

Bourbonnais 2030 Comprehensive Plan



Village of Bourbonnais, IL
Adopted October 7, 2013



Acknowledgements

The Bourbonnais 2030 Comprehensive Plan is the result of a collaborative effort with the dedicated members of the Village Board of Trustees, the Planning Commission, Village staff, and the wider community. This Comprehensive Plan would not be possible without the generous contribution of time and insight by these participants.

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Chapter 1: Introduction

1.1 Purpose of the Comprehensive Plan

By definition, a comprehensive plan is general. It should not be made to include specific, detailed elements. Rather, it should be utilized as a guide, a reference against which specific plans and proposals are checked to determine whether they meet the basic objectives, vision, and needs of the community. A comprehensive plan should be used as a basis for all public decisions which affect the physical development and maintenance of the community. For instance, the plan should be used for:

- The development of future land use and development policy.
- The identification of stable neighborhoods and areas in the community that are susceptible to change.
- The location and design of major streets and implementation of other major transportation facilities and programs.
- The more detailed planning of neighborhoods, commercial centers and other subareas of the community.
- The maintenance and protection of open spaces and water bodies.
- The identification and scheduling of public investments and improvements.
- The improvement of the quality of life through the application of urban design principles.

1.2 Why Update the 2006 Bourbonnais Comprehensive Plan?

It is understood that a key impetus for updating the 2006 Comprehensive Plan is to reflect the new realities of real estate development and the general economy. The 2006 update was based on high growth and significant expansion of the Village's boundaries, neither of which are likely to occur in the foreseeable future, largely due to the 2007/2008 economic downturn. In order to prosper in the future, Bourbonnais must provide good opportunities for development, meaning that all components required for successful development must be in place or pre-planned. For residential development, this means a good community setting, proximity to good schools and parks, and nearby shopping and services. For commercial development, it means prominent locations on well-trafficked arterials and good building standards that create a quality environment. For office and industrial development it means locations along I-57 that can support state-of-the-art business campuses, particularly near the planned Bourbonnais Parkway / I-57 Interchange.

The strategic nature of land use planning in the new economy dictates the focus of Bourbonnais' new comprehensive plan. The question becomes: *How should the plan be revised to help the Village succeed in the new economy?* One key strategy is to be selective in the designation of

new growth areas. Areas proposed for new development must meet new, higher standards required for success. They must be carefully planned in terms of suitability for the proposed use and must be supported by capital improvements/infrastructure investments. It is likely that the Village, like other communities, will need to make investments to support new growth, heightening the importance of sound advanced planning. This new comprehensive plan is based on such rigor in order to reflect the new realities of real estate development in this changed environment, and generally provides direction for a 20-year timeframe. Thus, the title of the plan is the *Bourbonnais 2030 Comprehensive Plan*.

1.3 Public Participation

The key to a successful comprehensive planning process is strong public support of the actions that lead to the final plan and a sense that the new plan reflects community aspirations. Doing this requires that the community be an integral part of the process. This includes keeping interested parties well-informed and providing them with the opportunity to share their ideas. Successful public participation leads to a vision for the community's future and results in community ownership of the plan.

As part of this comprehensive plan update, participants were offered different ways to join in the planning process. The following participation methods were base components of the public outreach process.

- **Planning Commission Meetings.** In addition to Village staff, the Planning Commission was the primary review body for the plan and functioned as a direct liaison between the community and the consultant. The Planning Commission functioned as a working group and reviewed work products and helped guide the process. All Planning Commission meetings were public meetings with attendance by the general public invited.
- **Stakeholder Interviews.** Stakeholder interviews were conducted with key persons that provided insight into the current planning issues facing the Bourbonnais. A total of 15 individuals were interviewed, including local elected officials, Village staff, County representatives, Olivet Nazarene University representatives, and local real estate professionals. The interviews were conducted in small group to allow participants to play off the comments of one another.
- **Visioning Session.** A well-attended community visioning workshop was held as part of the public participation process to gather invaluable input from members of the general public. Their insights provided the consultants, Village staff, and the Planning Commission with the key strengths, weaknesses, opportunities, and threats facing Bourbonnais, and provided significant direction toward the formation of the community's "Vision" of the future, and the development of Bourbonnais' updated comprehensive plan.

1.4 Plan Organization

The *Bourbonnais 2030 Comprehensive Plan* is a document that takes land use, transportation, community infrastructure, and economic development initiatives that the Village has been pursuing in recent years and pulls them together into a single plan document. The result is a comprehensive plan that allows the synergies between these seemingly disparate efforts to be clearly seen and new linkages established.

Goals, objectives, and policy initiatives are central to the comprehensive plan and provide guidance and direction for decision makers. Goals describe, in general terms, broad aims, desired end results, or ideals for achievement. The nature of a goal is that it is typically broad and long-range. Objectives are more specific than goals and generally represent an expanded description of a particular aspect of a goal or a more precise desired end situation. Policies are specific courses of action designed to achieve a particular goal or objective. Policies infer a relative consistency of action.

The Bourbonnais 2030 Comprehensive Plan is organized into five chapters that set the context and explain the goals, objectives, policies, and implementation strategies that have been established to guide Bourbonnais' growth and development over the next 20 years. While building on the existing community context and values, the plan recognizes that change will come to Bourbonnais and sets a flexible framework that allows the community to act proactively to ensure positive impacts.

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Chapter 2: Community Context & Existing Conditions Analysis

The following analysis provides a “snapshot” of the community context and existing physical and socio-economic conditions in the Village of Bourbonnais; including existing land use and development patterns, community facilities, community appearance and character, the circulation system, and demographic trends. It also builds upon information developed by ongoing studies and serves as a springboard for future vision and policy formation. The information gained from these analyses will be used to establish a better understanding of the community and its relationship to the broader geographic context. This analysis is an essential component to the comprehensive planning process, and has been prepared to provide a common basis for the community discussion that will help shape and guide the development of the Bourbonnais 2030 Comprehensive Plan.

2.1 Planning Area & Regional Context

The Village of Bourbonnais is a municipality located in Bourbonnais and Manteno Townships in Kankakee County, Illinois (See *Figure 1, Village Base Map*). The Village corporate boundaries are generally defined by E 7000 North Road to the north, Canadian National Railway and Illinois State Route 50 to the east, the Kankakee River and North Street to the south, and N 1000 West Road (Career Center Road) to the west.

Bourbonnais is composed of approximately 9.5 square miles of land and located sixty miles south of Chicago. Excluding public rights-of-way (which make up approximately 15 percent of the Village’s land area), the Village is made up of over 5,000 acres and 6,000 land parcels. The major roadways within Village limits are Illinois State Route 102 (Main Street), US Route 45/52 (North Convent Street) and Illinois State Route 50 (North Kinzie Avenue), and provide direct access to residential neighborhoods, commercial corridors, the downtown area, and industrial areas. Interstate 57 provides direct north-south access through the Village.

Unincorporated land within Kankakee County exists to the north and west of Bourbonnais. There are also variably-sized “pockets” of unincorporated land located within the perimeter of the Village. Bourbonnais has the legal authority to plan beyond its official Village boundaries. Referred to as Extra Territorial Jurisdiction (ETJ), Bourbonnais may plan and exercise subdivision control over unincorporated land within a 1.5 mile radius of the Village corporate boundary, which adds approximately 11,500 acres to the Villages’s planning area (See *Figure 2, Regional Context*).

Over the past 10 years, previously unincorporated land was annexed for future development and, subsequently, the Village experienced rapid residential growth (particularly between 2003 and 2007). However, following the 2007/2008 economic recession, new construction slowed and much of the newly annexed land remains undeveloped. Despite the slowed growth after 2008, residential construction continues; however, at a considerably slower pace.

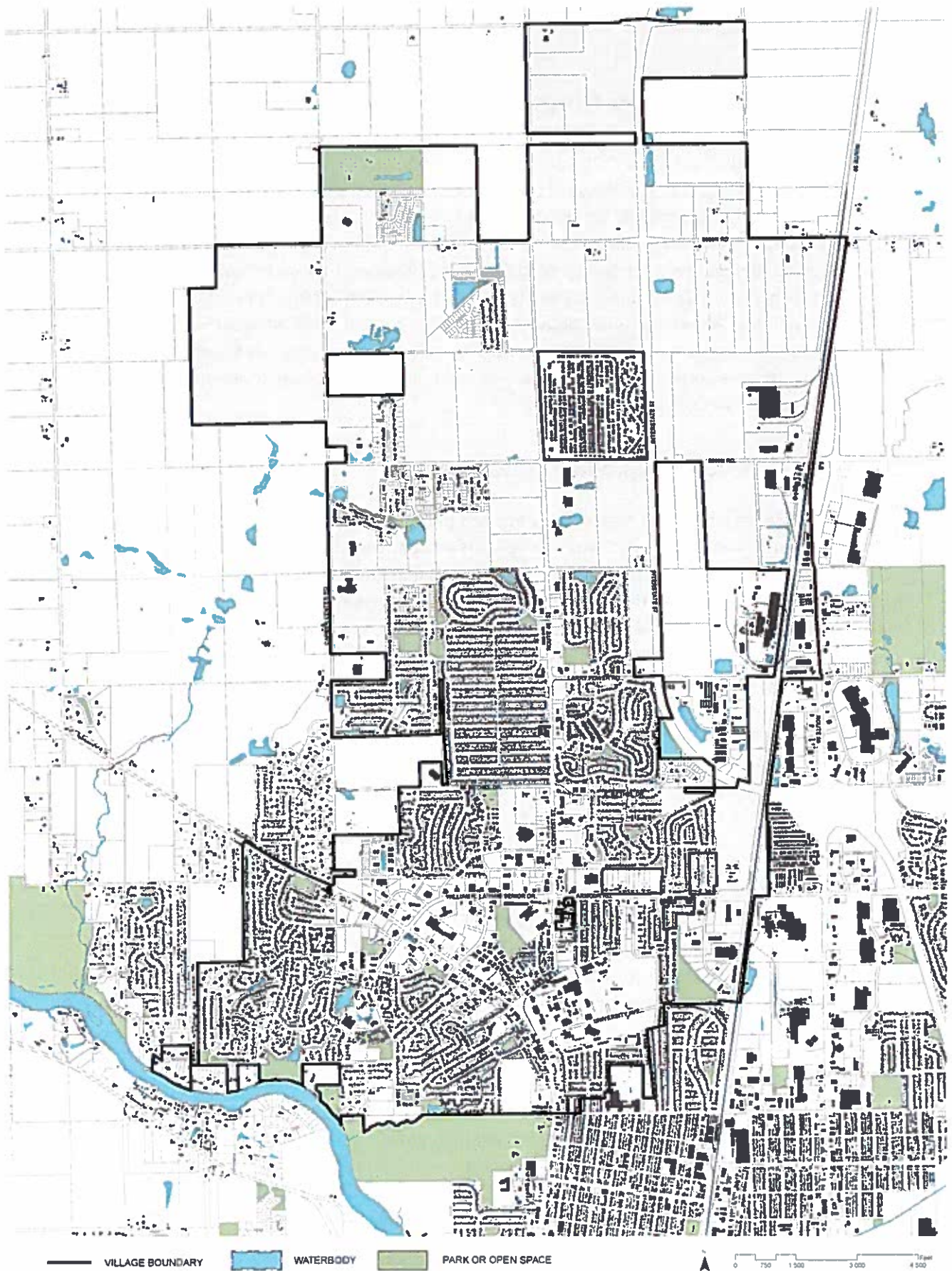


FIGURE 1

■ VILLAGE BASE MAP

BOURBONNAIS 2030 COMPREHENSIVE PLAN
 VILLAGE OF BOURBONNAIS, ILLINOIS

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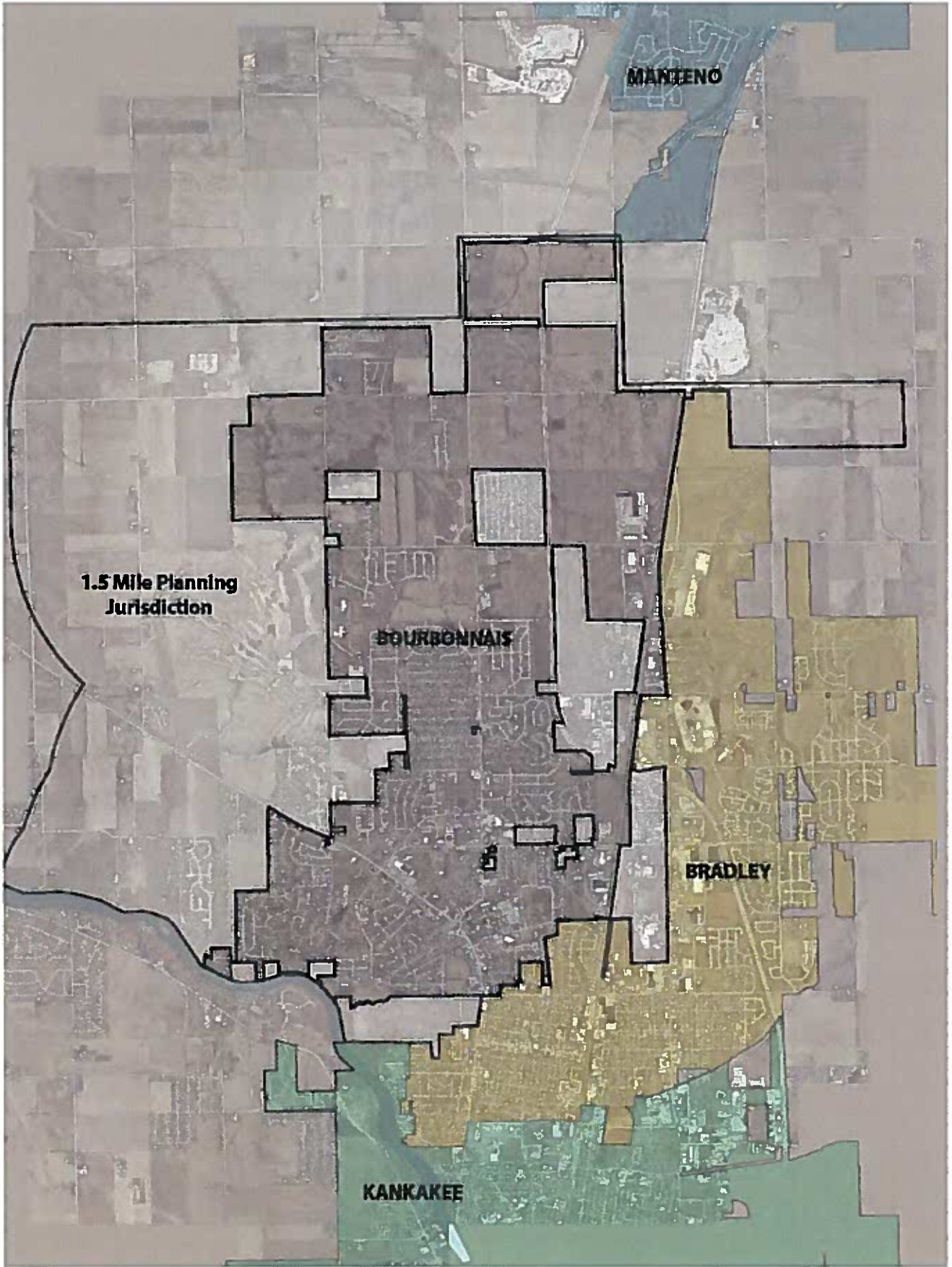


FIGURE 2

■ REGIONAL CONTEXT

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Bourbonnais is part of the Kankakee-Bourbonnais-Bradley Metropolitan Statistical Area, which includes the Village of Bradley, Village of Essex, Village of Herscher, City of Kankakee, Village of Manteno, City of Momence, among others. The Village is adjacent to several of these municipalities, including the City of Kankakee, Village of Bradley, and Village of Manteno; located south, east, and northeast of Bourbonnais, respectively.



2.2 Village History

The Village of Bourbonnais was founded in the early 1830s and incorporated in 1875. The Village is named after Francois Bourbonnais, a nineteenth century French Canadian fur trader that established a post in 1830 in what was then referred to as Bourbonnais Grove along the east bank of the Kankakee River. Several years later, Noel LeVasseur, a French Canadian settler, purchased sections of land within Bourbonnais Grove and established a settlement of immigrant French Canadians.

Prior to the founding and incorporation of the Village, the area was occupied by Native Americans, including the Kickapoo, Illini, Iroquois, Mascouten, and Potawatomi tribes. As early as the late seventeenth century, non-native American pioneers, including French Explorer Cavalier de LaSalle, befriended and traded with the Native American inhabitants.

By the 1860s, Bourbonnais had over 1,700 inhabitants and a small collection of local-oriented commercial enterprises, a post office, a hotel, and church. The Village was incorporated in 1875, with George R. LeTourneau as its first Mayor. Institutions of higher education were established by the mid-to-late nineteenth century, including the Notre Dame Academy and Saint Viator College. Following a devastating fire and declining student enrollment, Saint Viator College closed and was purchased by Olivet Nazarene College. Olivet Nazarene College, known today as Olivet Nazarene University, purchased the land and moved to Bourbonnais in 1940. Presently, Olivet Nazarene University is one of the largest employers in Bourbonnais and the preseason training camp for the Chicago Bears.

Although the community does not currently have a physically delineated historic district, it has established the Bourbonnais Grove Historical Society to recognize Bourbonnais' rich history. The historical society is headquartered in former Mayor George R. LeTourneau's home, located on the two-acre Adrien M. Richard Heritage Preserve at 698 Stratford Drive East in Bourbonnais.



George R. LeTourneau's home (Source: Bourbonnais Grove Historical Society)

Today, Bourbonnais is a growing community of over 18,000 residents and 6,000 households.

2.3 Land Use & Development Patterns

Bourbonnais' existing land use and development pattern is presented on the map shown in *Figure 3, Existing Land Use*. In addition, the table and chart below present the current percentage of land in Bourbonnais dedicated to residential, commercial, industrial, agricultural, parks and open space, institutional uses, and other land uses found within the Village.

The table below reveals that a majority of the community is composed of undeveloped agricultural land. In fact, when including vacant property, over half of Bourbonnais' land area is undeveloped. Approximately 25 percent of Bourbonnais is developed as residential, including single-family, two-family, and multi-family homes.

Table 2.1: Existing Land Use Distribution, 2011

	Number of Parcels	Acreage	Percentage
Single-Family Residential	4189	1144.4	22.1%
Two-Family Residential	219	36.3	0.7%
Multi-Family Residential	303	121.8	2.3%
Commercial	208	246.1	4.7%
Agricultural	72	2471.9	47.7%
Parks & Open Space	109	229.8	4.4%
Public / Quasi-Public	57	440.1	8.5%
Industrial	12	140.5	2.7%
Vacant	988	341.3	6.6%
Other	33	12.9	0.2%
Total	6190	5185.1	100.0%

Source: Kankakee County Planning Department, 2011

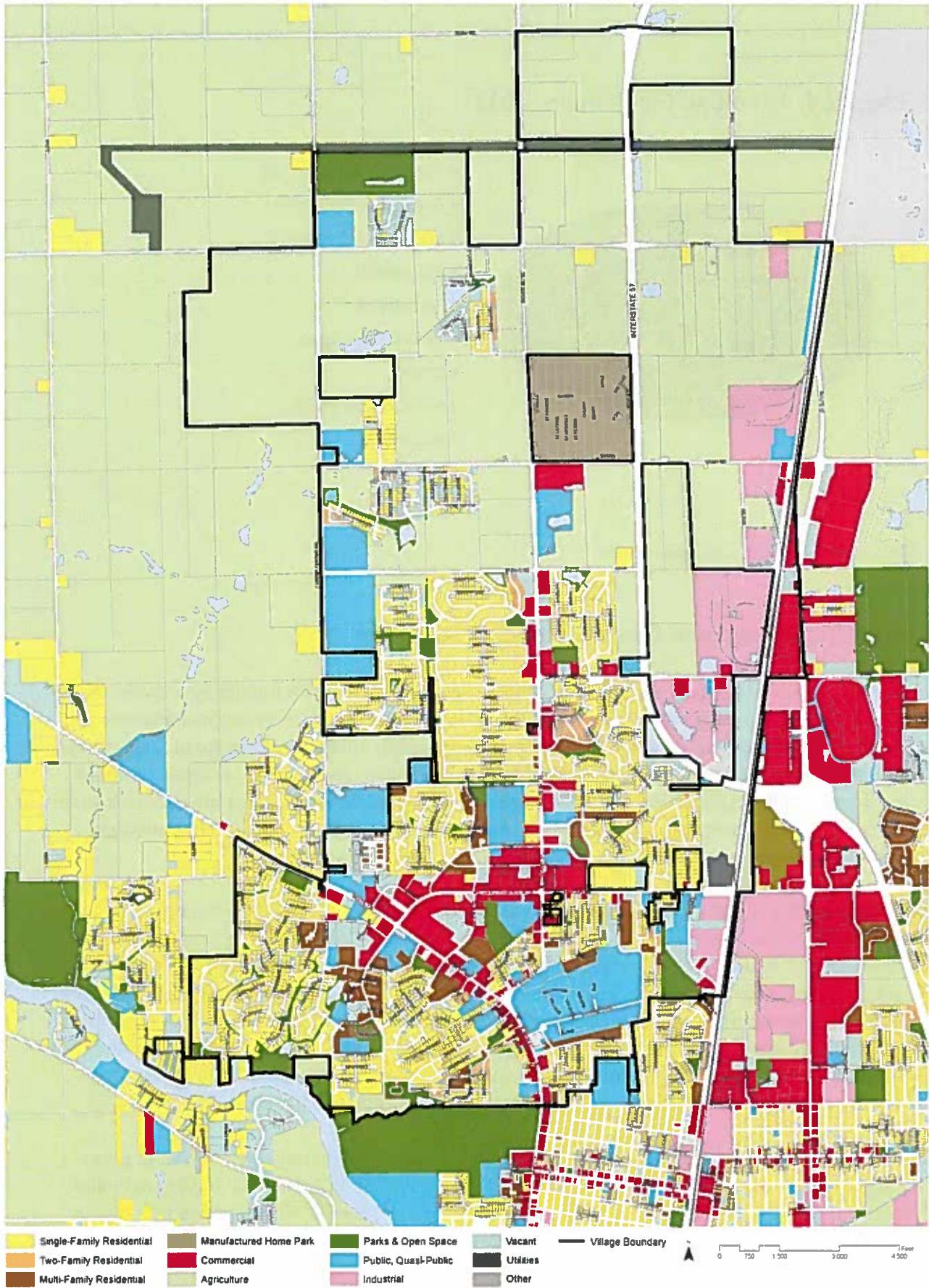


FIGURE 3

EXISTING LAND USE

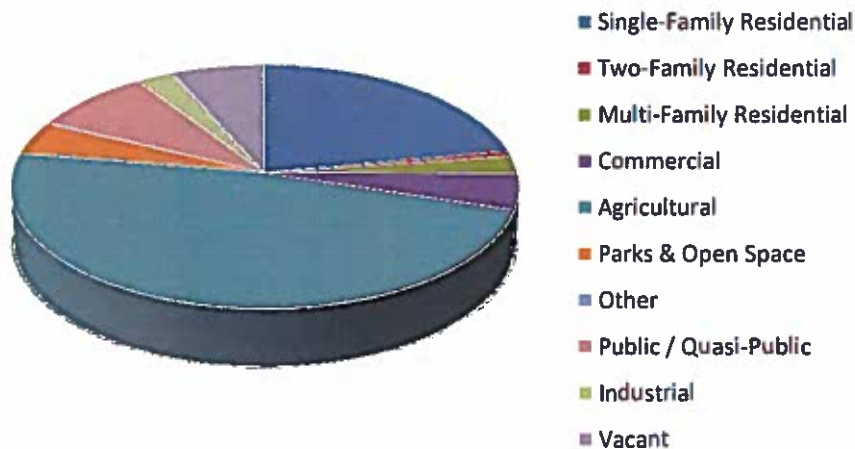
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 VILLAGE OF BOURBONNAIS, ILLINOIS

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Chart 2.1: Land Use Distribution, 2011



Source: Kankakee County Planning Department, 2011

2.3.1 Historical Land Use & Development Pattern

The discussion of existing land use and development patterns can be framed by a review of the evolution of these patterns over time. Early development was primarily residential and was focused in the southern portion of the community, generally south of Armour Road and extending to the Village's southern boundary. The pattern of residential development, in terms of street layout and lotting, was similar to that in neighboring Bradley. While Bourbonnais attracted small-scale commercial uses located along Main Street and Convent Street, downtown Kankakee served as the region's commercial center up to the post World War II era.

In the post-World War II era, a larger share of new development in Kankakee County came to Bourbonnais. New residential development took on a different form from the older residential development. Whereas older residential development was organized according to a regular street grid, new streets and lots were designed according to a more suburban convention (i.e. a more curvilinear design with the use of cul-de-sacs). This form of new residential development allowed for the preservation of ponds/wetlands, establishment of on-site detention facilities, and neighborhood parks. The difference in development patterns can be seen in the contrasting street patterns of Bourbonnais and adjacent portions of Bradley to the south and east.

In broad terms, Bourbonnais' direction of growth and development remains northward. Burns Road represents a dividing line between the existing established community to the south and areas of new/future growth to the north. Convent Street, Route 45/52, serves as the axis for future growth and is poised to serve as the primary connection between future growth and the existing community. While the bulk of Bourbonnais' existing commercial development is located

in the Armour Road, Latham Drive, and Main Street area to the south, it is likely that demand for future commercial sites will be along Convent Street north of Burns Road.

A key driver of future growth and development will be the new I-57/Bourbonnais Parkway (6000 North) interchange. This new interchange is a major component of the region's economic development strategy and holds the potential for attracting new industrial uses. Approximately 1,300 acres of agricultural land within Bourbonnais surrounds the intersection area, which would translate into approximately 840 acres of buildable land. Assuming a standard floor area ratio of .20, this land could support over seven million square feet of new development. Additional agricultural land outside the Village, but within the interchange's influence area, represents even more development potential. Clearly, demand for industrial land alone will not absorb the available supply of developable land, and requests for other types of land use should be anticipated.

Future housing will likely be developed along Career Center Road. Significant annexation of agricultural land took place prior to the collapse of the speculative real estate market in 2008. The pace of new housing starts in Bourbonnais during the post-bubble period is likely to be in the range of 20-25 starts per year. An acceleration of this rate will not occur until fundamental changes occur in the economy as a whole and the real estate market in particular. Based on this rate of new housing, existing subdivisions not completed and already annexed land should be sufficient to meet Bourbonnais' housing needs for many years.

Residential Uses

There are a variety of housing types in Bourbonnais, ranging from single-story and multi-story detached single-family homes to attached multi-family housing. However, the predominate housing type within the Village is detached single-family homes, which are sited on parcels ranging in size from 3,000 square feet to several acres, and make up approximately 85 percent of the total number of housing units. Single-family lots compose approximately 22 percent of the Village's land area; the majority of which are less than one acre, with the average lot size being approximately a quarter-acre. The majority of single-family homes are located in the lower half of the Village, with some newer homes located in the northern half of the Village. According to Kankakee County Geographic Information Systems (GIS) data from 2011 and field investigations, there are some vacant single-family lots in residential subdivisions recently constructed in the northern section of the Village along W 5000 N Road and W 6000 North Road west of North Convent Street.

Attached two-family and multi-family housing is generally located at the interior edges of single-family neighborhoods in the southern section of the Village and tend to be sited near principal and minor arterial streets such as William R. Latham Senior Drive and Main Street and near the Village's commercial corridors.

