

CITY OF CHENOA COMPREHENSIVE PLAN

Prepared By

McLean County Regional Planning Commission
115 East Washington Street #M103
Bloomington, Illinois 61701

In Cooperation with the City of Chenoa

January, 2009

Chenoa City Council

Mayor Walt Hetman

Commission Eric Rhoda, Streets & Alleys

Commissioner Jack Skaggs, Water & Sewer

Commissioner Randy Skaggs, Insurance & Finance

Commissioner Ed Straw, Parks & Health

Executive Summary

The City of Chenoa is a community of over 1,800 residents located adjacent to Interstate 55 in northern McLean County. Chenoa has historically depended on agriculture for its economic base and has experienced limited growth since 1960. In an effort to spur additional growth, the city established a tax increment financing district (TIF) in 2007 and developed a plan for city redevelopment. Part of this process includes development of significant acreage within the city to be used for future commercial and industrial endeavors.

In order to provide direction for the future, city officials requested technical assistance from the McLean County Regional Planning Commission for the development of this comprehensive plan. This comprehensive plan is intended to serve as an advisory guide for future community development over the next 20 years or so. The plan is intended to be flexible and generalized in nature. It should provide guidance for development decisions but does not require strict adherence, as is the case with regulatory ordinances. Such ordinances should, however, be reviewed for consistency with the objectives and policies of this plan.

The comprehensive plan examines past and present trends in growth and development. The plan recommends future development that contributes to the local quality of life. Field surveys of existing land use and research of engineering reports, historical accounts, and census data provided the information needed to assess existing characteristics and trends. This assessment provided the basis to project future demands and formulate plans to address future needs. This information was also used to dissect existing conditions within the community, project future economic needs and formulate plans for the future. The planning process included input from city officials, community leaders and professional engineers.

The plan features nine components. These

include natural environment, community history, economy, population, housing, land use, transportation, community facilities and implementation. These components are addressed in separate chapters within the report.

A comprehensive plan serves as the initial step in the planning process. More follow-up action is required for successful implementation of the plan. The plan will also need to be periodically updated to reflect the changing needs of the community.

The area's favorable natural environment, including climate, topography, and soils, is a positive influence on development. It gave rise to the community's initial settlement and has supported an agricultural-based economy ever since. It also poses few major constraints for future development.

The city has taken additional steps to encourage more business in the area. In addition to establishing a TIF district, the City has also zoned parts of the city for commercial and industrial development.

The city also has a location favorable for business. Chenoa is located near a Interstate 55. It is also located near larger rural communities and urban centers, which is important in recruiting a regional workforce.

The plan recommends that community leaders continue to work with area economic development officials in actively reviewing the needs of existing business and in promoting the local quality of life. Chenoa offers many benefits of small town life, including among others clean air and a lower cost of living. Housing in Chenoa is relatively affordable. The majority of homes were built before 1960, with 335 having been built since, and 103 built between 1970 and 1980. According to the latest census data, homes in Chenoa range from less than \$50,000 to more than \$200,000. Average monthly mortgages in Chenoa are approximately \$800 per month.

Chenoa's population has fluctuated to varying degrees throughout its history. The

city realized slight increases in 1960, 1970 and 2000, but this has not been the norm. Current age distribution is favorable, with a strong representation of children aged 1 to 14 while those aged 24 to 44 make up close to 30 percent of the city's population. This suggests a substantial labor force for the foreseeable future. Population projections reflect a continuation of the community's more proactive stance on growth and development, combined with the community's many quality of life attributes.

Future demand for housing and supporting land uses and services will depend on the amount and rate of development in commercial and industrial areas and if those employed in those operations relocate to Chenoa. The land use plan identifies areas for future residential and commercial development as well as suggested locations for greenways, parks and open space.

A major challenge for the future will be to achieve development that continues to be contiguous to existing services but is more compact. Emphasis on implementing traditional neighborhood residential development and properly located commercial and industrial development will help meet this challenge.

The plan provides for significant areas of new development. It provides for new commercial and industrial development to the south. It also provides for new residential development in the southeastern part of the city. Land is also designated as residential reserve along Old Route 66 to the northeast and just to the southwest of the I-55 interchange. Additional commercial development is planned nearby along Route 24.

Chenoa's downtown is also a point of emphasis in the plan. Its current location and design make it appealing for live-work units, which would preserve the district's historical appeal and also contribute to rehabilitation of the area. The plan also promotes the preservation of the city's people-friendly neighborhoods and community gathering places.

The transportation portion of the comprehensive plan reinforces and compliments the land use plan. It provides for safe and conven-

ient movement of people and vehicles.

Alternative modes of transportation such as pedestrian and bicycle transportation are also considered. A major focus of the transportation plan is preserving the existing street network and providing for the extension of streets that will be needed to maintain continuity and serve areas of future development.

The city has also begun planning the development of a bicycle trail network. The initial phase of the project will provide a bicycle and pedestrian trail along portions of historic Route 66.

The plan for community facilities discusses city hall, fire station, public library, parks, water, and sewer. The plan notes that the adequacy of both the city hall and library buildings should be closely monitored as the city's population increases. Both facilities are sufficient to serve the present population but could require expansion if population growth occurs. The new fire station opened in 2008 and should serve Chenoa and the surrounding area for some time.

The plan also notes that if the local population increases as projected, park improvements and/or expansion should be considered. A location to consider for a possible future park is the city's south side where open space is limited to the old Chenoa High School facilities. Additionally, the plan notes that state grant funding has been received to develop a bicycle-pedestrian trail adjacent to the Old Route 66 Corridor and that this trail should be integrated into the McLean County Historic Route 66 Bikeway.

With regards to the existing water system, the plan summarizes the existing facilities and notes that system expansions will be necessary to accommodate projected growth. The plan also notes that the wastewater treatment plant was built in 1981 and is nearing capacity according to city officials. The city's engineers have recommended capacity be increased to accommodate future population growth. An expanded facility could be built on land adjacent to the current wastewater facility.

The implementation component outlines

methods, responsibilities and policies for carrying out the plan. Implementation methods include legal tools such as zoning ordinances, subdivision regulations and the official map. Financial tools include public and private grants, capital improvement programs and tax increment financing as well as others. Administrative tools include annexation, utility extensions and intergovernmental agreements. The plan also notes the importance of public involvement and support for the plan, and recommends a local planning commission or oversight group be appointed to gauge the progress of plan implementation.

TABLE OF CONTENTS

Title Page	i
Chenoa City Council	iii
Executive Summary	v
Table of Contents	ix
Index to Illustrations	xi
 Chapter 1.	
INTRODUCTION	1
Purpose of the Plan	3
Scope of Plan	3
Method of Approach	3
Limitations of the Plan	4
 Chapter 2.	
NATURAL ENVIRONMENT	7
Climate	9
Topography	9
Soils	9
Floodplains	10
Wetlands	10
 Chapter 3.	
COMMUNITY HISTORY	13
Early History	15
The Development of the Railroad and Chenoa's Growth	15
The 1900's and Beyond	16
Other Historic Facts	18
 Chapter 4.	
ECONOMIC DEVELOPMENT	21
Economic Overview	23
Factors in Growing Local Economies	23
Future Economy	26
 Chapter 5.	
POPULATION	29
Historical Population Growth	31
Existing Population Characteristics	31
Future Population Growth	34
 Chapter 6.	
HOUSING	37
Existing Characteristics	39
Future Housing Demand	41
 Chapter 7.	
LAND USE	43
Characteristics and Trends	45
Challenges and Opportunities	45
Strategy	49
Future Requirements and Distribution	51

Chapter 8.	TRANSPORTATION . . . . .	.57
	Existing Transportation System . . . . .	.59
	Strategy . . . . .	.60
	Future Transportation Facilities . . . . .	.60
Chapter 9.	COMMUNITY FACILITIES . . . . .	.65
	Design Principles . . . . .	.67
	Public Buildings . . . . .	.67
	Schools . . . . .	.71
	Parks and Recreation Facilities . . . . .	.72
	Water and Sewer Systems . . . . .	.73
Chapter 10.	IMPLEMENTATION . . . . .	.75
	Methods of Implementation . . . . .	.77
	Responsibility for Implementation . . . . .	.82
	Summary of Policies for Implementation . . . . .	.83
Bibliography		87

INDEX TO ILLUSTRATIONS

Maps

Map 1.1 Regional Perspective	5
Map 2.1 Physical Features	11
Map 7.1 Existing Land Use	47
Map 7.2 Proposed Land Use	53
Map 8.1 Existing Transportation System	61
Map 8.2 Transportation Plan	62
Map 9.1 Community Facilities	69
Map 10.1 Official Map	79

Charts

Chart 5.1 Population Projection, 1950-2050	35
--	----

Tables

Table 4.1 Chenoa Area Employment By Industry	23
Table 4.2 Chenoa Area Employment and Income Level Comparisons	24
Table 5.1 Population 1880-2000.	31
Table 5.2 Percentage Age Distribution and Comparison	32
Table 5.3 Size of Household by Tenure	33
Table 5.4 Comparison of Median Household Incomes	33
Table 5.5 Percentage of Population Attaining Specified Level of Education	34
Table 5.6 McLean County Area Population Projections	34
Table 6.1 Gross Rent & Percentage of Income	39
Table 6.2 Residential Construction	40
Table 6.3 Value of Owner-Occupied Housing	40
Table 6.4 Mortgage Status & Selected Monthly Owner Costs	41
Table 10.1 Frequently Used Tools for Implementing the Comprehensive Plan	78

Exhibits

Exhibit 4.1 IL Median Hourly Wage for Education Categories	25
--	----

Chapter 1



INTRODUCTION

The city of Chenoa is located in McLean County, Illinois, approximately twenty-five miles northeast of Bloomington-Normal on Interstate 55 and Illinois Route 24 (see Map 1.1). Roughly midway between Chicago and the state capital of Springfield, Chenoa sits at the heart of the state's most productive agricultural region. Chenoa exemplifies the small cities found in central Illinois, which continue to serve their own residents and the surrounding rural areas.

Kickapoo and Pottawottamie Native American tribes were among the first inhabitants of the area in the 1820's. European settlers did not arrive until the 1840's. Matthew T. Scott is credited with being one of the region's leading businessmen. His purchase of over 16,000 acres of land positioned the future city of Chenoa in becoming an agricultural and commerce center assisted in later years by the establishment of the first railroad lines. Since then, Chenoa has long depended on agriculture, small industry and the service sector for its economic base. City growth was not significant until the late 1960's when Chenoa realized its first notable population increase (337 people) in decades. After the 1970's, the population of Chenoa remained relatively stagnant until the late 1990's when the population increased almost 6.5 percent. In 2000, Chenoa's population was approximately 1,845.

The City of Chenoa has already taken steps to encourage future growth. In 2007, the City established a Tax Increment Financing District and developed a plan for city redevelopment. The Chenoa school district was consolidated into the Prairie Central School District in 2004, and the former Chenoa High School currently serves the consolidated district as an elementary school. The city also has two community parks and other open space that provide its citizens public recreational opportunities.

As Chenoa prepares for the future, a comprehensive plan is needed to serve as a guide for community growth. A comprehensive plan guides the city when making decisions about future economic development, housing, trans-

portation, land use and community facilities. The plan ensures that coordinated growth and development will occur, thereby enhancing the quality of life in Chenoa.

PURPOSE OF THE PLAN

The *City of Chenoa Comprehensive Plan* is intended as an advisory document for future community development. The plan is written to be an interpretive and flexible report. Future development proposals should be evaluated within the intent of the plan and not be subject to a strict interpretation of the plan. Although the document is intended to guide a lengthy planning period, it should be periodically reviewed for updating as the long-range plan is implemented. The plan also examines past and present growth trends and provides a vision for the future.

SCOPE OF PLAN

Chenoa and areas within its mile-and-a-half planning jurisdiction were included in the study area for this plan (see Map 1.1). The comprehensive plan addresses issues related to the potential growth of the city through the year 2035. Plan components include natural environment, community history, population, economy, housing, land use, transportation, community facilities and implementation.

Recommendations are made for the planning of streets, land use, public and private buildings, recreation facilities, and community operations. The plan also addresses recommendations for plan implementation.

METHOD OF APPROACH











Field surveys, reports, historical accounts and existing land use and census data were used to analyze the variety of information contained in this report. This information was also used to assess existing conditions, project future community needs and formulate plans

for the future. The process also included input from city officials, community leaders and professional civil engineers.

LIMITATIONS OF THE PLAN

A comprehensive plan serves as the first step in the planning process. It should not be mistaken as the only item necessary for successful community planning. The purpose of the plan is to summarize research and present local goals and objectives and suggest plans of action for implementation. To succeed, community leaders need to aggressively carry out the plan and make sure it is periodically updated to reflect changing community wants and needs.

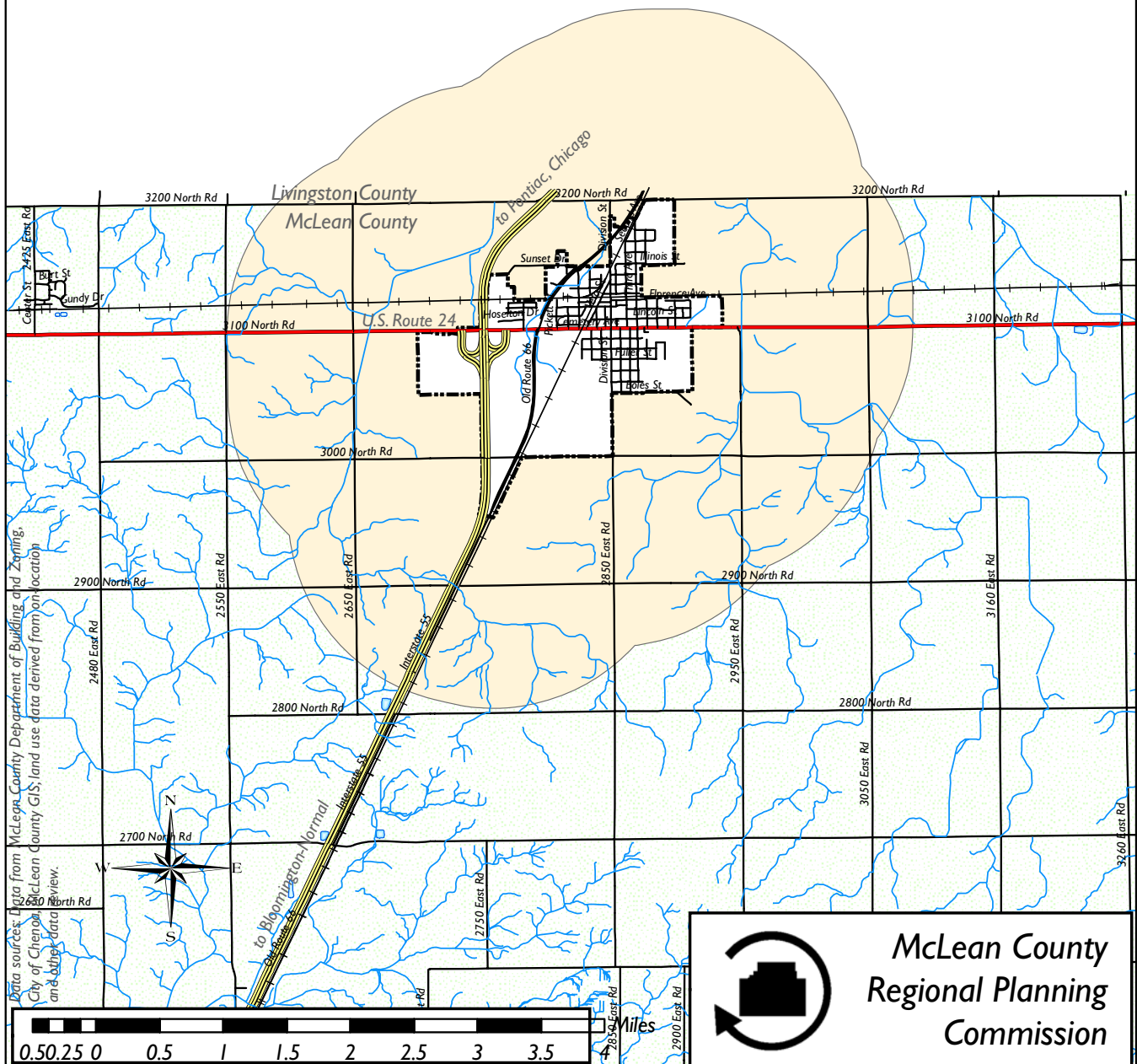
Legend

-  Corporate Limits - 2008
-  Extraterritorial Jurisdiction
-  McLean County
-  Streams
-  Lakes and Detention
-  Streets and Roads
-  State Highway
-  U.S. Highway
-  Interstate Highway
-  Railroad

Map 1.1

Regional Perspective

City of Chenoa Comprehensive Plan



Chapter 2



NATURAL ENVIRONMENT

Studying the natural environment is essential in assessing the physical characteristics and limitations of a specific geographic location. An overview of the natural environment is important in community planning efforts. Information on climate, soils, terrain and drainage is elementary in determining land development or preservation potential. This information provides a basis for determining future planning and land development strategies. This chapter presents an assessment of the physical characteristics and limitations of the natural environment in the Chenoa area.

