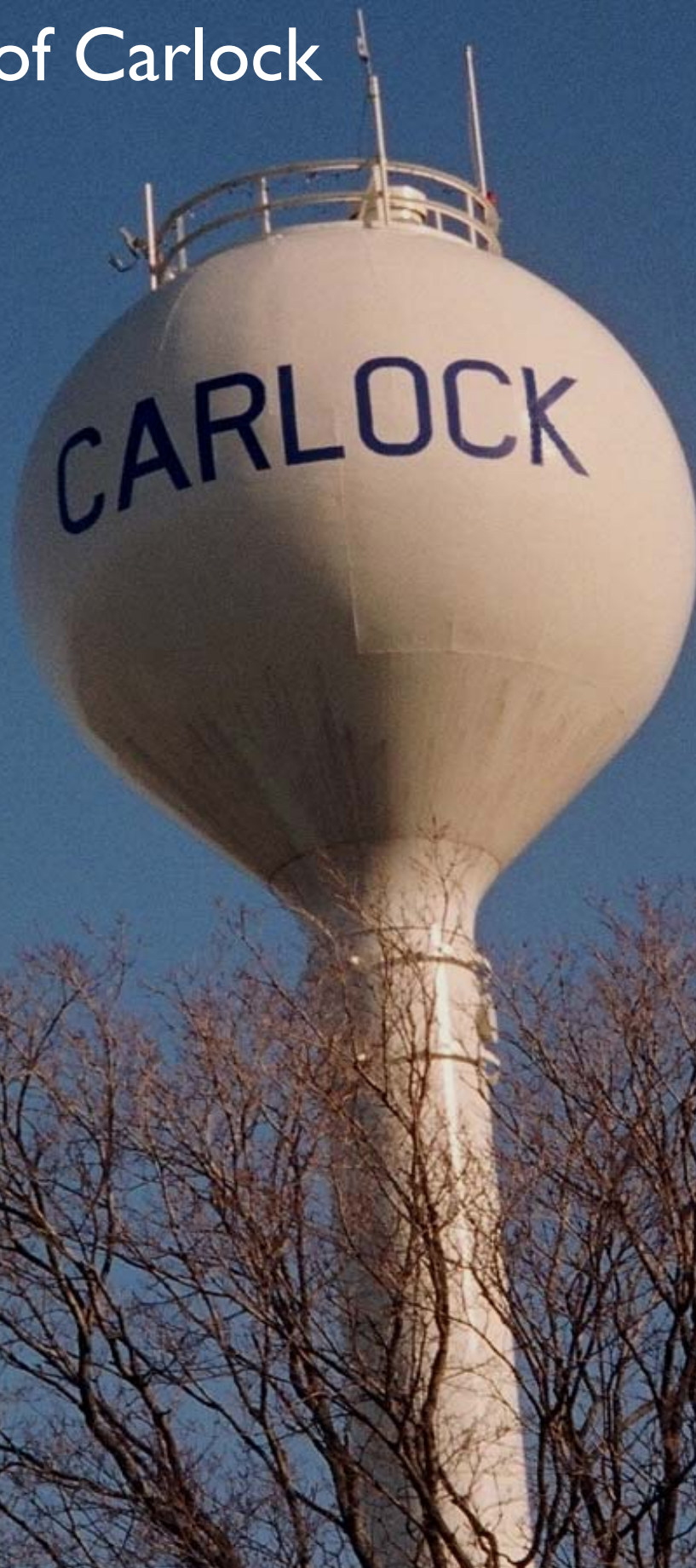


Comprehensive Plan *for the* Village of Carlock



May 2006

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May 2006

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Village of Carlock, Illinois


Comprehensive Plan

Adopted May 22, 2006



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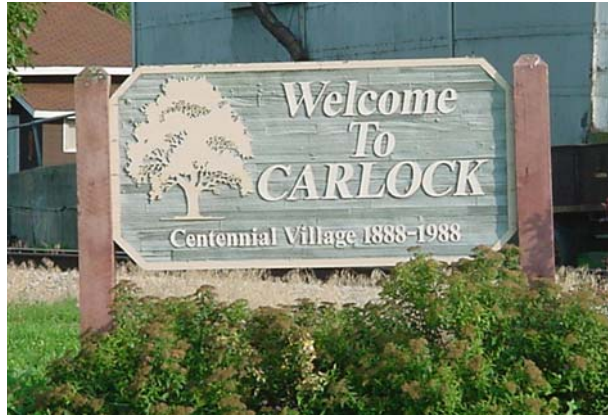
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I. INTRODUCTION

A. Purpose and Goal of Comprehensive Plan

Much as any comprehensive plan, the goal of the Village of Carlock Comprehensive Plan is to put in place a guideline for the future growth and development of Carlock. The Plan will provide a framework within which the citizens of Carlock can keep and improve the livability of their town in the face of change and growth. Growth can be beneficial to a community if it is anticipated and properly managed. This Plan will provide a general guideline for anticipating and managing growth and change. It is meant to be a roadmap to Carlock's future. As with any roadmap, the ultimate destination is in the hands of the traveler who must determine which route to follow. The Comprehensive Plan is not designed to analyze every aspect of community growth and development but instead outlines a basic structure and course of action through which community's goals can be achieved. The Comprehensive Plan serves as the foundation by which the community can make changes in the future to the existing zoning ordinance and subdivision code.



The Comprehensive Plan serves as the foundation by which the community can make changes in the future to the existing zoning ordinance and the subdivision code.

B. Physical Setting

Carlock today is a small community (population 456 according to the 2000 Census) located in northwestern McLean County, Illinois. It is situated on Interstate 74, approximately 30 miles east of Peoria and 10 miles northwest of Bloomington. The physical setting offers few constraints for development. The terrain is for the most part nearly level to gently sloping (see Map 1). Several streams and drainageways traverse the area in and around the Village and should be considered for potential flood hazards. The greatest potential manmade barriers are the railroad and Interstate 74, although both can also provide development opportunities.

C. History of Carlock

Carlock was formally incorporated as a village in 1959, but its history as a community dates back to the 19th century. Carlock sits in White Oak Township, the smallest township by land area in McLean County. White Oak Township was organized in 1858. It is reported that Smith Denman was the first settler in White Oak Township, settling there in 1829. The first village in White Oak Township was the village of Oak Grove. Oak Grove's demise came in 1888 when Carlock was platted on January 5, 1888 on a forty acre tract of land owned by John F. Carlock. The location of the town came as a result of an expansion of the Lake Erie Railroad from Bloomington to Peoria. By July of 1888, the Oak Grove Post Office had been relocated to Carlock. By the fall of 1888 Oak Grove Hall had been sold and the demise of that village was nearly complete. Carlock became and remains the only village in White Oak Township.

The small-town, residential character of the community has been a constant from the beginning.