Commercial Uses

Commercial uses make up approximately five percent of the Village's land area. The majority of commercial uses are found along William R. Latham Senior Drive, Main Street and North Convent Street. The commercial uses found along these streets include local-oriented retail sales and services, restaurants, and financial, medical, and other professional services. One of the major retail anchors in the Village is the Town Center Shopping Center, located at the intersection of William R. Latham Senior Drive and Main Street.

Agricultural Uses

Approximately 2,400 acres of land in the Village are classified as agricultural by the Kankakee County Planning Department, and make up about 48 percent of the Village's land area. The agricultural land is primarily located in the northern section of the Village along 7000 North Road, 6000 North Road, and 5000 North Road. There are some smaller agricultural parcels located in the southern section of the Village near the interchange of Interstate 57 and Illinois State Route 50, and along the edges of the Village boundary. Parcel sizes range from a half acre to over 300 acres. Much of the land classified as agricultural was annexed by the Village in recent years, and is in active agricultural use and undeveloped. Future growth will likely take place on this land.

Industrial Uses

Industrial land uses make up a small percentage of the land area in Bourbonnais; approximately 140 acres, or three percent of the Village's land area, are devoted to industrial uses. Industrial uses are primarily located in two sections of the Village: northeast along E 5000 North Road, McKnight Road, and Belson Road (to be renamed DiMicco Drive) and southeast at the intersection of Armour Road and Ernest Mooney Drive. These industrial uses are located westerly adjacent to the Canadian National Railway that runs north-south within and along the Village's eastern municipal boundary.

A prominent industrial tenant in Bourbonnais is the Chapel Steel Corporation (also known as Alabama Steel) that sells post-production steel products. Their location along the railroad allows for the delivery of materials via existing freight rail spurs.

2.3.2 Challenges & Opportunities

The key land use and development challenges and opportunities in the community and surrounding planning area include:

- Commercial corridors are predominately auto-oriented and there is no discernible Village "center," which negatively impacts aesthetics and walkability of the commercial areas;

- Recent residential growth in the northern section of the Village has taken on a “Leap Frog” development pattern, which creates isolated and disconnected pockets of newer housing;
- There is a considerable amount of aging housing stock that may not appeal to younger families due in part to its relatively small size; and
- There is a considerable number of vacant parcels on key commercial corridors (e.g. Route 45/52), which present a future opportunity to expand the Village’s commercial tax base.

2.4 Community Facilities

Community facilities include public and institutional uses (classified as Public or Quasi-Public Uses by the Kankakee County Planning Department) that provide services to meet community needs. These facilities include municipal facilities, fire and police departments, places of worship, hospitals and medical centers, public and private schools, parks, open spaces, trail systems, and universities and colleges. Approximately 670 acres of land area are devoted to these uses, which represent approximately 13 percent of the Village's land area. The Village's existing community facilities are presented in the map shown in *Figure 4, Existing Community Facilities*.

Public & Institutional Buildings

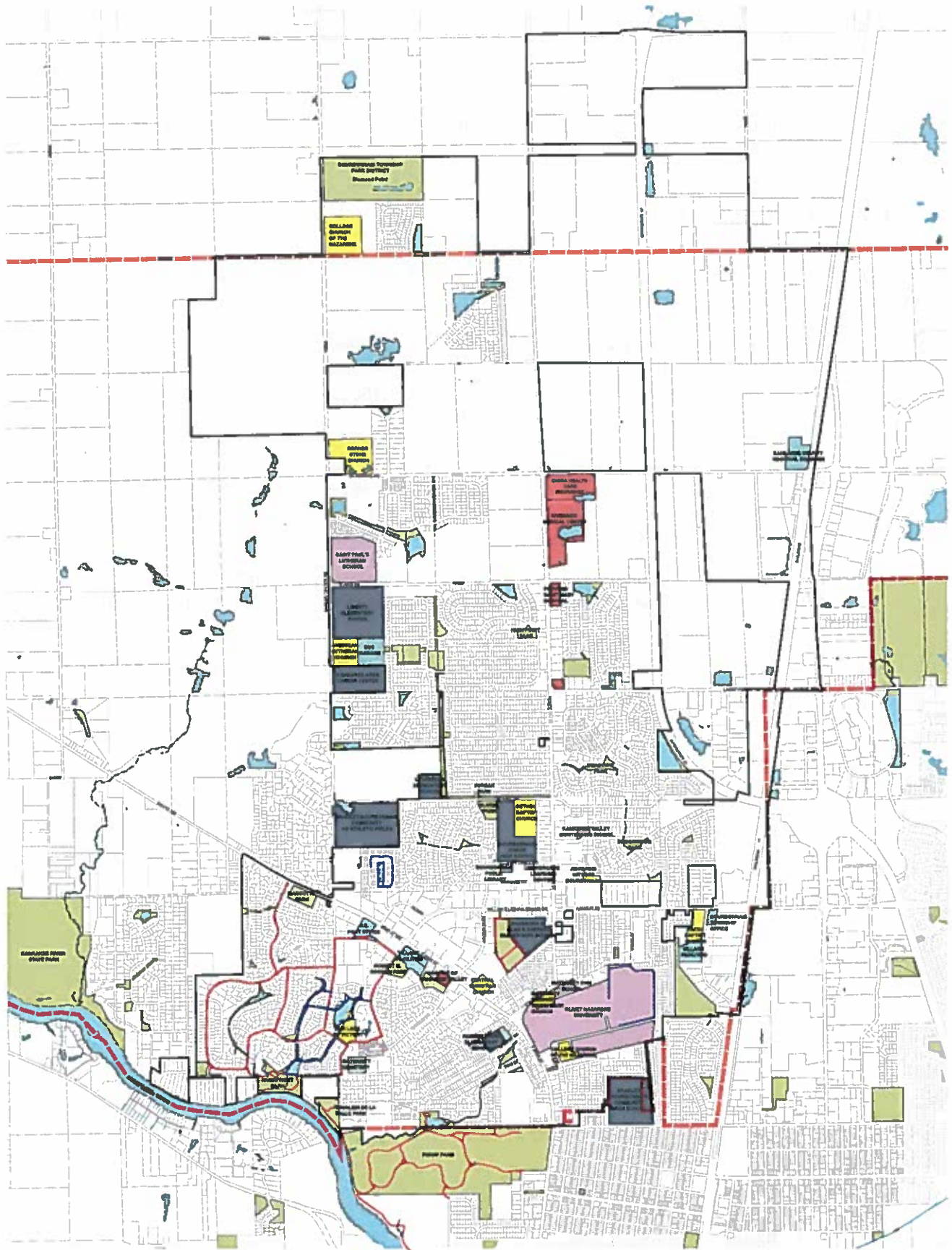
Most public and institutional facilities are located near the Village's downtown area and commercial corridors, including Main Street, Career Center Road, and Route 45 / 52. Some of the major facilities include Olivet Nazarene University, municipal facilities including Village Hall and Bourbonnais' police and fire departments, Provena Saint Mary Hospital, Riverside Medical Center, public and private primary and secondary schools, and places of worship.

Recreational Facilities

Parks and open spaces in the community include active and passive recreational areas, natural areas, and the Riverfront trail system, and are owned and operated by different public entities, such as the Village of Bourbonnais and the Bourbonnais Township Park District, as well as private operators.

In 2009, there were approximately 18 publicly-owned parks in the Village; totaling about 56 acres. With the addition of the approximately 50-acre Diamond Point playing fields (recently annexed by the Village and purchased by the Bourbonnais Township Park District), there are now over 100 acres of publicly-owned parks in the community. Including both public and privately-owned parks and open spaces (the latter of which include open spaces owned by residential subdivision homeowners' associations, among other private owners), there are over 230 acres, or four percent, of land area devoted to parks and open spaces in Bourbonnais as of 2011. The National Recreation and Park Association (NRPA) recommend approximately 10 acres of community park land per 1,000 residents. According to this standard, the Village has less publicly-accessible park land than is recommended for a community of its size (18,631 residents in 2010).

The only formalized and publicly-accessible multi-use trail system in the Village is a network of striped on-road paths that follow several streets within the Briarcliff Estates in the southern part of the Village. In addition, there are formal paths that follow the Kankakee River, connecting the various parks along the river's edge, including the Kankakee River State Park, Riverfront Park, Cavalier De LaSalle Park, and Perry Farm. There are also privately-owned trail systems within



- EDUCATIONAL - PUBLIC
- EDUCATIONAL - PRIVATE
- MEDICAL OR HOSPITAL
- MUNICIPAL FACILITY
- PLACE OF WORSHIP
- OPEN SPACE OR PARK
- CEMETERY
- VILLAGE BOUNDARY
- PRIVATE TRAIL OR PATH
- VILLAGE TRAIL OR PATH
- BOURBONNAIS SCHOOL DISTRICT #53



FIGURE 4

EXISTING COMMUNITY FACILITIES

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residential subdivisions for use by residents, including Briarcliff and Arbor Grove, and are not publicly-accessible.

2.4.1 Challenges & Opportunities

The key challenges and opportunities regarding community facilities in the Village and surrounding planning area include:

- In planning for Bourbonnais' system of community facilities, the Village has a responsibility to coordinate with other units of local government serving the area, primarily Bourbonnais Elementary School District 53, the Bourbonnais Township Park District and the Bourbonnais Township Fire Protection District. While each of these special districts has its own service responsibilities, it is the responsibility of the municipality to coordinate facility locations and ensure sound relationships of land use and transportation /circulation. Given the expected slow pace of future growth, relatively little change in service demand is expected in the near mid-term, with correspondingly few changes in the current system of community facilities;
- The Kankakee River is a great natural amenity; however, a considerable portion of the east bank of the Kankakee River is privately-owned, limiting public access to the river's edge; and
- The community's trail system is generally discontinuous and lacks a formalized trail network north of Kankakee River.

2.5 Community Appearance Assessment

Community Appearance is an element of this Comprehensive Plan because the physical character and appearance of the community affects the general welfare of the Village. Community appearance influences a number of factors related to the general welfare. For example, positive community appearance can have a salutary effect on property values, which, in turn, has a positive effect on the Village's tax base. Community appearance can also increase the quality of life and residents' level of satisfaction with the community. This can increase the length of residence and support higher levels of community involvement. For these and other reasons, planning for an attractive community appearance is essential.

2.5.1 Scope of Existing Appearance Assessment

Community appearance is comprised of a multitude of factors, spanning both the public and private realms. While private realm conditions, such as the appearance and design quality of private buildings and development, have a great effect on community appearance, they are difficult to influence directly through public policy, such as a comprehensive plan. Indirect public policy methods, such as better development control regulations, can have a positive effect on the appearance of private buildings in the long term. Improving community appearance through actions within the public realm is more effective in the short term, and, thus, is the focus of this assessment.

Public realm conditions that affect community appearance include the design and improvement of public streets, public lands such as parks, and civic buildings. The public realm also includes the protection of natural features and amenities on private undeveloped land because municipalities have the power and responsibility to regulate development of land to protect natural resources.

2.5.2 Challenges & Opportunities

Community appearance is unique to each community and is shaped by many factors including age of development, economic conditions, natural features, approach to local governance and heritage. Bourbonnais possesses significant aesthetic resources within its corporate limits and in adjacent unincorporated areas. There are also conditions that detract from its community appearance. Significant aesthetic assets and liabilities are listed below.

Aesthetic Assets

- Regionally significant parks and open space; Kankakee River State Park, and Perry Farm;
- Olivet Nazarene University, a prominent educational institution;
- Close proximity to natural areas, including the Kankakee River;

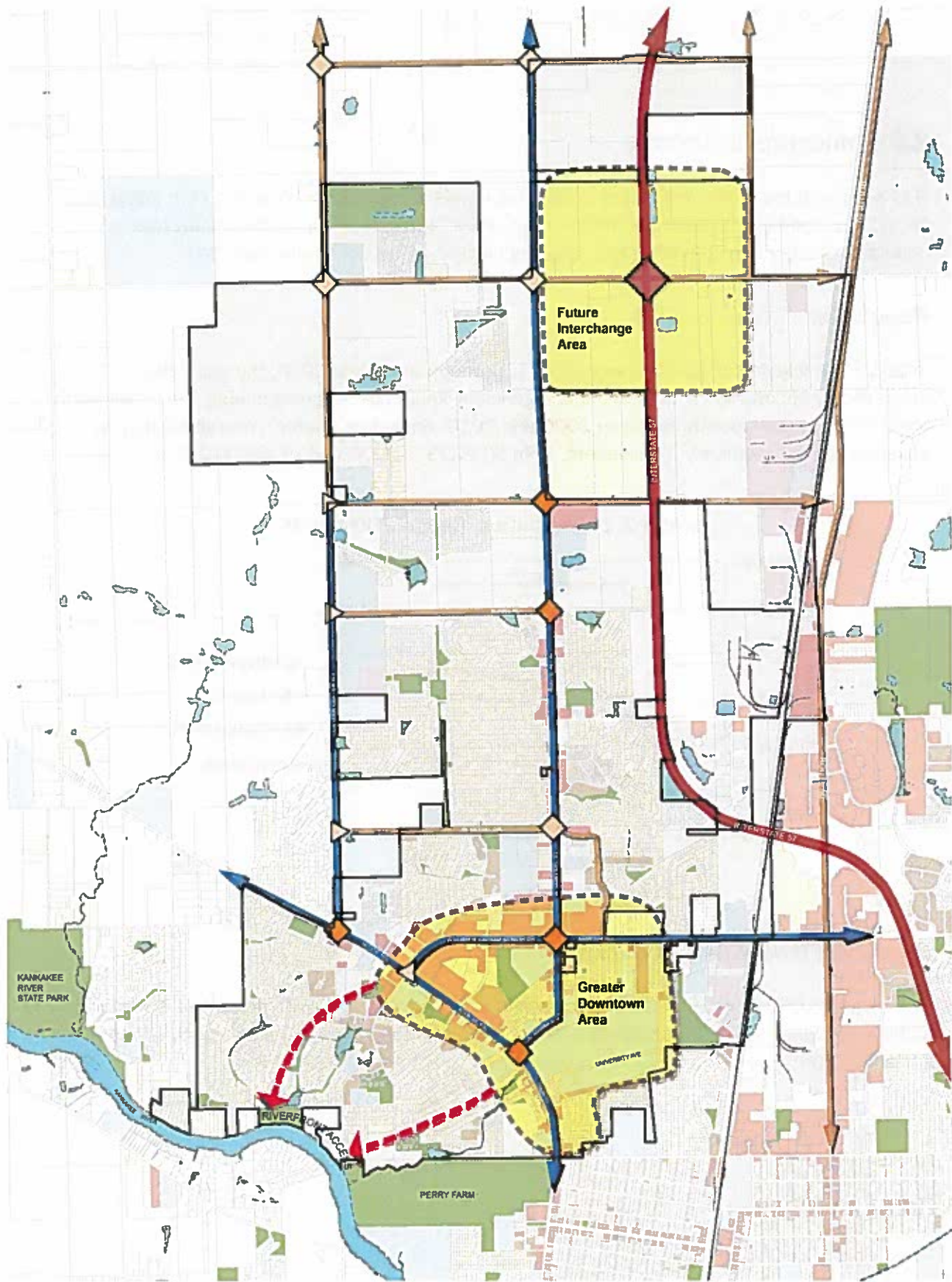
- Adjacent to farmland and open space;
- Relatively attractive commercial corridors, including Latham Drive;
- Relatively good commercial development control; and
- Retained woodlands/tree cover in some parts of the Village.

Aesthetic Liabilities

- Absence of a true, physically delineated “historic district”;
- Areas of residential development without distinctive character;
- Modest housing stock in significant parts of the Village;
- Absence of a street system that conveys character;
- Absence of a beautification program for major streets; and
- Relatively low quality landscape treatment on private property.

Many of these assessments are reflected in *Figure 5, Existing Community Appearance*. Figure 5 outlines the basic structure of community appearance and identifies some opportunities for future improvement. Key points illustrated on Figure 5 include:

- Prominent streets within the Village; these could be the subject of a beautification program;
- Prominent street intersections, which could be focal points of a street beautification program;
- Ponds, streams and woodlands on undeveloped land that should be preserved in any future development;
- Two areas of special development interest that have community-wide implications on community appearance and identity; a) the future I-57/6000 North (Bourbonnais Parkway) interchange area; and b) the greater downtown area; and
- A policy to increase access and orientation to the Kankakee River.



- | | | | |
|------------------------|------------------------------|--------------------------|-------------------------------------|
| Interstate 57 | Future Interchange | Half-Intersection | Natural Areas / Woodland Protection |
| Prominent Local Street | Prominent Local Intersection | Special Development Area | Surface Water Protection |
| Secondary Local Street | Secondary Local Intersection | Village Boundary | |

FIGURE 5

EXISTING COMMUNITY APPEARANCE

BOURBONNAIS 2030 COMPREHENSIVE PLAN
 VILLAGE OF BOURBONNAIS, ILLINOIS

SEPTEMBER 2013

camiros

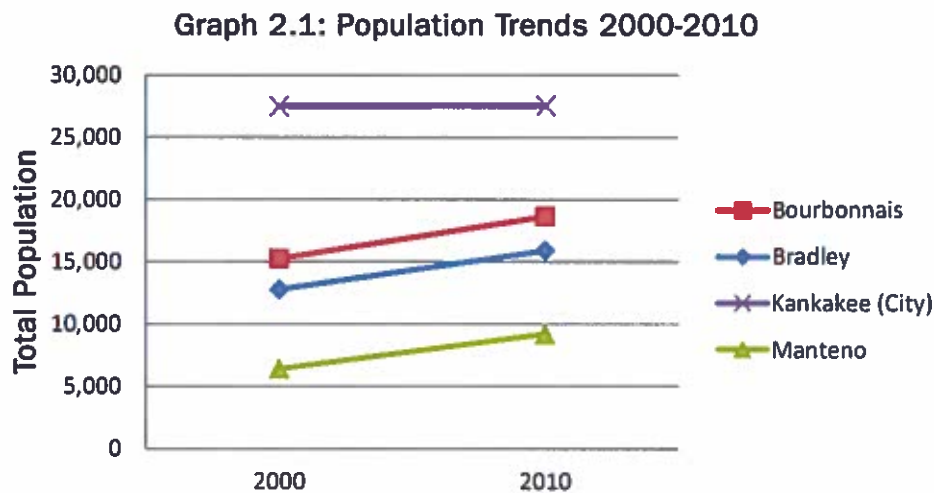
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2.6 Demographic Trends

This section of the report analyzes demographic trends using U.S. Census data from 2000 and 2010. The analysis will provide a “frame of reference” in terms of future community size, population, work force, and other key “building blocks” of the Comprehensive Plan.

Population

In 2010, the Village’s population was 18,631. Between 2000 and 2010, the population increased by approximately 22 percent and generally kept pace with neighboring municipalities in terms of population growth. Between 2000 and 2010, Kankakee County’s overall population increased by approximately nine percent, from 103,833 in 2000 to 113,449 in 2010.



Source: US Census (SF1) 2000, 2010

Racial & Ethnic Characteristics

The majority of Bourbonnais residents are white and represent nearly 87 percent of the total population. Since 2000, Bourbonnais experienced a slight increase in minority populations, including a two percent increase in the black or African-American population.

<i>Race</i>	2000		2010	
	Number	Percent	Number	Percent
White	13,839	91%	16,144	87%
Black or African American	701	5%	1,392	7%
Asian or Pacific Islander	369	2%	362	2%
Some Other Race/Two or More Races	347	2%	733	4%
Total Population	15,256	100%	18,631	100%

<i>Ethnicity (Hispanic or Latino)</i>	2000		2010	
	Number	Percent	Number	Percent
Hispanic or Latino (of any race)	345	2%	898	5%
Non-Hispanic or Latino	14,911	98%	17,733	95%
Total Population	15,256	100%	18,631	100%

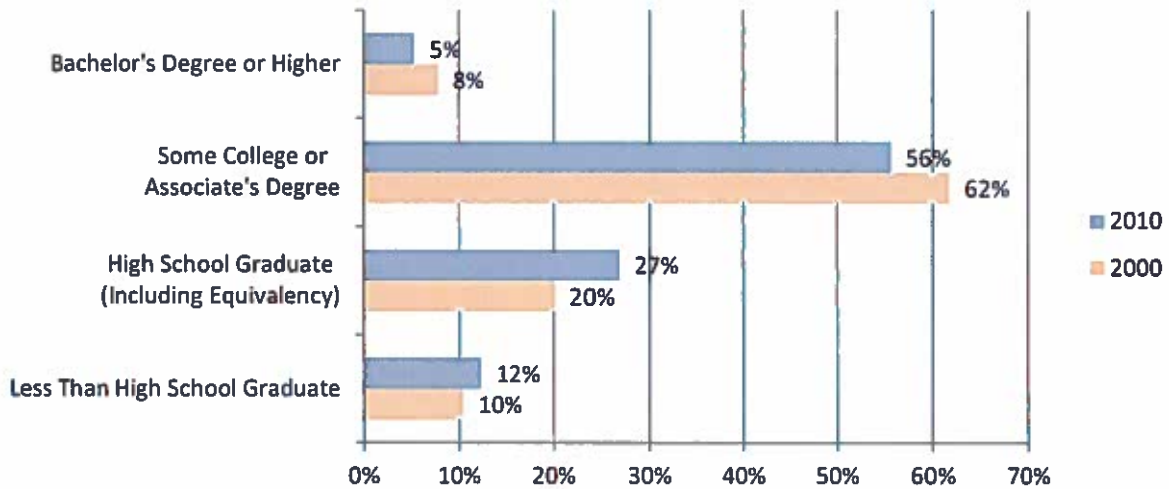
Source: US Census (SF1: P3 & P4) 2000 & 2010

Educational Attainment

As of 2010, 56 percent of 18 to 24 year olds completed some college or earned an associate's degree, which represents a six percent decrease from 2000. In addition, between 2000 and 2010, there was a three percent decrease in those that attained a bachelor's degree or higher.

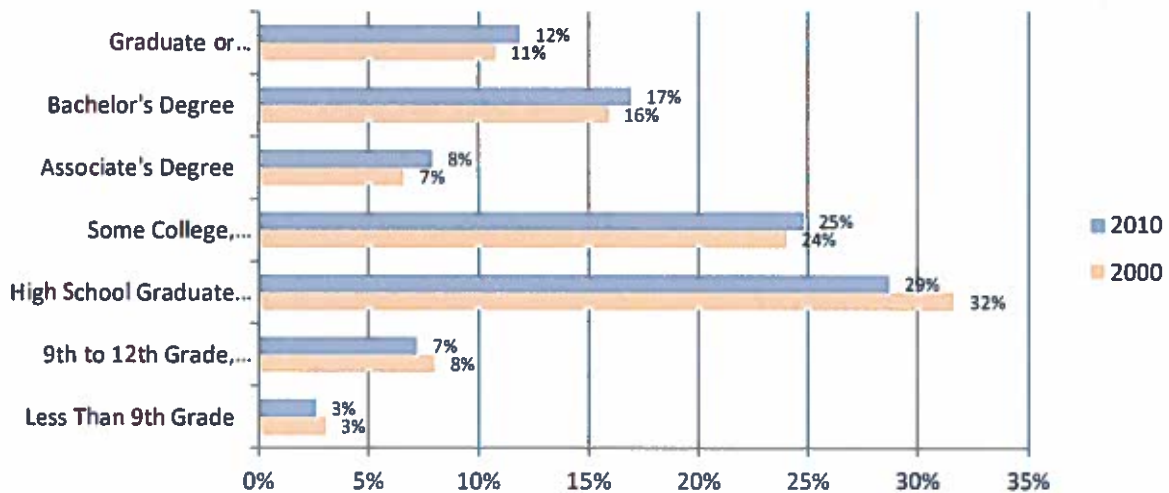
Examining the older generation, approximately 29 percent of residents 25 years or older were high school graduates in 2010; a decrease of three percent from 2000. Between 2000 and 2010, college enrollment slightly increased. As of 2010, approximately 62 percent of Bourbonnais residents 25 years and older completed at least some college, with 25 percent having completed some college, eight percent having earned an associate's degree, 17 percent a bachelor's degree, and 12 percent a graduate degree.

Graph 2.2: Educational Attainment, 18-24 Years Old



Source: US Census (SF3: QT-P20) 2000; American Community Survey 5-Year Estimates (S1501) 2010

Graph 2.3: Educational Attainment, 25 Years and Over

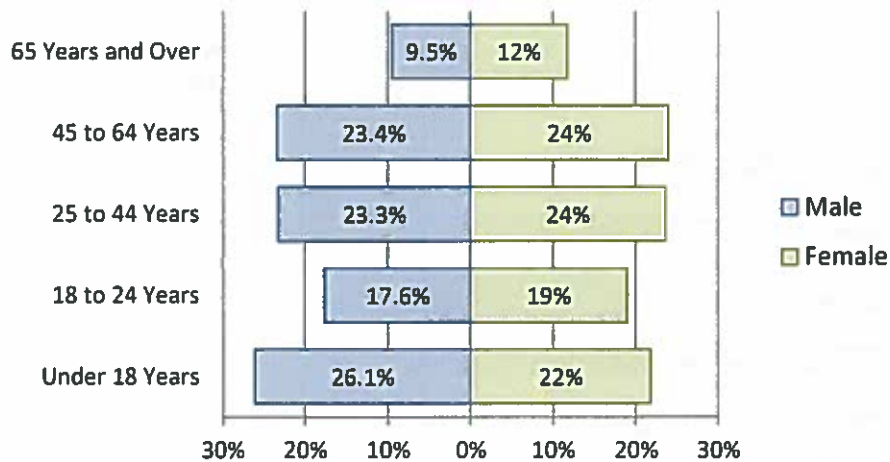


Source: US Census (SF3: QT-P20) 2000; American Community Survey 5-Year Estimates (S1501) 2010

Age Distribution

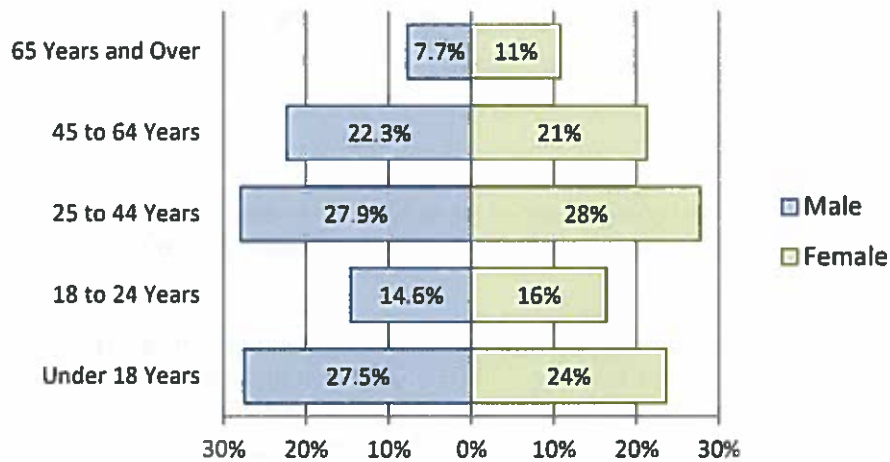
Between 2000 and 2010, there was an increase in the number of school-aged children under 18 years old and an increase of young adult residents that were 25 to 44 years old. In contrast, the proportion of residents that are college-aged (18 to 24 years), middle-aged (45 to 64 years) and senior citizens (65 years and older) decreased slightly during the same period.

