CITY OF BLOOMINGTON
COMPREHENSIVE PLAN

Prepared By

McLean County Regional Planning Commission
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In Cooperation with the City of Bloomington

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Executive Summary

The McLean County Region's many attributes continue to attract people and businesses to the City of Bloomington and the Twin Cities metropolitan area. These attributes include strategic location; outstanding highway, rail and air transportation; excellent neighborhoods and schools of many varieties; parks; trails; abundant shopping and entertainment; a comprehensive and expandable utility infrastructure; and a favorable business climate. As a result, the recent growth of the Twin Cities, and the City of Bloomington in particular, has been unprecedented, and robust growth is likely to continue for the foreseeable future.

The challenge for the future will be to efficiently accommodate this growth while sustaining the community's high quality of life. In recognition of this challenge, the City has been and continues to be actively engaged in the long range planning process that led to the preparation of this comprehensive plan. The plan provides a vision for the future and is intended to serve as an advisory guide for the long range development of the community and the preservation and enhancement of the local quality of life. It provides a framework for making decisions on development matters, including public improvement projects and private development proposals that may require actions involving annexations, zoning and/or capital improvements. To increase its effectiveness, the plan is designed to be flexible, generalized in nature, and intended for periodic review and update.

It is within this context that the City's comprehensive plan was developed in close cooperation with citizens and City officials and staff. This plan was developed concurrently and coordinated with the development of the City's park plan update and the update of the Town of Normal Comprehensive Plan, and will therefore, serve as a companion document to these plans. The plan also provides a means of coordination with other government agencies that could be affected by the City's development plans.

The key findings and provisions of the City of Bloomington Comprehensive Plan are outlined below by subject area.

COMMUNITY PROFILE

- The natural environment of Bloomington and surrounding areas exhibits relatively few physical constraints for development, most of which can be overcome with careful planning and design and adherences to the City's subdivision ordinance.

- The City's projected growth, combined with a prevalence of highly productive agricultural soils, will necessarily result in the urbanization of some prime farmland in areas immediately adjacent to the City. The plan promotes compact and contiguous development in order to minimize the loss of prime farmland.

- Bloomington's historical growth and development was aided by a number of significant events, which included the coming of the railroads, the development of public water and sewer systems and other infrastructure, the opening of Route 66 and later interstate highway service, the beginning and expansion of air service, and the development and expansion of the City's employment base.

- Bloomington's population increased by over 62 percent between 1970 and 2000.

- The peak period of growth occurred during the 1990s when the population increased by nearly 25 percent.

- Incomes are significantly higher in Bloomington than in other major Central Illinois Cities outside McLean County.

- The percentage of the City's population residing in owner occupied housing increased substantially from just over 58 percent in 1990 to just over 67 percent in 2000.

- Bloomington has a relatively well educated population with a high percentage of college graduates.

- Employment and labor force each increased by over 13,000 from 1980 to 2000.

- The City's unemployment rate dropped from 5.2 percent to 3.9 percent between 1980 and 2000.

- The City's growth in total employment and corresponding overall economic growth were led by dramatic employment growth in the "professional and related services sector" and in the "finance, insurance and real estate sector."

- Despite the downturn in the national and state economies, Bloomington's combined volume and growth in sales tax receipts from 2000 to 2002 was a leader among major Central Illinois communities.

- Urban development is fairly compact and generally contiguous and well confined to the incorporated area.

- As in most communities, densities in Bloomington have declined, thus increasing the per capita cost of providing services.

- Bloomington's older neighborhoods generally feature more convenient access to a greater variety of services and activities by alternative transportation modes than do newer neighborhoods, which typically feature more segregated land uses and greater automobile dependency.

- The City's network of major streets is well linked and provides reasonably efficient access.

- The Bloomington-Normal Public Transit System primarily services transit-dependent riders in the western two-thirds of the City with fixed route service, but also operates paratransit services for persons unable to use the fixed route system.

- The Constitution Trail system extends for over 14 miles throughout much of the City and connects many important origins and destinations.

- The City has a variety of excellent and well-maintained public buildings that include the City Hall, newly renovated government center, recently built police station, four modern fire stations, library, public service facility, and the Bloomington Center for the Performing Arts, which is receiving some major enhancements. The City is also constructing a downtown sports arena and entertainment center.

- The City owns and maintains a wide variety of parks and recreation facilities that includes three golf courses, athletic fields, playground equipment and trails that offer outstanding recreational opportunities.

- The City has an abundance of outstanding schools, both public and parochial.

- Bloomington maintains excellent water and sewer systems that serve virtually all City residences and businesses.

- The City maintains and encourages both structural and non-structural methods of stormwater management.

GOALS, OBJECTIVES AND POLICIES

The Comprehensive Plan presents

goals, objectives and policies for each of the following community issues identified in cooperation with the City's Development Committee: urban design and aesthetics, natural environment, historic preservation, neighborhood preservation, urban revitalization, downtown revitalization, economic development, population growth, housing, land use and growth areas, transportation, parking, community facilities, cooperation, and implementation.

FUTURE GROWTH AND IMPLICATIONS

- The City's economic growth is expected to continue for the foreseeable future but at a reduced rate over that of the previous decade, due mainly to the anticipated leveling off of employment growth in the "finance, insurance and real estate" sector and in the "professional and related services" sector.

- Accordingly, population growth is expected to remain robust, but less so than during the peak period of growth experienced in the 1990s. The City's population is projected to increase from the 2000 level of 64,808 to 92,500 by the year 2025.

- Bloomington's projected growth in population will require approximately 13,000 additional housing units by the year 2025, with over two-thirds expected to be owner units.

- Future growth is expected to require nearly 6,000 acres of land for new development.

- The City is expected to continue to grow in virtually all directions, with the greatest demand for new land, housing and infrastructure to be around the eastern, southern and western edges.

- Public building needs will for the most part be limited to providing structures to serve expected growth areas.

- The City will need to acquire significantly more park land to meet and maintain citywide standards and properly serve developing areas.

- The need for future schools should be closely monitored and evaluated in context with the City's comprehensive plan.

- Although water supply and treatment capacities should be adequate for the foreseeable future, the regional water system should continue to be explored as a potential long range solution.

- The water distribution and storage system will need to be extended to developing areas to meet water service and fire protection demands.

- The recent construction of an additional sewage treatment plant to the southeast of the City by BNWRD should ensure abundant treatment capacity throughout the 2025 planning period.

- The Facility Planning Area (FPA) boundaries will need to be expanded to meet the service demands of projected growth.

- Effective stormwater management will become increasingly important as the City continues to grow and the amount of impervious ground cover increases due to urbanization.

LONG RANGE DEVELOPMENT PLAN

The general features of the City's long range development plan are outlined below and presented graphically on Map E.1.

- Future growth is planned to be compact and contiguous to existing service areas in order to minimize farmland loss and any potential adverse impacts on the

environment.

- The plan allocates sufficient land to allow flexibility in meeting projected demands for residential, commercial and industrial development.

- The plan identifies the City's downtown area as a target planning area in support of ongoing efforts to preserve, and where appropriate, revitalize the City proper through infill, redevelopment and rehabilitation.

- Conservation and recreation areas have been designed as a framework to guide urban growth.

- The plan provides for the development of complete neighborhoods as building blocks of the community.

- The plan provides for a number of regional commercial and industrial centers of varying types and scales in areas of major traffic flow.

- Public and semi-public areas are planned to accommodate future park land and other public use areas, such as public buildings and churches.

- The plan for major streets features the extension of the City's network of arterial and collector streets into planned growth areas, and the identification of a study corridor for the possible construction of a new highway to serve the growing east side.

- The plan for transit service reflects the Transit Board's planned service enhancements, including expansion of the fixed route fleet, route realignments, expanded service hours, and greater frequency on certain routes.

- The bicycle and pedestrian plan expands the Constitution Trail system to provide connections to planned neighborhood activity centers, parks, schools, employment centers and other destinations throughout the urban area and McLean County.

- The plan encourages the clustering of new public buildings in planned neighborhood activity centers when demands dictate.

- Two new fire stations are proposed—one to serve planned growth to the southeast, and one to serve planned growth to the west.

- The plan supports enhancements to the downtown library and the concept of developing one or more branch libraries to serve planned neighborhood centers.

- The plan identifies a system of parks and interconnecting trails and greenways intended to provide convenient access in developing areas and meet citywide standards for parks and open space as prescribed in the City's Comprehensive Parks and Recreation Plan and subsequent Update for the East Side.

- Parameters are identified for close coordination between the City and school districts in planning for the development of future schools within the City's jurisdiction.

- The water system plan continues current conservation practices, extends service to planned growth areas, and continues cooperation with area governments in developing and carrying out a financial plan for the proposed regional water system.

- The sewer system plan entails maintaining the existing collection system and pump stations, and coordinating with BNWRD in completing an application to the Illinois EPA to expand the City's FPA boundaries in order to allow for the extension of sewer service into planned growth areas.

Map E.1

Map E.1

- The plan for stormwater management is to support the implementation of the City's recently adopted stormwater management plan, adopt the erosion and sedimentation control ordinance currently under consideration, and encourage implementation of the conservation areas identified in this plan in order to limit impervious cover and offer options for innovative runoff control.

IMPLEMENTATION STRATEGY

- Bloomington City Planning Commission should complete the public hearing process which has included six public hearings and numerous other public meetings to consider citizen input.
- McLean County Regional Planning Commission in cooperation with the Bloomington Planning Commission should consider the public comments received and revise the preliminary plan as appropriate and as agreed to by the Bloomington City Planning Commission and Development Committee.
- Bloomington City Planning Commission should recommend the revised preliminary comprehensive plan for adoption by the Bloomington City Council.
- Bloomington City Council should review and adopt the comprehensive plan, including the East Side Amendment to the 1997 Parks and Recreation Comprehensive Plan, as an official statement of community development policies.
- Plans for the identified target areas should be formulated or completed.
- A capital improvements program that incorporates costs, funding sources and timelines to implement target area plans and other projects consistent with the comprehensive plan should be developed.
- The cost of providing planned improvements should be linked to those who benefit, and the funding of improvements should be structured accordingly.
- The City should provide infrastructure improvements in support of development projects that are approved for annexation to the City in accordance with the comprehensive plan and capital improvements program.
- The City should consider the use of incentives to encourage development projects that strongly support the goals, objectives and policies outlined in the comprehensive plan.
- Other improvements should be initiated in conformance with the comprehensive plan and capital improvement program.
- Zoning and subdivision regulations should be reviewed and revised as needed to help ensure consistency with neighboring jurisdictions and current concepts in planning, design and development.
- Additional development regulations should be adopted as appropriate to provide improved guidance and a stronger legal basis for directing the City's future development. Examples of such regulations recently adopted or under consideration include storm water management, erosion and sedimentation control, traditional neighborhood development (TND), and access management.
- The need for additional target area planning should be identified and appropriate planning carried out in conformance with the comprehensive plan.
- Develop a policies guide that prioritizes identified policies for initial consideration and action.
- Annual progress reports on the implementation of policies and projects, including target area plans, in support of the comprehensive plan should be prepared.
- Annual policy reviews should be done by the Bloomington Planning Commission to determine any needed revisions and to enhance the usefulness of the policies in guiding development related decisions.
- The City should update and reprint the comprehensive plan on a five-year basis in order to keep the plan current and relevant.

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Introduction

CHAPTER 1

The City of Bloomington and the Twin Cities continue to grow and prosper in much the same way reported in the City's previous comprehensive plan completed in 1998. The City's population increased by approximately 25 percent between 1990 and 2000 while area unemployment rates consistently rank among the lowest in the state and nation. Bloomington and the Twin Cities metropolitan area continue to be a quality place in which to live and work.

Many factors contribute to Bloomington's success. Strategic location in the heart of Illinois and America (see Map 1.1), combined with temperate climate, moderate terrain and highly productive agricultural soils, have contributed to the community's livelihood since its origins in the early 1800's. Outstanding transportation connections have allowed the City to capitalize on its natural assets. First, it was the railroads that stimulated growth in the mid 1800's. Later, it was the state and interstate highway system that attracted industry, commerce and people to the region. For today and the years ahead, these factors, in combination with expanded air service, are likely to further enhance the City's position as a transportation hub. To these assets can be added excellent schools and a wide array of amenities, including entertainment, library facilities, parks, trails, and other urban services.

THE CHALLENGES OF GROWTH

Growth brings with it increasing demands for land, infrastructure and services. More people means more houses and more

Miller Park Lagoon

streets, utilities, schools and other urban and social services, such as police and fire protection. Growth's demands for land and services are heightened by today's dispersed patterns of development in fringe areas, which feature larger lots, wider streets, strictly segregated land uses and greater travel distances made possible by the widespread use of the automobile. Such growth and associated features not only stretch a community's financial ability to serve developing areas, but also create the additional challenge of maintaining economically and socially interactive neighborhoods, while meeting growing demands for land, transportation and essential community services and amenities.

An important problem confronting the City is to determine how to efficiently, effectively and equitably accommodate growth and development without adversely affecting the character of the existing community or jeopardizing the ability of future generations to meet their needs. Efficiency requires that development be not only compact and contiguous, but that it also maximize the use of existing infrastructure and resources through redevelopment of the existing community whenever possible. Effectiveness requires development to be based on sound principles of community and neighborhood planning and design that encourage social and economic interaction. The problem of equity as it pertains to financing growth will become more manageable if efficient and effective future development is achieved.

WHY THE PLAN WAS PREPARED

The purpose of the plan is to serve as an advisory guide for making decisions on matters pertaining to the future development of the City. As an advisory guide, the plan is intended to be flexible, generalized in nature and designed for periodic review and revision. It provides direction for the review of future development projects and related decisions on annexations, zoning and capital improvements.

The City of Bloomington Comprehensive Plan is one of several documents designed to guide the development of the Bloomington-Normal metropolitan area. This plan updates and supersedes the City's comprehensive plan prepared in 1998 and the McLean County Regional Comprehensive Plan prepared in 2000 as it pertains to the City of Bloomington. The City of Bloomington Comprehensive Plan is also intended to serve as a companion document to the Town of Normal Comprehensive Plan that was prepared concurrently in order to provide coordinated plans for the development of the Twin Cities metropolitan area.

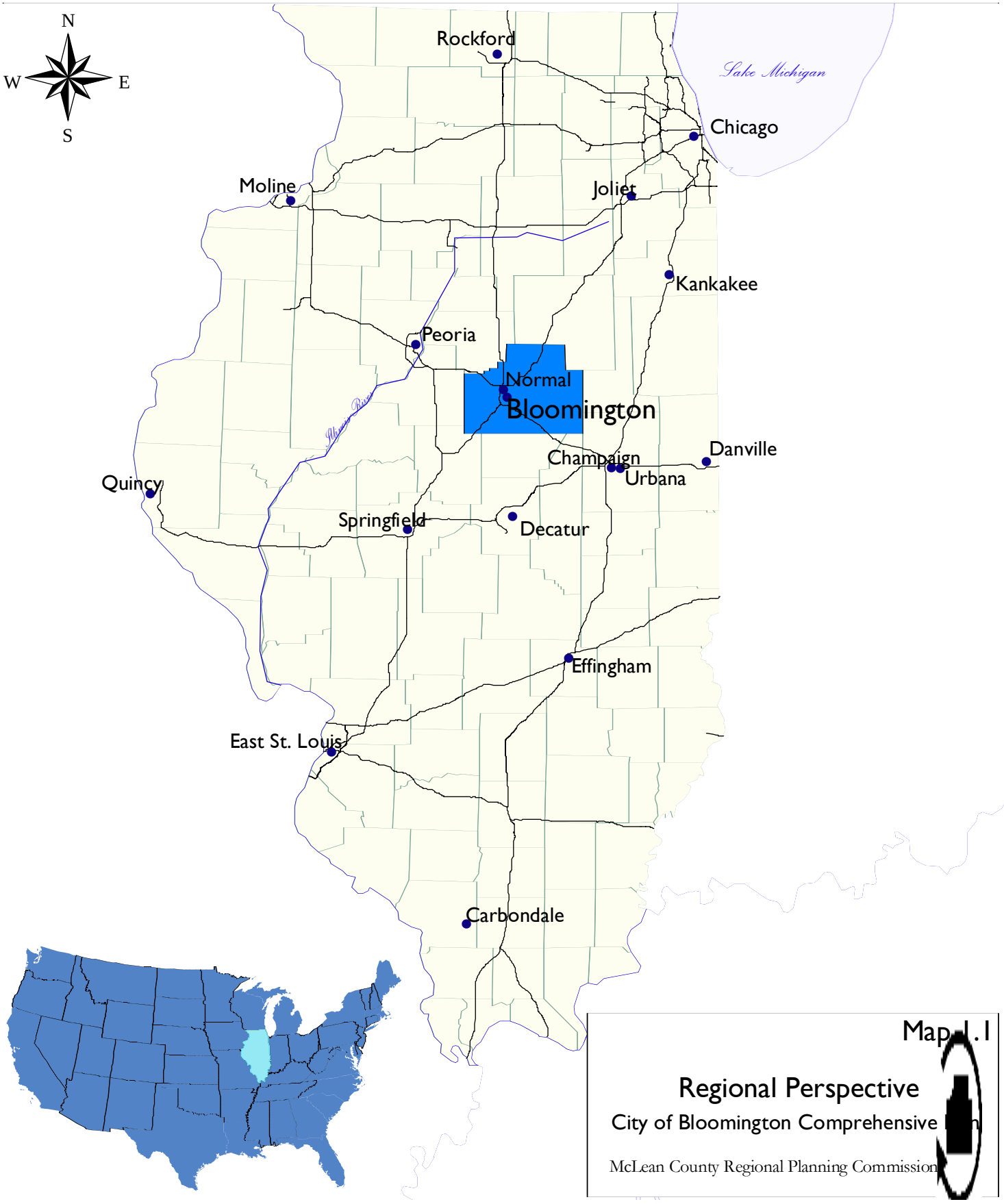
WHAT THE PLAN DOES

This comprehensive plan addresses the future development of Bloomington and the immediate vicinity for a minimum distance of one and one-half miles for a period of approximately 20 years extending to the year 2025. The plan contains five components beginning with a community profile, followed by community goals, objectives and policies. It then addresses future growth and the implications of that growth on the City's land and infrastructure requirements. The report presents the City's Plan in text and graphic form, followed by an implementation strategy.

The plan was designed to be consistent with the Town of Normal Comprehensive Plan, both in form and content. Many of the goals, objectives and policies are similar, although some differences exist due to differing characteristics between the two communities.

HOW THE PLAN WAS PREPARED

The comprehensive plan was prepared in cooperation with City elected and appointed officials and staff using a process that involved research, analysis and policy review. The process began with research to update the base of information that determines the community's resources, needs and potentials. This



Map 1.1

Regional Perspective

City of Bloomington Comprehensive Plan

McLean County Regional Planning Commission

research included compilation and mapping of a wide range of features and facilities, and a review and update of census and other data. The process also included coordination with other ongoing projects and studies of Bloomington including the parks plan update. Considering the results of these activities, the City's goals, objectives and policies were reviewed and updated for fifteen identified community issues. Plans for land use, transportation and community facilities were then prepared and included in a preliminary report for review and comment by the public, City officials and other affected government agencies for consideration in the adoption of the comprehensive plan.

The public input process involved approximately twelve public meetings. It began with two presentations of the preliminary plan to the Bloomington Planning Commission following their regularly scheduled public meetings. Four public hearings focusing on different geographic areas of the community were then held by the planning commission as a means to identify public comments and concerns on a broad range of development related issues. These issues were categorized by the Bloomington Planning Commission and discussed in considerable depth at two subsequent work sessions of the commission to determine how the plan should be refined to reflect appropriate public comments. The results were presented at two additional public hearings, which produced additional comments and further refinements to the plan before the commission recommended it to the Bloomington City Council for adoption. The City Council held two work sessions before taking action on the plan.

WHAT THE PLAN DOES NOT DO

A comprehensive plan has certain inherent limitations. First, a community plan does not represent an end result. The planning report represents a series of intermediate steps in the planning process. Although the plan summarizes survey results, presents community goals and objectives, outlines policies and plans for future development, and identifies needed actions, these actions must be carried out and supplemented with continuous review and updating in order to complete the process. Secondly, the plan does not attempt to thoroughly analyze every aspect of community development. The plan is concerned with outlining a basic course of action to encourage development that preserves and enhances the local quality of life. Its recommendations are generalized in regard to future land use patterns, street alignments and facilities. In order to avoid duplication of efforts, the plan is deliberately more generalized where more detailed target area planning has been identified.

Community Profile

CHAPTER 2

This chapter summarizes the City's social, economic and environmental characteristics and trends in order to form a basis for developing goals, objectives, policies and plans. It begins with an overview of the physical characteristics and constraints of the natural environment, followed by a review of the factors that shaped the City's historical growth and development. It then presents a general assessment of the local economic situation and the corresponding demographic and housing implications. Land use, transportation and community facility development is also addressed.

NATURAL ENVIRONMENT

The natural environment contributes to a high quality of life in Bloomington and McLean County, and generally presents only moderate limitations for community growth and development. Following is a brief summary of the local climate, topography, soils and flood plains with references made to implications for development.

Climate

Bloomington lies within the humid continental climatic zone with four distinct seasons that offer variety and generally do not pose serious limitations for development or adversely impact the local quality of life. The local climate is characterized by warm and humid summers with a July mean temperature of approximately 76 degrees and a January mean temperature of 26 degrees. The growing season is approximately 172 days. The last

Illinois Wesleyan University Hanson Student Center

killing frosts normally occur in mid May and the first killing freeze in mid October. Rainfall amounts to approximately 37 inches per year and peaks during the growing season. Snowfall in the winter months averages a total of 24 inches. In the spring and summer months, both frontal and convectional thunderstorms produce occasional heavy downpours that may cause some highly localized ponding conditions in certain low-lying or depressional areas.

Topography

Local topography is consistent with that of the glacial till plain section of Central Illinois. Most of the terrain is nearly level to gently rolling with some steeper slopes occurring adjacent to stream valleys and drainageways, particularly along waterways such as the Sugar Creek (see Map 2.1). The lowest elevations within the City are primarily found along the main branch of the Sugar Creek on the southwestern edge of the community. Relatively low elevations can also be found along the many tributaries of the Sugar Creek that dissect the community. The City's higher elevations generally occur on glacial moraines. The highest elevation within the community is found on the Prairie Vista golf course near the southern edge of the City. Higher elevations are also prevalent near the downtown area, in the vicinity of the Central Illinois Regional Airport on the City's east side, and on the City's northeastern edge.

For the most part, the terrain presents few constraints for most types of urban development. Gravity flow sewers are possible in many undeveloped areas immediately adjacent to the City, although lift stations may be required in some areas. Caution should be exercised when considering the development of very flat or depressional areas, since these areas may exhibit ponding or flooding problems and could require drainage improvements to alleviate such conditions. Although limited in extent, localized areas of steep slopes can produce erosion hazards during construction of buildings, streets, and roads.

Soils

McLean County contains some of the world's most productive farmland. The United States Department of Agriculture, Natural Resource Conservation Service (NRCS) has identified an abundance of prime farmland throughout the County, including much of the area adjacent to the City. In order to minimize the loss of prime farmland, future development should be contiguous to existing development and should be reasonably compact, avoiding excessively low densities and unnecessarily wide streets. However, it is recognized that the high demand for urban land will require the use of some prime farmland adjacent to the City.

According to the NRCS, Bloomington and much of Illinois contain a predominance of soil types that exhibit severe limitations for a variety of urban uses. Soil properties or site features that are unfavorable or difficult to overcome receive a severe rating by NRCS, indicating that special design, construction, and maintenance practices are necessary to avoid potential problems. Although soil conditions are important considerations, site location, land availability and cost often play a greater role in making development related decisions, particularly if soil or other physical limitations are not readily apparent. However, local subdivision ordinances provide a safeguard by requiring that special precautions be taken to overcome the physical limitations of the land in order to minimize potential development related problems. Additional information on soil characteristics and limitations in the Bloomington area is available from the local office of the NRCS.

Flood Plains

Flood plains represent an important natural resource that should be preserved. Flood plains, when left in their natural state,

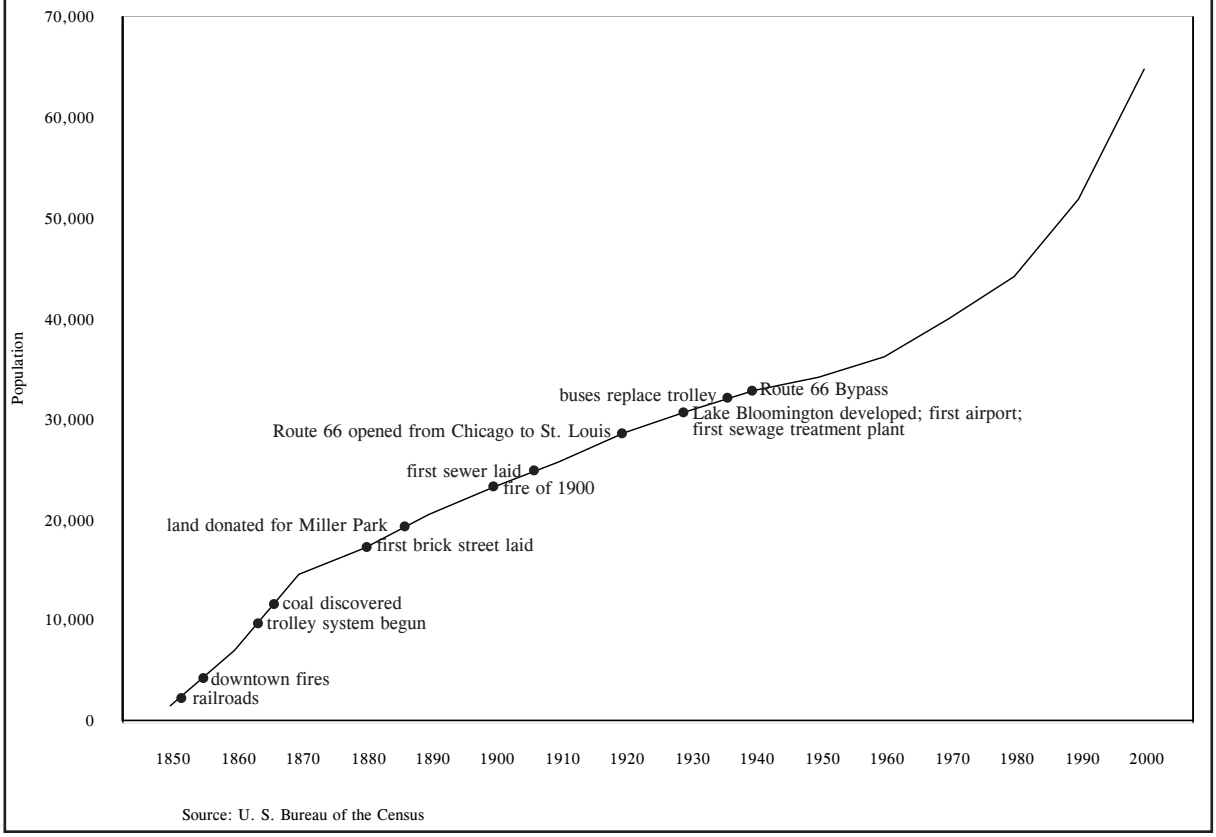
Map 2.1

Map 2.1

can serve as greenways to provide wildlife habitat, trails and scenic natural areas within the City. Because of this and the potential for wetness problems in flood plains, intensive urban development should not be permitted there. Land use in flood plains should be restricted to open space or similar non-intensive use. When more intensive development is appropriate, special building precautions and site improvements should be required. Such improvements may include improving existing ditches and constructing new ditches, culverts, bridges and pumping stations. Although these types of improvements can greatly reduce potential flooding and ponding, such measures are quite costly. Thus, development demands must be great enough to warrant these increased costs and to justify the potential loss of open space.

