

EXECUTIVE SUMMARY

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

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

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

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

NATURAL ENVIRONMENT

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

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

COMMUNITY HISTORY

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

ECONOMY

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

POPULATION

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

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

LAND USE

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

objectives.

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

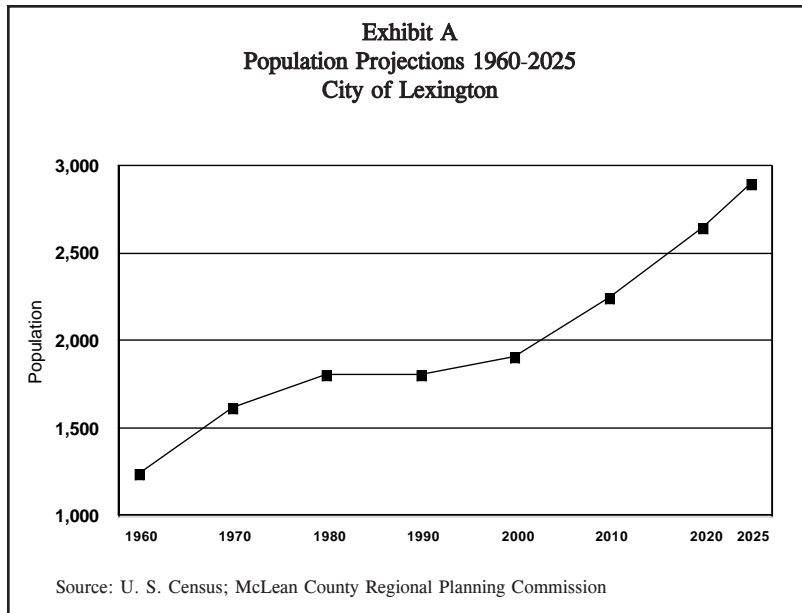
The downtown area is designated as a mixed use town center suitable for retail, office, public, and a variety of residential uses, including apartments above businesses.

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

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

TRANSPORTATION

The transportation



HOUSING

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

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

FIGURE NO. 1 COMMUNITY DEVELOPMENT PLAN

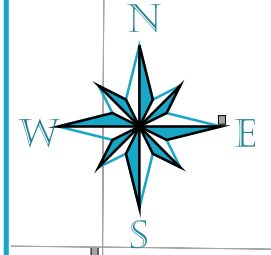
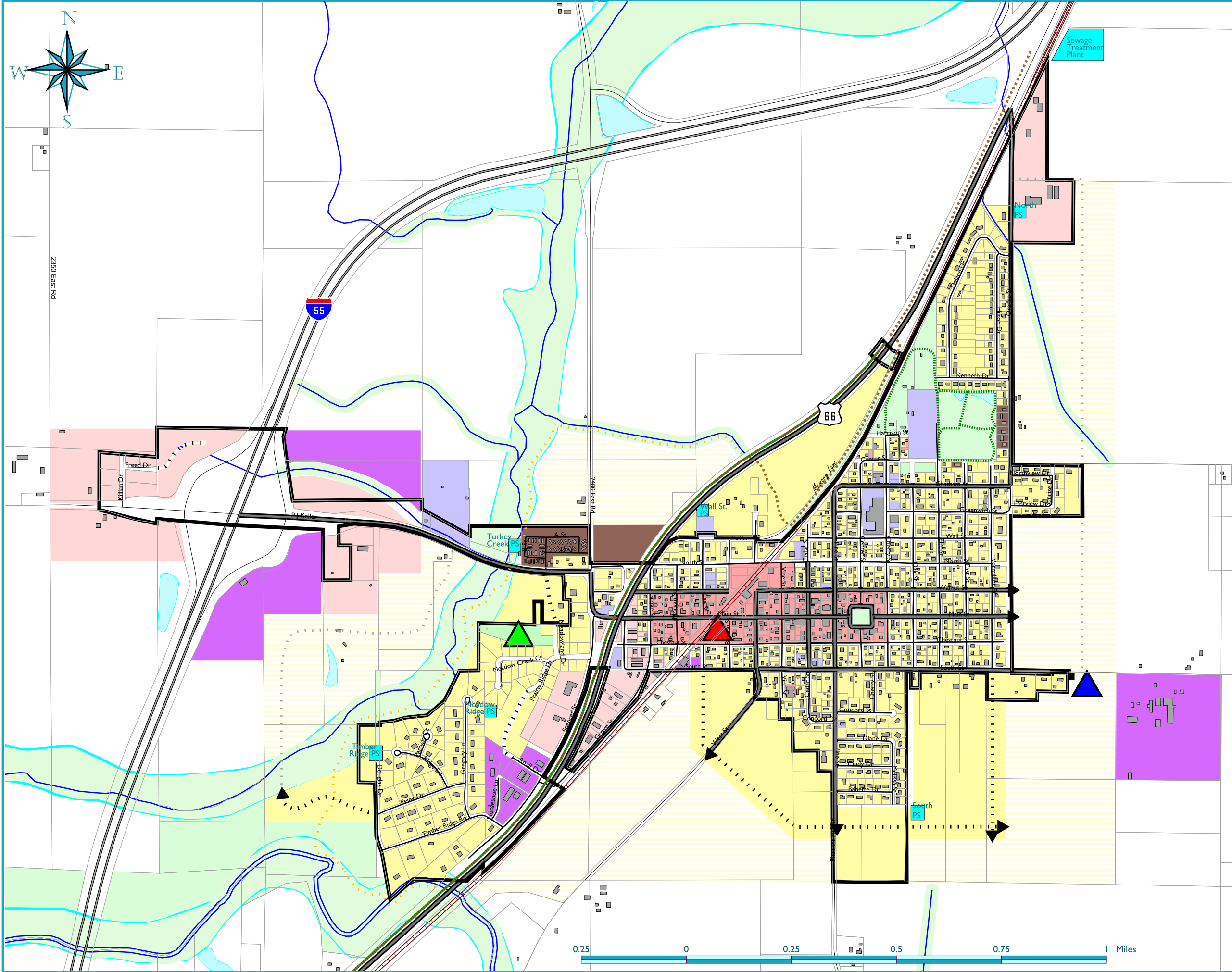
LEGEND

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

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

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

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



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

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

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

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

COMMUNITY FACILITIES

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

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

areas of development.

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

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

IMPLEMENTATION

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

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