Graph 2.4: Age Distribution by Sex, 2000



Source: US Census (SF1: QT-P1) 2000 & 2010

Graph 2.5: Age Distribution by Sex, 2010

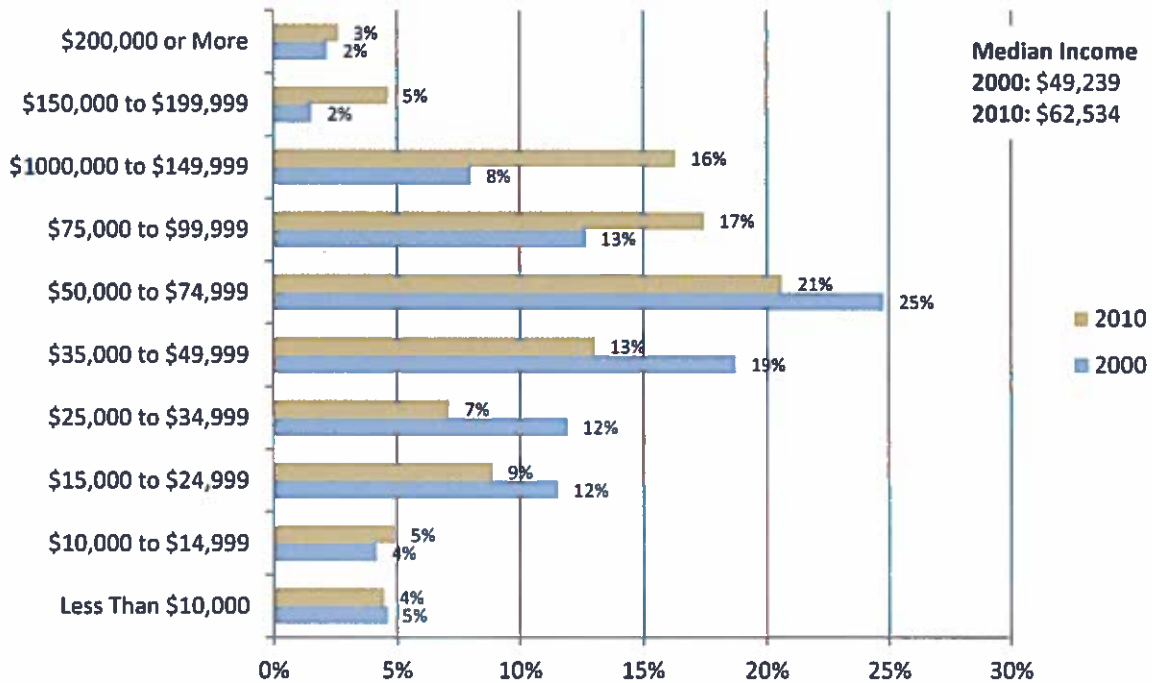


Source: US Census (SF1: QT-P1) 2000 & 2010

Household Income

Household income in Bourbonnais increased between 2000 and 2010. During that period, median household income increased by 27 percent, from \$49,239 to \$62,534. In 2010, approximately 38 percent of Bourbonnais residents earned less than \$50,000 annually, while another 38 percent earned \$50,000 to \$99,999 annually, and approximately 24 percent earned \$100,000 or more. In contrast, over 50 percent of Bourbonnais households earned less than \$50,000 annually, and twelve percent of households earned \$100,000 or more.

Graph 2.6: Household Income



Source: US Census (SF3: DP3) 2000; American Community Survey 5-Year Estimates (DP03) 2010

Housing

In 2010, approximately 95 percent of the total number of housing units in the Village were occupied. There were an estimated 298 vacant housing units in Bourbonnais, or five percent of the total, in the same period.

Between 2000 and 2010, the number of occupied housing declined by two percent, which coincided with an identical increase in vacant housing. In 2010, approximately two-thirds of the 6,445 housing units in 2010 were owner-occupied, while the remaining one-third were renter occupied. Since 2000, the proportion of owner-occupied housing in the Village has increased approximately five percent, while the number of total occupied housing has increased by approximately 800 units.

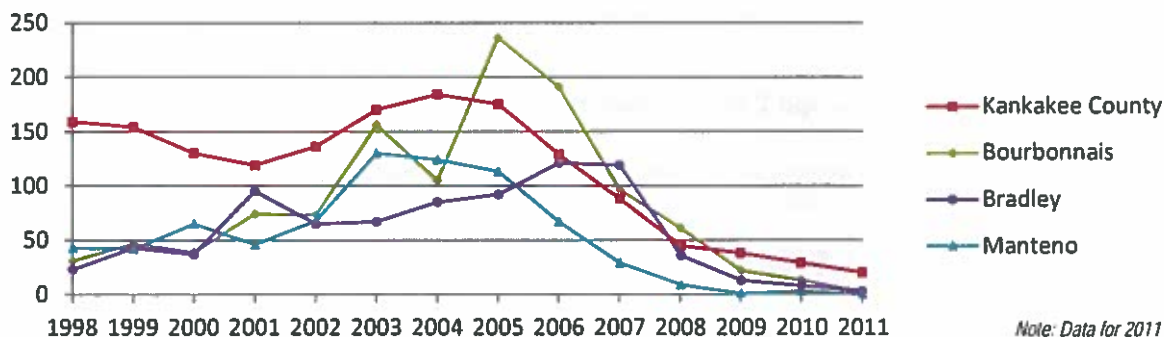
Housing Occupancy	2000		2010	
	Number	Percent	Number	Percent
Occupied Housing Units	5,341	97%	6,147	95%
Vacant Housing Units	164	3%	298	5%
Total Housing Units	5,505	100%	6,445	100%

Housing Tenure	2000		2010	
	Number	Percent	Number	Percent
Owner Occupied Housing Units	3,348	63%	4,169	68%
Renter Occupied Housing Units	1,993	37%	1,978	32%
Total Occupied Housing Units	5,341	100%	6,147	100%

Source: US Census (SF1: QT-H1) 2000 & 2010

The number of new housing starts in Bourbonnais peaked from 2003 through 2006, when nearly 700 new homes began construction in the Village. Similarly, this four year period saw a major increase in new housing starts throughout unincorporated Kankakee County and the towns of Bradley and Manteno. However, the recent recession has created an environment in which very few homes began construction in these same communities. For example, from 2009 to 2011, there were approximately 90 new housing starts each year in all of Kankakee County.

Graph 2.7: New Housing Starts, 1998-2011



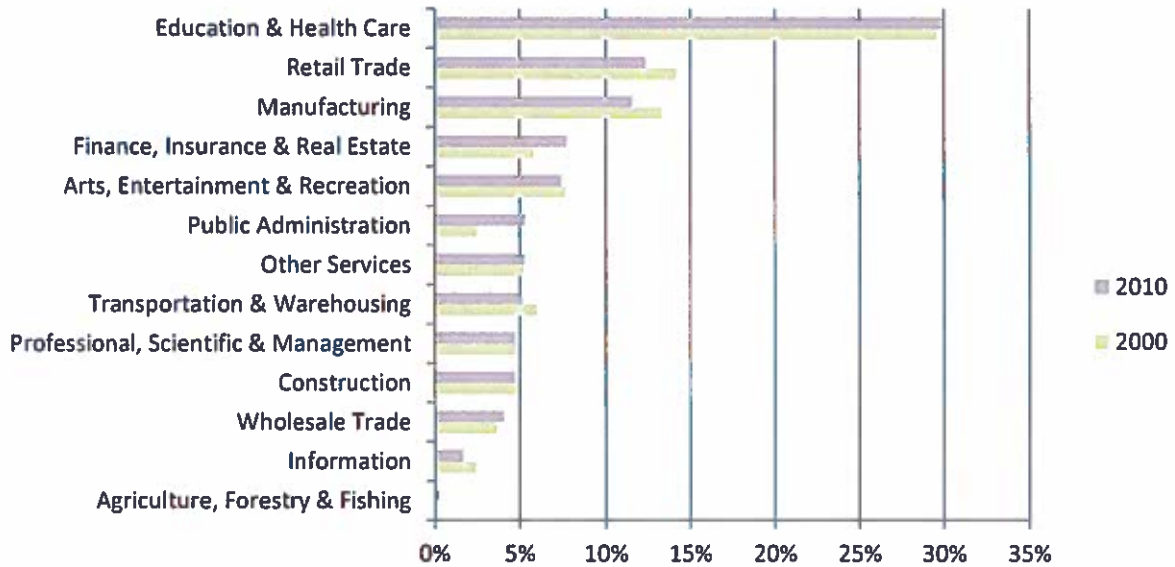
Source: Kankakee County Planning Department

Employment

From 2000 to 2010, Bourbonnais' labor force grew by approximately 1,000 people, but the number of employed people in the Village declined by six percent. A majority of Bourbonnais residents continue to work in management, professional, sales and office jobs, while the remainder of the workforce is employed in service, production, transportation, construction and maintenance jobs. The distribution between occupation and employer type has changed relatively little from 2000 to 2010.

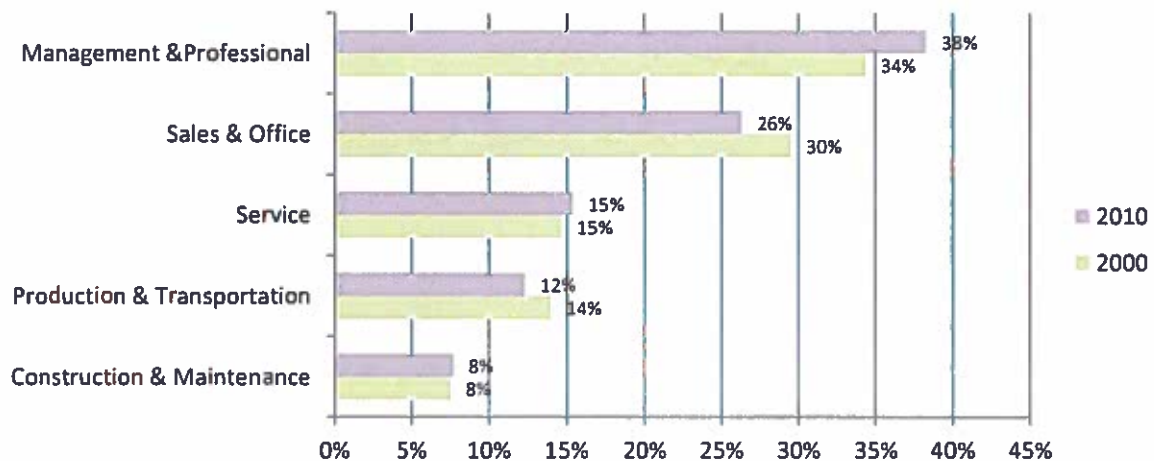
Similarly, in looking at employment by industry, jobs in education and health care remain the largest proportion of jobs in Bourbonnais. The next largest sectors of employment by industry in the Village are retail trade then manufacturing, followed by finance, insurance and real estate, and arts, entertainment, and recreation. The proportion of jobs in these industries changed little from 2000 to 2010, with the exception of jobs in public administration, the proportion of which more than doubled from two percent to five percent during this period.

Graph 2.8: Employment By Industry



Source: US Census (SF3: DP3) 2000; American Community Survey 5-Year Estimates (DP03) 2010

Graph 2.9: Occupation & Employer Type



Source: US Census (SF3: DP3) 2000; American Community Survey 5-Year Estimates (DP03) 2010

2.6.1 Key Findings

- The population of the Village of Bourbonnais grew by approximately 22 percent between 2000 and 2010. In contrast, the Village of Bradley, which is approximately the same size as Bourbonnais, grew at a similar rate, while the much smaller Village of Manteno grew more rapidly and the larger City of Kankakee remained steady;
- From 2000 to 2010, a slightly greater proportion of 18 to 24 year olds completed high school, while fewer completed some, or all, of a college degree. A reverse in this trend was seen among residents twenty-five years or older;
- The Village's population is getting younger, and continues to welcome young families with school age children;
- Bourbonnais saw impressive growth in household income between 2000 and 2010. Median household income in the Village increased 27 percent while the percentage of residents making \$50,000 or more increased 13 percent;
- From 2000 to 2010, Bourbonnais saw an increase in the number of housing units in the Village that coincided with its growth in population. During this period vacancy rates remained low, while housing tenure remained relatively unchanged with approximately two-thirds of Bourbonnais remaining owner-occupied; and
- Bourbonnais and neighboring communities in Kankakee County were directly affected by the nationwide mortgage crisis and housing bubble of the last decade, with a large increase in housing starts from 2003 to 2006 followed by a steep decline in housing starts since 2007.

2.7 Stakeholder Interviews

Stakeholder interviews were conducted as part of the Existing Conditions Analysis to learn from knowledgeable individuals about the current status of the community. A total of 15 individuals were interviewed in seven different sessions. The interviewees represented a broad cross-section of the community including: a) local elected officials; b) Village staff; c) County representatives; d) local real estate professionals; e) school and fire district representatives; and f) representatives of Olivet Nazarene University.

2.7.1 Challenges & Opportunities

A wide range of topics were covered. Most discussions focused on the areas of expertise the interviewees were most knowledgeable about. The important observations and opinions expressed that were relevant to the new comprehensive plan included:

- Significant new Village infrastructure is needed to serve future development at the future I-57/Bourbonnais Parkway Interchange. Bourbonnais recently established an Industrial Tax-Increment Financing District, which is intended to provide a significant portion of the needed funds.
- Diversification of the Village's tax base is needed to ensure future funds for new initiatives. Expanding the retail tax base is particularly important.
- Funding downtown redevelopment/improvement would require a new funding mechanism to replace the expiring TIF district.
- Bourbonnais has an abundance of rental property and needs to focus new residential development on ownership housing.
- Single-family houses used as rental properties present maintenance challenges that require Village monitoring.
- Development impact fees should be revisited in light of new economic and development realities.
- Improved pedestrian circulation is needed. Sidewalks near schools are particularly needed. A Village-wide pathway/bikeway system would be beneficial for the community. Improved pedestrian facilities and safety is needed in the downtown area.
- Continued concentration of healthcare facilities on Convent Street north of Burns Road is possible, with a new hospital a distinct possibility.

2.8 Circulation

A well-planned transportation system is essential to the economic and social well-being of a community. The system must be continually improved to serve development growth areas, maintain efficient traffic operations, and disperse traffic broadly across the community. Well-planned systems also consider the needs of all users by incorporating “Complete Streets” elements that safely accommodate both motorized and non-motorized modes of travel. Furthermore, a broad-reaching non-motorized system provides facilities for biking and walking as alternatives to the use of an automobile for short-distance trips, which can reduce traffic congestion, improve air quality, and provide for healthier lifestyles.

The transportation system serving Bourbonnais consists of roadways, truck routes, mass transit, air transportation, rail transportation, and bicycle/pedestrian facilities, as shown in *Figure 6, Existing Circulation System*.

2.8.1 Roadways

Roadways have two basic functions: to provide mobility and land access. For planning and design purposes, roadways are classified by function. Four general functional classifications are typically used, including freeways, arterials, collectors and local streets. Arterials and collectors are commonly subdivided into major or minor designations based on location, service function, and design features (e.g., right-of-way, road capacity, continuity within the system, speed limits, parking controls, traffic signal spacing, etc.). Each roadway classification serves as a collecting/distributing facility for the next higher classification in the system.

The following summarizes the roadway functional classification system serving the Bourbonnais, as defined by the Illinois Department of Transportation.

Freeways

Freeways provide the highest degree of mobility, with access limited to grade-separated interchanges to preserve capacity for high volumes of traffic and high travel speeds. Interstate 57, which is under the jurisdiction of the Illinois Department of Transportation (IDOT), serves the Village of Bourbonnais and is accessed from IL 50 in the neighboring Village of Bradley.

Arterials

Principal arterials are intended to provide a high degree of mobility and function as the primary travel routes through urban areas. In Bourbonnais, these arterials are US or IL state routes that are under IDOT jurisdiction. Minor arterials augment the principal arterials by accommodating somewhat shorter trips with less stringent access controls. In Bourbonnais, these arterials are either Kankakee County highways or municipal roadways. The following table summarizes the community’s existing Principal and Minor Arterial roadways, as outlined in the 2006 Bourbonnais

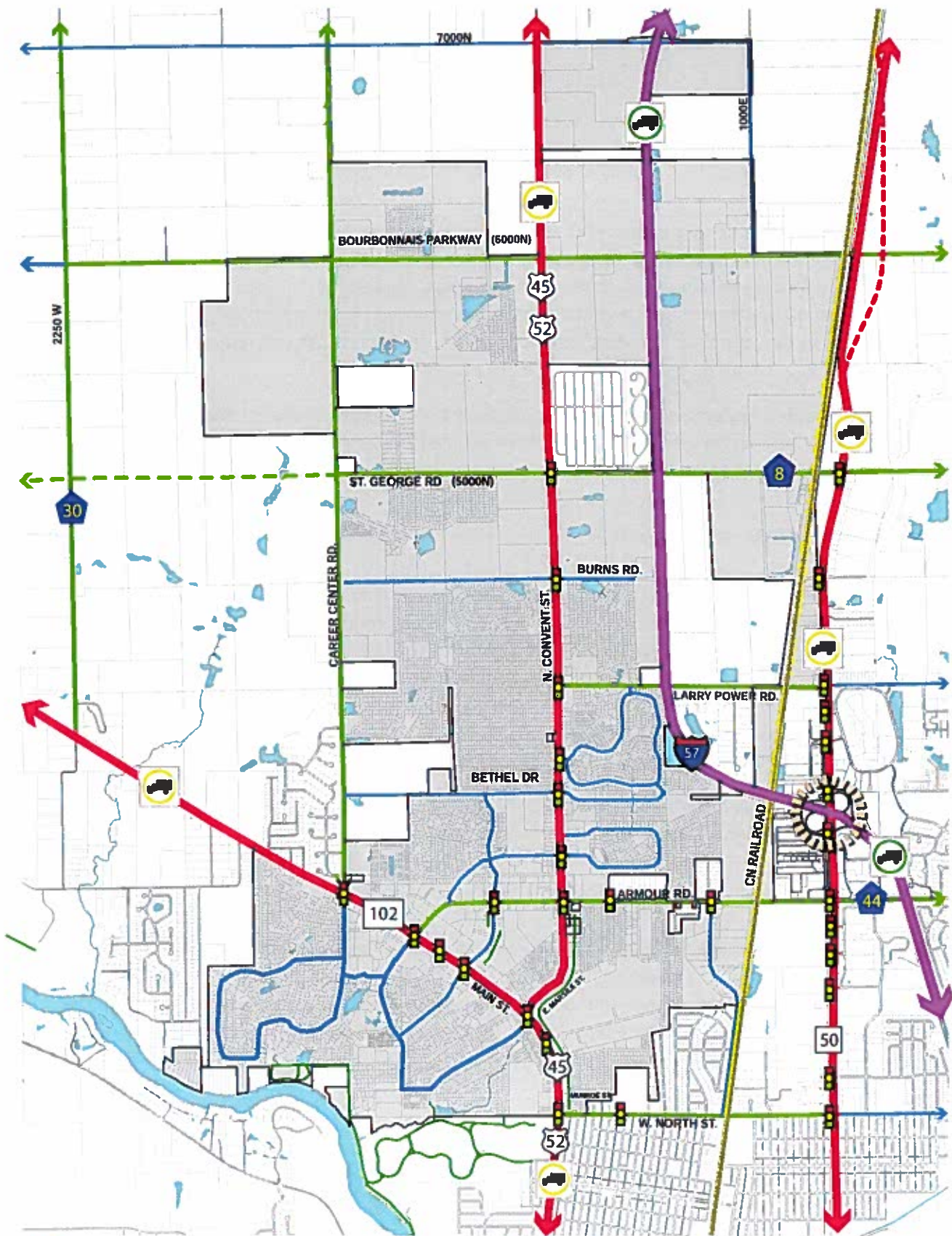


FIGURE 6

EXISTING CIRCULATION SYSTEM
BOURBONNAIS 2030 COMPREHENSIVE PLAN
 VILLAGE OF BOURBONNAIS, ILLINOIS

SEPTEMBER 2013

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Comprehensive Plan Update. Minor modifications were made to the list based on existing development patterns and anticipated future development.

Table 2.4: Principal Arterials	Minor Arterials
US 45/52 (Main St, Convent St)	Armour Rd/William Latham Sr Dr
IL 102 (Main St NW)	Larry Power Rd
IL 50 (Kinzie Ave)	North St
	5000 N Rd
	Bourbonnais Parkway (6000 N Rd)
	Career Center Rd
	County Highway 30/2250 W Rd

Collectors

The collector system is designed to support the arterial network. Collector roads consist of medium-capacity; medium volume streets that have limited continuity and serve to link higher level arterials with the lower level local streets. Collectors provide some direct land access but to a more limited degree than local streets. In Bourbonnais, these collectors are municipal roadways. The following table summarizes the community’s existing Collector roadways, as outlined in the 2006 Bourbonnais Comprehensive Plan Update. Minor modifications were made to the list based on existing development patterns and anticipated future development.

Table 2.5: Collector Streets	
Burns Rd	Gettysburg Dr
Bethel Dr	Brown Blvd
Washington Ave	Oakrun Dr
Earnest Mooney Dr	River St
John Casey Rd	William Latham Sr Dr (South of IL 102)
Mohawk Dr	N & S Meadows Rd
Briarcliff Ln	Career Center Rd
Guildford Dr	Barrington Dr
Barrington Dr	Stratford Dr
E & W Stratford Dr	7000 N Rd
1000 E Rd	

Local Streets

Local streets provide direct land access and are accessed from arterial and collector roads. Trip lengths on local streets are typically short and volumes and speeds are typically low. All remaining streets in Bourbonnais not mentioned above are classified as local streets.

Truck Routes

Designated truck routes are typically roadways that provide continuous regional travel and are designed to support heavy commercial traffic while avoiding residential areas. IDOT has established a Designated State Truck Route System that consists of three classifications of roadways (Class I, II and III), each with specific design standards and maximum legal vehicle dimensions and loaded weights. In Bourbonnais, four roadways are part of the State system:

Class I Facility: I-57

Class II Facility: US 45/52, IL 50, IL 102

2.8.2 Mass Transit

Public transportation service in Bourbonnais is provided by the River Valley Mass Transit District's METRO bus system. The METRO system has 11 routes, two of which circulate through the Village on hourly headways, including Route 10 and Route 11. Both routes connect to transfer stations at Metro Centre, Northfield Square Mall and St. Vincent De Paul allowing transfers to the other routes in the system. Express bus service to the Metra Electric District commuter rail station in University Park is provided from Bourbonnais' Metro Centre Transfer Station. METRO hours of operation are weekdays from 5:00 AM-10:30 PM, Saturdays from 7:00 AM-10:30 PM, and Sundays and Holidays from 8:00 AM-5:00 PM.

2.8.3 Commercial Air Transportation

The nearest regularly scheduled airline passenger service to the Bourbonnais is located in Chicago at O'Hare International Airport and Midway International Airport and in Bloomington-Normal at the Central Illinois Regional Airport. The Greater Kankakee Airport is the nearest public regional facility providing general aviation services.

2.8.4 Rail Transportation

The Canadian National Railway is located along the east edge of the Village boundary and runs north-south, parallel to and west of IL 50. The rail line carries approximately 40 freight trains per day and six Amtrak trains (Saluki, Illini and City of New Orleans service routes). The Amtrak routes stop at the downtown Kankakee station (199 S East Avenue), located three blocks south of the METRO transfer center at Chestnut Street and North Schuyler Avenue. There are grade-

crossings with the dual-track main line at 6000 N Road, St. George Road, Larry Powers Road and North Road. Rail sidings service industrial facilities such as Nucor Steel and Chapel Steel.

2.8.5 Bicycle Trail and Pedestrian System

There are currently four bicycle trails within or adjoining the Village, including trails in Kankakee River State Park, Perry Farm, Riverfront Park, and Cavalier De LaSalle Park. IDOT's Official Bicycle Map identifies only a few roadways in Bourbonnais as suitable for bicycling, including Bethel Drive, Burns Road, 7000 N Road (west of Route 45/52), and IL 50 (between 5000 N Road and 3000 N Road). All other major roadways are either not recommended for bicycling or have ride-with-caution advisories.

Paved sidewalks are generally provided along both sides of downtown arterials. Beyond the downtown, there are many gaps in the pedestrian system along the arterials and collectors. In the newer residential subdivisions, sidewalks are generally provided on both sides of the street while sidewalks are missing entirely in some of the older subdivisions. Some parks and athletic facilities are not connected to the pedestrian system such as the Diamond Point Park athletic complex.

2.8.6 Key Findings & Issues

The key transportation issues facing the Village and surrounding planning area include:

- The state highways in the downtown (US 45/52, IL 102) carry high volumes of traffic causing congestion and creating a barrier to safe pedestrian circulation;
- The intersection of Main Street/Main Street NW/Marsile Street is a major traffic congestion point;
- Many downtown commercial businesses have parking lots accessed primarily from Main Street. The numerous curb cuts create conflict points that reduce traffic flow efficiency.
- The residential neighborhoods in the downtown area are not well connected to the Main Street corridor. South of the Main Street NW/Marsile Street intersection there are few intersecting public streets on either side of Main Street;
- Downtown pedestrian connections across Main Street lack safety features, particularly between the University campus on the east side of the road and the recreational fields and student housing areas (Old Oak and Oak Run apartments) on the west side of the road;
- The CN Railway and I-57 extend along the east edge of the Village limiting east-west connections to the section-line roadways spaced one-mile apart (7000 N Road, 6000 N Road, St. George Road, Larry Power Road) and delaying east-west traffic at the four at-grade rail crossings during train events;
- Access to I-57 is limited to a single interchange at IL 50, which is 3-4 miles south of the northern Village limits. The interchange location is not convenient to the industrial, commercial and residential growth areas in the northern parts of the Village, and requires

traffic to cross at-grade rail crossings to reach IL 50, and adds traffic volume to US 45/52;

- Several arterial and collector roadway segments are not built to IDOT or Village design standards, such as portions of 6000 N Road, St. George Road, Career Center Road, and Bethel Drive;
- Continuity is lacking along a few of the arterial and collector roads, such as Burns Road and Career Center Road;
- US 45/52 to the north of Kathy Drive is operating near capacity for a four-lane roadway;
- The roadway system will need to be extended to reach the residential, commercial and industrial growth areas to the north and west of the Village;
- The lack of a major regional east-west interstate connection between Illinois (I-55) and Indiana (I-65) draws non-local truck traffic through the community. A recommended route for the planned Illiana Expressway has been selected through southern Will County from Wilmington, IL on the west to Lowell, IN on the east;
- IDOT's FY 2011-2016 Multi-Year Program (MYP) includes construction of the following projects:
 - St. George Road bridge replacement/widening over I-57 (2013)
 - New I-57 interchange at 6000 N Road (Bourbonnais Parkway) with widening of 6000 N Road between US 45/52 and IL 50 (2014)
 - US 45/52 resurfacing between Armour Road and St. George Road (2014)
 - Larry Power Road bridge replacement/widening over I-57 (2015)
 - Larry Power Road intersection improvements at IL 50
 - IL 50 resurfacing between St. George Road and Sixth Street in Manteno (2015)
- The reconstruction and widening of US 45/52 from Kathy Drive north to Manteno Road is an IDOT project that has yet to be added to the MYP;
- Federal Surface Transportation Program Urban (STPU) funding was allocated through the Kankakee Area Transportation Study (KATS) for the extension of Burns Road to Career Center Road. The extension will be completed in the spring of 2013;;
- METRO ridership continues to increase annually but headways remain at one-hour intervals;
- The Village does not have direct access to Chicago's Metra commuter rail system via the Canadian National Railway. The Kankakee County Commuter Rail Feasibility Study evaluated the potential to extend the Metra Electric District Line from its planned future terminus at the South Suburban Airport in Peotone to the 308 interchange in Kankakee, including a rail station in Bourbonnais at St. George Road;
- Village residents must travel long distances (50-95 miles) for commercial air transportation services. The main terminal of the planned South Suburban Airport in Peotone would be within 25 miles of the Village;
- The few bicycle trails in the Village are clustered near the Kankakee River, which limits commuter and recreational bicycling opportunities throughout the Village;

- The Kankakee County Greenways and Trails Plan 2009 identifies several new bike trails to be developed in the Village, including the Bourbonnais-Manteno Trail, Bourbonnais-Manteno West Trail, Career Center Trail, Davis Creek Trail, Grand Northern Trail, Larry Power Road Trail, North Street Trail, Riverfront Trail, Route 102 Trail, Route 50 Trail, St. George Road Trail, and the 3270 W Road trail; and
- The safety and continuity of the walking environment is limited by gaps in the pedestrian system along the arterial and collector roadways and by the lack of sidewalks in some of the older subdivisions.

