



CITY OF
BLOOMINGTON
SPECIAL SESSION
MEETING
OCTOBER 23, 2017

AGENDA



**SPECIAL MEETING SESSION AGENDA
OF THE CITY COUNCIL
CITY HALL COUNCIL CHAMBERS
109 E. OLIVE STREET, BLOOMINGTON, IL 61701
MONDAY, OCTOBER 23, 2017; 5:00 P.M.**

1. Call to Order
2. Roll Call of Attendance
3. Public Comment
4. Consideration of approving the minutes of the Special Meeting of October 9, 2017. (*Recommend the Minutes be approved and dispensed as presented.*)
5. Closed Special Meeting
 - A. Review of Minutes - Section 2 (c) (21) of 5 ILCS 120/2) (5 minutes)
 - B. Land Acquisition – Section (c) (5) of 5 ILCS 120/2) (15 minutes)
6. Adjourn Closed Session
7. Return to Open Session
8. Presentation of Parks and Recreation Master Plan update. (*Recommend presentation and discussion only.*) (*Presentation by Jay Tetzloff, Director of Parks, Recreation, and Cultural Arts, and GreenPlay 20 minutes, Council discussion 20 minutes.*)
9. Presentation of the Proposed Draft Brick Streets Master Plan. (*Presentation by Jim Karch, Public Works Director and City Manager David Hales, 10 minutes, Council discussion 20 minutes.*)
10. Adjourn (approximately 6:30 PM)



**SPECIAL SESSION MEETING
AGENDA ITEM NO. 4**

FOR COUNCIL: October 23, 2017

SUBJECT: Consideration of approval the minutes of the Special City Council Meetings for October 9, 2017.

RECOMMENDATION/MOTION: That the reading of the minutes be dispensed and approved as printed.

STRATEGIC PLAN LINK: Goal 1. Financially sound City providing quality basic services.

STRATEGIC PLAN SIGNIFICANCE: Objective 1d. City services delivered in the most cost-effective, efficient manner.

BACKGROUND: The Special City Council Meeting Minutes have been reviewed and certified as correct and complete by the City Clerk.

In accordance with the Open Meetings Act, Council Proceedings are made available for public inspection and posted to the City's web site within ten (10) days after Council approval.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: Not applicable.

FINANCIAL IMPACT: Not applicable.

Respectfully submitted for Council consideration.

Prepared by: Cherry L. Lawson, C.M.C., City Clerk

Recommended by:

A handwritten signature in black ink, appearing to read "David A. Hales".

David A. Hales, City Manager

Attachments:

- October 9, 2017 Special Session Meeting Minutes

**SUMMARY MINUTES OF THE SPECIAL SESSION
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, OCTOBER 9, 2017; 5:00 PM**

The Council convened in Special Session in the Council Chambers, City Hall Building at 5:00 p.m., Monday, October 9, 2017. The meeting was called to order by Mayor Renner.

The Meeting was called to order by Mayor Renner who directed City Clerk Cherry Lawson to call the roll and the following members of Council answered present:

Aldermen Joni Painter, Diana Hauman, Mboka Mwilambwe, Jamie Mathy, Scott Black, Kim Bray, Karen Schmidt, David Sage, Amelia Buragas and Mayor Tari Renner.

Staff present: David Hales, City Manager; Steve Rasmussen; Assistant City Manager; Jeffrey Jurgens, Corporation Counsel; and Cherry Lawson, City Clerk, Nicole Albertson, Human Resource Director.

Public Comment

Donna Bolen

Carol Ringer

Consideration of approving the minutes of the Special Meeting of September 25, and August 14, 2017. (*Recommend the Minutes be approved and dispensed as presented.*)

Mayor Renner asked for a motion to approve the minutes.

Motion by Alderman second by Alderman to approve the minutes.

Ayes: Aldermen, Painter, Schmidt, Black, Mwilambwe, Buragas, Mathy, Sage and Bray.

Nays: None

Motion carried.

Closed Special Meeting

Mayor Renner requested a motion to go into Closed Session per Section 2(c) (21) of 5 ILCS120 and Section 2(c) (1) of 5 ILCS120.

Motion by Alderman second by Alderman to enter into Closed Session Meeting per Section 2(c) (15) of 5 ILCS120, and Section 2(c) (1) of 5 ILCS 120/2.

Ayes: Aldermen, Painter, Sage, Mathy, Schmidt, Buragas, Black, Mwilambwe, and Bray.

Nays: None

Motion carried.

- A. Review of Minutes - Section 2(c) (21) of 5 ILCS 120/2) (5 minutes)
- B. Personnel - Section 2 (c) (1) of 5 ILCS 120/2) (30 minutes)

Adjourn Closed Session

Mayor Renner requested a motion to adjourn the Closed Session Meeting.

Motion by Alderman second by Alderman to enter adjourn the Closed Session Meeting.

Motion carried (Viva Voce).

Return to Open Session

Mayor Pro Tem Schmidt asked for a motion to return to the Open Session Meeting.

Motion by Alderman Mwilambwe seconded by Alderman Painter to return to the Open Session Meeting.

Ayes: Aldermen, Painter, Sage, Black, Mathy, Schmidt, Buragas, Mwilambwe and Bray.

Nays: None

Motion Carried.

Proposal for the Bloomington Center for the Performing Arts Management. (*Presentation by David Hales, City Manager and Steven L. Peters, President, VenuWorks 15 minutes, Council discussion 30 minutes.*)

Mr. Hales asked for consideration in this work session to hear from Steve Peters, President of VenuWorks, submitted at my request an official proposal for management of the Bloomington Center for Performing Arts. Among many of the reasons why consideration should be given to this proposal is we have seen an increasing subsidy that has had to be sent to or at least helped to off-set the financial situation at the BCPA. It has become apparent that one of the great strengths that someone like VenuWorks can bring is their deep comprehensive knowledge of the industry. We have a lot of vacancies over there right now at the BCPA including the BCPA manager position, which lends itself to be an opportune time to consider this.

Mr. Peters gave a Power Point presentation detailing some of the theatres they currently manage, their operations, financial administration, HR programming, catering and concessions, marketing and sales.

Mayor Renner commented on the importance of transparency in the operations of the BCPA and asked within what period of time will we provided with anything we want to know.

Mr. Peters commented almost overnight. Mayor Renner responded certainly within 30 days.

Mr. Peters responded yes and explained that they have monthly report that is due by the 20th of the month for the month that just closed and you how we are doing against budget, both expense and revenues and then explained how the budget works.

Mr. Hales asked Mr. Peters to comment on why the Creativity Center is not part of this proposal and there have been some questions about the bookings and this fall has been a little dry on that.

Mr. Peters stated there is nothing they can bring to the Creativity Center. The sorts of programming going on at the Creativity Center are not in their wheelhouse and they are not prepared to do that. In terms of programming, we are in the process of repositioning the arena so that we are not overpaying for events. We want to have that risk assessment and we want to mitigate the risk. We are looking at six, maybe seven, good strong events that are in our pipeline that should happen between now and April and we are getting there in terms of turning the corner and bringing those.

Mr. Hales added regarding the Creativity Center, our highest priority has been, is there Council desire to continue to consider this proposal from VenuWorks. If there is, then what he would propose is that in two weeks, we bring to you what is really going to be an amendment to the master agreement. If the answer is yes, we will also bring back to you what is the plan for the Creativity Center going forward.

Mayor Renner stated we want to note that we have about \$1 million in private money for the Creativity Center. Mr. Hales stated they would come back with a report on that, too.

Alderman Mathy stated that in terms of the Creativity Center, we have a group of folks in town, private residents, who have been trying to help and they have already raised a million dollars in private money and we have been the slow down on that. We have been waiting on an approval of a Memorandum of Understanding for nine months at this point to move forward with that. He then asked how we have fundraising at the BPCA and is that different from fundraising for the Creativity Center. How does that all play together with the Friends of the BCPA group and fundraising?

Alderman Mathy stated that he liked to see the ongoing continuous Capital Improvements of those buildings so we do not have issues. He stated there was a reference several times to the

CMMS system for keeping up with the maintenance, and he did not think we have one right now.

Mr. Peters commented that you would not be subjected to that. We bring some elements of that anyway so that that would come along with us. We are not so tied with that as we are having a strict regimen that we know that we are keeping the maintenance.

Alderman Mathy asked what becomes of our current volunteer docent program.

Mr. Peters stated, hopefully we would be working with them for many years. We have those similar sorts of programs everywhere.

Alderman Mathy stated one of the other things that your proposal talked about is that you have a private group of citizens in each area to get public feedback from regarding programming and stuff of that nature.

Mr. Peters replied particularly we have some advisory board apparatus of some sort.

Alderman Mathy asked if we already have that in Bloomington for the arena.

Mr. Peters stated it is probably more common with the performing arts. Very often we have advisory boards and we are used to working with boards. Whatever a city would set up and want us to work with, we would be happy to work with them.

Alderman Mathy asked whether any conversations with the communities where VenuWorks provides a multi-venue contract to find out how that is going between the various venues.

Mr. Hales replied not since we brought VenuWorks in a year and a half ago when we initially reached out. Even at that early stage, we knew that they had experience in managing multiple venues so the outreach we did at that time received a lot of very positive feedback.

Mayor Renner stated that we are over time, so we are going to have make one of two decisions and that is either we only do part of or we postpone item 9 until the next meeting. City Manager Hales and I wanted to come out as soon as possible, but that is going to have to be a tragic choice that we make shortly.

Mr. Hales stated we could take up item 9 after the regular meeting.

Alderman Painter stated that the Illinois Symphony Orchestra has longstanding dates at the BCPA and so do the Barbershoppers and asked if the rent would be raised on them.

Mr. Peters stated no, that would be the Council's decision.

Alderman Painter asked if they would come to the Council any time there is a concern about that or the ticket prices. Mr. Peters stated they will set their own ticket prices. Alderman Painter then asked if they would ever bump any longstanding shows if you got another show to come in.

Mr. Peters stated no. The difference between what I am talking about in terms of added programming and what these seasons represent is that these are booked months and months in advance. The kinds of shows we are talking about book on a much shorter cycle so 3, 4, or 5 months

Alderman Black stated he was not inclined to move forward with this due to concerns with the Marketing Overview stated in the proposal. At this point in time, he stated he was not interested in proceeding but that is not for a lack of detail or looking at the numbers because we appreciate your diligence, and I look forward to future conversations if this Council decides to go down that road.

Alderman Hauman commented to Mr. Peters about the subject of new revenue streams. Streams and stated that Friends of the BCPA is already doing fundraising, so she was concerned.

Mr. Peters stated that fundraising for them is really sponsorship development more than it is the kind of fundraising that was talked about by Alderman Mathy.

Alderman Hauman stated we do already have some event sponsorships in place and premium seating. My concern is similar to Alderman Black's about marketing of the BCPA, and she has not seen a lot. She then asked what was considered a major event.

Mr. Peters stated he was not happy, either, with where we are at in the arena and thinks we are getting to it, but we are not there yet.

Alderman Buragas stated she felt that a major event depends on what the appeal is, but in general, there is value in continuing this conversation. What you are hearing is how much the community really values this facility.

Alderman Mwilambwe stated he was curious what other communities have to say about this specific arrangement. You did a reference check a while back when it was only about the arena, but I think it would be nice to investigate that a little bit further to see what exactly their experience is. He stated the other thing that he was concerned about was he felt there is a lot of competition for entertainment dollars in the area and he was curious how you are going to make that work while preserving the character of the BCPA that has been so dear to a lot of people because we definitely want to preserve that.

Alderman Sage stated he was in favor of continuing the conversation and that additional due diligence will help us make a better-informed decision. We are quickly approaching a million dollar plus, perhaps higher, structural deficit as we look at next year's budget. These conversations and these decisions will not get any easier.

Alderman Schmidt commented there are many things in this proposal that she liked and there are some things in here that she had some deep questions about.

Mayor Renner stated, we are interested in continuing this conversation, and with specific reference to the cultural district commission itself that it will be meeting this Thursday and getting some of their feedback and continuing obviously our due diligence and obviously the cost factor moving forward with particular emphasis on the role of the Creativity Center.

9. Presentation and Discussion on Potential Ordinance Enacting Procedures for Elected Official Reimbursements. (*Council discussion 30 minutes.*)

Alderman Sage stated over the recent past as he had begun to better understand the process for reimbursable expenses, it seemed that probably our policies needed to be revisited and perhaps, specifically for us as elected officials, that we might be willing to hold ourselves to a higher standard related to that. He had had some very general conversations with individual Aldermen and there seemed to be a consensus from those that I spoke with that this was a topic worth visiting more about. He stated he had then approached Mr. Jurgens and said here are some things that I think we need to look at and perhaps lay out more detail around so that we all have a clear understanding of what would constitute reimbursable expenses for elected officials, and then a process for how we might administer that.

Mr. Jurgens presented some improvements and progress made around the existing policies and explained that we currently have a number of policies but not one that specifically addresses elected officials for reimbursements or for their expenses.

Alderman Hauman stated, under applicability, it says the city's elected officials namely the Mayor and Aldermen and asked who else would there be.

Mr. Jurgens stated just the Mayor and Aldermen, yes.

Alderman Hauman stated she felt as for mileage, parking and other transportation costs, if it is ground transportation and multiple people are traveling to the same place, we should be coordinating those rather than having four people driving to the same place paying separate mileage and parking, etc.

Mr. Jurgens remarked that at the very least you could encourage that to the extent that all of your schedules will match up where that is possible to consolidate travel.

Alderman Hauman stated for community luncheons and dinners, she would like to see something in there about repayment if we do not attend.

Alderman Mwilambwe asked a question about remote attendance policy.

Mr. Jurgens stated he believed a remote attendance policy addresses that separately.

Alderman Sage commented that he hoped that the conversation could be finished tonight and then looking at putting us on the agenda for two weeks on the 23rd for a vote.

Mayor Renner added that he did not have a problem with that. Alderman Schmidt stated that she like the ordinance and felt that it made sense.

Alderman Bray thanked Mr. Jurgens and the other Aldermen for their work on this and stated that everyone was amazed at the speed with which they were able to put things together and also the thoroughness and the idea that this is a going-forward practice, a guidepost and a guideline for all of us to have some predictability about how we can manage our expenses.

10. Adjourn

Motion by Alderman Black seconded by Alderman Painter to adjourn. Time: 6:55 PM.

Motion carried (Viva Voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk



**SPECIAL SESSION MEETING
AGENDA ITEM NO. 8**

FOR COUNCIL: October 23, 2017

SUBJECT: Presentation of Parks and Recreation Master Plan findings project update.

RECOMMENDATION/MOTION: Presentation and discussion only.

STRATEGIC PLAN LINK: Goal 2 - Upgrade City Infrastructure and Facilities; Goal 5 – Great Place – Livable, Sustainable City

STRATEGIC PLAN SIGNIFICANCE: Objective 2D - Well-designed, well maintained City facilities emphasizing productivity and customer service. Objective 5A – Well-planned City with necessary services and infrastructure

BACKGROUND: Bloomington PRCA hired a qualified consultant team to prepare an updated Citywide Comprehensive Parks and Recreation Master Plan, O’Neil Park Plan and a Recreation Center Plan. The major purposes are to identify the current state of the department’s facilities, collect citizen input on future needs, identify program trends specific to Bloomington, Illinois’ citizen needs, and to make recommendations for future parks and the department.

The primary focus of the comprehensive plan is on parks and programs. The plan should include an illustrative and usable plan to guide the City’s actions over the next 15 years in regard to the development of its park facilities, programs, and land acquisition needs and be prepared in a manner that will meet the requirements of a 15 year master plan for typical Parks and Recreation park planning.

The plan will have a second component which focuses solely on an entire O’Neil Park renovation to include an aquatic facility/pool and potential restructure of park programmatic themes. O’Neil Park is located at 1515 W. Chestnut St. and is currently home to: 2 softball fields, 1 baseball field with office which is headquarters to the BNBA (Bloomington Normal Baseball Association), a skate park, 3 tennis courts, 1 playground, open space for football practice/games, 2 parking lots, 1 shelter and a pool which is over 15 years past its life expectancy. O’Neil Pool is a 25-meter pool used for competitive swimming with 2 flume slides, a 1-meter and 3-meter diving board, a picnic table area with vending machines, a separate small wading pool for infants and toddlers, and has an extra-large pool deck. The pool is used for general swim, swim lessons, swim team practice and meets, recreational diving, and serves a demographic where the activities are also intended to keep youth in a positive environment. Options for a renovated park can include the aforementioned, but the new plan may alter a few programmatic themes to accommodate a larger aquatic center and parking needs.

The plan will also include a third component to include a Recreation Center facility, future facility location recommendation, and recommendations for our current LLC (Lincoln Leisure Center) facility. The LLC is located 1206 S. Lee St. and is a former District #87 Elementary School. The LLC is now a programmed recreation center for the community which consists of a gym and nine classrooms. Programs include Art, Theater, Dance, and Sports. Rental opportunities are available to the public after recreation programs have been scheduled. The LLC is also the home base of SOAR (Special Opportunities Available in Recreation) which provides programming county-wide.

The comprehensive plan will be completed after a thorough inventory of existing parks, land and facilities; public input through several community meetings; research on current parks and recreation trends and standards; input from City of Bloomington staff, the public, and ultimate approval and adoption from the City Council.

The goal of the project is to develop a community supported plan that can be successfully implemented through the capital improvement plan as well as through programmatic strategies and operations.

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED:

FINANCIAL IMPACT: For presentation and discussion only.

COMMUNITY DEVELOPMENT IMPACT: Not applicable

[Link to Comprehensive Plan/Downtown Plan Goals:](#)

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *(If applicable)*

Respectfully submitted for Council consideration.

