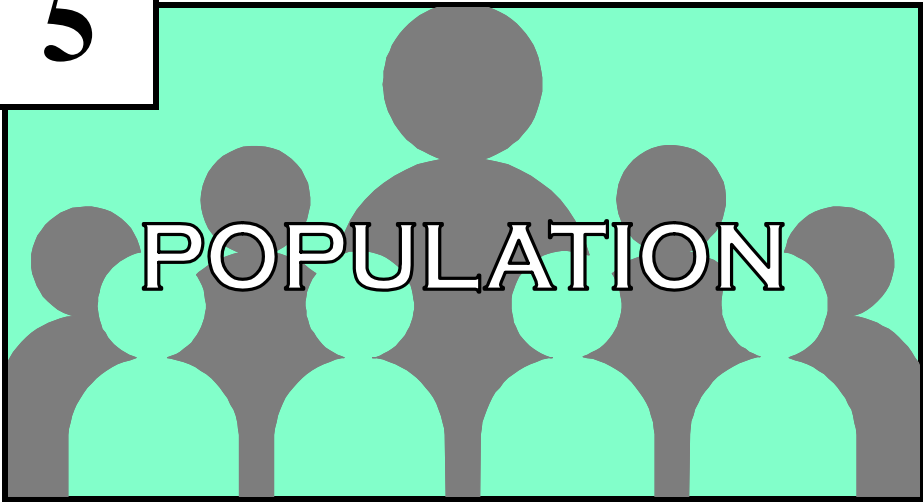
infrastructure; encourage alternative transportation development to connect employment centers and residential concentrations; provide financial incentives to attract industry

when community-wide benefits can be demonstrated; and provide boulevards, landscaping and other means to enhance community entry ways to create positive first impressions and to add to local aesthetics and quality of life.

Other Strategies

Each of the strategies identified for future economic development was incorporated into the priority strategies noted above. However, this does not preclude the consideration of additional strategies which could be identified at a later date. Future updates of this comprehensive plan should specifically address consideration of other strategies for economic

development as well as for other elements of the plan.



INTRODUCTION

Balancing the costs and benefits of population growth is a major challenge to achieving sensible growth. Increasing levels of people in McLean County bring many opportunities, such as a large work force, increasing diversity, ideas and creativity. Conversely, increasing population creates many challenges, such as increased traffic, a need for land and a variety of housing, increased costs for infrastructure, and potential threats to the natural environment and social fabric. Planning for sensible growth strives to maximize the benefits of

population growth and to minimize the potential detriments.

Regional cooperation is necessary to achieve the planning required for sensible growth. Population growth will in all likelihood affect a number of the Region’s jurisdictions. Cooperation among local governments will allow all to gain from the benefits of growth by working together to address common concerns.

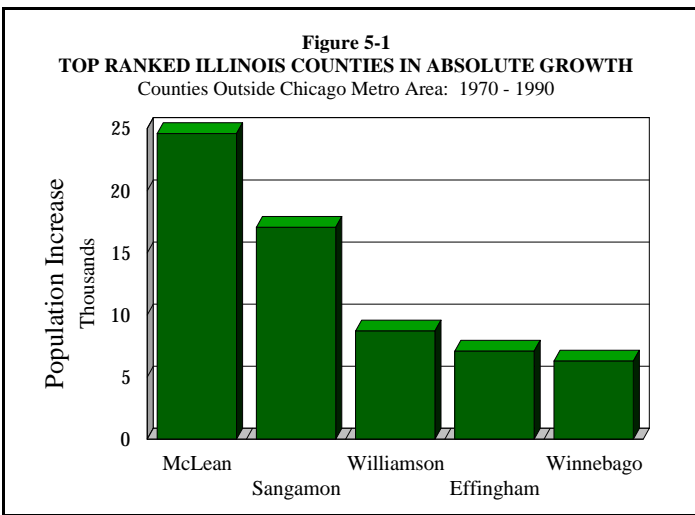
CHARACTERISTICS AND TRENDS

As the world population has approached and surpassed 6

COMMUNITY VISIONS

- Seek ways to enhance a socially and economically inclusive environment for diverse groups of people
- Promote community as one that welcomes diversity

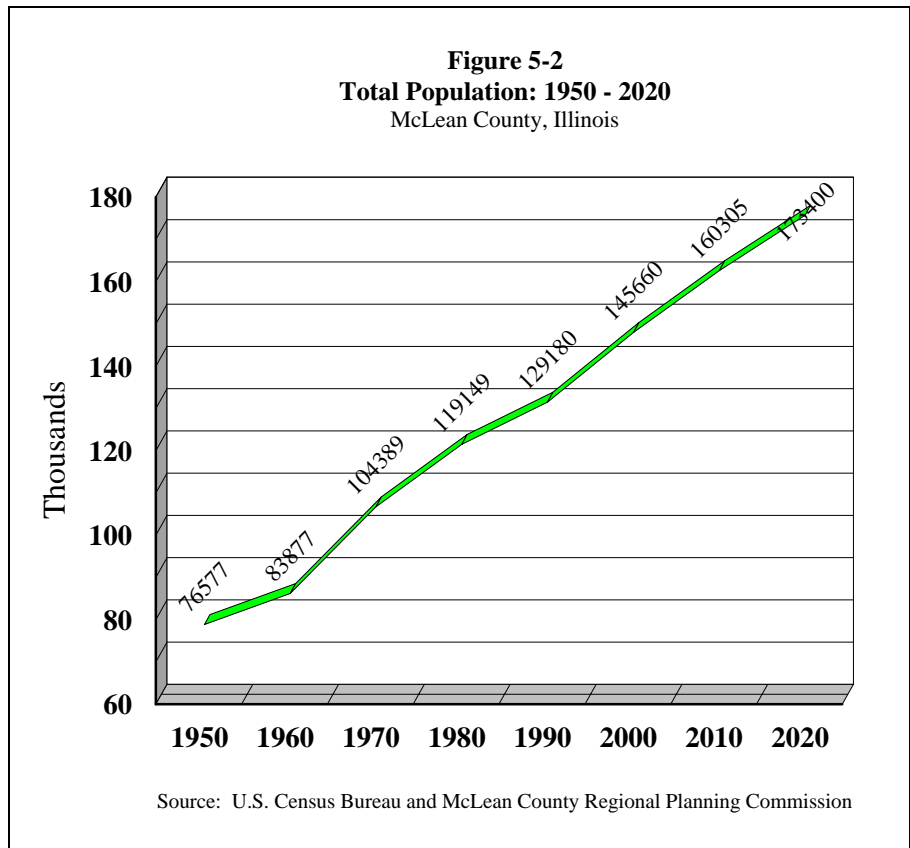
billion persons, McLean County, too, has experienced high population growth (thirty-three percent increase from 1970-1990).



REGIONAL GOAL

Population growth levels that support the preservation and enhancement of the local quality of life.

Population projections for this plan were derived from locally adopted comprehensive plans . . . in combination with the State of Illinois population projections for the County and building permit data from some of the rural areas



The Region has experienced higher absolute growth than any other Illinois county outside of the Chicago Metro area (See Figure 5-1).

From 1950 to 1990, McLean County experienced a sixty-nine percent increase in population. High growth is expected to continue throughout the planning period, reaching a population of approximately 173 thousand by the year 2020. (See Figure 5-2.)

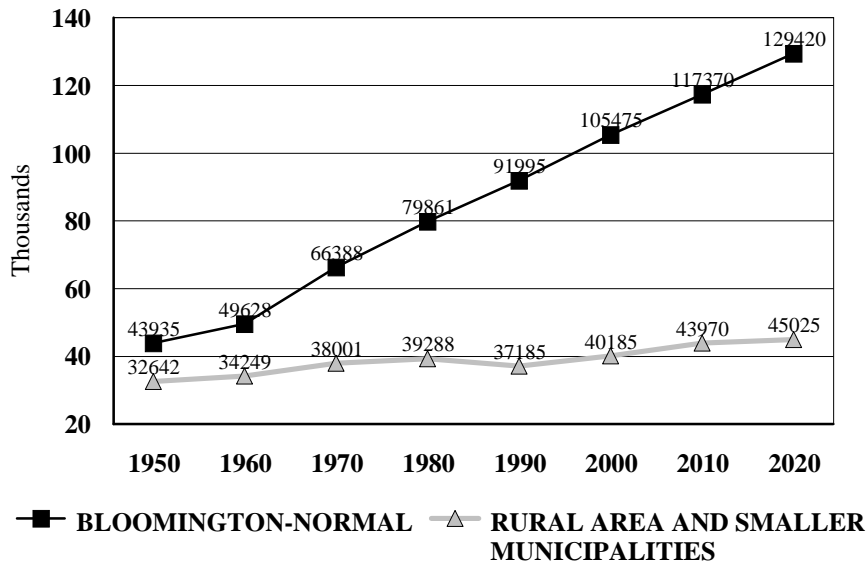
Population projections for this plan were derived from locally adopted comprehensive plans, including Bloomington, Normal, Towanda, Danvers, and LeRoy, in combination with the State of Illinois' population projection for the County and building permit data from some of the rural areas.

These projections are used as a foundation for the rest of the plan. Among other things, the data is utilized to determine the necessary quantity of land and houses to accommodate the future population.

Urban Versus Rural Growth

Almost all of the Region's population growth from 1950 to 1990 occurred in the Bloomington-Normal urban area. The population in the rest of the County remained stable. This trend is expected to continue through the year 2020 (See Figure 5-3.), although some localized rural growth areas are anticipated. The majority of the population growth within the urban area has occurred in the census tracts located at the fringe of Bloomington-Normal, with

Figure 5-3
Trends and Projections in Urban and Rural Populations: 1950 - 2020
 McLean County, Illinois



Source: U.S. Census Bureau and McLean County Regional Planning Commission

population decreases occurring in several of the central city census tracts. (See Figure 5-4.)

In the rural area, population increases have occurred in the census tracts in the western part of the County, with decreases occurring in the eastern part. (See Figure 5-4.) This is logical, considering the urban area is located adjacent to the census tracts in the western half of the County. Population decreases are expected in some of the towns which are a considerable distance from the urban area and interstate highways. (See Table 5.1.)

Population increases have occurred and are expected to continue in the Dry Grove, Dale, Bloomington, and the Old Town Townships. This growth is largely due to the historical County policy of preserving prime farmland and directing rural growth to the three growth areas

which have been previously identified in these townships. Based on building permits issued in these areas over the last five years (30) and the average number of persons per household (2.3), it is expected that population increases of approximately 1,380 persons will occur in each of these areas (See Chapter 7 for more information regarding these rural growth areas).

Age Distribution

The population in the urban area of McLean County is expected to gradually age over the next twenty years (See Figure 5-5.), consistent with national trends. As a result, a small decline in the relative percentage of school aged children is projected along with an increase

OBJECTIVE

Growth that supports an expanded range of urban amenities, adds to the labor pool, and provides for cultural diversity while minimizing the potential adverse affects of growth, such as increasing crime, traffic congestion, drive times, pollution and taxes.

POLICIES

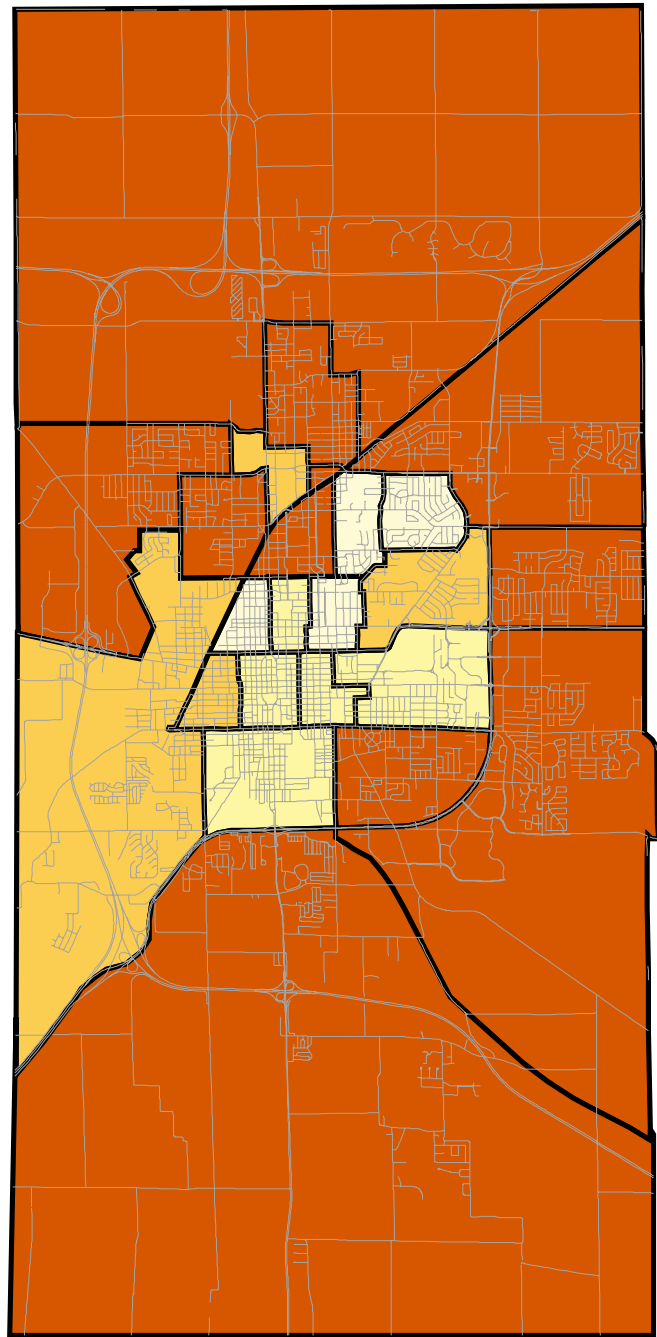
- Utilize for design purposes of this plan population growth rates consistent with locally adopted comprehensive plans and county level population projections developed by the State of Illinois
- Encourage public surveys and discussions on growth alternatives during the first year after the adoption of this plan to provide an expanded decision making basis

Figure 5-4

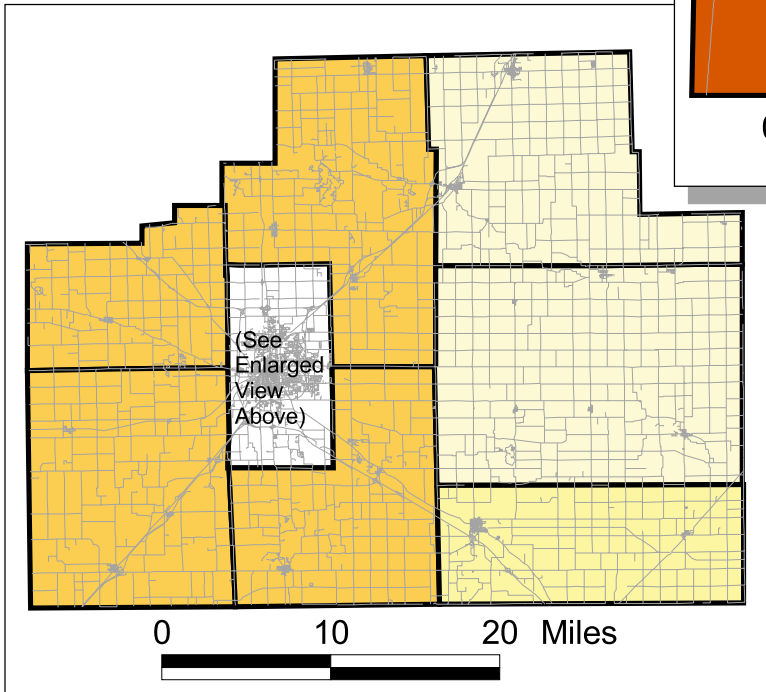
Change In Urban and Rural Population By Census Tract 1980 - 1990

Legend

- Moderate to High Decrease (Greater than 7%)
- Low to Moderate Decrease (0 to 7%)
- Low to Moderate Increase (0 to 7%)
- Moderate to High Increase (Greater than 7%)
- Tract Boundary



0 2 4 Miles

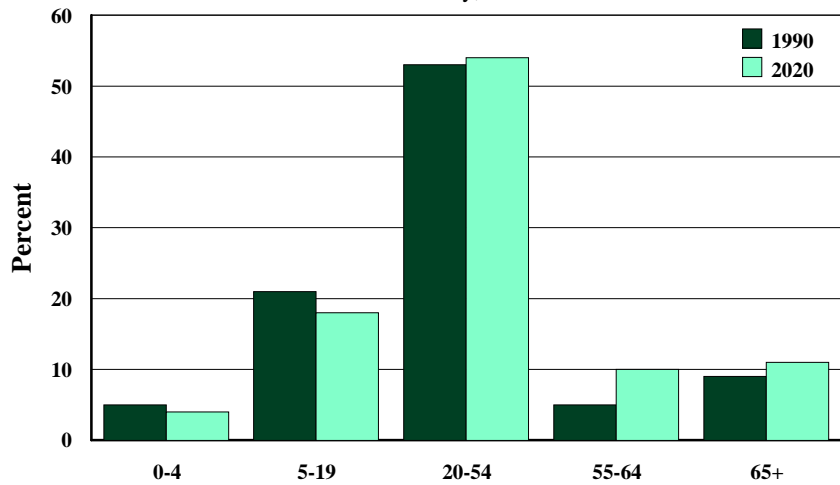


Source: U.S. Census Bureau



McLean County
Regional
Planning
Commission

Figure 5-5
Forecasted Change in Age Distribution in the Urban Area
 McLean County, Illinois



Source: U.S. Census Bureau and
 McLean County Regional Planning Commission

in the percentage of working age and elderly populations.

Educational Attainment

The education levels of McLean County’s residents compare favorably with other Central Illinois counties. (See Table 5.2.) Over fifty percent of

the residents in McLean County have received some level of college training. Thirty-four percent have an associate’s degree or higher. These percentages are similar to Champaign County and are not surprising, considering both counties are home to major universities. Macon and Peoria counties have lower percentages

POLICY

Encourage periodic reviews of plans and projections to incorporate public input on growth and other issues and to ensure that current conditions are reflected.

PRIORITY STRATEGY

Public survey and review of projections.

Table 5.1
TOTAL POPULATION BY MUNICIPALITY: 1950 TO 2020

JURISDICTION	1950	1960	1970	1980	1990	2000	2010	2020
CITY OF BLOOMINGTON	34,163	36,271	39,992	44,189	51,972	60,780	68,850	77,070
CITY OF CHENOA	1,452	1,523	1,860	1,847	1,732	1,735	1,740	1,750
CITY OF LEROY	1,820	2,088	2,435	2,870	2,777	3,325	3,750	4,160
CITY OF LEXINGTON	1,181	1,244	1,615	1,806	1,809	1,775	1,800	1,825
TOWN OF NORMAL	9,772	13,357	26,396	35,672	40,023	44,695	48,520	52,350
VILLAGE OF ANCHOR		194	200	192	184	170	175	180
VILLAGE OF ARROWSMITH	316	319	305	292	331	300	310	320
VILLAGE OF BELLFLOWER	413	389	400	421	412	395	400	410
VILLAGE OF CARLOCK		318	373	410	391	455	490	520
VILLAGE OF COLFAX	819	894	935	920	856	835	840	850
VILLAGE OF COOKSVILLE	256	221	241	259	192	200	205	210
VILLAGE OF DANVERS	762	783	854	921	1,008	1,160	1,180	1,200
VILLAGE OF DOWNS	294	497	651	561	613	700	2,300	3,900
VILLAGE OF ELLSWORTH	199	224	259	244	217	210	205	200
VILLAGE OF GRIDLEY	817	889	1,007	1,246	1,304	1,380	1,440	1,480
VILLAGE OF HEYWORTH	1,072	1,196	1,441	1,598	1,627	2,450	3,308	4,135
VILLAGE OF HUDSON	339	493	802	929	1,006	1,300	1,350	1,400
VILLAGE OF MCLEAN	667	758	820	836	803	820	825	830
VILLAGE OF STANFORD	457	479	657	720	614	625	630	635
VILLAGE OF SAYBROOK	758	859	814	882	747	750	760	770
VILLAGE OF TOWANDA	400	586	578	630	543	650	675	712

Source: Census Bureau, State of Illinois and McLean County Regional Planning Commission.

Table 5.2
Educational Attainment in the County of McLean
And Selected Areas, 1990 (%)

Level of Attainment	McLean County	Champaign County	Macon County	Peoria County
Less than High School	16	13	24	22
High School Graduate	33	26	38	31
Some College	18	20	18	20
Associate Degree	5	7	5	6
Bachelor Degree or Higher	29	34	15	20

Source: U.S. Census Bureau

of residents with some college training or college degrees, and higher percentages of residents with less than a high school degree.

them here in the first place. Sound planning would involve and utilize the existing and future population in determining the future of the community to help ensure that the high growth improves, not degrades, the Region.

The educated population and economic well being in McLean County is a potentially valuable resource that can help address the challenge of sensible population growth. One mechanism for utilizing this resource would be through the public survey, which is part of the priority strategy for population. Public survey can only help in addressing the controversial issue of high population growth by educating the community as to the costs and benefits of growth, the benefits of sound planning to accommodate growth, and informing local government officials as to the public's feelings toward this very important topic.

The educated population and economic well being in McLean County is a potentially valuable resource that can help address the challenge of sensible population growth.

Poverty Levels

McLean County also has a relatively small percentage of residents in poverty in comparison to other Central Illinois counties. (See Table 5.3.) Nonetheless, the data indicate that a significant percentage of the population is not enjoying the benefits of high unemployment and prosperity that exist in the Region.

Resources

The people of McLean County are its greatest resource. Over time, these people have come to the Region for a variety of reasons, including location, transportation network, availability of jobs, educational system and the overall quality of life. (See Chapter 4.). The expected increase in population could potentially degrade or enhance the positive characteristics which attracted

FUTURE

Challenges and Opportunities

The primary challenge in McLean County will be to gain public input regarding future growth in order to help ensure that quality of life is not degraded.

Other challenges the Region will face at the current rate of growth include the provision of: 1) a workforce for local employers in the face of low unemployment, 2) geographically distributed housing, including affordable housing for the increasing population, and 3) transportation alternatives,

Table 5.3
Estimates for People of All Ages in Poverty
In McLean County and Selected Areas, 1995 (%)

	McLean	Champaign	Macon	Peoria
Estimate	7.9	11.6	12.8	13.5

Source: U.S. Census Bureau

Table 5.4
Evaluation of the Priority Strategy for Population
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Public survey and review of projections.	Provides public input for the review of population projections during the first year after the plan is completed.	Provides greater focus to the issue of population growth than is possible within the scope of the comprehensive plan. Enhances public understanding and support for the plan and the planning process.	Time and resources to complete.

including expanded public transportation for the increasing levels of service orientated positions (See Chapter 4.).

Another considerable challenge will be to maintain and improve the high quality of life in the face of the currently projected population growth. Many of the amenities which have made the Region attractive are characteristics common to smaller municipalities and rural counties. As the urban area grows, local communities must work to preserve the “small town” feel of the area.

Some sentiment exists in the County to not just project and accommodate future population growth. In 1991 a survey was sent to 5,000 McLean County residents to gain public input on a variety of issues relevant to the future of the Region. A response rate of 29% was obtained (1,441 usable questionnaires). “When told that Bloomington-Normal was projected to be the second largest city in Illinois by 2030, 42% of the respondents overall said they opposed such growth,

31% said they favored it, and 27% were neutral. Respondents who opposed such growth indicated that they did so because it would bring about increases in crime, violence, and the use of drugs. Respondents who said they favored the projected growth indicated that they supported it because growth would create more opportunities, services, and jobs” (Looking at . . . The Community of McLean County in the 21st Century. A Report of the 21st Century Committee Prepared for the McLean County Board, September 29, 1992.)

Priority Strategy

The priority strategy (See Table 5.4.) is to continue to use existing population projections for the design purposes of the plan, but to gain public input and review these projections within one year after the adoption of the Regional Comprehensive Plan. The strategy aims to achieve sensible growth in the County by striking a balance between the use of existing growth policies in

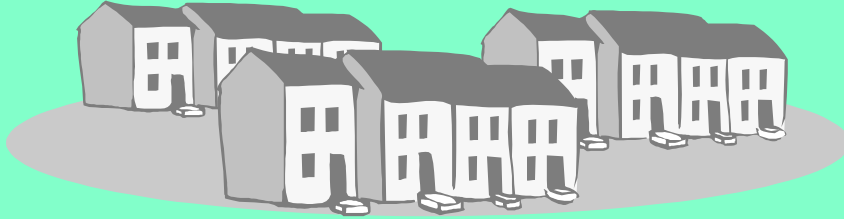
The primary challenge in McLean County will be to gain public input regarding future growth in order to help ensure that quality of life is not degraded.

The priority strategy is to continue to use existing population projections for the design purposes of the plan, but to gain public input and review these projections within one year after the adoption of the Regional Comprehensive Plan.

formulating plans and projections, and the sentiment among some that too much growth will degrade the quality of life in the Region.

The priority strategy allows for the continuation of planning for the growth which is indeed occurring and will likely continue unless current policies are changed. Additionally, the strategy suggests a mechanism (public survey) by which citizens would be allowed to express their opinions regarding population growth in the community and the costs and benefits derived from such growth. A primary challenge posed by such a citizen survey would be the resources that would be required to conduct the survey and interpret the results. The strategy provides an opportunity to take advantage of the Region's important people resource in determining the quantity of growth as well as the quality and character of it and where it should occur.

HOUSING



INTRODUCTION

Providing a variety of housing styles and prices in new developments in conjunction with maintaining housing quality and spurring revitalization in older neighborhoods is one of the great challenges of sensible growth. Meeting these challenges, however, provides many benefits, including reduced costs for infrastructure and reduced travel distances and times. It can also help preserve open space and farmland, and enhance the aesthetics and “livability” of a community.

Regional cooperation is needed to meet housing goals. This is primarily through establishing a consensus as to

where housing growth should best occur in order to maximize the benefits mentioned above.

CHARACTERISTICS AND TRENDS

McLean County will

**Table 6.1
Projected Housing Units for the Year 2020**

	Total Population	Population /Housing Unit	Projected Number of Housing Units
Bloomington	77,070	2.3	33,508
Normal	52,350	2.4	21,812
Smaller Municipalities and the Rural Areas	45,025	2.6	17,317
Total Occupied Units	173,400	n/a	69,187*

Source: U.S. Census and McLean County Regional Planning Commission
*assumes 4.75% vacancy rate

the population projections for the Region, and the projected population per housing unit for the area. Providing for this housing growth and maintaining the local quality of life will require attention to the geographic distribution, densities, design, quality, and affordability of the Region’s housing.

require a total of approximately 66,889 housing units by the year 2020. (See Table 6.1). This figure is based on

COMMUNITY VISIONS

- Ensure affordable, accessible, and available housing that meets the needs of all citizens
- Provide proactive leadership in influencing partnerships with Realtors, developers, and financial institutions to meet the needs of citizens
- Continue to develop, disseminate and implement the Consolidated Housing and Community Development Plan
- Encourage diversity of housing types; dispersed low-moderate income housing supports diversity

REGIONAL GOAL

A wide range of affordable, high quality, well designed housing in downtowns, older neighborhoods, older suburban locations and newly developing areas which enhance a sense of community.

REDEVELOPMENT

OBJECTIVE

Revitalization of and improved building conditions in downtowns and older neighborhoods, including infill development, throughout McLean County.

POLICIES

- Establish programs to support the revitalization of the downtowns and older neighborhoods
- Discourage peripheral growth outside projected growth areas
- Support programs and efforts aimed at improving building conditions in downtowns and older neighborhoods
- Improve the economic and educational opportunities for the residents of downtowns and older neighborhoods

Geographic Distribution and Density

A well balanced geographic distribution of housing growth and a variety of housing densities are important aspects of sensible growth. New Surban housing developments should be balanced with revitalization efforts in older neighborhoods to achieve this balance. A variety of housing densities conserves land, and increases the potential for affordable housing and pedestrian friendly communities.

Geographic Distribution

The greatest increase in the percentage of owner-occupied housing in Bloomington-Normal between 1970 and 1990 was at the fringe of the urban area. (See Figure 6-1.) Decreases in the percentage of owner-occupied housing occurred in several “central city” census tracts. (See Figure 6-1.) Increases in the percentage of owner-occupied housing at the fringe of the urban area clearly indicates the development of new housing subdivisions. Decreases in the percent of owner-occupied housing may indicate a decline in the health of the central city neighborhoods due to the conversion of owner-occupied housing to rental units or a shift from residential to commercial.

Density

A sampling of housing lot sizes in Bloomington-Normal indicates that the oldest areas (near downtown Bloomington) have the most dense housing, with the newer, higher-end subdivisions (Hawthorne Hills)

having the least dense housing. (See Table 6.2.) This is consistent with national trends toward lower densities. However, other older areas of McLean County provide

A well balanced distribution of housing growth and a variety of housing densities are important aspects of sensible growth.

examples of less dense housing, such as the homes along east Washington Street in Bloomington. The 1960's era housing and moderately-priced newer subdivision (Pepper Ridge) have housing at a slightly less dense scale than the older areas near downtown Bloomington.

One implication of decreasing housing density is the potential for increased housing costs. Data from the National Association of Home Builders (NAHB) suggests that site

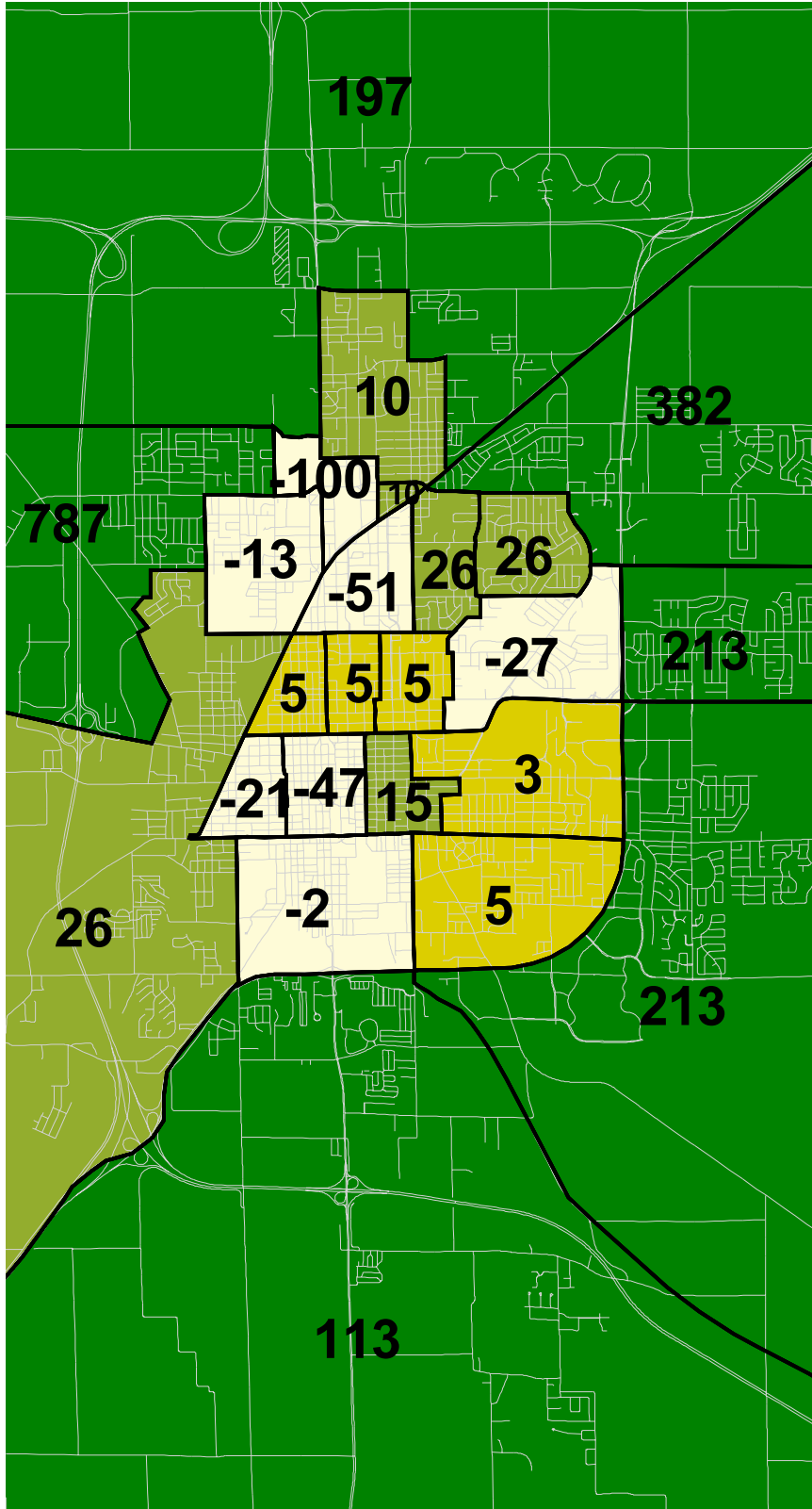
Area	Sample Housing Lot Size (feet)	Average Homes/Acre
Near Downtown Bloomington	50 x 100	6.5
Near IL Rt. 9 and Veterans Parkway (1960's era)	60 x 115	4.7
Pepper Ridge	60 x 110	5
Rollingbrook	72 x 110	4.2
White Eagle	90 x 140	2.6
Ironwood	100 x 150	2.2
Hawthorne Hills	120 x 165	1.7

Source: Sidwell Maps

Figure 6-1

Percent Change In Owner Occupied Housing From 1970 - 1990

Bloomington - Normal Urban Area



0 1 2 Miles

McLean County Regional Planning Commission

**DESIGN
CONSISTENCY**

OBJECTIVE
Design consistency and/or compatibility in the infill and redevelopment of downtowns and older neighborhoods throughout McLean County.

POLICY
Encourage urban design that compliments measures for revitalizing downtowns and older neighborhoods and provides alternatives to peripheral development.

development costs fall with rising density. Decreased site development costs are attributed to less land per unit, less site preparation, less infrastructure, and typically less floor area and wall area. Housing built at 6-8 units per acre density require site development costs in the range of forty-four to fifty-seven percent less than housing site development costs built at 2-3 units per acre (NAHB, Cost Effective Site Planning - Single Family Development, Washington, DC, 1986, p.56-97).

An additional effect of decreasing housing density is greater consumption of open space and farmland. From 1970 to 1990, the population of Bloomington-Normal increased approximately forty percent, while the urbanized area of Bloomington-Normal increased about one hundred percent. Similar trends exist nationally, as illustrated in Figure 6-2.

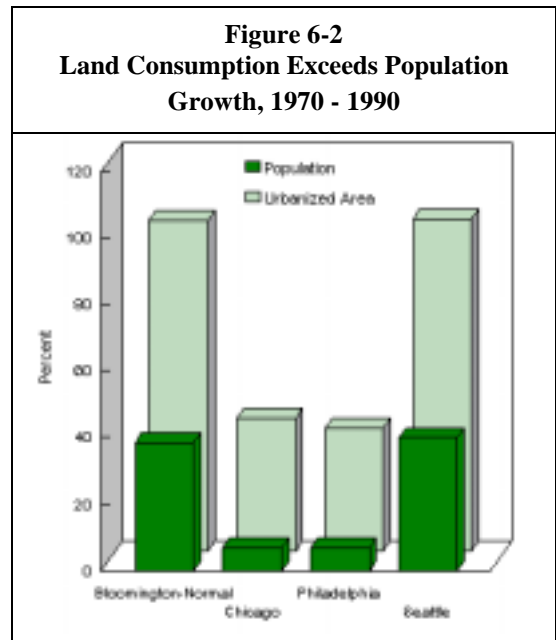
Other implications of the Region’s distribution and density trends include:

- decreasing housing density may increase costs of providing infrastructure for new developments, including water lines, sewer lines, and roads;
- decreasing housing density may increase distance and travel times from home to work, shopping, and other activities;

- greater increase in housing development on the outermost edge of Bloomington-Normal may be correlated with the decline of owner occupied housing and deteriorated building conditions in the central city neighborhoods;
- the decline of owner occupied housing in central city neighborhoods is correlated with the increase in rental housing and may contribute to the weakening of those neighborhoods; and
- slow housing growth and a decrease in owner occupied housing in the central city neighborhoods may reduce revenues for school districts serving the older areas of municipalities;

Design

The innovative design of housing developments may be used to create a “win-win-win” solution for the growth related



challenges faced by many communities. Good design can improve quality of life while enhancing the economy of a project. The proper arrangement of housing, open space, streets and services can make a neighborhood more livable and allow more housing units to be built per acre of land. This can allow the community to “win” by minimizing the consumption of open space, lowering infrastructure costs, lessening travel times, and decreasing housing costs. The consumer can “win” through access to appealing, affordable housing in livable neighborhoods. Builders can “win” through making development projects more cost effective. Finally, appropriate design is also essential in the appropriate redevelopment of older areas.

Traditional Neighborhoods

The design of the older homes and neighborhoods provided residents with a high quality of life and made efficient use of the land. Physical features included mixed land uses with a variety of housing types and styles and neighborhood commercial buildings, the use of “granny cottages”, a grid-street pattern, periodic use of boulevards, relatively dense housing, front porches, access to homes through alleys, the absence of garages or one-car garages

The innovative design of housing developments may be used to create a “win-win-win” solution for the growth related challenges faced by many communities.

located behind homes, a variety of setbacks between homes and streets, and sidewalks on both sides of the street (See Figure 6-3). These design features naturally encouraged residents to interact and thereby created a strong sense of community. These neighborhoods also allowed a diversity of residents to live close to work and shopping, and this encouraged walking. A sense of privacy was maintained in older neighborhoods through a



Figure 6-3
A Typical House In An Older Neighborhood Of McLean County

variety of housing orientations and setbacks, the presence of trees, alleys, and sometimes garages as buffers between homes. The relatively narrow streets

used in the older neighborhoods also contributed to the sense of security and community by providing a built in mechanism for accomplishing slower traffic in residential areas. The grid pattern of streets common to traditional design also reduced potential traffic congestion by offering alternative travel routes.

DESIGN ALTERNATIVES

OBJECTIVE

A wider choice of design alternatives and housing densities, including traditional design features, in new developments.

POLICY

Incorporate urban design into the planning and development review process to enhance the sense of community in developments and the desirability of high density, affordable housing.

AFFORDABLE HOUSING

OBJECTIVE

A wide range of broadly dispersed, high quality, aesthetically appealing, single family and rental housing types, styles, and costs for all income levels, age groups, and people with disabilities.

POLICIES

- Provide incentives for affordable housing developments.
- Encourage the development of smaller lots and homes with innovative designs to buffer activity centers from areas featuring greater proportions of larger lot homes.
- Promote homeowner counseling and existing affordable housing.

Contemporary Neighborhoods

Contemporary subdivisions offer a strong sense of security and comfort for homeowners by providing new or newer homes with modern conveniences and segregating residential living from other aspects of life. The design of contemporary subdivisions differs from traditional design in its use of curvilinear and wider streets (sometimes with cul-de-sacs), the sometimes lack of sidewalks, larger setbacks and lot sizes, larger block sizes, lack of alleys, more of a focus on the backyard with backdecks instead of or in addition to front porches, and the segregation of residential and other land uses.