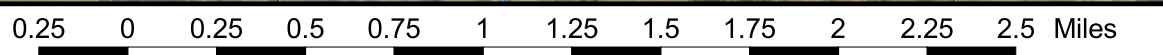
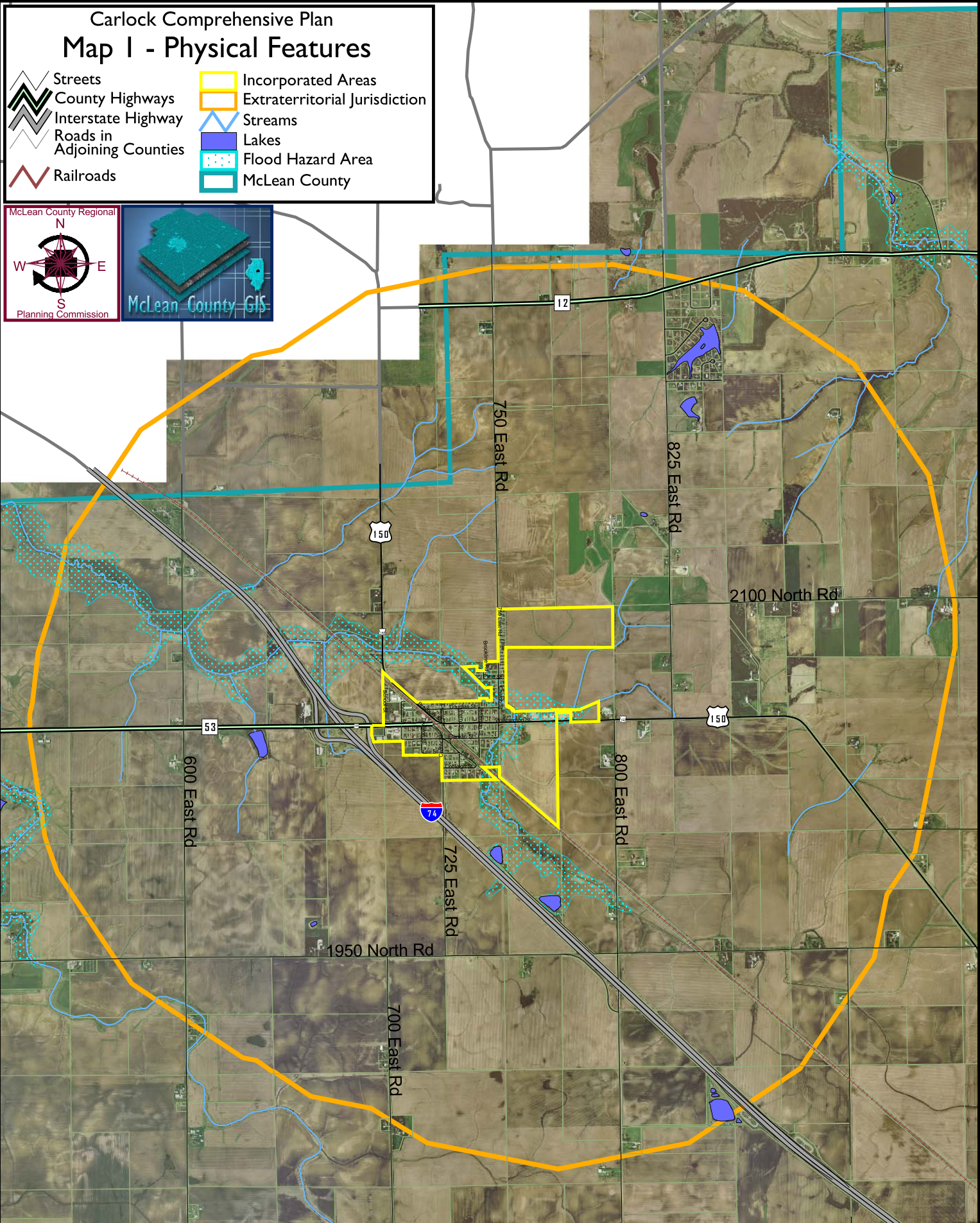
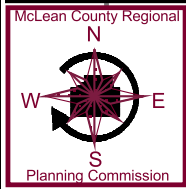


Carlock's location on the railroad between Bloomington and Peoria and subsequently on Interstate 74 between those same cities has played a key role in the town's development and character. The close proximity of two larger commercial centers made it difficult for all but the hardest businesses to thrive and grow. The small-town, residential character of the community has been a constant from the beginning and it is that character which the current citizens of Carlock seek to maintain. On April 1, 2003, the voters of the Village approved a referendum making Carlock a home rule unit of government. The Village leaders believe this step will allow them to implement policies that will maintain and improve the quality of life the residents of Carlock have come to enjoy.

Carlock Comprehensive Plan

Map I - Physical Features

- Streets
- County Highways
- Interstate Highway
- Roads in Adjoining Counties
- Railroads
- Incorporated Areas
- Extraterritorial Jurisdiction
- Streams
- Lakes
- Flood Hazard Area
- McLean County



Data and aerial photograph from the McLean County Geographic Information System 2006

D. Population Growth–Historical

Since 1950, McLean County has enjoyed tremendous population growth, mostly due to the growth of the Bloomington-Normal metropolitan area. In 1950 the population of McLean County was 76,577. By 2000 the county’s population had nearly doubled to 145,660, an increase of 90percent. The county’s growth was not limited to Bloomington-Normal and Carlock has also contributed to an increase in the county’s population. In 1960, the Village of Carlock had a population of 318. By 2000, Carlock’s population had increased to 456, an increase of 43 percent. Table 1 gives a comparison of growth in Carlock to that of McLean County and several of the other incorporated communities within McLean County.