Flood hazard areas have been identified by the Federal Emergency Management Agency (FEMA) to assist in developing sound flood plain management measures. The 100-year flood has been adopted as the base flood for purposes of instituting such measures. Future development within flood hazard areas must be insured in accordance with the National Flood Insurance Act of 1968. Designated Flood Hazard Areas in the Bloomington area generally conform to the floodplains of the small streams, branches and tributaries of Sugar Creek, which are primarily in a large band along the north, west and southwest areas of the City and interspersed in narrow bands in the north central area of the community (see Map 2.1). In addition, segments of the Kickapoo Creek have been identified as flood hazard areas, particularly to the southeast of the City.

Chart 2.1
Historical Population Growth and Significant Events
City of Bloomington



Source: U. S. Bureau of the Census

HISTORICAL GROWTH AND DEVELOPMENT

In 1829, James Allin purchased land at the north edge of the Blooming Grove and opened the first store in what was to become the City of Bloomington. Allin's site won the honor of becoming the county seat because of his dedication of 22 acres of land both as a site for a courthouse and for sale by the County in order to fund the new government and construction of the courthouse. During this early period, growth of Bloomington was slow. In 1850, the year Bloomington was incorporated as a city, the population was 1,611.

Although the survival of the City of Bloomington was somewhat guaranteed by its status as county seat, the arrival in 1853 of two railroads freed the City from its land locked status and by 1860 the population of the City had grown to 7,075. Other factors would influence the growth of the community including the coming of additional railroads, and by 1900 the population of the city was reported to be 24,000. This was only a preview of the growth that has continued throughout the twentieth century to the present. Chart 2.1 illustrates the City's historical growth and some of the significant events in the City's history. The geographic expansion of the City is illustrated on Map 2.2.

Five historic districts and a number of dispersed historic sites are present within the City. These historic features were identified in the City of Bloomington Five-year Historic Preservation Plan completed in 1987. The Plan also includes recommendations for additional historic designations. The City's currently designated historic districts are shown on Map 2.3 of this report. Additional information on the City's history and references are provided in the 1998 City of Bloomington Comprehensive Plan.

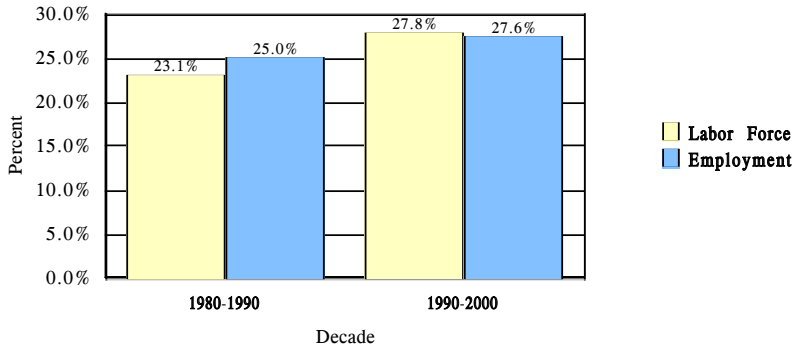
ECONOMY

The City of Bloomington has a strong and diversified local economy. The City is host to numerous major employers, including State Farm Insurance, Country Companies Insurance, OSF St. Joseph Medical Center, GROWMARK, General Electric, The Pantagraph, and the Illinois Agricultural Association. Bloomington and Normal employers represent by far the largest employment center between Chicago and Springfield, and between Peoria and Champaign-Urbana.

Besides directly contributing to community growth by providing jobs, these concerns indirectly create a demand for high quality development and generate the tax revenues needed to sustain a high level of urban services. These are important factors that contribute to making the City of Bloomington an attractive community in which to live and work.

The City's economy is also enhanced

Chart 2.2
Labor Force and Employment Growth Rates
City of Bloomington, 1980-2000



Source: Appendix A, Table A.1

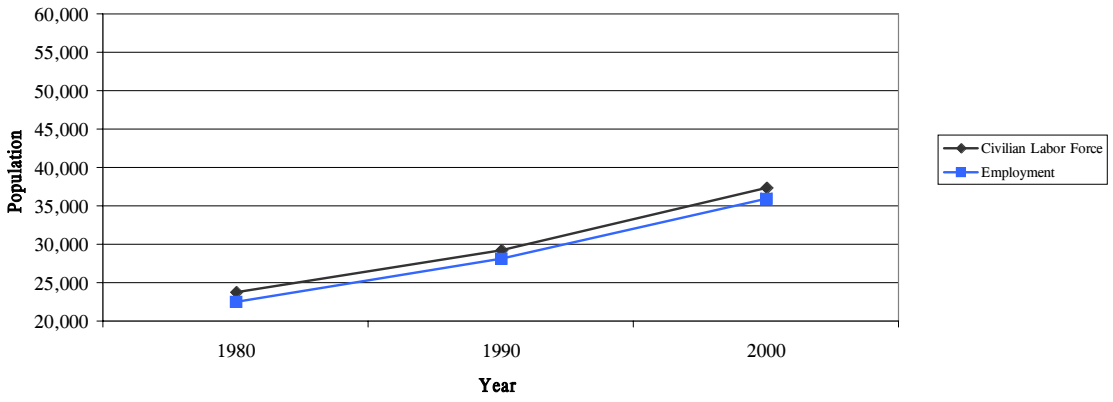
Map 2.2

Map 2.2

Map 2.3

Map 2.3

Chart 2.3
Labor Force and Employment Trends, 1980-2000
City of Bloomington



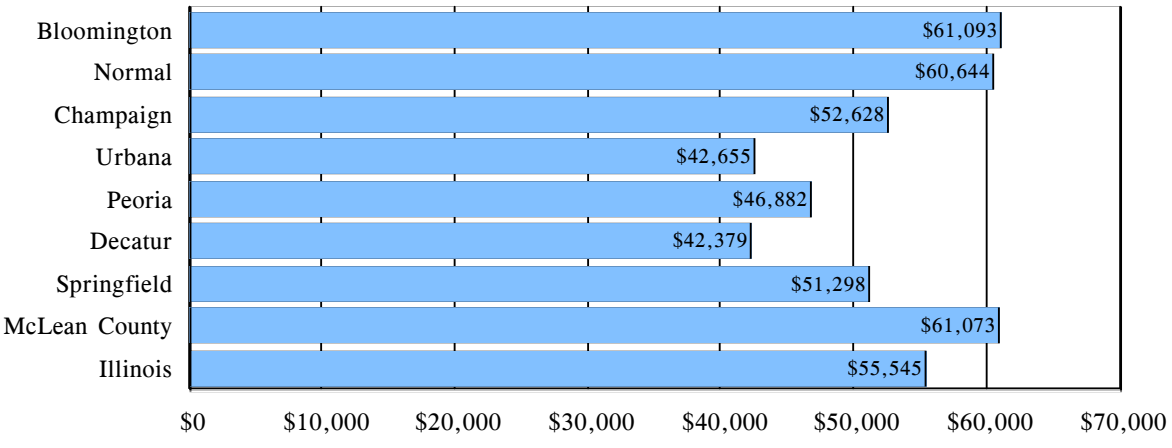
Note: Employment projections are based on an assumed unemployment rate of 3.5 percent.

Source: Appendix A, Table A.1.

by a number of institutions of higher learning located in the urban area, including Illinois Wesleyan University, Heartland Community College, Illinois State University and Lincoln College. These institutions not only provide a substantial number of jobs, but also offer a wealth of educational resources and training opportunities for area residents and employers.

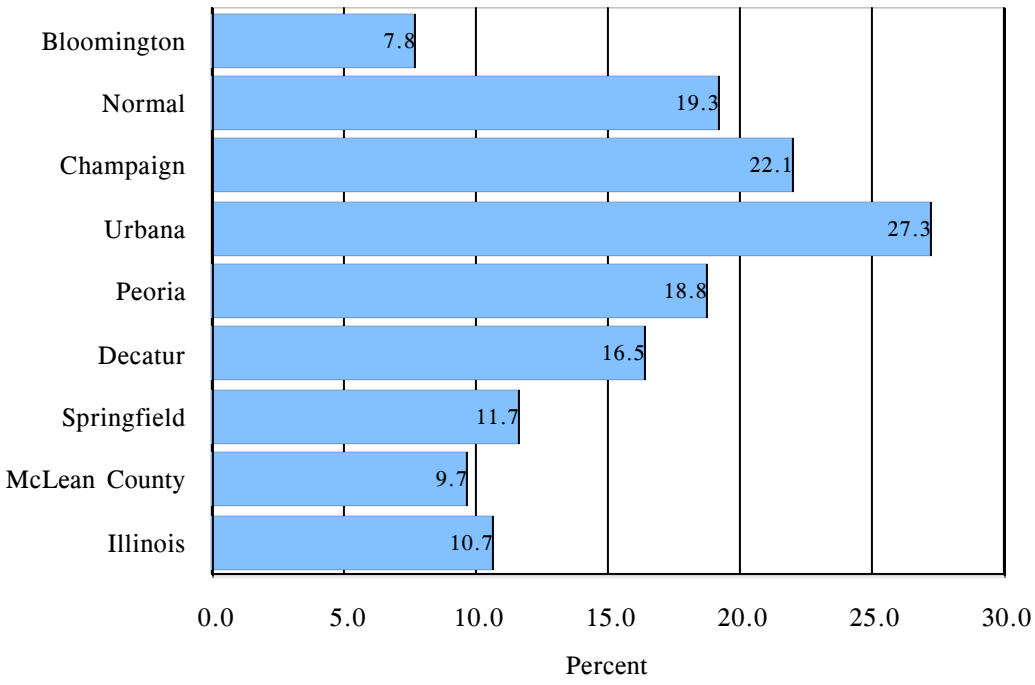
The City's favorable economy derives largely from its strategic location and accessibility (see Map 1.1). Situated in America's agricultural heartland, Bloomington is a major agricultural service center. The City is centrally located within the State of Illinois, approximately midway between Chicago and St. Louis, and between Champaign-Urbana and Peoria. The region is served by Interstate Highways 39, 55, and 74, along with three State and U.S. Highways. The urban and rural areas are well served by an efficient system of arterial, collector, and local streets and roads. Transportation of people and goods is further enhanced by expanded passenger jet service at the Central Illinois Regional Airport, which offers daily flights to Chicago, St. Louis,

Chart 2.4
2000 Median Family Income for Bloomington and Selected Places



Source: Appendix A, Table A.2

Chart 2.5
Percent of Persons Below Poverty Level in Bloomington and Selected Places



Source: Appendix A, Table A.2

Minneapolis, Detroit, and Orlando. Furthermore, the Chicago-St. Louis rail corridor and interstate bus and truck service provide additional land-based transportation. Thus, the City's excellent location and accessibility have contributed to the vitality of the local economy.

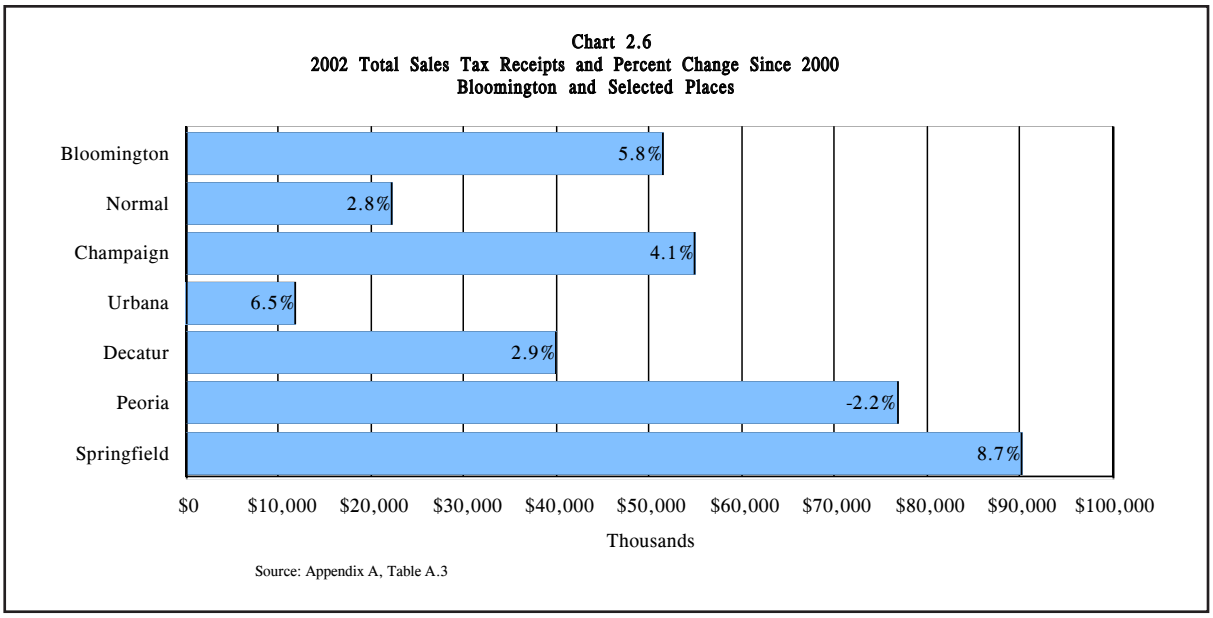
The following sections provide an overview of local economic indicators, including labor force and employment, income levels and sales tax revenues.

Labor Force and Employment

Recent labor force and employment data provide evidence of the strength of the local economy. The exceptionally high rate of employment growth in the 1980's was exceeded by that of the 1990's (see Chart 2.2). During this twenty-year period, the growth of the labor force was able to keep pace with employment growth and actually surpassed it slightly by the year 2000. Nevertheless, the unemployment rate decreased from 5.2 percent in 1980 to 3.9 percent by 2000, up only slightly from the 1990 level of 3.7 percent. Both labor force and employment levels increased by over 13,000, approaching 37,000 and 36,000, respectively, by the year 2000 (see Chart 2.3).

Income Levels

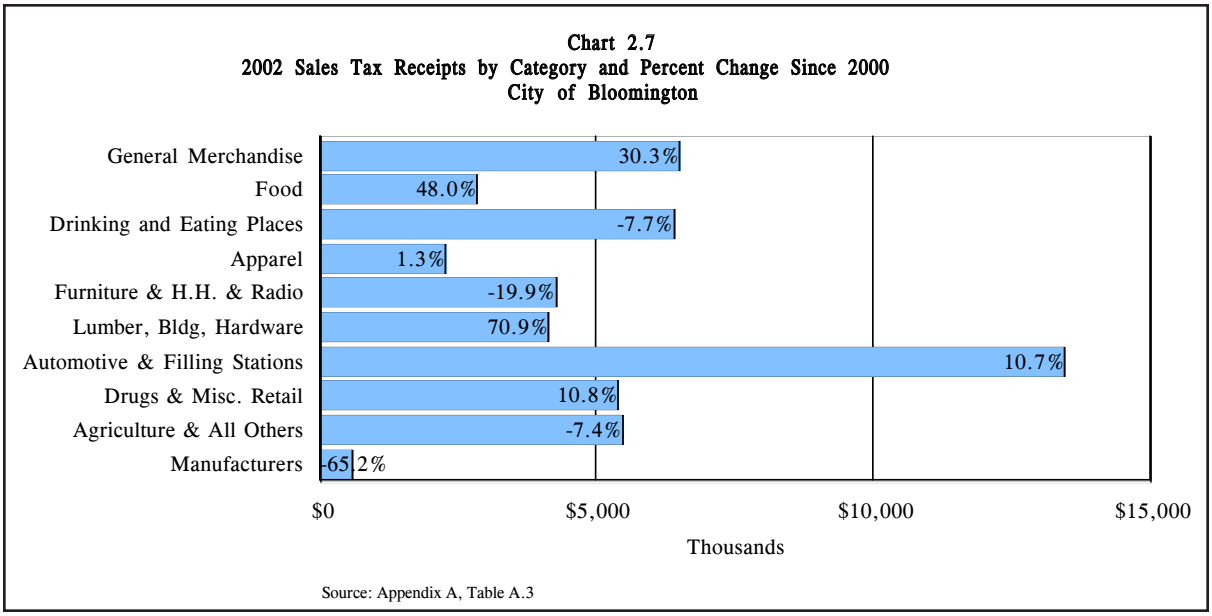
Consistent with a healthy local economy are the relatively high income levels of Bloomington residents (see Chart 2.4). Income levels in the City compare favorably to other major central Illinois cities. The 2000 Census reported the City's median family income to be $61,093, which was the highest of those places compared in Chart 2.4 and significantly higher than those outside McLean County. The City's per capita income level of $24,751 was also highest. The reported percentage of

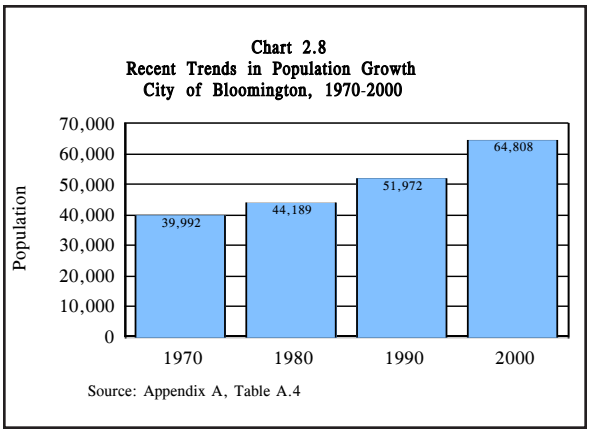


persons of all ages below poverty level was lower than comparable central Illinois cities, McLean County, and the State of Illinois (see Chart 2.5). The relatively high income levels and relatively low poverty rates give further evidence of Bloomington's strong and growing economy.

Sales Tax Revenues

Sales tax receipts are a measure of the volume of business and thus represent another indicator of the City's economic health. Despite the downturn in the national and state economies, recent data on the City's sales tax receipts also suggest a strong and stable local economy. The number of taxpayers and total receipts increased between 2000 and 2002. Total receipts increased by 5.8 percent during this period (see Chart 2.6). The increase in total receipts occurred despite decreases in those from drinking and eating places, furniture, agricultural/other, and manufacturers. This is indicative of the prosperous sales activity among other industries. Lumber,





building, and hardware showed the greatest percentage increase, followed by food, while auto and filling stations showed the greatest absolute increase (see Chart 2.7).

Sales tax revenues generated within the City of Bloomington compare favorably with those of other central Illinois metro-areas (see Chart 2.6). Bloomington's combined volume and growth was exceeded only by those of Springfield.

POPULATION

This section presents an overview of recent population growth and selected demographic characteristics, including age composition and educational attainment.

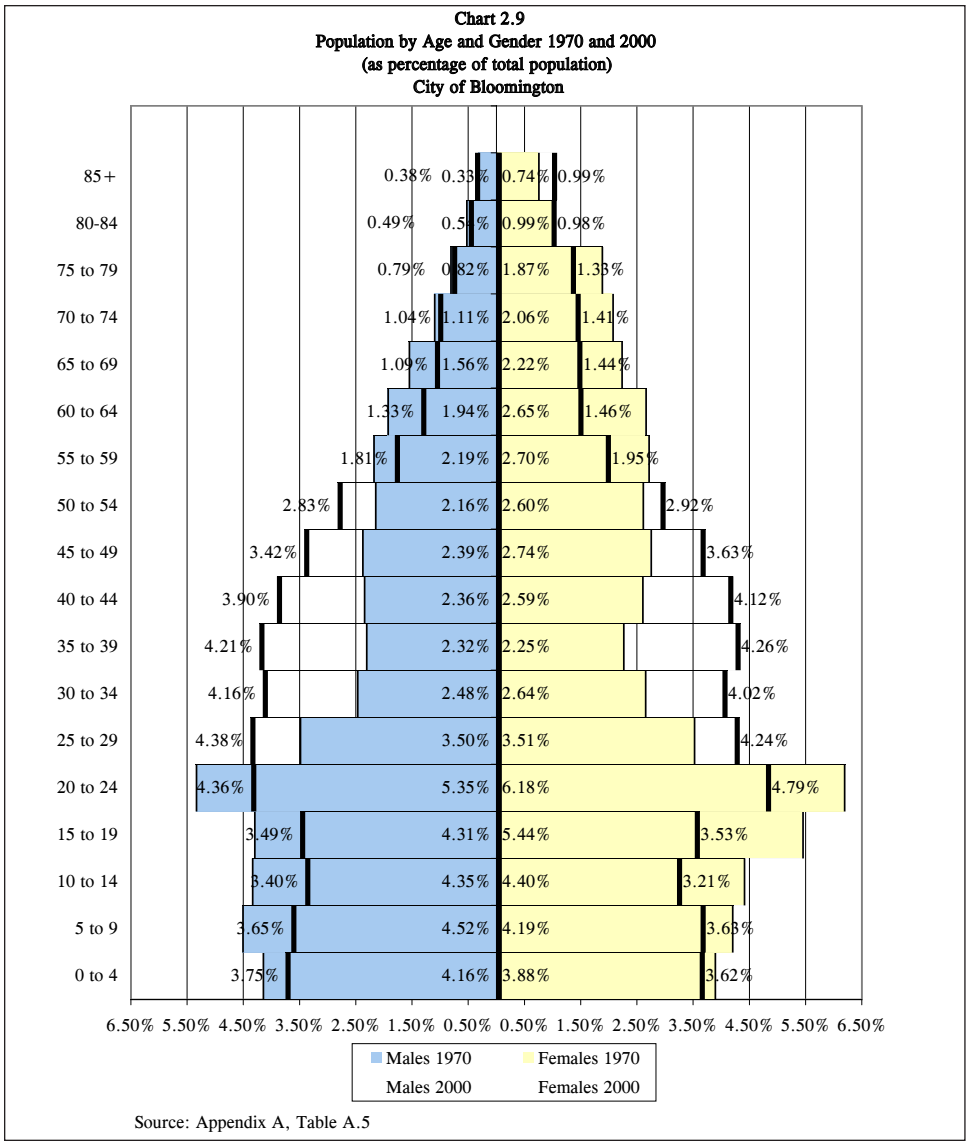
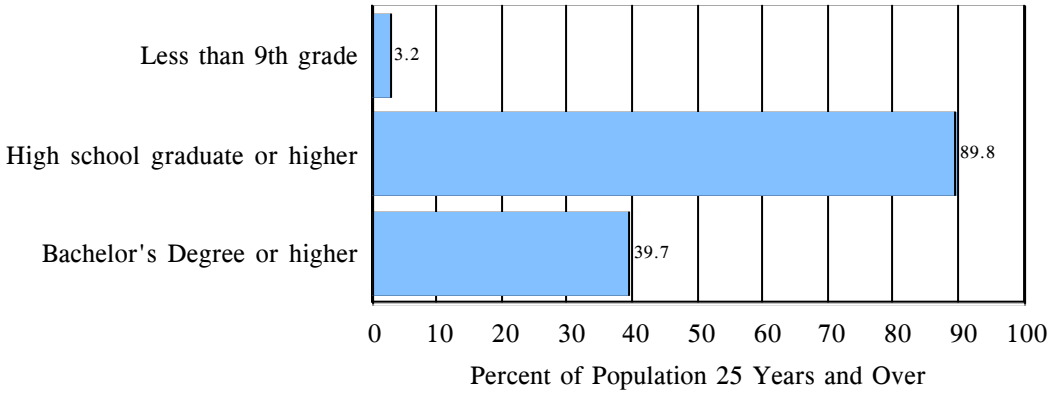


Chart 2.10
2000 Educational Attainment in the City of Bloomington

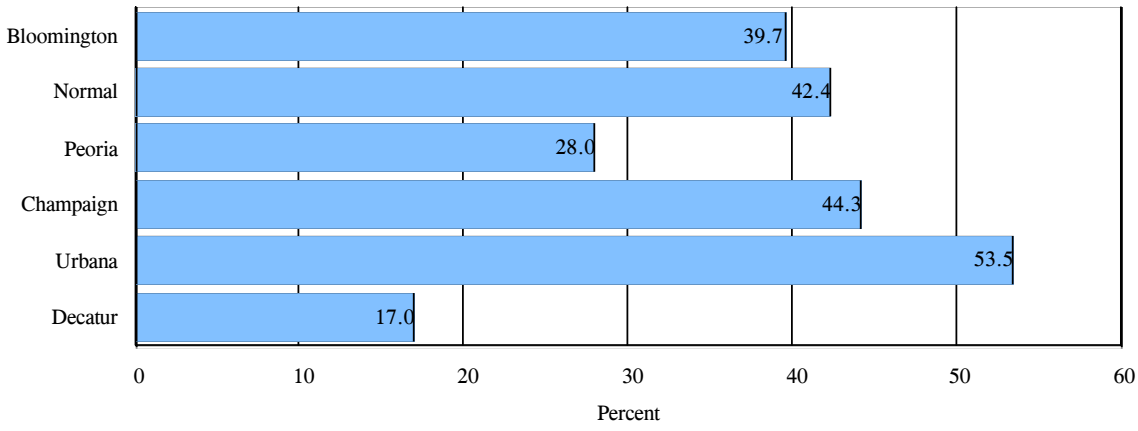


Source: Appendix A, Table A.6

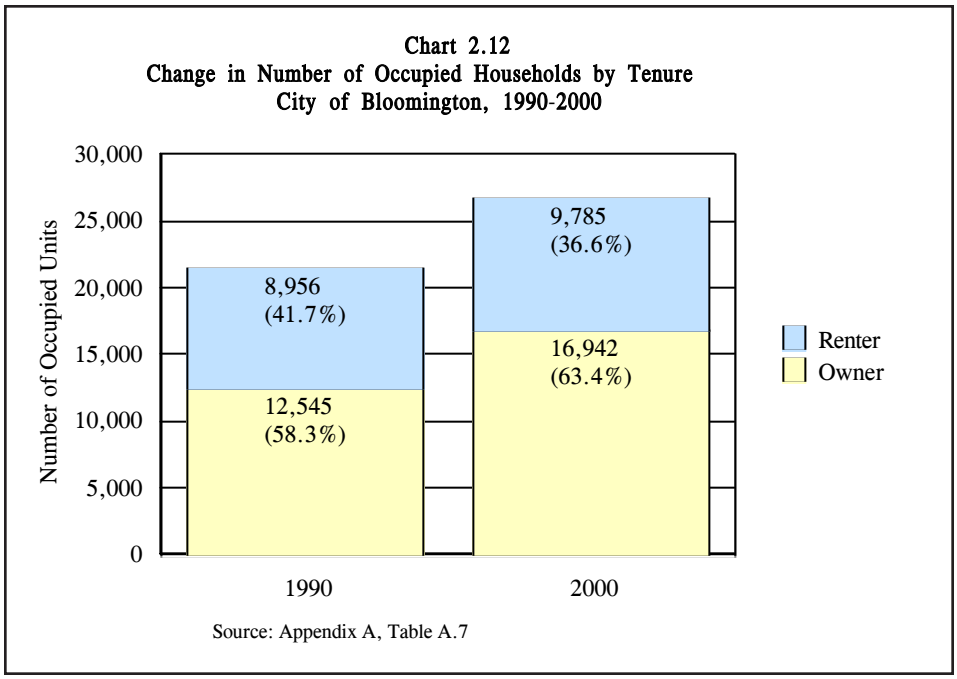
Recent Growth Trends

Due to the high quality of life and expanding employment base, the City's population has increased substantially over the past several decades. The 1970 population of 39,992 increased by over 62 percent to 64,808 in 2000 (see Chart 2.8). The greatest period of growth was during the 1990's when the population increased by nearly 25 percent. The City's many attributes include quality residential neighborhoods, outstanding educational facilities, an excellent park and recreation system, a broad range of City services, and excellent accessibility afforded by the City's proximity to the state and interstate highway system. These factors are largely responsible for the City's recent dramatic growth in population and employment, and are expected to continue to positively influence growth for the foreseeable future. As noted earlier, however, the rate of growth will likely decrease to some extent.