The Best of Both Worlds

Incorporating some of the design features of older neighborhoods into contemporary subdivisions could offer the “best of both worlds” by creating the feel of older neighborhoods with the comfort, convenience and security of the newer neighborhoods. While the segregation of land uses assures that residents will not have to live next to “noxious” commercial or industrial areas (a problem in the late 19th and early 20th century),

contemporary urban design could benefit from the integration of some commercial services and traditional amenities. For example, being able to walk to a well designed neighborhood book store or coffee shop looking onto a local park would be a desirable feature.

Design is also a key ingredient in offering higher densities and yet maintaining the privacy that homeowners desire. Sound design may also be used to enhance the “walkability” of

Incorporating some of the design features of older neighborhoods into contemporary subdivisions could offer the “best of both worlds”

contemporary subdivisions while accommodating automobile traffic.

Traditional Neighborhood Development (TND) attempts to utilize the best of the old and new in the

design of homes and neighborhoods. This technique is particularly well suited for “infill” development (development on vacant land within the existing community), which helps the new development to be consistent with the older areas. However, it also offers an attractive alternative for development on the fringe of existing communities. Features of TND developments include shorter housing setbacks, front porches, a mix of high and low density housing, garages located in the rear of the houses (may or may not be attached), and pedestrian friendly features including proximity to parks, schools, neighborhood shopping,

and mass transit. (See Figure 6-5.) Some TND projects also provide a variety of housing options to accommodate lower and higher income residents, young families and senior citizens. Such options may include cottages, detached zero-lot line homes, and apartments over garages.

Housing Quality

Communities experiencing high growth typically face the challenge of maintaining acceptable building conditions in their older, centrally located neighborhoods in the face of significant levels of

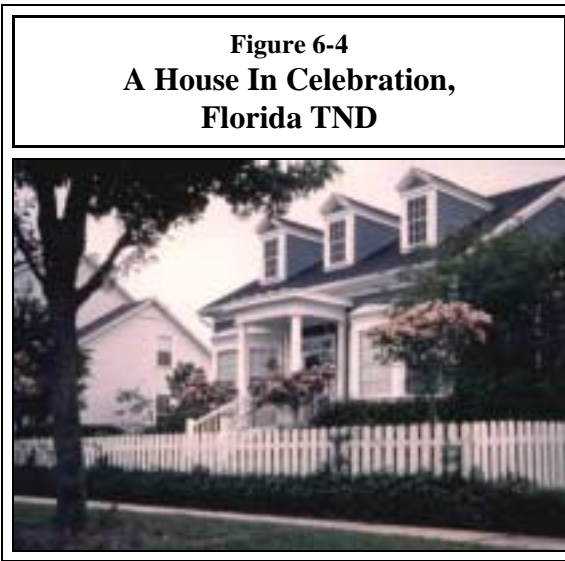
housing production in new developments. Sensible growth suggests that housing quality must be maintained and improved in order to strengthen the viability of older neighborhoods, maintain a well balanced geographic distribution of housing and realize the aforementioned benefits derived from this balance. This section presents an assessment of existing building conditions data which is available only for Central Bloomington. However, this area does contain the Region’s largest amount of older central city neighborhoods and therefore provides a reasonable gauge of the

general quality of the Region’s older housing stock.

Building Conditions in Bloomington

The most deteriorated building’s in need of minor to major repair in Bloomington are found just east and west of downtown, although even here the average condition is not considered to be critical. It is also important to note that the

condition of individual buildings can vary considerably from the average rankings for the respective neighborhood. This is shown through a building

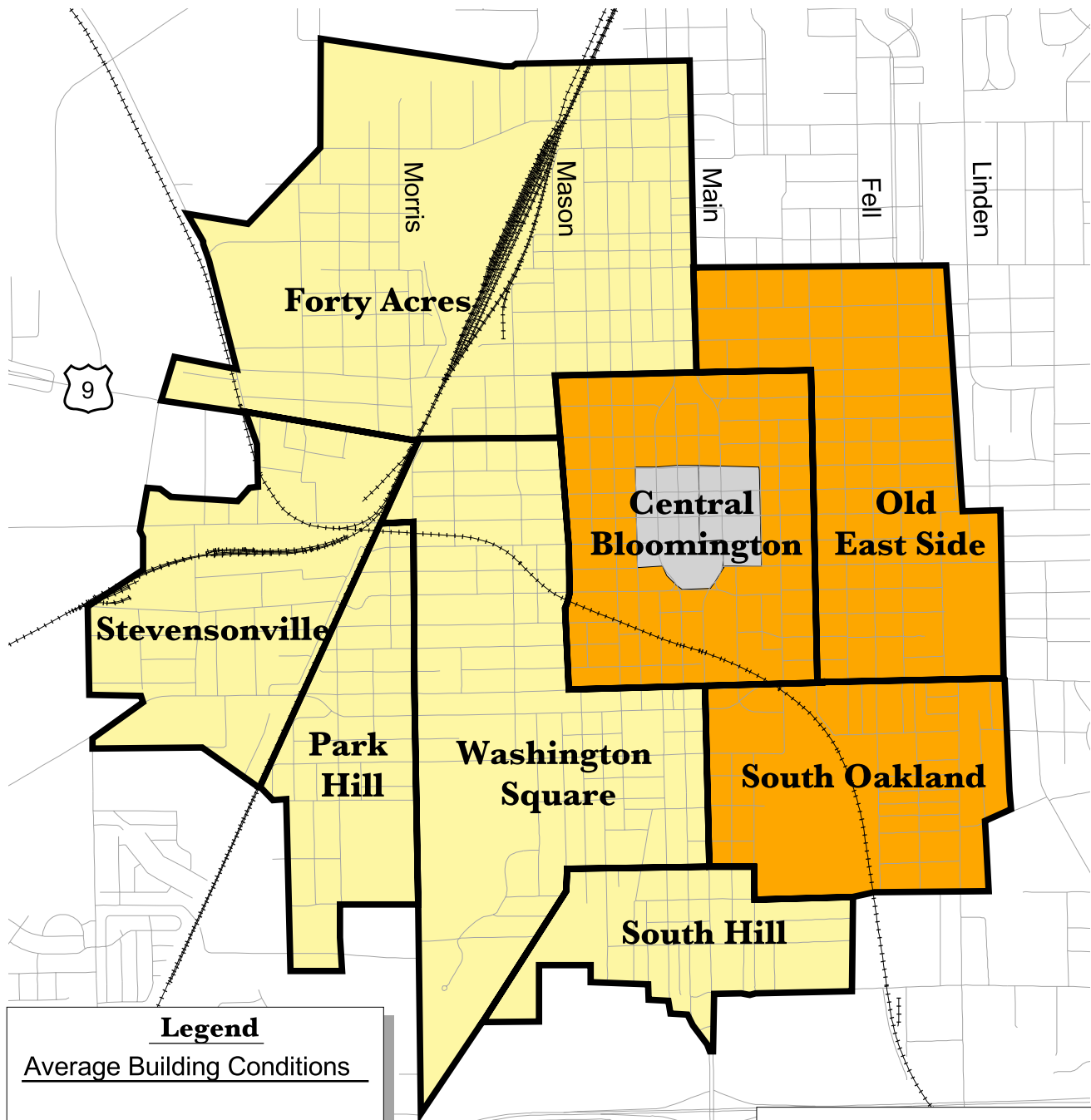


conditions survey conducted for the City’s Community Development Division. Buildings were ranked based on the condition of twelve factors, including foundation, roof, exterior walls, windows, screens, chimney tower, porch, porch steps, guttering, sidewalk and driveway, and garage and accessory structure. An overall rank of either “sound” condition, “in need of minor to major repairs”, or “critical” condition was ultimately determined. This overall rank was weighted to reflect the more critical aspects of

Communities experiencing high growth typically face the challenge of maintaining acceptable building conditions in their older, centrally located neighborhoods . . .







Figure 6-5

Building Conditions in the Neighborhoods of Central Bloomington

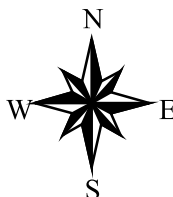


Legend

Average Building Conditions

-  Sound
-  In Need of Minor To Major Repairs
-  No Condition Report
-  Neighborhood Boundaries
-  Railroad
-  Streets and Roads

0 0.5 Miles



McLean County
Regional
Planning
Commission

Source: 1998 Building
Conditions Report
Bloomington, Illinois
McLean County Regional
Planning Commission

the building's condition, i.e., foundation, roof, and walls.

The overall rankings of buildings were then averaged over neighborhood boundaries determined by the Community Development Division. Average overall rankings within the range of 1.0 to 3.49 were considered "sound"; from 3.5 to 4.74 were considered

"in need of minor to major repairs"; from 4.75 to 6.0 were considered "critical". Table 6.3 lists the average overall building condition ranking for each

neighborhood. Figure 6-4 visually illustrates this data. While the data from the building conditions survey are specific to Bloomington, it is felt that the results of the survey depict trends that are typical of many other communities, both locally and nationally.

Reasons for Deteriorated Conditions

The most logical explanation for deteriorated building conditions is a combination of socio-economic factors and the age of the buildings themselves. The areas with the worst building conditions also exhibit several demographic characteristics

which would suggest a high potential for deteriorated building conditions. These include a high population density, relatively low household median income (less than \$20,000 per year), average housing unit age over sixty years and a relatively high percentage of single parent and minority populations (U.S. Census Reports, 1990).

Based on this socio-economic data, it becomes clear that low incomes combined with the aging of the buildings is a major cause of the deteriorated conditions.

The improvement of building conditions in the older downtowns and neighborhoods throughout McLean County must come through a concerted, comprehensive approach to enhance the potential development and redevelopment of these areas. This should include specific programs to improve building conditions in combination with programs to address the resident's economic, educational and social needs. While considerable challenges face several areas, a tremendous potential exists for providing a high quality of life in the older neighborhoods throughout McLean County because they have the previously described

Table 6.3
Average Overall Building Conditions By Neighborhood In The City Of Bloomington
McLean County, Illinois

Neighborhood	Average Overall Building Condition Rank*
Old East Side	3.74
Central Bloomington	3.72
South Oakland	3.59
South Hill	3.47
Washington Square	3.37
Forty Acres	3.34
Park Hill	3.34
Stevensonville	3.33
*3.5 or greater indicates a general need for minor to major home repairs	
Source: City of Bloomington Building Conditions Report, 1998. McLean County Regional Planning Commission	

The improvement of building conditions in the older downtowns and neighborhoods throughout McLean County must come through a concerted, comprehensive approach . . .

traditional design features which are often sought by today's home buyer.

Affordability

The future demand for affordable housing will likely increase due to high growth and subsequent demand for housing in combination with a higher percentage of service orientated jobs in our society. For the purposes of this plan affordable housing is defined as safe, decent and sanitary housing, the cost of which (including utilities, insurance, taxes) does not exceed 30% of a person's or family's after tax income.

Housing Prices

Housing in McLean

County has become less affordable in recent years. The mean home price in McLean County increased sixty percent from 1990 to 1998

Table 6.4 The Rising Cost Of Housing, 1990-1998 McLean County, Illinois			
Year	Mean. Price (\$)*	Mean Household Income (\$)**	Mean Housing Price/Mean Household Income Ratio
1998	126,927	68,779	1.85
1997	120,492	66,221	1.82
1996	116,744	63,897	1.83
1995	113,688	59,717	1.90
1994	107,321	57,764	1.86
1993	98,978	53,170	1.86
1992	92,626	51,890	1.79
1991	85,194	49,033	1.74
1990	79,375	48,004	1.65

(See Table 6.4). It is important to note that the mean reflects extreme home prices. In recent years a high number of very expensive homes have been built in McLean County which may have skewed the mean home price

for the area. Mean household income rose forty-four percent during the same period. The average housing price to average housing income ratio increased twelve percent during the same period. The increase in this ratio indicates that housing has become more expensive and slightly less affordable during the nine year period.

Future Jobs

The predicted rise in service orientated jobs in our society will increase the need for affordable housing. Data from a recently completed "Workforce Issues" study conducted by Illinois State University's Applied Social Research Unit indicates that six out of the top ten projected McLean County jobs by

percent increase during the period from 1992-2005 are in the food service industry (See Table 4.2 in chapter 4). The median salary for these jobs

in McLean County currently ranges from \$2.55 per hour to \$7.00 per hour.

The high growth rate and increasing housing costs in McLean County contribute to the segregation of lower and higher

The high growth rate and increasing housing costs in McLean County contribute to the segregation of lower and higher income individuals and families.

income individuals and families. As previously mentioned, socio-economic and building conditions data provide evidence that the population of Bloomington in need of social, economic, and educational opportunities is concentrated in the area of the worst building conditions. This is typical of many urban situations. Mixed income developments which provide a limited amount of affordable housing within newer, moderate or higher-end developments, would alleviate this situation by allowing lower income individuals and families the opportunity to take advantage of educational, social and economic opportunities typically available only to higher income individuals and families.

The mixing of affordable housing with moderate and higher end developments could also contribute to neighborhood stability. It provides an opportunity for increased diversity, including interaction and understanding between lower and higher income populations, seniors, young families and other populations. It also helps prevent a given area of a city or town from becoming deteriorated due to the concentration of low income individuals and families. For these and similar reasons, some areas require a limited number of affordable housing units to be included in virtually all new housing developments.

Resources

Virtually all the resources needed to enhance sensible

housing growth already exist in McLean County. These include developers, government agencies, not-for-profit organizations, social service groups, neighborhood associations, local universities, lending institutions, and other organizations that play a role in shaping housing growth in McLean County.

For example, developers have the opportunity to develop a Traditional Neighborhood Development or finding other ways to incorporate sound urban design principles into new development to help meet needs for new housing that is attractive and available to a wide range of income levels and age groups. Neighborhood associations and other citizen's groups can further their involvement in working to improve conditions in the Region's older areas, perhaps through the formation of neighborhood plans or other programs. Lending institutions may work with local government to further assist with increasing the percentage of owner-occupied housing in declining neighborhoods. Local governments can pursue grants and provide education and outreach programs to bring balance to housing growth, improve design, building conditions, and increased housing affordability.

Furthering the already high degree of cooperation among each of these entities will maximize the resources that each organization brings to the community. Several of these concepts are described in the

The existence of deteriorated building conditions in older areas, although a challenge, represents an opportunity to revitalize older neighborhoods that offer many of the amenities which make a community more "livable".

remainder of this Chapter under “Future Housing”.

FUTURE HOUSING

Challenges and Opportunities

The Region faces a number of challenges in meeting the goal of “A wide range of affordable, high quality, well designed housing in downtowns, older neighborhoods, older suburban locations and newly developing areas which enhance a sense of community”. Each of these challenges, however, represents an opportunity to enhance the high quality of life enjoyed in the Region.

Deteriorated building conditions in older areas, although a challenge, represents an opportunity to revitalize older neighborhoods that offer many of the amenities which make a community more “livable”. High growth offers an opportunity for innovative housing and

neighborhood design, such as a Traditional Neighborhood Development. High growth can also provide a relative degree of wealth which may be used to support revitalization efforts. The need for affordable housing presents an opportunity to provide a higher degree of diversity and stability in our neighborhoods by building a limited number of lower-priced homes along with moderate and higher priced homes in new neighborhoods. Through design, higher density developments typically opposed by residents become an opportunity to provide a pedestrian friendly, urban neighborhood which conserves land and resources, and is economically efficient for local governments and developers. Strategies for addressing these challenges and taking advantage of opportunities are described below.

The plan for housing in McLean County is expressed

PRIORITY ONE STRATEGIES

- Housing redevelopment
- Guide housing growth
- Alternative home and neighborhood design

Table 6.5
Evaluation Of Priority 1 Strategies For Housing
McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Housing redevelopment	Redevelops homes in existing neighborhoods.	Strengthens neighborhoods and may provide housing alternatives for seniors, low to moderate income persons, and persons with disabilities.	May require incentives from municipality to gain developer interest.
Guide housing growth	Discourages the granting of zoning and subdivision approvals and expenditures (including infrastructure) for development outside of projected growth areas.	Encourages the revitalization of existing, older neighborhoods and infill development. Reduces infrastructure expenses. Preserves farmland Other benefits associated with compact, contiguous growth.	May be considered overly restrictive and generate controversy.
Alternative home and neighborhood design	Allows for innovative home and neighborhood design to provide alternatives for all residents, including seniors, low to moderate income populations, and persons with disabilities. Would allow a variety of housing setbacks, densities, street widths, etc.	Provides wider range of choices in housing and design style. Encourages compact, contiguous growth. Allows for creation of neighborhoods which strengthen community and pedestrian activity.	Would require significant amendments to zoning ordinances. Some safety issues may need to be addressed.

Table 6.6
Evaluation Of Priority 2 Strategies For Housing
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Education and outreach	Provides information and training to property owners and landlords regarding building codes, housing rehabilitation guidelines, accessibility guidelines, available funding for housing rehabilitation, and other issues related to building conditions.	Some training currently offered. Is proactive, cost-effective method for improving building conditions. Could focus efforts on "habitual offenders".	Funding for staff and materials to widen efforts beyond training currently offered.
Focus federal and state funding, including Community Development Block Grant monies, on revitalizing priority* areas.	Identifies neighborhoods with greatest housing needs and focuses spending in those areas.	Maximizes use of available federal and state funding.	None.
Capital improvements	Directs municipal funding toward strategic improvements in roads, sidewalks, curbcuts, etc. in priority areas.	Improvements could act as a catalyst for other neighborhood improvements.	None.
Public input/market analysis	Uses surveys, including "visual preference surveys" to determine local market of various housing and neighborhood designs.	Provides avenue for public input on housing and neighborhood design. Could assist developers in determining market potential for various housing and neighborhood designs.	Staff time and costs.
Incentives	Incentives provided for higher density developments, such as greater design flexibility for projects which contain a percentage of affordable homes. Recognize in ordinances that higher densities are part of "highest and best use".	Encourages developments that provide affordable housing. Efficient use of land and infrastructure.	Careful planning and zoning required for placement of higher density developments. Funds or other incentive required.

*priority areas are defined as areas with deteriorated building conditions, low median household income, high crime, or other areas to be defined by the local government

through the strategies identified by the Housing Subcommittee and presented below.

Priority Strategies

The top three ("Priority Level 1") strategies for Housing are housing redevelopment; guide housing growth; and provide alternative home and neighborhood designs. (See Table 6.5.) Housing redevelopment stresses the need to revitalize older neighborhoods. This would enhance the amenities and sense of community that these

areas offer, provide housing for a variety of sectors, including young families, seniors, low and moderate income families, and reduce growth pressure on the rural areas of the County. Many of the strategies described could assist with the redevelopment of existing neighborhoods. Guiding housing to projected growth areas would also reduce pressure on rural areas, make efficient use of infrastructure funding, and enhance the viability of older neighborhoods. The alternative home and neighborhood design strategy would allow for the

PRIORITY TWO STRATEGIES

- Education and outreach
- Focus federal and state funding, including Community Development Block Grant monies, on revitalizing priority areas.
- Capital improvements
- Public input/market analysis
- Incentives

Table 6.7 Evaluation Of Priority 3 Strategies For Housing McLean County, Illinois			
Strategy	Explanation	Advantages	Disadvantages
Loan pools & public/private partnerships	Involves local lenders in providing low-interest loans to developers of priority areas.	Provides incentive to developers to rehabilitate or construct new housing and leverages state and federal funds.	Staff time and costs to develop and coordinate.
Focus code enforcement on priority* areas	Utilizes existing staff to focus code enforcement on priority* areas.	Maximizes use of existing resources.	May result in reduced code enforcement in "non-priority" areas.
Community reinvestment act	Allows for local input and cooperation to target projects in priority* areas.	Creates opportunities for local lenders to provide housing projects in priority areas.	Requires lenders to focus staff time and direction on smaller, specific area(s).
Financial incentives	Reduces tap-on and other fees and provides tax incentives for projects in priority* areas.	Encourages development of priority* areas.	Reduced municipal revenue through lower tap-on, taxes and other fees. Staff time and costs to administer tax incentive programs.
Grants	Provides funding for personnel to secure and administer additional federal and state grant monies for housing.	Increased the amount of federal and state funding directed to McLean County for affordable housing, housing rehabilitation and other needs.	Funding required for personnel to apply for and administer grants.
Incentives for multi-family landlords	Provides incentives for landlords who maintain sound building conditions and meet or exceed building codes in priority* areas.	Encourages landlords to improve building conditions. Is non-regulatory and does not create new level of bureaucracy for landlords. Could focus efforts on "habitual offenders".	Funding for staff time to administer program(s).

*priority areas are defined as areas with deteriorated building conditions, low median household income, high crime, or other areas to be defined by the local government

PRIORITY THREE STRATEGIES

- Loan pools & public/private partnerships
- Focus code enforcement on priority areas
- Community reinvestment Act
- Financial incentives
- Grants
- Incentives for multi-family landlords

creation of traditional neighborhood developments and other developments which may be difficult to create under today’s zoning and subdivision requirements.

Strategies number 4 through 8 (“Priority Level 2”) include: education and outreach; focus federal and state funding, including Community Development Block Grant monies, on revitalizing priority areas; capital improvements; public input/market analysis; and incentives. An evaluation of these strategies is presented in Table 6.6.

Strategies 9 through 14 (“Priority Level 3”) are: loan pools & public/private partnerships; focus code enforcement on priority areas; Community Reinvestment Act;

financial incentives; grants; and incentives for multi-family landlords. (See Table 6.7.) These strategies are consistent with the community visions and the principles of sensible growth in that they support the use of sound urban design to create quality growth in both older neighborhoods and in new developments. They also seek to take advantage of the vast resources within the area to turn the Region’s challenges into opportunities.

Other Identified Strategies

Other strategies are listed in Table 6.8. While the strategies in this section were not identified as the top priority strategies, many important and potentially viable suggestions are described and are

available for consideration as circumstances may arise.



OTHER IDENTIFIED STRATEGIES FOR HOUSING

. . . not identified as the top priority strategies, many important and potentially viable suggestions are described. . .

Table 6.8
Explanation Of Other Identified Strategies For Housing

Strategy	Explanation
Adaptive reuse	Utilizes unused, older buildings for a new purpose, e.g., old school for business or housing.
Bicycle routes and trails	Forms on road bicycle routes and separate trails through existing neighborhoods.
Government buyouts and lending	Brings properties into compliance with current zoning and building codes.
Involve key stakeholders	Reaches out to developers to assist in creating opportunities for redevelopment of priority areas.
Mixed uses	Amends local ordinances when necessary to allow for desirable mixed land uses.
Neighborhood beautification	Establishes small grant programs and educational efforts for landlords and homeowners for home improvements and neighborhood beautification.
Neighborhood business retention and development.	Utilizes business retention and development programs to strengthen and create neighborhood based businesses.
Neighborhood plans	Facilitates the organization and involvement of residents in the improvement of their neighborhood.
Open space and farmland preservation	Utilizes a variety of innovative mechanisms to preserve open space and farmland outside of projected growth areas.
Preservation guidelines	Establishes guidelines for older neighborhoods for the preservation of traditional design features of homes and neighborhoods.
State and federal lending programs	Utilizes state and federal lending programs to facilitate owner-occupied housing.
Housing inspections	Requires housing inspections prior to home sales by licensed inspectors.
Housing rehabilitation guidelines	Requires standards and guidelines for housing rehabilitation.
Multi-family licenses	Requires annual licenses for multi-family homes to ensure code compliance.
Social services	Focuses existing social, economic, and educational programs on priority* areas.
Universal design concepts	Incorporates accessibility guidelines and specifications into single family and multi-family housing.
Zoning and building code enforcement	Reduces existing non-conformities in land use, building use, lot size, and building codes.
Design requirements	Adds design requirements to local zoning and subdivision ordinances.
Advertising	Provides funding in support of regular advertising for currently available affordable housing programs.
Clustered parking	Allows for creative parking accommodations, such as clustered parking spaces near residential units, for small lot developments.
Funding	Provides other funding to further the efforts of currently available affordable housing programs, such as credit counseling, interest rate credit programs, home-buying counseling, and others.
Minimum house size and floor area requirements	Reviews and, if necessary, modifies minimum house sizes for single family detached development.
Small lot districts	Use of new small lot districts to establish areas for smaller lot, smaller homes. Would allow for a variety of setbacks and housing orientations. Would require guidelines to ensure privacy, such as landscaping, fences, restricted window size and placement, etc.
Tax credits and bond funds	Allows developers to utilize tax credits and funds via bonds from the Housing Authority of Bloomington for affordable and accessibility housing projects**.
Adaptive reuse	Utilizes unused, older buildings for a new purpose, i.e., old school for business or housing.
Bicycle routes and trails	Forms on road bicycle routes and separate trails through existing neighborhoods.
Government buyouts and lending	Brings properties into compliance with current zoning and building codes.
Involve key stakeholders	Reaches out to developers to assist in creating opportunities for redevelopment of priority areas.
Mixed uses	Amends local ordinances when necessary to allow for desirable mixed land uses.
Neighborhood beautification	Establishes small grant programs and educational efforts for landlords and homeowners for home improvements and neighborhood beautification.

*priority areas are defined as areas with deteriorated building conditions, low median household income, high crime, or other areas to be defined by the local government

**Affordable and accessible housing projects may include providing a percentage of affordable housing in new developments, adaptive reuse of older buildings for rental with rent limitations, the rehabilitation of existing multi-family homes back to single family homes, construction of well designed manufactured homes as affordable housing, projects that will make homes more accessible, and others.



LAND USE

INTRODUCTION

The distribution and intensity of land use are major determinants of sensible growth. Like other planning elements, land use planning attempts to balance social, economic and environmental needs. The location and amount of land developed for different uses largely determine economic efficiency and the livability of a community as well as environmental soundness.

In general, higher intensity development with compact residential and commercial areas is more efficient in terms of tax revenues received in relation to public expenditures for services in a given area. It can also be more environmentally sound because less land per capita is used than for low intensity development such as large lot subdivisions and strip malls with expansive parking lots. Livability on the other hand usually requires a wide range of land use types and intensities in order to provide for a wide range of human needs and life styles.

The land use plan seeks an effective balance between these sometimes conflicting ideals.

For the land use plan to be effective, regional cooperation is essential in the formulation and implementation of regionwide plans and policies. The cooperation must begin with the development and adoption of the regional land use plan. There must be mutual understanding and support of the goals, objectives and policies set forth in the plan. This can pave the way for implementing specific strategies to address regional land use issues, many of which may have impacts that cross jurisdictional boundaries. Thus, regional cooperation is a basic ingredient of effective regional land use planning.

CHARACTERISTICS AND TRENDS

Current land use trends and characteristics have important implications for planning future land use. The distribution and intensity of existing land use are major considerations in the

COMMUNITY VISIONS

- Cooperative and coordinated long range planning
- Protected open space, greenways, trails, watersheds and natural areas
- Physically, socially and economically responsible growth
- Service extensions consistent with planned growth areas
- People friendly and interconnected neighborhoods

REGIONAL GOAL

Land use patterns and intensities that enrich the quality of life by equitably meeting the social, economic and environmental needs of present and future generations.

OPEN SPACE

OBJECTIVE

Abundant open space to meet ecological and recreational needs.



POLICY

Support the provision of open space and greenways consistent with the McLean County Regional Greenways Plan and locally adopted comprehensive plans and subdivision ordinances.

allocation of future land uses. Similarly, the implications of current trends in land use development must be considered in context with plan objectives to identify possible needs for changes of direction. Following is an overview of the Region's existing land use characteristics and development trends.

Development Patterns

Approximately ninety percent of McLean County is currently agricultural and just over four percent is urban development. (See Figure 7-1.) Bloomington and Normal by far account for the greatest portion of the urban land with the remainder accounted for by the County's nineteen other municipalities and a number of unincorporated residential concentrations. (See

... regional cooperation is essential in the formulation and implementation of regionwide plans and policies.

Figure 7-2.) An undetermined number of rural, non-farm dwellings also exist, with greater numbers to be found within an easy commute of the metro area.

The Bloomington-Normal urban area is predicted to increase by over 500 acres per year for the next twenty years. This will add approximately seventeen squares miles of new development by the year 2020. (See Figure 7-3.) This does not include rural growth or the developing areas around other municipalities, such as Downs, Towanda or LeRoy. The County's existing rural developments are projected to increase by over 1,600 acres over the twenty year planning period as illustrated in Figure 7-5.

The projected increases in urban land area reflect the population forecasts presented in Chapter 5 in combination with a general trend toward smaller households and decreasing density of development. (See

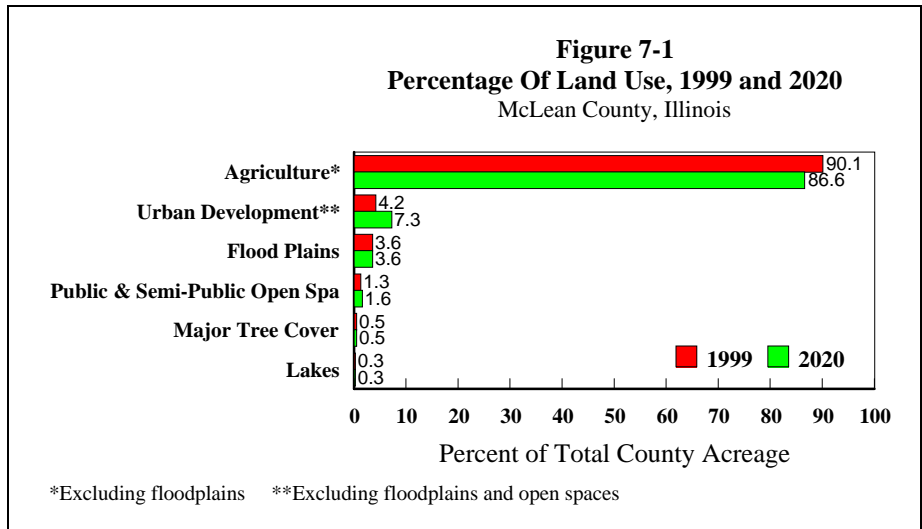
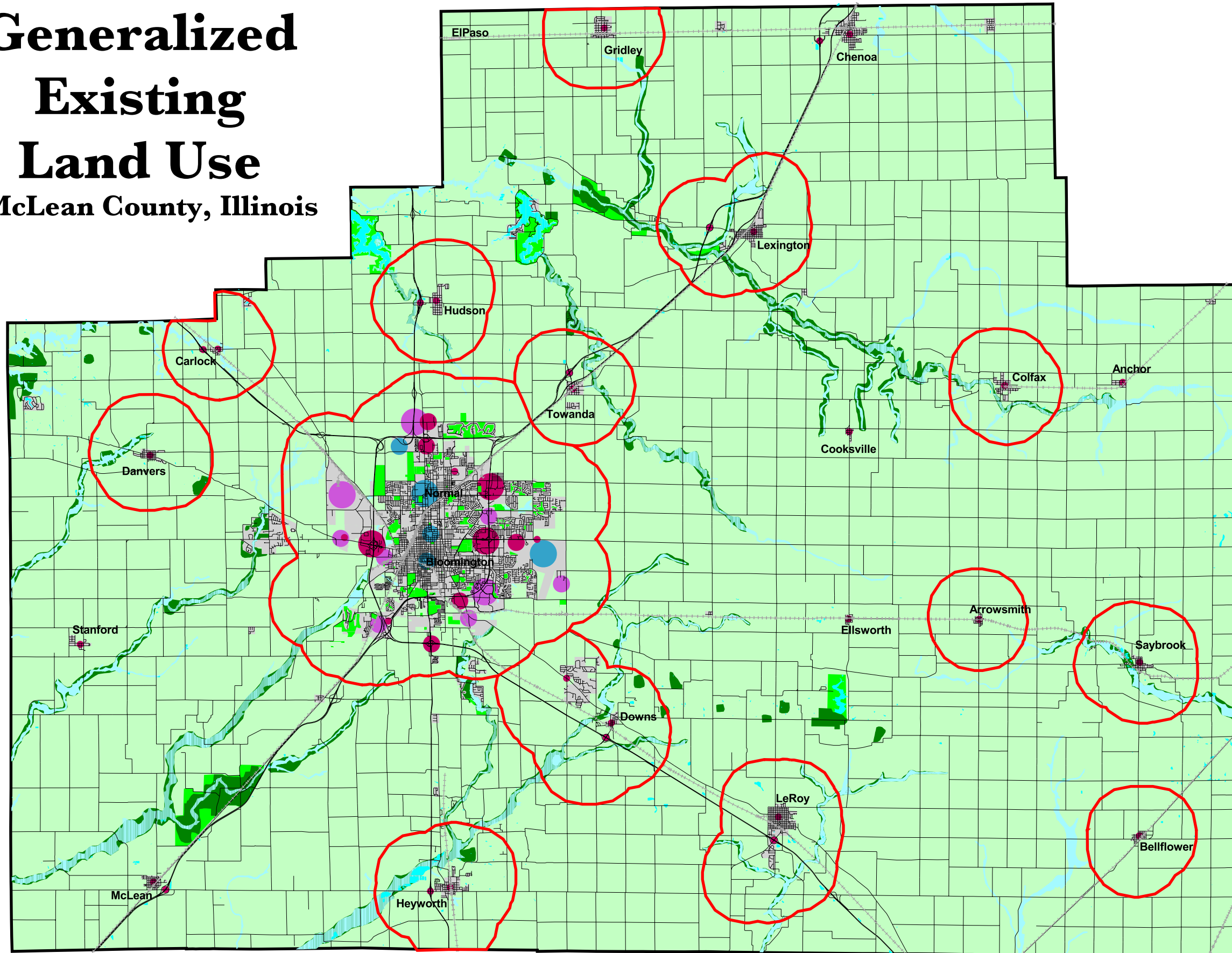


Figure 7-2

Generalized Existing Land Use

McLean County, Illinois



LEGEND

- Developed Area
- Existing 1.5 Mile Extra-Territorial Boundaries

OPEN SPACE

- Public and Semi Public Open Space
- Flood Plain
- Tree Cover
- Lakes
- Primary Agriculture & Secondary Agriculture

SERVICE CENTERS

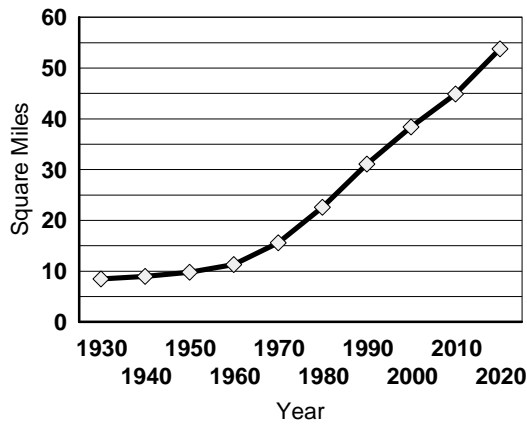
	< 300 Acres	> 300 Acres
Regional Commercial Centers		
Regional Office & Industrial Centers		
Governmental & Institutional Centers		
Subregional & Local Service Centers or Interchange Development		

Comprehensive Plan for the Development of the Community of McLean County, 1994; Town of Normal Comprehensive Plan, 1996; City of Bloomington Comprehensive Plan, 1998.
Produced by: McLean County Regional Planning Commission



**McLean County
Regional
Planning
Commission**

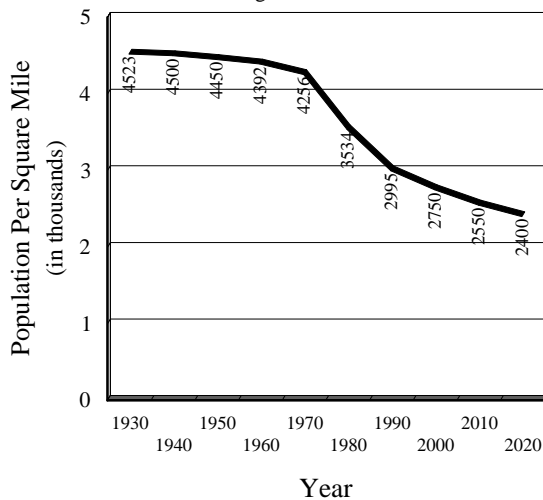
Figure 7-3
Trends In Urban Expansion
Bloomington-Normal



Source: McLean County Regional Planning Commission, City of Bloomington, Comprehensive Plan, 1998; Town of Normal Comprehensive Plan, 1996; Comprehensive Plan For The Development Of The Community Of McLean County, 1994.



Figure 7-4
Trends In Urban Densities
Bloomington - Normal



Source: McLean County Regional Planning Commission, City of Bloomington Comprehensive Plan, 1998; Town of Normal Comprehensive Plan, 1996; Comprehensive Plan For The Development Of The Community Of McLean County, 1994.

Figure 7-4.) As described in Chapter 6 of this report, these factors have contributed to the increasing levels of land per capita being consumed by urban development (Figure 6-2). The density forecast was derived from the Bloomington and Normal comprehensive plans and is within the range predicted in the County's 1994 comprehensive plan.

Outside the urban areas, it comes as no surprise that agriculture will continue to be the primary rural land use, although it is expected to decrease in direct proportion to future urban expansion.

Nevertheless, agriculture will continue to be the dominant land use type throughout the planning period. (See Figure 7-2.)

At 3.6 percent, flood plains account for the next greatest proportion of the County's land area, followed by public and semi-public open space at 1.3 percent. Public and semi-public areas include major

FARMLAND

OBJECTIVE

Agricultural areas capable of sustaining the economic and cultural significance of farming while providing reasonable opportunities for rural non-farm development and not inhibiting the efficient growth of municipalities.

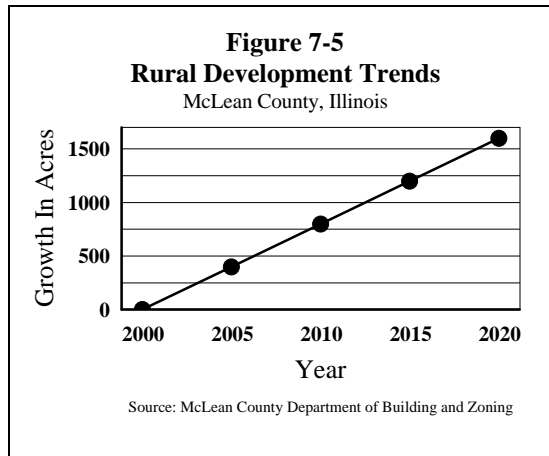
POLICIES

- Provide for limited non-farm development on more productive farmland outside urban growth areas and somewhat more liberal non-farm and quasi-farm development on less productive land outside urban growth areas
- Require non-farm development in urban buffer areas to be designed in a manner that conserves farmland and natural areas and facilitates the possible future provision of urban services to these and neighboring areas

conservation and recreation areas such as Moraine View State Park, Funk’s Grove and major municipal parks and golf courses.

level to gently sloping terrain and the general lack of major physical constraints. The flood plains of the Region are a resource that

Current local policies provide for public and semi-public areas to be preserved or expanded along with the Region’s limited amount of tree cover and lakes. (See Figure 7-2.)



provides important environmental benefits. Tree cover is an extremely important resource, due in part to the environmental and aesthetic benefits provided, and

in part to the scarcity of major stands of trees.

URBAN GROWTH

OBJECTIVE

Urban growth areas contiguous to existing urban areas and of sufficient size to accommodate projected population and economic growth and supporting services at densities that encourage healthy communities.

Resources

Land use resources include both the land itself as well as the planning resources designed to make the most effective use of the land. Each of these resources is described in the following paragraphs.