Table 1
Trends and Projections for McLean County and Selected Municipalities

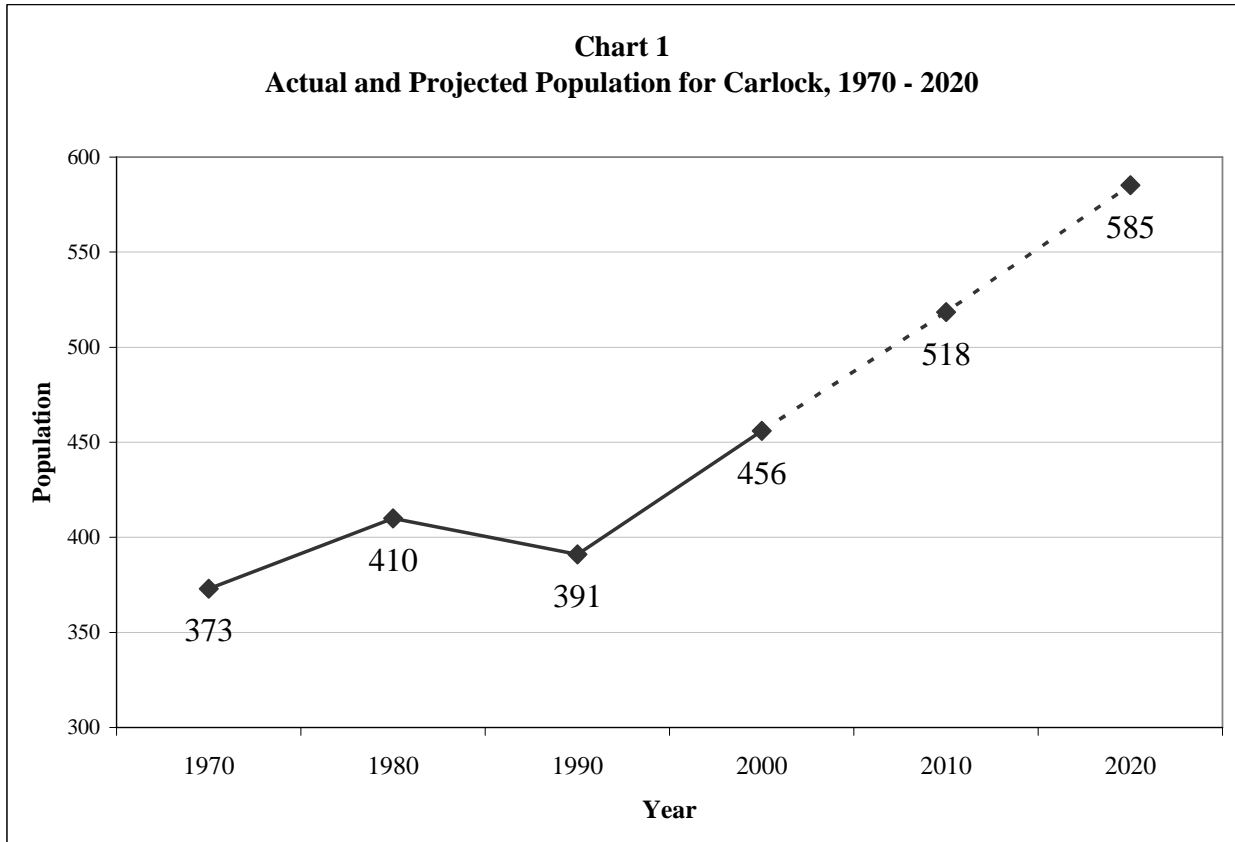
<u>City/Town</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>2000</u>	<u>2020</u>
McLean County	76,577	83,877	104,389	119,149	129,180	150,433	187,210
Bloomington	34,163	36,271	39,992	44,189	51,972	64,808	87,000
Normal	9,772	13,357	26,396	35,672	40,023	45,386	59,285
Carlock	N/A	318	373	410	391	456	585
Chenoa	1,452	1,523	1,860	1,847	1,732	1,845	1,765
Danvers	762	783	854	921	1,008	1,183	1,350
Heyworth	1,072	1,196	1,441	1,598	1,627	2,431	4,150
Hudson	339	493	802	929	1,006	1,510	1,850
LeRoy	1,820	2,088	2,435	2,870	2,777	3,332	3,750
Lexington	1,181	1,244	1,615	1,806	1,809	1,912	2,650
Towanda	400	586	578	630	543	493	590

Source: U. S. Census of Population: 1950-2000; McLean County Regional Planning Commission, 2020

E. Population Growth–Forecast

If the growth experienced by Carlock over the past 40 years were to continue at the same rate, Carlock’s population would increase to 504 by the year 2010 and to 558 by the year 2020. In 2003, the McLean County Regional Planning Commission estimated that by the year 2010, Carlock would have a population of 465 and that Carlock’s population would increase to 490 by the year 2020. During that same period of time, the McLean County Regional Planning Commission estimated that McLean County’s population would increase to 169,910 by 2010 and to 187,210 by 2020. However,

recent development trends, including annexations which increased the Village's land area by nearly forty percent, suggest a more rapid rate of growth can be anticipated. The more aggressive growth rate results in an expected population for Carlock of 518 in 2010, and 585 in 2020. Chart 1 illustrates the change in actual and projected population in Carlock from 1970 to 2020.



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II. COMMUNITY DEVELOPMENT ISSUES

A. Types of Growth

McLean County and Central Illinois contain a wide variety of land uses. Over the past 25 years, McLean County has seen significant population growth with corresponding increases in residential, commercial and industrial development. Carlock is currently primarily a residential community with limited commercial and industrial development. Future growth in Carlock will most likely take the form of additional residential development with the possibility of some limited commercial



development. The community is located within easy driving distance of Bloomington-Normal and Peoria. Both of those urban centers offer employment opportunities and provide a multitude of shopping, leisure and recreation options. The lower housing costs in Carlock make it an ideal “bedroom” community for Bloomington-Normal. According to the 2000

Census, the median value of a single family home in McLean County was \$114,800.00. The median value of a single family home in Carlock was \$83,700.00. Seventy-nine percent of the homes in Carlock had a value below \$100,000.00 compared to 39 percent in McLean County as a whole.

Carlock’s lack of sanitary sewers is one impediment that limits the prospects for significant commercial and industrial growth. Carlock’s location on Interstate 74 and U.S. Route 150 does provide excellent transportation access for trucks. The interstate interchange is a possible location for future commercial development.

Residential development and growth could take several forms. Currently, Carlock is primarily a community of single family homes. Of the 204 dwelling units, 167 (81 percent) are single family units and only 31 (15 percent) are multi-family units. Six units (3 percent) are mobile homes. A recent survey, which saw a 64 percent response rate from the community, indicates the vast majority would like to see that form of residential development occur. The residents are less supportive of

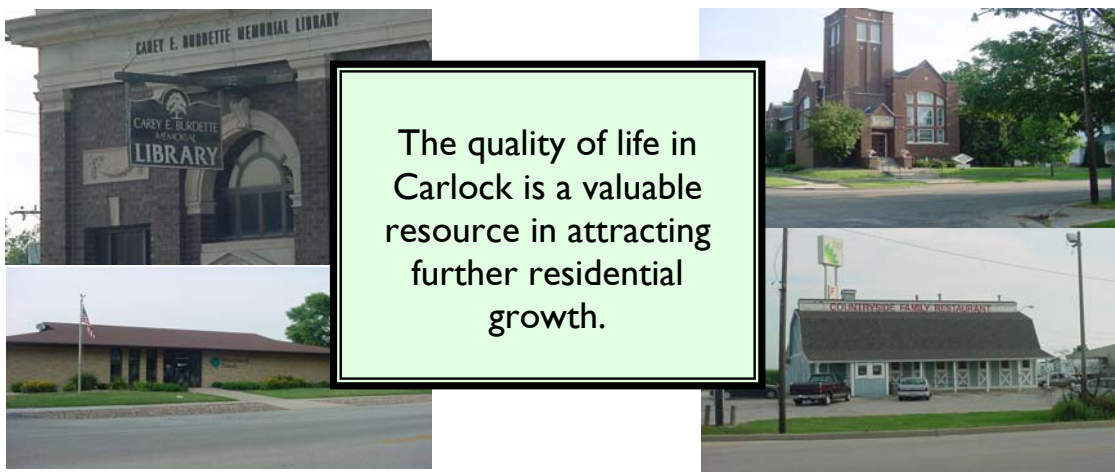
additional multi-family or mobile home developments. Detached, single family homes would appear to be the most welcome form of additional residential development in Carlock (see Figure 1).