Chart 2.11
Percent of Population 25 Years and Over with Bachelor's Degree or Higher
Bloomington and Selected Places

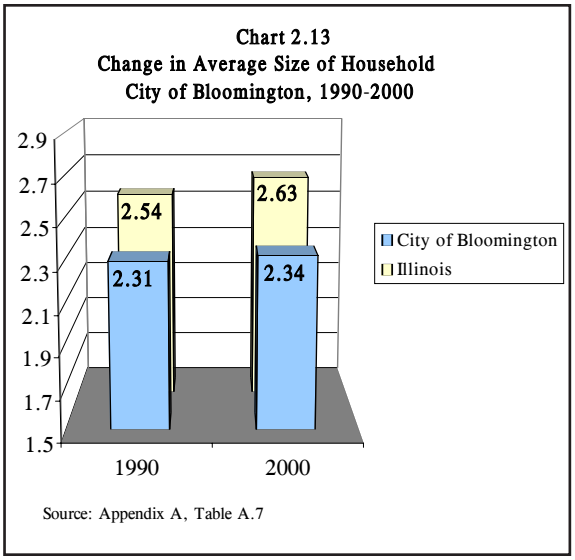


Source: Appendix A, Table A.6



Age Composition

Bloomington's changing age composition between 1970 and 2000 was consistent with the national demographic trend towards an older population. The City's changing age composition for this period is illustrated in Chart 2.9. While in 1970 children and young adults (ages 0 through 19) accounted for more than 35 percent of the population, by 2000 the percentage had declined to slightly more than 28 percent. The decline among children aged from birth to fourteen was less pronounced, totaling slightly over 4 percent. In contrast, the percentage of the population composed of adults from ages 25 to 54 rose sharply, nearly 15 percent, between 1970 and 2000, and it is the children of these adults who lessened the decline in the percentage of younger children in the population at large. During this period, adults aged 55 and higher became a slightly smaller proportion of the total population, although their total numbers increased as did those for other age groups.



Educational Attainment

Census data indicate the City of Bloomington has a relatively well educated population. Nearly 90 percent of the population has completed high school or higher, while nearly 40 percent has a bachelor's degree or higher (see Chart 2.10).

The educational levels of Bloomington residents compare favorably with other Central Illinois communities (see Chart 2.11). Bloomington had a higher percentage of persons with a bachelor's degree or higher than both Peoria and Decatur. Normal and Champaign-Urbana had somewhat higher percentages; however, this can be attributed to

the presence of Illinois State University in Normal and the University of Illinois in Champaign-Urbana, both of which have significant university populations and faculty.

The levels of educational attainment by City of Bloomington residents can be attributed not only to educational institutions such as Illinois State University, Illinois Wesleyan University and Heartland Community College, but also to the large number of professional, managerial and technical jobs that exist in Bloomington and Normal. Characteristically, a highly educated population is attracted by and typically demands a high level of urban services.

HOUSING

This section examines housing tenure and household size as well as affordability as considerations for determining future housing demand.

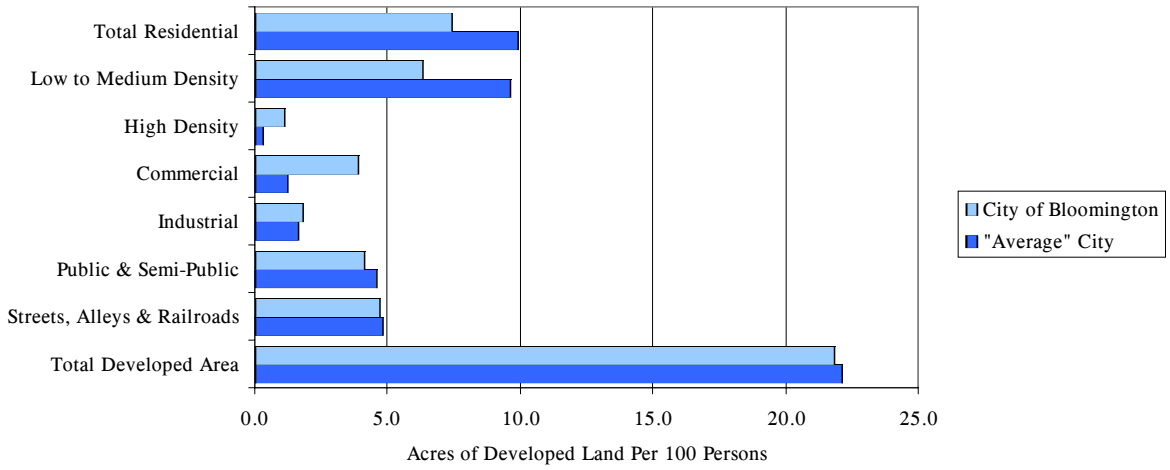
Tenure

Consistent with the recent population growth, Bloomington's number of households has increased significantly since 1990 with the most dramatic increase occurring among owner occupied households (see Chart 2.12). While the total number of households increased by just over 24 percent, the number of owner households increased by 35 percent. As a result, the City's previously low proportion of owner households is becoming more typical of other communities as had been predicted in the City's 1998 Comprehensive Plan. This shift is at least partially attributable to the City's relatively high personal incomes and the low mortgage rates which have prevailed for a number of years, thus helping to make home ownership available to greater numbers of people. The gradual increase in the proportion of owner occupied housing is expected to continue for the foreseeable future.

Size of Household

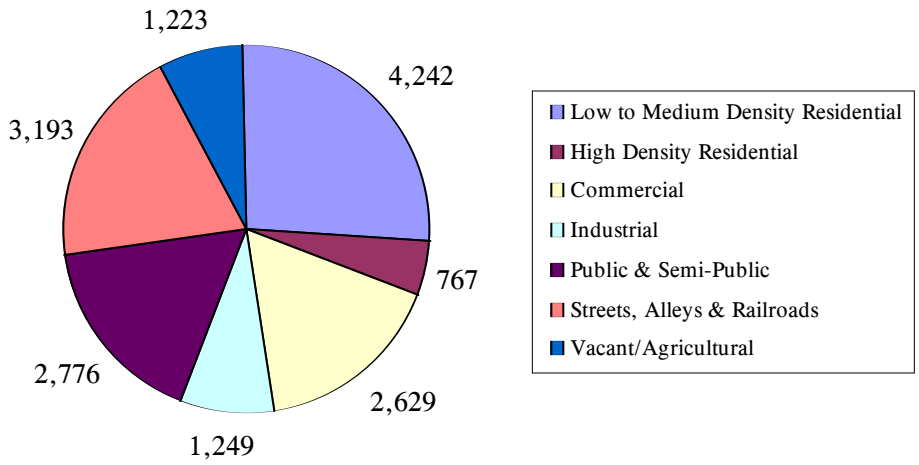
The City's average household size has increased, both relative to the State of Illinois and the City's average household size in 1990 (see Chart 2.13). This increase is attributable to the significant increase in the 1990's in the number and proportion of owner occupied

Chart 2.14
Intensity of Development
City of Bloomington and the "Average" City



Source: Appendix A, Table A.8

Chart 2.15
Distribution of Existing Land Use in Acres
City of Bloomington



Source: Appendix A, Table A.8

households, which are characteristically larger than renter occupied households. The impact on average household size of the expected continuation of the trend toward increasing proportions of owner occupied housing in the City, however, is expected to be offset in part by the overall trend toward smaller households both nationwide and locally. Thus, the City's average household size is expected to remain relatively stable in the coming years.

Affordability

According to the recent Community Assessment of Needs (CAN) study produced by a committee under the direction of the United Way of McLean County, housing affordability is a serious problem for a significant number of McLean County residents, many of whom live in Bloomington. This is despite the City's relative affluence and partly because of it. The large number of relatively high incomes among City residents tends to drive up housing and related costs, making it more difficult for those of lesser means to afford housing. The lower income residents not only have difficulty affording mortgage payments, but according to the study, many also have difficulty in obtaining the necessary credit approval to purchase a home.

LAND USE

Urban development within and adjacent to Bloomington continues to be generally contiguous and well confined to the incorporated area as was reported in the City's 1998 Comprehensive Plan (see Map 2.4). Some scattered rural subdivisions remain to the west and south of the community. However, the large majority of all growth has occurred within or immediately adjacent to the corporate limits and has been annexed to the City.

The existing development pattern for the City is fairly compact, as illustrated in Map 2.4 and Chart 2.14. The intensity of development, with some exceptions, is comparable to that of other small to mid-size midwestern communities for which data is available. Intensity is expressed by the ratio of developed acres per 100 persons.

As in most communities, densities in Bloomington have declined. The older core of the City is comprised of small to mid-size houses on relatively small lots and a commercial core in the downtown area that contains

Map 2.4

Map 2.4

many multiple story buildings; the upper floors of many are being rehabilitated for residential use. Much of the City's development in more recent years continues to be comprised of large single family homes on larger lots on the City's east side and in the southwest, along with commercial and office development situated on large tracts of land on the City's western, eastern and southeastern edges. Much of the major areas of vacant land within the City that was noted in the 1998 Plan has been developed. The development of these areas has contributed to compact development, but will increase development pressure on the outer edges of the City in the years ahead.

Bloomington's neighborhoods continue to offer varying degrees of sustainability and pedestrian orientation. The downtown and the older, more traditional neighborhoods generally exhibit a greater variety of uses and activity centers in proximity to residential areas, making these areas more pedestrian friendly. Major land use conflicts within the City of Bloomington are relatively rare. Newer subdivisions tend to exhibit more segregated uses. While sidewalks in both older and newer neighborhoods tend to promote walking, automobiles are still required for access to facilities and services within most areas of the community.

Residential

Residential land comprises the highest percentage of any land use in the City (see Chart 2.15). Just over one-third of the City's developed land is in residential use, the largest majority of which is comprised of one to six unit structures, with most being single family units. There are a number of higher density concentrations in widely dispersed locations, and some fairly extensive areas of manufactured housing in the southern and western portions of the City (see Map 2.4). The principal areas of the lower density residential development in recent years have been to the northeast, southeast and southwest.

Bloomington has a lower number of acres in residential development per 100 persons than the average city, indicating a somewhat higher than average residential density. This can be attributed to two factors. One is the fairly dense, older core, which comprises a fairly significant percentage of the City's total area in residential development. The other is the relatively high percentage of rental units in the City.

Commercial

Commercial uses account for nearly 18 percent of the City's developed land, and is more than triple that of the average city in terms of land per 100 persons. This can be attributed to Bloomington's role as a major, regional service center with numerous automobile dealerships and "big box" retail, as well as a major shopping center, an outlet mall, the downtown, and numerous strip malls and neighborhood shopping districts. Major commercial areas are located along Veterans Parkway, Route 9 East and West, U.S. 51 South, and the downtown area (see Map 2.4).

Industrial

Industrial land accounts for over 8 percent of the City's developed area, and for slightly more land per 100 persons than does that of the average city. The considerably lower ratio of industrial land than reported in the City's 1998 Comprehensive Plan is probably due more to classification differences than to relative loss. Most of the City's industrial use is in office use, most notably the State Farm complex in the southeast (see Map 2.4). Other concentrations of industrial uses, including manufacturing as well as office complexes, are located along Veterans' Parkway, G.E. Road, West Market Street, and to the southwest along Route 66.

Public and Semi-Public

These areas include land used for recreation, like parks and golf courses, and for public buildings, like public schools and government land and buildings. These areas also include semi-public uses, like churches and parochial schools. Nearly 19 percent of the City's developed land is devoted to public and semi-public uses. The City's ratio is slightly below but comparable to that of the average city. The distribution of the City's public and semi-public land is shown on Map 2.4, with the parks, recreation and open space areas distinguished in green.

Streets, Alleys and Railroads

These uses account for just over 21 percent of the City's developed area. The City's ratio is comparable to that of the average city.

Lake Bloomington Area

The City owns Lake Bloomington and surrounding land as shown in the inset of Map 2.4. A limited amount of very low density residential development has been permitted around the Lake. However, this issue has been controversial, since the lake is the City's principal source of public water supply, and the provision of a central sewer system around the Lake would be extremely costly and would encourage more development.

TRANSPORTATION SYSTEM

The City's transportation system includes the traffic circulation network of major streets and highways, a public transit system, bicycle and pedestrian transportation, air service and rail service. The comprehensive plan focuses on traffic circulation, transit and bicycle/pedestrian transportation.

Traffic Circulation Network

The City's traffic circulation network is comprised of a fairly well-linked system of arterials, collectors and local streets that provides reasonably efficient access. Arterials provide for the movement of relatively large volumes of traffic across the community and region. Collectors provide for traffic movements between arterials and local streets. Local streets serve to connect individual parcels with collectors or arterials. The focus of the comprehensive plan is on the City's arterial and collector streets, which together comprise the City's major street system.

Arterials

Arterials include interstate highways and major streets and highways that carry large volumes of traffic across the City and/or between the City and other communities. Three interstate highways provide access to and from the urban area (see Map 2.5). I-55 passes through the twin cities and links St. Louis and Chicago. I-74 connects the urban area to Champaign-Urbana, Peoria, and the Quad Cities. U.S. 51/I-39 also provides access to Rockford and Decatur among other destinations. Illinois Route 9 and U. S. Route 150 provide additional connections to areas outside the urban area and are supplemented by six County Highways that connect to the urban area street system.

The City's interior street system is shown on Map 2.5. Facilities comprising the arterial system include U.S. Route 51, Veterans Parkway, Illinois Route 9, U. S. Route 150, White Oak, Linden, Towanda/State, Hershey, G. E., Airport, Towanda-Barnes, Washington, Oakland, Alexander, Morris, Market, Mitsubishi, Fox Creek, Ft. Jesse, Streid, Ireland Grove, Wylie, Hamilton, and Dr. Martin Luther King, Jr.

Map 2.5

Map 2.5

Collectors

The collector street system includes Hinshaw, Cottage, Seminary, Emerson, Allin, Lee, Clinton, Colton, Fairway, Clearwater, Rainbow, Eastport, Royal Pointe, McLean, Dinsmore, Eastland, Prospect, Olive, Grove, Mercer, Euclid, West Oakland, Wood, Lincoln, Bunn, Lafayette, Arcadia, Eddy, Brigham School, Dansbury, Rockbury, Six Points, Bloomington Heights, Front, McClun, I.A.A., Arrowhead, Country Club, Four Seasons, Eldorado, Mt. Vernon and West Washington. Collector streets are also identified on Map 2.5.

Public Transportation

Public transportation in the City is provided by the Bloomington-Normal Public Transit System (B-NPTS), which has been in operation since 1973. Currently the system provides service on nine fixed routes operating from 6:00 a.m. to 9 p.m. Monday through Saturday, excluding major holidays. The fixed route system has four major transfer points: downtown Bloomington, downtown Normal, Eastland Mall, and The Shops at College Hills. Fixed routes and service areas are shown on Map 2.6. B-NPTS also provides a campus shuttle service at Illinois State University from 7:30 a.m. through 7 p.m. on weekdays, and a late night service, NiteRide, which operates from 9 p.m. until 1 a.m. and serves the ISU and Heartland College campuses, the College Hills Mall/Parkway Plaza area and points in between. NiteRide service is available to all riders.

All transit system buses are equipped with motorized lifts and kneeling capability for those needing assistance in boarding. B-NPTS also operates paratransit services for persons unable to use the fixed route system.

Many system riders are transit dependent and rely on the system for access to employment and shopping. The increasing student ridership uses the system to access campus activities, as well as off-campus employment, housing and entertainment.

Currently, there are eight fixed transit routes that provide service to the City, as illustrated on Map 2.6. Most routes provide service or connections to destinations in Normal. The fixed routes provide service as follows:

Green A – provides service between transfer centers in downtown Bloomington and downtown Normal at ISU's Watterson Towers, and includes the BroMenn Regional Medical Center.

Red B – connects Alexander Estates on the southwest with Eastland Mall on the east via the downtown Bloomington transfer center, and provides service to College Hills Mall and Illinois State University.

Purple C – serves central Bloomington north of downtown, the downtown transfer center, the south and southeast portions of the city and eastward to Eastland Mall, and to points east of Veteran's Parkway on Empire Street, Hershey Road and College Avenue.

Blue E – originates from the downtown Bloomington transfer center, and provides service to far southern Bloomington at Southgate Estates, along the South Main Street corridor, and to the north along Clinton Avenue.

Brown F – provides service to downtown and west Bloomington, including west Market Street, Dr. Martin Luther King Jr. Drive and O'Neal Park, and east to Eastland Mall via Seminary Avenue and Division and Empire Streets.

Yellow G – via the downtown transfer center, serves southwest Bloomington and east Washington and Grove Streets, to Eastland Mall and to College Hills Mall and the College Avenue corridor in Normal.

Orange H – serves southeast Bloomington, including East Oakland Avenue and points south and east of Veteran's Parkway and the State Farm South Corporate Campus, through Eastland Mall and along East Empire Street and Towanda Avenue into Normal.

Lime I – from the downtown transfer center, serves the far west, including West

Market Street and points west of Interstate 55/74 on Wylie Drive and JC Parkway, and connects via White Oak Road and Hovey Avenue into downtown Normal.

Bicycle-Pedestrian Transportation

Bicycle and pedestrian transportation is an important component of the transportation system. A well planned network of bicycle and pedestrian facilities that connect major origins and destinations can serve as a practical alternative mode of transportation. Such a network can result in reduced congestion on area roads, reduced energy consumption and cleaner air. The City's subdivision ordinance requires sidewalks on both sides of the streets in new subdivisions. This enhances pedestrian transportation, although destinations are often somewhat limited due to segregated land uses and limited interconnectivity of streets.

The Constitution Trail represents an arterial route for bicycle and pedestrian transportation, serving much of the heart of the City and connecting a number of important origins and destinations. In 2004, the City maintained over 14 miles of Constitution Trail. The City also maintains a number of miles of recreational trails within its many parks. Beginning in the northeast, the Constitution trail follows an abandoned railroad right of way west, past a number of residential, commercial, industrial and recreational areas through southeast Normal and south to just south of Washington Street in central Bloomington (see Map 2.6).

Approximately one mile to the south, construction on another major segment has also been completed. From Bunn Street, just south of Veterans Parkway, the trail follows another abandoned railroad right of way north and west past another assortment of land uses beyond Interstate 55 to Illinois Route 9 near the proposed extension of Mitsubishi Motorway, a distance of approximately five miles. Future efforts will focus on connecting the Bunn Street terminus with the Washington Street terminus. The existing East Lincoln Street, Hamilton Road, Liberty Branch and Fox Creek Road Trails also represent important segments across portions of south Bloomington.

COMMUNITY FACILITIES

The City's community facilities include public buildings, parks, schools, water and sewer systems and stormwater management facilities. General design criteria for each type of facility are presented in Appendix C. An overview of the City's existing facilities is presented below.

Public Buildings

Public buildings addressed include the City Hall, Government Center, police station, fire stations, library, Bloomington Center for the Performing Arts, public service facility and Bloomington arena.

City Hall

Constructed in 1963, City Hall is one of the oldest of the City's public buildings. It is located on East Olive Street well situated on the southeast side of the downtown, just south of the Chamber of Commerce and north of the new police station (see Map 2.7). It contains approximately 42,000 square feet and houses a number of municipal offices including those of the Mayor, City Manager, City Legal Department, Finance Department, City Clerk and Computer Services Department. The Engineering and Public Service Departments are located nearby in a separate structure on East Street. The Water Department is located in a facility on West Division Street.

Government Center

In 2003 the City entered into a joint venture with McLean County in the acquisition of an office building at the southwest cor-

Map 2.6

Map 2.6

ner of Washington and East Streets. Redeveloped as the Government Center, the building is home to several City departments, including Parks and Recreation, Planning and Code Enforcement (PACE) which includes the Building Safety, City Planning, Community Development, and Facilities Management Divisions, and the Bloomington Board of Election Commissioners. City staff in the Government Center also have access to building facilities such as conference rooms and large meeting areas. Coordination with other local agencies, such as the County Department of Building and Zoning, the County Clerk, the County Supervisor of Assessments, and other County administrative offices, is facilitated by the shared building.

Police Department

The Bloomington Police Department is an outstanding structure, both in terms of facilities and location. Located on South East Street in Downtown Bloomington, just south of City Hall and north of the Public Service Facility, it is well situated with respect to downtown and other public buildings. First occupied in 1997, the facility encompasses 42,000 square feet on three floors. Also located on the premises is a three story parking garage. The facility is exceptionally well equipped and should be capable of meeting the City's needs for the foreseeable future.

Fire Stations

The City of Bloomington has four fire stations, most of which are well situated throughout the City to serve existing and expected short to medium range growth (see Map 2.7). The headquarters is located on North Lee Street in downtown Bloomington. The second fire station is fairly new and located at the intersection of South Morris Avenue and Goose Creek adjacent to Forest Park and Highland Park Golf Course in southwest Bloomington. The third fire station, known as the "airport station," is located on East Empire Street adjacent to the Bloomington-Normal Airport near the new E911 communications facility in east Bloomington. Current plans are to move this station's facilities one mile east, near the intersection of Route 9 and Airport Road. There have also been discussions between the City and the Town of Normal regarding a possible joint service agreement which could include the City's northeast.

Library

The Bloomington Public Library is an excellent facility that is well located in proximity to a number of other public buildings. Built in 1977, it is located in the downtown area on Olive Street, just east of City Hall. It is a member of the Alliance Library System and has full access to all of its resources. An example, of one the benefits of this system is the Interlibrary Loan System that spans from county to county between the borders of Indiana and Iowa.

The Bloomington Public Library currently serves a total population of 73,189, including 70,700 Bloomington residents and 2,489 residents of the Golden Prairie Public Library Districts (GPPLD). GPPLD includes the communities of Arrowsmith, Bloomington, Dale, Dawson and Old Town townships. By 2025 the service area population of the Bloomington Public Library is projected to be approximately 92,500.

When compared with desired standards, it becomes evident that the Bloomington Public Library is currently deficient in a number of areas and that these deficiencies will intensify as the community continues to grow unless corrective actions are taken. Library needs are discussed in Chapter 4.

Bloomington Center for the Performing Arts

In July of 2001 the City acquired the

Scottish Rite Temple (Consistory) located at East and Locust Streets. As the Bloomington Center for the Performing Arts, and in conjunction with the McLean County Art Center, the building anchors the Downtown Cultural District. The Cultural District is being developed as a major attraction for the downtown area, to to include a new park and other amenities for users of the Center for the Performing Arts.

Bloomington Arena

In mid-2004 the City broke ground for the construction of a multi-purpose arena located on Front Street between Center and Lee Streets. On completion, the development will include a sports and entertainment venue, a fitness center, food services and associated concessions and other services, and an indoor ice skating rink for use by local amateur hockey teams and the general public. The arena is expected to open in 2006.

Public Service Facility

The Public Service Facility was built in 1965 and occupies approximately 29,000 square feet on South East Street behind the Police Station (see Map 2.7). The facility is equipped to store traffic signs, equipment, some carpentry applications and public works vehicles. It serves as a meeting place for employees who pick up their vehicles in the mornings. There is also an on-site solid waste transfer system that is certified by the Environmental Protection Agency. Also on the premises is a salt storage facility capable of storing 6,200 tons of salt.

Water Department Facility

A new water department facility was constructed in 2003 on the north side of Division Street, just west of the railroad tracks (see Map 2.7). This facility was occupied for the first time in 2004. It houses water department offices and water system maintenance facilities and supplies.

Parks and Recreation

The City has a wide variety of parks and recreation facilities, neighborhood parks, community parks and a regional park within the community. The City's existing park locations and service areas are shown on Map 2.7. The characteristics and features of these facilities are summarized in Table A.9 in Appendix A.

In addition to these facilities, the City operates three municipal golf courses, as well as other recreation facilities that offer alternative or specialized activities and opportunities, such as Lake Bloomington. Lake Bloomington is primarily a water source for the City but does offer some recreational activities. The City also has a system of multipurpose trails, including the City's segments of the Constitution Trail. The City parks offer a variety of playground equipment and athletic fields in neighborhood settings. In addition, public school facilities provide added park and recreation space for residents.

In 1996, the City of Bloomington contracted with Thompson Dyke & Associates to prepare a long-range comprehensive park and recreation plan for the City. The City of Bloomington Park & Recreation Comprehensive Plan, adopted by the City in November, 1997, includes a thorough inventory of park and recreation resources in the community, and identifies current open space standards and policies. It also presents the results of a needs assessment study and contains recommendations for future park and recreation development. The plan is designed to serve the City until the year 2015. The City's park plan is being updated by the consultant concurrently with the development of this comprehensive plan. Careful coordination has taken place to ensure consistency of findings and recommendations.