Planning

Planning resources include the plans and ordinances available to local governments for use in guiding growth and development. McLean County and a number of communities in the western one-third of the County have adopted comprehensive plans to assist in these efforts. Communities with adopted comprehensive plans are listed in Table 7.1.



Land

Land resources include the Region’s

farmland. One of the Region’s greatest resources is its vast amounts of farmland, much of which is prime farmland and among the most fertile in the entire world. The Region’s farmland that lies in the paths of urban growth is also often prime land for urban development, due to the nearly

The Bloomington-Normal urban area is predicted to increase by over 500 acres per year for the next twenty years.

A number of jurisdictions also have zoning ordinances to regulate land use, and subdivision ordinances to assure minimum standards for development. (See Table 7.1.)

POLICY

Encourage urban development and supporting services in locally adopted growth areas and discourage such development elsewhere.

Bloomington, Normal and McLean County recently completed a joint review and update of their

**Table 7.1
McLean County Jurisdictions With Comprehensive Plans,
Zoning And/Or Subdivision Ordinances**

	Plan	Zoning	Subdivision
McLean County	X	X	X
Arrowsmith		X	X
Bellflower			X
Bloomington	X	X	X
Carlock			X
Colfax		X	X
Danvers	X	X	X
Downs	X	X	X
Gridley			X
Heyworth	X	X	X
Hudson	X		X
LeRoy	X	X	X
Lexington	X	X	X
McLean		X	
Normal	X	X	X
Saybrook		X	X
Towanda	X	X	X

Source: McLean County Mayors Association; McLean County Regional Planning Commission

subdivision ordinances to make them more current and uniform in their requirements. Towanda is also in the process of updating its subdivision regulations. Municipalities that have adopted comprehensive plans and subdivision ordinances have planning and subdivision

The comprehensive plans provide important considerations in the development of the regional land use plan. The plans provide data, and in most cases, policy direction for consideration in the delineation of future growth areas. Of particular value are projections of future population and land use



jurisdiction for an additional mile and a half beyond their corporate limits. These extra-territorial jurisdictions are shown on Figure 7-2.

as well as maps of planned future growth areas and land use. These data offer a means to identify the implications of local land use policies on the Region and to assess the challenges and opportunities that may result from projected growth.

SERVICE CENTERS

OBJECTIVE

Regional, sub-regional and neighborhood activity centers that strengthen communities and neighborhoods by providing abundant opportunities for social, cultural and economic interactions.

POLICY

Encourage urban development that is balanced around institutional, commercial, industrial and mixed use centers in order to reduce drive times, provide convenient opportunities for human interaction, and strengthen community and neighborhood identities.

FUTURE LAND USE

The future land use of the Region should be shaped by the visions, goal, objectives and policies outlined in this chapter and that reflect the challenges and opportunities presented by current trends and characteristics in land development. These challenges and opportunities are summarized below, followed by a summary of the strategies that were formulated and prioritized to address them. The chapter concludes with a presentation of the plan for future land use that was developed based on these factors.

environmental requirements for sensible growth. Compact development is usually more efficient than sparse and fragmented development because it requires less land and resources per unit of population. However, there are different degrees of compactness which can have wide ranging implications. For example, by most standards, the Region’s growth has traditionally been compact, with a reasonable average lot size and only a small number of isolated pockets of development occurring outside urban areas. Although most new development occurs at the fringe

WHERE GROWTH SHOULD OCCUR

- In or adjacent to incorporated municipalities that are in a position to provide essential services
- In designated rural areas where the land is not desirable for agricultural use, and where water and sewer service is available or determined to be unnecessary

Challenges And Opportunities

The growth predicted for the Region presents a number of land use challenges and opportunities that will have an impact on the Region’s quality of life. These include achieving compact and contiguous development patterns, minimizing conflicts, preserving farmland and open space, achieving fiscally sound development patterns, and providing people friendly neighborhoods. Each of these is described below.

The future land use of the Region should be shaped by the visions, goal, objectives and policies outlined in this chapter . . .

of developed areas, it is usually contiguous and provided with services and proper zoning. Annexation agreements help ensure this in Bloomington

Achieving Compact And Contiguous Development

The concept of compact and contiguous urban development is consistent with the social, economic and

and Normal.

On the other hand, the decreasing urban densities described earlier indicate that development is becoming less compact. The consequences of less compact development often include a less pedestrian friendly environment, greater per capita costs and corresponding increases in impact fees and/or taxes to provide services, and greater losses of farmland and open space.

A major challenge for the future will be to achieve development that continues to be contiguous but is more compact. Meeting this challenge will help

avoid the consequences noted above and provide opportunities to preserve and enhance the local quality of life. Some of the concepts noted earlier in this report, such as transit oriented development and traditional neighborhood development, can also be effective in achieving compact and contiguous development and thus offer opportunities that could prove beneficial in achieving land use objectives as well as other community development objectives outlined throughout this report.

Minimizing Conflicts

Another great challenge will be to develop land use and transportation relationships that allow convenient access to jobs, services and amenities with a minimum of conflicts. An important early step in meeting this challenge is to identify general guidelines for where growth should and should not occur. These guidelines are listed in the margins of this chapter and should be considered along with identified policies and plans outlined in this report.

Preserving Farmland And Open Space

Although the Region's growth will continue to present a challenge for preserving farmland and open space, the achievement

of more compact development, by its very nature, would reduce land consumption of all types, including farmland and other types of open space. Moreover, success in achieving other plan objectives for urban revitalization, balanced economic development and housing would also serve to reduce land consumption and help preserve farmland and open space.

Recognition of the need to preserve farmland and open space in McLean County creates certain opportunities. As indicated above, it can help generate support for other plan objectives and corresponding policies and strategies. It can also stimulate interest in other

innovative approaches that can specifically address the problem of finding equitable means of preserving farmland and open space, such as purchase or transfer of development rights and transit oriented development.

Achieving Fiscally Sound Development Patterns

Fiscal soundness can be enhanced through compact growth, commercial development, mixed use neighborhoods and impact fees.

Similar to preserving farmland and open space, meeting the challenge of achieving fiscally sound development will also be much more attainable if more compact development patterns are achieved. As noted previously,

A major challenge for the future will be to achieve development that continues to be contiguous but is more compact.

WHERE GROWTH SHOULD NOT OCCUR

- In areas designated as primary agriculture
- Within designated flood plains
- On steep slopes where there is an erosion hazard
- In areas where significant tree cover would be destroyed
- Over minable mineral deposits
- In areas which will require a disproportionate expenditure of public funds to provide necessary services
- In areas where public water and sewer service are needed but not available at reasonable cost to local governments
- Adjacent to public water supply impoundments
- Where land use conflicts are likely

Another great challenge will be to develop land use and transportation relationships that allow convenient access to jobs, services and amenities . . .

the per capita cost of providing services increases as the compactness, or density, decreases. In general, household sizes are getting smaller while lot sizes are getting larger. Thus, higher relative development costs are being spread over fewer people. As a result, the ability of many communities to fund services is being stretched to the limit or exceeded.

A consequence of the increasingly unfavorable cost/benefit ratios of new development is often increased taxes and/or the revenues needed to support new development. Impact fees require developer contributions proportionate to the increased cost burdens placed on local governments as a direct result of a development project. Such fees can help finance new development and keep taxes from rising as much, or if set at very high levels, can be used as a mechanism to discourage growth. While those wishing to stop growth seem to be in a minority at this time, there does seem to be a growing sentiment that growth should pay for itself as evidenced by the recommendations of the community visioning reports. Both impact fees and more compact development are means by which to achieve more fiscally sound development.

Another means is through commercial and industrial development. Studies have shown that these uses generally provide greater tax revenues for local governments than they require for services. These revenues are often used to subsidize residential development.

This has generally worked fairly well in the Bloomington-Normal urban area because of the large scale commercial and industrial development that has located in both communities. It has, however, been a problem for the smaller bedroom communities that surround the urban area because these communities often do not have a sufficient commercial tax base to meet the full service needs of their residents, many of whom help meet the labor needs of Bloomington-Normal employers and spend sales tax dollars in the urban area. It will also become less effective in Bloomington and Normal if densities continue to decline, especially if future commercial development would decline in relation to residential development.

Therefore, commercial and industrial development is an essential component of land use planning, both regionally and locally. Sufficient land should be allocated for both regional and local centers of business and commerce. Continued regional economic development will help maintain a stable economic base, while community and neighborhood economic development will offer convenient access and contribute to the fiscal soundness of developing areas. When certain types of commercial and industrial development are effectively integrated into local downtowns and mixed use neighborhood centers, the added tax revenues to be derived can make for a more sound investment from the perspectives of both the developer and the

community. If designed in a people friendly manner, the development can also be very attractive and financially sound for the residents as well.

Providing People Friendly Neighborhoods

Providing people friendly neighborhoods is key to preserving quality of life. People friendly neighborhoods offer residents a number of features that can enhance their lives. Equal emphasis is given to automobile and pedestrian accessibility. These neighborhoods provide localized pedestrian access to a wide range of services and amenities, such as employment, shopping, recreation and schools, while at the same time providing access to services in other locations by automobile, transit or bicycle.

People friendly neighborhoods contain a range of housing types and densities for all age groups and income levels, balanced around a commercial and mixed use center. The densities are lowest around the outer edge of the neighborhood and gradually increase toward the center, with the highest densities providing a buffer between the lower densities and the commercial core. (See Figure 3-2 in Chapter 3.) A distance of no more than 2,000 feet from the outermost edge to the center allows access by means of a five to ten minute walk, which is enhanced by wide sidewalks and other pedestrian amenities.

Ideally, each neighborhood would have a park,

school, and a community center, village green or landmark to serve as a focal point and gathering place to provide local identity and distinguish it from other places. As discussed in Chapter 2 of this report, such features increase our sense of well being by helping us to define who we are.

People friendly neighborhoods in urban areas may be viewed as small towns within themselves, containing a wide range of services and amenities and connected to other neighborhoods or communities by alternative modes of transportation. As such, urban neighborhoods serve as building blocks for the metropolis. Traditional neighborhood development (TND) embodies these basic planning principles and takes them to another level of detail by placing emphasis on streetscapes, architecture, garage locations and street design. (See Figure 3-2 in Chapter 3)

A major obstacle to the development of TND's has been the nature of contemporary development ordinances which prohibit many of the characteristic features such as mixed uses. As discussed in the housing element (Chapter 6) of this report, TND's are still possible through planned unit development ordinances which contain no specific guidelines or requirements. The development of TND guidelines was the top priority in the historic preservation and urban revitalization element of this plan. It was also given major emphasis in the housing element and the community visioning reports. These factors further emphasize

Fiscal soundness can be enhanced through compact growth, commercial development, mixed use neighborhoods and impact fees.

***Providing people
friendly
neighborhoods is key
to preserving quality
of life.***

the perceived and real importance of people friendly neighborhoods as a quality of life feature, and thus enhance the opportunity to meet this challenge.

Another challenge is the scale of a project or projects required to develop an entire neighborhood complete with well integrated supporting land uses. A typical neighborhood would involve fairly intensive development of a tract of land in the range of approximately 370 acres. This would require a considerable amount of capital and may require a coordinated approach by two or more developers. This may provide an opportunity for area planners to provide some assistance to developers in planning and coordinating neighborhood development projects.

Perhaps the greatest challenge to developing people friendly neighborhoods is the present paradigm for low density, automobile oriented development. It has taken most of the twentieth century for the pendulum to swing from the compact, pedestrian friendly designs of traditional neighborhoods to the present mind sets. There are significant indications, however, that the socio-economic and environmental problems associated with automobile dependency combined with increasing land and development costs have caused the pendulum to begin to swing back. Hundreds of people friendly neighborhoods are being developed around the nation and some interest has been expressed in this Region.

Thus, although there are a number of significant challenges, it is very likely that in the future greater emphasis will be given to developing people friendly neighborhoods in this region. This is due in part to the expressed interest of the citizenry and in part to changing market trends. This likelihood is further strengthened by the propensity for fiscal and environmental soundness offered through the compact design and mixed used centers associated with people friendly neighborhoods.

Priority Strategies

The top three priority strategies identified by the plan subcommittees and the Executive Advisory Committee are listed on Table 7.2. The number one priority identified for land use is for intergovernmental cooperation and agreement to guide urban expansion and minimize conflicts. The intent of this strategy is to obtain consensus and joint authorization on land use issues that cross jurisdictional boundaries or otherwise are of mutual interest. It directly supports the purpose of the comprehensive plan to provide a guide for sensible growth through regional cooperation. It does, however, allow considerable latitude in determining how this strategy is to be carried out during the implementation phase.

The second ranked priority is to adopt site development guidelines to protect environmental resources, such as tree cover, soil and water, where non-farm residential development

occurs outside of urban areas. It may also offer some application for development in urban areas as well.

The number three strategy is to continue using comprehensive community plans to identify localized development policies and development needs.

An evaluation of the priority level two strategies for land use is presented in Table 7.3. These include the continued use of subdivision ordinances to establish standards and open space contributions for new development; the use of Right-To-Farm laws to protect farmers from nuisance lawsuits; education and outreach to educate the urban community on the importance and benefits of agriculture to the Region; the continued use of zoning ordinances to regulate the distribution and intensity of land

uses; and the use of urban service areas to identify areas within which urban services will be made available within a given time frame.

Table 7.4 provides an evaluation of priority three strategies. Priority three strategies provide for the use of annexation agreements to grant proper zoning and services for proposed developments which meet local requirements; urban growth areas identified in comprehensive plans as a guide

for urban expansion; growth management regulations for the rate and location of development and infrastructure; density bonuses when certain conditions of site selection and design are met; design guidelines to illustrate desired concepts and provide standards; and, cluster development and conservation subdivisions to protect open space and provide transitional areas

The number one priority identified for land use is for intergovernmental cooperation and agreement to guide urban expansion and minimize conflicts.

PRIORITY ONE STRATEGIES

- Intergovernmental cooperation and agreement to guide urban expansion
- Formulation of site development guidelines to protect environmental resources
- Preparation of comprehensive community plans to address localized needs

Strategy	Explanation	Advantages	Disadvantages
Intergovernmental cooperation and agreements	A legal contract between two or more units of government to address issues which cross jurisdictional boundaries, or otherwise are of mutual interest.	Can be an effective tool for guiding urban expansion, especially if comprehensive in scope. Can address issues of jurisdiction, including annexations, economic development, planning and regulatory measures, service provision, taxation, etc.	Difficult to reach agreements on the many issues required to achieve maximum effectiveness.
Site development guidelines	Site development requirements to protect environmental resources such as tree cover, reduce soil erosion and protect water quality in areas where non-farm residential growth is directed.	Addresses fact that directing growth away from agricultural areas results in added development pressure on environmentally sensitive areas. Maintains environment and encourages a high quality development	Potential for increased development costs.
Comprehensive community plans	Addresses a variety of localized open space and community development needs.	May include local greenways not identified or discernible in the Regional Greenways Plan.	May not relate to or provide for regional needs. Advisory only. Requires continued coordination.

PRIORITY TWO STRATEGIES

- Subdivision ordinances to help meet standards for new development and open space
- Right-To-Farm laws to protect farmers from nuisance lawsuits
- Education and outreach to publicize the importance of agriculture
- Zoning ordinances to guide urban expansion and implement land use plans
- Urban service areas to guide development into planned growth areas

between farms and more urban areas.

Other Strategies

Eighteen other strategies were identified for consideration as conditions warrant. These are listed on Table 7.5, along with a brief explanation of each strategy.

Open Space Plan

Open space is the first land use component presented because it should be identified and set aside prior to development. The open space plan identifies general areas that should not be intensively developed for urban uses, due to physical constraints, distance from urban services, agricultural significance and/or need to

provide open space and recreation opportunities for the population. The plan identifies areas for conservation and recreation, primary agriculture and secondary agriculture. Each is described below and the geographic distribution of each is illustrated on Figure 7-6.

Conservation And Recreation Areas

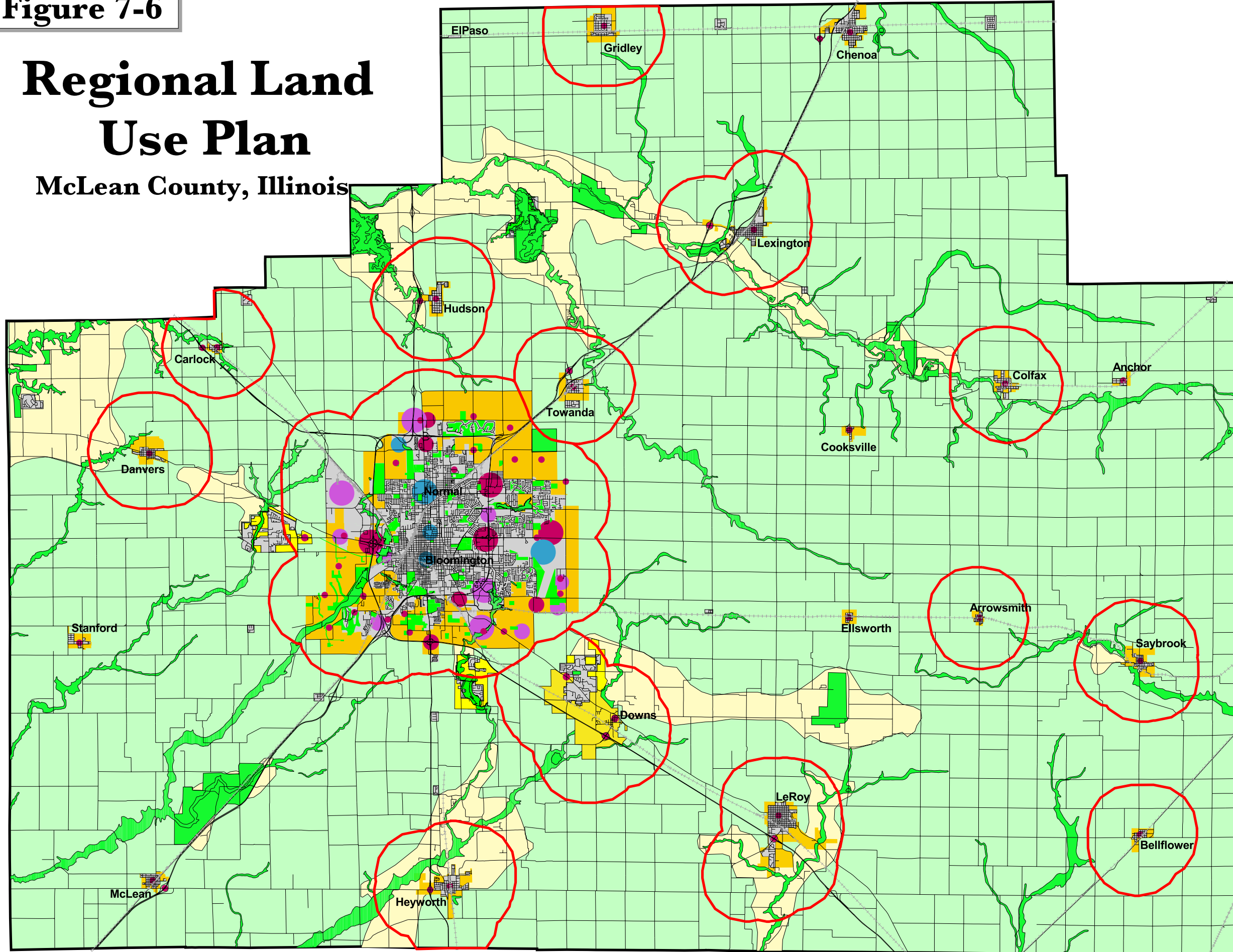
These areas include parks and nature preserves as well as lands not well suited for urban development due to location and/or physical constraints, such as flood plains and steep slopes. Included are major public, semipublic and private recreation areas, such as golf courses and state and municipal parks, as well as the major flood plains and

Strategy	Explanation	Advantages	Disadvantages
Subdivision ordinances to help meet standards for new development and open space	Establishes standards for new development and may require developer contributions for open space.	Can help ensure the provision of minimal open space needs and assist communities in fulfilling those needs through integration with community and regional open space.	County subdivision ordinance does not include provisions for developer contributions for open space. Could only provide for a small portion of regional open space needs.
Right-To-Farm laws to protect farmers from nuisance lawsuits	Protect farmers from nuisance lawsuits and helps support economic viability of farming.	Provides warning to those interested in developing a non-farm residence in an agricultural area that they may experience affects from activities not compatible with residential uses.	Does not prevent development on farmland.
Education and outreach to publicize the importance of agriculture	Provides information to the urban community regarding the agricultural culture, its history, and the benefits it brings to the region.	Encourages understanding between the urban and rural areas and minimizes land use conflicts.	Staff time and costs to develop and coordinate.
Zoning ordinances to guide urban expansion and implement land use plans	Regulates the distribution and intensity of land uses.	Can be one of the most effective means of guiding urban expansion and implementing land use plans for urban, buffer and rural areas. Provides an opportunity to tie provisions directly to land use policies.	Can be difficult to determine best provisions for each policy. Only as good as the policies it supports. May require intergovernmental coordination in the formation and administration. Must be uniformly enforced to be most effective.
Urban service areas to guide development into planned growth areas	Identifies areas within which urban services will be made available within a given time frame as determined by law or annexation agreement. May require urban standards to be met throughout the county to discourage urban development outside planned growth areas.	Can be an effective tool for guiding development into planned growth areas because the availability of services is an important attraction for development. Can increase understanding between public and private sectors, resulting in cost savings for both.	Must be based on the comprehensive plan(s) and be accompanied by other strategies to be most effective.

Figure 7-6

Regional Land Use Plan

McLean County, Illinois



LEGEND

EXISTING

- Developed Area
- Existing 1.5 Mile Extra-Territorial Boundaries (for communities with comprehensive plan and/or subdivision ordinance)

EXISTING OR FUTURE OPEN SPACE

- Conservation and Recreation
- Primary Agriculture
- Secondary Agriculture (Site development guidelines recommended for non-farm development)

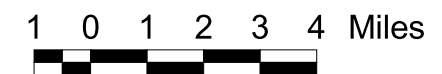
URBAN GROWTH AREAS

- Low to Medium Intensity (Conservation subdivisions and site development guidelines recommended)
- Medium to High Intensity

EXISTING OR FUTURE SERVICE CENTERS

	< 300 Acres	> 300 Acres
Regional Commercial Centers		
Regional Office & Industrial Centers		
Governmental & Institutional Centers		
Subregional & Local Service Centers or Interchange Development		

Source: Comprehensive Plan for the Development of the Community of McLean County, 1994; Town of Normal Comprehensive Plan, 1996; City of Bloomington Comprehensive Plan, 1998.



McLean County
Regional
Planning
Commission

conservation areas that were identified in the McLean County Regional Greenways Plan.

These areas often have scenic, aesthetic and ecological value and many serve to help meet recreational needs as well. However, additional local parks and open space will be needed in some communities to supplement the regional open space system and to meet local needs. Some of the flood plain areas may be suitable for agricultural or other low intensity use such as some forms of recreation, but a potential hazard exists for contamination of surface and subsurface water. Flood plains can help prevent pollutants from even far away sources from entering groundwater and streams. As a result, flood plains are excellent areas for the implementation of conservation

programs as described in Chapter 2 of this report.

Primary Agricultural Areas

These areas include the County's best agricultural land which is not expected to be needed for urban development during the twenty year planning period. Primary agricultural areas are best suited for intensive farming and other uses should continue to be restricted. Consistent with existing County land use and the objective to sustain the economic and cultural significance of farming, primary agricultural areas comprise the greatest amount of land area of all proposed future land uses.

Secondary Agricultural Areas

Secondary Agricultural areas are generally suitable for

PRIORITY THREE STRATEGIES

- Annexation agreements to support planned development
- Planned urban growth areas as a guide for development decisions
- Growth management regulations to guide the rate and location of development
- Density bonuses as an incentive to meet plan objectives
- Design guidelines to illustrate concepts and standards in support of plan objectives

Table 7.4			
Evaluation Of Priority 3 Strategies For Land Use			
McLean County, Illinois			
Strategy	Explanation	Advantages	Disadvantages
Annexation agreements to support planned development	Provides for proper zoning and municipal services for development projects which meet local requirements.	Can be an effective tool for guiding development.	Does not assure adherence to adopted planning objectives and policies. May create jurisdictional issues with other local units of govt..
Planned urban growth areas as a guide for development decisions	Areas identified in comprehensive plans as desirable for urban expansion within the present 20-25 year planning period.	Identifies official public policy on future growth. Provides a basis for annexation, capital improvement programming and zoning decisions.	Can be ineffective without public understanding and support, and unless accompanied by an appropriate mix of other alternative strategies for guiding urban expansion.
Growth management regulations to guide the rate and location of development	Regulates the rate and location of development. May require public services, such as water, sewer, roads and schools, to be in place prior to approval of development projects.	An effective means of ensuring orderly development consistent with community resources in very high growth areas. Can help reduce sprawl and preserve community attributes. Possible means of controlling nonfarm development in agricultural areas.	May be considered overly restrictive in moderately high growth urban areas. Could add to costs of housing. Strong developer opposition, especially in urban areas. Can add to municipalities' up front costs for infrastructure unless impact fees required.
Density bonuses as an incentive to meet plan objectives	Allows projects to be developed at higher densities than normally permitted when certain conditions of site selection or design are met.	Incentive based tool that can help meet plan objectives.	Must be consistent with plan objectives to be effective and reduce public opposition to higher densities.
Design guidelines to illustrate concepts and standards in support of plan objectives	Identifies concepts and standards to support stated objective and policy.	Can serve as a "how to" guide with illustrations to achieve desired results. Can streamline review process.	Must be developed, agreed upon and followed.

OTHER STRATEGIES

- Environmental overlay districts
- Regional greenways plan
- State and federal aid programs
- Enterprise zones (EZ's)
- Expedited development reviews
- Facility planning areas (FPA's)
- Government consolidations
- Impact fees
- Incentive property taxation
- Official maps
- Purchase of development rights
- Tax base sharing
- Tax increment financing
- Transfer of development rights
- Urban buffer areas
- Urban growth boundaries
- Agricultural conservation easements
- Agricultural district laws

most types of agricultural uses but contain somewhat less productive soils and may contain some steeper slopes or limited amounts of tree cover. As a result of these factors, certain other very low intensity uses may be appropriate as well, such as farmettes, ranchettes, or limited non-farm residential development.

However, site development guidelines are recommended for non-farm development to protect tree cover and address potential erosion hazards.

Plan For Urban Growth

The plan for urban growth identifies selected rural areas for development as well as areas within and on the fringe of the Region's municipalities. The rural growth areas have been designated for low to medium intensity development, while the municipal growth areas have been designated for medium to high intensity development. (See Figure 7-6.) It should be noted that the limits of growth delineated are approximations of the desired general directions for growth and that specific proposals should be individually evaluated in context with the principles, objectives, policies and strategies outlined in this plan.

Low to Medium Intensity Areas

These areas are situated on the less productive agricultural soils within an easy commute of Bloomington-Normal. These areas were identified in the 1994 County comprehensive plan to meet the goal of preserving prime

farmland. Low to medium intensity urban growth areas provide advantages and disadvantages. These areas usually consist of large lot subdivisions that provide an alternative to urban and rural life styles which some people find attractive. Urban services, particularly sewers, are generally not cost effective in these areas due to the low densities. Although a full range of urban services is lacking, other amenities are a relatively short distance away and neighbors are closer than other more rural areas. A disadvantage is that the larger lot sizes consume more land, thus further emphasizing the need for rural growth to be developed on less productive land.

Site development guidelines and conservation subdivisions are appropriate for low intensity urban growth areas. Site development guidelines should be used to help protect other environmental resources such as soils and tree cover in the more environmentally sensitive areas. This alleviates concerns that directing rural growth to less productive soils will in turn degrade environmentally sensitive areas. The use of conservation subdivisions and cluster development is also recommended for use in these areas as a means to preserve open space and make the provision of water and especially sewer service more economical should it become available. The design of a conservation subdivision is conceptually illustrated in Figure 7-7.

Table 7.5
Explanation of Other Identified Strategies
McLean County, Illinois

Environmental overlay districts	A zoning district that includes additional provisions or restrictions for identified areas within other zoning districts which contain environmental features in need of special attention.
Regional greenways plan	Identifies priority greenways and an implementation plan. Summarizes available strategies.
State and federal aid programs	A number of government agencies provide funding and technical assistance to aid local governments in providing for parks, open space and bikeways.
Enterprise zones (EZ's)	Provides tax incentives, usually for a defined duration, for businesses that locate within the EZ. May be multi-jurisdictional.
Expedited development reviews	Provides express processing for projects consistent with plans.
Facility planning areas (FPA's)	EPA authorized areas within which public sewer service may be provided.
Government consolidations	Combines governmental units and reduces number of jurisdictions.
Impact fees	Exact fees from developers proportionate to the added costs for public services needed to serve the respective developments.
Incentive property taxation	Places a proportionately lower tax on improvement values in urban areas and a higher tax on land values in urban areas.
Official maps	Identifies locations of future public facilities, including parks, schools, municipal buildings and streets. May require conformance to a planned street system. Allows gov't entity(s) to purchase identified sites within one year of land subdivision.
Purchase of development rights	A program in which a public or private organization compensates landowners for the difference in fair market value between farmland and land available for urban development.
Tax base sharing	Typically provides for the sharing of <i>future</i> commercial property and/or sales tax revenues among participating units of government, usually based on a formula that considers population, infrastructure cost burden, and regional infrastructure or service needs.
Tax increment financing	A statutory procedure available to encourage redevelopment by capturing the projected increase in property tax revenue resulting from the redevelopment and investing that resource into improvements associated with the project.
Transfer of development rights	Similar to purchase of development rights except that purchased rights may be transferred to a pre-designated receiving area to allow higher intensity development than normally allowed.
Urban buffer areas	Designation of areas at the fringe of urban growth areas (or boundaries) that may be suitable for urban development after the planning period.
Urban growth boundaries	Sets strict limits on the extent of urban expansion.
Agricultural conservation easements	Designed specifically to protect farmland. Limits development without infringing upon private property rights.
Agricultural district laws	Allows farmers to form special areas where commercial agriculture is encouraged and protected.
Executive orders and other state level efforts	State level support for various farmland preservation programs, including tax relief, such as "circuit breaker" tax credits.
Mitigation ordinances and policies	Similar to parkland dedication. Requires a donation of a given amount of farmland in exchange for a given amount of farmland developed, or payment is made in lieu thereof.

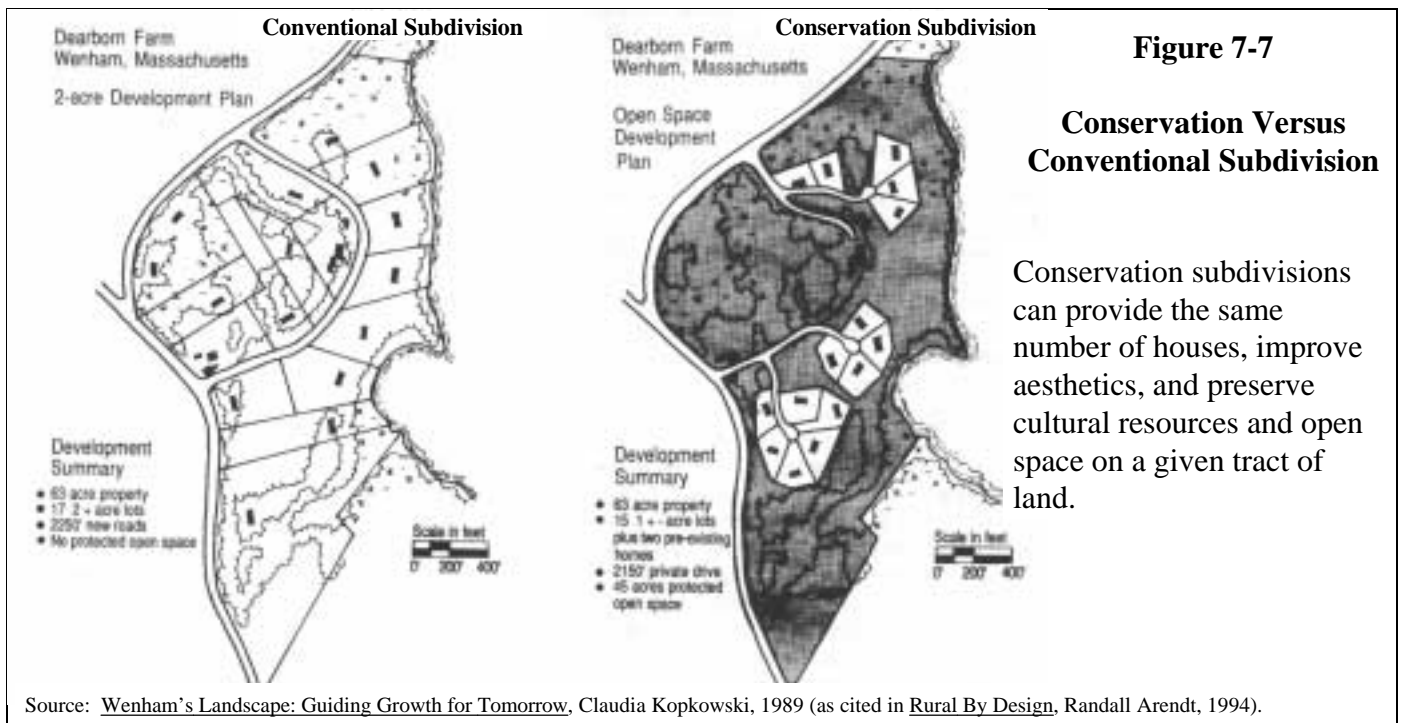
The three general areas designated for rural growth in the 1994 County plan have been updated and designated for low to medium intensity urban growth. These are located in Dry Grove and Dale Townships, south of the urban area in Bloomington Township, and southeast of the urban area in Old Town Township. A considerable amount of rural residential growth has occurred in these areas and considerably more has been provided for in this plan as described below.

Dry Grove And Dale Townships. This rural growth

area is located a short distance to the west of the urban area on both sides of Route 9. It includes the flood plain of Kings Mill Creek which should not be developed. This growth area also includes a considerable amount of existing low intensity development, some of which has occurred within the past five years. A number of other areas around the perimeter of existing development have been designated for future growth. (See Figure 7-8.)

Bloomington Township. This rural growth area is situated south of Interstate 74 and east of U.S. Route 51. It includes the

Site development guidelines and conservation subdivisions are appropriate for low intensity urban growth areas.



Growth is planned in all directions from the urban area.

Crestwicke subdivision and golf course. The Little Kickapoo Creek and flood plain traverse this growth area from north to south and should not be developed. Very limited growth has occurred during the past five years, leaving virtually all of the land designated in the 1994 plan still available for low intensity growth. However, the planned construction of a new regional wastewater treatment facility a short distance to the south of their area, combined with the availability of public water service from the City of Bloomington, adds to the growth potential of the Crestwycke area. Therefore, some additional expansion of their growth area is provided for in this Regional Comprehensive Plan. (See Figure 7-9.)

Old Town Township.

This area is located to the north and west of the Village of Downs, southeast of Bloomington. The growth areas are located along

most edges of the existing rural subdivisions situated in this area. (See Figure 7-10.)

Medium To High Intensity Areas

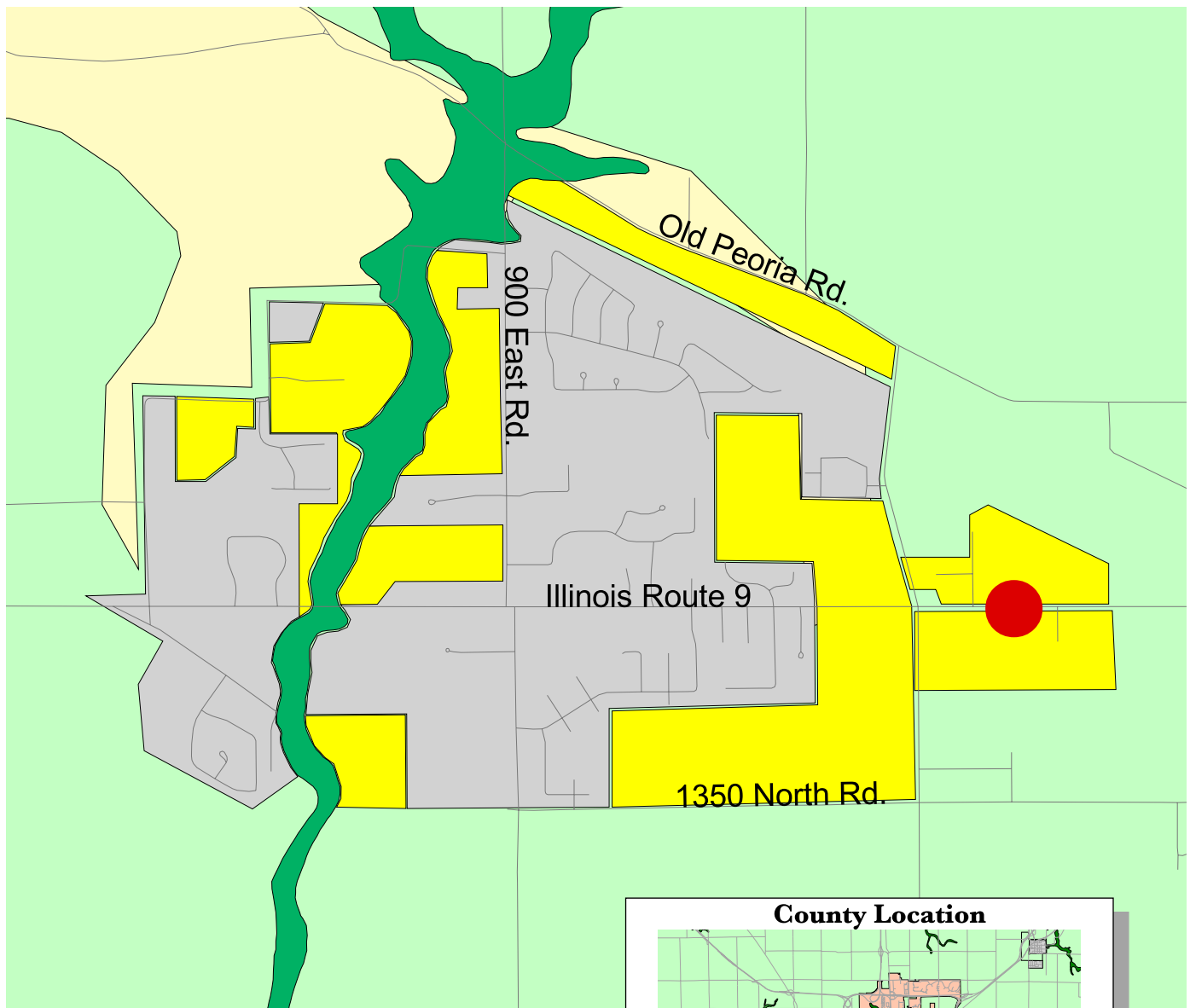
These are the areas designated for growth within and adjacent to the Region's municipalities. The densities in these areas are intended to support a full range of urban services. The growth areas of Bloomington-Normal are described separately from the smaller municipalities.

Smaller Municipalities.