Prepared by: Jay Tetzloff, Director of Parks, Recreation & Cultural Arts

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Scott Rathbun, Sr. Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- Proposed Parks and Recreation Master Plan Findings Project
- GreenPlay Project Progress Report



CITY OF
Bloomington
ILLINOIS

Findings Report Summary
October 23, 2017

Meeting Agenda

- Findings – What we've heard
- Your input – What we need to know
- Questions and answers



Planning Context – Methodology

Strategic Kick-off and Determination for Critical Success Factors	May
Integration with Existing Plans	June – August
PHASE I - Community and Stakeholder Engagement	May – October
Initial Information Gathering	May – June
Stakeholder Interviews	June
Statistically Valid Survey	June – September
PHASE II - Inventory and Level of Service Analysis	June – October
Inventory/ Level of Service Analysis	June – September
Facilities, Lands, and Asset Gaps	June – September
Demographics and Trends Analysis	July
Evaluation of Existing Standards	October
Programs and Services Gap Analysis	October
PHASE III - Funding Analysis and Action/Implementation Plan	October – January
Financial and Operational Analysis	October
Alternative Funding and Partnerships	October
Cost Recovery and Resource Allocation	November
Probable Ops, Maintenance, and Capital Costs, and Potential Funding Analysis	November
Visioning Workshop and Identification of Key Issues	January
PHASE III - Draft and Final Needs Assessment	February – March
Recommendations/Action/Draft Plan	February
Final Plans and Presentation	March

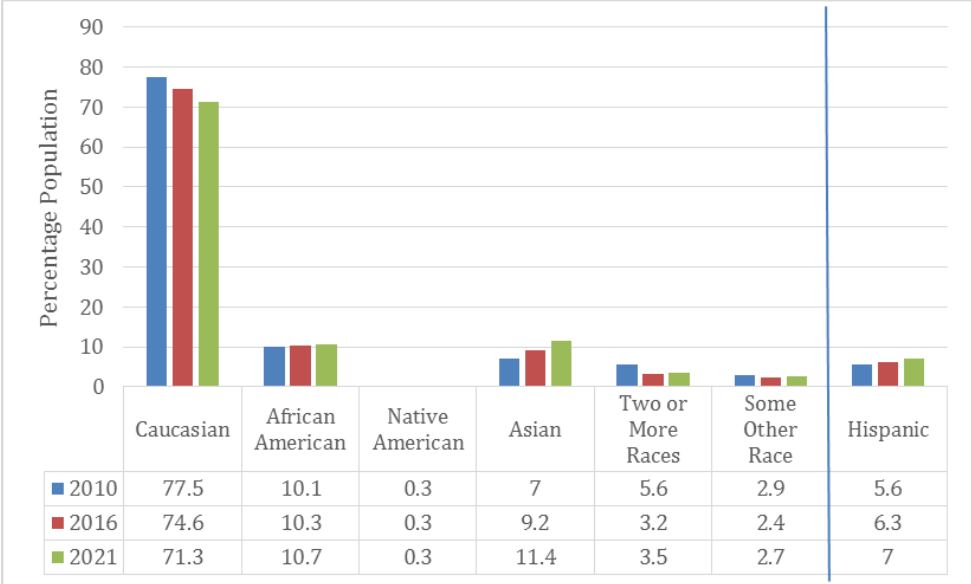
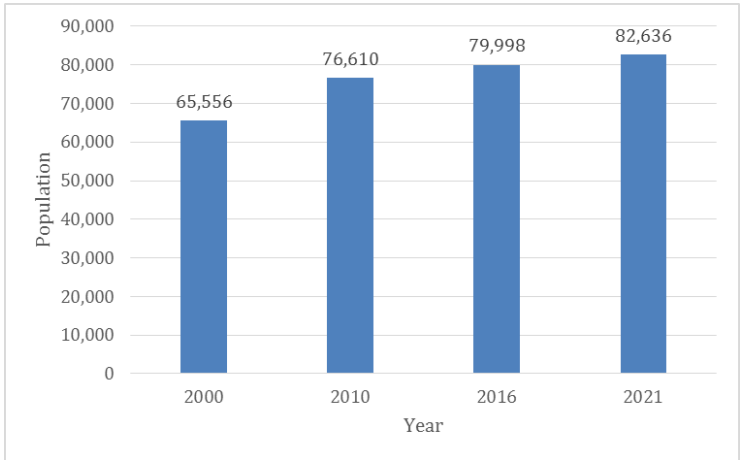
O'Neil Park Master Plan	June – December
Community and Stakeholder Engagement	June
SWOT Analysis	October
Market, Program, and Maintenance Analysis	June – November
Site Analysis and Capital Improvements	November
Financial Analysis, Operational Budget and Pro-forma	November – December
Recreation Feasibility Study	June – December
Community Profile and Market Analysis	June
Partnership and Stakeholder Identification	October
Conceptual Facility Elements	June – November
Financial Resource & Expen. Analysis/ O&M Budget & Proforma	November
Recommendations and Implementation Strategies	November – December

Community Profile – Related Plans

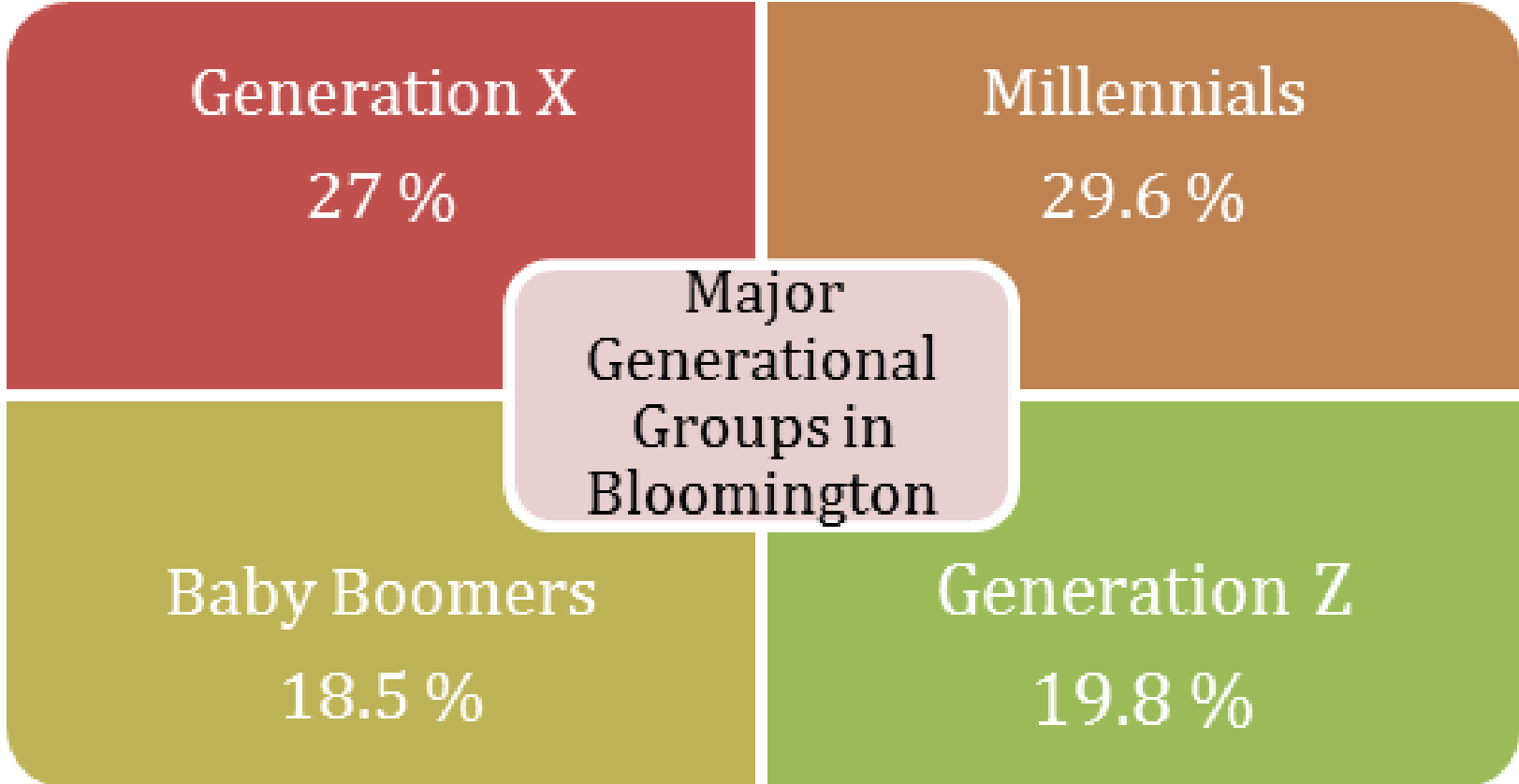
- **1997 – City of Bloomington Comprehensive Plan**
- **2008 – West Bloomington Neighborhood Plan**
- **2010 – City of Bloomington Parks and Recreation Parks Master Plan Update**
- **2010 – City of Bloomington Strategic Plan**
- **2012 – Miller Park Zoo Master Plan**
- **2013 – Downtown Bloomington Strategy**
- **2015 – City of Bloomington A Master Plan for Sidewalks**
- **2015 – City of Bloomington Bicycle Master Plan**
- **2015 – City of Bloomington Comprehensive Plan 2035 – Bring It On Bloomington!**

Community Profile – Demos/Trends

Population	79,998
Median Age	35.3
Households	32,884
Median Household Income	\$60,072



Community Profile – Demos/Trends



Community Profile – Demos/Trends

Trend Areas Researched

- Age group characteristics
- Multi-culturalism
- Facility Uses
- Aquatics/water-based recreation
- Dog parks
- General Recreation Programming
 - Fitness
 - Active adults
 - Festivals and special events
- Healthy Lifestyles
 - Transportation
 - Trails
- Economic benefits
- Nature programming
- Sports and recreation
- Adult and youth
- Outdoor recreation
 - Off-highway vehicles
 - Adventure sports and ziplines
- Role of local government
- Administration
- Funding/ marketing

Community Profile – Public Meetings/Interviews

July and August

- Focus groups (residents, users, aldermen and women, school officials, sports clubs, nonprofits, visitors' bureau, alternate providers)
- Facility tour
- Public meeting

Individual interviews

- Aldermen and women
- City and Assistant City Manager
- Alternate providers

Key Issues and Community Values

- Small/Corporate business support for growth
- Look out for neighbors
- Opportunities for families
- Safe/Good place to live
- Good school system
- Vested community/Sustainability
- History- Recognize, Railroad/Lincoln/Labor
- Heritage of city
- Route 66- only zoo on route
- Proud of community
- Midwestern values
- Friendly community
- Vocal groups seem to get priority
- Forest Park history
- Grow youth programs
- Pool community resources to provide best services
- Colleges/Education
- People stay, it's a great place to live

Top Parks and Recreation Priorities

Facilities

- Improve/Maintain current facilities; take care of the immediate
- Safe/Easily accessible facilities
- More lighted fields
- Create a destination amenity
- Maintain current level or increase # of baseball/softball fields
- Multi-use sports facility
- Aquatics- updated pool w/amenities, comp swimming, wave pool, bathroom
- Develop new/different community meeting spaces
- Develop strategies for the Lincoln Leisure Center
- Plan needs to be realistic; if there is a need for new amenities, recommendation should be fully vetted
- Develop community center on west side
- Locate a park in central downtown location

Top Parks and Recreation Priorities

Parks/Trails

- Sugar Creek Branch Trail/Connectivity of West Side
- Develop park sites – ex. O’Neil/Wittenberg Woods/Westwood/Woodbury, etc.
- Keep green space
- Develop larger community parks instead of small neighborhood parks
- Prioritize Miller Park
- Make parks easily accessible – ex. Friendship/Sunnyside
- Create destination parks
- Connect neighborhoods
- Expand the connectivity/accessibility to parks
- Address infrastructure needs to make parks more accessible – ex. Gaelic Park - neighborhoods are isolated north of Oakland St, McGraw Park - Cornelius St is not finished
- Railway and North downtown - find some sort of tot lot/pocket park

Top Parks and Recreation Priorities

Community

- Ensure equality of facilities, West side/East side
- Create community-wide standards
- Touch all wards
- Focus on distribution of parks on the map
- Provide resources for lower income opportunities
- Sunnyside is a dilapidated area
- Community has created a sense of haves and have nots
- Veteran's Pkwy is a barrier; only access is under Vernon and GE Rd
- Create a system that encourages usage
- Look at what is working in other communities in the area
- Plan needs to carry forward assets and message of positive outcomes for youth - link to public safety
- Ensure access for no income/low income populations
- Amenities are very spread out
- Limited activity in parks create poor behavior

Top Parks and Recreation Priorities

Department

- Improve communication/advertising to community
- Set a subsidy level for the Department
- Address cost savings
- Need for capital planning/diversify revenue sources
- Evaluate potential of park development/impact standards or fees-in-lieu policies
- Cost neutral golf
- Generate higher rentals
- Develop sustainable cost recovery program
- Identify projects that Department can implement
- Focus on core services
- Evaluate development of a park district (dedicated funding)
- Accessible publicly-owned and operated entities are essential

Top Parks and Recreation Priorities

Programs

- Look at the evolution of new programs
- Maintain strong recreational sports programs/foundation
- Evaluate duplication
- Evaluate focus of programming - services assessment
- Look at Coliseum as indoor programming space

Partnerships

- Schools have a different perspective – focus is on safety and security
- Partner with community group/place for disadvantaged populations
- YMCA is looking for a new building and willing to collaborate
- Need partnership/sponsorship policy

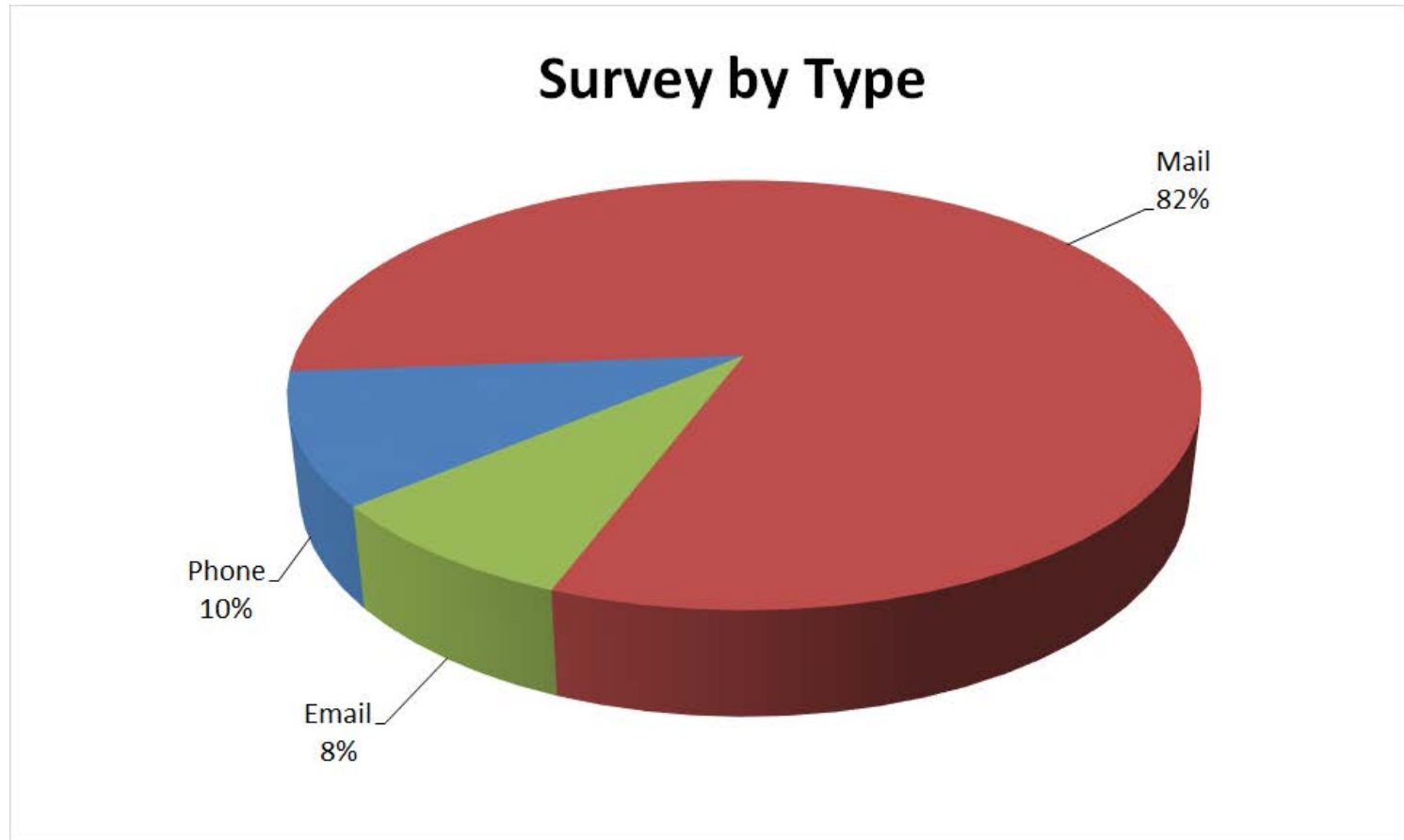
2017 Survey Summary

Overview and Methodology

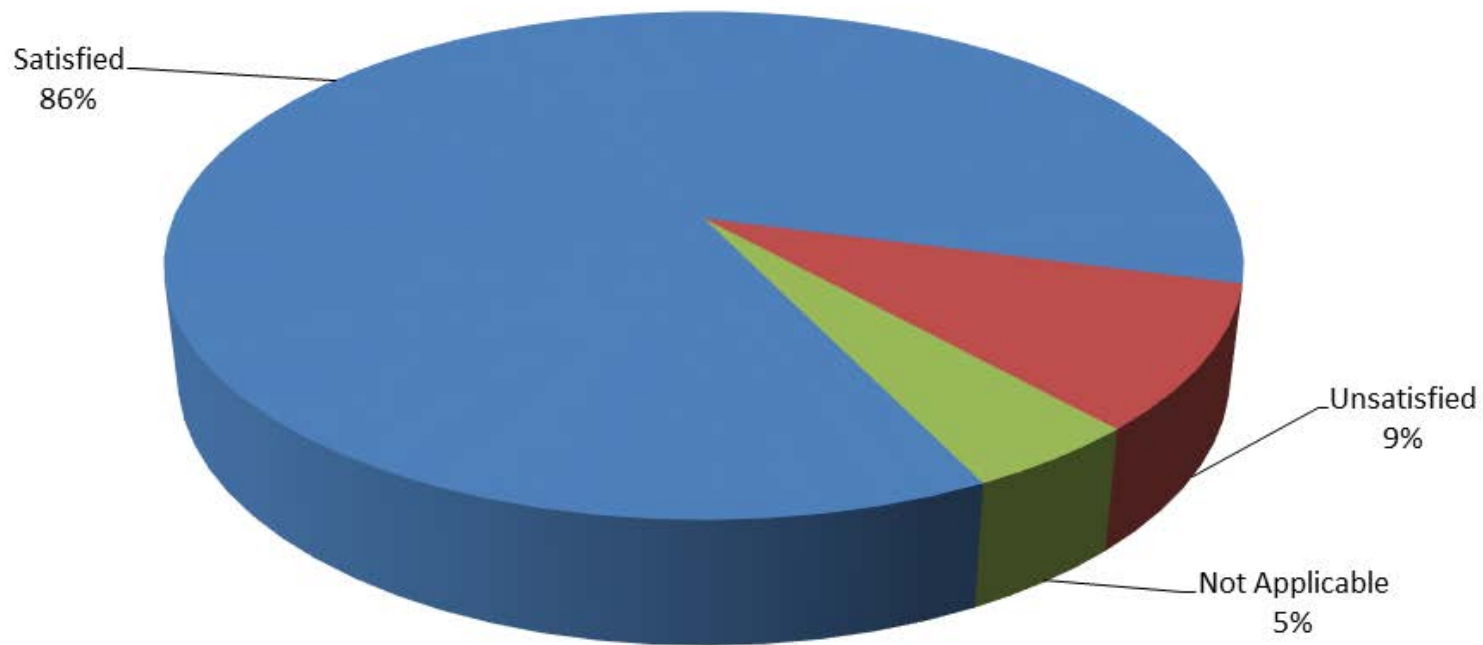
- Public Research Group, LLC conducted a Resident Survey to gather resident opinions to help set future priorities
- Developed by the consultant team and senior Department staff
- Designed to obtain statistically valid results from households throughout the City of Bloomington
- The survey data was collected from three sources that included mail, telephone and email surveys.
- The goal was to obtain a total of at least 400 survey responses. The goal was exceeded with a total of 505 responses.

A sample of 505 households provides a margin of error of plus or minus 4.4% at a 95% confidence level ensuring that the findings are representative of the residents of Bloomington.