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Chapter 3: Community Visioning

The visioning session conducted on the evening of August 22, 2012 was an important step in formulating the update of Bourbonnais' comprehensive plan. The event afforded the stakeholders in attendance the opportunity to take stock in the community as it currently exists, and to consider what direction to take in the future.

The visioning session was organized into three parts. The session began with a summary of the community context and existing conditions analysis (presented in Chapter 2) to provide participants with sufficient background in current community conditions. This was followed by a series of five breakout sessions to discuss specific topics in detail. The five topics discussed were: 1) Existing Land Use, Growth & Development; 2) Existing Community Services & Facilities; 3) Environment & Sustainability; 4) Subareas: Downtown & Future I-57 / Bourbonnais Parkway Interchange; and 5) Transportation, Traffic, and Circulation. The third part of the visioning session was an exercise known as a Priorities Game, which asked participants to indicate the issues of highest importance to them by distributing "play" money into paper bags that represented five key issues or points of community emphasis.

The findings and results of the visioning session are summarized below:

3.1 Break-Out Sessions

Two 30-minute break-out sessions were held in which members of the consulting team facilitated group discussions. Three topics were discussed in each of the two 30 minute intervals. Attendees were asked to participate in the discussion of the topic that interested them the most. In the first 30-minute session, the topics of: 1) land use, growth and development; 2) community facilities; and 3) transportation, traffic and circulation were discussed. During the second 30-minute session, the topics of: 1) the downtown subarea and the future I-57/Bourbonnais Parkway subarea; 2) environment and sustainability; and 3) transportation, traffic and circulation were discussed.

Representatives from Camiros and KLOA facilitated discussion in each group and presented existing conditions mapping materials that pertained to the respective topics. The facilitators began the discussion with a series of questions related to each theme and recorded participants' comments, questions, and concerns.

3.1.1 Summary of Input from Community Participants



Gathering input from community residents during the visioning break-out groups

Below are the key issues and opportunities identified during the visioning session, organized by theme:

Land Use, Growth & Development

- Additional growth and development was endorsed as something beneficial to the community as a whole
- “Smart Growth” was particularly endorsed, which meant growth that would produce positive economic and fiscal results
- Expanded health care development, including a new hospital, was strongly endorsed
- Additional housing and commercial development were both endorsed
- Expanding the range of housing is important, including high-end homes, housing for young adults just out of college and senior housing
- New housing development must be of good quality
- Post college adults often leave Bourbonnais because of lack of housing to meet their needs. Quality new apartments might be needed for this group
- The area needs more good jobs and future growth is a way to bring them
- Develop stronger links to the Chicago area, including a commuter rail link
- Some fiscal impact is an acceptable consequence of new growth
- Expanding communications infrastructure, particularly high-speed internet access, is needed to bring good jobs

- Bourbonnais has a good image, but it should be enhanced

Community Services & Facilities

- Residents are generally satisfied with community services, such as police, fire, schools, etc., as well as the various medical facilities within the Village; however, the Village needs more animal control services
- Diamond Point Park and public parks along the Kankakee River lack appropriate wayfinding signs; install new wayfinding signs that direct residents and visitors to existing recreational amenities; generally, these amenities are not leveraged to maximize the benefit to the community
- Improve connections from the Village to the Kankakee State Park
- Conserve and beautify neglected water bodies in Village (e.g. detention ponds)
- Build a new large public park in the near future to serve/support residential development in northern section of Village: north of 5000 N Road

Environment & Sustainability

- Participants showed strong support for environmental stewardship
- Reduce the community's carbon footprint
- Install more trees and landscaping; pay more attention paid to the natural environment
- Utilize low impact development (LID) techniques for future residential and commercial development
- Utilize permeable pavement, where appropriate
- Minimize visual impact of new parking lots
- Install green roofs
- Install rain gardens and bio-swales
- Ensure sustainable development around future I-57 / Bourbonnais Parkway interchange
- Reduce auto-dependency in the Village; there are currently limited alternative transportation options
- Incentivize LEED certification for new buildings and energy efficient development
- Develop higher density residential development: smaller lots and more multi-family
- Encourage cooperation between Bourbonnais and neighboring municipalities on environment and sustainability projects:
- Develop new trails and linkages to adjacent trail systems

- Links to transportation infrastructure improvements such as the improvements planned for Broadway in Bradley (“Road Diet”)

Subareas: Downtown & Future I-57/Bourbonnais Parkway Interchange

Downtown:

- Participants indicated strong support for the vision and concept underlying the Bourbonnais Downtown Plan
- Support for the downtown as a regional destination and pedestrian-oriented district
- Support for distinctive architectural and streetscape character, which is part of the appeal as a destination
- Many expressed questions regarding traffic flow
- The housing and shopping shown on the Plan would be a good way to augment existing housing and shopping

Future I-57 / Bourbonnais Parkway Interchange:

- Encourage commercial and industrial uses for area around future interchange
- New development around the future interchange is critical for tax base enhancement
- Commercial development is just as beneficial as industrial development for tax base
- A key opportunity to attract good jobs
- Ensure high-quality development/aesthetics in future development around interchange; potential for applying special design controls to the area
- Illiana Expressway may strengthen the industrial location
- Medical/health care uses also a possibility for the interchange area

Transportation, Traffic, and Circulation

- Traffic congestion in the downtown area is a problem
- Investigate design solutions for the Route 45/52 and Main Street intersection to improve traffic flow
- Build bicycle trail on North-South ComEd easement There are considerable safety issues for pedestrians and bicyclists along Career Center Road and Convent Street (lack of bike lanes and sidewalks): seek grant funding for sidewalk repair / replacement
- Develop alternate to Main Street for north-south vehicular route to reach western parts of the Village
- Install additional pedestrian amenities at existing bus stop

3.2 Community Priorities

The concluding activity of the night was a game designed to get a better sense of community priorities. The “Priorities Game” was conducted in which participants indicated their preferences for various types of community improvements by giving them a choice of where to “spend” local tax dollars on the improvements most important to them. Each participant was given \$1,000,000 in “Bourbonnais Bucks” and instructed to allocate the dollars. The improvement types were:

- Economic Development
- Traffic and Transportation
- Environment and Sustainability
- Community Appearance
- Downtown Improvement
- Community Services and Facilities

3.2.1 Results

The ranking of priorities is summarized in the table below. Over a third of the \$24,300,000 “Bourbonnais Bucks” were allocated toward Economic Development in the Village. Economic Development includes, but is not limited to, expansion of the Village’s tax base through additional growth and development (as was discussed in the Land Use, Growth, and Development break-out group), job creation, and other initiatives that will improve the standard of living and quality of life in the Village. Traffic and Transportation ranked second, which included initiatives such as relieving traffic congestion at key intersections in the Downtown area and improving pedestrian safety on roadways in the Village, particularly along Career Center Road and Convent Street. Nearly two-thirds of the total dollars were allocated toward Economic Development and Traffic and Transportation improvements.

The remaining third of the total dollars were put toward initiatives related to the Environment and Sustainability, Community Appearance, Downtown Improvement, and Community Services and Facilities, in descending order. Environment and Sustainability ranked an impressive third in the list of priorities and indicates that residents have a keen awareness and interest in preserving natural areas, and reducing the Village’s carbon footprint, which was also made clear during the break-out group for that topic.

Table 3.1: Community Priorities Game Results

Improvement Type	Dollars Allocated	% of Total
1. Economic Development	\$9,000,000	37%
2. Traffic & Transportation	\$6,800,000	28%
3. Environment & Sustainability	\$3,000,000	12%
4. Community Appearance	\$2,200,000	9%
5. Downtown Improvement	\$2,000,000	8%
6. Community Services & Facilities	\$1,300,000	5%
Total	\$24,300,000	100%

3.3 Community Vision Statement

Today's Bourbonnais is a great place to live, work and play. The Bourbonnais community of the future will be an improved version of the existing community. Valued attributes of the existing community include: a) its efficient/cost-effective local government; b) strong community heritage; c) quality housing and residential neighborhoods; and d) its attractive location within the region. And, while there is strong satisfaction with the quality of life in Bourbonnais today, this community has always challenged itself to view the future as an opportunity to improve. Thus, the Bourbonnais of the future will be further defined by the following components:

Positive Growth: Bourbonnais will take advantage of future opportunities for growth and development to enhance the community with new commercial development, high-paying jobs, and attractive neighborhoods.

Regional Connections: Bourbonnais values its location just south of the Chicago metro area, but establishes strong regional connections to provide access to better jobs and to attract new investment to Bourbonnais.

Enhanced Public Services: Strategic enhancements will be made to the system of public services and facilities, which remain efficient, but also grow with the community and change with the times to contribute to an enhanced quality of life.

Natural Amenities: Valued natural amenities, such as the Kankakee River, Kankakee River State Park and other resources, are emphasized through both greater public access and preservation to strengthen Bourbonnais' "brand" as a community connected to nature.

Community Economics: Bourbonnais has a strong local economy and fiscal base. Its enhanced economic position is positively influenced by the new development around the I-57/Bourbonnais Parkway interchange, which has brought high-tech industry, quality jobs, attractive commercial development, and new medical facilities, all of which have contributed to the strengthening of the community's fiscal base.

Distinctive Identity: While Bourbonnais has grown and prospered, the community's heritage and identity has not been compromised. Growth has been managed by new quality control regulations to ensure the community is well-planned and attractive. The downtown area has been transformed into a regional destination of mixed uses located in a beautiful setting of distinctive new architecture, grand boulevards and dramatic public focal points.

Sustainability: Bourbonnais' growth has resulted in a more sustainable community. The community's carbon footprint has been reduced and growth has been guided by a strong sense of environmental stewardship. Dependency on the automobile has been reduced through major improvements in walking and biking trails, and by expansion of the bus transit system. Smart growth principles have guided new development, creating more mixed-use developments and more compact/efficient development patterns.

A comprehensive plan cannot be useful unless it emerges in response to a clearly stated vision. The community vision statement presented above was carefully crafted with the invaluable input and insight provided by community residents, business leaders, village officials, and other stakeholders. As described earlier, this input was gathered through meetings and visioning exercises that allowed participants to express their views on how the community currently functions, and ways the community can improve itself in the future. The components of the vision statement provided the basis for establishing community goals and policies and guided the development of the key elements of the comprehensive plan. In addition, they will guide decision making on plan implementation. *Goals* are broad, general principles setting an overall direction for the Village, while *policies* identify specific points of application.

The following seven Plan Elements, formally presented in Chapter 4, organize these goals and policies by topic area:

- Demographics
- Land Use
- Transportation
- Community Facilities
- Sub-Area Planning
- Community Appearance & Character
- Telecommunications Planning

Chapter 4: Plan Elements

4.1 Demographics

Demographics are an important consideration in any community's comprehensive plan. The demographic profile of the population strongly influences community needs and functional characteristics including: a) public service needs; b) transportation characteristics; c) housing; and d) economic development. For example, a growing population will have greater need for additional public facilities, housing, and shopping/services. It will also need expanded transportation (streets and roads) as well as other public infrastructure. The age and income characteristics of the community will also affect public service needs and economics.

Bourbonnais' future demographic composition will be influenced by a number of factors. National and regional trends will exert a significant influence on future demographics. National and regional trends include: a) birthrate; b) in-migration; c) household size; and d) economic growth play a large role in the underlying trends that represent a demographic framework. In addition to national and regional trends, local policies also influence demographics. Local policies represent the variable that overlays the framework of national and regional trends, and can shift the future demographic characteristics of the community to a degree, depending on the nature of these policies. Thus, the demographic element of the plan involves the recognition of national and regional trends, as well as local policies, which will affect the future characteristics of the community's population.

4.1.1 Key Findings from Existing Conditions Analysis

Past and present demographic conditions play a large role in setting the stage for a community's future demographic profile. With the exception of high growth communities, and shrinking cities, a community's future demographic characteristics are a variation of its past/present profile. Thus, the Demographic Trends section of Chapter 2 provides an essential framework for understanding Bourbonnais' future demographic profile. Key demographic findings include:

Population Growth: In the early part of the prior decade, Bourbonnais' population grew due to the strong housing market. Since 2007, however, population growth has been relatively flat. The busting of the housing market bubble created foreclosures, vacant dwelling units, and a stall in new household formation. The next period of growth in Bourbonnais will likely occur at a significantly slower pace than in the recent past.

Racial Composition: Bourbonnais remains a predominantly white community in terms of racial composition. A small but significant increase in the Hispanic/Latino population from 2000 – 2008 (from two percent to five percent) took place. This reflects a national trend in increased Hispanic/Latino population.

Age: Between 2000 and 2010, the age cohorts seeing modest percentage increases were those in the “under 18 years” and the “25 – 44 years” categories. Meanwhile, the college age (18 – 24 years) and the “45 – 64 years” cohorts saw modest percentage decreases. The most likely explanation for these shifts is the formation of new households during the “housing boom,” which resulted in increased family formation (in Bourbonnais) and proportionately more children.

Housing: Bourbonnais gained approximately 800 new housing units between 2000 and 2010. Much of this gain was attributable to the robust housing market during the early to middle portions of that period. Bourbonnais was the primary recipient for new housing in Kankakee County during that period. However, the housing market of the past decade was speculative and not sustainable, as evidenced by the 298 vacant housing units in Bourbonnais in 2010. It will take time to absorb vacant and “under water” housing units currently on the market before significant growth can occur. With drastically changed market conditions, the growth of housing in the future will be much different than that experienced during the housing boom, and will proceed at a moderate pace in the future.

4.1.2 Relating the Vision; Goals and Objectives

The public input received from the community-wide visioning session was synthesized into the community vision statement, presented in Chapter 3. The vision statement presents a broad perspective of the shared community aspirations, and provides direction for the content and recommendations of each plan element. The components of the vision statement that provide direction for the Demographics element are:

Positive Growth: The Visioning Session clearly indicated that Bourbonnais wants growth and development. Much of the desire for growth and development relates to the desire for greater employment opportunity and prosperity. The achievement of this goal would have a direct effect on demographics. Economic growth would bring increased population and higher income among other demographic changes.

Regional Connections: Bourbonnais values its location just south of the Chicago metro area, but establishes strong regional connections to provide access to better jobs and to attract new investment to Bourbonnais. Should a stronger regional connection to the Chicago metro area be realized, increased economic growth could be realized.

Community Economics: The community objective of fostering new development around the future I-57/Bourbonnais Parkway interchange is another part of the vision that supports future economic growth.

These three components of the Vision Statement intersect directly with the future demographic conditions of the community. Based on the discussion at the Visioning Session, it is clear that the demographic consequences of realizing the community's economic growth objectives would be welcomed and consistent with the overall vision. Since demographic changes over time are the consequence of government policy and economic conditions, specific goals and policies for demographics are not appropriate and are not delineated, as they are for other plan elements.

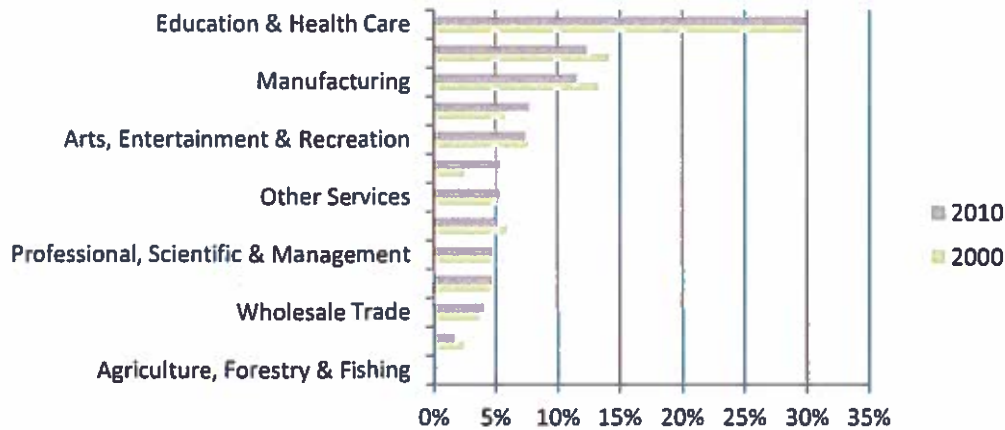
4.1.3 Future Demographics

The primary purpose of this element of the plan is to project future population and other demographic characteristics that are useful to informing the other elements of the plan. The projections provided below are calibrated to the 20-year planning horizon, upon which the comprehensive plan is based.

Employment Growth: Based on government projections and observed urban development trends, Camiros projects that regional employment growth over the planning horizon will be moderate. The Illinois Department of Employment Security (IDES) forecasts employment growth in the region at approximately five percent between 2008 and 2018, which is the most current forecast available. Bourbonnais' region is Workforce Investment Area 11 (WIA 11), which includes the counties of Grundy, Kankakee and Livingston. Within this three-county area, total employment is projected to increase by 4,131. Certain employment sectors will experience increases and others declines. Much of the shifting of employment between sectors is part of long-term economic trends. Manufacturing employment has been in decline nationally for decades, and may be close to "bottoming out." Service sector employment has increased over the long term in areas such as financial services, communications and health care. Current employment in Kankakee County stands at approximately 45,000, based on IDES' quarterly Local Employment Dynamics report for the 4th quarter of 2012. Net job creation over the prior three quarters was 54 in Kankakee County.

Growth in employment has a strong correlation to population growth and new urban development. There is little to indicate that the next 20 years will see a major growth in local employment. Employment gains will likely be steady, but moderate. Bourbonnais may fare somewhat better than the region in terms of employment growth if it continues to be the preferred location for health care services within the region. However, even based on favorable trends, the pace of local employment growth is unlikely to spur a significant increase in urban development.

Graph 4.1: Village of Bourbonnais Employment By Industry

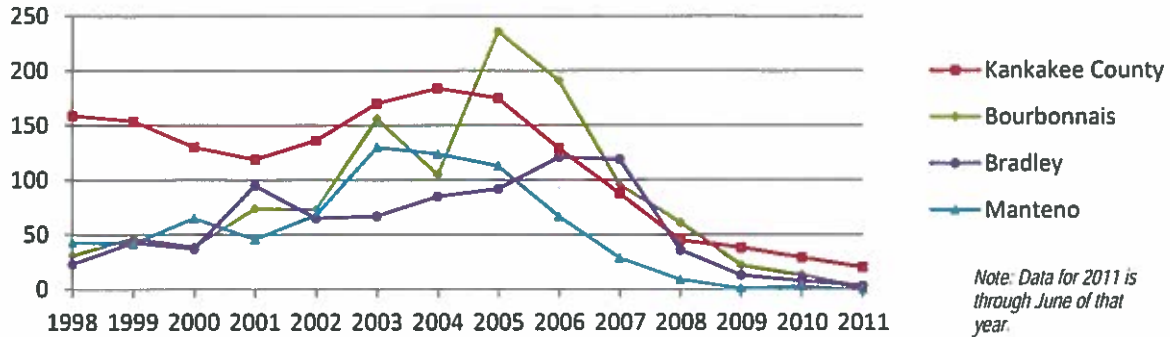


Source: US Census (SF3: DP3) 2000; American Community Survey 5-Year Estimates (DP03) 2010

Housing Growth: The growth of housing and residential development over the 20-year planning horizon is projected to proceed at a pace between the extremes of that experienced during the housing boom and the subsequent market collapse. During the housing boom, the rise in housing prices in the Chicago region caused some homebuyers to purchase homes outside of Chicago. Some of those homebuyers bought homes in Bourbonnais. With the significant decline in housing prices nationally, and within the Chicago region, that activity has stopped and is not likely to return within the 20-year planning horizon. The potential establishment of a commuter rail station in the local area, linking Kankakee County to the Chicago region, might cause some with jobs in the Chicago region to buy homes in Bourbonnais. However, the total number of newly purchased homes would likely be small. In addition, the likelihood of a new commuter rail station being built in the near future is slight. Based on Camiros' assessment of regional growth factors, Bourbonnais' growth in housing over the 20-year planning horizon will be closely tied to economic conditions and employment growth within Kankakee County and surrounding areas.

During the height of the housing boom in 2005, 2006 and 2007, building permits issued for new homes in Bourbonnais were 236, 191, and 96, respectively. In the years following the collapse of the housing market in 2008, 2009, 2010, and 2011, building permits for new homes were 61, 22, 13, and 2 (through June of that year), respectively. Based on economic and market fundamentals, Camiros projects that average annual starts for new single-family houses will be 25. Since the Village has maintained a ban on the development of new multi-family housing, the predominant form of new residential development within the 20-year planning horizon will be single-family housing. Thus, the total growth in new housing over the planning horizon will be in the range of 500 units, which represents growth of 7.75 percent over Bourbonnais' total of 6,445 housing units in 2000. This is a significant increase in terms of the total number, but a moderate pace over the course of twenty years.

Graph 4.2: New Housing Starts, 1998-2011

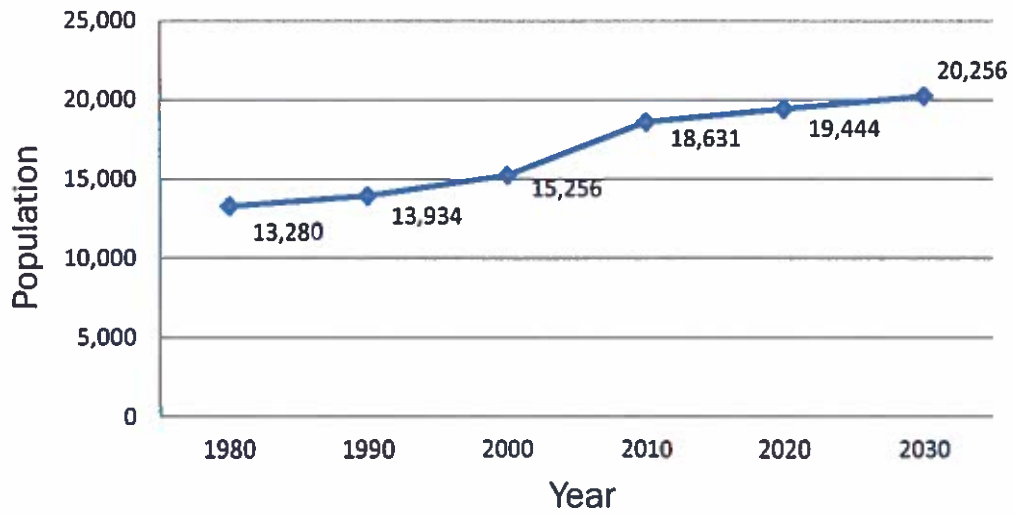


Source: Kankakee County Planning Department

Population: The growth in Bourbonnais' population will be a function of increased housing units and household size. Between 2000 and 2010, Bourbonnais' population increased from 15,256 to 18,631. The majority of this increase in population occurred during the middle part of the decade.

Clearly, economic and housing trends expected to influence population trends suggest slow to moderate growth. The 22 percent growth in population that occurred between 2000 and 2010 is not likely to be repeated during the 2010 to 2030 period. As stated above, Camiros projects the increase in housing units will occur at an average pace of 25 units per year over the 20-year planning horizon. This would produce a total increase of 500 new housing units. Bourbonnais' household size, based on the 2010 Census, was 2.48. It is likely that the new 500 housing units projected to be built in Bourbonnais within the planning horizon will be occupied by slightly larger households, since these units will be predominantly single-family units. Camiros projects a household size of approximately 3.25 for new housing units. Based on the factors presented above, Camiros projects that the population of Bourbonnais at the end of the 20-year planning horizon will be approximately 20,256.

Graph 4.3: Historical & Projected Population Growth, 1980 - 2030



Source: Camiros, Ltd., U.S. Census Bureau

4.2 Land Use

The Land Use Plan is the central component of policy in the comprehensive plan. It influences, and should reflect, all of the other policies contained within the plan. While not each and every policy in the plan will be shown on the Land Use Plan, land use will affect all other plan elements. Thus, it is appropriate that the Land Use Plan be presented as the first substantive element of the comprehensive plan.

4.2.1 Key Findings from Existing Conditions Analysis

The analysis of existing land use presented in Chapter 2 establishes that the existing pattern of land use reflects the Village's historical development and is consistent with economic conditions within the region. There is no established standard for a community's land use composition against which existing land use conditions in Bourbonnais should be judged. Each community's land use composition should reflect the balancing of individual community goals and economic opportunities within the region.

The Existing Conditions Analysis revealed no major problems with the existing pattern and composition of land use within the community. Bourbonnais is predominantly a residential community and the pattern of land use reflects this orientation. Key findings from the Existing Conditions Analysis that provide direction for the Land Use Plan include:

- Agricultural use is the largest individual land use in Bourbonnais. A large amount of agricultural use was annexed into the Village in anticipation of development during the real estate boom, which ended in 2008. With land development depressed, and likely to remain at moderate levels in the foreseeable future, much of this land will remain in agricultural use. It should be recognized that such a large component of agricultural use skews the relative proportion of other uses. If the land use composition were viewed in terms of developed land by removing the agricultural lands from the total land area, each other use would be roughly twice as large.
- Industrial use is a small component of the Village's land use composition, at 2.7 percent. Since a healthy industrial sector helps to provide employment opportunities and enhanced tax base, attracting new industrial development is viewed as an important goal for the community. The future construction of the I-57/Bourbonnais Parkway interchange, slated to begin construction in 2014, will create attractive access to regional transportation for future industrial uses, and is key to the region's economic development strategy.
- Multi-family residential use is also a relatively small component of the land use composition at 2.3 percent. Typically, multi-family residential use in communities of Bourbonnais' size is rental housing; however, in Bourbonnais, a considerable number of single-family dwellings are used for rental housing. Due to issues associated with rental

housing, namely housing quality and maintenance, the Village established a moratorium on the development of multi-family housing. However, since most multi-family housing is rental, the moratorium's effect falls predominantly on the multi-family sector. Until issues associated with rental housing are resolved, it is unlikely that new multi-family residential development will occur in the 20-year planning horizon.

4.2.2 Relating the Vision; Goals and Objectives

The public input received from the community-wide visioning session was synthesized into the community vision statement, presented in Chapter 3. The vision statement presents a broad perspective of the shared community aspirations, and provides direction for the content and recommendations of each plan element. The components of the vision statement that provide direction for the Land Use element are:

Positive Growth: Bourbonnais will take advantage of future opportunities for growth and development to enhance the community with new stores and services, well-paying new jobs, and attractive neighborhoods.

Regional Connections: Bourbonnais values its location just south of the Chicago metro area, but establishes strong regional connections to provide access to better jobs and to attract new investment to Bourbonnais.

Community Economics: Bourbonnais has a strong local economy and fiscal base. Its enhanced economic position is positively influenced by the new development around the I-57/Bourbonnais Parkway interchange, which has brought high-tech industry, good jobs, attractive commercial development, and new medical facilities, all of which have contributed to the strengthening of the community's fiscal base.

