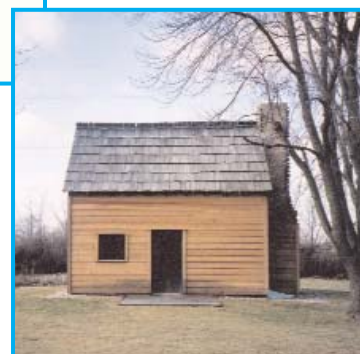
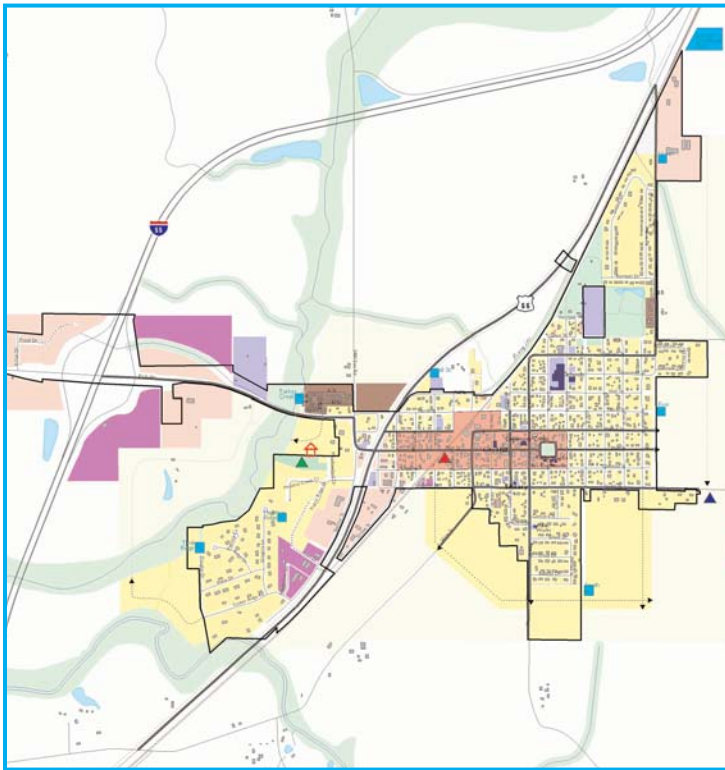


CITY OF LEXINGTON

COMPREHENSIVE PLAN



MCLEAN COUNTY

REGIONAL PLANNING COMMISSION

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City of Lexington Comprehensive Plan

Prepared By

McLean County Regional Planning Commission
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In Cooperation With the City of Lexington

January, 2005

CITY OF LEXINGTON COUNCIL AND OFFICIALS

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EXECUTIVE SUMMARY

Lexington's amenities and high quality of life have resulted in moderate but steady growth in recent decades, despite the lack of a central sewer system. The current effort by the City to develop a central sewer system is expected to create a period of unprecedented growth and development, as significantly more people will be able to take advantage of the community's rural life style while conveniently accessing the employment, education, shopping and entertainment centers of Bloomington-Normal by means of Interstate 55. In recognition of this potential growth and the need to effectively manage that growth, City officials initiated the planning process that led to the development of this comprehensive plan.

The comprehensive plan is intended to serve as an advisory guide to aid decision making in matters pertaining to community development, so that growth is accommodated in a manner that contributes to the local quality of life. The plan examines past and present trends in growth and development and provides a long range vision for the future of the City and immediate vicinity. The plan was developed on the basis of field surveys, personal interviews, and analysis of land use, Census, and other data. It summarizes

research results, presents goals and objectives, illustrates recommendations for future development, and identifies methods, responsibilities and policies for achieving the vision.

The components of the plan include: natural environment, community history, economy, population, housing, land use, transportation, community facilities and implementation. The basic provisions for each component are summarized on the following pages.

NATURAL ENVIRONMENT

This component addresses climate, topography, soils, flood plains and wetlands. The humid continental climate offers four distinct seasons and is ideally suited to agricultural production. The topography is for the most part nearly level to gently sloping and offers few constraints for development. Steeper slopes are located adjacent to the Mackinaw River and Turkey Creek flood plains. These areas offer great potential as scenic greenways and will be preserved as such for the benefit of present and future generations. Wetlands are limited to certain flood plains and ponds, and otherwise pose no limitations on development. Soils are highly productive

for agricultural purposes and require no more than typical precautions required for most urban uses on central Illinois soils.

COMMUNITY HISTORY

Lexington has a rich history that contributes to a distinctive community identity and sense of place. The plan identifies policies designed to preserve and enhance this historical identity for the benefit of residents and visitors to the community.

ECONOMY

The economic future of Lexington appears bright. The local economy includes a number of smaller, locally owned businesses that provide local tax revenues and employment opportunities. The community's low unemployment rate, combined with the high proportion of the population employed in fields other than agriculture, suggests a significant number of residents commute to work in Bloomington-Normal as well as Pontiac. The strong economy of Bloomington-Normal, in addition to the local employment base, high quality of life and proximity to Interstate 55, are reasons for optimism regarding the City's economic future.

POPULATION

The City's moderate but sustained growth since 1960, despite the lack of a central sewer system, can be attributed to the community's amenities and small town life style in proximity to the employment and business centers of the Bloomington-Normal urban area, accessible by a short commute on Interstate 55. The anticipated development of a central sewer system has resulted in a 2025 population projection of 2,900, which represents an increase of over fifty percent above the 2000 population of 1,912 (see Exhibit A).

these are expected to be owner units. The City is planning to ensure new housing is situated in well-designed neighborhoods that offer the amenities, like pedestrian accessibility to parks and schools, that make the community attractive, while at the same time, maintaining the community's relative affordability.

LAND USE

The land use plan identifies contiguous areas of the community for future development of greenways, residential, commercial and

objectives.

The plan provides for the preservation of the Mackinaw River and Turkey Creek flood plains and a number of other smaller drainageways as greenways to form ecological and recreational linkages throughout much of the community. It also provides for significant low to medium density residential development on the southern edge of the community and to the southwest. An area of higher density residential development is designated on the north central edge of the City.

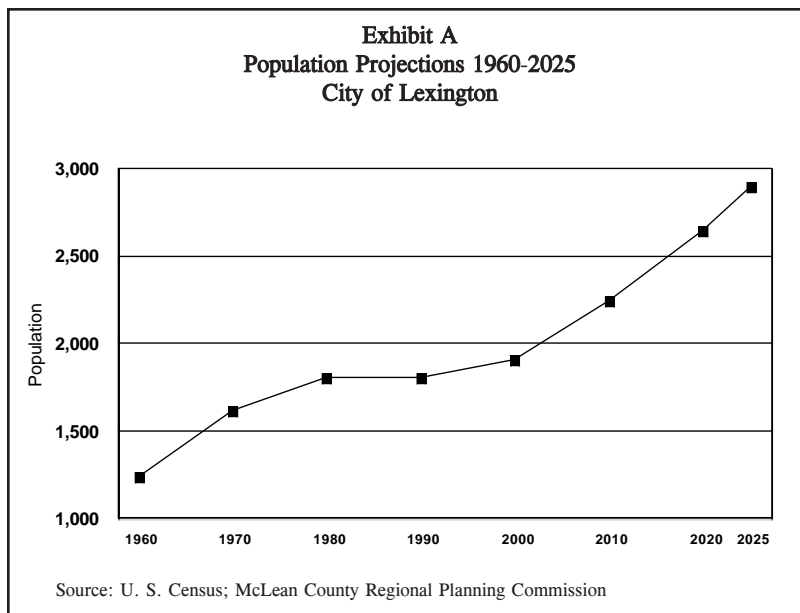
The downtown area is designated as a mixed use town center suitable for retail, office, public, and a variety of residential uses, including apartments above businesses.

Major areas of commercial and industrial development are designated in the vicinity of the Interstate 55 interchange, as well as to the southwest of the downtown.

Additional land has been designated as residential reserve in order to provide direction for long-range growth that exceeds the forecasts presented in this plan. In general, reserve areas should not be developed prior to designated growth areas due to inefficiencies that would likely result.

TRANSPORTATION

The transportation



HOUSING

Lexington's projected population growth is expected to generate a demand for over 420 new housing units by the end of the 2025 planning period. All but about sixty of

industrial uses, and public facilities (see Figure 1). The plan is based on an analysis of existing land use, a projection of future land use requirements, and a consideration of accepted design principles and stated goals and

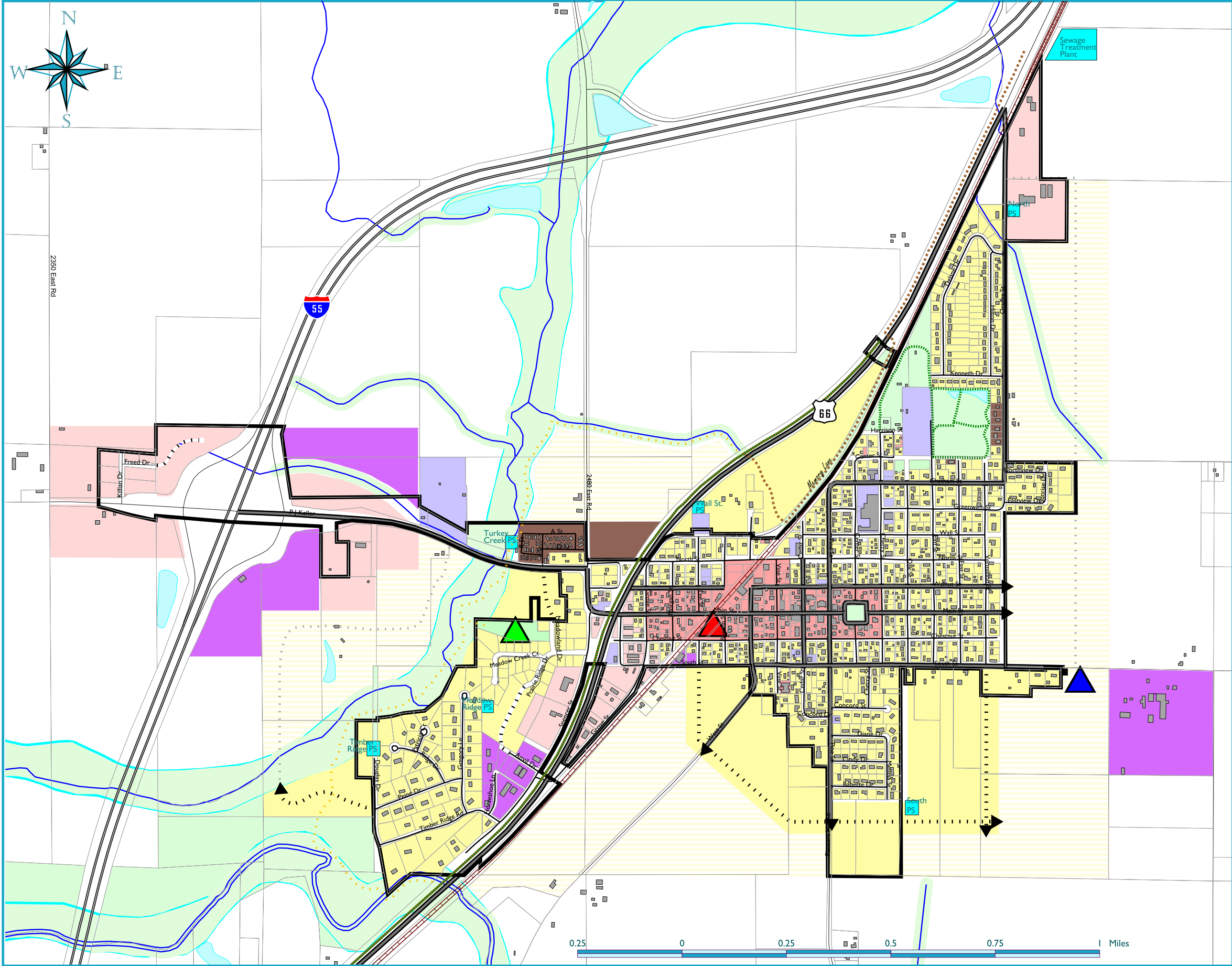


FIGURE NO. 1
COMMUNITY
DEVELOPMENT
PLAN

LEGEND

- Land Use
- Low/Medium Density Residential
 - High Density Residential
 - Mixed Use Town Center
 - Highway Commercial
 - Industrial
 - Public or Semi-public
 - Conservation or Recreation
 - Vacant or Agricultural
 - Residential Reserve

- Transportation Facilities
- Major Streets
 - Local Streets
 - Interstate Highway
 - Proposed Streets
 - Potential Long-Range Street Extensions
 - Existing and Future Street Extension Locations
 - Railroad
 - Local Trails
 - Historic Route 66 Bikeway
 - Proposed Historic Route 66 Bikeway Extension
 - Other Potential Trails

- Community Facilities
- Proposed Sewage Treatment Plant & Pump Stations (PS)
 - Potential Water Treatment Plant Site
 - Potential Park Site
 - Potential Fire Station Site

- Other Features
- 2004 Corporate Boundary
 - Buildings
 - Lakes
 - Streams

component addresses major streets and pedestrian/bicycle transportation. A major focus of the plan for major streets is on preserving the existing street network and on providing direction for the extension of streets that will be needed to maintain continuity and effectively serve future areas of development. The most significant street addition is the loop around the southern edge of the City created by the proposed southern extension of Lee and Vermilion Streets and a connecting link between them. Other important street additions provided for in the plan include the westerly extension of Timber Ridge Road and the south and westerly extension of East Street on the south side of P. J. Keller Highway. Both extensions are in the paths of planned growth, and both offer potential for future extensions as long range growth to the southeast of the Interstate 55 interchange warrants.

The trails plan provides for the on-going development of the Historic Route 66 Bikeway through the City, and for the development of a loop from Route 66 along "Memory Lane," and another loop from the Memory Lane/Route 66 connection via the proposed Turkey Creek and Mackinaw River Greenways (see Figure 1). The paved bike trail will connect Memory Lane to Dameron Road. The bike trail initiative is being made possible through a jurisdic-

tional transfer of a four-mile stretch of the south-bound lane of Old Route 66 from the Illinois Department of Transportation (IDOT) to the City. Approximately 2.2 miles of this section have already been paved for use as a bicycle and pedestrian trail. This effort by the City is consistent with the McLean County Regional Greenways Plan and the intergovernmental agreement currently in place to develop the proposed Historic Route 66 Bikeway in McLean County. The trail loops will provide an interconnected system that takes advantage of the proposed greenways and the Historic Route 66 Bikeway. This results in exciting recreational opportunities for both residents and potential tourists.

The transportation plan also recommends that the City encourage the provision of sidewalks in developing areas to enhance pedestrian accessibility and help preserve the high quality of life.

COMMUNITY FACILITIES

Community facilities addressed in the plan include public buildings, schools, parks and recreational facilities, and public water and sewer service.

The public buildings component provides for the construction of a new fire station several blocks to the west of the existing station in order to better serve both existing and expected future

areas of development.

The parks and recreation component also identifies the potential need for an additional park and identifies a potential park site that could be developed.

The water and sewer service component summarizes the findings of previous engineering studies conducted by the City's consulting engineer, the Farnsworth Group, and notes the likely need for a new water treatment plant to be located near the southeastern city limits near an existing City-owned well (see Figure 1). It also notes that consideration will be given to participating in a regional water system if and when such a system is developed and becomes available to the City. And finally, it summarizes the City's plans for developing a sewage collection system and a treatment plant to be located to the northeast of the present city limits (see Figure 1).

IMPLEMENTATION

The implementation component summarizes the methods and responsibilities available, and outlines specific policies for carrying out the plan. Some of the more common and effective legal methods noted are up-to-date zoning and subdivision regulations and the official map. Financial methods include capital improvements programming, tax increment financing, and federal and

state aid programs. The plan concludes with an identification of specific policies designed to guide decisions relative to each element of the plan and its administration.

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INTRODUCTION

The City of Lexington is located along Interstate 55 approximately seventeen miles northeast of Bloomington-Normal (see Figure 1). The area was first settled by Kickapoo and Delaware Native American tribes, followed by the first European settlers who arrived in the 1820's on their way West. From those humble beginnings, Lexington became a service center for the surrounding agricultural area, and has transformed itself into an attractive bedroom community due to its high quality of life and proximity to the growing Bloomington-Normal metropolitan area. Although the City has experienced moderate to steady growth in recent decades, additional growth, particularly commercial growth, has been somewhat limited over the years by lack of a central sewer system.

However, preliminary studies have already been completed and planning is underway to implement a city sewer system which will position the City for future growth. A central sewer system will allow growth in the coming years by enabling the City to take full advantage of its small town appeal, competitive-priced housing, and proximity to Interstate 55.

The City already boasts amenities such as schools, recreation facilities and a community center. These amenities serve to attract and retain residential and commercial development and associated population levels. Lexington's established assets, combined with the growing cost of living in Bloomington-Normal, posi-

help protect and enhance the City's quality of life.

PURPOSE OF THE PLAN

This comprehensive plan is intended to serve as an advisory guide for public and private actions regarding the future development of Lexington. The plan is



Exhibit 1-A. Downtown Lexington

tion the City well for future growth.