CLIMATE

The city of Chenoa and the midwest in general have a humid continental climate. In such a climate, hot and humid summers and cold winters are the norm. Chenoa's average annual temperature is approximately 54 degrees. Mean summer temperatures are 76 degrees and average winter temperatures are 33 degrees. Temperatures in the 90-degree range are not uncommon in the summer nor are freezing or below freezing temperatures in the winter.

The length of the growing season can vary from year to year, but 170 to 210 days is a common threshold according to records kept over the past 30 years. During some years, frost can occur in May. Frost does not usually re-appear until mid to late October. Occasional dry spells can occur but precipitation is usually plentiful in the form of rain and snow. Localized flooding and ponding can be a problem in the area since the local topography is relatively flat and water tables are somewhat high in some locations.

TOPOGRAPHY

Most of McLean County's topography was shaped by glaciers. The majority of the county is located on a glacial till plain. Moraines are prevalent throughout McLean County. These ridges of deposited soil and rock are the result

of the recession of the Wisconsin glacier more than 15,000 years ago. Moraines extend from the northeast corner of the county toward the southeast. The surface topography in the Chenoa area ranges from 700 to 800 feet above sea level in most locations according to the Illinois State Geological Survey as illustrated on Map 2.1. Bedrock can be found throughout the area. It consists of limestone, shale and coal at various depths. Bedrock can be found anywhere between 30 to 50 feet below the ground surface. Sand and gravel are also part of the topographical makeup. Deposits can be found from 5 to 30 feet below the surface. Sand and gravel deposits in the region are the result of glacial outwash.

SOILS

The Natural Resource Conservation Service (NRCS) has identified three primary soil associations in the Chenoa area. The NRCS provides information on the suitability of these soils as it concerns agricultural production, recreational use, and building site development. The three prevalent soil associations are Chenoa, Ashkum and Varna. Chenoa soils are gently sloping and drain poorly. Although the soil type is considered very good for farming, it is not well suited for construction. Chenoa soils have a tendency to pond and drain slowly. Ashkum soils can be found in level areas around Chenoa. Although Ashkum is considered a poor draining soil, it is also a prime soil for farming but less than ideal for building construction. Varna soils prevail in gently sloping areas. These are moderate, well-drained soils that are excellent for farming although subject to wetness. Varna soils are less than ideal for construction purposes.

The Chenoa area, like many rural areas of McLean County, has a naturally high water table that is subject to wetness and detrimental to construction. Soil characteristics should always be examined when contemplating development. Special design, construction and maintenance practices may need to be imple-

mented to avoid potential problems. Some land in low lying or steeply sloping areas may not be appropriate for development.

FLOODPLAINS

Floodplains are level to nearly level lands adjacent to waterways that are subject to periodic flooding. A floodplain is a potentially valuable natural resource and should be preserved in its natural state. Protecting water quality and providing open space for passive recreation are benefits of preserving floodplains.

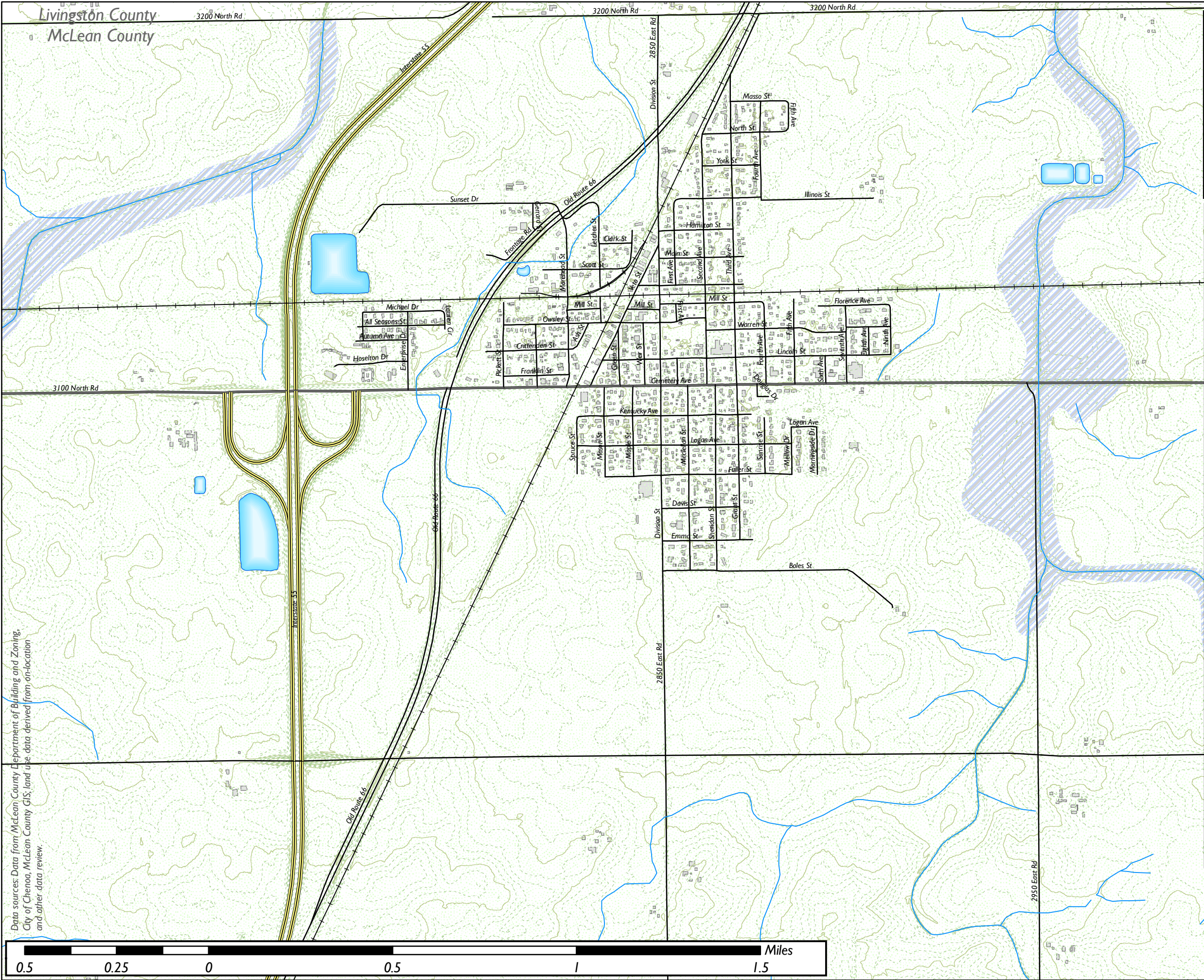
The Federal Emergency Management Agency (FEMA) has identified flood prone areas throughout the nation to assist in floodplain management. Maps designed by FEMA are based on the 100-year flood event, or the largest area that would be inundated by water during the most severe flooding that could be expected within a 100-year period. Flood prone areas in and around Chenoa include low-lying areas, especially along streams and drainageways. Significant floodplains border Chenoa on the east and northwest. Many smaller streams and water bodies surround the community. The most significant stream is Rooks Creek, which is located in the Vermillion River Illinois Natural Drainage Area. According to the Illinois Department of Natural Resources (IDNR), the area is a highly valued aquatic resource (see Map 2.1).

Development regulations in and around floodplains have been implemented by the County of McLean. Development in or near floodplain locations should usually be discouraged. However, limited development can be permitted under certain circumstances when ordinance requirements are met.

WETLANDS

Streams, lakes, ponds and swampy areas are considered wetlands. These areas may provide native vegetation and may serve as wildlife habitat. Development on wetlands is

restricted by the federal government. The United States Department of Agriculture is responsible for classifying wetlands on agricultural land. The NRCS determines the status of a wetland on agricultural land. Plotting of all non-agricultural land in wetlands is the primary responsibility of the United States Army Corps of Engineers. There are many government-sponsored conservation incentive programs available that may provide for the protection of wetlands. Like many midwest rural communities, wetlands have virtually disappeared over the years from tiling and man-made drainage techniques due to agricultural pursuits.



Data sources: Data from McLean County Department of Building and Zoning, City of Chenoa, McLean County GIS, land use data derived from on-location and other data review.

Map 2.1

Physical Features

City of Chenoa
Comprehensive Plan

Legend

Natural Features

- Streams
- Lakes and Detention
- Flood Hazard Area

Elevation

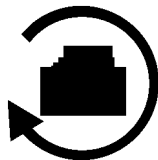
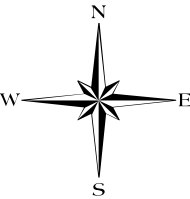
- Index Contour
- Intermediate Contour

Built/Governmental Features

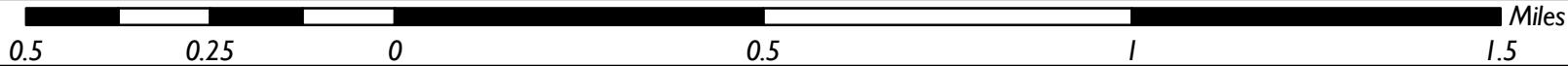
- Buildings
- Corporate Limits - 2008
- McLean County

Transportation

- Streets and Roads
- State Highway
- U.S. Highway
- Interstate Highway
- Railroad



McLean County
Regional Planning
Commission



Chapter 3



COMMUNITY HISTORY

It is important for a community to have an understanding of the factors that influenced its growth and development. A community's history establishes local character and promotes civic pride. Community history is an important factor in the planning process since it can influence the future. This chapter provides a general overview of Chenoa history beginning with the initial settlers of the area. More information can be obtained from the Chenoa Public Library, Chenoa Historical Society and the McLean County Museum of History.

EARLY HISTORY

The Kickapoo Indians were the first recorded people to have inhabited the Chenoa area. The tribe traded and interacted with the Pottawottamies who had camps near modern-day LeRoy but often frequented the Rooks Creek area. By 1828, the Kickapoo had established significant encampments near what was known as Indian Grove in Livingston County. It is estimated the tribe numbered over 600 people.

Around this same time, Christian missionaries were beginning to arrive in the area and converted several of the Kickapoo to Christianity. European settlers did not begin to appear on the scene until the late 1840's and early 1850's. In 1852, a native Kentuckian and land speculator, Matthew T. Scott, became interested in land holdings in Ohio and Illinois. Scott was a businessman of some note who was involved in lumber and mineral development as well as agricultural ventures in the Chenoa area. Around 1852, Scott purchased close to 16,000 acres of land for family members and himself. Much of this land was later used for agricultural pursuits.

He is also given credit for establishing the first train station in the area. Chenoa was first known as "Peoria Junction" among railroad officials and traders. It was Scott who originally applied to the government to name the city "Chenowa", the Indian spelling for Kentucky. After filing legal papers for the new community, the government office left off

the letter "w" in the official filing spelling, thus the name, Chenoa. Although he protested, Scott was never able to get the government to change the spelling of the name of the city.

Chenoa Township was organized in 1858. It contained almost twice the area that makes up present-day Chenoa. It included Yates Township until 1863. The city of Chenoa was built on land within Chenoa Township. Nearly all the settlers were involved in agriculture, raising corn, grasses, small grains and fruits. In later years, area farmers added oats, soybeans, hay, clover and alfalfa as crops. During unusually wet growing seasons, farmers depended on livestock to make a living. These included hogs, cattle and sheep. Land ownership was the exception rather than the rule for those who worked the land. A great majority of the local property remained in the ownership of a few who hired others to farm it. The Scott family and their partners owned several thousand acres of farmland in the area. The land that was not owned by Scott and his benefactors often had contractual stipulations attached to it allowing Scott's business partners to determine land use.

Early pioneers that populated Chenoa came from New England, Pennsylvania, New York, Kentucky and Ohio. Later an influx of immigrants from Germany and Ireland also began to populate the area.

THE DEVELOPMENT OF THE RAILROAD AND CHENOA'S GROWTH

As earlier stated, Scott is credited for positioning Chenoa to take advantage of the railroad. Scott conceived placing portions of Chenoa in or near the site planned for the Chicago and Alton rail line which was eventually constructed in 1854. He platted blocks and streets for the new city for this purpose. He put his trust in the hope that future settlers and traders would build up the town and its future economy.

Around 1853, J.B. Lenney of Pennsylvania and his brother-in-law John

Bush, Jr. came to the area to erect a building for a shop and store so they could commence business about the same time the railroad was scheduled to begin operations. The business was later named the “Farmer’s Store” and is believed to be the first building erected in the city of Chenoa. The National Hotel was soon built in 1856 by John M. Bryant. Hotel business was vibrant since Chenoa was the only operational railroad route for Peoria and all points west to Springfield and St. Louis. That same year, Chenoa established its first post office. Lenney was also named the first postmaster. The first schoolhouse in Chenoa was erected about this time. Named the Anderson Schoolhouse, it was built on what became known as Crittendon Street.

Chenoa was incorporated in 1868 under the Princeton Charter. This charter was granted by the Illinois State Legislature and forbade Chenoa the right to acquire a license to allow the sale of alcoholic beverages in its city limits. Limitations were put on Chenoa since the legislature was concerned that too many surrounding communities already sold alcoholic beverages. In 1872, an election was called to formulate a government for the city. J.R. Snyder was elected as the first mayor under city incorporation. The city was divided into three wards with two aldermen being elected from each ward. Around this same time, some of the first trees in Chenoa were planted, compliments of the Scott & Maxwell Nursery. Many soft maples and box elders were placed in the area known as Piety Hill.

As the railroads took hold, Chenoa became a city where significant trade took place. This in turn allowed the city to prosper. By 1879, there were 12 miles of boardwalks in front of houses and businesses. Brick walkways were added some ten years later. Dirt roads would soon be upgraded to accommodate more modern concepts of transportation, including the automobile.

Other important occurrences before the turn of the century included the development of the Chenoa Water Works in 1895. A great fire had virtually wiped out the business district only months before in 1894. Typhoid

fever had become an epidemic in many parts of the country, due mainly to public water contamination. In June of 1895, the first water tower was erected near the city park. Soon after, the first pump house was built near the train depot. During this same time period, the first city hall building was constructed on Weir Street. It served citizens at this location for 60 years.

The first Chenoa Fire Department was formed around 1894. It was entirely volunteer and consisted of bucket brigades. At one time, there were close to 40 members of the department. At first, fire equipment consisted of carts that could hold water for the bucket brigade. After the establishment of the Chenoa Water Works, water mains and fire hydrants took the place of these brigades, improving the fire fighting capability of the fire department.

The State Bank of Chenoa was organized in July of 1892 and opened for business on the southeast corner of Green and Owlsley Streets. The bank had capital of \$30,000 and close to 40 stockholders. Through the years it has changed its name frequently under a variety of ownership arrangements.

THE 1900’S AND BEYOND

Chenoa Community Grade School was built in 1911 at a cost of \$40,000. It accommodated both grade and high school students. The high school rented space from the grade school. In 1920, a community high school district was organized. L.C. Smith was named its first superintendent. The high school built its first building in 1936 with monetary assistance from the federal government.