The preliminary draft of the park plan

Map 2.7

Map 2.7

update reports an increase in total parkland of approximately 175 acres since 1997 to the present total of 1,050 acres. During this same period, the length of the Constitution Trail was increased significantly to 14 miles. The increase in parkland includes McGraw Park and Tipton Park, which were needed to help address a shortage of community parks. The consultant's report indicates a need for additional neighborhood parkland to serve the southern and western parts of the City and the need for an increase in total parkland to meet the design standard of ten acres of parkland per 1,000 population. These needs do not reflect the parkland requirements that will be needed to serve the City's projected future growth. The City's combined existing and projected future parkland requirements are addressed in Chapter 4.

Schools

The City of Bloomington has an abundance of excellent public school facilities. There are two school districts that serve the City of Bloomington, Unit 5 and District 87. Unit 5 serves Normal and Bloomington as well as a number of other communities, while District 87 serves only Bloomington residents. District 87 provides six elementary schools and an Early Childhood Education Center. The six schools are: Bent, Irving, Oakland, Sheridan, Stevenson, and Washington Elementary Schools. It also consists of one junior high school, Bloomington Junior High, and one high school, Bloomington High School. Unit 5 contains four elementary schools in Bloomington--Brigham, Northpoint, Pepper Ridge, and Fox Creek. While District 87 serves the inner city, Unit 5 serves the outlying areas and has the potential of serving the City's areas of outward expansion.

Bloomington also contains parochial schools, including the newly constructed Trinity Lutheran Elementary, Holy Trinity Elementary and Junior High Schools, St. Mary's Elementary School, and the new Central Catholic High School. Additionally, Bloomington has Illinois Wesleyan University, located in north central Bloomington.

Water System

Water for the City of Bloomington is provided by two lakes, Lake Bloomington and Evergreen Lake. Lake Bloomington is a 635 acre impoundment of Money Creek located on Lake Bloomington Road 11 miles north of the City. Evergreen Lake is a 790 acre impoundment of Six Mile Creek located several miles to the west.

Treatment is provided by a treatment facility at Lake Bloomington and consists of iron and manganese removal, lime softening, disinfection, and fluoridation. The treatment plant has been recently expanded to a capacity of 30 million gallons per day (mgd).

Water is pumped between the two lakes as required, treated and then pumped directly to the City through a system of lines ranging from six inches to 30 inches in diameter. The minimum diameter of six inches is primarily located in the older sections of the City. The minimum diameter required in the modern portion of the City is eight inches. Water service is provided to virtually all City residents, plus Crestwicke and the Village of Towanda.

The City has several types and sizes of storage facilities. It has two above ground cylindrical steel water storage tanks, each with a two million gallon capacity, located south of Ft. Jesse Road in Normal. There are two reinforced concrete underground storage tanks located on Division Street. One storage tank has a ten million gallon capacity and the other has a five million gallon capacity. The recently constructed Hamilton Road water tower is an elevated steel storage tank that has a two million gallon capacity.

Sanitary Sewer System

The Bloomington-Normal Water Reclamation District provides for the treat-

ment of wastewater generated within the Bloomington-Normal Metropolitan area. Treatment is provided at two plants. The West plant is located in southwest Bloomington north of West Oakland Avenue and east of I-55/74 (see Map 2.7). This plant has a design capacity of 22.5 mgd and, with the recent addition of a second plant to serve the eastern portion of the community, should be adequate to serve the western portion of the City for the foreseeable future.

The second treatment plant was recently constructed in Randolph Township along the Little Kickapoo Creek (see Map 2.7). Most development in the area located south and east of Veterans Parkway from Bunn Street to one-half mile north of Fort Jesse Road will be diverted to the new south plant. This diversion allows the existing interceptor, trunk sewer and plant capacity to accommodate projected service area growth.

Stormwater Management

The City maintains separate stormwater and sanitary sewer systems, although some combined sewers are present in older areas of the City. The stormwater system is designed for the capture, detention/retention, storage and controlled discharge of excess runoff into either man-made or natural drainage systems through non-structural and structural means. It permits the detention and treatment of runoff as well as the protection of downstream areas.

The concept of stormwater detention/retention is to temporarily store excess runoff and release the stored volume at controlled rates consistent with capacities of downstream drainageways (natural and man-made) and to adopt appropriate regulations and ordinances.

The City currently has approximately fifteen major detention/retention basins that serve virtually the entire community. The City recently adopted a stormwater management plan developed in cooperation with the Town of Normal, McLean County, Bloomington-Normal Water Reclamation District, and McLean County Regional Planning Commission. This plan identifies specific objectives and strategies for stormwater management, including runoff and contamination reduction. An erosion control ordinance is also being considered by the City staff as a means to help reduce contamination of waterways from stormwater runoff. This ordinance was also jointly developed with the jurisdictions noted above.

Goals, Objectives and Policies

CHAPTER 3

This chapter outlines the community development goals, objectives and policies that were formulated in cooperation with the City's Development Committee. These goals, objectives and policies establish the framework of the comprehensive plan by providing a means to evaluate existing conditions and to shape future plans, as well as providing guidelines for the review of future development proposals. Goals are generalized statements of what are considered to be ideal conditions relative to a particular community issue. Objectives are more specific and provide the means to measure progress in achieving stated goals and the overall vision reflected in the comprehensive plan. Policies are generalized statements of position that provide direction for actions in support of goals and objectives. Goals, objectives and policies are presented on the following pages for each of the fifteen identified community issues, beginning with urban design and aesthetics.

1. URBAN DESIGN AND AESTHETICS

Goal

An aesthetically pleasing and harmonious environment offering a range of community lifestyle choices, each reflecting high standards of planning and design to meet the physical, social and economic needs of all segments of the population

Objectives

- A community designed to meet the needs of people first and business second, while effectively accommodating automobiles and other modes of transportation as well as pedestrians
- A series of complete neighborhoods that provide abundant opportunities for social, cultural and economic interactions
- Scenic open space as an integral component of the urban landscape that provides ample opportunities for active and passive recreation and defines and connects neighborhoods and centers of activity
- A variety of attractive, natural and architectural vistas and focal points that enhances appearances and the sense of place
- Attractive buildings and homes that exhibit

Rendering of proposed Festival Park

a variety of appropriate and complementary architectural styles and building materials
- Attractive landscaping of public and private properties
- Energy efficient design of buildings and homes
- Multiple regional centers of commerce and employment that offer shopping variety and significantly contribute to the local tax base
- Widespread accessibility to public places for the handicapped

Policies

- Incorporate high standards of urban design into all phases of the planning and review process
- Preserve and enhance entryways to the community through the use of boulevards and landscaping
- Review and modify existing ordinances or adopt additional ordinances as needed to help meet the City's goals and objectives for urban design and aesthetics
- Consider developer incentives for particularly creative and attractive projects which far exceed standard design principles and support the City's planning goals and objectives

2. NATURAL ENVIRONMENT

Goal

An environmentally sound community with clean air and water and abundant open space and natural areas to provide scenic beauty, passive recreation and wildlife habitat

Objectives

- Establishment, preservation and enhancement of forested areas
- Preservation of flood plains and areas of steep slopes
- Reestablishment of natural prairie grasslands
- Reduced volumes and contamination levels of storm water runoff
- Reduced soil erosion, flooding, and flood damages

Tipton Park

Policies

- Restrict intensive urban development in flood plains, and areas of steep slopes through zoning or other appropriate regulatory controls
- Limit soil erosion and sedimentation of water bodies through adoption and enforcement of erosion and sedimentation control ordinance and site design and development requirements
- Limit tree cutting and require tree replacement and additional plantings through appropriate regulatory controls
- Maintain an urban forestry program to include a tree inventory, tree maintenance and corridor plantings
- Support the implementation of the City's storm water management plan and the regional solid waste management plan
- Require compact development that is contiguous to existing development and urban services
- Monitor development and encourage appropriate land use and responsible land management practices within the Lake Bloomington and Evergreen Lake watersheds

3. HISTORIC PRESERVATION

Goal

Preservation and restoration of historic resources, including historic structures, sidewalks, street lighting, brick streets and alleys

Objective

Continuation of historic preservation planning that includes an inventory of the City's historic resources and an identification of implementation strategies

Policies

- Seek grants to fund updates and implementation of the City's historic preservation plan
- Prioritize public infrastructure investments for older neighborhoods that contain historic resources
- Ensure new uses and structures are in scale and character with surrounding areas through consideration of such measures as form-based zoning especially in older,

Ewing Castle

established neighborhoods
- Encourage preservation and maintenance of buildings that have historical or architectural significance

4. NEIGHBORHOOD PRESERVATION

Goal

Safe and attractive existing neighborhoods that retain their distinctive identities and character

Objective

Preservation, maintenance and enhancement of existing properties and public facilities

Policies

- Support neighborhood associations and programs
- Encourage renovation rather than reconstruction of existing structures, whenever possible
- Identify and maintain the unique visual features that give character to the City's neighborhoods
- Ensure new uses and structures within older, established neighborhoods and the downtown are in scale and character with surrounding areas through consideration of form-based zoning

5. URBAN REVITALIZATION

Goal

Existing developed areas that compete favorably with fringe area locations for attracting residents and businesses

Objective

Development and use of vacant, underdeveloped and redevelopable land for which urban services are readily available

Downtown Bloomington streetscape

Policies

- Identify and remove barriers that discourage infill development and redevelopment
- Target planning and development resources, including possible TIF program funds to existing developed areas, and especially areas in need of rehabilitation or redevelopment
- Coordinate with regional economic development organizations to identify problem areas and implement actions, including business retention and recruitment in existing developed areas
- Consider the use of developer incentives for infill, rehabilitation and redevelopment projects

6. DOWNTOWN REVITALIZATION

Goal

An attractive and vibrant downtown that serves as the focal point of the community and provides abundant opportunities for social, cultural and economic interactions

Objectives

- A combination of mixed and multiple uses which include government and public services, cultural attractions, commerce, professional services, and residences
- A variety of relatively high density housing located above retail and offices as well as free standing apartments, townhouses and condominiums
- Well designed public spaces with public art, landscaping and pedestrian amenities which provide opportunities for social interaction and complement the variety of land uses
- Appropriate parking capacity

Policies

- Prioritize public infrastructure investments and target planning resources, including TIF funds, for the downtown and surrounding neighborhoods as appropriate
- Support the Bloomington Downtown Cultural District and consider their projects in the City's capital improvement programming
- Support business retention and recruitment

Country Companies Complex

for downtown locations
- Support projects that are consistent with the City's plan for downtown revitalization, including the development of an arena
- Provide short and long term parking that supports local businesses
- Actively pursue implementation of the adopted downtown plan

7. ECONOMIC DEVELOPMENT

Goal

A healthy economy that provides varied employment opportunities, expanded retail and a broad local tax base

Objectives

- A diversified local economy that is resistant to national economic swings and is not overly dependent upon a limited number of major employers
- An employment base that surpasses the needs of the local labor force in order to provide employment for the surrounding region and stimulate local economic growth
- Balanced economic development sites, which in addition to providing regional employment, also provide convenient local access to jobs and services from nearby residential areas
- A community that is attractive to people and therefore attractive to business
- Businesses housed in attractive structures and settings which meet the community's standards for aesthetics and design, and therefore, add to the attractiveness of the community

Policies

- Coordinate with regional economic development agencies to address business retention needs and to attract new businesses, which could involve in some cases the sharing of costs and revenues with other agencies
- Encourage greater cooperation with area institutions of higher education in the area of economic development, which could include development of a research park
- Designate land at appropriate locations

New construction in Fox Creek subdivision

relative to housing and transportation facilities for appropriate types of commercial and industrial development
- Provide necessary infrastructure to support desirable economic development projects

8. POPULATION GROWTH

Goal

A sustained rate of growth that will support continued economic growth and an expanding range of urban amenities for all income levels and age groups

Objectives

- An annual growth rate of from 1.25 to 1.75 percent
- Reliable forecasts of age-sex composition

Policies

- Promote high standards of urban design and amenities to enhance Bloomington as an attractive place to live and rear a family
- Provide necessary infrastructure to support desirable development projects

9. HOUSING

Goal

A wide variety of high-quality, well-designed housing in both older neighborhoods and newly developing areas to meet the needs of all income levels and age groups

Objectives

- Affordable, safe and attractive owner and rental housing broadly dispersed throughout the community
- Improvement or replacement of substandard housing through rehabilitation or redevelopment
- Design consistency and compatibility in the redevelopment and infill of older neighborhoods
- Attractive designs and building materials in housing rehabilitation and new construction
- A wider range of housing and neighbor-

Residence in established neighborhood

hood design options, including more traditional design options, available to consumers

Policies

- In order to reduce concentrations of low income populations and the potential for resulting social problems, encourage the inclusion of affordable housing in new residential development and redevelopment projects in direct proportion to the income characteristics of the population
- Target Community Development Block Grant Funds and infrastructure improvements to areas of substandard housing
- Encourage the use of attractive designs and building materials in housing construction and rehabilitation through consideration of form-based zoning, especially in older established neighborhood
- Provide means for alternative development concepts, such as traditional neighborhood development (TND) and transit oriented development (TOD), that offer potential for mixed income neighborhoods with a variety of housing types and costs

10. LAND USE AND GROWTH AREAS

Goal

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

Objectives

- Open space as an integral component of the urban landscape in sufficient amounts to meet ecological and recreational needs
- An appropriate balance between urban development and farmland preservation that provides sufficient land for development while avoiding unnecessary encroachments on farmland
- Urban growth areas contiguous to existing urban service areas and of sufficient size and intensity to accommodate projected population, economic growth and supporting services
- Land use patterns and intensities that promote accessibility to alternative modes of transportation
- Balanced development that includes a mix of residential, commercial, industrial, public and recreational uses allocated to form complete neighborhoods and regional service centers
- Development that is compatible with and complementary to adjacent land uses

Policies

- Designate open space corridors for preservation within proposed growth areas
- Promote redevelopment and infill development within the existing community
- Designate adequate land for future urban development in areas that make efficient use of existing urban services and infrastructure
- Promote infrastructure improvements in support of development that is consistent with the comprehensive plan
- Encourage residential development in locations accessible to employment centers, commercial services and public facilities by multiple modes of transportation
- Designate appropriate areas within proposed growth areas for mixed use neighborhoods
- Provide transition and/or buffering between land uses of differing intensities in order to mitigate impacts
- Review all development proposals and zoning requests for consistency with the comprehensive plan
- Review appropriate codes and ordinances and revise as necessary to ensure consistency with the comprehensive plan

11. TRANSPORTATION

Goal

A system of safe, reliable and efficient modes of transportation for the movement of people and goods that is context sensitive and supports other elements of this comprehensive plan

Objectives

- A cost-effective and well-maintained network of arterial, collector and local streets to serve existing and planned development
- A transportation system that accommodates a variety of transportation modes

Policies

- Improve and maintain existing streets as necessary to reduce congestion and maintain a desirable level of service on all streets and highways
- Provide for the timely extension of streets to newly developed areas in accordance with the City's land use plan and the metropolitan transportation plan
- Consider the local context in the design of streets
- Design streets to accommodate future transit and truck traffic in appropriate areas
- Incorporate bikeways in the design of the transportation system including consideration of bicycle lanes and crossings with grade separations on arterial and collector streets where practical
- Ensure safe pedestrian circulation systems in all developed areas of the community
- Support the policies and recommendations of the adopted metropolitan bicycle-pedestrian plan
- Support a high level of service at Central Illinois Regional Airport
- Continue to participate in the metropolitan transportation planning process
- Promote cooperation with area employers to increase use of alternative modes of transportation
- Encourage transit oriented development to accommodate all income levels and age groups
- Provide appropriate structures and equipment to maintain the City's present and future transportation system.

Central Illinois Regional Airport terminal

12. PARKING

Goal

Appropriate parking capacity to adequately meet the needs of residents and businesses without discouraging the use of transit and adversely affecting the intensity of land use and streetscapes in neighborhood shopping districts and the downtown

Objectives

- Off-street parking requirements that are appropriate for the type and size of business and housing unit
- Parking regulations that encourage local shopping and meet parking needs for special events and employees in the downtown and neighborhood shopping districts
- Sufficient on-street parking capacity and transit availability to allow off-street parking requirements to be kept to a minimum in residential areas, neighborhood shopping districts and the downtown

Policies

- Encourage Illinois Wesleyan University to provide centralized, long-term parking for both off-campus and on-campus students, and reduce the City's off-street parking requirements for designated student housing
- Provide appropriate short and long-term parking that supports downtown and neighborhood businesses
- In the downtown area, require off-street parking to be located above, below or in the rear of buildings, and limit the amount of surface parking lots that directly abut streets
- Review and adhere to adopted landscaping requirements for all surface parking lots
- Provide access to streets from abutting properties in accordance with an approved access management plan currently under consideration by City staff
- Encourage the sharing of parking facilities among businesses, government and institutions
- In multilevel apartment buildings and mixed use structures, encourage the development of accompanying parking garages

McGraw Park

that provide same-level access
- In the downtown and neighborhood shopping districts, support the development of multilevel parking structures with first floor retail in accordance with provisions of the downtown plan
- Review parking regulations and devise a fee structure for public parking facilities consistent with the above parking policies

13. COMMUNITY FACILITIES

Goal

Cost effective community facilities and services that support this comprehensive plan, and which help maintain and enhance the City's high quality of life

Objectives

- Public buildings that are attractive, adequately sized, and properly designed and located to serve the community and individual neighborhoods
- A properly sized, equipped and interconnected system of parks, greenways and trails to meet present and future needs
- Modern schools that offer an excellent education, operate efficiently, are easily accessible, and function jointly as centers of education, recreation and community or neighborhood activity
- Efficient and timely provision of sanitary sewer service and safe and reliable public water service
- Use of both conventional and innovative methods of storm water management to cost effectively control flooding and limit soil erosion, sedimentation, and contamination of surface waters, and contribute to the City's system of open space
- Electrical transmission lines and telecommunications structures of sufficient capacity that are designed in harmony with the City's land use and other infrastructure

Policies

- Group public buildings in the downtown and in existing and developing neighborhood centers to promote human interaction, accessibility, convenience and aesthetics
- Closely monitor the needs for additional

Lee Street fire station

fire protection facilities to serve developing areas, and provide facilities as needed

- Provide library volumes and facilities as needed to keep pace with population growth, and consider the use of branch libraries to serve developing neighborhoods
- Continue to implement the 1997 comprehensive parks and recreation plan and the 2005 amendment to provide greenway and trail linkages between parks, schools, shopping, employment and other activity centers throughout the community, including the downtown
- Coordinate closely with District 87 and Unit 5 Schools to develop school sites in conjunction with parks and recreational facilities whenever possible and at appropriate locations that support this comprehensive plan
- Provide reasonable levels of investment in the City's water and sewer systems in order to effectively meet current demands and efficiently extend services to developing areas in timely fashion consistent with the City's land use plan
- Support planning for the maintenance and expansion of the regional water supply and waste water treatment systems in order to efficiently meet present and projected future demands
- For proposed developments, require submission of storm water management plans that use innovative and/or conventional methods to meet the City's standards for storm water management and for the dual use of storm water detention facilities for recreation as appropriate
- Coordinate with local power and telecommunications companies to ensure proper design and siting of facilities to complement the City's land use, transportation and open space plans

14. COOPERATION

Goal

Harmonious relationships and effective interactions between and among local units of government and public and private agencies and institutions that result in quality urban development and service delivery, and thus contribute to the quality of life in the City

McGraw Park and Central Catholic High School

Objectives

- Coordinated and cooperative planning and development of land use and infrastructure
- Efficient use of resources gained through economies of scale and avoidance of duplicated efforts
- Reduced competition among local governments for limited resources

Policies

- Support and actively participate with other local governments and institutions in all aspects and issues relating to comprehensive planning
- Support and actively participate in the intergovernmental review of regionally significant development projects
- Under appropriate circumstances, consider forming agreements for sharing expenses and revenues from future regional economic development with other agencies.
- Encourage close cooperation with area institutions in the planning of land use and infrastructure
- Encourage close cooperation with area business, civic and neighborhood organizations in planning for community and economic development

15. IMPLEMENTATION

Goal

Significant progress towards achieving the goals outlined for all elements of this comprehensive plan

Objective

Identification of specific courses of action that will be needed to meet the objectives outlined in this comprehensive plan

Policy

Execute the implementation strategy outlined at the conclusion of Chapter 6 of this comprehensive plan.

Bloomington Arena site

Future Growth and Implications

CHAPTER 4

This chapter quantifies the expected future growth of the City and assesses the implications of that growth in terms of how it is likely to impact the City's land use and infrastructure, including transportation and community facilities. It begins with an overview of expected future trends in employment and population growth, and presents the population projections that were developed for the City, along with a series of assumptions on which those projections were based. These population forecasts provide the basis for the predictions of future housing demand and land use requirements as well as the expected future demands for transportation and community facilities which are also presented in this chapter. Many of the illustrations in the chapter are based on the data contained in Appendix B of this report.

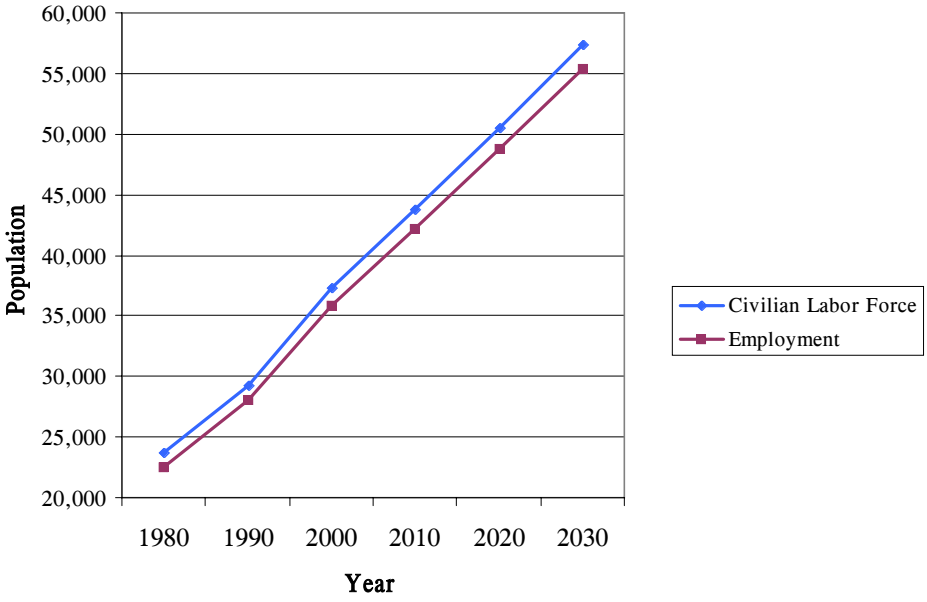
EMPLOYMENT TRENDS

If current trends in labor force and employment growth continue, both will exceed 50,000 by the end of the planning period as illustrated in Chart 4.1. A major reason for the City's growth in employment since 1980 has been the dramatic growth of the professional and related services sector and the finance, insurance and real estate sector (see Chart 4.2). Although these sectors were leading employers in 1980, the employment levels of both more than doubled by 2000. Most other sectors exhibited stable or more moderate employment growth with the exceptions of retail trade, which showed a more significant loss in employment, and personal, entertainment, and recreation services, which showed a more substantial gain than most other categories.

The unlikelihood of the recent growth in professional and finance employment being sustainable over the next two decades means that more substantial employment growth in other sectors will be necessary in order to perpetuate current trends in total employment growth. Although the strength and diversity of

Illinois Wesleyan University Ames Library

Chart 4.1
Labor Force and Employment Trends, 1980-2030
City of Bloomington

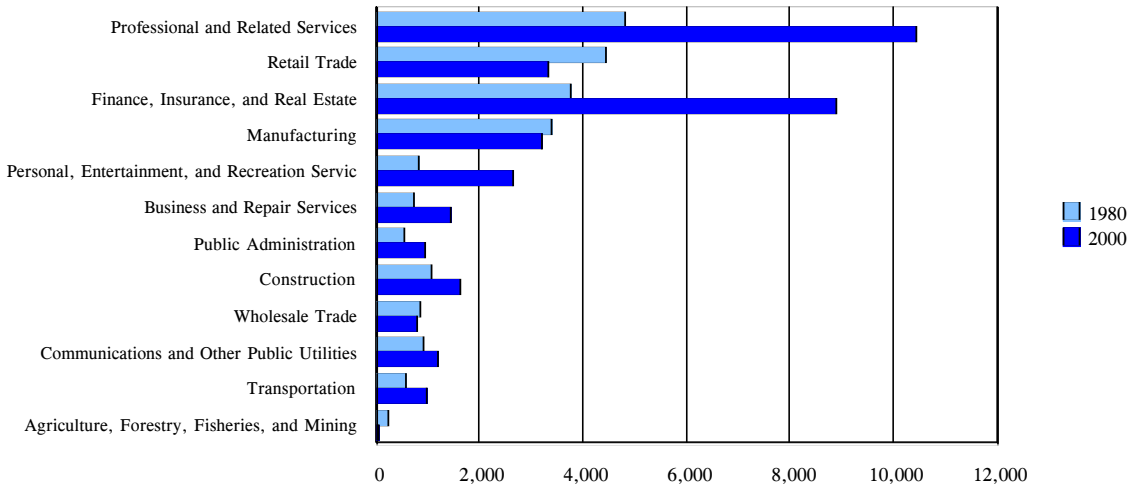


Note: Employment projections are based on an assumed unemployment rate of 3.5 percent.

