

Official Plan and Maps
for the
Village of Tolono, Illinois

Adopted under Ordinance __ - __

December 17, 1996

by the
Board of Trustees
of the
Village of Tolono, Illinois

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- 1 Approximate Limits (Corporate and 1½ Miles) *
- 2 Official Planning Map *

* - Located in the folder at the end of the Plan

OFFICIAL PLAN AND MAPS FOR TOLONO, ILLINOIS

A. General

This plan is authorized under the 65 ILCS 5/11-12-6. "Official comprehensive plan and official map - Adoption - Filing - Copies." This plan and map, by themselves, are advisory in nature. However, as stated in the ordinance by which this plan is adopted, several ordinances of the Village of Tolono are to be enforced as a means of implementing this plan in the Village and in the area around the Village within 1½ miles of the corporate limits of the Village (See Figure 1).

The function of the plan and maps is not to predict future growth, but to anticipate future trends and to provide guidelines that permit intelligent decisions on matters affecting the Village. It is not possible to predict precisely the manner in which the Village will grow or the rate at which this growth may take place. It is within the power of the Village to adopt guidelines for orderly growth regardless of when it might take place.

This plan sets forth the goals and objectives for land use. The maps identify what uses should be made for lands within the Village limits or near them. They also establish where future collector streets should be located and what lands should be preserved for public use.

From time to time this plan should be updated to reflect changing needs and to incorporate recommendations for other improvements, such as drainage, water and sewer systems.

B. Goals and Objectives

1. Goal

The primary goal for the future development of the Village of Tolono is to balance future land use demands with the Village's ability to provide appropriate services while minimizing conflicts between disparate types of land users.

2. Objectives

The objectives which will aid in implementing the general land use goal are as follows:

- a. To promote a land use pattern which strengthens the local economy and thereby increases the Village's tax base, in order to provide the Village with sufficient revenues to meet its requirements.
- b. To plan for areas for economic and population growth which are in locations which can be adequately serviced by community facilities.
- c. To designate those areas for residential growth in accordance with current densities in keeping with the character and quality of the present community while planning for a variety of housing types to meet a variety of tastes and needs.
- d. To encourage areas for commerce and services in strategic locations so that local businesses can be accessible to the necessary trade markets.
- e. To protect natural resources by designating and preserving scenic, historic and open areas which provide a variety of visual experiences and recreational opportunities to the residents.

f. To seek new industrial uses which will not disrupt the present character and quality of the Village and are compatible with adjacent land uses. To designate a sufficient amount of land suitable for industrial development which is located in areas that are adequately served by transportation facilities and by access to utilities.

g. To seek sites for future public facilities. To plan for extension and/or construction of public buildings and sites including the provision of public school sites for joint use as schools and areas for the recreation of the Village residents.

C. Land Area

The amount of land area required for future development depends on population growth, the density of the various land uses, and the area requirements for each type of land use. Tolono has relatively little undeveloped land within its Village limits. If the Village pursues an annexation program, its future population would be limited only by its ability to economically extend municipal services into the annexed areas and its corresponding capacity to be developed for residential purposes.

D. Development

There are several factors which will affect the future development of Tolono and the surrounding area. Among those factors are Interstate Route 57, US Route 45, east-west and north-south railroads which cut through the center of the Village, drainage ditches northwest and south of the Village, the geographic location of Tolono, and the topography of the area.

The factor that may have the greatest influence on future urban development is US Route 45. This new widened highway will reduce the travel time between Champaign and Tolono to under ten minutes. This should encourage more people who are employed in the Champaign-Urbana area to live in the Tolono area and commute to work.

The geographic location of Tolono is a factor affecting future development. Located approximately six miles from the edge of the Champaign urban area, it is reasonable to assume that some urban development will occur in a northerly direction towards the major growth center.

Land adjacent to other highway interchanges could also experience development (Sadorus Road, Monticello Road, and Interstate 57). This is due to the higher volume of traffic along these major roads, which makes it desirable for user services and commercial development.