Transportation arteries were also being improved in and around the city. Dirt roads were no longer an option due to the dust in the dry season and the mud and ruts that would occur on roads when in use during wet periods of weather. Chenoa paved many of its roads between 1915 and 1919 which further enhanced it as a trading center. In 1920, State Highway 8 became U.S. Route 66. Route 66



Architectural detail in downtown building

would later be developed into a major cross-country transportation artery. In 1924, U.S. State Highway 4 was renamed U.S. Highway 24. These roads were paved like many others across the country encouraging an upswing of motor vehicle traffic in the early 1900's.

Although churches were present throughout Chenoa's early history, many denominations began to gain a foothold in Chenoa during the early 1900's. Methodists, Catholics, Presbyterians, Baptists, Congregationalists, Mennonites, Episcopalians, Nazarenes, German Baptists, Christians and Lutherans all had established churches in Chenoa during this time period.

The Mennonite Old Peoples Home was founded in 1919 in the nearby Village of Meadows. A 13-acre site in the central part of the village was chosen. Ground was broken in 1922 and the home was completed and dedicated in May of 1923. Additions and expansions to the home were later made in 1947 and again in 1951. Today the home serves over 100 people and is operated as a not-for-profit organization.

The Ritz Theater was the first motion picture theater in Chenoa. Opening in 1909, it was initially owned and operated by the Dexter and Clagget families of Lexington and featured silent pictures. The modern version of the theater was opened in February of 1938 under the management of Elmer Larsen.

The Chenoa Milling Company began operations in 1926 under the leadership of Ray Morris. It began as a feed grinding operation for farmers. In 1939, work began on constructing new quarters for the mill two blocks east of the business district. The company later produced and sold livestock feed, phosphate and fertilizer.

After World War II, local farmer Alvin Dameron of Yates Township purchased a surplus army plane for personal use. His purchase sparked interest from other farmers in the area who also purchased aircraft. This group became known as the Flying Farmers and was the initiative behind the formation of the Chenoa Flying Club in 1947. That same summer, Howard and Harry Pick built a turf airfield and a hangar on their property just

southwest of Chenoa. The airfield was part of the Chenoa area for several years.

OTHER HISTORICAL FACTS

Early settlers battled through many hardships. One of the primary concerns of early settlers was the lack of fuel. Early inhabitants of the Chenoa area had to depend on Brooks Creek timber for fuel which was five miles away from Chenoa.

Little is written or officially known about the business rivalry of Matthew Scott and W.M. Hamilton. Both had a similar vision for Chenoa and competed fiercely for the same business. Around 1852, both had laid out their own streets and sold land for lots in the hope of developing the city. Both were determined to be thought of as the “Father of Chenoa.”

Records show that Chenoa had close to 60 soldiers that enlisted to serve in the Union Army during the Civil War. Most of these soldiers served under the commands of Generals Grant and Sherman and were involved in important campaigns during the conflict. A number of these soldiers died not as a result of battle, but as victims of typhoid fever.

Henry Beeks, Sr. is credited with setting aside two acres of land for the first cemetery in Chenoa. Chenoa was a community of approximately 200 people when Beeks established the cemetery in his own name. The cemetery’s name was later changed to Pike’s Cemetery and later Chenoa Cemetery. Cemetery lots initially sold for \$10.

Chenoa has dealt with more than its share of fires throughout its history. There were 16 significant fires in the city from 1857 to 1951. The largest of the fires occurred in July of 1894 and is known as the “Big Fire.” The Lace Block was completely destroyed in this blaze. Other significant fires were the Snyder Block fire of 1886 and the burning of the Chenoa Tile Factory in 1889.

The small village communities of Meadows and Weston have also formed area history. Meadows, which is located just west

of the city, was named for the wide expanse of prairie on which it sits. The village was established at the location of the railroad switch and was created to serve as an agricultural transportation center. Weston was also a center for agriculture. It is located further west, between Chenoa and Fairbury. People in Fairbury talked of Weston as the place “west on the tip-up” from which the name was derived. It was also a watering station for train traffic.

There are other people credited with being part of Chenoa’s early history. John McCune came to Chenoa from Pennsylvania in 1855. He was one of Chenoa’s first grocers but disdained the business so much he purchased 320 acres of land southeast of the city and became one of the area’s most successful farmers. Born in West Virginia, Thomas Hervey was a farmer and stock raiser. He was a soldier in the Civil War and participated in the siege of Vicksburg. He later bought land in Chenoa and became a farmer.

John Morrow was another Civil War hero that participated in William T. Sherman’s siege of Atlanta. He bought a farm in Chenoa after the war. John Balbach, Sr. is credited with starting a dry goods store and grocery. He was the first owner of the Chenoa Creamery, a business that later established a healthy client base in Chicago. The Reverend Hiram Vrooman called Chenoa home from 1924 until his death. He managed Vrooman Farms, a large expanse of land that was devoted to agricultural pursuits. Vrooman wrote many books on the Swedenborg Philosophical Society and on religious philosophy. The Scott Cottage (owned by Matthew Scott) still stands at its original location on First Avenue. Frequent visitors to the Scott home included United States Vice President Adlai Stevenson, United States President Grover Cleveland and James S. Ewing, U.S. Ambassador to Belgium.

Other important businesses in Chenoa’s history include cigar manufacturing, wholesale dealers, canneries, and metal products. Later, Siebert and Sons, Inc. became a prominent manufacturer in tooling and drilling equip-

ment. The discovery of coal in 1889 led to the opening of the Chenoa Coal Mine.

Chapter 4



ECONOMIC DEVELOPMENT

Economic factors are important considerations in community planning. The existence of employers is important to the financial stability of a community. Major commercial or industrial centers can be a stimulus for local growth and can also provide important sales tax revenue. A solid tax base enables a community to provide important local community services. Therefore, providing information on economic trends and forecasts is an important component of the planning process.

ECONOMIC OVERVIEW

Historically, Chenoa's economy was based in agriculture and trade. Farming was responsible for most of the job creation in the community throughout its history. However, small entrepreneurial operations and small locally-owned shops have also contributed to the economy. These types of operations are still doing business in Chenoa. These businesses include Union Roofing, Chenoa Welding and Fabrication, OEM Tractor Parts and Chenoa Locker to name a few. Other businesses include; various general contractors, health services, new and used car sales, grocery, convenience stores, specialty shops, banking and financial services and education. Most of these operations are small and do not employ a significant number of people.

The Chenoa economy is also somewhat regional in makeup. Based on the 2000 U.S.

Census data, nearly 71 percent of Chenoa's 1,845 people were employed. It can be assumed that many of these people work in other locations within McLean County and the nearby counties of Livingston and Woodford. Chenoa's current community-based businesses are small service and contractual employers that employ only a small percentage of the local workforce.

Agricultural employment levels are expected to continue to decrease based on recent trends. Most Chenoa inhabitants have found work in other fields that are not agriculturally dependent (see Table 4.1).

Chenoa's very low unemployment rates are responsible in large part for income levels that are competitive with other communities of comparable size in McLean County (see Table 4.2). The percentage of people living in poverty is well below the county average.

FACTORS IN GROWING LOCAL ECONOMIES

A solid educational system is one of a number of important factors needed to help local economies prosper. The economic prosperity of a community is linked with the educational attainment of its citizens more than ever before. According to the Center For Tax and Budget Accountability of Chicago (CTBA), only college educated members of the workforce experienced gains in hourly

TABLE 4.1 Chenoa Area Employment By Industry	
Category	Percentage
Management & Professional	18.8
Service Occupations	20.3
Sales & Office Occupations	25.9
Farming, Fishing & Forestry	0.4
Construction, Extraction & Maintenance	10.3
Production & Transportation	24.3
SOURCE: U.S. Census Bureau, Census 2000 SF 3, Table GCT-P13. Occupation, Industry, and Class of Worker of Employed Civilians 16 Years and Over: 2000	

Table 4.2 Chenoa Area Employment and Income Level Comparisons						
Community	Labor Force	Percent Unemployment	Per Capita Income	Median Household Income	Median Family Income	Percentage Living in Poverty
Chenoa	991	1.9	\$19,559.00	\$44,420.00	\$50,948.00	5.7
Lexington	1,057	2.5	\$20,898.00	\$46,146.00	\$54,336.00	4.4
Danvers	643	2.4	\$19,598.00	\$52,647.00	\$58,355.00	6.5
Downs	451	4.3	\$22,468.00	\$53,750.00	\$56,932.00	4.3
Heyworth	1,269	1	\$20,655.00	\$53,043.00	\$60,648.00	3.1
LeRoy	1,809	1.5	\$20,743.00	\$45,781.00	\$53,986.00	1.9
Towanda	293	1.3	\$18,702.00	\$41,705.00	\$51,875.00	5.3
McLean County	86,065	4.4	\$22,227.00	\$47,201.00	\$61,073.00	9.7
Source: U.S. Census Bureau, Census 2000 SF 3, Table QT-P24. Employment Status by Sex: 2000; Table GCT-P14. Income and Poverty in 1999; 2000						

income (with cost of living increases figured) between 1980 and 2006 (see Exhibit 4.1).

Wages increased an average of 14.3 percent for those with a college degree during that time period while those with only a high school education declined 8.7 percent. Those without a high school diploma saw overall earnings fall by 28.7 percent (The State Of Working Illinois - CTBA, 2007).

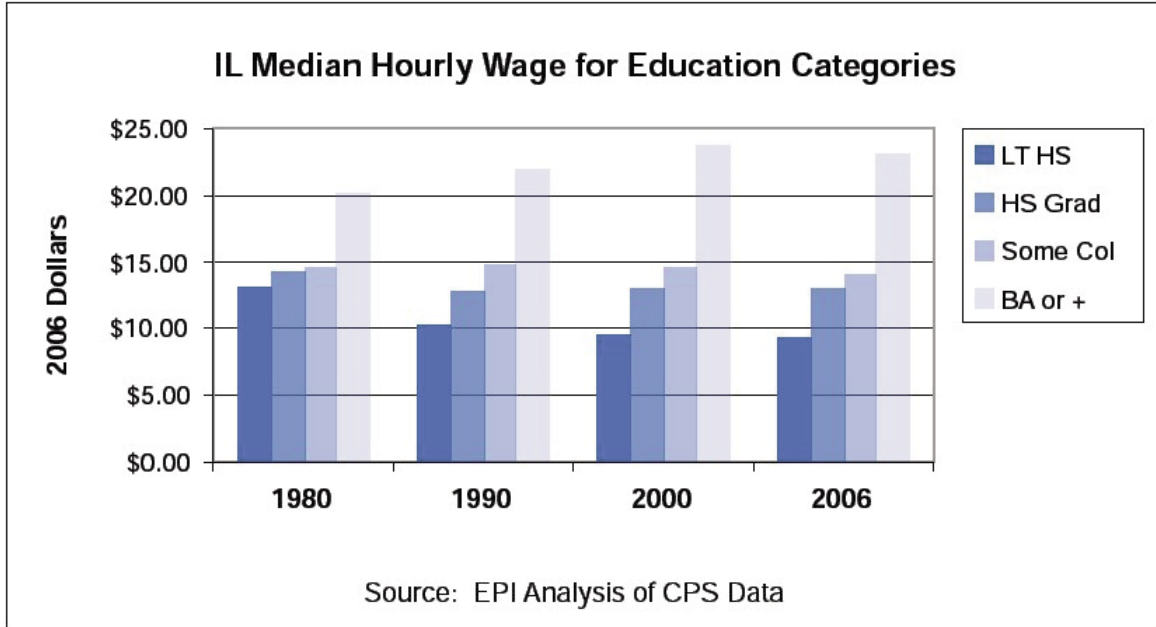
A diversified employment base with sup-

porting infrastructure is another important factor. In 2007, the State of Illinois' gross state product (GSP) was ranked fifth in the nation exceeding \$590 billion dollars. However, Illinois' GSP grew at a slower rate (44.3 percent) than the national average (54.5 percent). A majority of the state's and region's job growth has been in the service sector. On the whole, these jobs pay less than manufacturing, skilled labor or professional positions. A sta-



OSF Medical Center

Exhibit 4.1



Source: 2007 State of Working Illinois Executive Summary, Northern Illinois University

ble local economy cannot survive long-term on service sector employment alone. According to the CTBA, Central Illinois counties (including McLean, Livingston, and Woodford Counties) lost nearly 5,000 manufacturing jobs between 2001 and 2005. Some

of the reasons cited for these losses included lack of a future manufacturing labor force, little or no improvement in local infrastructures, lack of transportation options, and poor educational facilities. Many of these jobs have been replaced by lower wage service jobs which



Downtown businesses



Prairie Central Cooperative grain elevators

now account for approximately one-third of all jobs in the Central Illinois region and the State of Illinois.

FUTURE ECONOMY

Based on trends from the Illinois Department of Employment Security (IDES) Occupational Projections, only 45.6 percent of new jobs created in Illinois up to 2014 will pay wages that exceed the current median state annual wage of \$40,217. In order to counter these trends communities small and large should position for the future economy. These efforts should include building an economy that fits local wants and needs, improving infrastructure and transportation, and supporting local and regional educational improvement initiatives including continuing and adult

education.

It is important for Chenoa to be aggressive in expanding its economic base. Like many rural communities, Chenoa's location can be an asset in attracting businesses and economic development. The community is located along Interstate 55 and State Route 24 and is in proximity to a number of small to mid-size population centers where a regional workforce is available. These include Bloomington-Normal, Pontiac and the Greater Peoria area. The city is also surrounded by an abundance of developable land.

Community leaders should continue to work with area economic development officials in actively reviewing the needs of existing businesses and in planning Chenoa's economic future. Developing these partnerships can enhance business and community development opportunities. Chenoa should also pro-

mote its appeal as a “bedroom community.” This approach has served many communities well. There has been a national trend of younger and older adults looking for locations where the cost of living is relatively low for starting a family or living on fixed incomes during retirement. Potential growth of these populations usually translates into potential growth for goods and services, which means a steady growth in local business. These types of populations can bring added value to a community.

Many businesses that no longer depend on large or mid-size city locations are finding rural communities to their liking. A significant number of these small businesses are combining offices with residences that operate on “flex schedules” or in locations near but outside the municipal boundaries. Examples of these businesses include arts and crafts, theme restaurants and food shops, organic farming, and small technology start-ups. Oftentimes, quality-of-life issues are more important factors in a business start-up than proximity to large markets. Many rural communities have also found success in “branding” themselves as a location for artists and craftsmen to incubate and develop business. The City should consider the pursuit of these and other activities as means to promote future economic development.

Chapter 5



POPULATION

Population trends and projections are fundamental to planning for long-range needs of a community. These trends and projections provide the basis for future land use and physical improvements.

Preparing reasonable population projections requires consideration of past growth trends, existing demographic characteristics and current development trends. These factors were the basis for formulating population projections for the city of Chenoa. This chapter summarizes Chenoa's historical population growth, existing characteristics and the population projections developed for the city.

HISTORICAL POPULATION GROWTH

Census records for the city of Chenoa have been kept since 1880. The largest ten-year increase in population was reported in 1900 (see Table 5.1). Another significant increase was reported in 1970. The most significant population declines occurred in the decades ending 1910 (minus 18.5 percent) and in the decade ending 1990 (minus 6.2 percent). Between 1970 to 2000, the population of Chenoa decreased very slightly. However, according to the 2000 Census, in the period

between 1990 and 2000 the city of Chenoa realized a population increase of .3 percent resulting in a total population of 1,845 and seemingly reversing the trend of population loss (see Table 5.1). Chenoa's location between two significant employment centers (Bloomington-Normal and Pontiac) give it an advantage over most rural locations in making it attractive as a bedroom community that can offer a high quality of life and potential for future growth.

EXISTING POPULATION CHARACTERISTICS

Selected demographics of the city of Chenoa are analyzed in this section. Topics covered include age distribution, size of household, income, and education.