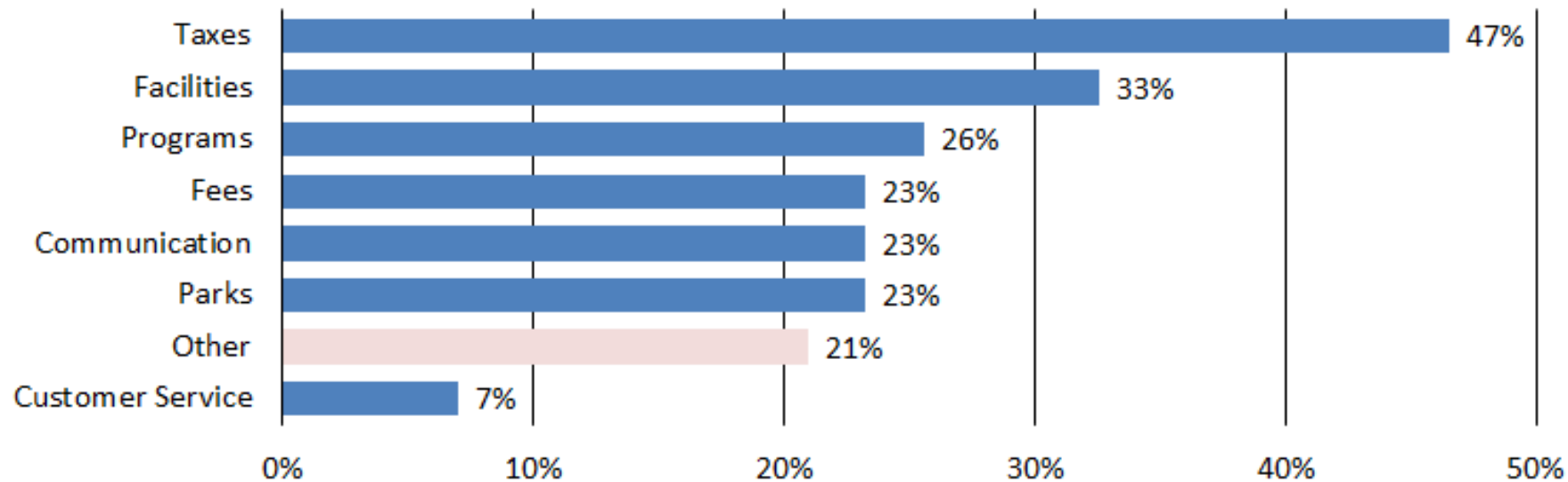
2017 Survey Summary – Major Findings



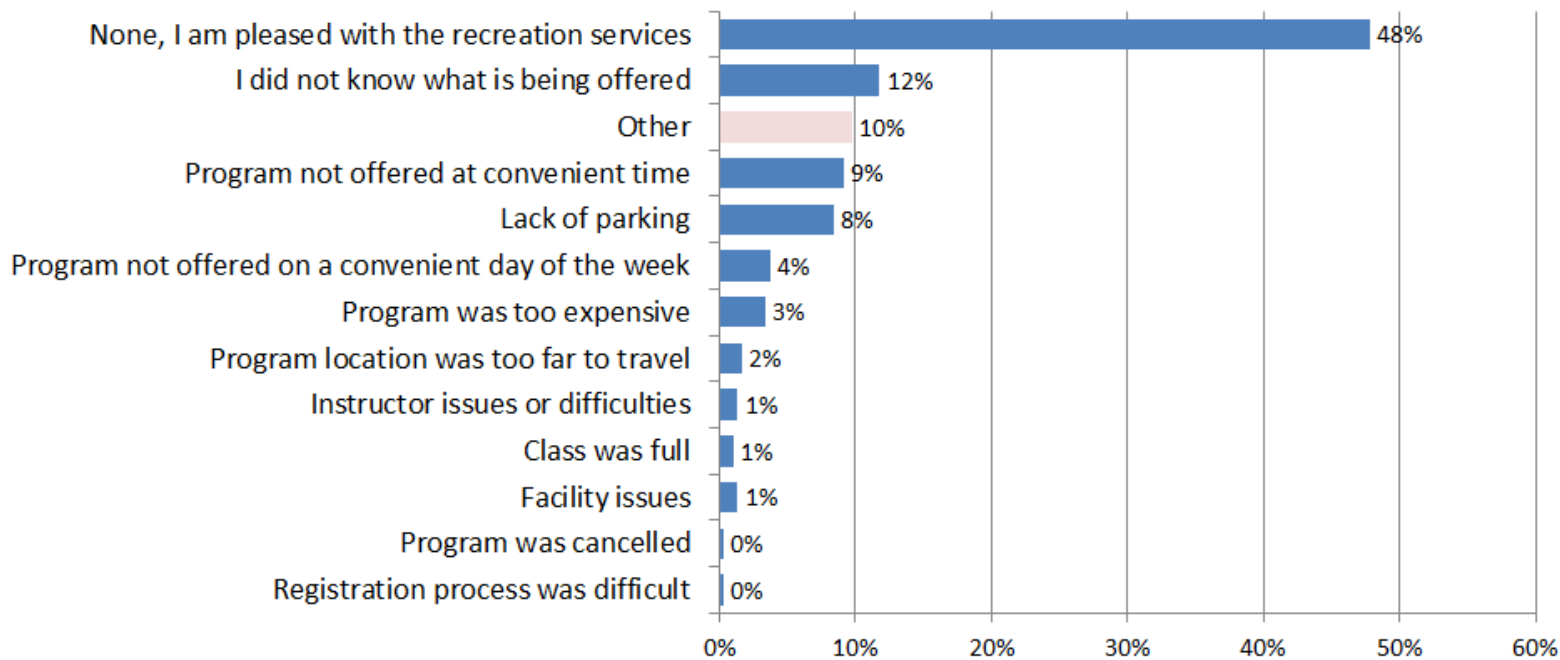
Q1. How would you rate your overall satisfaction with the Bloomington Parks, Recreation & Cultural Arts Department?



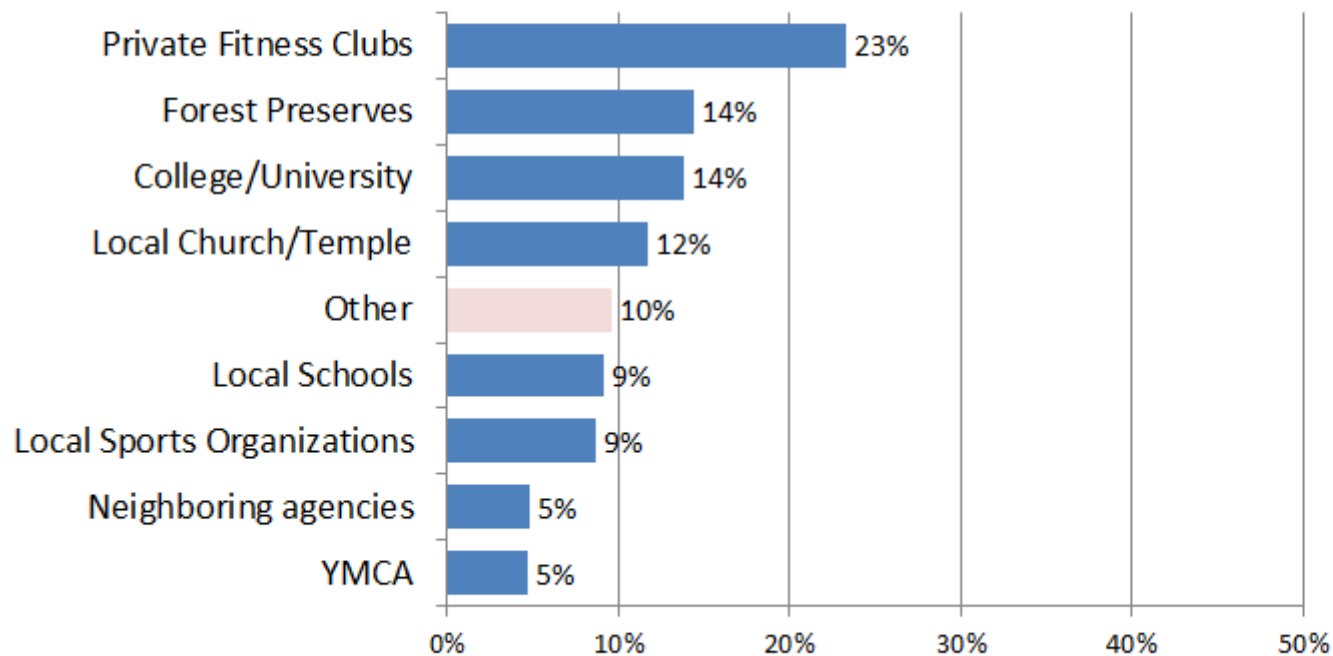
Q1a. Reason for Unsatisfaction



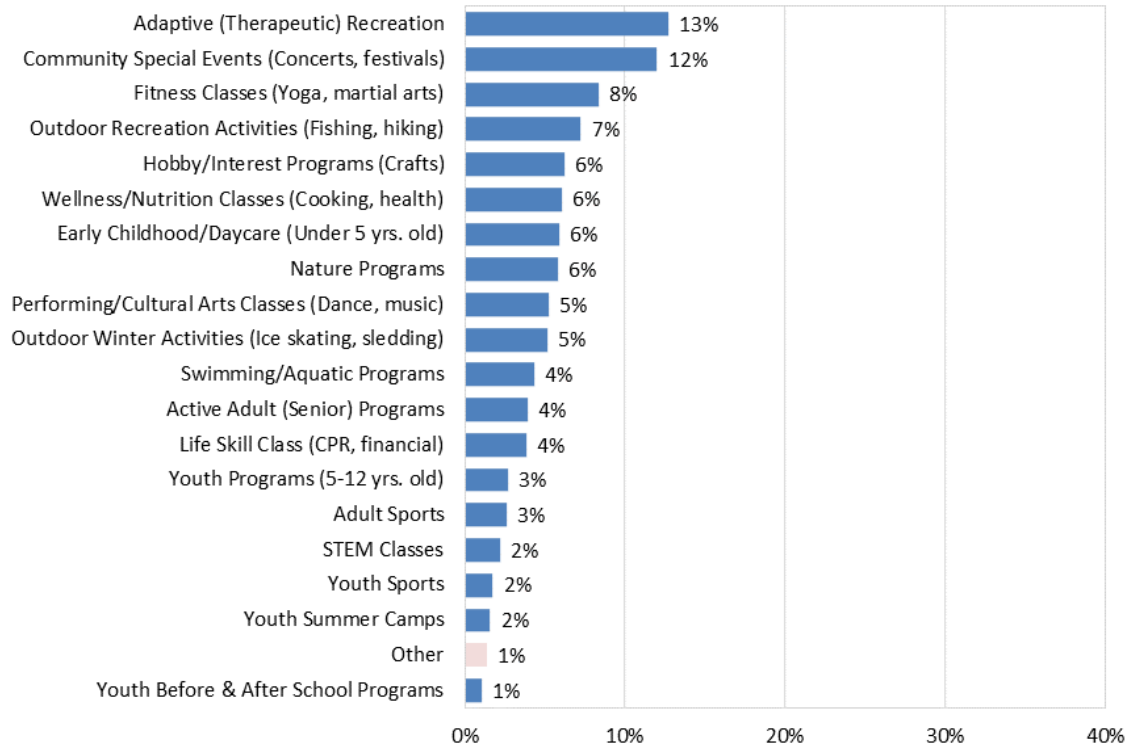
Q3. If you are unsatisfied with the recreation services provided by the Bloomington Parks, Recreation & Cultural Arts Department, please tell us which areas you are displeased with?



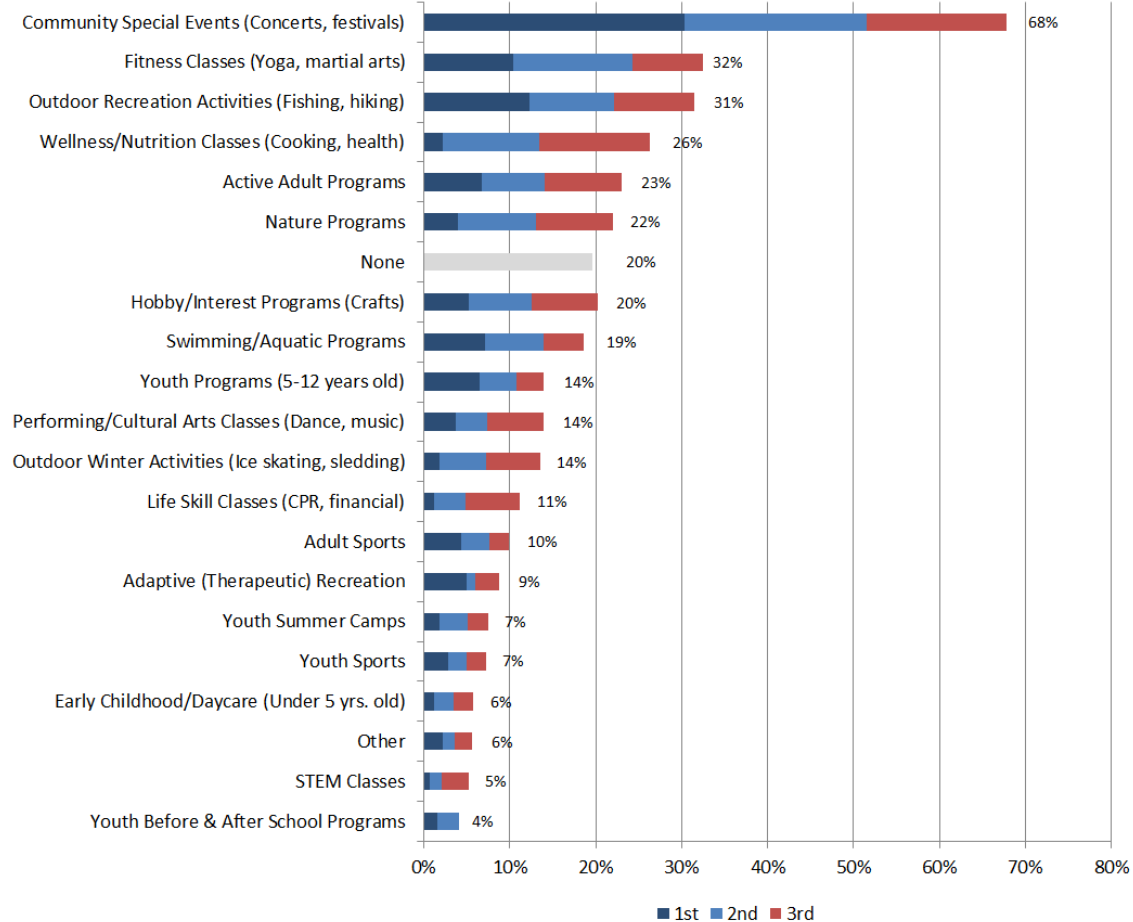
Q4. Where else do you or members of your household go for recreation programs and/or services?



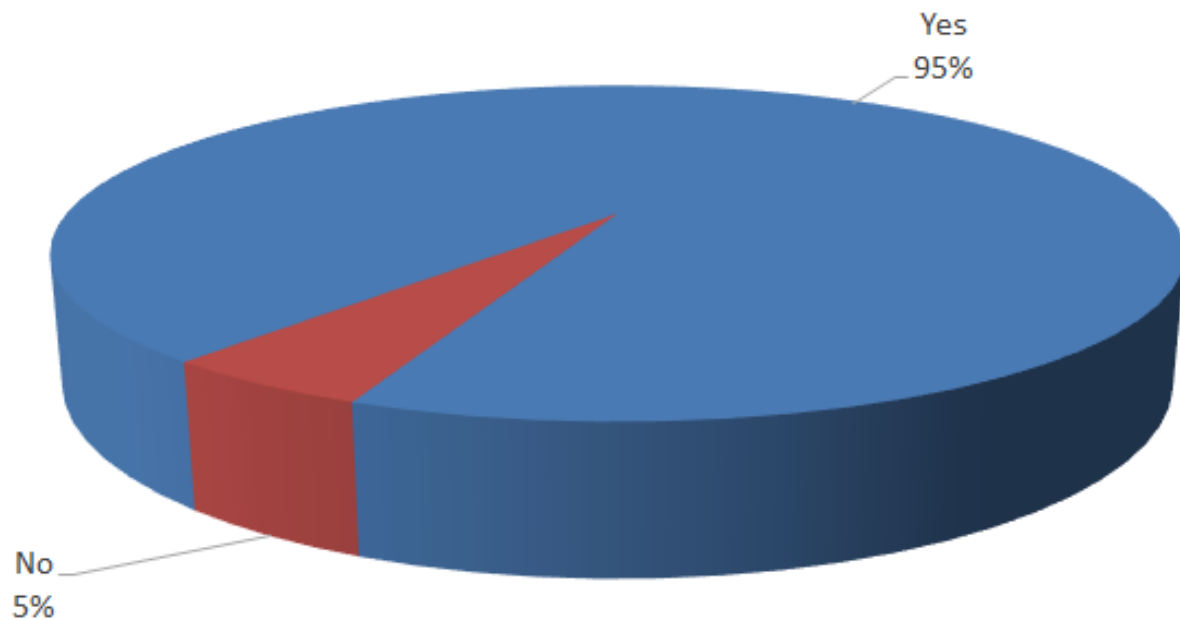
Q5. Please indicate whether you or your household have a need for the following programs?



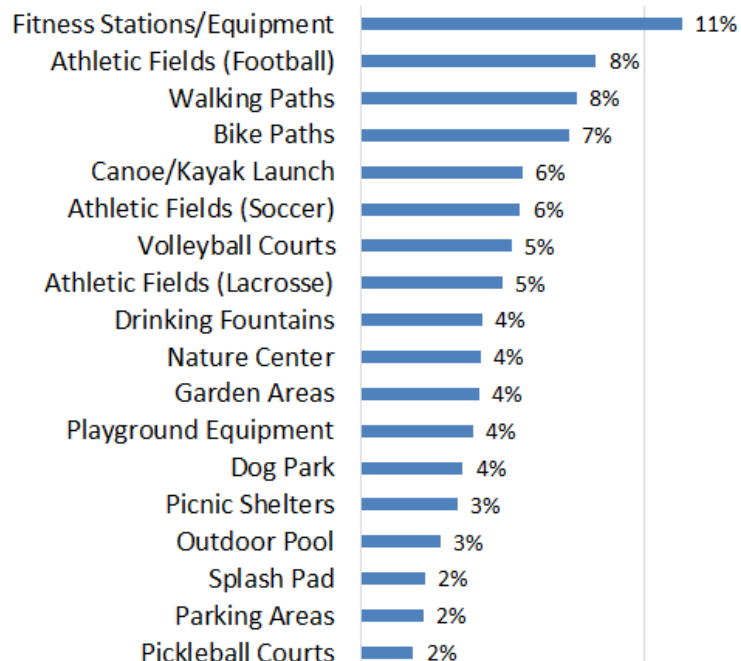
Q6. Which THREE programs from the list above are most important to your household?