The drainage ditches are a barrier for contiguous land use activities in that they disrupt the normal extension of transportation facilities and utilities. Through careful planning, these barriers can be overcome. The type and amount of future development within the floodway and floodplain of these ditches should be controlled and regulated.

The effect of topography must be considered when planning future land use, major streets, and utilities. In general, the slope of the land in the Tolono area is very gradual.

E. Land Use

The land use plan for Tolono is detailed herein. This plan is considered to be the most feasible arrangement of land uses based upon the existing land use patterns, development trends, and factors affecting development. Land in excess of that required for the expected growth of the Village is shown on the maps to indicate flexibility of location, to provide as basis for current and future zoning, and to accommodate future residential growth without destroying the effectiveness of the plan.

1. Residential

Future residential development is expected to take place on the southeast, southwest and northwest sections of the Village. Most of the expected residential development will be single-family homes. The desire for more open space is one reason why families reside in Tolono, and single-family development should be continued for a major portion of the planning area.

Multi-family development will also take place in Tolono. This includes typical apartment and townhouse type developments. It is recommended that these developments occur in areas where there is access to arterial or collector streets. These developments can also serve as a buffer between commercial areas and single-family residential areas.

Several multi-family areas are proposed on the land use map. Some degree of apartment or townhouse development would also be permissible in single-family residential areas if a sufficient land area is developed as a total planned development. This would allow a developer to vary the type of housing within a given development so long as the overall density does not exceed that permitted under the Village's zoning classifications.

2. Commercial

The old "downtown" area of the Village which provides most of the existing commercial space has many problems associated with it. There are parking problems, traffic problems, and a lack of space for growth. Rehabilitation efforts should continue towards providing a convenient, attractive, and compact shopping area, available to pedestrians with a minimum of vehicle-pedestrian conflicts.

In addition to the central business district, other types of commercial areas exist. These are located along US Route 45 and cater to local and transient business. A location along US Route 45 does provide merchants with locations which will capture a fair amount of the people passing through Tolono each day. The Village discourages spotted commercial development in or adjoining residential areas, such as neighborhood shopping areas.

Because of the expected traffic loads, the best location for future commercial development is along US Route 45: 1) north of the developed portion of the Village, along the west right-of-way, and 2) south along Route 45 from the railroad tracks to the mobile home park, again along the west right-of way of Route 45, and 3) at the southwest corner of Route 45 and the Sadorus Road. Restrictions on the access and development of this property must be made. Access to these businesses may be from a frontage road, constructed parallel to Route 45. Minimum building setbacks from the US Route 45 right-of-way should be in accordance with the Village's zoning requirements.

Businesses should be planned in groups and should provide for expansion, with convenient parking and accessibility. Through careful control of the development of this commercial property, the needs of the Village can be met with the minimum use of land and an attractive, convenient commercial district can be created.

3.. Industrial

The Village does have some positive factors which should serve as incentives for locating new industries. It has two major railroads passing through town and has relatively convenient access to Interstate 57. The Champaign County area does provide a large workforce to draw upon and the Village can provide utility services, off-street parking and areas for future expansion as needed to meet most industrial requirements.

The Village has identified two basic areas for industrial development (refer to the land use map). One industrial location is within the south area of the Village, east of US Route 45. The other area is west of the Village, adjoining the railroad tracks. An industrial park that pools industrial activities into one area is strongly recommended. The locations shown place industry at some distance from the major residential areas of the Village and minimize the effects of any noise or air pollution.

A major advantage of these locations is that railroads could easily drop a spur for the convenience of the industries. Also, access via the township road which is an easterly extension of the Sadorus Road would provide easy access to the southern area and not create traffic hazards or disturbances to residential areas.