In order to meet the demands of future growth, a plan is needed to serve as a guide for the City in making decisions pertaining to future land use and infrastructure development. A comprehensive plan provides a decision-making framework to help ensure coordinated growth and development that will

designed to be periodically reviewed and updated and is intended to be flexible, so that future development proposals can be evaluated in context with the intent of the plan as opposed to the strict letter of the plan.

The comprehensive plan is also intended to express community-based aspirations for long-range development. The compre-

hensive plan examines past and present trends in growth and development and provides a “vision” for the future.

SCOPE OF THE PLAN

Lexington and areas contiguous for a distance of one and one-half miles, within which the City has planning jurisdiction, were included in the study area for this plan (see Figure 2). The comprehensive plan addresses issues related to the potential growth of the City through the year 2025. The components of the plan include: natural environment, community history, population, economy, housing, land use, transportation, community facilities and implementation.

Recommendations are made for future use of land, streets, public buildings, recreation facilities, and water and waste water systems. The plan also addresses implementation with recommendations for specific actions that will be needed to carry out the plan.

METHOD OF APPROACH

Field surveys, personal interviews and existing land use and census data were used to analyze existing conditions, project future needs and formulate plans for the future of the community. Community problems, resources, needs and poten-

tials were identified and addressed through this process, which also outlined actions necessary to implement the plan. This process included City officials and their representatives in the review, modification and refinement of specific elements of the plan.

LIMITATIONS OF THE PLAN

A community comprehensive plan is not an end result. The comprehensive plan represents a series of intermediate steps in the planning process. It summarizes research and presents community goals and objectives and recommends actions needed to carry out the plan. To effectively complete the process, the City should carry out the needed actions and continually review and refine the plan and the process.

The plan is concerned with development issues relevant to the City of Lexington but cannot and does not attempt, to thoroughly analyze all community issues. It summarizes research results, presents community goals and objectives, makes recommendations regarding future development and suggests actions which can be taken to carry out the plan.

FIGURE NO. 2
REGIONAL
CONTEXT

LEGEND

Lexington Planning Area

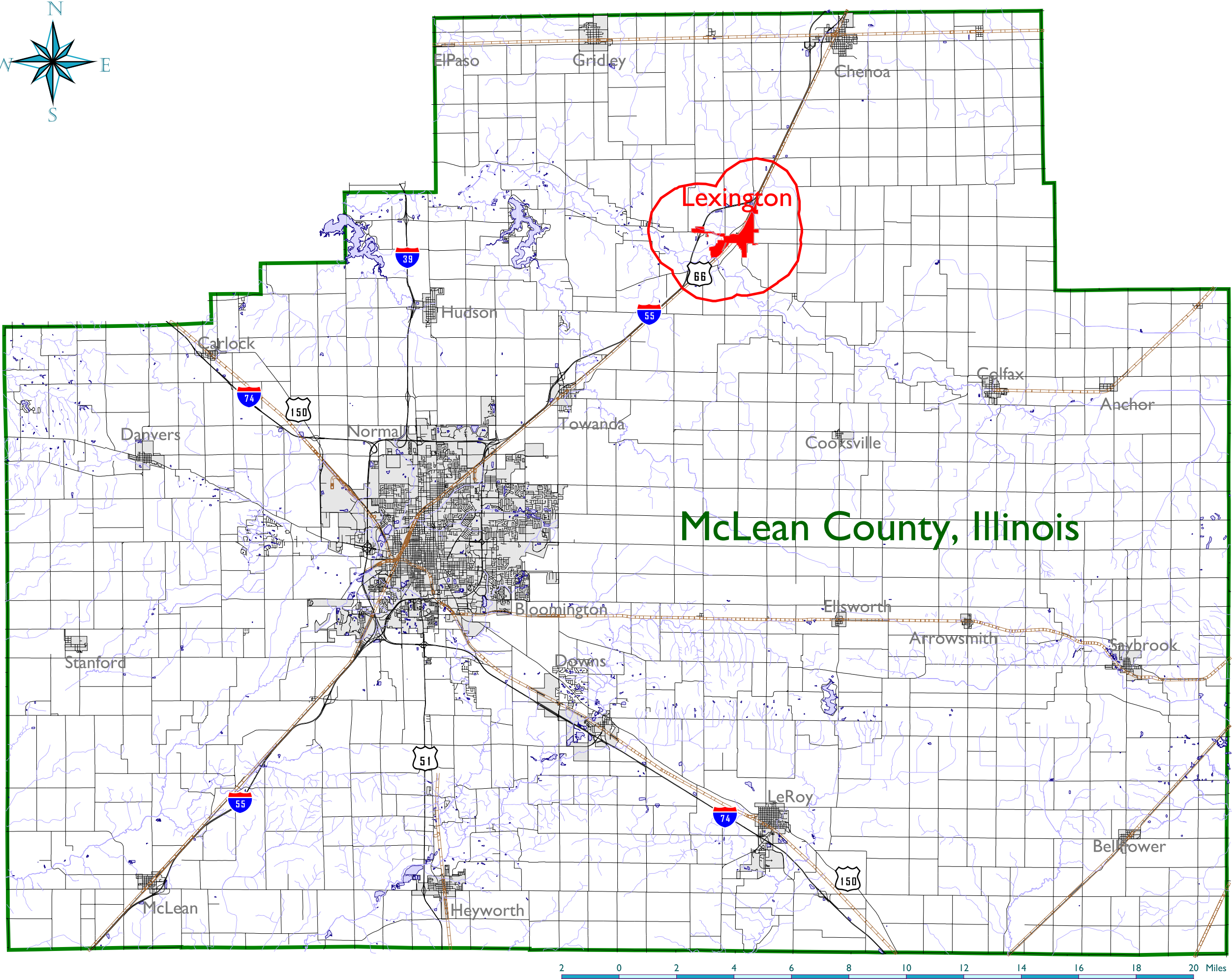
- 2004 Corporate Limits
- 1.5 - mile Extraterritorial Jurisdiction

Other Jurisdictions

- Municipalities
- McLean County

Other Features

- Streets, Roads and Highways
- Railroad
- Lakes
- Streams



NATURAL ENVIRONMENT

2

The natural environment provides the physical basis for community planning. Information on climate, soils, terrain and drainage characteristics is essential for identifying land development potential. It can determine prospects and limitations for residential and commercial construction and infrastructure development and maintenance. Consideration of such information can minimize future development problems and therefore is of great importance when planning the course of future development.

This chapter presents an assessment of the physical characteristics and limitations of the natural environment in the Lexington area. It addresses the local climate, topographic and soil conditions, floodplains and wetlands. This information provides a basis for determining future planning and land development strategies.

CLIMATE

Due to its Midwestern location, the City of Lexington experiences a seasonal climate classified as Humid Continental. The climate is characterized by hot and humid summers and cold winters. The average temperature for July is approximate-

ly seventy-three degrees Fahrenheit, although temperatures well into the nineties are not uncommon. The average temperature for January is twenty-six degrees, with temperatures occasionally dropping below zero.

The length of the growing season varies somewhat from year to year but averages 172 days. The sea-

twenty-five inches.

In warmer months, warm moist air from the gulf moves up the Mississippi Valley, contributing to the humid climate and resulting in occasional and sometimes strong thunderstorms.

Average annual rainfall for the area is thirty-six inches. Combining these storms with Lexington's relatively flat



Exhibit 2-A. Northwest Lexington Terrain

son starts with the last frost in mid-May and ends with the first freeze in mid to late October.

Despite occasional dry spells, Lexington receives sufficient precipitation throughout the year. In winter, cold dry air from Canada forces its way south where it mixes with moisture-laden air from the Gulf of Mexico. Snowfall per year averages

topography can result in localized flooding and ponding thus requiring proper storm water management.

TOPOGRAPHY

Local topography was shaped by continental glaciation. Lexington and most of McLean County are located on a glacial till plain. This

plain is characterized by several moraines that resulted from the recession of the Wisconsin glacier about 15,000 to 20,000 years ago. These ridges of deposited soil and rock extend from the northwest corner of the county toward the southeast.

The City of Lexington is located at the crest of the El Paso Moraine. There is no drastic slope on either side of the city, except for a few locations in the south along the Mackinaw River. Terrain in the Lexington area generally ranges from gently sloping to nearly level (see Figure 3).

Lexington is located within the Mackinaw River drainage system, one of McLean County's largest. This system was created by erosion of the glacial deposits.

The only area of more steeply sloping topography in the Lexington area is around the Mackinaw River, south of the City at the base of the El Paso Moraine. Development in these areas will be limited or discouraged because of the erosion potential created by the steeper slopes around the Mackinaw.

For the most part, however, Lexington's topography does not present significant limitations for development. Special consideration will be taken to conserve open space along drainage ways and to provide for proper storm water management. Also, drainage improvements may be needed in flat and

low lying areas before development occurs, due to potential flooding or ponding problems.

SOILS

The Natural Resource Conservation Service (NRCS) has identified fourteen soil types in the Lexington area. The NRCS also provides relevant information regarding the suitability of these soils for various purposes, including agricultural production, recreational use, building site development, sanitary facilities and other uses. Lexington soil types are identified in Table 2.1.

Prime farmland is an important natural resource and is prevalent in the surrounding area. Thirteen of the fourteen soils found in the area are classified by the NRCS as prime farmland. This is not surprising since McLean County contains some of the most productive agricultural soils in the world.

Like most Central Illinois soils, a majority of Lexington soil types contain qualities that could be adverse to construction, because of wetness, potential ponding, shrink-swell or erosion potential. Soils most adverse to construction include: Flanagan, Harpster, Lawson, Lisbon, Peotone, and Raub. The remaining soils in the Lexington area have moderate to severe limitations for development. Soil limitations

are due to the following characteristics: natural high water table (one to three feet in some locations), shrink/swell and frost heave potential (can crack dwelling basements and foundations), slow liquid absorption rate, and propensity for ponding of surface water (USDA Soil Survey, 1990).

Suitability of soils for agriculture, dwellings, roads and streets and septic fields is illustrated in Table 2.1. These soil characteristics will be considered when contemplating development in a given area, as limiting soil factors may pose problems for construction. In some instances, special design, construction and maintenance practices may be needed to avoid potential problems. Development demands created by site location, land availability and cost may or may not outweigh the added costs to overcome the physical limitations of certain sites.

FLOODPLAINS

A floodplain is described as a nearly level, alluvial plain that borders a stream and is subjected to flooding unless artificially protected. Although not suited for most types of urban development, floodplains are considered a valuable natural resource and will be preserved in a natural state if at all possible.

Floodplains left in a natural condition offer bene-

**Table 2.1
Selected Lexington Soil Properties**

Soil Association	Slope	Drainage	Cultivation Suitability	Dwelling Suitability	Septic Suitability	Streets Suitability
Brenton	Near level	Somewhat poorly drained	Prime farmland	Poor, wetness	Poor, wetness	Low strength, frost action
Drummer	Near level	Poorly drained	Prime farmland	Poor, ponding	Poor, ponding	Low strength, ponding, frost
Flanagan	Near level	Somewhat poorly drained	Prime farmland	Wetness, shrink-swell	Wetness, percs slow	Low strength, frost action
Harpster	Near level	Poorly drained	Prime farmland	Poor, ponding	Poor, ponding	Low strength, ponding, frost
LaRose	Gently sloping	Well drained	Prime farmland	Moderate, shrink-swell	Poor, percs slow	Moderate, shrink-swell
Lawson	Near level	Somewhat poorly drained	Prime farmland	Poor, flooding	Poor, wet, flooding	Flooding, frost action
Lisbon	Near level	Somewhat poorly drained	Prime farmland	Poor, wet, shrink-swell	Wetness, percs slow	Poor, low strength
Miami	Gently sloping to steep	Well drained	Prime farmland	Moderate, shrink-swell	Poor, percs slow	Poor, low strength
Peotone	Near level	Very poor drainage	Prime farmland	Ponding, shrink-swell	Ponding, percs slow	Low strength, ponding
Plano	Gently sloping	Well drained	Prime farmland	Moderate, shrink-swell	Poor, seepage	Low strength, frost action
Raub	Near level	Somewhat poorly drained	Prime farmland	Poor, wetness	Wetness, percs slow	Low strength, frost action
Saybrook	Gently sloping	Moderately well drained	Prime farmland	Moderate, wetness	Poor, percs slow	Low strength, frost action
Stawn	Gently sloping to very steep	Well drained	Moderate	Moderate, slope	Poor, percs slow	Moderate, low strength, slope
Warsaw	Gently sloping to very steep	Well drained	Prime farmland	Moderate, slope	Poor, poor filter	Moderate, frost action

Source: Soil Survey of McLean County, Illinois, 2000; United States Dept. of Agriculture, NRCS

fits to the community and surrounding area. Leaving floodplains intact assists in maintaining open space and preserving water quality. Left in a natural state, floodplains can provide passive recreation for the community to enjoy while conserving open space for possible development of trails and parks.

Undeveloped floodplains can also reduce the risk of flooding and contamination of surface and sub-surface water resources.

The Federal Emergency Management Agency (FEMA) has identified flood prone areas throughout the nation to assist in floodplain management.

The maps designed by FEMA are based on the 100-year flood event. This term relates to the largest area that would be inundated by water during the most severe flooding that would normally occur during a 100-year period. Flood prone areas in and around Lexington include low lying areas around the Mackinaw

River and Turkey Creek (see Figure 3).

Development regulations in and around floodplains have been implemented by the County of McLean. Development on or near floodplain sites will be discouraged. However, if proper ordinance requirements are met, limited development may occur under certain circumstances.

WETLANDS

Wetlands include streams, lakes, ponds, and low-lying, swampy areas.



Exhibit 2-B. Turkey Creek

These areas may provide wildlife habitats when vegetative cover is present.

Development on wetlands is restricted by the federal government. The United States Department of Agriculture is responsible for designating wetlands on agricultural lands. The NRCS determines the status of a

wetland already on agricultural land. The Army Corps of Engineers is charged with reviewing delineation for all non-agricultural lands. Several government-sponsored conservation incentive programs are available on an annual basis to encourage and assist land owners with land stewardship, including wetlands.

There are only a few wetland areas in the vicinity of Lexington. Over the years, many of the wetland areas in and around Lexington have been drained for agricultural purposes by tiling or drainage ditches. Identified wetlands

include the Mackinaw River, which is located west and south of the City, and Turkey Creek, which extends in a southwest direction and begins just north of Lexington's corporate limits.

FIGURE NO. 3
PHYSICAL
FEATURES

LEGEND

Physical Features

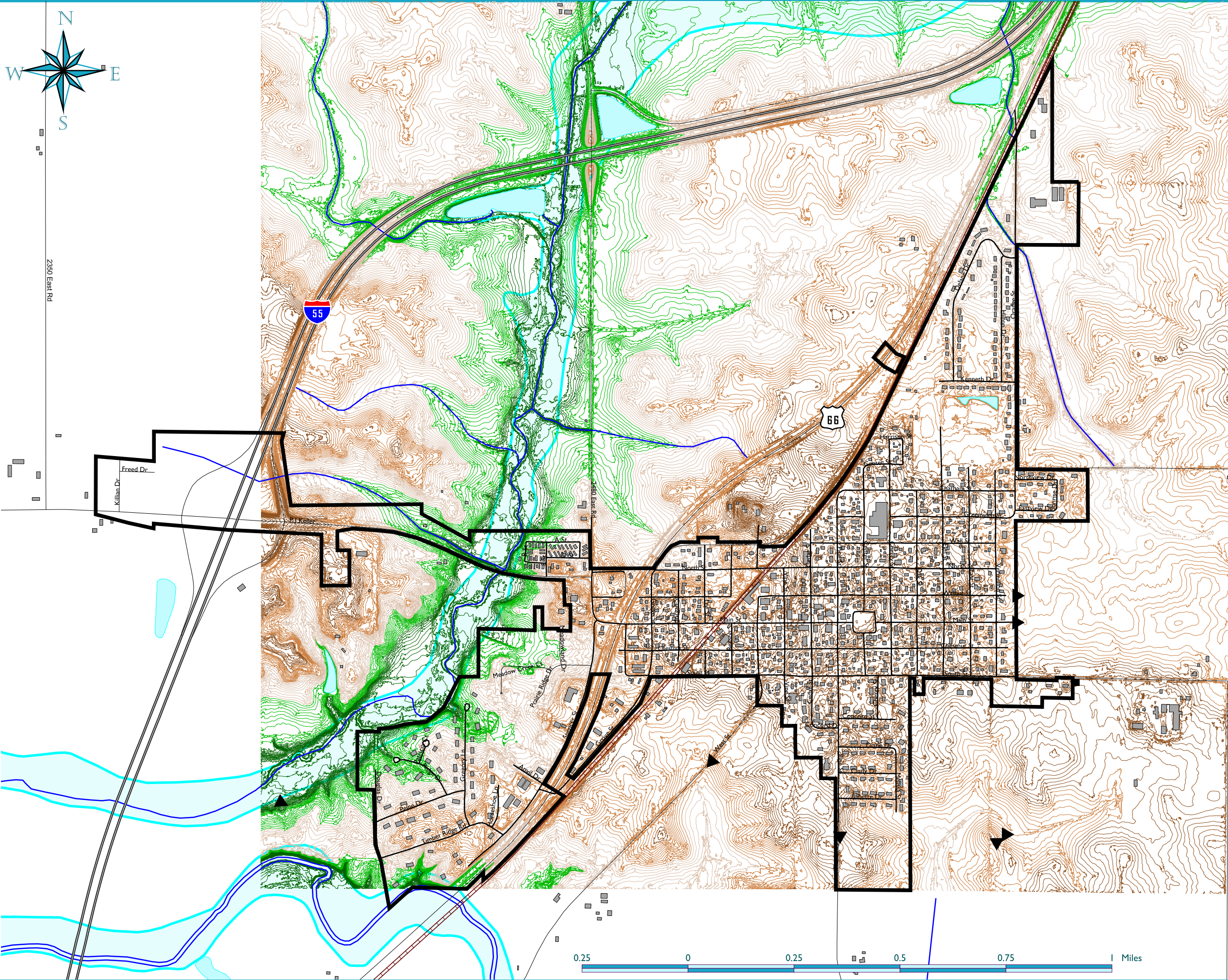
- Lakes
- Streams

Elevation (in feet above sea level;
contour interval 1 foot)

- 686 ft. - 708 ft.
- 709 ft. - 720 ft.
- 721 ft. - 731 ft.
- 732 ft. - 742 ft.
- 743 ft. - 767 ft.
- 100-year Floodplain

Other Features

- Streets and Roads
- Interstate Highway
- Railroad
- 2004 Corporate Boundary
- Buildings



COMMUNITY HISTORY

3

Consideration of community history is an important component of the planning process. A study of community history provides an understanding of the factors that influenced the growth and development of the community in the past and that may continue to be an influence in the future. Historical information can also foster a sense of community by highlighting local character and appeal while promoting civic pride among residents.