Age Distribution

Assessing a community's age distribution is important when planning for future needs. A community's needs may change as circumstances evolve that result in younger or older residents becoming more prevalent. According

Table 5.1 Population 1880-2000 City of Chenoa, McLean County, State of Illinois							
City of Chenoa				McLean County		State of Illinois	
Year	Population	Actual Increase	Rate of Increase	Population	Rate of Increase	Population	Rate of Increase
1880	1,063			60,100		3,077,871	
1890	1,220	157	14.8	63,036	4.9	3,826,352	19.6
1900	1,612	392	32.1	67,843	7.6	4,821,550	20.6
1910	1,314	-298	-18.5	68,008	0.2	5,638,591	14.5
1920	1,311	-3	-0.02	70,107	3.1	6,485,280	13.1
1930	1,325	14	1.1	73,117	4.3	7,630,654	15
1940	1,401	76	5.7	73,930	1.1	7,897,241	3.4
1950	1,452	51	3.6	76,577	3.6	8,712,176	9.4
1960	1,523	71	4.9	83,877	9.5	10,081,158	13.6
1970	1,860	337	22.1	104,389	24.5	11,113,976	9.3
1980	1,847	-13	-1	119,149	14.1	11,426,518	2.7
1990	1,732	-115	-6.2	129,180	8.4	11,430,602	0
2000	1,845	113	6.5	150,433	16.5	11,883,546	3.8

Source: U.S. Census Bureau

Table 5.2 Percentage Age Distribution and Comparison Chenoa and Selected Places, 2000						
Age Group	Chenoa	Lexington	Danvers	Hudson	McLean County	Illinois
under 5	8.0	6.0	8.4	9.7	6.5	7.1
5 to 9	7.2	7.7	9.6	10.1	6.7	7.5
10 to 14	8.6	7.9	8.8	8.3	6.5	7.3
15 to 19	5.8	8.1	8.0	7.2	9.2	7.2
20 to 24	4.4	4.7	4.1	3.0	13.2	6.9
25 to 34	13.7	12.7	15.2	17.2	14.2	14.6
35 to 44	15.8	16.3	19.2	19.9	15.0	16.0
45 to 54	12.1	14.4	11.2	12.9	12.2	13.1
55 to 59	5.6	6.6	3.0	3.6	3.9	4.7
60 to 64	3.7	3.2	3.6	2.0	2.9	3.7
65 to 74	7.7	5.8	5.3	3.5	5.0	6.2
75 to 84	5.2	4.8	2.5	1.8	3.4	4.3
85 plus	2.1	1.7	0.9	0.8	1.3	1.5
Tot. Pop.	1,845	1,912	1,183	1,510	150,433	12,419,293
Med. Age	36.2	36.7	32.2	32.5	30.5	34.7
Source: U.S. Census Bureau, 2000						

to U.S. Census data, Chenoa's average age is 36.2 years (see Table 5.2). This is higher by 5.7 years when compared to McLean County as a whole; in this context, it should be noted that the county-wide age distribution is impacted by the large student population in Bloomington-Normal. When contrasted with neighboring communities and the state of Illinois, the average age in Chenoa was comparable.

The largest distribution of ages in Chenoa is the 24 to 54 age group. This group makes up nearly 41.6 percent of the population. This demographic group is important as it is this group that represents the core full-time employable labor force for the city. The age group that represents child bearing age is between 24 to 44 years and comprises 29.5 percent of Chenoa's population. This percentage is approximately the same as the county and slightly higher than that of the state of Illinois. Chenoa has a large number of children between the ages of 1 and 14. Chenoa's number in this category is higher than both the

county and state.

Some of the greatest challenges to a community can be the aging of the population. Chenoa has a relatively high proportion of people 60 years of age and older, comprising 18.7 percent of the population. This is not uncommon for rural communities. There was only a slight increase of 2.1 percent since 1990 of those 60 years and above. This increase may become more significant as the 25 to 54 age groups move into this older category.

Size of Household

The average number of persons per household has been declining statewide and nationwide in recent decades resulting in a greater demand for housing. Smaller households result from lower birthrates, delays in marriage and in an increasing number of households without children (empty nesters).

While the trends outside of Chenoa reflect a decline, the data for an average household

Table 5.3 Size of Household by Tenure City of Chenoa					
Type of Occupied Units	Population in Units	Occupied Units		Persons per Unit	
		Total	% Change over 1990	2000	1990
Owner	1,553	585	13.6	2.65	2.61
Renter	292	128	-16.9	2.28	2.52
Total	1,845	713	6.6	2.59	2.59
Source: U.S. Census Bureau, 2000					

in Chenoa has shown little change. The average household size for Chenoa is 2.59 persons (see Table 5.3). Projections for housing demand will reflect a range of household sizes.

Income

An indicator of the relative wealth of a community and its needs is income. Income will reflect the ability to finance housing, community facilities and services. Median household income (MHI) for the City of Chenoa as reported in the 2000 Census was \$44,420 (see Table 5.4). Chenoa's MHI is

lower than both McLean County and the State of Illinois. According to the U.S. Census, the national MHI average is \$44,334, which makes Chenoa comparable with the national MHI. Approximately 63.6 percent of Chenoa households (460) have incomes falling between \$35,000 to \$75,000. Chenoa households (158) with incomes below \$25,000 represent the second largest percentage at 21.9 percent. Around 14.5 percent (105) of Chenoa households had incomes at or exceeding \$100,000 per year.

Table 5.4 Comparison of Median Household Incomes Chenoa and Selected Places, 2000						
Incomes	Chenoa	Lexington	Danvers	Hudson	McLean County	Illinois
< \$10,000	35	23	21	4	4,195	383,299
< \$15,000	44	63	16	11	3,014	252,485
< \$25,000	79	98	47	33	6,838	517,812
< \$35,000	100	88	47	37	6,766	545,962
< \$50,000	151	141	54	58	9,169	745,180
< \$75,000	209	198	145	177	12,493	952,940
< \$100,000	63	79	64	99	6,623	531,760
< \$150,000	35	65	34	67	5,427	415,348
< \$200,000	2	7	0	2	1,243	119,056
> \$200,000	5	4	2	6	1,024	128,898
Households	723	766	430	494	56,792	4,592,740
Median \$	\$44,420	\$46,146	\$52,647	\$62,632	\$47,021	\$46,590
Source: U.S. Census Bureau, 2000						

Level	Chenoa	Lexington	Danvers	Hudson	McLean County	Illinois
< 9th grade	7.0	4.0	9.0	2.6	3.0	7.5
9-12 grade (no diploma)	9.9	6.6	4.4	5.0	6.3	11.1
High school graduate (includes GED)	42.2	39.9	43.9	32.0	28.2	27.7
Some college, no degree	21.4	24.6	23.1	21.5	20.5	21.6
Associate degree	4.3	5.4	5.7	8.7	5.8	6.1
Bachelor's degree	10.9	14.3	16.7	23.5	25.2	16.5
Graduate or professional degree	4.2	5.2	5.0	6.7	11.0	9.5
High school graduates or higher	83.0	89.4	94.3	92.5	90.7	81.4
Bachelor's degree or higher	15.1	19.5	21.7	30.4	36.2	26.1

Source: U.S. Census Bureau, 2000

Education

The educational attainment in Chenoa has been increasing. According to the 2000 Census, 42.2 percent of Chenoa residents had graduated high school. This is an increase of 14.2 percent since 1990 when only 28 percent of the population had received high school diplomas. In 1990, only 5.8 percent of Chenoa residents had obtained a bachelor's degree while 10.9 percent of the population had received a college degree by the year 2000. The number of people receiving bachelor's degrees or higher increased 15.1 percent when comparing 1990 and 2000 figures (see Table 5.5).

FUTURE POPULATION GROWTH

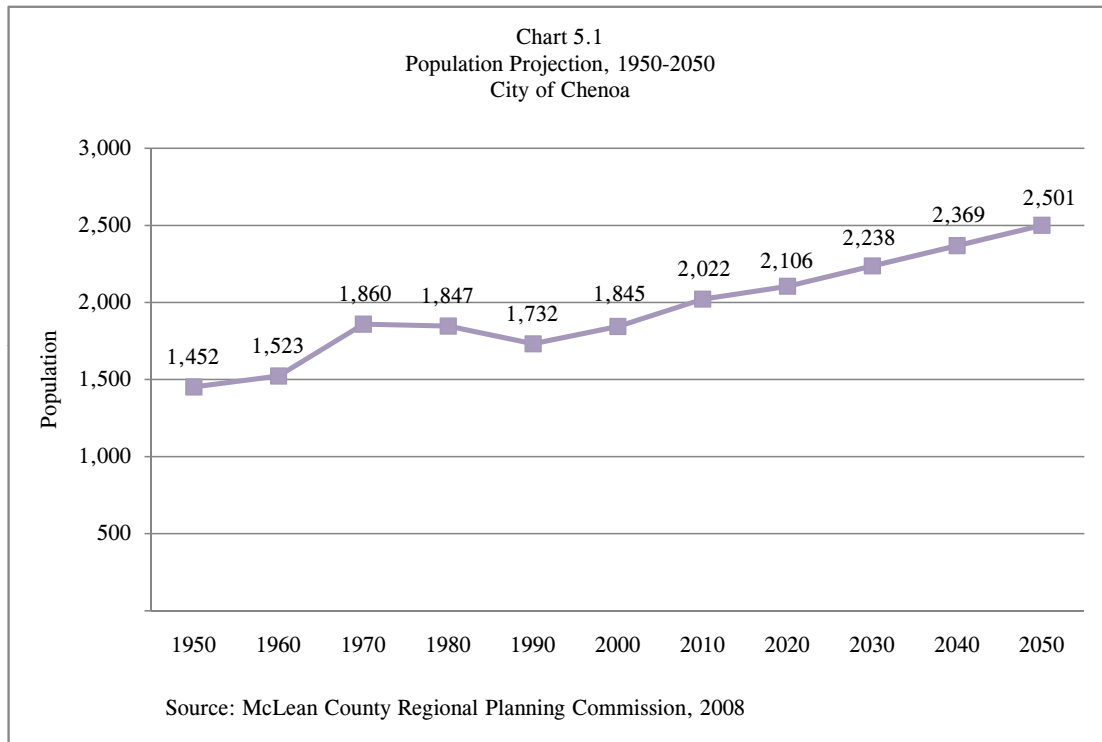
The City of Chenoa's population projections were developed for five-year increments through the 2025 planning period and for ten

year increments for the period 2030 through 2050, resulting in an estimated 2035 population of approximately 2,300. The projection figures for 2010 were arrived at by considering growth factors including possible future commercial and industrial development. The City of Chenoa and the McLean County Regional Planning Commission worked together to develop population projections. The projections are based on the following assumptions:

- Chenoa will continue to be an attractive rural community that offers an appealing quality of life. People will continue to look at communities such as Chenoa as an alternative place to live and raise a family.
- The City of Chenoa will continue to seek to improve the business climate. This includes the active recruitment of commercial and industrial operations that can take advantage of established transportation arteries, such as

Year	Chenoa	Bloomington	Danvers	Downs	Heyworth	Hudson	LeRoy	Lexington	Normal	Towanda	County
2005	1,855	67,800	1,220	1,550	2,850	4,550	3,400	2,100	47,700	535	156,560
2010	2,020	70,800	1,250	2,300	3,300	1,600	3,500	2,250	50,100	575	162,510
2015	2,040	74,900	1,300	3,100	3,750	1,700	3,650	2,450	52,500	580	170,020
2020	2,105	79,000	1,350	3,900	4,150	1,850	3,750	2,650	54,900	590	177,610
2025	2,170	83,100	1,400	4,050	4,350	1,950	3,900	2,900	57,400	595	185,180
2030	2,240	87,200	1,450	4,250	4,600	2,050	4,000	3,100	59,800	600	192,470
2040	2,370	95,500	1,600	4,600	5,200	2,150	4,300	3,700	64,600	610	208,640
2050	2,500	103,700	1,700	5,000	5,450	2,500	4,550	4,350	69,500	620	227,650

Source: McLean County Regional Planning Commission, 2008



highways, interstates and railroads that serve the area.

- Resources will be made available for development in an organized and responsible manner that supports sound community planning concepts and design.
- City leaders will continue to encourage areas for redevelopment, including the downtown, parks and established neighborhoods, that lead to increased opportunities for business and recreation and enhance the quality of life.
- Development along Old Route 66, Cemetery Street (Illinois Route 24) and near Interstate 55 will continue to stimulate the economy and contribute to population growth.

Population projections reflecting the above assumptions are presented in Table 5.6 and illustrated graphically in Chart 5.1. The city is projected to grow by 325 residents or nearly 18 percent to total 2,170 by the end of the year 2025 planning period. Comparable growth is also projected to the year 2050.

These projections provide the basis for developing the comprehensive plan and should be periodically reviewed and revised when needed as part of a continuing planning process.

Chapter 6



HOUSING

Providing housing that is adequate and affordable can be a challenge for any community. This chapter examines the characteristics of Chenoa's current housing stock as well as the demand for future housing. The projections for housing are based on the population projections of the previous chapter.

EXISTING CHARACTERISTICS

Occupancy and Tenure

In 2007, the total number of occupied housing units in Chenoa was estimated to be 713 out of a total of 772 units. Of the number of occupied units, 585 were determined to be "owner units" while 128 units were identified as "rental units." It is estimated that 71 of the 128 renter units were not single-family or mobile homes. According to the 2000 Census, the City of Chenoa had 22 units classified as two units. These renter units might include duplexes. The largest housing classification was reported to be single family units.

Gross rents in Chenoa ranged from less than \$300 to just under \$1,000 per month. The average gross rent for the city was \$465. The U.S. Census reported 54.7 percent of households in Chenoa paid less than \$500 per month for rental housing. Another 33.1 percent of those living in rented housing paid between \$500 to \$1,000 per month. Another 12.3 percent of those living in housing designated as rental did not pay anything. This likely includes social service and/or group quarters housing. Of those living in rental housing, 70 percent paid 35 percent or less of their income for housing while 17.7 percent reported that their rent exceeded 35 percent of their annual income (see Table 6.1).

Distribution and Density

Chenoa's housing is concentrated along a corridor extending a number of blocks on both sides of Cemetery Avenue (Illinois Route 24). A manufactured housing development consist-

ing of 24 units in 2000 is located near the vicinity of the I-55 Interchange north of Cemetery Avenue. A few high-density pockets of homes can be found east of Division Street. Additional areas of housing are located near the elementary school (formerly Chenoa High School) on the south side of Cemetery Avenue.

Housing and Neighborhood Design

Chenoa has housing of contemporary and traditional neighborhood design. Areas around downtown feature traditional mixed uses with store fronts below and residences above. Also, homes found closer to Cemetery Avenue on both the north and south sides have more tra-

Table 6.1 Gross Rent & Percentage of Income City of Chenoa		
Gross Rent	Number	Percent
Less than \$200	0	0
Less than \$300	11	8.5
Less than \$500	60	46.2
Less than \$750	40	30.8
Less than \$1,000	3	2.3
Less than \$1,500	0	0
More than \$1,500	0	0
No monetary rent	16	12.3
AVERAGE GROSS RENT		\$ 465.00
Gross Rent at Percentage of Income		
Less than 15 %	49	37.7
Less than 20 %	17	13.1
Less than 25 %	12	9.2
Less than 30 %	9	6.9
Less than 35 %	4	3.1
More than 35 %	23	17.7
Not Tabulated	16	12.3
RENT AS PERCENT OF INCOME		17.4
Source: U.S. Census Bureau, 2000		

Table 6.2 Residential Construction City of Chenoa		
Year Built	Number	Percent
1990 to March 2000	41	5.3
1995 to 1998	28	3.6
1990 to 1994	17	2.2
1980 to 1989	28	3.6
1970 to 1979	103	13.3
1960 to 1969	118	15.3
1940 to 1959	153	19.8
1939 or before	284	36.8
TOTALS	772	100
Source: U.S. Census Bureau, 2000		

ditional design elements. Sidewalks line most streets in Chenoa. There is easy accessibility to areas of commerce since the city is laid out on a traditional street grid system.

Contemporary neighborhood design can be found along the fringe of the city where there is space to build larger homes. Characteristics of contemporary neighborhood design are wider streets, larger lots and lack of sidewalks. These designs apply to the new development areas located southeast of town as well as some areas in the northeast.

Age of Housing Stock

The majority of homes (437) were built in Chenoa before the 1960's. There is also a healthy stock of houses constructed before the 1940's. Since the 1960's, 335 homes have been built in Chenoa. More recently, 103 homes were built in Chenoa between 1970 and 1979 which is considered to be the latest housing boom. In the last 20 years, six homes were built on average per year in Chenoa. During a period from 1980 to 1998, few homes were built. Another residential building surge occurred in 1999-2000 when 41 homes were added to the local housing stock.

