

# Westgate Land Use Plan

*April 2010*







## Acknowledgements

### Westgate Land Use Plan

Prepared by the Champaign County Regional Planning Commission for the Danville Area Transportation Study



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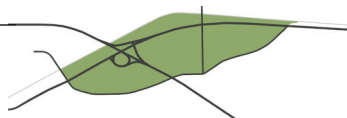
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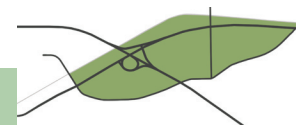
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# 1 Introduction

The Westgate Land Use Plan proposes a future land use and development scenario for an interchange area west of the City of Danville and east of the Village of Oakwood. Scenario alternatives were evaluated for their effect on the transportation network, environment, economic development benefits, and public utility use. Strong transportation connectivity, proximity to regional parks and open land available for development are some of the assets that could bring future growth potential to the area.

Funding for this study was provided by the Illinois Department of Transportation (IDOT) and passed through the Danville Area Transportation Study (DATS), the Metropolitan Planning Organization (MPO) for the urbanized area in Vermilion County. DATS hired the Champaign County Regional Planning Commission (CCRPC) as a consultant to complete the plan.

The study area is bounded to the north by the CSX rail line and to the south, east and west by Batestown Road. The study area has excellent access to a number of major roadways, including US 150, which runs east and west through the area connecting to an interchange with Interstate 74. I-74 runs through the study area from the northwest to the southeast. These two roadways provide connections to nearby Danville, as well as Champaign-Urbana to the west and the state of Indiana to the east. The character of land uses and development within the study area are compatible with rural commercial, industrial and residential development. The study area also has large tracts of farm land, as well as vacant parcels of land. Figure 1.1 shows the boundaries of the study area.

## Regional Perspective

The study area is located in Vermilion County, approximately one mile west of the City of Danville and 2.5 miles east of the Village of Oakwood. While the study area is close to both municipalities, it currently falls under the jurisdiction of Vermilion County for land use and transportation decisions. Approximately 90% of the study area is located within the Danville urbanized area, and the entire study area falls within the DATS 20-year metropolitan planning boundary. In addition to the excellent roadway connections in and around the study area, major regional parks are within close proximity as well. The Vermilion County Fairgrounds, Kickapoo State Park, Kennekuk County Park, Middle Fork Scenic River and Middle Fork State Fish & Wildlife Area are all close to the study area. Figure 1.2 shows the study area in relation to other regionally significant location points and important transportation connections.

## Institutions

Although the study area is on the outskirts of the urbanized area, it is not far from many important institutional facilities. All measurements were taken from the intersection of US 150 and Henning Road. The nearest institutional facilities that service the study area include:

- Fire Station - Kickapoo Fire Protection District, 0.5 miles east in Danville, IL.
- Police Station - Vermilion County Sheriff's Department, 3.6 miles east in Danville, IL.
- Hospital - Provena United Samaritans Medical Center, 2.8 miles east in Danville, IL.
- Elementary School - Oakwood Grade School, 4.8 miles west in Oakwood, IL.
- Middle School - Oakwood Junior High School, 8.4 miles northwest in Danville, IL.
- High School - Oakwood High School, 8.1 miles west in Fithian, IL.

Figure 1.1 - Study Area Location Map

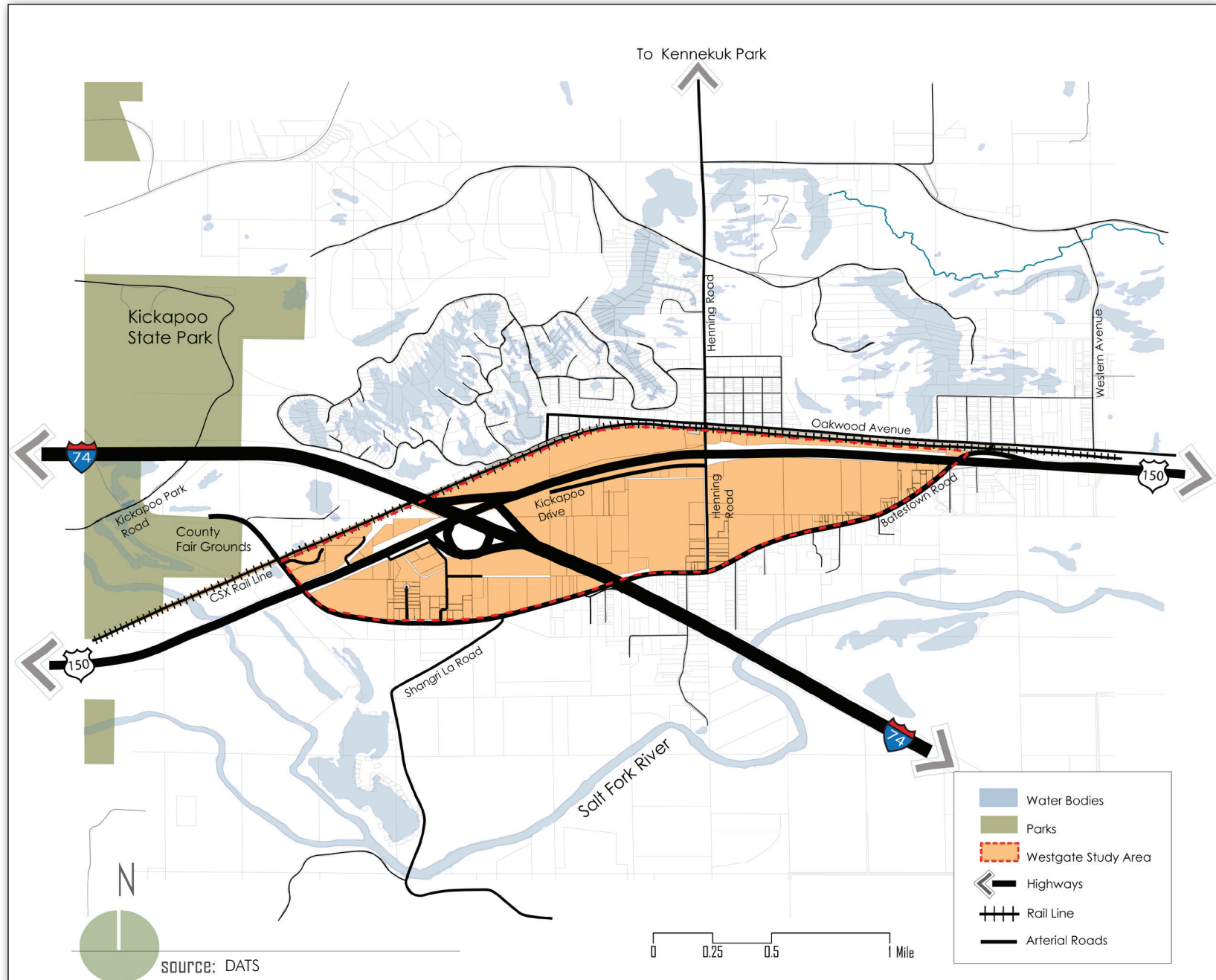
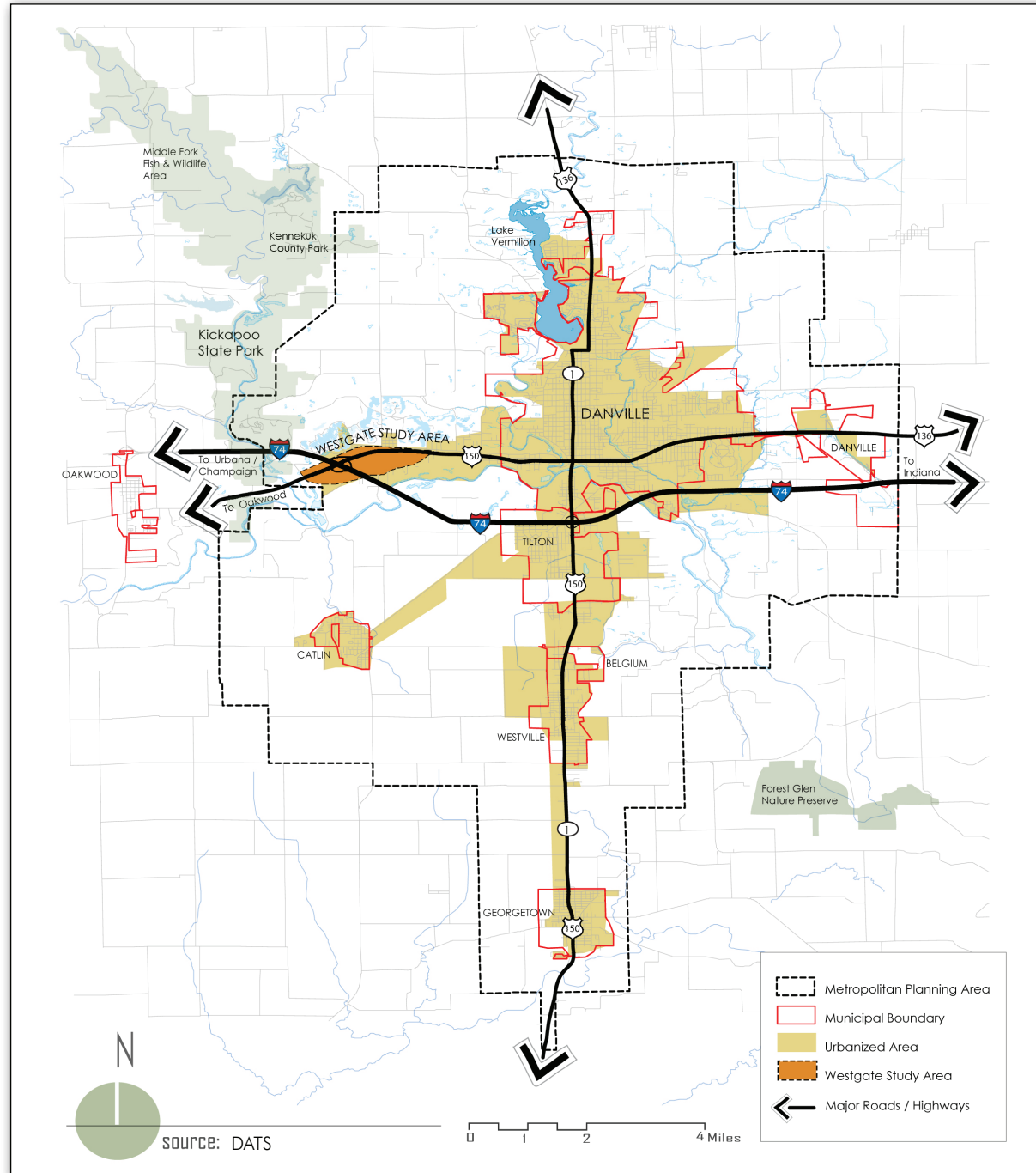




Figure 1.2 - Regional Context Map



## Study Management and Participants

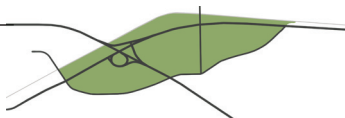
All work completed by CCRPC during the length of this study was reviewed by the Westgate Land Use Plan Steering Committee. The committee included agencies directly affected by the recommendations of the plan, and some who will be responsible for working toward the plan's implementation. The Steering Committee was comprised of staff from the following agencies:

- Danville Area Transportation Study
- Vermilion Advantage
- Vermilion County
- Vermilion County Conservation District
- Danville Sanitary District
- Aquallinois Water Company
- Danville Area Visitors Bureau
- Illinois Department of Transportation

## Report Organization

The report is organized into the following chapters:

- Introduction
- Planning Process
- Existing Conditions
- Issues and Concepts
- Future Scenarios
- Preferred Scenario
- Implementation



## 2 Planning Process

The planning process used for the Westgate Land Use Plan achieves the overall objective of creating a future land use and development plan for the study area. The study process began in June 2009 with the formation of a Steering Committee. CCRPC staff worked through the following project phases to complete the Westgate Land Use Plan:

1. Review Existing Plans and Policies
2. Inventory and Analyze Existing Conditions
3. Determine Issues and Strengths
4. Develop Future Land Use and Transportation Scenarios
5. Refine Chosen Land Use and Transportation Scenario
6. Develop Guidelines for Future Development
7. Develop an Implementation Plan
8. Create Final Report

### Review Existing Plans and Policies

A full review of existing plans and policies provides further understanding regarding the past and present decision making processes that have occurred in the study area. The existing plans reviewed during this phase include: 1995 I-74 Corridor Study, 2006 City of Danville Comprehensive Plan, 2006 Catlin Alternative Corridor Feasibility Study, and DATS 2030 Long Range Transportation Plan. A summary of each plan can be found in the Existing Conditions Chapter.

### Inventory and Analyze Existing Conditions

Data collection and analysis were completed at the beginning stage of the study to better understand the existing issues and future opportunities in the study area. The collection of existing conditions data provided the necessary information to project future land use, development and transportation demands. The data collected includes: existing land use, transportation systems (roadway, pedestrian, bicycle, and transit),

environmental, demographic, and economic. This information is analyzed and summarized in the Existing Conditions Chapter.

### Determine Issues and Strengths

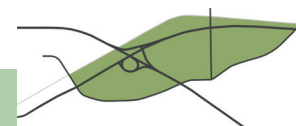
A selection of issues and strengths provides a summary of the existing conditions data. Issues are forces currently working against the recommendations of the study, while opportunities identify the potential future benefits that can be capitalized upon through the implementation of the plan.

#### Issues

- Vermilion County is shrinking in population and employment generation
- Little regulation of land use and development in the study area
- Lack of sanitary sewers in the study area
- Lack of transportation facilities for bicyclists, pedestrians and transit users
- No direct access off US 150 for new developments
- Soil properties within the study area have poor drainage

#### Strengths

- Study area has high development potential
- Good access to I-74 and US 150
- Access to regional recreation and tourism amenities
- Close proximity to Downtown Danville
- Relatively little congestion on study area roadways
- Flat slopes in the study area will make site development easier
- Adequate public utilities, except sanitary sewers



### Develop Future Land Use and Transportation Scenarios

Three future land use scenarios and associated transportation facility improvement recommendations provide alternatives that can be compared and contrasted. The scenarios were developed using build-out potential, where each scenario represented either high, medium or low growth. Each scenario was tailored to support a specific design paradigm and accommodate particular commercial, retail and employment sectors. The three scenarios (decreasing in degree of growth) developed during the study were: Commercial/Office, Mixed-Use and Tourism. A transportation facility map was developed for each scenario depicting the improvements for vehicles, bicycles and pedestrians needed to accommodate future development. These three scenarios were presented to the public at a meeting in January 2010. The public voted for the scenario they thought best fit with their vision of the future for the study area.

### Refine Preferred Future Land Use and Transportation Scenario

After evaluating the votes from the public and the opinion of the Steering Committee, desirable features from two of the scenarios were combined and refined into the preferred scenario. This scenario formed the basis for building the implementation plan and land use, transportation and design guideline recommendations.

### Develop Guidelines for Future Development

Design guidelines are included in the plan to help property owners, developers and governing agencies envision the characteristics of future development. The design guidelines cover general characteristics such as: building orientation, parking lot orientation, landscaping, and transportation facility design. In the absence of zoning regulations, design guidelines can provide general concepts for how the development in the study area should look and feel. This can also help in creating a unified design for the corridor, reinforcing its uniqueness.

### Develop an Implementation Plan

The implementation plan suggests four avenues for land use regulation, cost estimates for transportation improvements, a phasing plan for

future development, specific implementation steps for the study area, and future funding sources.

### Create Final Report

A final report details all the steps in the planning process, the existing conditions of the study area, recommendations for the future of land use and transportation facilities in the study area, and implementation steps.

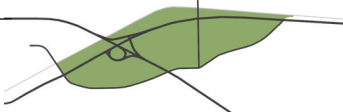
### Public Involvement

Any time land use, development or transportation improvements are being discussed, the changes inevitably impact local residents in some way. It is vital that residents, property owners, business owners, and local agencies are involved in the planning process and are made aware of the potential impacts a study may have. During the Westgate planning process, there were two formal public open house meetings:

- Public Meeting #1 - October 29, 2009
  - Introduce Study to Public, Review Existing Conditions Data
  - 29 Attendees
- Public Meeting #2 - January 21, 2010
  - Introduce Future Land Use/Transportation Scenarios, Hold Public Vote on Preferred Scenario
  - 39 Attendees

CCRPC staff also conducted a series of eleven stakeholder interviews with local agencies, property owners and business owners to discuss their concerns and future visions for the study area.

Various methods were used to inform residents about the public meetings. CCRPC and DATS utilized direct mailings to over 100 addresses, distribution of publicity flyers, press releases, a web page with announcements and draft documents, and public notices in The Commercial-News newspaper. More information can be found in the Public Participation Appendix.



### 3 Existing Conditions

#### Introduction

The initial step of any planning process involving future projections must be a full investigation and analysis of the existing conditions for the study area. Without intimate knowledge of the underlying forces driving decisions and potential obstacles preventing change, an accurate prediction of future conditions cannot be made. The existing conditions report for the Westgate Land Use Plan covers the following topics:

- Existing Plans and Policies
- Land Use and Development
- Public Utilities
- Demographics
- Transportation
- Environment

The existing conditions report not only provides the basis for the development of future alternatives, but also provides decision makers and stakeholders with information to make informed choices about the future of the study area. Some key findings from the existing conditions report include the following:

- Few plans, policies or recommendations have been made regarding the study area
- The lack of development regulations has led to a varied mix of land uses and development styles
- While partially developed, the study area has retained most of its rural character
- Vermilion County has been steadily losing population since 1970
- Vermilion County could take better advantage of national employment sectors that are currently growing
- The study area has excellent vehicular access to major roadways
- The study area lacks pedestrian, bicycle and transit facilities
- Numerous State and County parks are within close proximity to the study area
- Many lakes, ponds, rivers, streams, wetlands, and floodplains are located north, south and west of the study area
- Topography varies along the southern and western boundaries of the study area, dropping significantly toward the Salt Fork River
- There are a number of endangered species potentially located in and around the study area

### Existing Plans and Policies

Various plans and policies have been written since 1995 that have some effect on the study area. Some plans directly relate to the study area, while others shape future conditions around the study area. It is important to review the existing plans and policies to ensure recommendations and information from those references are used to formulate the recommendations for this plan. This section will provide a general overview of, and touch on some of the important aspects related to this study area as found in four existing plans.

#### I-74 Corridor Study - 1995

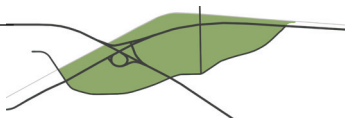
The *Vermilion County/I-74 Corridor Study* assesses the market and economic factors which could influence future development and business reuse along the I-74 corridor in Vermilion County. The report investigated target markets, site development potential, transportation facilities, and environmental constraints for future development. The report looked at six specific development zones, mostly those surrounding interchanges with I-74. One of the development sites described in the report is the Westgate study area. The report highlighted this study area as a future location for eco-tourism and recreation with supportive commercial development and a possible visitor's center. The proximity of the study area to many natural amenities gave this development site a high potential for tourism and recreational industries. The study also pointed out the importance of establishing some development guidelines, which would take into account utility placement, construction materials, landscaping, roadway widths, and parking requirements.

#### City of Danville Comprehensive Plan Update - 2006

The Comprehensive Plan is a master plan for the future growth of the City of Danville and serves as the long-range vision for how the City should evolve over time. According to the Comprehensive Plan, the City is interested in finding a balance between infill development taking place in the core of the community and greenfield development taking place on the fringes. The City is also interested in looking for alternative modes of transportation to offset some of the increased automobile traffic and reduce congestion on local roadways. Finally, the City is very interested in boosting future economic development and creating economic development plans which promote specific sectors unique to Danville. While the study area is outside the current municipal boundaries of Danville, the success of the study area does rely in part on how successful the City is in the future. The study area might also be used to fill some of the niche market aspects the City is currently missing.

#### Catlin Alternative Corridor Feasibility Study - 2006

This feasibility study was namely an evaluation of transportation routes in the southwest portion of Vermilion County to provide alternative access to the City of Danville. The study looked at the current and future capacity of travel routes to provide good connectivity and access to travelers coming into Danville from the southwest. The study also looked at using Henning Road via US 150 and I-74 as a north-south alternative to using Route 1. Recommendations from this study included realigning Shangri-La Road from Catlin north to Batestown Road. This would provide a more viable route from Catlin to the western and northern portions of Danville and Vermilion County. The study also suggests the possibility of diverting Shangri-La Road away from its current connection with Batestown Road, and realigning it further to the west to connect it with US 150.





### DATS 2030 Long Range Transportation Plan - 2007

The DATS LRTP describes existing transportation conditions and future transportation infrastructure improvements for the urbanized and metropolitan planning areas. According to the LRTP, the entire study area is within the metropolitan planning area and nearly all is within the urbanized area boundary except the far western end. Most of the transportation issues and opportunities are focused within the Danville municipal limits. The LRTP does note that a small section of US 150 near the east side of the I-74 interchange is approaching its capacity for vehicular traffic. The projections for this section of US 150 in the year 2030 are showing even more congestion than what is shown in 2007. The section of Henning Road north of US 150 is also shown as approaching capacity for the year 2030. The LRTP rated US 150 as having a very low compatibility for bicycle connections.

These four plans have analyzed different scenarios and aspects of the study area, and are important to consider when creating future recommendations for the study area.

## Land Use and Development

A significant emphasis has been placed on the future land use and development potential of the Westgate study area. The study area is located one mile west of the City of Danville, and has excellent connections via I-74 and US 150 to many cities and destinations. Within the study area, there are numerous parcels of underutilized or undeveloped land. As can be seen in Table 3.1, 26.93% of the study area is agricultural; of that, 19.55% is agricultural without a residential unit constructed on the property. Approximately 7% of parcels in the study area are categorized as vacant lots, meaning the parcels do not have any permanent structures on them and are not being used for any specific purpose at this time. Combining these two categories, 34% of the study area has some immediate development potential. Future development on these parcels would depend on a property owner's willingness to sell or develop, and agricultural land owner's willingness to end farming operations and sell to a developer.

Currently, about 13.6% of the study area is comprised of commercial land uses. Commercial uses in the study area range from sit-down restaurants to gas stations to pest removal services. The current uses suggest sporadic development of each parcel with little focus on compatibility or links between businesses to create a stronger draw for the area. This land use pattern is typical of unincorporated parcel by parcel rural development. The study area does not have many daily service needs such as a grocery store (large or small scale), a dry cleaner or choices in restaurants. Residents in and around the study area have to travel to nearby Danville for service needs, and some residents are even traveling as far as Champaign-Urbana for retail shopping and restaurants.

Single family and multi-family residential land uses make up about 17.9% of the acreage within the study area; they are situated primarily along the north side of Batestown Road in small rural subdivisions or on individually developed parcels. The development of single family residential along Batestown Road seems appropriate given the likelihood of commercial and industrial development locating along US 150. Land uses on the south side of Batestown Road, just outside the study area boundaries, are also consistent with the single family rural development patterns found on the north side of Batestown Road. Only one parcel containing a multi-family development was found within the study area. This parcel is located on the east side of Henning Road just north of the US 150/Henning Road intersection. The lack of multi-family housing options is most likely due to the rural lower density development patterns consistent with a majority of the residential development in the area.

Utilities and Right-of-Way (ROW) make up about 31.6% of the acreage within the study area. The Illinois Department of Transportation (IDOT) owns a large amount of ROW in the study area, mostly surrounding the interchange of I-74 and US 150.

Figure 3.1 shows the land use designation for each parcel within the study area.

Table 3.1 Land Use Acreage

Category	Acres	% of Total
Agriculture	182.27	26.93%
<i>With Residence</i>	49.92	7.38%
<i>Without Residence</i>	132.35	19.55%
Commercial	92.05	13.60%
Industrial	6.85	1.01%
Institutional	14.73	2.18%
Multi-Family	1.89	0.28%
Single Family	119.55	17.66%
Utilities or ROW	213.86	31.60%
Vacant Lot	45.63	6.74%
<b>Total</b>	<b>676.83</b>	<b>100.0%</b>

Figure 3.1 - Study Area Land Use Map



## Development Patterns and Character

The development patterns within the study area are typical of non-urbanized rural development. Most of the commercial and industrial development that has taken place in the study area has been single-use structures constructed on a single parcel of land. There are no developments that have multiple uses on a single parcel of land. The commercial and industrial developments are incompatible with each other. Within the study area, businesses are not exhibiting benefits resulting from clustering like industries together to create economies of agglomeration, or benefits from like businesses locating near each other. Development within the study area seems to be random at best; for example, a newly constructed day care is located next to a scrap metal recycling center. This development pattern is consistent with a lack of land use and zoning regulation which is found in unincorporated areas of Vermilion County. Currently, the County Health Department is one of the few agencies that can regulate a portion of a development; however, the regulations only cover sanitary and potable water sources. The lack of regulations for development can be a concern, especially in an area where transportation connections and natural resources make it an attractive location for larger scale development.

The residential development within and surrounding the study area is rural in character. Most homes are part of small multiple-parcel subdivisions or constructed as a single-parcel subdivision. Many of the homes in the study area are smaller, one-story ranch homes or prefabricated modular trailers. The average single family parcel of land is approximately one acre in size, typical for rural residential development. A majority of the development north and south of the study area is also single family housing, both in subdivisions and single parcel developments. The development to the south of Batestown Road is similar to the character and style found within the study area. The development to the north of the study area, on the west side of Henning Road, is constructed in and around old mining pits that have been filled with water to create small ponds and lakes. The development in this area is higher end and constructed to take advantage of views and topographic changes that are the result of past mining operations.

As mentioned earlier, the study area does have a significant amount of land that is either agricultural or vacant/undeveloped. Most of the land in the agricultural land use category is being farmed at this time. Along with agricultural land, there are also parcels which are vacant, some of which are currently for sale. A majority of these parcels are found either directly adjacent to the interchange or on the southeast side of the interchange. These parcels have a distinct development advantage due to their close proximity to the interchange. A majority of the agricultural land is on the east side of Henning Road adjacent to US 150.

Recycling Center



Gas Station



Rural Residential



Pre-School & Daycare Facility



## Public Utilities

Although the study area is rural in character and located in an unincorporated part of Vermilion County, it does have access to existing connections for public utilities. The following is a listing of the availability of public utilities:

- Potable Water - Provided by Aquallinois
- Sanitary Sewer System - Not currently extended to the study area
- Natural Gas - Provided by Ameren
- Electricity - Provided by Ameren
- Storm Sewers/Drainage Swales - Maintained by Vermilion County or local roadway commission

Aquallinois provides potable water service to the study area through 12" water mains running along US 150, Henning Road, Batestown Road, and Kickapoo Drive. Smaller 6" and 8" supply lines branch off the 12" mains to provide water to the smaller subdivisions and developments surrounding the study area. Some of the parcels within the study area are small water users and are supplied by personal wells. Aquallinois stated that the study area has large enough infrastructure to support additional commercial, light industrial or residential development. A map of existing water lines can be seen in Figure 3.2.

The only public utility currently missing from the study area is the extension of sanitary sewers. The Danville Sanitary District has extended its infrastructure as far as the western edge of the City of Danville. In order to service the study area, the District would have to extend new sanitary infrastructure approximately 3.5 miles to service the eastern portion of the study area up to the interchange. A project of this magnitude would be costly, and depending on what future development occurs in the study area, upgrades to the existing sanitary infrastructure may be necessary. Other possibilities exist for providing sanitary infrastructure to the study area, such as private treatment plants and septic systems for smaller development. Figure 3.2 shows the preferred route for a future sanitary extension along US 150 into the study area.

Ameren provides natural gas and electricity service to the study area. Natural gas coverage is excellent within the study area with 3-4" supply lines coming in along Oakwood Avenue and Batestown Road. A 4" supply line has been extended north along Henning Road between Batestown Road and US 150, serving most of the commercial and industrial development in that area. Smaller 1.25" feeder lines can be seen supplying the smaller residential developments along Batestown Road and Oakwood Avenue. Electrical coverage in the study area is also excellent. Primary electrical lines run along Oakwood Avenue, Henning Road, Kickapoo Drive/US 150, and Batestown Road. These primary lines feed secondary lines which supply power to the smaller residential and commercial developments throughout the study area. Figures 3.3 and 3.4 show the locations of natural gas and electric supply lines.

Finally, stormwater infrastructure within the study area is provided by either curb and gutter or drainage swales. Curb and gutter can be found along Henning Road and along a small section of Batestown Road between Henning Road west to the overpass at I-74. The majority of the stormwater system is drainage swales, typical for non-urbanized areas. The stormwater infrastructure system can be seen in Figure 3.5.

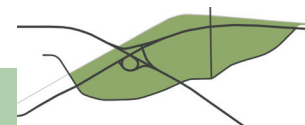




Figure 3.2 - Water and Sanitary Supply Lines

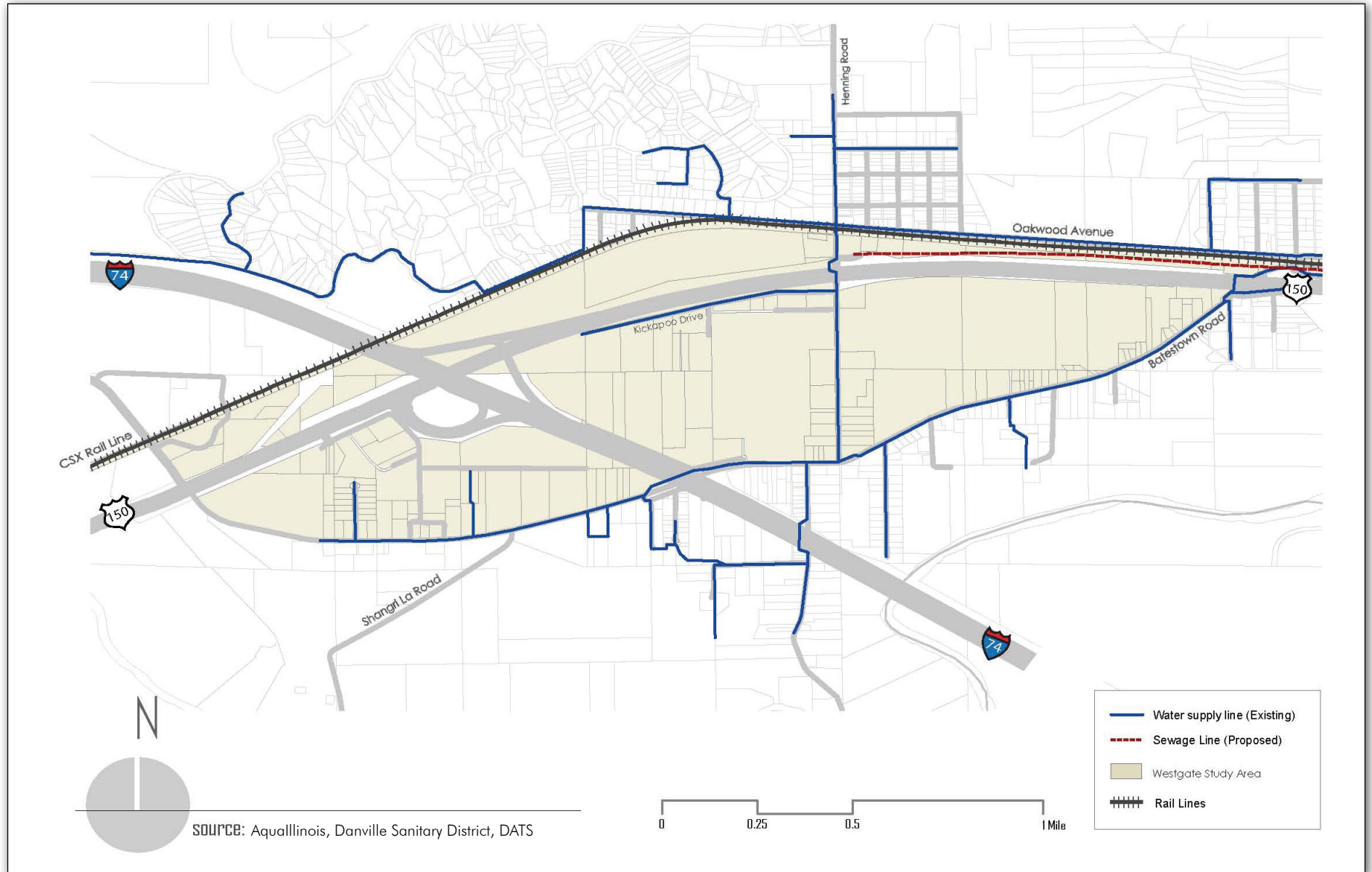




Figure 3.3 - Natural Gas Supply Lines

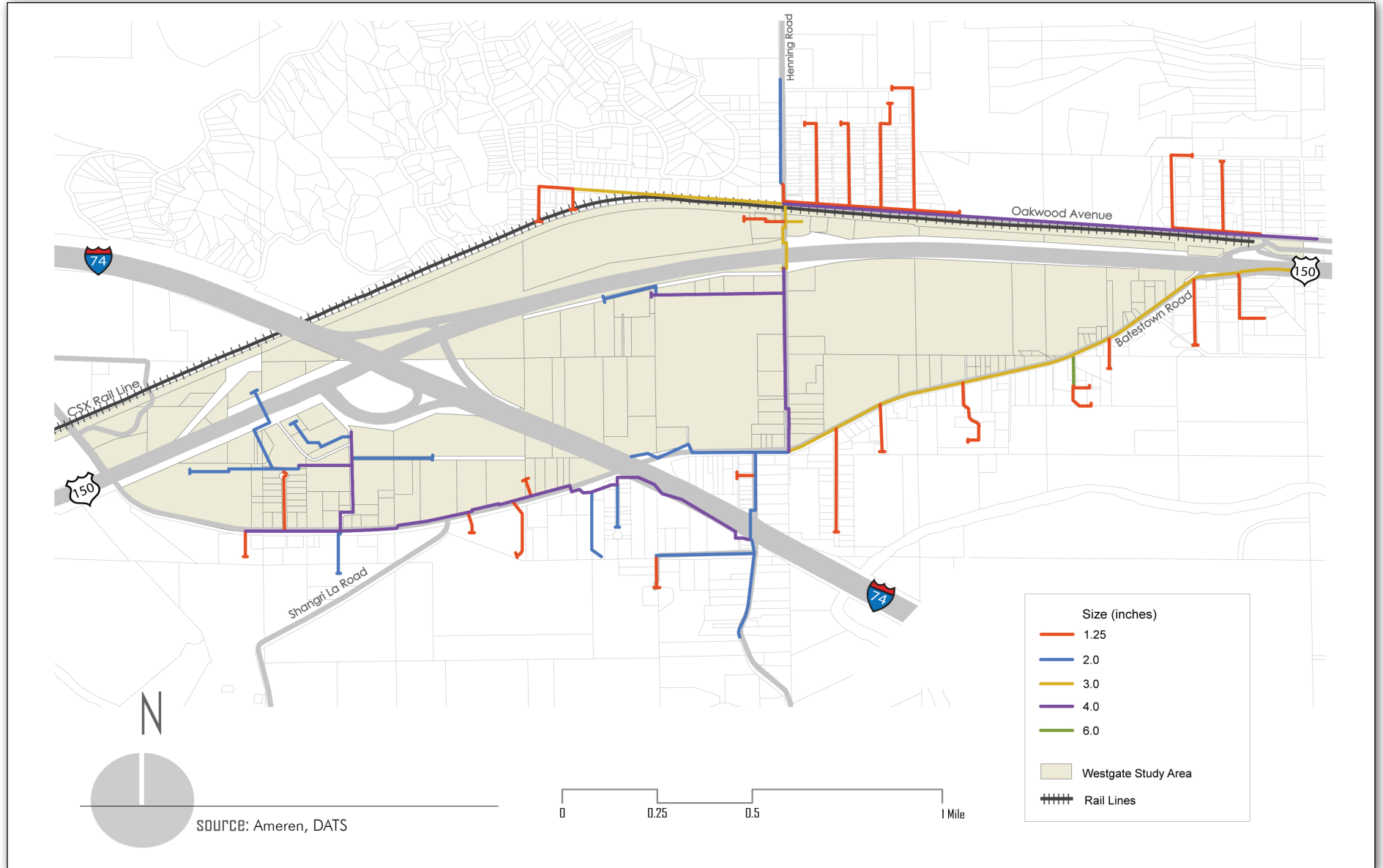


Figure 3.4 - Electrical Supply Lines

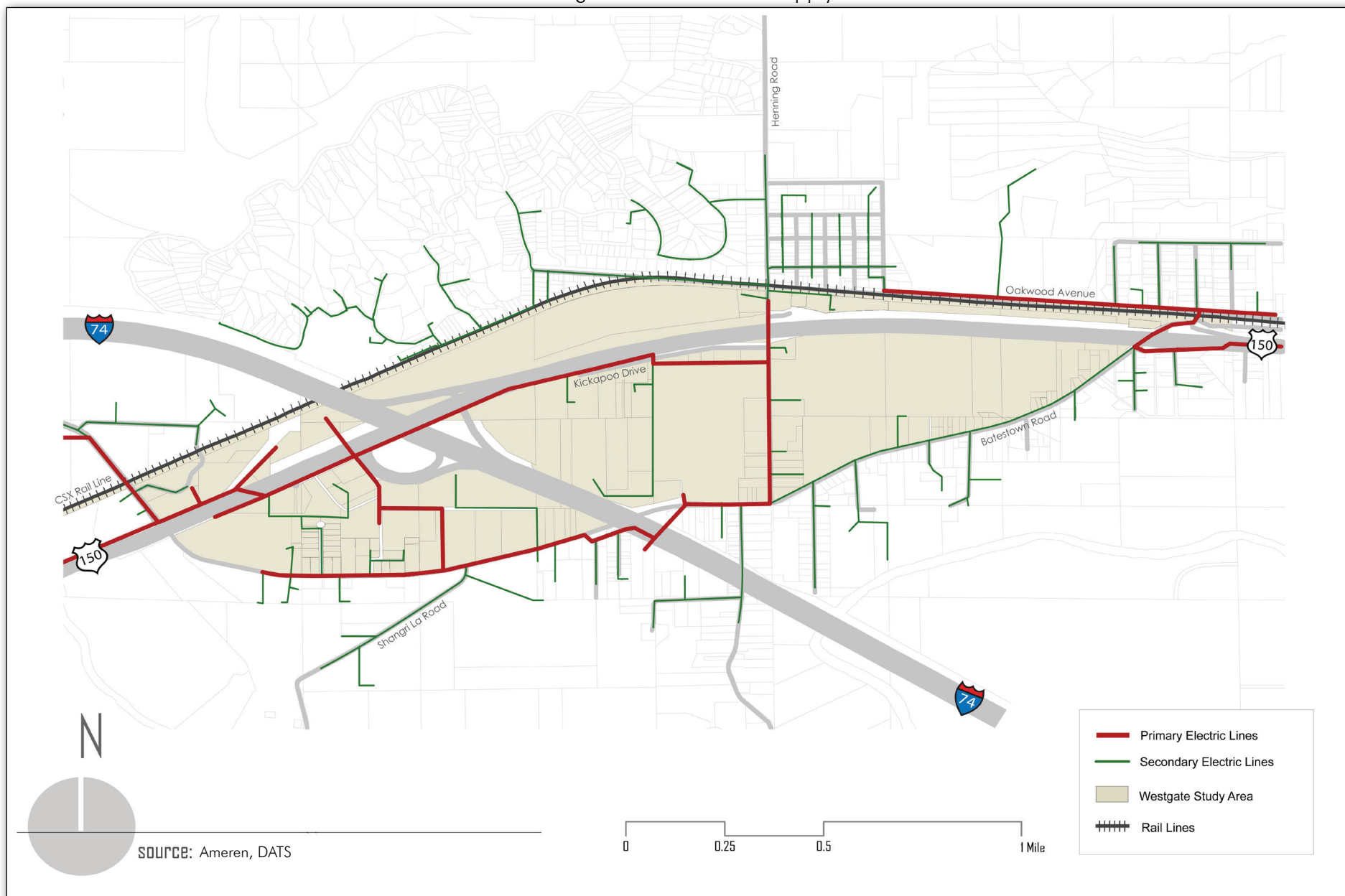


Figure 3.5 - Stormwater Infrastructure



## Demographic and Economic Analysis

In order to gain a better understanding of the existing demographics and local economy, an analysis was completed for both the study area and Vermilion County. The study area's small size and relatively low population does not lend itself to a tell-all analysis for local demographics and economic analyses. A regional approach, looking at the entire county, will yield a more accurate view of demographic trends and economic shifts over time. Appropriate sources of demographic data for Vermilion County and the Westgate Study Area include the United States Census Bureau, United States Bureau of Economic Analysis, United States Bureau of Labor Statistics, and Illinois Department of Employment Security. Demographic and economic analyses are provided at the municipal, county, and regional levels.

### Local Population in Decline

The U.S. Bureau of Economic Analysis (BEA) reported a population decline of 4,353 people (5.0%) for Vermilion County between 1990 and 2000. The BEA further reports a population decrease of 2,109 people (2.5%) between 2000 and 2007. Populations for the City of Danville and Vermilion County continue to decline even as the United States and the State of Illinois are growing.

According to the U.S. Census Bureau Decennial Census program, the population of Danville was 33,904 in 2000. This is a population increase of 76 people (0.2%) from 1990, which deviates from the trend of steady decline that Danville experienced between 1970 and 1990. Between 1970 and 1990, the population of Danville declined by 8,742 people (20.5%).

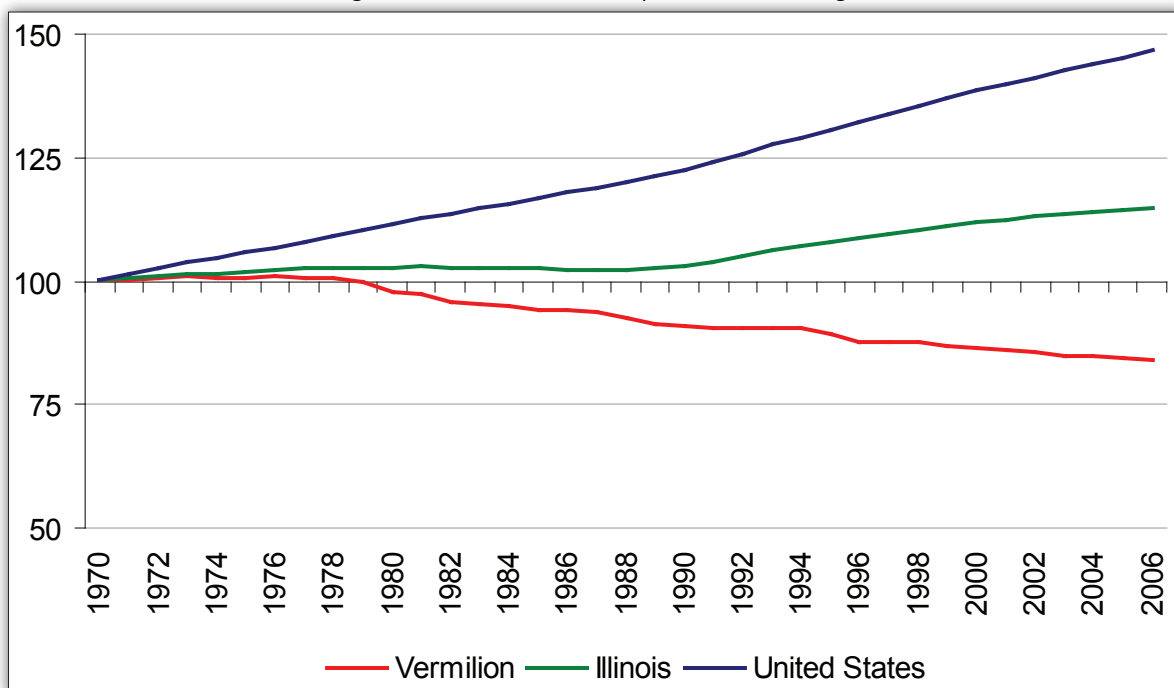
Current annual estimates from the U.S. Census Bureau report a population decline of approximately 200 people per year (0.6%) since 2000 for the City of Danville. The estimate places the population for Danville at 32,248 for July 1, 2008.