Figure 1
SURVEY QUESTION

Residential growth is likely to continue in Carlock.
What form of residential growth would you like to see?

	Yes	No	Not Sure
A. Single Family Homes	67%	11%	22%
B. Duplexes	89%	5%	6%
C. Apartment Complex	6%	68%	26%
D. Mobile Home Park	15%	57%	28%

B. Available Community Resources



Carlock has a public library, elementary school and park. It has two churches: one a Mennonite Church and a Disciples of Christ Christian Church. Carlock has good interstate access, and has a locally owned and operated family restaurant.

The community has its own water system, and while the residents are not completely satisfied with the quality of water provided, the quality has improved in recent years thanks to the continuing efforts of the town to improve water quality. There is land in and near town that could be easily developed for additional residences. The interstate interchange provides a possible site for additional commercial development. The quality of life in Carlock is a valuable resource in attracting further

residential growth.



C. Maintaining and Enhancing Community Lifestyle

Carlock in many ways represents the best of small-town, Middle-America living. The absence of significant crime problems, the availability of affordable single family homes and the general quality of life make Carlock an attractive community in which to live and raise a family. Death and politics are taken very seriously in Carlock as evidenced by the separate Republican and Democratic cemeteries. Future growth and development should complement the current lifestyle of the

Carlock, in many ways, represents the best of small-town, Middle-America living.

community. Accordingly, additional single family homes would fit well into the community. Additional small, retail businesses would also be a compatible and welcome addition to the community. Large multi-family developments would not be a good fit. Absent additional infrastructure, large

industrial developments would not appear viable and would conflict with the current lifestyle of the community. Additional growth and development should be compatible with Carlock's current identity and future zoning and land use regulations should be designed to foster and encourage compatible uses and growth.

A survey of town residents conducted in 2003 showed strong support for additional single family residences and duplexes and strong opposition to apartment complexes and mobile home parks (see Figure 1, page 10).

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III. LAND USE PLAN

A. Purpose of Land Use Planning and Zoning

The Land Use Plan provides a blueprint for the future growth and development of the Village of Carlock. It is a document that sets forth by maps and written text the plans for the use of all land within the Village and the unincorporated area within 1.5 miles of the Village limits. The land use plan not only depicts how land should be used by designating the desired location of residential, commercial, public and agricultural uses, but the plan also sets forth the desired intensity of the development. The Land Use Plan helps define when that development should take place while promoting the economical use of public resources.



The Land Use Plan is a guide, rather than an absolute designation of land use for any particular parcel. The Land Use Plan should seek to minimize the disruptions caused by incompatible adjacent land uses. It should seek to foster and encourage development consistent with the existing community and in keeping with the character of the established community. Sensible planning will

The Land Use Plan provides a blueprint for the future growth and development of the Village of Carlock.

lead to preservation of existing green space and ensure that future development brings with it adequate green space. Because Carlock is primarily a community of detached, single-family homes and because the residents of the community wish to preserve and enhance that aspect of the community's character, the Land Use Plan and zoning regulations should guide future development along that path. Land uses other than detached, single-family homes should not be excluded, but should be designed in such a way as to compliment and enhance the existing character and nature of the community vs. conflicting with it. The Land Use Plan should take advantage of existing resources and seek to minimize or eliminate incompatible land uses.



The Land Use Plan is designed to:

1. Communicate the plans of the Village to private land owners in order to assist them in making investments and development decisions;
2. Provide guidance to consultants and elected officials responsible for locating and designing community facilities and public utility systems; and
3. Provide guidance to elected officials and their advisory groups in evaluating specific developments proposed to be located within the Village and in the areas outside the Village that will influence the character of development within the Village.
4. Promote compact and contiguous development to make efficient use of land and resources and preserve farmland and open space.

B. Residential Areas

As previously mentioned, Carlock is a community of primarily detached, single family homes. A recent survey, conducted by the Village Board, found the citizens strongly supported continued growth by way of single family homes or duplexes. That same survey found residents opposed to additional multi-family residences such as apartment complexes or mobile home parks.



Given the fact that Carlock does not have sanitary sewers, future residential development will require lots large enough to contain the necessary septic system. This factor again makes the development of additional detached, single-family homes the most viable residential growth option. This may be accomplished through large-lot conventional subdivisions or through conservation subdivisions with housing clustered around protected open space.

A limitation of Carlock’s current zoning code is that it does not differentiate between different classifications of residential use. The zoning code should be amended to provide separate zoning classifications for single family residences, multi-family residences and mobile home parks, and to allow for conservation subdivisions. These new classifications would be applied primarily to future development areas as they are annexed to the Village. The current R-1 classification should be broken down into the new categories where appropriate, with non-conforming uses being “grandfathered” into the new scheme.

The Land Use Plan provides direction for future growth beyond the level suggested in the population forecast presented earlier. The forecast considers long term trends, and as noted above, is also informed by recent annexation for new residential development. Therefore, the plan designates current agricultural areas east and south of the Village limits and additional areas to the immediate north of the Village for future residential development to accommodate approximately 150 additional residents and streets at the very low density of three persons per acre. Considerably more people could be accommodated in these areas if higher densities become possible due to the availability of a central sewer system or technological advances in waste water management. The far northeast section of the Village, east of Church Street, is the priority development area. If growth exceeds the forecast, another priority residential development area is located south of U.S. 150 and east of the park. Additional residential development areas identified could be used if population growth warrants. These areas are identified in the Community Development Plan (Map 2) as “Residential Reserve.”



C. Commercial Areas

Carlock currently has two classifications of commercial uses, one being designated as “C-1 General Commercial District” and the second as “C-2 Central Commercial District”. While the Residential classification needs to be broken down into several sub-parts, the commercial classification could probably be combined into one category, since the uses permitted in the two are not substantially dissimilar. The existing areas zoned for commercial use are located primarily along the main east-west street through Carlock.

In addition to existing commercial areas, the Land Use Plan designates other areas for future commercial development (see Map 2). These include commercial areas along U.S. Route 150, Washington Street and McLean County Highway 53. The undeveloped land around the Interstate 74 interchange is also identified as a prime spot for additional commercial development.

D. Industrial Areas

The sole industrial area in Carlock runs along the southwest side of the railroad tracks (see Map 2). Very little land area is actually available for industrial use. Given the primarily residential character of the community, it is essential that any industrial areas be compatible with the overall make-up of the community. The area currently zoned for industrial use should be analyzed to determine whether any true industrial uses are taking place and for those parcels abutting residential areas, consideration should be given to rezoning those parcels to a classification more compatible with the abutting residential use.