The delineation of growth areas for smaller municipalities was done in two separate ways. For those communities that have adopted comprehensive plans and maps of proposed land use available, those maps were generalized and incorporated into the Regional Land Use Plan for each respective community. This was done for Danvers, Downs,

Figure 7-8

Generalized Land Use Plan For Rural Growth Area Dry Grove And Dale Townships



Legend

-  Existing Developed Area
-  Conservation and Recreation
-  Primary Agriculture
-  Secondary Agriculture
(Site Development Guidelines Recommended for Non-Farm Development)
-  Low to Medium Intensity Urban Growth Area
(Conservation Subdivisions and Site Development Guidelines Recommended)
-  Subregional & Local Service Centers
-  Roads

County Location

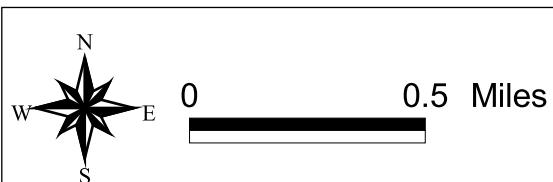
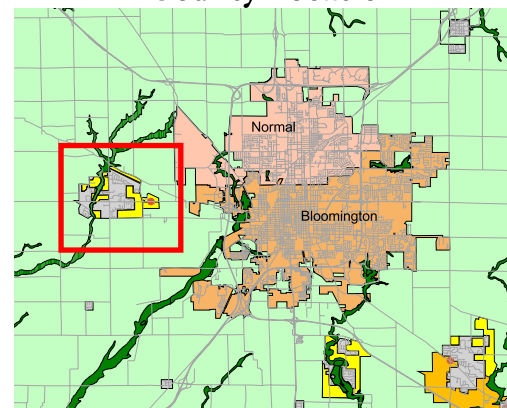


Figure 7-9

Generalized Land Use Plan For Rural Growth Area Bloomington Township

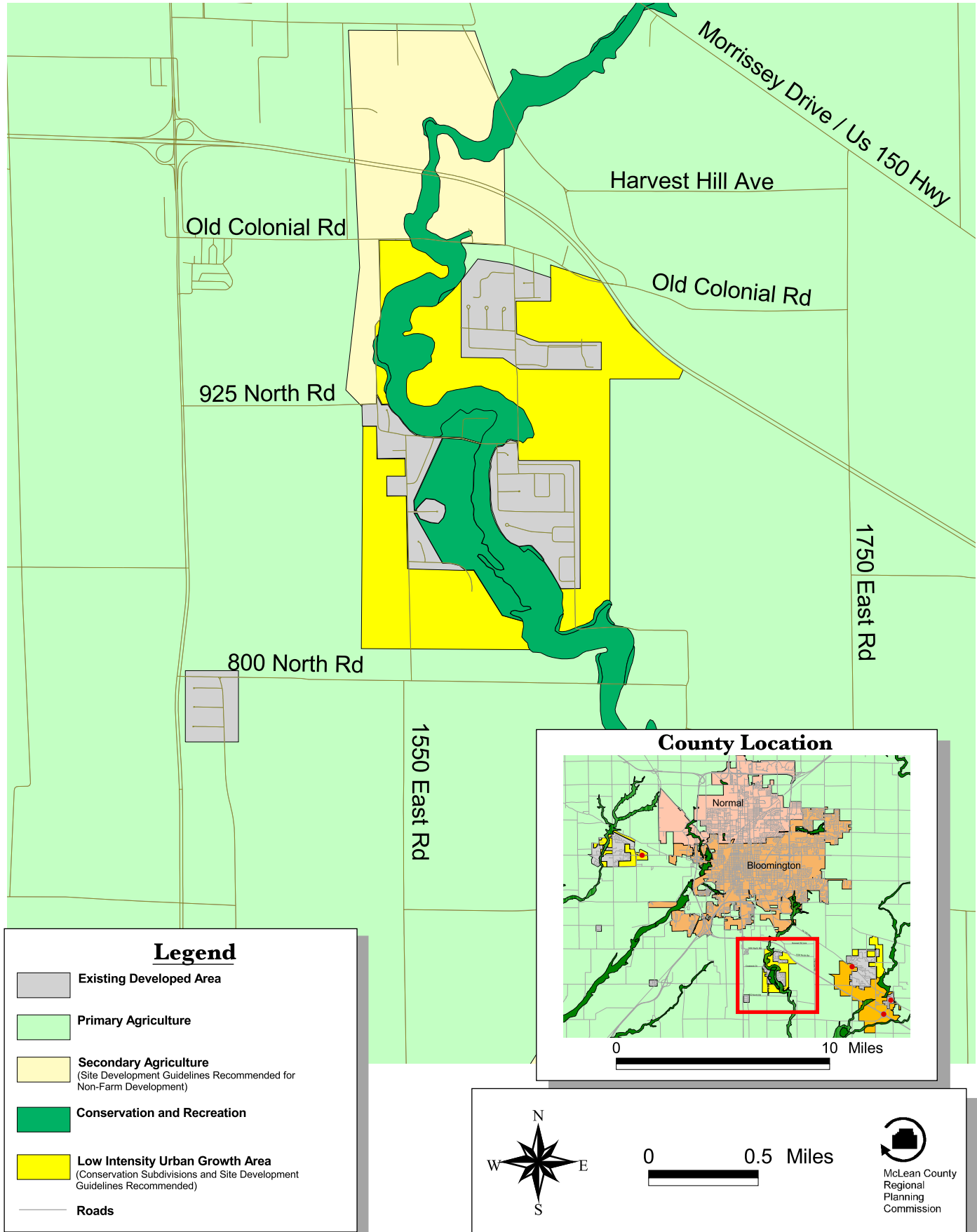
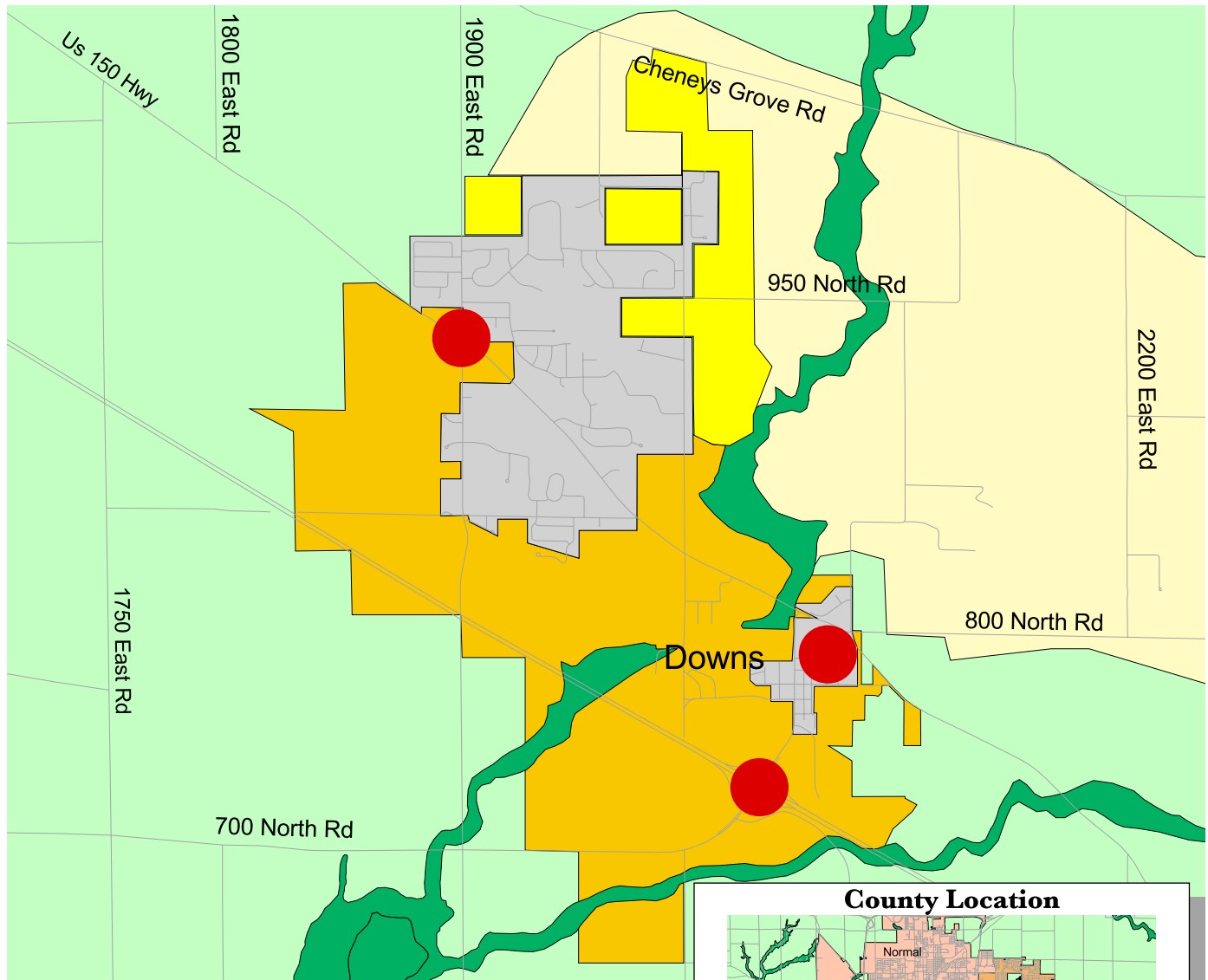


Figure 7-10

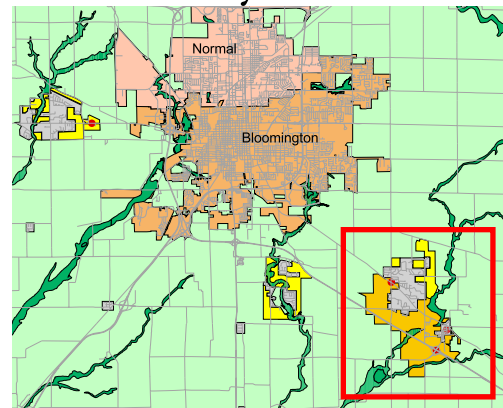
Generalized Land Use Plan For Rural Growth Area Old Town Township



Legend

- Existing Developed Area
- Primary Agriculture
- Secondary Agriculture
(Site Development Guidelines Recommended for Non-Farm Development)
- Conservation and Recreation
- Low Intensity Urban Growth Area
(Conservation Subdivisions and Site Development Guidelines Recommended)
- Medium to High Intensity Urban Growth Area
- Subregional & Local Service Centers or Interchange Development
- Roads

County Location



0 0.5 Miles



McLean County
Regional
Planning
Commission

The plan's market factor allows for considerable locational choices inside the designated growth areas without having to develop additional lands designated for other use.

LeRoy and Towanda. While other communities may have comprehensive plans, their maps were not available for use in the Regional Plan.

For communities that did not have maps of proposed land use available, the undeveloped areas within their respective corporate boundaries were considered to be areas for future growth if and when it occurs and were designated as such. The growth areas of the smaller municipalities are shown on Figure 7-6.

Bloomington-Normal. The Bloomington and Normal Comprehensive Plans were used to delineate the urban region's growth areas. The proposed land uses in these plans were generalized for the purpose of defining the urban growth area. Bloomington's proposed growth area was taken directly from the City's comprehensive plan which had been adopted within the past year. The Town's plan was over three years old and was therefore updated somewhat to reflect current conditions.

Growth is planned in all directions from the urban area. (See Figure 7-11.) To the North growth is planned beyond Northtown Road, while Interstate 74 provides a boundary to the South. Towanda-Barnes Road provides a general boundary to the East and Mitsubishi Motorway to the West. The growth is proposed to be contiguous, but at a slightly decreasing density. The amount of land required to accommodate this growth was addressed earlier in this chapter, as was the

importance of increasing compactness and corresponding densities.

Market Factor

The plan's market factor allows for considerable locational choices inside the designated growth areas without having to develop additional lands designated for other use. A market factor provides this built-in flexibility by designating more land for future development than would be required to accommodate the projected populations at the projected densities. Commonly used market factors range from as low as ten percent to as high as fifty percent. The market factor used in this plan is toward the high end of this range, especially in the Bloomington-Normal urban area where the development pressures are greatest. The high market factor used in the plan also provides additional flexibility in the event population growth exceeds projections. Thus, the plan's designated growth areas should be more than sufficient to accommodate projected growth while allowing considerable flexibility in the selection of development sites.

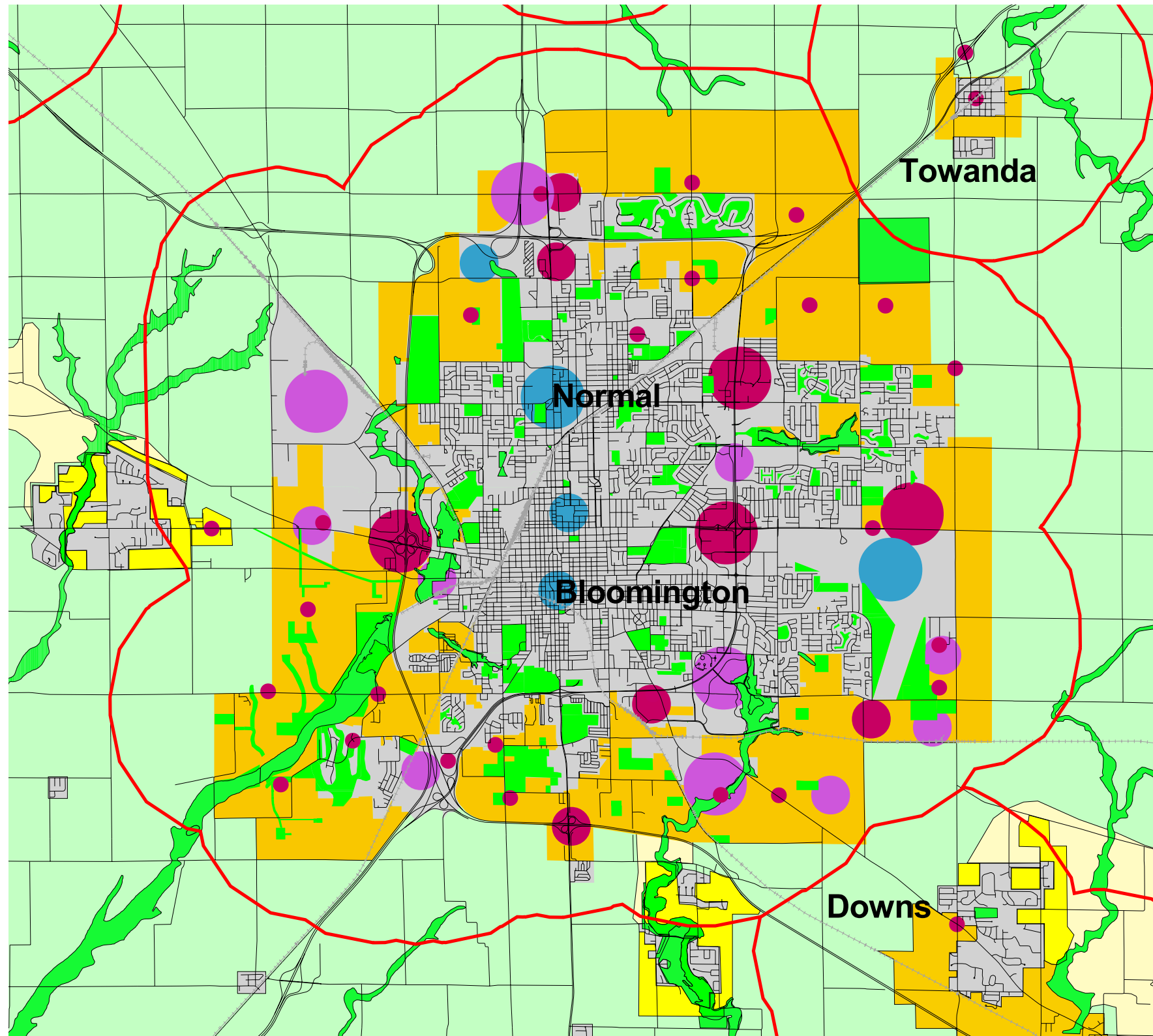
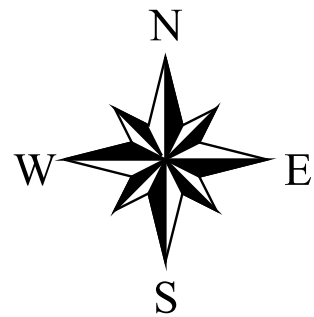
Standardized Development Reviews

Standard criteria for the review of development projects relative to designated growth areas should be jointly adopted in the implementation phase of the plan. This would provide decision makers with uniform



Figure 7-11




Regional Land Use Plan



Bloomington - Normal Urban Area and Environs










LEGEND

EXISTING
 Developed Area 
 Existing 1.5 Mile Extra-Territorial Boundaries 

EXISTING OR FUTURE OPEN SPACE
 Conservation and Recreation 
 Primary Agriculture 
 Secondary Agriculture
 (Site Development Guidelines Recommended for non farm development) 

URBAN GROWTH AREAS
 Low to Medium Intensity
 (Conservation Subdivisions and Site Development Guidelines Recommended) 
 Medium to High Intensity 

EXISTING OR FUTURE SERVICE CENTERS

	<u>< 300 Acres</u>	<u>> 300 Acres</u>
Regional Commercial Centers		
Regional Office & Industrial Centers		
Governmental & Institutional Centers		
Subregional & Local Service Centers or Interchange Development		

Comprehensive Plan for the Development of the Community of McLean County, 1994; Town of Normal Comprehensive Plan, 1996; City of Bloomington Comprehensive Plan, 1998.
 Produced by: McLean County Regional Planning Commission



McLean County
 Regional
 Planning
 Commission



guidelines for expediting, delaying or denying development proposals based on conformance with or needed deviation from the plan. It would also aid developers by providing some indication early in the process of the likelihood and length of time for approval. Factors to be considered in the development of review criteria should include:

- Location relative to designated growth areas;
- consistency with local land use plans;
- location relative to existing development and services;
- consistency with other plan objectives and policies, including the "people friendly" design goals previously discussed;
- innovativeness of the project;
- quality of life attributes of the project; and
- the previously listed guidelines for where growth should and should not occur.

Plan For Activity Centers

The highest intensity uses are usually found within activity centers. These areas contain concentrations of commercial, industrial, governmental or institutional uses that provide employment, shopping, entertainment and services for residents and visitors. The plan addresses activity center uses

according to regional and sub-regional function.

Regional

Regional activity centers attract people from a large service area. In Chapter 4, it was noted that the Twin Cities' area of dominant influence extends over nine counties and includes over 571,000 people. The urban area's regional activity centers contain the employers, goods and services that draw people from such a wide area.

To be most effective, regional centers should in fact be centers of concentrated activities that can be conveniently accessed from both within and outside the immediate area. These areas should be located with complementary services and near major transportation routes, including alternative transportation, in order to enhance access. They should also be screened from low intensity uses by intermediate uses, such as medium to high density residential areas, or the use of open space or landscaping to provide buffer zones. The location of the three general types of regional centers are illustrated on Figure 7-11 and are described below.

Commercial. The plan identifies nine regional commercial centers. Four of these are in excess of 300 acres and are in various stages of development. These include the College Hills Mall/Walmart area and the Eastland Mall/K-Mart area. These are well established but

Standard criteria for the review of development projects relative to designated growth areas should be jointly adopted . . .

*The plan identifies
nine regional
commercial
centers . . .*



have at least some expansion potential. Another is the Route 9 West area that contains the outlet mall, the interchange development, Farm & Fleet and considerable room for expansion. The fourth major regional center is the Route 9 East area in the vicinity of the Central Illinois Regional Airport. Significant commercial development is anticipated to the north of the airport between Airport and Towanda-Barnes Roads. Office and other light industrial development is also expected in this general vicinity.

Five other regional commercial centers of less than 300 acres are also identified. These include two in north Normal in the vicinity of the I-39/55 interchange, one in south Bloomington around the U.S. 51/I-74 interchange, one in the vicinity of Veterans Parkway and Morrissey, and one south of the airport near the intersection of Ireland Grove Road and Streid Drive extended. Some commercial development is already present in each of these, except the one south of the airport.

Industrial. The plan identifies eleven regional industrial centers, four of which exceed 300 acres, including Mitsubishi Motors and vicinity, the area along I-39 north of I-55, the State Farm Insurance office complex and vicinity, and the area from Hamilton Road south to encompass the area in the vicinity of Route 150. Regional industrial centers include concentrations of manufacturing, warehousing or

office uses that provide significant employment, storage and/or production capabilities.

Of the seven smaller regional industrial centers, three are substantially developed with limited expansion potential. These include the areas in the vicinity of Nestle, Growmark and the Route 9/I-55/74 interchange. The other four have less or no development at this time. One of these is located along Route 9 west, south of the Mitsubishi Motor Manufacturing plant. The other three are located in the vicinity and south of the airport.

Governmental And Institutional. The plan identifies five governmental and institutional centers; including the Central Illinois Regional Airport and the campus of Illinois State University which also encompasses downtown Normal. Both of these centers exceed 300 acres. The other three include the county and municipal government complexes in downtown Bloomington, the campus of Illinois Wesleyan University and the proposed campus of Heartland Community College.

Subregional And Local

Sub-regional and local service centers include downtowns, neighborhood business districts and highway interchanges that offer potential for development. As the name implies, the service areas of these centers are more limited and generally include only the residential areas in the immediate vicinity of the community or

neighborhood, or in the case of interchange development, highway commercial needs. Sub-regional and neighborhood centers are shown on Figure 7-11.

Downtown And Neighborhood Business Districts.

A mix of uses including apartments over retail, townhouses, higher density single family housing and appropriate commercial are desirable in downtowns and neighborhood business districts in order to expand opportunities for human interaction, provide local identities and enhance the economics of development. These areas are envisioned as future “town centers” as discussed in the “Providing People Friendly Neighborhoods” section of this chapter. These areas provide localized shopping, employment, services and housing. They are also more efficient and provide greater tax revenues than lower density residential development. The areas include the downtown of each municipality and the proposed neighborhood centers in the Bloomington-Normal urban area.

Interchange Development.

The plan includes the areas identified in the 1994 County Plan for interchange development based on location and availability of sewer service. It also adds the area in the vicinity of the proposed improvement of the I55/Pipeline Road interchange.

Mixed uses are appropriate and desirable in downtowns and neighborhood business districts in order to expand opportunities for human interaction, provide local identities and enhance the economics of development.



TRANSPORTATION

INTRODUCTION

Transportation planning and development has a major impact on sensible growth. The location of transportation facilities has a profound effect on the location and intensity of land use development. Therefore, the transportation plan should be designed to support the land use plan, both in terms of location and intensity of service to be provided by different modes. For example, regional service centers should generally be served by major thoroughfares designed to accommodate high volumes of automobile, bus, truck and possibly rail traffic to facilitate regional and inter-regional access. Residential areas on the other hand should be served by much narrower streets with shorter turning radii, wide sidewalks and other features designed to provide for safe and enjoyable pedestrian use as well as automobile and bicycle access to individual homes. A well integrated array of transportation facilities and service levels is

needed for sensible growth and is necessary to maintain the Region's quality of life.

The need for regional cooperation in the planning and development of transportation facilities is both imperative and required. Units of government must cooperate to ensure efficient connectivity and the wise use of resources. In recognition of this, the U.S. Department of Transportation mandates a comprehensive, cooperative and continuing approach to metropolitan transportation planning as a prerequisite to the receipt of federal transportation funding.

In McLean County, this process is coordinated by McLean County Regional Planning Commission (MCRPC), which has been designated by the Illinois Department of Transportation (IDOT) as the metropolitan planning organization for the Bloomington-Normal metropolitan area. MCRPC works closely with IDOT, Bloomington, Normal, McLean County, the Bloomington-Normal

COMMUNITY VISIONS

- Provide improved major arterial streets to carry large volumes of traffic
- Develop a trails network interconnecting communities and recreational open space
- Establish an area wide public transportation system that includes serving businesses and industrial sites as well as the regional airport
- Promote easily accessible and dependable air and rail facilities
- Regional transportation planning should continue the coordination of local master plans for streets and highways

REGIONAL GOAL

A system of safe, reliable and efficient modes of transportation to support the social, economic, environmental and land use policies outlined in this comprehensive plan.

**STATE &
INTERSTATE
HIGHWAYS**

OBJECTIVE

A network of state and interstate highway facilities to provide for the safe and efficient movement of vehicles, people and freight to, from and across the region.

POLICIES

- Support the development and maintenance of a safe and efficient highway system that supports proposed regional land use and economic development and provides linkages to other regions of the state and nation
- Promote coordination and communication between federal, state, regional and local agencies in the planning, development and improvement of state and interstate highway facilities

Public Transit System and the Bloomington-Normal Airport Authority to help establish regional goals, objectives, policies, strategies and plans for transportation.

This Transportation Element of the McLean County Regional Comprehensive Plan is one product of the metropolitan planning process carried out in this Region in support of sensible growth.

Additionally, this plan extends the planning process countywide to help ensure that rural transportation needs are addressed in concert with those of the metropolitan area.

CHARACTERISTICS AND TRENDS

The existing transportation system includes the Urban Classified System as well as a number of alternative modes in addition to the rural roads network. Each of these is summarized below and described in more detail in Appendix B.

Urban Classified System

The Urban Classified System is a hierarchy of streets and roads that provides for the movement of people, vehicles and freight within and across the Bloomington-Normal metropolitan area. It includes the

The Urban Classified System is a hierarchy of streets and roads that provides for the movement of people, vehicles and freight within and across the Bloomington-Normal metropolitan area.

portions of the interstate and state routes that are located within the urban area, in addition to the urban area's system of major internal streets. The Urban Classified facilities include freeways, expressways, major arterials, minor arterials and urban collectors. These facilities have a functional relationship to each other and to the system of local streets as described in Table 8.1.

Exhibit B-1 should be consulted for more specific information about the components of the Urban Classified System in the Bloomington-Normal metropolitan area. This

system is illustrated graphically in Figure 8-1.

The existing Urban Classified System for the most part provides for relatively efficient movement of traffic. The system is well connected and provides for fairly continuous traffic flow resulting in good circulation. Some exceptions can be found during peak travel periods, particularly on Veterans Parkway and on U.S. Route 51. But even on these facilities, traffic flow is enhanced by a number of synchronized traffic signals. Bloomington, Normal, McLean County and IDOT have each anticipated and responded well to the urban region's dramatic growth by programming street and road construction in timely

Table 8.1
Street Design Criteria

Principal Arterials (Interstates, Expressways, and Other Principal Arterials)

Service	Principal arterials should provide for a high degree of continuity for travel through or around the urban area.
Connection	Principal arterials should connect to other similar facilities.
Form	Principal arterials should have a total of at least four lanes with opposing traffic divided by a median.
Frequency	Spacing of principal arterials should relate to the need to connect major destinations.
Access	Properties abutting the principal arterial should not have access onto those facilities.
Land Use	Residential land uses adjoining a principal arterial should be protected from the negative effects of traffic by deep setbacks and landscaping techniques including the use of tree screens and earthen berms.

Minor Arterials (Major Streets)

Service	Minor arterials should provide continuous travel through the urban area.
Connection	Minor arterials should provide connection to areas of high activity and can connect the county highway system to the urban street system.
Form	Minor arterials should be a total of four lanes wide with opposing traffic separated by a median, or two lanes wide with a third lane for turning movements.
Frequency	Minor arterials should occur at a frequency of no more than one mile intervals throughout the urban area.
Access	Access to minor arterials from abutting property should be limited to public roads and larger developments.
Land Use	Residential land uses adjoining a minor arterial should be protected from the negative effects of traffic by deep setbacks and landscaping techniques including the use of tree screens and earthen berms.

Collector Streets

Service	Urban collectors provide access by linking local streets to minor arterials. Urban collectors should not provide a high degree of continuity for travel or serve as alternatives to minor arterials.
Connection	Urban collectors should collect traffic from local streets and distribute it to the minor arterials.
Form	Urban collectors should be from two to four lanes wide and should not be over two miles in length.
Frequency	Urban collectors should occur throughout the urban area.
Access	Abutting properties should have access onto urban collectors.
Land Use	When urban collectors only provide connection between local streets and minor arterials no special land use considerations are needed.

Local Streets (Minor Residential Streets)

Service	Local streets should provide for travel from individual properties to urban collectors.
Connection	Local streets should connect local traffic to urban collectors.
Form	Local streets should be not more than two lanes wide in residential areas.
Frequency	Local streets should occur throughout the urban area.
Access	Properties are allowed direct access on to the local street.
Land Use	Local streets typically require no special land use considerations.

Figure 8-1
Existing Urban Classified Street and Highway System
Bloomington - Normal Urban Area



Towanda - Barnes Road

fashion as

evidenced by recent or ongoing improvements to Veterans Parkway, Towanda-Barnes Road, Raab Road and Hamilton Road. Maintenance programs have also resulted in generally well maintained streets and roads.

Alternative Modes

Providing convenient access to alternative modes of transportation increases travel options for both people and goods, and can be an important factor in reducing automobile trips.

McLean County offers a variety of transportation alternatives that contributes to the local quality of life and economic base, and provides a solid framework for meeting the future challenges of continuing growth. These alternative modes include an efficient public transit system, an excellent basic system of bicycle-pedestrian

paths, passenger and freight rail service, a network of designated truck routes, intercity bus service, and an ever-increasing array of flight destinations to points around the country offered through the

Bloomington-Normal Airport Authority's Central Illinois Regional Airport. Coordinated land use and transportation planning can help ensure that land use patterns and intensities support alternative transportation, and that the different modes of transportation interconnect and complement each other. The basic features of

the region's alternative transportation routes are summarized in Exhibit B-2 and are illustrated graphically in Figure 8-2.

Bloomington-Normal Public Transit System

Bloomington-Normal Public Transit System has been operating public mass transit service in the Bloomington-Normal community since its takeover from the private mass transit service provider in 1972. In 1974, the service was significantly restructured to serve a greater portion of the community than had been served by the private provider. In 1975, the System

Providing convenient access to alternative modes of transportation increases travel options for both people and goods, and can be an important factor in reducing automobile trips.

ARTERIALS AND COLLECTORS

OBJECTIVE

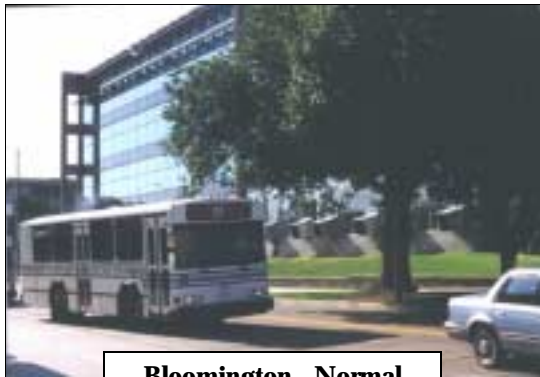
A continuous network of arterial and collector streets that provides for the safe and efficient movement of people, goods and services between existing and proposed residential areas and major activity centers, and provides linkages to the state and interstate highway system.

POLICIES

- Promote efficient traffic flow on arterial and collector streets
- Develop transportation plans and projects that are financially constrained
- Identify, preserve and protect rights of way for needed transportation systems
- Encourage the use of low and medium cost improvements to improve traffic safety and efficiency
- Design street systems to accommodate alternative modes of transportation whenever practical

Figure 8-2
Plan for Alternative Modes of Transportation
Bloomington - Normal Urban Area

began offering a complementary paratransit service for disabled persons in the community. Fixed route services was again expanded in 1976. Until 1995, service was added in small increments to meet the changing needs of the community. In 1995 a major route



Bloomington - Normal Public Transportation Vehicle

restructuring was implemented that again expanded service area coverage while maintaining the overall service hour offering to the community.

The Transit System currently operates 13 fixed route buses from approximately 6:00 a.m. to 6:00 p.m. on weekdays and from approximately 7:30 a.m. to 6:00 p.m. on Saturdays. Additionally, a special fixed route tripper bus operates Monday through Friday for approximately two hours (total) during the a.m. and p.m. peak hours between downtown Bloomington and north Normal. Complementary paratransit service (utilizing three buses) is offered during the same operating hours and on the same days of the week as fixed route services.

Additionally, during the Illinois State University academic year, the Transit System provides evening fixed-route and complementary paratransit services from 7:00 p.m. to 1:00 a.m. to the greater campus area. Nite Ride busses run every half hour during this

period. The Nite Ride service area extends from Lincoln College (Raab Road) to College Hills Mall with stops at various buildings on the ISU campus (See Figure 8-2.). This service is available to students and the general public.

During the fiscal year ending June 30, 1999, the Transit System produced the following operating characteristics:

1. Passengers (excl. Transfers):	
	675,297
Fixed route:	590,810
Fixed route transfers:	151,003
Paratransit:	23,820
ISU evening	60,667
2. Total Miles:	
	744,579
Fixed route:	612,282
Paratransit:	87,964
ISU evening:	44,333
3. Operating Expenses:	
	\$2,434,166
Per mile:	\$3.27
4. Operating Revenue:	
	\$384,452
Farebox:	\$362,580
Other:	\$21,872
Per mile:	\$0.52.

Transit service movements are summarized on Exhibit B-3.

LOCAL STREETS

OBJECTIVE

A local street system that provides safe and efficient connections between arterial or collector streets and individual parcels.

POLICY

Discourage through traffic on local streets in a manner that does not impede overall system efficiency.

BICYCLE - PEDESTRIAN ROUTES

OBJECTIVE

A system of safe and efficient off-road bicycle trails, supplemented by safe and direct on-road connections where off-road facilities are not feasible, and that connect residential areas to major activity centers, newly developing areas and other modes of transportation, including automobile and transit.

POLICY

Encourage bicycling and walking as viable alternative modes of transportation.

PUBLIC TRANSIT

OBJECTIVE

Expanded travel options for the economically disadvantaged, persons without access to automobiles, the elderly, and people with disabilities.

POLICY

Place primary emphasis on providing service for the transit dependent.

OBJECTIVE

Transit as a viable alternative mode of transportation for the general population.

POLICY

Support measures that would make it practical for more people to use transit.

OBJECTIVE

Public transit that provides service that is reasonably accessible to rural residents of McLean County.

POLICY

Provide scheduled service to the Bloomington-Normal urban area from smaller communities in McLean County and other nearby areas.

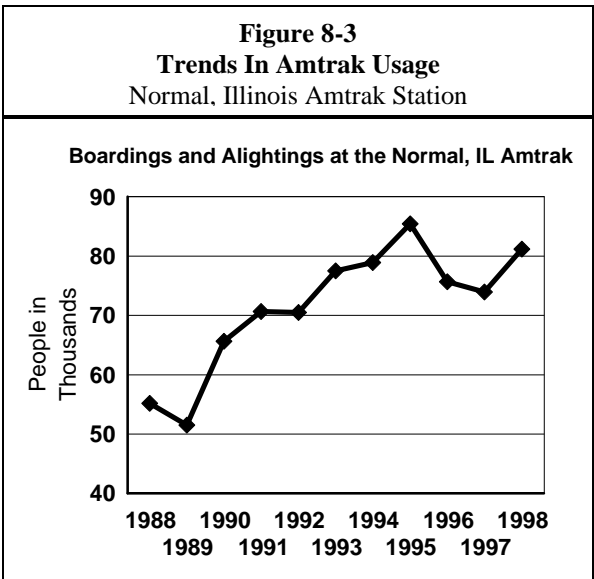
Bicycle-Pedestrian Routes

The Constitution Trail forms the spine of the urban area’s system of designated bicycle-pedestrian routes. This multi-use trail presently consists of over fourteen miles of hard surface providing transportation connections to many area activity centers in the urban area (See Figure 8-2.). The Trail serves both a recreation and transportation function and is ideal for walking, jogging, rollerblading, biking, cross country skiing or strolling. The North-South segment of the Trail follows the abandoned Illinois Central Gulf railroad from Kerrick Road in north Normal to Washington Street in Bloomington. The East-West segment intersects south of the Normal City Hall Annex and continues east to Towanda-Barnes Road. The “Liberty Branch” starts near State Farm Park and continues east to Lincoln Street, while another branch starts at Rolingbrook Park and travels east to Oakland Avenue. In addition to the routes identified in Figure 8-2, the City of Bloomington and the Town of Normal both have walking plans developed for travel to and from schools and have identified intersections that warrant crossing guards.

Passenger Rail

Amtrak provides passenger

service on the Union Pacific rail lines from Chicago to St. Louis. Amtrak runs three daily trips to both Chicago and St. Louis. Trends in ridership levels are shown in Figure 8-3. The Amtrak station is located in downtown Normal, just west of City Hall. This is the only Amtrak station in Illinois that has a direct connection with a bicycle-pedestrian path, and thus offers an opportunity to enhance tourism through rail-bike vacations. (See Figure 8-2.). Presently, the Bloomington/Normal Public Transit System provides the only bus connection to the Normal Station. The Illinois Department of Transportation (IDOT) is in the process of conducting a feasibility study of high speed rail between Chicago and St. Louis. A commuter transit study is also currently underway to evaluate the feasibility of providing commuter transit service, and rail service in particular, between Bloomington-Normal and Peoria.



Freight Rail

Norfolk Southern and Union Pacific Lines are the two rail carriers operating in the Bloomington-Normal urban area.

Norfolk has six freight trains that pass through the urban area daily.

Union Pacific traverses the urban area from the Northeast to the Southwest. Rail lines are identified on Figure 8-2.



Central Illinois Regional Airport
(Bloomington, Illinois)

and Burlington Trailways. Greyhound provides three daily trips to Chicago, four daily trips to St. Louis, and two daily trips to Peoria, Champaign, and Springfield. Both the Burlington

Trailways and the Illini Swallow provide daily service each direction between Peoria and Indianapolis with stops in Champaign,

Bloomington and Normal.

Peoria Charter Coach Company provides service from the Bone Student Center at Illinois State University in Normal to Peoria, Pontiac, Joliet, O'Hare Airport, and Oakbrook

Mall. Three trips a day are scheduled to Peoria and O'Hare and four daily to Pontiac and Joliet. Two trips to Oakbrook Mall are scheduled for

Friday evenings only. There is no Thursday or Friday evening service in the summer.

Scheduled Air Service

The Central Illinois Regional Airport is among the fastest growing in the nation and has recently approved plans for the construction of a new terminal. The growth in airplane boardings and air freight service is illustrated in Figure 8-4. The

Truck Routes

A number of truck routes serve the Bloomington - Normal area. These routes use the state and interstate highway system to provide for the movement of truck freight, including hazardous wastes, across the metro area. The truck routes are identified on Figure 8-2.

The Central Illinois Regional Airport is among the fastest growing in the nation . . .

Intercity Bus Routes

The Bus Center is located at 525 Brock Drive behind the McDonald's restaurant on West Market Street near I-55/I-74. (See Figure 8-2.) The Bus Center serves as a terminal for Greyhound, Illini Swallow Lines,

TRUCK AND FREIGHT RAIL

OBJECTIVE

The safe and efficient movement of intercity freight by truck and rail throughout the community and surrounding areas to serve local, state, national, and international markets.

POLICY

Develop and maintain a highway and rail network capable of meeting market demands for truck and rail freight services.

PASSENGER RAIL

OBJECTIVE

Passenger rail connections to other cities that provide optimum safety, mobility, convenience, and efficiency.

POLICY

Consider improvements to passenger rail service, including the development of High Speed Rail.