Table 3.2  
Annual  
Population  
Estimates

Year	Danville	Vermilion County
2000	33,838	83,919
2001	33,614	83,452
2002	33,336	82,923
2003	33,020	82,386
2004	32,838	82,170
2005	32,695	81,743
2006	32,651	81,641
2007	32,468	81,167
2008	32,248	80,680

Source: U.S. Census Bureau

Figure 3.6 - Index of Population Change

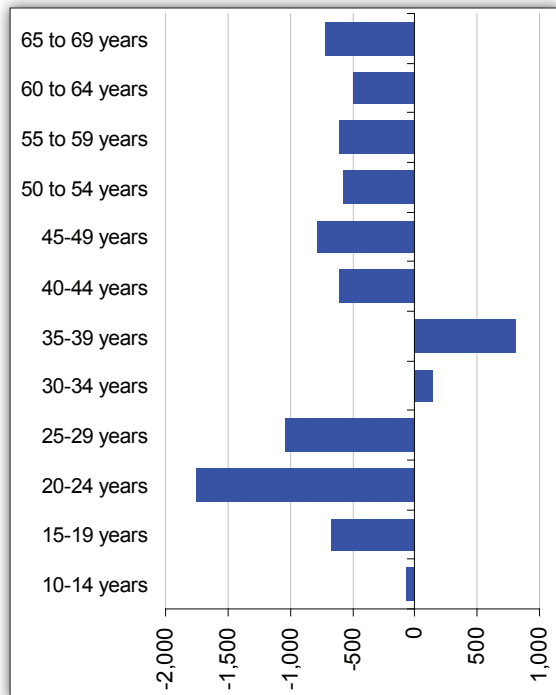


Source: U.S. Bureau of Economic Analysis

## Migration

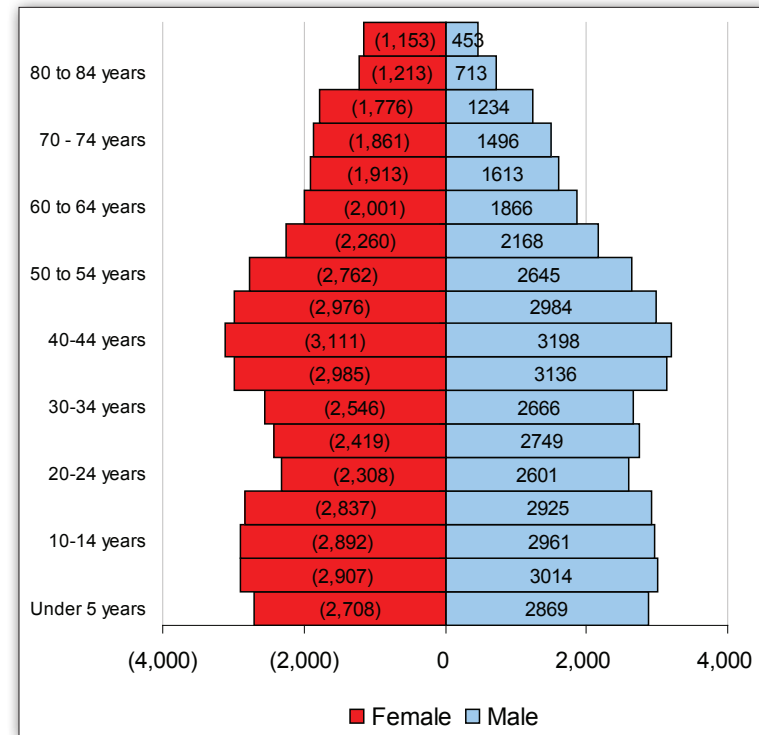
Net migration by age provides greater detail about the decline in Vermilion County's population. The majority of age ranges show a net out-migration between 1990 and 2000. Estimated migration assumes that migration is the primary component of population change for ages 10 to 69. Death becomes a larger component of population change for ages over 70, and is therefore not included in the estimation. The majority of age cohorts experienced a decline, including the early retirement population. This is of note because the population would be expected to stay the same or possibly increase if aging populations tended to remain in the area. Also of note, are the 20-40 year cohorts. Ages 20-30 are likely leaving for higher education, while those age 30-40 are increasing in population. This is encouraging because it shows that Vermilion County is recapturing some of its population loss. However, the amount of recapture is not nearly enough to offset the population loss. Figure 3.7 shows the age cohorts and population gain or loss.

Figure 3.7 - Vermilion County Net Migration (1990-2000)



Source: U.S. Census Bureau

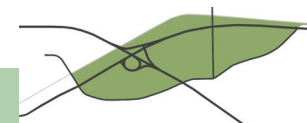
Figure 3.8 - Population by Age and Sex (2000)



Source: U.S. Census Bureau

## Population by Age and Sex in Vermilion County

In 2000, the population of Vermilion County was split evenly between males and females, 49.2% and 50.8% respectively. The population pyramid provides an expectation of population growth; ages 20 and below have greater population than many of the cohorts above it. However, as shown with the net migration statistics, the likelihood that this population will remain in the County is very small. Figure 3.8 shows the population for each age cohort and sex.





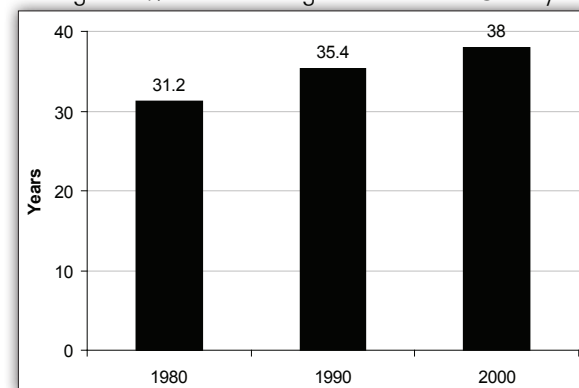
## Median Age Remains in the Mid-30s

The median of age in Vermilion County has increased each decade since 1980. The median age (38) in 2000, was higher than that of the United States (35.3). This is due to the population under 20 years of age being nearly the size of the baby boomer generation who in 2000 were between the age of 36 and 54. In 2000, 27.5 percent of the population in Vermilion County was under the age of 20, and 11.8 percent were age 70 or over. Figure 3.9 shows the median age in Vermilion County from 1980-2000.

## Aging

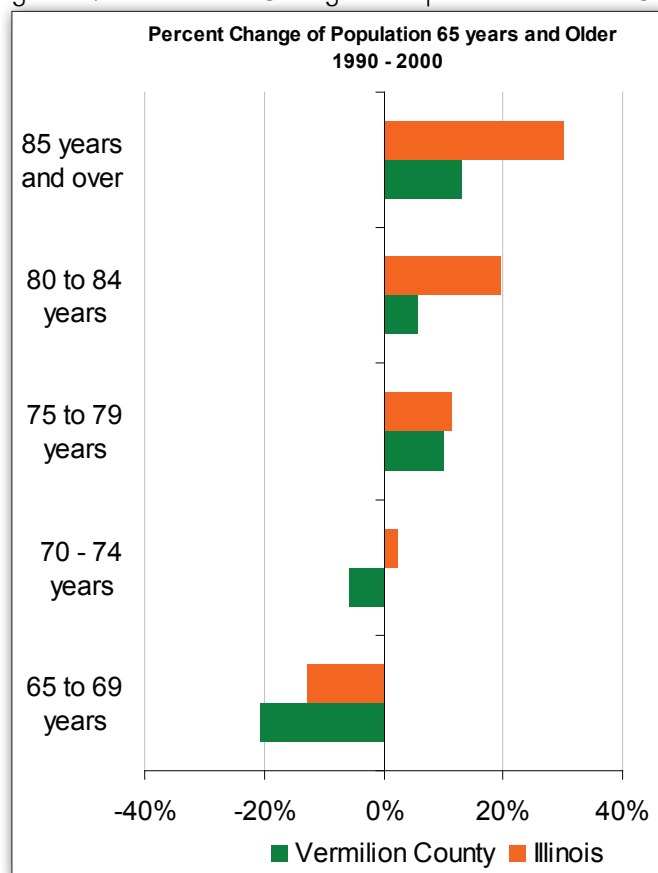
The population in Vermilion County between the ages of 65 and 74 decreased from 1990 to 2000, while the population 75 and over increased. This change is similar to what happened in the State of Illinois as a whole. Figure 3.10 shows the aging population in Vermilion County as compared to the State of Illinois.

Figure 3.9 - Median Age in Vermilion County



Source: U.S. Census Bureau

Figure 3.10 - Percent Change of Population 65 and Over



Source: U.S. Census Bureau

## Race and Ethnicity

The racial composition of Vermilion County is predominantly White (86%), followed by Black or African American (11%). The City of Danville also has a predominantly White population (70%), followed by Black or African American (24%). Both Vermilion County and the City of Danville became more diverse in 2000, with increasing populations of Black or African American. Significant increase is also noted in the 'some other race' category; however, this may be due partly to increased options for the race question on the Census 2000 questionnaire. Table 3.3 shows the change in race from 1990 to 2000 Vermilion County.

Table 3.3 - Vermilion County Change in Race

Category	1990	2000	% Change
White	78,956	72,032	-8.8%
Black or African American	7,841	8,882	13.3%
Asian or Pacific Islander	507	498	-1.8%
Some other race	953	2,507	163.1%
Total	88,257	83,919	-4.9%

Source: U.S. Census Bureau



## Future Population for Vermilion County

The trend of population decline for Vermilion County is expected to continue into the future. The composition of the existing population is also expected to change. Over the next twenty years, the Black or African American and Asian populations are expected to experience some growth. However, growth of these segments is not expected to occur at a level that will change the population decline. Conditions that may change this expectation include changes in the national and local economy, changes in local infrastructure, sector specific development, public policy, climate, and many others.

The rate of population decline has slowed over the past decade, indicating the chance that a floor has been reached in the local population decline. However, further research must be completed to develop a valid forecast of future population.

## Education

Residents of Vermilion County have the Danville Area Community College and the Lakeview College of Nursing as local resources for higher education. Additional educational resources, such as the University of Illinois at Urbana-Champaign, Indiana State University and Parkland College are in close proximity to Vermilion County. Table 3.4 shows educational attainment for Vermilion County in 2000.

## Housing

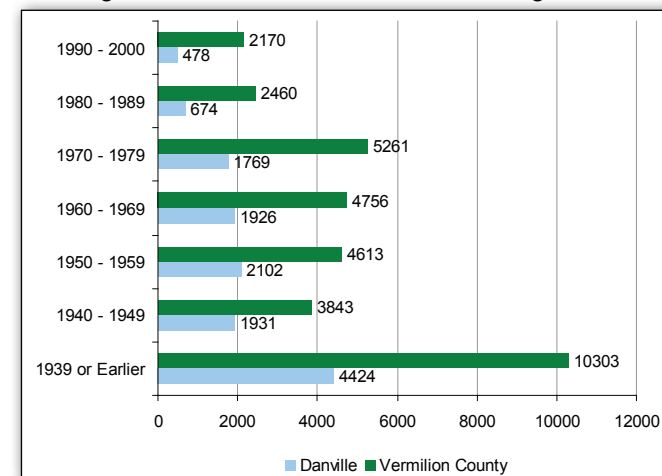
In 2000, Vermilion County had 36,349 housing units; 14,886 (41%) of these were within the City of Danville. There were 8,334 (62.5%) owner occupied units, and of those, 271 units (3.3%) were vacant. Of the 33,406 occupied housing units in Vermilion County, 10,303 (30.8%) were built prior to 1940. The City of Danville had relatively stable home construction until the 1980s, when construction decreased significantly. The construction of residential buildings has decreased from a high of 68 in 2003 to a low of 11 in 2008. The number of residential units constructed hit a high of 116 in 2004. The development that occurred in 2004 added a significant number of multifamily dwellings.

Table 3.4 - Vermilion County Educational Attainment

Attainment Level	Vermilion County	Percent of Population
Less than high school	11,857	21.3%
High school	21,403	38.4%
Some college	11,643	20.9%
Associate degree	3,930	7.0%
Bachelor's degree	4,625	8.3%
Master's degree	1,565	2.8%
Professional school degree	643	1.2%
Doctoral degree	112	0.2%
Total	55,778	100%

Source: U.S. Census Bureau

Figure 3.11 - Construction of Housing Units



Source: U.S. Census Bureau

## Housing Affordability

In 2000, the average rental costs in Danville and Vermilion County were \$410 and \$420, respectively. As a percent of household income, median rent in Danville was 25%, while Vermilion County was 23%. These numbers are below the 30% rule for the amount the average American should be spending on housing payments. However, approximately 38% of renters pay 30% or more of their household income towards rent in the City of Danville, while 35% of renters in Vermilion County pay over 30% of their income. Danville has a higher proportion of public housing and Section 8 housing than other communities in central Illinois. During a Holiday Hills Association neighborhood meeting in 2008, Danville's Mayor Eisenhower presented statistics substantiating this claim, though the source was not provided. Table 3.5 shows Danville's public housing figures compared to other central Illinois communities.

Table 3.5 - Housing Assistance

City	Public Housing One for Every	Section 8 One for Every
Danville	63 residents	54 residents
Champaign/Urbana	260 residents	83 residents
Decatur	116 residents	91 residents
Springfield	135 residents	58 residents

Source: Notes from a Neighborhood Association Meeting (2008)

## Income

Per capita income increased by 42.6% from 1989 to 1999 in Vermilion County. This is below the state average of a 52% increase. Median household income and median family income also increased by 42.9% and 36.7%, respectively. Incomes also increased in Danville, but not at the magnitude of the County or the State.

Table 3.6 - Income from 1989-1999

Category	City of Danville			Vermilion County		
	1989	1999	Change	1989	1999	Change
Per capita income	\$12,401	\$16,476	32.9%	\$11,771	\$16,787	42.6%
Median household income	\$22,315	\$30,431	36.4%	\$23,841	\$34,071	42.9%
Median family income	\$30,263	\$39,308	29.9%	\$30,392	\$41,553	36.7%

Source: U.S. Census Bureau

## Poverty

The poverty rate for Vermilion County is higher than the state average. Between 1989 and 1999, the percent of people whose income was below the poverty level decreased from 15.2% to 13.3%. This is the second highest poverty rate in a six county region. Champaign County is showing the highest poverty rate because the University of Illinois' student population largely falls below the poverty level. This in turn artificially inflates the poverty statistics. In reality, Vermilion County most likely has the highest poverty levels. Table 3.7 shows how Vermilion County's poverty status compares to other central Illinois counties.

Table 3.7 - Poverty Levels 1989-1999

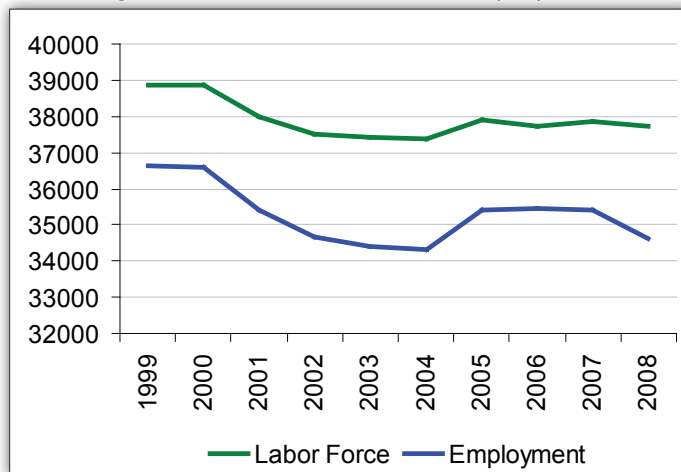
County	1989 Number Below	1989 Percent Below	1999 Number Below	1999 Percent Below
Champaign	24,127	15.6	26,460	16.1
Douglas	1,843	9.6	1,247	6.4
Ford	1,284	9.3	956	7.0
Iroquois	2,777	9.2	2,669	8.7
Piatt	939	6.1	799	5.0
Vermilion	12,971	15.2	10,704	13.3
District	43,941	10.8	42,835	9.4
State	1,326,731	11.9	1,291,958	10.7

Source: U.S. Census Bureau

## Employment

In 2008, the Vermilion County labor force included 37,738 people, and had an annual unemployment rate of 6.9%. Unemployment in Vermilion County varied between 2000 and 2008 with a low of 5.7% in 1999 and a peak of 8.2% in 2008. The labor force in Vermilion County has decreased since 1999, but has been relatively stable since 2005. Employment experienced greater fluctuation between 1999 and 2008. A sharp increase in employment in 2005 resulted in lower unemployment, however, the recent economic downturn has taken away numerous jobs in Vermilion County, while the labor pool has remained near the previous year's level.

Figure 3.12 - Labor Force vs. Employment



Source: Illinois Department of Employment Security

Figure 3.13 - Unemployment Rate



Source: Illinois Department of Employment Security

## Employment by Industry

The largest industries in Vermilion County are Trade, Transportation and Utilities, and Manufacturing. In 2008, 52% of the labor force was employed in these two industry sectors, according to the United States Bureau of Labor Statistics. The employment trend for the top four industry sectors is shown in the Figure 3.14. The Illinois Department of Employment Security reports different statistics for the top three: a steady decrease in manufacturing since 1990, an increase in retail trade towards the middle 1990s, which then steadily decreased since 2001. Educational and Health Services have steadily, but slowly increased since 1990. Table 3.8 shows employment by industrial sector for Vermilion County.

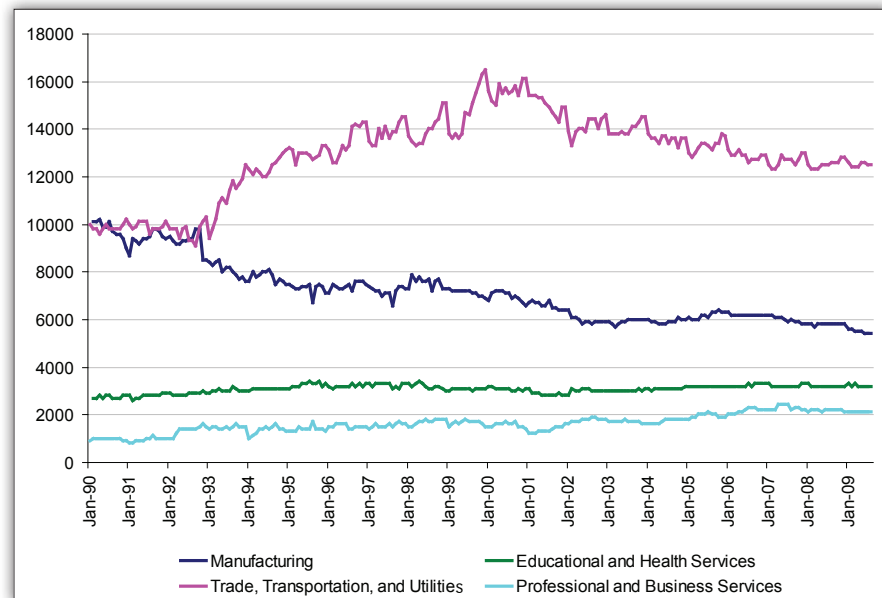


Figure 3.14  
Employment  
Trends of Top Four  
Sectors

Source: United States Bureau of Labor Statistics

Table 3.8 - Employment by Industry

Source: Illinois Department of Employment Security

Industry Sector	Employment 2001	Employment 2008	Employment Change	Percent Growth 2001-2008
Natural Resources and Mining	316	352	36	11.4%
Construction	961	634	-327	-34.0%
Manufacturing	6,322	5,750	-572	-9.0%
Trade, Transportation and Utilities	7,324	6,660	-664	-9.1%
Information	607	370	-237	-39.0%
Financial Activities	1,742	1,505	-237	-13.6%
Professional and Business Services	1,051	2,076	1,025	97.5%
Educational and Health Services	3,029	3,192	163	5.4%
Leisure and Hospitality	2,638	2,293	-345	-13.1%
Other Services	1,264	951	-313	-24.8%
Totals:	25,256	23,786	-1,470	-5.8%

Source: Illinois Department of Employment Security

The highlighted rows show the greatest percentage disparities

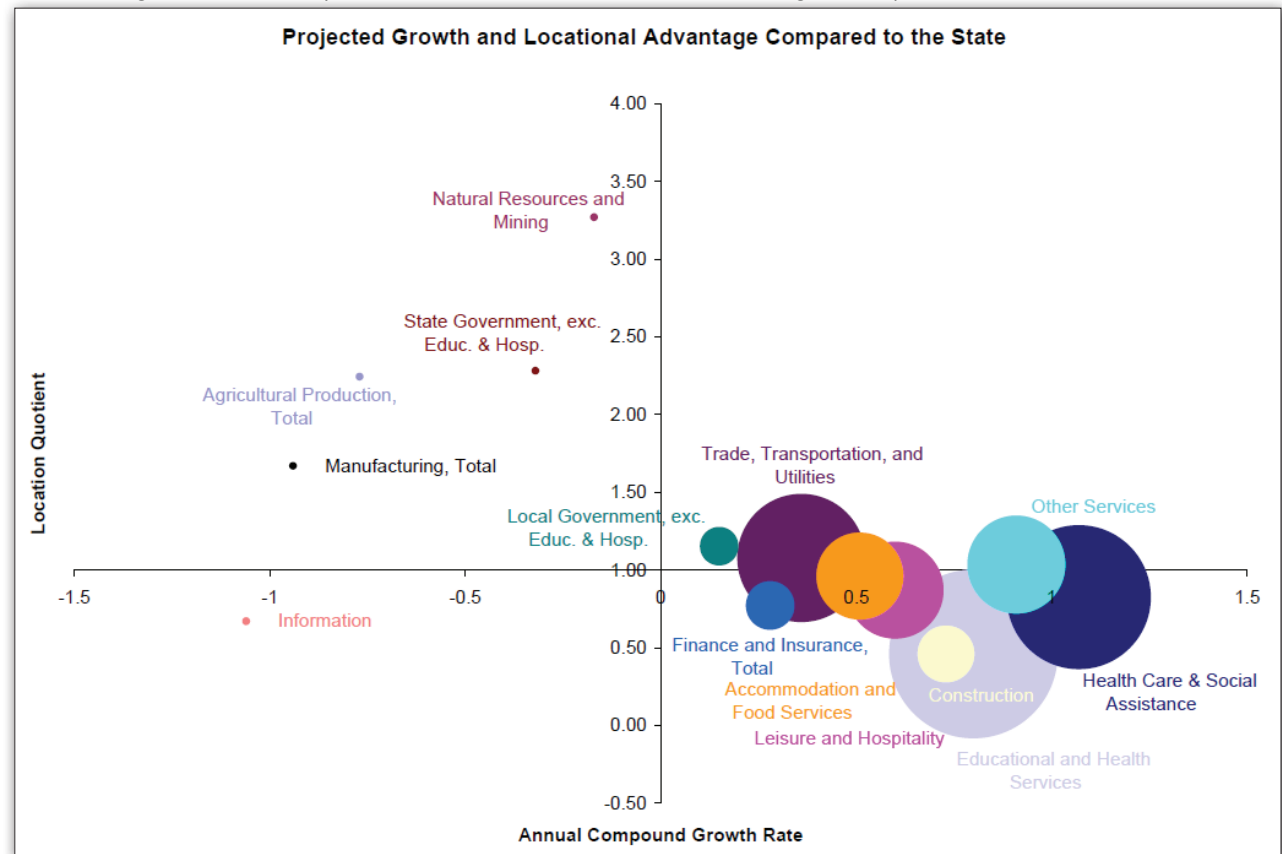
## Job Growth and Competitive Advantage

The Illinois Department of Commerce and Economic Opportunity developed ten year employment projections for Vermilion County to the year 2016. These projections show growth in a number of sectors, notably, Education and Health Services, Health Care and Social Assistance and Trade, Transportation and Utilities. The combination of annual compound growth rate and competitive advantage provides further analysis in comparison to the State of Illinois. This analysis shows that there is a competitive advantage for Natural Resources, Government, and Agricultural production and manufacturing in Vermilion County. Unfortunately, all of these sectors are expected to experience decline.

Figure 3.15 shows the projected growth and the locational advantage of employment sectors in Vermilion County as compared to that of the State of Illinois. The X-axis measures the growth of each industry. To the right of 0 means the industry is growing, to the left, the industry is declining. The Y-axis measures the advantage any given industry has of succeeding in Vermilion County as compared to other locations in the State of Illinois. The higher the circle is above the X-axis, the better the location. Ideally, Vermilion County is looking for any employment sectors which fall in the upper right-hand corner of the graph. This would indicate both job growth as well as a competitive locational value for Vermilion County.

Figure 3.15 - Projected Growth and Locational Advantage Compared to State of Illinois

The Trade, Transportation, and Utilities sector is shown to have a slight advantage compared to the state, and is projected to grow. This sector is projected to increase by 265 jobs (indicated by the size of the circle). Other sectors, while expected to increase employment, do not have particular advantages to locating in Vermilion County (graphed very close to the X-axis). Sectors which are projected to bring the greatest number of jobs are Educational and Health Services and Health Care and Social Assistance. Sectors that have no growth or are projected to decline are shown as the same size point. The four sectors found in the upper left-hand corner of the graph have excellent locational value in Vermilion County, but are expected to decline in employment. Manufacturing, mining, and agriculture are employment sectors declining across the United States.



Source: Illinois Department of Employment Security

### Shift Share Analysis - Privately Owned Industries in Vermilion County (2000 to 2008)

Shift share is an academic analysis used to analyze and better understand changes in local economies. The analysis is a comparison of the share of jobs in the local economy compared to the share of jobs in the same sector for the national economy. The analysis utilizes these assumptions: employment in the local economy follows trends found in the national economy, the diversity of industries in both economies is similar, and shifts in employment by sector are similar in both economies.

Table 3.9 shows the results of the shift share analysis for ten employment sectors. The national growth column refers to the job growth expected per employment sector in Vermilion County based on the overall increase in national employment. For example, if between 2000-2008 the national economy grew by 4%, then it is inferred that each employment sector grew by 4%.

The industrial mix component refers to the job growth in the national economy for each specific sector of employment. For instance, the national job growth may have been 4%, but within the Construction employment sector, the nation may have seen a 15% increase. The industrial mix accounts for employment increases in specific employment sectors.

Finally, the competitive share column shows how Vermilion County's employment sectors are performing compared to national growth trends. Positive values indicate the local economy is growing, negative numbers indicate job loss. Employment sectors are defined by North American Industry Classification System (NAICS) 2002.

Important sectors to note in this analysis are Educational and Health Services, and Leisure and Hospitality. These sectors show high national and industrial mix growth but show a decline in the competitive share column. This may be caused by Vermilion County's lack of leisure and hospitality businesses, but indicates sectors where job growth could be captured. It is also possible that Champaign County is taking away educational and health service sector jobs from Vermilion County with the University of Illinois and major regional hospitals. Changes to local conditions may allow Vermilion County to take advantage of the national trend in these sectors.

The Professional and Business Services sector saw the most growth and is attributed to local conditions. While growth was seen throughout the nation, significant growth was experienced locally. Also of note is the Manufacturing sector, which is well situated locally; however, the national decline outweighed any growth that the area might have experienced between 2000 and 2008.



Table 3.9 - Shift Share Analysis 2000-2008

Employment Sector	National Growth Component, Jobs	Industrial Mix Component, Jobs	Competitive Share Component, Jobs
Natural Resources and Mining	11	21	4
Construction	34	16	-377
Manufacturing	225	-1,383	587
Trade, Transportation, and Utilities	260	-134	-790
Information	22	-124	-135
Financial Activities	62	3	-302
Professional and Business Services	37	52	936
Educational and Health Services	108	525	-470
Leisure and Hospitality	94	241	-680
Other Services	45	38	-396
Totals	898	-745	-1,625

The highlighted rows highlight important employment sectors for Vermilion County

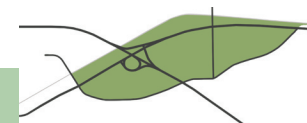
Source: United States Bureau of Labor Statistics

## A Quick Look at Westgate Study Area Demographics

A demographic summary was completed for the Westgate Study Area. The following statistics were taken from the 2000 U.S. Census:

- The Westgate Study Area spans nineteen Census Blocks, which is the smallest spatial division for which data can be acquired.
- The population of the study area was 220 in 2000
- 51.8 percent of the population is male
- 58 percent of the population is age 40 or over
- 77.7 percent of the population lives as a family unit
- There are 106 housing units
- The population within one mile of the study area was 2,406

The demographic and economic information presented in this section not only helps to define trends within Vermilion County and the City of Danville, but it provides a basis for understanding what future growth can be expected and where agencies should focus their efforts in order to create a successful outcome for the Westgate Study Area.



## Transportation

The transportation network connecting the study area to surrounding locations is a key element to analyze in conjunction with land use and development patterns. Transportation and land use go hand in hand, and each depends on the other for the fluid movement of people and goods. This section will review the existing automobile, pedestrian and bicycle, transit, and truck travel patterns and networks to better understand how travelers are moving through the study area.

### Roadway Network

One distinct advantage the study area has over many other development locations in the region is the availability of an interstate interchange at I-74 and US 150. Interstate access becomes a valuable asset when locating not only commercial and industrial development but also residential development. The accessibility and connectivity of the local roadway network drives development decisions and attractiveness of an area for future growth. The study area not only has an interchange, but also has a major US route (Route 150) bisecting it from east to west. US 150 provides direct connection to Danville east of the study area, and west to Urbana-Champaign. It is an alternate travel route for those not wanting to use I-74 to go east and west from the study area.

Local urban collectors, like Batestown Road and Henning Road, provide connections in and around the study area for residents as well as businesses. Batestown Road is a relatively low traffic two-lane two-way collector on the south side of the study area, and loops around connecting to US 150 on the east and west sides of the study area. Batestown Road collects a majority of the residential traffic along the south side of the study area, accessing US 150 and the interchange with I-74. Henning Road is the major north/south roadway connecting the study area to development north of US 150. Henning Road also provides access to Kickapoo State Park and Kennekuk County Park, two regional destinations within close proximity to the study area.

The local roadway and street network is mostly comprised of small dead end roadways that provide access to small residential subdivisions and frontage roads for commercial and industrial development. Most of the local roadways are outside the study area to the north and south, providing access to residential developments. Since nearly half the study area is currently undeveloped, it is not surprising to see a roadway network comprised of mostly collectors and arterials.

### Roadway Jurisdiction

Roadway jurisdiction is an important aspect of the overall roadway network because it determines who would be responsible for any current or future improvements. IDOT has jurisdiction over the portions of I-74 and US 150 that traverse the study area and would be responsible for any maintenance and improvements. Henning Road and Batestown Road are under the jurisdiction of the Vermilion County Highway Department. The remaining local roadways are left under the jurisdiction of the township road district. Any private roadway segments are the responsibility of private property owners. Future improvements may also fall under cost sharing agreements between the jurisdiction responsible and developers if agreements are structured in that manner. Figure 3.16 shows the jurisdiction of roadways in the study area.

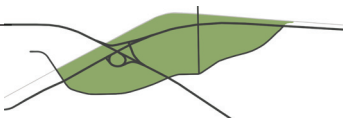
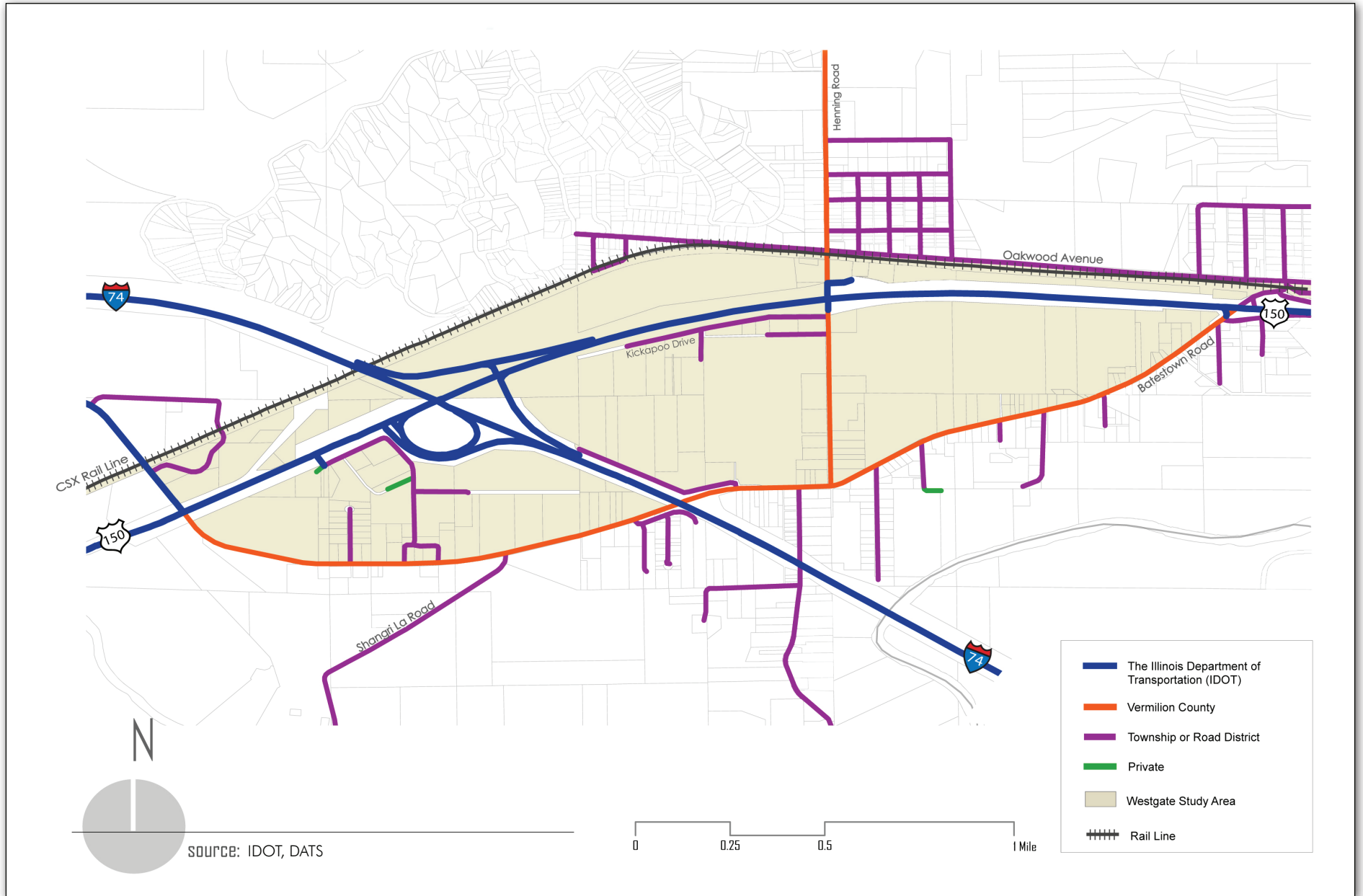


Figure 3.16 - Roadway Jurisdiction



## Roadway Average Daily Traffic (ADT)

Average daily traffic refers to the number of vehicles traveling along a roadway segment during an average 24-hour period. A majority of the roadway segments in the study area are not experiencing high ADT values. As expected, the segment of I-74 running through the study area has the highest ADT values, ranging from about 22,000 - 24,000. The segment of US 150 east of the I-74 interchange has the second highest ADT values, ranging from 8,800 - 9,400. The west side of US 150 has about half the ADT as found on the east side of the interchange, meaning most drivers are using US 150 to get from the interchange to destinations east of the interchange. There is also a significant number of vehicles entering US 150 at the eastern intersection of Batestown Road and US 150. Most of the local roadways have relatively low ADT values, ranging from 0 - 2,700. Currently, there are no capacity issues on roadways in the study area, and capacity should be adequate to handle most types of future development. Figure 3.18 shows the ADT value ranges for roadways within the study area.

## Roadway Functional Classification

Roadway functional classification designations were provided by IDOT for all roadways in the study area. Roadways are designated with a functional classification to categorize levels of movement in relation to access provided along any given roadway. Interstates have the highest functional class, allowing for the greatest amount of traffic flow with the most limited amount of access. At the other end of the spectrum are local roadways, which are meant to handle low volumes of traffic and often have few limits on access control. Currently, the roadways in the study area are functioning according to their classifications. US 150, an arterial/collector, has strict access control with development served through the use of frontage roads. This access control provides for safer travel conditions and more efficient travel times. Batestown Road, east of I-74, is categorized as an urban collector which is meant to collect residential traffic and distribute it to the arterial roadway system, in this case US 150, Henning Road and Shangri-La Road. Batestown Road currently allows direct access from residential driveways to the roadway without the use of a local roadway system. The smaller rural subdivisions do have some local road access onto Batestown Road, but a majority of the single-parcel residential homes have direct access to Batestown Road. If traffic volumes increase along Batestown Road in the future, the direct access may cause a reduction in safety and travel times. Overall, the functional classification of each roadway within the study area currently meets the criteria and expectations for the network. Figure 3.19 shows the functional classification of each roadway in the study area.

## Roadway Segment Level of Service (LOS)

Roadway segment level of service is a term used to indicate the amount of congestion along a given roadway segment. LOS is based on factors like density, speed, volume to capacity ratio, travel time, and safety. LOS designation ranges from A to F, with LOS A representing no congestion and LOS F representing the worst congestion. An LOS analysis was completed for two segments of US 150 using IDOT's 2008 ADT counts. The segment of US 150 from Batestown Road east to the I-74 interchange has a LOS of A. The segment of US 150 from the I-74 interchange east to Batestown Road has a LOS of B. Both segments are experiencing very little congestion and free flowing traffic speeds.

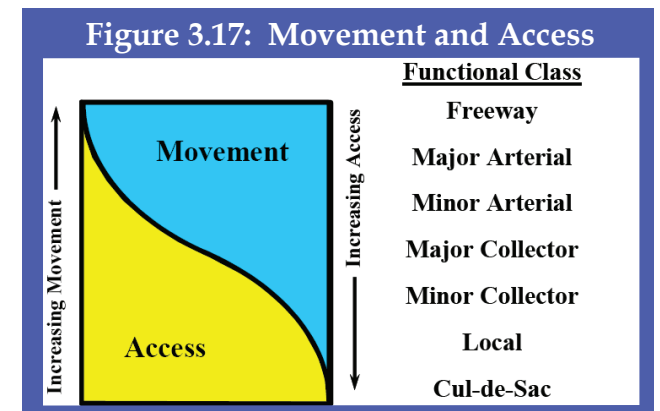


Figure 3.18 - Roadway ADT (2008)

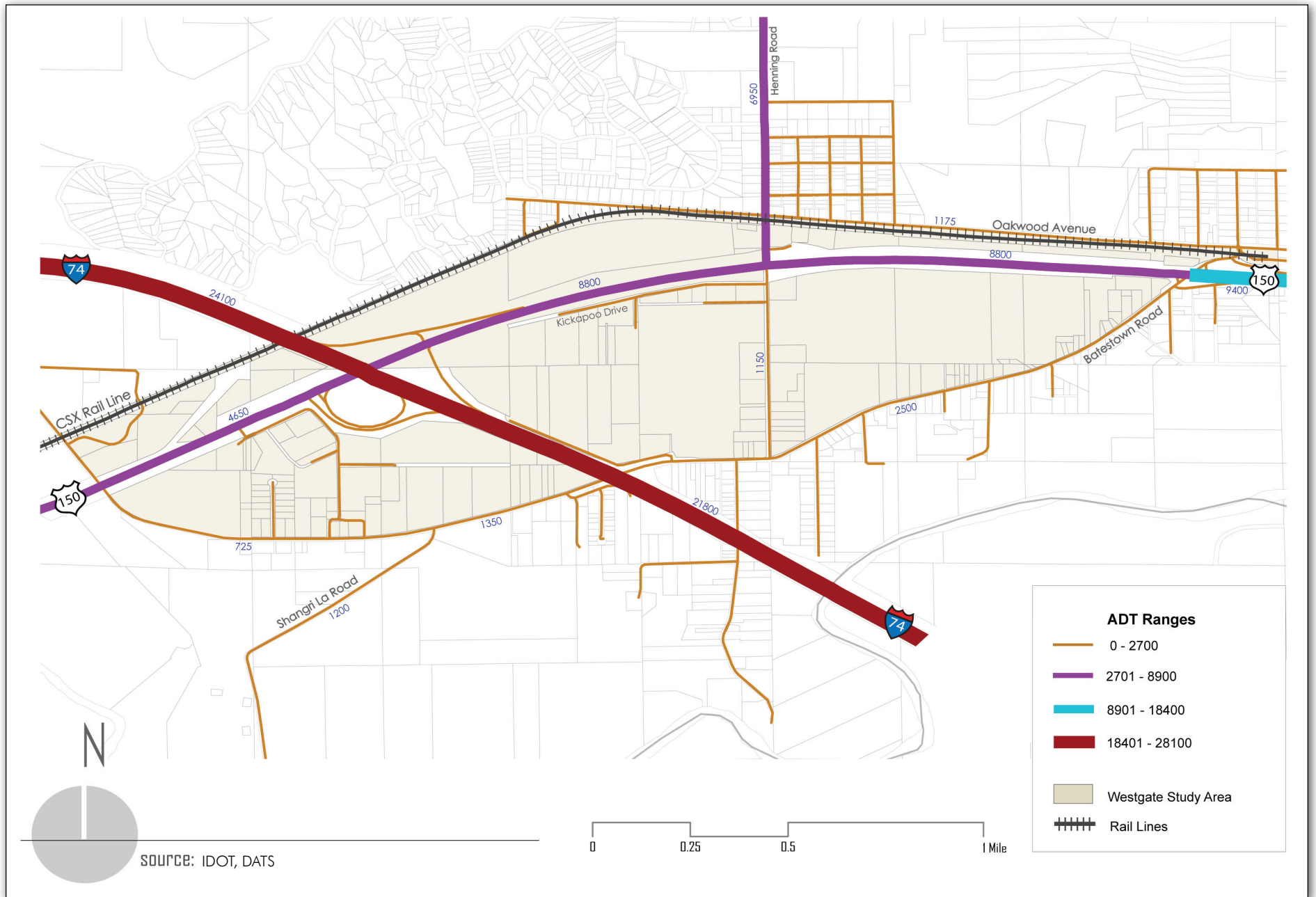
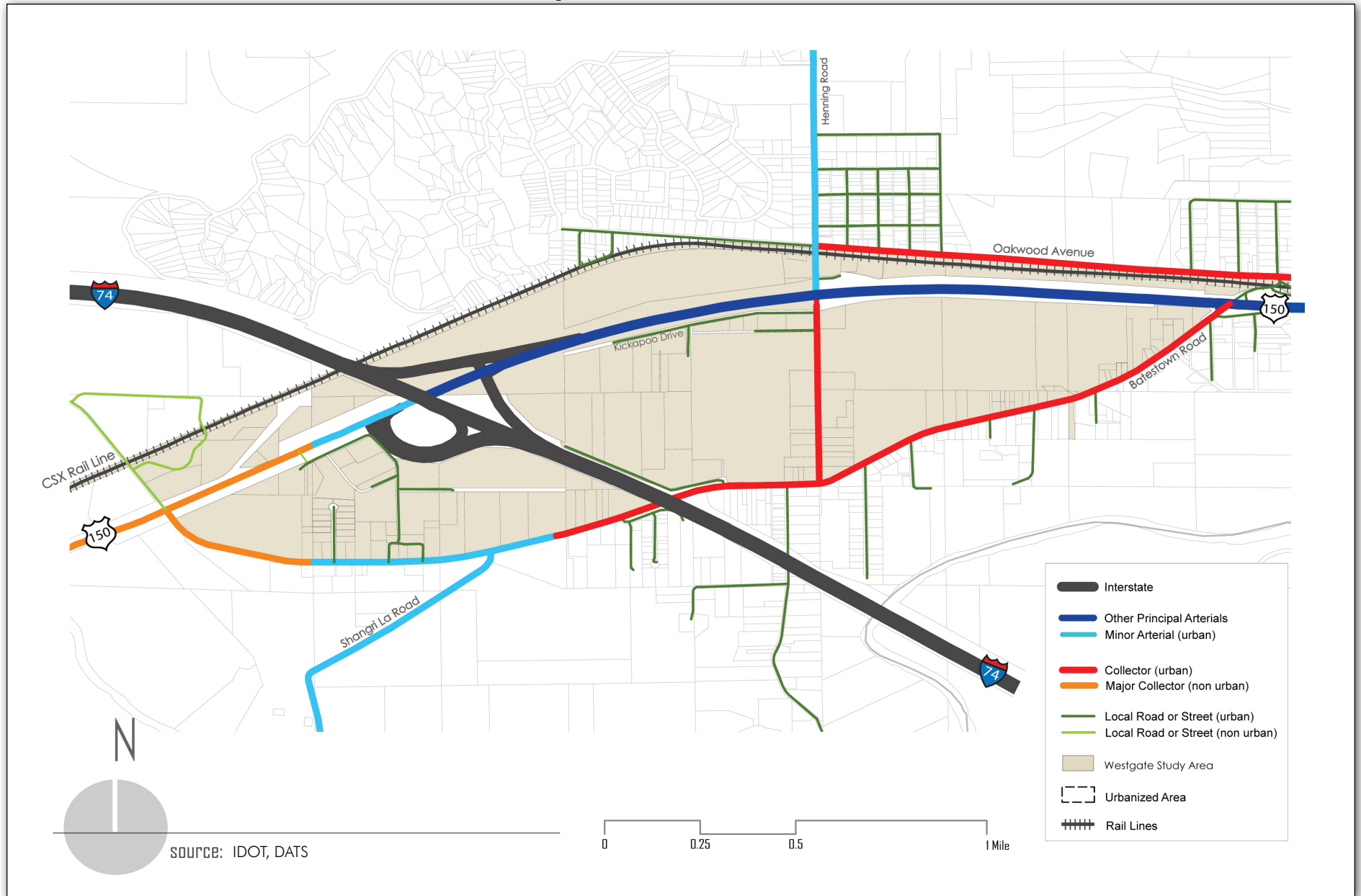




Figure 3.19 - Functional Classification





## Intersection Control Types

There are two types of intersection controls found within the study area: signalized intersections and two-way stop controlled intersections. There is only one signalized intersection found within the entire study area, and that is at the intersection of US 150 and Henning Road. All other intersections are two-way stop controlled. The stop signs at these intersections provide continuous traffic flow at the major approaches and place the stop control at the minor approaches. This in turn causes less delay on roadways with higher traffic volumes.