4. Parks and Public Lands

Provisions for parks and public lands in this plan includes land for additional park facilities, expansion of cemeteries, and for public use such as fire stations, Village maintenance and Village utilities. Construction of churches, etc., will be scattered throughout the proposed residential areas, but due to the wide acceptance of church land in residential areas none have been located on the map. The need for future utility construction is also realized, but again is not shown on the map. If growth in the northwest sections of the Village occurs, the need for a wastewater treatment facility to serve that area is recognized. The location of any future utility construction will depend upon the rate of growth in a particular area.

There is a need for park and playground sites within all areas of the Village. Both active and passive recreation needs must be accommodated. Active needs include sporting activities and passive needs include gardens, picnic areas, and general sitting areas. Because the Village is divided into quadrants by the railroads, each quadrant should have a neighborhood park or playground.

The ability to expand the West Side Park as the major recreational facility for the community should be preserved. Street planning around the West Side Park has been developed so that expansion can be made towards the north. Also noted for the northwest quadrant is an area around the Bailey Cemetery, which should be preserved as a natural site.

For the northeast quadrant of the Village, an area west of the school property is designated for development as a park, and as described in paragraph 5., is also reserved for expansion of the existing school system.

For the ~~southwest~~^{EAST} quadrant of the Village, an area within the SE1/4 of Section 25 (east of the Linshar Fields development) has been designated for park and recreation development. The plan also acknowledges an area for cemetery expansion.

Finally, for the ~~southeast~~^{WEST} quadrant of the Village, an area northwest of the existing mobile home park has been reserved for park development.

5. Schools

Consistent with the plans of School District Unit 7, land west of Unity High School has been designated for future school facilities; including new elementary, junior high and administrative facilities.

F. Major Street Plan

The major street plan for Tolono is discussed herein and shown on the attached map. This plan is considered the most feasible arrangement for major streets based upon the existing land use patterns, development trends, and other factors affecting development. Basic street classifications are described in the following paragraph.

Arterial streets (and highways) are wide streets with generally straight alignments serving to move high volumes of traffic. Here, intersections are well spaced, parking is generally restricted, and the right-of-way is designed to allow roadway expansion. Collector streets are designed to collect and distribute traffic between local streets or areas and the major arterials. Street widths are usually sufficient to provide two-way traffic and parking on one or two sides. Local streets are designed to provide access to abutting properties. Through traffic is not encouraged.

A difficulty in reviewing proposals for new developments is knowing how to preserve the continuity with the existing Village. Streets can be used effectively to separate areas with different zoning and land use classifications. There is no way that every future street can be planned and plotted. However, based upon the previously stated planning goals, future arterial and collector streets are plotted on the land use map.

1. Southwest Quadrant

a. **Meadow Lane.** Meadow Lane should be extended northerly from the Sadorus Road to the township road extending west from US Route 45 past Wickes Lumber and Woodworth Trucking. This collector street would provide access to planned residential development and could be used as a buffer between lands zoned R1 and R2.

b. **Access to Future Residential Area.** Access to the planned residential area west of the commercial area along US Route 45 would come from east-west roads constructed from Route 45 west to the Section line. These roads are necessary to provide adequate future traffic capacity and access for fire protection. A road should also be provided around the mobile home park. When it intersects with Meadow Lane some interior access will be provided.

2. Northwest Quadrant

a. **West Walnut Street.** A jog should be created at the present west end of West Walnut Street so that the street can continue westward along the north side of the small trailer court and pass on the north side of an expansion of West Side Park, continuing westward to the township road along the west side of Section 26.

b. **Cory Street.** Cory Street should be extended north to the township road along the north side of the Village. It will create a buffer between future residential areas and the future commercial area along US Route 45. It will also create a street that can be used for deliveries to commercial properties.

c. **Whitehead Street.** Whitehead Street should also be extended north to the township road along the north side of the Village. Whitehead Street, Cory Street, West Walnut Street and a new collector street running west from the commercial area will form a buffer for about 16 acres of multi-family housing (R-3).

d. **Condit Street.** Condit Street should also be extended north to the township road on the north side of the Village.