Sustainability: Bourbonnais' growth has resulted in a more sustainable community. The Village has reduced its carbon footprint and growth has been guided by a strong sense of environmental stewardship. Dependency on the automobile has been reduced through major improvements in walking and biking trails, and by expansion of the bus transit system. Smart growth principles have guided new development, creating more mixed-use developments and more compact/efficient development patterns.

These four components of the Vision Statement provide the basis for establishing goals and policies to guide the formulation of the plan as well as to guide individual decision on plan implementation. ***Goals*** are broad, general principles setting an overall direction for the Village, while ***policies*** identify specific points of application.

Goal #1: Expand Employment and Financial Opportunity Through New Development

Policy A: Encourage new industrial development, particularly advanced manufacturing, as a means of increasing the number of quality jobs in the community.

Policy B: The Route 45/52 corridor is emerging as a significant medical/health care district, which is another source of quality jobs. Encourage further development of medical uses.

Policy C: Olivet Nazarene University will remain a major employer within the community. Continue effective cooperation between the Village and the University and pursue opportunities for public/private partnerships.

Policy D: Continue policies consistent with the regional economic development agenda and promote initiatives of mutual benefit for all communities within the region.

Goal #2: Encourage Expanded Residential Development

Policy A: Recognize that new residential development will help attract non-residential development and employment opportunities.

Policy B: Expand the range of dwelling types, including large-lot single family and housing that appeal to young adults and “empty-nesters.”

Policy C: Encourage a range of dwelling types as part of downtown redevelopment, including single family dwellings of various lot sizes.

Policy D: Continue Bourbonnais’ past practice of directing residential development to locations adjacent, or close to, existing residential neighborhoods. Discourage “leap frog” development in which new residential development is not connected to the existing community.

Policy E: Ensure that new residential development is of high quality.

Goal #3: Enhance the Village’s Tax Base

Policy A: Encourage the development of non-residential uses, which typically produce more tax revenue than they do costs for public services.

Policy B: Place particular emphasis on promoting commercial/retail development to expand the Village’s tax base.

Policy C: Continue the Village’s practice of cost-efficient provision of public services.

Goal #4: Incorporate Sustainability into New Development

Policy A: Encourage sustainable design and development practices to become more environmentally responsible and to increase Bourbonnais competitiveness in the future.

Policy B: Support compact forms of development which make more efficient use of the land and allows for public services to be provided more cost-effectively.

Policy C: Support mixed-use development to reduce the number of car trips, automobile emissions and energy use.

Policy D: Require new development to preserve significant natural resources, such as water bodies, wetlands and woodlands, which are key to well-functioning natural systems.

Policy E: Update the Village's development control regulations to make sustainable development practices the norm.

4.2.3 Approach and Plan Presentation

The material presented in this Land Use Plan represents a new approach to land use policy. This new approach is based on the guiding purpose driving this Plan update, which is: *to recalibrate land use/growth policies to better reflect the new economic realities*. With the onset of the 2007/2008 recession, and the accompanying collapse of the real estate market, a new reality dawned that had profound effects on land use planning, and community planning as a whole. Prior to 2008, significant growth in residential development, and, to a lesser extent, commercial development, was assumed to continue for an indefinite period of time. In the post-recession period, the pace of residential and commercial development has dramatically slowed. Whereas the number of single family building permits in 2007 and 2008 were 96 and 61, respectively, there were only 22 and 13 such permits issued in 2009 and 2010, respectively. Clearly, the pace of growth in land development likely to occur in the future will be much slower in the post-recession period and will reflect solid economic fundamentals.

Consistent with the prevailing attitudes of the pre-recession period, Bourbonnais' Land Use and Major Street Plan from the 2006 Comprehensive Plan Update proposes a vast expansion of residential and commercial development. Even based on the unsustainable growth levels of the pre-recession period, it is doubtful the amount of new development shown on the plan could be achieved within the 20-year planning horizon. However, large quantities of agricultural land were annexed into the Village and zoned for residential development. The inventory of annexed land ready for development far exceeds the absorption potential for the 20-year planning horizon. This illustrates the need to carefully project the quantity and location of new development in the Land Use Plan.

The recalibration of the Village's growth policies will be framed by the following four policies:

1. Areas of proposed new development must be clearly distinguished from existing development.
2. Policies/proposals for new development are calibrated to reflect a 20-year horizon. Projections longer than 20 years become unreliable and not particularly useful. The Comprehensive Plan should be updated 10 years from now and the policies for the next 20-year horizon put into place.

3. Proposed/projected areas of new development are identified in terms of near-term development (projected within the next 10 years) and intermediate-term development (projected within the next 20 years).
4. The amount of new development must exceed likely absorption to some degree. The Plan should not dictate where development occurs over the next 20 years. Development should be planned for, and rational policies established for where development should occur. However, there are multiple locations for new development that make sense within the 20-year planning horizon and there must be flexibility within the market to choose between different sites and different locations.

By following the four principles outlined above, the Land Use Plan will maintain its relevancy and serve as a useful guide to planning for new development over the next 20 years.

4.2.4 Land Use Plan Map

Figure 7, Land Use Plan provides a graphic depiction of the key land use policies of the Plan. Figure 7 combines existing land use, projected new development and upgrades of the transportation system to illustrate the Village's land use policy for the next twenty years. These three components of the Land Use Plan are described below.

Existing Land Use. In terms of future land use, the vast majority of land within the Village will be used in a manner consistent with its current use. The Land Use Plan recognizes this and clearly delineates those areas of existing use which will continue beyond the 20-year time horizon. The categories of existing land use are defined below:

Single Family Residential: Dwellings for single-family occupancy

Two-Family Residential: Dwellings for two-family occupancy

Multi-Family Residential: Buildings, and related improvements, for three or more dwelling units

Manufactured Home Park: A unified development consisting of manufactured dwellings and related improvements

Commercial: Businesses consisting of retail goods establishments, retail service establishments and retail office establishments

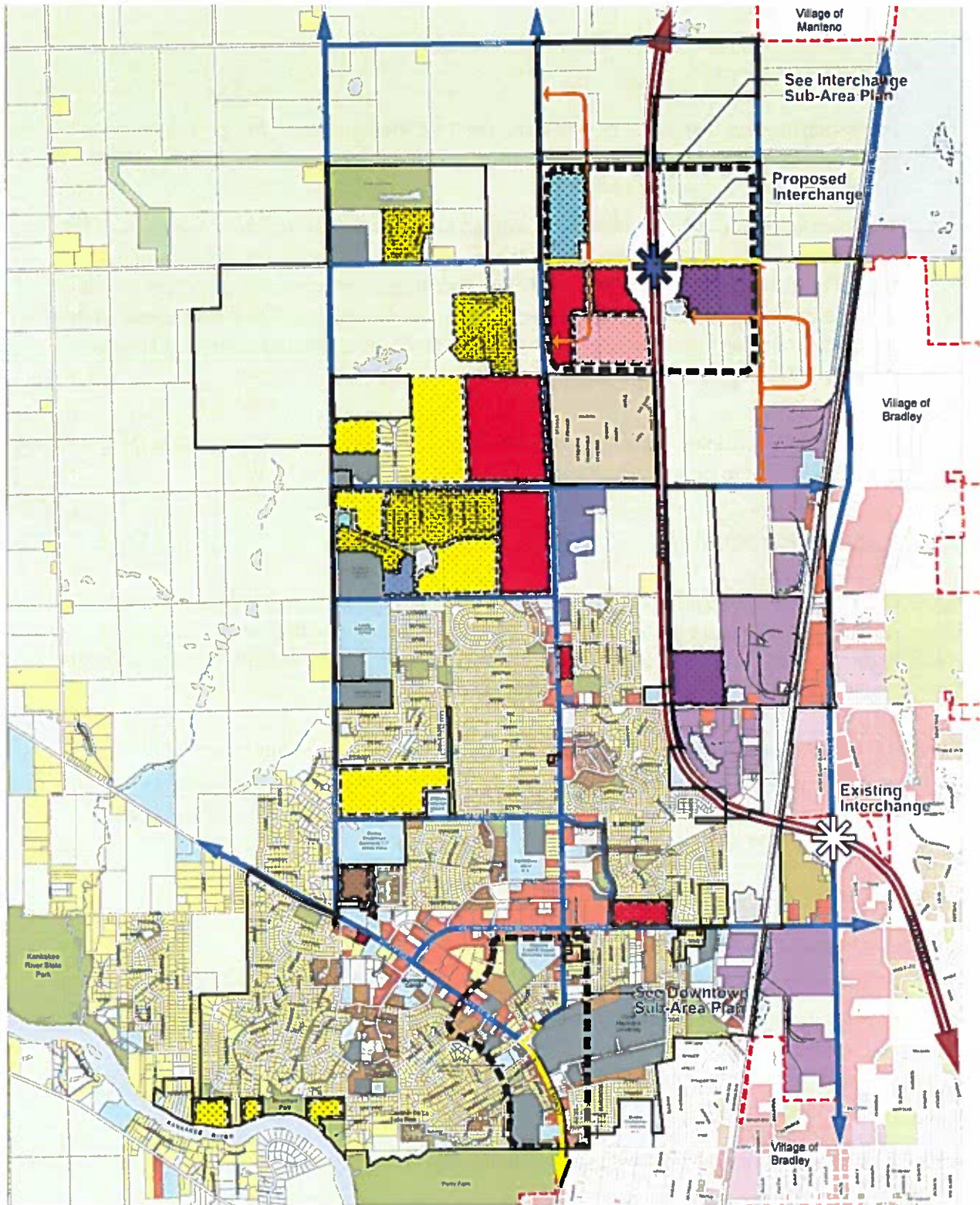
Agricultural: The growing of crops for food production, excluding the raising of animals

Parks and Open Space: Public parks and open spaces, forest preserves, state parks, and privately-owned open spaces

Medical/Healthcare: Medical facilities such as hospitals, out-patient clinics, medical/professional offices and related uses.

Public: Publicly-owned land and facilities for public service

Semi-Public: Private schools and universities, places of worship, and non-profit organizations



EXISTING LAND USE

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Manufactured Home Park
- Commercial
- Agricultural
- Medical / Healthcare
- Parks & Open Space
- Public
- Semi-Public
- Industrial
- Vacant
- Utilities
- Village Boundary

PROPOSED LAND USE

- Near-term Development
- Intermediate-term Development
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Public
- Office
- Industrial
- Medical / Healthcare

TRANSPORTATION SYSTEM UPGRADES

- Major Streets (Existing)
- New Streets
- Upgraded Streets
- Proposed Interchange

FIGURE 7



LAND USE PLAN

Industrial: Manufacturing, fabrication, warehousing, assembly and other uses devoted to industrial production and distribution

Utilities: Facilities for the transmission/delivery of electricity, communications, gas and other private utilities

Vacant: Developed/improved land no longer in productive use

Proposed Land Use. Areas of new development proposed or projected within the 20-year horizon of the Plan are illustrated separately from areas of existing land use. The categories of the proposed land use shown on Figure 7 are the same as those defined for existing land use, with the exception of “Office” use, which is a new category and defined below. The Proposed Land Use policies identify near-term and intermediate-term development, also defined below, which are shown as a dot-pattern over the color-coded categories of proposed land uses.

Near-Term Development: New development that could occur within the next 10 years

Intermediate-Term Development: New development that could occur within the next 20 years

Office: Professional office, typically developed in a campus-like setting

Transportation System Upgrades. These consist of improvements to the streets system needed to support proposed new development, as described below:

New Streets: New collector streets within areas of new development.

Upgraded Streets: Existing streets to be reconstructed/upgraded to support new development.

Complete Streets: Incorporation of pedestrian and bicycle facilities into new and upgraded street projects.

4.2.5 Major Land Use Plan Recommendations

The policies and recommendations represented on Figure 7 are formulated to relate areas of future development with the likely scale of market demand, as well as pursue particular opportunities to improve the community and implement the shared aspirations expressed in the Vision Statement. The major recommendations shown on Figure 7 are discussed below.

Subarea Plans: Two subarea plan districts are identified on the Land Use Plan; the I-57 Interchange Sub-Area and the Downtown Sub-Area. More detailed plans for these areas are presented in Chapter 4.5. The policies and recommendations shown within these subareas provide context between the detailed subarea plans and the more general recommendations of the Land Use Plan. Specific recommendations within the two subareas are discussed in the other sub-headings, below.

Primary Direction of Growth: The primary direction of growth for Bourbonnais is northward. Little or no developable land exists to the south or southeast, where the Village of Bradley and the City of Kankakee abut Bourbonnais’ southern boundary. To the west and northwest exists

large areas of agricultural land, which could eventually be developed but is situated away from major roads and the historical direction of growth. The bulk of future development will be in the north portion of the community between I-57 and Career Center Road.

Single Family Residential: The future demand for new homes in Bourbonnais is likely to be at a level between the high-growth/pre-recession period and the current low-growth/post-recession period. For purposes of land use planning, an absorption rate of 25 units per year was used, resulting in a targeted 20-year total of 500 new single-family homes. Observing the principle of allocating twice the land area needed to accommodate projected 20-year absorption, the Land Use Plan designates several locations within the Village for new single family residential development. Three of these areas are partially completed subdivisions with approximately 300 available lots. The uncompleted subdivisions should be among the first areas of new home building. The other locations are unimproved sites. Given the approximately 300 undeveloped lots, and a projected density of three units per acre for the unimproved sites, the amount of undeveloped land designated for new single-family development is 233 acres.

Multi-Family Residential: Bourbonnais has been operating under a moratorium on new multi-family development for several years. The moratorium was based on an oversupply of rental housing and the potential impact on the Village's housing market. The moratorium has been effective in stemming the problem and weighing-down the Village's residential market. However, the problem is not only the quantity of multi-family (rental) housing, but the quality as well. Quality multi-family housing can help retain young adults who would otherwise leave the area. It would also be suitable for "empty-nesters" and single adults, who are integral members of the community. Clearly, multi-family land use policy should be supported by well-conceived development regulations to ensure that any new future multi-family development makes a positive contribution to Bourbonnais' housing market.

Only one small area of multi-family residential use is proposed. It is located on the east side of Career Center Road just north of Route 102. This designated area represents the likely completion of the Arbor Grove townhouse development.

Public: Additional land for public uses will be needed to serve a growing Village population. While population growth is expected to be moderate with the 20-year planning horizon, it is appropriate to identify suitable land/location for future public facilities, whether schools, municipal facilities, or other public service. One site, approximately four acres in size is identified on the Land Use Plan for public use. It is located on Burns Road a short distance east of Career Center Road. This is a suitable location for public use, being sited within the northern growth sector, on a collector street and close to other public uses and proposed open space.

Commercial: Several areas of proposed commercial development are identified on the Land Use Plan, as outlined below:

- One area is at the southwest quadrant of the I-57/Bourbonnais Parkway interchange. A mix of commercial uses should be anticipated for this area. The area closest to the interchange is viewed as an attractive site for hotel development, while land along Route 45/52 is viewed as suitable for retail/shopping center development.
- The two large sites located on the west side of Route 45/52, to the north and south of 5000 North, represent sites already zoned for commercial use. There is some question as to whether these sites will have stronger market appeal than the commercial sites next to the interchange. These two sites are also quite large with a combined acreage of 197 acres, which could support approximately 2 million square feet of commercial/retail space. This amount of commercial development clearly exceeds demand for the foreseeable future and a reduction in the amount of commercially zoned land on these sites may occur.
- The other significant area of proposed commercial development is located on Armour Road east of Route 45/52. This area is 20 acres in size and represents an aggregation of several large single family residential lots. While currently unincorporated, this area is a likely candidate for annexation. Some of these lots have already been purchased for redevelopment and some of the others are for sale, indicating potential for near-term development.
- A few smaller areas/parcels of commercial development are also shown, reflecting existing improved property zoning for commercial. Other small parcels of land in various locations may also be developed in the near-term or intermediate-term, which would not be inconsistent with the Land Use Plan.

Office: The future I-57 interchange offers the potential to attract an office park. Accordingly, a portion of the southwest quadrant of the I-57/Bourbonnais Parkway interchange is designated for office/office park use. This use complements the other proposed uses in this area, particularly the commercial/hotel area.

Medical/Health Care: Medical and health care uses are an emerging area of growth for Bourbonnais, and the Land Use Plan has established a separate category for these uses to better understand this dynamic and how to advance it. Several medical clinics and related uses have been developed along the east side of Route 45/52 between Larry Power Road and 5000 North. Along these are: a) Cigna Healthcare Insurance, b) Provena St. Mary's Hospital, and c) Riverside Medical Center, as well as several smaller doctor's office buildings. This portion of Route 45/52 has the potential to become a regionally significant medical area. One of the local hospitals has purchased a large tract of land on Route 45/52 just north of Bourbonnais Parkway (6000 North). Given this site's proximity to the future I-57 interchange, the potential exists for a regionally significant medical use to be developed there. This site is designated as a near-term development opportunity.

Industrial: The I-57 interchange has always been considered a major attraction for industrial uses. Bourbonnais, and Kankakee County as a whole, has long viewed the proposed interchange as one of the region's major economic development initiatives, an infrastructure improvement

that will bring industry and jobs. The interchange has been viewed within the region as an important infrastructure improvement to draw industrial use. However, the Kankakee County market for new industrial development is small and will take time to build market momentum. To view the interchange area as solely for industrial area would ignore the opportunities the interchange presents for other uses. Near-term industrial development is proposed in the southeast quadrant of the interchange area, which is approximately 40 acres in size. This size development area can support approximately 350,000 square feet of industrial space, which appears to far exceed the likely absorption of new industrial space within the planning horizon.

4.2.6 Transportation Upgrades

Certain upgrades to the transportation system are needed to facilitate new development and private-sector reinvestment. The transportation upgrades shown on the Land Use Plan are integral to the Major Land Use Plan Recommendations described above. These key transportation upgrades are discussed below:

Proposed Interchange: The future interchange at I-57/Bourbonnais Parkway is the single most significant transportation upgrade. This is an improvement with regional significance and will likely change land use/development patterns within Kankakee County. The interchange has long been part of the regional economic development agenda as a necessary improvement to attract modern industry, and with it, good jobs. The land use recommendations within the Interchange Subarea Plan are based directly on the future interchange, which is scheduled for completion in 2014.

New Streets: A number of new streets/roads are proposed on the Land Use Plan. Most of these are intended to facilitate new development. These include: a) the extension of 1000 East south of Bourbonnais Parkway; b) new streets to support industrial development in the southeast quadrant of the new interchange area; and c) a new north-south collector street west of the interchange to serve the northwest and southwest quadrants of the interchange area.

Upgraded Streets: In addition to new streets, streets that are significantly upgraded to serve a new or expanded function are also key additions to the transportation system. Two upgraded streets are represented on the Land Use Plan: 1) Bourbonnais Parkway will be reconstructed and widened as part of the I-57 interchange improvement; and 2) Main Street is proposed for significant upgrading within the downtown area, which are needed to help support private-sector investment/redevelopment. The upgrading of Main Street, as called for in the Downtown Plan, will include traffic flow improvements and major streetscape enhancements, including pedestrian safety features and other improvements.

Complete Streets: New Street construction projects, and projects that upgrade existing streets, should incorporate pedestrian and bicycle facilities to “complete the street” and expand the non-motorized transportation system.

4.2.7 Long-Range Land Use Policy

While land use policy within this Plan is focused on the 20-year planning horizon, it is important to consider longer-term policy implications as well. Due to the annexation of large areas of agricultural land in the recent past, all of the new development projected within the twenty-year planning horizon is expected to occur on undeveloped parcels currently within Bourbonnais' corporate boundaries, as shown on Figure 7, *Land Use Plan*.

Even with the best of methodologies, unexpected proposals for land use policy changes can arise within the 20-year planning horizon. Non-market based uses, such as governmental facilities and nonprofit developments, are the most likely uses to request unexpected proposals for land use policy changes. State law grants municipalities certain extraterritorial powers over land within 1.5 miles of municipal boundaries. In order to protect its extraterritorial authority, Bourbonnais needs to establish land use policy within unincorporated lands within 1.5 miles of its corporate limits.

Figure 8, Long Range Land Use Plan, illustrates Bourbonnais' land use policy beyond the 20-year planning horizon. The area addressed in the Long Range Land Use Plan includes incorporated areas not expected to be developed within the 20-year planning horizon as well as unincorporated areas within Bourbonnais' extraterritorial jurisdiction. The legend on the Long Range Land Use Plan identifies three distinct timeframes: 1) existing land use; 2) near-term and intermediate-term land use within the 20-year planning horizon; and 3) long range land use policy beyond 20 years.

The key policies of the Long Range Land Use Plan include the following:

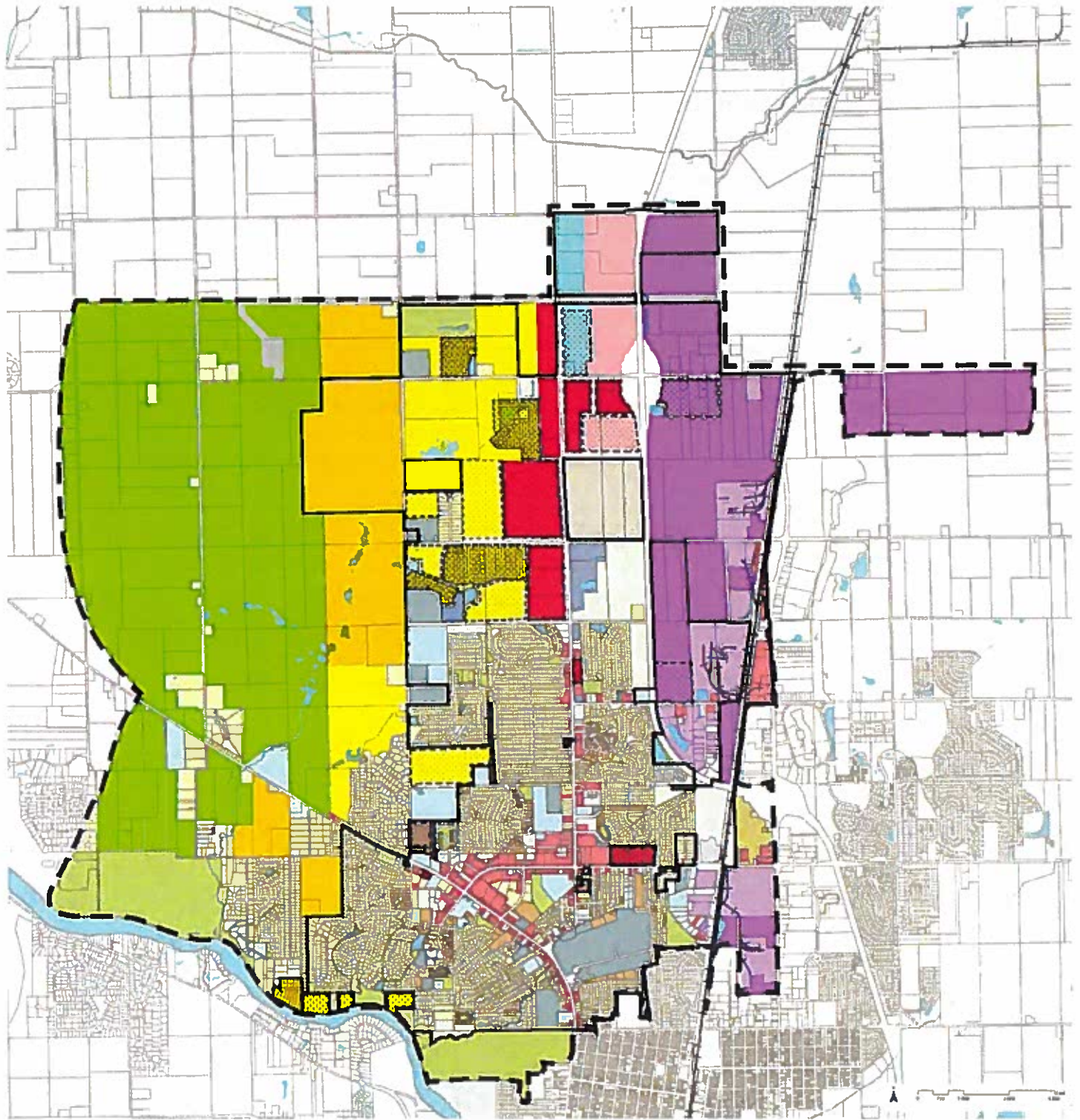
Extraterritorial Jurisdiction. Bourbonnais' boundary agreement with the Village of Manteno is reflected on the plan, which reduces Bourbonnais' extraterritorial jurisdiction to the north.

Agricultural Land Use. Agricultural use is proposed beyond expected growth boundaries to the west.

Low Density Residential. New residential development west of Career Center Road should be done as low-density development with a minimum lot size of one acre.

Single Family Residential. Additional suburban single-family development is shown beyond the levels expected within the 20-year horizon. Most of this development is located between Route 45/52 and Career Center Road.

Medical/Healthcare. Additional land for medical/healthcare use is shown north of the ComEd utility right-of-way along the east side of Route 45/52.



EXISTING LAND USE

- Single-Family Residential
- Two-Family Residential
- Multi-Family Residential
- Manufactured Home Park
- Commercial
- Agricultural
- Medical / Healthcare
- Parks & Open Space
- Public
- Semi-Public
- Industrial
- Vacant
- Utilities
- Village Boundary

LAND USE PLAN (20-year Horizon)

- Near-term Development
- Intermediate-term Development
- Single-Family Residential
- Multi-Family Residential
- Commercial
- Public
- Office
- Industrial
- Medical / Healthcare

LONG-RANGE LAND USE PLAN (20+ Years)

- Low-Density Residential
- Single-Family Residential
- Commercial
- Office
- Agricultural
- Industrial
- Medical / Healthcare
- Extraterritorial Jurisdiction (1.5 Mile Radius from Corporate Links)

FIGURE 8

Commercial. Additional commercial use is shown on the west side of Route 45/52 north of Bourbonnais Parkway.

Office. Professional office/office park development is shown west of I-57 north of Bourbonnais Parkway.

Industrial. Virtually all of the undeveloped land west of I-57 is designated for long range industrial use.

The Long Range Land Use Plan helps to provide a “big picture” view of Bourbonnais’ overall land use policy. The Long Range Land Use Plan will be helpful should unexpected development/land use proposals arise that deviate from those depicted within the 20-year horizon on plan. The Long Range Land Use Plan will also be useful for proposals in unincorporated portions of Kankakee County that are within Bourbonnais’ extraterritorial planning jurisdiction.

4.3 Transportation

The purpose of the Transportation Plan is to ensure that the future transportation system serving the Village of Bourbonnais is safe, efficient, well-balanced, and supports the development goals defined in the Land Use Plan. As a well-balanced system, it should accommodate both motorized and non-motorized modes of travel, have continuity throughout the Village, and be strategically connected with the regional highway system. The Transportation Plan is presented below as the second substantive element of the Comprehensive Plan.

4.3.1 Key Findings from Existing Conditions Analysis

The analysis of existing land use presented in Chapter 2 establishes that, with a few exceptions, the existing transportation system provides relatively good continuity and capacity throughout the Village for motorized travel but limited facilities for non-motorized travel (e.g. walking and bicycling). Further, mass transit service is available, albeit limited, via the River Valley Mass Transit District's METRO bus system for connections to local destinations in Bourbonnais, Bradley, Kankakee, Manteno and Aroma Park, and to Chicago via the Metra Electric District commuter rail station in University Park. Amtrak service is available nearby in downtown Kankakee while commercial airline service is more distant in either Chicago or Bloomington-Normal.