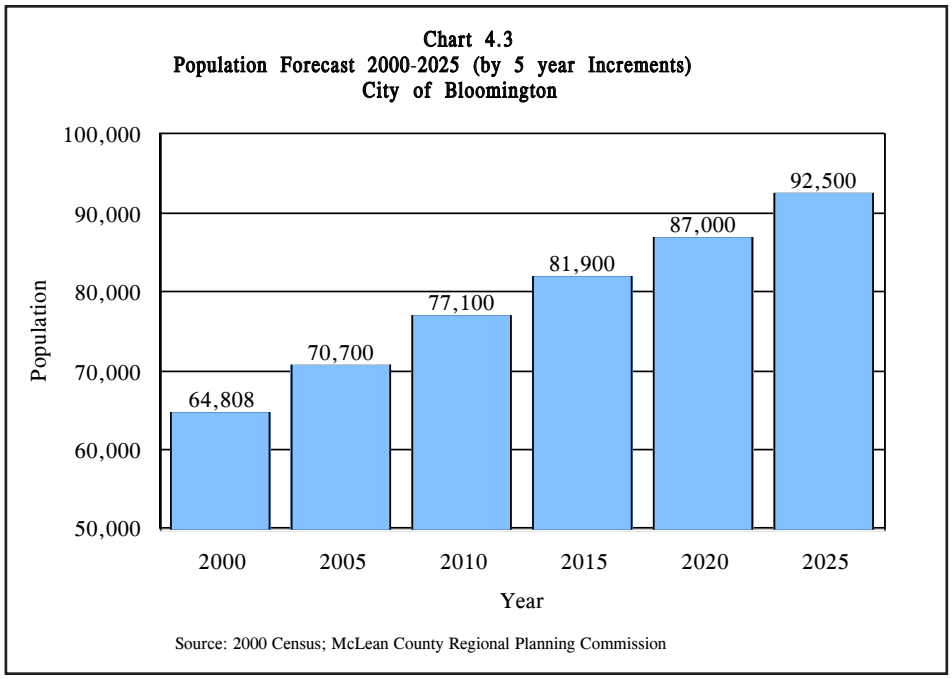
Source: Appendix B, Table B.1

the City's other economic sectors could make this possible, the more likely scenario is a gradual and slight decline in total employment growth by the end of the planning period. The result would be continued economic growth, but at a somewhat reduced rate from that of recent years.

Chart 4.2
Change in Industry of Employed Persons, 1980-2000
City of Bloomington



Source: Appendix B, Table B.2



POPULATION PROJECTIONS

Projections of future population growth provide the basis for designing the comprehensive plan. This section presents the assumptions made and the corresponding population projections developed for the City by five-year increment, as well as by age group, gender and planning area.

Assumptions

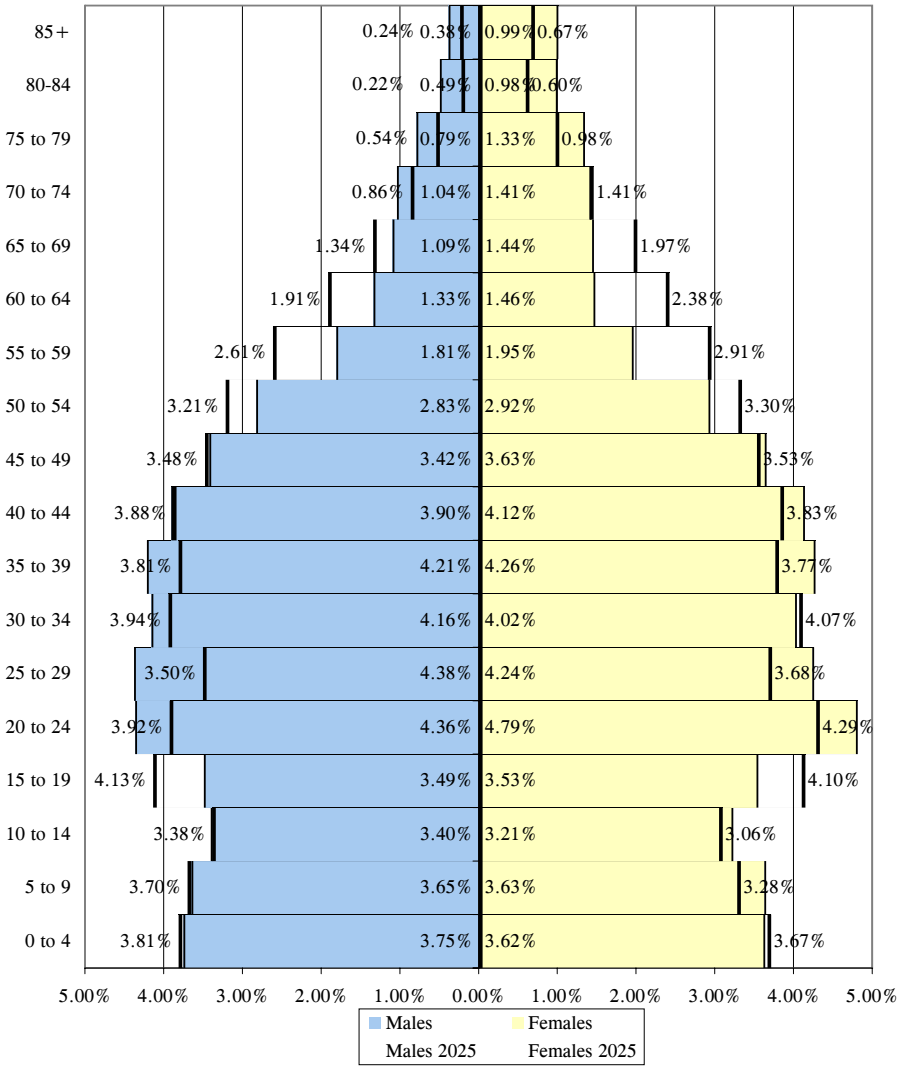
The assumptions presented in this section reflect the conclusions of the foregoing population and economic analyses. These assumptions provide the framework for the population projections developed as the design basis of the City's comprehensive plan and are outlined below:

- The location, economic and quality of life factors which have shaped the City's and region's economic growth over the last several decades will continue to sustain a robust rate of growth well into the future.
- The diversified local economy will not be adversely impacted to any significant degree by national or state economic recessions.
- Future growth trends in Bloomington and McLean County will not be significantly impacted by natural or manmade disasters.
- Reductions in employment levels and/or reductions in the rate of employment growth in one economic sector or industry will be partially offset by gains in other sectors or industries, but will nevertheless result in a slightly lower rate of economic growth in the City and region through the year 2010 and somewhat lower yet beyond 2010.
- The City will not institute regulatory controls aimed at limiting population growth.

Projections by Five-year Increment

Population projections for the City by five-year increment are presented in Chart 4.3. The 2025 population is projected to reach 92,500. This represents an increase of more than 40 percent over the 2000 population of 64,808. Although quite robust, this projection reflects a declining growth rate from the peak that occurred during the 1990's. The projections reflect an annual population increase of 1.75 percent from 2000 to 2010 and 1.25 percent from 2010 to 2025, as compared to an

Chart 4.4
Population by Age and Gender 2000 and Projected 2025
(as percentage of total population)
City of Bloomington



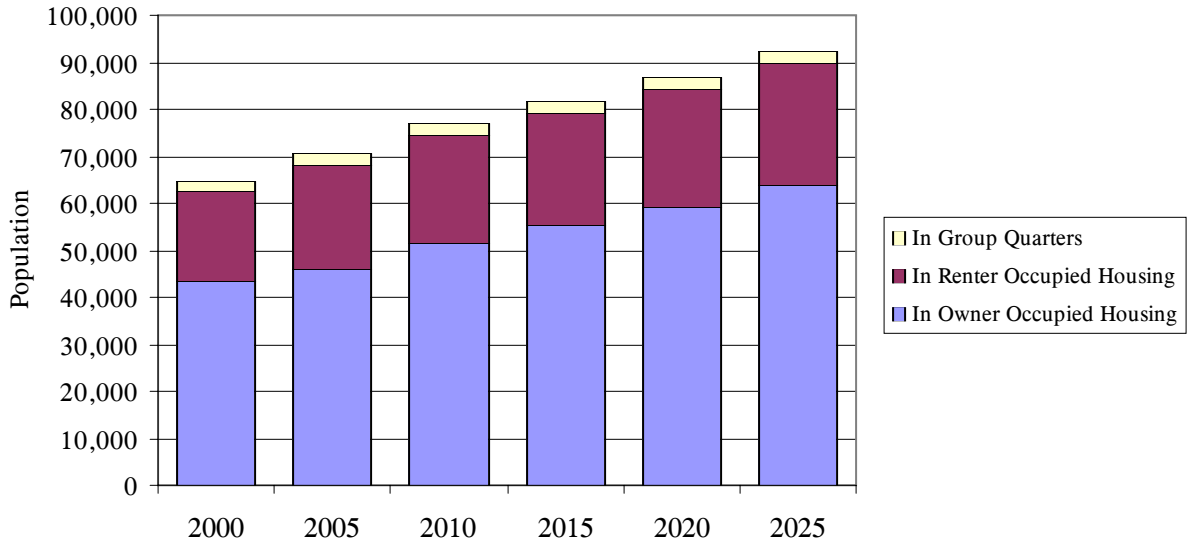
Source: 2000 Census; McLean County Regional Planning Commission

annual increase of 2.75 percent from 1990 to 2000.

Projections by Planning Area

The City's projected 2025 population growth is illustrated graphically by planning area on Map 4.1. Planning areas were originally delineated to facilitate small area planning and analysis during the process of developing the City's 1998 Comprehensive Plan and Comprehensive Parks and Recreation Plan. These delineations were recently revised as shown on Map 4.1 to reflect the revised population projections and changes in anticipated areas of growth. It is estimated that approximately 90 percent of new population growth will occur in fringe areas in Planning Areas 4, 7 and 8. An additional 7 percent is projected for the east side Planning areas 1 and 6. Planning Areas 2, 3 and 5 are not expected to experience significant population growth due to a lack of available land for future residential development. However a limited amount of the City's projected popula-

Chart 4.5
Projected Population by Housing Type
City of Bloomington, 2000-2025



Source: Appendix B, Table B.4

tion has been allocated to each of these planning areas as a result of local revitalization efforts in these areas.

Projections by Age Group

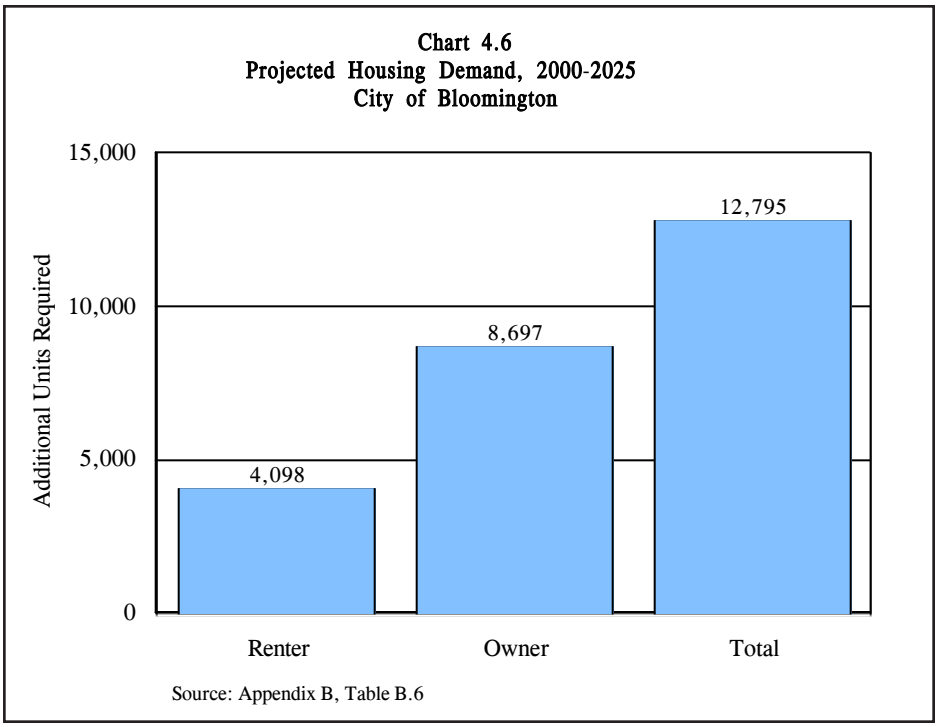
Although the City's projected growth will result in population gains for all age groups (see Appendix B, Table B.3), the relative age distribution is expected to continue to follow the national trend towards a gradual aging of the population through 2025. This trend is graphically illustrated in Chart 4.4. The proportion of adults aged 50 to 70 is projected to rise by nearly 5 percent, while a slight decline of 2.5 percent among younger adults aged 25 to 40 is expected. The ratio of younger children aged 0 to 14 is not expected to shift significantly. The young adult children of the increasing group of older adults, and the continued in-migration of older teens seeking higher education will foster some increase in the proportion of older teens. The age group projections were developed through the Cohort projection method, which estimates population change for each five-year age group based on rates of births, deaths and migration.

HOUSING DEMANDS

Forecasts of the percentage of the population expected to live in various forms of housing provide the basis for predicting future housing and land use requirements. Key to projecting future demand is estimating the numbers of people who will reside in conventional and group housing. Based on the age group projections presented earlier, it is anticipated the percentage of residents living in conventional versus group housing will increase slightly above the current level, although the population levels will increase substantially as depicted in Chart 4.5.

The proportion of those living in owner occupied housing is expected to contin-

MAP 4.1



ue to gradually increase in relation to those living in rental housing. The proportion of owner residents is expected to exceed 70 percent in the 2020's. This will equate to an increase of more than 20,000 people residing in owner occupied housing by the end of the planning period (2025). Although the corresponding proportion of the population in rental housing will decrease, the actual number of people is projected to increase by more than 7,000.

The expected reduction in the percentage of City residents living in "group quarters" will result in a more moderate increase in that population. A substantial proportion of the population living in group quarters consists of college students living in university housing; stable university enrollment will result in university-housed students accounting for a declining percentage of the total population. Other forms of group housing, both institutional and non-institutional, are projected to account for less than 1 percent of the total population.[1] Fewer than one-half of one percent of older adults are expected to reside in nursing homes, as was the case in the year 2000.

The projected increase in the City's population will generate a demand for approximately 13,000 housing units (see Chart 4.6). This projected housing demand reflects the above noted distribution of projected population in owner and renter units and group quarters, as well as an assumed vacancy rate of six percent as compared to the 2000 vacancy rate of 6.29 percent. Over two-thirds of the projected housing demand are predicted to be for owner units and nearly one-third for renter units. Thus, a healthy housing market is expected to continue in the City throughout the planning period, and especially so in the earlier part of this period.

Consistent with the projected distribution of the City's population growth, the prin-

[1] Institutional group quarters are defined by the Bureau of the Census as institutions in which people live under "formally authorized, supervised care or custody" (see Bureau of Census at http://www.census.gov), and includes correctional facilities, juvenile care facilities, certain hospital facilities and nursing homes. Non-institutional group quarters do not involve supervision or control of residents, and include college dormitories and other university-sponsored housing (including off-campus housing), group homes, emergency and transitional shelters and quarters for military personnel and members of religious orders.

cipal areas of new housing demand are projected to be around the fringe in Planning Areas 4, 7 and 8, followed by eastern Planning Areas 1 and 6. The demand for new housing in Planning Areas 2, 3 and 5, although much more limited, reflects current trends and local policies for revitalizing these predominantly built-out areas of the City. These areas include much of the downtown and surrounding neighborhoods, as well as the predominantly commercial area around the Route 9-Interstate 55 interchange.

With continued growth will come an increasing challenge to provide affordable housing for all residents of the City. Although general prosperity is expected to prevail, there will most likely be an increasing demand for low to moderate income housing. The challenge lies in not only meeting this demand in terms of number of affordable housing units provided, but also in the distribution of those units. Innovative approaches will need to be considered to avoid concentrations of lower income families and the corresponding social problems that often result. Planning efforts should focus on providing complete neighborhoods that offer a wide variety of housing choices for all income levels and age groups, and that offer convenient access to community services and amenities by a variety of transportation modes.

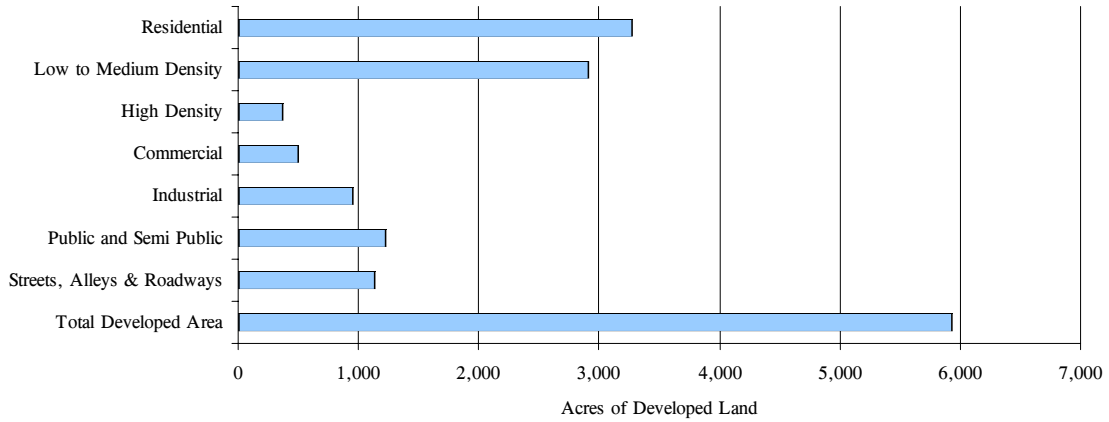
LAND USE REQUIREMENTS

The City's future growth is expected to require nearly 6,000 acres of land for development (see Chart 4.7). The largest acreage requirement will be for residential development to meet the projected housing demand. The vast majority of this will likely be new suburban development, with a relatively small, though significant, amount of infill and redevelopment. Significant amounts of commercial and industrial development are also projected, although proportionately less than residential growth as is typically the case. The demand for streets and roads will likely increase dramatically, as will the demand for public and semi-public land, including parks and recreation areas (see Chart 4.7).

The City's future land use composition is expected to become more typical of the "average city." Residential areas, especially low to medium density, are expected to comprise a somewhat higher percentage of total land use (see Chart 4.7). The proportion of commercial and industrial land is not expected to change significantly, despite substantial increases in the acreages expected to be devoted to those uses. This is also expected to be the case for streets and public and semi-public uses.

The areas of greatest land develop-

Chart 4.7
Projected Increase in Acres of Developed Land
By Land Use Category, 2003-2025
City of Bloomington



Source: Appendix B, Table B.7

ment are projected to generally coincide with the areas of greatest expected population growth, which are the fringe Planning Areas 4, 7 and 8. These areas in general also have the most land potentially available for commercial, industrial, and public and semi-public use development. The east side Planning Areas 1 and 6 have a limited amount of land available for residential development, but are projected to experience some additional growth as the remaining tracts are developed. Planning Areas 2, 3, 4 and 5 are expected to receive some infill and redevelopment activity, particularly in the downtown and surrounding neighborhoods where this trend is well underway.

TRANSPORTATION DEMANDS

The extensive land development projected for the City will create greatly increased demands on the transportation system and will present significant challenges in meeting those demands. Greater numbers of people, houses and businesses will place greater demands on the existing transportation network and create demands for new facilities and services. Following is a summary of the key demands for streets and roads and alternative transportation that will have to be addressed.

Traffic Circulation Network

The City's network of streets and roads will need to be extended, and in some cases, upgraded to meet the demands of the anticipated future growth. Although most new land use developments include the provision of streets, the City will most likely have some responsibility for extending arterials and collectors of sufficient capacities into developing areas of planned growth. Moreover, care will need to be taken to ensure that new local streets provide proper connections to the City's arterial and collector network. New local streets should provide for a sufficient number of connections to the City's existing street system and to neighboring areas of existing and potential future land use development. The City's subdivision ordinance, and when needed, the draft TND ordinance will help ensure appropriate standards for local streets are met.

Two planned projects for major arterial roads will be extremely important to the City's ability to adequately meet future transportation demands. One is the completion of Mitsubishi Motorway on the City's far west side from Route 9 to Interstate 55 at Shirley. This facility has been planned for a number of years, and right-of-way is being preserved. The other is an east side arterial roadway that

Table 4.1
Summary of Existing Library Facilities and Desirable Standards (1998-2025)
City of Bloomington

Facilities	Existing Library	MINIMUM Desired Levels for Present Population	MINIMUM Desired Levels for 2025 Population
Staffing Level	62.5	88	123
Book Collection	251,134	305,567	382,830
Periodical Collection	550	937	1,172
Total Square Footage	44,000	84,910	113,120
Customer Seating	190	213	240

Source: Bloomington Public Library, 2004; Illinois Library Association, Public Library Management Forum, Standards Review Committee, *Serving Our Public: Standards for Illinois Public Libraries*, Revised Edition, 1997.

could connect Interstate 55 on the north side of the urban area to Interstate 74 in the vicinity of Downs on the south. The 2002 *East Side Transportation Corridor Feasibility Study* confirmed a need for a major transportation facility to serve the east side of the urban area, and examined a number of alternatives. Bloomington, Normal and McLean County have each passed a resolution agreeing to continue to study this issue to determine the type and specific location for such a facility. The outcome of future study will provide an important basis for further refinements to the City's comprehensive plan.

Transit Service

An expanding urban area of predominantly low density development will make it difficult to maintain the relative extent of transit coverage within the City. Future transit service will need to continue to connect transit dependent people with workplaces, shopping, public facilities and healthcare services. Access to transportation to employment for persons with low incomes, the disabled and the elderly benefits the community as a whole. The principal challenge for the transit system is to determine the best mix of services that can be provided with limited resources. While currently funded through local, state and federal government sources, the transit system may need to consider alternate funding streams to provide for future requirements, including the creation of a transit taxing district.

Bicycle/Pedestrian Facilities

Facilities for bicycle and pedestrian transportation will need to be provided in developing areas. Future trail segments will need to connect with existing segments to form a continuous trail network throughout the City. The City's anticipated future growth provides a unique opportunity to incorporate bicycle and pedestrian transportation as a quality of life amenity in developing areas. Future development will need to accommodate the needs of bicycle and pedestrian transportation, and existing development will need to be retrofitted whenever possible.

Although the City trail system is a wonderful amenity, there are a number of development related challenges facing those who wish to use the bicycle as a mode of transportation in Bloomington. The first challenge is that modern subdivision design tends to limit the interconnection of the internal street system within neighborhoods. Limiting the interconnection of neighborhoods reduces the roadway options for those who wish to travel outside their neighborhoods. It also increases vehicular traffic and corresponding safety risks on streets that do connect neighborhoods.

The second challenge is that most commercial and many public buildings are designed for easy access by the automobile but offer few bicycle accommodations. Many are located along the major street system with limited interconnection between complexes, making them difficult to access by bicycle. The City's planned growth areas include neighborhood commercial and mixed use activity centers that would be logical destinations for bicycle and pedestrian connections. The City's requirement for sidewalks on both sides of streets in new subdivisions will also enhance pedestrian transportation.

COMMUNITY FACILITIES DEVELOPMENT

The future growth projected for the City will have major implications for expanding community facilities and services.

Public Building Needs

Public building needs will for the most part be limited to providing structures to serve expected growth areas. With the exception of relocating Fire Station No. 3 one mile to the

east as described in Chapter 2, no needs to replace existing public buildings were identified. However, there is a need for some enhancements to the existing library facilities. Library enhancements and additional fire station needs are summarized in the following paragraphs.

Additional Fire Stations

According to design criteria presented in Appendix C, fire protection capabilities will need to be expanded to meet future demands. The need for expanded services is expected to be especially great in the area of the I-55/74/Illinois Route 9 interchange (Planning Area 3), the southeast (Planning Areas 7 and 8), the southwest (Planning Area 4), and in the northeast (Planning Area 1).

Library Enhancements

Enhancements to the Bloomington Public Library that will be needed to keep pace with future growth are summarized in Table 4.1. The book collection will need to be increased by more than 130,000 over the next twenty years. The periodical collection will need to more than double. The staffing level will also need be increased by close to 50 percent. Customer seating will also need to be increased, although not as dramatically. The total square footage needed to accommodate these increases in capacity is 113,120—more than 2½ times the 44,000 square feet of the existing building. A planned expansion of the library, tobe completed sometime in 2006, will add an additional 7,500 square feet to the lower level of the current facility. The expansion of the upper level will allow the library to reconfigure 4,500 square feet of upper level space.

The need for additional library capacity, combined with the long term trend for significant growth around the City's outer edges, strongly suggests the need for one or more branch libraries, although no specific locations or a timetable have been determined. Sufficient expansion of the existing library structure to meet future needs does not appear to be practical, particularly when the location of expected future growth and the additional parking needs are considered. Branch libraries would place facilities in proximity to where growth is occurring and where it is expected to occur in the foreseeable future.

The library currently has enough computers at its main facility to satisfy a recommended library standard of at least one on-site computer for every 1,000 people the library services. Continued population growth will require more computers to be added incrementally.

On-line computer and job training programs are offered through the library in conjunction with arrangements with other information alliances and directories through library-arranged memberships. The library also offers wireless research access and is involved in a recent initiative to establish a high speed computer network that would connect local business, schools and the library as information sharing resources.

Library staff serve on the Community and Technology Committee which works toward improving computer access with local public schools. It is also a primary sponsor of the annual Students in Technology Conference held at Heartland Community College.

Park and Recreation Needs

The City's diligent efforts to acquire and develop parkland will have to continue in order to meet the adopted standard (10 acres of developed parkland per 1,000 population) for the City's projected growth for the year 2025. Based on information provided by the City's park and recreation consultant, this growth will require an additional parkland development of approximately 350 total acres for various types of parks to serve developing areas and address citywide deficiencies. There will also be a need for additional trails, greenways, boulevards and specialty facilities to

enhance aesthetics and to connect and complement the expanded system of parks. Providing the required parkland could be facilitated by continuing and expanding the level of cooperation with appropriate school districts, especially Unit 5 Schools, to select sites that can serve dual functions for schools and parkland.

Schools

Additional schools will most likely be needed to accommodate the City's projected increase in land development and population, including school age population. The actual number and types of schools needed will be affected by development demand and corresponding shorter range enrollment projections, which are normally developed by the school districts. The possible need for additional school facilities should, therefore, continue to be closely monitored and evaluated in context with the City's comprehensive plan.

Water Supply Demands

Future anticipated improvements to the City's water system include maintenance of existing water supplies, upgrades to the existing treatment facilities and extensions, upgrades and maintenance of the existing and future distribution system. With the recent expansion, the water treatment capacity should be sufficient to meet the demands of the City's projected growth. The capacities of the Lake Bloomington and Evergreen Lake supply reservoirs should also be sufficient for the foreseeable future, but may eventually need to be supplemented as the water supply demands of the City and other existing and prospective users continue to grow.

Sewer System Needs

The two treatment plants, working in tandem, will not only serve the development forecast for the year 2025, but will have the capacity to serve a much larger area. A detailed discussion of this plan is included in a report titled *Report on Long Range Plans for Wastewater Collection and Reclamation Services in the Bloomington-Normal Metropolitan Area*, prepared by Farnsworth and Wylie, P.C. in March of 1990. Consideration will also have to be given to expanding the City's Facility Planning Area (FPA) boundaries as needed in order to allow for the extension of service to areas of anticipated growth.