This chapter provides a general overview of Lexington's history from early settlement through the twentieth century. For a more in-depth historical look at the community of Lexington, many publications and articles are available at the Lexington Public Library at 207 S. Cedar Street. Some of these include: *The History of McLean County, Illinois* by William LeBaron, Jr., *The Historical Encyclopedia of Illinois and History of McLean County* by Ezra Prince, *Lexington Centennial 1855-1955* and *The Early History of Pleasant Hill/McLean County, Illinois* (Journal of the Illinois State Historical Society) by D.F. Trimmer.

BEGINNINGS

The history of the City of Lexington began with Native American tribes. Kickapoo and Delaware tribes were the first known to come to the area and set up villages along the Mackinaw River. According to historical accounts dating back to the late 19th century, these tribes lived in villages which had an

tribes were often gone for long periods of time on extended hunts. The women of the tribes gardened and took care of the crops with the crudest of tools. Tribal people were very welcoming to the first European settlers.

THE EARLY 1800'S

The first European settlers arrived in the area in



Exhibit 3-A. John Patton Cabin: Built in 1829 by John Patton and Kickapoo and Delaware Indians; on National Register of Historic Places; guides available June through Labor Day, Sundays 2 to 4 p.m.

approximate population of 300 persons. The villagers lived in wigwam dwellings with earth banked up along the sides. These tribes supported themselves by hunting, growing corn and tobacco, and making maple sugar. Men of the Native American

the late 1820's. Records indicate the first white men to settle in the area were Conrad Flesher, John Haner, and Isaac and Joseph Brumhead. Most of the early European settlers were from Ohio, planning on a more westward migration later on in their

lives. The first settlers also settled along the Mackinaw River just south of the present site of the City.

Like the Native Americans, the settlers depended on farming and hunting for survival. Crops grown included corn and a variety of vegetables. The early housing consisted of log cabins that were built by using only an ax and auger. No nails or iron connections were used to construct the dwellings. Other settlers moved into wigwams abandoned or no longer needed by the Native American tribes still living in the area. One of those was John Patton, who would have a profound effect on the new community in coming years as a Lexington leader. His family would be given credit for building the first house in the area in 1829 with assistance of local Native American tribes.

The Native Americans and European settlers depended on each other. Their children often attended school together and those that lost their lives were buried in what was known as Indian Field Cemetery.

From 1829 to 1831, the area grew quickly. Settlers from other parts of McLean County and Illinois moved into Lexington Township with some coming from Indiana and Kentucky. Letters written to relatives in Ohio and other parts of the country told of the "fine land and great opportunities in the area." Many of Lexington's

first settlers were of English and Irish descent. Other settlers from the Mid-Atlantic region, particularly Virginia, would come later.

Formal local government was established in 1830. New settlers continued to arrive despite the disruption of the Blackhawk War in 1832. Land speculation in and around Lexington was vibrant by 1834. The building of Fort Bartholomew meant added security for local farmers, although the fort was never called on to provide defense for the community.

Lexington was platted on January 14, 1836 by Ashael Gridley and James Brown. Gridley and Brown acquired the land from the federal government. Gridley would become well-known for being responsible for plotting and planning several communities in McLean County. Brown was a Kentucky pioneer who had established a partnership with Gridley. The two men named the new community Lexington since Gridley's father had fought with the Minutemen in Lexington, Massachusetts during the Revolutionary War and Brown had come from Lexington, Kentucky.

As more settlers arrived, they chose to make their homes near the timber of the Mackinaw River. In addition to corn, they grew potatoes, squash and beans, which according to historical accounts, produced yields of 40 bushels per acre. They

also were successful in producing an impressive wheat crop. However, the crop would no longer be planted after 1860 due to a problem with insects. During this time, Lexington also became noted as an important horse and cattle breeding community.

By 1837, the town had grown so much it established its first post office. Jacob Spawr was named the community's first postmaster that year.

In what would be a long tradition of joining the new town with the development of religious institutions, the first church in Lexington was built in 1842. The United Brethren Church evolved into the Evangelical United Brethren in 1846 and later became the Evangelical United Methodist Church 122 years later.

The city's first school building was built in 1843. Although local children had been schooled with students from local Native American villages, the new school was an important symbol of the community's future.

THE MID TO LATE 1800'S

Independence Day 1854 began a new era in Lexington's development. That day, the Chicago and Alton Railroad began service to Lexington. The expanding rail system would improve local farmers' access to markets as well as provide a

transportation system for new people and goods arriving from all over an expanding nation. Lexington was incorporated in July of 1855.

From the 1850's through the Civil War and the rest of the century, Lexington became home to new families, civic institutions, expanding schools and more churches. With the railroad came improved methods of farming, including improved plows and harvesting techniques, and better prices for grain. By this time, Lexington was home to several large dry goods stores, two banks, two flour mills, a broom factory, cultivator factory, a brickyard and a nursery.

Settlers from foreign countries also arrived about this time putting their culture and mark on the community. As recently as 1960, fifteen families from the original Lexington pioneers were still holding land in the area.

In the mid 1800's, the village of Pleasant Hill, which was built southeast of Lexington, was also a thriving community. It offered many of the amenities of Lexington and more. Pleasant Hill eventually became a ghost town after it was bypassed by the railroad.

The mid 1800's also saw a spiritual growth in the community as many of Lexington's religious denominations built churches during this era. Lexington's new school building was also erected on the west side in

1857. By 1874, Lexington had built an impressive network of roads that crossed the township. By 1887, the community had built what is believed to be the first hard-surface road in McLean County. The growth and affluence of the town was symbolized at the turn of the century in 1901 by the construction of the Van Dolah Castle on the west end of Lexington. D. J. Van Dolah was a respected international businessman who made his fortune in animal breeding.

THE TWENTIETH CENTURY

The community began to take on the look of an established community in the

early twentieth century. Permanent structures for a bank, library and high school were all built before the end of 1916. The McLean County Farm Bureau was formed during this period to help bring electricity to Lexington and other rural communities within McLean County. Recreation facilities and city parks were built during this period with the dedication of the city park bandstand in 1925 and the formation of the Turkey Creek Golf Club in 1929.

Agriculture continued as the primary economic activity of the region through the 1900's. Continued expansion of the railroad and the introduction of the national highway system during the mid 1900's also shaped



Exhibit 3-B. Residence constructed in 1901 by Van Dolah

Lexington to become a multifaceted community.

Lexington's future was greatly benefited in 1938 when it was announced that Route 66 would run through the community.

Several other significant building projects followed, including construction of a hemp plant in 1942 (later became Cargill Seed Plant) and construction of the high school and the elementary school addition and fire station in the 1950's. The high school was totally reconstructed in 1962, and underwent extensive rehabilitation in 2003 due to a major fire.

Lexington's agricultural history has provided stable employment that has created spin-off service industries and businesses, which have stood the test of time over the past 20 to 30 years. The community continues to re-create its downtown as evidenced by the construction of the community center and the continued prosperity of locally owned and operated businesses. It has also taken advantage of recently established tourism events such as the Taste of Country Fair and the Route 66 Auto Reunion, which draw attention to the City as a tourist destination two times a year.

ECONOMY

The economy is a major factor affecting community development. Economic factors usually play a major role in initial community development. The availability and/or accessibility to employment centers, such as major commercial or industrial establishments provides a major growth stimulus. Moreover, the existence of employment centers can strengthen the financial stability of a community through the provision of sales tax revenues. A strong financial base increases a community's ability to provide a wide range of urban services. Therefore, economic trends and forecasts are important considerations in community planning.

ECONOMIC HISTORY

Lexington's economic history is based in agriculture. Historically, farming has been responsible for most of the job creation in the community. Companies such as Myers, Inc., Martin Implement, Prairie Central Cooperative (formerly Kemp's) and just recently, the Illinois State University Farm, indicate that agriculture continues to be important for the community.

Most centers of employment in Lexington

have some tie-in to the agricultural history of the area. Several of the businesses were created out of some spin-off need, whether industrial or service-based, because of the agricultural-based roots of the area.

A majority of local employers have shops employing less than twenty-five and are mostly locally owned and operated. Among the most recognizable businesses are: Nelder Ford Group (auto sales/repair), Lexington Truck Service (large truck maintenance and repair), John's Paint and Body (large truck repair), Anvil Brand Shoes (horseshoe manufacturer), H & H Machining (machine parts manufacturing/fabrication) and Barker Chevrolet (formerly Uftring-Mason

Chevrolet) (auto sales/repair). Group Tool and Die also has operations in Bloomington-Normal but has had a Lexington location for several years. The downtown business district has also provided local services such as banking, grocery and restaurants and continues to do so.

EXISTING CHARACTERISTICS

The locally-based economy of Lexington may always have a connection to the Bloomington-Normal economy. Based on the 2000 U.S. Census data, 1,020 people of Lexington's population of 1,920 were employed. Due to the number of Lexington's population that work in non-agricultural sectors, it is pre-



Exhibit 4-A. Anvil Brand Shoes

sumed that a significant number of residents work in the Bloomington-Normal area (see Table 4.1).

According to U.S. Census figures, many of Lexington's residents work in the following fields: education, health, social services, finance, insurance, real estate and manufacturing. This suggests the City may continue to see a decreasing dependency on agriculture for its economic survival.

For those choosing to work in Bloomington-Normal, average travel time is just under twenty-three minutes. This is about the same amount of travel time to Pontiac from Lexington. Some residents of Lexington may also work in Pontiac since it provides additional employment opportunities. It is likely Lexington residents

will continue to choose to commute to work in surrounding communities if Lexington does not attract additional "livable wage" companies to the immediate area.

In 1999, Lexington had a median household

income of \$46,146 (see Table 4.2). Average per capita (individual) income was \$20,898 in 2000. Median family income (average family income) was \$54,336 for this same time period. These were below the levels for McLean County but com-

Table 4.1
Lexington Area Employment By Industry

Category	Percentage
Agriculture/Forestry/Fishing/Mining	2.5%
Construction	7.9%
Manufacturing	15.0%
Wholesale Trade	4.4%
Retail Trade	8.7%
Transportation/Warehouse/Utilities	6.7%
Information/Related Sciences	2.4%
Finance/Insurance/Real Estate	14.6%
Management/Professional Occupations	4.6%
Education/Health/Social Services	18.6%
Arts/Entertainment/Recreation/Food Services	5.2%
Other Services	9.4%

Source: U.S. Census Bureau

Table 4.2
Area Employment and Income Level Comparisons

Community	Labor Force	% Unemploy	Per Capita Income	Median Household Income	Median Family Income	% Below Poverty Level
Lexington	1,057	2.5%	\$20,898	\$46,146	\$54,336	4.4%
Chenoa	991	1.9%	\$19,559	\$44,420	\$50,948	5.7%
Danvers	643	2.4%	\$19,598	\$52,647	\$58,355	5.0%
Downs	451	4.3%	\$22,468	\$53,750	\$56,932	4.3%
Heyworth	1,267	1.3%	\$20,655	\$53,043	\$60,648	3.1%
LeRoy	1,809	1.5%	\$20,743	\$45,781	\$53,986	1.9%
Towanda	293	1.3%	\$18,702	\$41,705	\$51,875	5.3%
McLean County	85,994	2.8%	\$22,227	\$47,021	\$61,073	9.7%

Source: United States Census, 2000

pared favorably with LeRoy, Chenoa and Towanda.

FUTURE ECONOMY

A number of factors suggest a bright economic future for the City. It is important for Lexington to retain its existing economic base and to attract new businesses. This will help diversify the local economy and expand the local employment base.

The community has and will continue to work with area economic development officials in actively reviewing needs of existing businesses. Often, potential business partnerships can be discovered that lead to new businesses coming to a community when local businesses are actively engaged.

Opportunities abound for Lexington to further build its local economy. The presence of the Illinois State University Farm provides many possible agricultural research opportunities that could and will be explored that could be based in or near Lexington. Community leaders will work with the local area economic development council and university officials to explore such opportunities.

Lexington can expand its appeal as a “bedroom community.” This philosophy has served the City well for several years and will continue to do so when appropriately pursued. Potential growth

in population usually means potential growth for more goods and services, which means a steady growth in local business.

Young families looking for rural quality of life options and retirees are potential new residents of the area. These groups usually have the means and/or life experiences to bring added value to the community.

As the computer age continues to develop, many entrepreneurial computer-based businesses that no longer depend on large or mid-sized city locations are looking for rural locations. They are finding that rural locations provide a growth friendly atmosphere and that the cost of doing business is more reasonable. Many of these companies are combining offices with residences that allow these companies to operate on attractive and appealing “flex schedules” for their owners and employees. They are finding an attractive quality of life appeal in rural communities.

There will likely be future opportunities to add businesses on or near the I-55 Corridor. Such opportunities are reflected in the Land Use Plan presented in Chapter 7 of this report.

POPULATION

5

Consideration of population trends and projections is fundamental to planning for the long-range needs of a community. Population projections provide the basis for, and have a direct effect on determining future land use and service requirements and for providing physical improvements to streets, parks, water and sewer systems and other community facilities and services. Reliable estimates of future population levels are therefore essential for purposes of planning and capital improvements programming.

Lexington's population will likely increase in the future due to a number of factors, including the probable addition of a City sewer system.

Formulating reasonable estimates of future population levels requires consideration of past growth trends, existing demographic characteristics and current development trends. All of these factors have an impact on future population growth and were considered in the development of population projections for the City. This chapter summarizes the City's historical population growth and

existing characteristics of its population as well as the population projections developed for the City.

HISTORICAL POPULATION GROWTH

Following many decades of stable or declining population, Lexington began a period of moderate but sustained growth beginning in 1960. The City of Lexington's population decreased an average of 3.5 percent each decade from 1900 to 1950. From 1960 to

Table 5.1
Population 1860-2000
City of Lexington, McLean County, State of Illinois

Year	City of Lexington			McLean County		State of Illinois	
	Population	Actual Increase	Rate of Increase	Population	Rate of Increase	Population	Rate of Increase
1860	948			28,772		1,711,951	
1870				53,988	87.6%	2,539,891	32.6%
1880	1,254			60,100	11.3%	3,077,871	17.5%
1890	1,187	-67	-5.3%	63,036	4.9%	3,826,352	19.6%
1900	1,415	228	19.2%	67,843	7.6%	4,821,550	20.6%
1910	1,318	-97	-6.9%	68,008	0.2%	5,638,591	14.5%
1920	1,301	-17	-1.3%	70,107	3.1%	6,485,280	13.1%
1930	1,292	-9	-0.7%	73,117	4.3%	7,630,654	15.0%
1940	1,284	-8	-0.6%	73,930	1.1%	7,897,241	3.4%
1950	1,181	-103	-8.0%	76,577	3.6%	8,712,176	9.4%
1960	1,244	63	5.3%	83,877	9.5%	10,081,158	13.6%
1970	1,615	371	29.8%	104,389	24.5%	11,113,976	9.3%
1980	1,806	191	11.8%	119,149	14.1%	11,426,518	2.7%
1990	1,809	3	0.2%	129,180	8.4%	11,430,602	0.0%
2000	1,912	103	5.7%	150,433	16.5%	11,883,546	3.8%

Source: U.S. Census of Population

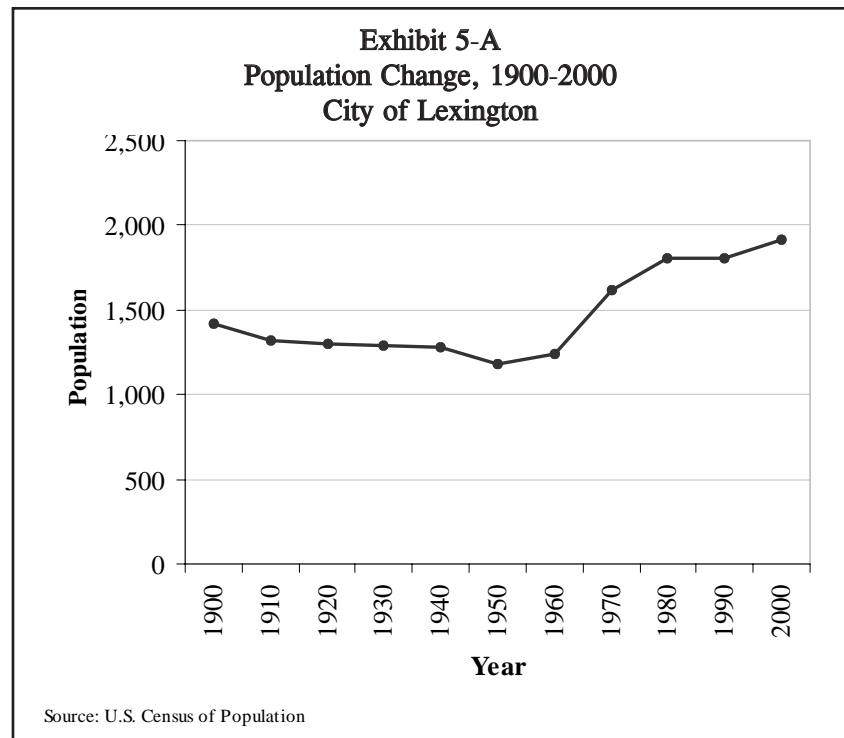
2000, however, the City's population increased by an average of 10.6 percent per decade (see Table 5.1 and Exhibit 5-A). Lexington's 2000 population of 1,912 represents an increase of 5.7 percent over the 1990 population of 1,809. The recent increase in growth rate can be attributed to the City's small town amenities in proximity to the employment and business centers of the Bloomington-Normal urban area, accessible by a short commute on Interstate 55. It is likely Lexington will continue to be positively influenced by the population and economic growth of the Bloomington-Normal urban area and the small town atmosphere and high quality of life offered in Lexington.