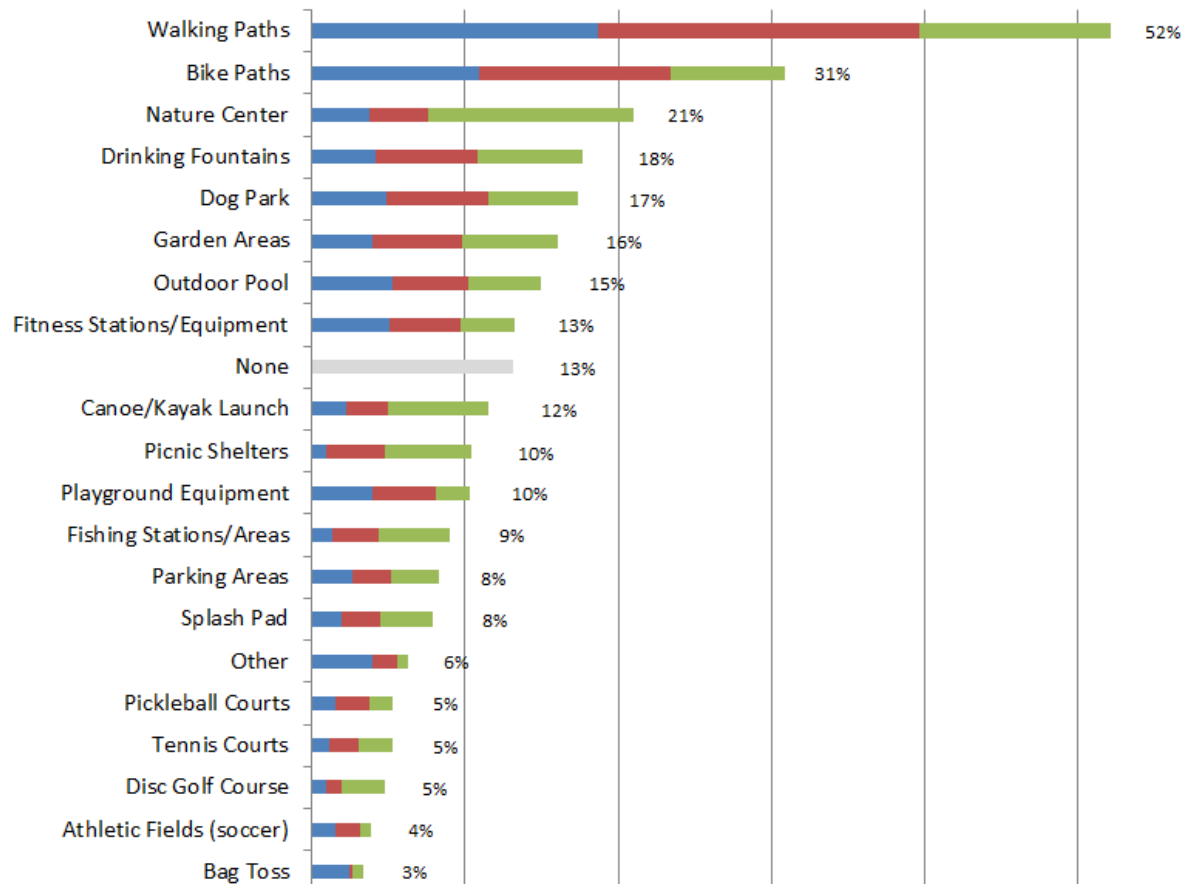
Q9. Do you feel the parks are well maintained?



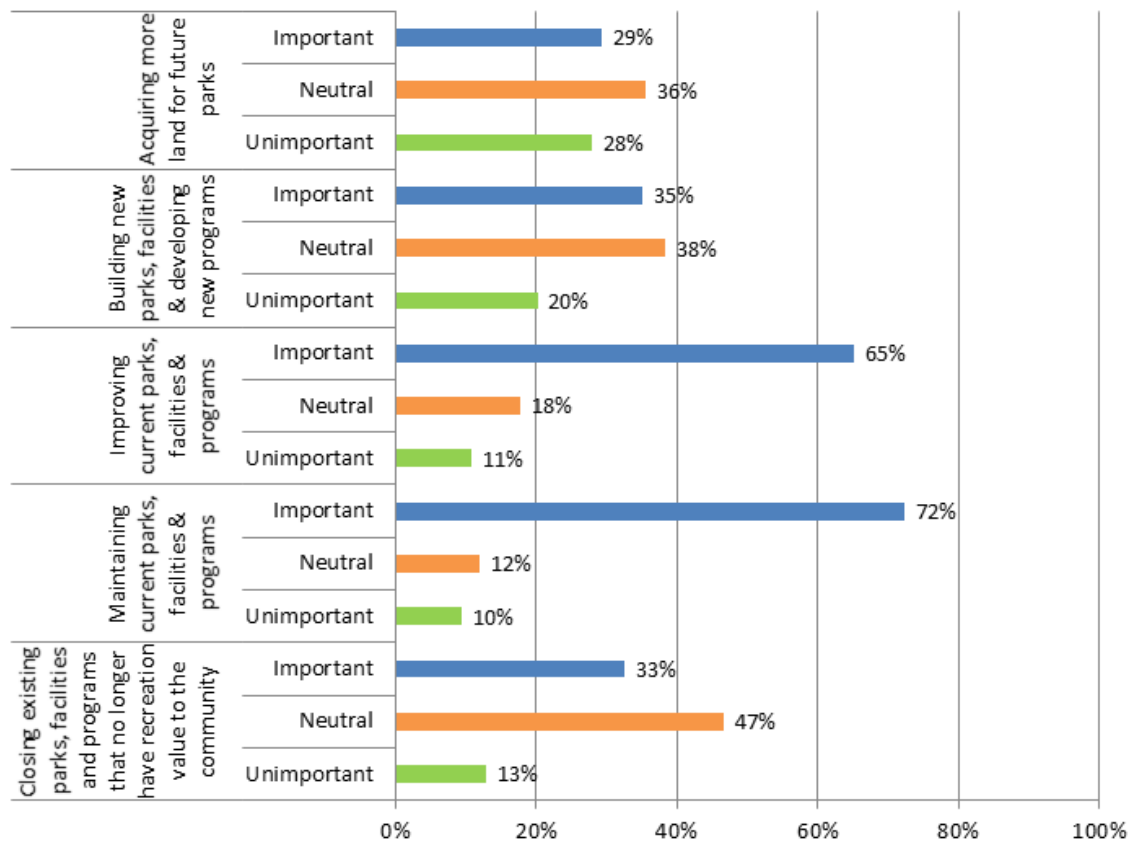
Q10. What park & recreational amenities would you or someone in your household like to see the Bloomington Parks, Recreation & Cultural Arts Department improve or add in the next 10 years?



Q11. Which THREE outdoor amenities from the list are most important to your household?



Q16. Rate each of the following priorities which would be important to you and your household.



Inventory & Assessment

- **What parks and features do you have now?**
 - What are they?
 - Where are they located?
 - How good are they?
- **How easily can residents get to them?**
 - By walking vs driving, etc.
- **Are they where they are needed?**
 - Are there gaps?

Inventory of Parks and Facilities



GIS Dataset Includes:

Bloomington:

- 36 Outdoor Sites
- 3 School Parks
- 3 Golf Courses
- 3 Indoor Facilities

Others:

- 45 Outdoor Sites
- 7 Golf Courses
- 31 Schools
- 2 Future Parks

- 36 Miles of Trails



Inventory of Parks and Facilities

Visit site



Assess site and its features



A collage of images related to GIS data collection. It includes several overlapping forms with text and tables, and a central map of a park area. The forms appear to be data entry sheets for a GIS system, with some containing text like 'GRASPE Atlas' and 'Component Data Sheet'. The map shows a green park area with a path and some buildings, with a green rectangle highlighting a specific section. A large red arrow points from the 'Visit site' and 'Assess site' images towards the GIS data collection images.

Compile GIS dataset

Component Based Evaluations

315 components and 42 locations were scored on *condition*, *functionality*, and *quality* using the **GRASP**[®] audit tool



General Assessment



Current Parks:

- Generally well maintained but in need of updates (deferred maintenance)
- Vary greatly in number of amenities and overall size
- Most have good street visibility and frontage and offer adequate public access
- Include themed playgrounds, pickleball courts, aquatic spray grounds, disc golf and nature-based playgrounds (popular national trends)
- No-mow areas (with interpretative signage)

Things to consider:

- More consistent use of standard amenities will help with branding and identification
- Insuring ADA accessibility to parks and park amenities
- Playground upgrades
- Continue to review and update GIS
- Upgrade court surfaces (basketball, pickleball, tennis)

Celebrate the Great Things!



Unique Playground @ Franklin



Custom Shelter @ Tipton

Location	Component	Map ID	# of Comments	Quality Score	Lights	Comments
Forrest Park	Playground, Local	C048	1	3	N	Large newer structure
Franklin Park	Playground, Local	C052	1	3	N	Nice mix of modern structures with the sand and tree stump nature play. The boardwalk is also a nice feature around old trees.
McGraw Community Park	Playground, Destination	C075	1	3	N	Restrooms are a long ways away. Families picnic in parking lot because playground is so far away
McGraw Community Park	Tennis Court	C078	4	3	Y	Nice courts and complex
Miller Park	Playground, Destination	C083	1	3	N	
Miller Park	Educational Experience	C085	1	3	N	Zoo assessment not included specifically in this plan
Miller Park	Water, Open	C087	1	3	N	
Sunnyside Park	Basketball Court	C145	1	3	N	New courts
The Den At Fox Creek Golf Course	Golf	C149	1	3	N	
Tipton Community Park	Loop Walk	C151	1	3	N	
Tipton Community Park	Water, Open	C152	1	3	N	
Tipton Community Park	Playground, Destination	C159	1	3	N	Farm theme
Tipton Community Park	Shelter, Large	C161	1	3	N	Unique barn shelter with restroom
Sunnyside Park	Basketball, Practice	C196	2	3	N	One tall one short hoop. New surface and hoops
McGraw Community Park	Aquatics, Spray Pad	C217	1	3	N	Popular
White Oak Park	Natural Area	C220	1	3	N	No mow habitat area. Good use of sign to identify
McGraw Community Park	Concessions	C225	1	3	N	Looks nice

Sample of Low Scoring Components



Location	Component	Map ID	# of Comments	Quality Score	Lights	Comments
Airport Park	Basketball, Practice	C003	3	1	N	Court surfacing in poor condition
Alton Depot Park	Playground, Local	C006	1	1	N	Weeds have been sprayed
Alton Depot Park	Shelter, Small	C007	1	1	N	Poor condition
Anglers Lake Nature Preserve Park	Natural Area	C009	1	1	N	Heavily overgrown
Anglers Lake Nature Preserve Park	Water Access, General	C011	1	1	N	Seems a bit difficult to access based on overgrown landscape
Brookridge Park	Rectangular Field, Large	C013	1	1	N	Cricket pitch in poor condition
Brookridge Park	Basketball, Practice	C016	1	1	N	Not in poor condition but not the standard hoop
Brookridge Park	Trailhead	C277	1	1	N	Lacks restroom or wayfinding
Buck Mann Park	Playground, Local	C018	1	1	N	Playground structure plastic is fading, the pit is weedy and there is no ADA ramp
Clearwater Park	Shelter, Small	C021	1	1	N	Atypical octagon with peeling paint
Clearwater Park	Playground, Local	C022	1	1	N	Platforms are rusty and structure is fading. The pit is lacking any EWF in some areas
Clearwater Park	Basketball, Practice	C023	3	1	N	Standing water on the courts
Eagle Crest Park	Shelter, Small	C030	1	1	N	Atypical octagon that needs repairs
Eagle View Park	Basketball, Practice	C031	3	1	N	Need nets and paint surface
Eagle View Park	Playground, Local	C261	1	1	N	Really needs EWF
Evergreen Park	Playground, Local	C034	1	1	N	Small play structure compared to other parks.
Forrest Park	Shelter, Large	C051	1	1	N	West end of Hike Haven. Floor is uneven. Only two tables.
Friendship Park	Playground, Local	C055	1	1	N	Needs weeds sprayed
Friendship Park	Shelter, Small	C226	1	1	N	No table
McGraw Community Park	Rectangular Field, Large	C077	1	1	N	Overlay
Miller Park	Tennis Court	C081	3	1	N	Surfacing is failing in places. Nets are loose
Miller Park	Pickleball Court	C231	4	1	N	Overlays
Miller Park	Playground, Local	C240	1	1	N	Dated tot structure
Northpoint School Park	Basketball, Practice	C313	6	1	N	Poor condition
Oakland School Park	Basketball Court	C315	2	1	N	Poor condition
Oakland School Park	Basketball Court	C317	2	1	N	Poor condition
ONeil Park	Playground, Local	C104	1	1	N	Dated
ONeil Park	Tennis Court	C105	3	1	Y	Surfacing is about done
ONeil Park	Aquatics, Leisure Pool	C106	1	1	N	Seems fairly typical for Bloomington but kiddie pool closed
ONeil Park	Skate Park	C107	1	1	Y	Street course. Dated
ONeil Park	Diamond Field	C108	1	1	N	Not as nice as the other two in this park
ONeil Park	Rectangular Field, Large	C221	1	1	N	Overlay of diamond with one goal post
ONeil Park	Basketball, Practice	C222	1	1	N	Popular with teens.
ONeil Park	Concessions	C224	1	1	N	Dated
Pepper Ridge Park	Shelter, Large	C116	1	1	N	Needs shingles
Rollingbrook Park	Playground, Local	C122	1	1	N	This playground is too small and dated for its popularity
Rollingbrook Park	Pickleball Court	C124	4	1	N	Converted inline rink to 4 pickle ball courts. Surfacing could be improved
Rollingbrook Park	Basketball, Practice	C125	3	1	N	One hoop has been upgraded to standard
Stevenson School Park	Tennis Court	C321	3	1	Y	Poor shape but lighted
Stevenson School Park	Game Court	C326	1	1	N	Basic school games set up in the parking lot basketball hoops have no hoops or rims
Suburban East Park	Basketball, Practice	C141	2	1	N	Poor surfacing. Nonstandard hoops
Sunnyside Park	Diamond Field	C143	1	1	N	No dugouts. Minimal backstop. Could be considered a nice practice diamond
Walt Bittner Park	Rectangular Field, Large	C176	1	1	N	Overlay
Walt Bittner Park	Shelter, Large	C179	1	1	N	Exposed wires
White Oak Park	Shelter, Large	C187	1	1	N	Needs shingles

Level of Service: Park Rankings

- Parks can be compared to others within the Bloomington system

This compares the LOS provided by each park . . .

Park Rank	LOCATION	GRASP® Scale
1	McGraw Community Park	
2	Miller Park	
3	Tipton Community Park	
4	White Oak Park	
5	Gaelic Park	
6	Rollingbrook Park	
7	Forrest Park	
8	Eagle View Park	
9	Walt Bittner Park	
10	Clearwater Park	
	Holiday Park	
12	Ewing III Park	
13	Airport Park	
14	Sunnyside Park	
15	Eagle Crest Park	
16	Suburban East Park	
17	Brookridge Park	
18	Pepper Ridge Park	
19	Stevenson School Park	
20	ONeil Park	
	The Den At Fox Creek Golf Course	
22	Ewing I Park	
	Fell Avenue Park	
	P J Irvin Park	
25	Ewing II Park	
26	Franklin Park	
27	Atwood Wayside Park Herb Garden	
	Marie Litta Park	
	Northpoint Park	
30	Oakland School Park	
	Westwood Park	
32	Northpoint School Park	
33	Alton Depot Park	
	Highland Park Golf Course	
	Prairie Vista Golf Course	
	Withers Park	
37	Emerson Park	
38	Buck Mann Park	
39	Anglers Lake Nature Preserve Park	
	Friendship Park	
41	Lincoln Park	
42	Evergreen Park	

- 6 of the 42 sites assessed in Bloomington are in the **top 10%** of *almost 3950* parks assessed nationwide!

Level of Service (LOS): Access

True LOS is a blend of what you have available and how easy it is to get to. We measured it two different ways:

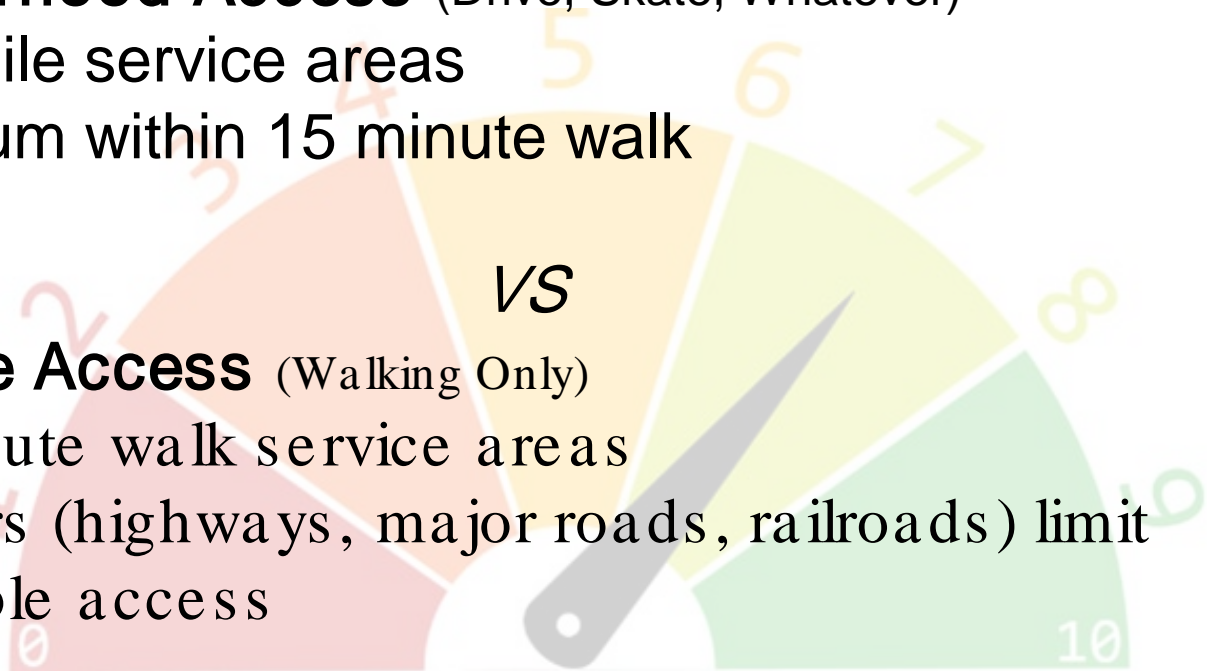
Neighborhood Access (Drive, Skate, Whatever)

- One mile service areas
- Premium within 15 minute walk

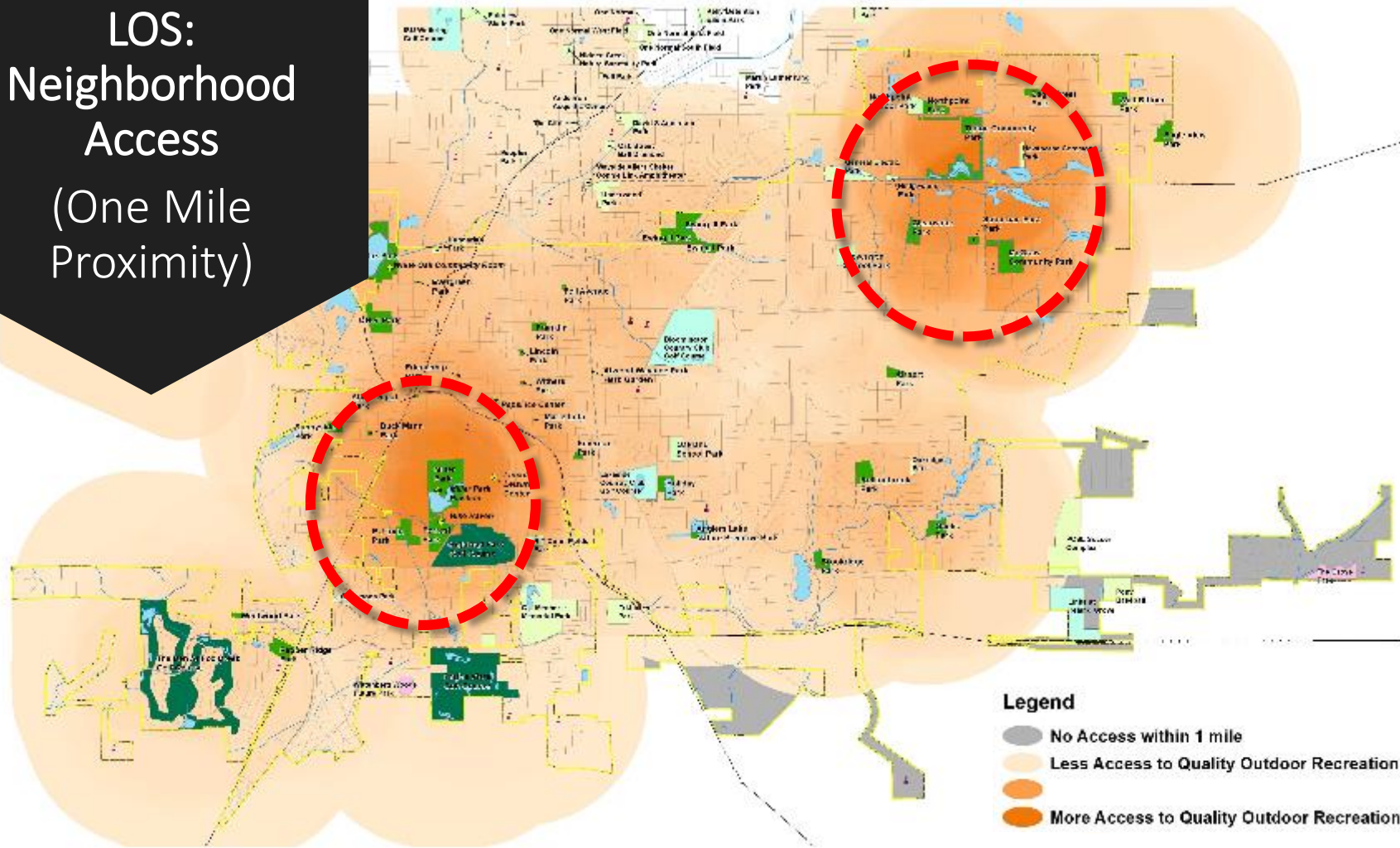
Walkable Access (Walking Only)