E. Public/Institutional Areas

There is no current zoning classification for public or institutional areas, although such uses do currently exist in the community as illustrated on Map 2. The site of the Unit 5 Grade School, the White Oak Township building and the Village park and library could all be placed into a public institutions zone. Areas designated for future residential development should include sufficient green space areas and a large residential addition should perhaps include another park or recreational area.

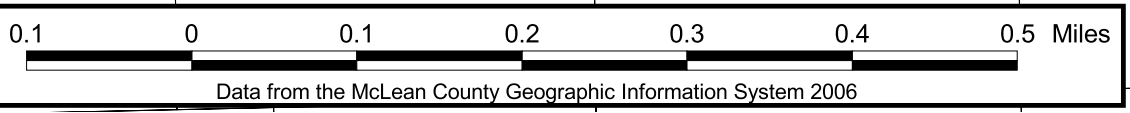
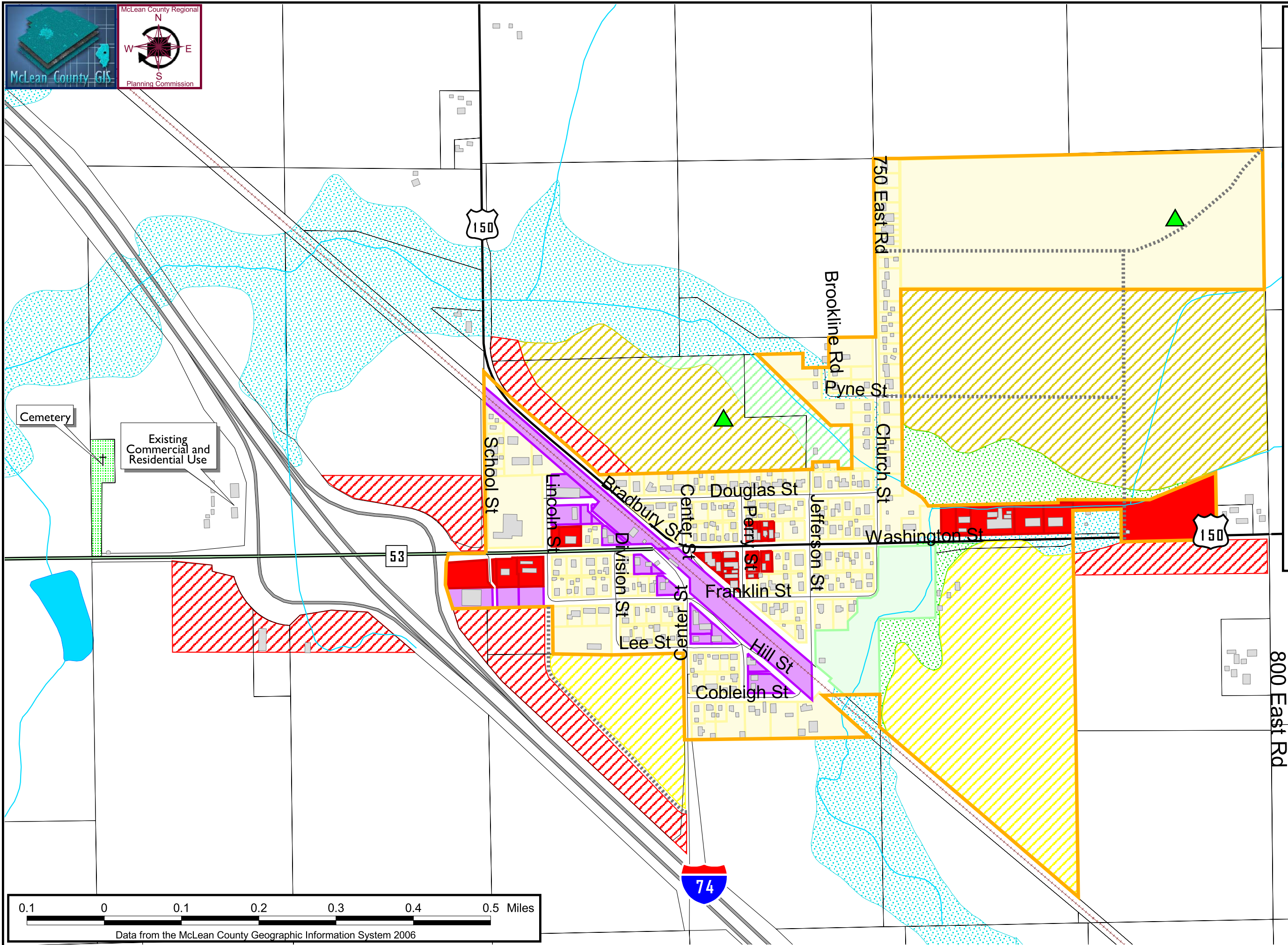
F. Community Development Plan Map

The Community Development Plan map (see following) identifies proposed land uses in areas currently within the incorporated area of the Village, and in areas proximate to the Village which have development potential. The map also identifies potential street extensions and park locations.

Carlock Comprehensive Plan

Map 2 Community Development Plan

- Existing Land Use**
- Park
 - Residential
 - Commercial
 - Industrial
 - Agricultural
- Proposed Land Use**
- Park/Open Space
 - Residential
 - Commercial
 - Residential Reserve
 - Greenway/Open Space
- Community Facilities**
- Proposed Parks
- Transportation Facilities**
- Streets
 - County Highway
 - Interstate Highway
 - Railroads
 - Proposed Streets
- Other Features**
- Incorporated Area
 - Parcels
 - Buildings
 - Streams
 - Lakes
 - Flood Hazard Area



IV. TRANSPORTATION PLAN

A. Transportation Resources Outside of Carlock

Carlock has access to three primary lines of transportation into the community, two of which are highways and the third being a rail line through the community. Interstate 74 is a reasonably well-maintained interstate highway which connects Carlock to Bloomington-Normal to the east and Peoria to the west. Interstate 74 gives Carlock interstate connections to Chicago, Rockford, Indianapolis and St. Louis. U.S. Route 150, which is a two-lane highway, also connects Carlock to Bloomington-Normal and Peoria. Travel into and out of the community on these highways is open year round, although winter sometimes brings treacherous travel conditions. The rail line through Carlock is limited to commercial cargo. Air travel is available through the Central Illinois Regional Airport in Bloomington to the east or through the Peoria Airport to the west.



B. Carlock Street System

The Carlock street system is primarily a grid system. The grid is oriented at a forty-five degree angle from the center of town to the northwest corner of town by U.S. Route 150. Route 150 and Washington Street is the primary east-west street through town. Washington Street brings traffic into town from the west off an exit from Interstate 74. U.S. Route 150 brings in traffic from both the east and the north. Apart from Route 150, which is paved, the street system in Carlock consists



primarily of black topped surfaces which are maintained by chip sealing on a periodic basis. The current street system is adequate for the existing needs. It is configured in such a way as to accommodate future growth and should be extended in accordance with the land use plan as needs dictate. Specifically, the street plan provides for new collector streets extending eastward from Church Street at Pyne Street

and Stoneman Drive. These proposed streets are connected to U.S. 150 via an additional collector extending south from Stoneman Drive. Also shown is an extension of Lincoln Street to the south, which curves eastward to intersect with Center Street. This street extension will serve new residential and commercial development to the south. Proposed streets are illustrated on Maps 2 and 3.