Housing Quality

Homes in Chenoa have stood the test of time. Many older homes (those 50 years or older) are in good condition. These homes are decorated with traditional accents and property is generally well-maintained. Homes located in the southern portion of the city are of newer construction and are not in need of repair. A few mobile homes are also located in this area with some needing repair or updating. These residences need to be monitored and owners informed if housing conditions are not up to code. Most of the housing in the city can be considered of adequate quality and above.

Affordability

Nearly 84 percent of the people in Chenoa live in owner-occupied housing. Like most communities, the price of homes in Chenoa varies. According to the latest census data, homes in Chenoa range from less than \$50,000 to more than \$200,000. It is estimated by the 2000 Census that approximately 19.5 percent of homes in Chenoa are valued below \$50,000. More than 3.9 percent of the homes in Chenoa are valued at \$150,000 or more. The median home value in Chenoa was determined to be \$74,800. Homes in Chenoa are considered quite affordable since many residences in McLean and Livingston County are more costly and some neighboring communities have homes valued at \$1 million or

Table 6.3 Value of Owner-Occupied Housing		
Estimated Value	Number	Percentage
Less than \$50,000	103	19.5
More than \$100,000	404	76.5
More than \$150,000	15	2.8
More than \$200,000	6	1.1
Median Home Value	\$74,800	
Source: U.S. Census Bureau, 2000		

more.

According to the U.S. Census, the median monthly mortgage for Chenoa is \$800. Of the estimated 1,553 home owners in the area, 193 utilized less than 20 percent of their annual income on housing while another 81 used between 20 to 30 percent of their income for housing. Another 50 homeowners were reported to be using more than 30 percent of their income to pay housing costs.

FUTURE HOUSING DEMAND

Chenoa's demand for future housing will depend in large part on the amount and rate of commercial and industrial development that is realized. With an anticipated population increase of between 400 and 450 persons over the period of the plan, and with the assumption that new residential development will include a mix of housing types and densities, Chenoa will require between 130 and 180 new housing units. The range in this projection is a function of the variability of household sizes; the trend towards smaller households may foster an increased emphasis on more compact housing units, built at greater density than has been typical in the past. This trend also reflects the development of housing options targeted to an aging population, a demographic trend expected to affect communities across the country over the next 30 to 50 years.

Should more aggressive growth take place resulting from significant increases in available local employment created by the development of the city's new industrial and commercial districts, approximately 1,300 additional persons might reside in Chenoa, a very substantial population increase for the period of the plan. Should such a population boom take place, considerable quantities of new housing would be required. As many as 450 to 650 new housing units could be needed. As noted above, residential development on this scale will require careful and thoughtful neighborhood design and planning, to minimize the impact on the city.

Table 6.4 Mortgage Status & Selected Monthly Owner Costs (With Mortgage)	
With Mortgage	
Less than \$300	1
Less than \$500	16
Less than \$700	87
Less than \$ 1,000	132
More than \$1,000	90
Median Monthly Mortgage	\$ 800
Without Mortgage	
Less than \$250	69
Less than \$500	109
More than \$500	24
Median Monthly Payment	\$ 289
Mortgage Status as Percentage of Household Income	
With Mortgage	
less than 20 percent	193
20 to 24 percent	44
25 to 29 percent	37
30 to 34 percent	11
35 percent or more	39
Not computed	2
Median Percent	18.4
Without Mortgage	
less than 20 percent	166
20 to 24 percent	10
25 to 29 percent	3
30 to 34 percent	4
35 percent or more	15
Not computed	4
Median Percent	11.3
Source: U.S. Census Bureau, 2000	

New housing development should be planned to maximize the efficient use of existing and planned city services and infrastructure. As noted above, the trend towards more compact residential development offers a path towards this goal. In addition, development directed towards the smaller families will make it more practical for residents to age in their homes and thus aid in maintaining stable neighborhoods.

Chapter 7



LAND USE

The distribution and intensity of land use are major determinants of sensible growth. Like other elements of this plan, 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.

CHARACTERISTICS AND TRENDS

Current land use trends and characteristics have important implications for planning future land use. Similarly, the implications of current trends in land use development must be considered in context with plan objectives to identify possible needs. The distribution of existing land use in Chenoa is described below and illustrated on Map 7.1.

Development Patterns

In addition to the historical influences that shape the community, development patterns also reflect cultural and economic effects. Chenoa's distribution of residential neighborhoods, commercial areas and municipal amenities acknowledges its role as a destination for the surrounding agricultural lands, and as a self-contained community providing the quality of life that makes smaller cities

attractive to families and locally-owned neighborhood businesses. In addition, development patterns at the western edge of the community offer access to the wider world, both for residents who may work outside the community, and for economic development which capitalizes on Interstate 55, providing goods and services to local residents as well as users of the highway.

In its residential neighborhoods, Chenoa has wisely retained the traditional pattern of development characteristic of smaller Midwestern cities. This pattern allows for compact residential development, and produces neighborhoods that promote interaction among residents, provide easy access throughout the community, and maximize infrastructure investments. Commercial districts make use of central streets, and large-scale commercial uses are situated to permit access without traffic disruptions to residential areas.

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. Chenoa has access to abundant land resources, including areas already within the city's incorporated area. The community is surrounded by land in agricultural production; the city's growth may be well accommodated without requiring significant conversion of agricultural land to urban uses. Stream courses and areas prone to flooding may result in some constraints on growth to the southeast of the city. Planning resources include the plans, planning process and ordinances available to local government for use in guiding growth and development.

CHALLENGES AND OPPORTUNITIES

The growth predicted for Chenoa presents a number of land use challenges and opportunities that will have an impact on the city's quality of life. These include achieving com-

pact and contiguous development patterns, minimizing conflicts, preserving adjacent farmland and open space as the city grows, achieving fiscally sound development patterns, and providing people friendly neighborhoods. Each of these is described below.

Achieving Compact and Contiguous Development

The concept of compact and contiguous urban development is consistent with the social, economic and 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. Generally, Chenoa's growth in recent decades has maintained the benefits of traditional patterns, while also accommodating altered circumstances created by the Interstate 55 interchange. Although most new development occurs at the fringe of developed areas, it is usually contiguous and provided with services and proper zoning. In some instances, particularly with respect to recent annexations for industrial development, large areas of land have been brought into the city.

The consequences of less compact development often include a less pedestrian friendly environment in residential and commercial areas, greater per capita costs and corresponding increases in 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. Continued emphasis on traditional neighborhood residential development, and careful implementation of large industrial development, can be effective in achieving compact and contiguous development. This approach

offers opportunities that could prove beneficial in achieving land use objectives as well as other community development objectives outlined throughout this report.

Minimizing Conflicts

Another 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 incorporated in the "Strategy" section of this chapter and should be considered in the review of specific development proposals.

Preserving Farmland and Open Space

Although Chenoa's projected growth, particularly with respect to industrial and commercial development, 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.

Achieving Fiscally Sound Development Patterns

Achieving fiscally sound development patterns can be enhanced through compact growth, commercial development, and traditional mixed use neighborhoods. 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

Livingston County
McLean County

3200 North Rd

3200 North Rd

3200 North Rd

Map 7.1

Existing Land Use

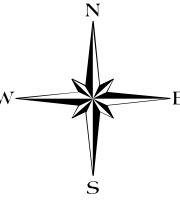
City of Chenoa
Comprehensive Plan

Legend

- Existing Land Use**
- Residential
 - Commercial
 - Industrial
 - Government/Institutional
 - Conservation/Recreation
 - Agriculture/Open Space

- Transportation**
- Streets and Roads
 - State Highway
 - U.S. Highway
 - Interstate Highway
 - Railroad

- Other Features**
- Corporate Limits - 2008
 - Parcels
 - Lakes and Detention
 - McLean County



McLean County
Regional Planning
Commission

Data sources: Data from McLean County Department of Building and Zoning,
City of Chenoa, McLean County GIS; land use data derived from on-location
and other data review.

0.5 0.25 0 0.5 1 1.5 Miles

fewer people. As a result, the ability of many communities to fund services is being stretched to the limit or exceeded.

New commercial and industrial development may help alleviate the negative fiscal consequences of growth. 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. However, providing an adequate commercial tax base to meet the community's needs may be a challenge for smaller municipalities. Therefore, commercial and industrial development is an essential component of land use planning. Sufficient land should be allocated for use by business and commerce. When certain types of commercial and industrial development are effectively integrated into the City, 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 pedestrian-friendly manner, the development can also be very attractive and financially sound for the residents as well.

Providing Pedestrian-Friendly Neighborhoods

Providing pedestrian-friendly neighborhoods is key to preserving quality of life. 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. Ideally, each neighborhood has a focal point and gathering place to provide local identity and distinguish it from other places. In Chenoa, this may include a park or school, a community center or other municipal facility, or a neighborhood landmark

Perhaps the greatest challenge to developing pedestrian-friendly neighborhoods is the present paradigm for low density, automobile oriented development. Chenoa benefits from its foresight in resisting this paradigm, and should continue to focus its development efforts away from automobile dependency. It

has taken most of the twentieth century for the pendulum to swing from the compact, pedestrian friendly designs of traditional neighborhoods to the lower density development seen elsewhere in McLean County. There are significant indications, however, that the socioeconomic and environmental problems associated with automobile dependency combined with increasing land and development costs have caused the pendulum to begin to swing back. As other communities relearn the lessons of community design which Chenoa exemplifies, hundreds of pedestrian-friendly neighborhoods are being developed around the nation and some interest has been shown in this region.

STRATEGY

The following objectives, policies and specific strategies comprise the overall strategy for land use. The land use strategy, together with the maps presented later in this chapter, provides a framework for evaluating development projects and for implementing land use initiatives in the community. The strategy was derived from the 2000 *McLean County Regional Comprehensive Plan*, and updated and refined as appropriate to reflect current conditions and anticipated changes in Chenoa. The overall strategy includes an assortment of individual strategies depicting more specific measures available to support the respective policies. Each individual strategy should be considered in context with specific issues to determine applicability. Priorities for implementation are addressed in Chapter 10.

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.

Conservation and Recreation

Objective

Abundant open space to meet ecological and recreational needs.

Policy

Support the provision of open space and greenways in the Chenoa area, consistent with the *McLean County Regional Greenways Plan* and relevant local adopted plans and ordinances.

Strategies

- Identify planned greenways as a priority land use.
- Consider adopting stream buffer ordinances for planned growth areas.
- Identify priority greenways, summarize available strategies, and provide an implementation plan.
- Maintain a close working relationship with government agencies that provide funding and technical assistance to aid local governments in providing for parks, open space and bikeways.
- Use subdivision ordinances to help meet standards for new development and open space.
- Consider creating environmental overlay districts that include additional provisions or restrictions for identified areas that contain environmental features in need of special attention.

Urban Buffer Areas

Objective

Urban buffer areas capable of sustaining the economic and cultural significance of farming while providing for the reasonable growth of the city.

Policy

Preserve farmland and open space within the city's 1-1/2 mile extra-territorial jurisdiction as urban buffer areas for use as holding zones for possible urban expansion after the planning period.

Strategy

- As one of the conditions for approval, 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.

Urban Growth

Objective

Urban growth areas contiguous to existing urban areas and of sufficient size to accommodate economic growth and projected population at a range of densities, along with supporting services.

Policy

Encourage urban development in or adjacent to the city's existing incorporated area, where essential services can be provided, and discourage urban development in other areas.

Strategies

- Engage in ongoing comprehensive land use planning, through adoption and updating of the comprehensive plan.
- Identify and utilize planned urban growth areas as a guide for development decisions.
- Review and update zoning ordinances as appropriate to guide development decisions and implement land use plans.
- Use the extension of urban services as a

tool to guide development into planned growth areas.

- Use annexation agreements to provide for proper zoning and municipal services for development projects that meet local requirements and support the comprehensive plan.
- Support intergovernmental cooperation and agreements as appropriate in considering specific development proposals for the purpose of guiding future development.
- Allow projects to be developed at higher densities than normally permitted when project strongly supports plan objectives.
- As appropriate, consider the implementation of impact fees as needed to offset added costs for public services needed to serve new developments.
- Adopt official maps to identify locations of future public facilities, including parks, schools, municipal buildings and streets, to require conformance to a planned street system and reserve the necessary land.
- Continue the use of tax increment financing to encourage redevelopment in urban areas and discourage development outside planned growth areas.
- Coordinate long range planning for urban land use development with EPA authorized Facility Planning Areas to help ensure appropriate sized tracts of land are available to accommodate planned growth.

Development Areas

Objective

Establish development areas that provide abundant opportunities for social, cultural and economic interactions in the growing community.

Policy

Encourage urban development that is balanced around institutional, commercial, industrial and mixed use centers in order to provide con-

venient opportunities for human interaction, and strengthen community and neighborhood identities.

Strategies

- Identify development areas in comprehensive plans to provide a guide for land use decisions.
- Explore the use of density bonuses and the transfer of development rights in the management of development areas where appropriate.

FUTURE REQUIREMENTS AND DISTRIBUTION

Chenoa is poised to accommodate new growth, helping to secure the city's future as a vital and sustainable community. Current and future residents will benefit from development providing homes and economic opportunity. As the city grows, development should provide for conservation and recreation, service centers for employment and commerce, and appropriate residential development. The proposed plan for future land use is illustrated in Map 7.2.

Conservation and Recreation Areas

These areas include parks as well as lands not well suited for urban development due to location and/or physical constraints, such as flood plains and steep slopes. Conservation areas within the city may also provide transitions between urban uses. These areas may 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 to provide for the needs of new residents and neighborhoods. 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 subsur-

face 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.

The plan provides for new park development within expanding neighborhoods in the southeastern portion of the city. Two neighborhood parks, one adjacent to the school complex, will serve residents in areas south of Cemetery Avenue. A conservation area is provided as a buffer between possible future residential development and anticipated industrial uses to be located between the railroad and 2850 East Road; this land use may be modified according to the needs of the neighborhood, once the nature of the industrial development is known.

Parks and Open Space

To supplement the existing park system and serve an expanding population, two neighborhood parks are designated for placement within residential neighborhoods. The plan also provides for an open space buffer along the potential westward extension of Boles Street, to provide for an natural area separating residential development from anticipated industrial uses to the south.

Urban Buffer Areas

Chenoi's urban buffer area consists of the land within an area one and one-half miles beyond the present incorporation boundary. This area comprises the city's extra-territorial jurisdiction. Such land should be preserved primarily as open space at least until needed to accommodate future expansion of Chenoi. Compatible uses include agriculture, parks, trails, natural areas, greenways, and possibly other forms of active and passive recreation. Conservation and cluster subdivisions may also be appropriate in urban buffer areas, as these types of development are designed to preserve open space and be adaptable to the

provision of urban services in the event the services become available. If and when urban development occurs in these areas, significant amounts of the open space should be incorporated into the new developments.

Urban Growth Areas

The plan identifies areas for urban growth and prioritizes areas for both near-term and long-term residential development. A primary focus of the plan is on extending existing neighborhoods. Other growth areas may contain concentrations of commercial, industrial, governmental or institutional uses that provide employment, shopping, entertainment and services for residents and visitors. The distribution of these planned future land uses is illustrated on Map 7.2 and described in the sections that follow.

Residential Development

As noted in Chapter 6, anticipated population growth in Chenoi requires that areas for new residential development be identified. In delineating growth areas for residential development, the plan considers existing residential areas of the city, with the goal of enhancing established neighborhoods. Through this emphasis on concentrating development adjacent to such neighborhoods, greater efficiency in the extension of necessary infrastructure is possible. Demand for new development area is calculated with consideration for new infrastructure demands, such as streets extensions, easements for utilities and the use of design techniques needed to minimize stormwater impacts. The analysis also considers likely vacancy rates over time, and other occupancy factors.