EXISTING POPULATION CHARACTERISTICS

This section summarizes selected demographic characteristics of the City. Characteristics considered include age-sex distribution, size of household, income and education.

Age-Sex Distribution

An assessment of a community's age distribution is important when planning for future needs. As a population changes and ages, so does the diversity of the needs of the citizens and the services the City provides.



The average age in Lexington is considerably higher than that of McLean County, but only slightly higher than most of the smaller communities compared. In 2000, the median age in Lexington was 36.7 years. In McLean County, the median age was 30.5 as compared to 37 in Towanda (see Table 5.2).

Lexington and McLean County parallel the Illinois age distributions with the exception of the 15 to 24-year-old group in the county. This higher county-wide figure is likely due to the location of four colleges (Illinois State University, Illinois Wesleyan University, Heartland Community College and Lincoln College) in Bloomington-Normal.

In 2000, forty-three percent of the residents of

Lexington were between the ages of twenty-five and fifty-four, a growth of one percent over the past decade. This group typically represents the core population of the full-time labor force for the community. Approximately twenty-nine percent of the residents were between the ages of twenty-five and forty-four, considered the primary child bearing age group. This age group and those sixty-five years and older showed slight declines over the past decade. This trend has not had an adverse impact on the "under five years" age group, as this demographic has increased six percent from 1990 to 2000.

Thirty-four percent of Lexington's residents were under twenty-four years of age in 2000. The population in the age group of sixty-five

Table 5.2
Percentage Age Distribution and Comparison
Lexington and Selected Places, 2000

Age Group	Lexington	Danvers	Downs	Heyworth	Hudson	LeRoy	Towanda		McLean County	Illinois
under 5	6.0	8.4		6.7	9.7	9.7	6.9	8.1	6.5	7.1
5 to 9	7.7	9.6		9.8	9.2	10.1	7.6	6.3	6.7	7.5
10 to 14	7.9	8.8		8.2	8.1	8.3	7.8	5.7	6.5	7.3
15 to 19	8.1	8.0		8.0	6.3	7.2	6.9	5.7	9.2	7.2
20 to 24	4.7	4.1		5.0	3.9	3.0	4.4	4.1	13.2	6.9
25 to 34	12.7	15.2		15.2	16.0	17.2	15.2	18.5	14.2	14.6
35 to 44	16.3	19.2		20.2	16.9	19.9	16.0	15.2	15.0	16.0
45 to 54	14.4	11.2		10.6	11.8	12.9	10.9	15.2	12.2	13.1
55 to 59	6.6	3.0		4.5	4.2	3.6	4.1	4.1	3.9	4.7
60 to 64	3.2	3.6		4.3	3.2	2.0	4.7	4.5	2.9	3.7
65 to 74	5.8	5.3		5.4	5.8	3.5	7.2	6.5	5.0	6.2
75 to 84	4.8	2.5		1.8	3.4	1.8	5.8	5.3	3.4	4.3
85 plus	1.7	0.9		0.3	1.4	0.8	2.5	1.0	1.3	1.5
Tot. Pop.	1,912	1,183		776	2,431	1,510	3,332	493	150,433	12,419,293
Med. Age	36.7	32.2		32.8	33.3	32.5	35.6	37	30.5	34.7

Source: U.S. Census Bureau, 2000

and over declined four percent for the same period. A decline in the aging population of rural communities is not typical. However, those sixty-five years and older represent thirteen percent of the total population of Lexington and reflects the statewide average as well.

Of 156 families with children under six years of age, sixty percent have both parents working fulltime in the labor force. Currently, the City of Lexington does not have a daycare facility. This suggests a potential need which will increase as the population continues to grow.

In 1950, 52.2 percent of Lexington's population was female and 47.8 percent was male. The 2000 Census reports the ratio of female to male has become more evenly distributed with 50.9 percent of the population female and

49.1 percent male (see Table 5.3).

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 an increasing number of

households with no children (empty nesters). Some of this has been caused by the aging of the "Baby Boom" generation.

Despite this, the average number of persons per household in Lexington has remained stable over the past forty years. The 2000 Census reported an average of 2.52 persons per household in Lexington as compared to 2.55 in 1990 (see Table 5.4). The City's average population

Table 5.3
Lexington Population Distribution By Sex

Year	Percent Female	Percent Male
1950	52.2%	47.8%
1960	51.7%	48.3%
1990	52.5%	47.5%
2000	50.9%	49.1%

Source: U.S. Bureau of Census

Table 5.4
Size of Household by Tenure
City of Lexington

Type of Occupied Units	Population in Units	Occupied Units		Persons per Unit	
		Total	% Change over 1990	2000	1990
Owner	1,650	630	18.9	2.62	2.62
Renter	262	130	-20.2	2.02	2.31
Total	1,912	760	9.7	2.52	2.55

* The average number of persons per occupied unit statewide in 1990 was 2.54

Source: U.S. Census Bureau-1990, 2000

per household is expected to level off at approximately 2.5 throughout the planning period. This figure was selected for use in calculating future housing demand.

Income

Income is an indicator of the relative wealth of a community and its needs for, and ability to finance housing

and community facilities and services. This section compares Lexington incomes with those of other selected places.

The median household income (MHI) for Lexington according to the 2000 Census was \$46,146 (see Table 5.5). Twenty-six percent of households in Lexington (198) earned between \$50,000 to \$74,999, while nearly twenty-three

percent (184) earned less than \$35,000 a year.

The MHI for Lexington was below the Illinois average of \$46,590 and the McLean County average of \$47,021. The McLean County average was influenced somewhat by communities such as Danvers, Downs, Heyworth and Hudson which greatly exceeded the state average

Table 5.5
Comparison of Median Household Incomes
Lexington and Selected Places, 2000

Incomes	Lexington	Danvers	Downs	Heyworth	Hudson	LeRoy	Towanda	McLean County	Illinois
< \$10,000	23	21	3	31	4	55	8	4,195	383,299
< \$15,000	63	16	7	50	11	51	8	3,014	252,485
< \$25,000	98	47	33	96	33	191	21	6,838	517,812
< \$35,000	88	47	25	79	37	188	34	6,766	545,962
< \$50,000	141	54	61	161	58	272	48	9,169	745,180
< \$75,000	198	145	88	249	177	325	54	12,493	952,940
< \$100,000	79	64	37	164	99	148	18	6,623	531,760
< \$150,000	65	34	14	42	67	80	10	5,427	415,348
< \$200,000	7	0	2	7	2	21	0	1,243	119,056
> \$200,000	4	2	6	9	6	5	0	1,024	128,898
Households	766	430	276	888	494	1,336	201	56,792	4,592,740
Median \$	\$46,146	\$52,647	\$53,750	\$53,043	\$62,632	\$45,781	\$41,705	\$47,021	\$46,590

Source: Census 2000

Table 5.6
Percentage of Population Attaining Specified Level of Education
Lexington and Selected Places, 2000

Level	Lexington	Danvers	Downs	Hudson	LeRoy	Towanda	McLean County	Illinois
< 9th grade	4.0%	9.0%	1.1%	2.6%	3.1%	0.6%	3.0%	7.5%
9-12 grade (no diploma)	6.6%	4.4%	11.4%	5.0%	9.3%	9.9%	6.3%	11.1%
High school graduate (includes GED)	39.9%	43.9%	45.4%	32.0%	43.1%	43.3%	28.2%	27.7%
Some college, no degree	24.6%	23.1%	17.3%	21.5%	22.0%	22.1%	20.5%	21.6%
Associate degree	5.4%	5.7%	3.7%	8.7%	5.8%	5.8%	5.8%	6.1%
Bachelor's degree	14.3%	16.7%	16.9%	23.5%	12.7%	16.0%	25.2%	16.5%
Graduate or professional degree	5.2%	5.0%	4.2%	6.7%	4.0%	2.3%	11.0%	9.5%
High school graduates or higher	89.4%	94.3%	87.5%	92.5%	87.7%	89.5%	90.7%	81.4%
Bachelor's degree or higher	19.5%	21.7%	21.1%	30.4%	16.7%	18.3%	36.2%	26.1%

Source: Census 2000

MHI. This also indicates there is a movement of wealth into the rural areas of McLean County. Income comparisons with other McLean County communities are presented in Table 5.5.

Education

Educational attainment for Lexington residents has been on the rise over the last twenty years. According to the 2000 Census, the percentage of Lexington residents age twenty-five and older who are college graduates or hold advanced degrees rose from 13.2 to 19.5 percent from 1980 to 2000 (see Table 5.6). Close to thirty percent of residents over twenty-five has some college or an associate degree, an increase of 18.5 percent over 1980. The percentage of Lexington residents who graduated from high school increased steadily from 70.2 percent in 1980 to 89.4 percent in 2000. Of the 19.5 percent of Lexington resi-

dents who hold a bachelor's degree or higher, approximately fifty-two percent are women.

Overall, 39.9 percent of Lexington's population has obtained a high school diploma but has not pursued any post-secondary education. Close to ninety percent of the population has obtained a high school diploma or higher educational attainment according to 2000 Census figures. This is comparable to the rest of McLean County and exceeded that of the State of Illinois.

FUTURE POPULATION GROWTH

Population projections were developed for the City for five-year increments through the 2025 planning period, and for ten year increments for the period 2030 through 2050. The projections for the latter period were developed to facilitate the design of future water and sewer facilities. Commission

staff worked in close cooperation with the City and The Farnsworth Group throughout the process of developing Lexington's population projections. The projections are based on the following assumptions:

- Lexington will maintain its high quality of life and continue to be viewed as a desirable community in which to live and rear a family, thus attracting residents who wish to commute to Bloomington-Normal or other surrounding communities for employment.
- The City will receive funding assistance to develop a sanitary sewer system.
- There will be pent-up demand for growth and development that will be met by construction of a sewer system.
- City leaders will advocate responsible community

Table 5.7
McLean County Area Population Projections

Year	Lexington	Bloomington	Chenoa	Danvers	Downs	Heyworth	Hudson	LeRoy	Normal	Towanda	County	
2005	2,100	67,800	1,810	1,220	1,550	2,850	1,550	3,400	47,700	535	156,560	
2010	2,250	70,800	1,780	1,250	2,300	3,300	1,600	3,500	50,100	575	162,510	
2015	2,450	74,900	1,755	1,300	3,100	3,750	1,700	3,650	52,500	580	170,020	
2020	2,650	79,000	1,765	1,350	3,900	4,150	1,850	3,750	54,900	590	177,610	
2025	2,900	83,100	1,755	1,400	4,050	4,350	1,950	3,900	57,400	595	185,180	
2030	3,100	87,200	1,750	1,450	4,250	4,600	2,050	4,000	59,800	600	192,470	
2040	3,700	95,500	1,750	1,600	4,600	5,200	2,150	4,300	64,600	610	208,640	
2050	4,350	103,700	1,700	1,700	5,000	5,450	2,500	4,550	69,500	620	227,650	

Source: McLean County Regional Planning Commission, 2003

growth and expansion.

- Adjacent land resources will be made available for development.
- Community facilities and services will be extended to developing areas in a timely manner to support orderly growth and help preserve and enhance the

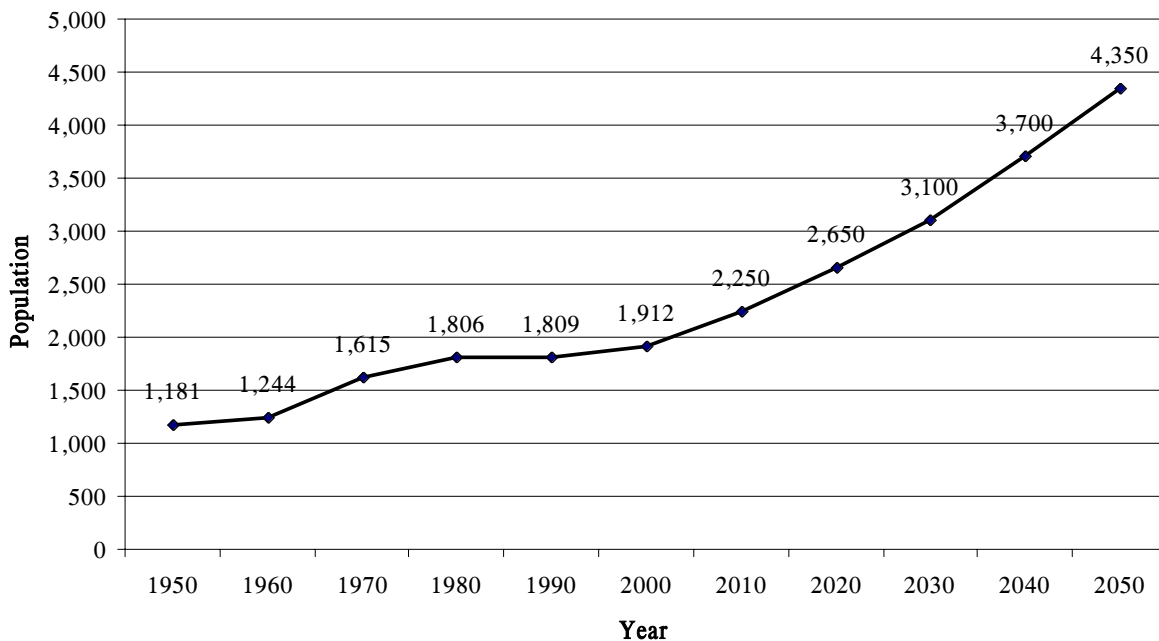
local quality of life.

- Access to Interstate 55 will continue to stimulate business and economic development and therefore the population.

The resulting projections are presented in Table 5.7 and are illustrated graphically in Exhibit 5-B. The

2025 projection of 2,900 residents represents an increase of over fifty percent, and is used in this plan to predict future housing, land requirements and service needs. Of this projection total, 2,530 are projected to reside in owner units, and 370 in renter units (see Table 5.8). While such growth would not be possible without the con-

Exhibit 5-B
Population Projections, 1950-2050
City of Lexington



Source: McLean County Regional Planning Commission, 2003

struction of a sewer system, the availability of sewers is expected to bring about a substantial period of growth, which could possibly exceed the projections presented. Therefore, the City's growth will be closely monitored with adjustments made to the plan and population projections as may be needed over time.

HOUSING

Providing adequate amounts of suitable housing at reasonable prices is a challenge for many communities. This chapter examines the characteristics of Lexington's existing housing stock and projects future housing demand, based on the population projections presented in the previous chapters.

EXISTING CHARACTERISTICS

Occupancy and Tenure

According to the 2000 Census, Lexington had a total of 760 occupied housing units in 1999 out of 804 total units. Of the 760 occupied units, 630 were owner-occupied housing units and 130 were renter-occupied. The average population per household in Lexington according to the 2000 Census was 2.5. Of Lexington's 130 renter-occupied housing units, sixty-seven units were estimated to be apartments. The remaining sixty-three units were either single-family homes that were being rented or were duplexes. Presently, the City does not have any apartment or townhouse complexes over eight units. Restricted age or elderly housing is limited to eight units. Most of the multi-fami-

ly units were built before 1969. Since 1970, thirty-one multi-family housing units have been built, eight of those since 1980.