C. Interstate 74

Just west of Carlock, Interstate 74 has an interchange with County Highway 53, known as Washington Street in Carlock. Interstate 74 is a major east-west connection for the central portion of Illinois and connects such cities as Danville, Champaign-Urbana and Bloomington to the east with cities such as Morton, Peoria, Galesburg and the Quad Cities to the west and northwest. Interstate 74 has nearby links to

Interstate 55, which runs from Chicago to St. Louis, and to Interstate 39 which runs from Rockford to Normal. Traffic volume on Interstate 74 is quite high and the interchange would be a good area for businesses which cater to the traveling public to locate. Interstate 74 access would also make Carlock attractive to businesses supplying manufacturers in Bloomington-Normal, Morton, or Peoria.

D. U.S. Route 150

U.S. Route 150 is a two lane highway that crosses Illinois from Danville in the east to the Quad Cities in the west along roughly the same path as Interstate 74. It provides an alternate route from Interstate 74 to travel from Carlock to Bloomington-Normal or to Peoria.

E. Railroad

A rail line provides non-passenger rail service through Carlock. The existence of the rail line could be used by commercial or light industrial businesses locating in or near Carlock.



Interstate 74 access would make Carlock attractive to businesses supplying manufacturers in Bloomington-Normal, Morton and Peoria, and businesses which cater to the traveling public.

V. COMMUNITY FACILITIES PLAN

Community facilities within the Village should be monitored and expanded as growth warrants and in accordance with the Land Use Plan. Facilities addressed include parks/recreation facilities, water system, sewer and waste disposal system, schools, and public/institutional areas. The implementation of infrastructure improvements identified in the plan represents future financial obligations for the Village. Developers may be required to assume some of these costs, either through compensation for improvements, or through mechanisms such as land dedication for new parks and other public facilities.

A. Parks/Recreation Facilities

Carlock has a park that contains approximately ten acres of green space. A park expansion in early 2006 nearly doubled the size of the facility. Included within the park is a half mile paved walking trail, a new state of the art playground, a full size outdoor basketball court with sport court flooring and a tether ball pole. The park also includes a covered pavilion with picnic tables that can be reserved for private gatherings. Grills are available for charcoal grilling. There are ample trees and shaded areas. A creek runs through the park and a pedestrian bridge crosses the creek. The park is the focal point of the annual Park Palooza held on the third Saturday each June. This community festival sees participation from the local fire department and churches and involves a parade as well as other activities.

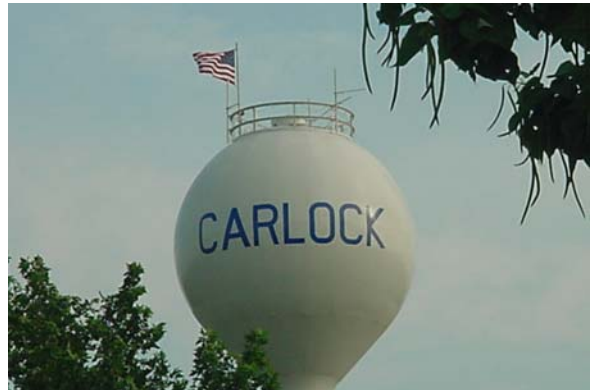


The park is the focal point of the annual Park Palooza held on the third Saturday each June.

B. Water System

A new Village of Carlock water tower went on line in September 2002, replacing the 40-year-old tower.

In addition to the age of the old tower, the new tower was required to increase water pressure, provide better fire protection and to accommodate anticipated growth. The project was funded through low interest, IEPA loans totaling \$400,000. Carlock's



water system uses aeration, sedimentation, pressure filters for iron removal and chemical treatments on the water consumed.

It is estimated that the new tower will accommodate a population of up to 1,200-1,500 people, depending upon the location and density of that growth. This would be growth of nearly 300 percent over the current 456 person population, which requires 184 active water accounts in Carlock today.

Other improvements to the water system are currently under review. These include two phases of water main improvements. Phase 1 improvements are intended to enhance flow to Carlock Elementary School, Lincoln Street and to provide an additional railroad crossing for looping purposes. The amount of flow to the west side will dramatically improve as a result of this work, which will also aid in providing for future commercial/ residential growth on the southwest side of the Village.

Phase 2 water main improvements are intended to assist with the conveyance of flow and pressure to future commercial/ industrial/ residential growth including areas East of Church Street and North, North of Douglas Street and to the Park and Residential area on the Village's Southwest and Southeast sides. The Village firmly believes that developers should share in the largest share of the cost in providing services to new areas without impacting existing users.

Anticipated improvements to the water system also include the expansion of available water resources. Through exhaustive efforts by the Village, an additional source of well water has been located southeast of the Village. Property and easement acquisition is underway to facilitate bringing water into the Village across several properties. This is a significant effort, requiring the cooperation and support of individuals through whose property nearly 2 miles of transmission main will pass. This new well is required to support expected levels of additional growth.

The Village has investigated connecting to the City of Bloomington and/or participating in the ongoing Regional Water Study. Due to the lengths of pipe, property issues and costs involved, operating a stand-alone water system continues to be the most cost effective option for the Village.

The existing water treatment plant was constructed in 1961 and provides aeration, detention and filtration with chlorination and fluoridation. Iron is oxidized through the aerator and filtered out by 2 filters within the plant. The existing treatment plant can only provide iron removal and cannot address “color” in the water caused by organic compounds naturally present in the aquifer. Periodic, minor upgrades have been made to the treatment plant over the years. Substantial growth in the community will require further, more costly improvements to the treatment facilities.

C. Sewer and Waste Disposal System

As of 2003, there is no sewer system in the Village. Citizens utilize and maintain individual septic systems located on their property. In a 1977 study, updated by the Farnsworth Group in 2003, it was estimated that installing a sewer system within the Village would cost approximately \$3 million. Without grant money from state or federal sources, it is unlikely within the foreseeable future that Carlock will be able to afford a sewer system. A 2003 Survey (*see Figure 2*) showed mixed results on whether Village residents would support the costs necessary to install such a sewer system. The existing septic system method of waste water disposal and treatment will impact future development since such systems require larger lot sizes than would be necessary if a central sewer system was used.

Figure 2
SURVEY QUESTION

Without a sanitary sewer system, future commercial growth and development in Carlock will be very limited. Would you be willing to financially support the installation of a sanitary sewer system?

Results: Yes: 35% No: 35% Not Sure: 30%

D. Schools

The Village of Carlock is part of the Unit Five School District which covers not only Carlock, but the Town of Normal, parts of the City of Bloomington, the Villages of Towanda and Hudson and significant portions of rural McLean County adjacent to those municipalities. Unit 5 maintains an elementary school in Carlock. Children from that elementary school attend junior high school at Parkside Junior High in Normal and attend high school at Normal West High School in Normal. Unit 5 consistently provides quality education for its students, as evidenced by the test scores at all school levels in the district.