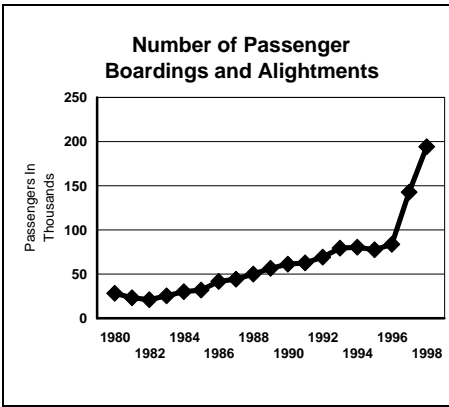
**AIR
TRANSPORTATION**

OBJECTIVE

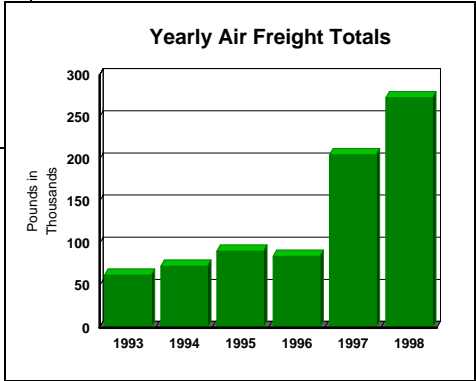
An airport and air transportation system that provides for the safe and efficient movement of passengers and freight with minimal conflicts with adjacent land uses.

POLICY

Encourage compatible development in proximity to the Central Illinois Regional Airport.



**Figure 8-4
Trends In Airport Usage
Central Illinois Regional Airport**



airport is located at the eastern border of the City of Bloomington (See Figure 8-2). Commercial Service providers include AirTran Airways, American Eagle, Frontier Airlines, Northwest Airlines and Transworld Express. The airport is also used by private planes, private charter services and for flight instruction. Presently there is no public transportation service to the airport.

other regions and states while the county road network provides the essential function of moving people and goods from farm to market. McLean County is fortunate to be at the hub of a number of state and interstate routes providing outstanding transportation connections to other regions and states. These routes include

Rural Roads

Rural roads comprise the third major component of the region's transportation system. These roads include the state and interstate routes that are located outside the urban area in addition to the network of county and township roads. The functional relationship of these roads is similar to the classifications presented on Table 8.1.

The state and interstate facilities provide critical links to other regions and states while the county road network provides the essential function of moving people and goods from farm to market.

Interstates 39, 55 and 74; U.S. Routes 51 and 150; and State Routes 9 and 122. The state routes are complemented by the county's system of other rural roads that provide connections with the state and interstate routes and with the urban area.

While IDOT has the responsibility for developing and maintaining the state and interstate routes, McLean County is confronted with a number of

significant challenges regarding its network of rural roads. Among these is the need to coordinate land use and development planning with the planning, construction and maintenance of rural roads. This is of particular importance in a high growth county such as McLean, as are the needs for access management and the completion of alignment/corridor studies to preserve rights-of-way in developing areas. The allocation of cost burdens for road improvements is also of particular concern in rural areas that are experiencing development pressures.

Resources

The Region has many important transportation resources. First and foremost is the system of facilities described above that make it possible for the Region to take advantage of its geographic location and that contributes to the Region's high quality of life. Other resources include the high degree of planning and cooperation that exists among area governments. These resources will help the Region to take advantage of opportunities in meeting the transportation challenges which lie ahead.

One of the key roles of the Region's transportation system of the twenty-first century will be to support the economic vitality of the Region.

FUTURE TRANSPORTATION

Challenges And Opportunities

The twenty-first century will bring a host of transportation challenges and opportunities. A major challenge for the future will be to coordinate land use and transportation planning to address potentials for increased congestion, longer drive times and degradation of air quality that could result as the urban area continues to expand and as the number of vehicles in use continues to increase. Meeting this challenge will serve to enhance the local quality of life presently enjoyed by McLean

County residents.

Maintaining a high quality of life will continue to attract people and business to the Region to help ensure continued prosperity.

The U.S.

Department of

Transportation's TEA 21 legislation identifies this and other challenges and opportunities for future transportation planning in its seven planning factors. These factors were considered in the development of the regional transportation goal, objectives, policies and strategies outlined in this chapter and thus help form the framework of the regional transportation plan. Each of these factors is briefly described below.

TEA 21 PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety and security of the transportation system for motorized and nonmotorized users;
3. Increase the accessibility and mobility options available to people and for freight;
4. Protect and enhance the environment, promote energy conservation, and improve quality of life;
5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. Promote efficient system management and operation;
7. Emphasize the preservation of the existing transportation system.

**COMMUTER
TRANSIT**

OBJECTIVE

A safe and efficient commuter transit system that connects Peoria and Bloomington-Normal in order to provide a viable alternative mode of transportation between the two communities.

POLICY

Evaluate the feasibility of commuter transit between Peoria and Bloomington-Normal.

Supporting Economic Vitality

One of the key roles of the Region's transportation system of the twenty-first century will be to support the economic vitality of the Region. This will involve enabling global competitiveness, productivity and efficiency. Recognition of this role can lead to the development of effective strategies and plans to help meet this challenge.

Increasing Safety And Security

Another important challenge will be to maintain and increase the safety and security of the transportation system, both for motorized and non-motorized users. This will become increasingly important as the population grows and system usage increases.

Increasing Accessibility And Mobility Options

Increasing the accessibility and mobility options available to people and for freight will be crucial to preserving quality of life and supporting economic activity. Convenient access from homes to jobs and services is an extremely important quality of life consideration. Preserving favorable commute times and expanding transportation options

will be a critical challenge. Similarly, favorable accessibility and mobility options for freight will help sustain the Region's enviable economic position.

Protecting And Enhancing The Environment

Since transportation development and resulting land use development consume enormous amounts of land, the

Since transportation development and resulting land use development consume enormous amounts of land, the wise planning of transportation facilities will be a major challenge in the years ahead.

wise planning of transportation facilities will be a major challenge in the years ahead. Effectively meeting this challenge provides opportunities to promote energy conservation and quality of life by decreasing drive

times and the resulting automobile emissions.

Enhancing System Integration And Connectivity

Enhancing the integration and connectivity of the Region's transportation system, across and between modes, for people and freight will be another major challenge of the twenty-first century. The implementation of effective strategies to accomplish this, however, will be an important factor in meeting other transportation challenges as well.

Promoting Efficient Management And Operation

Without efficient management and operation, many of the Region’s strategic transportation advantages would be lost. Therefore, every effort must be made to promote efficient management and operation. These efforts should include the pursuit of land use and transportation relationships that maximize the use of different modes of transportation, and contribute to the local quality of life.

Preserving Existing Systems

Using the existing transportation system to the maximum benefit will help ensure quality service to the existing community and minimize future transportation investments. Effective maintenance programs will help preserve existing service levels. Infill and redevelopment of central city areas would take advantage of existing systems and could reduce investments in future transportation extensions to peripheral areas. More compact development could also reduce future investments required for transportation systems. Thus, emphasis should be placed on factors that will help preserve the existing transportation system.

Using the existing transportation system to the maximum benefit will help ensure quality service to the existing community . . .

Strategies

An evaluation of Priority Level 1 strategies is presented in Table 8.2. The top priority for transportation is integrated land use and transportation planning. This strategy encourages land use patterns, densities and designs that accommodate and support different modes of transportation. It identifies improvements needed to all major modes to support and compliment planned areas of land use development.

The second priority is access management. (See Table 8.2.) This strategy provides for the appropriate spacing of intersections, traffic signals and

access points on arterial and collector streets and roads. In rural areas, it restricts side road access to arterial roads to one additional access point per one-half mile, excluding section line roads.

The third priority is alignment/corridor studies. (See Table 8.2.) This strategy provides for the determination of specific road alignments, rights-of-way and subsequent housing setbacks for proposed arterial and collector roads. Where feasible, it also attempts to determine alignments on high priority roads prior to the submittal of development proposals. It may provide for the budgeting of funds to conduct the alignment studies, or the

INTERCITY BUS

OBJECTIVE

A safe, economical and efficient intercity bus transportation system that connects existing and potential bus users with major and minor destinations throughout Illinois and the nation.

POLICY

Support measures that preserve and enhance intercity bus service for McLean County.

Table 8.2 Evaluation Of Priority 1 Strategies For Transportation McLean County, Illinois			
Strategies	Explanation	Advantages	Disadvantages
Integrated land use and transportation planning	Provides for land use patterns, densities and designs that accommodate and support multi-modal transportation systems. Designates multi-modal transportation improvements to support and compliment planned areas of development.	Helps ensure mutually supportive land use and transportation planning and development to achieve healthy communities. Can increase transportation options. Could increase use of alternative modes of transportation and corresponding socio-economic and ecological benefits.	Requires nodes of higher density development around regional and sub-regional activity centers. Requires consideration of the needs of different modes of transportation in the design of structures and public facilities.
Access management	Provides for the appropriate spacing of intersections, traffic signals and access points on arterial and collector streets and roads. In rural areas, restricts side road access to arterial roads to one additional access point per one-half mile, exclusive of section line roads.	Safety.	Potential opposition.
Alignment/corridor studies	(See above.) Determines specific road alignments, rights-of-way and subsequent housing setbacks for proposed arterial and collector roads. Where feasible, attempts to determine alignments on high priority roads prior to development proposals. May budget funds for alignment studies, or alignments may be determined as developments are proposed.	Provides a means to ensure preservation of adequate right-of-way. Ensures that houses will not be built too close to roads. Provides a basis for limiting direct access to collector and restricted access to arterial roads. Allows for better traffic flow throughout the transportation system.	Costs.

PRIORITY ONE STRATEGIES

- Integrated land use and transportation planning
- Access management
- Alignment/corridor studies

alignments may be determined as developments are proposed.

An evaluation of Priority Level 2 strategies is presented in Table 8.3. These strategies include: exactions and cost sharing to help finance needed improvements; coordinated site plan reviews among all affected agencies for major development projects; official maps to identify locations of proposed public facilities for which land is to be reserved, dedicated or acquired; local street alignments that slow and discourage through traffic without inhibiting local access or impeding local traffic flow; and, expanded routes and/or services for alternative modes as land development and/or demand warrants.

An evaluation of Priority Level 3 strategies is presented in

Major new roadways include the Mitsubishi Motorway extension and the possibility of an eastside by-pass freeway . . .

Table 8.4. Priority three strategies: include intermodal connectivity to enable the efficient intermodal transfer of people and freight; traffic volume analysis to provide needed data; bike trail development to provide needed right-of-way for separated

bike trails as developments are proposed; traffic calming on local streets to increase vehicular and pedestrian safety; and, promotional programs for alternative modes of transportation.

Other available strategies identified by the Transportation Subcommittee are presented in Appendix B, Exhibit B-4. These strategies are available for consideration as needs or conditions warrant.

Table 8.3
Evaluation Of Priority 2 Strategies For Transportation
McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Exactions/cost sharing	Developers responsible for road improvements within subdivisions and other costs as provided in County subdivision ordinance. Developers may pay inducements to County to provide fair share of off-site road improvements accessing the development. County may pay additional costs of oversizing roads to collector status. Developers may pay for alignment studies to allow for proposed development.		Some financial burden for road improvements placed on local government and developers. Shared costs for road improvements.
Coordinated site plan reviews	Involves affected agencies and jurisdictions in the review of major land use and transportation development projects.	Helps ensure that potential impacts are identified and that development projects are consistent with the objectives of all affected agencies and jurisdictions.	Review procedures would need to be adjusted. Could be more difficult to coordinate. Could lengthen review process.
Official maps	Identifies the locations of proposed public facilities, including streets and roads, for which land is to be reserved, dedicated or acquired.	Provides a basis for corridor and feasibility studies, and subsequent land acquisitions, dedications and exactions.	Is only one of several possible steps in the process of preserving rights of way. May conflict with private property interests.
Local street alignments	Employs loop streets, "T" intersections and "S" curves on local streets.	Turning movements slow and discourage through traffic without inhibiting local access or impeding local traffic flow. Offers potential for urban design enhancements.	Possible objection to potentially reduced number of cul de sacs which could result.
Expanded routes	Provides for the expansion of routes and/or services for alternative modes of transportation as land development and/or demand warrants.	Increases transportation options. Could increase use of alternative modes of transportation with corresponding socio-economic and ecological benefits.	Requires coordinated planning and development to ensure that land use and transportation development are mutually supportive.

Plan

The transportation plan identifies projects to be considered for development through the year 2025. These projects are addressed for each of the three major components of the transportation system in McLean County.

Urban Classified System

The plan for the Urban Classified System provides for the upgrading and extension of the existing streets and roads to accommodate projected growth and land use development as illustrated in Figure 8-5. The specific projects and costs are identified in Exhibit B-5 and B-6. In addition, projects within the IDOT 5-year Improvement Plan are shown in Figure 8-6.

Major new roadways include the Mitsubishi Motorway extension and the possibility of an eastside by-pass freeway connecting I-55 on the north with I-74 on the south. It is anticipated that the eastside by-pass would be completed late in the planning period, or perhaps beyond, and because funding sources have not as yet been identified, no financial provisions are made in the plan for this project.

Local governments should proceed as soon as possible with preparing a corridor/alignment study for the eastside bypass in order to preserve the right-of-way that would be needed in the event the bypass is determined to be feasible. The long range nature of the proposed eastside by-pass strongly reinforces the need to develop Towanda-Barnes Road

PRIORITY TWO STRATEGIES

- Exactions/cost sharing
- Coordinated site plan reviews
- Official maps
- Local street alignments
- Expanded routes

Figure 8-5
Plan for Urban Classified Street and Highway System
Bloomington - Normal Urban Area

Figure 8-6
IDOT Proposed Highway Improvement Program
FY 2000-2004
Page 1 of 2

Figure 8-6
IDOT Proposed Highway Improvement Program
FY 2000-2004
Page 2 of 2

Table 8.4
Evaluation Of Priority 3 Strategies For Transportation
 Mclean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Intermodal connectivity	Provides coordinated routing and provision of facilities and structures as needed to enable the efficient intermodal transfer of people and freight. Structures may include intermodal terminals. Facilities may include bicycle racks and parking along other transportation routes or terminals.	Encourages use of alternative modes of transportation. Integrated transportation system can enhance region's competitive position.	Requires coordination and cooperation among numerous service providers. Land use patterns and intensities may not compliment or support connectivity or transfer. Costs of structures and facilities.
Traffic volume analysis	Utilizes traffic volume data, projections and other relevant information to determine the need to improve roads to collector status.	Helps ensure timely construction of safe rural collector roads.	Staff time and other costs for traffic volume analysis.
Bike trail development	Developers provide a minimum of 15 feet of additional ROW for construction of separated bike trails consistent with County policies and adopted plans. Alignments to be determined as developments are proposed. Seeks funding, including grants, for bike trail construction.	Allows for future bike trail development in rural areas.	Developer expense for additional ROW. Requires bike trail alignments to be determined. Costs to pursue grant funds and to meet local match requirements for grants.
Right-of-way acquisition	Obtains a minimum of 86 to 120 feet of ROW for proposed collector roads, depending on terrain, and a minimum of 120 feet for arterial roads, with the maximum to be determined on the basis of terrain. Excess ROW may be reverted to adjacent property owners after road construction.	Provides a means to ensure preservation of adequate ROW. Avoids conflicts. Promotes appropriate planning for future development.	Funds and time required to obtain ROW.
Traffic calming	Includes a variety of measures designed to slow traffic on local streets and increase vehicular and pedestrian safety, such as curb extensions, special channelization, street width reductions when alleys are provided, traffic circles, speed hump, etc.	Can be a relatively low cost way to discourage through traffic and increase safety.	Some objections can be expected.
Promotional programs	Provides for the wide-scale distribution of information on the availability and advantages of alternative modes of transportation.	Increased public awareness can increase use of alternative transportation and provide corresponding socio-economic and ecological benefits.	Organization and implementation costs.

to expressway standards with limited access and at least five lanes and possibly more. Direct connections to I-55 and I-74 should also be considered. The provisions of the 1994 Plan generally still apply with regard to Towanda-Barnes Road:

“In order to provide for a reasonable level of service, at grade signalized intersections should only be permitted at an interval of not less than one-half mile and no access should be permitted to abutting property. Until such time that the development of the freeway is committed, the construction standards for Towanda/Barnes Rd. should follow the guidelines established for an expressway

with the possibility of grade separations at major intersections. At some point in time Towanda/Barnes Rd. may become congested and no longer provide an acceptable level of service unless the parallel freeway or expressway is constructed. The freeway/expressway will then serve as a by-pass as well as provide access to specific eastside locations from outside the urban area, thus relieving congestion on Towanda/Barnes Rd.”

PRIORITY THREE STRATEGIES

- Intermodal connectivity
- Traffic volume analysis
- Bike trail development
- Right-of-way acquisition
- Traffic calming
- Promotional programs

The alternative modes plan identifies general directions for the potential future expansion of transit service if and when higher density activity centers develop in accordance with the land use plan.

Alternative Modes

The plan for alternative modes is presented in Figure 8-2. This plan includes the identification of general directions for the potential future expansion of transit service if and when higher density activity centers develop in accordance with the land use plan. Projected expenses and revenues for the Bloomington-Normal Public Transit System, excluding any potential service expansions, are shown in Table 8.5. The plan also identifies proposed extensions to the urban area system of bicycle-pedestrian paths as identified in the 1997 *Bloomington-Normal Bicycle-Pedestrian Plan* developed by McLean County Regional Planning Commission. The primary routes with updated costs were incorporated into this plan for alternative modes. Additional information on potential long range connector routes for bicycle-pedestrian paths in the urban area are also mapped on Figure 8-2 and presented in Appendix B, Exhibit B-10. Truck and rail routes are also identified on Figure 8-2, as are the airport, Amtrak and bus terminals.

Financial Feasibility

This section provides documentation that the long range transportation plan is financially constrained and therefore financially feasible. It does this by comparing the estimated cost of proposed transportation system improvements and operations with the revenues that can

realistically be expected to be available from federal, state and local sources over the twenty-five year planning period. The figures presented include an adjustment for annual inflation. Estimated costs and projected revenues to implement the long range transportation plan are summarized on Table 8.5.

The estimated costs for the State system projects are broken down by project categories in Appendix B, Exhibit B-7. Implementation of these projects is contingent upon the availability of federal and state funds and appropriation by the Illinois General Assembly and approval by the Governor.

The projected revenues for urban classified system projects listed in Table 8.5 are based on the continuation of past funding levels. The High Priority Funds listed have been procured for the development of the Towanda/Barnes road. The figures for bikeway projects (enhancements) includes anticipated TEA-21 and IDNR grant funds as well as local match for the primary bicycle-pedestrian routes identified in the Long Range Transportation Plan. The local revenue listed on Table 8.5 is expected to be acquired from developer contributions and local government revenues based on a logical progression of past funding history. The costs for specific upgrade and extension projects that are expected to utilize federal funding are illustrated in Appendix B, Exhibit B-5. Exhibit B-6 lists projects in the Bloomington/Normal urbanized area that are expected

Table 8.5
25 Year Projected Costs And Revenues For Long Range Transportation Plan
Bloomington-Normal, Illinois Urban-Area 2025

STATE SYSTEM PROJECTS	
Estimated Costs: (See Exhibit C-2 For Cost Breakdown)	\$464,086,000
Projected Revenue Sources:	
Federal	\$418,572,000
State	\$45,514,000
Total Projected Revenue	\$464,086,000

URBAN CLASSIFIED SYSTEM PROJECTS	
Estimated Costs: (See Exhibit C-2 For Cost Breakdown)	
Upgrades and Extensions	\$146,393,465
Bike Projects (Enhancements)	\$6,611,287
Total Estimated Costs	\$153,004,752
Projected Revenue Sources:	
Federal	\$26,420,000
High Priority Funds	\$3,500,000
Bike Projects (Enhancements)	\$6,611,287
Local	\$116,473,465
Total Projected Revenue	\$153,004,752

TRANSIT OPERATIONS AND CAPITAL	
Estimated Costs:	
Operations	\$99,675,483
Capital	\$8,795,771
Total Estimated Costs	\$108,471,254
Projected Revenue Sources:	
Operations	
Federal	\$32,695,684
State	\$52,774,384
Farebox Revenues	\$14,195,415
Local	\$10,000
Total Projected Revenue For Operations	\$99,675,483
Capital	
Federal	\$4,908,037
Local	\$3,887,734
Total Projected Revenue For Capital	\$8,795,771
Total Projected Revenue	\$108,471,254

Source: 1994 Long Range Transportation Plan, Bloomington and Normal Comprehensive Plans, Bloomington-Normal Bicycle-Pedestrian Plan, Illinois Department of Transportation and the Bloomington-Normal Public Transit System.

RURAL ROADS

OBJECTIVE

Safe and efficient transportation network between rural areas and the state, urban, and interstate highway system.

POLICY

- Improve rural roads to collector and arterial roads when merited by traffic volumes and function.
- Determine exact alignments on proposed collector and arterial roads and subsequently obtain or reserve adequate rights-of-way to allow for the construction of safe rural collector roads previous to or as a part of development.
- Develop an equitable method of financing rural road improvements.
- Limit access to collector and arterial roads.
- Develop bike trails when economically feasible and where identified in the adopted McLean County Regional Greenways Plan or otherwise desired.

to be growth driven and funded by developer contributions and local matches. However, this does not preclude the potential for federal or high priority funding that may be available should a project become a

priority. The projected costs and revenues for the Bloomington/Normal Public Transit System are listed in Table 8.5.

The Bloomington-Normal Transit System funding history for the years 1994-2000 is shown in Exhibit B-11. The costs and revenues for operations of the Bloomington-Normal Transit System are described earlier in this chapter.

Rural Roads

The plan for rural roads includes the IDOT Five-Year Plan for the non-urbanized portions of McLean County in addition to a number of specific county proposals for the construction or upgrading of the internal road network to better accommodate existing and anticipated future development. The IDOT Five-Year Plan for McLean County is graphically illustrated on Figure 8-6 with specific projects identified in Appendix B, Exhibits B-7, B-8 and B-9. Figure 8-7 depicts the planned improvements to the county's

internal network of rural roads and the Bloomington-Normal planned improvements to roads that are currently in the rural area but are anticipated to become urbanized. These improvements

Local governments should proceed as soon as possible with preparing a corridor/alignment study for the eastside bypass in order to preserve the right-of-way that would be needed in the event the bypass is determined to be feasible.

should be made in conjunction with new development to ensure adequate transportation facilities, but not so far in advance that they spur unplanned growth. More

detailed information on specific planned improvements to the county's rural road system is presented in Exhibit B-12 and B-13.

Figure 8-7
Rural Roads Plan
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Figure 8-7
Rural Roads Plan
Page 2 of 2

COMMUNITY FACILITIES AND SERVICES

INTRODUCTION

The costs and potential impacts of providing community facilities and services for a growing community is one of the most compelling reasons for implementing sensible growth strategies. Public buildings, parks, schools, water and sewer systems and other facilities and services require significant expenditures and play a key role in attracting and guiding future growth.

Regional cooperation in the provision of community facilities and services can provide a number of important benefits. It can help avoid duplication or proliferation of services. It can allow units of government to take advantage of economics of scale to reduce costs and improve efficiency. In some cases, regional cooperation can make services available that would not be possible for individual governments due to excessive per capita costs. Regional cooperation in the placement of facilities also helps to ensure that subsequent growth will result in

development that is consistent with local and regional land use and transportation plans.

CHARACTERISTICS AND TRENDS

Regional Overview

Facilities and services addressed in the Regional Comprehensive Plan include water, sewer, schools, parks and recreation, solid waste, emergency services, and public utilities. Each of these is discussed below.

Water Service

The provision of clean, adequate water at a reasonable price is an essential requirement for growth. The Bloomington-Normal area is supplied with water from Lake Bloomington and Lake Evergreen (Bloomington) and fourteen active groundwater wells (Normal). The combined capacity of these water sources is approximately 36 million gallons per day. Several smaller municipalities also maintain

COMMUNITY VISIONS

- Provide government services efficiently through intergovernmental cooperation, user fees, public/private partnerships and other avenues
- Facilitate support for youth and families to enhance their productive role in society
- Encourage citizen participation in local government through enhanced information and planning via annual citizen surveys, neighborhood groups, newsletters, the Internet, etc.
- Support recreational and arts programs for all citizens
- Ensure police and fire departments have the resources available to maintain a safe community; encourage casual citizen contact with police
- Provide support for the health care facilities and services needed to serve all citizens

REGIONAL GOAL

Cost effective community facilities and services which support the land use and transportation plans.

WATER SERVICE

OBJECTIVE

Safe, reliable, and efficient water for consumption and for domestic, industrial, and recreational use at a reasonable cost.

POLICIES

- Provide water service consistent with locally adopted land use plans
- Consider the regional water study in the development of long range plans for public water supply and treatment



public water supply systems. (See Figure 9-1).

The drought of 1988-90 heightened the Region’s awareness of the importance of planning for the area’s water needs and water conservation. Since that time, conservation measures have reduced water demand, the Lake Evergreen dam was expanded, and significant research and planning efforts have been made toward a regional water system. The following reports provide details regarding these efforts and future plans: (1) Regional Water Needs Assessment Study, Summary of Findings, Long Range Water Plan Steering Committee, Farnsworth and Wylie, P.C., 1994; (2) Hydrology and Groundwater Availability in Southwest McLean and Southeast Tazewell Counties, 1995, Cooperative Groundwater Report 17, Department of Natural Resources, Illinois State Geological Survey, Illinois State Water Survey; (3) the Comprehensive Plan for the Town of Normal, 1996; and, (4) the Comprehensive Plan for the City of Bloomington, 1998.

In general, studies have found that the Mahomet-Sankoty Aquifer located in western McLean and eastern Tazewell Counties could potentially provide adequate water supply for the Region. Plans have been created for phasing in this regional system while maintaining the existing water supply systems. (See Figure 9-1.) While there is not a need to immediately begin implementation of the regional system, an implementation plan

should be formed and monitored on a regular basis.

Sewer Service

Insufficient capacity exists at the existing wastewater treatment plant to serve the projected 2020 urban population. In anticipation of this problem, the Bloomington-Normal Wastewater Reclamation District (“District”) has purchased land and begun planning for the construction of a new plant in Randolph Township which could adequately serve the projected population and beyond.

The existing and proposed sewer service areas for Bloomington-Normal are illustrated in Figure 9-2. A summary of the acreages in each of the illustrated service areas is listed in Table 9.1.

Approximately 3.3 square miles of land are left in Bloomington and 4.5 square miles in Normal that could be serviced by “gravity flow”. This means that these areas do not require a power source to bring the wastewater to the treatment plant and are therefore the most economical areas to sewer. This contributes to the efficiency of developing these areas, and is an important point in favor of developing these areas prior to areas which would require a “pump station” for wastewater treatment. Pump stations not only use power to bring wastewater to a treatment plant, but also require considerable capital expenditures to construct.

Land which may be serviced by existing pump stations

Figure 9-1
Water Service Areas and Regional Water System
Page 1 of 2

Figure 9-1
Water Service Areas and Regional Water System
Page 2 of 2

should be developed prior to the construction of new pump stations in order to maximize the funds already spent on those facilities and avoid unnecessary expenditures.

The amount of land which may be serviced by gravity flow will not be adequate to accommodate the projected 2020 population at projected densities.

Bloomington-Normal will have to construct pump stations to allow for the provision of sewer service and subsequent development of land for the future population. Proposed pump station service areas are illustrated on Figure 9-2. The combination of the proposed gravity flow and pump station service areas reflects the growth areas identified in the regional land use plan (Chapter 7), and is more than adequate land to

accommodate the 2020 population.

Details regarding wastewater treatment plans in the urban area are provided in the

Land which may be serviced by existing pump stations should be developed prior to the construction of new pump stations in order to maximize the funds already spent on those facilities and avoid unnecessary expenditures.

City of Bloomington and Town of Normal Comprehensive Plans and the District's fifty year plan, Report on Long Range Plans for Wastewater Collection and Reclamation Services in the Bloomington-Normal Metropolitan

Area, prepared by Farnsworth and Wylie, P.C. in March of 1990.

The provision of wastewater treatment is often times the primary growth challenge faced by the smaller municipalities of the County. Alternatives for the smaller towns include public or private systems. Private sewage disposal systems should not be discounted as adequate wastewater treatment



SEWER SERVICE

OBJECTIVE

Environmentally sound wastewater treatment at a reasonable cost.

POLICY

Provide wastewater treatment service consistent with regional and individual land use planning strategies.

**Table 9.1
Summary of Bloomington-Normal Sewer Service Acreage**

Service Area	Square Miles
Existing service area (gravity)	29.78
Future service area (gravity and pump service)	13.74
Existing pump in service or available for future service	8.59
Future service area - future pump	8.91
Existing pump service - future gravity	2.57
Area not proposed for development	2.23

The need for sand filter systems is also a drawback to development in the rural areas of the County.

when these systems are functioning correctly and regularly maintained. Challenges faced by communities using solely private sewage disposal include: potential threats to water quality when the systems are old or not maintained; the restriction of growth opportunities, particularly in downtown areas, if adequately functioning systems do not exist or can not be provided; the existence of poorly drained soils in many areas of the County which restrict the use of private disposal systems or require the use of sand filters.

When possible, communities should direct growth to areas that can accommodate conventional sewage disposal systems and avoid the drawbacks of using a sand filter system. Sand filter systems are a form of private sewage disposal which is more costly than a standard septic system and may result in the discharge being classified as public when it exceeds certain levels. In these cases, a permit may be required which would hold the property owner, homeowner's association, or municipality responsible for regular sampling and testing of waste for federal contaminant levels. This monitoring can be costly and holds the potential of becoming a significant liability to the permit holder. For a period, the State of Illinois halted the use of sand filter systems due to litigation claiming they did not provide adequate treatment. As a result, additional treatment ("tertiary") is required with these systems, adding to their cost.

Ultimately, this provides additional rationale for limiting the amount of rural growth and for encouraging compact and contiguous growth in the urban areas of the Region. The three recommended rural growth areas, discussed in Chapter 7, contain poorly drained soils that often require sand filters. This is one of the consequences of preserving farmland by directing growth to areas with poorly drained soils. The need for sand filter systems is also a drawback to development in the rural areas of the County.

Public sewer services provided in some of the smaller towns, and may become an option for others, including Downs, Towanda, Hudson, and some rural areas with the construction of the new Bloomington-Normal Wastewater Reclamation District plant in Randolph Township. This is perhaps the only method by which these smaller towns could obtain public wastewater treatment in a cost effective manner and would allow them considerably more growth potential. This benefit also raises some concerns and challenges, which are discussed later in this chapter. Finally, smaller communities should consider the potential of alternative treatment methods such as constructed wetlands, which is one of the "Priority 3" strategies listed in this chapter.

Figure 9-2
Public Sewer Service
Page 1 of 2

Figure 9-2
Public Sewer Service
Page 2 of 2

Schools

Providing public education to the community is one of the most important and expensive community services. In McLean County this service is provided by special taxing districts. The Region's school district boundaries and existing and proposed schools are illustrated on Figure 9-3.

Financing public education is a great challenge facing this Region. This is particularly true for high growth districts, which must maintain high standards of education for increasing numbers of students. This is the primary challenge for McLean County Unit District #5, which serves the area with the greatest amount of growth in the Region- past and projected. Other districts which have been or may become challenged with growth include: Tri-Valley Unit District #3, Gridley Unit District #10, Lexington Unit District #7, Heyworth Unit District #4, LeRoy Unit District #2, and Olympia Unit District #16. Areas of the Region facing stable or possible declining populations may be faced with the equally difficult task of a stagnant or declining tax base to support public education. Local comprehensive plans provide an important framework for consideration by school districts in developing detailed plans and projections of individual district needs.

In addition to providing education, school districts should consider how the maintenance and development of school facilities will impact the overall

community. In the neighborhoods of the urban area and the smaller municipalities alike, schools serve as community and neighborhood activity centers. The most desirable location for school sites is therefore at the centers of the respective service areas. In addition to placing a school at the center of its service area, developing schools in conjunction with neighborhood parks facilitates the goal of establishing the school as a neighborhood center.

School districts must not lose sight of the older, central city schools in the face of the great challenge of servicing the expanding population. The older neighborhood schools are often times smaller and less efficient than larger, more modern schools. This lack of maximum efficiency must be balanced with the consideration that these schools play an integral role in the smaller municipalities and older neighborhoods of the Region. Urban revitalization efforts should be supported by the local school districts to, among other things, raise property values and assist with financing public education in central city neighborhoods. The great challenges facing local school districts will be assisted by working with other local governments to ensure school planning is consistent with community land use, transportation, and other plans.

SCHOOLS

OBJECTIVE

Modern schools which offer an excellent education, operate efficiently, and contribute to healthy communities.



POLICY

Cooperate with school districts to establish well equipped and properly staffed schools at appropriate locations which function jointly as centers of education, recreation, and community activity, and which are consistent with local and regional land use and transportation plans.

PARKS AND RECREATION

OBJECTIVE
Ample parks and open space connected by greenways and trails

POLICY
Encourage the development of parks, greenways, and recreational trails consistent with locally adopted plans.



Parks and Recreation

Maintaining adequate levels of parks and open space for conservation and recreation is essential for maintaining a high quality of life in the face of high growth. Residents throughout the nation have expressed their support for land conservation and parks through the approval of seventy-two percent (72%) of the 240 measures that were on state and local ballots in 1998 (Economic Benefits of Parks and Open Space, Public Investment, American Planning Association, September, 1999). Parks and open space play a key role in revitalizing urban areas and neighborhoods, protecting the environment, boosting tourism, promoting economic development, attracting investment, and providing health and recreation opportunities.

Considerable effort has recently been given to the formation and implementation of plans for the provision of parks and open space in McLean County. These include locally adopted comprehensive plans, the City of Bloomington's Comprehensive Parks and Recreation Plan, and the McLean County Regional Greenways Plan. A community should have a total of at least ten acres of parkland per 1,000 persons, according to the National Recreation and Park Association. Local comprehensive plans have set goals of providing this amount of

park space. In addition, the same standards recommend twenty acres of regional parkland for every 1,000 persons who reside in the County.

Approximately 450 additional acres of regional park land will be needed over the next twenty years. Regional parks and open space include the County owned COMLARA and West Parks, the City of Bloomington owned parkland at Lake Bloomington, the Moraine View State Park, state-owned land at Funk's Grove, a not-for-profit nature center and accompanying trails at Funk's Grove, and the Parkland Foundation's Merwin

Approximately 450 additional acres of regional park land will be needed over the next twenty years.

Preserve adjacent to the Mackinaw River. The total acreage for the publicly owned lands is approximately 2,900 acres. Considering the projected County population of approximately 168,000 persons, this total is about 450 acres short of the total needed to meet the National Park and Recreation Standard in the year 2020.

The 1994 comprehensive plan for McLean County recommended the development of recreational sites or public open space in several areas, the most prominent being 1) an area in the northwest part of the County; 2) a site along the Mackinaw River northwest of Colfax; and 3) the area adjacent to Funks Grove. (See Figure 9-3.) Several other areas with less productive soils in the County, flood plains, and tree

Figure 9-3
Existing And Proposed Parks, Trails, and Schools
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Figure 9-3
Existing And Proposed Parks, Trails, and Schools
Page 2 of 2

cover offer opportunities for parkland or public open space. (See Figure 9-3.) Future reclamation of gravel pits also offer the opportunity for regional recreational facilities. The recently established grant program from the State of Illinois for the purchase of land for public parks and open space provides an excellent opportunity to implement plans

for the acquisition of regional recreational facilities.

Continuing progress in carrying out the McLean County Regional

Greenways Plan will help meet future needs for regional parks and open space. Figure 9-3 illustrates planned greenways according to local comprehensive plans and the Regional Greenways Plan. These greenways offer an excellent method to provide an alternative mode of transportation, link regional and local parks and open space, spur economic development, and protect the natural environment.

Solid Waste

McLean County's solid waste is managed through a variety of public and private collection and disposal systems. Bloomington and Normal provide public collection and dispose of the waste through a local, privately owned transfer station. The smaller municipalities

generally contract with a private hauler for collection, who then disposes of the waste at either the local transfer station or landfills located in adjacent counties.

The McLean County Integrated Solid Waste Management Plan, adopted in 1992 and updated in 1997, provides details regarding waste management and disposal in McLean County. The plan recognizes the need to continue to facilitate residential and commercial waste reduction

and recycling, residential composting of landscape waste, construction and demolition debris recycling, the need for education and disposal options regarding household hazardous wastes, and educational programs to promote waste reduction and recycling. The plan also recommends the landfilling of wastes that can not be recycled.

The Five-year Update recognizes that the need for a landfill is and should be determined by market forces, and that the current method of transferring wastes to landfills outside of the county is an economic reaction to the regionalization of landfill operations throughout the nation.

Currently, the only detriment to this system is that it does not generate funding for the implementation of the Region's

Continuing progress in carrying out the McLean County Regional Greenways Plan will help meet future needs for regional parks and open space.

SOLID WASTE

OBJECTIVE

Economically efficient and environmentally sound solid waste collection, reuse, recycling, and disposal.

POLICY

Provide continued support for the implementation of the McLean County Integrated Solid Waste Management Plan.

**FIRE, POLICE, AND
EMERGENCY
SERVICES**

OBJECTIVE

Prompt and efficient fire, police, and emergency services.

POLICY

Facilitate coordination and development between fire, police, emergency service providers and population centers to enhance the level of service provided to the community.



solid waste plan. The state law which provides a mechanism for funding the implementation of solid waste plans should be amended to address this issue. The solid waste plan is currently implemented through an intergovernmental agreement with Bloomington, Normal and the County and the McLean County Regional Planning Commission with subsequent contract with the Ecology Action Center, a local not-for-profit environmental education center.

Fire, Police, and Emergency Services

Fire, police, and emergency services are provided to the Region by a variety of agencies, including local police and fire departments, the McLean County Sheriff's Department, fire protection districts with volunteer firefighters and emergency medical technicians, and private ambulance services. Mutual aid agreements allow communities to take advantage of and offer assistance to each other in times of need. Local comprehensive plans review and plan for fire and police protection in Bloomington-Normal and several of the smaller municipalities.

The Countywide E-911 system provides a central location to receive calls for medical, fire, and police assistance. Efforts are underway to establish an enhanced E-911 system that would automatically identify a callers location. Figure 9-4 illustrates the medical, fire, and police service area boundaries established by the E-911 system.

Calls to E-911 trigger a response by the appropriate service area provider.

One challenge that currently faces the Region is to maintain an adequate number of fire protection and emergency service technician volunteers for rural areas and smaller municipalities. This comes partially as a result of people commuting to the urban area for work from the rural area and smaller municipalities and thereby not having as many capable volunteers within adequate proximity during the daytime. This becomes particularly important with an increasing number of elderly persons at home during the day. Some of the smaller communities have also been challenged with a lack of adequate private ambulance service. Intergovernmental cooperation will be essential in addressing this need.

Smaller communities must also remain cognizant of the need for adequate water supply for fire protection services, and the need to capitalize fire, police, and emergency service vehicles and facilities in the face of growth.

A potential need for the Region is for an expansion of the McLean County jail. The average daily population for the jail has increased from 189 in 1995 to 218 in 1999. Alternatives being considered to address this need include hiring a consultant to study the issue and implementing programs aimed at reducing the inmate population. The funds that are being spent on housing inmates outside the County, for a potential consultant, and for the

Figure 9-4
Emergency Service Network
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Figure 9-4
Emergency Service Network
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potential jail expansion are costs of growth that point to the need for sensible, cooperative planning that would minimize the negative social impacts of a growing region and communities.