e. **Linden Street.** Linden Street should continue west to the township road along the west side of the Village (Buel Street). An alternate or additional east-west collector street is West Holden Street. In order to extend Holden west from the southwest corner of West Side Park, the vacation of Holden Street in the first block west of Condit Street would have to be removed and the house now located in the right-of-way would have to be moved or raised.

f. **Cemetery Park Road.** A road should be located along the east side of the drainage ditch near the cemetery, connecting the township roads along the north and west sides of the Village. This could be used to delay the upgrading of the bridge near the cemetery and provide a buffer between the drainage ditch and future residential areas.

g. **Austin Street.** If property is developed in the south area of Section 27, Austin Street should be extended to create a collector street for residential traffic. Any collector streets intersecting with the township road extending past the grain terminal should be minimized.

h. **Notes.** No street should extend east and west through the commercial zone along US Route 45. Access to businesses should be from peripheral streets.

No street should be created across the current north side boundary of West Side Park so that expansion of the park is possible. This will provide the greatest flexibility in the location of park facilities.

A north-south street at the west edge of Section 26 should be constructed to connect all the new collector streets.

3. Northeast Quadrant

a. **Township Road.** Efforts should be made to connect the township road (north side of Section 25) along the north side of the Village (which serves the high school) to US Route 45. This could be accomplished by an underpass or a grade crossing. This would provide a needed direct access route to the school and aid in providing access to the eastern portions of the Village.

b. **Vorcey Street and Bourne Street.** Vorcey Street and/or Bourne Street should be extended north to intersect with the township road at the north side of Section 25. At the time of preparation of this document, the Village is considering construction of a large stormwater detention basin in this area, to control runoff onto the lands immediately to the south. If this construction occurs, it is the Village's desire to have the option of extending one of these streets northward to serve future developments.

c. **Leda east to Central.** Leda Street should be extended easterly to connect to Central Street.

d. **Fifth Street.** Fifth Street should be developed as a through-street along the entire east edge of the Village.

e. **Main Street.** As the Village grows to the east, Main Street should be extended along its present course, parallel to and about 150 feet north of the railroad tracks. The present road directly adjacent to the tracks and east of the Village should be abandoned. By keeping Main Street away from the tracks, the ability to create a grade over the tracks is preserved.

4. Southeast Quadrant

a. **Clark Street.** Clark Street should be extended south along the Illinois Central Railroad tracks to an intersection with a new east-west street, a street that would connect to the access road to the Village's wastewater treatment plant.

b. **Elizabeth Street.** Elizabeth Street should be extended south to intersect with a new east-west collector street near the Village's wastewater treatment plant.

c. **New East-West Collector.** A new east-west collector street should be constructed from the railroad's east right-of-way easterly to the township road at the East side of Section 36. This street would connect the new extensions of Elizabeth and Clark and provide a buffer between agricultural land to the south and residential land to the north.

d. **Bourne Street.** Bourne Street should be upgraded (by widening and/or resurfacing, etc.), particularly from the south end, to provide better access to industrial properties from US Route 45.









e. **New North-South Collector.** A new north-south collector street at the center of Section 36 could be constructed to connect the adjoining township roads.

f. **Development in the SE1/4 of Section 25, east of the Linshar Fields development.** Roads placed on the planning map suggest easterly extensions of Larmon and Boone or Larmon and Jackson, with two north-south streets from the township road northerly to the railroad.

END OF TEXT.

VILLAGE OF TOLONO LAND USE MAP

LEGEND

-  R-1 RESIDENTIAL
-  R-2 RESIDENTIAL
-  R-3 RESIDENTIAL
-  C-1 COMMERCIAL
-  C-2 COMMERCIAL
-  INDUSTRIAL
-  PUBLIC
-  AGRICULTURAL



See detail on next page





FIGURE 1

CORPORATE LIMIT
LINE

1 1/2 MILE LIMIT
LINE