Key findings from the Existing Conditions Analysis that provide direction for the Transportation Plan include:

- The state highways in the downtown area (US 45/52, IL 102) carry high volumes of traffic causing congestion and creating a barrier to safe pedestrian circulation. The Main Street/Main Street NW/Marsile Street intersection is a major traffic bottleneck. There are numerous curb cuts along Main Street that serve commercial parking lots but also create conflict points and reduce traffic flow efficiency. The downtown residential neighborhoods have few street connections to Main Street and pedestrian crossings on Main Street lack safety features.
- Access to I-57 is limited to the IL 50 interchange 3-4 miles south of the northern Village limits, which is not convenient to the industrial, commercial and residential growth areas in the northern parts of the Village and requires traffic to cross the at-grade rail crossings to access IL 50.
- Several arterial and collector roadways are not built to IDOT or Village standards and will need to be improved and/or extended to accommodate future traffic levels and serve the growth area of the community.
- Local METRO bus service is available but not functioning at full operational capacity that would increase service frequencies to 30-minute intervals. The Village does not have direct rail access to the Chicago Metra commuter rail system relying instead on METRO bus connections to University Park.
- Travel times to reach commercial airline services are lengthy at 60-90 minutes.

- There are few bicycle trails in the Village which limits commuter and recreational bicycling opportunities. Further, the safety and continuity of the walking environment is limited by gaps in the pedestrian system along the arterial and collector streets and by the lack of sidewalks in some of the older subdivisions.

4.3.2 Relating the Vision; Goals and Objectives

The public input received from the community-wide visioning session was synthesized into the community vision statement presented in Chapter 3 and provides the basis for establishing the following goals and policies of the Transportation element.

Goal #1: Reduce Traffic Congestion in Downtown Bourbonnais

Policy A: Advance the street improvements from the Bourbonnais Downtown Plan including the improvement of key intersections, Munroe Street extension and realignment, Toni Street extension and realignment, and Rivard Street extension and widening.

Policy B: Divert truck traffic to new I-57/Bourbonnais Parkway interchange.

Policy C: Consolidate curb cuts along Main Street.

Goal #2: Improve Connections to the Regional Transportation System

Policy A: Promote the development of the new interchange at I-57/Bourbonnais Parkway and widening of Bourbonnais Parkway between US 45/52 and IL 50.

Policy B: Support efforts to expedite the design and construction of the Illiana Expressway.

Policy C: As a member of the Kankakee Area Commuter Transit (KACOT) Task Force, advocate to initiate Phase III (Alternatives Analysis) of the Kankakee County Commuter Rail Feasibility Study to extend commuter rail service on the Metra Electric District Line from its existing terminus in University Park or future terminus at the South Suburban Airport in Peotone to the 308 (Schuyler Avenue) interchange in Kankakee, including a rail station in Bourbonnais at St. George Road.

Policy D: Promote the Kankakee County Greenways and Trails Plan 2009 and subsidize the development of the trails within the Village.

Goal #3: Promote Alternative Travel Modes to Maintain Air Quality and Encourage a Healthy Lifestyle

Policy A: Create an integrated network of bicycle trails and pedestrian pathways that connect major destinations such as schools, parks, and commercial areas.

Policy B: Incorporate pedestrian and bicycle facilities into all roadway improvement projects, utilizing Complete Streets techniques to develop multimodal travelways.

Policy C: Emphasize pedestrian safety at major intersections by installing design features such as high-visibility crosswalks, pedestrian countdown signals, ADA-compliant curb ramps, crosswalk signage, and adequate lighting.

Goal #4: Upgrade and Extend the Roadway System to Serve Development Growth in the Village

Policy A: Arterials and collector streets should be designed to Village or State standards with sufficient capacity to operate at Level of Service C during the weekday peak hours.

Policy B: Developers shall dedicate the appropriate street right-of-way to improve adjoining arterial and collector streets or provide for local access within subdivisions.

Policy C: Developers shall design and construct all street improvements necessary to support the proposed development in coordination with the appropriate jurisdictional authority (e.g. Village of Bourbonnais, Kankakee County, and IDOT). Improvements include roadways, sidewalks, bicycle trails, traffic signals, utilities and street lighting.

Policy D: Correct gaps in the arterial and collector street system to provide system continuity within the developed areas of the Village and to provide access to the growth areas.

Goal #5: Expand Mass Transit Services to Reduce Traffic Congestion and Automobile Dependence

Policy A: As a founding member of the River Valley Mass Transit District, the Village will continue to work with other RVMTD members to obtain the necessary funding to shorten the one-hour service headways on the Village-serving METRO bus routes if it is determined that there is a need to increase bus frequency.

Policy B: The Village will work with the RVMTD to evaluate the demand for METRO bus service into new growth areas and, if appropriate, pursue funding to extend existing routes or develop new routes to serve these areas.

4.3.3 Transportation Plan Map and Major Recommendations

The material presented in this Transportation Plan represents an update and expansion of the Major Street Plan from the Village's 2006 Comprehensive Plan Update to support the updated Land Use Plan presented in Chapter 4. Consistent with the Land Use Plan, the Transportation Plan includes system upgrades over a 20-year planning horizon.

Specific upgrades to the transportation system are needed to facilitate new development and private-sector reinvestment, and to address the existing transportation system issues described in Chapter 2. These upgrades, which are shown in *Figure 9, Transportation Plan*, are integral to the Land Use Plan recommendations and are categorized below as related to the roadway system, air transportation, mass transit, rail transportation, bicycle trails, and the pedestrian system.

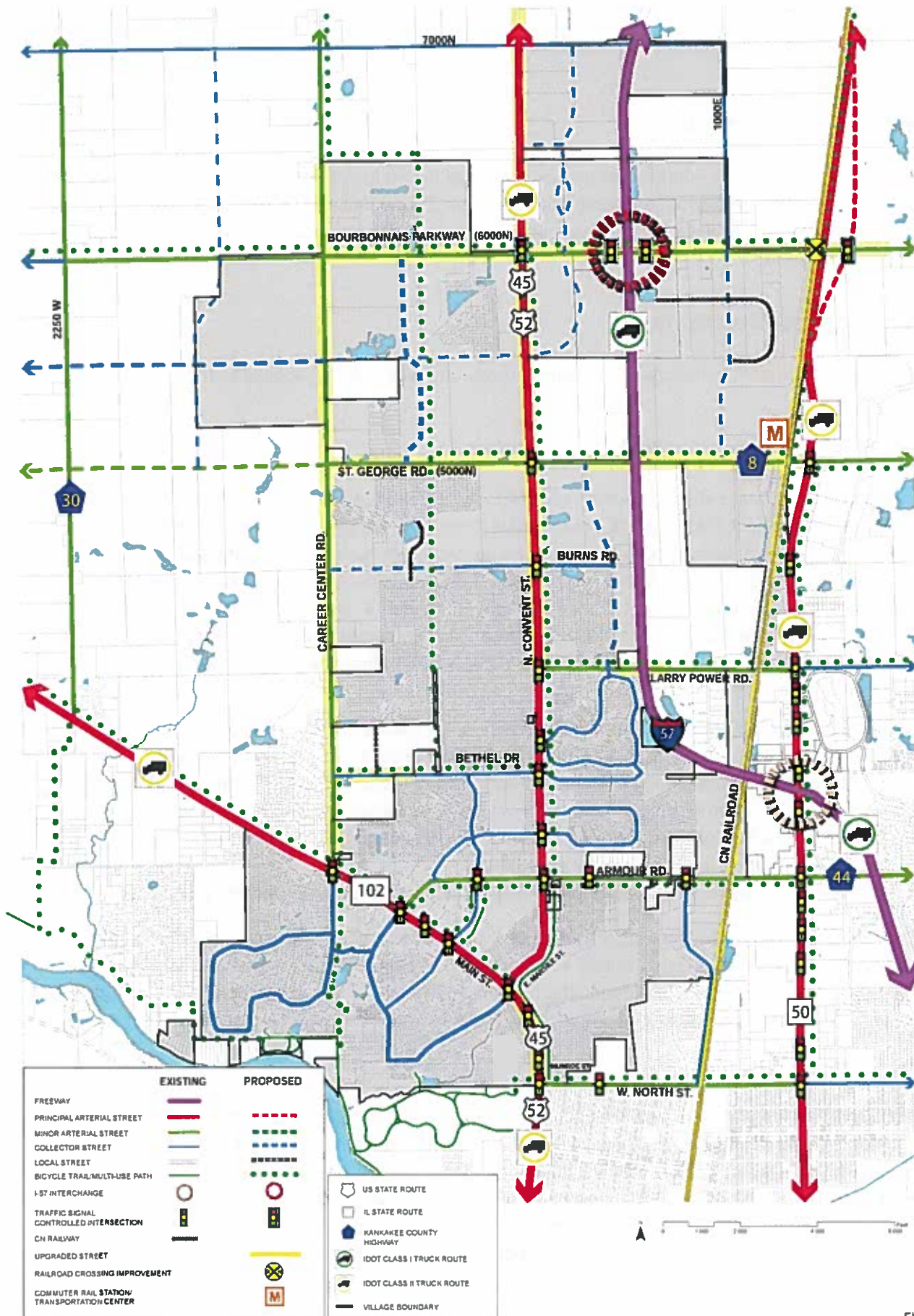


FIGURE 9

TRANSPORTATION PLAN

BOURBONNAIS 2030 COMPREHENSIVE PLAN
 VILLAGE OF BOURBONNAIS, ILLINOIS

SEPTEMBER 2013

camiros

IN ASSOCIATION WITH
 KLOA, INC

Roadway Improvements

Roadway improvements address the issues related to network continuity, system capacity, and multimodal accommodations, as described in Chapter 2, and include new regional connections, upgrades to existing streets, and construction of new facilities, and incorporation of Complete Streets techniques.

New Regional Connections

The Transportation Plan includes two major projects that will improve access to the interstate system:

I-57/Bourbonnais Parkway (6000N Road) Interchange:

The future interchange at I-57/Bourbonnais Parkway is the single most significant transportation project that will affect the Village of Bourbonnais. This is an improvement with regional significance and will likely change land use and development patterns within Kankakee County. The interchange has long been part of the regional economic development agenda as a necessary improvement to attract modern industry, and, with it, quality jobs. The land use recommendations within the Interchange Subarea Plan are based directly on the future interchange, which is programmed in IDOT's FY 2013-2016 Multi-Year Program (MYP). The project includes:

- Replacement of the existing Bourbonnais Parkway bridge over I-57
- Construction of a diamond-type interchange with ramp access to and from I-57
- Reconstruction/widening of Bourbonnais Parkway between US 45/52 and IL 50 to four lanes with a barrier median and multi-use path, including intersection turn lanes
- Reconstruction of the Canadian National Railroad grade crossing at IL 50
- Realignment of IL 50 at Bourbonnais Parkway
- New traffic signals on Bourbonnais Parkway at US 45/52, IL 50 and the I-57 ramps

The new interchange will give freight traffic generated in the corridor between U.S. 45/52 and IL 50 an internal outlet for access to I-57 without having to travel through the Village core area or cross the Canadian National Railroad. The Illinois Department of Transportation has responsibility for the interchange construction, which is anticipated to commence in 2014.

Illiana Expressway:

While this is a long-range project that is located north of the Village in southern Will County, it is a major regional facility that will have significant positive implications on the Village's transportation system. Truck traffic volumes along the designated truck routes in the Village (US 45/52, IL 50, IL 102, I-57) continue to trend upward. Truck volumes have more than doubled on US 45/52 and IL 102 over the last 10 years, while the total traffic volumes on these roadways have only increased by approximately 25-50 percent. Truck traffic on these roadways is approximately 10-15 percent of the total volume compared to 10 years ago when truck volumes

were less than five percent. Some of the truck traffic is non-local through traffic that may be utilizing the east-west routes through Kankakee County to avoid congestion along I-80 in the Chicago area. The Illiana Expressway will provide a direct expressway connection between I-55 in Illinois and I-65 in Indiana, and would likely divert some of the truck traffic currently traveling through the Village. The Village supports the Illiana Expressway as a means of improving regional travel in Kankakee and Will counties.

Upgraded Streets

Streets that are significantly upgraded to serve a new or expanded function are intended to be coordinated with the regional projects, improve traffic flow through the downtown area, and support new development throughout the Village.

Main Street:

Main Street is proposed for significant upgrading within the downtown area, which is needed to help support private-sector investment and redevelopment. The upgrading of Main Street, as called for in the Village-adopted Bourbonnais Downtown Plan, will include intersection improvements to facilitate a more constant vehicular flow. Main Street improvements will also reduce congestion, improve connectivity to the businesses and neighborhood on the west side of Main Street, enhance pedestrian safety, and improve aesthetics. The project includes:

- Redesign of key intersections
- Realignment of Munroe Street and extension of the street west to Rivard Street extended
- Widening of Rivard Street
- Extension of Rivard Street north to River Street opposite Benoit Street
- Extension of Rivard Street south to Munroe Street
- Extension of Toni Street and alignment with University Avenue
- Extension of Grand Drive from Bresee Avenue west to Rivard Street
- Streetscape enhancements

Bourbonnais Parkway:

Bourbonnais Parkway will be reconstructed and widened between Stonebridge Boulevard and IL 50 as part of the I-57/Bourbonnais Parkway interchange project. Upgrades to Bourbonnais Parkway will need to continue to the west of US 45/52 to better serve traffic from new development, improve the current facility to Village standards, and accommodate pedestrians, bicycles and potential future transit services.

US 45/52:

This principal arterial presently carries 13,000 vehicles per day (VPD) north of Larry Power Road. The new interchange at I-57/Bourbonnais Parkway, in combination with development growth in the north and west areas of the Village, will draw more traffic onto this section of US 45/52. The Kankakee Area Transportation Study's (KATS) 2040 Long Range Transportation Plan projects

traffic levels on this section of US 45/52 reaching 23,000 vpd by 2040. IDOT has long-range plans to continue the four-lane cross-section of US 45/52 from Kathy Drive north to Manteno Road, although the project is not currently part of IDOT's FY 2013-2016 Multi-Year Program (MYP). The Village should work with IDOT and its elected officials to seek funding to advance this upgrade into the MYP. In the interim, IDOT's FY 2013-2016 MYP does include the resurfacing of US 45/52 between Armour Road and St. George Road.

Larry Power Road:

IDOT's FY 2013-2016 MYP includes the replacement of the existing two-lane bridge over I-57 with a wider structure with pedestrian accommodations.

St. George Road:

IDOT's FY 2013-2016 MYP also includes the replacement of this existing two-lane bridge over I-57 with a wider structure with pedestrian accommodations. Infill development along St. George Road may prompt the need to widen the sections of the road between US 45/52 and IL 50 that are not already four lanes, including the section from the Cigna to the new bridge and the section from the new bridge to IL 50. New development between US 45/52 and Career Center Road will prompt the need to upgrade St. George Road to Village standards, including the extension of sidewalk and/or a multi-use path along both sides of the road.

Career Center Road:

Development growth in the north and west areas of the Village will result in increased traffic levels along Career Center Road and the need to expand the public right-of-way and upgrade the road design to Village standards. This improvement would require the widening of the roadway to accommodate standard 12-foot wide travel lanes, the installation of left-turn lanes at major intersections, the installation and widening of sidewalks, and the extension of the existing sidewalk on the east side of the road from the Bradley-Bourbonnais High School athletic fields north to Diamond Point Park, with connections to Liberty Intermediate School, St. Paul's Lutheran School, and the Kankakee Area Career Center.

Bethel Drive:

The segment of Bethel Drive between Career Center Road and Independence Drive should be upgraded to Village standards to match the road design to the east of Independence Drive and to better serve Noel Levasseur Elementary School and the Bradley-Bourbonnais High School athletic fields. This upgrade may coincide with development of the planned residential site at the northeast corner of Bethel Drive and Career Center Road.

New Roadways

A number of new roadways are proposed to facilitate new development and maintain continuity in the roadway network. These future roadways are depicted in the transportation plan with dashed lines and are summarized below by functional classification.

Arterial Streets:

St. George Road (5000N Road) – Extended west from Career Center Road to County Highway 30 (2250W Road).

Collector Streets:

Burns Road – IDOT's FY 2013 Highway Improvement Program includes the extension from Burning Bush Drive west to Career Center Road, which will be completed by the summer of 2013.

Washington Avenue – Extended north from Edwin Drive to Bethel Drive.

1000 E Rd – Extended south to 5000 N Rd, to the west of the RVMTD's Metro Centre Transfer Facility.

Prairie Chase Drive – Extended north from St. George Road to Bourbonnais Parkway opposite Park View Drive.

Berry Lane – Extended south from St. George Road to Larry Power Road opposite Meadows Road.

New Collector – As guided by the I-57 Interchange Subarea Plan, this new north-south collector would serve planned commercial, office and medical/healthcare development in the northwest and southwest quadrants of the interchange and would extend from US 45/52, just north of the Tri-Star Estates subdivision, to 7000N Road and US 45/52 near the ComEd utility easement. From US 45/52 near the Tri-Star Estates subdivision, the new collector would continue west to County Highway 30 (2250W Road).

New Collector – New north-south mid-mile collector between Career Center Road and County Highway 30 (2250W Road) would extend south from 7000N Road to St. George Road extended.

Local Streets:

Prairie Chase Drive – Extended south to the Burns Road extension opposite Patriot Way (planned).

Patriot Way – Extended south from Magnolia Drive to Bethel Drive.

Arbor Parkway – Extended west from Grove Way to Career Center Road opposite Blaye Street (planned).

New Street – Loop street off of the Belson Road extension serving potential future industrial uses in the southeast quadrant of the I-57/Bourbonnais Parkway interchange area.

Complete Street – All new roadway and street upgrade construction projects should incorporate Complete Streets techniques to provide safe, comfortable and convenient facilities for all transportation system users, including pedestrians, bicyclists, transit users and motorists of all ages and abilities. The Village of Bourbonnais should develop and adopt a Complete Streets Policy and Complete Streets Design Guidelines to provide guidance on how these techniques can be incorporated into all types and phases of transportation and development projects.

Mass Transit Service Upgrades

METRO Bus Service:

METRO ridership on the two routes serving the Village of Bourbonnais (Routes 10 and 11) should be monitored on a regular basis to document trends that may warrant increased service. As a founding member of the River Valley Mass Transit District, the Village should work with other RVMTD members to obtain the necessary funding to shorten the one-hour service headways on these routes to 30 minutes, similar to METRO Routes 1, 4, 6, 7, and 8.

METRO ridership should also be monitored on the express bus service to the University Park Metra commuter rail station to determine the demand to add additional service. Potential service improvements include connections to weekday Metra departures between 7:10 and 7:50 A.M. and weekday Metra arrivals between 5:00 and 5:30 P.M., as well as additional trips on Saturdays and/or Sundays.

Further, as development growth in the Village extends north of St. George Road (5000N Road) to Bourbonnais Parkway and the planned I-57 interchange, and west along Career Center Road, population densities should be monitored to determine if a new METRO route should be established or an existing route modified to serve the new subdivisions and employment centers and the existing public and parochial facilities such as Diamond Point Park Sports Complex, Kankakee Area Career Center, District 53 schools, St. Paul's Lutheran School/Church, and the Bradley-Bourbonnais Community High School athletic fields.

METRO Passenger Waiting Amenities:

Access to METRO bus service is provided from curbside locations with minimal passenger accommodations. The Village of Bourbonnais should work through the River Valley Mass Transit District to upgrade existing bus stops and improve access to the stops, with priority given to the more heavily-utilized stops. Upgrades could feature weather-protected shelters with benches and route/schedule information, concrete pads, lighting, and connections to the pedestrian system.

Metra Commuter Rail Extension:

The Go To 2040 regional plan for the Metropolitan Chicago area includes the extension of the Metra Electric District commuter rail line from University Park to the proposed South Suburban Airport. The Village of Bourbonnais supports the further extension of this commuter rail service into Kankakee County along the Canadian National Railroad with a potential stop in Bourbonnais

at St. George Road near the Metro Centre transfer station. As a member of the Kankakee Area Commuter Transit (KACOT) Task Force, the Village will continue to support this initiative by promoting the initiation of Phase III (Alternatives Analysis Study) of the commuter rail feasibility study initiated in 2004.

Rail Transportation Enhancements

High Speed Intercity Rail:

IDOT has initiated track upgrades and station work to develop high-speed rail service on the existing Amtrak line that extends between Chicago and St. Louis as part of the Federal Railroad Administration's High-Speed Intercity Passenger Rail (HSIPR) program. The route extends through Joliet, Dwight, Pontiac, Normal, Lincoln, Springfield, Carlinville, and Alton, and improvements are being designed to 110-mph standards. Higher speed service began between Dwight and Pontiac in November 2012 and IDOT is working to have infrastructure improvements in place between Dwight and Alton by the end of 2015.

A separate feasibility study, completed in 2011 by the Midwest High Speed Rail Association, identified four high speed rail routes serving the Midwest with Chicago as the hub city. The routes would connect Chicago to St. Louis, Cleveland, Cincinnati and Minneapolis-St. Paul, and trains would operate as "bullet trains" at 220-mph on dedicated track with no grade crossings. The Chicago-St. Louis route would utilize the Canadian National Railroad through Kankakee County and the Village of Bourbonnais with potential stops in Champaign, Decatur and Springfield. This initial study represents the first step in the planning process and will require follow-up planning, environmental, design and financing studies.

Railroad Crossing Improvements:

There are four at-grade rail crossings in the Village along the Canadian National Railroad, including Larry Power Road (4000N Road), St. George Road (5000N Road), and Bourbonnais Parkway (6000 N Road). As land is developed or redeveloped in the vicinity of the grade crossings, the Village should evaluate the feasibility of grade separations and/or further roadway realignments to improve safety and reduce vehicular delays.

Bicycle Trail and Pedestrian System Improvements

Bicycle trails, multi-use paths and/or sidewalks should be incorporated into all roadway improvement projects, where feasible, to expand the non-motorized transportation system in the Village. Preliminary plats of residential and commercial developments should also include facilities for non-motorized travel along with connectors to existing and/or planned facilities.

The Kankakee County Greenways and Trails Plan 2009 identifies several new bike trails or multi-use paths to be developed in the Village.

Bourbonnais-Manteno Trail:

This 3.5-mile trail will extend along the Canadian National Railroad from Larry Power Road north to the planned Rock Creek Trail in the Village of Manteno.

Career Center Trail:

This trail, also known as the Bourbonnais-Manteno West Trail, will extend north from the Cavalier De LaSalle Park Trail to Career Center Road via Exeter Turn and Briarcliff Lane, then north on Career Center Road to Bethel Drive, then east on Bethel Drive to the ComEd easement on the east side of the Belle Aire subdivision, then north along the ComEd easement to the Diamond Point Park Sports Complex, then west to Career Center Road and north along Career Center Road to County Highway 9 (9000N Road) in the Village of Manteno. The trail would then continue through Manteno eventually connecting to the North Manteno Trail. Total trail length is 12.5 miles.

Grand Northern Trail:

This 6-mile long trail will extend along Bourbonnais Parkway (6000N Road) from the Canadian National Railroad to 4150W Road, then continue south on 4150W Road to connect with the planned Route 102 Trail.

Larry Power Road Trail:

This 3.75-mile trail will extend along Larry Power Road from the Canadian National Railroad east to the planned Baker Creek Trail.

North Street Trail:

This 6-mile trail will extend from the existing trail system in Perry Farm Park to Ray Street, across Main Street, and east along North Street to the planned Baker Creek Trail in the Village of Bradley.

Riverfront Trail:

This 1.5- to 2-mile trail will extend the existing trail system at Riverfront Park west to the terminus of the Kankakee River State Park Trail at the Davis Creek Campground via Oak Street, Sportsman Club Road, Chippewa Drive, and either 2700N Road or 3100N Road.

Route 102 Trail:

This 4.75-mile trail will extend along IL 102 from Career Center Road west to the planned Grand Northern Trail.

Route 50 Trail:

This 3-mile trail will extend along IL 50 from St. George Road south to North Street in the Village of Bradley.

St. George Road Trail:

This 4-mile trail will follow St. George Road from IL 50 east to the planned Baker Creek Trail.

3270 W Road Trail:

This one mile long trail, also known as the Davis Creek Trail, will connect the proposed Route 102 Trail to the Davis Creek Campground and Kankakee River State Park Trail system via 2250W Road, 2320W Road, 3100N Road and County Road 224W.

Other potential bicycle trails or multi-use paths that are not in the Kankakee County Greenways and Trails Plan 2009 include:

- West extension of the planned St. George Road Trail from IL 50 west past the Metro Centre transfer station and future commuter rail station site to the planned Career Center Trail.
- Replacement of existing 4-foot sidewalk along US 45/52 with a wider multi-use path from Armour Road north to St. George Road with continuation of the path north to Bourbonnais Parkway.
- Replacement of existing sidewalk along the north side of Bethel Road with a wider multi-use path from US 45/52 to Gettysburg Drive.
- West extension of the planned Larry Power Road Trail from the Canadian National Railroad to US 45/52 including replacement of existing sidewalk with a wider multi-use path and infill of path segments.
- Replacement of existing 4-foot sidewalk along Main Street NW (IL 102) with a wider multi-use path from Main Street (US45/52) to Career Center Road and the planned Career Center Trail and Route 102 Trail.
- Replacement of existing 4-foot sidewalk along the south side of Armour Road/William R. Latham Senior Drive with a wider multi-use path from Main Street NW (IL 102) to Ernest Mooney Drive with continuation of the path east to IL 50 and the planned Route 50 Trail.
- Infill of missing segments of the multi-use path along both sides of Brown Boulevard between Main Street NW and William R. Latham Senior Drive.

New Sidewalks:

There are several locations throughout the Village where there are gaps in the pedestrian system on one or both sides of the street. New sidewalk segments should be constructed to fill in these gaps to develop system-wide continuity. Priority should be given to the arterial and collector streets, as well as local connections to parks, schools, athletic/recreation facilities and public buildings. While sidewalks are generally provided on both sides of the street in the newer residential subdivisions, they are missing entirely in some of the older subdivisions. The Village should work with homeowners and neighborhood associations to identify subdivisions where sidewalks are desired and can feasibly be constructed. Then identify local and state programs to fund the projects, which could potentially include a cost-sharing arrangement with property owners.

Arterial Streets:

- US 45/52 (north of Kathy Drive)

- Career Center Road
- Larry Power Road
- St. George Road (east of Cigna and west of US 45/52)
- Bourbonnais Parkway

Collector Streets:

- Burns Road (north side, east of US 45/52)
- Bethel Drive
- Mohawk Drive
- John Casey Road
- Gettysburg Drive
- Ernest Mooney Drive
- River Street
- William R. Latham Senior Drive
- Oakrun Drive
- Stratford Drive
- Briarcliff Lane
- Guildford Drive
- Barrington Drive

4.4.4 Street Design Standards

The following design guidelines (*Table 4.1*) should be applied as Village streets are upgraded and new streets are constructed.