## Crash History

Crash data from 2001-2007 was provided for all roadways within the study area. Given the relatively low traffic volumes on most of the roadways, except for the stretch of I-74 traversing the study area, total crashes per year are low. Crashes occurring on the segment of I-74 running through the study area accounted for 28% of all crashes. Higher crash occurrences on I-74 are directly proportional to the ADT volumes, meaning higher ADT volumes will most likely lead to more crashes. The same can be said for the segments of US 150 running through the study area. This roadway has the second highest ADT volumes after I-74, and crashes on US 150 account for approximately 66% of all crashes in the study area. The remainder of crashes occurred on Henning Road, Batestown Road and one on Kickapoo Drive.

Table 3.10 Crash Types (2001-2007)

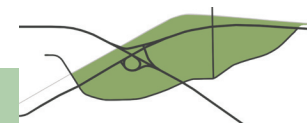
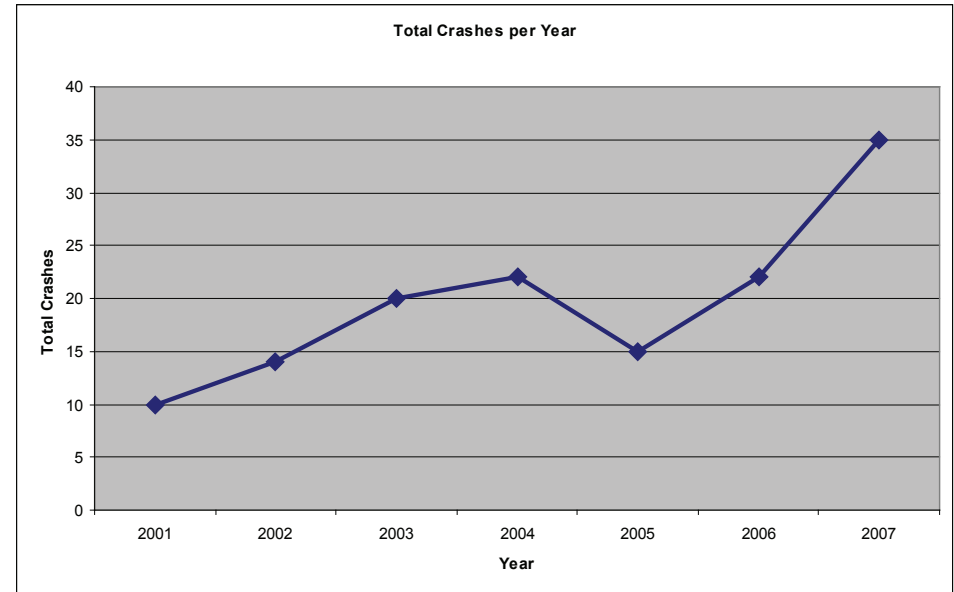
Crash Type	Total	%
Angle	8	5.8%
Animal	64	46.4%
Other Object	5	3.6%
Rear End	18	13.0%
Fixed Object	15	10.9%
Turning	16	11.6%
Vehicle Overturned	4	2.9%
Non-Collision	2	1.4%
Parked Vehicle	1	0.7%
Sideswipe	5	3.6%
<b>Totals</b>	<b>138</b>	<b>100.0%</b>

Figure 3.20 shows the total number of crashes that occurred along roadways and at intersections in the study area from 2001-2007. Total crashes climbed steadily from 2001 to 2004, then dropped significantly, before increasing greatly from 2005-2007. One major reason for the increase in total crashes from 2005-2007 was a sharp rise in intersection crashes, particularly at the intersection of US 150 and Henning Road. There were a number of rear end and turning crashes at that intersection in 2006 and 2007.

## Crash Types

Crashes occurring in the study area were classified under ten different crash categories ranging from angle crashes to overturned vehicle. Table 3.10 shows the crash types and total crashes per category. Between 2001-2007, 46% of the crashes occurring in the study area were animal related. The rural character of the study area does create more of a chance for crashes involving animals crossing the roadway. Nearly all of these animal crashes occurred along I-74 and US 150. Many of the crashes involving animals and

Figure 3.20 - Total Crashes 2001-2007



fixed objects occurred during dark conditions. The lack of street level lighting could be a factor in the amount of crashes occurring in low light conditions. Only about 35% of the crashes in the study area involved more than one vehicle, which is a relatively low number and consistent with the low traffic volumes found in the study area. Rear end and turning crashes accounted for the highest vehicle to vehicle crash categories, most of which occurred at intersections.

## Crash Severity Levels

With the relatively low number of total crashes, as well as the low number of crashes involving more than one vehicle, it is not surprising to find low numbers of severe crashes in the study area. Between 2001-2007, only 19% of all crashes in the study area involved some type of injury to the driver or passengers in the vehicle. The highest number of injury crashes, 9, occurred at the intersection of Henning Road and US 150 over the seven year period. Fortunately, no fatalities were recorded during this time period. Tables 3.11 and 3.12 show the crash severity levels along roadway segments and at intersections within the study area.

Table 3.11 Roadway Segment Crashes (2001-2007)

Roadway Segment	From	To	Crash Severity Level						Total Crashes
			Fatal Crashes		Injury Crashes		PDO Crashes		
			Num.	%	Num.	%	Num.	%	
US 150	Batestown Rd. (West)	I-74 Interchange	0	0.0%	2	10.5%	17	89.5%	19
	I-74 Interchange	Henning Road	0	0.0%	4	16.7%	20	83.3%	24
	Henning Road	Batestown Rd. (East)	0	0.0%	1	7.1%	13	92.9%	14
I-74	Length of Study Area		0	0.0%	4	10.8%	33	89.2%	37
Kickapoo Dr.	Terminus	Henning Road	0	0.0%	0	0.0%	1	100.0%	1
Batestown Rd.	East of I-74 Overpass		0	0.0%	0	0.0%	2	100.0%	2
	West of I-74 Overpass		0	0.0%	0	0.0%	1	100.0%	1
Henning Rd.	Batestown Rd.	US 150	0	0.0%	0	0.0%	3	100.0%	3
Total:			0	0.0%	11	10.9%	90	89.1%	101

PDO = Property Damage Only

Intersection	Crash Severity Level						Total Crashes
	Fatal Crashes		Injury Crashes		PDO Crashes		
	Num.	%	Num.	%	Num.	%	
US 150/Henning Rd.	0	0.0%	9	50.0%	9	50.0%	18
US150/Batestown Rd. (West)	0	0.0%	3	37.5%	5	62.5%	8
US 150/I-74 Ramp	0	0.0%	1	33.3%	2	66.7%	3
US150/Batestown Rd. (East)	0	0.0%	1	20.0%	4	80.0%	5
I-74 Ramp	0	0.0%	1	50.0%	1	50%	1
Batestown Rd./Lenover Ave.	0	0.0%	0	0.0%	1	100.0%	1
<b>Total:</b>	<b>0</b>	<b>0.0%</b>	<b>15</b>	<b>40.5%</b>	<b>22</b>	<b>59.5%</b>	<b>37</b>

Table 3.12 Intersection Crashes (2001-2007)

## Bicycle and Pedestrian Network

Active modes of transportation, like biking and walking, are becoming more popular across the country as the price of gas and vehicle maintenance increases. Unfortunately, the rural development patterns found within the study area have not provided facilities for either bicyclists nor pedestrians. The proximity of residential development to the restaurants north of US 150 along Henning Road would lend itself to having sidewalks in the study area. Residents within walking distance to the commercial development could choose to walk if safe pedestrian infrastructure was in place. The lack of development regulations has led developers away from providing basic amenities such as sidewalks.

Dedicated bicycle facilities, such as on-street bike lanes or off-street sidepaths, are also not found within the study area. Traveling by bicycle is faster than walking, and also provides travelers with an inexpensive way to get from place to place. With the close proximity of major regional park facilities, it would be prudent to provide bicycle connections between the study area and these destinations. A Rails-to-Trails project, which converts abandoned rail lines to biking and walking trails, is proposed along the CSX line connecting the City of Urbana to the Vermilion County Fairgrounds. Henning Road was improved a few years ago to include wider shoulders which can now accommodate bicyclists. The placement of Share the Road and Bike Route signage along Henning Road, which can be an effective method for notifying drivers of the presence of bicyclists, would be a positive addition to the roadway.

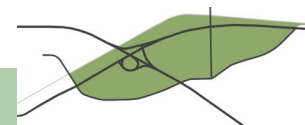
Providing facilities for bicyclists and pedestrians is not only a way to promote healthier travel choices for people and the environment, but it also helps reduce the number of automobile trips. If travelers have the option of walking or biking for shorter trips, that will result in fewer automobile trips and in turn less congestion. Less congestion leads to faster travel times, lower greenhouse gas emissions and a reduction in the number of capacity improvements along study area roadways.

## Transit Network

The Danville Mass Transit District is the designated transit provider for a majority of the study area, but does not currently provide any transit service this far west. The nearest transit route stops at Avenue G in the City of Danville, which is approximately 1.25 miles east of the study area boundary. The commuter route which runs from Downtown Danville to Urbana-Champaign does travel along US 150 through the study area, but does not make any stops on its way to Urbana-Champaign. CRIS Senior Services is a non-profit organization and is the designated public transit provider for rural areas of Vermilion County, which includes a small portion on the western edge of the study area. CRIS also provides the senior transportation throughout the county and DMT's ADA Paratransit service. Curb-to-curb demand responsive service is available from 6:00 a.m. to 6:00 p.m. for county public transportation and 8:00 a.m. to 4:00 p.m. for senior transportation. ADA Paratransit is provided during DMT service hours, which are 5:30 a.m. to 9:30 p.m. on weekdays, and on Saturdays from 7:30 a.m. to 6:00 p.m.

## Commercial Trucks

IDOT provided average daily traffic counts for heavy commercial vehicles, or vehicles having more than four tires, for roadways in the study area. US 150 averaged between 5% and 6% along the segments between either end of Batestown Road. This percentage seems appropriate given the lack of pick-up/delivery points for trucks in the study area. Higher truck volumes would be expected in areas of significant commercial or industrial development where loading and unloading are part of the daily routine.



## Environment

The environmental section is intended to survey and inventory the existing environmental conditions and assess the positive and negative aspects that current conditions could have on future land use and transportation. This section will provide details in the following areas:

- Topography
- Soils
- Wetlands
- Floodplains
- Water Quality
- Natural Areas
- Regional Parks and Open Space

Effects from new development and transportation infrastructure on the environment not only take place within the study area, but can be seen and felt outside the study area as well. Disturbances that may seem insignificant to conditions within the study area, can sometimes have more serious repercussions outside the study area. This is why it is important to look at environmental conditions not only within the study area itself, but in surrounding areas as well. The natural environment surrounding the study area is an important asset to the region and its natural character must be preserved as much as possible.

### Topography

The topography surrounding the study area has a change in elevation of approximately 130 feet from the high point within the study area to the low points north, south and west along the Salt Fork River. The topography to the north of the study area has been altered and made more dramatic through strip mining facilities that have since moved out. The mining operations created man-made elevation changes that are now being used as marketing tools for new residential development. Nearly the entire study area, with the exception of the western edge, sits approximately 650 feet above mean sea level. The dip in elevation that occurs on the western edge does have the potential to create a viewshed west to the Salt Fork River. Within the study area, slope changes very little, approximately 1%. This flat surface could cause concern for future development and may require water retention/detention facilities to move water off site and into the surrounding water bodies. A series of steep ravines exist between the study area and the Salt Fork River. This steep natural drainage pathway could be used to remove stormwater from the study area in the future. Figure 3.21 shows the contours within and surrounding the study area.

### Soils

Soil characteristics are important to review, especially for an area where future development potential exists. Understanding the make-up of soils will show potential limitations and mitigation efforts that may be needed on site. Within the study area, there are eight different soil types: Strawn Silt Loam, Drummer Silty Clay Loam, Orthents Loam, Starks Silt Loam, Martinsville Loam and Silt Loam, Shaffton Loam, and Camden Silt Loam.

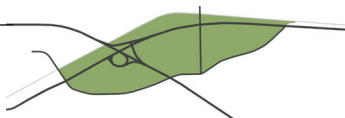
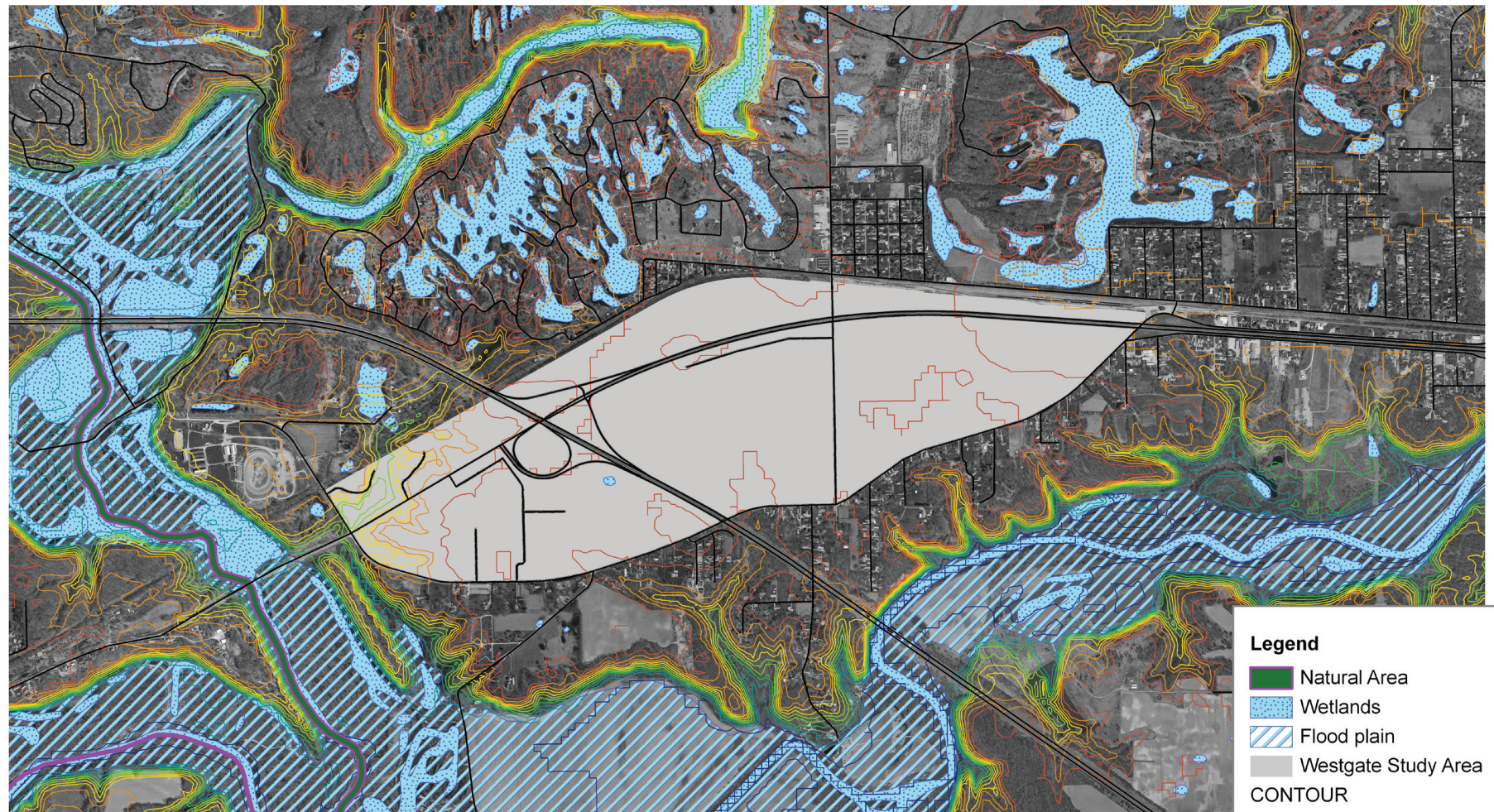




Figure 3.21 - Contour Map



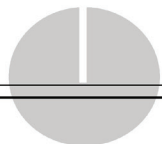
## Legend

- Natural Area
- Wetlands
- Flood plain
- Westgate Study Area

## CONTOUR

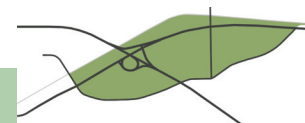
- 521 - 540
- 541 - 560
- 561 - 570
- 571 - 590
- 591 - 610
- 611 - 630
- 631 - 650

N



SOURCE: DATS

0 0.25 0.5 1 Mile





The Natural Resources Conservation Service (NRCS) rates soil types based on their development potential. The soils within the study area have both “somewhat limited” and “very limited” development potential for dwellings with and without basements, as well as small commercial buildings. “Somewhat limited” indicates that the soil has properties which may be moderately favorable for some types of development, while “very limited” indicates that the soil has at least one or more specific properties that are unfavorable for some types of development. Table 3.13 shows the different soil types found in the study area, percent of the total site, development potential, and the reason for its development rating.

All of the soils in the study area have either somewhat limited or very limited development potential. The reasons provided for their limited potential are mostly related to steep slopes or the shrink/swell factor, which can have a negative effect on foundations and at-grade concrete slabs. Ratings are provided for each soil class based on the soil’s ability to withstand movement and have substantial load bearing capacity. Most of the soils are rated very low in both these categories, and therefore have limited development potential. The Starks and Drummer soil classes, which make up about 73% of the study area soils, have issues with ponding water and shallow depth to the saturated zone. Depth to the saturated zone or water table can be a significant issue if developments with basements are planned.

During the development and construction process, some of these issues can be mitigated by proper site drainage techniques and not building where slopes and grades are too steep. Figure 3.22 shows the location of each soil type in the study area.

Table 3.13 - Soil Properties

Soil Class	% of Total	Hydric	Development Potential			Reason
			Dwellings w/out Basement	Dwellings with Basement	Small Commercial Buildings	
Strawn Silt Loam	4.5%	No	Very Limited	Very Limited	Very Limited	Slope
Drummer Silty Clay Loam	20.5%	Yes	Very Limited	Very Limited	Very Limited	Ponding, Depth to Saturated Zone
Orthents Loamy	11.5%	No	Somewhat Limited	Somewhat Limited	Somewhat Limited	Slope/Shrink Swell
Starks Silt Loam	53.3%	No	Very Limited	Very Limited	Very Limited	Depth to Saturated Zone
Martinsville Loam	1.3%	Yes	Somewhat Limited	Somewhat Limited	Somewhat Limited	Shrink Swell
Martinsville Silt Loam	0.5%	No	Somewhat Limited	Somewhat Limited	Very Limited	Slope/Shrink Swell
Shaffton Loam	0.9%	No	Very Limited	Very Limited	Very Limited	Flooding
Camden Silt Loam	7.6%	No	Somewhat Limited	Very Limited	Somewhat Limited	Shrink Swell

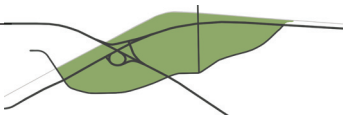




Figure 3.22 - Soils Map



## Water Resources

The natural features and environment surrounding the study area are important resources, especially the quantity of water resources. Within close proximity to the study area there are lakes, rivers, streams, ponds, wetlands, and floodplains which need to be protected from any negative effects future development may have. Water resources not only provide habitat and refuge for flora and fauna, but also recreational opportunities for residents and tourists. This section will discuss the various water resources in close proximity to the study area.

### Lakes, Rivers and Streams

There are no water resources found directly within the study area boundaries, but there are a number of larger water bodies and rivers found in close proximity. Lake Vermilion and Lake Mingo are two large recreational lakes found northeast and northwest of the study area. Also near the study area is Kickapoo State Park, which houses a series of lakes and ponds that are interconnected, providing excellent boating and fishing opportunities. The Salt Fork River loops around the study area to the west and south before connecting with the Vermilion River south of Danville. The Salt Fork River is the closest major water course to the study area, and its steep slopes provide a natural drainage path for most of the land in the study area. Figure 3.23 shows the location of major water bodies and water courses.

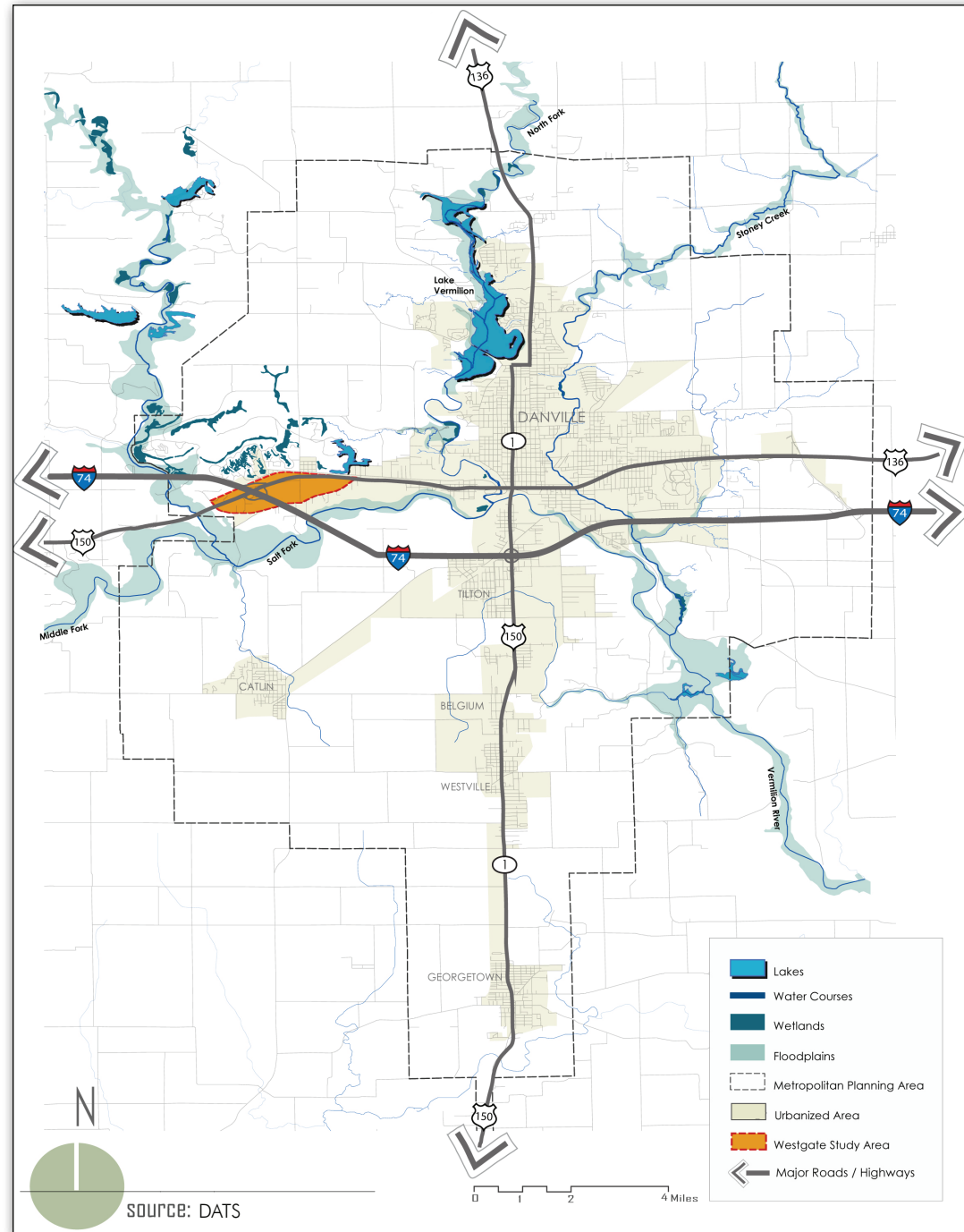
### Wetlands

Lands surrounding the study area, namely to the north and northwest, were once used for strip mining operations. Once the mining operations were shut down, the numerous mining holes filled with water and created lakes, ponds and wetland areas. Wetland areas are defined, per the Clean Water Act, as areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions (33 CFR 328.3). Wetlands provide critical habitats for vegetation and wildlife that are not found in many other locations. Wetlands also provide transitional areas between aquatic and terrestrial systems where water is able to filter through a series of vegetated areas before entering a permanent water body. This intermediate process can be important for cleaning water runoff from development or roadways before it enters the main water body. Figure 3.23 shows the locations of wetland areas near the study area.

### Floodplains

With the quantity of rivers and streams along the western and southern edges of the study area, it is no surprise that significant floodplain areas exist as well. A floodplain is defined as a lowland adjacent to a river, lake or ocean. Floodplains are typically defined by the frequency of the flood such as a 10-year, 100-year or 500-year. The frequency refers to a flood level that has a specified percent chance of being equaled or exceeded in any given year. For example, the 100-year flood occurs on average once every 100 years and therefore has 1% chance of occurring in any given year. The floodplain near the study area is categorized as a 100-year floodplain. Floodplains, similar to wetlands, are intermediary lands between terrestrial and aquatic systems that can also provide a filtering mechanism before water runoff reaches the main water body. Development within floodplain areas should also be avoided where possible because of the potential for flooding.

Figure 3.23 - Water Resources Map



## Water Quality

One way to track the impacts of development and land alteration is to look at changes in water quality. The Illinois Environmental Protection Agency (IEPA) monitors water bodies throughout the state of Illinois every two years and makes determinations on the levels of support the water body provides to aquatic life, fish consumption, and types of contact. If the water body is unable to support aquatic life, fish consumption or contact, IEPA will typically provide a cause for the poor water quality and a source. The two branches of the Middle Fork and Vermilion Rivers were monitored in both 2006 and 2008 for their water quality. Tables 3.14 and 3.15 show the results from the two monitoring years.

Table 3.14 - 2006 Water Quality Assessment

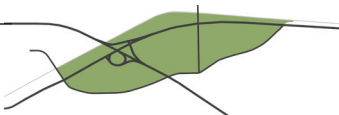
Water Body Branch	Use Supported	Cause of Impairment	Source of Impairment
Vermilion River (IL-BP-04)	Aquatic Life and Fish Consumption	No Cause Identified	Source Unknown
Middle Fork Branch of Vermilion River (IL-BPK-07)	Aquatic Life	Fecal Coliform	Source Unknown

Table 3.15 - 2008 Water Quality Assessment

Water Body Branch	Use Supported	Cause of Impairment	Source of Impairment
Vermilion River (IL-BP-04)	Aquatic Life	Mercury	Source Unknown
Middle Fork Branch of Vermilion River (IL-BPK-07)	Aquatic Life	Fecal Coliform	Source Unknown

The two water bodies monitored have a water quality level in both 2006 and 2008 that can support aquatic life. The Vermilion River in 2006 supported both aquatic life as well as fish consumption, but in 2008 when the river was reassessed, it was no longer supporting fish consumption. According to the IEPA report, the cause of impairment and removal of fish consumption from the use supported column was mercury. Unfortunately, the sources for impairment are not listed for either river branch, but it was noted that the additional mercury could be a result of atmospheric deposition of the toxin. The source of the fecal coliform in the Middle Fork branch was unknown in 2006 and 2008.

Since the study area is in close proximity to these two river branches, future development or transportation infrastructure improvements should be mindful of the impacts created on the water resources. Additional impervious surfaces will cause lower infiltration rates for groundwater recharge and result in additional stormwater that will need to be removed from the development site.



## Natural Areas and Endangered Species

The Illinois Natural Areas Inventory (INAI) was created to provide a data set for the location of high quality natural areas, habitats of endangered species and other significant features. The information provided by INAI is used during the due diligence for growth areas and support informed choices for the future development of land. The information can also be used for locating potential land for preservation by governments and private landowners alike. There are no natural areas located within the study area, but there are two natural areas in close proximity. The Middle Fork Woods Nature Preserve and Middle Fork Branch of the Vermilion River are noted as natural areas in the inventory.

One aspect of the natural areas inventory is locating sites where there is high potential for endangered species habitat. An EcoCat report was completed for the study area using the Illinois Department of Natural Resources (IDNR) web application. The EcoCat process is a quick and easy way to delineate a study area and gather a full listing of endangered species which may have habitat in or in close proximity to the chosen study area. The following is a list of species which were found through the EcoCat reporting process:

- Bigeye Chub
- Bluebreast Darter
- Purple Wartyback
- Rainbow
- River Redhorse
- Salamander Mussel
- Wavy-Rayed Lampmussel

The endangered species noted in the EcoCat report are ones most likely found having habitat in and around the Middle Fork of the Vermilion River INAI site. The close proximity of the study area to the Middle Fork Branch gives this area a higher chance of having some endangered species habitat within it. This is important information to have for future development so that it does not disturb the natural habitats of Vermilion County's endangered species.

## State and County Parks

The nearby state and county park systems are a truly unique asset to the study area and surrounding communities. The mixture of forested lands, natural prairies, lakes, ponds, rivers, and streams makes this portion of Vermilion County a destination not only for residents of Illinois, but also for out-of-state travelers. The terrain in the parks also offers slight elevation changes, which can be difficult to find in other parts of central Illinois. Kickapoo State Park and Kennekuk County Park are the two largest parks in the region and provide recreational opportunities for walking, biking, hiking, and fishing, among many others. The two parks are easily accessible from the study area by traveling north on Henning Road and then west into either park. Forest Glen County Park, a few miles southeast of the study area, is another regional park offering hikes through naturally forested areas. The Vermilion County Fairgrounds are located just northwest of the intersection of US 150 and Batestown Road on the west side of the study area. The excellent location and connections from the study area to these natural areas makes it a prime location for nature enthusiasts and outdoor recreation. Figure 3.24 shows the location of the study area in relation to the regional parks.

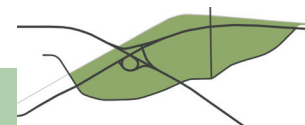
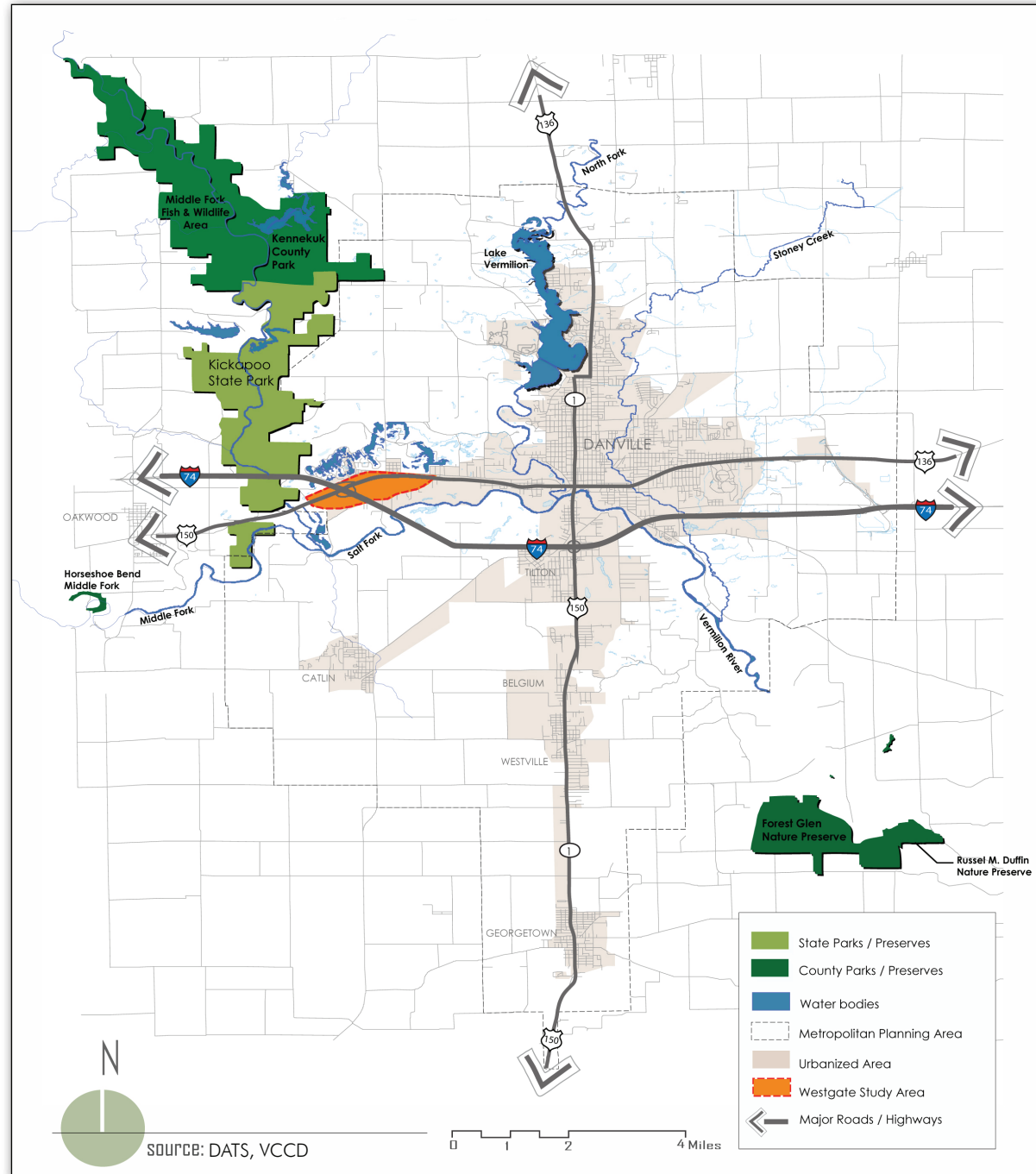


Figure 3.24 - State and County Parks Map





## 4 Issues and Concepts

A set of the issues and planning concepts clarifies the unique features of the study area which have a profound impact in the development of the plan. The issues identified have particular relevance to land use, transportation and development. While development occurs, these issues should be addressed to ensure that the intended change is achieved and unintended consequences are avoided. Planning concepts provide a similar selection of issues. However, these are meant to maximize the potential for development of the area and ensure a desirable and successful future. The vision is a unifying statement which describes the future of the Westgate area. Descriptions and pictures of the envisioned changes for the study area help communicate the intent of the plan. The following sections are described in detail in this chapter:

- Major issues within the study area
- A vision for the study area
- Planning concepts
- Future land use designations
- Cross sections for future transportation facilities

### Issues

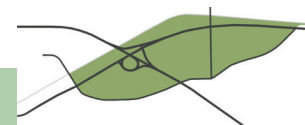
After a thorough analysis of the existing conditions and listening to comments from the public, a series of major issues were identified. These five major issues provide the basis for many of the recommendations in the following chapters.

#### Natural Environment

The Westgate study area is located near a significant natural resource area captured by Kickapoo State Park, as well as the Salt Fork of the Vermilion River and its adjacent floodplains. The study area is located well above the floodplain, but has flooding concerns due to its flat topography and hydric soil characteristics. Flooding and water quality are significant issues that need to be addressed prior to and during the development of this area. Future development should not cause flooding on adjacent properties or downstream areas. No known natural areas exist in the study area. However, with its close proximity to other natural areas, environmental assessments will be important steps during the development process.

#### Land Use

Existing land use in the study area is dominated by agriculture, commercial development, single family residential, and rights-of-way from I-74 and US 150. Existing development is at a very low density due to the rural character of the area and the lack of sanitary sewer infrastructure. Other utilities including water, natural gas and electricity are already in place with capacity to serve additional development. The current low density results in a significant amount of land that can be developed without disturbing existing uses. However, the existing uses are varied and lack the welcoming atmosphere or cohesiveness that is desirable for an area of higher density development. Currently, an industrial recycler, pest management office, furniture warehouse, and day care facility are all located along the same stretch of road on Kickapoo Drive. Today, these uses function in the low density environment, but with projected development growth and traffic generation, conflicts may arise. Another concern regarding future development is the presence of old coal mines along the east side of the I-74 interchange. Developers should ensure grounds are stable and undermining activities of the past will not affect future built structures.



### Transportation

One of the biggest concerns regarding transportation is the lack of multi-modal facilities to support walking, biking and transit use in the study area. If the area is to develop as recommended in this plan, the development of a multi-modal transportation network will be necessary. Access off US 150 is currently tightly controlled by IDOT, and the only access to existing and future development is off Henning Road and Kickapoo Drive. IDOT will not allow any additional access points off US 150, so new development will have to be accessed off Henning Road or off additional frontage roads like Kickapoo Drive. Finally, the I-74 interchange has been identified as needing improvement due to tight curve radii along the southwest on and off ramps. IDOT does not have any immediate plans to improve the interchange, but this need may become greater as new development in the area generates additional traffic using the interchange.

### Economy

The local economy is heavily loaded in the Trade, Transportation and Utilities and Manufacturing sectors. Unfortunately, both of these sectors have been in decline for a number of years. Sectors that are expected to grow are accommodation and food services, and leisure and hospitality. These sectors are closely related to the parks, natural areas and recreation attractions within Vermilion County. These sectors are projected to have employment growth, but rate low for location advantage. Bolstering the natural environment and opportunities for tourism through trails, paths and other tourism-related services will add to the competitive advantage in these sectors for Vermilion County.

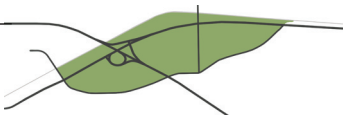
### Administrative

Land use planning presents unique challenges for the Westgate area since local government jurisdictions have not enacted zoning controls. Current development is controlled by state regulation and a County subdivision code. Neither of these regulatory systems provide for the control of compatible land uses and unified development regulations. Several options exist for increasing land use controls in the study area, and are discussed in the Implementation Chapter.

### Vision

A vision statement was created for the Westgate area which helps unify the study area under a common ideal and principle. The vision statement was created after completing the existing conditions analysis and analyzing the outstanding issues which need to be addressed. The vision statement is as follows:

*"The Westgate area in 2035 will support a unique and diverse mix of commercial, office, residential, and recreational uses that integrates existing neighborhoods and establishes an asset for the region. The study area will be served by a multi-modal transportation system that facilitates walking, biking, transit, and driving. Westgate will serve a niche market in East-Central Illinois, and help bolster job growth and economic development in Vermilion County."*

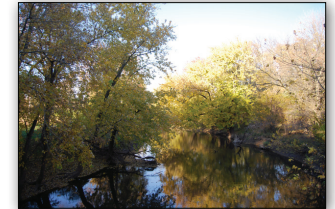


## Planning Concepts

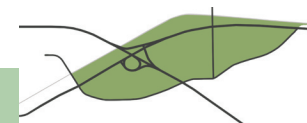
As noted in the Existing Conditions chapter, Westgate is uniquely positioned to take advantage of many opportunities due to its location, availability of land, transportation connections, and surrounding environment. Since the study area is situated among many regional amenities and attractors, it was important to identify these elements and incorporate them into the scenario development process. The following elements were identified as having regional importance:

1. Emerging Growth Center - As an emerging growth center, Westgate provides an opportunity to complement land uses found in nearby Danville, Oakwood and Tilton, yet create a unique identity of its own. The study area is centrally located around an interstate interchange, providing regional transportation access and an important driver for development. The study area can also provide regional commercial development relating to nearby recreation amenities. As an emerging center, Westgate is located in an area with several niche traits that provide an opportunity to define and distinguish the interchange and its surroundings.
2. Regional Context - Having an interchange provides the study area with the opportunity to connect attractions and fill deficiencies beyond its immediate boundaries. Coordination with neighboring municipalities and communities will help identify regional market demands and allow for a desirable response to these demands. The immediate region surrounding Westgate includes three interchanges with varied characteristics. Two are surrounded by residential and low intensity development, while the interchange farthest east provides access to commercial and industrial development. The interchange located in the study area is adjacent to parks, tourist attractions and provides direct connections to many municipalities. Some nearby tourist attractions include: golf courses, Lake Vermilion, Vermilion County Fairgrounds, and the Palmer Arena. Nearby communities of interest include: Danville, Oakwood, Catlin, Tilton, and the residential area of Hillary located just north of the study area.
3. Natural Areas - Vermilion County is home to 26 natural areas, eleven nature preserves, five county parks/preserves, one state park, and one fish and wildlife area. Unique natural features of the County include: calcareous seep springs, tulip trees in beech maple forests, ravines and adjacent uplands, oak savannas, and occasional hill prairies on west-facing bluff tops. These natural elements create unique surroundings for the study area. Future development in the study area needs to relate to these surrounding natural features and create connections for residents and visitors.
4. Visitor Accommodations - The Westgate study area lacks accessible visitor accommodations. Hotels can be found, however, they are not within a close proximity to the study area and local attractions. There are unique and established restaurants in the area that could see more business with the development of hotels and motels. There is also a lack of retail shopping in the area. A combination of typical retail shopping complexes and boutique and specialty shops will interest and encourage visitors to spend their time and money in Vermilion County.

Natural Areas



Hotel



5. Single Family Housing - The study area is surrounded by single family homes south of Batestown Road and to the north of the study area in Hillary. These established areas provide a distinct character that adds to the rural feel throughout Westgate. Transportation connections to these existing residential areas will give residents the opportunity to use and benefit from new development. Buffers and transitions between land uses will provide the area with seamless continuity, as if it had been built as a cohesive functional unit.
6. Rural Character - The Westgate study area is a rural unincorporated area of Vermilion County comprised mostly of agricultural land uses and rural single family development. In stark contrast is US 150, which connects the City of Danville to Interstate 74 and carries a significant amount of traffic. Future development in the study area has the potential to dominate the landscape with parking lots and buildings. Balancing rural character through the design of roadways, buildings and sightlines will set Westgate apart from other areas that surround interstate interchanges.
7. Interstate Transportation - Having an interstate interchange puts development pressure on the Westgate area to provide for interstate supportive services like gas stations and fast food restaurants. These pressures will act as a catalyst, but need to be controlled in order to maximize the potential for the area and ensure the coordinated development of land and transportation facilities. Building the study area as a unique site for visitors to stop, for both short and long periods of time, will provide the activity and movement that will establish it as a regional activity center.
8. Existing Boundaries - The study area is bounded on all sides by existing development constraints. Existing single family development and environmental features can be found to the north, south, east, and west. These existing development constraints give the relatively unconstrained land within the study area high development potential. At the same time, any development taking place in the study area will have some affect on natural areas and drainage within the study area and in surrounding areas. These effects must be taken into consideration when new development is planned for the study area.
9. Links to Population Centers - Future development in the study area will not only serve interstate travelers and local residents, but will serve as a commercial and employment center for surrounding communities. Surrounding population centers such as Danville and Oakwood will play an integral role in supporting any future development taking place in the study area. These population centers will bring buying power to future commercial and retail establishments, as well as providing an employment base for future development.