Of those renting in Lexington, 73.6 percent spent less than thirty percent of their income on housing. On the average, multi-family residents spent approximately eighteen percent of their total household incomes on rent. Average residential monthly rents in Lexington are approximately \$448 (see Table 6.1).

Distribution and Density

Most of Lexington's housing is concentrated in or near the central city with a few pockets having been developed on the southwest

side and around the fringe. Higher density conserves land and supports affordable housing accessibility. Like most communities, densities in Lexington have been decreasing for several decades as lot sizes and setbacks have increased.

Housing and Neighborhood Design

Lexington features housing set in both traditional and contemporary neighborhoods. There are advantages to both designs. Traditional neighborhoods provide residents with greater pedestrian accessibility and make efficient use of land. Physical features of a traditional neighborhood include mixed land uses and a variety of



Exhibit 6-A. A well-maintained older home in Lexington

housing types, a grid street pattern, denser housing, front porches, sidewalks and alleys. Most of these homes were built before the 1950's when neighborhoods were designed to take advantage of the Central Business District. Contemporary neighborhoods feature newer homes with wider streets, larger set backs and lot sizes, and sometimes lack sidewalks. There is more focus on backyards with decks instead of traditional front porches. These neighborhoods are normally designed to provide a high degree of personal privacy and do not foster social and economic interaction within neighborhoods.

Age of Housing Stock

The City has farm houses on its outskirts and

Table 6.1 Gross Rent & Percentage of Income City of Lexington		
Gross Rent	Number	Percent
Less than \$200	14	11.2
Less than \$300	5	4
Less than \$500	60	48
Less than \$750	32	25.6
Less than \$1,000	2	1.6
Less than \$1,500	2	1.6
More than \$1,500	0	0
No monetary rent	10	8
AVERAGE GROSS RENT		\$448.00
Gross Rent As Percentage Of Income		
Less than 15 percent	39	31.2
Less than 20 percent	30	24
Less than 25 percent	13	10.4
Less than 30 percent	10	8
Less than 35 percent	7	5.6
More than 35 percent	14	11.2
Not Tabulated	12	9.6
RENT AS PERCENT OF INCOME		17.1

Source: U.S. Census, 2000



Exhibit 6-B. An example of newer construction

older residences built in the first half of the 1900's in the City's inner core. Suburbanization brought with it a demand for more modern homes on the City's periphery. Over the past decade, there has been a demand for larger homes and lots due to the influence of residents who work in Bloomington-Normal. During the period 1970 to 2000, 328 single family homes were built in Lexington, or nearly eleven per year. However, a majority of existing single family homes (476), were built before this period. Of these, 295 are sixty years of age or older (see Table 6.2).

Quality of Housing Stock

The overall condition of housing in Lexington is generally sound. As in any City, there are pockets of older homes that are in need of upgrading, but by and large, even older homes in

Lexington appear to be in relatively good shape. There is a limited number of homes in deteriorated conditions, but there is not one block or area in the City where this is, or should be, a major concern. However, these residences will be monitored and owners informed if the housing conditions are not up to code. Newer construction has also added to the quality of housing in Lexington around the City's periphery.

Table 6.2 Residential Construction City of Lexington		
Year Built	Number	Percent
1990 to March 2000	13	1.6
1995 to 1998	38	4.7
1990 to 1994	63	7.8
1980 to 1989	46	5.7
1970 to 1979	168	20.9
1960 to 1969	66	8.2
1940 to 1959	115	14.3
1939 or before	295	36.7
TOTALS	804	100

Source: Census 2000

Affordability

Single-Family

Since 1970, Lexington has experienced new owners in 576 of its single family residences. This indicates for many years, residents in the area have been able to make the transition from renting, or are moving to Lexington already being able to purchase single family housing.

According to U.S. Census figures, the average median monthly mortgage in Lexington is \$882. Of those still paying a mortgage, 188 households spent less than twenty percent of their household income per year on housing. Another eighty-two households spent less than thirty-five percent of their total household income on housing. Out of all homeowners in Lexington, only fifty-one households spent thirty-five percent or more of their income on housing (see Table 6.3).

When taking into consideration the regional housing market in McLean County, the average price per home (average new and existing) in Lexington can be considered quite reasonable at \$100,100. This is one of the reasons why Lexington and other surrounding rural areas are being considered as alternatives to Bloomington-Normal where the average price per home in recent years has been between

\$150,000 and \$160,000. The large majority of the single-family housing stock in Lexington fluctuates in value between \$50,000 and \$150,000. According to the

2000 Census, 235 single family homes in Lexington were valued between \$50,000 and \$99,999. Another 196 homes were valued between \$100,000 and \$150,000.

Table 6.3

MORTGAGE STATUS & SELECTED MONTHLY OWNER COSTS (WITH MORTGAGE)

With Mortgage

Less than \$250	1
Less than \$500	31
Less than \$750	113
Less than \$1,000	100
More than \$1,000	135

Median Monthly Mortgage \$882

Without Mortgage

Less than \$250	42
Less than \$500	93
More than \$500	22

Median Monthly Payment \$314

MORTGAGE STATUS AS PERCENTAGE OF HOUSEHOLD INCOME

With Mortgage

Less than 20 percent	188
20 to 24 percent	82
25 to 29 percent	35
30 to 34 percent	24
35 percent or more	51
Not computed	0
Median percent	20.1

Without Mortgage

less than 20 percent	125
20 to 24 percent	11
25 to 29 percent	4
30 to 34 percent	2
35 percent or more	15
Not computed	0
Median percent	10

Source: U.S. Census Bureau, 2000

Table 6.4		
Value Of Owner-Occupied Housing		
Estimated Value	Number	Percentage
Less than \$50,000	33	6.1
Less than \$200,000	235	43.8
Less than \$150,000	196	36.5
Less than \$200,000	53	9.9
Less than \$300,000	16	3
Less than \$500,000	4	0.7
Less than \$1,000,000	0	0
More than \$1,000,000	0	0
Median Home Value	\$100,100	
Source: U. S. Census, 2000		

Seventy-three of the City's single family residences were valued at more than \$150,000 (see Table 6.4). Of Lexington's total population, 1,652 people live in single-family housing.

Also, there are approximately 60 mobile homes in Lexington. Most are located in the mobile home park on the west side

of the City.

FUTURE HOUSING DEMAND

Lexington's projected population increase will require an estimated 423 additional housing units, resulting in a total of 1,227 housing units in the City by

the year 2025 (see Table 6.5). Of this total, 1,158 (94%) are projected to be owner occupied units and 185 (6%) renter occupied. These figures reflect an assumed overall vacancy rate of 6 percent. The City's projected housing demand is a major consideration in the development of the land use plan in the following chapter of this report.

Table 6.5 Projected Housing Demand, 2000-2025 City of Lexington				
	Year			
	2000	2010	2020	2025
Total Units	804	944	1,121	1,227
Vacancy Rate %	5.5%	5.7%	5.9%	6.0%
Occupied Units	760	890	1,059	1,158
Population/Unit	2.51	2.51	2.51	2.51
Owner	630	745	888	973
Population/Unit	2.6	2.6	2.6	2.6
Renter	130	145	171	185
Population/Unit	2.08	2	2	2
Source: U.S. Census, 2000; McLean County Regional Planning Commission				



LAND USE

The land use plan is a primary feature of a comprehensive community plan. It indicates what the physical form, and to a large degree, what the function of the community is to be. In essence, the land use plan is a guide for making the best use of the land to serve the needs of the community. If the plan is to be effective, it must reflect the goals of the community and be based on sound design principles. Moreover, it must take into consideration existing land use patterns and projected growth trends. The land use plan, therefore, begins with a discussion of design principles and includes a description of existing land use conditions.

DESIGN PRINCIPLES

Land use design principles are used as a guide to evaluate existing conditions and plan for future needs. They set forth in general terms the ingredients considered necessary to achieve a desirable land use pattern. In reference to the overall development pattern, three basic principles will be followed. First, in order to strengthen the cohesiveness of the community, the land use pattern will be balanced around a common center or centers.

Secondly, in order to facilitate the orderly and economic provision of public utilities and other services, future developments will be located adjacent to presently developed areas, and within the existing community when appropriately sized tracts of vacant land are available. And thirdly, in order to protect the character of residential, commercial, and industrial areas, reduce traffic hazards, and conserve the taxable value of land and buildings, the mixing of incompatible land uses will be avoided. Additional design principles which apply to specific land use categories are presented below.

Residential Areas

Residential areas will provide a sufficient variety of housing types to serve all residents of the community. This usually requires that residential areas be developed to accommodate a range of densities. Low density areas, generally containing from three to five dwelling units per acre, will normally comprise the greatest portion of residential land. These areas consist primarily of single family units, but may include a limited number of duplexes, apartments, or cluster devel-

opments. Medium density residential areas generally contain an average of six to fourteen dwelling units per acre and may exhibit a wide variety of housing types including duplexes, townhouses, condominiums, apartments, and single family units. Medium density areas may be accommodated through specific design projects such as planned unit or traditional neighborhood developments (TND). High density areas generally contain an average of over fourteen dwelling units per acre and consist primarily of apartment complexes and similar multiple family units.

Residential areas will be conducive to a safe and pedestrian-friendly living environment. They will be screened from incompatible uses such as major commercial areas, industrial areas, and similar uses which could adversely affect the living environment. Areas of high and medium density, because of their greater traffic volumes, will be restricted to locations easily accessible to activity centers, shopping areas, and employment centers to serve as a buffer between these uses and surrounding areas of lower density residences. This usually requires that higher density areas be located near a major

street or highway, or near the center of town.

Commercial Areas

Commercial areas generally consist of the central business district (CBD) or downtown, the neighborhood shopping area, and the highway commercial area. A community's central business district will contain the major shopping facilities and professional services and will serve the entire community. The neighborhood commercial area will provide items such as groceries, pharmaceuticals, and similar convenience items to nearby residential areas. The shopping facilities of neighborhood commercial areas will be grouped together at major street intersections and interfere as little as possible with adjacent residential areas. Both the downtown and neighborhood shopping areas will be designed to accommodate pedestrians and automobiles. In smaller communities, the downtown or CBD often fulfills the role of neighborhood shopping area as well.

The highway commercial area will serve automobile oriented needs and will include such establishments as motels, restaurants, automobile dealerships, and service stations. These areas will be located near the intersection of major highways. Access to businesses in highway commercial areas will be carefully managed to reduce

conflict points and avoid potential traffic hazards.

Industrial Areas

Because it provides employment and strengthens the tax base, some industry is usually considered desirable within a community. Industrial sites will be adequate in area, be separated from incompatible uses, and have convenient access and pleasant surroundings. Although noise and smoke are less of a problem today than was once the case, it is often desirable to locate industries in outlying areas to reduce potential conflicts, enhance access and provide room for expansion. Industry need not be limited to the heavy manufacturing variety. Light industry, such as warehousing, distributing and research are often desirable components of a community's industrial sector.

Public and Semi-Public Areas

Public and semi-public areas consist of land used to serve all or significant portions of the community's residents. Public lands include governmental buildings, institutions such as schools and hospitals, libraries, and similar uses serving the general population. Semi-public lands include parochial schools, scout camps, churches, or other organizations which are generally privately owned and

serve a defined segment of the population. It is often desirable to group certain public and semi-public areas together forming a nucleus of community activity. This nucleus is strengthened when developed in conjunction with the central business district.

A component of public and semi-public areas is recreation areas. Recreation areas include public parks, playgrounds, and similar leisure-time facilities as well as scenic natural areas within the community. Like public and semi-public areas, recreation areas can be used to strengthen the nucleus of the community and can be advantageously placed in conjunction with certain public and semi-public areas. It is also desirable, however, to provide smaller recreational areas to serve individual neighborhoods within the community. More specific design criteria for parks and related other public facilities are addressed in Chapter 9 of this report.

EXISTING LAND USE

The spatial distribution of existing land uses in the City is graphically illustrated in Figure 4. The present land use pattern within Lexington is relatively well balanced with an exceptionally clean demarcation between urban and rural on the east side of the City. This area consists primarily of single family residences along with

the downtown, schools, parks, and industrial development along the railroad tracks. On the west side, the City has extended outward toward Interstate 55, and to the southwest, where some recent single family residences have developed. The City has become less compact as it has extended westward. While this is typical of contemporary growth and development, efforts will be made to provide pedestrian amenities and accessibility to services in developing neighborhoods.

The City's composition of existing land use is summarized in Table 7.1. As in most communities, devel-

opment in Lexington is characterized by a high proportion of land devoted to residential uses and streets, and a relatively small proportion devoted to other uses. By using the "land per 100 persons ratio" it is possible to compare Lexington's land use characteristics with those considered to be the average of similar communities in the Midwest. In some respects, Lexington's land use characteristics are similar to those of the average city. However, there are some notable variations as well.

Residential land accounts for nearly one-half of Lexington's developed area and nearly fifteen acres

per 100 persons. This proportion is above that of the average city, due in part to the lack of a central sewer system and to the local trend in recent years for the construction of single family homes on larger lots. This is particularly evident in the southwestern part of the City. With regard to multiple-family residences, Lexington is above the average city figure as well in terms of land per 100 persons.

The second major land use—streets, railroads, and alleyways—comprises nearly a third of Lexington's developed area and 10.1 acres per 100 persons. This ratio is well above that of the

Table 7.1
Summary of Existing Land Use Data
City of Lexington

Category	Acres	% of Total Area	% of Developed Area	Developed Land per 100	
				Lexington	Average City
Residential	285.2	42.6	47.5	14.9	9.5
Single Family	273.7	40.9	45.6	14.3	9.3
Multi-Family	11.5	1.7	1.9	0.6	0.2
Commercial	52.1	7.8	8.7	2.7	0.6
Industrial	14.5	2.2	2.4	0.7	1.1
Public & Semi-public	54.4	8.1	9.1	2.8	3.1
Schools	13.2	2.0	2.2	0.7	
Public	2.6	0.4	0.4	0.1	
Semi-Public	6.4	1.0	1.1	0.3	
Parks (City)	32.3	4.8	5.4	1.7	
Streets, ROW, RR	193.7	29.0	32.3	10.1	3.2
Total Developed Area	599.9	89.7	100.0	31.4	17.5
Agricultural	23.5	3.5			
Vacant	45.5	6.8			
TOTAL	668.9	100.0			

Source: McLean County Geographic Information System database, 2002, for "Existing Land Use" data; MCRPC compilation of Midwestern Comprehensive Plans for "Average City" data.

average city. This can be attributed to the linear development extending to Interstate 55 and to the grid system of streets which is prevalent throughout most of the city. In addition, alleyways in the older portion of the City occupy a large amount of land, as do rail lines.

Commercial acreage is over four times that of the average city. Lexington contains a number of fairly large commercial tracts that are not intensively developed, most notably around the I-55 interchange. As a result, the commercial ratio for the City is somewhat inflated. Commercial uses are of course also prevalent within the central business district and west on Main Street, as well as along Route 66.

Industrial land use in Lexington is somewhat below that of the average city, but nevertheless is an important component of the City's developed area. The greatest concentration of industrial land use is well situated along the railroad tracks in the near west portion of the City and the extreme southwestern portion, with the latter containing most of the City's larger industries, including Anvil Brand Shoes.

Public and semi-public land uses, including public buildings, schools, churches and similar uses, are comparable to that of the average city. Selected public facilities are examined in somewhat more detail in Chapter 9 of this report.

The present land use outside of the incorporated boundaries of Lexington is beginning to change. Agricultural uses still dominate the landscape, but more new homes and businesses will undoubtedly develop when a sewer system is developed. Areas adjacent to the city proper will have a high potential for residential development, while areas farther west will have greater potential for business development. The rural areas around Lexington, along with the other small communities in McLean County, are becoming increasingly popular building sites for people who work in the Bloomington-Normal area but who wish to reside in a more rural setting. Demand for residences will undoubtedly accelerate when sewers become available, and long range plans will take this and the possible implications for the City into consideration.

FUTURE LAND USE

Objectives

The objectives presented herein are based on an analysis of existing conditions and trends and form the basic framework for the land use plan. The overall goal is to achieve the most desirable use of the land at the most appropriate locations within and adjacent to the community in order to enrich the quality of life for residents. The

objectives are as follows:

- Abundant open space to meet ecological and recreational needs;
- Preservation of environmentally sensitive areas such as flood plains and areas of steep slope;
- Development of suitable vacant land within the community;
- Delineation of growth areas contiguous to existing developed areas of the community that are of sufficient size and intensity to accommodate projected population and economic growth and supporting services;
- A wide range of housing types and costs to serve all income levels and age groups within the community;
- A strong and clearly defined central business district and a sufficient amount of highway commercial areas;
- Expansion of commercial and light industrial activity to strengthen the local economy and provide expanded employment opportunities; and
- A sufficient amount of recreation areas to serve the needs of the community.

Land Use Plan

The land use plan is designed to support the stated objectives and policies. It designates sufficient land to

Figure 4

Existing Land Use

back of 4



Exhibit 7-A. Prairie Central Co-op Elevator

meet anticipated future needs for open space, residential, commercial, industrial and public uses that will be generated by the projected 2025 population of 2,900. In designing future land uses, the plan takes into consideration the design principles and the current land use characteristics and trends as well as the objectives and policies for future land use development presented earlier. The basic provisions of the land use plan are described in this section and presented graphically in Figure 5. In order to provide flexibility and avoid identifying specific tracts for development, approximately 20 percent more land is illustrated on the map for future residential development than is expected to be needed to accommodate the projected population.