- 15 minute walk service areas
- Barriers (highways, major roads, railroads) limit walkable access

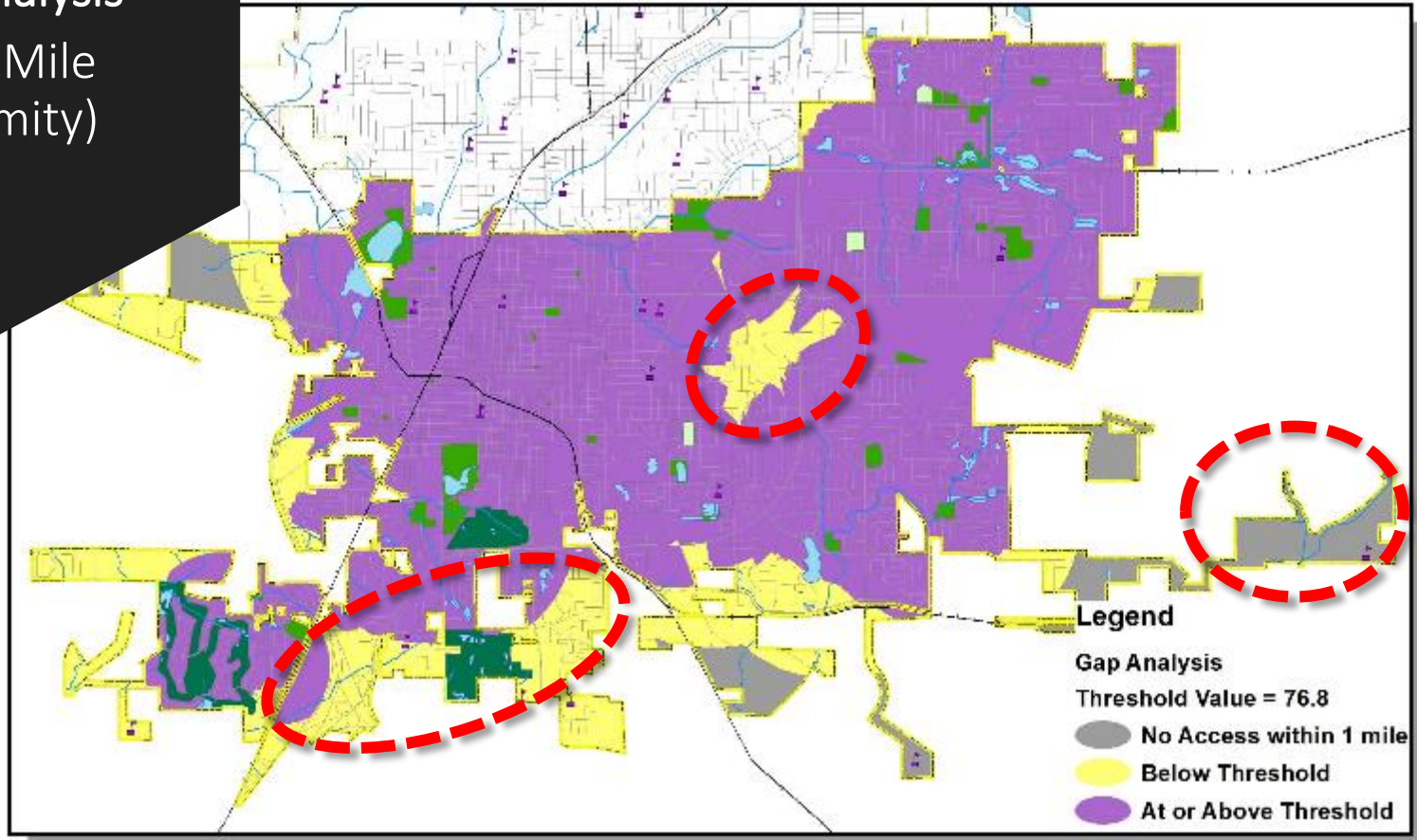
Both include outdoor sites and trails

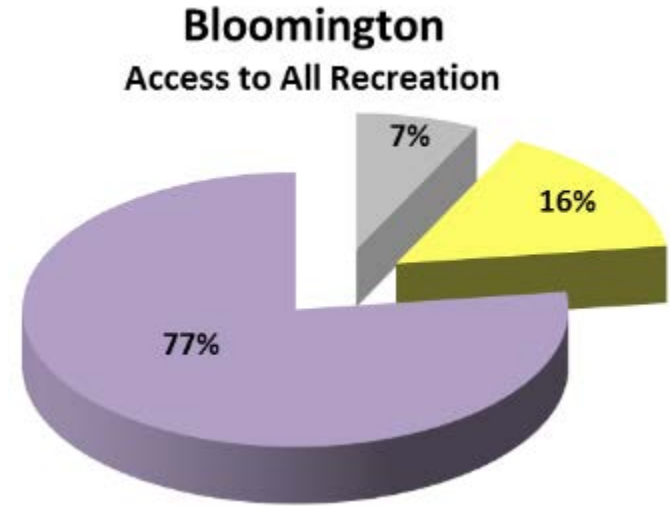
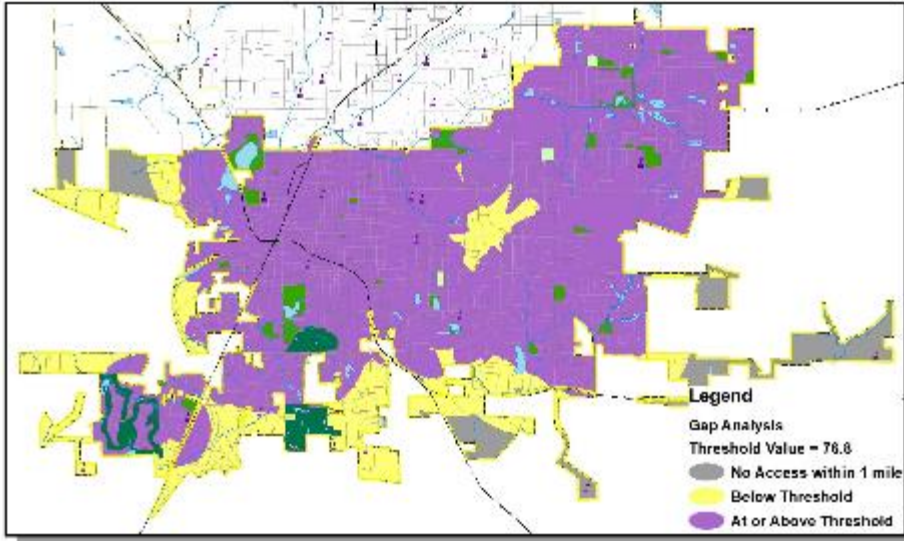


LOS:
Neighborhood
Access
(One Mile
Proximity)



Gap Analysis (One Mile Proximity)

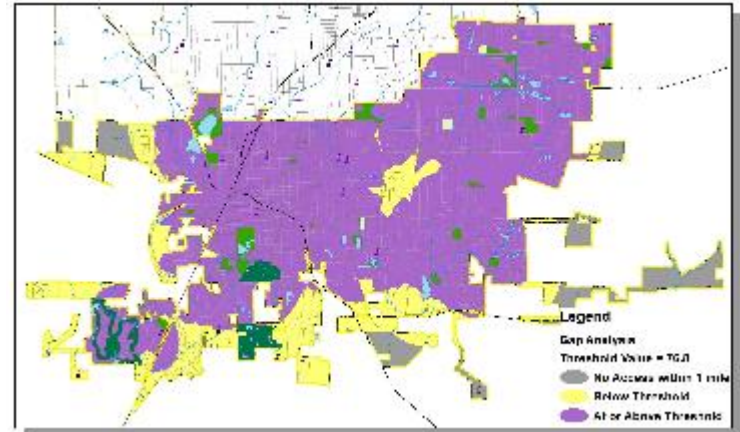
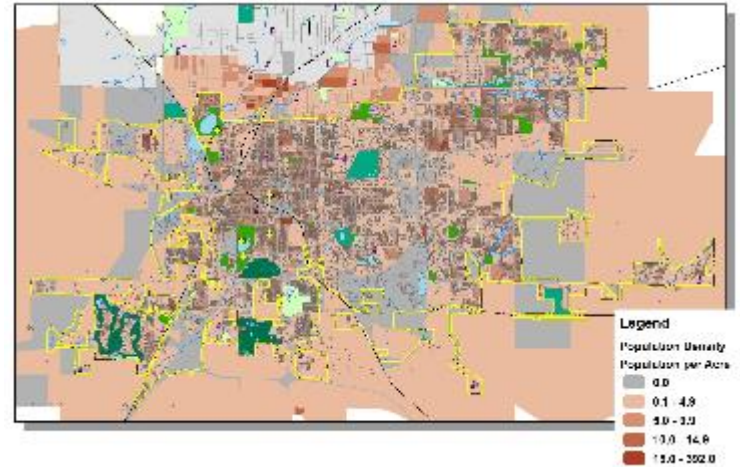
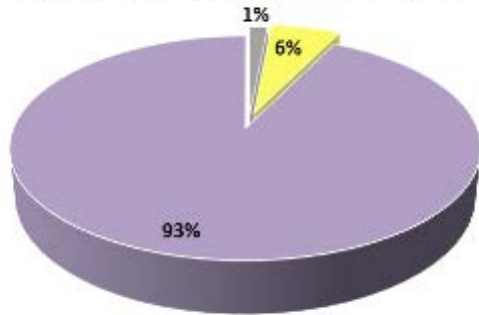




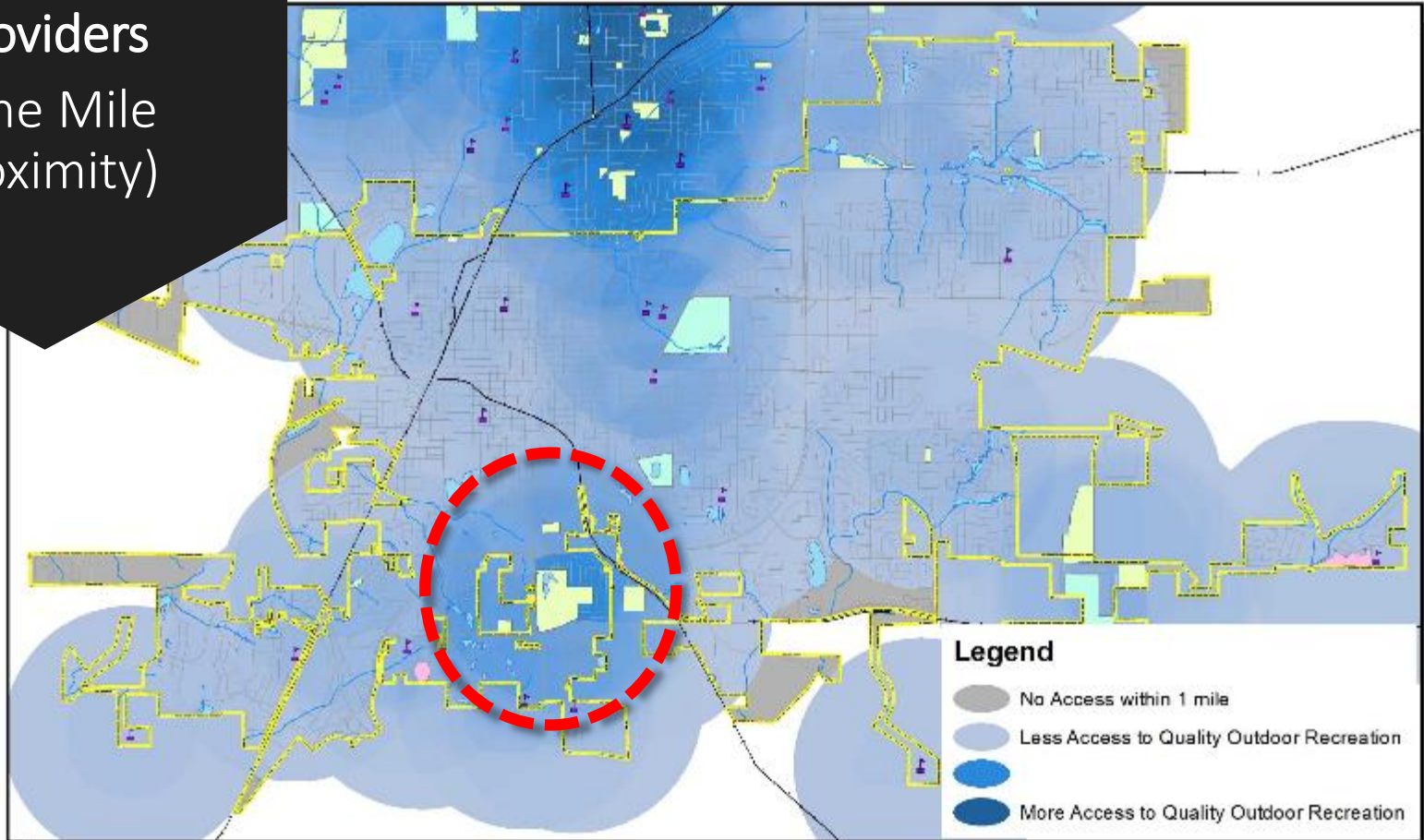
LOS: Neighborhood Access Thresholds
(One Mile Proximity)

Where do people live?