Single Family House



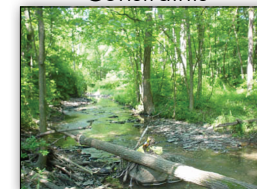
Rural Character



Interstate



Constraints



Links to Population Centers

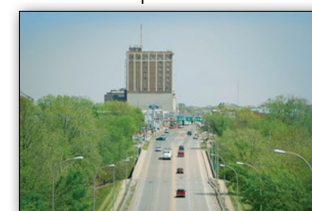
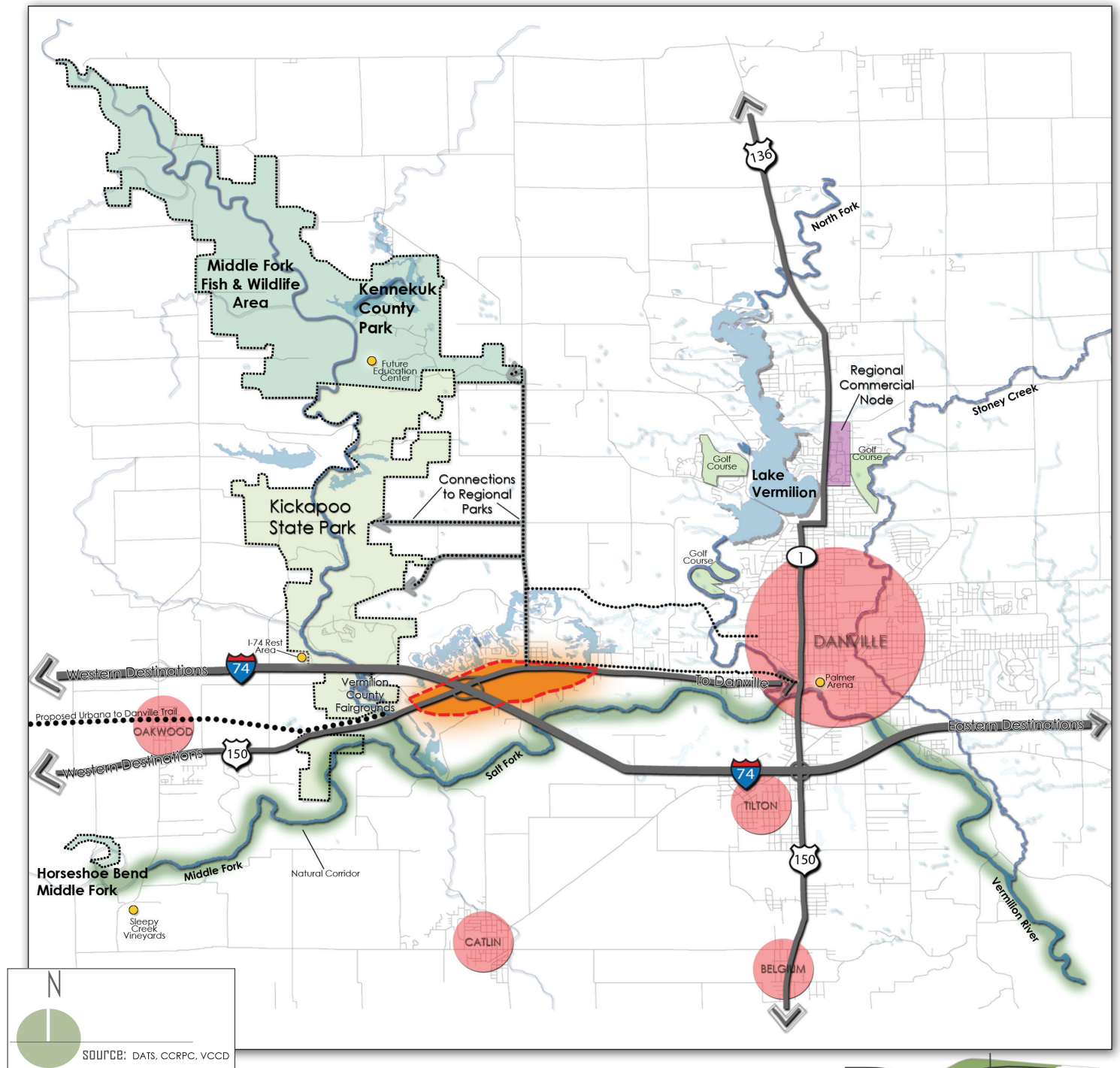


Figure 4.1 shows the location of the regional elements in proximity to the study area.



Figure 4.1 - Regional Concepts Map



# Future Land Use Descriptions

## Future Land Use Categories

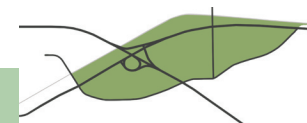
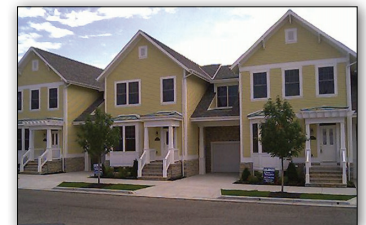
Given the long time frame for this plan and the uncertainty of what future development will take place in the study area, a unique set of future land use categories were created. The characteristics of the future land use categories help capture the scale, purpose and market area future development should target. The land use categories also help tie together the issues identified in the study area, and the surrounding regional characteristics by offering a unique mix of uses that incorporates a variety of housing, retail, commercial, employment, and recreational uses into future development. The following land use categories were developed as part of this plan:

1. Regional Activity Center (RAC) - The Regional Activity Center offers high intensity, large scale commercial and retail development designed to create a regional draw to the study area. It focuses on anchor stores and the outlot development of restaurants, banks, offices, a hotel/motel, and entertainment facilities. Tech and light manufacturing can be integrated into the activity center, and public or quasi-public uses can act as a central feature drawing the development together. The area is accessible to all modes of travel served by the interstate and local roadways, as well as incorporating facilities for walking, cycling and transit. Residential development occurs at slightly higher densities than what is currently found in the study area, and is often completed as part of the overall site design plan.
2. Community Activity Center (CAC) - The Community Activity Center serves the needs of the larger community, but its influence does not reach as far as the Regional Activity Center. Development is typically anchored by a grocer or major retailer. Alternate uses can include: office developments, civic buildings, public or quasi-public uses, entertainment (restaurants, theatres, etc.), a hotel/motel, medical facilities, places of worship, senior or community centers, middle school or high school, and park and ride facilities. While automobile access is provided, an established pedestrian circulation network will provide connectivity within the site and connect to surrounding neighborhood pedestrian networks. Residential development is adjacent to the activity center, and planned at a density similar to that found in existing residential developments.





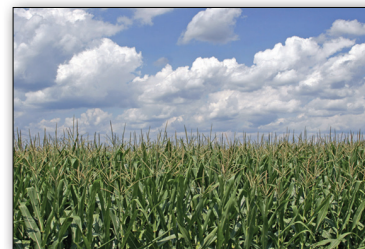
3. Neighborhood Commercial (NC) - Neighborhood Commercial represents relatively low intensity commercial development designed to fit within a neighborhood setting. The uses primarily serve adjacent neighborhoods and local commuters with a site design that fits the scale and character of the surrounding area. Uses can include gas stations, dry cleaners, convenience stores, coffee shops, and restaurants. Site circulation should facilitate safe and easy walking and biking from adjacent neighborhoods.
4. Employment (E) - Development in the Employment land use category is designed as a large campus-style office or research park that accommodates low to mid-rise office buildings and light industrial development. The development is intended to meet both community and regional employment needs. This category encourages unified building design, high-quality architecture, open space, landscaping, and multi-modal transportation connections. The establishment of an employment center will help create additional jobs in Vermilion County, and could draw upon surrounding population center labor forces.
5. Light Industrial (LI) - This category provides for a variety of light manufacturing, warehousing, research and development, and industry-related office and service activities. The development includes buffers to adjacent land uses and remains consistent with the area's character and scale. The mitigation of noise, odor or other pollutants is essential.
6. Townhomes (T) - Townhomes represent a form of lower density multi-family housing, which can be designed to fit in with the existing rural character of the surrounding area. Townhomes create a low maintenance housing option for young professionals or empty nesters who are not looking to purchase a single family home. Townhomes provide a viable housing option for the employees of newly established Community Activity Centers in and around the site. Pathways and sidewalks give residents the opportunity to walk or bike to work and contribute to creating a vibrant community. This residential category also brings some diversity to the housing options currently offered in the study area.



7. Single Family Residential (SF) - Single Family Residential provides a buffer between the planned high intensity and low intensity uses in the study area. This designation applies to single parcels, as well as larger subdivisions of land for the development of multiple single family dwelling units. The scale and character of any new single family housing development should remain consistent with the rural nature of the existing single family homes.



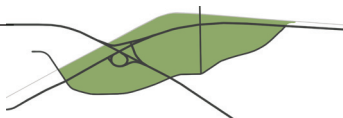
8. Agriculture (AG) - Agricultural land uses are those which can be used to produce food or goods through farming. These land uses can help support the community and wider region by producing and selling locally grown food. Agricultural land within the study area may or may not contain a dwelling unit.



9. Parks and Green Corridors (P) - Parks and green corridors provide recreational opportunities, stormwater catchment areas and transition zones between land use types. Recreation areas provide gathering spaces for residents and employees, as well as places to hold practices for sports teams. The green corridors also act as pathways for bicyclists and pedestrians to navigate the study area.



10. Open Space (OS) - Open areas serve to protect existing resources and views. Land under this designation should remain open to preserve the rural landscape and character of the area.





## Transportation Facilities

The vision for the future of the Westgate study area includes the establishment of a multi-modal transportation network which will serve not only motorists, but also pedestrians, bicyclists and transit users. Currently, the development patterns and transportation facilities are not conducive to accommodating other modes of transportation besides vehicles. As future land use and development patterns change, the current transportation network will not support multi-modal connections nor provide travelers with a safe and efficient way to traverse the study area without a car. In order to facilitate the safe movement of all modes in and around the study area, recommended cross sections were developed for different types of transportation facilities that could be constructed or improved in the future. Existing and planned transportation facilities were divided into five different categories. Each category and the proposed cross sections are shown on the following pages.

### Major Roadways

The major roadways located within the study area are Interstate 74 and US 150. These two roadways handle a large majority of the vehicular traffic traversing the study area. There are no plans by IDOT to make any changes to the current cross section of I-74 or US 150, therefore these roadways should remain as they are today. It is also not legal to walk or ride a bike on I-74, and US 150 is not being recommended as a walking or biking route. The cross sections for US 150 east of I-74 and west of I-74 are shown in Figures 4.2 and 4.3.

Figure 4.2 - US 150 East of the I-74 Interchange

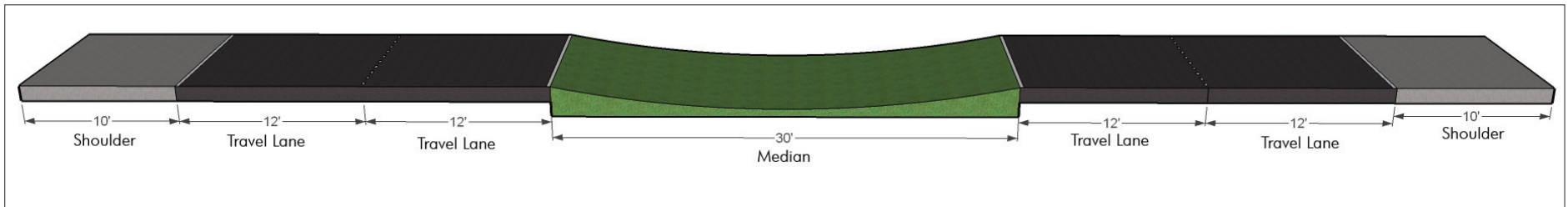
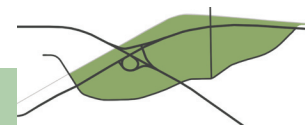
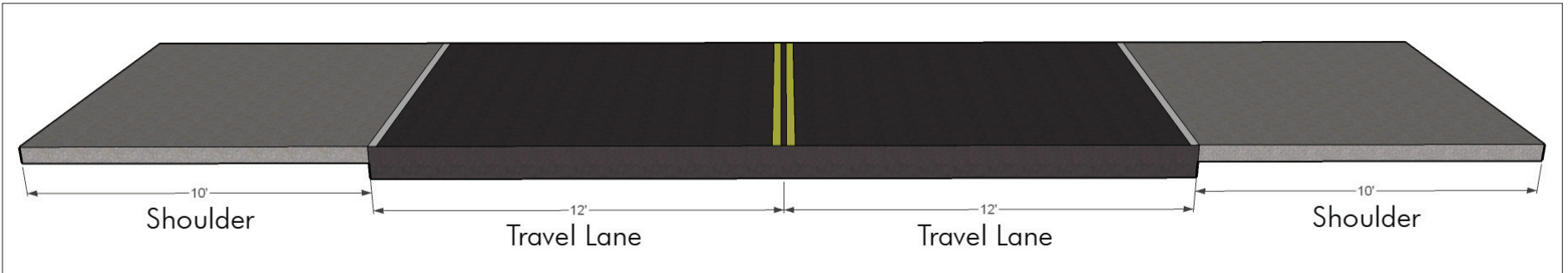


Figure 4.3 - US 150 West of the I-74 Interchange



# Transportation Facilities

## Secondary Roadways

Secondary Roadways are the minor arterials and collectors which provide connections between developments and the major roadways bisecting the study area. Batestown Road and Henning Road are the two secondary roadways which provide access between local streets and major roadways. Secondary roadways have slower travel speeds and less traffic than major roadways, making them more appropriate for the inclusion of multi-modal facilities. These low volume roadways can be made safer for bicyclists by adding Share the Road signage every quarter-mile on both sides of the roadway. This signage will help to make motorists aware of the possible presence of bicyclists on the roadway. On-street bicycle lanes are also being recommended along Henning Road. A cantilever bicycle/pedestrian bridge is also recommended for the overpass along Batestown Road over I-74. Sidewalks are recommended on both sides of Henning Road to connect residential areas on Batestown Road to new development along Henning Road. Sidewalks are not recommended along Batestown Road due to right-of-way constraints and the rural nature of the roadway. The proposed cross sections for Batestown and Henning Roads are shown in Figures 4.4 and 4.5.

Figure 4.4 - Batestown Road Proposed Cross Section

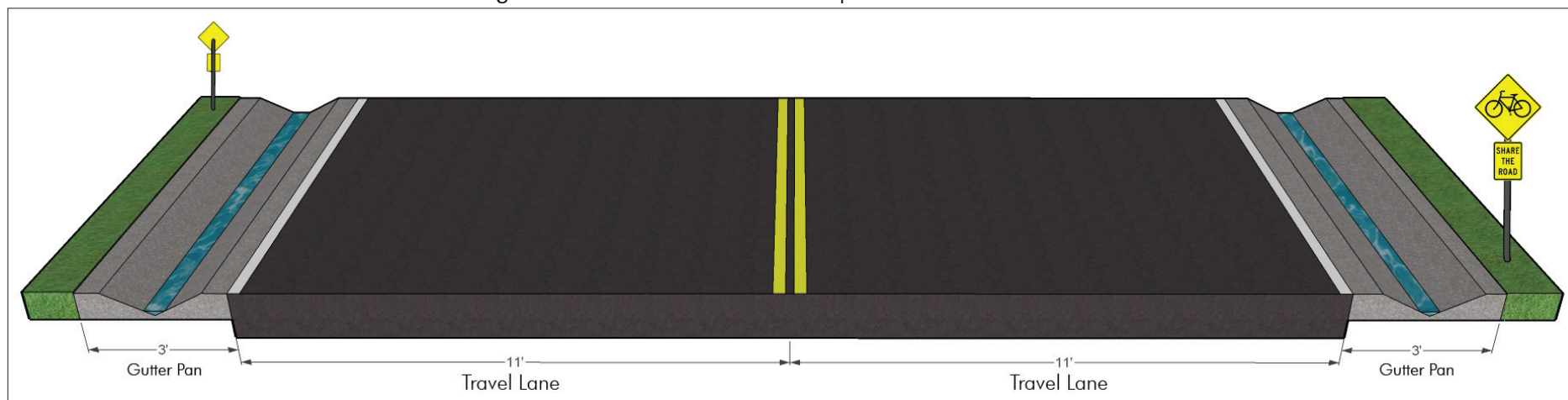
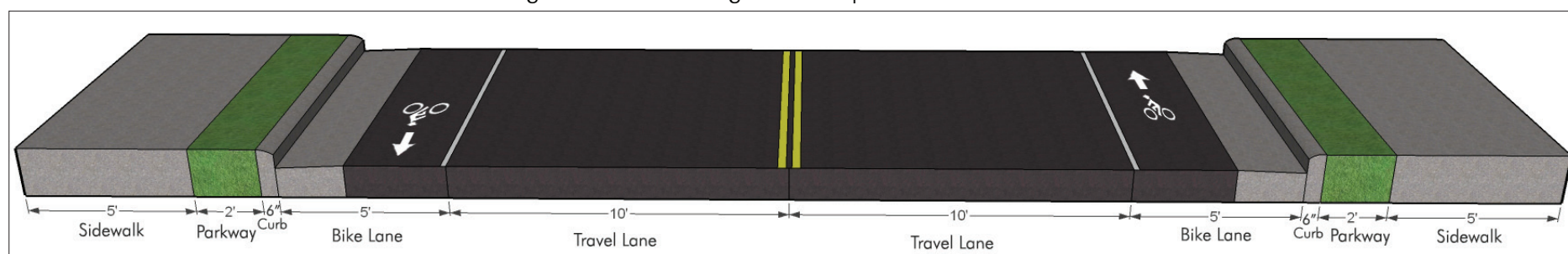


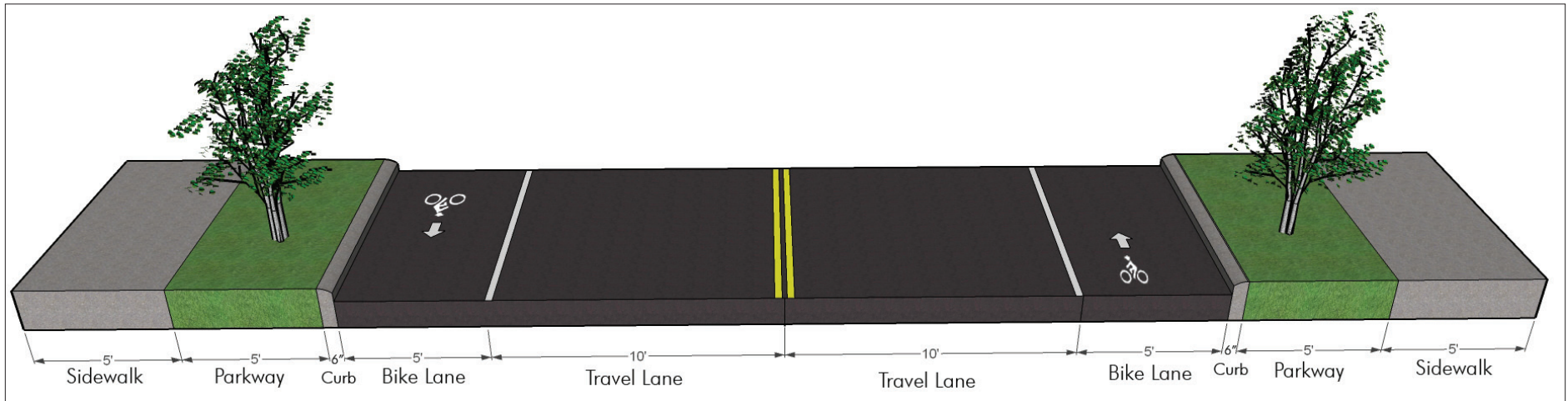
Figure 4.5 - Henning Road Proposed Cross Section



## Local Roadways

Local Roadways are roadways that allow direct access into future developments and connect to Secondary Roadways. These roadways have direct access off Secondary Roadways, and provide internal circulation routes to new development in the study area. Local Roadways have lower traffic volumes and slower speeds than that found on Secondary and Major Roadways. These characteristics make them ideal for supporting not only vehicle travel, but bicycles and pedestrians as well. Existing examples of local roadways in the study area include: Kickapoo Drive and Thunderbird Road. A proposed cross section of Kickapoo Drive with future improvements is shown in Figure 4.6. This example provides a model for how all new or reconstructed local roadways should be designed.

Figure 4.6 - Kickapoo Drive Proposed Cross Section

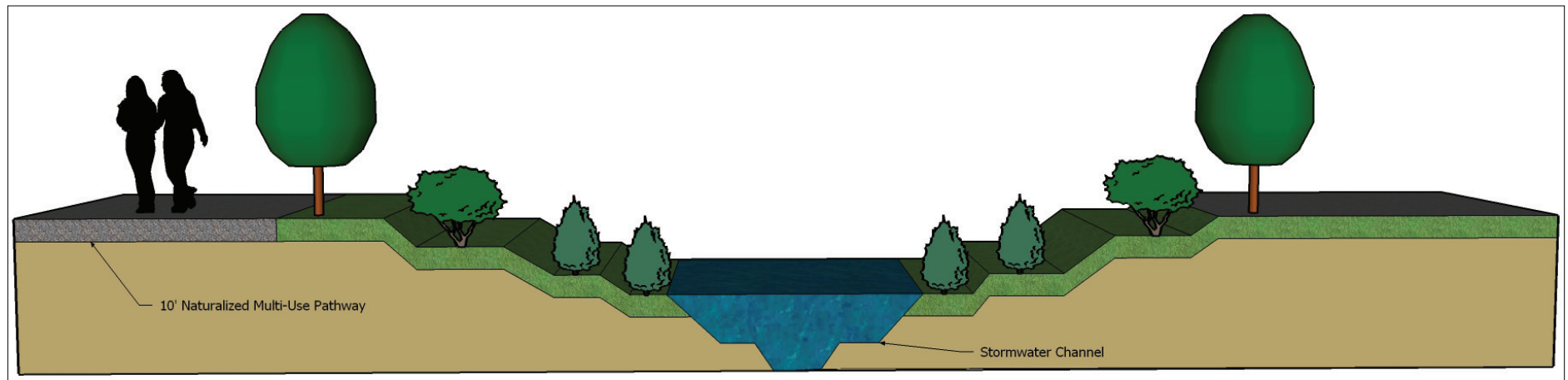




## Green Corridor Pathways

Green Corridors are areas set aside to serve as transportation and drainage facilities, natural areas and buffers between incompatible land uses. The main purposes of Green Corridors are to provide a system to move stormwater off development sites to collect in detention basins and to provide a system of interconnected trails for bicyclists and pedestrians to move around the study area. These pathways can be used for both travel and recreational purposes. The pathway system will connect all the major development areas to new housing, making walking and biking more convenient for all residents and employees in the study area. More trips made by walking and biking correlates to less vehicle trips on the roadways. This will reduce congestion, the need for roadway improvements and greenhouse gas emissions. Figure 4.7 shows the proposed cross section for the Green Corridor pathways.

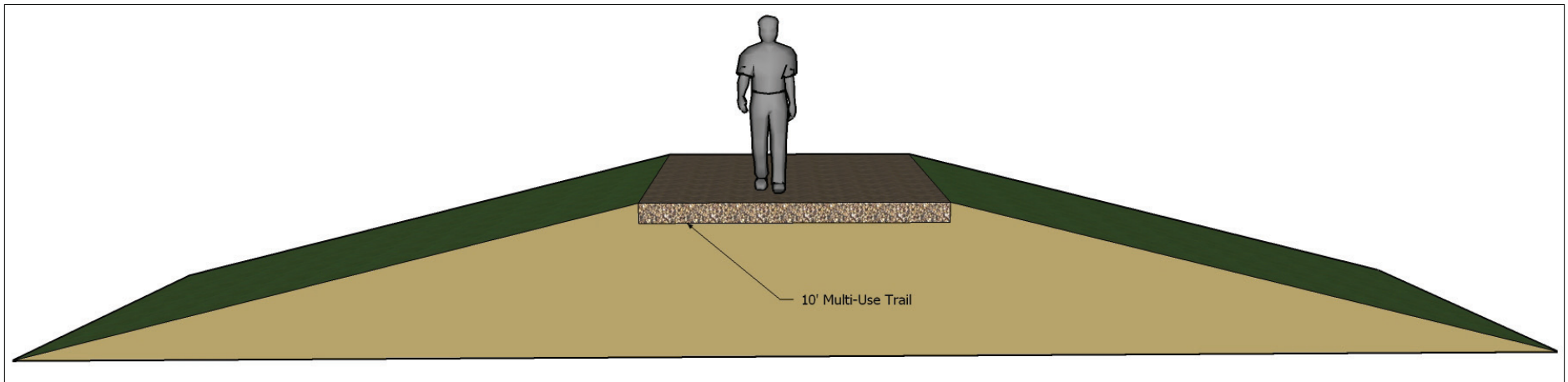
Figure 4.7 - Proposed Cross Section for Green Corridors



## Rail-to-Trail Pathway

Rail-to-Trail pathways are multi-use public paths created along former railroad corridors. These pathways are ideal for walking and biking, and can be used as recreation or transportation corridors. The Urbana to Danville Rail-to-Trail pathway is planned to connect the City of Urbana in Champaign County to the Vermilion County Fairgrounds, which is located at the northwest corner of the Westgate study area. The 24.5 mile trail is planned to be constructed as a ten-foot crushed limestone pathway with multiple trail heads. The Westgate Land Use Study recommends extending this pathway from the fairgrounds further east to Henning Road to provide additional connectivity for the study area. The proposed cross section for the Rail-Trail is shown in Figure 4.8.

Figure 4.8 - Proposed Cross Section for the Urbana to Danville Rail-Trail



The recommended cross sections for new and existing roadways, Green Corridors and Rail-Trails will help establish a safe, efficient and multi-modal network. By providing transportation choices to area residents, employees and visitors, pressure and congestion on area roadways will be eased in the future as development brings more people and traffic to the study area.

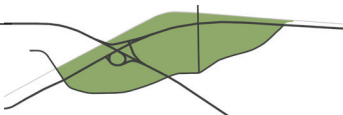
## 5 Future Scenarios

The main focus of the Westgate plan was to create a land use scenario and an accompanying set of transportation improvements. The preferred land use scenario needs to address the issues presented in the previous chapter and capitalize on the many opportunities the study area presents. As part of this plan, three land use and transportation scenarios were developed in order to explore different alternatives and establish one preferred scenario at the end of the planning process. The scenarios varied in the amount of land developed, future population and employment, changes in land use, and future traffic generation. Exploring different scenarios allows for the opportunity to mix and match concepts from each scenario to create a plan that suits multiple needs. The following sections explain the scenario development process and the chosen scenario for the Westgate area.

### Scenario Development

Three different scenarios were developed to provide a variety of concepts and ideas for the future of the study area. The three scenarios all looked at maximizing the close proximity to two major travel routes (US 150 and I-74) and combining a variety of different land uses throughout the study area. The scenarios were also developed at three different growth levels: high, medium and low. Looking at growth levels helped the steering committee and the public understand what the study area may look like if all parcels were developed or if a minimum amount of development was completed. The three scenarios developed for Westgate were:

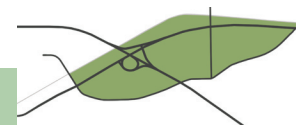
- Commercial/Office (High Growth) - This scenario opens frontage access and visibility along US 150 to maximize potential for commercial and office development. An anchor development for this site would provide a unique establishment for the local area that can be frequently used by local residents and visitors alike. The interchange area has enough land to support a variety of development types, from strip retail centers to big box stores. All development will be unified through an efficient multi-modal transportation system and use green corridors to collect stormwater and provide naturalized pathways for bicyclists and pedestrians. The Commercial/Office scenario represents the highest amount of growth and near full build-out of the study area.
- Mixed-Use (Medium Growth) - The mixed-use development scenario brings diverse land uses to Westgate at a slightly higher density than what currently exists. Shops, offices and residences are all within a short walk, some even sharing the same building. Special attention is paid to the natural surroundings, developing transportation connections and establishing a community unit that is inviting for both locals and visitors. Rural lifestyles are supported by providing opportunities to shop and gather, while maintaining the appearance of a rural area. A mixed-use development pattern creates an environment where residents are able to live, work, shop, and play within walking or biking distance to their place of residence.
- Tourism (Low Growth) - The tourism development scenario suggests land uses which tap into local tourism attractions and provides a hub of activity for both residents and visitors. The close proximity of regional parks, such as Kickapoo and Kennekuk, make Westgate a prime location for development supporting these tourist attractions. Options for lodging, restaurants and shopping will provide economic activity and draw people to the Westgate study area. The surrounding parks offer opportunities for hiking, boating, fishing, camping, and mountain biking. New development in Westgate should cater to these activities as a way to attract visitors to the area. Pedestrian, bicycle and automobile connections between Westgate and regional attractions must be constructed or enhanced to facilitate multi-modal movement.



A set of evaluation criteria was developed, called Methods of Evaluation (MOE), to compare measurable elements between the scenarios. The MOEs compare elements like future population, employment generation, changes in land use, acres of development, etc. between the three scenarios. These measurable categories allow for a more technical comparison among the scenarios versus the more visionary comparisons provided through the land use maps and scenario descriptions. Table 5.1 shows the MOE categories, a baseline condition in 2009 and measurements for each scenario in 2035.

Table 5.1 - Methods of Evaluation

MOE Category	Measurables	Baseline	Commercial/Office	Mixed Use	Tourism
Population (individuals)	Single family (density of 1.5, 2.97 people per household)	N/A	53	49	36
	Multifamily (3.5 units per gross acreage, 2.38 people)		117	161	0
	<b>Total Population</b>	<b>220</b>	<b>170</b>	<b>210</b>	<b>36</b>
Employment (individuals)	Commercial ((acreage*0.15)* 20 employees)	173	400	281	338
	Office ((acreage *0.15)* 20 employees)	0	121	101	0
	Industrial (5 per acre)	40	0	0	0
	<b>Total Employment</b>	<b>213</b>	<b>521</b>	<b>382</b>	<b>338</b>
Transportation	New road miles	N/A	1.72	2.12	1.21
	Projected Traffic Generation from New Development		24,198	14,587	9,331
	<b>Total Road Miles</b>	<b>9.3</b>	<b>11.1</b>	<b>11.5</b>	<b>10.6</b>
Bike and Pedestrian	Total bike/pedestrian miles	0	4.62	4.1	3.66
	Ratio of new bike/ped miles to new road miles	0	2.69	1.93	3.02
	Pedestrian miles (sidewalks and paths)	0	1.9	0.98	1.02
	Bike infrastructure (along public roads)	0	2.72	3.12	2.64
Ag. Preservation (acres)	Agriculture (with residence)	49.92	0.00	0.00	0.00
	Agriculture (without residence)	132.35	33.39	85.99	115.40
New Development (acres)	Community Activity Center (15%)	N/A	26.8	46.9	43.7
	Neighborhood Commercial (15%)		0.0	0.0	13.2
	Regional Activity Center (15%)		60.7	0.0	0.0
	Multifamily (15%)		14.0	19.3	0.0
	Office (15%)		40.4	32.6	22.5
	Single Family (25%)		26.6	24.6	18.3
	<b>New Development Total (100%)</b>		<b>168.5</b>	<b>123.4</b>	<b>97.7</b>



### Selection of Preferred Scenario

The three scenarios were presented to the Westgate Steering Committee for comments and refinement. A public meeting was held in January 2010 to introduce the three land use scenarios and proposed transportation networks to the public. During the public meeting, attendees were asked to review each scenario and vote on which scenario best fit their vision for the future. Each attendee was provided with a comment sheet in case they wanted to note additional changes to the scenarios or wanted to see a completely different scenario explored. After tallying the votes from the public meeting, the Mixed-Use scenario was the most popular among meeting attendees followed closely by the Tourism scenario. Table 5.2 shows the voting results from the public meeting.

Given the popularity of the Mixed-Use and Tourism scenarios, CCRPC staff, in conjunction with the Steering Committee, decided to proceed with the Mixed-Use scenario as the preferred scenario, but also to incorporate characteristics that would cater to tourism-based development. The proximity of the study area to key tourism-based assets makes it a key location for the attainment and retention of commercial industries which support tourism-based attractions. Combining the two scenarios will incorporate the sound planning principles found in the Mixed-Use scenario with the marketability of the Tourism scenario.

Table 5.2 - Voting Results

Scenario	Number of Votes
Commercial/Office	5
Mixed-Use	9
Tourism	8



## 6 Preferred Scenario

This chapter presents the preferred Mixed-Use scenario land use plan, recommended transportation network improvements, public utility and stormwater system development, and a retail gap analysis for future retail recruitment. This chapter will describe in detail the many different elements that need to be put in place in order to make the overall vision a success.

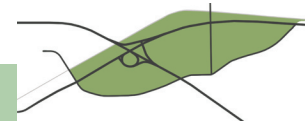
### Future Land Use

As discussed in the previous chapter, the preferred land use scenario chosen for the Westgate study area was a combination of the Mixed-Use and Tourism scenarios. The land use map for the preferred scenario is almost exactly the same as that presented to the public in January, except for the inclusion of some additional green corridors which were utilized in the Tourism scenario. The Mixed-Use scenario creates a self-sufficient node of development within the study area providing a mix of commercial, office, institutional, and residential uses creating a live, work, shop, and play environment. The close proximity of different uses facilitates travel choices to residents, employees and visitors within the corridor.

The future land use plan for the study area designates a large Community Activity Center along US 150 between the I-74 interchange and Henning Road. This area is a prime location for businesses looking to attract customers from both the Interstate and US 150. Visibility is high at this location from both roadways, and easy access is available off Henning Road. This large commercial area is a key location for a hotel or motel, restaurants, large big-box retailers, outdoor sports retailers, or a grocery store. The Community Activity Center could also accommodate smaller retailers, boutique shops, civic uses, plazas, movie theaters, and churches. Parcel consolidation would be necessary for any large development because the configuration of many of the existing parcels is too small to facilitate any large coordinated development effort.

Just south of the Community Activity Center is a large area designated for Employment uses. This area should develop as a large employment center in the form of an office park or research park that would have a consistent design pattern and provide employment to a large number of people. The office park could be marketed to a single company or broken down into smaller parcels to accommodate a number of office complexes. A research park centered around agriculture or medicine would also be an appropriate use in the Employment category. Also located south of the Community Activity Center are multi-family and single family residential areas that provide a mix of housing options. The multi-family land uses are planned to accommodate townhomes, which provide higher density housing that still fits within the existing rural character of the study area. Townhomes can be designed to complement the existing character of surrounding single family residential development, but still provide a second option for buyers who may not be looking to own a single family home. The multi-family parcels also act as a zone of transition between the higher intensity Activity Center and the single family parcels along Batestown Road.

At the southeast corner of US 150 and Henning Road is a planned mixed-use development where commercial, employment, multi-family, and park uses are all in close proximity to one another. On the south side of the proposed new local roadway are single family parcels, also in close proximity to the planned mixed-use development. By locating these varying land uses next to each other, it promotes a walkable environment for residents and employees and encourages using other modes of transportation, besides the automobile, to make short trips. Possible uses for the commercial parcels could include: boutique shops, restaurant, small grocer, or convenience store. The ideal uses would be something nearby employees and residents would use frequently to avoid having to make unnecessary trips in their cars. The commercial area is adjacent to two employment parcels to the east and to the south. These two parcels could be designed as office complexes, but at a much smaller scale



than what would be found on the west side of Henning Road. These parcels may develop as small doctors offices, law offices, accounting offices, financial planners, etc. The design of the development may accommodate a strip mall style building with multiple offices or single buildings holding a single user. Finally, across the internal circulation street is a park space wrapped by a multi-family townhome parcel. The park space in the center of the mixed-use area provides a green space for residents, employees and visitors. The park also provides a natural buffer between the higher intensity commercial and office uses and the multi-family housing nearby. Finally, south of the proposed mixed-use development are additional areas for single family housing. These areas may be developed as single parcels or as a housing subdivision.

West of the I-74 interchange there is a mix of neighborhood commercial, institutional and single family uses. This area has a very rural development character with single family residential parcels along the north side of Batestown Road and the north side of US 150. With the higher amounts of single family residential development located in this area, a small neighborhood commercial development was planned along Stunkard Road. The Neighborhood Commercial land use category was developed to integrate smaller commercial development into predominantly residential areas without negatively impacting the established character. The Neighborhood Commercial development could contain uses such as a gas station, convenience store, day care, dry cleaner, or barber shop. The main principle is to locate uses that provide daily services to the residents who live in the area, as well as anyone else traveling through the study area.

Throughout the study area, park space and green corridors were placed to provide areas for recreation, stormwater management, transportation corridors, and buffers between different land uses. There are four park locations throughout the study area, of which two will provide stormwater detention. The four parks are located near areas of higher residential development to provide recreation opportunities for nearby residents. The park spaces could include multi-use pathways for walking and biking, sports fields or gathering spaces for picnics and barbecues. The green corridors traversing much of the newly planned development east of the interchange have three different purposes: channeling stormwater to detention basins, multi-use pathways for walking and biking and buffering different land uses. These green corridors are essential in the management of stormwater since most of the existing roadways lack curbs and gutters and cannot move stormwater efficiently off-site. The green corridor system of open swales will channel stormwater to larger regional basins where it can be held and released into the existing system at a controlled rate. The green corridors and park spaces are also used as buffers between uses of varying intensities. The existing lack of land use regulation in the study area has allowed industrial uses to locate near day cares, and residences to back up to commercial uses. The Westgate Land Use Plan aims to provide buffers between different land uses to try to reduce the negative effects of higher intensity development on residential properties.

The land use plan for the Westgate area can be seen in Figure 6.1.

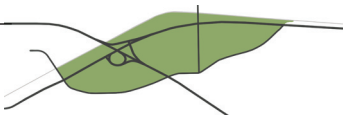
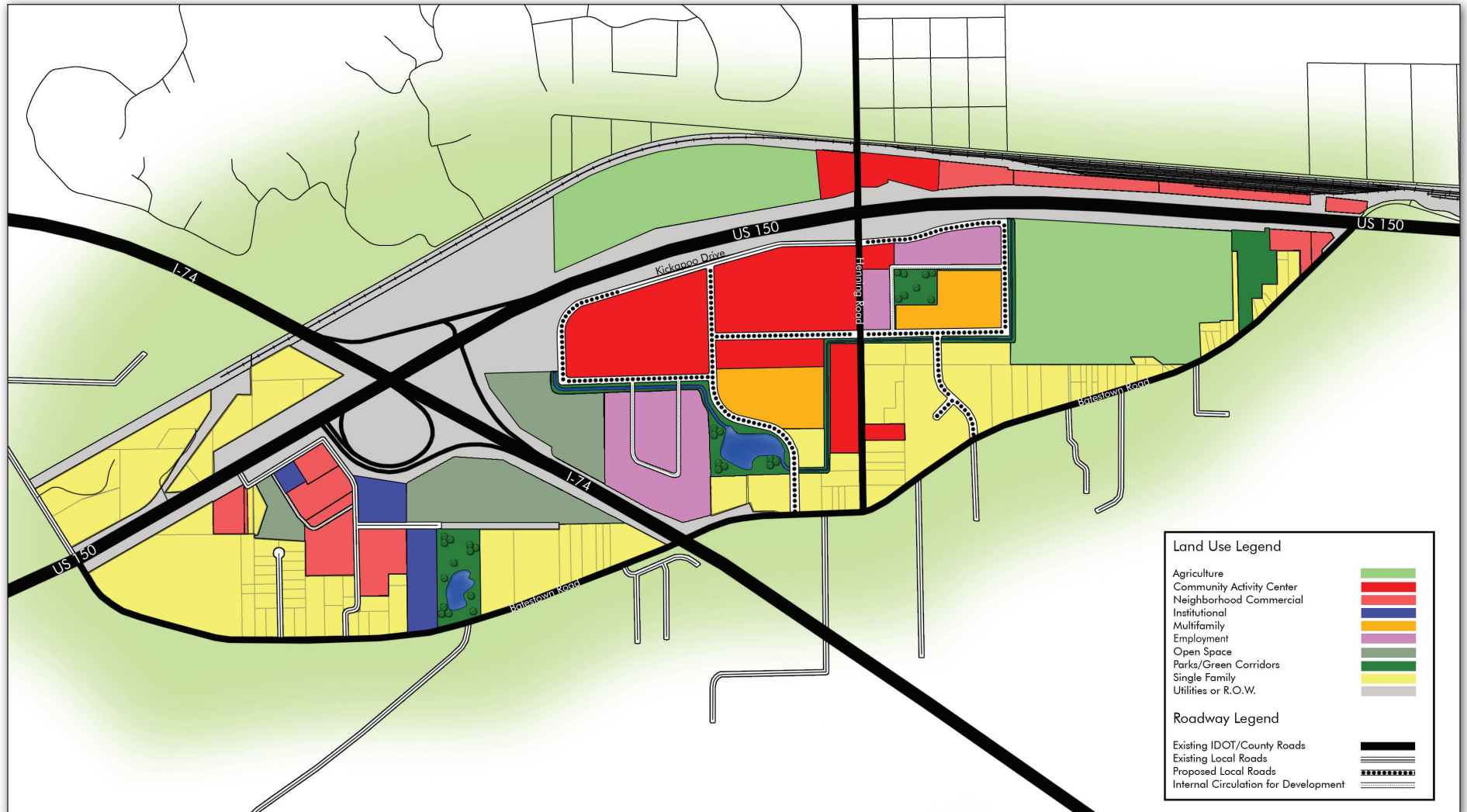


Figure 6.1 - Mixed-Use Scenario Land Use Map



## Design Guidelines

### Design Guidelines for Future Development

The existing rural development patterns are an important asset and need to be complemented as new development locates within the study area. General design guidelines can provide a set of key characteristics that new development should incorporate to help create some consistency between property owners, developers and implementing agencies. The current lack of zoning regulations in Vermilion County makes regulating any new development difficult. By identifying design guidelines for the Westgate area, a common set of recommended principles is established in the absence of regulatory guidelines. This section describes some general principles and design guidelines new development should follow.

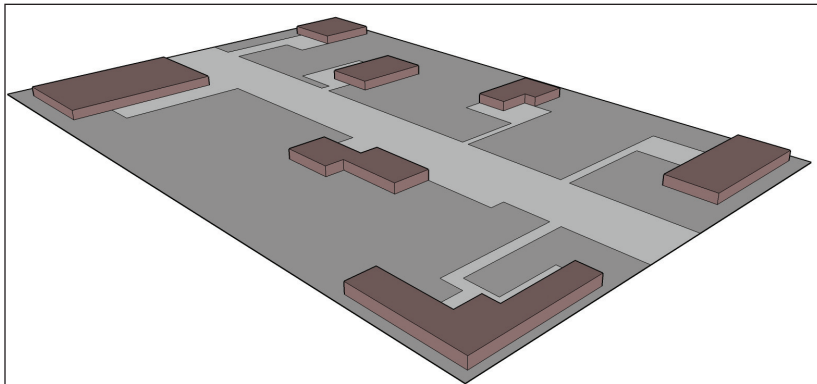
#### Building Massing and Character

The rural character of the study area has been defined throughout this plan, and will remain an important asset for residents in the future. It is critical that future development take this idea into consideration with the massing and design of new buildings. The following characteristics should be addressed during site development and building design:

- Building Massing - The massing of buildings refers to its size, shape and undulations relative to the existing character of its surroundings. The rural character of the study area creates the need for unique buildings that reflect rural design, yet still accomplish the functionality of the use the building is meant to serve. Building heights should be minimized where possible to reduce the visual impact on the surrounding environment.
- Building Orientation - Where possible, fronts of buildings should be oriented toward the road. The street facade should be the most formal and detailed side of a building. This creates an interesting and inviting development drawing people off the roadway and into the site.
- Building Design - Buildings that are viewed and utilized from all four sides should incorporate 360 degree architectural design and active facades on all sides of the building. This design element is particularly important where commercial and office buildings are in close proximity to residential areas. The rear of buildings should present a pleasant view for neighboring properties and not be utilized strictly for storage and trash receptacles.

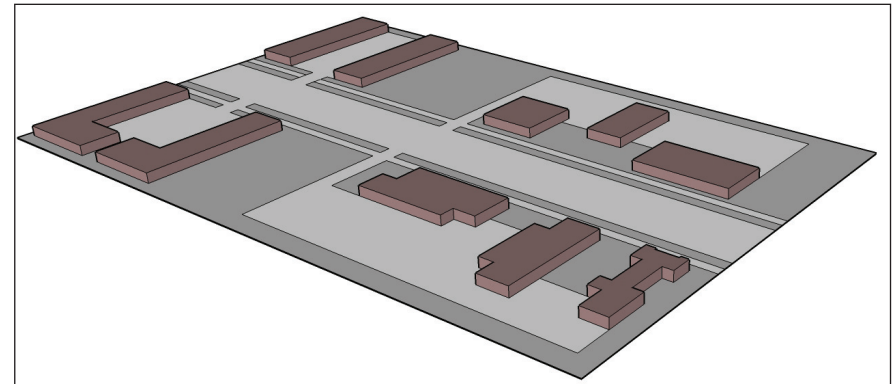
#### Not Recommended

Buildings set off street, uncoordinated access, lack of shared parking, no pedestrian facilities



#### Recommended

Buildings front along street, coordinated access, shared parking lots, use of pedestrian facilities



## Signage

Signage design and placement is critical in advertising businesses along a roadway, but the number, size and design of commercial signage can be distracting to drivers and can negatively affect the aesthetics of the built environment. The following are general guidelines for the type of signs which could be incorporated into new development in the study area:

- Signage should be organized in a hierarchical order to avoid clutter and distracting drivers. An example of a signage hierarchy could include a common sign for a shopping center, then individual building or wall mounted signs for each business, then wayfinding signage identifying key attractions in the area.
- The design of signage should be consistent to create a unified look and feel for new development in the study area. Design characteristics or common materials can be used to enhance commercial center or office park identities.
- Signage should communicate the business name in a clear and concise manner that is easily discernible and legible to travelers. New development should avoid digital signage, flashing lights and loud colors which could distract drivers and take away from the rural character of the area.

The examples below show examples of recommended signage types to be used in the study area.

Shopping Center Sign



<http://magicsigns.com>

Monument Sign



<http://essigngroup.com>

Wall Mounted Sign



<http://pelicansigns.net>

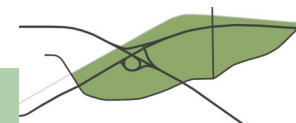
Awning Sign



<http://www.western-neon.com>

## Lighting

Lighting performs a number of important functions, but can have negative effects on its surroundings when used incorrectly. Lighting can be applied to buildings, sidewalks, parking lots, and streets. The introduction of lighting systems through new development could bring high levels of light pollution to the study area. There are very few lights in this rural area, and if new lighting systems are not designed properly, light pollution will be noticeable. Levels of illumination are important to ensure the safety of people and vehicles traveling the corridor, but lighting technology and design has resulted in luminaires which incorporate full cut-off, allowing minimal amounts of light to escape into the sky. New lighting systems in the study area should strive to incorporate full cut-off designs, as well as using LED bulbs to save on energy and maintenance costs over the long term.