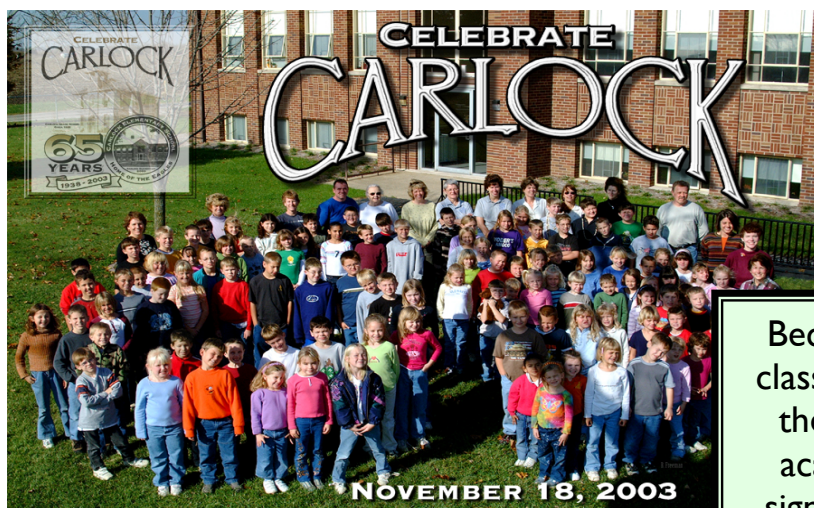


Following the traditions of small communities throughout the United States, the schoolhouse remains an important and vital component of the village of Carlock. The present building stands at the western gateway to the community as it has done for 65 years. Partnering with local families and businesses, the elementary school not only provides educational opportunities for its students, but also provides a place where community comes together for social events such as the music programs, Fall Harvest Day festivities, Spring School Carnival and End-of-the-School-Year Potluck. The local Senior Citizen Group enjoys monthly contact with students at all grade levels and the local fire department provides numerous safety programs throughout the month of October. Numerous staff members at the school are also local

Unit 5 consistently provides quality education for its students, as evidenced by the test scores at all school levels in the district.

residents, who provide a link to the surrounding area. The school gathers its student population from four attendance areas: the Village of Carlock, the surrounding rural area, the Sunset Lake area (outside of Carlock) and the Apollo Acres subdivision west of Bloomington.

The strengths of Carlock School are numerous. Many generations of the same families have walked its hallways and the “family” atmosphere of the small school allows students to grow academically and socially at a faster rate than can be found in larger institutions. Because of its small class sizes and strong teaching staff, the students of Carlock School have performed significantly higher on the state testing than the state and district averages in most academic areas.



Because of Carlock School’s small class sizes and strong teaching staff, the students of Carlock, in most academic areas, have performed significantly higher on state testing than state and district averages.

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VI. IMPLEMENTATION OF PLAN

A. Available Tools

There are a number of tools available by which the Village of Carlock and its citizens can implement and carry out the Comprehensive Plan. Carlock's zoning code and subdivision ordinances are key tools in implementing the Comprehensive Plan. The zoning code should be reviewed

Carlock's zoning and subdivision ordinances are key tools in implementing the Comprehensive Plan.

to see if changes or modifications are necessary in order to bring it into compliance with the goals set forth in the Comprehensive Plan. The same review should be done with respect to the Carlock subdivision ordinance to see if changes are needed in that document. Table 2 describes some commonly used implementation methods.

**Table 2A
Commonly Used Implementation Methods
Legal Tools**

Zoning Ordinance	The zoning ordinance controls the use of the land and is probably the single most effective means of implementing a community's land use plan. Zoning decisions are usually more defensible if based on the land use plan.
Subdivision Regulations	These regulations require coordination of new street and other physical improvements to land with an existing or planned street system and provide standards for lot layout and street design. Subdivision regulations also require adequate street rights-of-way and alignment of collector streets in conformance with the transportation plan, require drainage facilities and easements where necessary, and require the installation of utilities to serve new areas of development. Also included in subdivision ordinances may be provisions for planned unit developments and for dedications for community facilities.
Codes	Codes provide sound standards for the construction, use, and occupancy of buildings.
Official Map	The official map provides the municipality with a means to reserve land designated for public purposes for a one-year period from the time that such land is subdivided. The map pinpoints the location of future public facilities and, in effect, serves notice that the municipality intends to acquire the designated land.

**Table 2B
Commonly Used Implementation Methods
Financial Tools**

Capital Improvements Program	The capital improvements program includes a list of capital improvement projects on a priority basis scheduled for a defined period of time (usually about six years), along with an estimate of the costs and funding sources for each project. The capital improvements program schedules the timing of such improvements and provides a clear picture of the community's financial obligations at any point in time.
Federal & State Aid Programs	These programs provide technical and financial assistance for communities to help solve physical, economic and social problems. For most federal and state aid programs, there is usually stiff competition for limited resources.
Tax Increment Financing	Tax increment financing (TIF) is a strategy that allows improvements to be financed by bonds to be retired from revenue generated from the increase in property taxes which result from the improvements made within the designated TIF district.