Anticipating a moderate population increase of between 400 and 450 persons by 2035, the plan provides for 154 acres of new residential development, of which nearly one-tenth of the growth area is designated for higher density development. This quantity of

Livingston County
McLean County

3200 North Rd

3200 North Rd

3200 North Rd

Map 7.2

Land Use Plan

City of Chenoa
Comprehensive Plan

Legend

Proposed Land Use

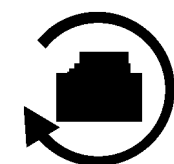
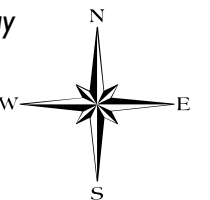
- Conservation and Recreation
- Residential - Low/Medium Density
- Residential - Higher Density
- Mixed Use Town Center
- Commercial
- Industrial
- Government/Institutional
- Residential Reserve
- Agriculture/Open Space

Transportation

- Streets and Roads
- State Highway
- U.S. Highway
- Interstate Highway
- Railroad

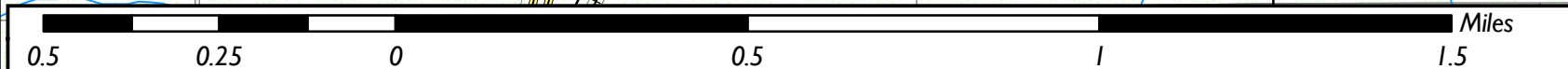
Other Features

- Corporate Limits - 2008
- Parcels
- Streams
- Lakes and Detention
- McLean County



McLean County
Regional Planning
Commission

Data sources: Data from McLean County Department of Building and Zoning,
City of Chenoa, McLean County GIS; land use data derived from on-location
and other data review.



land will permit low to medium density development consistent with current development patterns in Chenoa. Development areas are located primarily in the southern section of the city, adjacent to existing neighborhoods, and to the school. Provision is also made for the extension of the manufactured housing district located between Interstate 55 and Route 66, and north of Cemetery Avenue. As noted above, within these lower-density areas, provision is made for small neighborhood parks to serve the expanding population, and for areas of higher-density development, integrated into both existing and developing neighborhoods, with easy access to parks and the school complex. An additional location for higher-density development has been identified at the site of the old school building two blocks east of the downtown commercial district.

Residential Reserve

The plan also provides land for additional residential development in the event that new commercial and industrial development in the city produces a higher rate of population growth than projected. The plan designates areas as residential reserve to accommodate up to an additional 1,745 residents by 2035, an incremental increase of 1,290 persons beyond the moderate growth projection. Such a rate of growth would represent a substantial challenge to the city, and careful attention to sustainable development practices will be needed to maintain neighborhood character and quality of life. These practices may include the use of neighborhood design concepts based on the traditional patterns already in evidence in Chenoa. Sustainability may also be enhanced by encouraging development at higher densities. National, state and regional demographic trends suggest that smaller household size, combined with an aging population, will increase the demand for more compact residential development over the period of the plan.

To accommodate the potential for high

population growth, the plan identifies nearly 263 acres as residential reserve. Two-thirds of this area is located east of the railroad, and adjacent to existing development or defined areas of residential growth discussed above. Specifically, growth areas for residential reserve are located on the north and east edges of the city, and between the school complex and the railroad. An additional area of residential reserve is defined west of the Interstate 55 interchange. Three-quarters of the defined residential reserve development area is located within current corporate boundaries, thus providing the city with the ability to manage development consistent with emerging municipal needs and goals (see Map 7.2).

With respect to the residential and residential reserve development areas, it is important to emphasize that areas contiguous to existing residential neighborhoods will be developed first, to achieve the greatest efficiencies in land utilization and public infrastructure cost.

Town Center

Chenoa is fortunate to have retained its traditional downtown commercial district, including the City Hall and the Police Department. The town center retains a number of architecturally interesting commercial structures, and offers the prospect for commercial and industrial redevelopment. The historical business district is also close to the main park, and has good access to adjacent neighborhoods and to Cemetery Avenue. This area of Chenoa can be the focus for mixed-use redevelopment, providing commercial, institutional and residential development opportunities at the core of the community, and reinforcing the attractions of the downtown district. The downtown area also provides opportunities for expanded or replacement city offices in an easily accessible and central location. It is illustrated on Map 7.2 as a mixed-use development district extending from the railroad to the park.

Commercial Development

The plan identifies a variety of commercial development opportunities (see Map 7.2). Significant commercial development has occurred and is anticipated to continue along Cemetery Avenue, the primary east-west route through Chenoa. Additional areas for commercial development exist along Cemetery Avenue adjacent to the interchange with Interstate 55, and to Route 66. The plan provides for 115 acres of development area for commercial uses, all of which are easily accessible to Cemetery Avenue. Nearly half of the designated commercial development area is located between the interchange and the railroad, providing a commercial corridor along Cemetery Avenue with access to Route 66 and the interstate, and enhancing the commercial development already in place. Additional areas of commercial development at the east and west edges of the community allow for development of ancillary commercial uses with easy access to the main arterial.

Industrial Development

As noted above, recently the City elected to annex significant portions of land immediately adjacent to the Interstate 55 interchange and the Route 66 intersection with Cemetery Avenue. These areas have been zoned for future industrial development, to leverage their access to both road and rail transportation. The land use plan illustrates the designation of more than 425 acres of development area for industrial uses, primarily south of Cemetery Avenue, and lying east of Interstate 55, surrounding Route 66, and extending eastward to Division Street. An additional twelve acres of land designated for industrial development are located along Route 66 north of Michael Drive (see Map 7.2).

The availability of this development area poses significant opportunities and challenges for Chenoa. Appropriate and sustainable development of these portions of the city offers the potential for creating new employ-

ment and other positive impacts on the municipal and regional economy. However, development on such a large scale must be carried out with an understanding of impacts on the quality of life for the community as a whole, particularly with respect to the demands placed on municipal infrastructure.

Development proposals should be evaluated carefully, with due consideration given to community impact. For developments expected to rely on specific transportation facilities, such as the railroad and Route 66, proposals should also be evaluated to ascertain if the levels of access sought are feasible.

As noted in the discussion regarding residential development, proximity to existing related land uses, as well as to transportation and other infrastructure resources, is a vital element in determining the order and scope of industrial development. Maximizing the efficiency of such development in terms of resource utilization will be important to advancing Chenoa's future prosperity and livability.

Chapter 8



TRANSPORTATION

The location of transportation facilities has a profound effect on land use development. The transportation plan should therefore complement and reinforce a community's land use plan. It should also provide for the safe and convenient movement of persons and vehicles to, from and within the community. Alternative modes of travel should also be considered in order to provide for the needs of all residents including pedestrians and bicyclists. The needs of these persons are particularly important in a smaller community where short distances between destinations and the lack of large volumes of motorized traffic make non-motorized travel more attractive. In a compact city such as Chenoa, there is great potential for the widespread use of alternate transportation modes for many types of daily trips. Encouraging the use of alternate transportation can benefit the community by reducing stress on infrastructure, lowering costs, and contributing to the overall health of residents through improved air quality.

EXISTING TRANSPORTATION SYSTEM

Chenoa exemplifies the right-angled grid street pattern often seen in communities that originally developed in the nineteenth and early twentieth centuries. As noted in Chapter 7, this pattern is highly efficient, providing multiple avenues of access to any point in the community, and minimizing the possibility of localized traffic congestion cascading through the street network. Relatively short block lengths and narrower streets also promote more careful use of the system, improving safety throughout the community.

Streets and Highways

Chenoa's existing street system, illustrated on Map 8.1, is primarily characterized by a grid anchored to a primary east-west arterial, and generally provides efficient access to points in and around the City. The primary access to Chenoa and environs is provided by

Interstate 55 and Route 66, which connect the City to Bloomington-Normal and Pontiac, as well as other area locations. The principal arterial, Cemetery Avenue (U.S. Route 24) links the entire community, and provides additional access from rural areas to the east and west. Division Street is a major north-south element of the street system providing access to the central business district, and as it continues beyond the city limits as a township road, also providing connections to rural areas surrounding Chenoa. The residential sections of Chenoa are well-served, with streets constructed at an appropriate scale for the levels of traffic generated. In areas of more concentrated commercial use, both on-street and off-street parking is available, and intersections controlled by signage or signals manage traffic flow.

Trails

Chenoa has been an ongoing participant in efforts to develop and fund the Route 66 Bicycle Trail, as part of a consortium of government agencies, including McLean County, Bloomington, Normal and the Illinois Department of Transportation. These efforts continue, and are expected to result in a bicycle trail located on or near the historic Route 66, in some areas incorporating the surviving highway pavement into the trail facility. Until the planned trail is developed, an interim bicycle route using existing rural roads has been proposed, although not yet adopted. Chenoa has announced plans to construct an area of trail along Route 66 within the city, which will coordinate with the county-wide trail facility. These potential improvements are discussed under "Future Transportation Facilities," below.

Rail

The Union Pacific rail line that runs through Chenoa provides direct freight rail access to the transcontinental freight rail sys-

tem. For passenger rail, Chenoa residents have the choice of Amtrak stations at Pontiac and Normal. Amtrak provides direct service to Chicago and St. Louis and intermediate points within Illinois, as well as connections to the national passenger rail network.

Air

Several airports serve the central Illinois region. The closest is the Central Illinois Regional Airport (CIRA) in Bloomington, which offers extensive passenger service with direct flights to Chicago, Atlanta, Georgia and Orlando, Florida, and seasonally to Las Vegas, Nevada, as well as regional destinations. Air freight services are also available. Residents of McLean County also sometimes choose to use airports located in Peoria and Champaign, and may also choose to travel by other modes to airports in the Chicago area.

STRATEGY

The following goal, objectives and policies comprise the overall strategy for transportation. The transportation strategy provides a framework for evaluating the transportation needs and impacts of major development projects, and for implementing appropriate transportation development decisions. The strategy was derived from the 2000 *McLean County Regional Comprehensive Plan*, and updated and refined as appropriate to reflect current conditions and anticipated changes in Chenoa. Each individual strategy should be considered in context with specific issues to determine applicability. Priorities for implementation are addressed in Chapter 10.

Goal

A system of safe, reliable and efficient transportation facilities and modes that provide ready access throughout the community for all transportation modes, including non-motorized

and motorized modes, which is context sensitive, and which supports other elements of the comprehensive plan.

Objective

A cost-effective and well-maintained street network to serve existing and planned development.

Policies

- Improve and maintain streets as necessary to maintain a desirable level of service throughout the city and surrounding areas.
- Provide for timely street extensions as needed to properly serve new development.
- Assess ongoing needs for street and highway development to appropriately serve emerging needs, particularly in areas of intensive industrial and commercial development.

Objective

Provide and maintain necessary infrastructure to support and promote use of alternate transportation modes.

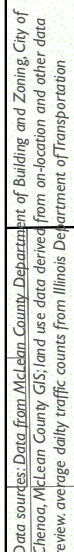
Policies

- Continue participation in McLean County Route 66 Bicycle Trail consortium.
- Develop a plan for trail implementation within the city of Chenoa.
- Provide for pedestrian and bicycle users in new residential and commercial development.
- Investigate other methods for encouraging the use of alternate transportation modes.

FUTURE TRANSPORTATION FACILITIES

The transportation plan shown on Map 8.2 delineates the potential transportation system enhancements needed to serve growth areas in

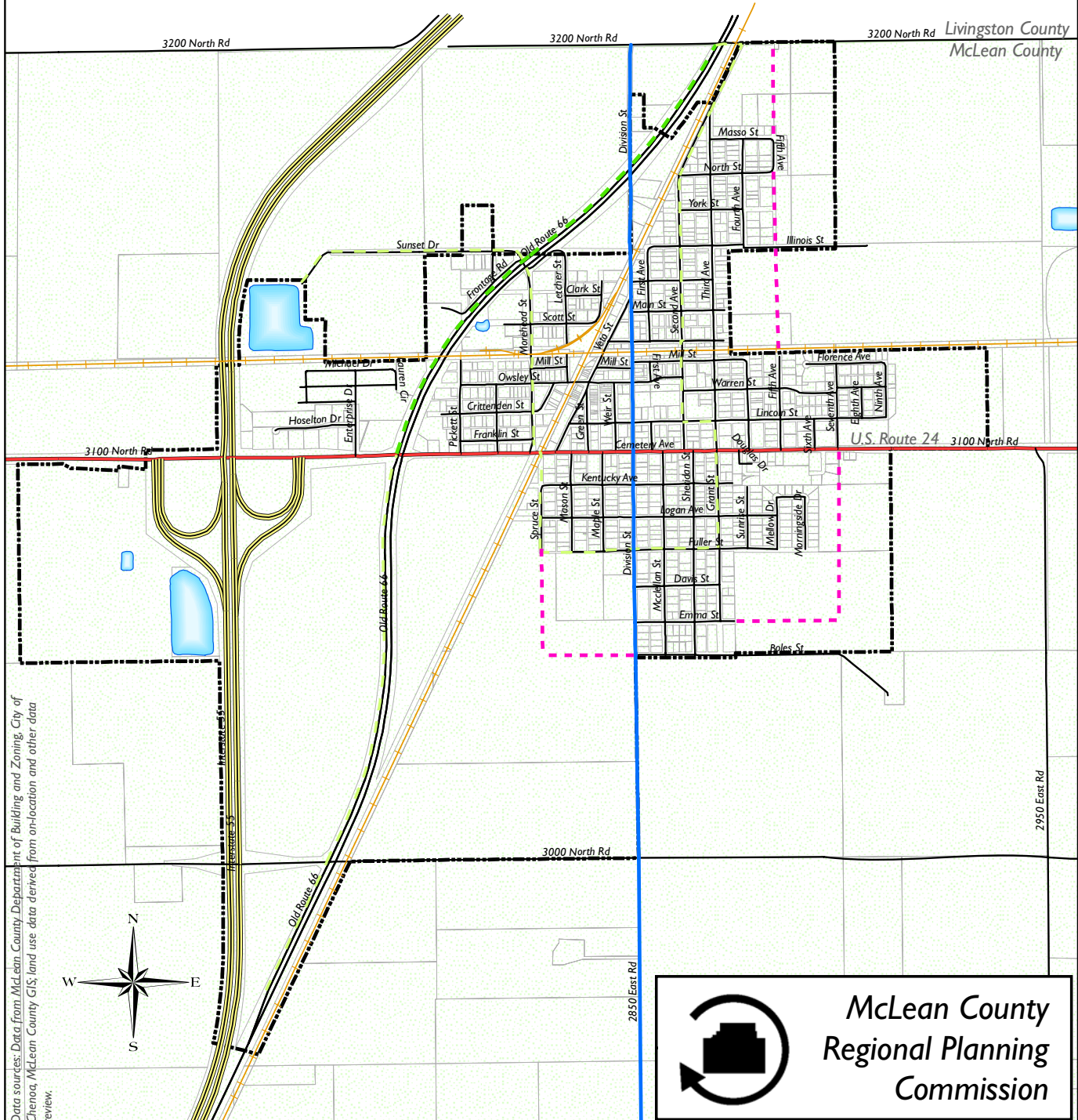
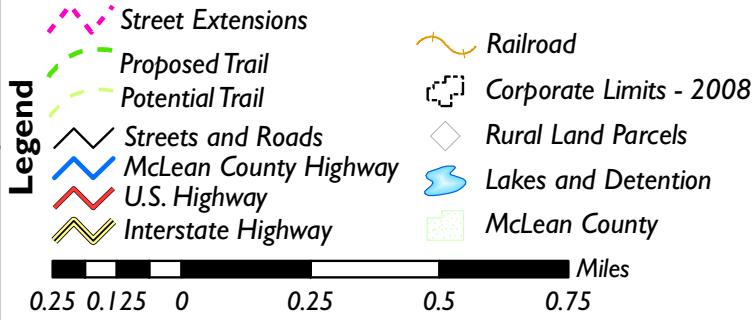
*City of Chenoa
Comprehensive Plan*



Map 8.2

Transportation Plan

City of Chenoa
Comprehensive Plan



McLean County
Regional Planning
Commission

Chenoa, and to provide for users of alternate transportation modes.

Urban Streets

With carefully planned growth, as discussed in Chapter 7, Chenoa is unlikely to require the addition of major elements to the street system over the time frame of the plan. Certain streets may require extension or modification to serve developing areas, as illustrated on Map 8.2.

This section of the plan is designed to plan for the movement of vehicular traffic by developing a classification of streets according to function. The different functions of the system and the applications of these functions to the existing and proposed system is discussed in the following paragraphs.