Public Utilities

Public utilities, including natural gas, electricity, telephone and other communication services, are provided by private utility companies. These organizations conduct their own planning to ensure the provision of reliable service to the community. Local governments maintain communication with utility companies as new areas develop and older areas require maintenance or improvement of service. Communication and education are important methods to assure that services are provided with minimal impact to the community.

Resources

Intergovernmental cooperation and communication is an extremely important resource in the provision of community facilities and services. Currently, the Region maintains a high level of cooperation and communication which helps ensure that facilities and services are not duplicated and are provided as efficiently as possible. Joint meetings of elected and appointed officials, informal local staff meetings, and cooperatively funded efforts, such as the Enterprise Zone and recycling education are all excellent examples of cooperative programs

that have improved efficiency and quality of life. Organizations such as the McLean County Mayor’s Association have become valuable resources in cooperatively addressing common issues.

Grants and low-interest loans are another resource which the Region must diligently seek in order to maximize quality of life and minimize the financial burden on local taxpayers. Grant opportunities should be continually researched to ensure that potential resources are not overlooked. Intergovernmental cooperation and planning play a key role in enhancing the Region’s likelihood of obtaining grants and low-interest loans. Effective cooperation requires considerable effort and mechanisms should be investigated to maintain and further existing cooperation in the provision of facilities and services.

FUTURE FACILITIES AND SERVICES

Challenges and Opportunities

Major challenges and opportunities facing the Region include striking a balance between efficient and effective service delivery; maintaining equity and maintaining local identities with service areas expanded, and funding the delivery of services.

PUBLIC UTILITIES

OBJECTIVE

Efficient and reliable provision of public utilities in harmony with the local environment and community.

POLICY

Cooperate with utility companies to ensure the efficient provision of appropriate levels of service to existing and developing areas.

The primary challenge for the Region is to strike a balance between providing needed community facilities and services for existing and future population, while not overextending these services to the point of encouraging inefficient, low-density development.



Striking a Balance

The primary challenge for the Region is to strike a balance between providing needed community facilities and services for existing and future population, while not overextending these services to the point of encouraging inefficient, low-density development. Not providing adequate facilities and services decreases the attractiveness of the community and thereby slows growth. Conversely, overextending services could stretch the financial capacities of local governments and result in unattractive development to people and business, and at the same time, reduce the resources needed to implement strategies designed to provide other amenities and address other important issues.

Striking this balance may be very difficult because it is typically more efficient in the short run to extend facilities and services beyond what is currently needed. For example, if a pump station is needed to allow for land development for an expanding population, it is often more efficient to locate and design the pump station to serve a much larger area than the proposed development. It may also appear to be more cost effective to locate and design the pump station to serve an area much larger than the growth areas identified in comprehensive plans. While this maximizes the service area of the pump station, in the long run it could be more costly due to the less efficient development that could be encouraged by the

extensive service area. Sensible growth might balance the construction of the pump station with firm adherence to locally adopted land use plans and other possible growth management strategies, such as transfer or purchase of development rights programs to help ensure an attractive and efficient rate and extent of development of the area.

The regionalization of the Bloomington-Normal Water Reclamation District presents a similar challenge. As previously indicated, the potential now exists to provide public sewer service to a wider area, including several of the Region's smaller municipalities. This is clearly a positive opportunity for these towns to grow and prosper, but could encourage low-density development in between Bloomington-Normal and the smaller towns if appropriate policies are not in place.

Maintaining Equity

Concerns have also been expressed regarding the potential inequities of development costs which could result from expanded regionalization. If these concerns are real or perceived, efforts must be made to address the situation to ensure that the cooperative spirit of the Region continues to thrive.

Maintaining Local Identities

Another area of concern is the potential of the smaller towns being completely incorporated into the urban area, thereby losing their distinctive and attractive identities. This has indeed been

the case in other growing metropolitan areas such as Chicago, where once unique farm villages have become swallowed up by the growing suburbs. Sensible growth would allow for the healthy growth of all communities, yet implement strategies to clearly define the communities and enhance their role as an independent villages with distinctive characters.

Funding Service Delivery

The funding of community facilities and services will always be a challenge of primary concern in both the expanding and the less dynamic areas of the Region. As previously indicated, intergovernmental cooperation and communication can only help in alleviating this concern and encourage maximizing the efficiency of providing services. Several strategies recommended in this and other chapters of this plan would result in mechanisms which would extend the level of intergovernmental cooperation and should be fully considered as the Region potentially reaches

new levels of growth in the 21st century.

Priority Strategies

The Priority 1 strategies for community facilities and services are a regional water system, investment in existing water systems, and intergovernmental cooperation and agreements to guide growth and the delivery of services. (See Table 9.2.) The regional water system strategy is connected with the number 1 strategy for the natural environment (Chapter 2). It recommends that an implementation plan be formed for the proposed system. This plan might result in a low-level continuation of the steering committee that has guided the regional water system research and planning to date. It might also propose a plan of action, including proposed timing and funding of general design and cost estimates for the regional system and the transition from the existing to a regional system.

Investment in existing water systems recognizes that it is

PRIORITY ONE STRATEGIES

- Regional water system
- Investment in existing systems
- Intergovernmental cooperation and agreements

Table 9.2
Evaluation Of Priority 1 Strategies For Community Facilities And Services
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Regional water system	Develops an implementation plan for a regional water system.	Furtheres existing efforts and results in sound planning for future water supply and treatment.	Time and effort required by staff and committee members.
Investment in existing systems	Continues reasonable levels of investment in municipal water supply, treatment, and distribution systems.	Maintains existing water systems.	None.
Intergovernmental cooperation and agreements	A legal contract between two or more units of government, which may include boundary agreements, to address issues which cross jurisdictional boundaries, or otherwise are of mutual interest. Considers cooperative financing of major community facilities.	Can address issues of jurisdiction, including annexations, economic development, planning and regulatory measures, service provisions, taxation, etc. Minimizes competition for limited state and federal loans and grants.	Difficult to reach agreements on the many issues required to achieve maximum effectiveness. Administratively, may be difficult or impossible to implement concept.

PRIORITY TWO STRATEGIES

- Land dedication
- Greenways and trails
- Support existing system
- Enhanced communication
- Cooperative bidding

not necessary to begin immediate implementation of the regional water system and that it is necessary and prudent to continue a reasonable level of investment in the existing water systems used by local governments.

The third priority 1 strategy expresses support for intergovernmental cooperation and agreements for guiding growth and in the provision of community facilities and services. This strategy may address a myriad of issues and at times may be difficult to implement due to the need for constant, effective communication and to the possibility of administrative barriers. Nonetheless, the potential effectiveness of intergovernmental cooperation is recognized in addressing regional issues, including the potential of

cooperative financing of major community facilities. As indicated, intergovernmental cooperation maximizes the Region’s competitiveness in obtaining state and federal grants and loans and also results in cooperative community planning.

The priority 2 strategies are land dedication for schools; support for greenways and trails; support for the regional wastewater treatment system; enhanced communication between rural subdivisions and government agencies; cooperative bidding for solid waste services in rural subdivisions and support for the joint solid waste disposal contract in Bloomington-Normal. (See Table 9.3.)

Priority 3 strategies include support for the provision of mixed recyclables processing

Table 9.3
Evaluation Of Priority 2 Strategies For Community Facilities And Services
 McLean County, Illinois

Strategy	Explanation	Advantages	Disadvantages
Land dedication	Requires appropriate land dedications of sufficient size to meet future needs for schools.	May assist schools in establishing desirable locations within the community.	Cost to developers.
Greenways and trails	Provides support for the creation of regional greenways and trails. Could require developers to provide a minimum of 15 feet of right-of-way for construction of separated bike trails consistent with County policies and adopted plans. Seeks funding, including grants, for bike trail construction.	Allows for future bike trail development in rural areas.	Funds required from local governments for trail development and expense from developers for right-of-way.
Support a regional wastewater treatment system	Provides for cost/benefit monitoring and service extensions consistent with existing local government land use plans.	Provides a working group representing local governments to review data and make suggestions regarding future growth and service areas.	Difficult to obtain data and achieve consensus.
Enhanced communication	Establishes contacts in rural subdivisions, such as homeowner association presidents, for McLean County Sheriffs Department and other agencies.	Enhanced police, fire, and emergency service protection.	None
Cooperative bidding	Facilitates the cooperative bidding for solid waste disposal in rural subdivisions and other rural areas. Supports existing joint bidding of solid waste disposal in Bloomington-Normal.	Allows solid waste vendors to enter into long term disposal contracts with rural subdivisions and justify purchase of smaller disposal trucks which meet weight limit guidelines. May result in less expensive disposal prices for residents.	Commits residents to a long term contract with one solid waste disposal company. Requires a level of organization, perhaps by homeowners association, to bid services at a subdivision level.

by local, private companies; the investigation of alternative methods of treating wastewater from smaller municipalities; the public purchase of land for regional parks and open space; the monitoring of enrollment and service area projections for schools; education for the community regarding necessary tree trimming and the use of “utilitrees”; and enhanced communication between local governments and utility companies. (See Table 9.4.)

Other Identified Strategies

Seventeen other strategies are listed in Table 9.5. These include several potentially viable recommendations that could assist with the efficient provision of facilities and services that should be considered as needs and resources dictate.

PRIORITY THREE STRATEGIES

- Recycling processing
- Alternative wastewater treatment methods
- Public land purchase
- Enrollment & service area projections
- Education
- Enhanced communication (public utilities)

<p align="center">Table 9.4 Evaluation Of Priority 3 Strategies For Community Facilities and Services McLean County, Illinois</p>			
Strategy	Explanation	Advantages	Disadvantages
Recycling processing	Supports efforts of private companies to provide the processing of mixed recyclables.	Allows local municipalities to collect mixed recyclables, thereby increasing efficiency of system and convenience for residents.	None.
Alternative wastewater treatment methods	Supports efforts to investigate alternative methods of municipal wastewater treatment for smaller towns, including constructed wetlands.	May provide cost effective methods for treating wastewater in smaller towns.	Staff time and costs required to research alternative methods. Alternative methods may not be proven or currently allowed.
Public land purchase	Cooperative purchasing of property for regional parks consistent with locally adopted plans.	Provides regional parks and recreation areas. Creates transition between residential growth and natural resource preservation areas.	Funds for purchase of land.
Enrollment & service area projections	Closely monitors enrollment and service area requirements.	Assists in planning for necessary facilities.	Staff time.
Education	Supports efforts to educate the community on the necessary trimming of trees near power lines and the planting of "utilitrees"	Reduces potential conflict regarding the trimming of trees.	Costs for educational programs.
Enhanced communication (public utilities)	Supports enhanced communication between local governments and utility companies to ensure the efficient provision of adequate utilities to existing and developed areas of the community	Assists utility companies to plan for the provision of necessary services.	None.

Table 9.5
Explanation Of Other Identified Strategies For Community Facilities and Services
 McLean County, Illinois

Enhanced communication for rural services	Breaks rural areas of County into several districts to enhance communication between service providers and rural residents (police, fire, emergency services, garbage, other)
Impact fees	Exact fees from developers proportionate to the added costs for public services needed to serve the respective developments.
Urban buffer areas	Designation of areas at the fringe of urban growth areas (or boundaries) that may be suitable for urban development after the planning period.
Urban service areas	Identifies areas within which urban services will be made available within a given time frame as determined by law or annexation agreement. May require urban standards to be met throughout the county to discourage urban development outside planned growth areas.
Wellhead protection	Established wellhead protection areas around well water supplies.
Incentives	Provides incentives to encourage urban revitalization, such as reduced tap-on fees.
Density bonuses	Allows projects to be developed at higher densities than normally permitted when certain conditions of site selection or design are met.
Education and outreach	Publicizes planning concepts and features of the plan through newsletters, news media other education programs, and interactions with local governments and various special interest groups.
Growth management regulations	Regulates the rate and location of development. May require public services, such as water, sewer, roads and schools to be in place prior to approval of development projects.
Activity centers	Promotes the development of school sites as part of community activity centers, including parks and recreational centers
Land dedication	Requires rural subdivisions to provide land for parks or a fee in lieu of parkland.
Cluster development and conservation subdivisions	Requires houses to be grouped close together on smaller lots to protect open space and creates a transitional area between farms and residential areas.
User fees	Considers the adoption of user fees for solid waste disposal.
Volume based user fees	Researches the potential of charging households for solid waste disposal based on the volumes of waste disposed.
Waste reduction and recycling education	Continues support for current recycling education program.
"Adopt a cop"	Supports existing efforts of the McLean County Sheriff's Department to enhance services to smaller communities by assigning an officer to a smaller town.
Volunteer recruitment	Recruits potential volunteers for fire protection and emergency services.



IMPLEMENTATION

INTRODUCTION

This comprehensive plan has outlined regional goals, objectives, policies, strategies and functional plans for sensible growth in McLean County through regional cooperation. The implementation element of the comprehensive plan provides direction for the follow-up actions that will be required to carry out the plan. It identifies the approach used to determine priorities and actions to be pursued in support of those priorities.

The Implementation Element is approached in a similar manner to that of other plan elements presented in the previous chapters of this report. It begins with a review of the current situation to identify resources, challenges and opportunities for implementing the Regional Comprehensive Plan. It also presents and evaluates strategies for implementation, some of which have been reflected throughout this report. And finally, it presents a plan that considers the

actions and responsibilities necessary to implement top priorities.

CURRENT APPROACHES AND RESOURCES

Regional Approaches

The local governments of the McLean County Region have a long history of cooperation in addressing many issues that pertain to economic and community planning, development and management. Area governments have cooperated in transportation planning and development for more than thirty years. This has ensured the continued availability of federal transportation funding for the Region. Bloomington and Normal currently fund the local share of the Bloomington-Normal Public Transit System (BNPTS) and participate as members with BNPTS, McLean County, Bloomington-Normal Airport Authority, Illinois Department of Transportation, and McLean County Regional Planning Commission on the

COMMUNITY VISIONS

- Increased intergovernmental cooperation
- Permanent structure or system for the review, update and implementation of community visions

Transportation Technical and Policy Committees of the McLean County Transportation Study. Regional cooperation in the development of bikeways has recently been extended to the smaller municipalities of Chenoa, Lexington, Towanda and McLean with the approval of the intergovernmental agreement for developing the Route 66 Bikeway in conjunction with Bloomington, Normal and McLean County.

Economic development is another important area of regional cooperation in McLean County. The local governments support and participate in the activities of the regional economic development organizations that operate under the McLean County Chamber of Commerce and that provide many community and economic development services, including business retention and recruitment programs.

Bloomington and Normal also jointly formed the enterprise zone which has brought significant economic development that has been a major benefit to the region.

Another important area of intergovernmental cooperation has been in the regulation of subdivision development. Bloomington, Normal and McLean County recently completed a joint review and revision of their subdivision ordinances to make them more up-to-date and consistent in form and content. As a result, the

ordinances provide more uniform standards for development in the Region.

Regional cooperation in the implementation of a number of other plans and programs can be cited as well, including emergency services, geographic information systems and law enforcement and administration.

Local Approaches

In addition to the regional implementation approaches noted above, local governments also rely on a number of locally applied methods as well. Comprehensive plans identify development policies in a number of

The local governments of the McLean County Region have a long history of cooperation in addressing many issues . . .

communities, and zoning ordinances are in use by many local governments to regulate local land uses. (See Chapter 7.) Service extensions are also determined on a local basis. Annexation agreements are used by Bloomington and Normal to provide services and zoning and subdivision approvals when requirements are met. Normal requires the dedication of land for school sites, and Bloomington and Normal require land dedication for parks and trails.

Resources

A major implementation resource is the advanced state of local and regional planning and cooperation that currently exists

REGIONAL GOAL

A practical guide for considering methods and procedures to implement identified priority strategies.

here. The history of regional and intergovernmental cooperation in McLean County has produced many benefits that lend support for further cooperation toward meeting the objectives of this plan. In addition, the existing plans and ordinances present policies that were considered in the development of this plan and that provide a sound basis for further advancements.

The Region’s economic prosperity is also a very important implementation resource. The strong commercial/industrial base, combined with low unemployment and high effective buying income (Chapter 4) provides tax revenues that can and do support a wide range of services and amenities. The plan can serve as an important guide for the wise use of economic resources to help sustain the Region’s high quality of life.

CARRYING OUT THE PLAN

Challenges And Opportunities

Major challenges and opportunities for the implementation of the plan include prioritizing strategies, developing implementation plans to identify specific actions and responsibilities, monitoring progress, and keeping the plan current.

Prioritizing Strategies

To be an effective guide for the allocation of resources requires the prioritization of planning strategies. It is not realistic to expect that the approximately 200 planning strategies identified by the plan subcommittees

A major implementation resource is the advanced state of local and regional planning and cooperation that currently exists here.

will all be implemented within any reasonable time frame. Therefore, determining priorities will be necessary in order to provide focus and direction for the allocation of resources. Effective prioritization of strategies will provide an opportunity to achieve some important accomplishments in support of the community visions and regional goals and objectives.

Developing Implementation Plans

Once priorities are established, the next challenge will be to develop more detailed plans for the implementation, or at least consideration, of specific high priority strategies. These plans will need to consider what actions are necessary to implement the strategies and in general what types of costs are involved. In some cases, it may be necessary to determine whether or not the expected benefits are likely to justify the costs of pursuing particular strategies. Responsibilities for implementation will also need to

IMPLEMENTATION PLAN

OBJECTIVE

An implementation plan that identifies actions required, responsibilities and estimated time lines, costs and funding to implement high priority strategies.

POLICY

Encourage broad-based participation in the identification of implementation priorities.

MONITORING

OBJECTIVE

A system for monitoring progress in meeting plan objectives.

POLICY

Encourage periodic reviews and updates of the plan and its provisions.

be identified. Developing implementation plans that address these and any other relevant factors, however, will provide an excellent opportunity to move the plan forward toward meeting the stated objectives.

Monitoring Progress

Another important challenge will be to develop an effective system for monitoring progress made toward carrying out the plan. Such a system would not only provide important motivational feedback, but more importantly, provide a means to evaluate the effectiveness of the implementation plan(s) and make any necessary adjustments. Such a system will enhance opportunities for successful implementation of the plan.

Keeping The Plan Current

Keeping the plan current is a difficult challenge in a high growth region like McLean County. In the past, it has not been uncommon for area plans to be out-of-date before they could be printed. This is due in part to the strong development pressures that growth brings, and in part to the varying levels of commitment to the comprehensive plans. The cooperative and regional approach employed in developing this plan should strengthen commitment. Nevertheless, the passage of time and changing circumstances will

continue to dictate a need for periodic revisions and updates to the plan.

An effective method for monitoring and incorporating changes will be needed for the plan to continue to be of value. This is related to and should be done in concert with the monitoring of progress described above. However, additional provisions should be made for periodic updates of a more substantial nature to include a comprehensive review and reprinting of the plan as has been done in the past. This will help ensure that the plan continues to be an effective decision making guide.

Strategies

Five strategies were selected by the Implementation Subcommittee for use in implementing the Regional Plan based on the evaluation presented in Table 10.1. The first strategy is for the subcommittee chairs (EAC) to rank by element the key strategies (fourteen maximum) that had been identified separately

***The Region's
economic
prosperity is also a
very important
implementation
resource.***

by individual subcommittee members for their respective subcommittees. The second strategy is for the Implementation Subcommittee to identify priority

levels for consideration based on the EAC rankings. These first two strategies were completed earlier as part of this planning process and were the basis for

determining the priority strategies illustrated throughout this document.

The third strategy is to develop implementation plans to identify specific actions, responsibilities, estimated time lines, general costs and funding that will be required to consider implementing priority 1 strategies. These plans are addressed in the final section of this chapter and document.

The fourth and fifth strategies are to be carried out after the plan has been adopted and been in use. The fourth strategy is for McLean County Regional Planning Commission in cooperation with other responsible agencies to perform

annual reviews of the progress made in implementing priority 1 strategies. It also provides for the preparation of brief annual reports on the findings of the reviews.

The fifth and final implementation strategy is to provide major five-year updates of this Regional Comprehensive Plan. These updates would provide for the review and update as needed of data, goals, objectives, policies, strategies and plans in order to help maintain maximum effectiveness.

Plan

The implementation plan focuses on priority 1 strategies. It includes a separate plan outlining

To be an effective guide for the allocation of resources requires the prioritization of planning strategies.

Table 10.1
Evaluation Of Strategies For Implementation
McLean County Regional Comprehensive Plan

Strategy	Explanation	Advantage	Disadvantage
EAC rankings by plan element	Each subcommittee chair ranks the priority strategies within each plan element.	Helps ensure inclusion of all plan elements in highest rankings. Expands the level of public participation in the implementation element of the plan. Subcommittee chairs have been involved throughout the process with both their individual subcommittees and with the other subcommittee chairs through the EAC. Provides a reasonably sized working group consistent with the scope of this plan and the number of participants in other subcommittees.	Rankings will most likely reflect a compromise. Some strategies may be difficult or impossible to implement, regardless of priority. Some EAC members may have difficulty visualizing how strategies would be implemented due to limited experience in local government.
Priority levels	Implementation Subcommittee uses EAC rankings as a guide to categorize priority strategies into Priority Levels 1, 2 and 3 for implementation consideration.	Broadens collaboration between citizen and local government committees and therefore offers potential for broader base of support. Facilitates the process of keeping elected officials advised on the progress of plan development. Provides focus for the allocation of public and private resources toward meeting plan objectives.	The prioritizations and potential for implementation will be subject to the amount of resources required in relation to the amount of resources available.
Implementation plan	Identifies specific actions required, responsibilities, and estimated time lines, costs and funding to consider implementing Priority 1 strategies.	Provides information on which to base decisions that could lead to the implementation of Priority 1 strategies. Provides means to measure progress in meeting plan objectives.	Resources required to compile information. Information provided could result in decisions not to implement respective strategies.
Annual progress reports	Regional Planning Commission in cooperation with other responsible agencies performs annual reviews of progress made in implementing Priority 1 strategies, and provides brief reports on findings.	Provides a system to monitor progress and gauge effectiveness of implementation activities. Provides a basis to identify additional needs for data or course modifications. Helps maintain momentum for implementing the plan. May provide data and documentation for major 5-year updates.	Resources required to develop. The findings may not always be the desired results.

IMPLEMENTATION STRATEGIES

- EAC rankings by plan element
- Priority levels
- Implementation plan
- Annual progress reports
- Major 5-year updates

actions, responsibilities, time frames and costs and funding as appropriate for each of the comprehensive plan’s twenty-one priority 1 strategies. These strategies are highlighted in the side bar at the end of this chapter. The individual implementation plans are presented in tabular form in Appendix A, which immediately follows this chapter. Priority “two”, “three” and “other” identified strategies will also be considered as needs and resources dictate and on the priority basis established.

The implementation plan focuses on priority 1 strategies.

The approximate time frames for carrying out the implementation plans of priority 1 strategies are illustrated graphically on Figure 10-1. Seven are programmed to be initiated upon adoption of the comprehensive plan and five others are to be started within the first year following adoption. Two others are ongoing as needed. The times of initiation were determined to a large degree by the individual rank, but cost and relative ease or difficulty were also factors considered. These factors will also play a major role in the ability to adhere to the schedule developed. Nevertheless, the implementation schedule is an important aid in programming follow-up work activities in support of the comprehensive plan and in measuring progress toward meeting plan objectives.

Initial strategies to be addressed include:

- Developing an implementation strategy for the regional water plan
- Publicizing soil conservation programs
- Directing urban growth
- Conducting population surveys
- Encouraging housing redevelopment
- Promoting integrated land use and transportation planning, and
- Utilizing access management.

Additional strategies to be addressed within the first year after plan adoption include:

- Preparing a traditional neighborhood development ordinance (TND)
- Considering cost and revenue sharing for future economic development
- Adopting site development guidelines, and
- Considering cooperative service arrangements.

Additional strategies to be addressed within the next two to five years include:

- Preparing a farmland preservation study

Figure 10-1
Implementation Schedule For Priority 1 Strategies
 McLean County Regional Comprehensive Plan

Strategy	Year 1	Year 2	Year 3	Year 4	Year 5
NATURAL ENVIRONMENT					
Complete regional water study (2)					
Prepare farmland preservation study					
Publicize soil conservation programs					
HISTORIC PRESERVATION AND URBAN REVITALIZATION					
Prepare TND ordinance (2)					
Initiate downtown business retention/development program					
Consider urban service areas (3)					
ECONOMIC DEVELOPMENT					
Direct urban growth					
Consider cost/revenue sharing					
Enhance cooperative recruitment/retention					
Identify balanced economic development sites					
POPULATION					
Conduct population surveys					
HOUSING					
Encourage housing redevelopment					
Guide housing growth	Same as "Urban Service Areas"				
Alternative home and neighborhood design	Same as "TND"				
LAND USE					
Intergovernmental cooperation and agreements	Same as "Urban Service Areas"				
Adopt site development guidelines					
Support comprehensive planning					
TRANSPORTATION					
Promote integrated land use/transportation planning					
Utilize access management					
Develop alignment/corridor studies					
COMMUNITY FACILITIES AND SERVICES					
Regional water system	Same as "Regional Water Study"				
Invest in existing public water systems					
Consider cooperative service arrangements					
IMPLEMENTATION					
Prepare annual progress reports					
Prepare 5-year plan updates to comprehensive plan					
	= As Needed				

**PRIORITY ONE
PLANNING
STRATEGIES**

- Regional water study
- Farmland preservation Study
- Soil conservation programs
- TND ordinance
- Downtown business program
- Urban service area
- Urban growth area
- Cost/revenue sharing
- Cooperative business recruitment/retention
- Balanced economic development
- Population survey
- Housing redevelopment
- Guiding housing growth
- Site development guidelines
- Comprehensive planning
- Integrated planning
- Alignment/corridor studies
- Cooperative service agreements
- Annual progress report
- 5-year plan update

- Initiating a downtown business retention and development program
- Considering urban service areas
- Identifying balanced economic development sites
- Considering ways to provide additional support for comprehensive planning
- Preparing annual progress reports, and
- Preparing five-year updates to the Regional Comprehensive Plan.

Appendix A should be referenced for additional information regarding the implementation plans for specific priority 1 strategies.

APPENDIX A

IMPLEMENTATION PLANS FOR PRIORITY ONE STRATEGIES

Exhibit A-1
IMPLEMENTATION PLAN FOR A PROPOSED REGIONAL WATER SYSTEM
McLean County Regional Comprehensive Plan

Explanation: Reviews and updates the existing regional water plan to identify specific actions, and timelines to implement proposed regional system. This may include coordinating with jurisdictions outside McLean County that contain potential region wide water sources.

Output: Up-to-date plan of action for participants.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC, RWC	7/2000	12/2000	3.0	RSA
Coordination/Education and Outreach	RPC	7/2000	12/2001	3	RSA
Local Staff Review	B,N,C	9/2001	12/2001		
Local Committee or Planning Commission Review	B,N,C,OM	12/2001	2/2002		
Intergovernmental Agreement	B,N,C,OM	pending study	TBD		
Council/Board Action	B,N,C,OM	pending study	TBD		
Other (specify):					

Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); RWC - Long Range Regional Water Study Committee; TBD - To be determined.

Exhibit A-2
IMPLEMENTATION PLAN FOR FARMLAND PRESERVATION
McLean County Regional Comprehensive Plan

Explanation: Develops a program for farmland preservation that considers the use of zoning and subdivision regulations, agricultural and conservation easements, transfer and purchase of development rights, urban infill and revitalization, conservation subdivisions and other alternative development concepts.

Output: A report outlining a recommended program for farmland preservation.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	7/2000	10/2001	10	RSA
Coordination/Education and Outreach	RPC, NRCS, SWD	7/2000	continuing	minimal	RSA/IDOT
Local Staff Review	B,N,C	11/2001	3/2002		
Local Committee or Planning Commission Review	B,N,C,OM	4/2002	7/2002		
Intergovernmental Agreement	B,N,C,OM (TBD)	TBD	TBD		
Council/Board Action	B,N,C,OM	TBD	TBD		
Other (specify):	TBD				
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); TBD - To be determined; NRCS - Natural Resources Conservation Service; SWD - McLean County Soil and Water Conservation District.					

Exhibit A-3
IMPLEMENTATION PLAN FOR SOIL CONSERVATION
McLean County Regional Comprehensive Plan

Explanation: Publicizes information on existing soil conservation programs to increase participation.

Output: Newsletter articles, pamphlets, press releases, progress reports

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimate Costs (\$000)	Funding
Research/Analysis					
Coordination/Education and Outreach	RPC, NRCS, SWCD	8/2000	CONTINUING	5	RSA, NRCS, SWCD
Local Staff Review					
Local Committee or Planning Commission Review					
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; NRCS - Natural Resources Conservation Service; SWCD - McLean County Soil and Water Conservation District; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C).					

Exhibit A-4
IMPLEMENTATION PLAN FOR TRADITIONAL NEIGHBORHOOD
DEVELOPMENT (TND) ORDINANCES
McLean County Regional Comprehensive Plan

Explanation: Creates a model TND ordinance to provide for mixed uses and traditional neighborhood design in both infill and peripheral locations.

Output: Model TND ordinance that could be tailored to meet localized needs.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	7/2000	10/2000	10	RSA
Education/Outreach	RPC	7/2000	continuing	minimal	RSA
Local Staff Review	municipality to be determined	2/2001	9/2001		
Local Committee or Planning Commission Review	municipality to be determined	10/2001	1/2001		
Intergovernmental Agreement					
Council/Board Action	2/2002				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C).					

**Exhibit A-5
 IMPLEMENTATION PLAN FOR DOWNTOWN BUSINESS RETENTION AND
 DEVELOPMENT PROGRAMS
 McLean County Regional Comprehensive Plan**

Explanation: Focuses resources on downtowns.

Output: Business retention and development programs tailored for downtown areas.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	B, N, OM, EDC	7/2000	continuing	TBD	TBD
Coordination/Education and Outreach	B, N, OM, EDC	7/2000	continuing	TBD	TBD
Local Staff Review					
Local Committee or Planning Commission Review					
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: EDC - McLean County Economic Development Council; B - Bloomington; N - Normal; OM - Other Municipalities; TBD - To be determined.					

Exhibit A-6
IMPLEMENTATION PLAN FOR CONSIDERING URBAN SERVICE AREAS
McLean County Regional Comprehensive Plan

Explanation: Local governments agree to review zoning, subdivision and service requests for consistency with planned urban growth areas.

Output: Intergovernmental agreement between McLean County and its municipalities outlining the conditions under which development projects would be approved.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis					
Coordination/Education and Outreach	RPC	6/2003	12/2004	10	RSA
Local Staff Review	B,N,C,OM	9/2003	3/2004		
Local Committee or Planning Commission Review	B,N,C,OM	3/2004	6/2004		
Intergovernmental Agreement	B,N,C,OM	7/2004	9/2004		
Council/Board Action	B,N,C,OM				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C).					

Exhibit A-7
IMPLEMENTATION PLAN FOR DIRECTING URBAN GROWTH
McLean County Regional Comprehensive Plan

Explanation: Directs development to proposed growth areas identified in adopted comprehensive plans. Continues joint local/regional review of proposed development projects that are determined to be regionally significant. Considers the formation of a metro or regional review body for regionally significant development proposals.

Output: Annual progress reports on major development activity with recommendations as appropriate.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	7/2000	continuing		RSA
Coordination/Education and Outreach	RPC	continuing	-	minimal	RSA
Local Staff Review	B, N, C	continuing			
Local Committee or Planning Commission Review	B, N, C	continuing			
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); TBD - To be determined.					

Exhibit A-8
IMPLEMENTATION PLAN FOR CONSIDERING THE SHARING OF THE COST FOR AND
THE REVENUE FROM FUTURE ECONOMIC DEVELOPMENT
McLean County Regional Comprehensive Plan

Explanation: Considers alternatives for local governments to share development costs and revenues from property and sales taxes generated from future economic development based on an analysis of costs and benefits.

Output: Heightened awareness. Open communication.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	6/2001	12/2001		RSA
Coordination/Education and Outreach	RPC, EDC	6/2001	5/2002		RSA/IDOT
Local Staff Review	TBD				
Local Committee or Planning Commission Review	TBD				
Intergovernmental Agreement	TBD				
Council/Board Action	TBD				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); EDC - Economic Development Council; IDOT - Illinois Department of Transportation; TBD - To be determined.					

Exhibit A-9
IMPLEMENTATION PLAN FOR COOPERATIVE BUSINESS RETENTION AND
RECRUITMENT PROGRAMS
McLean County Regional Comprehensive Plan

Explanation: Supports business retention and recruitment programs carried out by the Economic Development Council of the McLean County Chamber of Commerce.

Output: Unspecified

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	EDC	Continuing	Continuing		EDC
Coordination/Education and Outreach	EDC				EDC
Local Staff Review					
Local Committee or Planning Commission Review					
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: EDC - Economic Development Council.					

Exhibit A-10
IMPLEMENTATION PLAN FOR GEOGRAPHICALLY
BALANCED DEVELOPMENT SITES
McLean County Regional Comprehensive Plan

Explanation: Identifies and promotes central city sites as well as fringe area sites for commercial and industrial development.

Output: Report on available economic development sites.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC, EDC	3/2001	9/2001		RSA, EDC
Coordination/Education and Outreach	EDC	9/2001	continuing		EDC
Local Staff Review					
Local Committee or Planning Commission Review					
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); EDC - Economic Development Council.					

Exhibit A-11
IMPLEMENTATION PLAN FOR POPULATION GROWTH STRATEGY
McLean County Regional Comprehensive Plan

Explanation: Provides for public surveys and discussions on growth alternatives.

Output: Report on findings and recommendations.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$)	Funding
Research/Analysis	RPC	7/2000	6/2001	15,000	RSA
Coordination/Education and Outreach	RPC	7/2001	7/2002	1,000	RSA
Local Staff Review	B, N, C, OM	7/2001	8/2001		
Local Committee or Planning Commission Review	B, N, C, OM	9/2001	9/2001		
Intergovernmental Agreement					
Council/Board Action	B, N, C, OM, T	10/2001	10/2001		
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; T - Townships; RSA- Regional Service Agreement (Annual funding to the RPC from B, N & C).					

Exhibit A-12
IMPLEMENTATION PLAN FOR HOUSING REDEVELOPMENT
McLean County Regional Comprehensive Plan

Explanation: Encourages redevelopment of housing in existing neighborhoods.

Output: Report identifying programs and actions that support housing redevelopment.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC, CD	1/2001	10/2001		RSA
Coordination/Education and Outreach	RPC	1/2001	Continuing		RSA
Local Staff Review		10/2001	1/2002		
Local Committee or Planning Commission Review		3/2002	4/2002		
Intergovernmental Agreement					
Council/Board Action	TBD				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); CD - Bloomington-Normal Community Development Departments; TBD - To be determined.					

Exhibit A-13
IMPLEMENTATION PLAN FOR SITE DEVELOPMENT GUIDELINES
McLean County Regional Comprehensive Plan

Explanation: Establishes requirements to protect environmental resources such as tree cover, reduce soil erosion and protect water quality in areas where non-farm residential growth is directed.

Output: Model ordinance of site development guidelines that can be tailored for use by local governments.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	7/2000	3/2001		RSA
Coordination/Education and Outreach	RPC	7/2000	Continuing		RSA
Local Staff Review	B, N, C	4/2001	6/2001		
Local Committee or Planning Commission Review	B, N, C	7/2001	9/2001		
Intergovernmental Agreement					
Council/Board Action	B, N, C, OM	10/2001	12/2001		
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C).					

Exhibit A-14
IMPLEMENTATION PLAN FOR
COMPREHENSIVE COMMUNITY PLANNING
McLean County Regional Comprehensive Plan

Explanation: Promotes public understanding and support for comprehensive planning and the provisions of comprehensive plans, including the desired locations for various land uses, transportation and community facilities.

Output: Educational programs on comprehensive plans and planning. Potential for the development of program(s) to support the implementation of locally adopted plans.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs	Funding
Research/Analysis	RPC	1/2000	6/2000	\$3000	RSA
Coordination/Education and Outreach	RPC	1/2000	continuous	\$2000	RSA
Local Staff Review	B,N,C	4/2000	continuous		
Local Committee or Planning Commission Review	B,N,C	8/2000	10/2000		
Intergovernmental Agreement					
Council/Board Action	B,N,C	11/2000	12/2000		
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; RSA - Regional Service Agreements (Annual funding to the RPC from B, N & C).					

Exhibit A-15
IMPLEMENTATION PLAN FOR INTEGRATED
LAND USE AND TRANSPORTATION PLANNING
McLean County Regional Comprehensive Plan

Explanation: Promotes appropriate densities and design around identified activity centers to allow for convenient access by alternative modes of transportation and to provide abundant opportunities for social and economic interactions. Encourages coordinated design review to ensure accessibility by pedestrians, automobiles, bicycles and transit.

Output: Education/outreach program, review of zoning ordinances, and consideration of other possible mechanisms, brief report on progress.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$)	Funding
Research/Analysis	RPC	7/2001	11/2001	3,000	RSA
Coordination/Education and Outreach	RPC	7/2001	continuous	3,000	RSA
Local Staff Review	B,N, BNPTS	12/2001	3/2002		
Local Committee or Planning Commission Review	B, N, BNPTS	3/2002	6/2002		
Intergovernmental Agreement					
Council/Board Action	B, N, BNPTS	TBD	TBD		
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; BNPTS - Bloomington-Normal Public Transit System; RSA- Regional Service Agreement (Annual funding to the RPC from B, N & C); TBD - To be determined.					

Exhibit A-16
IMPLEMENTATION PLAN FOR ACCESS MANAGEMENT
McLean County Regional Comprehensive Plan

Explanation: Uses identified access management strategies to grant or deny access.

Output: No additional output.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis		As needed	Continuing		
Coordination/Education and Outreach	RPC				
Local Staff Review	B, N, C				
Local Committee or Planning Commission Review					
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County;					

Exhibit A-17
IMPLEMENTATION PLAN FOR ALIGNMENT/CORRIDOR STUDIES
McLean County Regional Comprehensive Plan

Explanation: Provides funding for studies as needed.

Output: Reports on findings and recommendations when determined to be necessary.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	CON	As needed			TBD
Coordination/Education and Outreach	RPC				
Local Staff Review	TBD				
Local Committee or Planning Commission Review	TBD				
Intergovernmental Agreement	TBD				
Council/Board Action	TBD				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; CON - Consultant; TBD - To be determined.					

Exhibit A-18
IMPLEMENTATION PLAN FOR INVESTING IN
EXISTING PUBLIC WATER SUPPLY SYSTEMS
McLean County Regional Comprehensive Plan

Explanation: Encourages investments in existing systems at levels sufficient to keep pace with projected service area populations.

Output: No additional output.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	B, N, C, OM	Continuing	Continuing	TBD	TBD
Coordination/Education and Outreach	RPC	Continuing	Continuing		RSA
Local Staff Review	B, N, C, OM				
Local Committee or Planning Commission Review					
Intergovernmental Agreement	TBD				
Council/Board Action	TBD				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); TBD - To be determined.					

Exhibit A-19
IMPLEMENTATION PLAN FOR INTERGOVERNMENTAL COOPERATION AND
AGREEMENT IN THE PROVISION OF SERVICES
McLean County Regional Comprehensive Plan

Explanation: Assesses the costs and benefits of intergovernmental cooperation and agreements in the provision of services, including water, sewer, police and fire protection, schools and ambulance service. Considers the adequacy of existing and proposed levels of service as well as the resulting cumulative tax burden on County residents.