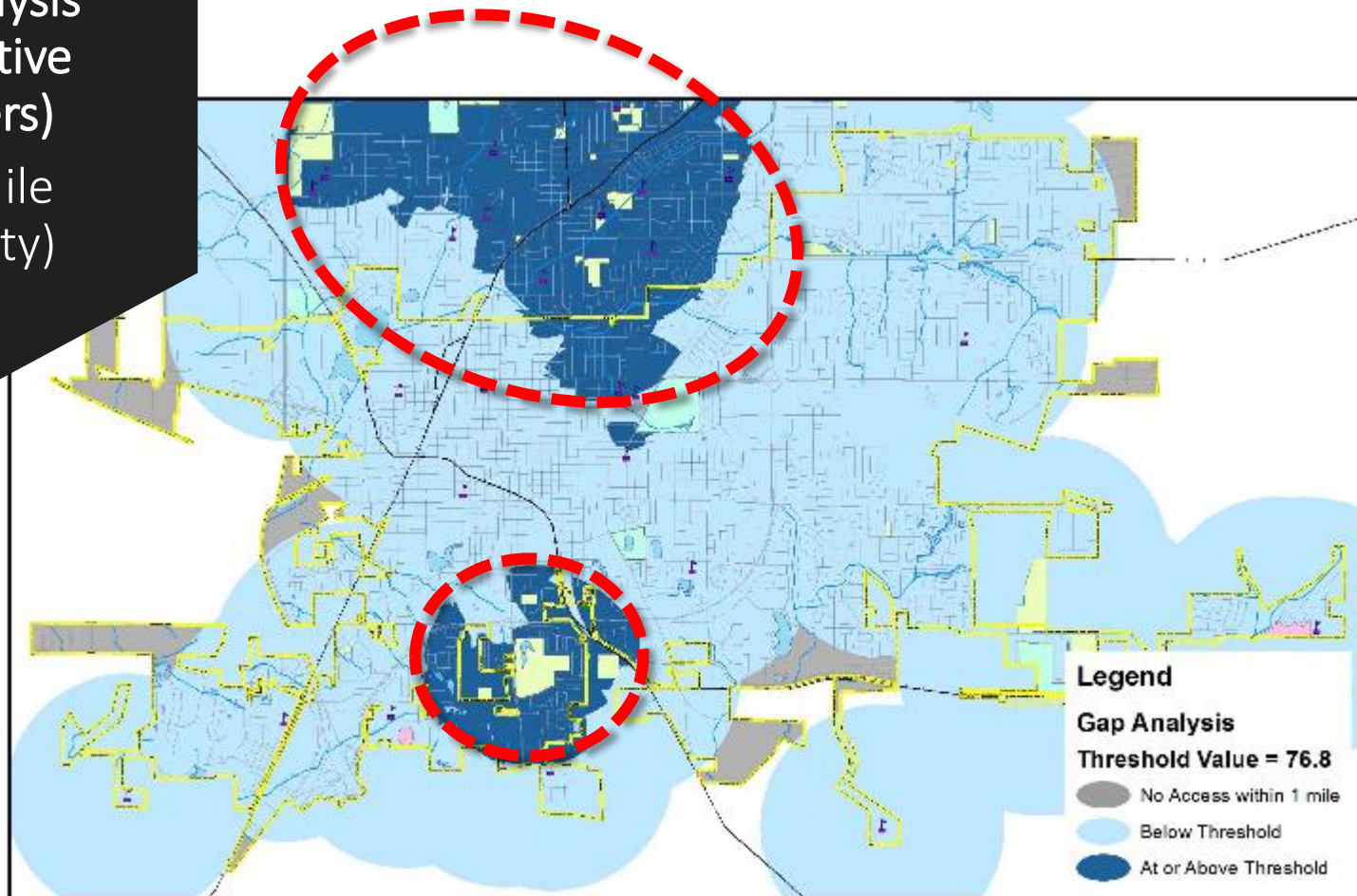
% of Population by Service Value



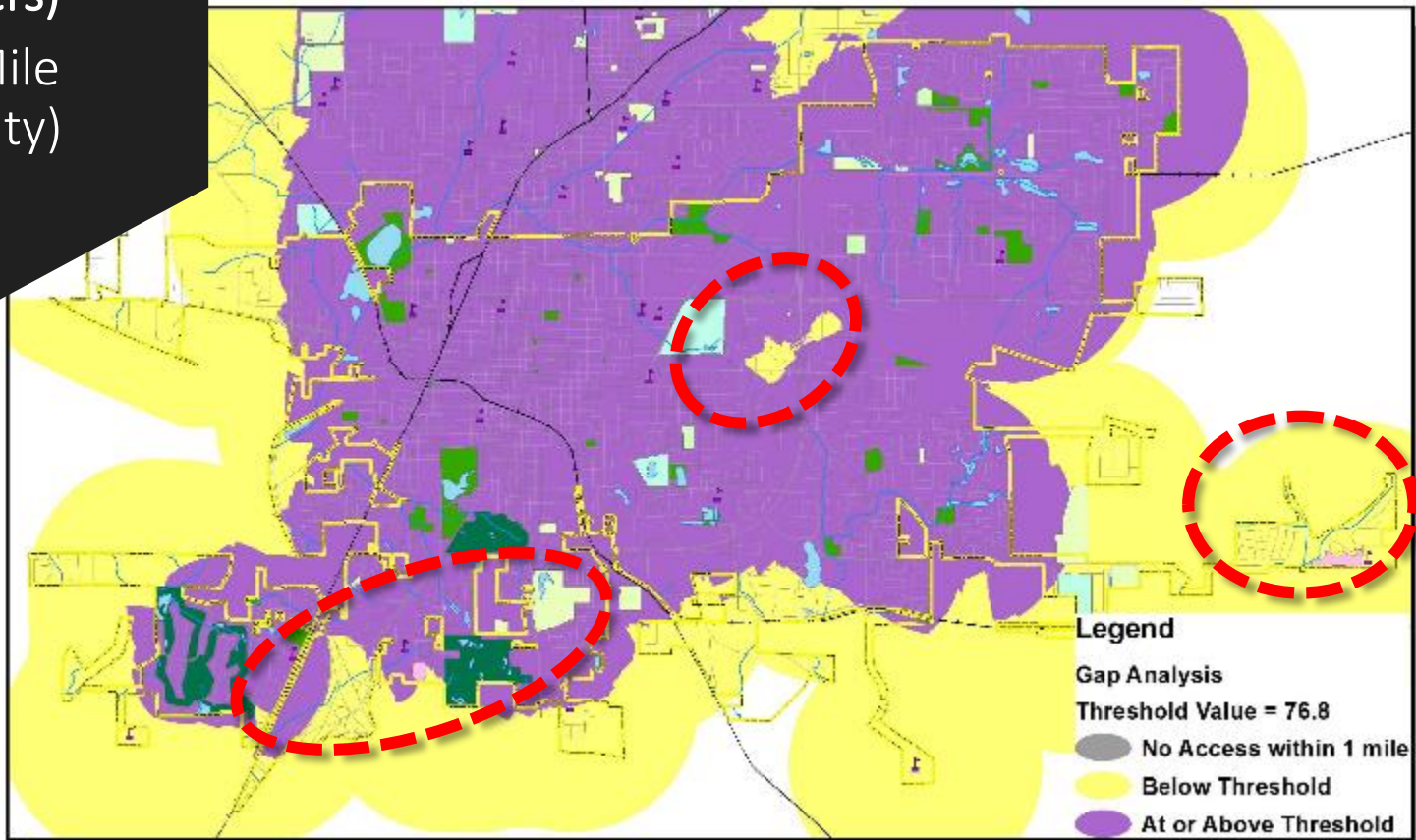
LOS: Alternative
Providers
(One Mile
Proximity)



Gap Analysis
(Alternative
Providers)
(One Mile
Proximity)



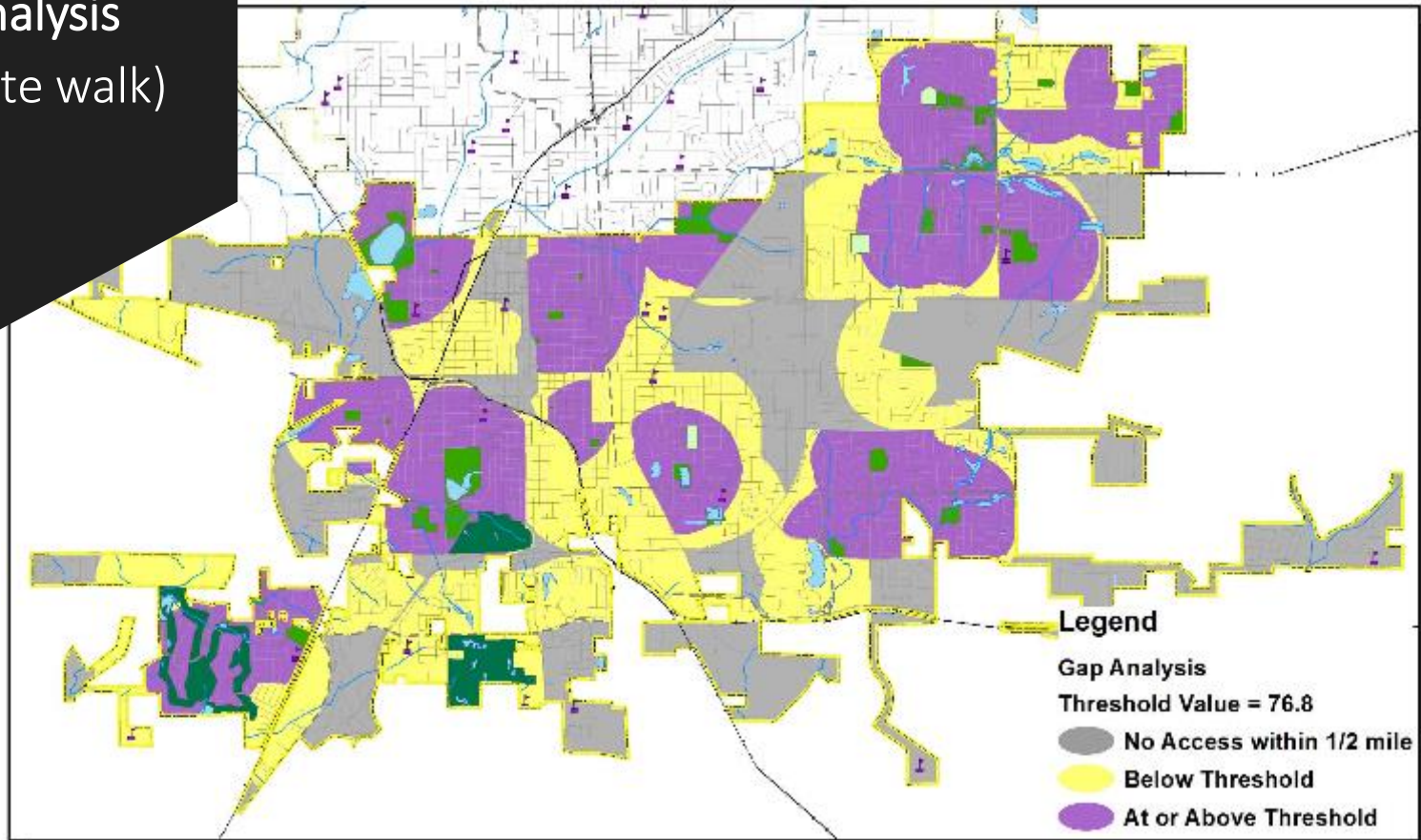
Gap Analysis (All Providers)
(One Mile Proximity)

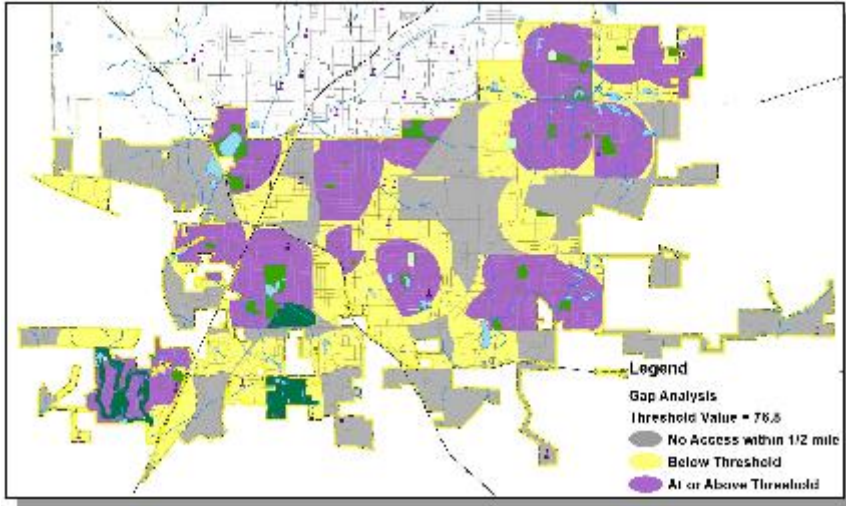


Pretty typical....
If I have a car, I
have access to a
pretty high level
of service...

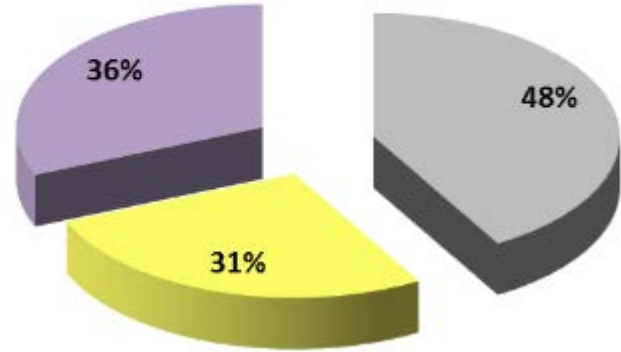


Gap Analysis (15 minute walk)





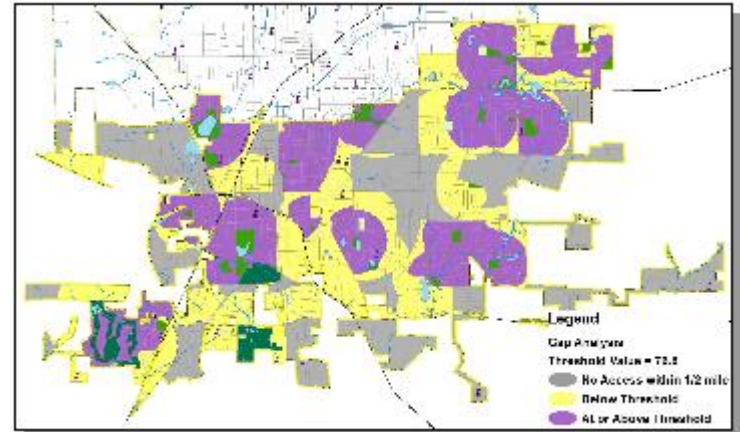
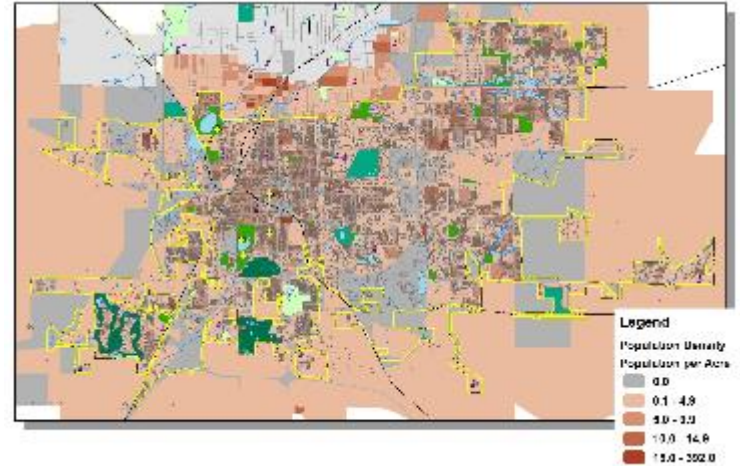
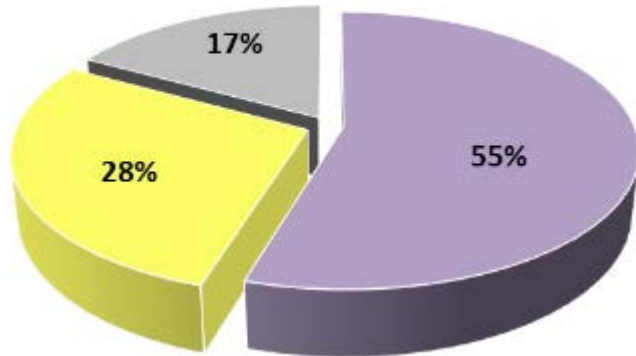
Bloomington Walkable Access to All Recreation



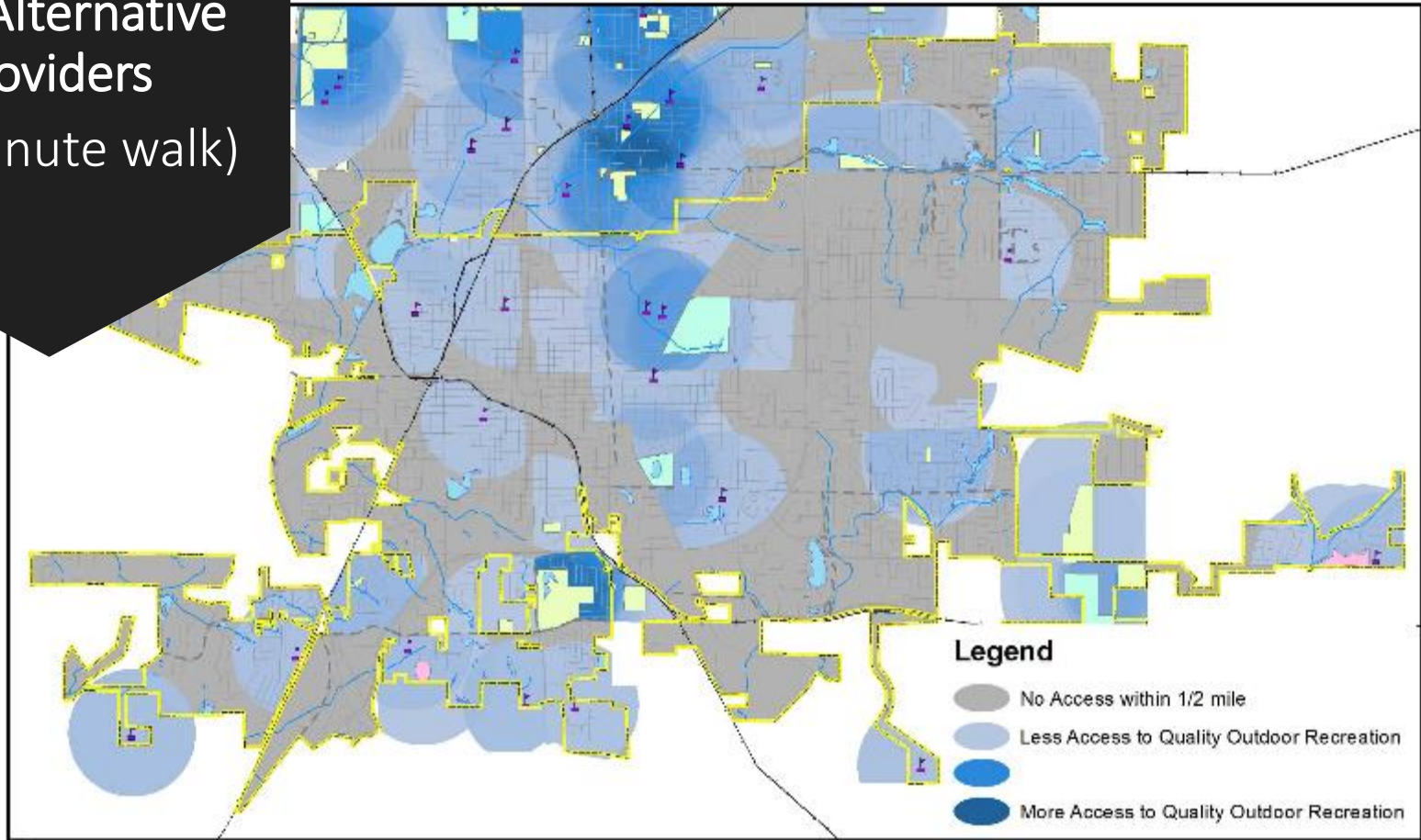
LOS: Walkable Access Thresholds
(15 minute walk)

Where do people live?