For the purposes of this plan, the street system has been classified into three groups according to function. These classifications are major streets, collector streets and local streets. Design principles for each are described below. It should be noted that distinctions among the classifications may be less precise in smaller communities where traffic volumes are generally low, and automobile traffic does not pose a major impediment to community activities.

Major Streets

Major streets should be designed to provide continuity and connect the community with nearby highways and other population centers. It should also provide for a limited number of intersections with other streets and discourage direct access from private property. In Chenoa, these streets include Cemetery Avenue and Route 66. With respect to Cemetery Avenue, its functions modify towards that of a collector street in the more heavily residential eastern portion of Chenoa.

Route 66 is expected to provide significant access to industrial and commercial development areas west of the railroad line. Care

should be taken in locating new industrial development to ensure that access is adequate for the anticipated traffic to be generated, and that the resulting traffic patterns do not significantly impede access for other travelers.

Collector Streets

Collector streets should be designed to collect traffic from the local street system and distribute it to the major streets. Collector streets should not function as alternative “through” streets, and this can be accomplished by limiting the length of segments that comprise the system and by spacing collector streets so as not to be located close to major streets. Again, Cemetery Avenue provides for these functions, as does Division Street.

Local Streets

Local streets should carry low volumes of traffic and serve as access to abutting properties. Local streets comprise the majority of street mileage in the city. These streets should be designed to discourage through traffic by limiting continuity or by providing stop signs or other traffic calming methods. Much of the street system in Chenoa is properly classified as local, in that streets serve immediate neighborhoods, and are not subjected to traffic pressure from higher-volume through traffic. With new development, local streets such as Spruce and Boles may be extended to complete the street grid in a growing residential neighborhood adjoining the school complex, and to anchor additional neighborhood streets in development areas (see Map 8.2).

Pedestrian and Bicycle Transportation

As noted above, Chenoa is a participant in the multi-jurisdictional Historic Route 66 bicycle trail project, which will establish a trail along the historic Route 66 highway. A county-wide interim bicycle route has been pro-

posed, utilizing existing township and county roads, as illustrated on the transportation plan map.

As shown in Map 8.2, the city anticipates the construction of a segment of bicycle trail along Route 66 itself, between Cemetery Avenue and the Livingston County line. Additional segments of bicycle trail proposed within the city would tie the Route 66 facility to various Chenoa neighborhoods. These elements of the trail system are not yet programmed for design and construction, but could feature in future development efforts.

Chapter 9



COMMUNITY FACILITIES

Community facilities contribute to improving the quality of life. Such facilities include public works, schools, parks and government buildings. These facilities are important for attracting and supporting growth within a community. A community facilities plan should work in conjunction with the land use plan towards achieving the goals set for a community. Community facility improvements can be costly. Therefore, it is necessary to plan well in advance for such capital improvements.

DESIGN PRINCIPLES

The intent of the community facilities plan is to provide for these essential facilities and services in support of the land use plan. Most facilities should be in locations where they are easily accessible for present and future residents of the community, and adequate land should be reserved.

PUBLIC BUILDINGS

Public buildings included in this section

are city hall, fire station, and public library. The locations of these buildings are shown on Map 9.1. Public buildings should be located near the center of the service area in order to be equally accessible for all citizens. The planning process should also consider the need for possible future expansion of these buildings.

City Hall

This building is located on the corner of Green Street and Lincoln Avenue. The city's administrative offices and police department are located in this building. The facility is in the downtown business district near the center of the community. There is adequate on-street parking adjacent to the building. Twice monthly city council meetings are held within city hall as well as monthly zoning board meetings. It would be difficult to expand the building due to limited land available at this location.



Chenoa Police Department

Fire Station

The City of Chenoa Fire Department is located at 940 S. Cemetery Ave (Illinois Route 24). The facility was previously located in the downtown area but moved to its present location early in the decade. Although not centrally located, responders can answer calls quickly within the 97.4 square mile service area, which includes adjacent rural areas. The department consists of a 22-member volunteer force. The department has one rescue truck, one brush truck, three pumpers and one tanker at its disposal. The Chenoa Fire Department receives approximately 141 emergency calls each year. The current building is sufficient and is located on a parcel of land where expansion could easily take place.

Public Library

The Chenoa Public Library opened in 1913. It is located at 211 S. Division Street. Before serving the community as a library, it was a Presbyterian church when it was built in 1862. It also served other denominations as

well before the previous occupant offered the building and land to the city in 1912. The Chenoa Library became a district library in 2002. Current services offered by the library include internet access, copying services, a children's story hour, book discussion for adults as well as a computer class for beginners. The current facility is adequate for the population it serves. However, any significant increases in population would merit consideration of a future expansion of library services and facilities.

Future Buildings

No additional needs for public buildings were identified, although the adequacy of current buildings should be monitored as the city grows. Plans for future facilities should focus on the renovation or adaptive reuse of facilities in the downtown area. This central location enhances access to the city's public buildings.



Chenoa Public Library




Livingston County
McLean County

Map 9.1 Community Facilities






City of Chenoa
Comprehensive Plan

Legend








Facilities

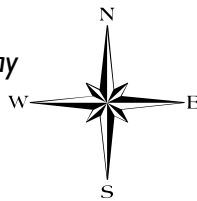
-  Government
-  Park
-  School
- 1 City Hall
- 2 Police Department
- 3 Public Library
- 4 Fire Department
- 5 Chenoa Elementary
- 6 Main Park
- 7 Kelleher Park
- 8 Silliman Lake
- 9 Redbird Park
- 10 Treatment Plant

Transportation

-  Streets and Roads
-  State Highway
-  U.S. Highway
-  Interstate Highway
-  Railroad

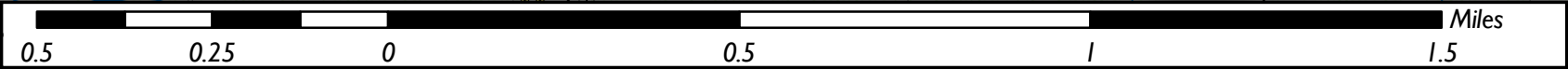
Other Features

-  Facilities Planning Area
-  Proposed Facilities Planning Area
-  Corporate Limits - 2008
-  Parcels
-  Streams
-  Lakes and Detention
-  McLean County



McLean County
Regional Planning
Commission

Data sources: Data from McLean County Department of Building and Zoning,
City of Chenoa, McLean County GIS; land use data derived from on-location
and other data review.





Prairie Central Chenoa Elementary School

SCHOOLS

The local school system is one of the most important features of a community, and is of vital importance to its future. In addition to serving as centers of learning, the schools can also serve as local activity centers. Schools can be a center of pride and provide a sense of community, thus contributing to the growth and overall stability of the community. A well-respected school system can also attract community growth and development.

Design Principles

Schools should be designed to accommodate current and expected future student populations. School buildings should be centrally located or as close as possible to the service area populations. It is preferable that schools be located near parks and playgrounds when possible. This allows the facilities to function together as centers of activity. Care should be taken to locate schools away from busy streets for reasons of safety.

Existing Schools

Chenoa is located within the consolidated Prairie Central Community School District #8. The district has a total enrollment of approximately 2,200 students. District #8 is comprised of a high school (located in Fairbury), junior high school, upper elementary building and four elementary schools. Prairie Central-Chenoa Elementary School consists of grades pre-kindergarten through fourth grade. The school enrolls approximately 170 students. The average class size at the school is 15 students. The number is lower than district and state averages for class sizes at this level. The average class size in the district for pre-kindergarten through fourth grade is 18 students. The state average is 21 students. The elementary school is located in the old Chenoa High School building. Prairie Central Upper Elementary School and Junior High are both located within the town of Forrest. The upper elementary school serves grades five and six, fifth grade having an average class size of 23 students and sixth grade having an average class size at 22. Prairie Central Junior High serves grades seven and eight. The average seventh grade class includes 19 students and

the average eighth grade class size is 17.

Design Principles

Future Schools

The need for additional schools is not anticipated during the planning period if current schools are properly staffed and maintained. The City of Chenoa and the Prairie Central School District should closely monitor local enrollments in relation to community population growth to help ensure continued adequacy. Any significant increases in population may merit consideration for future school additions. The current physical plant comfortably accommodates the current school population.

PARKS AND RECREATION FACILITIES

Local communities need to provide adequate parks and recreation facilities for its citizens. Parks and community green space is important for not only health and recreation, but as an important local esthetic. The City of Chenoa and the Chenoa Park District are responsible for providing and maintaining the local park and recreation facilities.

Parks can be of various sizes and serve diverse geographic areas of a community. The National Recreation and Park Association recommends there should be ten acres of parkland or open space for each 1,000 persons living in a community. Community parks are generally large areas that are centrally located and are designed to serve the entire community. Neighborhood parks serve immediate neighborhoods. These spaces are smaller than community parks and are intended to be located in key geographic areas throughout the community. Neighborhood parks include picnic areas and active recreational amenities.

“Mini-parks” are also an option. These parks are usually an acre or less in size and normally intended for passive recreation activities. These parks can be placed anywhere and usually feature a picnic area and limited playground equipment for children. Mini-parks should be at least a quarter of a mile away from the nearest park or open space.



Chenoa Community Park

Existing Parks

Chenoa's Main City Park is located in the center of the city at the intersection of Division and Warren Streets. The park sits just to the east of downtown Chenoa and is surrounded mostly by residences. Main City Park features a baseball diamond, lighted tennis courts, picnic shelters, playground equipment and grassy open areas.

Located on the west side of the city off of Sunset Drive is the Silliman Lake area. This open space offers fishing, a playground area, picnic shelters and a walking trail. Near Old Route 66 on Morehead Street is Redbird Park. This park has an outdoor swimming pool, sand volleyball court, picnic shelter and a playground.

Kelleher Park is located on the north end of Chenoa at Third Street and Illinois. This park has a basketball court, walking trail, baseball diamond, playground and a large grassy open area. The old Chenoa High School football field adjacent to the Prairie Central Chenoa Elementary School is also available for use by the community. Although there are not any parks located on the south side of Chenoa, the Chenoa Park District has provided many outdoor recreational opportunities for its citizens.

Future Parks

The City and the park district should periodically assess the need for expansion of park facilities in Chenoa, consistent with new development in both existing and new neighborhoods. Generally, park design standards indicate that 10 acres of park area should be provided for every 1,000 residents. In addition, parks should be located within neighborhoods, to provide easy and safe access for all users, including children. The needs of the neighborhood should be evaluated when planning the amenities and facilities in new and redeveloped parks.

As noted in Chapter 7, the plan provides for the development of new parks within

expanding residential neighborhoods in the southeastern section of Chenoa. Two proposed neighborhood parks, one adjacent to the school complex, will serve residents living in areas south of Cemetery Avenue. The plan also provides for an open space buffer along the potential westward extension of Boles Street, to provide for a natural area separating residential development from anticipated industrial uses to the south.

WATER AND SEWER SYSTEMS

Water and sewer systems are vital components of a community's infrastructure. Clean water is essential for public health while sewer systems are necessary for the collection and disposal of wastewater. The availability of water and sewer service is an important requirement for community growth. The following summary of the city's water and sewer system is based on information provided by the Farnsworth Group.

Existing Water Systems

The city has an average daily demand for water of 190,000 gallons. The storage capacity of the system is 200,000 gallons. Treatment capacity is 309,600 gallons per day.

Future Water System

The city's water treatment capacity appears adequate for the foreseeable future, although careful maintenance and monitoring will need to continue as growth occurs. The city would also benefit from additional storage capacity at this time as well as into the future.

Existing Wastewater System

The wastewater treatment plant in Chenoa was built in 1981 and is currently operating at 70 percent of capacity. The treatment facility has a design capacity of 260,000 gallons per



Chenoa water storage

day. The facility currently treats approximately 182,000 gallons per day.

Future Wastewater System

The city's engineers have recommended the wastewater treatment plant be expanded to a population equivalent of 5,000 to provide abundant capacity for all anticipated residential, commercial and industrial development. A wastewater plant with this capacity would be more than capable of serving the growth anticipated in this comprehensive plan. An expanded facility could be built adjacent to the current wastewater facility to the north where approximately 20 acres of land is available.

Stormwater Management

Drainage problems are an issue throughout Chenoa due to the age and poor condition of sewers, swales and inlets. Some areas are without storm sewers and rely entirely on roadside ditches.

Flood prevention and improving drainage will continue to be a community concern. A recommendation would be to rehabilitate the waterway which passes through Chenoa from north of Route 24. Major improvements are needed to improve drainage along this corridor. Storm water detention should also be developed south of Route 24. Storm sewers will be necessary as this area of Chenoa continues to develop.

IMPLEMENTATION

10

This study addresses the problem of sensibly accommodating growth that is likely to occur as a result of the anticipated development of a central sewer system to serve the community. Its purpose is to provide an advisory guide for public and private actions regarding the future development of the community. The study begins with a survey and analysis of relevant background data to identify local issues and concerns. It then identifies objectives and presents recommendations to address those development related issues. To fulfill its purpose, the study concludes with a discussion of the methods, responsibilities, and policies for carrying out plan recommendations and ultimately meeting plan objectives.

METHODS OF IMPLEMENTATION

There are a number of methods available to local governments for the achievement of plan objectives. These methods include a variety of special programs and a combination of legal, financial and administrative tools. Following is a brief description of the various methods which can be used to carry out the plan. These methods

are summarized on Table 10.1.

Legal Tools

Legal tools include such regulatory measures as zoning ordinances, subdivision regulations, and the official map. Because it controls the use of land, the zoning ordinance is probably the single most effective means of implementing a community's land use plan. The City of Lexington currently has a zoning ordinance. The existing zoning ordinance will be reviewed and updated as needed to reflect current conditions and effectively support the recommendations of this comprehensive plan.

Subdivision regulations are another effective tool. These regulations require coordination of new streets and other physical improvements to land with an existing or planned street system, provide standards for lot layout and street design, 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 may require the installation of utilities, sidewalks, trails, parks, and schools to serve new areas of develop-

ment. The City's existing subdivision ordinance will be reviewed to help ensure its requirements are up-to-date and will adequately support the comprehensive plan and the projected growth prescribed in the plan.

The official map and codes represent other means for meeting plan objectives. Codes provide sound standards for the construction, use and occupancy of buildings. The City has adopted the Building Officials and Code Administrators (BOCA) Building Code to help assure proper construction practices. The official map provides the municipality with a means to reserve land designated for public purposes for a one year period from the time the land is subdivided. The map identifies the location of future public facilities and streets and, in effect, serves notice that the municipality intends to acquire the designated land through purchase, dedication or donation. The adoption of the official map means the City may delay any action by a land owner that would preclude the extension of a street or the development of other public facilities. An official map was prepared to reflect the specific public projects identified in the comprehensive plan (see Figure 9).