**Table 2C
Commonly Used Implementation Methods
Administrative Tools**

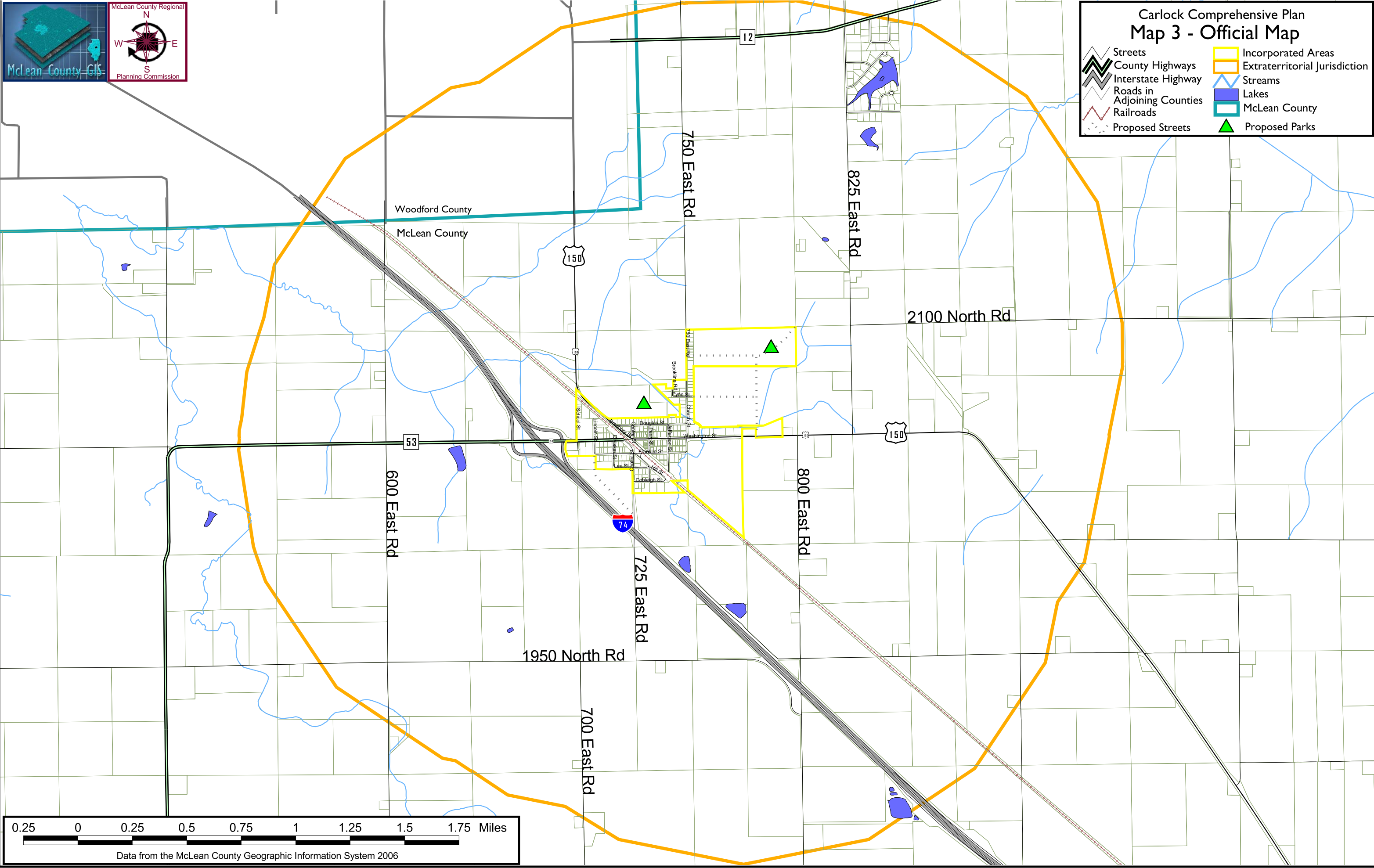
Annexation	Annexation provides a means to maintain control over developing territory and to ensure that outward growth and development will not be impeded. The aggressiveness of annexation policies should depend, in part, on the extent to which the municipality is prepared to extend streets and utilities and provide other urban services as determined from the capital improvement program. Pre-annexation agreements are standard requirements for zoning approval and utility extensions to developing areas in the Bloomington-Normal urban area.
Intergovernmental Coordination	The Village should relate its proposals and improvement programs to those of other governmental agencies such as the Town of Normal, City of Bloomington, McLean County, Unit #5 School District, neighboring townships, the Illinois Department of Transportation and the Illinois Commerce Commission in order to ensure mutual compatibility and maximum efficiency in the allocation of resources.

The official map will need to be modified in order to reflect certain aspects of the implementation changes called for in this Plan. The Village Board's exercise of its annexation power is another useful tool in making sure that future development follows the guidelines set forth in the Comprehensive Plan. Annexation agreements should not be approved unless they comply with or are compatible with the Comprehensive Plan.



Carlock Comprehensive Plan Map 3 - Official Map

Streets	Incorporated Areas
County Highways	Extraterritorial Jurisdiction
Interstate Highway	Streams
Roads in Adjoining Counties	Lakes
Railroads	McLean County
Proposed Streets	Proposed Parks



0.25 0 0.25 0.5 0.75 1 1.25 1.5 1.75 Miles

Data from the McLean County Geographic Information System 2006

ORDINANCE NO. 2006-02

AN ORDINANCE ADOPTING A COMPREHENSIVE PLAN FOR THE VILLAGE OF
CARLOCK

BE IT ORDAINED by the Board of Trustees of the Village of Carlock, McLean County, Illinois, that the Village of Carlock did request an update of the Comprehensive Plan in light of the current populations, population projections, growth trends, and community desires; and

WHEREAS, on the 27th day of February ²⁰⁰⁶ the Village Board was presented with a proposed Comprehensive Plan; and

WHEREAS, the Comprehensive Plan was submitted to the Village Board and the Village of Carlock staff members for review; and

WHEREAS, a public meeting was held on the 11th day of May ²⁰⁰⁶ where the Comprehensive Plan was available for public comment and review; and

WHEREAS, the Village has authority pursuant to the Illinois Municipal Code (Chapter 65 ILCS) and pursuant to the 1970 Illinois Constitution, Article VII, Section 6, to adopt a Comprehensive Plan; and

NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND VILLAGE BOARD OF THE VILLAGE OF CARLOCK, ILLINOIS:

SECTION ONE: That the proposed Comprehensive Plan for the Village of Carlock be approved and adopted in whole as the official Comprehensive Plan for the Village of Carlock. A copy of said Comprehensive Plan is attached hereto as Exhibit "A" and incorporated herein by reference.

SECTION TWO: That the maps contained in said Comprehensive Plan and descriptive or explanatory narrative material provided in connection therewith shall collectively be considered and construed as the Village's "official map" and each individual map and related descriptive material shall be considered and construed as a functional or geographic part or component of said official map.

SECTION THREE: That the Village Clerk be, and she is hereby authorized and directed to place one or more copies of said Comprehensive Plan on file in her office and make it available for public inspections during business hours.

SECTION FOUR: That the Village Clerk be, and she is hereby authorized and directed to make copies of the Comprehensive Plan and maps available for purchase at a price not exceeding the cost of printing said plan.

SECTION FIVE: That the Village Clerk be, and she is hereby authorized and directed to record a Notice in the office of the Recorder of Deeds, McLean County, Illinois, which Notice shall be substantially in the following form:

NOTICE OF COMPREHENSIVE PLAN ADOPTION BY THE VILLAGE OF CARLOCK

Please take Notice: By the adoption of Ordinance No. 2006- 02, the Village Mayor and Board of Trustees for the Village of Carlock have adopted a Comprehensive Plan and official map.

Copies of the plan and map are available for public inspection and purchase in the office of the Village Clerk, 304 S. Perry Street, Carlock, Illinois 61725.

Pursuant to statute, the Village Comprehensive Plan and official maps become effective ten days after the date of filing this notice in the office of the McLean County Recorder of Deeds.

VILLAGE OF CARLOCK, ILLINOIS, by
Michele L. Becker
Michele L. Becker, Village Clerk

SECTION SIX: That the Village Clerk be, and she is hereby directed and authorized to publish this ordinance in pamphlet form as provided by law.

SECTION SEVEN: That this ordinance shall take effect ten days after the date of its publication.

Passed this 22nd day of May, 2006

Ayes: 4
Nays: 0
Absent: 1

Approved this 22nd day of May, 2006

Bradley K. Bar
Mayor

ATTEST:

Michele L. Becker
Village Clerk