Stormwater Management Needs

Effective stormwater management will become increasingly important as the City continues to grow and the amount of impervious ground cover increases due to urbanization. Urban growth will potentially increase the volume of stormwater runoff and could generate contamination as well due to additional lawn chemicals, erosion from construction sites, and petro-chemical residues from streets and driveways. The City's stormwater management plan and erosion control ordinance, when adopted, will help address these issues. The likely combination of conventional measures, like storm sewers and detention/retention facilities, with more natural measures, like grass waterways and restoration and preservation of natural drainageways will also help address stormwater management needs.

Long Range Development Plan

CHAPTER 5

The long-range development plan consists of the three functional components of land use, transportation and community facilities. These components and corresponding subcomponents consider the City's present characteristics and trends, described in Chapter 2, and reflect the appropriate goals, objectives and policies outlined in Chapter 3. The long range plan is also shaped to a significant degree by the growth forecasts and implications presented in Chapter 4 and the planning and design principles contained in Appendix C.

LAND USE

The land use plan serves as a guide for future growth and development by designating general areas that are suitable for developing specified land uses based on the parameters noted above. It provides for compact future development that is contiguous to existing service areas in order to maximize resources and minimize loss of farmland and other natural resources. It also allocates considerably more land for future development than will be required for projected growth in order to maintain flexibility and avoid identifying specific tracts for development. This approach serves to provide greater locational choice for specific development proposals that are consistent with the plan's policies and intent, while reducing the potential for land speculation.

The plan strongly supports ongoing efforts to preserve, and where appropriate, revitalize the City proper through infill, redevelopment and rehabilitation. At the same time, however, it acknowledges the high demands that will exist for suburban fringe development, and presents a strategy to effectively meet those demands. Accordingly, the plan provides for growth in virtually all available directions around the City's perimeter, while accommodating the more limited growth forecast within the existing City limits (see Map 5.1).

Natural drainage at Tipton Park

Planned future land uses have been allocated in general conformance to the projected land use requirements presented in Chapter 4. The south, southeast and southwest fringe areas show the greatest amount of development for all land use types (see Map 5.1). The southwest also provides for some redevelopment, especially in the areas adjacent to the proposed downtown entertainment center and sports complex. The areas to the north and west of the airport are next. Planning Area 3 in the northwest is next due to significant planned industrial development. The central core areas of the City are last in terms of future land use development, due to very little vacant land being available. Some additional redevelopment activity is expected, however.

Following is a discussion of planned land uses by type of development.

Conservation and Recreation

Conservation and recreation areas consisting of parks and open space, which includes greenways, trails and natural areas, are essential elements of a quality urban environment. These elements have therefore been designed as a framework to guide urban growth. Appropriately sized tracts of land have been designated for conservation or recreation to serve as future parkland in areas of planned residential development (see Map 5.1).

This designation has also been given to stream valleys to form greenways that can preserve environmentally sensitive areas and provide migration routes for wildlife, as well as serve as possible corridors for trail development. Greenway boulevards are also desired along major developing streets to enhance esthetics and provide trail corridors. Greenways can also be effectively integrated into the design of residential areas to form conservation subdivisions that can provide scenic breaks from the urban landscape, while providing convenient access to active and passive forms of recreation and providing opportunities for more natural methods of stormwater management.

Major proposed greenways are graphically illustrated on Map 5.1. These include the floodplains and drainageways, tributary to Sugar Creek in Planning Areas 1 and 4, Kickapoo Creek in Planning Area 7, and Little Kickapoo Creek in Planning Areas 6 and 8. It should be emphasized that the conservation and recreation areas shown as greenways are intended to serve as the framework for developing smaller, localized greenways (not shown) as integral components of developing neighborhoods and along major streets.

Neighborhoods

The plan provides for the development of complete neighborhoods as building blocks of the community. It balances low to medium density residential development around a series of neighborhood commercial and mixed use centers containing an outer buffer of high density residential development.

Neighborhoods planned in this manner could and should offer a wide range of housing types and cots to serve all income levels and age groups, with the larger lots and higher cost housing located on the outer edges of the neighborhoods and a somewhat greater mix of incomes located toward the center. The neighborhood centers are intended to accommodate transit service and certain public and semi-public uses, such as fire stations, community centers, branch libraries, churches and schools to form activity centers that offer abundant opportunities for human interaction. Mixed uses with first floor retail and offices or apartments above are encouraged within the neighborhood centers.

Access to open space and alternative modes of transportation is a major focus of the planned neighborhoods. Each neighborhood contains planned access to conservation and/or recreation areas, which could also accommodate potential school sites. Networks of proposed greenways and trails connect the planned neighborhood centers, providing pedestrian and bicycle access from surround-

Map 5.1

Map 5.1

ing neighborhoods. Higher densities within the centers would also be more consistent with requirements for public transit service.

Not surprisingly, the areas projected to experience the greatest amount of growth are also planned for the greatest amount of new neighborhood development as illustrated on Map 5.1. Most of the new neighborhood development is planned for the southeast (Planning Areas 7 and 8) and southwest (Planning Area 4), with lesser amounts planned for the east (Planning Areas 1 and 6), and the central (Planning Area 5). No new neighborhoods are expected to develop in the north central (Planning Area 2) or northwest (Planning Area 3) parts of the City, although some redevelopment and regional commercial/industrial development, respectively, are planned for these areas.

Regional and Highway Commercial

A number of existing and developing regional and highway commercial areas of varying scales are included in the City's land use plan. These areas consist of shopping centers, "big box" retail outlets, automobile dealerships, hotels, motels, restaurants and other automobile oriented uses. The Veterans Parkway corridor which traverses four Planning Areas (see Map 5.1) is planned to remain as the principal area of regional and highway commercial activity, with some expansion and redevelopment possible. Another regional center is planned for the Route 9 West area (Planning Area 3), encompassing West Market Street westward to just beyond the present city limits (see Map 5.1). A considerable amount of development currently exists here, and there is great potential for significant expansion. A third major center is planned for the area to the immediate north and east of Central Illinois Regional Airport, north of Route 9 and along Towanda-Barnes Road. A fourth is planned just south of here, along the west side of Towanda-Barnes Road in Planning Areas 1 and 6, immediately east of the airport. The plan provides for another major regional center along the U.S. 51 South corridor where existing and expanded commercial developments are illustrated. Three smaller regional commercial centers are identified approximately one mile to the south and southwest of the airport in Planning Area 8.

Regional Industrial

A number of existing and developing regional industrial centers are also included in the land use plan. Both light and heavy industrial areas are illustrated on Map 5.1. Light industrial includes less intensive warehousing, office complexes and certain light manufacturing uses. Heavy industrial includes larger scale manufacturing, utilities, trucking, rail and similar high intensity industrial operations.

The largest regional industrial center identified in the plan encompasses the existing State Farm Office complex and nearby undeveloped land in Planning Area 8. In keeping with the character of existing development, this area is designated as light industrial. Other major areas of planned industrial expansion include the area immediately adjacent to the southeast side of the airport, and the area to the south of the airport, within the flight path and extending eastward along the railroad tracks to the Kickapoo Creek area. Most industrial development in these areas (Planning Areas 6, 7 and 8) is envisioned as light industrial. Another fairly significant area of industrial development is planned along Route 9, just to the west of the present city limits in Planning Area 3 (see Map 5.1).

Other areas identified as industrial on the land use plan generally consist of existing industrial sites, and in some cases, relatively minor expansion of existing industry. Some redevelopment of the existing industrial district located to the southwest of downtown is anticipated in response to the construction of the proposed entertainment and sports complex to be located just to the north of this area.

Map 5.2

Map 5.3

Map 5.3

Public and Semi-Public

The land use plan does not identify any significantly sized tracts of new public or semi-public uses. Although this use category is projected to increase substantially as reported in Chapter 4, much of the projected increase will be in park and recreation land, which is considered separately in the land use plan under the category of "Conservation and Recreation." The remaining portion of the projected increase in public and semi-public land is comprised of smaller individual tracts to be used for future public buildings, churches and similar uses that will be incorporated within developing neighborhoods, especially the planned neighborhood centers. The other public and semi-public land shown on the land use plan in Figure 5.1 is existing, the largest of which is the airport properties.

Lake Bloomington Area

The Lake Bloomington area would offer great potential for high end residential development if adequate safeguards were in place to protect the quality of this important source of public water supply for the City. Such measures would include developing a costly central sewer system with appropriate treatment and effluent discharge point outside the Lake Bloomington watershed. Non-point sources of pollution, such as runoff from construction sites and lawn and garden chemicals, would also have to be strictly regulated and monitored to maintain water quality levels. Until such measures are in place, development around Lake Bloomington should not be permitted. Therefore, the area around Lake Bloomington has been designated as a watershed protection area (see Map 5.1).

Because of the growth potential for this area, combined with the existing development and recreational use, the Lake Bloomington area should be included in plans to expand the Facilities Planning Area (FPA) of the Bloomington-Normal Water Reclamation District. This will help ensure proper planning is carried out to maintain the water quality of the lake. The FPA expansion should include the City owned property around the lake, which has been designated as "Proposed Pump" on Map 5.7.

Target Planning Areas

Six areas have been identified as target planning areas for more detailed planning that is beyond the scope of this comprehensive plan. Although a downtown revitalization plan was prepared several years ago for the City by the consulting firm of Camiros, and numerous downtown improvement projects have since been made in response to that plan, the cultural district project, and especially the arena project, are likely to stimulate additional development activity in neighboring areas. This activity should be consistent with the City's objectives for continued downtown and neighborhood revitalization. Both the arena site and the cultural district have been designated as target planning areas, along with the warehouse area located just south of the arena project. In addition, the railyard area and the area encompassing the former Eureka manufacturing site have also been designated as target planning areas, as has the West Side neighborhood center (see Map 5.2). The boundaries of the target planning areas can be adjusted as needed during the process of developing the target area plans.

TRANSPORTATION

The transportation plan addresses the traffic circulation network of major streets, as well as alternative modes of transportation, which include the public transit system and bicycle/pedestrian transportation.

Major Streets

The plan for major streets provides for the extension of the City's network of arterial

and collector streets into planned growth areas as illustrated on Map 5.3. This includes the maintenance or upgrading of the City's existing major streets (see Chapter 2) and the construction of new major streets as appropriate. Major new construction includes the southward extension of Mitsubishi Motorway on the City's far west side; the southward extension of Hershey Road; a connection between Towanda-Barnes Road and Interstate 74; the eastward extensions of Fort Jesse Road, G. E. Road, Oakland Avenue and Ireland Grove Road; and a number of new streets to serve planned growth areas to the east, southeast and west of the present city limits as shown on Map 5.3.

The City, the Town of Normal and McLean County have adopted a joint resolution in support of the further study of the long-range transportation needs on the east and south sides of the urbanized area. Consistent with this resolution and the need to properly plan for development on the City's east side, a revised highway study has been illustrated in the comprehensive plan (see Maps 5.3 and 5.4). The revised corridor is 2,500 feet wide on the City's east side and incorporates the most recently recommended alternatives, while avoiding currently known major development proposals. Development within this corridor should be restricted until further study identifies the actual highway alignment within this broader corridor. Further study of a major new east side transportation facility should consider the planned street and land use developments identified in the comprehensive plan, along with all the alignment alternatives. Once the study is completed and an alignment is determined, the City's comprehensive plan should be updated or amended to illustrate appropriate land use, realignments of proposed major impacted streets, and the possible relocation of other proposed public facilities that could be affected.

It is anticipated the refinement of the highway study area to the south and west of Interstate 74, along with the roadway study currently underway by the Village of Downs, will be considered in the next stage of study, which may be conducted by the Illinois Department of Transportation (IDOT). Existing and potential highway connections in these areas will be important considerations when the IDOT highway study for the east and south sides of the urban area is undertaken. These areas are not specifically addressed in this comprehensive plan, because both are located beyond the City's 20-year projected growth area and are outside the City's planning jurisdiction. Funds to continue the highway study for the areas east and south of the present city limits have been applied for by the McLean County Highway Department and have been earmarked in the recently enacted Highway Transportation Bill.

In recognition of the joint resolution for further study, the Bloomington Planning Commission passed a motion specifically acknowledging that resolution, noting the Bloomington Planning Commission adopts no posture on restrictions or moratoriums, acknowledging the significant impact of the project on the community, and noting that the Bloomington Planning Commission eagerly awaits the results of the upcoming study and will review the issue as soon as possible.

Transit System

In 2003, the Bloomington-Normal Public Transit System completed a Transportation Needs Assessment Study, which provided a basis for the development of five-to-ten year system enhancement goals and strategies. Implementation of some of the study's recommendations commenced in 2003 with the creation of a new route to serve the far west side, and the expansion of fixed route service into the evening hours. The Board of Trustees of B-NPTS has assessed the study recommendations, and concluded that additional service enhancements will be needed and feasible over the next seven to nine years. These include further expansion of the fixed route vehicle fleet, route realignments, greater frequency of service on certain routes, late

Map 5.4

Map 5.4

evening service and eventual Sunday service.

As Bloomington grows, it would be desirable to extend transit service into new areas likely to promote strong transit utilization. These include areas with concentrations of people likely to be transit-dependent, such as those with lower incomes, with impaired mobility. Areas with high student populations are also important sources of transit riders. Also included are concentrations of employment, shopping, healthcare service providers, public facilities and services, and other modes of transportation. Areas of existing and planned future development for which transit service is desirable include neighborhood centers and activity nodes, secondary schools, colleges and universities, areas of concentrated multi-family housing, and future employment centers.

Bicycle and Pedestrian Facilities

The plan for bicycle and pedestrian facilities was coordinated with the planning work being done on behalf of the City by the consulting firm of Thompson Dyke and Associates in updating the City's Comprehensive Parks and Recreation Plan. The bicycle and pedestrian plan expands the Constitution Trail system to provide connections to planned neighborhood activity centers, parks and other destinations throughout the urban area and McLean County. These planned trail expansions are consistent with the City's goals, objectives and policies outlined in the *Bloomington-Normal Bicycle-Pedestrian Plan* and the *McLean County Regional Greenways Plan*, both adopted in 1997. Planned future trail development is graphically illustrated on Map 5.4.

COMMUNITY FACILITIES

The plan for future community facilities is presented on the following pages and graphically illustrated on Map 5.5. Facilities addressed include public buildings, park and recreation facilities, schools, water and sewer systems, and storm water management.

Public Buildings

The need for new public buildings will most likely be limited to developing areas of the City, as no additional replacements of existing public buildings are anticipated during the planning period. Future public buildings should be attractively designed, adequately sized, and efficiently located to meet present and future needs of neighborhoods and the community. New public buildings should be located in designated public and semi-public use areas in developing neighborhoods whenever possible.

Fire Stations

The City should closely monitor the needs for additional fire protection facilities to serve developing areas and provide facilities as needed in designated public use areas. Fire protection capabilities in the southeast Bloomington area are enhanced by the new station at the corner of Mercer Avenue and Hamilton Road. However, the plan identifies a proposed new fire station on Six Points Road on the City's far west side, and in the vicinity of the intersection of Ireland Grove and Towanda-Barnes Roads to serve these projected high growth areas. Other planned public use areas in these vicinities would most likely be acceptable locations as well, pending further study, and would serve to strengthen planned neighborhood activity centers. The City should also explore the need for additional fire stations as the City continues to grow.

Library Facilities

In addition to implementing the needed enhancements to the existing downtown facilities discussed in Chapter 4, consideration should be given to developing one or more

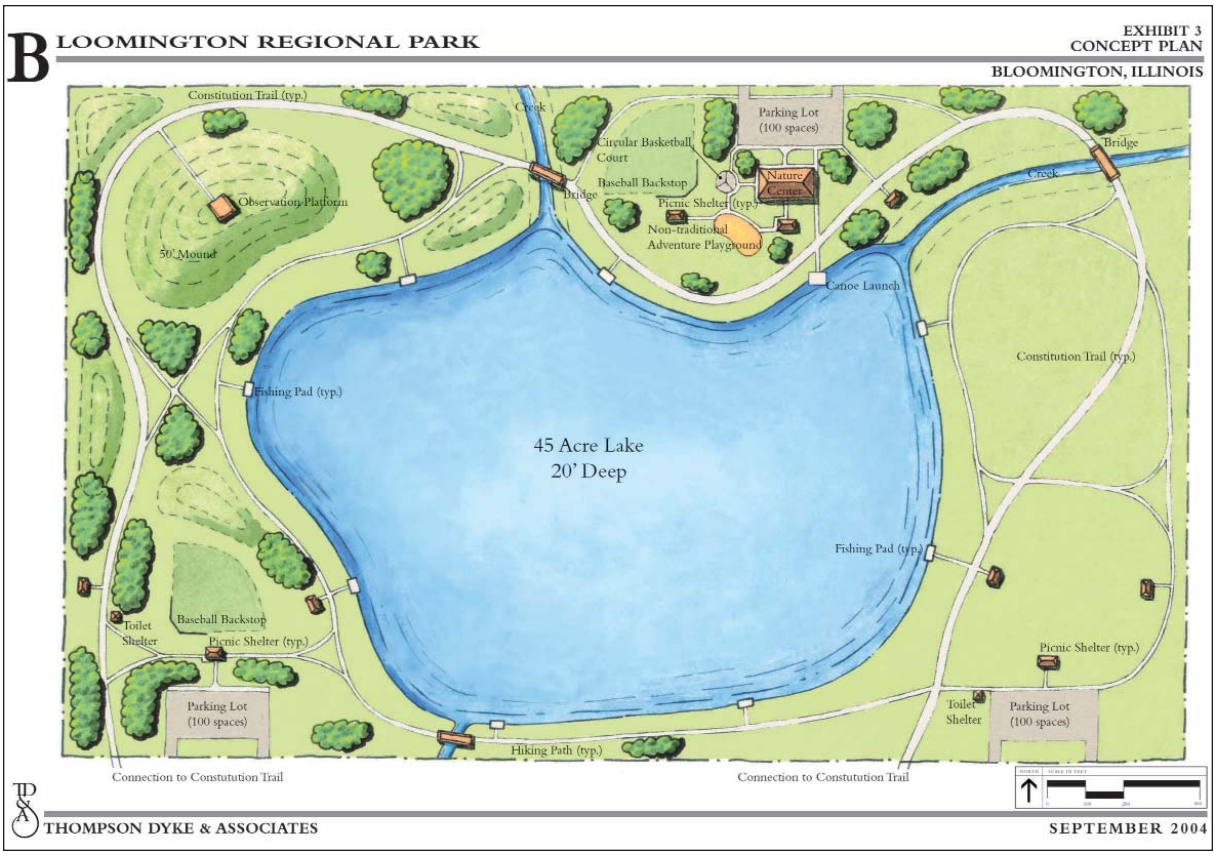


Exhibit 5.1

branch libraries to improve library access to existing and expected future developed areas. Although the plan map does not identify potential future branch locations, initial consideration should be given to developing a branch library to serve the eastside, since this is where most of the City's growth has occurred in the past and the most people would receive immediate benefit. However, consideration should also be given to developing branch facilities to serve other developing neighborhoods, particularly on the southeast and southwest sides where significant future growth is anticipated.

Parks and Recreation

The plan for parks and recreation is graphically illustrated on Map 5.5. This plan includes the proposed facilities developed in cooperation with the City's consultant and staff as well as other facilities proposed in the City's 1998 Comprehensive Plan, and the additional parks that have been developed since. The plan identifies a system of parks and interconnecting trails and greenways intended to provide convenient access in developing areas and meet citywide standards for parks and open space.

The consultant's update plan goes into considerable detail in describing the characteristics and facilities of proposed parks and trails, including conceptual designs. Proposed parks include a regional park with a lake (see Exhibit 5.1), a community park, and a series of neighborhood parks. It also recommends developing a series of scenic boulevards along major entryways to the City that could serve as corridors for trail development. The East Side Plan Update for parks concludes with a plan to finance the proposed facilities for consideration in the City's budgeting process.

Map 5.5

Map 5.5

Map 5.6

Map 5.6

Map 5.7

Map 5.7

Schools

School planning should be coordinated with the City to effectively meet educational needs and support the growth and development policies of the City. Sites for new schools should be limited to locations within the planned growth areas identified in the City's Comprehensive Plan. Future schools should also be developed in conjunction with proposed parks whenever feasible (see Map 5.5). Moreover, schools should be designed on the basis of the most up-to-date design standards and criteria that encourage walking and bicycling.

Water System

The plan for the City's water system is comprised of three basic components. The first is to maximize the use of existing supplies and facilities by continuing the City's current water conservation practices, and maintaining and upgrading existing system components as needs dictate. The second is to extend service to developing areas in accordance with the land use plan as illustrated on Map 5.6. The third is to continue to cooperate with area governments in developing and carrying out a financial plan for the regional water system as described in the following paragraphs.

During the 1988 - 1990 drought, a regional committee including representation from McLean County, the City of Bloomington and the Town of Normal was formed to study the feasibility of formulating a regional water system to benefit west central McLean County communities. A report entitled Report on Feasibility of Establishing a Regional Water Supply for Central Illinois was prepared by Farnsworth and Wylie, P. C. for McLean County, the City of Bloomington and the Town of Normal, and was submitted to these units of local government in April of 1990. This report concentrates on the need for a regional water system to accommodate the demand for public water by the year 2040.

The major findings and recommendations of this report include:

(1) conducting a search for an expanded water supply in the Mahomet - Sankoty Sand Aquifer located in western McLean County and eastern Tazewell County;

(2) developing a regional system to supply treated water to each participating municipality; and

(3) phasing the development of the regional system to meet the needs and financial resources of the participants.

The suggested phasing of the system as outlined in the report is described below:

Phase I - consolidate the existing water systems in Bloomington and Normal to serve the existing customers. This phase should be started within 3-5 years.

Phase II - extend water service to Danvers, Carlock, Stanford, Mackinaw, Hopedale, Minier and the remainder of the Bloomington Township Public Water District Service Area such as in Crestwicke and Downs. This phase could include the construction of a raw water line from the expanded west well field to the Normal water treatment plant.

Phase III - This phase could include the construction of a new water treatment plant near the west well field, addition of new wells, construction of new raw water lines to the new treatment plant and conversion of the existing raw water line (constructed in phase II) to carry treated water to the urban area distribution system.

Phase IV - When the population base is sufficient, construct new mains to service McLean, Gridley, Chenoa, LeRoy, El Paso, Meadows, Lexington and Heyworth. New wells will also need to be developed.

The report also recommends that if water consumption continues to grow beyond

the capacity of the lakes, then the system should consider construction of a pipeline to the Illinois River to expand the water supply.

The three affected units of local government have continued this important planning process by funding detailed studies of this proposed system. The development of this regional system requires large capital expenditures, and every effort should be made to maximize the use of existing facilities by modifying the demand through water use conservation and by extending the life of existing supplies.

The participating units of local government have continued this planning process through appointing the Farnsworth Group to complete detailed studies designed to assess the capabilities of existing municipal water systems and to determine the improvements that will be needed to serve these communities to the year 2040. The next step in the process is to develop a financial plan to implement the findings and recommendations of the study.

Sewer System

The plan for meeting the City's future sewer system needs entails maintaining the existing collection system and pump stations, and extending service to developing areas in accordance with the land use plan as illustrated on Map 5.7. The City will also need to coordinate with the Bloomington-Normal Water Reclamation District (BNWRD) in completing an application to the Illinois Environmental Protection Agency to expand the City's Facility Planning Area (FPA) boundaries in order to allow for the extension of sewer service into planned growth areas. Toward this end, the City is an active participant on a committee formed by BNWRD for the purpose of gathering input from a wide range of community interests in studying the need to expand the City's FPA boundaries. The findings of this committee will be incorporated into the FPA expansion application.

Stormwater Management

The City's recently adopted stormwater management plan and the erosion control ordinance, currently under consideration by City staff, will be important tools for managing stormwater runoff as the City continues to grow. Implementation and enforcement should result in significant progress on this important issue. Implementation of the planned conservation areas identified in this plan would provide another important stormwater management tool by limiting impervious cover and offering options for innovative runoff control. The City is currently considering whether to revise the City Code to require developers to provide riparian buffer strips.

Implementation

CHAPTER 6

This comprehensive plan addresses the problem of predicting and sensibly accommodating the growth of Bloomington over the next 20 years. 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 provide a community profile of existing conditions and trends. This profile is used to identify local issues and develop goals, objectives and policies to address those community issues. The study has also formulated long range development plans for land use, transportation and community facilities to meet the demands of predicted growth consistent with stated policies. This chapter identifies methods and responsibilities for carrying out the plan, and concludes with an implementation strategy outlining specific actions that will be necessary to accomplish this.

METHODS OF IMPLEMENTATION

There are a number of methods available to aid local governments in the implementation of the comprehensive plan. These methods include 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, along with the specific applicability to the City of Bloomington. These methods are summarized on Exhibit 6.1.

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 Bloomington currently has a zoning ordinance. The existing zoning ordinance

Sugar Creek

Exhibit 6.1
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 is high.
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 developing areas of the City.
Intergovernmental Coordination	Improvement programs and land development proposals should be reviewed for consistency with the Comprehensive Plan. When possible, land development proposals should complement plans of neighboring communities and townships, government taxing bodies, the Illinois Department of Transportation and the Illinois Commerce Commission. This helps ensure order and mutual compatibility and efficiency in resource allocations.
Programs for Public Understanding and Support	
Planning Publicity Programs	Publicize elements of the plan.
Progress Reports	Yearly reports outlining what improvements have been made and are scheduled to be made according to the plan.
Summary Report	Preparation and community-wide distribution of summary reports outlining the important parts of the plan.
Planning Tools	
Target Area Plans	Target area plans identify areas for more detailed planning and capital improvement programming.

Map 6.1

Map 6.1

should 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 development. A comprehensive review and update of the City's subdivision ordinance was completed in conjunction with similar updates of the the Town of Normal and McLean County ordinances to help ensure requirements are as consistent as possible among the three jurisdictions. Moreover, the subdivision ordinances continue to be monitored with recommendations for enhancements made by a joint intergovernmental development committee consisting of planning and engineering staff of the three jurisdictions and the McLean County Regional Planning Commission.

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 International Building Code (IBC) 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 public improvement projects identified in the comprehensive plan (see Map 6.1).

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 ranging from 6 to 20 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 capital improvements program should identify projects, along with costs, that 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 a likely source of funding for developing the City's park and trail system as well as other community facility improvements. Although there is usually stiff competition, these potential resources should be investigated and applications submitted as appropriate.

Tax increment financing is another financial tool. 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 greatly from the use of this financial tool. Caution should 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 continue to 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 should relate its proposals and improvement programs to those of other governmental agencies such as the Town of Normal, school districts, the townships, 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 that 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.

The City actively promotes public understanding and support of the plan and the planning process through a variety of methods. An Executive Summary pamphlet has been prepared as part of this planning process for distribution by the City. Annual reports on implementation progress are made by McLean County Regional Planning Commission. Major updates of the plan are done on five-year intervals.