Output: Report on findings and recommendations.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	CON	3/2001	Continuing	40	Joint
Coordination/Education and Outreach	RPC	3/2001	Continuing		RSA
Local Staff Review	B, N, C, OM	12/2001	3/2002		
Local Committee or Planning Commission Review	C				
Intergovernmental Agreement	TBD				
Council/Board Action	TBD				
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; CON - Consultant; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C); TBD - To be determined.					

Exhibit A-20
IMPLEMENTATION PLAN FOR ANNUAL PROGRESS REPORTS
McLean County Regional Comprehensive Plan

Explanation: Provides for annual reviews and reports on progress made toward implementing the comprehensive planning strategies.

Output: Annual progress reports.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	Each Fall	Each Fall		RSA
Coordination/Education and Outreach	RPC	Each Fall	Each Fall		RSA
Local Staff Review					
Local Committee or Planning Commission Review					
Intergovernmental Agreement					
Council/Board Action					
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C).					

Exhibit A-21
IMPLEMENTATION PLAN FOR COMPLETING MAJOR 5-YEAR UPDATES OF THE
REGIONAL COMPREHENSIVE PLAN
McLean County Regional Comprehensive Plan

Explanation: Provides for a comprehensive review, update and reprinting of the Regional Comprehensive Plan every five years. Includes a review and update as needed of data, goals, objectives, policies, strategies, plans and maps. Will consider the findings of annual progress reports.

Output: Up-to-date reports on the Regional Comprehensive Plan.

Type of Action Required	Responsibility	Estimated Start Date	Estimated Completion Date	Estimated Costs (\$000)	Funding
Research/Analysis	RPC	7/2003	12/2004		RSA
Coordination/Education and Outreach	RPC	Continuing	Continuing		RSA
Local Staff Review	B, N, C	7/2003	Ongoing		
Local Committee or Planning Commission Review	B, N, C, OM	7/2004	9/2004		
Intergovernmental Agreement					
Council/Board Action	B, N, C	10/2004	12/2004		
Other (specify):					
Abbreviations: RPC - Regional Planning Commission; B - Bloomington; N - Normal; C - McLean County; OM - Other Municipalities; RSA - Regional Service Agreement (Annual funding to the RPC from B, N & C).					

APPENDIX B

TRANSPORTATION DATA SUPPLEMENT

Exhibit B - 1				
EXISTING URBAN CLASSIFIED STREET SYSTEM				
Bloomington-Normal, Illinois Metropolitan Area-1999				
McLean County Regional Comprehensive Plan				
Street Name	Local Jurisdiction	Classification	From	To
Main St. / BR 51	Normal	Principal Arterial	1900 N. Rd & Rt. 51	Division St.
Main St. / BR 51	Bloomington	Principal Arterial	Division St.	S to 55/74
Main St. / BR 51	Bloomington	Interstate	S to 55/74	Urban limits
I-55	Normal	Urban Interstate	East of Pipeline Rd.	West to 74/55
BL-55 / Veterans Parkway	Normal	Principal Arterial	I-55	General Electric Rd.
BL-55 / Veterans Parkway	Bloomington	Principal Arterial	General Electric Rd.	I-55 South
I-55 / 74 / Rt. 51	Normal	Urban Interstate	Intersection at Urban limits	Division St.
I-55 / 74 / Rt. 51	Bloomington	Urban Interstate	Division St.	BL-51 / Main St.
I-55	Bloomington	Urban Interstate	Beich Rd.	Stringtown Rd.
150 Mitsubishi Motorway	Normal	Principal Arterial	White Oak Rd.	150 / Rt 9 (Market)
Linden St.	Normal	Minor Arterial	Urban limits N of 1900 N	Division St.
Linden St.	Bloomington	Minor Arterial	Division St.	Empire St.
Linden St.	Bloomington	Collector	Empire St.	Locust St.
White Oak Rd.	Normal	Minor Arterial	Urban limit South of Rt. 150	Martin Luther King Dr.
White Oak Rd.	Bloomington	Minor Arterial	Dr. Martin Luther King Dr.	Locust St.
Beich Rd.	Bloomington	Minor Arterial	Springfield Rd.	Stringtown Rd.
Cabintown Rd.	Bloomington	Minor Arterial	Beich Rd.	Fox Creek Rd.
Fox Creek Rd.	Bloomington	Collector	Cabintown Rd./ Danbury Dr.	North of 1050 Rd.
Sale Barn Rd.	Bloomington	Minor Arterial	Rt. 51	Morris Ave.
Hamilton Rd.	Bloomington	Minor Arterial	Main St. / BR 51	E. to Ireland Grove Rd.
Hershey Rd.	Bloomington	Minor Arterial	Ireland Grove Rd.	N. to Fort Jesse Rd.
Morrissey Dr.	Bloomington	Minor Arterial	1750 East Rd	Hannah St.
Hannah St.	Bloomington	Minor Arterial	Morrissey Dr.	Oakland Ave.
Ireland Grove Rd.	Bloomington	Minor Arterial	BL 55 / Veterans Parkway	E. to Towanda Barnes Rd.
Oakland Ave.	Bloomington	Minor Arterial	Alexander Rd.	E. to Ireland Grove Rd.
Oakland Ave.	Bloomington	Collector	Alexander Rd.	Fox Creek Rd.
Macarthur Ave.	Bloomington	Minor Arterial	Gridley St.	Livingston St.
Six Points Rd.	Bloomington	Minor Arterial	Morris Ave.	Alexander Rd.
Stringtown Rd.	Bloomington	Minor Arterial	Beich Rd. (Old Rt.66)	1075 East Rd.
Springfield Rd.	Bloomington	Collector	Morris Ave.	Beich Rd.
Morris Ave.	Bloomington	Minor Arterial	Springfield Rd.	Market St.
Six Points Rd.	Bloomington	Collector	Alexander Rd.	Oakland Ave.
Crestwicke Dr.	Bloomington	Collector	BR 51 / Main St.	Alvis Rd.
Alvis Rd.	Bloomington	Collector	Crestwicke Rd.	910 North Rd.
910 North Rd.	Bloomington	Collector	Alvis Rd.	1600 East Rd.
1600 East Rd.	Bloomington	Collector	910 North Rd.	1000 North Rd.
1000 North Rd.	Bloomington	Collector	BR 51 / Main St.	1750 East Rd.
1750 East Rd.	Bloomington	Collector	1000 North Rd.	Morrissey Dr.
Capodice Rd.	Bloomington	Collector	1000 North Rd.	Woodrig Rd.
Woodrig Rd.	Bloomington	Collector	BR 51 / Main St.	Morrissey Dr.
Bunn St.	Bloomington	Collector	Woodrig Rd.	Oakland Ave.
Lafayette St.	Bloomington	Collector	BR 51 / Main St.	Morrissey Dr.
Lincoln St.	Bloomington	Collector	BR 51 / Main St.	Hershey Rd.
Grove St.	Bloomington	Collector	Mercer Ave.	BR 51 / Main St.
Mercer Ave.	Bloomington	Collector	Washington St.	Hamilton Rd.
McLean St.	Bloomington	Collector	Empire St.	Grove St.
Wood St.	Bloomington	Collector	Rt.51 / Main St.	Morris Ave.
Lee St.	Bloomington	Collector	Emerson St.	Empire St.
Lee St.	Bloomington	Principal Arterial	Empire St.	Locust St.
Lee St.	Bloomington	Collector	Locust St.	Wood St.
Locust St.	Bloomington	Collector	Towanda Ave.	Cottage Ave.
Locust St.	Bloomington	Minor Arterial	Cottage Ave.	White Oak Rd.
Washington St.	Bloomington	Minor Arterial	Hershey Rd.	Morris Ave.
Washington St.	Bloomington	Collector	Morris Ave.	Bloomington Hts. Rd.

Appendix B

Street Name	Local Jurisdiction	Classification	From	To
1350 North Rd.	County	Collector	Bloomington Heights Rd.	Urban limits (Mitsubishi extension)
Four Seasons Rd.	Bloomington	Collector	Oakland Ave.	Lincoln St.
Eldorado Rd.	Bloomington	Collector	Oakland Ave.	Lincoln St.
Prospect Rd.	Bloomington	Collector	Empire St.	Oakland Ave.
Emerson St.	Bloomington	Collector	Allin St.	Center St.
Emerson St.	Bloomington	Minor Arterial	Main St.	Towanda Ave.
Seminary Ave.	Bloomington	Collector	Allin St.	Cottage Ave.
Fairway Dr.	Bloomington	Minor Arterial	Towanda Ave.	Empire St.
Fairway Dr.	Bloomington	Collector	Empire St.	Eastland Dr.
Regency Dr.	Bloomington	Collector	Eastland Dr.	Oakland Ave.
Eastland Dr.	Bloomington	Collector	Fairway Dr.	Hershey Rd.
Empire St.	Bloomington	Principal Arterial	Towanda Barnes Rd.	Lee St.
Colton Ave.	Bloomington	Collector	Empire St.	Washington St.
Euclid Ave.	Bloomington	Collector	Washington St.	Oakland Ave.
Dinsmore St.	Bloomington	Collector	Market St.	Washington St.
Bloomington Heights Rd.	Bloomington	Collector	Wylie Dr.	Washington St.
Wylie Dr.	Bloomington	Collector	Enterprise Dr.	Bloomington Heights Rd.
Wylie Dr.	Normal	Collector	College Ave.	Enterprise Dr.
Market St.(Rt. 9)	Bloomington	Minor Arterial	East St.	Hinshaw Ave.
Market St.(Rt. 9)	Bloomington	Principal Arterial	Hinshaw Ave.	Mitsubishi /150
Fell Ave.	Normal	Collector	Willow St.	Clinton Pl.
Clinton Pl.	Normal	Collector	Fell Ave.	Clinton Blvd.
Clinton Blvd.	Bloomington	Collector	Clinton Pl.	Empire St.
Clinton St.	Bloomington	Minor Arterial	Empire St.	Oakland Ave.
Dr. Martin Luther King Dr.	Normal	Minor Arterial	Cottage Ave.	White Oak Rd.
Dr. Martin Luther King Dr.	Bloomington	Minor Arterial	White Oak Rd.	Market St.
Alexander Rd.	Bloomington	Minor Arterial	Oakland Ave.	Six Points Rd.
Towanda Barnes Rd.	McLean County	Minor Arterial	Fort Jesse Rd.	Ireland Grove Rd.
Virginia Ave.	Normal	Collector	Linden St.	Main St.
Jersey Ave.	Normal	Collector	Towanda Ave.	Linden St.
Cottage Ave.	Normal	Minor Arterial	Gregory St.	Dr. Martin Luther King Dr.
Cottage Ave.	Normal	Collector	Dr. Martin Luther King Dr.	Parkshore Dr.
Cottage Ave.	Bloomington	Collector	Parkshore Dr.	Forrest St.
Forrest St.	Bloomington	Collector	Cottage Ave.	Hinshaw Ave.
Hinshaw Ave.	Bloomington	Collector	Forrest St.	Locust St.
Hinshaw Ave.	Bloomington	Principal Arterial	Locust St.	Market St.
Parkside Rd.	Normal	Collector	Raab Rd.	Hovey Ave.
Hovey Ave.	Normal	Collector	Kingsley Ct.	White Oak Rd.
Adelaide St.	Normal	Collector	Gregory St.	Division St.
Allin St.	Bloomington	Collector	Division St.	Seminary St.
College Ave.	Normal	Minor Arterial	Mitsubishi Motorway	Airport Rd.
Gregory St.	Normal	Collector	Parkside Rd.	Cottage Ave.
Gregory St.	Normal	Minor Arterial	Cottage Ave.	Main St.
Raab Rd.	Normal	Minor Arterial	55/74/Rt. 51	Towanda Ave.
1425 East Rd.	Normal	Collector	Urban Limits	Ziebarth Rd.
Ziebarth Rd.	Normal	Collector	1425 East Rd.	Rt.51 / Main St.
Pipeline Rd.	McLean County	Minor Arterial	1900 North Rd.	I-55
Northtown Rd.	Normal	Minor Arterial	Pipeline Rd.	BR 51 / Main St.
Towanda Ave.	Normal	Collector	Northtown Rd.	Raab Rd.
Towanda Ave.	Normal	Minor Arterial	Raab Rd.	Jersey Ave.
Towanda Ave.	Bloomington	Minor Arterial	Jersey Ave.	Empire St.
Towanda Ave.	Bloomington	Principal Arterial	Empire St.	Locust St.
Towanda Ave.	Bloomington	Minor Arterial	Locust St.	Washington St.
State St.	Bloomington	Minor Arterial	Washington St.	Oakland Ave.
Royal Pointe Dr.	Bloomington	Collector	Clearwater Ave.	Empire St.
Clearwater Ave.	Bloomington	Collector	BL-I 55 / Veterans Parkway	Airport Rd.
Airport Rd.	Bloomington	Minor Arterial	Fort Jesse Rd.	Empire St.
General Electric Rd.	Bloomington	Minor Arterial	Towanda Barnes Rd.	BL-I 55
Vernon Ave.	Normal	Minor Arterial	BL-I 55	Beaufort St.

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Street Name	Local Jurisdiction	Classification	From	To
Beaufort St.	Normal	Minor Arterial	Vernon Ave.	Main St.
Mulberry St.	Normal	Minor Arterial	Maple St.	School St.
Fort Jesse Rd.	Normal	Minor Arterial	Towanda Barnes Rd.	Linden St.
Willow St.	Normal	Minor Arterial	Linden St.	Main St.
School St.	Normal	Collector	Raab. Rd.	Willow St.
Summit St.	Normal	Collector	Main St.	Linden St.
Grandview Dr.	Normal	Collector	College Ave.	Jersey Ave.
BlairDr.	Normal	Collector	Fort Jesse Rd.	College Ave.
Beech St.	Normal	Collector	Raab. Rd.	College Ave.
Shelbourne Dr.	Normal	Minor Arterial	Summit St.	BL-I 55
Old Rt. 66	Normal	Minor Arterial	Shelbourne Dr.	Urban limits

Source: 1994 Long Range Transportation Plan; City of Bloomington Comprehensive Plan; Town of Normal- Comprehensive Plan

<p align="center">Exhibit B-2 EXISTING ALTERNATIVE TRANSPORTATION ROUTES Bloomington-Normal, Illinois Metropolitan Area-1999 McLean County Regional Comprehensive Plan</p>					
Service Provider	Route Name	Local Jurisdiction	Local Origin	Local Destination	Local Terminal Location(s)
TRANSIT BUS SERVICE					
Bloomington-Normal Public Transit System	Blue-E	BLM / NOR	DT - BLM	Southgate DT Bloomington DT Normal	BLM
	Pink-D	NOR	DT - NOR	College Hills Mall County Nursing Home	BLM
	Orange-H	BLM / NOR	BLM / NOR	Eastland Mall DT Normal DT Bloomington	BLM
	Yellow-G	BLM / NOR	BLM / NOR	College Hills Mall Eastland Mall DT Normal DT Bloomington	BLM
	Green-A	BLM / NOR	BLM / NOR	DT Normal DT Bloomington	BLM
	Brown-F	BLM / NOR	BLM / NOR	College Hills Mall Eastland Mall DT Bloomington	BLM
	Red-B	BLM / NOR	BLM / NOR	College Hills Mall Eastland Mall DT Normal DT Bloomington	BLM
	Purple-C	BLM	DT BLM	College Hills Mall Eastland Mall DT Bloomington	BLM
Nite Ride	Nite Ride August to May Evenings only	NOR	NOR	College Hills Mall DT Normal Lincoln College	NOR
BICYCLE-PEDESTRIAN ROUTES					
Constitution Trail	North / South Branch	BLM / NOR	BLM / NOR	BLM / NOR	N/A
	East / West Branch	BLM / NOR	BLM / NOR	BLM / NOR	N/A
	Liberty Branch	BLM	BLM	BLM / State Farm	N/A
	Fox Creek Branch	BLM	BLM	BLM / PepperRidge Park	N/A
	Brookridge Park	BLM	BLM	BLM / Brookridge Park	N/A
	Rollingbrook Park	BLM	BLM	BLM / Rollingbrook Park	N/A
PASSENGER RAIL					
Amtrak	3 Daily -Chicago 3 Daily-St. Louis	NOR	(N)Chicago (S) St. Louis	(S) St. Louis (N)Chicago	NOR
FREIGHT RAIL					
Norfolk Southern RR	6 Trains Daily	BLM / NOR	Peoria-Variou areas East	Peoria/Variou areas East	BLM

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Service Provider	Route Name	Local Jurisdiction	Local Origin	Local Destination	Local Terminal Location(s)
Union Pacific RR					
TRUCK FREIGHT & HAZARDOUS WASTE TRUCK ROUTES					
Various	I-74	BLM / NOR	NW / NOR to SW / BLM	BLM/ NOR Area	N/A
	I-39	NOR	N of NOR	BLM / NOR Area	
	I-55	BLM / NOR	NE / NOR and SW / BLM	BLM / NOR Area	
	US Route 150	BLM / NOR McLean County	NW Normal, IL Route 9 Morrissey	BLM/ NOR Area	
	US Route 51	BLM / NOR	I-39 (N) Rt. 51 (S)	BLM/ NOR Area	
	IL Route 9	BLM	(E) Empire St. (W) Rt.9	BLM/ NOR Area	
INTERCITY BUS ROUTES (Scheduled Service)					
Illini Swallow	Daily-Peoria Daily-Champaign	BLM	East-West	Peoria Champaign	Bloomington Bus Center
Burlington Trailway	Daily-Peoria Daily-Champaign	BLM		Peoria Champaign	Bloomington Bus Center
Greyhound Service	3 Daily-Chicago 4 Daily-St. Louis 2 Daily-Peoria 2 Daily-Champaign 2 Daily-Springfield	BLM		Chicago St. Louis Peoria Champaign Springfield	Bloomington Bus Center
Peoria Charter Coach Co.	Normal to: Peoria-3 daily Pontiac-4 Daily Joliet-4 daily O'Hare-3 daily Oakbrook Mall-2 Fri. only *No Thurs. or Fri. Eve. service in summer	NOR	NOR		Bone Student Center, ISU Campus
SCHEDULED AIR SERVICE					
AirTran Airways	Atlanta, GA 3 Daily	BLM			Central Illinois Regional Airport, Bloomington IL
American Eagle	Chicago-Daily	BLM			BLM
Frontier Airlines	M-SA to Omaha & Denver Daily	BLM			BLM
Northwest Airlines	Detroit, MI 4 daily	BLM			BLM
Northwest Airlines	St. Paul, MN 3 daily 1 M-F	BLM			BLM
TransWorld Express	St. Louis, MO 5 daily 2 daily/no Sun. 3 daily/no Sat.	BLM			BLM

Exhibit B - 3

MOVEMENTS PER MINUTE FOR EXISTING TRANSIT ROUTES AND SYSTEM AVERAGE

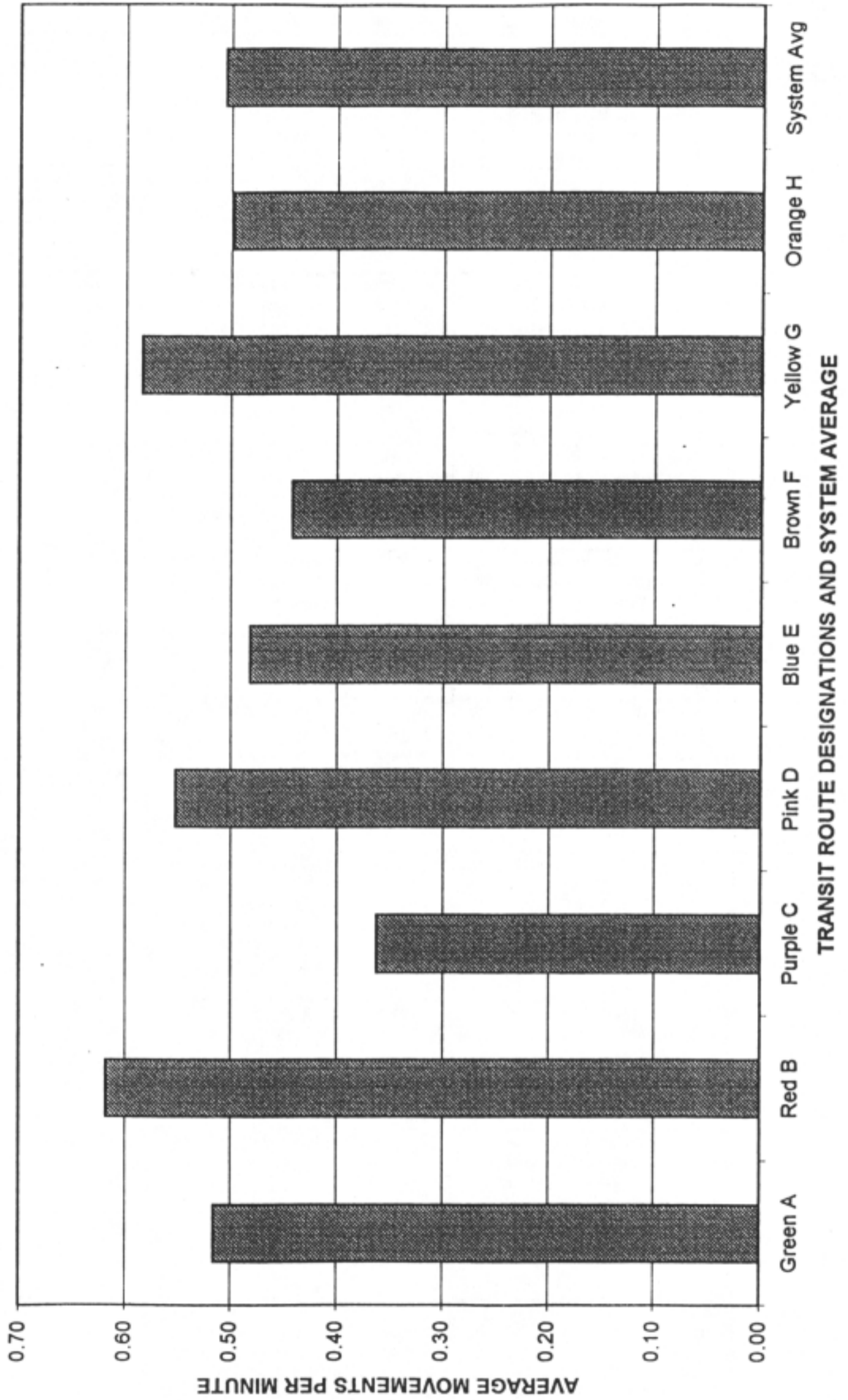


Exhibit B-4			
OTHER IDENTIFIED TRANSPORTATION STRATEGIES			
Strategy	Explanation	Advantages	Disadvantages
IDOT facilities design	Provides for the design of State of Illinois roadways to Illinois Department of Transportation (IDOT) specifications to accommodate projected traffic volumes within and between regions.	IDOT facilities are designed to high standards of safety and efficiency. Provides federal and state funding to develop area road projects.	New or improved road projects may conflict with local interests.
Information exchange program	Provides for periodic and systematic exchange of information between transportation agencies on planned short- and long-range road improvement plans and projects.	Provides a sound base of information among affected agencies. Can enhance public understanding and support for projects.	Large number of projects and agencies can make coordination difficult. Priorities and programming are subject to change.
Comprehensive planning	Includes long-range transportation plans for major internal traffic routes to support local and regional land use and development policies. Should include 25-year revenue projections.	Provides a means to coordinate local transportation planning and ensure funding eligibility. Provides a framework for corridor studies, rights of way preservation and facilities design.	Generalized in nature. Advisory only. Should reflect reasonable financial feasibility.
Local area facilities design	Provides for the design of internal streets which meet appropriate standards for their intended functions.	Helps ensure that facilities are designed to proper capacities and to proper standards for safety and efficiency.	Costs.
Transportation improvement program (TIP)	Provides a three-year listing of proposed transportation projects, costs and funding sources consistent with the comprehensive plan.	Presents a clear illustration of proposed projects and means of funding. Can be an effective means of implementing the transportation element of the comprehensive plan.	Time and resources to develop.
Corridor studies	Identifies roadway alignments from concepts illustrated on comprehensive plans and official maps. May include preliminary feasibility analysis.	The identification of specific alignments makes it possible to preserve rights of way for land acquisitions, dedications and exactions.	Costs. Jurisdictional issues. Potential opposition from land owners or the public.
Dedications	Developer or land owner dedicates land for right of way, often in exchange for other considerations.	Low or no cost way to acquire land needed for transportation right of way.	Not required unless included in an ordinance as an exaction.
Signalization	Provides traffic signals where warranted.	Provides a relatively high degree of safety at a relatively low cost.	Disrupts traffic flow on major streets.
Parking restrictions	Prohibits parking to provide additional traffic lane(s).	Low cost means to increase traffic capacity.	Reduces parking capacity. Can be a particular problem in downtown areas.
Intersection design	Provides a means to channelize traffic at intersections.	Can provide for the safe and efficient movement of greater traffic volumes.	Larger curb radii and greater distances across intersections can adversely affect pedestrian safety and convenience.
Traffic circles	Provides circular traffic islands at street intersections.	Can improve traffic flow by reducing the number and duration of complete stops required. Good safety record. Relatively low cost. Requires little or no energy to operate and maintain. Aesthetics.	Not commonly used in the Midwest. Can be intimidating to use when multiple lanes are employed or when more than two streets intersect.
Increased lane widths	Provides additional lane widths to accommodate bicyclists.	Makes streets more accommodating for bicyclists.	Added costs.
Bicycle lanes	Provides for additional widths and/or striping of lanes for bicyclists.	Makes streets more accommodating for bicyclists.	Added costs. Could increase bicycle traffic on roadways which could increase conflicts and liability issues.
Sidewalks	Provides for sidewalks on both sides of streets in urban areas.	Makes pedestrian transportation a more viable option. Reduces conflicts and safety risks.	Costs.
Pedestrian crosswalks	Provides striped or textured crossing lanes and/or signalization on major streets. Could provide curb extensions on local streets.	Makes streets more pedestrian friendly.	Costs. Can slow vehicular traffic flow.
Bus lanes	Provides dedicated lanes for buses on selected traffic arteries.	Can increase efficiency and attractiveness of bus service. Could increase transit usage with corresponding socioeconomic and ecological benefits.	Reduces lane capacity for other vehicles. May be considered less practical for smaller metro areas.
High occupancy vehicle (HOV) lanes	Provides designated lanes for ride sharing vehicles.	Potential for improved traffic flow for ride sharing vehicles. Makes ride sharing more attractive and could reduce traffic with corresponding socioeconomic and ecological benefits.	Enforcement. Reduces lane capacity for other vehicles. Less practical for smaller metro areas.

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Strategy	Explanation	Advantages	Disadvantages
Cul de sacs	Provides turnarounds in lieu of connections to other streets.	No through traffic. Perceived sense of privacy. Potentially reduced traffic near the turnaround. Apparent market demand. Can be an effective design option for certain terrain and site conditions.	Impedes traffic flow and access by emergency vehicles. Potentially higher traffic volumes away from turnarounds. Hinders trash pickup and snow removal. Increases miles driven by service vehicles.
Land use planning	Encourages and plans for compatible land uses in and around the airport such as open space buffers, ex. corn fields, recreational development, ex. golf course, and certain commercial and industrial development, ex. Fed Ex to minimize traffic and noise conflict.	Minimizes traffic and noise pollution.	Cost of maintaining the open space and recreational developments.
Airport facilities	Provides airport terminal and facilities of sufficient size and capacity to meet projected air passenger and cargo service demands.	Increased efficiency of air transportation. Potential increased ridership levels.	Cost of maintenance and improvements.
Route expansions	Developing an expanded system of on-and off-road multipurpose bicycle-pedestrian routes.	Increased bicyclists and pedestrians. Potential for increased bicycle usage and corresponding benefits.	Costs of construction of additional trail segments.
Safety awareness programs	Educates bicyclists on the rules of the road and the use of safety equipment.	Greater public awareness of safety issues.	Costs of educational programs.
Comprehensive planning	Promotes land use patterns and transportation facilities that are conducive to non-motorized travel and transit oriented design with appropriate building orientations, setbacks and density patterns at selected locations.	Improved bicycle-pedestrian designs.	Could lengthen review process of designs.
Sidewalks	Encourages walking by providing sidewalks of sufficient width on both sides of streets.	Improved accessibility. Increased bicyclists and pedestrians.	Cost of sidewalks.
Bicycle parking	Provides adequate bicycle parking at public facilities, downtowns, neighborhood shopping districts and retail centers.	Increased bicyclists.	Cost of parking facilities.
Design standards	Designs, constructs, operates and maintains bicycle facilities in accordance with the Guide for the Development of Bicycle Facilities published by the American Association of State Highway and Transportation Officials (AASHTO), the standards of the Illinois Department of Transportation (IDOT), and with the Americans With Disabilities Act.	Compliance with established guidelines.	Enforcement of standards.
Maintenance and Improvements	Improves rail crossings, sewer grates, and traffic width for on-road bicycling. Provides routine maintenance practices that include the removal of debris.	Improved transportation routes for bicyclists and pedestrians.	Cost of repair.
Bicycle racks on buses	Provides bicycle racks on buses.	Makes bicycling and transit service more attractive options for a larger segment of the population.	Added costs. Could cause some delays when loading bicycles on buses.
Truck and Hazardous Wastes Routes	Limits and designates through truck traffic to those roadways that are designed and properly constructed to accommodate large and heavy vehicles hauling freight such as marked state routes in hopes to interfere as little as possible with local traffic movements and incompatible land uses.	Lessens interference with local traffic movements and minimizes conflicts with land uses.	Restrictive for the motor carriers.
Truck route provisions	Provides proper lane widths, construction, techniques and materials for designated truck routes.	Improved truck access. Fewer conflicts.	Costs. Restrictive.

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Strategy	Explanation	Advantages	Disadvantages
Land use planning	Promotes land use planning, zoning and economic development policies that address access management, incident management, transportation demand management, and traffic operation improvements.	Improved freight efficiency.	Time.
Rail safety awareness programs	Promotes public awareness of highway-rail crossing dangers. Promotes safer driving behavior.	Potential for greater public awareness and safety.	Costs of education programs. Difficult to gauge effectiveness.
At grade crossings	Provides at grade crossings in appropriate locations to help meet traffic demands.	Facilitates traffic flow. Much less costly than grade separations.	Cost of improvements. Not as safe or efficient as grade separations.
Land use planning	Locates major industrial land uses near railroad facilities.	Improved rail freight efficiency.	Advisory only.
Route coordination	Provides route coordination between public-private agencies to ensure improved passenger mobility and accessibility to goods and services through providing safe and efficient multimodal choices.	Increased ridership levels. Improved passenger mobility and accessibility to goods and services especially for the elderly, disabled, and economically disadvantaged. Increased goods movement. Increased public-private cooperation. Increased ridership levels and transportation alternatives.	Could lengthen coordination time.
Identifying bottlenecks	Identifies bottlenecks that interfere with the efficient operation of the intermodal industry and develops, evaluates, and implements improvements needed to address these bottlenecks.	Improved intermodal connectors and structures. Increased ridership levels and goods movement. Increased access and mobility.	Costs of improvements to intermodal connectors and structures.
Use of existing infrastructure	Utilizes present rail infrastructure and improves existing facilities as needed to provide expanded service.	Reduced costs for new services.	Cost of repairing and/or retrofitting facilities and structures.
Service amenities	Provides convenient arrival and departure schedules, high percentage of on time service and clean, comfortable and well maintained passenger cars.	Increased ridership levels.	Cost of improvements. Some factors are difficult to control, such as shared track usage.
High speed rail development	Develops High Speed Rail service between Chicago and St. Louis with scheduled stops in Bloomington-Normal.	Decreased travel times. Minimizes air pollution and highway congestion. Increased transportation alternatives.	Development and marketing costs. Safety issues. Closing of some crossings.
User survey	Surveys transit users to determine how the transit system can better meet their needs.	Can help identify any areas of needed improvements. Potential for improved service and corresponding increase in ridership.	Time and cost of conducting surveys.
Transit oriented development/design (TOD)	Accommodates and supports transit service through appropriate density patterns and building and street design.	Can significantly increase the number of people who have convenient access to transit service. Could significantly increase ridership levels. Higher intensity developments could provide greater rates of return on investments for developers.	Careful planning, design and marketing required to reduce public opposition to higher intensity development in selected locations. Ordinances may need to be amended.
Infill and redevelopment	Increases development activity in central city locations.	Can increase ridership levels in areas presently served by transit without requiring additional investments.	Development needs to be transit friendly (TOD).
Sheltered transit stops	Provides structures to protect users from the weather.	Lessens the negative impact of inclement weather on the use of transit.	Added capital and operating costs.
Density bonuses	Allows higher densities for TOD.	Potential for more transit oriented developments and corresponding expansions of transit service areas and increases in ridership levels.	Careful planning, design and marketing required to reduce public opposition to higher intensity development in some areas.
Parking regulation	May reduce parking requirements and/or increase parking fees for developments served by transit. May provide free parking at park and ride facilities.	Encourages the use of transit service.	Limited parking can be a deterrent to development and redevelopment.
Service area expansions	Extends transit to developing areas that feature TOD.	Makes the use of transit an option for a larger segment of the population.	Requires TOD and acceptable ridership levels.

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Strategy	Explanation	Advantages	Disadvantages
Employer incentives	Employers provide incentives for employees to use transit, such as monthly transit passes in lieu of parking permits.	Encourages the use of transit. Can help alleviate parking shortages. Local governments could provide funding support to encourage employer participation. Federal and state incentives are already in place.	Resources required to organize and implement. Printing costs for monthly transit passes.
Bicycle racks	Provides bicycle racks at transit stops and possibly on buses as well.	Makes bicycling and transit usage more attractive options for a larger segment of the population.	Added costs. Could cause some delays when loading bicycles on buses.
Advance ticket purchases	Provides for automated ticket purchasing in sheltered public transit stations.	Makes the use of transit service more attractive by providing sheltered stations and by increasing efficiency through significantly reduced boarding times. Could increase transit ridership and corresponding social and environmental benefits.	Capital costs would most likely require initial implementation on a limited scale to test feasibility and results. Costs to print and reprint tickets.
Park and ride facilities	Makes transit connections to parking lots on the perimeter of the urban area.	Could reduce automobile traffic, congestion, parking shortages, drive times and pollution in the urban area. Could increase transit ridership.	Added costs to develop parking lots and extend transit service. Not as well suited for smaller metro areas due to the shorter drive times involved.