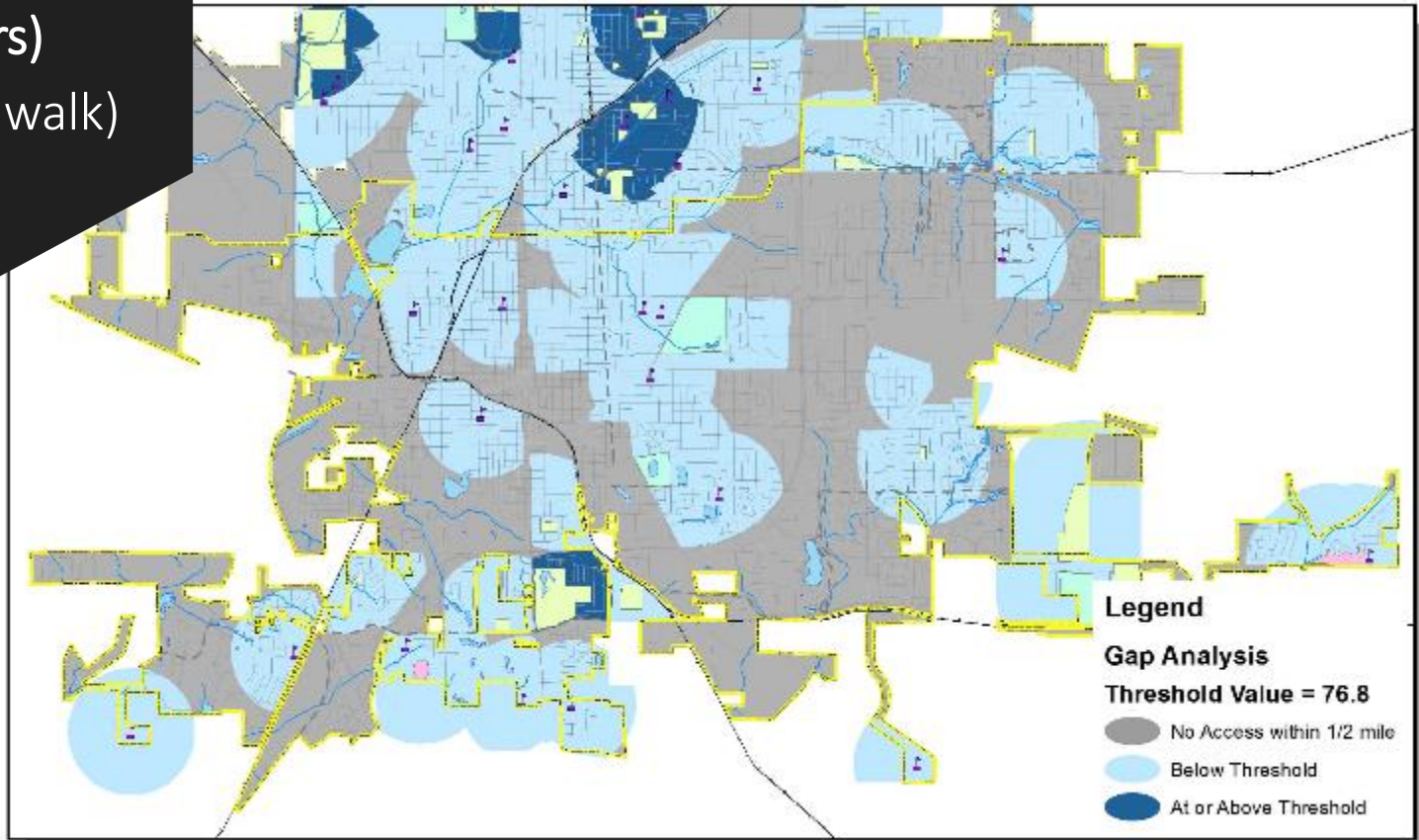
% of Population by Service Value



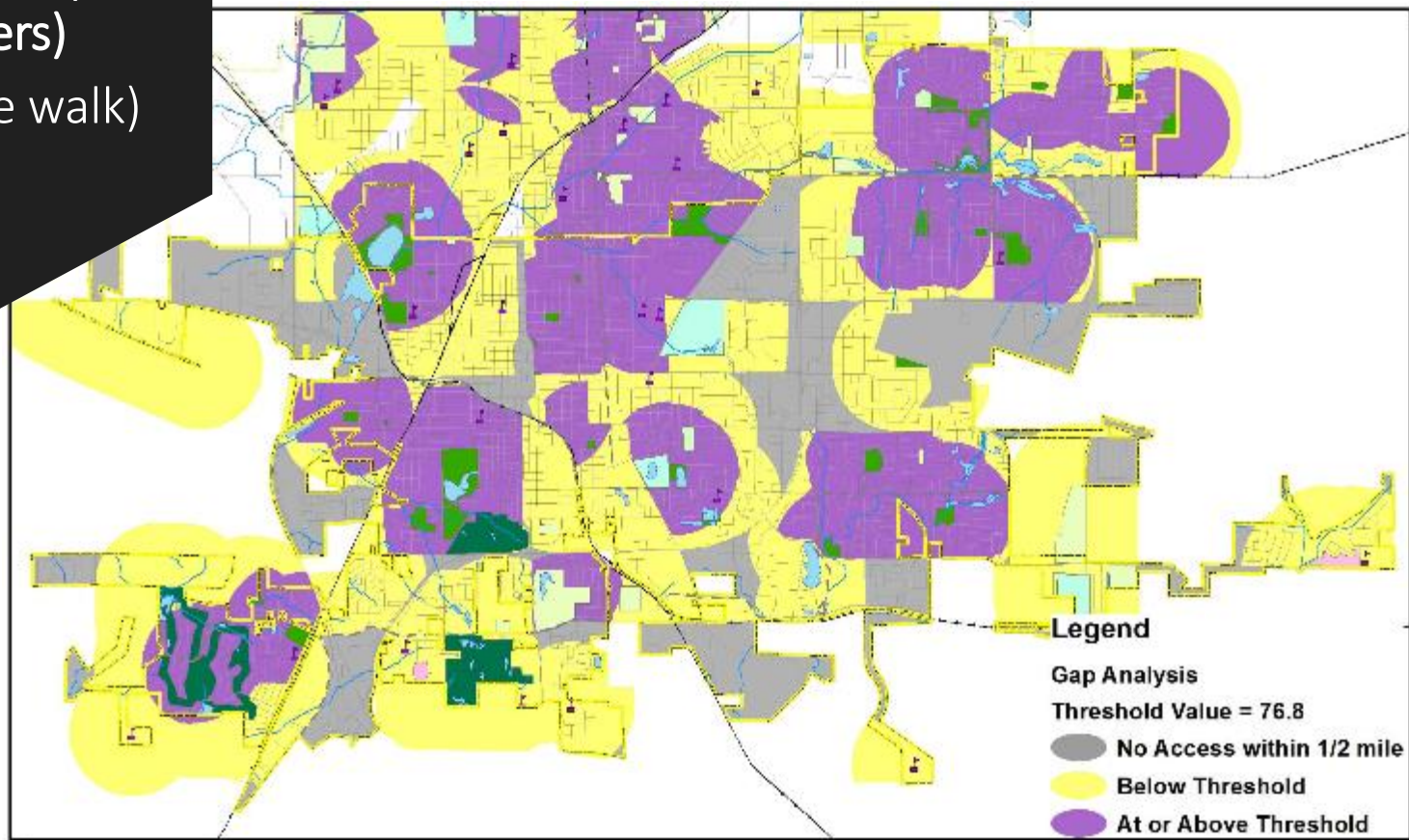
LOS: Alternative
Providers
(15 minute walk)



Gap Analysis
(Alternative
Providers)
(15 minute walk)



Gap Analysis (All Providers)
(15 minute walk)

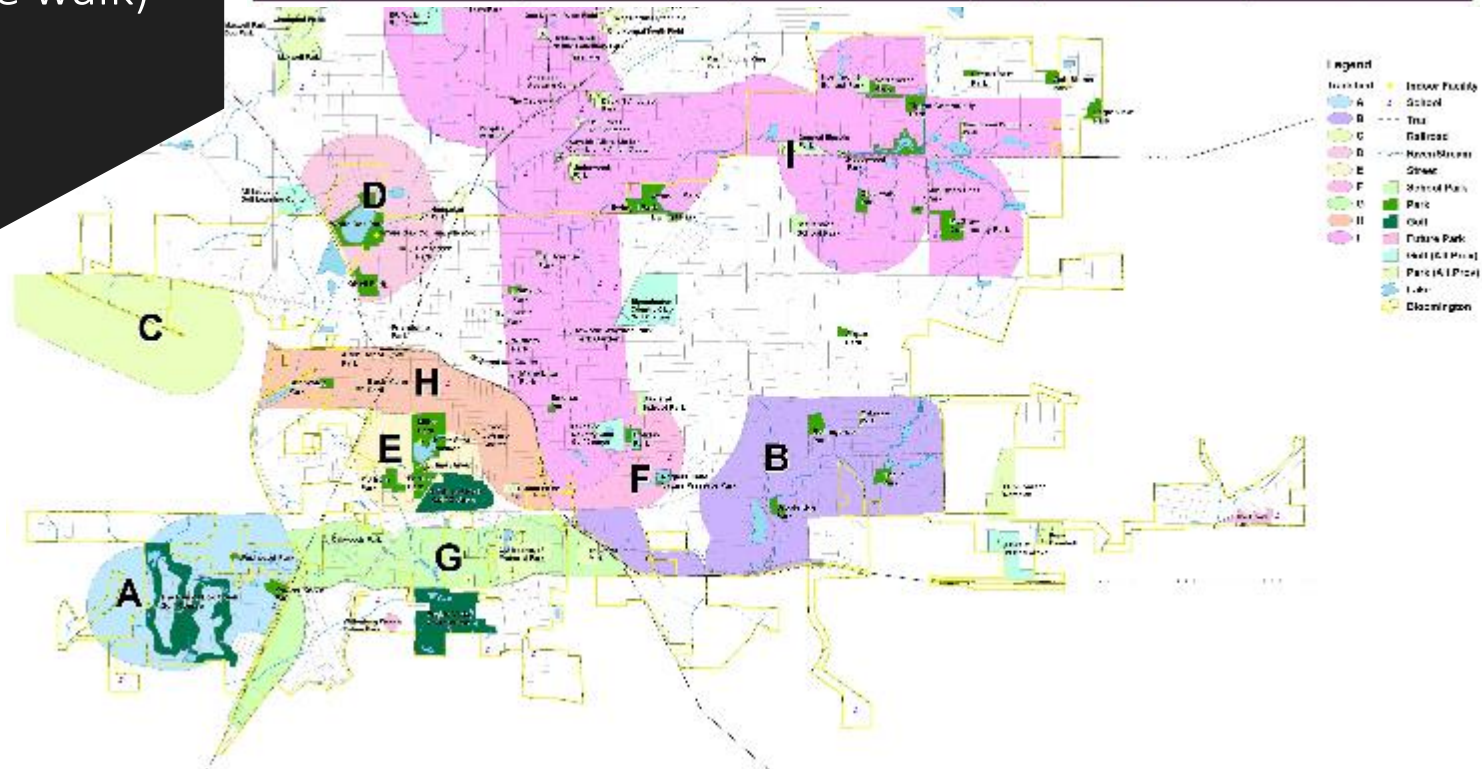


Trailshed Access
(based on 15
minute walk
to/from trail)

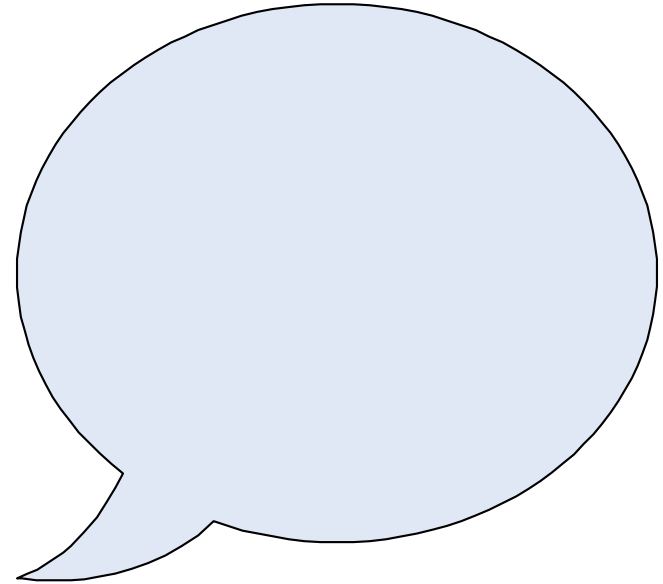


Trailshed Analysis (15 minute walk)

Trailshed	Bloomington Locations	Bloomington Components	Bloomington Indoor Facilities	Schools	Other Providers Locations	Other Provider Components
A	3	9	0	2	1	5
B	3	37	0	0	1	5
C	0	0	0	0	0	0
D	3	74	1	1	1	8
E	4	41	2	0	0	0
F	3	14	0	1	0	0
G	2	0	0	0	4	19
H	4	18	1	1	1	1
I	16	118	0	13	25	91



Additions?



Other questions, comments, missing information...

Next Steps

- **Additional information needed for the plan**
- **Additional steps to be completed by the project team before the final recommendations include:**
 - Organizational and Marketing Analysis
 - Operational Analysis and Considerations
 - Recreation Programming Analysis
 - Programs, Activities, and Services Gap Analysis
 - Implications for the O'Neil Site Master Plan and Rec Center Feasibility Study
 - Financial Analysis
 - Financial and Operational Analysis
 - Alternative Funding and Partnerships
 - Cost Recovery and Resource Allocation
 - Probable Operations, Maintenance, and Capital Costs
 - Potential Funding Analysis
 - Implications for the O'Neil Site Master Plan and Rec Center Feasibility Study



CITY OF
Bloomington
ILLINOIS

Thank you for your time & input!

Findings Report Summary
October 23, 2017



Project Progress Report

Project Name: Bloomington, IL Parks, Rec, and Cultural Arts Comp Plan
GreenPlay Project Manager: Dylan Packebush
Date: October 3, 2017

What was accomplished last month:

- Logistics for the October findings sessions confirmed (week of 10/23)
- Randomly sampled survey closed (open survey remains active)
 - Initial report drafted
- Level of Service analysis completed
- Conceptual designs for site plans were produced
 - Initial operations, maintenance, and cost projections parameters will be identified
- Findings Report drafted; to include
 - Project background
 - Public input summary
 - Survey results
 - Initial analyses of programs and operations
 - O'Neil Park Master Plan – may be a separate document
 - Recreation Center Feasibility – may be a separate document
 - Summary of next steps

What will be accomplished this month:

- Report will be submitted to staff at the end of the week of 10/9 for review and distribution; summary PPT presentation will be submitted for distribution prior to the findings sessions
- Findings presentations will be made to the council (10/23) and to staff (10/24)
 - Project Team will gather initial input about how to best use the information
- BLDD will meet with staff regarding recreation center feasibility
- GreenbergFarrow will meet with staff regarding initial concept designs
- Initial Key Issues Matrix will be produced

What have we accomplished previously:

- Project is under contract
- Strategic Kickoff Meeting completed – 5/11
- Critical Success Factors and Project Vision completed
- Developed project work plan
- Initial community profile was developed
 - Demographics/trends was ordered
 - Background documents were reviewed
- GIS information was gathered
- Focus group/interview/public meeting schedule was approved
 - Initial public engagement will be promoted by staff
- Outline of findings report was drafted
- Demographics and trends report was ordered
- Outline of findings report was drafted and distributed for feedback
- Focus group and stakeholder participants were identified
- Logistics for initial information gathering trip were finalized – dates, times, attendees

- Focus group/interview/public meetings were promoted
- Logistics for O’Neil Park Site Master Plan and Recreation Feasibility Study were finalized
 - O’Neil Park – Tuesday, July 11
 - Recreation Center Feasibility – Thursday, Aug 3
- Initial public input was gathered through focus groups and public meetings
 - Tuesday, July 11 – Friday, July 11
 - One-on-one interviews will take place after to the initial engagement trip
- Initial inventory was taken of the system
- Initial survey was drafted
 - Final survey will be dependent on public input
- Logistics for the Recreation Center Feasibility Study meeting were finalized
- Level of Service inventory was drafted and sent to staff for review
- Draft trends and demographics report returned; will be submitted to staff for review in August
- Survey and distribution schedule was finalized
- Initial O’Neil Park Master Plan development included conceptual design, SWOT analysis, capital costing, etc.
- Phase III tasks began. Project work includes financial and operational analysis, funding strategies, cost recovery and resource allocation, and review of operations and maintenance
 - Phase III will not be completed until after the survey is returned/closed
- GreenPlay continued outreach to stakeholders including attempts to schedule individual interviews with staff
- Lincoln Leisure Center workshop was hosted at Miller Park
- Level of Service inventory finalized; information will be incorporated into the findings report as necessary
- O’Neil Park Master Plan development continued
- Phase III tasks continued – programming analysis, background analysis, operational analysis
- Initial Lincoln Leisure Center/ recreation center feasibility study development included conceptual design, capital costing, etc.
- Survey was distributed – methods to include mail and phone
 - Surveys are currently being collected
- GreenPlay continued outreach to stakeholders
 - In need of contact for Dante at the YWCA

Scope changes/Value added to date:

Budget status/Percent complete

	<u>% Complete</u>
<u>CONSULTING SERVICES</u>	
TASK A	
SKO and Determination of Critical Success Factors	100%
TASK B	
Community and Stakeholder Engagement	100%
TASK C	
Inventory and Level of Service Analysis	90%
TASK D	
O'Neil Park Master Plan	65%
TASK E	



Recreation Feasibility Study	65%
TASK F	
Funding Analysis and Action Plan/Implementation Plan	15%
TASK G	
Draft and Final Needs Assessment	40%
Subtotal Fees	64%

Schedule Status/Deliverable status:

Input needed from client or others:

Other issues/concerns:

- None at this time



**SPECIAL SESSION MEETING
AGENDA ITEM NO. 9**

FOR COUNCIL: October 23, 2017

SUBJECT: Presentation and Discussion only of the City of Bloomington Brick Streets Master Plan.

RECOMMENDATION/MOTION: Presentation and Discussion only.

STRATEGIC PLAN LINK: Goal 1. Financially Sound City Providing Quality Basic Services; Goal 2. Upgrade City infrastructure and facilities; Goal 4. Strong neighborhoods; and Goal 5. Great place – livable, sustainable City.

STRATEGIC PLAN SIGNIFICANCE: Objective 1a. Budget with adequate resources to support defined services and level of services; Objective 1c. Engaged residents that are well-informed and involved in an open governance process; Objective 1d. City services delivered in the most cost-effective, efficient manner; Objective 2a. Better quality roads and sidewalks; Objective 4c. Preservation of property/home valuations; Objective 4d. Improved neighborhood infrastructure; Objective 4e. Strong partnership with residents and neighborhood associations; Objective 5a. Well-planned City with necessary services and infrastructure; Objective 5b. City decisions consistent with plans and policies; Objective 5e. More attractive city: commercial areas and neighborhoods.

BACKGROUND: City staff and the Historic Preservation Commission worked together from May 2017 through August 2017 to create a replacement for the draft 2009 Brick Streets Strategic Plan. The new plan is called the City of Bloomington Brick Streets Master Plan. The City Council first discussed the Brick Streets Master Plan in April 2017, when the Council voted to have the Public Works Department work with the Historic Preservation Commission to create the plan. Public Works first received direction from the Historic Preservation Commission at the May 2017 meeting, with subsequent meetings and public hearings detailed later in this memo.

The overall goal of the City of Bloomington Brick Streets Master Plan is to preserve all remaining brick streets within the City. To achieve this goal, City staff assigned a category and priority level for brick streets, based on metrics set by Public Works and the Historic Preservation Commission. In order to fund patching and reconstruction of these streets, this master plan suggests a ten-year spending plan to preserve brick pavement before it deteriorates to a level that would require reconstruction and to perform reconstruction on streets that require it.

Initially, Public Works proposed a ten-year spending plan that would provide \$400,000 per year for reconstruction costs and \$100,000 per year for patching costs. However, Public Works adjusted the plan once estimates were provided for the first brick street project, which is Monroe Street

from Clinton Street to Robinson Street. The total cost for that project is estimated at a total of \$839,000. Please see the attached memorandum from Hanson Professional Services, Inc. for more detailed information.

To estimate the cost of the remaining streets that are slated for reconstruction, City staff found that the project on Monroe Street, from Clinton Street to Robinson Street, cost \$51.38 per square foot. The total area of the remaining streets was multiplied by the per square foot cost to come up with an estimated total cost. This calculation was also applied to streets slated for patching, but the area of non-brick patch was multiplied by per square foot cost rather than the total area. As none of the numbers went higher than the previously-budgeted \$100,000 per year, the patching budget remains the same.

While this is not the best method to budget, it is the best way to budget with only one estimate available. Once additional estimates are available, the budget will be adjusted. The calculations also include 3 percent annual inflation, based on the average Illinois Municipal Departmental Price Index for Streets. All total cost estimates are rounded to the nearest \$1,000, with per square foot costs rounded to the nearest hundredth. Based on this model, the total amount would be \$7.4 million over ten years. Please see the attached financial detail for more information.

Ten-Year Spending Plan (Thousands of Dollars)										
	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5	Yr. 6	Yr. 7	Yr. 8	Yr. 9	Yr. 10
Priority Reconstruction	\$839	\$696	\$518	\$650	\$629	\$456	\$526	\$571	\$809	\$517
Utility and Priority Patches	\$100	\$103	\$106	\$109	\$113	\$116	\$119	\$123	\$127	\$130
Total:	\$939	\$799	\$624	\$759	\$742	\$572	\$645	\$694	\$936	\$647
Grand Total:	\$7,363									

In addition to creating a spending plan for brick streets in Bloomington, this master plan outlines design recommendations, new regulations for underground infrastructure work, and suggestions for compliance with the Americans with Disabilities Act and the City’s Complete Streets Ordinance.

In addition, the master plan includes information for future consideration, including methods to reclaim previous brick streets that have been overlaid with concrete or asphalt in areas such as historic districts or shopping areas, additional metrics to use for categorizing and prioritizing brick streets in the future, and other, helpful information.

Public Input and Community Involvement

Following the initial meeting with the Historic Preservation Commission, Public Works sent a letter to property owners, residents, and businesses along each of the brick streets in Bloomington. The letter, sent in June 2017, gave information about upcoming public meetings that would discuss the plan. It also included contact information for any questions or concerns. Public Works received several comments via phone and e-mail that were all in favor of preserving brick streets within the community.

The Historic Preservation Commission Meeting in June 2017 was canceled, but, in July 2017, Public Works presented a draft plan and asked for recommendations from the Historic Preservation Commission on topics such as street prioritization and ordinances. Public Works also heard feedback from the public during this meeting.

Public Works met with members of the Historic Preservation Commission in early August 2017 to obtain further feedback on the final prioritization and recommendations. At the Historic Preservation Commission meeting on August 17, 2017, three members of the public spoke in favor of the proposed master plan, and the Commission voted unanimously to recommend it.