Open Space

The plan for open space is aimed at ensuring sufficient land is set aside to meet future needs for both active and passive recreation, and at preserving environmentally sensitive areas and preventing the needless encroachment of urban development onto productive farmland. To reduce the loss of farmland, the land use plan designates growth areas that are contiguous to existing development and identifies land to be left as vacant or agricultural (see Figure 5). The plan also promotes compact development of sufficient densities to support the economic provision of sewers and other urban services, and to minimize land consumption.

Environmentally sensitive areas are defined as streams, floodplains and drainageways, and are desig-

nated as conservation/recreation on the land use plan (see Figure 5). These areas include the floodplains of the Mackinaw River and Turkey Creek as well as a number of smaller streams and drainageways. Environmentally sensitive areas offer opportunities for passive recreation and could eventually provide a scenic break from a growing urban landscape. They could also offer opportunities for certain forms of more active recreation such as bike or walking trails and parks. Such forms of recreation are addressed in more detail in Chapter 9 of this report.

Residential Areas

Approximately 120 acres of the more than 360 total additional acres required to meet the City's projected 2025 development needs will be required for residential use (see Table 7.2). All but seventeen acres of this amount are designated for low to medium density with an assumed average density of three dwelling units. The largest areas of future low to medium density are proposed to the immediate south of the City, although some significant tracts are also identified for the west and southwest (see Figure 5). An area of medium to high density residential development, which could include apartments, townhouses and smaller lot single-family detached units, is designated on the near

northwest side, adjacent to 2480 East near the intersection with P. J. Keller Highway. The downtown area would also be appropriate for multi-family development, particularly above retail.

Mixed Use Town Center

The downtown area has been designated as a mixed use town center (see Figure 5). This means a variety of uses are appropriate and desirable to maintain the viability and vibrance of the downtown area. These may include retail, office and some more intensive residential such as apartments, duplexes and smaller single family units on smaller lots.

Residences above businesses are also desirable here. Government buildings and facilities, including City Hall, library and community center will continue to be located here, along with smaller areas of public open space, such as the town square. Space may be limited for certain types of public facilities such as public water supply wells and treatment facilities, and alternative sites may need to be considered as the City grows.

A number of measures can be taken to enhance the City's downtown area. The existing shorter setbacks and placement of buildings relatively close to the street with on-street and rear parking will be maintained to preserve the character and

appearance of the street and the pedestrian friendly nature of the existing downtown. The replacement of older buildings with parking lots, as is sometimes done in downtowns, will generally be avoided, as this disrupts the continuity of the streetscape and detracts from the pedestrian friendly nature of downtowns. If and when it is necessary to replace buildings with parking lots, care will be taken to provide adequate landscaping and screening to enhance appearances.

As funds become available, certain other improvements will be considered to further enhance the downtown. Curb and gutter and sidewalk improvements would enhance appearance, as would additional landscaping,

Table 7.2
Projected Change in Land Use Composition: 2004-2025
City of Lexington

Land Use	2004	2025			
	Acres	Additional Developed Acres	Total Developed Acres	% of Developed Area	Acres per 100 Persons
Residential	285.2	119.8	405.0	42.2	14.0
Low to Medium Density	273.7	114.3 a/	388.0	40.4	13.4
Medium to High Density	11.5	5.5 b/	17.0	1.8	0.6
Commercial	52.1	83.6 c/	135.7	14.1	4.7
Industrial	14.5	51.8	66.3	6.9	2.3
Public & Semi Public (including parks)	54.4	20.0	74.4 d/	7.7	2.6
Streets, Alleys & Railroads	193.7	85.5	279.2	29.1	9.6
Total Developed Area	599.9	360.7	960.6	100.0	33.1

a/ 4 dwelling units per acre

b/ 10 dwelling units per acre

c/ Includes mixed use town center

d/ Excludes greenways and future trails

Source: 2004: Table 7.1; 2025: Table 6.5, Figure 4.

FIGURE NO. 5
LAND USE PLAN

LEGEND

Proposed Land Use

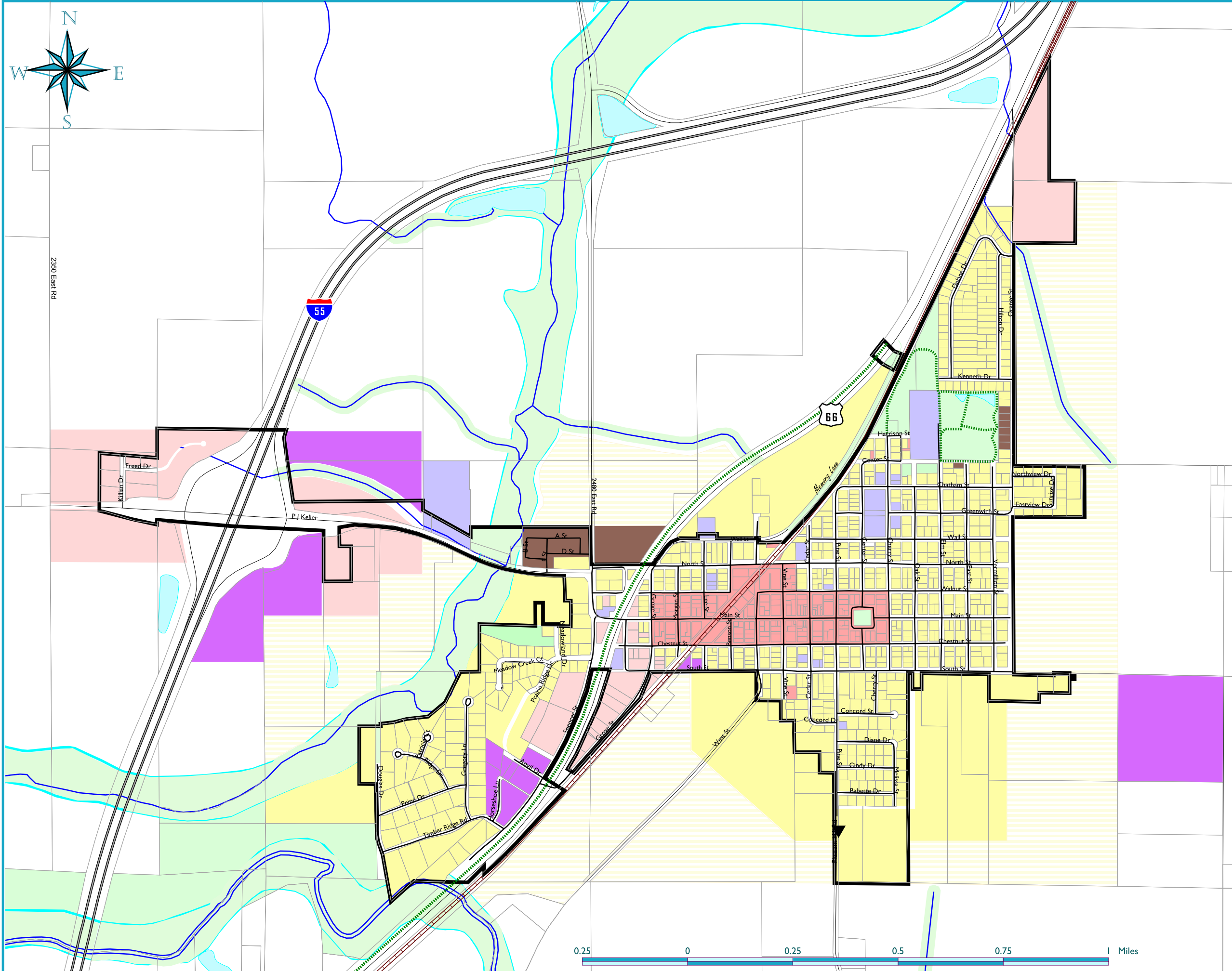
- Conservation or Recreation
- Low/Medium Density Residential
- High Density Residential
- Mixed Use Town Center
- Highway Commercial
- Industrial
- Public or Semi-public
- Vacant or Agricultural
- Residential Reserve

Transportation Facilities

- Local Streets
- Interstate Highway
- Trails
- Railroad

Other Features

- 2004 Corporate Boundary
- Parcels
- Lakes
- Streams



thematical street lighting, benches and receptacles. These and other enhancements to the downtown will be considered as part of the capital improvements programming process, especially as expected economic growth is realized and produces additional revenues for the City.

Commercial Areas

Land used for commercial development is planned to increase by nearly two-thirds (see Table 7.2). Most commercial development is planned along the P. J. Keller Highway corridor extending to and including the interchange with Interstate 55 (see Figure 5). This proposed area of commercial development is the highway variety and is thus automobile oriented, with only limited pedestrian accessibility. High standards for design and landscaping will be adopted to enhance the appearance of commercial development along this important gateway to the community.

Some commercial expansion is also envisioned for the downtown, along with the other enhancements described above. The downtown offers both automobile and pedestrian accessibility from adjacent residential areas.

Industrial Areas

Considerably more

industrial land is also proposed for future development (see Table 7.2). Principal areas of industrial development include the south side of the Interstate 55 interchange and adjacent to the existing industrial area located in the southwest part of the City along Route 66 (see Figure 5). Light industrial uses, such as warehousing, are envisioned for near Interstate 55, while some additional manufacturing would be appropriate in the southwest industrial area.

Public and Semi-Public

Additional land will also be needed for additional parks, trails, public facilities, churches and similar uses as the City grows (see Table 7.2). The additional acreage allocated for this category on Table 7.2 provides for the addition of a neighborhood park to serve planned residential growth on the west side of the community in or adjacent to areas designated as “conservation or recreation” on Figure 5. Chapter 9 identifies potential areas for major new public facilities such as parks.

Residential Reserve

These areas represent logical areas for long range community expansion (see Figure 5). Such areas offer long range development potential, primarily to accom-

modate residential development beyond the 2025 planning period or “spill-over” development which could result if the projected residential land requirements presented in Table 7.2 are exceeded. Identification of reserve growth areas is particularly important when it may not be practical to frequently update comprehensive plans or when the specific impacts of events, such as the construction of a sewer system, are difficult to assess. It is important to note that contiguous areas designated for residential growth will be developed first to achieve the greatest efficiencies in terms of land utilization and public infrastructure costs.

TRANSPORTATION

8

The location of transportation facilities has a profound effect on land use development. The transportation plan will therefore complement and reinforce a community's land use plan. It will also provide for the safe and convenient movement of persons and vehicles to, from and within the community. Alternative modes of travel will 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.

STREETS AND HIGHWAYS

Design Principles

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. Major streets will be designed to provide continuity and connect the community with nearby highways and other population centers. Collector

streets will be designed to collect traffic from the local street system and distribute it to the major streets. Collector streets will 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. Local streets will carry low vol-

Existing Street and Highway System

Lexington's existing street system generally provides efficient access to points in and around the City. The street and highway system with respective traffic volumes is presented in Figure 6.

The primary access to Lexington and other areas is



Exhibit 8-A. Route 66 Walkway/Bike Path

umes of traffic and serve as access to abutting properties. Local streets usually comprise the majority of street mileage in a community. These streets will be designed to discourage through traffic by limiting continuity or by providing stop signs or other traffic calming methods.

provided by Interstate 55 and Route 66, which connect the City to Bloomington-Normal and Pontiac, as well as other area locations. P. J. Keller Highway on the City's west side and Spencer Street provide access from the interstate into Lexington. North Orange Street is a street where City access can be

obtained from County Highway 2500 and Route 66 to the north. The City can also be accessed from the south by Grove Street from Route 66.

Lexington streets are primarily laid out in a traditional grid system that provides for ease of access once in the City. West Main is a major east and west street, while Pine Street is the major north/south street. These facilities comprise the existing major street and highway system that serves the needs of the community and provides excellent access to the City from all areas of McLean County and beyond.

The City does not have a well defined collector street system that has been designated to perform the function of distributing traffic to the major streets and highways. It does, however, have a number of major streets

designated as truck routes to enhance traffic flow by reducing conflicts with local traffic (see Figure 6).

The local or minor street system located east of Route 66 is based on the traditional grid pattern. The local street pattern in the south and southwest has been designed to more contemporary standards, which provide for long blocks, curvilinear streets and cul-de-sacs. The primary access street for newer residential development on the southwest side is Spencer Street. Most streets leading in and out of these subdivisions do not provide the degree of continuity and ease of access afforded by the traditional grid system in the older parts of town. There are presently five cul-de-sacs present on the southwest side alone.

Future Major Streets

A major focus of the transportation plan is on preserving the existing street network and on providing direction for the extension of major streets that will be needed to maintain continuity and effectively serve future development. The transportation plan provides for preserving the existing system of major streets and truck routes as shown on Figure 7. It also identifies a number of street extensions to serve areas of planned development and likely future areas of growth and development.

The most significant street addition is the loop around the southern edge of the City created by the proposed southern extension of Lee and Vermillion Streets and a connecting link between them. This would extend the City's street net-

Table 8.1
Existing Major Streets and Truck Routes
City of Lexington

Facility	Direction	Local Truck Route
P. J. Keller Hwy	East-West	NA
Main Street	East-West	Between 2480 E. and West St.
Chatham Street	East-West	Yes
Walnut Street	East-West	Between West and Pine
South Street	East-West	Between West and east City Limits
Interstate 55	North-South	NA
2480 East Road	North-South	Yes
Route 66	North-South	NA
West Street	North-South	Between Walnut and South
Pine Street	North-South	Between Walnut and Chatham
Orange Street	North-South	Between Route 66 and Chatham

Source: MCRPC and City of Lexington Revised Ordinances Sec. 5.28.

FIGURE NO. 6
EXISTING
TRANSPORTATION
SYSTEM

LEGEND

Transportation Facilities

- Major Streets
- Truck Routes
- Local Streets
- Interstate Highway
- Railroad
- Trails