Exhibit B -5
ESTIMATED COSTS OF UPGRADES AND EXTENSIONS TO THE URBAN CLASSIFIED SYSTEM
(Federal Funds Anticipated)

Bloomington-Normal Metropolitan Area - 2025

MAP No.	PROPOSED PROJECT	FROM	TO	PROJECT DESCRIPTION	LOC. JUR.	APPROX. LGTH. IN FT.	CLASS.	Cost (3% Annual Inflation added)	Projected Federal Revenue	Other Revenue
C1	Towanda/Barnes	Ft. Jesse Rd.	Ireland Grove Rd.	Arterial	CTY	21,120	Arterial	5,900,000	*3,500,000	2,400,000
N1	Raab Rd.	Main St.	Towanda Av.	a. Upgrade to urban standards	NML	9,800	Minor Arterial	2,800,000	1,400,000	1,400,000
B13	Fox Creek Rd.	Veterans PKWY	1050N	a. Upgrade to urban standards	BLM	8,525	Minor Arterial	5,870,000	1,820,000	4,050,000
B12	Six Points Rd.	Morris Av.	Mitsubishi Motorway	a. Upgrade to urban standards	BLM	14,550	Minor Arterial	7,344,748	3,500,000	3,844,748
N19	Northtown Rd.	Main St.	1800E	a. Upgrade to urban standards	NML	15,500	Minor Arterial	6,426,655	1,000,000	5,426,655
B14	W. Oakland Av.	Fox Creek Rd.	Alexander Rd.	a. Upgrade to urban standards	BLM	9,810	Minor Arterial	5,101,200	2,000,000	3,101,200
N17	Towanda Av.	Shelbourne Dr.	1900N	a. Upgrade to urban standards	NML	12,200	Minor Arterial	6,059,372	4,800,000	1,259,372
B3	Mitsubishi Motorway	IL Rt. 9	Stringtown	a. Extend road facility	BLM	21,000	Minor Arterial	11,097,454	4,400,000	6,697,454
B19	Woodrig Rd.	Geneva Ct.	U.S. Rt. 150	a. Upgrade to urban standards	BLM	11,700	Collector	3,482,732	2,700,000	782,732
N18	Linden St.	Raab Rd.	1900N	a. Upgrade to urban standards	NML	10,600	Minor Arterial	3,521,491	2,800,000	721,491
N11	Enterprise Dr.	Wylie Dr.	Mitsubishi Motorway	a. Extend road facility	NML	7,100	Collector	2,698,220	2,000,000	698,220
TOTAL:								COST	FEDERAL	OTHER
								\$60,301,872	\$29,920,000	\$30,381,872
								* High Priority Funds	(3,500,000)	

Exhibit B-6
ESTIMATED COSTS OF ADDITIONAL PLANNED UPGRADES AND EXTENSIONS TO THE URBAN
CLASSIFIED SYSTEM

(Federal Funds Not Anticipated At This Time)
 Bloomington-Normal Metropolitan Area - 2025

MAP No.	PROPOSED PROJECT	FROM	TO	PROJECT DESCRIPTION	LOC. JUR.	APPROX. LGTH. (FT.)	CLASS.	COST(+3% ANNUAL INFLATION)
B1	Hamilton Rd.	Bunn St.	Commerce Pkwy.	A. Extend road facility	BLM	3,200	Minor Arterial	\$1,620,000
B2	Morris Av.	Market St.	Oakland Av.	a. Upgrade to urban standards	BLM	3,100	Minor Arterial	370,968
B4	Hershey Rd.	Eastland	Route 9	Widening	BLM	1,540	Minor Arterial	152,982
B5	East side expressway	I-74 west of the Village of Downs	I-55 west or east of the Village of Towanda	a. Construct new road facility	BLM	58,415	Principal Arterial	N/A
B6	Ft. Jesse Rd.	Airport Rd.	Towanda-Barnes Rd.	a. Upgrade to urban standards	BLM	4,350	Minor Arterial	1,083,921
B7	Streid Dr.	Ireland Grove Rd.	U.S. Rt. 150	a. Upgrade to urban standards	BLM	10,535	Minor Arterial	3,270,629
B8	Hershey Rd.	Hamilton Rd.	Morrissey	a. Extend road facility	BLM	20,750	Minor Arterial	2,697,500
B9	Morris Av.	Miller St.	Six Points Rd.	a. Upgrade to urban standards	BLM	3,950	Minor Arterial	1,027,000
B10	Morris Av.	Hamilton Rd.	Brigham School Rd.	a. Upgrade to urban standards	BLM	3,200	Minor Arterial	79,758
B11	Alexander Rd.	Six Points Rd.	Fox Creek Rd.	a. Extend road facility	BLM	3,335	Minor Arterial	1,200,269
B15	W. Washington St.	Euclid Ct.	Mitsubishi Motorway (1100E)	a. Upgrade to urban standards	BLM	7,850	Minor Arterial	4,082,000
B16	Dr. Martin Luther King Jr. Dr.	IL Rt. 9/Market St.	Intersection of Alexander Rd. and Oakland Av.	a. Extend road facility	BLM	4,600	Minor Arterial	1,428,087
B17	White Oak Rd.	Market St.	Dr. Martin Luther King Jr. Dr.	a. Upgrade to urban standards	BLM	4,850	Minor Arterial	1,745,519
B18	Jumer Dr.	Existing Jumer Dr.	Hershey Rd.	a. Extend road facility	BLM	2,700	Collector	876,411
B20	Bunn St.	Lafayette St.	Woodrig Rd.	a. Upgrade to urban standards	BLM	6,900	Collector	2,054,202
B21	Brigham School Rd.	Morris Av.	Main St.	a. Upgrade to urban standards	BLM	3,600	Collector	1,071,397
B22	Lafayette St.	Main St.	Ash St.	a. Upgrade to urban standards	BLM	3,480	Collector	1,432,863
B23	Lafayette St.	Morrissey	Maple St.	a. Upgrade to urban standards	BLM	1,070	Collector	430,456
B24	Hershey Rd.	Morrissey	I-74	a. Extend road facility	BLM	8,150	Minor Arterial	8,092,500
N2	Connector	Raab Rd.	Shelbourne Dr. (Old Rt. 66)	a. Extend road facility	NML	2,900	Collector	870,000
N3	North Pointe	Ft. Jesse Rd.	1700N	a. Extend road facility	NML	5,300	Collector	2,200,932
N4	Hershey Rd.	Ft. Jesse Rd.	1700N	a. Upgrade to urban standards	NML	5,300	Minor Arterial	2,214,967
N5	Adelaide	Fairview Park	Raab Rd.	a. Extend road facility	NML	4,100	Collector	1,973,789
N6	Cottage	College Av.	Raab Rd.	a. Extend road facility	NML	5,300	Collector	2,200,932
N7	Connector	Parkside Rd.	Cottage Av.	a. Extend road facility	NML	2,650	Collector	1,100,466
N8	Raab Rd.	Adelaide	1200E	a. Upgrade to urban standards	NML	5,300	Minor Arterial	2,551,483
N9	1200E	Raab Rd.	White Oak Rd.	a. Upgrade to urban standards	NML	5,800	Collector	3,236,913
N10	Connector	1200E	Raab Rd.	a. Extend road facility	NML	4,200	Collector	2,021,930
N12	Beech St.	Shelbourne Dr.	Raab Rd.	a. Extend road facility	NML	2,400	Collector	458,516
N13	Shepard	Greenbriar Dr.	Airport Rd.	a. Extend road facility	NML	7,300	Collector	2,464,864
N14	Airport Rd.	Ft. Jesse Rd.	1700N	a. Upgrade to urban standards	NML	5,300	Minor Arterial	2,934,576
N15	1700N	Hershey Rd.	Towanda-Barnes Rd.	a. Upgrade to urban standards	NML	10,600	Minor Arterial	4,401,864
N16	Greenbriar Dr.	Taft. Dr.	1700N	a. Extend road facility	NML	4,900	Collector	1,470,000
N20	Pipeline Rd.	Northtown Rd.	1900N	a. Upgrade to urban standards	NML	5,300	Minor Arterial	1,265,695
N21	1900N	Main St.	Pipeline Rd.	a. Upgrade to urban standards	NML	14,700	Minor Arterial	9,510,567
N22	Kerrick Rd.	Main St.	1600E	a. Upgrade to urban standards	NML	10,600	Collector	5,915,737
N23	Connector	Kerrick Rd.	Northtown Rd.	a. Extend road facility	NML	2,650	Collector	1,478,934
N24	Connector	Pipeline Rd.	Northtown Rd.	a. Extend road facility	NML	5,300	Collector	2,551,483
N25	Adelaide St.	1600N	Northtown Rd.	a. Extend road facility	NML	5,300	Collector	2,551,483
Total								\$86,091,593

Exhibit: B-7		
25 YEAR PROJECTED COSTS FOR STATE SYSTEM PROJECTS		
SCOPE OF WORK	ESTIMATED COSTS*	PROJECT IDENTIFICATION
Reconstruction	143,934,000	I-55/I-74 & I-55 Reconstruction (Four to Six Lanes)
Repair/Resurfacing	27,855,000	Routine Maintenance of Interstate Routes
Reconstruction	19,111,000	I-55/I-74 Bridge Reconstruction
Reconstruction	140,174,000	Veterans Parkway (Four to Six Lanes), U.S. 150 to U.S. 51 Reconstruction
Repair/Resurfacing	106,225,000	Each state route within the urban area is routinely rehabilitated within a seven to eight year rotation period.
Bridge Replacement	22,144,000	I-55/I-74 Bridge Replacement
Intersection Improvements	1,138,000	High Accident Rate Location
Crossing Improvements	3,505,000	Routine Rehabilitation of State Railroad Crossings in Urban Area
Total	464,086,000	

*Costs of roadway reconstruction and bridge replacements are based primarily on specifically identified projects where needs have been identified and/or anticipated. Repair/resurfacing projects are based upon inventory of state highway, bridges, and rail crossings within the 25 year urbanized area times frequency of past maintenance activities. Expenditures for similar past projects have been used in determining future cost estimates. Given cost estimates include state matching funds and a 3 percent annual inflation through the 25 year long range plan period.

NOTE: Majority of listed projects are presently not programmed nor funded. Implementation of such projects is contingent upon the availability of federal and state funds; appropriation by the Illinois General Assembly and approved by the Governor.

Exhibit B-8			
ILLINOIS DEPARTMENT OF TRANSPORTATION			
FY 2000-2004 HIGHWAY IMPROVEMENT PROGRAM			
For State Highways In Bloomington-Normal Urban Area			
McLean County, Illinois			
Improvements Within the Urban Limits			
Route Street Name	Location	Improvement	Estimated Cost (\$)
US 51 Busn. Main St.	Six Locations in Normal	Modernize traffic signals	103,000
US 51 Busn. Center St.	Hovey Ave. In Normal to Mill St. In Bloomington	Resurfacing, & cold milling	412,000
US 51 Busn. Center St.	Over Conrail RR in Bloomington	Bridge repair, bridge deck repairs, & bridge joint repair	773,000
US 51 Busn. East St. (NB)	Lafayette St, to Locust St. In Bloomington	Resurfacing, & cold milling	386,000
US 150 Morrisey Ave.	At Lafayette St. In Bloomington	Left turn lanes, install signals, & land acquisition	597,000
Old US 66 Or 66A	SBI 4 To 1.3 MI E. Of Veterans Pkwy.	Resurfacing, & cold milling	165,000
Park Roads	David Davis Mansion In Bloomington	Resurfacing, & parking improvement	41,000
I-55 I-74	Bloomington-Normal 6 Locations	Sign board system	309,000
I-55 I-74 (SB)	Six Points Rd. To I-55 Busn. Loop Divergence	Add auxiliary lanes, reconstruction, & utility adjustment	2,370,000
I-55 I-74 (SB)	Over SPCSL RR 2.4 MI S. Of ILL 9	Bridge widening	1,509,000
I-55 I-74 (SB)	Over Six Points Rd. 1.9 MI S. Of ILL 9	Bridge widening	726,000
I-55 I-74	Cabintown Rd. Over I-55/74 2.5 MI S. Of ILL 9	Bridge replacement, & land acquisition	3,095,000
I-55 I-74	Sugar Creek 1 MI S. Of ILL 9	Bridge widening	3,760,000
I-55 I-74	ICG RR 0.9 MI S. Of ILL 9	Bridge removal/demolition	1,844,000
I-55 I-74	Conrail 0.5 MI S. Of ILL 9	Bridge removal/demolition	1,340,000
I-55 I-74	Over Washington St. 0.4 MI S. Of ILL 9	Bridge widening	2,354,000
I-55 I-74	ILL 9 Interchange At Bloomington	Interchange reconstruction, bridge replacement, & land acquisition	5,438,000

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Route Street Name	Location	Improvement	Estimated Cost (\$)
I-55	At Veterans Pkwy. N.E. of Normal	Interchange reconstruction, bridge replacement, & land acquisition	26,700,000
I-55	At Veterans Pkwy. N.E. of Normal	Land Acquisition	309,000
I-55 Busn. Veterans Pkwy.	At Morris Ave., Greenwood Ave., & Cabintown Rd. In Bloomington	Intersection improvement, relocation, & install signals	1,648,000
I-55 Busn. Veterans Pkwy.	Commerce Pkwy. To S. Of ILL 9 (Eastland Dr.) In Bloomington	Additional lanes, resurfacing, curb & gutter, & retaining wall	12,788,000
I-55 Busn. Veterans Pkwy.	Over SBI 4 & SPCSL RR N.E. Of Normal	Bridge Superstructure, & land acquisition	3,296,000
Total Cost for Improvements Within the Urban Limits			69,963,000

Exhibit B-9 ILLINOIS DEPARTMENT OF TRANSPORTATION FY 2000-2004 HIGHWAY IMPROVEMENT PROGRAM For State Highways Outside Bloomington-Normal Urban Area McLean County, Illinois			
Improvements Outside of the Urban Limits			
Route Street Name	Location	Improvement	Estimated Cost (\$)
I-55	Logan Co. Line to Shirley	Resurfacing, shoulder reconstruction, bridge repair, & patching	13,287,000
I-55	Logan Co. Line to Will Co. Line	Patching	824,000
I-55	Shirley to I-55 Busn. Loop	Resurfacing, & bridge repair	5,274,000
I-55	Lexington To Livingston Co. Line	Resurfacing, shoulder repair, patching, & bridge repair	11,248,000
I-55	I-55 Busn. Loop To Lexington	Resurfacing, shoulder repair, & bridge repair	7,952,000
I-74	Abandoned RR Bridge 1 MI E. of US 51	Bridge removal/demolition	258,000
I-74 (EB)	Carlock Weigh Station 2.5 MI S.E. of Carlock	High speed weigh in motion	670,000
I-74 (WB)	Carlock Weigh Station 2.5 MI S.E. of Carlock	High speed weigh in motion	670,000
I-74 (WB)	1 MI E. of US 51 to 2.9 MI E. of Downs	Resurfacing, cold milling, patching, & bridge deck waterproofing	5,814,000
I-74	Salt Creek S. Of Leroy to Dewitt Co. Line	Resurfacing, patching, shoulder repair, & bridge repair	6,747,000
US 24	W. Of I-55 to Old US 66 At Chenoa	Resurfacing, & cold milling	247,000
US 136	Logan Co. Line to E. Of I-55	Resurfacing	695,000
US 136	US 150 To ILL 54	Resurfacing	896,000
US 150	Downs To Leroy	Resurfacing, grading, new shoulders, P.E. (Phase 1), P.E. (Phase 2), & land acquisition	4,260,000
US 150	Creek 2 MI S. Of Leroy	Bridge replacement, & land acquisition	216,000
ILL 9	ILL 122 To US 150 W. Of Bloomington	Resurfacing, new shoulders, storm sewer, & land acquisition	4,032,000
ILL 9	Stream 1.5 MI E. Of ILL 122	Bridge replacement, & land acquisition	448,000
ILL 9	Stream 2.2 MI E. Of ILL 122	Bridge replacement, & land acquisition	448,000
ILL 9	Kings Mill Creek 3.6 MI E. Of ILL 122	Bridge replacement, & land acquisition	1,823,000
ILL 9	At Jolly Lake Rd. W. Of Bloomington	Intersection improvement, turning lanes, & land acquisition	453,000
ILL 9	Barnes-Gillum Rd. To 0.5 MI E. Of ILL165	Resurfacing, & new shoulders	1,993,000
ILL 9	Arrowsmith Rd. To E. Of Ford Co. Line	Resurfacing	1,251,000
ILL 165	ILL 9 To Ch 17 At Cooksville	Resurfacing, & shoulder reconstruction	1,452,000
ILL 165	Colfax To Ford Co. Line	Resurfacing, & shoulder reconstruction	1,380,000
Leroy Spur FAS 1478	US 136 to I-74 In Leroy	Resurfacing, & cold milling	397,000
Old US 51 FAS 1478	2.5 MI S. Of I-74 To 1 MI S. Of Heyworth	Resurfacing, & cold milling	896,000
Old US 66 (NB) FAS 294	US 24 In Chenoa To 3 MI N. Of Lexington	Resurfacing	618,000

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Route Street Name	Location	Improvement	Estimated Cost (\$)
Old US 66 (NB) Or 66A	3 MI N. Of Lexington To S. Of Lexington	Resurfacing, new shoulders, & bridge repair	865,000
Old US 66 (NB) FAS 294	Mackinaw River 0.1 MI S. Of Lexington	Bridge replacement, & bridge removal/demolition	1,236,000
Old US 66 NBL FAS 294	US 24 At Chenoa To S. Of ILL 116 At Pontiac	Resurfacing, new shoulders, & median removal	1,772,000
Saybrook Spur FAS 493	ILL 9 To SCL Of Saybrook	Resurfacing	412,000
Towanda-Barnes Rd. FAS 478	Fort Jesse Rd. To ILL 9	Additional lanes, & reconstruction	2,369,000
Towanda-Barnes Rd. FAX 478	ILL 9 To US 150	Additional lanes, & reconstruction	5,459,000
Total Cost for Improvements Outside of the Urban Limits			86,362,000

Appendix B

Exhibit B-10
SUMMARY OF PLANNED EXTENSIONS TO BICYCLE-PEDESTRIAN ROUTES
Bloomington-Normal Metropolitan Area - 2025

Primary Urban Area Bike-Pedestrian Routes:

NO.	PROPOSED PROJECT	PROJECT DESCRIPTION	LOC. JUR.	APPROX. LTH. IN FT.	CLASS.	COST (3% annual inflation added)
106	Sugar Creek Tributaries	a. Land acquisition b. Construction	B-N	8.5 miles	Trail	\$1,584,822
112	Towanda-Barnes Rd.	a. Land acquisition b. Construction	BLM	.95 miles	Trail	156,846
114	Hamilton/Fox Creek Rd.	a. Land acquisition b. Construction	BLM	7.25 miles	Trail	1,306,256
121	Route 66 Southwest	a. Land acquisition b. Construction	BLM	3.65 miles	Trail	1,474,121
132	Route 66 Northeast	a. Land acquisition b. Construction	NM L	4.7 miles	Trail	913,110
117	Old ICG Railroad Right-of-Way	a. Land acquisition b. Construction	BLM	1.15 miles	Trail	408,412
129	Raab Rd. West	a. Land acquisition b. Construction	NM L	4.0 miles	Trail	412,752
140	Ewing Park/Eastland Mall	a. Land acquisition b. Construction	BLM	1.70 miles	Trail	280,672
118	Bunn St.	a. Land acquisition b. Construction	BLM	.45 miles	Trail	74,296
Total						\$6,611,287

Other Planned Bike-Pedestrian Routes

119	Lincoln St.	a. Land acquisition b. Construction	BLM	2.3 miles	Trail	\$368,672
143	Miller Park	a. Land acquisition b. Construction	BLM	3.35 miles	Trail	536,980
144	Streit Dr.	a. Land acquisition b. Construction	BLM	.70 miles	Trail	112,205
126	College Av. West	a. Land acquisition b. Construction	NM L	3.0 miles	Trail	480,877
127	Parkside Rd.	a. Land acquisition b. Construction	NM L	1.5 miles	Trail	240,438
108	West Hedgewood Subdivision	a. Land acquisition b. Construction	BLM	.50 miles	Trail	80,146
111	Eastport Road Trail	a. Land acquisition b. Construction	BLM	.90 miles	Trail	144,263
123	Mitsubishi Motorway South	a. Land acquisition b. Construction	BLM	6.0 miles	Trail	961,754
124	Mitsubishi Motorway North	a. Land acquisition b. Construction	NM L	3.10 miles	Trail	336,614
101	North Normal	a. Land acquisition b. Construction	NM L	2.4 miles	Trail	TBD
102	Illinois State University	a. Land acquisition b. Construction	NM L	3.6 miles	Trail	TBD
104	Carriage Hills/Pinehurst	a. Land acquisition b. Construction	NM L	1.85 miles	Trail	TBD
105	Towanda Av.	a. Land acquisition b. Construction	NM L	1.55 miles	Trail	TBD
107	Northeast Normal	a. Land acquisition b. Construction	NM L	3.6 miles	Trail	TBD
109	East College Av.	a. Land acquisition b. Construction	BLM	.40 miles	Trail	TBD
110	East Hedgewood Subdivision	a. Land acquisition b. Construction	BLM	.55 miles	Trail	TBD
113	Ireland Grove Rd./Hamilton Rd. E	a. Land acquisition b. Construction	BLM	2.55 miles	Trail	TBD
115	Conrail Southeast	a. Land acquisition b. Construction	BLM	7.8 miles	Trail	TBD
116	Morris Av./1375E	a. Land acquisition b. Construction	BLM	4.75 miles	Trail	TBD
120	Hershey Rd.	a. Land acquisition b. Construction	BLM	2.15 miles	Trail	TBD
122	Southwest Bloomington	a. Land acquisition b. Construction	B-N	6.7 miles	Trail	TBD
125	White Oak Rd.	a. Land acquisition b. Construction	NM L	2.0 miles	Trail	TBD
128	Gregory Av.	a. Land acquisition b. Construction	NM L	1.25 miles	Trail	TBD
130	Constitution Trail Central Branch	a. Land acquisition b. Construction	NM L	5.10 miles	Trail	TBD
131	ICG Railroad Right of Way North	a. Land acquisition b. Construction	NM L	3.05 miles	Trail	TBD
133	East Bloomington	a. Land acquisition b. Construction	BLM	.65 miles	Trail	TBD
136	ICG Railroad Right of Way South	a. Land acquisition b. Construction	BLM	4.6 miles	Trail	TBD
138	Constitution Trail Conrail Branch	a. Land acquisition b. Construction	BLM	5.25 miles	Trail	TBD
139	Washington/Front St.	a. Land acquisition b. Construction	BLM	2.3 miles	Trail	TBD
141	Constitution Trail	a. Land acquisition b. Construction	NM L	4.4 miles	Trail	TBD
142	Locust St.	a. Land acquisition b. Construction	BLM	1.10 miles	Trail	TBD
103	Northtown Rd.	a. Land acquisition b. Construction	NM L	1.3 miles	Trail	TBD
145	Towanda-Barnes Rd. North	a. Land acquisition b. Construction	CO	4.6 miles	Trail	TBD
146	Towanda-Barnes Rd. South	a. Land acquisition b. Construction	CO	4.5 miles	Trail	TBD
134	Cheney's Grove Rd.	a. Land acquisition b. Construction	CO	5.25 miles	Trail	TBD
135	Long Lane	a. Land acquisition b. Construction	CO	2.25 miles	Trail	TBD
137	Conrail Northwest	a. Land acquisition b. Construction	CO	2.1 miles	Trail	TBD
147	Route 66 South-Southwest	a. Land acquisition b. Construction	CO		Trail	TBD
Total						\$3,261,949

TBD - To be determined.

**Exhibit B-12
PROPOSED RURAL ROAD IMPROVEMENTS INSIDE URBAN LIMITS
McLean County, Illinois**

Road	Classification	From	To	Approximate Length (miles)	Estimated Cost (3% Annual Inflation Added)
Towanda-Barnes	Arterial	Ft. Jesse Rd.	Ireland Grove Rd.	4	5,900,000
Additional Planned Rural Roads					
1750 E	Collector	850 N	U.S. Rt. 150	2	2,873,920
Hershey Rd.	Extension (Collector)	1000 N	1200N	2.6	6,292,373
850 N	Extension (Collector)	Illinois Rt. 51	1750 E	3.1	7,502,445
1550 E	Collector	Proposed 850 N Extension	910 N	0.9	2,178,129
Crestwicke Dr.	Collector	Illinois Rt. 51	1550 E	1	2,420,144
910 N	Collector	1550 E	1600 E	0.5	1,210,072
1600 E	Collector	910 N	1000 N	0.9	2,178,129
Total Cost					\$24,655,212

Exhibit B-13
PROPOSED RURAL ROAD IMPROVEMENTS OUTSIDE URBAN LIMITS
 McLean County, Illinois

Road	Classification	From	To	Approximate Length (miles)	Estimated Cost (3% Annual Inflation Added)
Fox Hill Rd.	Extension (Collector)	IL Rt. 9	Apollo Dr.	0.5	475,000
1075 E	Arterial	Stringtown Rd.	850 N	1.5	2,572,545
Six Points Rd. (1/2 is out of urban limits)	Collector	900 E (Covell Rd.)	Mitsubishi Motorway	1.6	212,352
1900 N	Collector	White Oak Church Rd.	I-39	5.2	4,940,000
Towanda-Barnes	Arterial	Ft. Jesse Rd.	I-55	2.1	10,500,000
Towanda-Barnes	Arterial	US Rt. 150	Ireland Grove Rd.		3,440,000
Raab Rd.	Collector	Airport Rd.	Towanda-Barnes Rd.	1.1	1,045,000
Airport Rd.	Collector	Ft. Jesse Rd.	Old Rt. 66	2.1	1,995,000
Raab Rd.	Collector	U.S. Rt. 150	1200 E	0.75	109,663
2000 E	Collector	U.S. Rt. 150	Cheney's Grove Rd.	2.25	2,137,500
2000 E	Extension (Collector)	Cheney's Grove Rd.	Illinois Rt. 9	3.5	3,325,000
Cheney's Grove Rd.	Collector	Towanda-Barnes Rd.	2200 E	3.25	3,087,500
2200 E	Collector	800 N	Cheney's Grove Rd.	2	1,900,000
1800 E	Collector	U.S. Rt. 150	Ireland Grove Rd.	1.9	1,805,000
W. Washington	Collector	900 E. (Covell Rd.)	Mitsubishi Motorway	3.5	3,325,000
Old Peoria Rd.	Collector	Village of Danvers	Mitsubishi Motorway	6.5	6,175,000
750 E	Collector	IL Rt. 9	Old Peoria Rd.	1.9	1,805,000
900 E	Collector	IL Rt. 9	Old Peoria Rd.	1.1	1,045,000
Total Cost				Total Cost	\$49,894,560

APPENDIX C

PUBLIC COMMENTS AND RESPONSES

**SUGGESTED REVISIONS, COMMENTS, AND QUESTIONS
REGARDING THE PRELIMINARY REPORT ON THE
MCLEAN COUNTY REGIONAL COMPREHENSIVE PLAN
As of May 18, 2000**

SUGGESTED REVISIONS

The following is a chronological list of suggestions received through the plan review process that would involve specific changes of a substantive nature to the Preliminary Plan. *Italics indicate where the changes would be made or why the suggested changes would not be made.*

1. Include reference to the use of boundary agreements (as a priority strategy) between the Bloomington-Normal urban area and the smaller municipalities to avoid potential development conflicts.

Change would be incorporated on pp vii and 151 (Table 9.2).

Incorporated.

2. Include suggestion for coordinating with jurisdictions outside McLean County that contain potential region-wide water sources.

Change would be incorporated on p. 165 (Exhibit A-1).

Incorporated.

3. Extend the proposed Bloomington urban growth area to just over one-fourth mile east of Towanda-Barnes Road between Fort Jesse and Ireland Grove Roads.

Change would be incorporated on p. 93 (Figure 7-6) and on p. 103 (Figure 7-11).

Incorporated.

4. Consider giving more attention to the issue of poverty in McLean County.

Change would be incorporated on p. 60 (“Poverty Levels”).

Incorporated.

5. Increase the 2020 population projection for the Village of Heyworth from 3,000 to 4,135.

Change would be incorporated on p. 59 (Table 5.1)

Incorporated.

6. Differentiate between “priority” planned bikeways and trails and other bikeways and trails.

Change would be incorporated on p. 143.

Incorporated.

7. Indicate on land use plan map that allowing for higher densities than allowed under current zoning could be tied to the use of transfer of development rights or other mechanisms.

Change would be incorporated on p. 93 (Figure 7-6) and on p. 103 (Figure 7-11).

Not Incorporated.

8. Improve 1000E between Washington St. and Old Peoria Rd to collector status.

Change would be incorporated on p. 131 (Figure 8-7).

Incorporated.

9. Do not provide the proposed collector road between Fox Hills and Apollo Acres due to safety concerns, or at least provide additional connections from these subdivisions to IL Rte. 9. Preferably, provide other connections for these subdivisions to IL Rte. 9 without the Fox Hills and Apollo Acres connection.

Change would be incorporated on p. 131 (Figure 8-7).

Not Incorporated.

10. Provide a stop light at the intersection of 1000E and IL Rte. 9.

Not Incorporated.

11. Widen IL Rte. 9 to five lanes through the commercial district between Mitsubishi Motorway and 1000E.

Not Incorporated.

12. Develop a three lane configuration on IL Rte. 9 from 1000E to Covell Road/Jolly Lake Road, with the third lane for left turns.

Not Incorporated.

13. Improve highway signs from 900E to 1000E on IL Rte. 9.

Not Incorporated.

14. Delay the improvement of 750E. If development occurs in that area the developer should share the costs of development.

Change would be incorporated on p. 131 (Figure 8-7). Development of 750E would only occur if the area would become developed, and the expense would be shared by the developer.

Not Incorporated.

16. Add the Village of McLean to those listed as having a zoning ordinance.

Change would be incorporated on p. 85 (Table 7.1).

Incorporated.

17. Consider establishing links between rail, air, and out-of-town buses as well as integrated transport within the two cities.

Not Incorporated.

18. Consider showing a trail on the abandoned railroad right-of-way between Bloomington and Colfax.

Not Incorporated.

19. Additional consideration should be given to conservation subdivisions in the rural areas due to the advantages they could bring to the use of on-site wastewater treatment systems (the potential of utilizing open space as a combined leach-field and thereby avoid the need for tertiary treatment).

Additional information would be added to the existing discussion of on-site wastewater treatment in the Community Facilities chapter (p. 138).

Incorporated.

20. Add approximately 150 acres to the Bloomington Township rural growth area (Crestwicke).

Change would be incorporated on p. 100 (Figure 7-9).

Incorporated.

21. Add the abandoned railroad right of way to the growth area added for No. 20 above.

Change would be reflected on pp. 98 and 100.

Not Incorporated.

22. Extend Constitution Trail to downtown Bloomington.

Change would be incorporated on p. 143.

Already reflected in plan.

OTHER COMMENTS AND QUESTIONS

The following are the comments and questions raised at the various group discussions on the Preliminary Plan that would not involve specific changes of a substantive nature. Italics indicate responses as appropriate.

Land Use Committee, County Board - January 6, 2000

- The question was raised regarding the degree to which environmental concerns were addressed in the Natural Environment component of the plan.

Response: Priority strategies were developed and prioritized by the Natural Environment Subcommittee and address a wide variety of environmental concerns. Priority 1 strategies were limited to no more than three per element (chapter) of the plan in order to arrive at a manageable number for initial focus.

- A comment was made that the plan is very comprehensive.

- To what degree does the plan address urban renewal and does it allow for higher densities?

Response: Urban revitalization is one of the primary plan elements. The plan does allow for higher densities. The Priority 1 strategy to pursue a "Model Traditional Neighborhood Development" (TND) ordinance in particular would provide a mechanism for higher densities at appropriate locations.

- Interest was expressed in the conservation subdivision concept and it was asked if there are any in the area.

Response: There are no conservation subdivisions in McLean County, but there are some in the Chicago area. County Building and Zoning staff are providing information on this topic to area developers.

Normal Town Council and Planning Commission Workshop- January 18, 2000

- Are there any TNDs in McLean County?

Response: There are no TNDs in McLean County, but there are some in the Chicago area.

- What do developers think about TNDs?

Response: The Town has asked developers about developing a TND. There is only one developer in McLean County at this time who has expressed interest.

- Are there any town staff concerns regarding TNDs?

Response: Guidelines would need to be established, but staff is willing to consider and is interested in the concept

- If TNDs are more compact, do they bring more crime?

Response: TNDs should not have any higher chance of bringing crime than any other project. They actually are considered a mechanism for reducing crime, due to the higher level of community interaction and greater degree of socioeconomic dispersion that is possible with a TND.

- What would be gained from the population survey strategy?

Response: The population survey was developed as a compromise strategy that allowed the use of locally adopted growth policies in the design of the plan, while providing a mechanism for greater public input regarding policies on the degree of future growth in McLean County.

- Who would be responsible for the East-side bypass corridor study, and are there any negatives to the study?

Response: McLean County Regional Planning Commission would coordinate and administer the project, with funding from the Illinois Department of Transportation, Bloomington, Normal, and McLean County to pay the cost of a consultant to conduct the study. Potentially negative factors associated with the construction of a major highway include the high cost of the project, the direct loss of farmland (much of which is prime) within the right of way, and significant indirect loss of farmland and other sprawl related problems that could result.

- Who maintains open space in a TND?

Response: Open space in a TND would most likely be developed in conjunction with and managed by the local government. There are examples of rural projects with open space (“conservation subdivisions”), where the open space is managed by a homeowners association, or where the land continued to be privately owned and used for hay production or grazing.

- Were the income statistics in the plan skewed by lower farm incomes and ISU students?

Response: Farm and student incomes are included in the Census data on local incomes.

- Concern was raised regarding the lower-income sectors of the population.

- What methods can be used to address affordable housing and yet avoid potential crime problems?

Response: The dispersal of low-income housing throughout the community in the form of smaller homes, duplexes/townhouses, and apartments provides affordable housing and assists in minimizing crime and other social concerns.

McLean County Farm Bureau Governmental Affairs Committee - February 17, 2000

- Clarification was requested regarding the “Land Use vs. Population” graphic used as part of the presentation.

Response: The “Land Use vs. Population” graphic indicates that development occurred at decreasing densities in Bloomington-Normal from 1970-90.

- Could the legend of the Emergency Service Network Boundaries map in the Community Facilities chapter be reorganized?

Response: Regional Planning will attempt to reorganize the map.

- Concern was expressed regarding the need for a “central route” through the urban area to get from the east to the west side of town.

Response: Several east-west road improvements are included in the plan in newly developing areas. Developing a new east-west route through the existing community would be disruptive and very costly.

- Concern was expressed regarding the lack of impact fees for development and the need for additional discussion on impact fees.

Response: The plan does consider impact fees, although it does not identify them as a top priority strategy. One of the plan’s intents is to facilitate discussion of various development issues within the community.

- How the McLean County Farm Bureau can play a role in addressing growth issues?

Response: Their review and input is one important role in addressing growth issues. The Farm Bureau could also be involved with the recommended farmland preservation study. Regional Planning will send the Farm Bureau its “VISIONS” newsletters and will contact representatives about further participation.

- When developing the regional land use plan, does Regional Planning consider the individual city’s growth policies, or strictly how much land is needed?

Response: Both. The amount of land needed in the project growth area is determined using the community’s population projection, plus some additional land to reduce potential speculation and allow for some market flexibility, and by considering the city’s concerns and desires.

- Are the smaller towns addressed by the Regional Plan and can more growth be focused toward the smaller towns?

Response: Each plan subcommittee was encouraged to consider strategies that considered Bloomington-Normal, the rural areas, and the smaller municipalities. The land use plan identifies each of the smaller municipalities as urban growth areas and identifies their downtown(s) as a local service center(s). The cost/revenue sharing strategy in particular could be beneficial to the smaller municipalities.

- Support was expressed for the plan's endorsement of further regional cooperation.

Response: Regional cooperation is one of the primary tenets of the plan, as indicated by the subtitle.

- Who would maintain alleys in a TND?

Response: Alleys would most likely be maintained by the given municipality.

- Concern was raised about the East-side bypass feasibility study and its potential impact on the community, including land use. Would the consultant consider potential impacts on land use, farmland preservation, the development of Towanda-Barnes road, and the aesthetics of the community?

Response: These factors will be considered in negotiating the service contract with the consultant.

- Questions were raised regarding the projected number of service employees in the community.

Response: This emphasizes the need to provide affordable housing and to consider creative ways of providing it in harmony with other plan objectives. The TND concept offers potential in this regard.

- A question was raised regarding the development process in the Region and who the "key players" were that affected the area's development.

Response: Key players include the city managers, engineers, and local and regional planners. Developers often initially contact the city or county staff with development ideas. Ultimately, plans are proposed to the planning commissions, then the city councils. The Regional Planning Commission reviews projects of five acres or more and comments as needed to the appropriate local government body.

- Concern was raised regarding the need to keep areas at the fringe of the urban area free of construction litter.

Response: This concern was noted.

- Interest was expressed regarding the cost/revenue sharing among local governments concept and the desire was to see this issue further explored.

Response: This is an innovative concept that has seen some success in other areas of the country and could provide several benefits, including reduced competition between local governments and a revenue source to other units of government in McLean County which could be impacted indirectly by new economic development elsewhere in the County.

- Concern was raised regarding concentrations of low-income housing in large apartment complexes. It was felt that efforts should be made to explore ways to disperse low-income housing.

Response: The dispersion of affordable housing throughout the community in the form of smaller homes, duplexes/townhouses, and apartments could alleviate this concern. The TND concept also offers significant potential in addressing this concern.

Public Hearing, City of Bloomington - February 23, 2000

- What is the status of the East-side bypass feasibility study?

Response: Funding has been requested from IDOT for 80% of the estimated \$150,000 cost of the study. The local match would most likely be shared by Bloomington, Normal and McLean County.

- What procedure would be used to amend the plan in the future, if necessary?

Response: The plan would be reviewed annually with annual progress reports prepared and major updates completed every five years.

- Would a new sewage treatment system make it desirable to develop east of Towanda-Barnes Road?

Response: It has been suggested that the plan be amended to provide for some additional development to the east of Towanda-Barnes Road which could be served by gravity sewers. Development beyond that would require a lift station and would not be consistent with the Bloomington Comprehensive Plan or the Preliminary Regional Plan and would require a change in policy direction. The availability of sewer service is only one factor considered in determining an area's suitability for development. Other factors include the actual and relative costs of providing water, sewer and other services, proximity to employment and other services, and the wise use of natural resources, including prime farmland.

Bloomington-Normal Builders Association - February 23, 2000

- Concern was expressed regarding the concept of urban growth boundaries.

Response: This concept is not identified in the plan as a high priority for consideration.

**Joint Meeting of the McLean County Mayors and Township Officials Associations
February 29, 2000**

- Can the new I-55/Pipeline Road interchange being constructed in north Normal be made to connect with the East-side bypass?

Response: This suggestion will be presented to the Transportation Technical Committee of McLean County Regional Planning Commission for consideration.

- How is the East-side bypass study going to be funded? When will it happen, and how long will it take to do the study?

Response: Funding is to be eighty percent from IDOT and twenty percent local. The IDOT funding was recently approved and the study could get under way within six months. It would probably take at least another year to complete.

League of Woman Voters - February 29, 2000

- If prime farmland is being protected and development is directed to areas with forest and other environmental resources, what is being done to protect those resources?

Response: The "Site Development Guidelines" and "Conservation Subdivision" strategies would address, among other things, the protection of environmental resources in the rural growth areas.

- What is being done to proactively promote the creation of a TND?

Response: The concept is being promoted through the plan, through other educational efforts such as the "VISIONS" newsletter, and through the "Model TND Ordinance" priority strategy.

- A comment was made that a TND offers many of the advantages people seek in a co-housing project.

Response: Regional Planning Commission staff agreed and stated that one of the goals of a TND is to increase social interaction.

- It was noted that School District Unit 5 is receiving input from the public regarding concern about concentrations of low-income housing.

Response: The dispersal of affordable housing in the of attractively designed smaller homes, duplexes/townhouses, and apartments throughout the community could address this concern.

- What can be done to address the "ugliness" of development?

Response: Design guidelines are used by some communities to assist in reaching beautification goals.

Public Hearing, Town of Normal - March 9, 2000

- The plan was commended by the chairperson of the Normal Planning Commission.

-Interest was expressed in the TND concept, particularly the placement of garages in the rear of homes with alley access.

- Does Town staff have any concerns regarding the TND concept?

Response: Town staff responded that the concept was workable with the development of appropriate standards and that taking city services away from the front of the house was one positive feature of the idea.

- How much land is available for redevelopment within the urban area?

Response: The plan does not include that information, but it has been discussed for collection during the implementation process, perhaps through the "Geographically Balanced Development Sites" strategy.

- The question was raised as to the impact of future school development on future growth and the need to assess the impact of school development on spurring growth in an area.

Response: The impact of school development was acknowledged. It was also noted that efforts are made to coordinate planning with school districts, particularly with Unit #5 since this district contains the largest amount of growth.

- It was noted that the ISU farm and planned growth area in northeast Normal would offer an opportunity for future residential growth.
- What are the potential costs associated with a purchase of development rights program and the need to continue to look at this and many of the other ideas presented in the plan?

Response: The plan does not go into that degree of detail. The "Farmland Preservation Study" and others identified in Priority 1 strategies would explore these and similar topics at a greater level of detail.

- It was noted that the plan would serve as good support for the Normal Planning Commission.
- Concern was expressed for the need for local communities to be proactive instead of reactive in addressing growth and development issues.

McLean County Township Elected Officials - March 16, 2000

- When will the East Side Bypass study be done?

Response: Funding approval from IDOT was recently received and the study could be completed in about eighteen months or so.

Bloomington Exchange Club - March 22, 2000

- What are the dynamics that would result in the creation of a TND, particularly if they might be a more expensive development?

Response: Studies have actually indicated that TNDs could be less expensive to develop than a conventional development. Factors that could contribute to the formation of a TND include the amendment of zoning codes to ensure that zoning does not prohibit their creation, the education of local government, developers, and the public regarding the potential benefits of a TND, and the provision of incentives to developers to lessen any perceived risk in developing a TND.

Public Hearing, County of McLean - April 6, 2000

None offered.

Public Hearing, County of McLean - May 4, 2000

- The Land Use Committee asked to be kept informed about development projects that are inconsistent with the McLean County Regional Comprehensive Plan

Other Comments and Questions

- The content and appearance of the plan was commended a number of times.

- The following comments were also received via e-mail:

1. In 1972 Franklin Park was a pedestrian friendly neighborhood. Since then community services have moved further away, making the walk to each of these a longer stretch. A people-friendly neighborhood provides residents with safe walking and cycling to school, work, church, post office or post box, bank, library, grocery store, pharmacy, hardware store, second-hand store, and bus stop.

2. Regarding conservation subdivisions, there is also a lot of literature on these under Cluster Housing, which is the same idea. Several of these have been built around the edges of Acadia National Park. They are affordable housing in that community, but have the views of top-class real estate.

3. Links between rail, air, and out-of-town buses would be desirable, as well as integrated transport within the two cities. A person coming in by air might like to take a bus to Decatur or Pontiac. Or go to downtown Bloomington or Normal. A cyclist has a good way to take her bike on the train because Constitution Trail crosses the Amtrak platform in Normal. Or a Passenger from Dwight might come down for the day to cycle around here.

4. Taxis are our current stopgap for lacks in the bus system. In some countries, taxis are subsidized by the transit system so that they are really cheap during the hours that the buses don't run. So cheap that people can afford to take them to work on Sundays or at night. They figure it's cheaper than running buses at those times.

- A comment was received at the Downtown Normal Revitalization “charet” that the Regional Comprehensive Plan could be used as a tool to direct growth to downtown Normal by projecting a population increase for this area.

APPENDIX D

NOTICES OF ADOPTION

BLOOMINGTON CITY COUNCIL ADOPTION

The City of Bloomington adopted the McLean County Regional Comprehensive Plan at its May 22, 2000 City Council Meeting.

Staff of the McLean County Regional Planning Commission

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