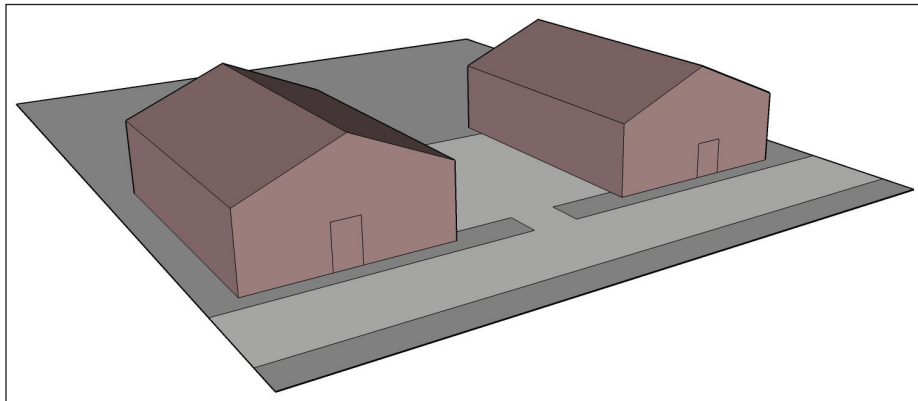
## Design Guidelines

### Surface Parking Lots

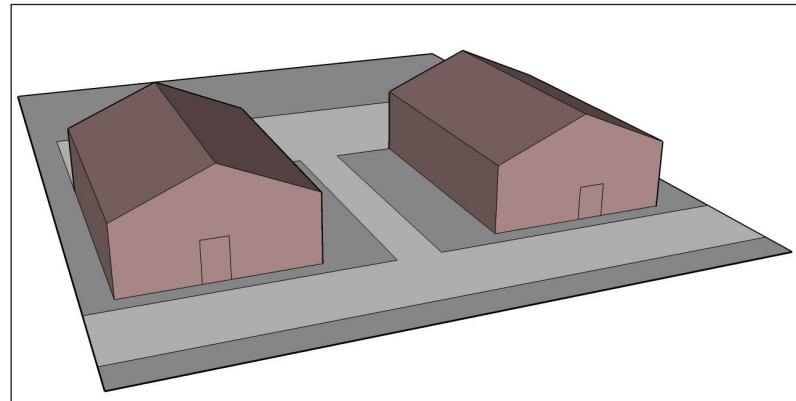
The relatively low slopes and hydric soils located throughout the study area creates issues for surface runoff where impervious surfaces are located. Surface parking lots add large amounts of impervious surface to new developments. This negative impact should be minimized where possible by providing adequate parking for new uses instead of excessive parking. Where adjoining parcels with buildings are located, the use of shared parking lots should be evaluated. This can significantly reduce the development of excess parking leading to unnecessary impervious surfaces.

Parking lots should be oriented to the sides and rears of buildings. Front yard parking creates a barrier between the building and the street, and allows the view of vehicles to dominate the streetscape. Front yard parking lots also make it difficult for pedestrians on the sidewalk to access the front door of a building. Pedestrians have to navigate the front parking lots to access the main entrance of a building. Rear and side parking lots are designed to allow vehicular access to a development site, while providing an unobstructed view of the building and a safe entrance environment for pedestrians.

Side Oriented Parking Lot

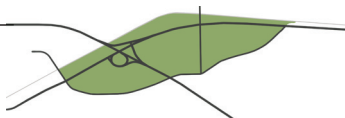


Rear Oriented Parking Lot



### Pedestrian Facilities

Currently, there are no sidewalks located within the study area, making walking a dangerous mode of transportation. One of the primary concepts behind the Mixed-Use scenario is to make walking safe, easy and efficient for all. The provision of sidewalks in new development is critical to the success of this goal. If sidewalks are not provided on both the interior and exterior of development sites, pedestrian connectivity will be lost. Sidewalks should not only be provided along roadways and building fronts, but also in parking lots connecting them to the building and the street. It is important that property owners, developers and implementing agencies ensure that quality sidewalks are constructed and pedestrian connections are established. All sidewalks must be a minimum of five-feet wide, and where sidewalks meet intersections or access drives, ADA-compliant ramps must be constructed.



## Access Management

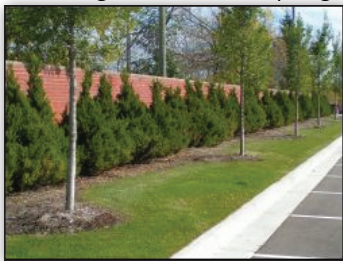
Managing access along highways and local roadways near interchanges has numerous benefits including: improving safety, improving access to parcels of land, reducing congestion and delay along roadways, and promoting desirable land use and development patterns. Access management is the limitation of driveways and access points off roadways onto parcels of land. The limitations are tied to enhancing safety by reducing the number of conflict points along a roadway. Currently, strict access management guidelines are in place and regulated along US 150 by IDOT. The remainder of the existing roadways in the study area have little control in terms of access.

As new development begins to occur in the study area, it will be very important to consolidate access points along Henning Road and Batestown Road to reduce the number of conflict points and concentrate turning movements at specific points along the roadways. Unregulated access along these two roads will lead to increased congestion from turning vehicles and a decrease in safety for all modes of transportation. The Mixed-Use land use plan shown in Figure 6.1, has the approximate layout of access points which would feed into the two large development sites on both sides of Henning Road. Frontage roads should be extended on both sides of Henning Road along US 150 to provide easy access to new development and any internal circulation routes within those new developments. Where possible, access points across streets should line up to minimize conflicts between vehicles entering and exiting the main roadway.

## Landscaping and Screening

The area surrounding Westgate has significant environmental features and natural areas. These characteristics of these areas should be carried into new development in the study area by incorporating street trees, wide parkways, green spaces, and on-site landscaping. Landscaping not only enhances the aesthetics of the built environment, but also helps reduce the amount of stormwater runoff created through impervious surfaces. New roadways and parking lots should include street trees and planter islands to break up the monotony of paved areas. Planter islands should also include ground cover and small shrubs. New roadways should also be designed with wider parkways to provide planting areas for street trees and serve as a buffer between the street and the sidewalk. Where possible, green spaces and public plazas should be incorporated into the site design to provide gathering spaces for residents, visitors, employees, and patrons. These spaces could include seating areas, water features, tree canopies, berms, or gardens. Service areas, loading docks, and garbage dumpsters should be located out of the view of public rights-of-way and areas visible to the public. These areas should be screened from adjacent properties using walls, fencing, plantings, or a combinations of these elements.

Parking Lot Landscaping



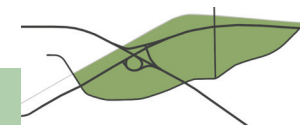
Screening Examples



Public Spaces



Street Trees



## Design Guidelines

### Low Impact Development

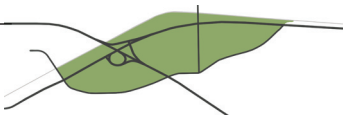
The main principle behind low impact development is minimizing the impact that site and building construction has on the surrounding environment. With the ever increasing concern of greenhouse gas emissions and environmental preservation, developers need to be aware of the negative effects development can have. The Westgate study area is located among key environmental assets, and future development should seek to minimize impacts on these environmental areas. The following elements have been identified as low impact design qualities that should be incorporated into new development:

#### Site Design Elements

- Stormwater - The existing hydric soils and flat slopes across the study area create issues for the movement of stormwater. To mitigate some of the stormwater runoff resulting from impervious surfaces, the construction of bioswales and rain gardens should be explored. These stormwater management areas can be small or large, and help with on-site water infiltration and filtering pollutants before entering the groundwater system. The use of cisterns to capture rainwater is also recommended. The rainwater can be reused to irrigate lawns and landscaping areas.
- Permeable Pavers - Permeable pavers are materials which can be put down in place of asphalt or concrete and allow for the movement of air and water around the paving materials. Permeable pavers allow for the percolation of water as opposed to impervious surfaces, which force water to drain to off-site locations. These pavers are typically not used to replace stormwater capture systems, but should be used as one element of the overall system. The use of pavers may not be suitable for high traffic areas such as roadways and drive aisles, but could be used in secondary parking locations and as sidewalks.

#### Building Design Elements

- Leadership in Energy and Environmental Design (LEED) - Created by the U.S. Green Building Council (USGBC), LEED provides a rating system for environmentally sustainable construction and site design. LEED standards apply to both the interior and exterior of a building. LEED developments often provide healthier work and living environments, more energy efficient buildings and use less fossil fuel. New development within the study area should be encouraged to follow LEED standards.
- Passive Solar Building Design - Where possible, buildings should be oriented at a north/south angle to maximize the solar gain during morning and late afternoon hours. During colder months, early morning and late afternoon sun entering the east and west sides of a building can be used to warm the interiors instead of relying solely on the building's heating system. Buildings should be designed with overhangs to block the sun during the mid-afternoon hours when temperatures are highest. Maximizing solar opportunity can lower heating costs and reduce fossil fuel consumption.



### Open Space Conservation

Concepts like clustering and conservation designs for new development are excellent ways to allow for new construction while still conserving open space. The study area is not located in an urban environment where maximizing development potential on a parcel of land is necessary. Clustering buildings and parking lots can leave additional open space areas that can be used as park space or just left as open areas. Conserving open space will help maintain some of the rural characteristics seen in the study area today.

The clustering of buildings is often most successful in the development of multi-family and single family residential subdivisions. Rural housing developments are typically characterized by large lots and wide setbacks taking up more land than is really necessary. If the typical large single family residential lot averages one acre, and a subdivision consists of 20 acres, that would result in 20 residential units in that subdivision. In cluster developments, the average size of each lot may be reduced to a half-acre or a quarter-acre. This would still result in 20 residential units, but would only take up a half to a quarter of the 20 acre subdivision. This reduction in land consumption leaves the remaining 10-15 acres as open space.

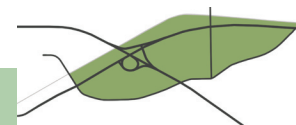
Conventional Rural Development Patterns



Cluster/Conservation Development Patterns



Existing buildings are shown as black. Proposed buildings are shown as gray.



## Roadway Network Improvements

The completion of a comprehensive and connected transportation network to support future development is very important. Providing a transportation network that is efficient will help decrease congestion and delay resulting from additional development in the study area. Safety is a high priority as well. A safe travel network will help bring people to Westgate and create an environment where people want to travel around, regardless of mode. Finally, the creation of a multi-modal transportation network is of the utmost importance. Currently, there are no facilities to support walking, biking or transit use in the study area. This lack of choices forces most travelers to own a personal vehicle, and if they have to walk or bike within the study area, the level of safety is very low. This section presents the transportation improvement recommendations which accommodate multiple modes of transportation and enhance the safety of the network for all users.

### Major Roadways

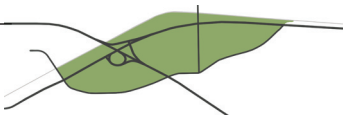
The two major roadways within the study area, I-74 and US 150, are in good condition and traffic levels are very low compared to the capacity of each roadway. There are two issues related to major roadways in the study area. The first is the improvement of the existing I-74 interchange with US 150. The current configuration of the eastbound exit ramp off I-74 has a sharp curve radius which can cause faster moving vehicles to slide off the road or large trucks to rollover. IDOT has no near term plans to improve the interchange, but would be willing to reevaluate priorities if traffic volumes increase at the interchange as a result of future development. The second issue is the provision of street lighting along US 150 east and west of the interchange. The crash history along US 150 shows a significant number of crashes related to collisions with animals, in particular deer crossing US 150. Providing street lights along US 150 as development and traffic increases would help illuminate the roadway creating safer driving conditions.

### Secondary Roadways

The two secondary roadways in the study area, Henning Road and Batestown Road, are also in good condition with little congestion. The lack of congestion is mostly attributed to the low amount of existing development in the study area. The development planned for the future will be accessible mostly along Henning Road at controlled access points, leaving Batestown Road to be a secondary route for future residential development along the north side of the roadway. It is not anticipated that future development will create the need for capacity improvements to either roadway, especially Batestown Road. Most traffic will utilize US 150, the section of Henning Road south of US 150 and the frontage roads paralleling US 150. Since Henning Road is the major north/south roadway running between most of the proposed development in the study area, five-foot sidewalks should be added to both sides of the road as development and redevelopment along Henning Road occurs. These sidewalks will connect with the proposed local roadway network, internal circulators and green corridors.

### Local Roadways

The existing local roadways were designed and constructed as rural travel routes without striping or facilities for pedestrians and cyclists. Future local roadway improvements should be constructed as Complete Streets, or roadways that provide right-of-way for all modes of transportation. Existing and proposed local roadways should be constructed or retrofitted to include two travel lanes, five-foot on-street bike lanes on each side of the roadway and five-foot sidewalks on each side of the roadway. These improvements should be completed as development takes place in the study area, and should be improved through public/private partnerships between developers and the agency responsible for the roadway improvement. The main principle behind the Mixed-Use scenario is creating a mix of land uses in close proximity to one another and served





by a multi-modal transportation system. Local roadways provide the backbone for the multi-modal network and represent the safest and most likely travel routes for pedestrians and cyclists.

## Intersection Improvements

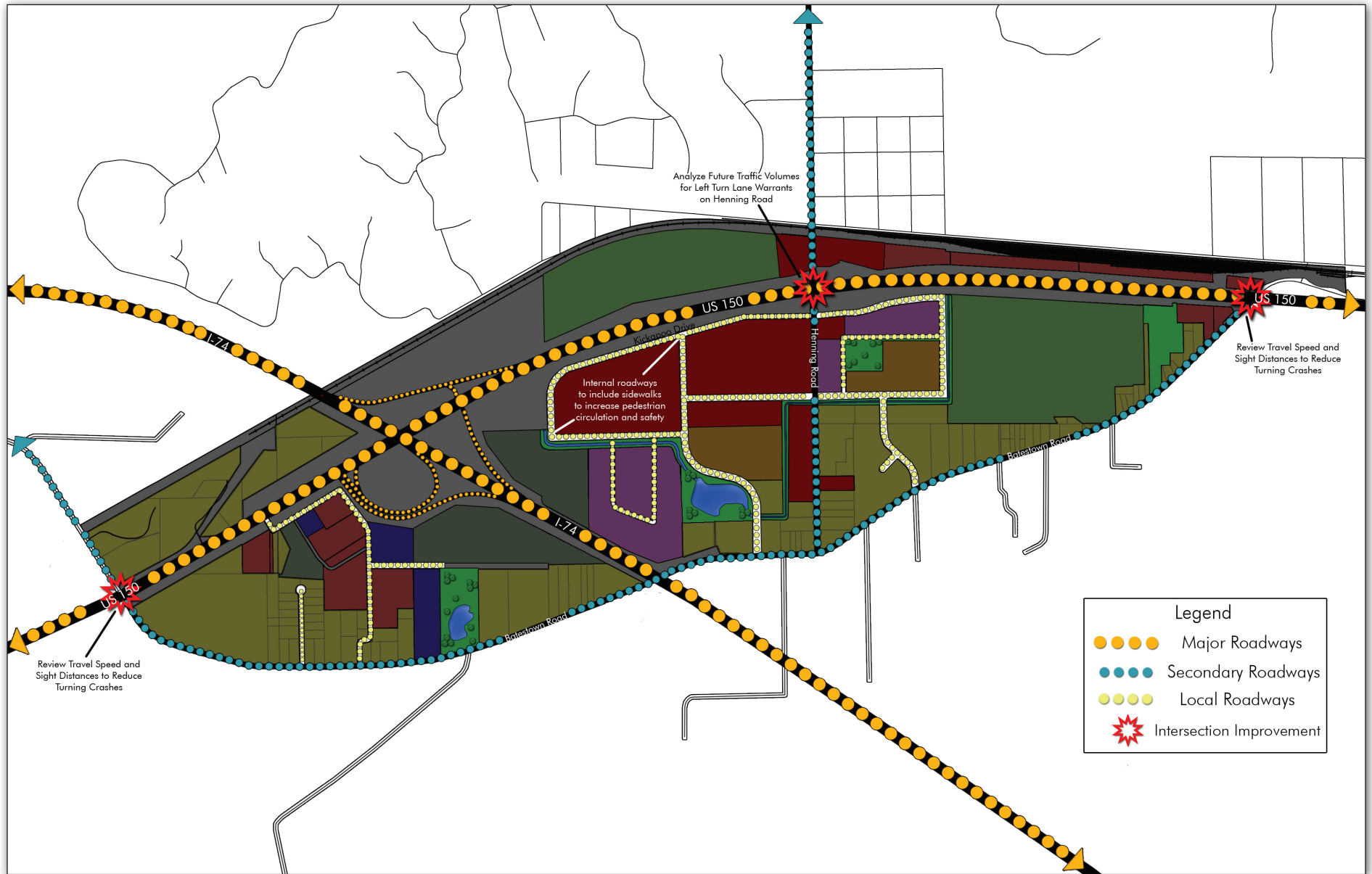
A large majority of the intersection crashes in the study area occur at the intersections of US 150/Henning Road, US 150/Batestown Road East and US 150/Batestown Road West. The US 150/Henning Road intersection has the highest traffic volumes of any intersection in the study area and is currently signalized. Many of the crashes were the result of right turn movements or rear end crashes. These crashes can often be attributed to the high travel speeds along US 150, and vehicles along Henning Road not judging speed and distance correctly when making turning movements or approaching the intersection. As new development begins to occur in the study area, IDOT should review the posted speed limits along US 150 to see if they are appropriate for the growing levels of traffic. A reduction in the posted speed limit along US 150 could have a positive effect in slowing travel speeds and reducing the number and severity of crashes at this intersection.

The US 150/Henning Road intersection is also the only signalized intersection in the study area. As future development brings more traffic to the study area, it will be critical for IDOT to ensure the phasing and timing of this signal is optimized to provide the needed green time to each approach at the intersection. There are also dedicated left turn lanes at the east and west approaches of the intersection and have dedicated left turn arrow phasing. As traffic volumes increase, it will also be important to ensure that turn lane lengths and green arrow phase times are optimized to minimize traffic queues. The north and south bound legs of the intersection do not have dedicated turn lanes or left turn arrows. These two intersection legs should be evaluated for dedicated left turn lane warrants as development and traffic levels increase in the study area.

The Batestown Road East and West intersections with US 150 are currently one-way stops for vehicles turning onto US 150 from Batestown Road. The relatively low volumes along Batestown Road do not warrant signalization at these intersections. A majority of the crashes occurring at these two intersections are related to turning vehicles entering US 150. This again is most likely related to the high travel speeds along US 150, and entering vehicles misjudging the speed and distance of approaching vehicles. As traffic volumes increase along Batestown Road and US 150, the possibility of additional crashes at these intersections will increase. Lowering the speed limit along this segment of US 150 and checking site distances at both intersections may help to reduce the likelihood of future crashes.

The proposed roadway network and intersection improvement locations are shown in Figure 6.2.

Figure 6.2 - Mixed-Use Scenario Roadway Network Improvement Map



## Bicycle and Pedestrian Network Improvements

The provision of multi-modal facilities in the study area is an important goal, and one that will make traveling within the study area easier and safer for all modes of transportation. This section focuses on proposed transportation improvements for bicyclists and pedestrians creating a connected network for all users.

### Secondary Roadways

The high traffic volumes and speeds on I-74 and US 150 do not make them suitable routes for bicyclists and pedestrians. The secondary roadways, like Henning Road, Batestown Road and Oakwood Avenue are routes with lower traffic volumes and lower posted travel speeds more suitable for bicyclists and pedestrians. The limited right-of-way on these roadways is a concern for providing on-street bike lanes or off-street multi-use pathways. The recommendation of this plan is to place Share the Road signage along Batestown Road to make drivers more aware that bicyclists will be using these roadways as travel routes. These signs should be placed at quarter-mile spacing intervals on both sides of the roadway. The placement of Share the Road signs provides a low-cost safety enhancement for bicyclists, and uses roadways which optimize connectivity in and around the study area as cycling routes. The current pavement width and gutter pan width along Henning Road provide enough room to stripe five-foot bike lanes and still have two ten-foot travel lanes.

The provision of sidewalks on Henning Road and Batestown Road provides potentially costly challenges for construction. This plan recommends constructing five-foot sidewalks on both sides of Henning Road, north and south of US 150, to provide pedestrian connectivity along this important north/south roadway. Henning Road is the only north/south roadway in the study area that provides direct connections to the proposed development areas south of US 150. The local roads, internal circulation routes and green corridors all connect to Henning Road. Currently, there are electrical utility poles along the west side of Henning Road located approximately three feet from the edge of the curb. In order to construct sidewalks along this side of Henning Road, it is recommended that the poles be relocated at least nine feet from the edge of curb to allow for parkway space and a five-foot sidewalk. Additional right-of-way will need to be obtained from properties along Henning Road in order to build the sidewalks.

The development patterns along Batestown Road are projected to remain rural in character and continue to support existing and future single family residential development. The rural nature of this roadway and its adjacent land uses does not warrant the expenditure of funds to construct curb and gutter and sidewalks. The roadway currently has both paved and unpaved shoulders that are suitable for the low amount of pedestrian traffic.

### Local Roadways

Both new and existing local roadways should be improved or constructed as Complete Streets. The cross section for these roads should include two travel lanes, five-foot on-street bike lanes and five-foot

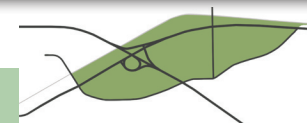
Share the Road Signage  
from 2009 MUTCD



Henning Road Looking  
North to US 150



Batestown Road Looking West



## Transportation Improvements

sidewalks on each side of the roadway. These improvements should be completed as development takes place in the study area, and should be improved through public/private partnerships between developers and the agency responsible for the roadway improvement. The main principle behind the Mixed-Use scenario is creating a mix of land uses in close proximity to one another served by a multi-modal transportation system. Local roadways provide the backbone for the multi-modal network and represent the safest and most likely travel routes for pedestrians and cyclists. The proposed cross-section for local roadways can be seen in Figure 4.6.

### Green Corridor Pathways

The green corridors act as multi-use pathways that connect development on the east and west sides of Henning Road. These pathways should be designed as ten-foot naturalized pathways that accommodate both bicyclists and pedestrians. They serve as both recreational trails and commuting trails for people who do not wish to use their cars for short trips around the study area. These corridors can also be used by those who do not wish to cycle or walk along the local roadways.

### Urbana to Danville Rail-to-Trail

A Rail-to-Trail is a multi-use pathway that is planned along a rail corridor. A trail is currently planned to connect the City of Urbana in Champaign County to the Vermilion County Fairgrounds. The fairgrounds are located at the far west corner of the Westgate study area and presents a key opportunity to extend the planned Rail-to-Trail further east to Henning Road. This extension would provide a key bicycle and pedestrian connection for the study area, as well as a tourist attraction for recreational cyclists, runners and walkers. Plans recently completed by the Vermilion County Conservation District show proposed trail connections from the Rail-to-Trail to both Kickapoo and Kennekuk Parks. These trail connections would be a mix of existing trails, proposed trails and roadway improvements. The combination of these different pathways and trail systems would effectively connect the Westgate study area to the two largest park and recreation areas in Vermilion County. One significant improvement that would need to be made in order to continue the Rail-to-Trail to Henning Road would be the reconstruction of the bridge over I-74. The current structure is in poor shape and should be reconstructed to provide safe crossing for cyclists and pedestrians.

### Intersection Improvements

Along with intersection improvements for vehicles, the intersections of US 150 and Henning Road and US 150 and Batestown Road need to be improved for bicyclists and pedestrians. The intersection of US 150 and Henning Road will most likely be the heaviest pedestrian and bicycle crossing in the study area. This intersection should be improved to include crosswalks and pedestrian countdown signals. There is also the possibility to include pedestrian refuge islands for those crossing US 150. The existing median at the east and west legs of the intersection provide ample room for paved refuge areas. These minor improvements would provide for a much safer crossing for pedestrians at this intersection, and will be needed as future development occurs bringing more pedestrians to the study area.

The intersection of US 150 and Batestown Road West could become a major crossing for cyclists once the Rail-to-Trail project is completed. This intersection provides access from the study area into the Vermilion County Fairgrounds where the future trails are proposed to connect. It is recommended that once the trails are completed, signage is placed at the intersection to warn drivers of the potential crossing.

Trail Crossing Signage  
2009 MUTCD



Finally, bicycle crossing signage should be placed at the intersection of US 150 and Batestown Road East. Crossing US 150 at this location provides access between the study area and Oakwood Avenue, which is proposed as a Share the Road bicycle route connecting the study area to Downtown Danville. This crossing also provides access between the study area and residential areas along Oakwood Avenue. This crossing will become more popular as development takes place in the study area.

## Interstate Bridge Improvement

Traveling along Batestown Road west of Henning Road there is an overpass crossing I-74. This bridge structure is elevated and on a curve, making it very difficult for vehicles to see pedestrians or bicyclists on the roadway until they are within a close proximity. Vehicles attempting to pass cyclists or pedestrians on the bridge may have difficulty seeing oncoming cars as well. This not only presents a danger for pedestrians and cyclists, but also for vehicles. If Batestown Road is to become a safe biking and walking route, improvements should be made to this bridge. This plan recommends constructing a cantilever bridge structure specifically for cyclists and pedestrians, which would be attached to the side of the existing bridge. This would create a separation between the vehicles and cyclists and pedestrians while crossing over I-74. The photo to the right shows Batestown Road approaching the I-74 overpass.

Figure 6.3 shows the recommended network of bicycle and pedestrian facilities in the study area.

## Transit Service

The Danville Mass Transit District currently operates a commuter route which runs from Downtown Danville to Urbana-Champaign, and travels down US 150 through the study area. This route does not make any stops in the study area, but in the future if demand for transit service grows, a park and ride facility or transit stops should be incorporated into the study area. Transit service provides another travel choice for people who wish to live, work or shop in the study area. The service may also provide a route to Downtown Danville for people in the Westgate study area.

Bicycle Crossing Signage  
2009 MUTCD



Batestown Road Looking  
at the I-74 Overpass

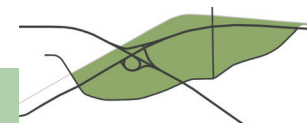
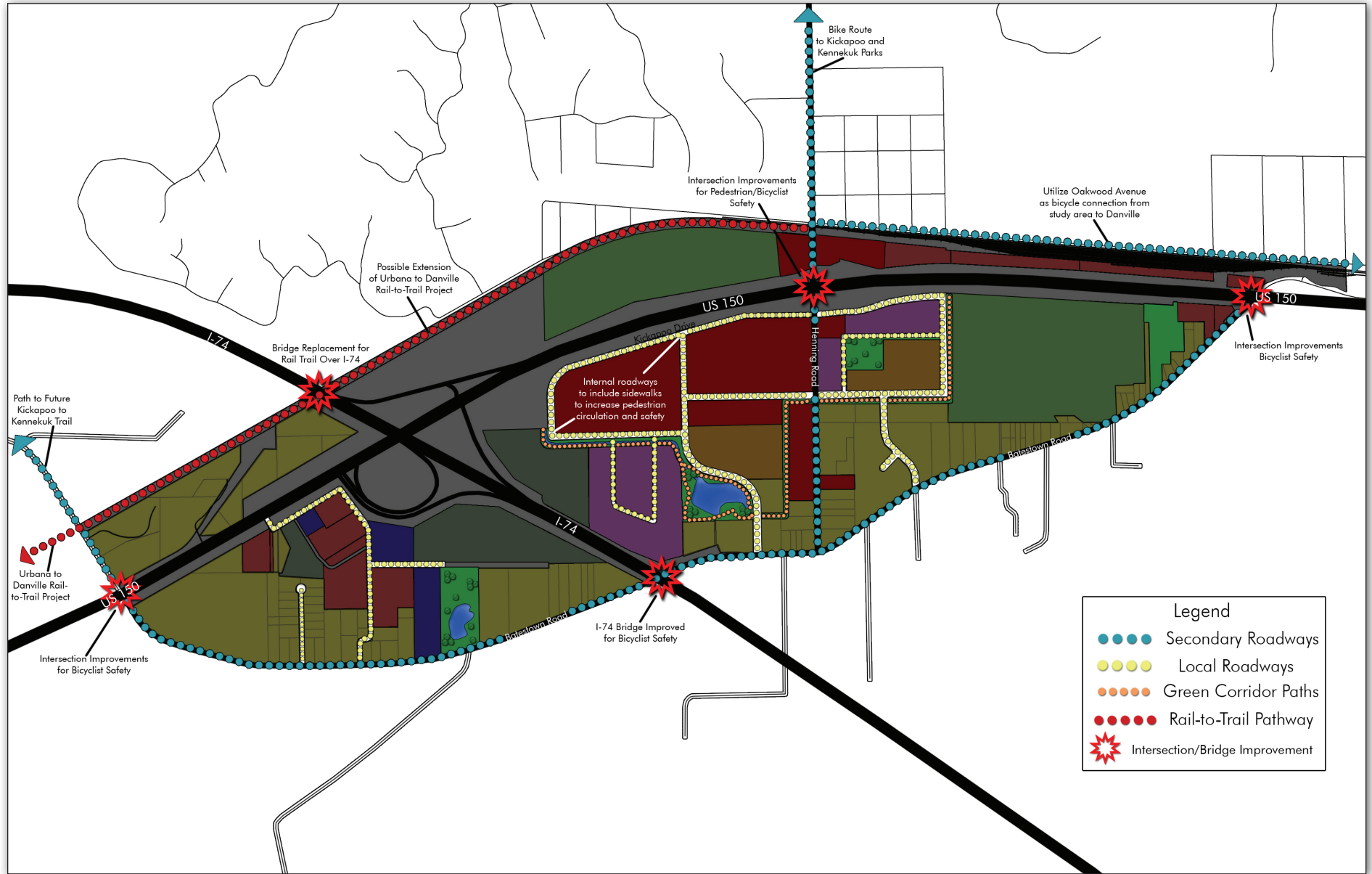




Figure 6.3 - Mixed-Use Scenario Bicycle and Pedestrian Improvement Map



## Utility Improvements

Most utilities have been extended to the study area with the exception of sanitary sewers. Existing and future development should be well served by the existing electrical, gas and water systems in place. The two major infrastructure investments that still need to be made in the study area are the extension of sanitary sewers and the construction of a stormwater system for surface runoff. Once these two elements are put in place, the study area will be well served by all public and private utilities.

### Sanitary Sewers

The lack of sanitary sewers in the study area was noted by stakeholders and the public as one of the biggest issues hindering large scale development projects from locating in the Westgate study area. The current Danville sanitary system stops approximately 3.5 miles to the east of the study area. In order to extend sanitary sewers from the nearest lift station in Danville to the I-74 interchange in the study area, it is estimated to cost about \$1,796,000 according to the Danville Sanitary District. This includes connection to a lift station, about 2.5 miles of force main a half-mile of gravity sewer. It is critical for the development of uses like a hotel/motel, fast food and sit-down restaurants, large office or research park, and multi-family housing developments that sanitary sewers be extended. The Danville Sanitary District has expressed interest in partnering with another utility company or with a private entity to extend the sanitary lines to Hillary and to the study area, as long as the need was there and it would help spur additional development around the interchange.

### Stormwater Network

The current stormwater system consists of curb and gutter along Henning Road and drainage swales along all other roads in the study area. As new development begins to locate in the study area, the need to remove and retain stormwater at off-site facilities will grow. The soil characteristics and relatively small slope changes will create flooding and ponding issues during rain events and snow melts. The recommendation of this plan is to construct a series of green corridors, which will contain open drainage swales tied to larger regional stormwater detention facilities. The detention facilities will hold the stormwater and allow for both the infiltration and release of water into the existing drainage swales along Batestown Road. The green corridors will help filter pollutants from stormwater runoff as it makes its way to the detention basins and before being released into the drainage swales. The construction of the stormwater system needs to be completed as development comes to the area. As developers begin designing site improvements, they must also construct pieces of the stormwater management system as to not negatively impact adjacent properties with surface runoff and flooding. The Implementation Chapter will discuss the phasing of development and the stormwater system in more detail.

Green Corridor and Pathway



<http://1.bp.blogspot.com>

Drainage Swale on Batestown Road



Stormwater Detention Basin



<http://stormwatergroup.com>

Economic development and retail businesses will play a key role in the success of the Westgate study area as a mixed-use tourism-based node in Vermilion County. Determining the market for various retail sectors is important when recruiting companies, retailers and employers to any area. A retail gap analysis provides retail recruiters, business owners, property owners, and local jurisdictions with a look at how saturated various retail sectors are within a selected target area. The analysis estimates:

1. How much money is spent in the target area for various retail sectors
2. The current supply of stores within each retail sector in the target area

## Analysis

- A one-mile radius around the intersection of US 150 and Henning Road
- A three-mile radius around the intersection of US 150 and Henning Road
- A five-mile radius around the intersection of US 150 and Henning Road

The one-mile radius provides a good representation of the retail economics within the study area, and provides information on an area that could easily be served by walking, biking and driving. The three-mile target area captures a lot more of the residential areas within a short driving distance to the study area. This includes the single family residential developments south of Batestown Road, Hillary and the smaller residential pockets north of the study area along Henning Road. The three-mile target area also begins to capture populations on the west side of Danville. The five-mile target area captures many of the population centers surrounding the study area, such as Danville, Oakwood, and Tilton. The population captured in the five-mile target area is much greater than that in the one and three-mile areas. The number of retailers is also much greater in the five-mile target area. Figure 6.4 shows the three target area radii.

## One-Mile Radius

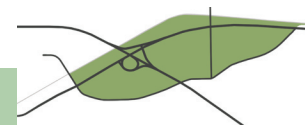
The results from the analysis on the one-mile target area revealed that all but one retail sector showed gaps in retail spending compared to supply. This is not surprising given the amount of retailers currently located in the study area. There are not very many businesses in the study area in general, and even fewer retail businesses. The grocery/beverage, clothing/accessories and restaurants/bars retail sectors showed the highest gaps. These three retail sectors are compatible with businesses that should be targeted to fill spaces in the Community Activity Center and Neighborhood Commercial land use categories. The sporting goods sector is also showing a gap in spending which would be consistent with retail sectors supporting the tourism industry. The population captured in the one-mile target area is not very high, only about 1,000 people are estimated to reside in this target area in 2009. The purchasing power of 1,000 people is probably not high enough to support large scale retail developments. For retail support, it might be more effective to look at the three and five-mile target areas. Figure 6.5 shows the results for the one-mile target area.

## Three-Mile Radius

Extending the target area two more miles results in a population estimate of 5,000 people in 2009. This population is larger than that found in the one-mile target area, and would be able to support more retail development than the one-mile population. Similar to the one-mile target area, only the motor vehicle retail sector is showing a surplus. The grocery/beverage, clothing/accessories and restaurants/bars categories are showing the highest gap in consumer spending potential versus supply. This target area does cover some of the retail areas found along the western edge of Danville and Downtown Danville, but is still showing considerable gaps when compared to the target area population. This target area, in combination with commuters, interstate travelers, study area residents and employees, and tourists, would be able to support future commercial development in the study area more so than the one-mile target area population. Figure 6.6 shows the results for the three-mile target area.

## Five-Mile Radius

Finally, at the five-mile radius gaps and surpluses begin to balance out across the ten retail sectors with half showing a surplus and half showing a gap. Grocery/beverage, clothing/accessories and restaurants/bars are showing a large gap compared to the one and three-mile target areas. Building materials/garden stores, sporting goods and electronics are the three highest gaps at the five-mile radius. The five-mile target area captures large portions of major population and retail centers around the study area such as Danville, Oakwood and Tilton. These areas, in particular Danville, have restaurants, clothing stores and grocery stores which are currently serving the population within the five-mile radius. These results should not discourage retail establishments from locating within the study area. The presence of an interstate interchange and a major commuter roadway like US 150 will bring potential customers to the study area who may not be in the target area of Danville, Oakwood and Tilton. Retailers within the study area will also be serving a niche role by catering to the needs of tourists who are visiting or staying in the surrounding parks. The recommended transportation connections between the parks and Westgate are amenities not available in locations like Oakwood and Tilton. These elements provide a competitive advantage for the study area over surrounding population centers. Figure 6.7 shows the results for the five-mile target area.



# Retail Gap Analysis

Figure 6.5 - One-Mile Retail Gap Analysis

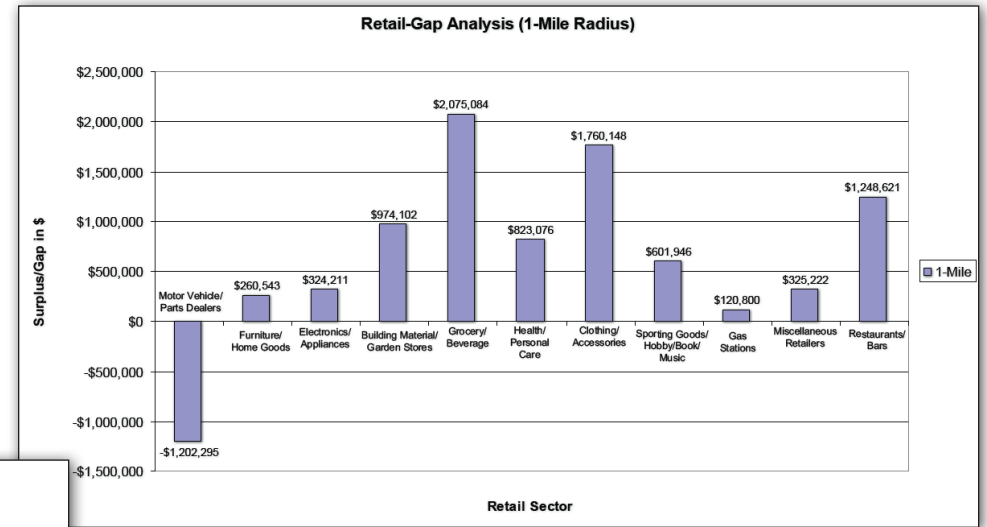


Figure 6.6 - Three-Mile Retail Gap Analysis

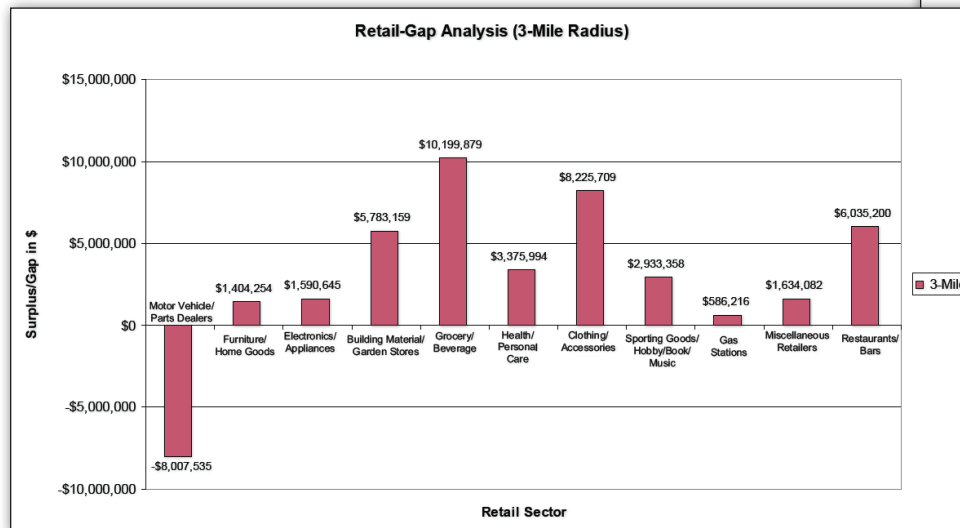
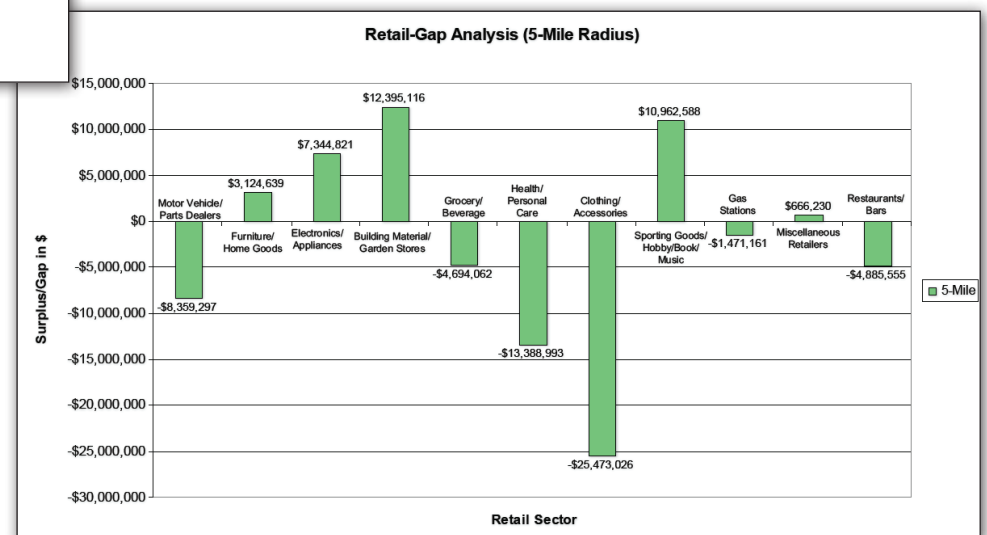


Figure 6.7 - Five-Mile Retail Gap Analysis





## 7 Implementation

In order to successfully transform and monitor change over time within the study area, an implementation plan with detailed steps must be put in place. This chapter provides a step by step process to achieve the various elements listed in the preferred scenario. For each step, the responsible party for implementation, priority and timetable was identified to provide an order to the many steps needed for full implementation of the Westgate Land Use Plan. The implementation of this plan is not absent of challenges, costly improvements and important decisions. Four avenues were identified as viable implementation routes for this plan. Each avenue has its specific challenges and payoffs. Each avenue is presented in this chapter, as well as cost estimates for transportation improvements, a phasing plan for development, a listing of potential funding sources for improvements, and ways to monitor the implementation of the plan.

### Avenues for Plan Implementation

In order for Westgate to become a cohesive and well developed area, a path must be chosen for how to implement the recommendations presented in this plan. Due to the unique jurisdictional capabilities and circumstances of the Westgate study area, this plan suggests four possible avenues of implementation with four levels of achievement. The avenues are based on the local jurisdictions' desire and ability to adopt ordinances and regulations which enact controls over land use, design and other aspects of the plan. The current lack of county-wide, township, or municipal zoning in the study area practically eliminates the opportunity to site land uses as laid out in the plan. However, other elements of the plan can be successfully achieved and provide for some of the concepts identified without enacting zoning.

#### Avenue 1: Land Use Regulation

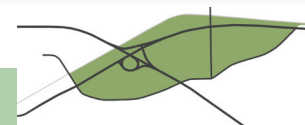
In order to achieve the land use and development patterns laid out by the Westgate Land Use Plan, a Zoning Ordinance must be put in place. Zoning is the only regulatory means by which a public body can express the desire for a specific land use to be located in a given area. Historically, opposition to zoning in Vermilion County has left the County without this tool. A zoning ordinance for Vermilion County could be as general or specific as is desired, as long as the ordinance is comprehensive, provides equal protections and seeks to enhance the health, safety and welfare of the County. In Illinois, zoning can also be adopted by townships in the absence of a county zoning ordinance (60 ILCS 1/110). This state statute provides Danville Township with the authority to enact zoning where the City of Danville municipal zoning has not yet been extended. An adopted zoning ordinance would then work hand in hand with the subdivision ordinance to communicate the land development process, and establish the concepts of the Westgate Land Use Plan in a regulatory context.

#### Zoning Can:

- Use land for its most suitable purpose.
- Protect or maintain property values.
- Promote public health and safety.
- Protect the environment.
- Manage traffic.
- Manage density.
- Encourage housing for a variety of lifestyles and economic levels.
- Manage aesthetics.
- Provide for more orderly development.
- Help attract business and industry.

#### Zoning Can't

- Change or correct past land uses.
- Prohibit farm buildings or farming decisions.
- Assure proper administration of the resolution.
- Assure that land uses will be permanently retained as assigned under the zoning resolution.
- Guarantee the structural soundness of buildings constructed in zoned districts.