350 Traffic Volume Counts

Other Features

- 2004 Corporate Boundary
- Buildings
- Lakes
- Streams
- 100-year Floodplain

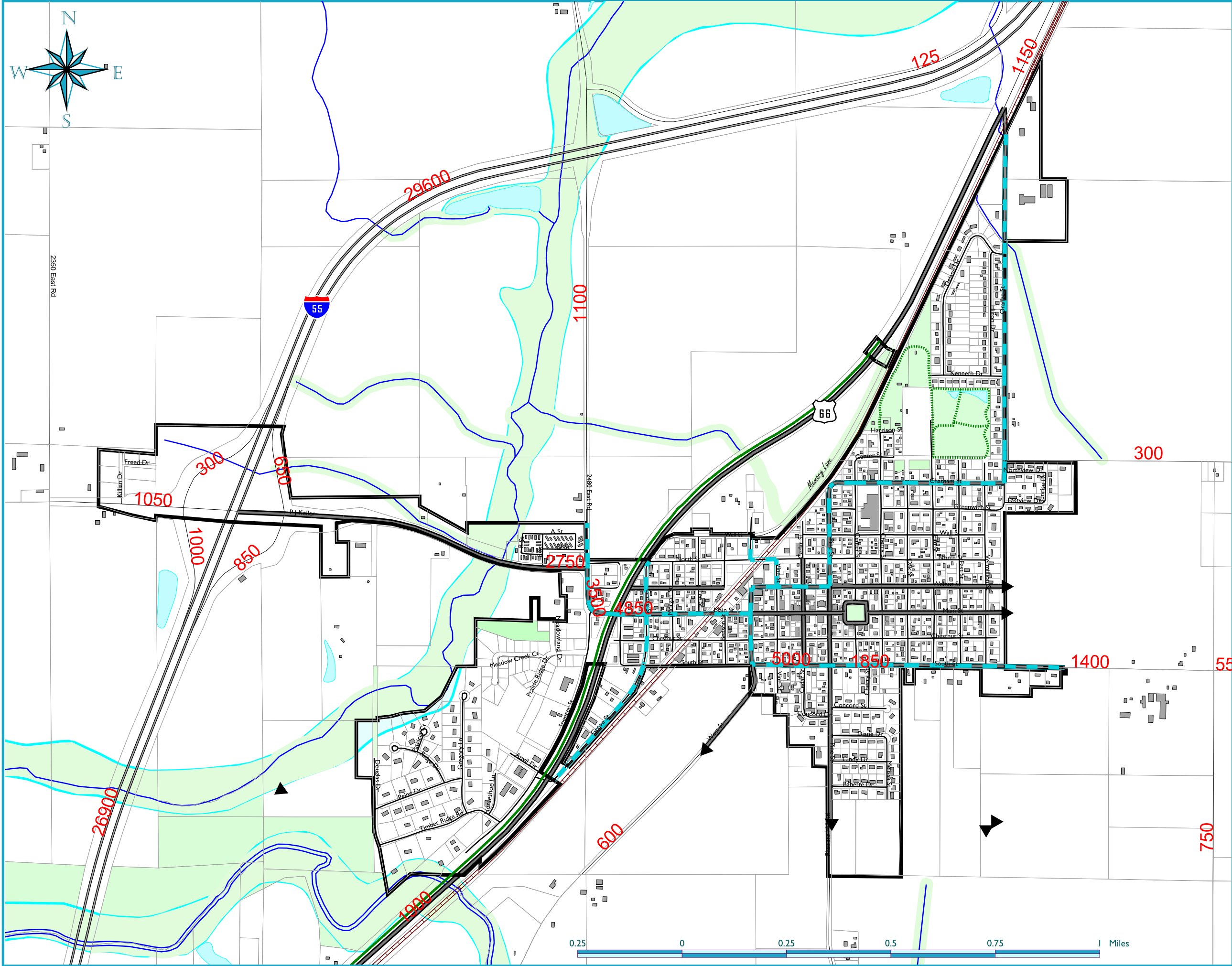


FIGURE NO. 7
TRANSPORTATION
PLAN

LEGEND

Transportation Facilities

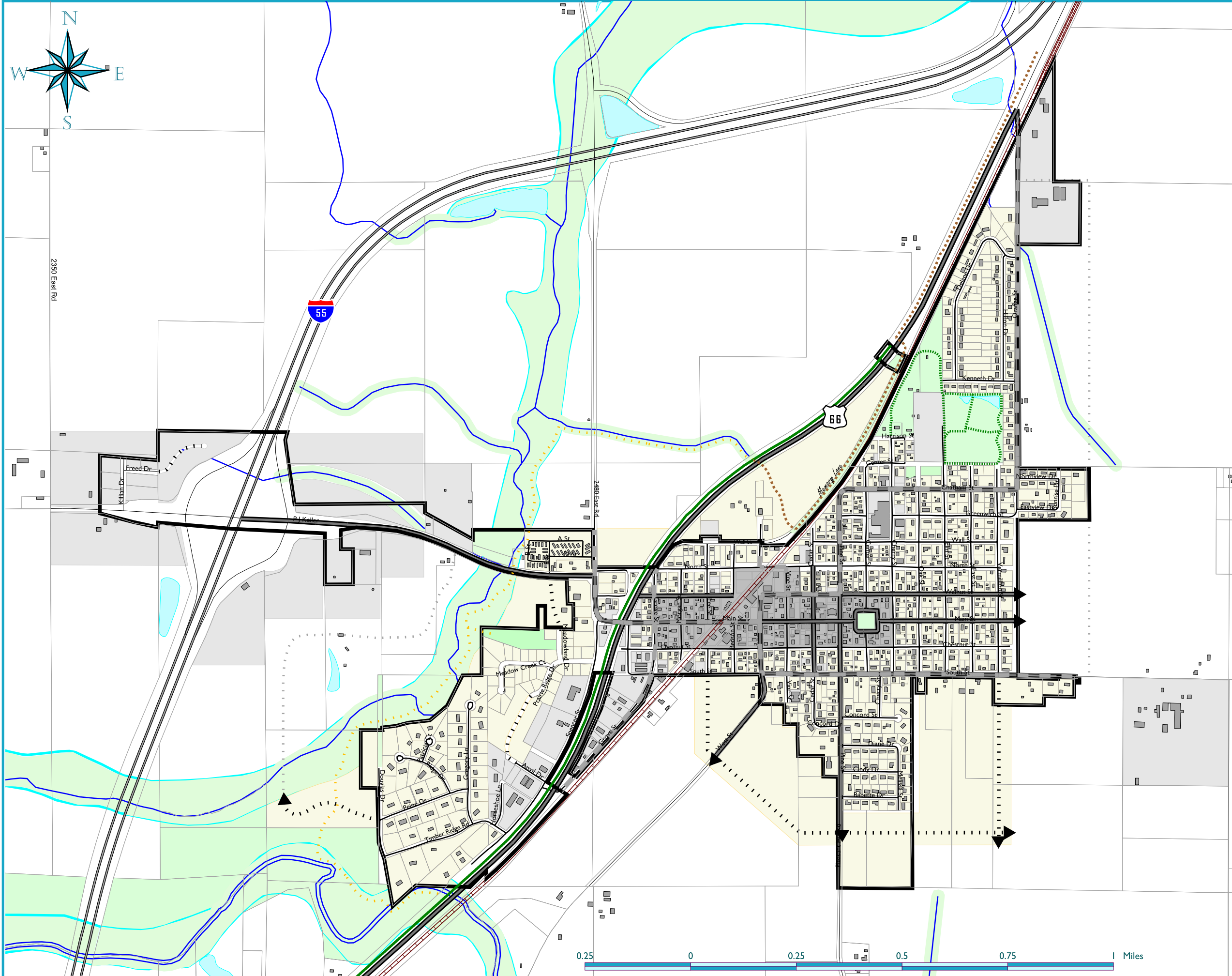
- Major Streets
- Truck Routes
- Local Streets
- Interstate Highway
- Proposed Streets
- Future Street Extensions
- Railroad
- Existing Trails
- Proposed Historic Route 66 Bikeway
- Other Potential Trails

Generalized Land Use Plan

- Greenways and Open Space
- Residential
- Non-residential
- Mixed Use
- Vacant or Agricultural

Other Features

- 2004 Corporate Boundary
- Lakes
- Streams



work to serve the City's largest area of planned residential development.

Other important street additions provided for in the plan include the westerly extension of Peine Drive and the northerly extension of Meadowland Drive to the south side of P. J. Keller Highway. Both extensions are in the paths of planned growth, and both offer potential for future extensions as long range growth to the southeast of the Interstate 55 interchange warrants. The plan also identifies a number of other potential long range street extensions on the eastern and southern edges of the City's planned growth areas (see Figure 7).

PEDESTRIAN AND BICYCLE TRANSPORTATION

Trails, streets and sidewalks that provide for the safe movement of pedestrians and bicyclists represent a desirable form of alternative transportation that can also meet local recreation needs. It is important that these systems be well planned to complement other community facilities and not conflict with the street and highway system. This section addresses the provision of pedestrian and bicycle transportation facilities in the Lexington area.

Design Principles

A bicycle-pedestrian transportation system will be established according to the following design principles.

1. Trails for non-motorized travel will connect the City with other communities and major recreation sites in the region.
2. Trails will also connect local recreation sites, schools, and other community facilities or activity centers with existing and planned residential neighborhoods.
3. Trails will be designed for the safe use by residents according to the following priorities:
 - a. completely separated from streets and highways;
 - b. located adjacent to streets or highways but not utilizing the same paved surface;
 - c. located on the same paved surface but provided with a dedicated lane or widened shoulder; and
 - d. located on a marked "bike route" utilizing the same paved surface as other traffic on minor streets.
4. Adequate sidewalks will

be provided in virtually all developed areas.

Trails Plan

This plan incorporates the recommendations for trails presented in the McLean County Regional Comprehensive Plan and the McLean County Regional Greenways Plan as a starting point for the City's trails plan. These plans proposed that a trail system be established throughout the County. This regional system will serve Lexington via the proposed Historic Route 66 Bikeway with connections to Towanda and the Constitution Trail system of Bloomington-Normal and points south, and connections to Chenoa and points north. Phase I design of the segment from Towanda to McLean is nearing completion, and will eventually be followed by Phase I design for the segment from Towanda through Lexington to Chenoa. The Route 66 Bikeway is ultimately envisioned as a statewide or nationwide bikeway that could bring potentially significant economic benefits to communities it serves.

The proposed Route 66 Bikeway would also serve as a spine for an extended local trail system. Currently, the only separated trails are in the park adjacent to the high school grounds. The trails plan for Lexington provides for the development of a bike trail loop from Route 66

along “Memory Lane” and another loop from the Memory Lane/Route 66 connection via the proposed Turkey Creek and Mackinaw River Greenways (see Figure 7). These trail loops will provide an interconnected system that takes advantage of the Historic Route 66 Bikeway and creates exciting recreational opportunities for both residents and tourists. The bicycle-pedestrian trail initiative is partially being made possible through a jurisdictional transfer of a four-mile stretch of the south-bound lane of Old Route 66 from the Illinois Department of Transportation (IDOT) to the City. Approximately 2.2 miles of this section has already been paved for use as a bike and pedestrian trail.

In order to implement the trails plan, the City will determine the specific location and design of each trail segment. Based on the design, costs estimates for each segment will be obtained so that priorities and funding sources can be identified. The City will then be prepared to 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. The City will also continue to encourage the construction of sidewalks throughout the community and especially in those areas that attract significant numbers of pedestrians, such as schools, parks and

other public facilities. The construction of sidewalks is also of special importance in congested commercial areas and along major and collector streets where safety is a concern.

COMMUNITY FACILITIES

9

Community facilities include public buildings, parks, schools, utilities and similar facilities essential to everyday community life. These facilities have a direct effect on the appearance and livability of a community, and greatly affect the community's ability to attract and guide future growth. They will, therefore, be developed within the framework of the land use and major street plan and will reflect the goals and objectives of the community. Since community facility improvements often require considerable capital expenditures, it is important that planning be done well in advance so that appropriate capital improvements programming can be completed.

DESIGN PRINCIPLES

The overall goal of the community facilities plan is to provide adequate public utilities and community services at a level which will guide and promote compact urban development. To achieve this, certain design principles and objectives will be kept in mind. First, certain community facilities such as public buildings and parks will be grouped together at appropriate locations to form activity centers easily accessi-

ble to and from all parts of the community. The grouping of these facilities in the downtown can enhance the viability of the downtown area. Care will also be taken to ensure that adequate schools and park and recreation facilities are available to meet the present and anticipated future needs of the

PUBLIC BUILDINGS

Public buildings include such structures as the city hall, post office and fire station, which generally provide community-wide services. They will therefore be situated in areas conveniently accessible to and from all parts of the community. This



Exhibit 9-A. Lexington Community Building

community, in terms of both size and location of facilities. Cost effective water supply and waste water disposal systems will be developed to adequately serve existing and future populations of the community. More specific design principles for community facilities are presented later in this chapter by type of facility.

usually requires that public buildings be grouped near the center of town in a location of major traffic flow. Since the construction of public buildings requires considerable public expenditures, they will also be situated in an area which allows for future expansion whenever possible.

Existing Buildings

Public buildings discussed here include the City Hall, community center, library, and fire station. The locations of these structures are shown in Figure 8. The City's existing public buildings are described in the following paragraphs.

City Hall

The City Hall serves as the center of municipal government and is located downtown on Main Street at Vine. It contains the City Council meeting room, police department, zoning, public works and ESDA, as well as the administrative offices for the City. This structure was constructed in 1949 and upgraded in 1994. The structure's downtown location is well situated near the center of the community. The parking lot to the east of the facility could provide space for expansion if conditions warrant. This structure will be adequate for the foreseeable future, but expansion may eventually need to be considered if the City's anticipated growth is realized.

Community Center

The Lexington Community Center was built in 1991 and is located on Main Street at Pine in the downtown. Although used by the public, the center is pri-

vately owned. Its primary function is to host community and private events for the citizens of Lexington. It is the downtown's newest construction and a focal point of community pride and a gathering place for city residents. The facility is available for rent and has banquet seating for 300. It is equipped with a full kitchen. Other amenities include state-of-the-art sound system, bar and catering service, portable dance floor, and private conference room. Peace Meal, the locally based community lunch program, utilizes the kitchen on weekdays. It is likely this new facility will be able to adequately serve Lexington for the life of this planning period without significant alterations.

Fire Station

The City of Lexington has a volunteer fire department and ambulance service. It is located on Parkway Street across from the downtown city Park. On average, the facility answers 110 calls per year and has a volunteer staff of 42. The staff has at its disposal four fire trucks and one ambulance. As the City grows, the facility may need to be expanded.

A somewhat more westward location would better serve developing areas to the west while maintaining adequate service capabilities to the older eastern part of

the City. Although a central location is sometimes advantageous, the most critical factors determining specific fire protection needs include population density, travel time, and the type and intensity of community development. The following criteria are frequently used as a guide for determining fire protection requirements: (1) one engine company should be located within $\frac{3}{4}$ to 1 mile of a high-value district; (2) one engine company should be located with $1\frac{1}{2}$ to 2 miles of a densely-developed residential district; and (3) one engine company should be located within 3 to 4 miles of a sparsely developed residential district. Thus, a future fire station site located slightly further to the west could more effectively serve both existing and future areas of development.

Public Library

The Lexington Public Library is located at the corner of Cedar and South Streets. It was originally established as a reading room in 1895. In 1951, the library district was formed and the name was changed from the Smith Library to the Lexington Public Library. Present programming includes public internet access, youth summer reading programs, children's story hour and book discussions. The building has a small auditorium on the third floor





FIGURE NO. 8
COMMUNITY
FACILITIES PLAN

LEGEND






Existing Community Facilities

- 1 City Hall
- 2 Library
- 3 Community Center
- 4 Fire Department
- 5 Public Works
- 6 Schools
- 7 Parks

Future Community Facilities

-  Proposed Sewage Treatment Plant & Pump Stations (PS)
-  Potential Water Treatment Plant Site
-  Potential Park Site
-  Potential Fire Station Site




Generalized Land Use Plan

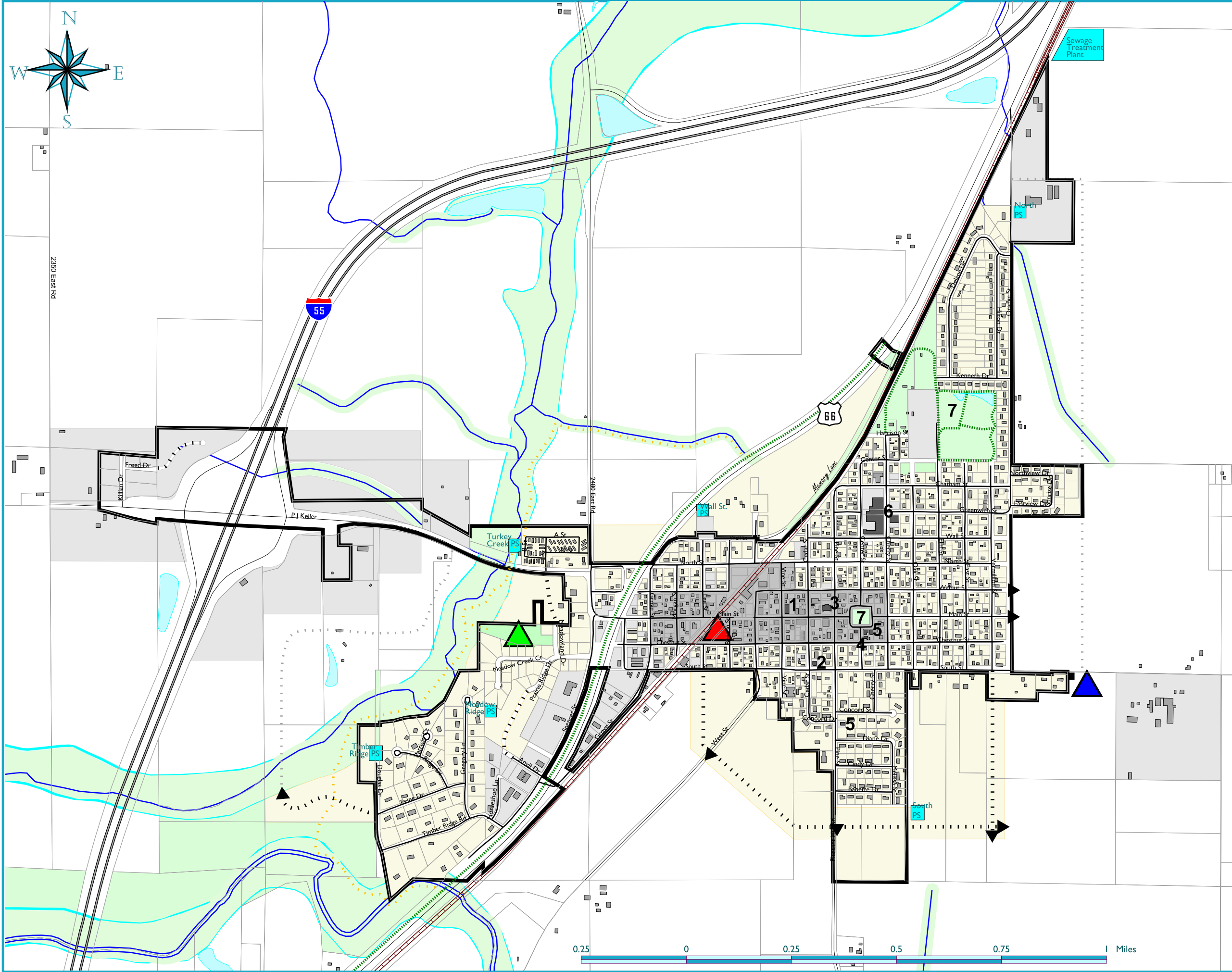
-  Greenways and Open Space
-  Residential
-  Non-residential
-  Mixed Use
-  Vacant or Agricultural

Generalized Transportation Plan

-  Existing Streets
-  Interstate Highway
-  Proposed Streets
-  Railroad
-  Existing Trails
-  Proposed Historic Route 66 Bikeway
-  Other Potential Trails

Other Features

-  2004 Corporate Boundary
-  Lakes
-  Streams



that was previously used for meetings and is no longer used for this service. The current facility and the services it provides are adequate for the population it serves. Library services and viability of the structure will need to be periodically re-evaluated as the City grows. According to library officials, an expansion of library space may be necessary in the future. This could involve an expansion of the current facility or merit a new location or new construction.