Classification	Primary Function	Mobility	Land Access	Street Spacing	Intersection Spacing	Speed Limit	Right-of-Way	Cross-Section	Parking	Trucks	Management Tools
Freeway	Regional traffic movement	Provides high level of mobility within & between metro areas	None	4 miles	1 mile	55-70 mph	150-400 ft	4-6 lanes divided	Prohibited	No restrictions	Interchange spacing & design; no land access
Principal Arterial	Inter-community, intra-metro area traffic movement	Provides high level of mobility within & between major metro subareas; linkage to freeways	Limited-major generators only	1-2 miles	1/2-mile	35-45 mph	100-150 ft	5 lanes	Prohibited	No restrictions	Land access spacing; traffic signal timing
Minor Arterial	Inter-community, intra-metro area traffic movement	Provides mobility within & between adjacent major subareas	Limited-driveway spacing controlled	1/2-1 mile	1/4-mile	30-35 mph	80-120 ft	3-5 lanes	Generally Prohibited	Restricted as necessary	Land access spacing; traffic signal timing
Collector	Collect-distribute traffic between arterials & local streets; Inter-neighborhood traffic movement	Provides mobility between & within neighborhoods & other land uses	Safety controls; limited regulation	1/2 mile or less	300 feet	25-30 mph	60-100 ft	3 lanes	Limited	Restricted as necessary	Street width, land access spacing; through traffic controls
Local	Land access	Provides mobility within neighborhoods & other homogenous land use areas	Safety controls only	As needed	300 feet	25-30 mph	60-70 ft	2 lanes	Permitted	Permitted as necessary	Stop signs, cul-de-sacs, traffic calming, diverters, through traffic controls

4.4 Community Facilities

The comprehensive plan serves an important role in coordinating the locations of community facilities so that public services can be delivered in an efficient manner. Thus, while the Village of Bourbonnais has direct control over only the municipal community facilities, it has a responsibility through the comprehensive plan to coordinate the locations of all jurisdictions that provide public services. This element of the plan provides a framework for future community facilities to serve the whole community.

4.4.1 Key Findings from Existing Conditions Analysis

Local units of government in Bourbonnais have a tradition of providing quality services in a cost-efficient manner. As a community in a rural setting, the provision of community services is not as high as in an urbanized area. On the whole, residents are comfortable with the level of service provided vis-à-vis the cost of such services.

As part of the Existing Conditions Analysis, Camiros held discussions with Village staff and the staffs of the other key service providers, such as Elementary School District 53, High School District 307, the Bourbonnais Township Park District and the Bourbonnais Fire Protection District. Key findings from these discussions and the Existing Conditions Analysis in general are presented below.

- ***School Facilities Sufficient for Future Needs.*** Both Elementary School District 53 and High School District 307 indicated that: a) they do not anticipate a significant increase in enrollment, and b) the existing school facilities/buildings can accommodate expansion to accommodate increased enrollment within the 20-year planning horizon.
- ***Recreational Facilities Currently Adequate.*** Bourbonnais Township Park District is the primary provider of park and recreation services for Bourbonnais. The District services all of Bourbonnais as well as portions of Bradley and Kankakee. Key recreation facilities serving Bourbonnais include the Perry Farm, a multi-purpose facility of historic value, and Diamond Point Park, a newer park oriented toward active recreation. District staff indicated no facility expansion needs within the 20-year planning horizon.
- ***New Fire Protection Facility.*** The Bourbonnais Fire Protection District indicated a need for an additional facility. The facility would be small in size, likely ½ acre or less. The Bourbonnais Fire Protection District has specific requirements for the location of its new facility and is in the process of selecting a site. Given the small size of the facility and the specific considerations for its location, this Plan does not address where this facility should be located.

4.4.2 Relating the Vision, Goals and Objectives

Of the seven core principles of the Vision Statement, none directly relate to future plans for community facilities. However, during the Visioning Session, participants identified several areas of potential improvement, as presented below.

- Residents are generally satisfied with community services, such as police, fire, schools, etc., as well as the various medical facilities within the Village; however, the Village needs more animal control services.
- Diamond Point Park and public parks along the Kankakee River lack appropriate wayfinding signs; Install new wayfinding signs that direct residents and visitors to existing recreational amenities; generally, these amenities are not leveraged to maximize the benefit to the community.
- Improve connections from the Village to the Kankakee State Park.
- Conserve and beautify neglected water bodies in Village (e.g. detention ponds).
- Build new large public park in the near future to serve/support residential development in northern section of Village: north of 5000 N Road.

These comments reinforce the assessment that residents are, for the most part, satisfied with public services and community facilities. They indicated that they would, however, like to get more benefit from some of the facilities already in place. Given this input, the goals for community facilities over the 20-year planning horizon are limited to the following.

Goal #1: Provide better access and way-finding to the major recreational facilities in the community, such as the Perry Farm, Diamond Point Park and the Kankakee River State Park.

Goal #2: While significant population growth is not anticipated within the 20-year planning horizon, service providers should plan for growth in the northern part of Bourbonnais and expand community facilities accordingly to provide quality services.

Goal #3: Improve drainage and storm-water facilities so they become attractive visual amenities and useful passive recreational areas.

4.4.3 Community Facilities Plan

Figure 10, *Community Facilities Plan*, presents the plan for community facilities within the 20-year planning horizon. Because existing community facilities will provide for the service needs of

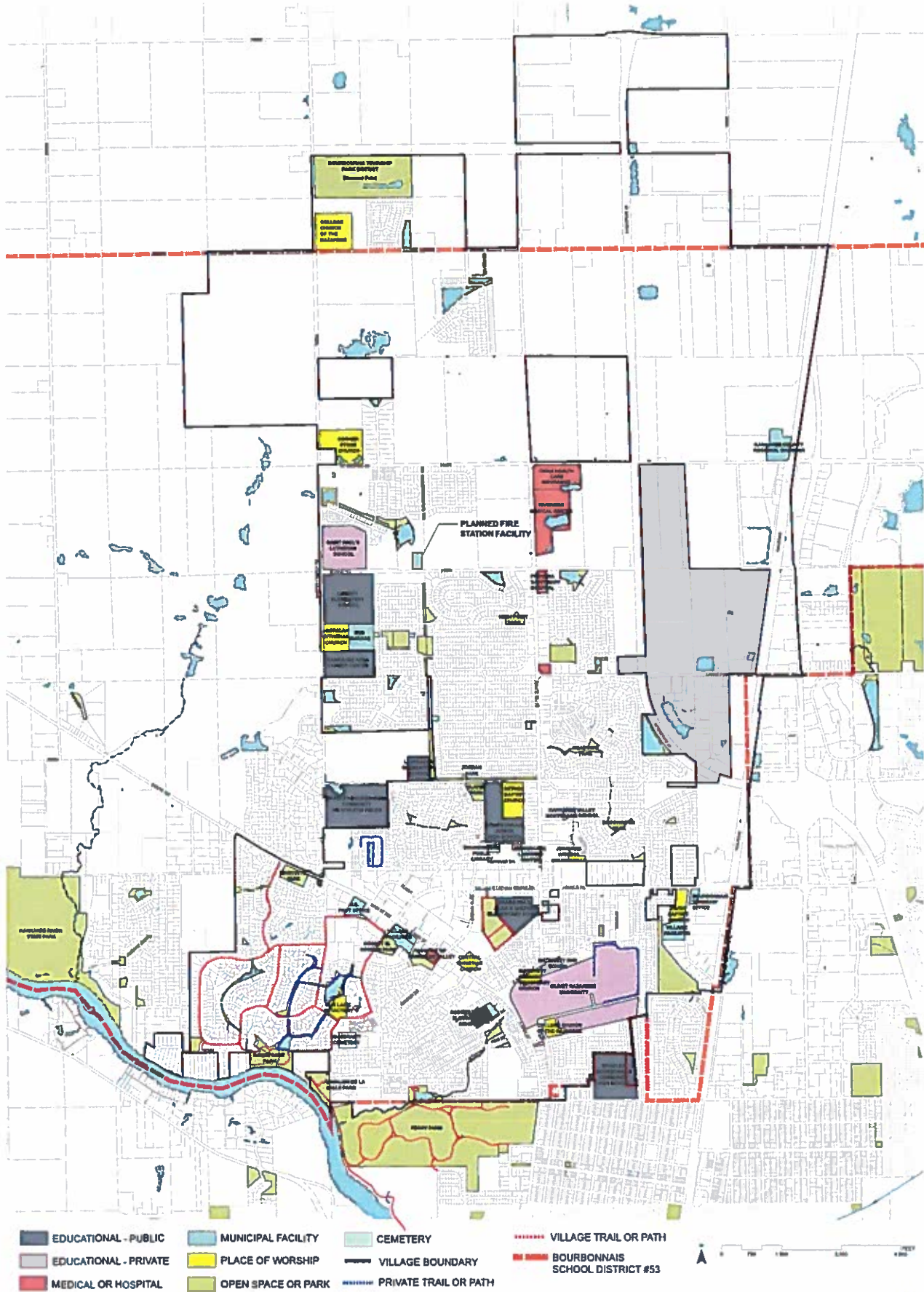


FIGURE 10

all local units of government over the 20-year planning horizon, only one additional facility is shown on Figure 10. A four acre municipal service facility is shown on Burns Road a short distance east of Career Center Road. This land is not specifically program for new municipal facilities at this point in time, but represents a policy to reserve the land in recognition that additional municipal services will be needed to serve the future expanding population in the northern part of Bourbonnais.

It should be noted that public comments made in the Visioning Session about the need for additional trails, access to public facilities and improvement of existing detention/storm water facilities are reflected in other elements of the Plan, specifically Chapter 4.3, Transportation, and Chapter 4.6, Community Appearance and Character.

4.5 Sub-Area Planning

Two Sub-Areas have been identified during the planning process as areas that could support new development / redevelopment and substantially benefit from aesthetic improvements, such as streetscape enhancements, gateway treatments, and landscaping improvements, among other enhancements. The two chosen Sub-Areas are the future I-57 Interchange area and Downtown Bourbonnais. Recommendations and redevelopment concepts have been prepared for these Sub-Areas, and are described below and visually presented in *Figure 11, Subarea Plan: I-57 Interchange* and *Figure 12, Sub-Area Plan: Downtown*.

4.5.1 Sub-Area: Future I-57 Interchange

Future Medical Campus:

One of the significant development trends in Bourbonnais over the last twenty years has been the emergence of Route 45/52 as corridor for medical/health care uses. Recently developed medical facilities, such as the Riverside Medical Center and Provena/Saint Mary Hospital, have established Route 45/52 as a regional destination for health care services. It is expected that when the I-57/Bourbonnais Parkway interchange becomes operational, this trend will strengthen. For this reason, the northwest quadrant of the interchange, which has significant frontage on Route 45/52, has been designated as a medical campus. The land area of the campus, approximately 120 acres, is large enough to support the region's long-term demand for new medical facilities. It is also large enough to provide locations for ancillary uses such as hotels, restaurants and recreational facilities.

Retail Center and Office Park:

The southwest quadrant of the interchange area is proposed for a combination of retail and office park use. Route 45/52 is considered a prime location for commercial use, particularly retail shopping center development. Although a major shopping center has not yet been developed, sites along Route 45/52 have been considered for such development in the past. Once the I-57/Bourbonnais Parkway interchange becomes operational, Route 45/52's attractiveness for retail development will strengthen. The subarea plan calls for a major shopping center development at the corner of Route 45/52 and Bourbonnais Parkway in the range of 300,000 – 500,000 square feet in size.

The eastern portion of this quadrant is proposed for office park development. Visual exposure and easy access to I-57 will make this site the prime location for professional office use in the region. The subarea plan calls for a curvilinear boulevard connecting Bourbonnais Parkway with Route 45/52. A central water feature is proposed, which will serve as both a visual/open space amenity and storm water detention facility. The area immediately adjacent to the interchange is proposed for hotel development.

Industrial Park I:

The southeast quadrant of the interchange area is proposed for industrial park development. Attracting high quality industrial development, particularly advanced manufacturing, has long been a goal for Bourbonnais and the region. With the new I-57/Bourbonnais Parkway interchange, this area would become the most attractive industrial location within the region. The Subarea Plan illustrates a high-quality, campus-like industrial setting suitable for 21st Century industry. The primary entry to the industrial park would be along Bourbonnais Parkway, ¼ mile east of the interchange ramp. The southeast quadrant is viewed as the preferred first phase of industrial development due to its closer proximity to needed utilities.

Industrial Park II:

The northeast quadrant of the interchange area is proposed for the second phase of industrial park development. Both industrial parks offer visual exposure along I-57, which is a strong amenity for certain industrial users. A program of attractive landscape/streetscape design is proposed for Bourbonnais Parkway, which would include the community entrance features as well as the industrial park entry design. Modern development control regulations will be applied to industrial development within the park to ensure a high-quality environment is maintained. Establishing an attractive visual setting will help draw quality users to the industrial park, as well as other development components of the Subarea.

4.5.2 Sub-Area: Downtown

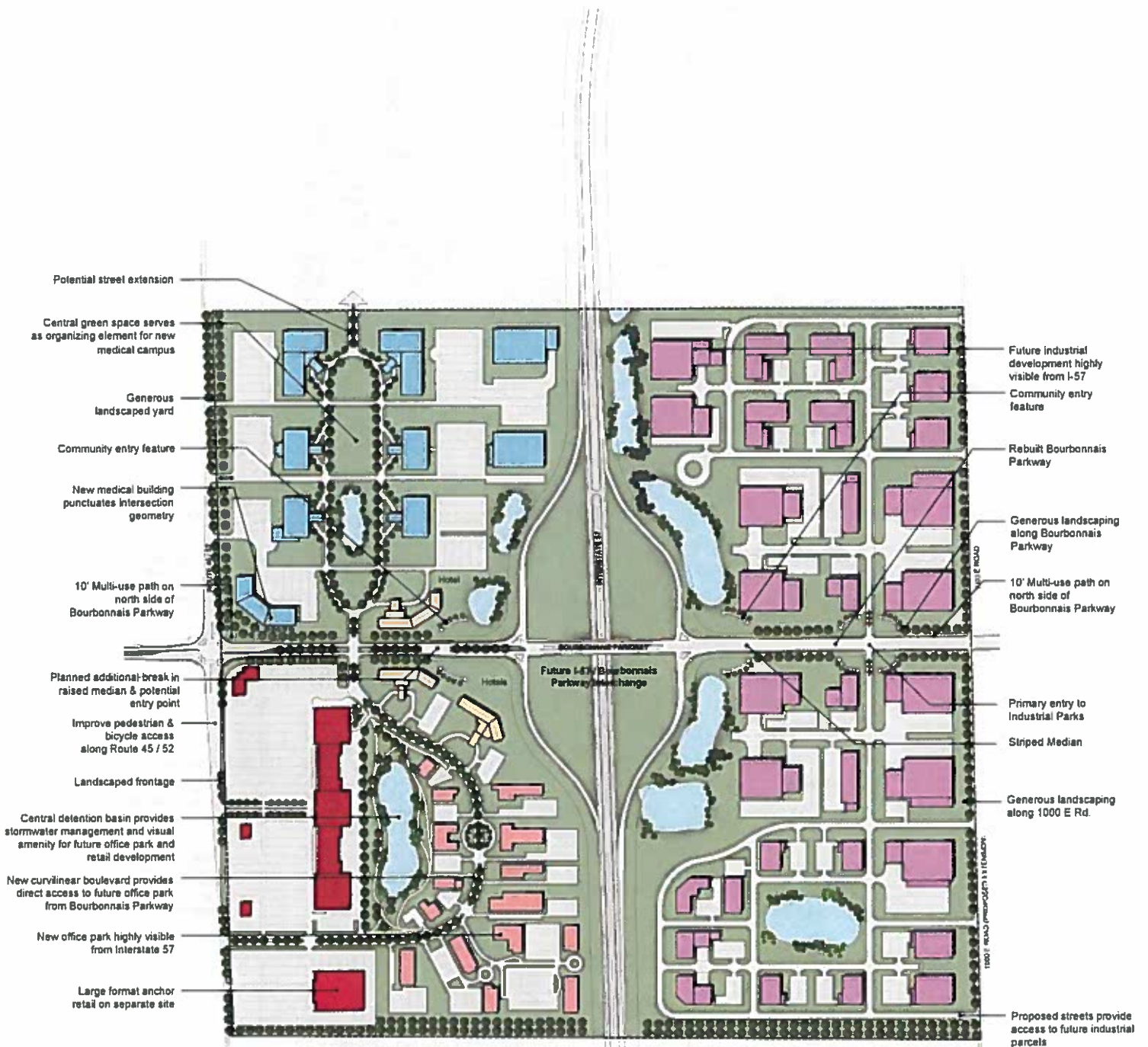
The Downtown Sub-Area is bounded by Latham Drive to the north, Belle Aire Avenue, Olivet Nazarene University and Blaine Avenue to the east, North Street to the south, BiSaillon Avenue to the west, and Brown Boulevard to the northwest. Within this sub-area boundary are several sub-districts, including a downtown core area, a commercial service corridor, and residential areas in need of rehabilitation and improvement. Much of what is illustrated in *Figure 12, Sub-Area Plan: Downtown*, are visual representations of policy and physical development recommendations stated in the Bourbonnais Downtown Plan, adopted in April 2010.

The Downtown Sub-Area plan and 2010 Bourbonnais Downtown Plan show how downtown improvements can be successfully integrated into Bourbonnais' central business district and adjacent residential areas. Most importantly, this Comprehensive Plan Update formalizes the Downtown Plan as Village policy and will help direct and guide future improvements in the downtown area.

Major Recommendations

- Improve traffic flow in the downtown core area to 1) better handle vehicular volumes 2) improve pedestrian safety 3) improve aesthetics, and 4) strengthen downtown Bourbonnais' urban identity.

- Plan for prominent buildings at key intersections with tower elements and decorative roofs.
- Relocate Toni Street and align with University Avenue (to be implemented in the short-term).
- Widen and extend Rivard Street (to be implemented in the short-term).
- Realign Munroe Street and extend the right-of-way west to Coyne Street.
- Establish a trail system and improve connections between Downtown Bourbonnais and the Kankakee River.
- Rehabilitate older, traditional residential areas north of East Marsile Street.



Legend

- | | |
|---|---|
|  Retail Building |  Industrial Building |
|  Hotel |  Medical Building |
|  Office Building |  Green Space |

FIGURE 11

■ SUBAREA PLAN: I-57 INTERCHANGE

BOURBONNAIS 2030 COMPREHENSIVE PLAN
VILLAGE OF BOURBONNAIS, ILLINOIS

SEPTEMBER 2013

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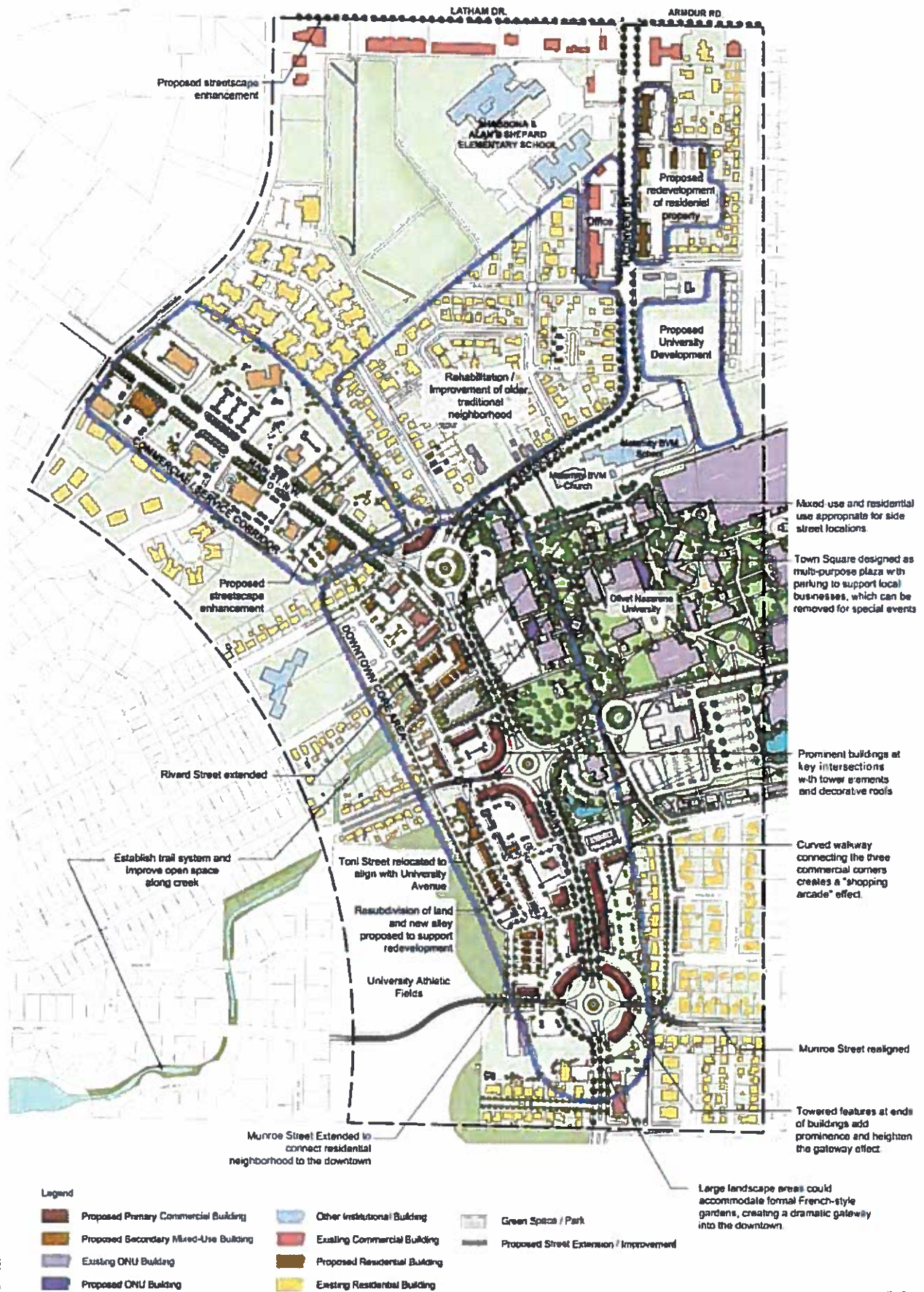


FIGURE 12

4.6 Community Appearance & Character

Community appearance and character is an important component of community development. A community's aesthetic and visual appeal influences where people choose to live, how long their tenure in the community is, how satisfied they are with the community and how involved they are with community affairs. Community aesthetics and visual appeal also influences private-sector investment decisions. In the case of Bourbonnais, it is what helps keep the Village's position as the preferred location for new development in Kankakee County. Given the importance of community appearance, it is logical to assess community appearance comprehensively and plan for its improvement over time. Work in this element will focus on strategic initiatives to conserve and upgrade Bourbonnais' character and appearance.

Bourbonnais is a community with strong aesthetic assets and is recognized as an attractive community within the region. While community appearance and image is one of Bourbonnais' strengths, this does not mean that future investment in community appearance is not needed. Bourbonnais' strength in community appearance is relative, and rests largely on how it compares to other neighboring community's. Improved community appearance will strengthen Bourbonnais' position as the focus of private-sector investment in Kankakee County, and will also play a part in achieving a wide range of community goals expressed in the community visioning session.

4.6.1 Key Findings from Existing Conditions Analysis

The major aesthetic assets and liabilities identified in the Existing Conditions Analysis are listed below:

Aesthetic Assets

- Regionally significant parks and open space; Perry Farm and Kankakee River State Park
- Prominent educational institution; Olivet Nazarene University
- Proximity of the Kankakee River
- Adjacent farmland and open space
- Relatively attractive commercial corridors, including Latham Drive
- Relatively good commercial development control
- Retained woodlands/tree cover in some parts of the village

Aesthetic Liabilities

- Absence of a true "historic district"
- Areas of residential development without distinctive character

- Modest housing stock in significant parts of the Village
- Absence of a street system that conveys attractive character
- Absence of program of beautification for major streets
- Relative low quality landscaping on private property
- Relative low priority of local public park space

In synthesizing the Community Appearance analysis from Existing Conditions Analysis, three major findings have been identified and which will form the basis of this element of the plan:

Stronger Linkages to Aesthetic Assets. Bourbonnais' community appearance would be significantly improved if stronger linkages could be created between the major existing aesthetic assets and the community at large, as well as between the individual assets themselves. For example, a major goal of the plan is to improve the downtown area. The aesthetic and economic aspects of this goal would both be advanced by linking together the three aesthetic assets in this part of the community: a) an improved downtown; b) the campus of Olivet Nazarene University; and c) the Perry Farm. Stronger connections/links should also be established to other aesthetic assets.

More Attractive New Development. As Bourbonnais grows, its community character will be defined increasingly by areas of new development. The interchange development area at Bourbonnais Parkway and I-57 is a good example. The new development in this area will define the character of the northern portion of Bourbonnais, and by extension, the community as a whole. It is important to formulate development standards and regulations to ensure that such new development is both attractive and reflects Bourbonnais' desire character.

Attractive Infrastructure. The appearance of public improvements is a major component of community character. Public improvement creates the physical framework for the community. The largest single component is public streets and much can be done to improve their appearance and the sense of community character one perceives when traveling along Bourbonnais' street system.

4.6.2 Relating the Vision, Goals and Objectives

Of the seven core principles of the vision statement, two relate directly to the Community Appearance element, as presented below:

Natural Amenities: Valued natural amenities, such as the Kankakee River, Kankakee River State Park and other resources, are emphasized through both greater public access and preservation to strengthen Bourbonnais' "brand" as a community connected to nature.

Distinctive Identity: While Bourbonnais has grown and prospered, the community's heritage and identity has not been compromised, but has been enhanced. Growth has been managed by new quality control regulations to ensure that it is well-planned and attractive. The downtown

area has been transformed into a regional destination of mixed uses located in a beautiful setting of distinctive new architecture, grand boulevards and dramatic public focal points. In addition, Bourbonnais' emphasis on community appearance has upgraded aesthetic quality throughout the village.

These two components of the vision statement provide the basis for establishing the following goals and policies for the Community Appearance and Character element. *Goals* are broad, general principles setting an overall direction for the Village, while *policies* identify specific points of application.

Goal #1: Recognize the downtown improvement program as the cornerstone of Bourbonnais' enhanced identity and formalize efforts to advance its implementation.

Policy A: Continue to dialogue with the Illinois Department of Transportation and local stakeholders to formalize plans for downtown street system improvements, which include redesigning key intersections along Main Street and providing side street connections to adjacent neighborhoods.

Policy B: Seek funding for downtown infrastructure improvements including the street system improvements, streetscape enhancement and beautification.

Policy C: Formulate a conceptual plan and coordinated program of private-sector development in the downtown to use as a tool in recruiting developers.

Policy D: Adopt a new downtown TIF district to help fund infrastructure improvements and provide development incentives.

Policy E: Formulate a capital improvement budget to help plan for financing the cost of downtown infrastructure improvements.

Goal #2: Improve the appearance of Bourbonnais as experienced when traveling along its key streets.

Policy A: Create a plan/program for the aesthetic improvement of the right-of-way areas along Bourbonnais' key streets.

Policy B: Expand/widen the right-of-way on specific portions of key streets that are substandard in terms of right-of-way.

Policy C: Establish landscape requirements on private property along key streets through new zoning ordinance requirements.

Goal #3: Improve the appearance of key intersections in Bourbonnais.

Policy A: Prepare plans for special signage and landscaping within the right-of-way area at key intersections.

Policy B: Work with private property owners to upgrade the appearance of buildings, parking lots and landscape areas of properties at key intersections.

Policy C: Adopt special zoning standards for new development/redevelopment at key intersections.

Goal #4: Ensure that new development at the I-57 interchange area projects Bourbonnais' desired image and appearance.

Policy A: Formulate special zoning districts for the industrial, office and retail uses expected to be developed within the interchange area.

Policy B: Implement coordinated streetscape improvements along the key streets within the Interchange area.

Policy C: Develop architectural standards for application within the interchange area.

Policy D: Work with future developers to ensure that the private covenants and restrictions reinforce the desired character and quality of the area.

Goal #5: Ensure that existing natural and scenic areas are preserved as part of new development.

Policy A: Identify areas of valuable natural and scenic value in undeveloped areas for future protection.

Policy B: Add provisions to the zoning ordinance requiring these areas of natural and scenic value to be preserved.

Policy C: Coordinate with other public and non-profit stakeholders to advance the preservation and management of natural and scenic resources in the region.