## Avenue 2: Updated County Subdivision Ordinance

An alternate level of development control which is currently in practice at the County level is the Subdivision Ordinance. This ordinance governs the process by which land is subdivided out of larger tracts. The current Vermilion County Subdivision Ordinance was written with a focus on rural development practices, and provides specific requirements for streets, roads and drainage. Additional elements can be incorporated in the subdivision ordinance to help achieve some of the recommendations presented in the Westgate Land Use Plan. These additional elements would be reflective of an urban level of development versus the existing rural Subdivision Ordinance. These additional elements could include:

- Urban Street Standards
- Sanitary Sewers
- Bike Facilities
- Pedestrian Facilities
- Drainage Requirements
- Lighting Requirements

Commonly, Subdivision Ordinances require that subdivisions be consistent with a comprehensive plan. When a comprehensive plan is not adopted, as is the case in Vermilion County, this effort is left to a plat review committee. The Subdivision Ordinance typically only regulates land division and infrastructure improvements, leaving other decisions up to the committee's understanding and interpretation of the surrounding area and its development pattern and potential. This is one downfall of only having a Subdivision Ordinance and not enacting zoning.

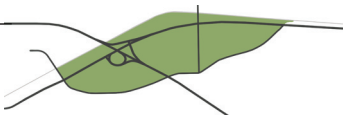
Subdivision ordinances may also contain provisions for effectively allocating costs of public facilities between the subdivider and local tax payers. An update of existing county ordinances should include specific regulations for urban development. This could then incorporate developer cost shares for public transportation facilities, require that development maintain a certain portion of stormwater on their site to help reduce burdens on the storm sewer or drainage infrastructure and could establish requirements that offset the public cost of infrastructure upgrades like street lighting.

## Avenue 3: Annexation

Annexation into the City of Danville and subsequent adoption of the Westgate Land Use Plan by the City provides another avenue of achieving land use regulation in the study area. The plan could be adopted by the City Council and incorporated into their Comprehensive Plan, leading to full control over the study area by the City of Danville. This avenue is not without significant concern. During public input sessions, local residents expressed the desire to maintain separation from the City. Additional costs will be incurred by the City for extending services that may not be recouped from the additional tax base when annexed to the City. Annexing far outside the existing City boundaries would also lead to urban sprawl. The separation between the study area and Danville reinforces the concept of a niche development area and is likely beneficial to the area.

## Avenue 4: Unregulated Development

Without regulated land use, development decisions are left to the property owner. It is possible that development will occur as recommended in the Westgate Land Use Plan, however, the potential for deviation exists. A land owner could decide to subdivide and sell off lots with little regard to the unique nature of the study area. Unregulated development could lead to incompatible land uses, public nuisance, environmental and health problems, and a general failure to maximize the potential of this key location. It will be better to develop the study area as recommended in this plan from the beginning, rather than dealing with the problems that have been created by unregulated development.



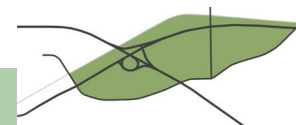
## Transportation Improvements

Implementing transportation network improvements for pedestrians, bicyclists and vehicles can be a costly investment for agencies, but represent necessary investments to ensure the safety and mobility of travelers in and around the study area. Table 7.1 provides a rough cost estimate for the proposed transportation improvements in the study area. The costs listed are for construction only, and in the case of roadway improvements, do not include right-of-way acquisition or utility relocation. The cost estimates are shown in 2010 dollar amounts.

Table 7.1 - Estimated Transportation Improvement Costs

Improvement	Cost Per Item	Cost Per Mile	Estimated Total Cost	Agency Responsible
US 150/Henning Road Pedestrian Improvements				IDOT
Pedestrian Countdown Signals (cost for entire intersection)	\$40,000	-	\$40,000	
Stripe Crosswalks	-	\$5,700	\$378	
Add Pedestrian Refuge Islands on US 150	\$600	-	\$1,200	
Install Full Cutoff Street Lighting on US 150 Along Entire Length of Study Area	\$8,000	-	\$960,000	IDOT
Urbana to Danville Rail-to-Trail (Vermilion County Fairgrounds to Henning Road Segment)				To Be Determined
10' Crushed Stone Multi-Use Path Construction	-	\$148,292	\$231,353	
Bridge Replacement	\$860,000	-	\$860,000	IDOT, Trail Agency
Share the Road Signs on Batestown Road	\$340	\$1,360	\$3,200	Vermilion County
Henning Road Improvements				Vermilion County and Developers
Add 5' Sidewalks on Each Side of Henning Road	-	\$173,363	\$208,116	
Add 5' Bike Lanes on Each Side of Henning Road	-	\$14,800	\$9,768	
Reconstruction of Existing Kickapoo Drive as Complete Street	-	\$2,485,000	\$994,000	Township and Developers
Construct New Local Roadways	-	\$2,485,000	\$5,268,200	Township and Developers
Cantilever Bridge Over I-74 on Batestown Road	\$200,000	-	\$200,000	IDOT and Vermilion County
Intersection Improvements at US 150/Batestown Road East Intersection				IDOT
Bicycle Crossing Signs	\$300	-	\$600	
Intersection Improvements at US 150/Batestown Road West Intersection				IDOT
Trail Crossing Signs	\$300	-	\$600	
Replace Speed Limit Signs on US 150	\$300	\$2,400	\$5,400	IDOT
Green Corridor 10' Crushed Stone Multi-Use Pathways	-	\$148,292	\$196,000	Developers

Cost Estimate Sources: IDOT, City of Champaign, City of Urbana, Florida DOT, Sodemann Associates, T.Y. Lin, League of Illinois Bicyclists, walkinginfo.org



## Phasing Plan

The phasing plan developed as part of this implementation chapter highlights six future development areas and associated transportation improvements. The areas are numbered in priority order and were phased out to ensure transportation connections and stormwater management areas are available for each development phase. Existing development which is projected to remain in place during the time frame of this plan has been greyed out. Only the six development areas are shown in the phasing plan.

### Phase 1

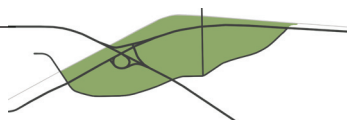
The first phase of development in Westgate will be the most important because its location and character will help draw additional development to the area. Phase 1 development is located at the intersection of Henning Road and US 150 and is highly visible from both roadways. New development should begin at the intersection and work east and west from there. Along with the commercial and office development, Kickapoo Drive will need to be extended and looped around the western and southern sides of the Phase 1 parcels. This will create easy access off Henning Road and two points of access in and out of the development. On the east side of Henning Road, a new frontage road will need to be constructed north and south of the Phase 1 parcels to provide two points of access. This new frontage road must line up with Kickapoo Drive to avoid offset adjacent access points. On-site detention may be needed until the regional stormwater facilities can be constructed during Phases 2 and 3. Share the Road signage should be put in place along Henning Road and Batestown Road during Phase 1.

### Phase 2

The second development phase consists of two parts. The first part is a continuation of the Phase 1 development west of Henning Road. This area has excellent visibility from US 150 and I-74. Access to this area will be provided by extending Kickapoo Drive to the west and looping it around the west and south sides of the Phase 2 parcels, similar to what was proposed in Phase 1. This loop road will intersect with a new north/south road which will also be constructed during Phase 2. This north/south roadway will connect Phase 1 and Phase 2 with Batestown Road. This new roadway will also open up Phase 3 for development. Phase 2 will also include the construction of the regional stormwater detention facility and green corridors south of the Phase 2 commercial development. This infrastructure will handle the stormwater for all the development on the west side of Henning Road. A recapture agreement should be put in place with the developers of Phase 1 to ensure all development shares in the cost of the roadway and stormwater infrastructure improvements.

Phase 2 also includes new development along the north leg of the US 150/Henning Road intersection and negotiations with CSX to extend the Urbana to Danville Rail-to-Trail project. Development in this area may be limited to a redevelopment of the existing uses or could include a completely new development of commercial uses. With the extension of the Rail-to-Trail pathway, a trailhead should be incorporated at this location during Phase 2.

With the completion of the first two development phases and the extension of the Rail-to-Trail pathway, the volume of bicyclists and pedestrians crossing US 150 at Henning Road and Batestown Road is expected to rise. IDOT and Vermilion County should make the pedestrian safety improvements at these intersections as suggested in the Transportation Section of Chapter 6.

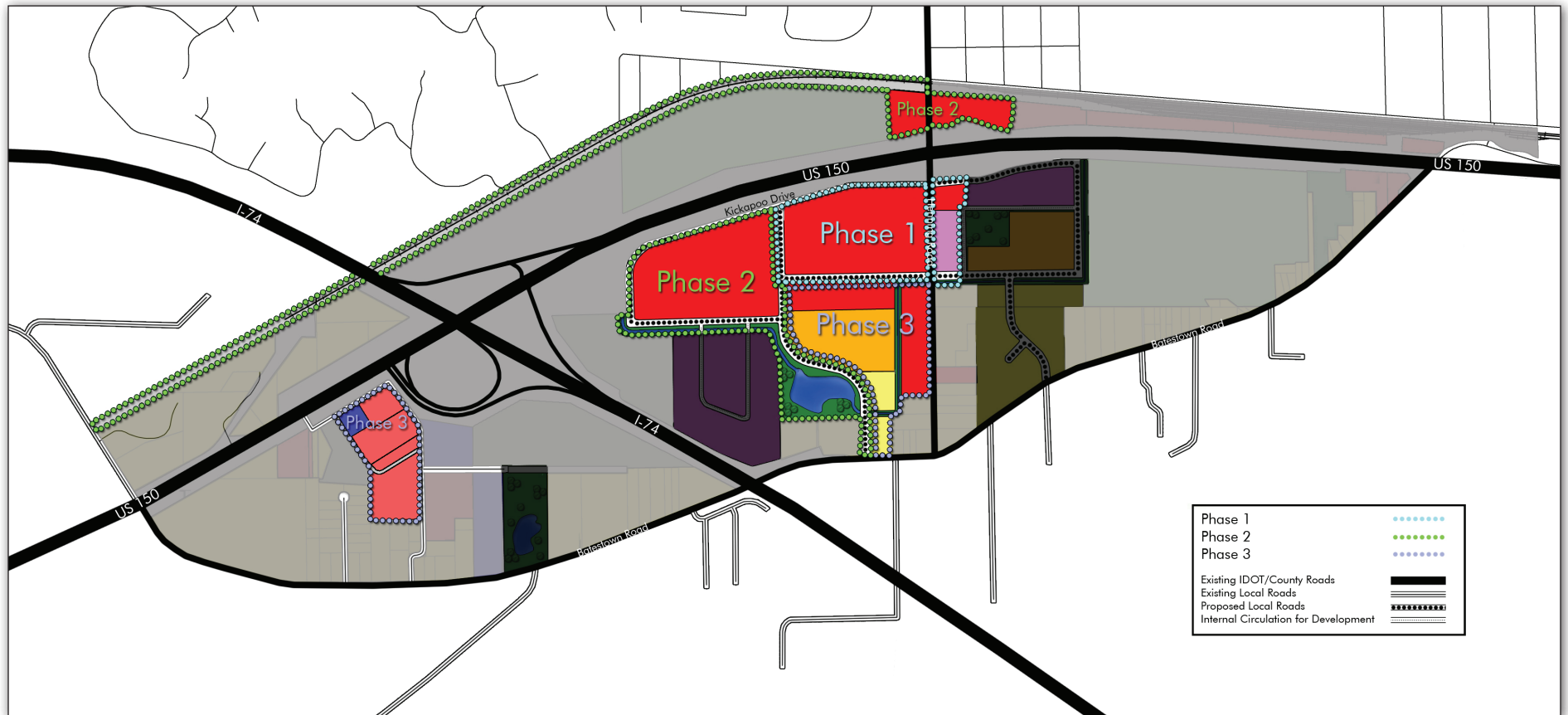


## Phase 3

Development in Phase 3 is also broken out into two different areas. The first area is a continuation of development along the west side of Henning Road. This area would site new multi-family and single family housing units south of Phase 1, as well as more commercial areas. Phase 3 would also require the remaining section of the green corridors to be constructed to move stormwater off-site and west to the regional detention basin.

The second part of Phase 3 is the development of a neighborhood commercial center along US 150 west of the I-74 interchange. This area is projected to serve some of the daily service needs of the surrounding single family residential areas. The proximity to US 150 also provides this area with good visibility and would capture commuting traffic along the roadway. The recommended cantilever bridge on Batestown Road over I-74 should be constructed during Phase 3 to better facilitate the safe movement of bicyclists and pedestrians along Batestown Road.

Figure 7.1 - Phasing Plan (Phases 1-3)





### Phase 4

This fourth phase of development adds a significant number of multi-family and single family units along the east side of Henning Road, as well as some additional office space south of US 150. Access to these areas is provided by the continuation of the frontage road along US 150 and looping this roadway around the east and south sides of the multi-family parcel. A north/south roadway connects this frontage road to Batestown Road and provides access to the proposed single family residential area. Phase 4 also includes the development of a neighborhood park space and the final segment of the green corridors and stormwater management system.

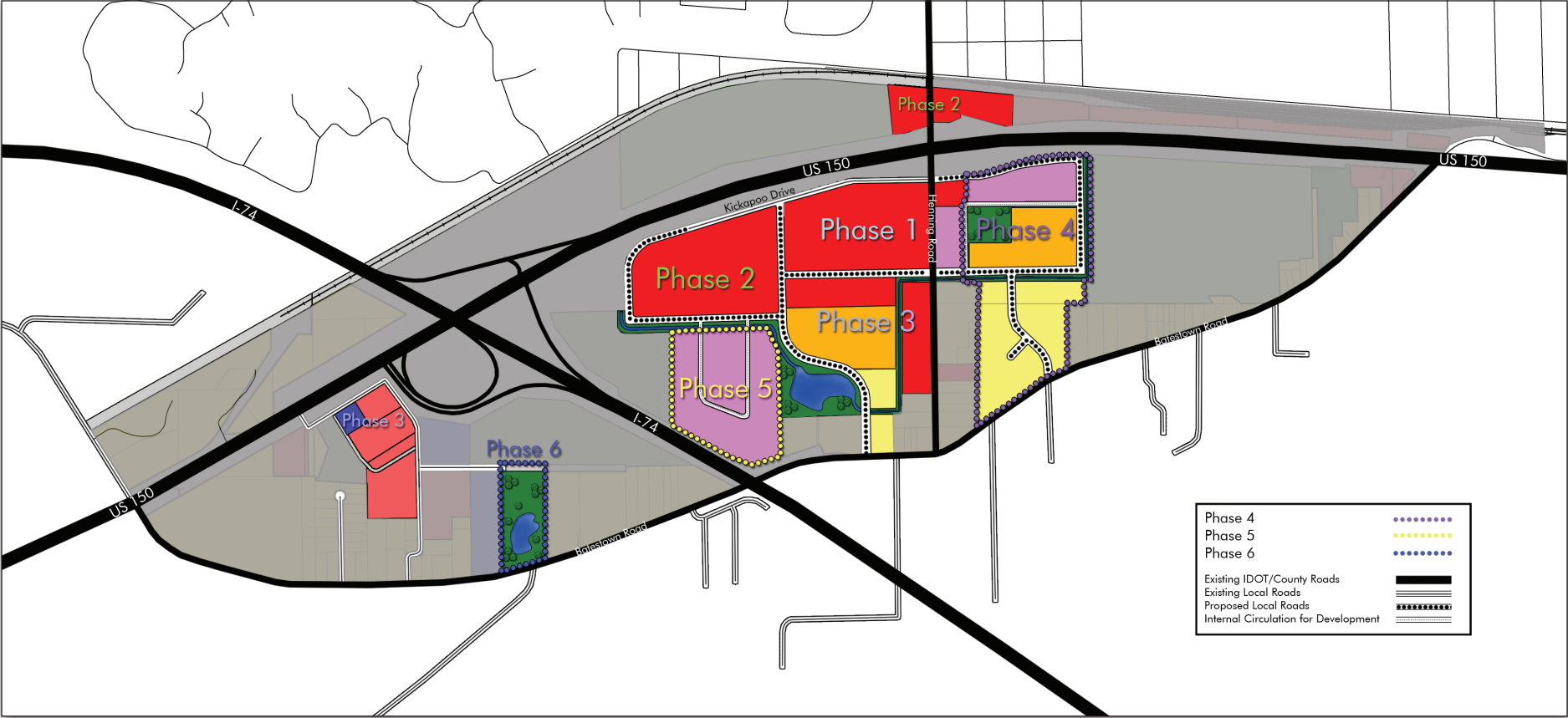
### Phase 5

Phase 5 includes the development of the large employment center along I-74 south of Phase 2. This area is projected to be developed at a later date because it is unlikely that a large research or office park will develop in the absence of other commercial and office drivers. Recruiting the employer or employers needed to fill this large area may take time, and is likely to occur during the later phases of development. The visibility off I-74 and US 150 is not as good as in Phases 1 and 2, and the infrastructure needed to support the employment center requires Phases 1 and 2 to be developed first.

### Phase 6

Finally, Phase 6 shows the development of the final park space and additional stormwater detention facility. The development of additional park space was one goal stated during the public meetings for this project, and the west side of the study area does not currently have any usable park or open space. This park space could be used for sport facilities or as a passive recreation area. The construction of additional stormwater detention areas in this park may or may not be necessary. If flooding issues continue west of the interchange, it may be pertinent to look at using this park space for extra detention.

Figure 7.2 - Phasing Plan (Phases 4-6)



Implementation

## Implementation Matrix

The implementation matrix presents a detailed outline of the steps which need to be completed to successfully implement the recommendations in this plan. The matrix is organized by the four avenues for plan implementation that were described in this chapter's "Avenues for Plan Implementation" section. The matrix is presented in this way to show each agency responsible for implementing the plan the specific steps required for each avenue. The goal for the agencies responsible is to decide on one of the four avenues, and then follow the outlined implementation steps listed in the matrix. The specific implementation steps are organized into five categories and have been given a priority and a general time frame for implementation. The following sections describe each category and the associated implementation steps.

### Administrative

The administrative category describes the key steps for each avenue and deals with plan approval/adoption and subsequent land use regulation. This category presents the biggest differences between the four avenues and is the most crucial category in the matrix for land use and development. The recommended avenue for plan implementation is enacting either county-wide or township zoning, which would put specific land use and development regulations in place. However, the other three avenues do provide some options for regulation but may not produce the desired results as future development takes place in the study area. Whichever avenue is chosen for plan implementation, it is important that the administrative steps take place as soon as possible to ensure any future development is regulated in some way and follows the recommendations stated in this plan.

### Environment

As noted throughout the plan, the environmental characteristics within and surrounding the study area are important in establishing its niche role in Vermilion County. It will be important for future development to control on-site stormwater and construct the needed infrastructure to avoid flooding areas adjacent to the study area. An environmental checklist should also be adopted as part of the development process at the County or Township level to ensure future development complies with environmental regulations and does not adversely affect the existing environmental assets.

### Utilities

The extension of sanitary sewer service to the study area is one of the most important implementation steps in the matrix. This service will allow larger scale development to take place in the study area and remove one of the few remaining barriers to development. If zoning is enacted, it is crucial that the ordinance is put in place before sanitary sewers are extended to avoid future development in the absence of regulation. If development is allowed to occur without regulations, there is no guarantee that developers will follow the recommendations in the plan. The same holds true for updating the subdivision regulations. These updates need to be in place to ensure development infrastructure is constructed according to the urban standards recommended in this plan. Once sanitary sewers are extended, it is anticipated that development will follow closely behind.

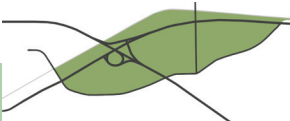
Transportation

Since the roadways and intersections in the study area were constructed to handle lower traffic volumes and rural development, the infrastructure will need to be upgraded as new urban development is constructed. The lack of pedestrian and bicycle infrastructure in the study area is a concern, especially as new development creates a need and desire for these facilities. Simple improvements to existing roadways, like adding Share the Road signage, are low cost improvements that can be accomplished with little funding and effort. Some of the larger and more expensive projects, like the Rail-to-Trail pathway and redesigning the I-74 interchange, will take significantly more time and funding to complete. Many of the local roadway improvements can be completed by developers and through public/private partnerships. The triggers for transportation improvements will be based on increasing pedestrian, bicycle and vehicular traffic levels. Therefore, it will be critical to monitor existing traffic counts and ensure new development in the study area can be adequately served by the existing transportation network. If the network is not adequate, measures should be taken to improve the facilities preemptively before new development causes congestion, delay or safety issues.

Economy

The development of marketing materials and solicitation of developers are important first steps in promoting the study area as an emerging growth center in Vermilion County. These are key steps in marketing Westgate as a development node, and regardless of which implementation avenue is pursued, the Westgate Land Use Plan must be explained to property owners and developers looking to build in the area. There should also be an ongoing county-wide focus on continuing job training programs to help Vermilion County residents fill future jobs that may open up in the study area. As the study area exercises its competitive advantage, jobs in key employment sectors will open up and a well trained employment pool will be needed.

The full implementation matrix is shown in Table 7.2.



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Table 7.2 - Implementation Matrix

Avenues for Implementation		Zoning Regulation*	Subdivision Ordinance	Annexation	Unregulated Development		
Category	Implementation Steps	Responsible Party				Priority	Proposed Timeline (Yrs)
Administrative	Approve the Westgate Land Use Plan	DATS	DATS	DATS	DATS	High	0-1
	Adopt a resolution to proceed with developing a Zoning Ordinance	County or Township				High	0-1
	Appoint Zoning Board to develop the Zoning Ordinance	County or Township				High	1-3
	Hire Zoning Administrator to oversee the Zoning Ordinance	County or Township				Mid	1-3
	Hold a public hearing to review proposed Zoning map and text	County or Township				Mid	1-3
	Verify that the Zoning Ordinance reflects the development pattern suggested by the Westgate Land Use Plan	County or Township				Mid	1-3
	Adopt the Westgate Land Use Plan	County or Township	County	City of Danville		High	1-3
	Update the Subdivision Ordinance to meet needs of urban level of development	County	County			High	3-6
	Distribute the Westgate Land Use Plan to land owners/developers				Steering Committee	High	Ongoing
	Encourage development that is consistent with the Westgate Land Use Plan			Steering Committee	High	Ongoing	
	Update Comprehensive Plan to include land uses and development patterns identified in the Westgate Land Use Plan				City of Danville		Med
Environment	Complete drainage study for the Westgate Study Area	Developer or County or Township	Developer or County or Township	Developer or County or Township	Developer or County or Township	High	At Initial Development
	Construct or obtain off-site drainage infrastructure	Developer or County or Township	Developer or County or Township	Developer or County or Township	Developer or County or Township	High	As Needed
	Adopt an Environmental Checklist for development in the study area	County or Township	County or Township	County or Township	County or Township	Med	1-3
Utilities	Extend sanitary sewer service	Danville Sanitary District, Aqua Illinois	Danville Sanitary District, Aqua Illinois	Danville Sanitary District, Aqua Illinois	Danville Sanitary District, Aqua Illinois	High	3-6
Transportation	Share the Road signs on Batestown Rd	County	County	County	County	High	1-3
	Sidewalks and bike lanes on Henning Rd	County	County	County	County	High	3-6
	US 150/Henning Road pedestrian improvements	IDOT	IDOT	IDOT	IDOT	High	3-6
	Install full cutoff lighting along US 150	IDOT	IDOT	IDOT	IDOT	High	6-9
	Reducing posted speeds along US 150	IDOT	IDOT	IDOT	IDOT	Mid	3-6
	Sidewalk and bike lanes for Kickapoo Dr and new roads	Township and Developers	Township and Developers	Township and Developers	Township and Developers	Med	6-9
	Urbana to Danville Rail-to-Trail (Urbana to Vermilion County Fairgrounds Segment)	CCDC	CCDC	CCDC	CCDC	Med	12-15
	Urbana to Danville Rail-to-Trail (Vermilion County Fairgrounds Segment to Henning Road)	To Be Determined	To Be Determined	To Be Determined	To Be Determined	Med	12-15
	Urbana to Danville Rail-to-Trail extension bridge replacement	IDOT, Trail Agency	IDOT, Trail Agency	IDOT, Trail Agency	IDOT, Trail Agency	Med	12-15
	Batestown Rd pedestrian/bicycle cantilever bridge upgrade	IDOT and County	IDOT and County	IDOT and County	IDOT and County	Low	9-12
	Intersection improvements for US 150 and Batestown East and West	IDOT and County	IDOT and County	IDOT and County	IDOT and County	Low	9-12
	I-74 interchange redesign	IDOT	IDOT	IDOT	IDOT	Low	15-18
	US 150/Henning Rd intersection operational improvements	IDOT	IDOT	IDOT	IDOT	Low	As Needed
	Extend transit service to the study area	Danville Mass Transit District	Danville Mass Transit District	Danville Mass Transit District	Danville Mass Transit District	Low	As Needed
Economy	Develop marketing materials for Westgate	Vermilion Advantage	Vermilion Advantage	Vermilion Advantage	Vermilion Advantage	High	1-3
	Solicit developers for the study area	Vermilion Advantage	Vermilion Advantage	Vermilion Advantage	Vermilion Advantage	High	Ongoing
	Pursue public/private partnerships	County, Township	County, Township	County, Township	County, Township	High	Ongoing
	Locate parks and other tourist activities within the study area	Conservation District, Danville Visitors Bureau	Conservation District, Danville Visitors Bureau	Conservation District, Danville Visitors Bureau	Conservation District, Danville Visitors Bureau	Med	Ongoing
	Focus on building employment skills to fill new jobs in the study area	Vermilion Advantage, U of I Extension, DACC	Vermilion Advantage, U of I Extension, DACC	Vermilion Advantage, U of I Extension, DACC	Vermilion Advantage, U of I Extension, DACC	Med	Ongoing

\*Recommended Avenue for Implementation



## Potential Funding Sources

In order to implement the recommendations identified in the plan, funding sources must be found and successfully solicited. Funding sources are available at the federal, state and local levels. In some cases, different funds can be combined to complete a project; for example, federal and state transportation funding sources can sometimes be combined to fully fund a roadway project. In contrast, some funding sources at the federal and state levels require a local match in order to acquire the funds.

The funding sources listed below are organized by the general categories that match up with the plan's recommendations. In some cases, funding sources may be applicable to multiple recommendations. The funding sources listed are not a full reflection of available funds; these sources are available at the time of publication but may not be available in the future.

### Federal Funding Sources

#### Transportation

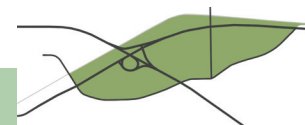
- Surface Transportation Program (STP) - provides funding for all types of transportation projects, including pedestrian and bicycle facilities. STP funding is provided to rural and urban areas. The rural funds are distributed to counties, while urban funding is distributed through the designated Metropolitan Planning Organization.
- Federal Transit Administration (FTA) Section 5311 - FTA provides grant money for transportation projects that are included in a State program of mass transportation service projects (including service agreements with private providers of mass transportation service).
- Appropriation Earmarks - The federal government creates a transportation appropriations bill every six years. Within this bill, a small percentage of the funding goes to earmarked projects garnered through political support and based on community need. Earmarked funds can be used toward almost any type of transportation construction project. While this is arguably the biggest funding source opportunity, it is also the least frequent, can have a long administrative process and is the least likely to be successful due to the national competition for earmarks.

#### Economic Development/Infrastructure

- Economic Development Administration (EDA) - EDA has a variety of programs that can help communities plan for, construct and implement economic development initiatives. Funding is available for buildings, infrastructure, planning, research, and collaborative efforts with universities.
- U.S. Department of Agriculture (USDA) - USDA has grant and loan programs designed specifically for rural communities. Programs include grants for businesses, economic development and community facilities. Loans can be applied for business expansion, community facilities and other economic development projects.

#### Public Services

- U.S. Department of Energy - Funds upgrades to power systems such as geothermal energy for schools.



## Housing

- U.S. Department of Housing and Urban Development - Has funding opportunities available for housing and economic development activities in rural areas.
- USDA Rural Development Housing Preservation Grants - Help to repair or rehabilitate individual housing, rental properties or co-ops owned and/or occupied by very low and low-income rural persons.

## Historic and Cultural Resources

- National Park Service - Provides grants for educational programs and the preservation of historic properties and cultural artifacts.
- National Endowment for the Humanities - Provides grants for preservation and conservation of collections, and on a more limited scale, facilities improvements.

## Parks, Preserves, and Recreation

- National Park Service - Provides grants for stewardship of state and local parks.

## Natural Resources

- Environmental Protection Agency - Offers numerous grant programs related to wetland preservation, research, education, cleanup, plants and animals, among others.
- USDA - Funds air quality, water quality and other initiatives related to natural resources.

## State Funding Sources

### Transportation

- Motor Fuel Taxes (MFT) - Collected on each gallon of gasoline/diesel sold in the state. The funds are then distributed to:
  - Municipalities, based on population
  - Counties, based on the number of vehicle registrations in their jurisdiction
  - Road districts/townships, based on their proportion of total road mileage in the state

MFT monies can be used for roadway construction and maintenance projects with the authorization of the IDOT District Office. Allocations are provided monthly and are a relatively stable source of external income for local governments.

- Bonds - Debt obligations issued by states, counties, municipalities, and other governmental entities to raise money to build projects for their communities. Issuing a bond often requires a referendum to determine if the public backs the idea. Bonds can be used to pay for a variety of projects such as roadway improvements, libraries and schools. Bonds can be repaid using such tools as: property tax levies that sometimes are assessed only in areas benefiting from the improvement; sales taxes and special fees (i.e. sewer fees, parking fees, etc.).

- Illinois Transportation Enhancement Program - Provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure.
- Highway Safety Improvement Program (HSIP): Funds are available only for safety programs such as railway-highway crossing projects and hazard elimination.
- Illinois Commerce Commission - Facilitates construction of railroad crossing safety projects through its Grade Crossing Protection Fund.
- Gas Tax Increases - Can be used to fund transportation projects at the state level. Counties and municipalities can also institute a gas tax to help pay for one or more transportation projects (temporary), or for general transportation system maintenance and operations (permanent).

### Economic Development/Infrastructure

- Illinois Department of Commerce and Economic Opportunity - Administers the Community Development Assistance Program (CDAP), which assists in financing economic development, public facilities and housing rehabilitation projects.
- Illinois Commerce Commission - Provides grants for installing high-speed communications networks, especially in rural areas through its Digital Divide Elimination Infrastructure Fund (DDEIF) Program.

### Public Services

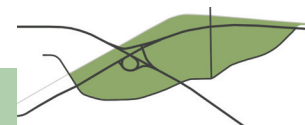
- State of Illinois Capital Development Board - Responsible for construction and renovation of state-owned facilities such as colleges, prisons and government buildings, and can also assist local areas with school construction through its School Construction Grant Program.

### Housing

- Illinois Housing Development Agency - Illinois Affordable Housing Trust Fund
- Illinois Housing Development Agency - Single-Family Owner-Occupied Rehabilitation (SFOOR) Program

### Historic and Cultural Resources

- Illinois Department of Commerce and Economic Opportunity - Provides grants through its Tourism Attraction Development Grant Program (TAP) and other similar programs.
- Illinois State Museum - Offers grants through its Illinois Public Museum Grants Program.





### Parks, Preserves, and Recreation

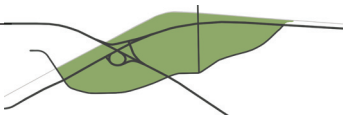
- Illinois Department of Natural Resources - Offers grants for land acquisition and development, trails and other recreational facilities.

### Natural Resources

- Illinois Department of Natural Resources - Through its Office of Resource Conservation offers grants to help protect, acquire, enhance, or manage wildlife habitat, including research and education.
- The Illinois Department of Agriculture - Offers a Sustainable Agriculture Grant Program to facilitate research, education and on-farm demonstration projects regarding sustainable agricultural practices.

### Local Funding Sources

- Local Budgets - Most county, municipal and township budgets have funding programmed for infrastructure improvements. In most cases, plans for how to spend that funding are found in a Capital Improvements Plan (CIP), which generally extends 10 years.
- Private Contributions - Private donations of land, capital or infrastructure can be essential to jump-starting and/or completing a project. Developers will often make infrastructure and roadway improvements in anticipation of future need or to offset negative affects from their development. Public-private partnerships help remove some of the burden from government budgets.
- Special Assessments - This type of funding is a one-time charge that state and local governments may impose on property owners who benefit from the construction of adjacent road or sewer lines. A bond is issued to cover the initial costs, and property owners pay their share over a pre-determined amount of time.
- Special Service Area - Business and property owners may choose to create a Special Service Area (SSA) in concert with a local government entity. Taxes or assessments (whose term typically runs between ten and twenty years) are determined fairly based on proportioning a property's equalized assessed value, width of property frontage or property area. SSAs may fund such things as marketing, infrastructure improvements or site maintenance. A SSA must be approved by a majority of the benefiting owners and businesses.
- Local Special Tax - Special taxes can be levied at the municipal or county level in order to raise funds for community needs. Examples of this include increasing the sales tax to fund schools or levying a local gas tax to pay for road improvements.



## Monitoring the Plan

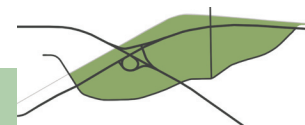
Plan implementation also involves certain “housekeeping” tasks that can be considered on two levels: project related implementation and concept related implementation. These tasks are necessary to fulfill goals and objectives, and the development of the study area.

### Project Related Implementation

- Review Project Priorities Periodically: Projects in the Westgate Plan have undergone an initial prioritization process; this prioritization should be reviewed periodically to include new projects and change priorities if new funding or information becomes available.
- Keep a Record of Prioritized Projects and Their Implementation: As a benchmark for completing the plan, project lists should be reviewed every five years along with the implementation of each recommendation.
- Seek New Funding Resources: Agencies should continually seek new funding sources for projects that do not currently have funding.

### Concept Related Implementation

- Complete Benchmarks Identified in the Avenues for Implementation: Each avenue contains steps that correspond to recommendations in the plan; the completion of these measurable elements signify the end of the process.
- Update Plan: Plans are updated to ensure the use of accurate information, check off implementation steps that have been completed and establish updated steps where necessary. The opportunity to re-evaluate priorities, identify changed assumptions and develop new steps is an important process to undertake on a frequent basis.
- Determine Responsible Parties: Each step and recommendation requires participation by different agencies, potentially including local, county, state, and federal agencies. Responsible parties should be clear on their role in implementing tasks, and should act upon them accordingly.
- Monitor Area Development: While the Westgate Land Use Plan is based on best available local knowledge at the time of writing, changes may occur or anticipated changes may not occur. Decision making processes and future updates to the plan should reflect these changes.
- Evaluate Change: Local agencies should assess how unanticipated changes will affect the plan, and react to those changes logically and efficiently.
- Seek Funding for Implementation: Some of the implementation steps will require significant staff time or other inputs to be completed. Funding must be sought for both projects and concept implementation.





# **Public Participation Appendix**

## Public Participation Appendix

Planning processes affect every resident in some manner. The land use and transportation recommendations in this plan will affect residents of the study area, as well as employees, employers and property owners. Actively seeking public input throughout the entire planning process is a step CCRPC and the Study Steering Committee believe strongly in. Various methods to garner public input were utilized during this planning process. This appendix provides the details on the public outreach methods used, information provided at each public input session and the comments received during each outreach effort.

During this planning process, CCRPC staff utilized a public meeting/open house approach for involving the public. The public meeting and open house formats allowed CCRPC staff to provide a formal presentation with detailed information for meeting attendees, while the open house element allowed attendees to view large format information boards and interact with study staff one-on-one.

### Public Meeting Summary

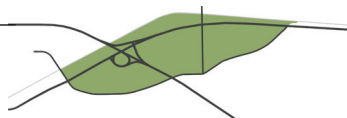
The approved scope of services for the Westgate Land Use Plan included two public meetings/open houses for public participation. The following provides a brief summary of the meetings held during the planning process:

#### Public Meeting #1

- Date: October 29, 2009
- Forum: Study Introduction and Existing Conditions Overview
- Location: University of Illinois Extension Office in Vermilion County
- Topics Covered: Provided an overview and introduction of the project, reviewed the existing conditions analysis, held a formal discussion session with attendees to gain insight into existing issues and future opportunities in the study area.

#### Public Meeting #2

- Date: January 21, 2010
- Forum: Presentation of Future Scenarios, MOEs and Retail Gap Analysis
- Location: University of Illinois Extension Office in Vermilion County
- Topics Covered: Described all three future scenarios in detail, reviewed the results from the MOE analysis for each scenario and presented the retail gap analysis results for the three target areas. A question and answer session was also held.
- Additional Tasks: Asked each attendee to vote on one of the three scenarios which best fit their vision for the future.





A number of different public outreach and publicity methods were used to inform the public of this planning process. CCRPC and DATS staff worked together to coordinate the following public outreach efforts:

- Direct mailings were sent to over 100 residents, property owners and business owners in the study area. These mailings contained information about upcoming public meetings and how the public could get more information about the study.
- Publicity flyers were given to Steering Committee members to distribute at their discretion.
- Press releases were generated and distributed to The Commercial-News newspaper which resulted in a series of articles printed about the plan.
- Public notices were printed in The Commercial-News newspaper.
- A website was developed by CCRPC, which contained all pertinent information, meeting announcements and study documents related to the Land Use Plan. This website was also linked on the DATS homepage.

Table 1 shows the total number of people who attended each public meeting and the methods used for advertising. The total number of attendees is based upon how many people signed the attendance sheet at each meeting. During the public meeting sign-in process, some attendees did not wish to provide their information on the sign-in sheet, therefore the number of attendees is actually slightly higher than that listed in Table 1. Given the rural nature and generally low target population of the study area, CCRPC staff felt meeting participation was adequate. The overall comments and input received during the process was also very informative and generally positive in nature.

Table 1: Public Participation Information


Meeting Date	Number of Attendees	Publicity Method				
		Direct Mailing	Flyers	Press Release	Public Notices	Website
October 29, 2009	29	X	X	X	X	X
January 21, 2010	39	X	X	X	X	X

After the draft final plan was completed, it was posted on the Westgate website for a 14-day public review and comment period. During this time, members of the public could review the draft final plan and submit comments to CCRPC or DATS staff via email, written letter, phone call, or through the online comment forum on the website. Public notices were placed in The Commercial-News newspaper, an email was sent to public participants and notices were placed on the CCRPC and DATS webpages. A copy of the plan was made available at the Danville library as well.

The following pages show the materials presented at each public workshop, publicity materials developed, sign-in sheets from meetings, comments received from the public, and any printed media coverage received during the planning process.




## Public Meeting #1 Materials



**Public Meeting Announcement:**  
**Danville Area Transportation Study**  
**Westgate Land Use Plan**

Please join us in discussing the present and future of the area surrounding the interchange at I-74 and US 150 on the far west side of Danville. This meeting will present an overview of the existing land use, transportation and environmental conditions in the area, as well as hold an open forum discussion on how the area should evolve in the future. Don't miss your opportunity to provide input for this important plan!




**Meeting Agenda Includes:**

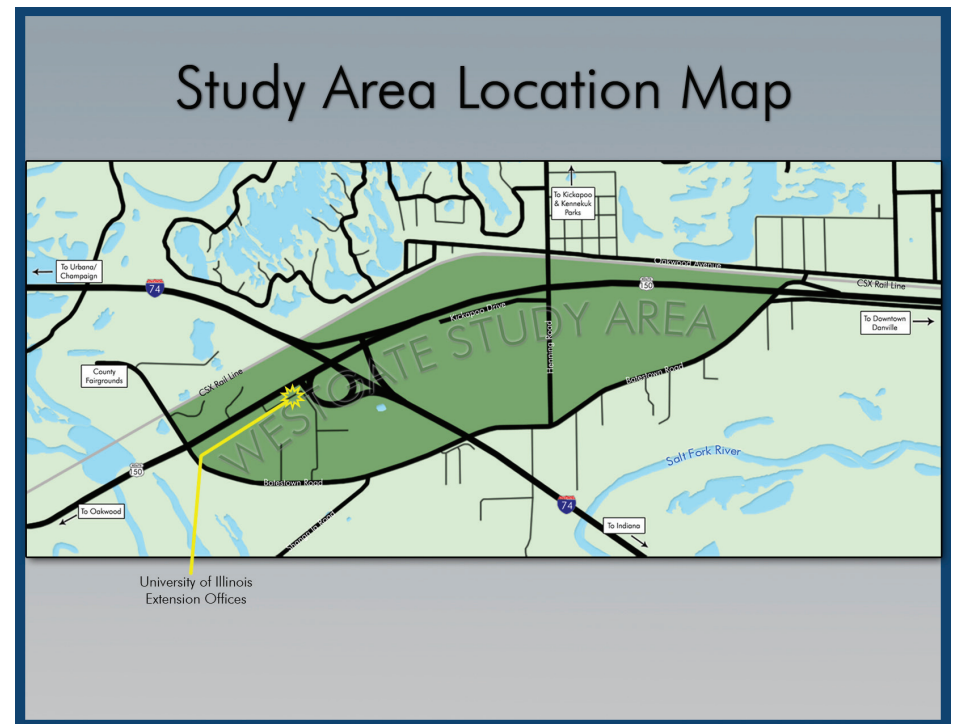
- Formal Presentation Starting at 6:10 P.M.
- Roundtable Discussion Session
- Open House Following the Discussion

**Date:** Thursday, October 29th  
**Time:** 6:00 - 8:00 P.M.  
**Location:** University of Illinois Extension Office  
12190 US Route 150, Oakwood, IL  
(Located just east of the Vermilion County Fairgrounds)

For more information please contact Eric Halvorsen:  
217-328-3313 or ehalvors@ccrpg.org



## Public Meeting #1 Publicity Flyer and Mailer



23310, 10/22/09  
**Public Meeting**  
 Please join us at the upcoming public meeting for the Westgate Land Use Plan. This plan is looking at present and future conditions for the area surrounding the interchange of I-74 and US 150 west of Danville.  
**Agenda:**  
 Formal Presentation Detailing: Introduction to the project, Existing conditions analysis for land use & development, transportation, environment, & demographics. Open discussion to run.  
 October 29, 2009 6-8pm; U of I Extension Office, 12190 US 150, Oakwood, IL.  
 For questions, or to arrange special accommodations, contact Eric Halvorsen: ehalvors@ccrpe.org, or 217.328.3313 by October 26th

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# 14238525

OLDINGS INC., DBA THE COMMERCIAL-NEWS, a  
 ized and existing under and pursuant to the laws of the  
 State of Illinois, HEREBY CERTIFIES.

That it is the PUBLISHER of the COMMERCIAL-NEWS, and the  
 COMMERCIAL-NEWS is a secular newspaper of general circulation in  
 Vermilion County, Illinois, printed and published in the City of Danville,  
 Vermilion County, Illinois:

That a notice, of which the annexed is a true copy, has been regularly  
 published, in said newspaper one time each day/week for 1 successive  
 days/weeks/times.

That the first of such publications was on the 22 day of Oct, 20 09,  
 and the last publication was on the 22 day of Oct, 20 09.

That the COMMERCIAL-NEWS has been regularly published for at least  
 six (6) months prior to the first publication of said notice: that the face of  
 the type in which such publication was made is the same as the body type  
 used in the classified advertising in the newspaper in which such  
 publication was made.

That Chris Voccio has been duly appointed  
 as agent of said company and authorized to certify all certificates of  
 publication required to be made on account of publications made in the  
 COMMERCIAL-NEWS, and that such appointment is still in full force  
 and effect.

116-116-52001-10

IN WITNESS WHEREOF, the said NEWSPAPER HOLDINGS INC.,  
 DBA THE COMMERCIAL-NEWS, PUBLISHER, aforesaid, has caused  
 its corporate name to be hereinto affixed, and this certificate executed by  
Chris Voccio its authorized Agent, on this  
22 day of October, A.D. 20 09.

Printer's Fee \$ 86.18

NEWSPAPER HOLDINGS INC.,  
 D.B.A. COMMERCIAL-NEWS

Date Paid \_\_\_\_\_ 20 \_\_\_\_

By: [Signature]  
 Authorized Agent

## Newspaper Ad



## Public Meeting

Please join us at the upcoming public meeting for  
 the Westgate Land Use Plan! This plan is looking at  
 present and future conditions for the area  
 surrounding the interchange of I-74 and US 150  
 on the far west side of Danville.