Target Area Plans

Target area plans identify priority subject areas and/or geographic areas that are in need of more detailed planning and capital improvement programming. Target area plans serve to encourage the implementation of related projects in support of adopted policies.

Six target area plans have been identified for the City of Bloomington. The arena site and adjacent areas have been identified as a target planning area in the long-range development plan for land use (see Map 5.2). The adjacent warehouse area and the cultural district have also been designated as such and are intended to serve as anchors to help stimulate revitalization of the entire area. Designs have been developed for the Cultural District's Festival Park, and the arena project is well underway. Plans for redeveloping surrounding areas are expected to continue under the direction of the City's Department of Planning and Code Enforcement. Other target planning areas identified on Map 5.2 consist of the areas encompassing: 1) the former Eureka manufacturing site, 2) the railyard site, and 3) the West Side neighborhood center.

In addition to the target area plans identified on Map 5.2, detailed plans and conceptual site designs have been prepared on behalf of the City's Parks and Recreation Department as part of the Comprehensive Parks Plan Update for the East Side. These plans include conceptual designs for specific

recreation facilities in support of the plans stated objectives. Exhibit 6.2 is one example of the conceptual park designs included. The plans also include conceptual designs for interconnecting trail development, and for greenway boulevards along the City's major entryways on the east side. A financial plan is also included.

The development of target area plans should be a continuing part of the City's planning process. Plans currently underway should be completed, and related projects should be considered for inclusion in the capital improvement programs. The identification of the need for future target area plans should be a consideration in the annual review and progress report on the implementation of this comprehensive 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. Upon 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 devel-

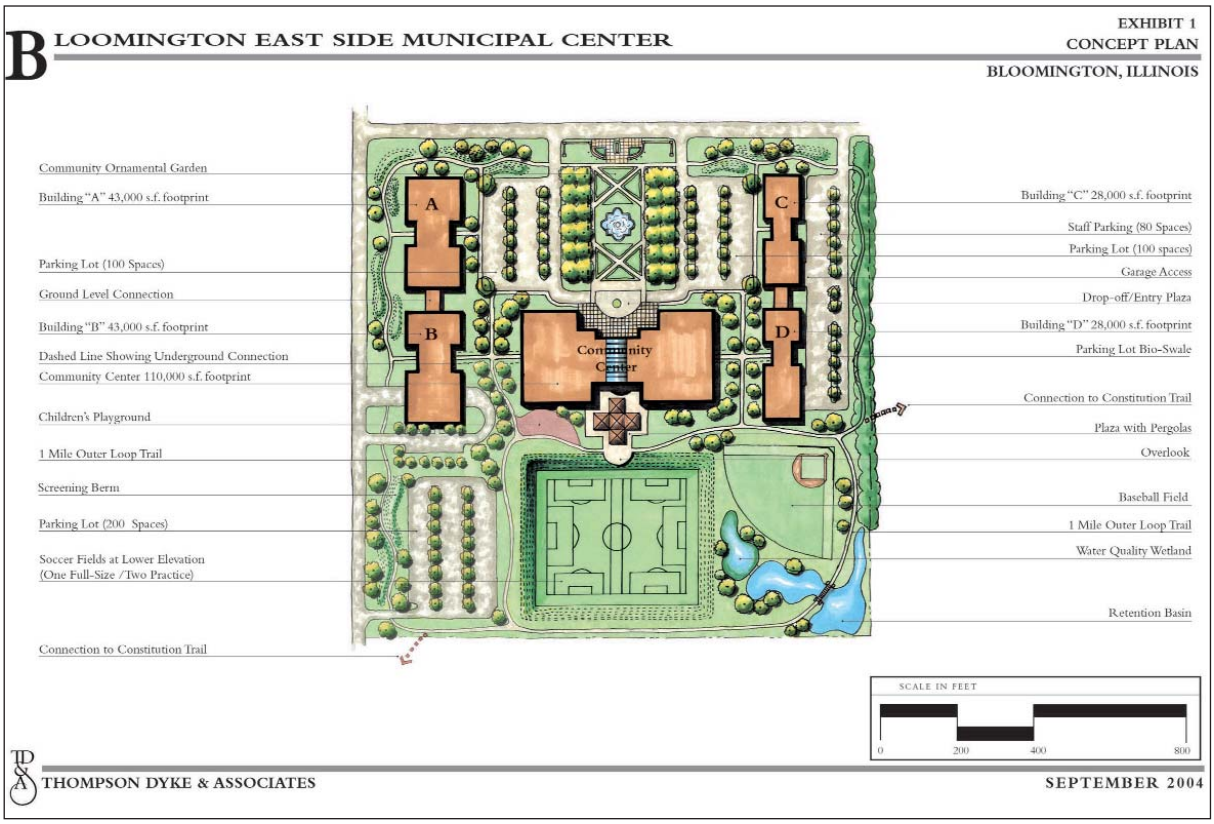


Exhibit 6.2

oped, refined and approved, the City Council should initiate the improvements specified therein beginning with the top priorities. The implementation program will proceed with the enactment or revision of regulatory measures as appropriate.

Planning Commission

The Municipal Planning Commission can serve as the community action coordinator and sometimes participates in the development of the comprehensive plan, regulatory measures and special projects. In addition, the planning commission normally makes recommendations to the municipal government concerning each of these matters and obtains public input through the scheduling of appropriate public hearings.

A basic responsibility is participating in the review of the comprehensive plan, as all other actions and programs of the City to guide future development should be based upon the comprehensive plan. The planning commission should therefore schedule public hearings to receive and consider the recommendations of private citizen groups before recommending the plan for adoption.

Once the plan is adopted, the planning commission has a number of other important responsibilities. It is responsible for reviewing development projects for consistency with the comprehensive plan. In addition, the planning commission is also often responsible for undertaking special projects and studies referred to the commission by the City Council. The planning commission may assume these responsibilities and more, since each action must be supplemented by a continuous process of review, update and revision. In the case of the Bloomington Planning Commission, it may be necessary to delegate some of these responsibilities to other bodies due to the work load involved with the development reviews performed by the planning commission.

Private Citizen Groups

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

Main Street

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.

IMPLEMENTATION STRATEGY

This chapter has described the methods and responsibilities for implementation and now concludes the comprehensive plan report with an identification of the actions designed to assist in carrying out the plan. These actions constitute the implementation strategy and are outlined below in the approximate sequence needed to facilitate the plans orderly implementation.

- Bloomington City Planning Commission should complete the public hearing process which has included six public hearings and numerous other public meetings to consider citizen input.
- McLean County Regional Planning Commission in cooperation with the Bloomington Planning Commission should consider the public comments received and revise the preliminary plan as appropriate and as agreed to by the Bloomington City Planning Commission and Development Committee.
- Bloomington City Planning Commission should recommend the revised preliminary comprehensive Plan for adoption by the Bloomington City Council.
- Bloomington City Council should review and adopt the comprehensive plan, including the East Side Amendment to the 1997 Parks and Recreation Comprehensive Plan, as an official statement of community development policies.
- Plans for the identified target areas should be formulated or completed.
- A capital improvements program that incorporates costs, funding sources and timelines to implement target area plans and other projects consistent with the comprehensive plan should be developed.
- The cost of providing planned improvements should be linked to those who benefit, and the funding of improvements should be structured accordingly.
- Provide infrastructure improvements in support of development projects that are approved for annexation to the City in accordance with the comprehensive plan and capital improvements program.
- Consider the use of incentives to encourage development projects that strongly support the goals, objectives and policies outlined in the comprehensive plan.
- Improvements should be initiated in conformance with the comprehensive plan and capital improvements program.
- Zoning and subdivision regulations should be reviewed and revised as needed to help ensure consistency with neighboring jurisdictions and current concepts in planning, design and development.
- Additional development regulations should be adopted as appropriate to provide improved guidance and a stronger legal basis for directing the City's future development. Examples of such regulations recently adopted or under consideration include storm water management, erosion and sedimentation control, traditional neighborhood development (TND), and access management.
- The need for additional target area planning should be identified and appropriate planning carried out in conformance with the comprehensive plan.
- Develop a policies guide that prioritizes identified policies for initial consideration and action.
- Annual progress reports on the implementation of policies and projects, including target area plans, in support of the comprehensive plan should be prepared.
- Annual policy reviews should be done by the Bloomington Planning Commission to determine any needed revisions and to enhance the usefulness of the policies in guiding development related decisions.

- The City should update and reprint the comprehensive plan on a five-year basis in order to keep the plan current and relevant.

Appendix A

DATA SUPPLEMENT FOR CHAPTER 2

TABLE A.1
Change in Labor Force Status, 1980-2000
City of Bloomington

	1980	1990	2000
Total Persons Age 16 and Over	34,976	40,508	50,528
Total in Labor Force	23,722	29,210	37,337
Percent in labor force	67.8%	72.1%	73.9%
Armed Forces	0	7	6
Civilian Labor Force	23,722	29,203	37,331
employed	22,485	28,115	35,871
unemployed	1,237	1,088	1,460
percent unemployed	5.2%	3.7%	3.9%
Not in Labor Force	11,254	11,298	13,191

Source: 1990 Census and Census 2000, Table P43. Sex by Employment Status for the Population 16 Years and Over

Table A.2
1999 Income in Dollars for Bloomington and Selected Places

	Median Income		Per Capita	% of Persons Below Poverty Level	
	Household	Family*	Income	All Ages	65+
Bloomington	$46,496	$61,093	$24,751	7.8	5.8
Normal	$40,379	$60,644	$17,775	19.3	3.9
Champaign	$32,795	$52,628	$18,664	22.1	5.6
Urbana	$27,819	$42,655	$15,969	27.3	7.2
Peoria	$36,397	$46,882	$20,512	18.8	8.6
Decatur	$33,111	$42,379	$19,009	16.5	9.0
Springfield	$39,388	$51,298	$23,324	11.7	7.7
McLean County	$47,021	$61,073	$22,227	9.7	5.0
Illinois	$46,590	$55,545	$23,104	10.7	8.3

*Two or more related individuals residing within a household.

Source: 2000 Census Table DP-3 Profile of Selected Economic Characteristics: 2000

Table A.3
CHANGE IN SALES TAX RETURNS (STATE SHARE)
City of Bloomington and Selected Places, 2000 - 2002 (in thousands of dollars)

City and Year	Number of Taxpayers	Total Receipts	General Merchandise	Food	Drinking and Eating Places	Apparel	Furniture & H.H. & Radio	Lumber, Bldg, Hardware	Automotive & Filling Stations	Drugs & Misc. Retail	Agriculture & All Others	Manufacturers
Bloomington												
2002	2,126	51,585	6,529	2,850	6,437	2,294	4,304	4,140	13,489	5,423	5,495	626
2001	2,137	52,826	6,130	2,474	6,328	2,438	6,435	2,516	14,526	4,844	6,113	1,021
2000	2,073	48,778	5,009	1,926	6,975	2,264	5,371	2,423	12,183	4,896	5,931	1,800
% Change	2.6%	5.8%	30.3%	48.0%	-7.7%	1.3%	-19.9%	70.9%	10.7%	10.8%	-7.4%	-65.2%
Normal												
2002	898	22,364	5,367	1,714	3,013	532	1,095	2,538	4,193	2,455	1,177	277
2001	904	22,316	5,408	1,537	2,994	532	1,103	2,513	4,357	2,380	1,154	338
2000	919	21,757	5,146	1,097	2,609	678	1,158	2,505	4,105	2,062	2,116	282
% Change	-2.3%	2.8%	4.3%	56.2%	15.5%	-21.5%	-5.4%	1.3%	2.1%	19.1%	-44.4%	-1.8%
Champaign												
2002	1,999	54,990	10,212	3,683	7,224	3,250	5,216	4,529	7,904	6,077	6,474	421
2001	1,995	54,095	10,297	3,453	7,082	2,873	5,095	4,402	8,351	5,989	5,956	597
2000	2,039	52,845	9,774	2,902	7,732	2,761	5,203	4,368	823	5,840	5,447	586
% Change	-2.0%	4.1%	4.5%	26.9%	-6.6%	17.7%	0.2%	3.7%	860.4%	4.1%	18.9%	-28.2%
Urbana												
2002	773	11,971	640	1,257	2,086	219	348	276	4,010	1,383	1,642	108
2001	776	11,995	817	1,008	2,158	215	381	256	4,005	1,239	1,655	260
2000	776	11,237	538	836	2,397	212	320	300	3,650	1,037	1,559	389
% Change	-0.4%	6.5%	19.0%	50.4%	-13.0%	3.3%	8.7%	-8.0%	9.9%	33.4%	5.3%	-72.2%
Decatur												
2002	2,047	40,118	7,307	1,645	4,831	408	2,086	1,194	13,148	3,587	4,721	1,191
2001	2,018	40,463	7,149	1,722	4,650	431	2,372	1,218	13,251	3,466	4,822	1,380
2000	2,062	38,983	6,899	1,707	4,599	430	2,019	1,288	11,814	3,544	5,068	1,614
% Change	-0.7%	2.9%	5.9%	-3.6%	5.0%	-5.1%	3.3%	-7.3%	11.3%	1.2%	-6.8%	-26.2%
Peoria												
2002	3,267	76,934	14,337	3,576	8,971	3,079	6,944	5,259	17,346	8,495	7,700	1,226
2001	3,232	79,439	14,402	3,133	8,858	3,065	7,595	5,681	17,892	8,585	8,996	1,231
2000	3,281	78,686	12,854	2,957	9,720	3,178	8,041	5,519	16,317	8,738	9,766	1,296
% Change	-0.4%	-2.2%	11.5%	20.9%	-7.7%	-3.1%	-13.6%	-4.7%	6.3%	-2.8%	-21.2%	-5.4%
Springfield												
2002	4,118	90,314	16,996	5,139	11,072	3,274	5,970	6,615	20,593	8,995	10,539	1,122
2001	4,090	85,840	15,705	5,257	10,586	3,337	5,927	6,188	20,997	8,753	7,968	1,122
2000	4,204	83,076	14,329	4,303	11,140	3,449	6,196	7,182	18,214	8,911	8,162	1,190
% Change	-2.0%	8.7%	18.6%	19.4%	-0.6%	-5.1%	-3.6%	-7.9%	13.1%	0.9%	29.1%	-5.7%

Source: Illinois Department of Revenue

TABLE A.4
Population Growth: 1970-2000
City of Bloomington

	Total Population	Change	Mean Absolute Change/Year	Mean Percentage Change/Year
1970	39,992	---	---	---
1980	44,189	4,197	420	1.0
1990	51,972	7,783	778	1.8
2000	64,808	12,836	1,283	2.5

Source: US Bureau of Census

Table A.5
Change in Age and Gender Composition, 1970-2000
City of Bloomington

FEMALE	Year	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total
by age	1970	1,552	1,676	1,760	2,176	2,472	1,404	1,056	900	1,036	1,096	1,040	1,080	1,060	888	824	748	396	296	21,460
	2000	2,344	2,353	2,081	2,288	3,107	2,747	2,606	2,758	2,672	2,355	1,893	1,261	946	934	912	860	636	642	33,395
MALE	Year	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total
by age	1970	1,664	1,808	1,740	1,724	2,140	1,400	992	928	944	956	864	876	776	624	444	328	216	132	18,556
	2000	2,430	2,364	2,204	2,262	2,827	2,836	2,693	2,731	2,530	2,216	1,831	1,170	865	707	672	511	318	246	31,413

Source: McLean County Regional Planning Commission

TABLE A.6
Educational Attainment in the City of Bloomington and Selected Places, 2000
(Percent of population 25 Years and Over)

Level of Attainment	Bloomington	Normal	Peoria	Champaign	Urbana	Decatur
Less than 9th grade	3.2	2.3	6.2	3.0	3.6	4.9
High school graduate or higher	89.8	93.9	82.8	91.6	90.8	80.8
Bachelor's Degree or higher	39.7	42.4	28.0	44.3	53.5	17.0

Source: Census 2000 Table GCT-P11 Language, School Enrollment & Educational Attainment

TABLE A.7
Change in Occupied Households
City of Bloomington

Type of Occupied Unit (Tenure)	1990				2000			
	Population in Units	Occupied Units		Average Persons Per Unit	Population in Units	Occupied Units		Average Persons Per Unit
		Total	Percent			Total	Percent	
Owner	32,695	12,545	20.8	2.61	45,331	16,942	35.0	2.68
Renter	16,999	8,956	14.5	1.90	17,264	9,785	9.3	1.76
Total	49,694	21,480	18.1	2.31	62,595	26,727	24.4	2.34**

* The average number of persons per occupied unit in the City in 1980 was 2.65 for owner, 1.88 for renter and 2.32 for total units.
** The average number of persons per occupied unit statewide in 2000 was 2.63.

Source: McLean County Regional Planning Commission; 2000 Census, Table H7 Tenure; Table H15 Total Population in Occupied Housing Units by Tenure; Table H18 Average Household Size of Occupied Housing Units by Tenure

Table A.8
Summary of Existing Land Use Data
City of Bloomington

Land Use Category	Number of Acres	Percent of Total Area	Percent of Developed Area	Acres of Developed Land Per 100 Persons	
				City of Bloomington[1]	Average City[2]
Total Residential	5,009	31.2	33.7	7.4	9.9
a. Low to Medium Density	4,242	26.4	28.6	6.3	9.6
b. High Density	767	4.8	5.2	1.1	0.3
Commercial	2,629	16.4	17.7	3.9	1.2
Industrial	1,249	7.8	8.4	1.8	1.6
Public & Semi-Public (including parks)	2,776	17.3	18.7	4.1	4.6
Streets, Alleys & Railroads	3,193	19.9	21.5	4.7	4.8
Total Developed Area	14,856	92.4	100.0	21.8	22.1
Vacant or Agricultural	1,223	7.6			
Total Area	16,079	100.0			

[1]Based on an estimated 2003 population of 68,100
[2]Average derived from data compiled for comprehensive plans prepared between 1970 and 2003 for midwestern cities

Source: City of Bloomington Township Assessor's office database for year 2003

Table A.9
Inventory of Existing Park Facilities by Planning Area
City of Bloomington

Park Name	Type	Acres	Miles	Shelter	Indoor Rec Facility	Baseball Softball	Football Soccer	Basketball	Volleyball	Tennis Courts	Play Equipment	Swim Pool Spray Grd.
NPA #1												
Clearwater	NP	12.5	0.5	1	0	1	2	3	2	0	1	0
Eagle Crest	MP	6		1	0	1	0	3	0	0	1	0
Northpointe	CP	20		2	1	1	2	3	0	0	1	0
Stevenson	NP	9.6		1	1	1	0	2	0	3	1	0
Suburban East	NP	3.2		1	0	1	1	2	0	0	1	0
Tipton	CP	50	2	3	0	2	1	3	0	0	2	1
McGraw	CP	30	0.5	1	0	0	1	0	0	0	1	1
Walt Bittner	NP	7.5	0.25	1	0	1	1	3	0	0	1	0
Constitution Trail	T		2.2	0	0	0	0	0	0	0	0	0
Totals		**138.8**	**5.45**	**11**	**2**	**8**	**8**	**19**	**2**	**3**	**9**	**2**
NPA #2												
Atwood Wayside	SP	0.1		1	0	0	0	0	0	0	0	0
Bloomington H. S. Tennis	SP	1		0	0	0	0	0	0	8	0	0
Dawes Place	OP	0.1		1	0	0	0	0	0	0	0	0
Ewing I	CP	6.2		1	0	0	0	0	0	0	1	0
Ewing II	CP	10.3		1	0	2	1	0	0	0	1	0
Ewing III	CP	25.6		0	0	0	1	0	0	0	0	0
Fell	MP	0.9		1	0	0	0	1	0	0	1	0
Franklin	NP	4.8		0	0	0	0	0	0	0	1	0
Withers	OP	0.5		0	0	0	0	0	0	0	0	0
Constitution Trail	T		1.1	0	0	0	0	0	0	0	0	0
Totals		**49.5**	**1.1**	**5**	**0**	**2**	**2**	**1**	**0**	**8**	**4**	**0**
NPA #3												
Evergreen	MP	1		0	0	0	0	0	0	0	1	0
O'Neil	CP	18.7		1	0	3	1	4	0	3	1	1
Friendship	MP	0.2		0	0	0	0	0	0	0	1	0
White Oak Park	CP	75.4	1	2	1	1	1	0	0	0	1	0
Constitution Trail	T		2	1	0	0	0	0	0	0	0	0
Totals		**95.3**	**3**	**4**	**1**	**4**	**2**	**4**	**0**	**3**	**4**	**1**
NPA #4												
Buck Mann	MP	0.9		0	0	1	0	2	0	0	1	0
The Den @ Fox Creek G.C.	GC	200		0	0	0	0	0	0	0	0	0
Forest	CP	20.2		5	0	0	0	0	0	0	1	0
Alton Depot	OP	0.3		1	0	0	0	0	0	0	1	0
Highland G.C.	GC	110		0	0	0	0	0	0	0	0	0
Lincoln Leisure Center	CP	0.5		0	1	0	0	2	1	0	0	0
Miller	CP	67.6		1	1	2	0	0	1	3	1	0
P.J. Irvin	NP	16		1	0	0	1	0	0	0	1	0
Pepperridge	CP	31		1	1	2	1	3	0	0	1	0
Prairie Vista G.C.	GC	158		0	0	0	0	0	0	0	0	0
Sale Barn Soccer Fields	SP	5		0	0	0	2	0	0	0	0	0
Sunnyside	NP	2.1		0	0	1	1	4	0	0	1	0
Westwood(undeveloped)	MP	2		0	0	0	0	0	0	0	0	0
Sugar Creek (undeveloped)	CP	75		0	0	0	0	0	0	0	0	0
Constitution Trail	T		4	1								
Totals		**688.6**	**4**	**10**	**3**	**6**	**5**	**11**	**2**	**3**	**7**	**0**
NPA #5												
Angler's Lake Nature Preserve	SP	11		0	0	0	0	0	0	0	0	0
Emerson	MP	2.4		0	0	0	0	0	0	0	1	0
Holiday	NP	13.1		2	0	0	0	0	1	0	1	1
Lincoln Oak	OP	0.1		0	0	0	0	0	0	0	0	0
Maria Litta	MP	0.2		1	0	0	0	0	0	0	1	0
Oakland School/Park	NP	15		0	1	2	0	3	0	0	1	0
R.T Dunn Fields	SP	5		0	0	2	1	0	0	0	0	0
Constitution Trail	T		1.7									
Totals		**46.8**	**1.7**	**3**	**1**	**4**	**1**	**3**	**1**	**0**	**4**	**1**
NPA #6												
Airport	NP	7		1	0	1	1	3	0	0	1	0
Brookridge	NP	9.4		1	0	0	1	1	0	0	1	0
Rollingbrook	NP	14.7		2	0	1	2	3	0	3	1	0
Gaelic Park (undeveloped)	NP	12		0	0	0	0	0	0	0	0	0
Constitution Trail			3.8									
Totals		**43.1**	**3.8**	**4**	**0**	**2**	**4**	**7**	**0**	**3**	**3**	**0**
TOTALS		**1062.1**	**19.05**	**37**	**7**	**26**	**22**	**45**	**5**	**20**	**31**	**4**

Appendix B

DATA SUPPLEMENT FOR CHAPTER 4

TABLE B.1
Projected Change in Labor Force Status, 2000-2025
City of Bloomington

	2000	2010	2020	2025
Total Persons Age 16 and Over	50,528	57,556	65,332	69,220
Total in Labor Force	37,337	43,705	50,512	53,926
Percent in labor force	73.9%	75.9%	77.3%	77.9%
Armed Forces	6	8	10	10
Civilian Labor Force	37,331	43,697	50,502	53,916
employed	35,871	42,211	48,734	52,029
unemployed	1,460	1,486	1,768	1,888
percent unemployed	3.9%	3.4%	3.5%	3.5%
Not in Labor Force	13,191	13,851	14,820	15,294

Source: Census 2000, Table P43. Sex by Employment Status for the Population 16 Years and Over; MCRPC

TABLE B.2
Industry of Employed Persons, 1990-2000
City of Bloomington

	1980		1990		2000		1980
Industry	Total	%	Total	%	Total	%	Total
Professional and Related Services	4,832	21.5	6,730	23.9	10,470	29.2	
Retail Trade	4,457	19.8	5,136	18.3	3,345	9.3	
Finance, Insurance, and Real Estate	3,783	16.8	5,595	19.9	8,927	24.9	
Manufacturing	3,415	15.2	3,029	10.8	3,222	9.0	
Personal, Entertainment, and Recreation Services	862	3.8	1,060	3.8	2,676	7.5	
Business and Repair Services	758	3.4	1,221	4.3	1,472	4.1	
Public Administration	585	2.6	884	3.1	967	2.7	
Construction	1,113	4.9	1,147	4.1	1,658	4.6	
Wholesale Trade	872	3.9	1,131	4.0	835	2.3	
Communications and Other Public Utilities	931	4.1	940	3.3	1,214	3.4	
Transportation	616	2.7	902	3.2	1,012	2.8	
Agriculture, Forestry, Fisheries, and Mining	261	1.2	340	1.2	73	0.2	
Total	22,485		28,115		35,871		

Source: 1980 and 1990 Census, Census 2000, Table P49, Sex by Industry for the Employed Civilian Population 16 Years and Over