Future Buildings

The objective for future public buildings is to preserve and enhance existing structures and provide additional structures as needed to serve anticipated growth. The public buildings plan recommends the construction of a new fire station and the preservation of other public buildings within the City (see Figure 8). The recommended location of the fire station is the downtown area approximately six blocks west of the current station as is presently under consideration. This site offers a more central location and a slightly faster response time to the developing west side. While priority will be given to the fire station, the condition of other public buildings will be monitored and improvements made as conditions warrant.

SCHOOLS

The importance of adequate schools in a community cannot be overemphasized. Adequate schools must be available if a community is to continue to grow and prosper. In addition to the primary function as an educational facility, the modern community school often serves as a common neighborhood activity center by providing a variety of recreational facilities. Therefore, the continued provisions of adequate schools is essential.

Local comprehensive plans provide an important framework for consideration by school districts in developing detailed plans and projections of individual district needs. School districts should consider how the maintenance and development of school facilities will impact the overall community. Schools can function as a neighborhood center depending on its location and its availability to the community when school is not in session. Districts must also continue to maintain high standards of public education for increasing student numbers. Districts in stable or declining population areas can also be faced with a stagnant or declining tax base to support public education.

Design Principles

Schools should be designed within the framework of certain basic principles,

and according to local needs and conditions. It is often desirable to locate a school as closely as possible to the center of its service area. The school should also, where feasible, be developed adjacent to a neighborhood park or playground, thus allowing the two facilities to function together as a neighborhood center. In order to reduce safety hazards, elementary schools should not be located adjacent to major streets.

The State of Illinois Department of Education recommends that elementary school enrollments should not exceed 1,200 students at any one building. According to the department, average elementary enrollment per school building should average 800 students to provide for appropriate teacher/student ratios. An acceptable class size is thirty students, although there appears to be an effort among educators to lower these numbers.

Existing Schools

The City of Lexington's school system has been a long-standing source of pride for the community. As many rural schools are forced to consolidate, the Lexington Community District #7 remains relatively strong. In 2003, Lexington had approximately 160 students enrolled in its high school and 438 students enrolled in classes

kindergarten through junior high. Due to its strong history, the Lexington School District has been contacted in the past about consolidating with other rural districts in the area. Up to this point, the District has expressed a desire not to absorb any additional students or districts into its system.

Average class size for the high school is thirty-eight and for the elementary school, twenty-three. The high school has fifteen class rooms and the elementary school has twenty-five. The high school and elementary school are located on the same campus.

The current elementary and high school structures seem to comfortably accommodate the student population. In the spring of 2003, the high school suffered structural damage from a fire that damaged several areas of its building. However, those areas have been repaired without displacing students. At present, the Lexington School District does not have any contingency plans for brick and mortar additions to its structures. However, any future growth in the area could put pressure on the elementary and high school's current space. If merited, school officials are confident an expansion could be done on its present campus site.

Future Schools

The objective is to continue to provide schools that are well equipped, properly staffed, and effectively located to function jointly as centers of education, recreation and community activity. Because of the growth projected in the community, school enrollments and projections will need to be closely monitored. A growing population in the southern and western portions of the City could put a strain on existing school facilities, especially the grade school and its ability to conveniently serve new development. School administrators seem comfortable that any expansion of facilities can be accommodated on its present campus.

PARKS AND RECREATIONAL FACILITIES

The importance for local governments to provide adequate park and recreational space for residents has become increasingly apparent in recent years. Park and recreation considerations have become not only a quality of life issue but a mental and physical health issue for many communities. Recreation has become an integral and necessary element in daily life. The City of Lexington, Lexington Community Unit School District #7, and the

Lexington Park District share the responsibility of providing these facilities for residents of the City.

Design Principles

National standards suggest a community should have ten acres of parkland or other public open space for each 1,000 persons in a community. It is suggested at least 25 percent of any new development be dedicated to recreational use of some type. Parks and recreational areas (including natural areas) should be located within a half mile of residential areas when possible and be accessible to all community residents. The National Recreation and Park Association recommends that "mini-parks" should be located within a quarter mile of every dwelling in a community and that these parks should contain at least one acre of land. These mini-parks should have a picnic area, playground equipment and an all-purpose play area. Neighborhood parks, which are now becoming part of many new residential developments, should be located within a half mile of each residential dwelling and contain approximately fifteen acres. Youth ball fields, tennis courts, basketball courts and picnic areas are some of the amenities suggested for neighborhood parks.

Existing Parks

Currently, Lexington has approximately twenty-one acres of parkland. The P. J. Keller Park is a well maintained facility on the City's northeast side and accounts for the majority of this (see Figure 8). This park contains a wide range of facilities including a swimming pool, playground, ball fields and walking trails, two lighted tennis courts, basketball courts, volleyball pit, large picnic shelters, the Patton Cabin, batting cage, golf cage, and concessions, all of which complement the adjacent school athletic and play fields. A small city park near downtown accounts for about one acre and a small picnic area on the City's north side at the entrance to "Memory Lane" accounts for the balance of the community's parkland. With a 2000 population of 1,912, the City's twenty-one acres of parkland slightly exceeded the ten acre per thousand people national standard for parkland. In addition, the high school athletic fields are sometimes used by community residents, thus providing additional recreation opportunities and open space in excess of the standard. However, none of the City's existing parkland is in the vicinity of existing and planned growth areas in the western part of the community.

The Lexington Park District has done an

admirable job in providing and encouraging local recreational opportunities. It has organized many youth recreational activities and will continue its efforts in that direction. It is likely that the need for these types of activities will only increase as the City attracts younger families with children.

Future Parks

The objective for future parks is to ensure the provision of properly sized and adequately equipped local parks to meet future as well as present needs. Projected growth suggests the need for an additional ten to twenty acre park in the western part of the City. The projected 2025 population of 2,900 residents will require an additional eight to nine acres above current park acreages in order to maintain the standard of the ten acres per thousand population. An adequately sized new park facility located on the western edge of existing and projected development could not only meet this standard and serve the western part of the community, but could also serve the long range growth areas designated as "residential reserve" on the land use plan. The general location of such a facility is identified on Figure 8, adjacent to the potential school site, proposed new street, and proposed Turkey Creek Greenway. A connection to

the proposed Turkey Creek Trail is also illustrated.

WATER AND SEWER SYSTEMS

Water and sewer systems are essential components of a community's infrastructure. The water system maintains the purity of the drinking water and supplies it to the community, while a sewer system disposes of sanitary and industrial wastes. Since the availability of these services often generates development, well-planned water and sewer systems can contribute to orderly growth. The following discussions are based on studies carried out by the City's consulting engineering, the Farnsworth Group.

Existing Water System

The existing water treatment plant was constructed in 1950 and upgraded in 1978. Water softening, precipitation and filtration devices were refurbished in 2001. The plant operates at 150 or 300 gallons per minute (GPM) depending on community water usage requirements. The treatment plant, components and elevated storage tank are located near the center of the City at the corner of Center and Chestnut Streets. The original treatment plant is aged. The plant is operating at approximately 60 percent of its maximum capacity. It is capable

of serving an additional 600 persons before major expansion would be needed. A 200,000 gallon above ground storage tank was installed in 1970. The tank is in good condition and was cleaned and repainted in 2003. The above ground tank will be able to store a day's water supply. The water distribution system has been upgraded to include fire loops and fire flows to serve the entire community. Other recent upgrades include a 2002 water distribution extension system to serve the Timber Ridge subdivision and a 10-inch water main to serve Highpoint Hill commercial subdivision near the I-55 interchange.

Future Water System

The objective for future water service is the timely provision of safe, reliable and efficient service to existing and future residents of the community. When additional water treatment capacity becomes necessary, a new water plant will need to be constructed and the existing plant retired from service. The replacement could be located just west of the existing plant, space permitting, or more likely southeast of the City near Well #6 as illustrated on Figure 8. Engineers have determined that a new storage tank will be needed when average daily water usage for the City approaches 300,000 gallons,

or if additional fire protection is needed. Plans are for the new water tank to be located near the Interstate 55 Interchange. A regional water needs assessment study done by Farnsworth and Wylie Engineers (The Farnsworth Group) in 1994 indicated that Lexington should consider connecting to the Lake Bloomington water treatment plant if and when a regional water supply system is developed.

Existing Wastewater Treatment

Currently, the City of Lexington does not have a sewage collection system and wastewater treatment plant. Wastewater generated in homes and businesses is discharged into individual septic tanks. Wastewater then drains into a drain tile system that carries the wastewater out of the City and into local waterways. The individual septic tanks, with sand filters, are installed in accordance with McLean County Health Department regulations. However, the lack of a central sewer system has been and remains a major constraint on the City's growth and development

Future Sewer System

The City recognizes the need to provide wastewater collection and treatment facilities in accordance with

the federal and Illinois Environmental Protection agency requirements. Planning is underway to build a separate sanitary sewer collection system and a sewage treatment facility.

The objective is the provision of safe and cost-effective sewer service for existing residents and to support planned growth and development. Thus, the sewer system will be designed to serve the existing developed area of the City as well as the areas identified for future development in the land use plan.

The new sanitary sewer collection system will include seven pumping stations and provide replacement sanitary sewer service connections to each residence and commercial establishment. Present septic tank, seepage bed/or sand filter systems will be disconnected and abandoned. After the new facilities are made available to all City residents and businesses, the need for sewage system permits from the McLean County Health Department will be eliminated. Plans are for the existing drain tile system to remain and serve the City as a storm water discharge system thereafter. Provisions have been made for wastewater to be treated at a new treatment plant to be constructed to the immediate northeast of the City.

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).

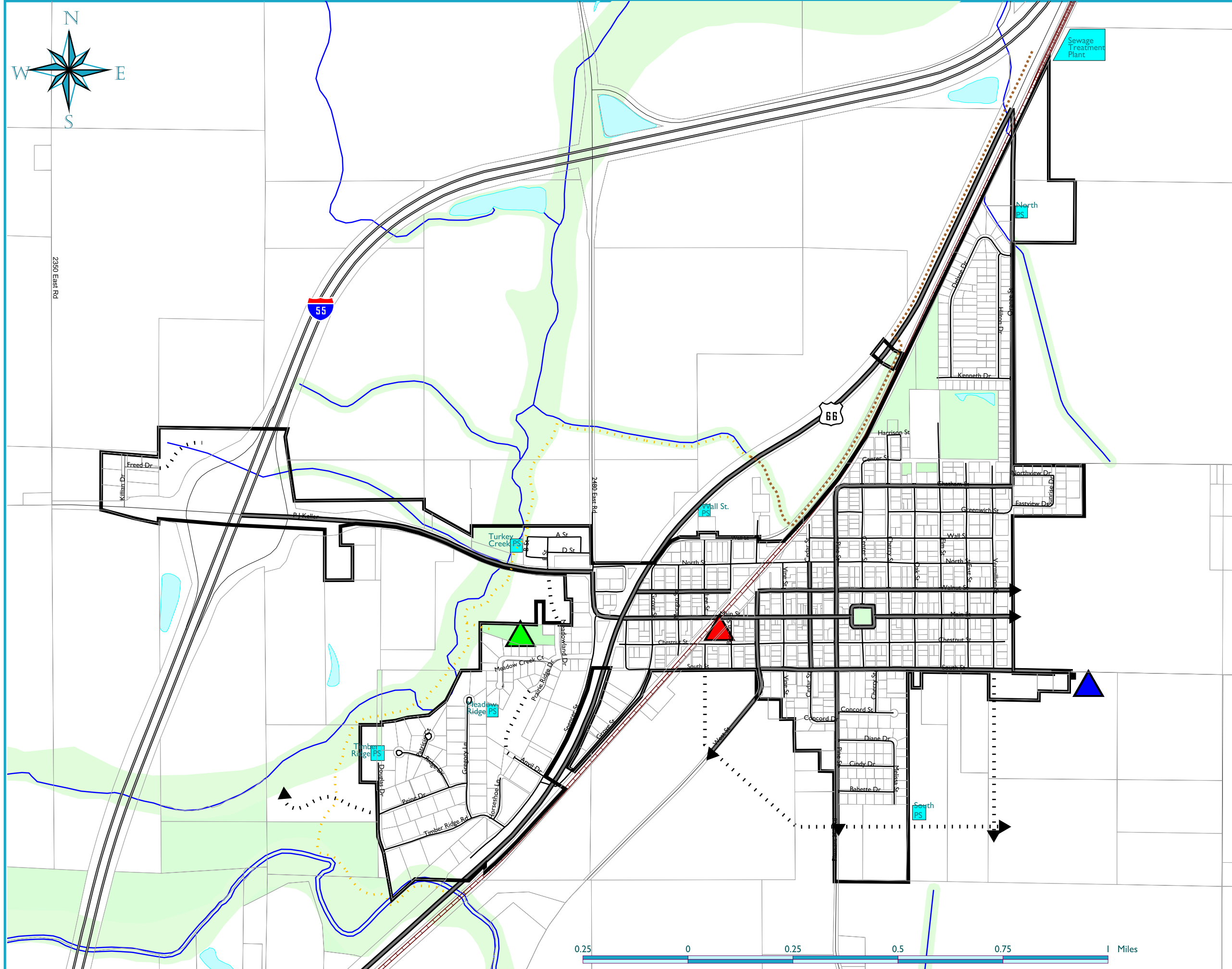
Table 10.1
Summary of Frequently Used Tools for Implementing the Comprehensive Plan

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.

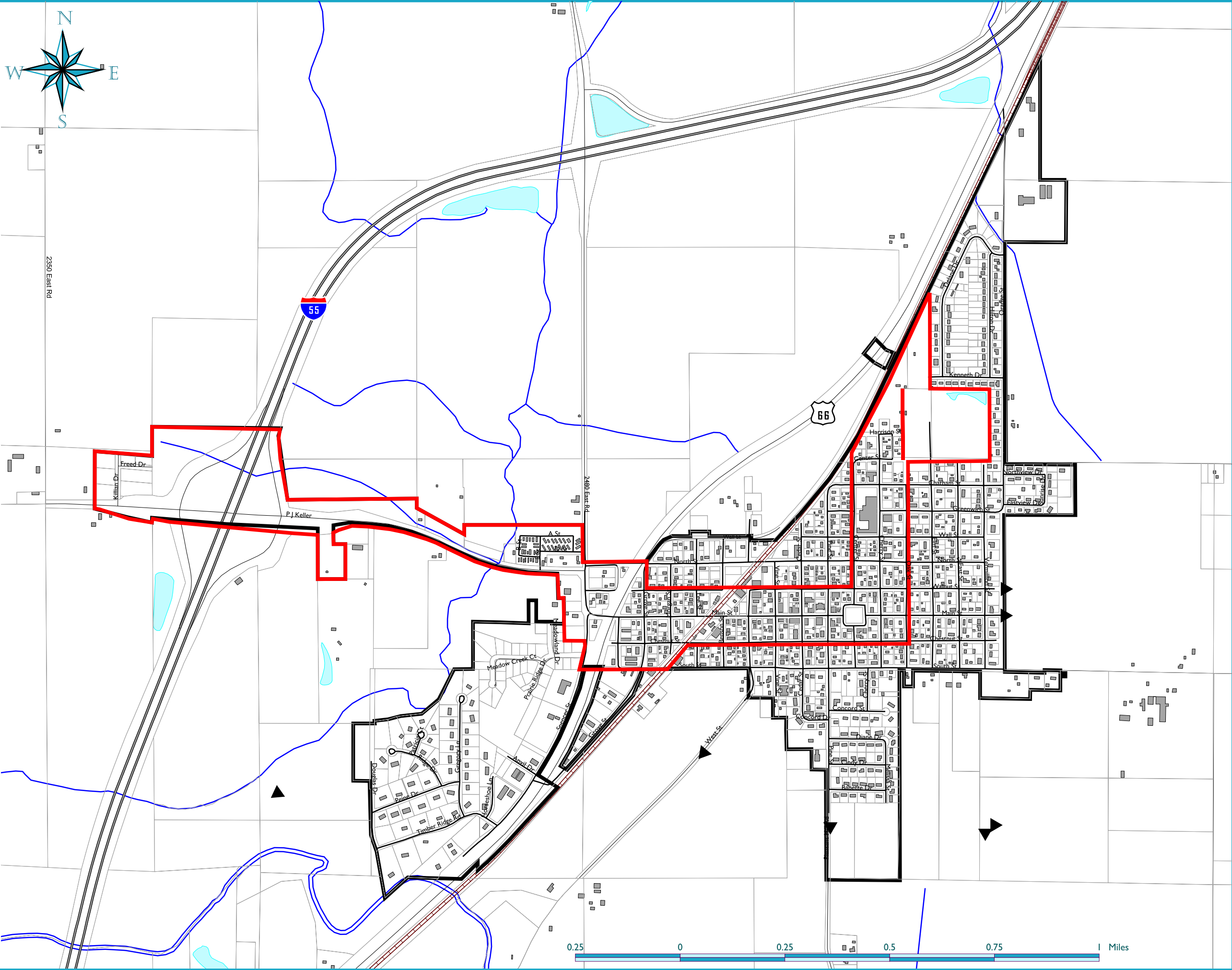
Natural Environment

- 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

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