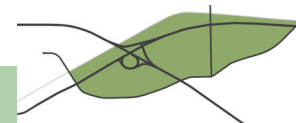
### Date/Time/Location:

October 29th, 6-8pm  
 University of Illinois Extension Office  
 12190 US Route 150  
 Oakwood, IL

### Agenda:

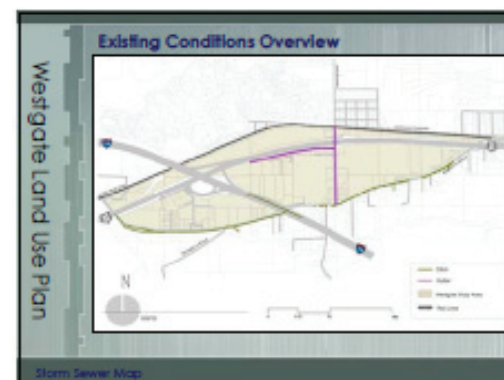
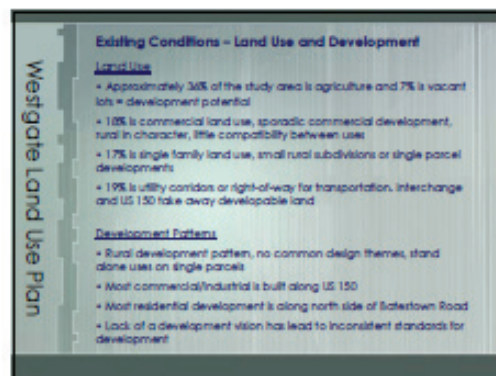
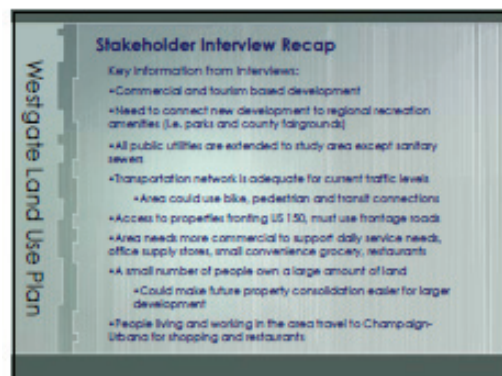
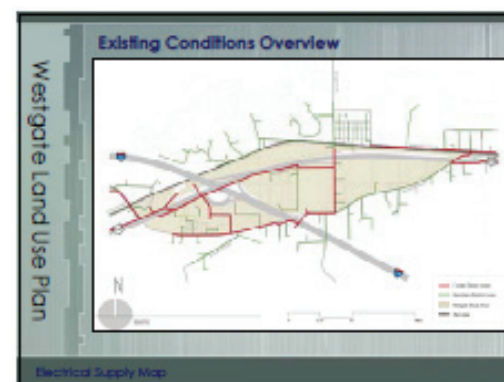
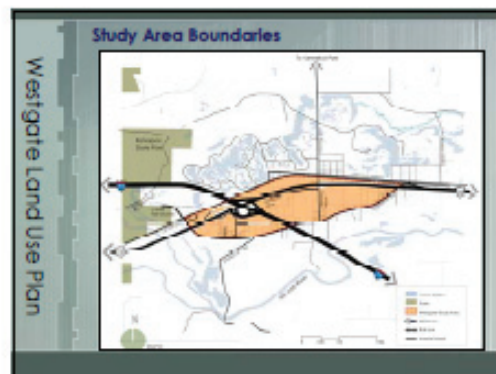
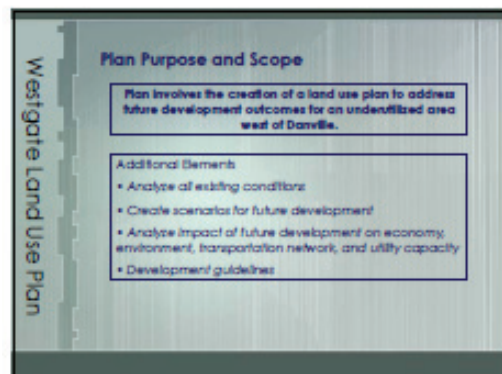
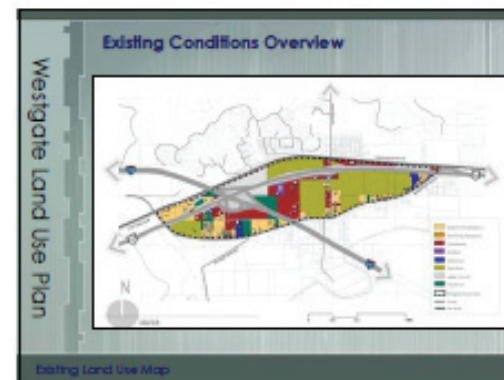
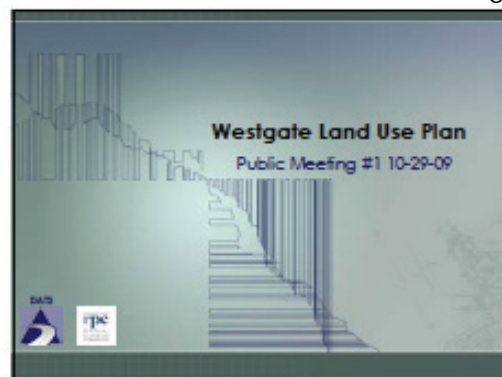
- Formal Presentation Detailing:  
 - Introduction to the Project  
 - Existing Conditions Analysis for:  
 - Land Use and Development  
 - Transportation  
 - Environment  
 - Demographics  
 - Open Discussion Forum

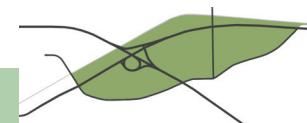
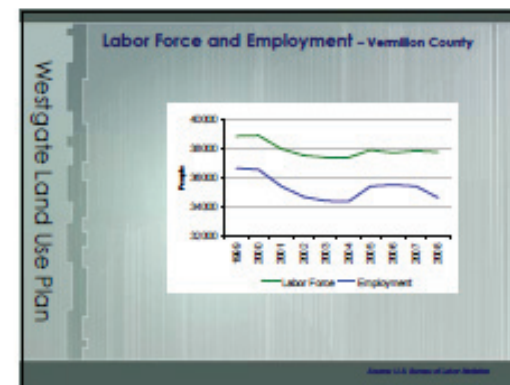
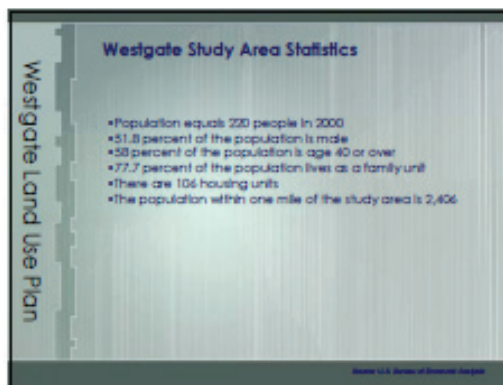
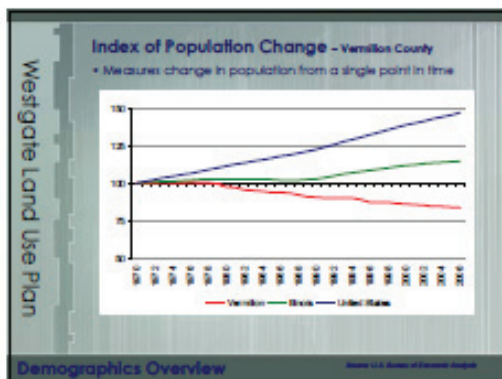
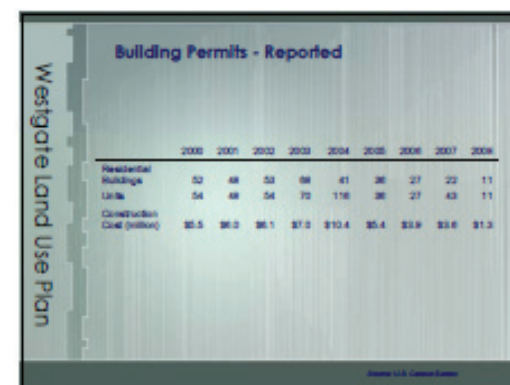
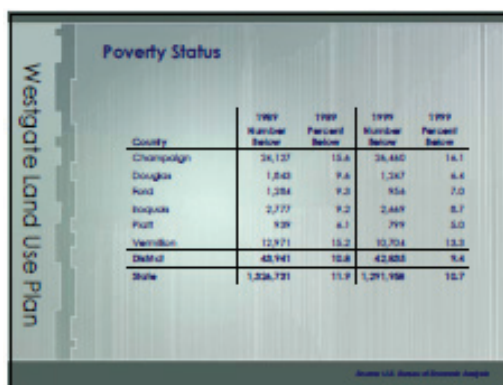
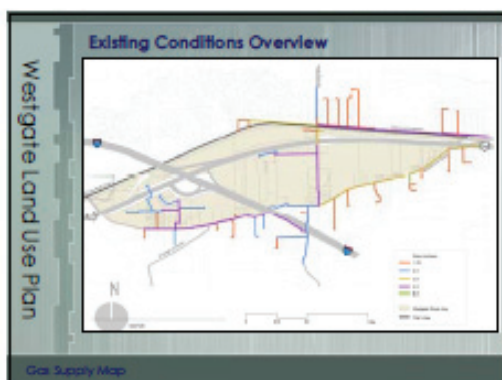
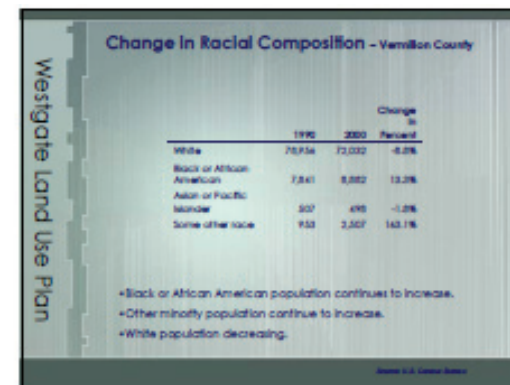
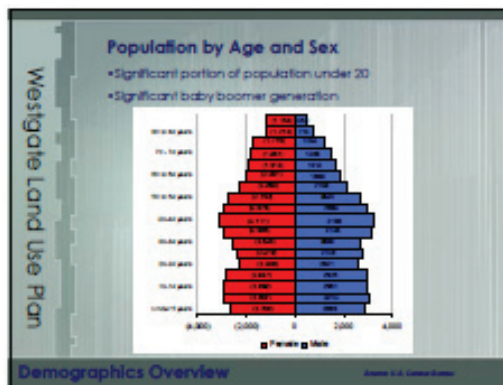
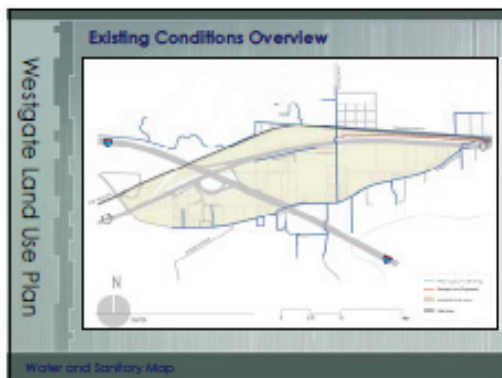
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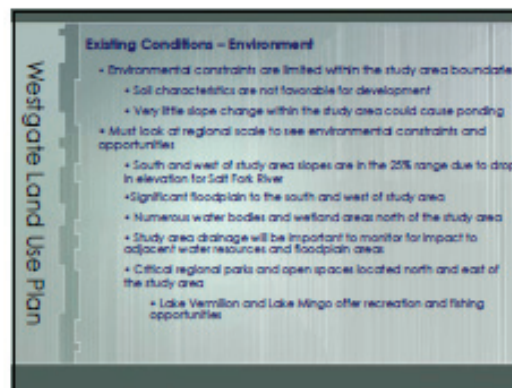
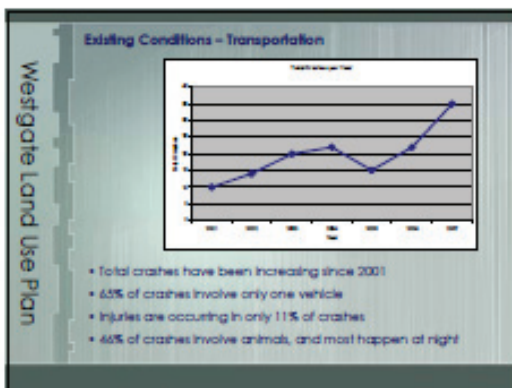
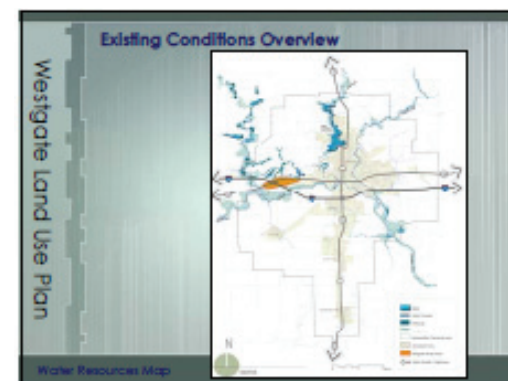
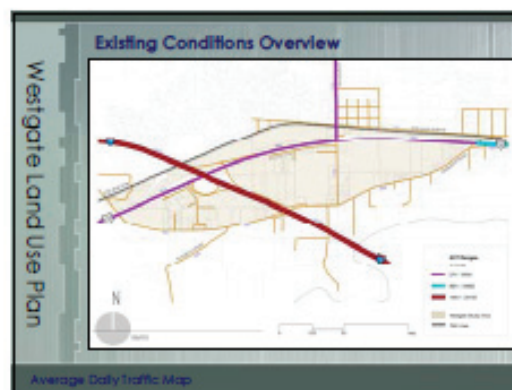
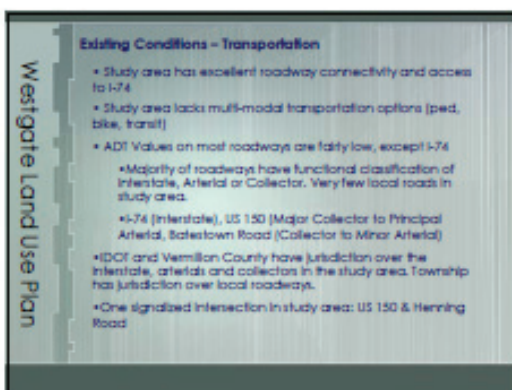
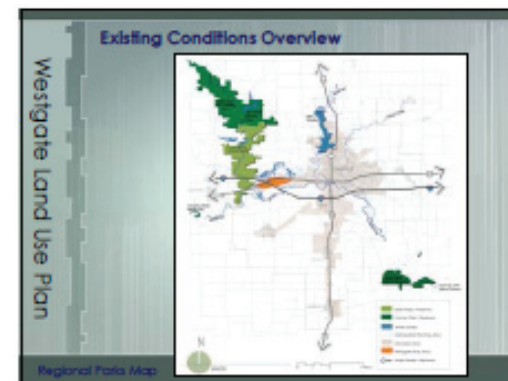
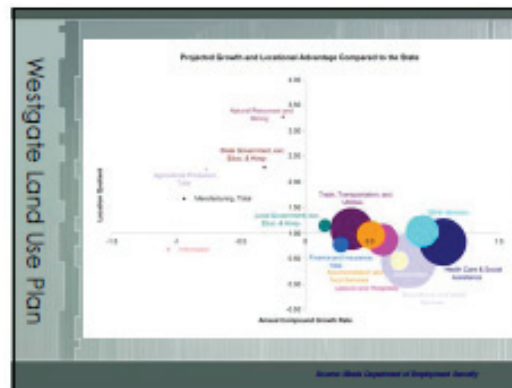
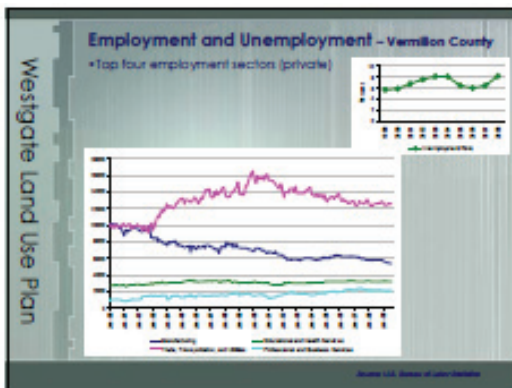


## PowerPoint Slides from Public Meeting #1



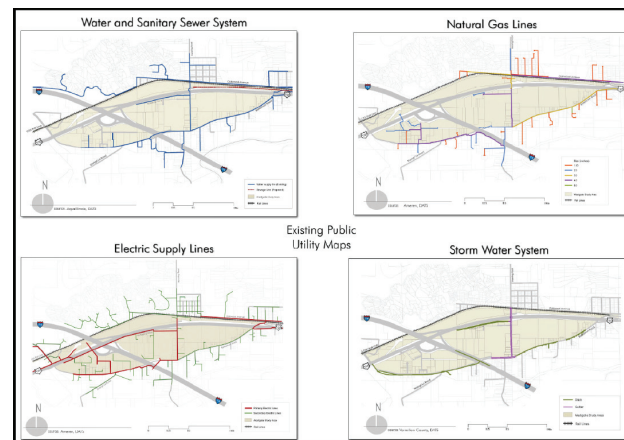
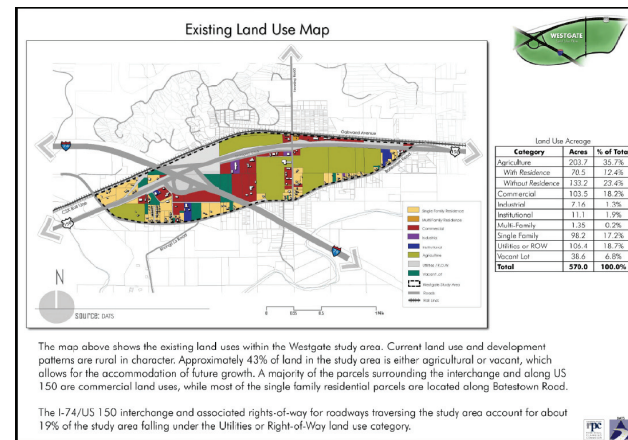
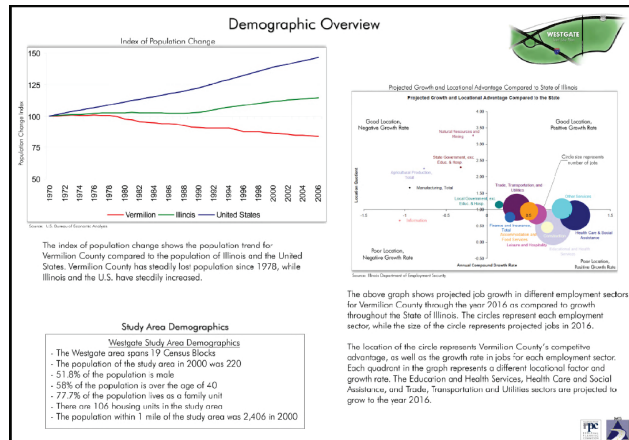
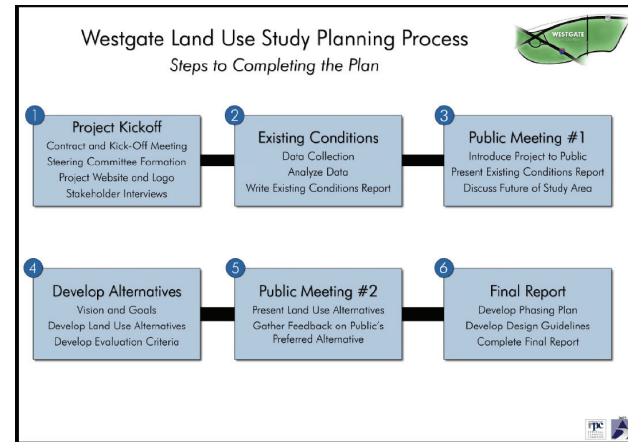
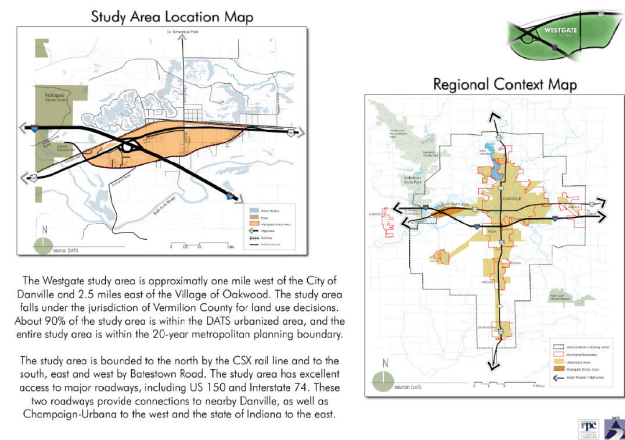


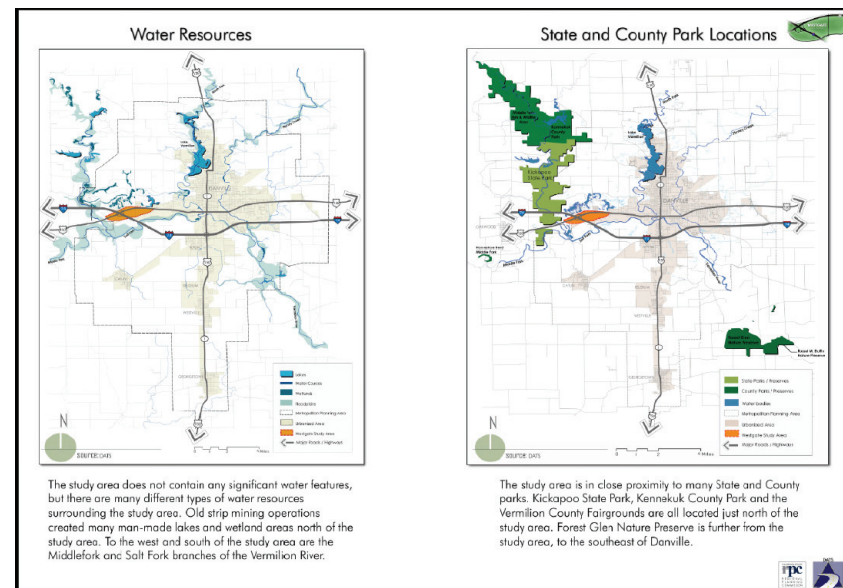
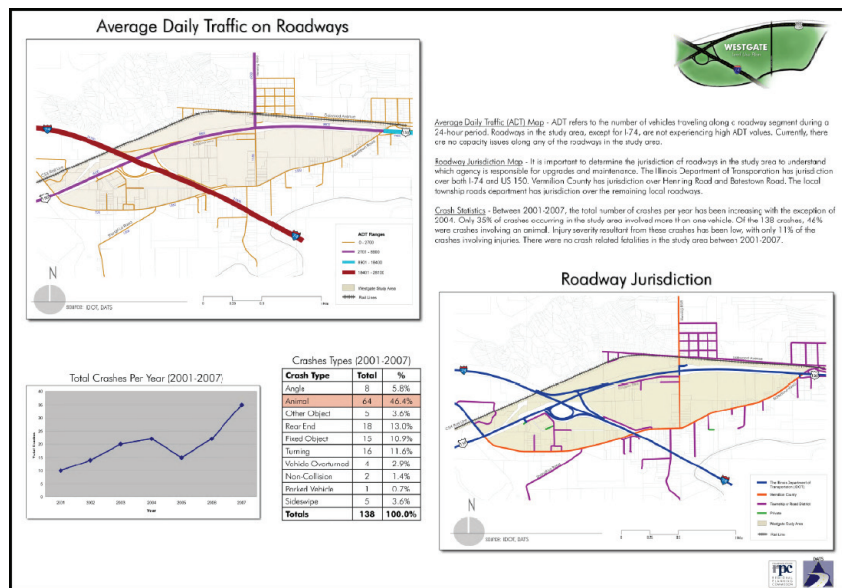






## Large Format Boards from Public Meeting #1







# Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

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2. What issues are you particularly concerned about or wish to see addressed?

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3. Please tell us why you are interested in the Westgate Land Use Plan:

- ☐ I live nearby
- ☐ I work nearby
- ☐ My business is located nearby
- ☐ I own property in the vicinity
- ☐ Other (please explain) \_\_\_\_\_

4. How did you find out about the public meeting?

- ☐ Website
- ☐ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☐ Word of mouth
- ☐ Other (please explain) \_\_\_\_\_

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

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Comment Question	Topics	Comments	Times Mentioned
Comments on any information presented at the Workshop	Future Development	Area needs some development, but needs existing homes need to stay.	1
	Public Utilities	Sewer is primary piece missing.	1
		Drainage is necessary for future development	1
	Public Meeting	Presentation was good.	3
		Thank you for presentation and meeting	1
		This is an ambitious plan	1
What issues concern you or do you wish to see addressed?	Future Development	Area needs some development, but needs existing homes need to stay.  Area needs additional job growth Develop land with modern facilities; motels, restaurants, strip malls, etc. Future development may not provide economic boost needed in region Upcoming educational center at Kennekuk Park was not mentioned Develop Ag corridor / research area in study area	1 2 1 1 1 1
	Public Utilities	Drainage is necessary for future development Area needs public sewer system	3 1
	Assets in Region	Regional parks and potential Rails-to-Trails project have huge potential	1
	Transportation	Lack of access off US 150	2
	I Live Nearby		2
Why are you interested in this project?	I Work Nearby		1
	My business is Located Nearby		3
	I Own Property in the Vicinity		5
	Other (Please Explain)		0
How did you find out about the public meeting?	Website		0
	Flyer/Mailing		7
	Newspaper Ad		0
	Word of Mount		1
	Other (Please Explain)	I'm a DATS member	1

PLEASE PRINT

Westgate Land Use Plan -- Public Meeting

October 29, 2009

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
1	Ray Ligoeki	U of I (Resident)	15 Thunder Bird Rd	OAKWOOD	IL	61858			
2	Tom Kelso	IZOT	---	SPFD	IL				
3	Dale Pinegar		2637 Bate Town Rd	OAKWOOD	IL	61858			
4	Pat CUNIFF		2418 BATESTOWN RD	DANVILLE	IL	61832			
5	TED CUNIFF		" " "	"	"	"			
6	DON STUNKARD		222 LINDEN WOOD	DANVILLE	IL	61832			
7	DEAN CARLTON	Heritage Development	1430 E FAIRCHILD	"	"	"			
8	Todd Lee	Vermilion Advantage	28 W. North St	"	"	"			
9	Carol Peon		198 S Henning Rd	"	"	61832			
10	Clayton Champs		196 S Henning Rd	Danville		61832			
11	Stacy Larson	U of I Extension	12190 US Rt 150	Oakwood		61858			
12	Kathy Wilson		3 Thunderbird	Oakwood		61858			
13	Karen & Jeff Hayden		1166 Stunkard	Oakwood					
14	Ronald Luras		1723 Batestown Rd	Danville	IL	61832			
15	Shawn O'Ellis		13569 N. McHes Rd	Patlin	IL	61817			
16	Sybilte Morris		17044 N 600E Rd	Githian	IL	61844			
17									
18									
19									
20									



PLEASE PRINT

Westgate Land Use Plan -- Public Meeting

October 29, 2009

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
21	Patricia Seabring	Self Emp	584 N 1600 E	Paxton	IL	60957			
22	Alan Ellis	—	143 Mauck	Danville	IL	61832			
23	Floyd Scott	Retired	2805 BATESON RD	Carlewood	IL	61858			
24	Richard Dierking	"	1945 Henry Rd	Danville	IL	61832			
25	Deborah's Champion	Retired	1965 Henning Rd	Danville	IL	61832			
26	Roger Meyer	Berns Church & Assoc	28 W North St	Danville	IL	61803			
27	Scott Wilson		3 Thunderbird	Oakwood	IL	61858			
28	JOE DUNNHEIMER	DUNNHEIMER & PARKS LAND CONSULT	P.O. Box 320	DANVILLE	IL	61832			
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PLEASE PRINT

Westgate Land Use Plan -- Public Meeting

October 29, 2009

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
41	DALE SALONEN	VERM. REGIONAL AIRPORT DANVILLE AREA TRANSPORTATION STUDY	417 W WINTER <del>ST</del>	DANVILLE	IL	61832			
42	Phyllis PARKS	Dougherty PARKS	2200 KICKAPOO	Danville	IL	61832			
43	Susan Andrews	Rainbow of HOPE	2201 KICKAPOO DR.	Danville	IL	61832			
44	Jennifer Bailey	Commercial-NEOS	17 W. MARK ST.	DANVILLE	IL	61832			
45	Michael Rodman		2903 BATESMAN RD.	Oakwood	IL	61858			
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**Eric Halvorsen**

**From:** Andrew Levy  
**Sent:** Thursday, November 12, 2009 12:27 PM  
**To:** Eric Halvorsen  
**Subject:** FW: Westgate

  
**To:** Andrew Levy  
**Subject:** Westgate

Hello, I recently attended the presentation for Westgate that was held at the U of I extension building. We own commercial property in the proposed area. Our property is adjacent to the county highway dept. I listened to what residents had to say that evening and became very frustrated at many comments that were made. I think that most of the people including myself did not have enough time to really think about the situation and questions as to be able to provide legitimate and constructive suggestions. When a casino was suggested I saw RED flags. I truly hope that this will not be considered. Vermilion County is already deteriorating, a Casino will only increase crime rates and poverty as well as depreciate the property values in the area.

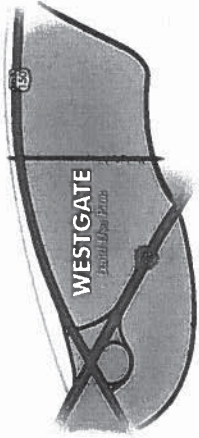
Now for my thoughts, since that evening...build something unique that is not in Champaign county, get folks to come east from Champaign. The hot air balloon festival drew a lot of people. Unfortunately it had poor management and met its' demise.

Build on the positives...promote the parks, bring in businesses that will enhance using the parks. Perhaps a water park with big slides. Create some area for cross country skiing. Family friendly putt putt golf, theme restaurants (that are not a bar), a natural habitat type zoo, horseback riding, fishing, picnic areas, sports area with tennis, volleyball, soccer, baseball.

A grocery store would be great, perhaps a Meijer or Super Target. Not another Walmart. Tilton has tried for many years to get Target to come to south Danville area.

My husband and I reside with our daughter between Oakwood and Fithian area. We were both raised in Danville and lived there until last December. WE moved to get closer to Champaign for my work and also for our daughters education we will most likely send her to private school in Champaign. Vermilion County schools are suffering due to the loss of tax dollars. The score cards for the districts are also declining. As I said that evening I still feel that Vermilion county offers a good quality of life in many ways but the future generation is at great risk because we are not promoting values and a healthy life, we are becoming to focused on making money.

11/12/2009



# Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

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2. What issues are you particularly concerned about or wish to see addressed?

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3. Please tell us why you are interested in the Westgate Land Use Plan:

- ☐ I live nearby  
☒ I work nearby  
☒ My business is located nearby  
☒ I own property in the vicinity  
☐ Other (please explain) \_\_\_\_\_

4. How did you find out about the public meeting?

- Website  
☒ Received a flyer in the mail  
☐ Saw ad in the newspaper  
☐ Word of mouth  
☐ Other (please explain) \_\_\_\_\_

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

SUE ATTAINED COMMENTS

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## DANVILLE AREA TRANSPORTATION STUDY RE WESTGATE LAND USE PLAN

During your recent meeting of interested people at the Univ. of Illinois Extension Office on Thurs. Oct. 29<sup>th</sup>, you asked for suggestions and comments.

I had mentioned the possibility of the development of an Agricultural Corridor along Interstate 74 from Peoria to Indy, This corridor would be developed to a type of equivalent to the Silicone Valley concept near San Francisco. This idea was mentioned thru a visit with the USDA Research Center in Peoria.

The reasons for this area was due to the location-location-location. This area is one of the better agriculture production areas in the country. From Peoria to Indy, there are four major Universities—Bradley, Illinois State, University of Illinois, and Purdue. Three of these schools have significant Ag schools. The location in question is centrally located between the University of Illinois, and Purdue. (Two of the major and well respected Agricultural schools in the country.)

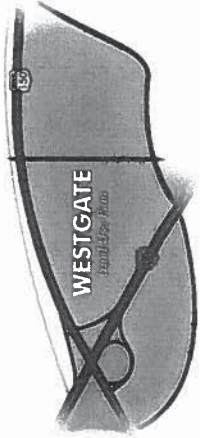
These two schools have extensive Ag research. This location could work very well for some high level private company research centers such as Monsanto, Dow Chemical, Pioneer, etc. This would place private company facilities mid-way between two extensive school research facilities.

The area already has several seed companies using the current area because of good growing conditions for agricultural commodities.

With this type of development, it would lead to additional commercial growth in supporting businesses. There is enough land which could be available to support these types of development.

With this type of development, it could assist with an influx of private funding from major companies and possibility from the government with an interest in developing additional Ag research. These types of jobs could have a significant impact on the overall social-economic environment in the development area.





# Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

PRESENTATION WAS GOOD. I WAS WONDERING  
WHY THE STUDY WAS MADE & WHO WAS TO  
BENEFIT.

2. What issues are you particularly concerned about or wish to see addressed?

ACQUIRING JOB OPPORTUNITIES

3. Please tell us why you are interested in the Westgate Land Use Plan:

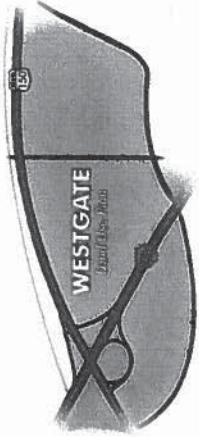
- ☐ I live nearby
- ☐ I work nearby
- ☐ My business is located nearby
- ☒ I own property in the vicinity
- ☐ Other (please explain)

4. How did you find out about the public meeting?

- ☐ Website
- ☒ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☐ Word of mouth
- ☐ Other (please explain)

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

THIS AREA HAS A SURFACE WATER PROBLEM.



# Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

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2. What issues are you particularly concerned about or wish to see addressed?

Public Sewer System in area  
Access to west end of Kakegona Drive  
Drainage systems improved

3. Please tell us why you are interested in the Westgate Land Use Plan:

- ☐ I live nearby
- ☐ I work nearby
- ☒ My business is located nearby
- ☐ I own property in the vicinity
- ☐ Other (please explain)

4. How did you find out about the public meeting?

- ☐ Website
- ☐ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☒ Word of mouth
- ☐ Other (please explain)

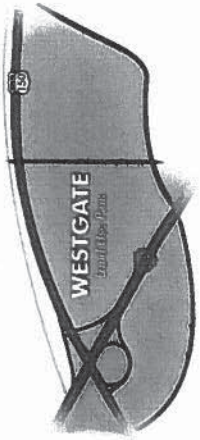
5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

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## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

*Thank you for the initial presentation -  
base into start a process*

2. What issues are you particularly concerned about or wish to see addressed?

3. Please tell us why you are interested in the Westgate Land Use Plan:

- ☐ I live nearby
- ☐ I work nearby
- ☐ My business is located nearby
- ☒ I own property in the vicinity
- ☐ Other (please explain) \_\_\_\_\_

4. How did you find out about the public meeting?

- ☐ Website
- ☒ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☐ Word of mouth
- ☐ Other (please explain) \_\_\_\_\_

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

*Promote Business growth and tourism  
along the 150 corridor interchange*



# Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

Sewer is the ~~key~~ primary missing piece. If it was here, development could grow. We have a chicken & egg scenario. Forward thinking will be needed.

2. What issues are you particularly concerned about or wish to see addressed?

DRAINAGE, MINIMAL ACCESS off 150  
LACK of Funding

3. Please tell us why you are interested in the Westgate Land Use Plan:

- ☐ I live nearby
- ☐ I work nearby
- ☒ My business is located nearby
- ☐ I own property in the vicinity
- ☐ Other (please explain)

4. How did you find out about the public meeting?

- ☐ Website
- ☒ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☐ Word of mouth
- ☐ Other (please explain)

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?



## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

*Very well done!*

2. What issues are you particularly concerned about or wish to see addressed?

*The upcoming big conference center @ Kemsehek was not mentioned. Talk of it ~~it~~ had plans for a conference center or hotel @ Kichapoo some years ago. These assets plus the Lubana trail & our parks add up to a huge potential tourism destination.*

3. Please tell us why you are interested in the Westgate Land Use Plan:

- ☐ I live nearby
- ☐ I work nearby
- ☐ My business is located nearby
- ☐ I own property in the vicinity
- ☐ Other (please explain) \_\_\_\_\_

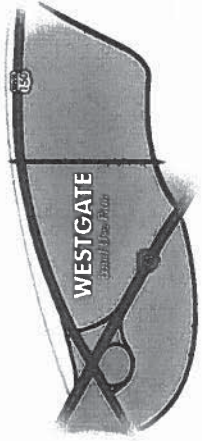
4. How did you find out about the public meeting?

- ☐ Website
- ☐ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☐ Word of mouth
- ☒ Other (please explain) *~~that~~ I'm a DTS member*

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

- 1) Proximity to the Mega Site where Honda considered building is a potential big plus if that parcel ever develops.*
- 2) Be sure to ascertain the extent of underlying in the area.*





## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

*This is an ambitious plan.*

2. What issues are you particularly concerned about or wish to see addressed?

*I am concerned about what will come to the area will not provide an economic boost to the area but keep things at a poverty level.*

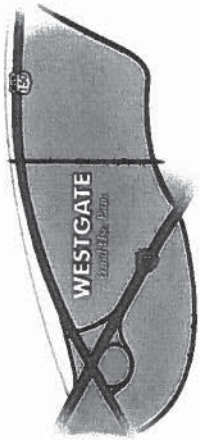
3. Please tell us why you are interested in the Westgate Land Use Plan:

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☒ I own property in the vicinity  
☐ Other (please explain) \_\_\_\_\_

4. How did you find out about the public meeting?

- Website  
☒ Received a flyer in the mail  
☐ Saw ad in the newspaper  
☐ Word of mouth  
☐ Other (please explain) \_\_\_\_\_

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?



## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

Very Good (out of AREA personnel)

2. What issues are you particularly concerned about or wish to see addressed?

MORE Jobs, Developing Land AND opportunities MODERN  
Facilities, Motels, Restaurants, Strip MALLS manufacturing plants  
(not EVERYBODY goes to College)

3. Please tell us why you are interested in the Westgate Land Use Plan:

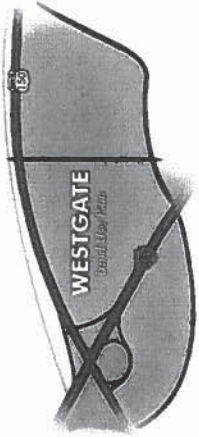
- ☒ I live nearby
- ☐ I work nearby
- ☐ My business is located nearby
- ☐ I own property in the vicinity
- ☐ Other (please explain)

4. How did you find out about the public meeting?

- ☐ Website
- ☒ Received a flyer in the mail
- ☐ Saw ad in the newspaper
- ☐ Word of mouth
- ☐ Other (please explain)

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

NO Section 8! NO connections to Danville,  
NO Higher Taxes for this, NO TAX Breaks  
NO Apartments!



## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

*Drainage is necessary for any business to come here. I would like to see some development, but it is also an area for homes to stay.*

2. What issues are you particularly concerned about or wish to see addressed?

*Above.*

3. Please tell us why you are interested in the Westgate Land Use Plan:

☒ I live nearby  
☐ I work nearby  
☐ My business is located nearby  
☒ I own property in the vicinity  
☐ Other (please explain)

4. How did you find out about the public meeting?

☐ Website  
☒ Received a flyer in the mail  
☐ Saw ad in the newspaper  
☐ Word of mouth  
☐ Other (please explain)

5. Are there other comments or concerns you would like to bring to our attention about existing conditions in the corridor?

*I would like to be notified of any meetings on this topic.*  
*Thanks*



## Residents root for growth

BY JENNIFER BAILEY

DANVILLE October 29, 2009 10:05 pm

— More restaurants — sit-down and fast food — retail stores — Bass Pro Shop, Meijers and others — a recreational draw — such as a theme village — and pretty much anything else to draw people off the interstate or stop those living here going to Champaign-Urbana to shop were mentioned as ideal developments at the Interstate 74 and Route 150 interchange.

Danville resident Don Stunkard, who owns property on Batestown Road, said he even wouldn't mind a casino out there.

"Jobs are needed. Any industry would help," Stunkard said.

A public meeting to gather input on the Danville Area Transportation Study Westgate Land Use Plan attracted about 50 people Thursday night at the University of Illinois Extension Office.

Eric Halvorsen, transportation planner, and Andrew Levy, planner and sustainability coordinator, both with the Champaign County Regional Planning Commission talked to the group about putting together a land-use plan and vision for the future for the area surrounding the interchange on the west side of Danville.

DATS hired the CCRPC at a cost of \$56,693.

The Westgate study is to identify future land uses and development scenarios for the area located around the Martin Luther King Drive exit at Interstate 74 and U.S. Route 150 totaling about one square mile.

Residents have long wondered why the area hasn't seen more development.

While the CCRPC hopes to answer that question and more and create a marketable plan that meets residents' needs, immediately known obstacles have been the lack of sanitary sewer in the area, drainage issues and environmental issues such as soil characteristics not being favorable for development.

There also are no sidewalks or bike paths and bus service to the area.

Resident Kathy Kist-Wilson said local residents are part of the problem.

"We're not positive. We have to be part of the solution," she said.

Todd Lee, Vermilion Advantage's director of business development and governmental affairs, added that cities in the area are growing largely because they have universities.

He said the county must work together to attract jobs and make the community better.

"We can complain about the past or keep planning for the future," he said.

Halvorsen and Levy presented information about the study area, bordered on the north by CSX railroad and the other directions by Batestown Road.

Thirty-six percent of the study area is agriculture use; 7 percent vacant lots; 18 percent commercial use; 17 percent single-family residential; and 19 percent utility corridor/right-of-way areas for transportation.

The study area has a population of 220 and 58 percent of the residents are age 40 and older.

The area has seen little construction in recent years, but increased accidents, especially versus deer. Lighting could possibly be better addressed for the accidents.


Assets include the roadway connections and development potential, visibility and nearby parks. Average daily traffic is about 24,000 on the interstate and 9,800 on Route 150 near Danville, but 4,500 on Route 150 on the west side of the interstate.

The public meeting is part of the information gathering process for the study. The study is the first piece of the puzzle to present information to potential developers.

The land-use planning process will continue until February, which will include a second public meeting. The ultimate goal is to complete a document recommending three land use alternative scenarios for developing the area.




## Public Meeting #2 Materials



**Public Meeting Announcement:**  
**Danville Area Transportation Study**  
**Westgate Land Use Plan**

Please join us to provide input on the future of the area along I-74 and US 150 east of Oakwood and west of Danville. This meeting will present an overview of three possible future land use and transportation scenarios for the area. We will also review how each scenario could affect land development, transportation, and the environment. Your input is needed to help determine the best possible future for this important area. Don't miss your opportunity to provide input!




**Meeting Agenda Includes:**

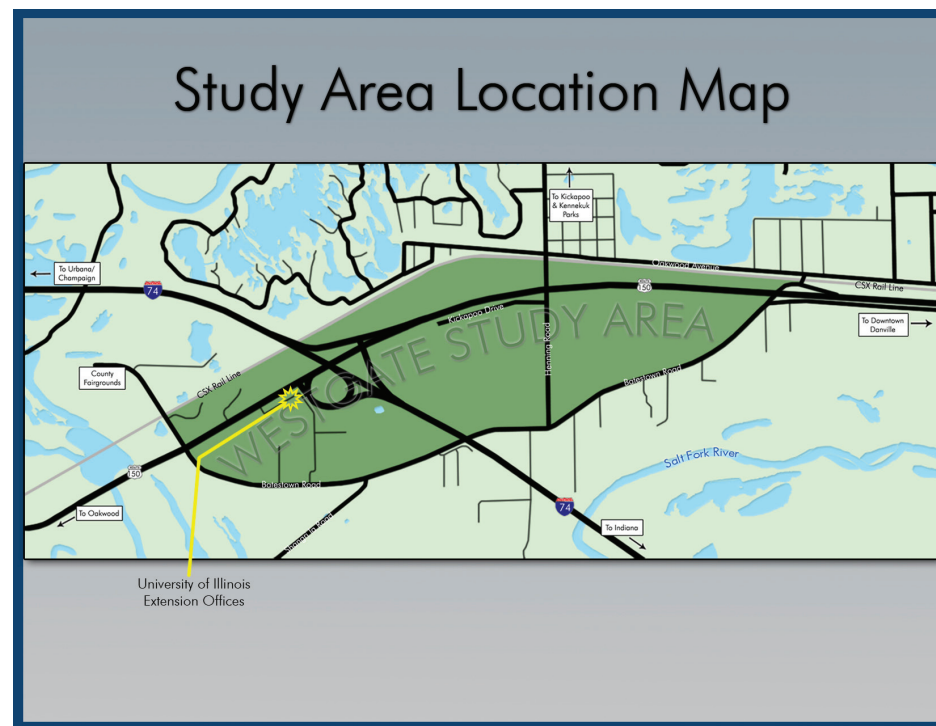
- Formal Presentation Starting at 6:10 P.M.
- Open House Following the Discussion

**Date:** Thursday, January 21st  
**Time:** 6:00 - 8:00 P.M.  
**Location:** University of Illinois Extension Office  
 12190 US Route 150, Oakwood, IL  
 (Located just east of the Vermilion County Fairgrounds)

For more information please contact Eric Halvorsen:  
 217-328-3313 or ehalvors@ccrpc.org



## Public Meeting #2 Publicity Flyer and Mailer





## Public Meeting #2

Please join us at the upcoming public meeting for the Westgate Land Use Plan! This plan is looking at present and future conditions for the area along I-74 and US-150 east of Oakwood and west of Danville.