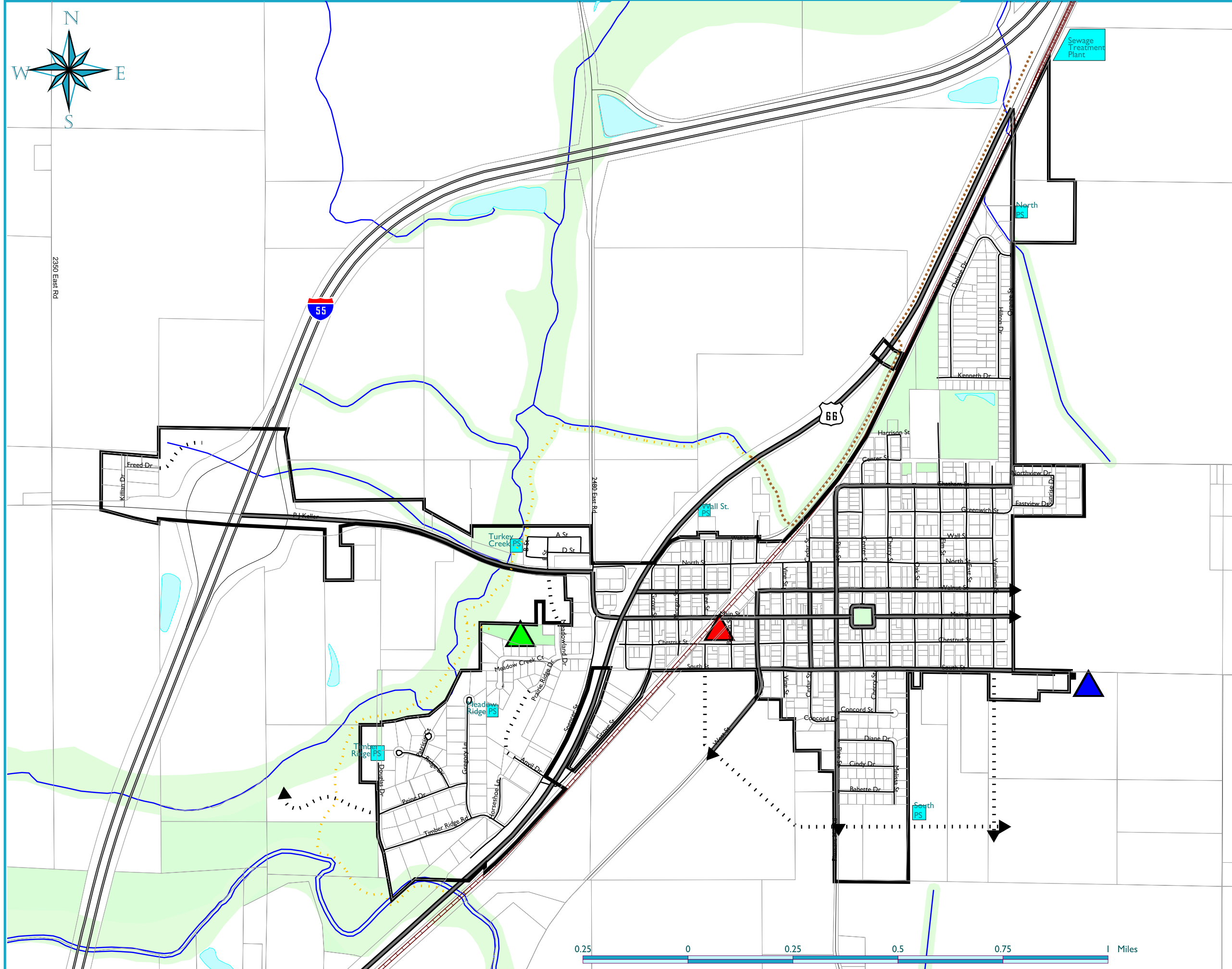
Table 10.1
Summary of Frequently Used Tools for Implementing the Comprehensive Plan

Legal Tools	
Zoning Ordinance	A zoning ordinance controls the use of land and is an effective means of supplementing a community's land use plan. Zoning decisions can be 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 a 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. They also require drainage facilities and easements where necessary and the installation of utilities to serve new areas of development. Also included in subdivision ordinances may be provisions for planned unit developments and for dedication 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 can serve notice that a city intends to acquire the designated land.
Financial Tools	
Capital Improvement Programs	The capital improvements program includes a list of capital projects on a priority basis scheduled for a defined period of time (usually about six years). These programs usually include an estimate of the costs and funding sources for each project.
Federal/State Aid Programs	These programs provide technical and financial assistance for communities to help solve physical, economic and social problems. Competition for these monies are keen.
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 that result from the improvements made within the TIF district.
Administrative Tools	
Annexation	This allows for control over outward growth and growth that should not be impeded. Annexation policies should depend on the extent to which the municipality is prepared to extend streets and utilities and other urban services. These policies should be established by what type of capital improvement program is in place. Pre-annexation agreements are standard requirements for zoning approval and utility extension in most developing areas.
Intergovernmental Coordination	Improvement programs or land development proposals should be reviewed for consistency with the McLean County Zoning Ordinance and Comprehensive Plan. When possible, land development proposals should mirror guidelines of neighboring communities and townships, government taxing bodies, the Illinois Department of Transportation and the Illinois Commerce Commission. This ensures order and mutual compatibility and efficiency in resource allocations.

FIGURE NO. 9
OFFICIAL MAP

LEGEND

- Proposed Sewage Treatment Plant & Pump Stations (PS)
- Potential Water Treatment Plant Site
- Potential Park Site
- Potential Fire Station Site
- Major Streets
- Future Streets
- Future Street Extensions
- Proposed Historic Route 66 Bikeway Extension
- Other Potential Trails
- Conservation and Recreation



Financial Tools

Financial tools for carrying out the plan include the capital improvements program, federal and state aid programs and tax increment financing. The capital improvements program is a tool for public decision making that consists of 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 of each project. The capital improvements program schedules the timing of public improvements and provides a clear picture of the community's financial obligations at any point in time. The City will consider the development of a capital improvements program to reflect the recommendations of the plan. Federal and state aid programs provide technical and financial assistance for communities to help solve certain physical, economic and social problems. This would be the likely source of funding for developing a sewer system to serve the City. Although there is usually stiff competition, these potential resources will be investigated and applications submitted as appropriate.

Tax increment financing is another financial tool. It comes under the heading of the "public/private partnership." As such, it requires cooperation between a private developer or developers and

the municipality. The legislation is written to enable the municipality to assist a private developer in projects that would not have been economically feasible were it not for this participation.

Furthermore, the municipality is allowed to recover all or a portion of its costs for public improvements out of the increase in property taxes that results from the new activity. The City has benefited from a tax increment financing district established around the I-55 interchange and extending to include the downtown area (see Figure 10). Caution will be exercised when considering this technique for residential development due to the potential for insufficient revenues, particularly for the school district, to meet increased demands.

Administrative Tools

Administrative tools include such measures as annexation, street and utility extensions, and intergovernmental coordination.

Annexation is an important step toward meeting plan objectives. To maintain control over developing territory and to insure that outward growth and development will not be impeded, annexation will be necessary. The aggressiveness of annexation policies will depend, in part, on the extent to which the City is prepared to extend streets and utilities and provide other urban services as

determined from the capital improvements program. With respect to intergovernmental coordination, the City will relate its proposals and improvement programs to those of other governmental agencies such as the school district, the township, the county, and the Illinois Department of Transportation, so that coordinated efforts can be made to use mutual resources to solve common problems and to achieve common objectives.

Programs for Public Understanding

Public understanding and support are essential for the successful implementation of the plan. The public must be aware of the problems and opportunities facing the City, and of how the plan can assist in solving the problems and in taking advantage of the opportunities for the benefit of all citizens. There are a variety of programs which can be utilized to help achieve public understanding and support. Among these are planning publicity programs which publicize elements of the plan, programs for the preparation of yearly progress reports outlining what improvements have been and are scheduled to be made according to the plan, and programs for the preparation and community-wide distribution of summary reports outlining the important parts of

the plan. These and similar programs are effective methods for achieving public understanding and support of the plan.

RESPONSIBILITY FOR IMPLEMENTATION

To meet community goals and objectives will require decisive actions. The responsibility for taking these actions must be assumed by both public and private groups. These groups include the City government, the City Planning Commission, and private citizen groups.

Municipal Government

The City Council, as the legislative body, has the major responsibility for carrying out the plan. Therefore, for the plan to be effective, the City Council must pursue an active implementation program. Such a program should begin with the official acceptance of the plan. Following adoption by the City Council, the plan represents an official statement of community development goals, objectives, proposals, and policies reflecting the combined thinking of municipal officials and interested citizens. The next step in the process is to initiate improvements. Once the capital improvements program has been developed, refined and approved, the City Council will initiate the improvements specified there-

in beginning with the top priorities. The implementation program will proceed with the enactment or revision of regulatory measures as appropriate.

Planning Commission

A duly appointed Planning Commission can serve as the community action coordinator and have the specific responsibility for maintaining a current community plan, capital improvements program and regulatory measures, and can undertake special projects as directed by the City Council. In addition, the Planning Commission can make recommendations to the City Council concerning each of these matters and can carry the plan and related ordinances to the public through the scheduling of appropriate public hearings and the development of programs for public understanding. The City Planning Commission can also provide valuable assistance in the review of specific development projects for consistency with the comprehensive plan. The City Planning Commission can assume these responsibilities and more to assist City officials in carrying out the plan.

Private Citizen Groups

Although the need for public understanding and support has already been pointed out, it should be emphasized

that private citizens have a direct responsibility for carrying out the plan and working toward the betterment of the community. Citizen action committees can be formed to provide many useful services. They can serve as fact finding bodies in studies of specific problems and can offer alternative solutions to those problems. Such committees can be extremely helpful in a variety of civic projects including neighborhood improvement campaigns, beautification programs and bond issue support programs. Private citizens can also be a valuable aid in supporting the plan and keeping the general public informed of its proposals.

POLICIES FOR IMPLEMENTATION

Policies are guidelines for actions needed to meet plan objectives. Action is an essential component of the planning process, and the need for action has been emphasized previously in this report. This chapter has described the methods and responsibilities for implementation and now concludes the comprehensive plan report with an identification of the policies designed to assist in carrying out the plan. These policies are outlined on the following pages.

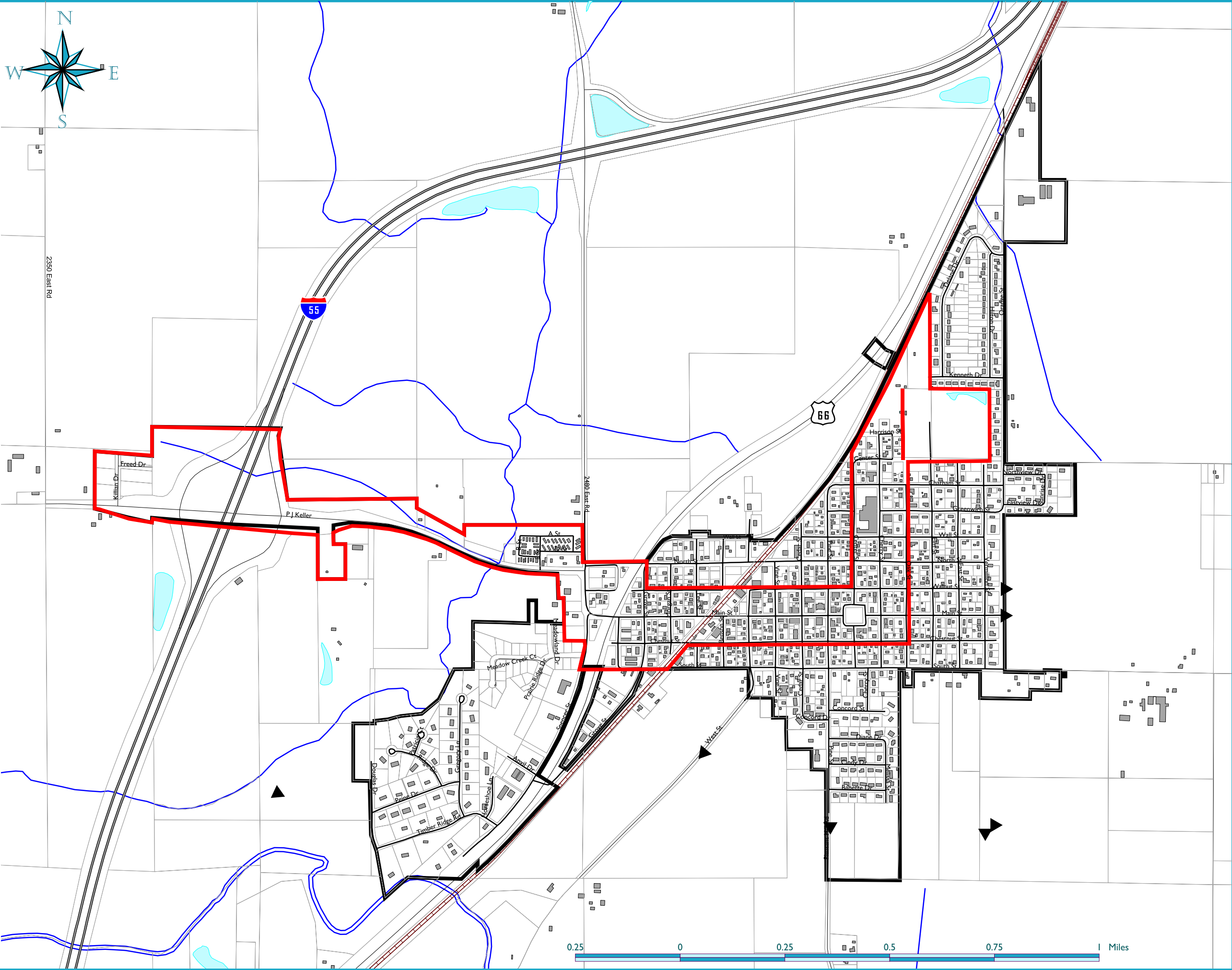
Natural Environment

- Encourage the preservation

FIGURE NO. 10
TAX INCREMENT
FINANCING DISTRICT

LEGEND

- TIF District Boundary
- 2004 Corporate Boundary
- Parcel Boundaries
- Existing Buildings
- Lakes
- Streams



of natural drainage systems and waterways in order to reduce runoff rates, reduce flooding and improve water quality

- Encourage the sizing of stormwater detention/retention areas to be large enough for dual use as parks

Historic Preservation

- Encourage the development and/or updating of a brochure to highlight the historical, cultural, and architectural sites and structures the City has to offer both to residents and visitors
- Coordinate with the McLean County Historical Society to investigate the possibility of nominating specific historic sites and structures to be placed on the National Register of Historic Places

Economic Development

- Promote planning and code enforcement that will maintain high standards for development in order to enhance the quality of life in the community
- Actively promote the community as a favorable area for the location of business and industry by carrying out a program for developing promotional

literature and providing contact with outside business leaders

Population Growth

- Support planning and facilities design that is consistent with the adopted population projections

Housing

- Encourage a wide range of housing types, styles, densities and costs to meet the needs of all income levels and age groups

Land Use

- Encourage innovative approaches to development such as Planned Unit Development and neo-traditional planning which provide for open space, mixed and multiple uses, and pedestrian orientation
- Encourage compact development of land contiguous to existing development and services, and discourage “leap frog” development
- Provide for the extension of public improvements such as streets, water mains, and sanitary sewer lines when available to support growth that is consistent with the plan
- Adopt a zone district map

that places a majority of the land in proposed growth areas in a “holding” district, such as an agricultural district, and only make changes to the zoning map when specific developments are proposed and found to be compatible with the plan

- Encourage the preservation and rehabilitation of the downtown commercial district by seeking participation in the Main Street Program and by promoting high density residential development in and near the downtown
- Encourage the establishment of industrial parks, designed attractively and efficiently with adequate facilities, service roads, and other necessary supporting facilities to attract industry and centralize the location of industrial development
- Encourage the planning and construction of new commercial development in attractive well-designed clusters to curtail sprawling strip commercial development along major streets
- Conduct a thorough design review of proposed commercial and industrial developments, so as to create positive impacts in the areas of attractiveness, safety, compatibility and traffic flows

- Discourage the occurrence of obnoxious and offensive fumes, odors, noises, effluent by-products and emissions in the city

Transportation

- Require the dedication of right-of-way for major streets as a prerequisite for the approval of the subdivision of land
- Promote the acquisition, development, and maintenance of both on-road and off-road trails to expand opportunities for recreation, tourism, and alternative modes of transportation

Community Facilities

- Begin the process of acquiring sites that are needed for future community facilities, including parks, greenways and trails
- Coordinate the planning and capital improvements programming for park and recreational facilities with those of the Lexington Park District and the McLean County Parks Department
- Provide water and sewer service to City residents only and require annexation to the City as a prerequisite for providing

service outside the corporate limits

Administration

- Develop a formalized capital improvements program to reflect the recommendations of the plan and identify funding for planned improvements
- Develop a plan for annexation to help control the development of land adjacent to the present corporate boundaries
- Encourage the adoption of an official map so that land designated for public purposes can be reserved
- Encourage intergovernmental coordination by meeting with appropriate governmental agencies to discuss common problems and alternative solutions
- Revise existing zoning and subdivision regulations to conform with the plan, permit neo-traditional and planned unit development, and provide for the dedication of land for parks, greenways, trails and schools
- Encourage the development of programs to expand public understanding and support of the plan and to increase citizen participation in carrying out the plan

- Encourage the development of special projects and studies addressing particular community problems
- Periodically review and update the comprehensive plan
- Support continuing planning programs that may include a park master plan encompassing recreational facilities and programming as well as historic and natural resource preservation