Table B.3
Change in Age and Gender Composition, 2000-2025
City of Bloomington

FEMALE	Year	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total
by age	2000	2,344	2,353	2,081	2,288	3,107	2,747	2,606	2,758	2,672	2,355	1,893	1,261	946	934	912	860	636	642	33,395
	2005	2,753	2,414	2,364	3,101	3,689	2,819	2,843	2,772	2,697	2,612	2,278	1,802	1,138	847	748	715	594	438	36,624
	2010	3,072	2,662	2,382	3,330	3,228	3,299	3,431	3,239	2,934	2,648	2,535	2,157	1,587	989	697	629	579	471	39,869
	2015	3,135	2,876	2,598	3,423	3,470	2,848	3,660	3,505	3,242	2,869	2,581	2,410	1,894	1,344	802	586	524	535	42,302
	2020	3,199	2,929	2,755	3,654	3,681	3,173	3,340	3,653	3,407	3,138	2,801	2,469	2,127	1,604	1,073	658	502	573	44,736
	2025	3,395	3,038	2,826	3,797	3,966	3,405	3,769	3,486	3,545	3,270	3,053	2,693	2,199	1,824	1,309	905	553	620	47,653
	2030	3,622	3,328	3,010	3,956	3,893	3,712	4,011	3,998	3,507	3,429	3,185	2,945	2,435	1,918	1,506	1,104	717	655	50,931
	2035	3,760	3,508	3,255	4,113	3,960	3,672	4,269	4,198	3,938	3,396	3,331	3,065	2,649	2,108	1,580	1,247	838	716	53,603
MALE	Year	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total
by age	2000	2,430	2,364	2,204	2,262	2,827	2,836	2,693	2,731	2,530	2,216	1,831	1,170	865	707	672	511	318	246	31,413
	2005	2,858	2,628	2,323	2,962	3,278	2,620	2,920	2,840	2,666	2,387	2,046	1,621	965	664	481	430	233	154	34,076
	2010	3,189	2,953	2,520	3,106	2,942	2,995	3,275	3,352	3,028	2,532	2,225	1,816	1,318	758	479	364	211	168	37,231
	2015	3,255	3,184	2,776	3,323	3,144	2,694	3,477	3,439	3,390	2,841	2,360	1,983	1,472	1,002	534	361	185	178	39,598
	2020	3,321	3,310	3,006	3,632	3,372	3,004	3,290	3,636	3,462	3,182	2,667	2,132	1,636	1,139	695	394	187	199	42,264
	2025	3,524	3,420	3,130	3,823	3,629	3,238	3,642	3,525	3,593	3,215	2,971	2,416	1,768	1,240	796	497	201	218	44,846
	2030	3,760	3,660	3,287	3,971	3,594	3,467	3,888	3,936	3,566	3,339	2,992	2,684	2,017	1,353	883	577	249	232	47,455
	2035	3,903	3,825	3,449	4,079	3,645	3,444	4,074	4,090	3,874	3,293	3,089	2,692	2,219	1,521	956	628	283	245	49,309
ALL	Year	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total
by age	2000	4,774	4,717	4,285	4,550	5,934	5,583	5,299	5,489	5,202	4,571	3,724	2,431	1,811	1,641	1,584	1,371	954	888	64,808
	2005	5,611	5,041	4,687	6,063	6,967	5,439	5,763	5,612	5,363	4,999	4,323	3,423	2,104	1,510	1,229	1,145	827	592	70,698
	2010	6,261	5,615	4,903	6,436	6,170	6,294	6,706	6,591	5,962	5,180	4,760	3,973	2,905	1,747	1,177	992	790	639	77,101
	2015	6,390	6,060	5,374	6,746	6,614	5,542	7,137	6,943	6,632	5,710	4,941	4,393	3,367	2,345	1,336	947	709	713	81,899
	2020	6,520	6,239	5,761	7,286	7,053	6,177	6,629	7,289	6,869	6,320	5,468	4,601	3,763	2,744	1,768	1,053	688	772	87,000
	2025	6,919	6,458	5,956	7,621	7,595	6,643	7,411	7,011	7,139	6,486	6,024	5,109	3,967	3,063	2,105	1,402	754	837	92,500
	2030	7,382	6,988	6,296	7,927	7,488	7,178	7,899	7,934	7,073	6,768	6,177	5,629	4,452	3,272	2,389	1,681	965	886	98,384
	2035	7,663	7,333	6,703	8,192	7,605	7,116	8,343	8,288	7,812	6,689	6,420	5,757	4,868	3,629	2,535	1,874	1,121	961	102,909

Source: Census 2000; McLean County Regional Planning Commission

Table B.4
Projected Population by Housing Type and Year, 2000 - 2025
City of Bloomington

	2000		2005		2010		2015		2020		2025	
Population	#	%	#	%	#	%	#	%	#	%	#	%
Total	64,808	100%	70,700	100%	77,100	100%	81,900	100%	87,000	100%	92,500	100%
Persons 65 or older	6,438	9.93%	5,304	7.50%	5,345	7.56%	6,051	7.39%	7,024	8.07%	8,162	8.82%
In Housing	62,361	96.22%	68,233	96.51%	74,575	96.73%	79,300	96.83%	84,310	96.91%	89,708	96.98%
Owner units	43,463	67.06%	46,057	67.50%	51,457	69.00%	55,272	69.70%	59,270	70.30%	63,693	71.00%
Renter units	18,898	29.16%	22,176	32.50%	23118	31.00%	24028	30.30%	25040	29.70%	26015	29.00%
In Group Quarters												
Total	2,447	3.78%	2,467	3.49%	2,525	3.27%	2,600	3.17%	2,690	3.09%	2,792	3.02%
Non-institutional												
College housing[1]	1,578	2.43%	1,600	2.26%	1,600	2.08%	1,600	1.95%	1,600	1.84%	1,600	1.73%
Other non-institutional	314	0.48%	343	0.48%	374	0.48%	397	0.48%	422	0.48%	448	0.48%
Institutional												
Nursing homes (persons 65 and older)[2]	304	0.47%	250	0.35%	252	0.33%	286	0.35%	332	0.38%	385	0.42%
Other	251	0.39%	274	0.39%	299	0.39%	317	0.39%	337	0.39%	358	0.39%

[1]assumes constant college enrollment over period, thus no change in college housing residents
[2]as percentage of total population; assumes 2000 data as constant rate (4.72%) of nursing home occupancy among persons 65 and older

Source: Census 2000; McLean County Regional Planning Commission

Table B.5
Projected Increase in Population by Housing Type and Planning Area, 2000-2025
City of Bloomington

	Planning Area								
Population	1	2	3	4	5	6	7	8	Total
Total	1,000	200	300	9,792	400	1,000	9,500	5,500	27,692
In Housing	1,000	200	300	9,656	400	1,000	9,368	5,423	27,347
Owner Occupied	740	150	220	7,144	296	740	6,928	4,010	20,229
Renter Occupied	260	50	80	2,511	104	260	2,440	1,413	7,118
In Group Quarters	0	0	0	136	0	0	132	77	345

Source: McLean County Regional Planning Commission

TABLE B.6
Projected Housing Units and Occupancy Characteristics
City of Bloomington

	2000	2005	2010	2015	2020	2025
Total Units	28,431	31,631	34,411	36,512	38,747	41,138
Vacancy Rate (%)	6.29	6.0	6.0	6.0	6.0	6.0
Occupied Units	26,642	29,733	32,347	34,322	36,422	38,670
Population/Unit	2.34	2.29	2.31	2.31	2.32	2.32
Owner	16,802	18,062	20,179	21,675	23,243	24,978
Population/Units	2.59	2.55	2.55	2.55	2.55	2.55
Renter	9,840	11,672	12,167	12,646	13,179	13,692
Population/Units	1.92	1.9	1.9	1.9	1.9	1.9

Source: McLean County Regional Planning Commission; 2000 Census SF1 Table H3 Occupancy Status; Table H4 Tenure.

Table B.7
Projected Change in Urban Land Area 2003-2025
City of Bloomington

	2003			2025			
Land Use	Acres	Percent of Developed Area	Acres per 100 Persons	Additional Acres	Total Acres	Percentage of Developed Area	Acres Per 100 Persons
Residential	5,009	33.7	7.4	3,261	8,270	39.8	8.9
Low to Medium Density	4,242	28.6	6.3	2,903	7,145	34.4	7.7
High Density	767	5.2	1.1	358	1,125	5.4	1.2
Commercial	2,629	17.7	3.9	488	3,117	15.0	3.4
Industrial	1,249	8.4	1.8	952	2,201	10.6	2.4
Public and Semi Public	2,776	18.7	4.1	1,220	3,996	19.2	4.3
Streets, Alleys & Roadways	3,193	21.5	4.7	1,122	4,315	20.8	4.7
Total Developed Area	14,857	100.0	21.8	5,921	20,778	100.0	22.5

Source: Appendix A, Table A.8; Appendix B, Table B.7; Chapter 2, Map 2.4

Appendix C

GENERAL PLANNING AND DESIGN PRINCIPLES

General Planning and Design Principles

Planning and design principles provide general parameters for evaluating existing development characteristics and systems, and for assessing the demands of future growth. Planning and design principles also establish parameters for sizing and locating future land uses, streets and community facilities. Commonly accepted planning and design principles for each of these basic components of the comprehensive plan are summarized in this appendix, beginning with the land use component.

LAND USE

Land use planning and design principles address general development characteristics as well as features pertaining to specific land use types. These land use types include residential, commercial, industrial, and public and semi-public uses.

General Development Principles

The character and efficiency of urban development is determined to a large degree by at least three basic principles of design as described below.

Human Scale Development

First, communities should be designed on a human scale using neighborhood units as the basic building blocks. Ideally, each neighborhood would be self-sufficient by offering residents a variety of housing types and costs, as well as providing commerce, employment opportunities and civic services. The land use pattern should be balanced around a series of community and neighborhood activity centers in order to promote convenience and accessibility, and to enhance the sense of community.

Compact and Contiguous Development

Secondly, urban development should be compact and contiguous. This allows for orderly growth that can be most efficiently and economically provided with services. Scattered, or leap-frog, development can be difficult and often impractical to provide with services. It frequently consumes immeasurably large amounts of often prime farmland and it increases dependence on the automobile, which detracts from the human scale and pedestrian accessibility.

Compatibility of Uses

Thirdly, the mixing of incompatible uses should be avoided. The separation or screening of incompatible uses serves to protect the character of residential, commercial and industrial areas. It also decreases traffic hazards while conserving the taxable value of land and structures. However, it should be noted that different uses are not necessarily incompatible. Within downtown and neighborhood shopping districts, mixed uses can add to the vibrance and economic vitality of these areas. The mixing of uses becomes incompatible when major conflicts occur or can be expected in the future.

Residential Areas

A community's residential areas should provide a wide variety of housing types to serve all residents in a manner conducive to a safe and high quality of life. This requires that residential areas be screened from incompatible uses and developed in an assorted range of densities. Desirable characteristics of various density ranges are described below.

Low Density

Low density areas generally contain from one to five dwelling units per acre and should normally comprise the greatest proportion of residential land. These areas consist primarily of single-family houses on relatively large lots. However, in some instances low density areas may include a limited number of areas appropriate for more intensive uses, such as duplexes, apartments or cluster developments. Ideally, low density residential areas should be located on the fringe areas of the community or neighborhood, away from major thoroughfares and activity centers.

Medium Density

Medium density residential areas generally contain an average of from six to twelve dwelling units per acre. These areas may exhibit a somewhat wider variety of housing types, such as duplexes, townhouses, condominiums and apartments, although single-family units on smaller lots are more typical. Medium density areas may be effectively accommodated through planned unit or neotraditional developments. Medium density residential areas should generally be designed to serve as transitions between low density residential areas and areas of higher intensity development.

High Density

High density residential areas usually contain an average of twelve or more dwelling units per acre. These areas consist primarily of apartment complexes, high rise apartment buildings and similar multiple-family units. University dormitories and senior citizen retirement facilities are also examples of high density residential areas. High density areas should be located in or adjacent to activity centers to support those activities, reduce travel distances, and buffer surrounding areas of less intensive use. These areas should also be located near traffic arteries and transit routes where available.

Commercial Areas

Design criteria for four types of commercial areas are presented below. These are the downtown or central business district (CBD), the neighborhood shopping area, the outlying or regional commercial district, and the highway commercial area. Many of the characteristics of downtowns and neighborhood commercial areas are the same, and differ only in scale and location within the community. Close similarities also exist between the regional or outlying and highway commercial areas. For planning purposes, the downtowns and neighborhood commercial areas are sometimes grouped together, as are regional/outlying and highway commercial areas.

Central Business District (Downtown)

From a design perspective a community's central business district should contain the major shopping facilities and professional services of the community. It should also contain a concentration of municipal and other government services. The downtown should also be centrally located and serve the entire community.

However, competition from outlying shopping centers has lessened the commercial significance of downtowns. This has lead to many, if not most, downtowns functioning like neighborhood shopping districts. Nevertheless, the central business district should be viewed as the focal point of the community, serving as a center of government and providing important professional and commercial services as well as mixed uses with apartments located above businesses. As noted previously, downtowns should differ from neighborhood commercial areas only in scale and location.

Neighborhood Commercial Areas

The neighborhood commercial area should serve as the focal point of the neighborhood and provide items such as groceries, drugs and similar convenience items and services to nearby residential areas. Anton Nelessen, author of *Visions for a New American Dream*, notes that a neighborhood commercial area should provide retail space and jobs for nearby residential areas at a rate from .5 to 1 job per housing unit and 25 to 56 square feet of retail space per housing unit. Neighborhood commercial areas should also provide for limited amounts of public services, such as a branch library or community center, and multiple and mixed uses, such as offices and apartments above retail space.

The shopping facilities of neighborhood commercial areas should be grouped together at major street intersections and spaced approximately one mile apart to encourage pedestrian access and interfere as little as possible with adjacent residential areas. Neighborhood commercial centers should be designed to accommodate both automobile and pedestrian traffic as distinguished from strip malls which cater almost exclusively to automobile traffic. The design of a neighborhood commercial area should incorporate the practice of locating buildings near sidewalks to promote pedestrian access, with parking provided in the rear in order to accommodate automobile traffic.

Outlying Shopping Districts

The outlying or regional shopping center provides major commercial facilities often much greater than those of the downtown. It usually has the advantages of less traffic congestion, more parking space and more space for expansion. Outlying shopping centers, however, often lack the full range of professional and public services offered by the CBD. Moreover, they seldom have a central location or offer pedestrian accessibility. Outlying shopping districts can also create traffic hazards if not provided with appropriate frontage roads. These districts should as much as possible be designed to complement the downtown. Ideally, they should offer added shipping variety by providing residents with an alternative to, rather than a replacement for, the CBD.

Highway Commercial Areas

The highway commercial area is designed to serve automobile oriented needs and may include such establishments as motels, restaurants and gasoline filling stations. High intensity uses such as these should be grouped together near the intersections of major roadways. Highway commercial uses often complement the outlying shopping district and may be advantageously developed in combination. On some roadways, certain highway commercial uses of low intensity, such as real estate or insurance offices, may be appropriately situated between intersections without creating conflicts or traffic hazards.

Industrial Areas

The plan for industrial development addresses both light and heavy industry. The design criteria for these uses are presented below.

Industrial sites should be adequate in area, supplemented by pleasant surroundings, separated or screened from incompatible uses and grouped together near adequate transportation networks to ensure the efficient movement of people, goods and services. Although pollutants such as noise and smoke are less problematic today than in the past, large traffic volumes, particularly truck traffic, often create conflicts with other uses. This is especially true for heavy industrial uses, which include manufacturing, construction, refining and transportation uses, such as trucking and railroads.

Perimeter locations are often desirable for both light and heavy industrial uses due to

less traffic congestion, greater highway accessibility and greater availability of land. However, light industrial uses such as office, research and warehousing may complement and be effectively integrated into commercial nodes, which are often closer to people and services.

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 may include government buildings and lands owned by the federal and state governments as well as counties, townships, municipalities, special districts, airports and churches. These lands may also include recreation areas for parks, playgrounds and open space. Public lands generally do not produce tax revenue for municipalities.

Semi-public areas include the properties of organizations which are generally privately owned and serve a defined segment of the population. VFW Halls and Lions Clubs are examples. Semi-public lands normally produce tax revenues for municipalities.

Some public and semi-public uses should be grouped together to form nodes of community activity. These nodes should be developed in conjunction with downtown and neighborhood commercial districts to increase activity levels and thus provide additional support for local businesses. These public and semi-public areas should, therefore, be developed according to the same general criteria as downtown and neighborhood commercial districts, giving equal emphasis to automobile, bicycle and pedestrian access. These areas should be located near the intersection of major streets and spaced approximately one mile apart. The viability of the activity centers is further enhanced when connected by greenways and trails.

Certain other types of public and semi-public uses have unique characteristics which require special design considerations. These uses include cemeteries and various recreational uses such as golf courses, parks and trails. Other major public and semi-public uses such as those noted should each be evaluated on an individual basis to determine locational suitability with regard to site characteristics and compatibility with nearby uses.

TRANSPORTATION

The transportation system is a major factor affecting the growth and development of a community. Since residents depend upon the community's transportation network for the movement of vehicles, goods and people, an efficient transportation system consisting of various modes can positively influence the quality and direction of development. Therefore, the transportation plan and its policies should complement and reinforce the community's land use plan, and should be based on accepted design principles. These principles are summarized on the following pages for the street system and bicycle transportation.

The Street System

A community's street system should provide for the safe and efficient movement of traffic and be developed to support the community's land use plan. The system should provide for cost effective, efficient, and safe movement throughout the community, and should provide convenient access to and from the community. The transportation network should also consider regional needs, including access to Normal and the state and interstate highway system.

The traffic circulation system should be designed as a continuous network of arterials, collectors, and local streets. Each of these street classifications has different characteristics, functions and requirements.

Exhibit C.1
DESIGN CRITERIA FOR PRINCIPAL ARTERIALS
(Interstates, Expressways, and Other Principal Arterials)

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

Exhibit C.2
DESIGN CRITERIA FOR MINOR ARTERIALS
(Major Streets)

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

Exhibit C.3
DESIGN CRITERIA FOR COLLECTOR STREETS
(Collector Streets)

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

Exhibit C.4
DESIGN CRITERIA FOR LOCAL STREETS
(Minor Residential Streets)

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

Arterials

Arterials are intended to provide for the movement of relatively large volumes of traffic across the community and region. Arterial streets can be classified into three categories: (1) interstate highways, (2) principal arterials, and (3) minor arterials. The interstate highway usually carries the largest volumes for the greatest distances. Principal arterials carry large volumes of traffic across a city and between communities within the region. Minor arterials are streets whose primary function is carrying traffic between major destinations within the community. Design criteria for arterial streets are summarized in Exhibits C.1 and C.2.

Collectors

Collectors comprise the balance of the main interior streets. These streets provide traffic movements between arterial and local streets. Design criteria for collector streets are presented in Exhibit C.3.

Local Streets

Local streets serve to collect and distribute traffic between parcels of land and the collector or arterial street system. Exhibit C.4 provides further details on characteristics of local streets.

Bicycle Transportation

Bicycle transportation is an important component of the Transportation Plan. A well planned network of bicycle transportation facilities that connect major origins and destinations can serve as a practical alternative mode of transportation. Such a network can result in reduced congestion on area roads, reduced energy consumption and cleaner air. Thus proper attention should be given to planning for bicycle transportation. In providing or improving facilities for bicycling, three types of cyclists should be considered.

The first is the advanced bicyclists. Advanced bicyclists are experienced riders who are confident and comfortable in operating under most traffic conditions. These bicyclists are typically recognized as being the most frequent users of collector and arterial streets in order to serve both utilitarian and recreational trips. Trips to work can average between four and six miles while recreational trips can be considerably longer ranging from a couple of miles to over twenty-five miles. Advanced cyclists require direct access to facilities and destinations with preferred routes utilizing the existing street system. Furthermore, these cyclists desire the opportunity to operate at maximum speeds with minimal delays. Frequently, these cyclists will avoid trail routes to avoid other less skilled non-motorized traffic in order to maintain speed. In addition, sufficient road width is desired by advanced cyclists to decrease the need for changing position in order to allow motorized traffic to pass.

The second is the casual basic cyclist. Basic bicyclists are adults and teenagers that are less comfortable and capable of integrating well within high traffic volume situations. This group of riders are casual users that need special provisions to safely use arterial streets. Recreational trips are the primary basis for most bicycle use by these users. For these reasons, these cyclists are often drawn towards off road trails. Some basic bicyclists will progress to the advanced level, but large numbers of basic cyclists will always be present. Basic bicyclists desire comfortable access to destinations either through use of low volume streets or by designated bicycle facilities. Direct access to destinations is still preferred, but typically is not as important as comfort and safety concerns. A well defined separation between motor vehicles and cyclists is a requirement of these users.

The third is the child cyclist. The child cyclist is a pre-teen rider whose trips are generally short and at low speeds. Initially monitored by parents, child cyclists are fre-

quent users of local streets and bicycle trails. With improving skill, many child cyclists are granted independent use of collector streets and bicycle trails. This group of users tends to make trips between neighborhoods for both transportation and recreational purposes. Child cyclists and their guardians both prefer that these users have access to important facilities surrounding residential areas such as schools, parks and recreation facilities, shopping, and other neighborhoods. Low volumes, low speeds, and clear separation from motorized traffic are all requirements for the child cyclists to minimize safety concerns.

It is important to recognize that all three groups of cyclists will utilize a combination of the street network and the bicycle trail system, and that all three groups will use the bicycle as a means of transportation between destinations. Where possible, design of the street network and the system of bicycle routes, whether on-road or off-road, should consider the needs of all cyclists and should consider connections to popular destinations.

The design, construction, operation and maintenance of bicycle transportation facilities should be done in accordance with generally accepted standards, such as the *Guide for the Development of Bicycle Facilities* published by the American Association of State Highway and Transportation Officials (AASHTO) and the standards adopted by the Illinois Department of Transportation (IDOT).

COMMUNITY FACILITIES

Community facilities are an important component of a City's infrastructure. Facilities such as public buildings, parks, schools, water and sewer systems, utilities and other essential facilities support the community in many ways. These facilities are responsible for the image the community portrays and how well the community will attract and guide future growth. Community facilities should be consistent with the land use and transportation plans as well as reflect the overall goals and objectives of the community. Community facility improvements often require considerable capital expenditures and therefore should be planned well in advance.

Facilities addressed herein are public buildings, parks and recreation, schools, water and sewer systems and stormwater management. General design principles and criteria for each type of facility are presented on the following pages.

Public Buildings

Public buildings may include but are not limited to the City Hall, police station, fire stations, library, public works facility and post office.

Public buildings generally serve all or major portions of the City with essential services. Therefore, these structures should be situated in areas easily accessible and preferably near the centers of the respective service areas. As a result, these facilities should be located near the center of the city or neighborhood in a location of dense population that is conducive to pedestrian use. Since the construction of public buildings requires considerable public expenditures, such structures should be situated and designed in a manner that allows for future expansion. It is also desirable to group certain public buildings together to form or enhance activity nodes which can provide convenience and promote a sense of community.

Although a central location is usually advantageous, there are three major factors in determining fire protection needs. These are population density, travel time, and type and intensity of development. Criteria frequently used in determining fire protection requirements are summarized in Table C.1 and as follows: one engine company should be located within 3/4 to 1 mile of a high-value district, one within 1-1/2 to 2 miles of a densely developed residential district, and one within 3 to 4 miles of a sparsely developed residential district.

TABLE C.1
Design Guidelines for Determining Fire Protection Requirements

Type of District	Maximum Distance from Engine Company
High value	¾ - 1 mile
Densely developed residential	1½ - 2 miles
Sparesely developed residential	3 - 4 miles

Source: Joseph de Chiara, Urban Planning and Design Criteria, 1982

Parks and Recreation

Parks and recreation facilities are an important measure of the local quality of life. Besides providing areas for outdoor recreation, parks can be used to help preserve a community's scenic and historic character. Parks also allow land that may not be suitable for certain types of development to be protected from harmful uses. Thus, the provision of adequate parkland should be of major concern to a community.

According to the National Recreation and Park Association, a community should have a total of at least 10 acres of parkland per 1,000 persons. It also recommends that a minimum of twenty-five percent of new towns, planned unit developments and large subdivisions be devoted to park and recreation land and open space. Ideally, a community's recreation land should consist of at least one community park, and a combination of smaller neighborhood parks, playgrounds and mini-parks supplemented by a system of green belts and open space.

Service areas and site requirements for selected park classifications are summarized in Table C.2. The community park should provide the major recreation facilities to serve the entire community and should be easily accessible to all residents. Neighborhood parks serve individual neighborhoods and offer a more limited variety of facilities than community parks. Greenways and certain park facilities may sometimes be developed in areas such as floodplains, steep slopes or other areas poorly suited for other urban uses. However, some facilities, such as baseball diamonds, require well drained and nearly level terrain.

TABLE C.2
Parkland Acreage Standards

Type of Recreation Area	Acres/1,000 Residents	Size Range in Acres	Population Served	Service Area
Ornamental	1	N/A	N/A	N/A
Mini-Parks/ Totlots & Playgrounds	1	2,500 S.F. - 1.0	500 - 3,000	Sub-neighborhood
Neighborhood	8	5.0 - 15.0	3,000 - 5,000	1/2 Mile Radius
Community	5	16.0 - 100.0	10,000 - 15,000	1 Mile Radius
Regional/ Forest Preserves	10	250.0+	Distributed throughout central Illinois within a 1 hour drive time	
Total	25	N/A	N/A	N/A

Source: "Recreation, Park and Open Space Standards and Guidelines," NRPA, 1983, as presented by Thompson Dyke & Associates, Ltd., City of Bloomington Park and Recreation Comprehensive Plan, November, 1997.

Schools

The availability of quality educational facilities and programs is vital for the continued growth and prosperity of a community. The opportunity for a quality education is viewed as an essential element in the selection of a community or neighborhood in which to live. Although the primary function of a school is an educational facility, it also serves a secondary role as a common neighborhood activity center by providing a variety of meeting and recreational facilities as well as activities and events. Therefore, quality schools are an essential component of community facilities.

Schools should be designed according to certain basic criteria that reflect local needs and conditions. A desirable location for a school is as close to the center of its service area as possible. Schools that are developed adjacent to a neighborhood park or playground can function together as a neighborhood center. For safety reasons, elementary schools should to the extent possible be located away from major streets.

Criteria for the planning and design of schools may be on the verge of change, and should therefore, be closely monitored and evaluated in the selection and design of school sites. In the recent past, emphasis has been placed on developing new schools in suburban locations with large acreage requirements to accommodate large enrollments and extensive busing requirements to transport students for long distances. For social and health reasons, leading authorities are now questioning these practices and placing greater emphasis on neighborhood schools that allow more students to walk and bicycle to school. Neighborhood schools are especially advantageous to the community when developed in conjunction with neighborhood parks and trails and/or commercial and public use centers.

Stormwater Management

There are several factors considered in designing a stormwater management system. Such factors include the watershed and the timing of development to preserve potential detention/retention sites and discharge. A third is to recognize those areas that cannot support development which should be preserved for open space use. Width requirements of a floodway and a floodplain along the main channel and each tributary channel should be identified and preserved as development occurs. The effects of a certain type of development at a particular location in the watershed area down stream must also be considered. Since local watershed and political boundaries are not the same, this often requires cooperation between various units of government, such as municipalities, counties and drainage districts. Master drainage plans for each watershed should be coordinated with land use, transportation and recreation plans. The City recently adopted a stormwater management plan that addresses structural and non-structural, more natural approaches as well as regulatory measures for local stormwater management.

The design of detention ponds and basins requires special attention to a number of factors. For safety reasons, careful planning and design as well as emergency spillways or bypasses are essential in preventing unwanted or unexpected overflows and failure of dams. Special precautions should be taken in design and construction to minimize shoreline erosion credited to ice, wind and wave action. Stipulations should be created for the design to control sediment accumulations and water pollution in large ponds—especially where recreational uses are considered.