### Date/Time/Location

January 21st, 6-8pm  
University of Illinois Extension Office  
12190 US Route 150  
Oakwood, IL

### Agenda

Formal Presentation on Detailing:  
- Future Land Use Scenarios  
- Future Transportation Improvements  
- Affects of Future Scenarios  
Open House Format  
Following Presentation  
For questions, or to arrange special accommodations, contact Eric Halvorsen:  
ehalvors@ccrpc.org  
or 217-328-3313 by January 18th.

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HOLDINGS INC., DBA THE COMMERCIAL-NEWS, a  
organized and existing under and pursuant to the laws of the  
s, HEREBY CERTIFIES.

PUBLISHER of the COMMERCIAL-NEWS, and the  
L-NEWS is a secular newspaper of general circulation in  
ity, Illinois, printed and published in the City of Danville,  
ity, Illinois:

f which the annexed is a true copy, has been regularly  
id newspaper one time each day/week for 1 successive  
s.

That the first of such publications was on the 19 day of Jan, 2010,  
and the last publication was on the 19 day of Jan, 2010.

That the COMMERCIAL-NEWS has been regularly published for at least  
six (6) months prior to the first publication of said notice: that the face of  
the type in which such publication was made is the same as the body type  
used in the classified advertising in the newspaper in which such  
publication was made.

That Chris Voccio has been duly appointed  
as agent of said company and authorized to certify all certificates of  
publication required to be made on account of publications made in the  
COMMERCIAL-NEWS, and that such appointment is still in full force  
and effect.

IN WITNESS WHEREOF, the said NEWSPAPER HOLDINGS INC.,  
DBA THE COMMERCIAL-NEWS, PUBLISHER, aforesaid, has caused  
its corporate name to be hereinto affixed, and this certificate executed by  
Chris Voccio, its authorized Agent, on this  
19 day of January, A.D. 2010.

Printer's Fee \$ 169.28

NEWSPAPER HOLDINGS INC.,  
D.B.A. COMMERCIAL-NEWS

Date Paid \_\_\_\_\_ 20 \_\_\_\_

By: Chris Voccio

Authorized Agent

116-116-5 2001-18

## Newspaper Ad



## Public Meeting #2

Please join us at the upcoming public meeting for  
the Westgate Land Use Plan! This plan is looking at  
present and future conditions for the area along  
I-74 and US 150 east of Oakwood and west of  
Danville.

### Date/Time/Location:

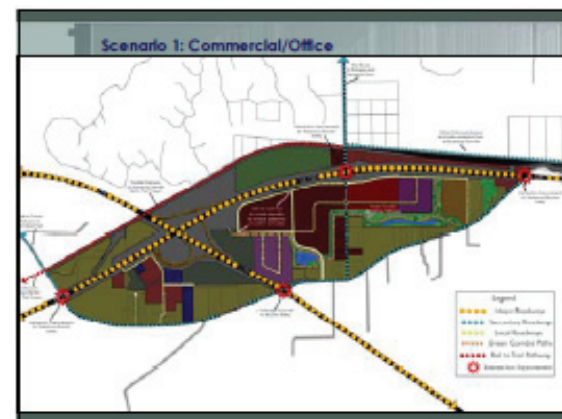
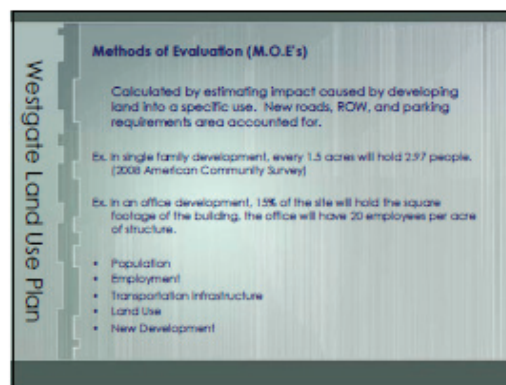
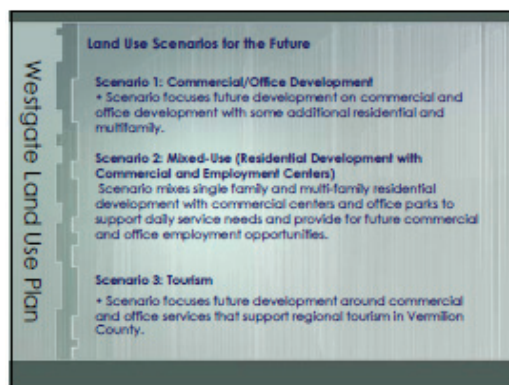
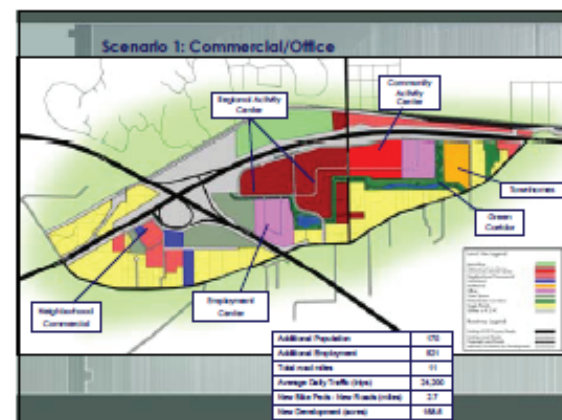
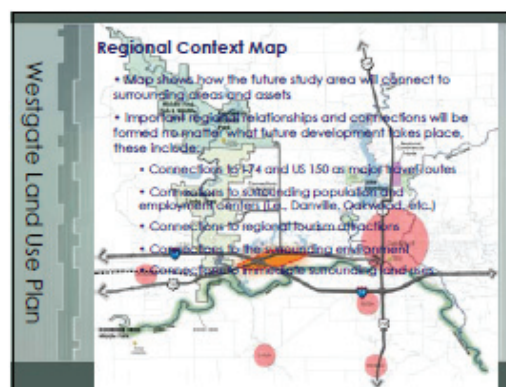
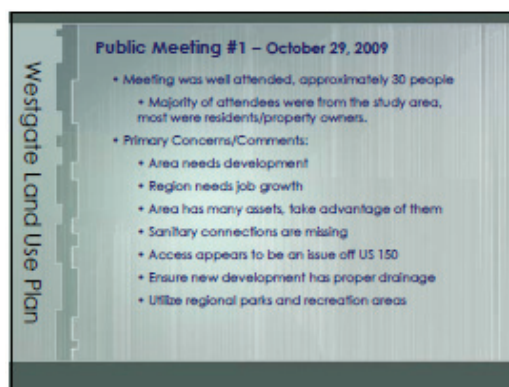
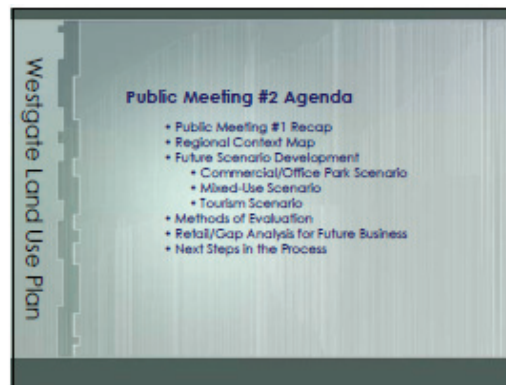
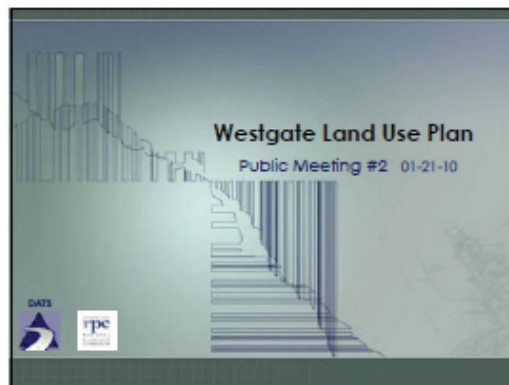
January 21st, 6-8pm  
University of Illinois Extension Office  
12190 US Route 150  
Oakwood, IL

### Agenda:

Formal Presentation Detailing:  
- Future Land Use Scenarios  
- Future Transportation Improvements  
- Affects of Future Scenarios

Open House Format Following Presentation

For questions, or to arrange special accommodations, contact Eric Halvorsen:  
ehalvors@ccrpc.org, or 217.328.3313 by January 18th.





## Westgate Land Use Plan

### Scenario 2: Mixed-Use

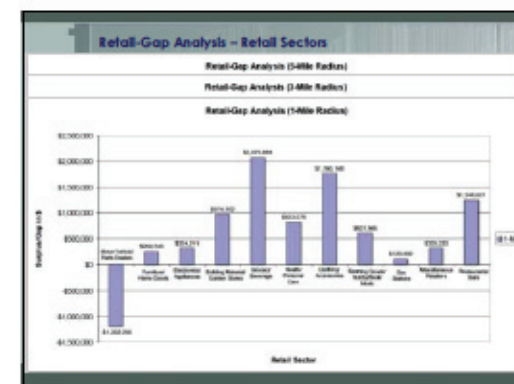
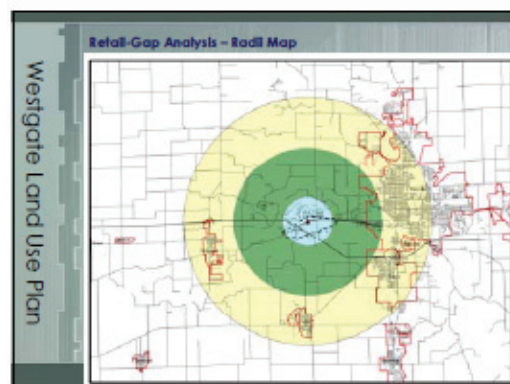
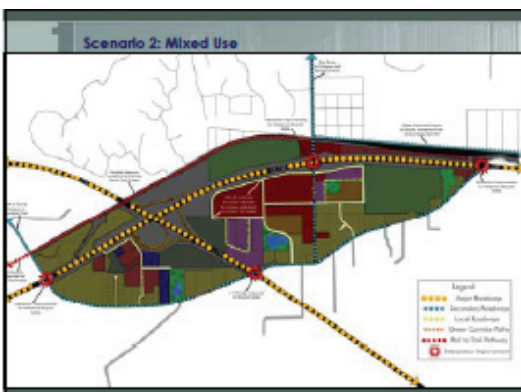
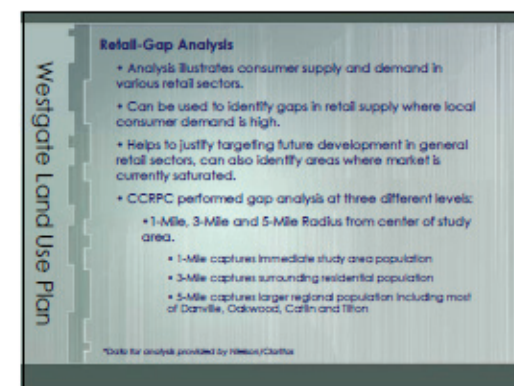
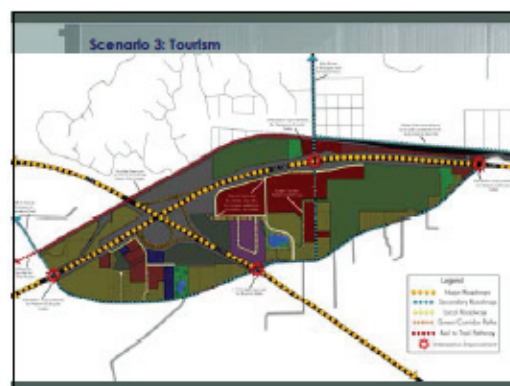
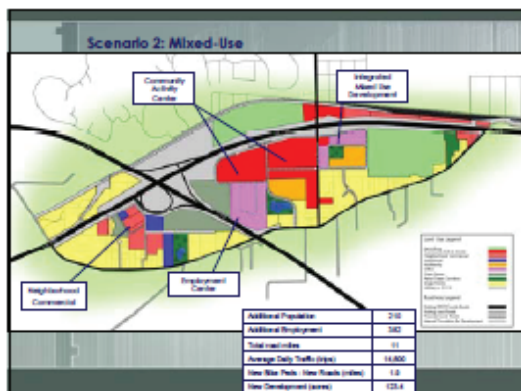
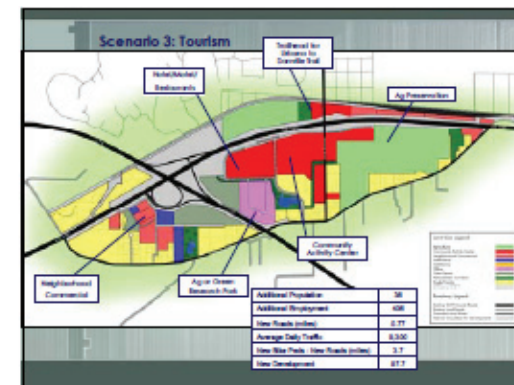
#### Scenario Description:

- Medium growth scenario
- Integrates single family, multifamily, commercial and office growth
- Creates live/work/shop/play environment near regional recreational opportunities
- New roadways provide connectivity for walking, biking and driving between residential development and commercial/office development
- Incorporates more new single family and multifamily development than other scenarios

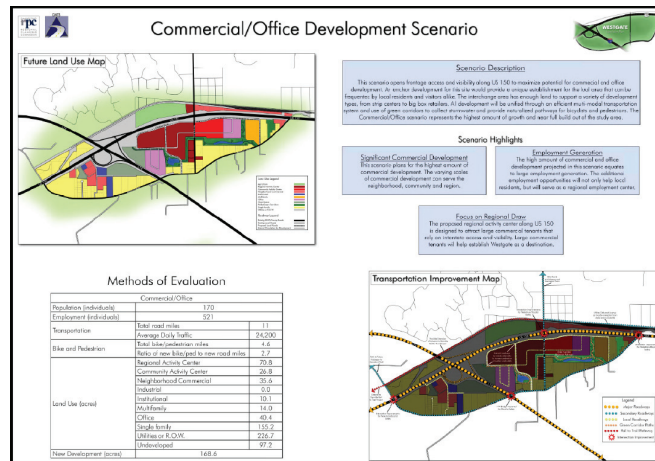
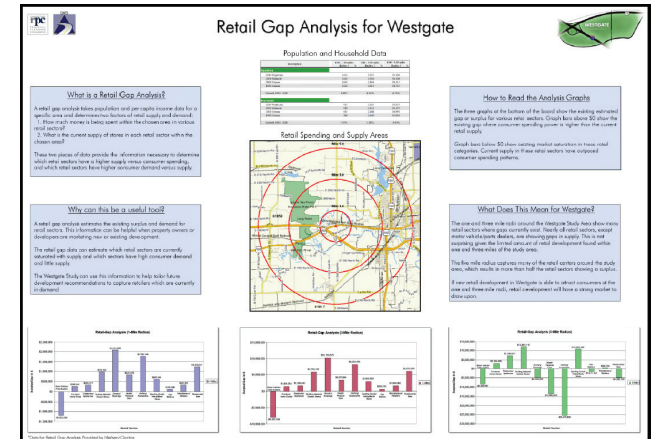
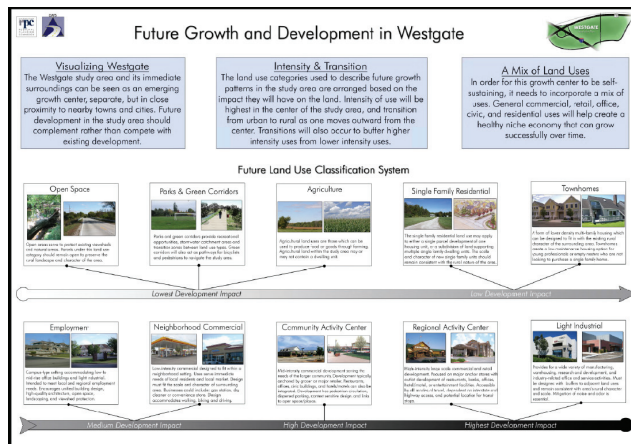
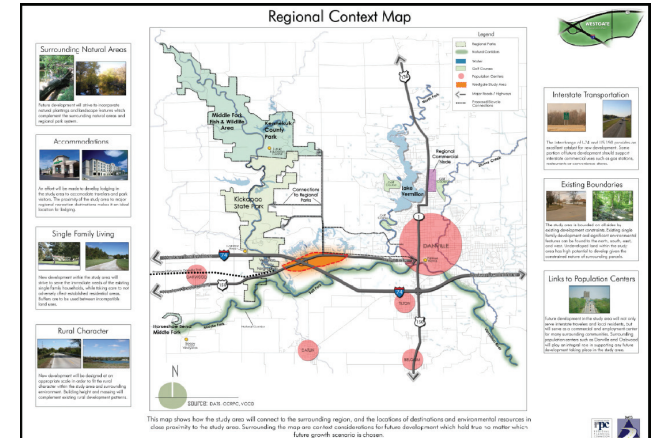
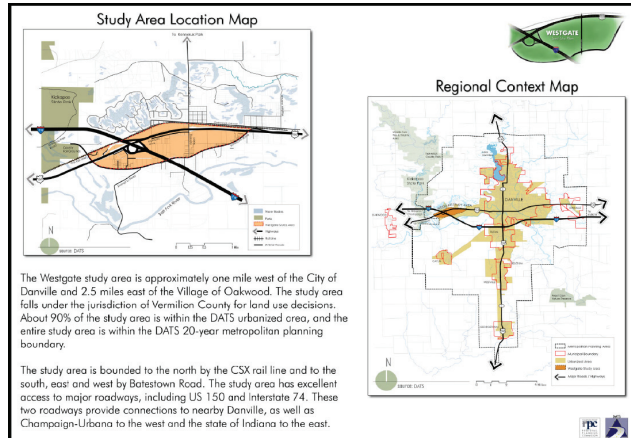
### Scenario 3: Tourism

#### Scenario Description:

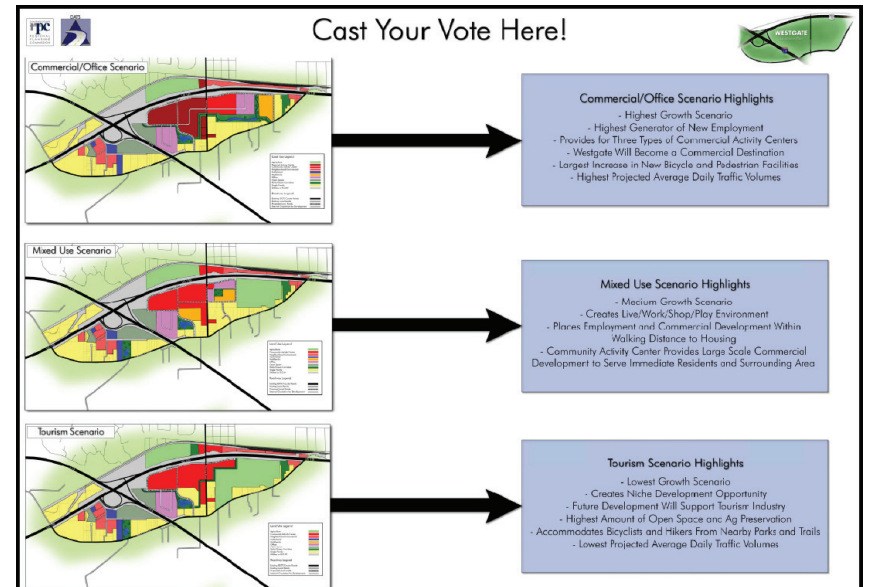
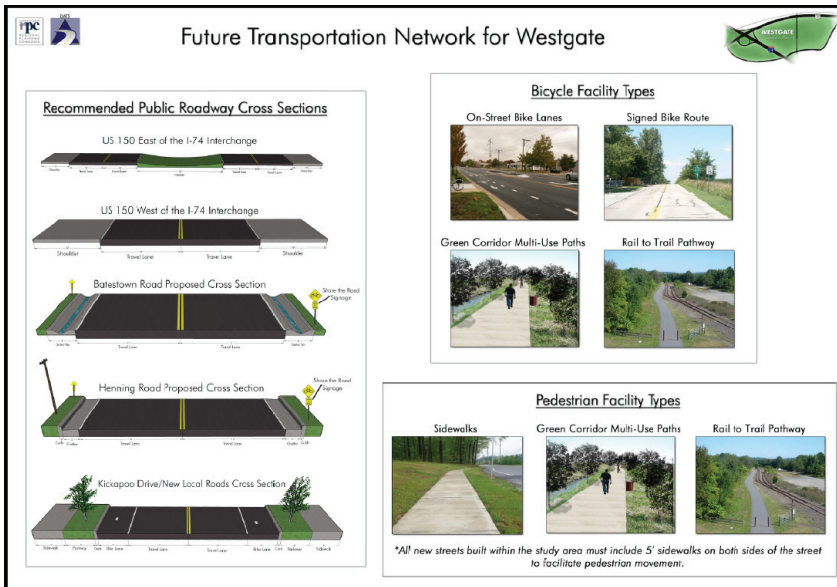
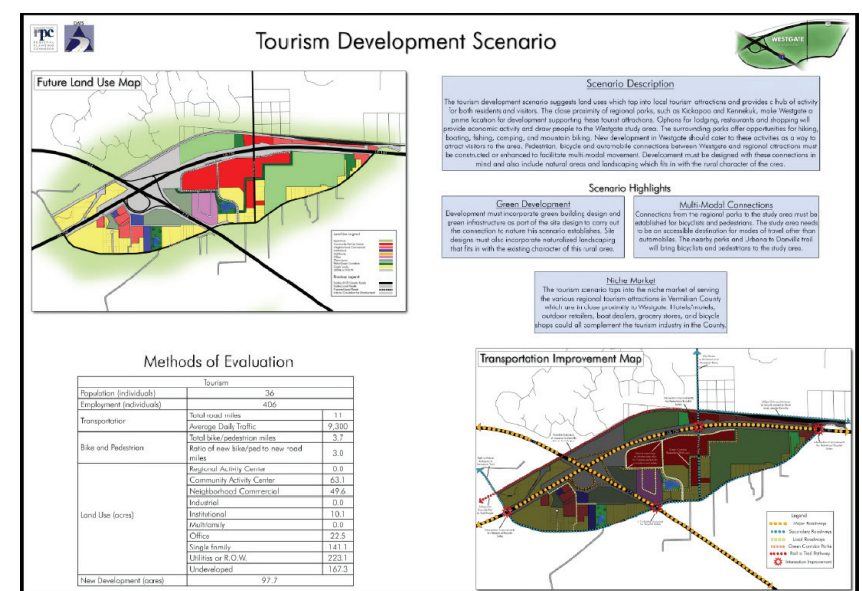
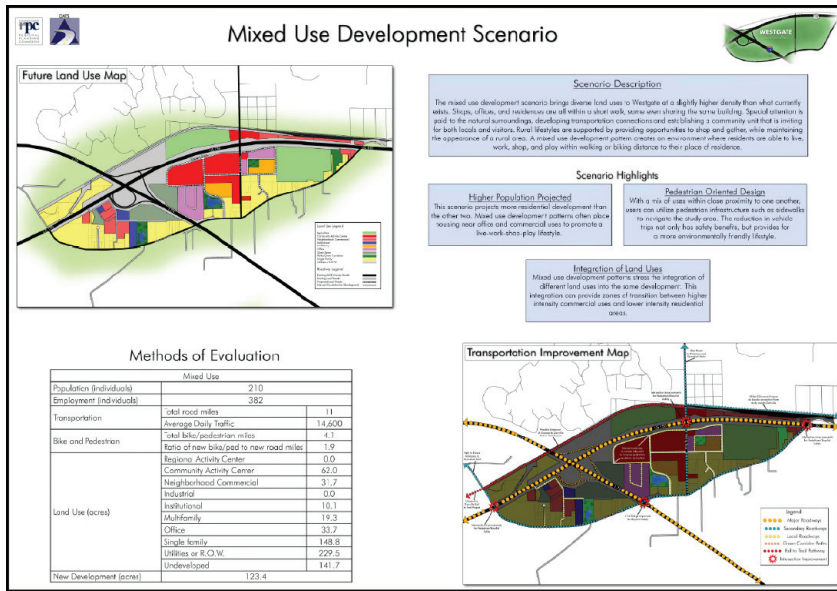
- Low growth scenario
- All new development focused around supporting recreation and tourism for regional attractions
- Supportive development for tourism to include:
  - Hotel/motel, fast-food and sit-down restaurants, boutique shops, convenience stores, outdoor retailers, bike shops, boating retailers, grocery store, etc.
- Trailhead commercial development north of US 150
- New development to have a "green" focus and integrate additional pedestrian/bicycle facilities into site planning
- Provides refuge for travelers, park visitors, and pedestrians/cyclists using the Urbana to Danville trail
- Niche development that does not exist in the region



## Large Format Boards from Public Meeting #2











# Comment Card

**Please submit the form in the box provided or send it to the CCRPC office.**

1. Do you have any comments on the information presented at this meeting?

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2. Which of the three future scenarios best suited your vision for the study area and why?

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3. What other transportation improvements are needed other than those shown during this meeting?

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4. Are there other comments or concerns you would like to bring to our attention regarding the future scenarios for the corridor?

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5. How did you find out about the public meeting?

- \_\_\_ Website
- \_\_\_ Received a flyer in the mail
- \_\_\_ Saw ad in the newspaper

Voting Results from Public Meeting #2				
Commercial/Office Scenario		5 Votes		
Mixed-Use Scenario		9 Votes		
Tourism Scenario		8 Votes		
Comment Question	Topics	Comments		Times Mentioned
Comments on any information presented at the workshop	Environment	Like the use of environmental assets.		1
		Best for job growth and changing the area.		1
Which of the three scenarios best suits your vision?	Scenario 1	Want higher end retail stores. Area can compete with Champaign and North Danville.		1
	Scenario 3	Best use of the environmental assets and gives options for agricultural land.		1
What other transportation improvements are needed?	None	No additional improvements are needed.		1
	Bicycle	Consider a connection other than Batestown west of the interchange for bikes. Possibly extending a bike trail over the I-74 bridge on Batestown.		1
Are there other comments or concerns you would like to bring to our attention?	Sanitary Sewers	Use CDAP grants to help bring sanitary sewers to the area. Aquallinois is interested in helping.		1
How did you find out about the public meeting?	Website			0
	Flyer/Mailing			1
	Newspaper Ad			0
	Word of Mouth			1
	Other (Please Explain)	Notified by Email		1

PLEASE PRINT

Westgate Land Use Plan -- Public Meeting

January 21, 2010

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
1	Matt Hoose	Ill. FS	1509 E University	Urbana	IL	61802			
2	Amy Hoose	Trillium Staffing	304 N. Gilbert	Danville	IL	61832			
3	Ronald Turner	Resident	1723 Batestown Rd	Danville	IL	61832			
4	Roger Meyer	Berns Clancy & Assoc.	405 E Main	Urbana	IL	61801			
5	Brenda Massey	Resident	17151 Key Lane	Oakwood	IL	61858			
6	Jim Daugherty	Daugherty & Park	2200-A Kitchener	Danville	IL	61832			
7	Steve Borkley	Amren	1115 E Voith St	Il	Il	Il			
8	Clayton Nagde	Resident	16 Thunderbird	Oakwood	IL	61858			
9	Shane Smith	Resident	3 POKEST			61832			
10	Doug Hefner	Resident/MSource	12THUNDERBIRD RD	OAKWOOD	IL	61858			
11	Dennis Markwell	IDOT	Park, IL.	Park	IL				
12	Alan Ellis	Resident	143 Mauck Lane	Danville	IL	61832			
13	Joseph Gleason	Gleason Engine	327 N. Fletcher	Danville	IL	61832			
14	Angie Stenson	DATS							
15	NANCY O KANE	DANVILLE TOWNSHIP	111 CROWKITE	DANVILLE	IL	61832			
16									
17									
18									
19									
20									

PLEASE PRINT

Westgate Land Use Plan -- Public Meeting

January 21, 2010

	NAME	Organization	Address	City	ST	ZIP	Phone	Fax	E-mail
21	Ed Gritton		1458 Warrington	Danville	IL	61832			
22	Bob Nelson	IDOT DS							
23	DOUG STASKE	Vermilion Co Hwy	2732 BATESTOWN RD	OAKWOOD	IL	61858			
24	Jennifer Bailey	Commercial - West	17 W. North	Danville	IL	61832			
25	Phyllis Parker	Daughters of Park	22004 Kechapoo	Danville		61832			
26	Bill Pickett	WDAN-WDNL Radio	1501 N. WASHINGTON	Danville	IL	61832			
27	Rick Hughes	Vermilion Co Board	1299E 475 N RD	Indiant	IL	61832			
28	Charles Napier		6 Thunderbird	Oakwood	IL	61858			
29	Toni Miller		3 Forest	Danville	IL	61832			
30	Todd Lee	Vermilion Advantage							
31	Brad Key	All Source	12078 US Rt 150	Oakwood	IL	61858			
32	Josh Gabhart	Agua Illinois	1300 W Fairchild St	Danville	IL	61832			
33	Susan Andrews	Rainbow of Hope School	2201 Kichapoo Dr.	Danville	IL	61832			
34	Mike Pehr	City of Danville	512 Woodlawn	Danville	IL	61832			
35	Mike Ortiz		1226 Oak St	Danville	IL	61832			
36	Adam Aull	DATS	17 W Main	Danville	IL	61832			
37	LARRY BOGG		2807 STUNKARD	OAKWOOD	IL	61858			
38	Mike O'Kane		111 Cranberry	Danville	IL	61832			
39	Nick Thomas		1520 N. Gilbert	Danville	IL	61832			
40	Richard Woodard		1208 Sheridan	Danville	IL	61832			



## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

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2. Which of the three future scenarios best suited your vision for the study area and why?

Commercial/Office  
Don't want ~~street~~ Want High End stores  
to draw people towards area to compete  
w/ Champaign or N. Danville

3. What other transportation improvements are needed other than those shown during this meeting?

Consider connection other than Batestown Rd  
between area West and East of I-74  
Possibly via extending to ~~Bike~~ Bike trail/Bridge  
over I-74

4. Are there other comments or concerns you would like to bring to our attention regarding the future scenarios for the corridor?

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5. How did you find out about the public meeting?

Website

☒ Received a flyer in the mail

☐ Saw ad in the newspaper

☐ Word of mouth

☐ Other (please explain)

---





## Comment Card

Please submit the form in the box provided or send it to the CCRPC office.

1. Do you have any comments on the information presented at this meeting?

I like the using of environmental assets.

2. Which of the three future scenarios best suited your vision for the study area and why?

I think Scenario 1 is best for jobs + changing the area. I would prefer scenario #3 to use the environment. This also gives you more options in the future for the agricultural area.

3. What other transportation improvements are needed other than those shown during this meeting?

None.

4. Are there other comments or concerns you would like to bring to our attention regarding the future scenarios for the corridor?

Use of CDAP grants and Economic development grants for funding of sewer development. Aqua Illinois interested in helping.

5. How did you find out about the public meeting?

\_\_\_ Website

\_\_\_ Received a flyer in the mail

\_\_\_ Saw ad in the newspaper

☒ Word of mouth

☒ Other (please explain) Notified via email

## Second Westgate meeting slated

BY JENNIFER BAILEY  
jbailey@dancommercialnews.com

DANVILLE — A second meeting to discuss the future of the Westgate area will take place Thursday.

According to representatives from the study conducted by the Covington Township Planning Commission, the meeting will be similar to the first one in October.

A formal presentation will begin around 6:30 p.m. The agenda for the meeting includes the following points:

### COMING UP

A second Westgate Use Plan public meeting will be held Thursday at the University of Illinois Extension office on Route 150.

Participants will be able to vote on their preferred future growth scenario for the Westgate area.

The public meeting, a regional context map, future scenario development, commercial/office park scenario, and a future tourism scenario, methods

of evaluation, retail/gap analysis for future business and next steps in the process.

There will again be a question and answer session, followed by an open house.

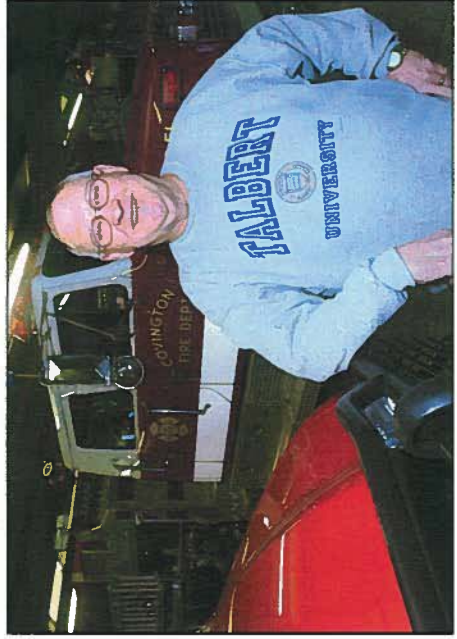
CCRPC Communications Director Steve Boni said the study will include dates on questions asked at the first meeting.

Many residents at the first meeting want to see more restaurants and retail around the Martin Luther King Drive exit at Interstate 74 and Route 150 interchange.

Obstacles to development in the area, lack of parking, and the right-of-way for transportation.

Average daily traffic is about 24,000 vehicles on the Interstate and 9,800 vehicles on Route 150. The study area is located on Route 150 on the west side of the Interstate.

The goal is to complete a document recommending three land use alternatives for development. The study is a preliminary study to be presented to potential developers.



Rick Talbert poses inside the Covington, Ind., Fire Station 31. Talbert has been a firefighter for 31 years and chief of the Covington Volunteer Fire Department for the past 22 years. He retired at the end of 2009.

## Fire chief retires

Talbert was a volunteer for 31 years

"I have been chief ever since," he said.

The fire district covers 65 square miles and includes all of the townships of Warren County, including Township and Mound Township in Warren County.

But Talbert got started in firefighting when he was a resident of Springfield, Ill.

Talbert joined the Covington fire department in 1985 when he moved to the area. He became a lieutenant in 1988 and was appointed chief in 1989.

STORY BY DENNIS BARTLOW

PHOTO BY MATT HUBER

## Veterans program seeks donations

BY AMY LONG

news@dancommercialnews.com

DANVILLE — Operation HAVEN — Helping Area Veterans with Essential Needs — will kick off its first basic collection Jan. 30 and 31 at the Danville Mini Warehouse.

Since 2001, the veterans program, operation HAVEN will collect items such as tables, chairs, couches, beds, sheets and towels to basic toiletry needs such as toothbrushes, soap, and deodorant.

"Anything that we can use at home" will be welcomed, said Tim Wills, one of the organizers.

BY BRIAN L. HUGHEL

bhughel@dancommercialnews.com

CATLIN — A Vermillion County woman escaped from a traffic accident just minutes before a train plowed into her vehicle.

Upper Norgaard, 45, escaped with no injuries, but the incident just before 9 p.m. Monday along Lyons Road just outside of Catlin.

Capt. Dennis Wood of the Vermillion County Sheriff's Department said the accident reports indicate Norgaard headed westbound on Lyons Road when the lost control of her vehicle, which came to rest on the right shoulder.

Wood said people from the nearby businesses came out to the vehicle, she was surprised when she heard Norgaard's voice, realizing that she knew the driver.

Hughes said she didn't hear a train at first.

"I was supposed to pick up my son, but I saw the train's light through the fog," she said. "I just thought 'Oh no.'"

"They were trying to figure out how to get the car off the tracks," Hughes said of a group of people who came out to help. "And I said that's not going to happen."

Hughes and Reynolds struggled to get Norgaard as far from the tracks as they could. The women were able to get 40 feet away from the tracks where it be-

See DRIVER/PAGE 8A

## Driver escapes train collision

See VACANT/PAGE 7A

## Vacant structure ordinance questioned

BY JENNIFER BAILEY  
jbailey@dancommercialnews.com

DANVILLE — Resident Debra Coleman thinks the city's vacant structure ordinance needs a little tweaking and is prohibiting her from fixing up her property more quickly.

Coleman told city council members Tuesday night that her property at 508 Townsend St. is a vacant structure.

"It's not an expense in any way shape or form," she said. "I'm trying to work on my property."

Landlord Jerry Hawker said this case shows the ordinance is already coming full circle. It's hindering persons from improving their properties, he said, adding that the owners also are paying for garbage and sewer service even though no one is living there.

"You're putting a stranglehold on people wanting to fix up houses," Hawker said.

He said some investors are not buying properties because they're vacant.

The city's 2008 ordinance requires vacant building owners to register their buildings with the city annually. The city mailed a letter more than 400 letters to potential vacant structure owners last year.

The ordinance requires a \$50 registration fee for a vacant structure and a \$100 fee for a vacant building. The ordinance also states that the building will remain vacant or be rehabilitated or knocked down in a time period not to exceed a year. There can be extensions.

Exemptions include a building that is actively being used, a building that is being sold, or a building that has been actively marketed more than a year preceding the ordinance going into effect.

The owner also is required to obtain a surety

**3230**  
Today's weather  
92°/62°  
PAGE 7A

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To see residents' reactions to the new index, call 444-5000 or (800) 795-2992.

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**NEXT DAY**

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## Westgate growth scenarios discussed

BY JENNIFER BAILEY

DANVILLE January 22, 2010 05:00 am

— A cold, rainy night didn't deter a roomful of residents from learning about three land-use and transportation scenarios for future growth in the Westgate area. About 35 people attended a second public meeting to discuss the Westgate Land Use Plan Thursday night at the University of Illinois Extension office on U.S. Route 150.

The Westgate study area is comprised of large tracts of undeveloped land surrounding the Interstate 74 interchange and Route 150, west of Danville and east of Oakwood. The study area is generally bounded by the CSX rail line to the north and Batestown Road to the south, east and west.

Representatives with study consultant Champaign County Regional Planning Commission discussed three development scenarios — commercial/office; mixed use; and tourism.

At the end of the formal presentation, mixed use seemed to be the favorite scenario.

The commercial/office scenario includes smaller office complexes employing more than 500 persons and more residential areas, seeing the study area's population of 220 increase by another 170. This represents the highest growth amount and near full build of the study area.

The mixed-use scenario creates a live, work, shop and play area with less development but still some commercial and office development and more single- and multi-family housing, seeing about 382 more jobs and 210 more residents. This is a medium-growth scenario.

The tourism scenario sees more attractions and options tying into the state and county parks, such as hotels, restaurants, outdoor stores, boat retailer, bike shop and grocery store.

There also could be a trailhead and rest area, near Henning Road for the proposed Urbana to Danville bike trail.

The commercial developments in the scenarios are located south of I-74 and west of Henning Road.

Andrew Levy, CCPRC planner and sustainability coordinator, said transportation connections must be there for automobiles, bicycles and pedestrians.

CCPRC Transportation Planner Eric Halvorsen added that all these scenarios look long term, 20-25 years into the future.

A retail gap analysis shows that in a five-mile radius from the study area, there remain gaps in capturing resident's spending on sporting goods and other resident needs.

In a three-mile radius, there is a \$10 million gap in groceries/beverages, \$8 million gap in clothing and accessories and \$6 million gap in restaurants.

The only surplus in the one-mile radius and three-mile radius is in motor vehicle/parts dealers.

The next steps in the study is for the CCPRC to identify a preferred land use/transportation scenario; refine the scenario based on public comments; look at drainage, utility, access and other issues; and write a final document to present to potential developers.

Public questions related to sanitary sewer issues, average daily traffic, where money will come from for any of the scenarios (likely private and public funds) and annexation.

Brad Key, who has owned All Source, a car stereo and supplies business, in the former Tractor Supply building on U.S. Route 150 for four years, said he doesn't want to see the area annexed into the city and he's not in favor of any land-use scenario.

"Danville is full of empty office buildings right now...", Key said.

He's skeptical that anything will happen after the study.

But Levy said the office sector, particularly in the medical field, is growing in Vermilion County.

"We think it's a good location along I-74," Levy said.



Key also complained about receiving no help in taking care of the roads out there now. He helps fill the potholes, uses weed killer and mows.

Several other residents at the meeting favored the mixed-use scenario.

They included Ameren employee Steve Barkley of Sidney.

“Any growth is good for us,” he said.

But he thinks the mixed-use scenario also has the most potential for spin off growth for Danville and the other surrounding areas.


“I’d like to see a combination of the two (mixed-use and tourism scenarios),” Barkley said.

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## Public Comment Period


A draft of the final Westgate Land Use Plan was put out for a 14-day public comment period between March 22 and April 5. The plan was available through the CCRPC and Westgate websites in PDF format. All comments were submitted to CCRPC staff through email, written letters, phone conversations, or personal meetings. An ad was placed in The Commercial-News newspaper making the public aware of the comment period. An email was also sent out to the people who attended any of the public meetings held during the planning process. A press release was provided to The Commercial-News as well. CCRPC and DATS received no public comments during the 14-day period.

Public Comment Period Publicity Flyer and Mailer



Public Comment Period:  
**Danville Area Transportation Study**  
*Westgate Land Use Plan*



The Danville Area Transportation Study (DATS) and Champaign County Regional Planning Commission (CCRPC) are seeking your help in reviewing the Westgate Land Use Plan. A 14-day public comment period is being held from March 22, 2010 to April 5, 2010 to solicit public input on the draft final plan. During this time, staff will be taking comments from the public.

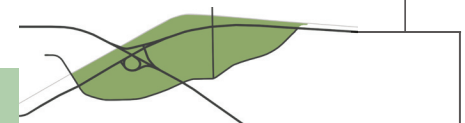


Comments can be submitted via email, written letter, phone call, or through the Westgate website.

The draft final document can be viewed at:  
<http://www.ccrpc.org/transportation/westgate/index.php>

For more information please contact Eric Halvorsen:  
217-328-3313 or [ehalvors@ccrpc.org](mailto:ehalvors@ccrpc.org)







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 County of Vermilion ) ss.  
 City of Danville )

#14248098

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That it is the PUBLISHER of the COMMERCIAL-NEWS, and the COMMERCIAL-NEWS is a secular newspaper of general circulation in Vermilion County, Illinois, printed and published in the City of Danville, Vermilion County, Illinois:

That a notice, of which the annexed is a true copy, has been regularly published, in said newspaper one time each day/week for 1 successive days/weeks/times.

That the first of such publications was on the 22 day of March 2010, and the last publication was on the 22 day of March 2010.

That the COMMERCIAL-NEWS has been regularly published for at least six (6) months prior to the first publication of said notice: that the face of the type in which such publication was made is the same as the body type used in the classified advertising in the newspaper in which such publication was made.

That Chris Vocito has been duly appointed as agent of said company and authorized to certify all certificates of publication required to be made on account of publications made in the COMMERCIAL-NEWS, and that such appointment is still in full force and effect.

IN WITNESS WHEREOF, the said NEWSPAPER HOLDINGS INC., DBA THE COMMERCIAL-NEWS, PUBLISHER, aforesaid, has caused its corporate name to be hereinto affixed, and this certificate executed by Chris Vocito its authorized Agent, on this 22 day of March, A.D. 2010.

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## Newspaper Ad



## Public Comment Period

The Danville Area Transportation Study and Champaign County Regional Planning Commission are asking for your help in reviewing the Westgate Land Use Plan! A 14-day public comment period will begin on March 22, 2010 and end on April 5, 2010. During this time, staff will be taking comments from the public.

To View the Document Please Visit:

<http://www.ccrpc.org/transportation/westgate/index.php>

Comments will be accepted via email, written letter, phone call, or through the project website.

For questions, contact Eric Halvorsen: ehalvors@ccrpc.org, or 217.328.3313



Announcement of a Meeting for the  
***DATS Policy Committee***  
Danville Area Transportation Study  
(DATS)

**DATE:** Thursday, April 8, 2010  
**TIME:** 10:30 AM  
**PLACE:** City of Danville, City Hall  
Lower Level Council Chambers  
17 W. Main St.  
Danville, IL 61832

**AGENDA**

- I.** Call to Order & Roll Call
- II.** Approval of Agenda
- III.** Approval of Minutes
  - a. *Policy Meeting of February 11, 2010*
- IV.** Public Comment Period
- V.** New Business
  - a. *Presentation: Westgate Land Use Plan by CCRPC*
  - b. *Vote:*
    - i. *TIP Amendment City of Danville project*
    - ii. *Draft Transportation Improvement Projects 2011-2014*
  - c. *Administrative Amendment: TIP Amendment IDOT projects*
  - d. *Discussion: Create list of top construction projects for area*
  - e. *Vote:*
    - i. *Amendment Unified Planning Work Program 2010*
    - ii. *Draft Unified Planning Work Program 2011*
  - f. *Discussion: RFP for School Traffic Circulation Study*
  - g. *Vote: Letter of Support for Fairchild Subway*
- VI.** Old Business
  - a. *Project Reports*
    - i. *Bicycle Plan*
    - ii. *Long Range Transportation Plan*
    - iii. *Westgate Land Use Alternatives Study*
- VII.** Adjournment