Goal #6: Improve public access to the community's natural and scenic areas.

Policy A: Extend pedestrian and bike trails along streams, swales and other watercourses to connect Bourbonnais' neighborhoods to areas of natural and scenic value such as the Kankakee River State Park, the Perry Farm and other attractions.

Policy B: Extend pedestrian trails within existing developed areas through public lands, easements and along local streets to connect Bourbonnais' neighborhoods to areas of natural and scenic value.

Goal #7: Improve the aesthetics and appearance of new development.

Policy A: Upgrade the zoning and subdivision ordinances to include on-site landscaping, parking lot screening, improved signage, non-residential architectural standards, and upgraded infrastructure improvements as part of the new development process.

4.6.3 Community Appearance Improvement Plan

Figure 13, Community Appearance Improvement Plan, presents the specific proposals to achieve the goals and policies discussed above. The recommendations for improving community appearance include the following:

Downtown Improvement. Figure 13 identifies downtown improvement as a major point of emphasis in upgrading the community's appearance, image and identity. Downtown improvement involves several components such as street system improvements, streetscaping, architectural design standards and redevelopment. Clearly, downtown improvement would produce multiple community benefits in addition to aesthetic enhancement. The implementation program for downtown improvement is extensive and is addressed in Section 3.5 of this plan and in the Bourbonnais Downtown Plan.

Special Interchange Development Area. After the downtown, the area that will influence perceptions of Bourbonnais community character and appearance is the interchange development area surrounding the future interchange at I-57/Bourbonnais Parkway. The future interchange will become Bourbonnais' primary connection to the regional transportation system and most people visiting Bourbonnais will enter at this interchange. The program of development within this interchange area is described in Section 3.5 of this Plan. Specific development standards should be added to the zoning ordinance to ensure quality control in new development. In addition, a program of beautification should be developed for the streets and roads serving the area, which should include the interchange itself through a maintenance agreement with IDOT.

Enhancement of Key Streets. Making a conscious effort to upgrade the appearance along key streets in the community is major component of improving community appearance. To a large extent, the appearance and identity of Bourbonnais is experienced while traveling along its key streets. Improvements within the right-of-ways, such as street trees sidewalks, and signage/way-finding is a part of enhancing the appearance of these streets. However, coordinated improvements can extend onto private property in the form of on-site landscaping, parking lot screening, façade improvement to improve existing buildings and architectural design standards to improve new buildings. Particular enhancement needs and opportunities will apply to each of the key streets shown on Figure 13, so customized enhancement plans should be developed for each street.

Key Intersection Improvement Areas. Four "key intersections" are identified on Figure 13, in addition to intersections in the downtown area. Similar to the enhancement of key streets, these intersections are prominent locations where Bourbonnais' community character is conveyed to residents and visitors alike. Enhancement plans should be prepared for each of these locations, including both right-of-way area and enhancements to adjacent private property.

Gateway Features. Four specific locations are identified on Figure 13 as the primary points of entry into Bourbonnais. These "gateways" should be the subject of special enhancement

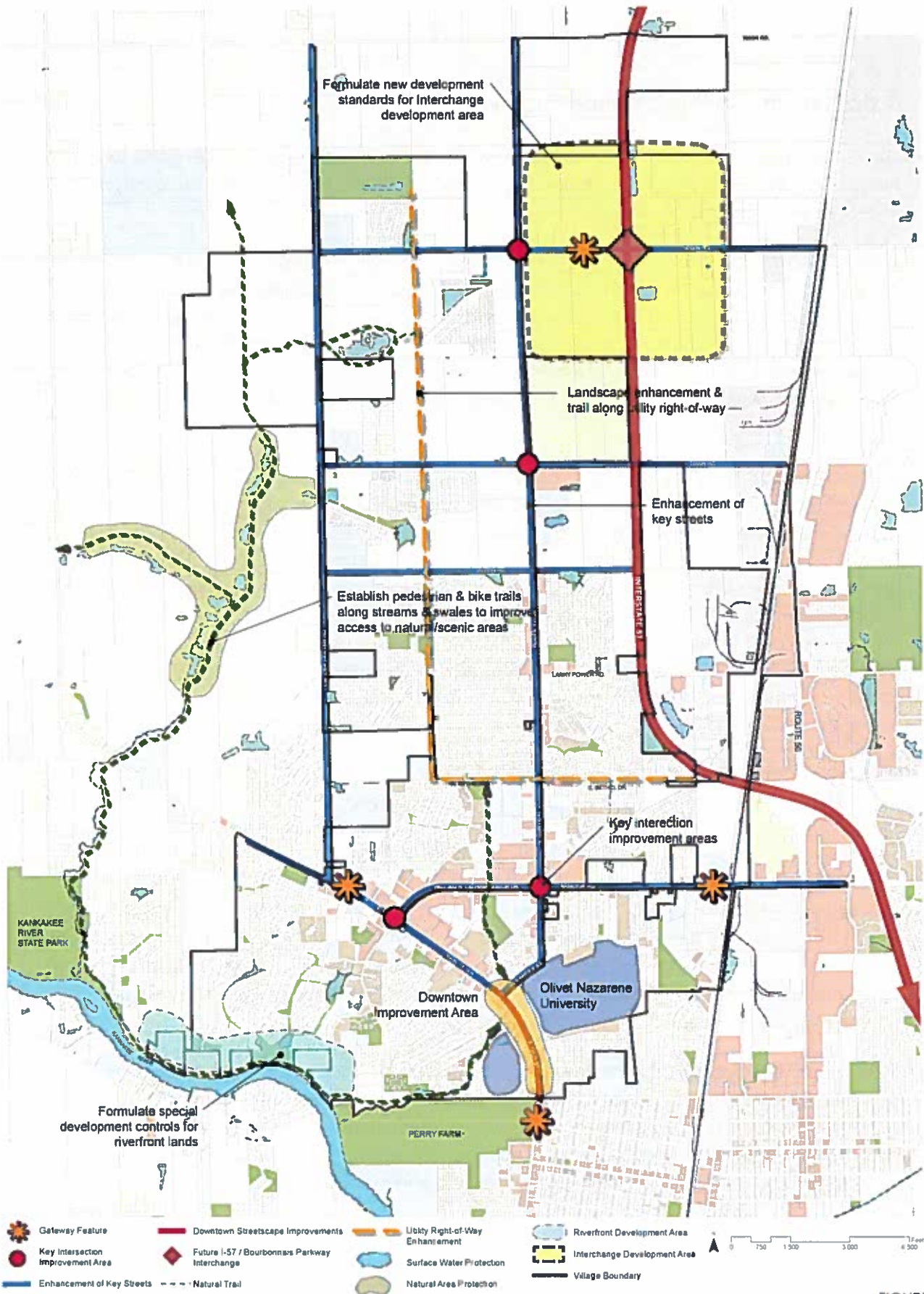


FIGURE 13

study, with a plan prepared for each area. These plans should consider both right-of-way land and improvement to adjacent private property through cooperative arrangements with property owners.

Nature Trail. A nature trail is proposed to facilitate better access and linkage between Bourbonnais' neighborhoods and the major areas of natural and scenic value. The location of most parts of the nature trail seeks to take advantage of streams, swales and other watercourses that would facilitate continuous pedestrian/bike movement to a large part of the community. In areas where natural watercourses do not exist, public lands and easements can be used to facilitate these access trails.

Utility R.O.W. Enhancement. The major utility rights-of-way can also provide opportunities for both beautification and pedestrian/bike trails. A plan for enhancement should be developed in cooperation with the utility company. Proposed enhancement would include landscaping and trails.

Natural Area Protection. The area shown for natural area protection is part of the former Bon Vivant Golf Course. A series of ponds, streams and swales exists in this area, which is both a scenic and natural resource. This area should be recognized as an area to be preserved in any future development. Furthermore, it should be identified as a pedestrian/bike corridor that is important in connecting many of Bourbonnais' neighborhoods to the Kankakee River State Park and the riverfront in general.

4.7 Telecommunications Planning

Telecommunications infrastructure is a key part of Bourbonnais' future physical development and an economic engine of growth that has many secondary benefits. If newer telecommunication technologies, such as fiber optic networks, are planned at a comprehensive level, they can attract high-tech businesses and create a cycle of economic prosperity that Bourbonnais' residents desire; this would greatly improve quality of life for community residents. Several benefits of installing fiber optic infrastructure are that it provides higher bandwidth and data carrying capacity and span longer distances than electrical cabling. In addition, upgrading the community's telecommunications infrastructure could potentially attract advanced manufacturing businesses to the future I-57 Interchange Sub-Area, which Bourbonnais recognizes as a strategic development opportunity.

The Village of Bourbonnais does not have a community-wide fiber optic system. However, there is the potential to tap into the main fiber optic trunk line that runs from Chicago to New Orleans along the Amtrak rail right-of-way located at the eastern edge of the Village.

By including a telecommunications element in Bourbonnais' Comprehensive Plan, the community will fulfill the telecommunications infrastructure requirement of the Illinois Local Planning Technical Assistance Act and would qualify for potential State funding.

4.7.1 Existing Service

Olivet Nazarene University has a university-wide (on and off-campus) fiber optic network on a loop that connects all university-owned buildings. The network was installed and operated by a local telecommunications company. As of 2013, they were investigating the feasibility of expanding their current fiber optic system with another telecommunications provider.

Just south of Bourbonnais, the City of Kankakee partnered with a private fiber optic installation company several years ago to install fiber ring infrastructure connecting all of Kankakee's municipal buildings. The fiber optic cables serving the City were pulled off of the main trunk line that runs along the Amtrak rail right-of-way.

Considering that there has been local interest in installing upgraded telecommunications infrastructure, it is recommended that Bourbonnais explore opportunities to develop a comprehensive fiber optic system, which will attract businesses to the Village, and, in turn, improve the quality of life for current and future residents.

The following are key goals and policy recommendations regarding telecommunications infrastructure planning in Bourbonnais:

Goal #1: Encourage investment in the most advanced telecommunication technologies

Policy A: Determine the level of service provided by local telecommunications providers in Bourbonnais.

Policy B: Assess short-term and long-term needs and the potential capacity for newer telecommunications technology, such as the installation of a fiber ring infrastructure in the Bourbonnais.

Policy C: Identify potential funding sources to support the development of upgraded telecommunications infrastructure.

Goal #2: Utilize local resources and existing / future infrastructure to facilitate the installation of a fiber optic network

Policy A: Plan for the dedication of an easement along Bourbonnais Parkway, Route 45/52, and Armour Road along which a fiber optic loop could be installed and tied into the main fiber optic trunk line along the Amtrak rail right-of-way.

Policy B: Partner with a private fiber optic installation company to explore opportunities for installing a fiber optic network along planned easements and rights-of-way.

Policy C: Begin a dialogue with Olivet Nazarene University and discuss the potential to connect their fiber optic infrastructure into a broader system.

Goal #3: Encourage the expansion of newer telecommunications technology as the Village grows

Policy A: Identify and preserve public rights-of-way to allow for the installation of telecommunications infrastructure.

Policy B: Establish a framework for providing reasonable access to public rights-of-way.

Policy C: Establish a communitywide WIFI system as funding becomes available.

4.7.2 Telecommunications Plan Map and Major Recommendations

The recommendations for the introduction of a fiber optic network in the Village are visually presented on *Figure 14, Telecommunications Plan*, and outlined below.

Bourbonnais Parkway / Future I-57 Interchange

The reconstruction of 6000N (Bourbonnais Parkway) and construction of the new I-57 Interchange provides an opportunity to preserve a utility easement and tie into the main fiber optic trunk line that runs along the Amtrak rail right-of-way. It is recommended that the fiber optic

line be installed along the south side of Bourbonnais Parkway, extending from the rail right-of-way west to Route 45/52 (a total linear distance of approximately 1.5 miles). There are two principal advantages in providing a fiber optic line along this roadway: 1) it could serve future high-tech development around the Bourbonnais Parkway / I-57 Interchange, and 2) the main fiber optic trunk line is located close to the future I-57 Interchange Sub-Area.

Route 45/52

As a second phase, it is envisioned that the fiber optic line would be installed along the east side of Route 45/52 south to Olivet Nazarene University, with the potential to tie into the university's existing network.

Armour Road

As a third phase, it is envisioned that the fiber optic line could be installed along Armour Road and run east to tie back into the main fiber optic trunk line. This would allow for a continuous fiber optic loop that would bring a high level of service into the heart of Bourbonnais that would serve municipal buildings as well as community residents.

The installation of this network would create a fiber optic loop system that could be expanded over time as the Village grows. Figure 14 shows a plan for all three initial phases of the installation.

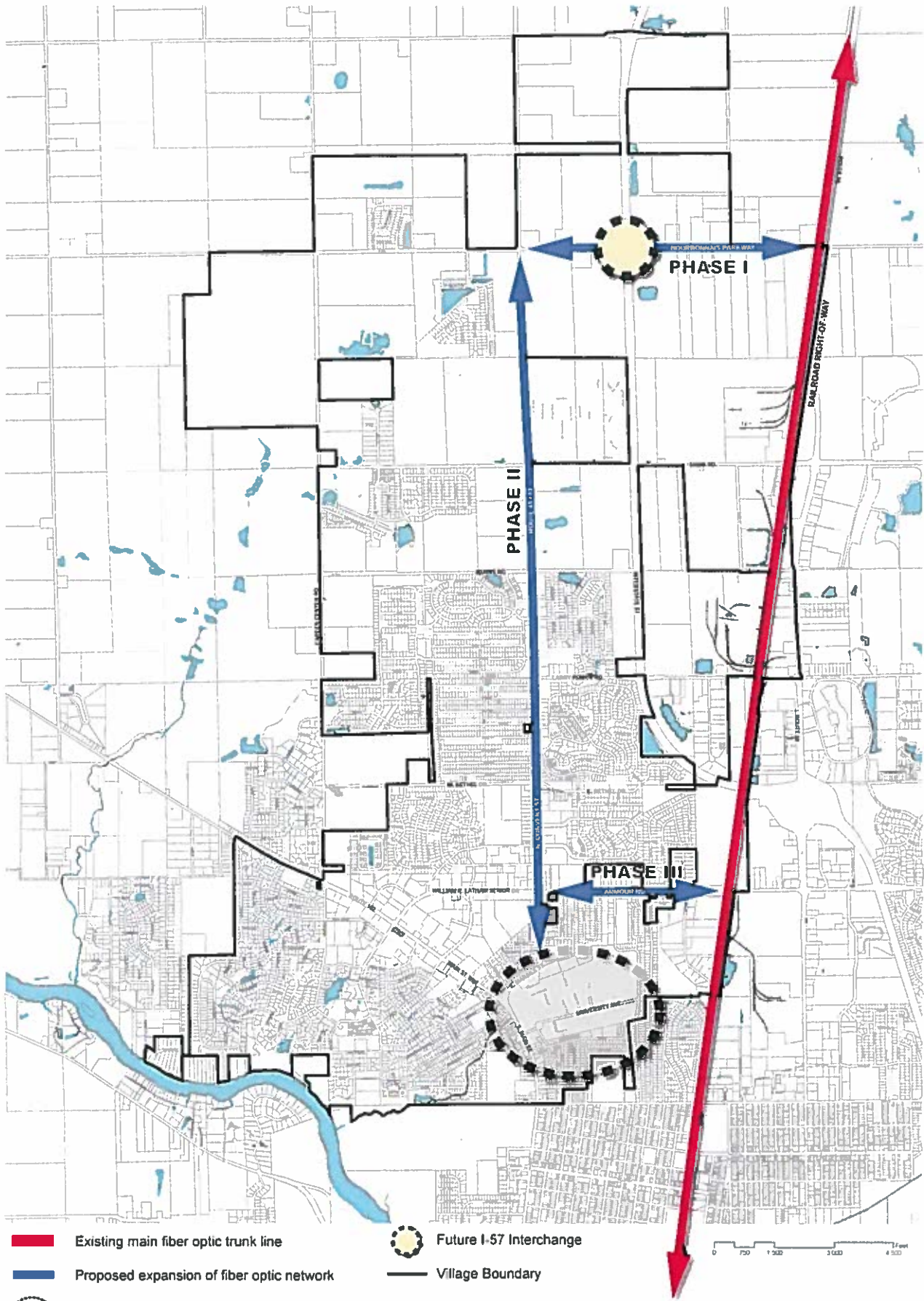


FIGURE 14

TELECOMMUNICATIONS PLAN

BOURBONNAIS 2030 COMPREHENSIVE PLAN
VILLAGE OF BOURBONNAIS, ILLINOIS

SEPTEMBER 2013

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Chapter 5: Plan Implementation

The Bourbonnais Comprehensive Plan presents a clear and detailed vision of how the community should grow, conserve and improve over the next twenty years. The work “comprehensive” refers to the full range of issues and considerations addressed in the plan. Because the scope of the plan is so broad, it is necessary to focus the key initiatives for implementation in this chapter.

A comprehensive plan is implemented through a combination of proactive and reactive actions. Proactive actions are initiatives the municipality undertakes to accomplish a specific improvement or outcome. An example of a proactive action would be improving the appearance of key streets within the Village. This would be accomplished, for the most part, through improvements made within street rights-of-way, and is an action entirely dependent on Village initiative. An example of a reactive action would be strengthening the medical/healthcare corridor along Route 45/52, which requires healthcare providers to request from the Village approval to locate new facilities along the corridor. Many implementation initiatives require a combination of proactive and reactive actions.

5.1 Key Implementation Initiatives

This chapter focuses largely, but not exclusively, on proactive implementation initiatives. The proactive initiatives are the ones the Village has most direct control over and can organize to carry out a series of coordinated actions to achieve the desired outcome. The following six key initiatives, listed below and discussed in greater detail, represent the major areas of focus for implementation presented in the Comprehensive Plan:

- Interchange Area Development
- Downtown Improvement/Redevelopment
- Strengthen the Medical Corridor on Route 45/52
- Community Sustainability
- Improve Community Appearance
- Transportation Enhancements

5.1.1 Discussion of Individual Initiatives

Specific commentary and discussion of the six key implementation initiatives is provided below.

Interchange Area Development

No initiative is more important to Bourbonnais' vision of the future than the development of the area surrounding the future I-57/Bourbonnais Parkway interchange. The development of the interchange area has been a major economic development objective for many years. The development of the interchange area is seen as a pivotal initiative not only for the Village of Bourbonnais, but for the greater Kankakee County region as well. The new interchange is expected to new, well-paying jobs to the region, particularly in the area of advanced manufacturing.

The implementation of this initiative is well underway. The first and most important step in the process was to secure the commitment from state and federal transportation authorities to build the interchange. This commitment has been secured and the new interchange will be built in the year 2014. In addition, the Village of Bourbonnais has established a tax-increment finance district covering the interchange area to help fund the extension of water and sewer utilities to the area.

Additional actions will need to be taken to achieve the kind of development in the area consistent with the local and regional vision. These actions include:

Development Recruitment. Coordinated outreach to the development community will be needed to ensure that the attributes of the area are known and that the right types of end users locate here.

Special Development Regulations. Zoning and other development controls need to be devised specifically for this area. The type of development sought for this area is unlike that elsewhere in the Village. Customized development controls are needed to ensure that future development meets higher quality standards, which will also help bring in higher quality end users.

Gateway/Aesthetic Enhancement. The interchange and those portions of Bourbonnais Parkway east and west of the interchange should be the focus of aesthetic enhancement. People exiting at the interchange should see that they have arrived at a special development area, one focused on high-technology industries and other quality uses.

Downtown Improvement/Redevelopment

The improvement and redevelopment of downtown Bourbonnais is another initiative central to the future vision of Bourbonnais. The downtown of the future is seen as a special place that evokes the history and heritage of the community, and offers a unique blend of uses and activities within a pedestrian-oriented environment. Downtown improvement and implementation is presented in detail within the Bourbonnais Downtown Plan, and thus, will not be discussed in

detail in this document. However, key points of emphasis regarding implementation of the downtown improvement program are presented below.

Development recruitment. Since the downtown plan was adopted, it is clear that a major private-sector investment is needed to jump-start the program. A major new development consistent with the plan would provide the impetus needed to move both private and public stakeholders forward.

Partnership with ONU. Coordinated actions with ONU remain a key foundation for implementing the plan.

New TIF District. Significant public-sector funds will be needed to implement the plan. Establishing a new tax-increment finance district in the downtown will help the Village to provide its share of public financing.

Strengthen the Medical Corridor on Route 45/52

Bourbonnais could become the focus for the region’s healthcare industry, which would provide another major driver of economic development. The existing healthcare uses along Route 45/52 could represent the beginning of an emerging healthcare corridor. Few proactive actions can be taken to advance this initiative. However, endorsing the healthcare corridor as a positive and welcomed development within the plan puts the Village on record as supporting such development.

Community Sustainability

Making Bourbonnais a more environmentally sustainable community was widely endorsed during the Community Visioning Session. It is also something very much in tune with the times and is inherently a logical course of action. Actions the Village should take to advance its sustainability include:

Sustainability Plan. The Village should prepare a sustainability plan to delineate what “sustainability” means to the community and how the community should approach becoming more sustainable.

Comprehensive Regulatory Assessment. The Village should conduct a ‘sustainability audit’ of its development regulations to see how current regulations relate to state-of-the-art sustainability regulations.

Revise/Augment Development Regulations. Based on the sustainability audit and sustainability plan, the Village should revise its development regulations as a major step toward achieving its sustainability goals.

Improve Community Appearance

The plan acknowledges that in order for Bourbonnais to continue to be the preferred location for new development in the region, it must maintain and enhance its position as a quality community. Part of this image depends on an attractive appearance. Bourbonnais' is currently a physically attractive community, but continued, programmatic investment is needed to maintain and improve its image. The plan identifies two broad initiatives to enhance the appearance of the community, as discussed below.

Street Enhancement. To a large extent, a community's appearance is defined by its major streets, both in terms of how the right-of-way improvements look as well as the development along the street. The condition of the right-of-way is entirely within the Village's control, except for state/county roads. A multi-year program of tree planting and other beautification is proposed.

Development / Architectural Guidelines and Controls. The Village's development controls should be upgraded to incorporate aesthetic requirements. These could include "overlay" regulations along key streets, landscape requirements and architectural standards for non-single family buildings.

Transportation Enhancement

Last but not least of the key implementation initiatives is transportation enhancement. These take a variety of forms including street upgrading, street/road extensions, adding sidewalks to existing streets, and separate bike/pedestrian trails. These enhancements are discussed below.

Street Upgrades (widening, realignment, etc). Several existing streets require upgrades, as delineated in the Transportation Element.

New Roadways or Road Extensions. Several new street extensions are needed to facilitate future growth, as delineated in the Transportation Element.

Bike/Pedestrian Trails. One area of transportation enhancement that garnered widespread support in the Community Visioning Session was a community-wide system of bike and pedestrian trails that connected neighborhoods to schools and other destinations. This system is delineated in the Plan.

Sidewalk / Infill Segments. A large number of existing streets do were not improved with sidewalks. A policy of this Plan is to construct sidewalks on existing streets currently lacking them. Certain segments of infill sidewalk can be complicated and costly to construct, so the program must be carefully planned to be as cost efficient as possible.

5.2 Plan Implementation Funding

The implementation initiatives discussed in this chapter represent an ambitious agenda for community improvement. Most, but not all, of these initiatives would require new/additional sources of funding. Sources of funding for implementation include the following:

Local Funding Sources

General Municipal Funds. Accrued through local property and sales taxes. These local funds can be allocated for transportation improvements, particularly those that positively impact other tax generating properties. While grants from higher units of government are necessary and often preferred, it should be acknowledged that considerable municipal funds will be needed.

Tax Increment Financing. Utilize future property tax revenues generated within a designated area or district to pay for transportation improvements and incentivize further reinvestment. The downtown area has been identified as one area suitable for a TIF district. Other applications may also be appropriate.

Federal/State Grant Funding Sources

Surface Transportation Program (STP). One of the core Federal transportation programs funded through the Moving Ahead for Progress in the 21st Century Act (MAP-21). STP funds are administered by IDOT and programmed through the Kankakee Area Transportation Study (KATS). Funds can be applied to Federal-Aid routes to widen, reconstruct or add lanes, replace bridges on public roads, increase intersection capacity, upgrade or install traffic signals, add street lighting, and implement Transportation Control Measure (TCM) projects such as pedestrian walkways and bicycle paths. STP funds cover land acquisition and Phase II engineering at 50 percent, and construction engineering, construction and transportation control measure projects at 80 percent. The local sponsoring agency is responsible for the remaining 50 percent (20 percent) of the project costs.

Congestion Mitigation and Air Quality Program (CMAQ). Another of the core Federal transportation programs funded through MAP-21. CMAQ funds are administered by IDOT and programmed by KATS for projects that reduce congestion and improve air quality, such as transit service improvements that increase bus frequency or operating speed, traffic flow improvements that reduce bottlenecks and increase intersection capacity, facilities serving electric or natural gas-fueled vehicles, traffic signal installation and interconnection, pedestrian connections to transit stops, and bicycle paths and bike parking facilities. The program funds land acquisition, Phase II engineering, construction engineering, and construction. Projects must be sponsored by a state agency or local government which must provide a local match of a minimum of 20 percent of the total CMAQ funds requested.

Transportation Alternatives Program (TAP). A new core Federal transportation program funded through MAP-21 that consolidates the former Transportation Enhancements programs (ITEP, TCSP) with the now-eliminated Safe Routes to School and Recreational Trails programs. TAP funds are administered by IDOT and programmed by KATS, in consultation with IDOT, for a variety of alternative transportation projects including the planning, design and construction of bicycle trails and pedestrian pathways, including supporting measures such as crosswalks, ADA-compliant curb ramps, pedestrian modifications to existing traffic signals, bicycle lockers/racks, pedestrian lighting, and signage. TAP funds can also finance vegetation management in transportation rights-of-way to improve roadway safety and provide erosion control, and environmental mitigation addressing stormwater management, control, and water pollution prevention or abatement related to highway construction or runoff. Project sponsors include local governments, transit agencies, and other entities with oversight of transportation or recreational trails. The minimum non-federal match is 20 percent.

Innovation, Coordination, and Enhancement Program (ICE). Established as part of the 2008 Mass Transit Reform Legislation - Provides operating and/or capital funding for projects that provide cost-effective ways to enhance the coordination and integration of public transportation, and develop and implement innovations to improve the quality and delivery of public transportation. Projects can include bus pad installations, purchase and installation of real-time next-bus signs for shelters and transfer centers, transit signal priority, and others. Program requires a 20 percent local match.

Illinois Bicycle Path Grant Program. Administered by the Illinois Department of Natural Resources (IDNR) to financially assist units of local government to acquire, construct, and rehabilitate public bicycle paths. Eligible projects include linear corridor land acquisition costs, including associated appraisal fees, and bicycle path development or renovation costs, including site clearing and grading, drainage, surfacing, bridging, fencing, signage, and directly related support facilities such as potable water and restroom facilities. The program provides financial assistance up to 50 percent of approved project cost. Maximum grant awards for development projects are limited to \$200,000 per annual request.

Open Space Land Acquisition and Development Grant Program (OSLAD). Administered by IDNR, this program awards up to 50 percent of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of recreational facilities, such as tot lots and playgrounds, community and regional parks, outdoor nature interpretive areas, park roads and paths, and waterfront improvements.

Crossing Safety Improvement Program. For local roads, the Illinois General Assembly created the Grade Crossing Protection Fund (GCPF), which is administered by the Illinois Commerce Commission (ICC) to bear the majority of the costs of improvements at public highway-rail crossings. Eligible improvements include grade separations, warning device upgrades, interconnects, highway approaches, remote monitoring devices, and crossing closures.

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