The Planning Commission held a public hearing on September 27, 2017 and voted unanimously to recommend the plan.

Proposed Timeline:

- November 2017: Submit Brick Streets Master Plan to the City Council for final approval
- November or December 2017: Submit brick streets ordinances to the City Council for final approval
- April 2018: Brick street spending approved as part of FY 2019 Budget
- Summer 2018: First brick streets restored or patched under Brick Streets Master Plan

COMMUNITY GROUPS/INTERESTED PERSONS CONTACTED: The Public Works Department sent a letter to residents and property owners who live or own property on all brick streets in the community

FINANCIAL IMPACT: Adoption of the Resolution would not have a direct financial impact, as it approves the City of Bloomington Brick Streets Master Plan without specific appropriations of funding. However, it should be noted that this plan is not part of the current Capital Improvement Street and Alley Resurfacing Program and therefore no current revenues are available for it. Council would have the final decision on expenditures for future projects that align with the plan.

COMMUNITY DEVELOPMENT IMPACT: *N/A*

Link to Comprehensive Plan/Downtown Plan Goals: Goal N-1. Ensure the compact development of the City through denser, mixed-use developments and reinvestment in the established older neighborhoods; Goal N-2. Improve community identity and appearance by celebrating the unique nature and character of the City's individual neighborhoods; Goal H-2 Ensure reinvestment in the established older neighborhoods and compact development of the City; Goal ACH-4. Identify, conserve and preserve the City's heritage resources as a basis for retaining and enhancing strong community character and a sense of place; Goal UEW-1. Provide quality public infrastructure within the City to protect public health, safety.

FUTURE OPERATIONAL COST ASSOCIATED WITH NEW FACILITY CONSTRUCTION: *N/A*

Respectfully submitted for Council consideration.

Prepared by: Michael Hill, Public Works Administration

Reviewed by: Jim Karch, PE CFM, Director of Public Works

Financial & budgetary review by: Chris Tomerlin, Budget Analyst
Scott Rathbun, Sr. Budget Manager

Legal review by: Jeffrey R. Jurgens, Corporation Counsel

Recommended by:



David A. Hales
City Manager

Attachments:

- PW 1B RESOLUTION Brick Streets Master Plan 10232017
- PW 1C MASTER PLAN DOCUMENT Brick Streets Master Plan 10232017
- PW 1D MINUTES City Council April 24, 2017 Brick Streets Master Plan 10232017
- PW 1E MINUTES Historic Preservation Commission May 18, 2017 Brick Streets Master Plan 10232017
- PW 1F MINUTES Historic Preservation Commission July 20, 2017 Brick Streets Master Plan 10232017
- PW 1G MINUTES Historic Preservation Commission August 17, 2017 Brick Streets Master Plan 10232017
- PW 1H MINUTES Bloomington Planning Commission September 27, 2017 Brick Streets Master Plan 10232017
- PW 1I PRESENTATION Brick Streets Master Plan 10232017
- PW 1J PUBLIC COMMENTS Brick Streets Master Plan 10232017
- PW 1K LETTER Brick Streets Master Plan 10232017
- PW 1L COST ESTIMATES Brick Streets Master Plan 10232017
- PW 1M SUPPORTING DOCUMENT Hanson Memo Brick Streets Master Plan 10232017
- PW 1N SUPPORTING DOCUMENT Hanson Typical Sections Brick Streets Master Plan 10232017

RESOLUTION NO. 2017 –

**A RESOLUTION APPROVING THE
CITY OF BLOOMINGTON BRICK STREETS MASTER PLAN**

WHEREAS, the City of Bloomington has 3.5 miles of public brick streets within the city and the City wishes to preserve its historic brick streets; and

WHEREAS, a systematic approach is needed by the City to provide proper stewardship, including a budgeted plan of action, for preserving its brick streets; and

WHEREAS, the City also needs to look at future planning for brick streets beyond the 3.5 miles of public brick streets that exist in the community; and

WHEREAS, the Public Works Department worked with the Historic Preservation Commission to create the City of Bloomington Brick Streets Master Plan; and

WHEREAS, the Brick Streets Master Plan was approved by the Historic Preservation Commission on August 21, 2017 and the Planning Commission on September 27, 2017; and

WHEREAS, the City Council finds it to be in the best interests of the City to adopt the City of Bloomington Brick Streets Master Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

That the City of Bloomington Brick Streets Master Plan is hereby approved.

PASSED this _____ day of _____ 2017.

APPROVED this ____ day of _____ 2017

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, C.M.C., City Clerk

CITY OF BLOOMINGTON BRICK STREETS MASTER PLAN



CITY OF BLOOMINGTON, ILLINOIS
109 E. OLIVE STREET
BLOOMINGTON, ILLINOIS 61701

Submitted: October 10, 2017

(DRAFT) RESOLUTION NO. 2017 –

**A RESOLUTION APPROVING THE
CITY OF BLOOMINGTON BRICK STREETS MASTER PLAN**

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WHEREAS, a systematic approach is needed by the City to provide proper stewardship, including a budgeted plan of action, for preserving its brick streets; and

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WHEREAS, the City Council finds it to be in the best interests of the City to adopt the City of Bloomington Brick Streets Master Plan.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BLOOMINGTON, ILLINOIS:

That the City of Bloomington Brick Streets Master Plan is hereby approved.

PASSED this 23rd day of October 2017.

APPROVED this 24th day of October 2017

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, C.M.C., City Clerk

APPROVED AS TO FORM

Jeffrey R. Jurgens, Corporation Counsel

ACKNOWLEDGEMENTS

Bloomington City Council

Tari Renner – Mayor	Joni Painter – Ward 5 Alderman
Jamie Mathy – Ward 1 Alderman	Karen Schmidt – Ward 6 Alderman
David Sage – Ward 2 Alderman	Scott Black – Ward 7 Alderman
Mboka Mwilambwe – Ward 3 Alderman	Diana Hauman – Ward 8 Alderman
Amelia Buragas – Ward 4 Alderman	Kim Bray – Ward 9 Alderman

Bloomington Historic Preservation Commission

Sherry Graehling – Chair	Levi Sturgeon – Member
Lea Cline – Vice Chair	Gabriel Goldsmith – Member
Ann Bailen – Member	Katie Simpson – City Staff
John Elterich – Member	Tom Dabareiner – City Staff

Bloomington Planning Commission

Justin Boyd – Chair	J. Balmer – Member
Ryan Scritchlow – Vice Chair	Eric Penn – Member
John Protzman – Member	David Stanczak – Member
Kevin Suess – Member	Nicole Chlebek – Member
James Pearson – Member	Katie Simpson – City Staff
Megan Headean – Member	Tom Dabareiner – City Staff

Bloomington City Staff

David A. Hales – City Manager	Ryan Otto – Assistant City Engineer
Steve Rasmussen – Assistant City Manager	Luke Thoele – Civil Engineer II
Jim Karch – Director of Public Works	Steve Arney – Engineering Technician
Tom Dabareiner – Director of Community Development	Troy Olson – Engineering Technician
Katie Simpson – City Planner	Crystal Williams – Engineering Technician
Kevin Kothe – City Engineer	Michael Hill – Public Works Admin.
	Candace Towery – Public Works Admin.

Special Thanks To

City of Rock Island, Illinois
City of Decatur, Illinois
Doug Grovesteen – Civil Engineer, Clark Deitz, Inc.
Mark Lee – Senior Engineer, Klingner & Associates, P.C.
John Gavin – Co-Owner, Gavin Historical Bricks

ADOPTION TIMELINE

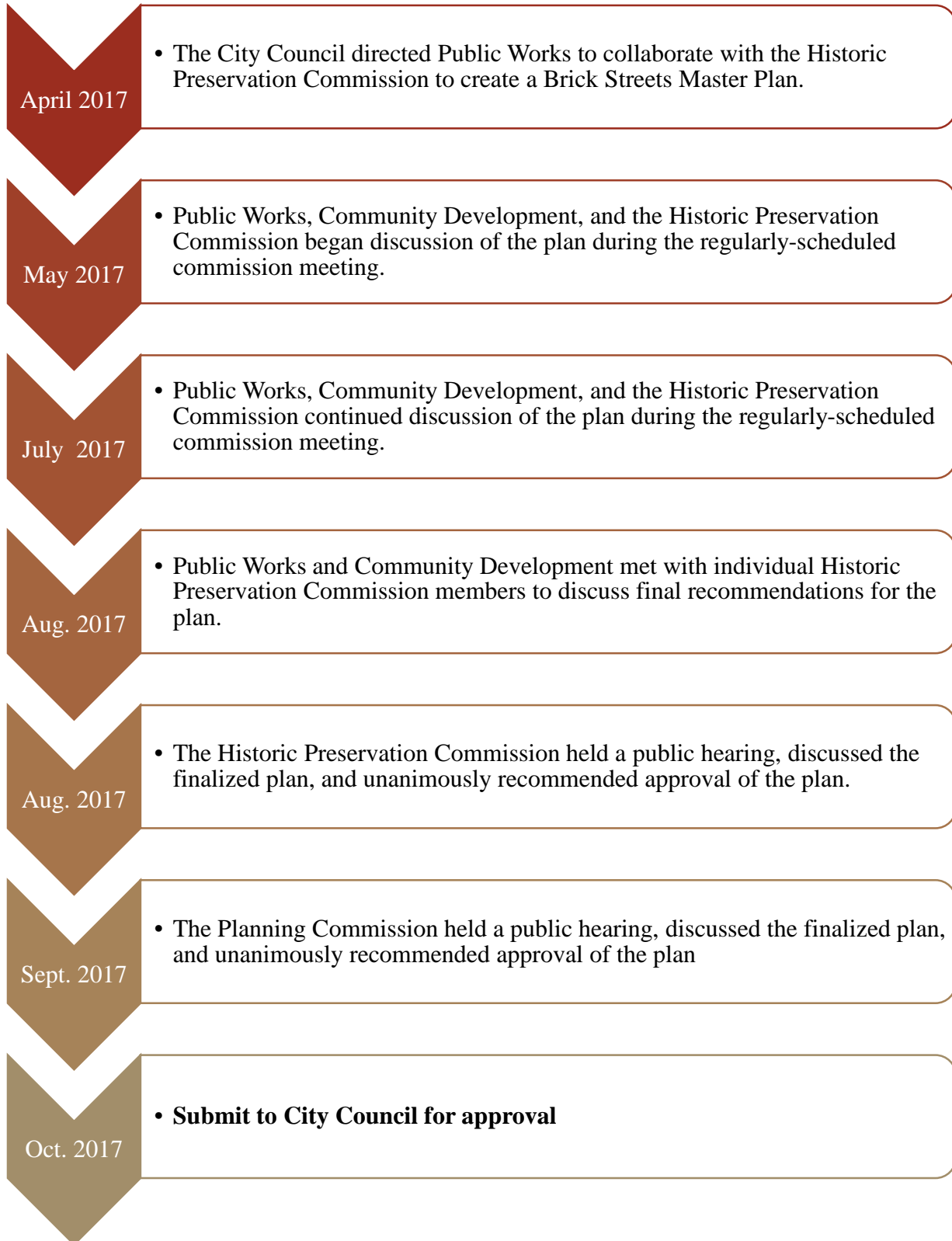


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1. EXECUTIVE SUMMARY

The overall goal of the City of Bloomington Brick Streets Master Plan is to preserve all remaining brick streets within the City. To achieve this goal, City staff assigned a category and priority level for brick streets, based on metrics set by Public Works and the Historic Preservation Commission. In order to fund patching and reconstruction of these streets, this master plan suggests a ten-year spending plan to preserve brick pavement before it deteriorates to a level that would require reconstruction.

In addition to creating a spending plan for brick streets in Bloomington, this master plan outlines design recommendations, new regulations for underground infrastructure work, and suggestions for compliance with the Americans with Disabilities Act and the City's Complete Streets Ordinance.

This master plan also includes information for future consideration, including methods to reclaim previous brick streets that have been overlaid with concrete or asphalt in areas such as historic districts or shopping areas, additional metrics to use for categorizing and prioritizing brick streets in the future, and other, helpful information.



Figure 1: White Pl. at University St.

2. INTRODUCTION

City staff initially developed a strategic plan in 2009 to address the City's brick street needs. However, the City Council did not have a chance to approve that plan. Furthermore, the City's stance on how to deal with brick streets has significantly changed since that time. The previous policy has been to preserve brick streets that are in good condition and meet certain other requirements on a case-by-case basis. However, this master plan establishes a policy wherein the City will preserve all 3.5 miles of brick streets in the community.



*Figure 2: Highest-rated brick street in Bloomington (PASER 10)
(Davis Ave., Jefferson St. to Washington St.)*

City staff has done significant research in order to come up with this master plan, which is a comprehensive plan and implementation strategy to deal with all of the City's brick streets. Multiple cities in Illinois have developed policies to patch and reconstruct historic brick streets. Cities in Illinois that proactively patch and reconstruct streets include Peoria, Champaign-Urbana, Galesburg, Rock Island, and Decatur. Some of these communities have selected specific streets to preserve, while others have elected to preserve all remaining streets. In addition, some have set priorities for their best streets, with the intention of overlaying low priority streets with concrete or asphalt.

3. PURPOSE

City staff created the Brick Streets Master Plan to convey the best practices for preserving Bloomington's brick streets. Approving this plan does not authorize funding. However, the City should follow the enclosed ten-year spending plan closely in order to achieve the goals of this plan and the goals of the City of Bloomington. Currently, the City has about 3.5 miles, or 1.1 percent of all streets. 320 miles of streets are paved with concrete, asphalt, or oil and chip. Brick streets have been a diminishing asset in the community. They provide a look and feel to a neighborhood that can generate a sense of nostalgia and help maintain a part of the City's rich history. In addition, although brick streets are costly to reconstruct and patch properly when compared to concrete and asphalt, brick streets have the potential to last for generations.

This master plan has been a collaborative effort between the Public Works Department, Community Development Department, Administration Department, City Council, Historic Preservation Commission, Planning Commission, the public, other municipalities, and contractors to find a long-term, sustainable plan to reconstruct or patch the City's 3.5 miles of brick streets and keep them in serviceable condition, free of non-brick patches.

4. COMPREHENSIVE PLAN TIE-IN

The comprehensive plan, adopted in August 2015, is the core statement of development policy and principle of the City of Bloomington. Comprehensive plans can be 18 to 36 month long processes that include a discussion of existing conditions, community outreach and a land use plan that identifies goals and objectives with respect to housing, infrastructure, education, recreation, transportation and other topics that influence land use. Comprehensive plans are advisory in nature, and are given implementation through adoption of zoning and other ordinances, codes and municipal regulatory tools conforming to the plan. 7,000 citizens participated in the formation of this plan, which won the Daniel Burnham award and is a National Silver Level plan recognized by the American Planning Association.

4.1. Comprehensive Plan 2035 Vision Tie-In

The Unified Community Vision set forth by the comprehensive plan supports preserving brick streets in the community. Brick streets enhance quality of life in Bloomington by providing a distinct look and feel to neighborhoods. Further, brick streets help to surround residents with the City’s rich history.



Figure 3: “Comprehensive Plan 2035” cover

4.2. Comprehensive Plan 2035 Goals and Objectives Tie-In

The comprehensive plan provides a context for decisions about growth and development in the City. It reflects the City's policy intent with respect to many issues that confront Bloomington, including built, fiscal, social, environment and economic conditions. The plan sets forth a series of goals to be achieved over the next twenty years, defines objectives to be reached in support of the goals, and recommends actions by the City, and its regional partners, to reach the objectives. The plan also addresses implementation, by establishing benchmarks and measures of performance to gauge to what degree the goals and objectives are attained, and whether the progress achieved is producing the intended results.

- N-1 Ensure the compact development of the City through denser, mixed-use developments and reinvestment in the established older neighborhoods**
 - N-1.1 Enhance the livability of all Bloomington neighborhoods
 - N-1.2 Prioritize, with urgency, the revitalization of the neighborhoods in the regeneration area
 - N-1.3 Redevelop the neighborhoods in the Preservation area while carefully protecting their historic nature and character

- N-2 Improve community identity and appearance by celebrating the unique nature and character of the City's individual neighborhoods**
 - N-2.2 Celebrate the uniqueness of Bloomington's neighborhoods

- H-2 Ensure reinvestment in the established older neighborhoods and compact development of the City**
 - H-2.2 Preserve historic homes and structures in the designated Preservation Area

- ACH-4 Identify, conserve and preserve the City's heritage resources as a basis for retaining and enhancing strong community character and a sense of place**
 - ACH-4.1 Fully integrate considerations of historic and cultural resources as a major aspect of the City's planning, permitting and development activities

- UEW-1 Provide quality public infrastructure within the City to protect public health, safety**
 - UEW-1.1 Maintain the existing City operated infrastructure in good condition by prioritizing maintenance over building new and implementing fees to cover costs
 - UEW-1.3 Work cooperatively with other public and private utility service providers operating in the City to address mutual concerns and needs

5. STRATEGIC PLAN TIE-IN

The City's Strategic Plan emphasizes quality infrastructure and puts forward a vision for the future. Concerning brick streets, Vision 2025 supports a beautiful city with respect for the heritage of the community and neighborhoods. Creating a plan to preserve current brick streets, and potentially revive former brick streets, fits into this goal.

Vision 2025 also calls for a family-friendly city with a hometown feeling that is attractive for all family generations, including retirees and young families as well as single professionals. Brick streets help create a hometown feeling and make the city attractive for all family generations by having a unique look and feel that reflects the City's history.

In addition, Vision 2025 sets forth policies that create convenient connectivity throughout the city, with well-maintained city streets. With the creation of this plan, Public Works, with proper funding, will be able to patch or reconstruct deteriorating brick streets and maintain brick streets that are serviceable and free of non-brick patches. Furthermore, the City's brick streets will no longer be in disrepair, making it easier for vehicles to utilize them.

Finally, Vision 2025 seeks to create pride in Bloomington by maintaining the unique character and identity of Bloomington. Brick streets, and the City's brick street policy under this master plan, will help the City stand out among other Illinois communities and communities across the United States.

5.1. Mission Statement Tie-in

The Mission Statement for the City states that the City should be financially responsible while providing "quality, basic municipal services at the best value." By using a prioritizing philosophy for brick street patching, reconstruction, and maintenance, City staff can properly plan and deliver services in the most cost-effective and pragmatic manner. City staff has collaborated with other cities and brick street contractors to ensure these priorities match the mission of the City.

The Brick Streets Master Plan further serves the City's goal to keep residents informed. It provides understandable and accessible material and calls for partnership with citizens in compatibility with the City mission statement.



Figure 4: City of Bloomington Mission Statement

5.2. 2015 Strategic Plan Goals Tie-in

Strategic Plan Goals set the tone for City government functions in Bloomington and are goals aligned with Vision 2025. They are guiding principles that enter into every City action. Every staff memo asking for City Council action must link to at least one goal. The Brick Streets Master Plan directly fit into the following goals and objectives, helping Bloomington become a “Jewel of Midwest Cities.”

1. Financially Sound City Providing Quality Basic Services

- a. Budget with adequate resources to support defined services and level of services
- c. Engaged residents that are well-informed and involved in an open governance process
- d. City services delivered in the most cost-effective, efficient manner

2. Upgrade City Infrastructure and Facilities

- a. Better quality roads and sidewalks

4. Strong Neighborhoods

- c. Preservation of property/home valuations
- d. Improved neighborhood infrastructure
- e. Strong partnership with residents and neighborhood associations

5. Great Place – Livable, Sustainable City

- a. Well-planned City with necessary services and infrastructure
- b. City decisions consistent with plans and policies
- e. More attractive city: commercial areas and neighborhoods

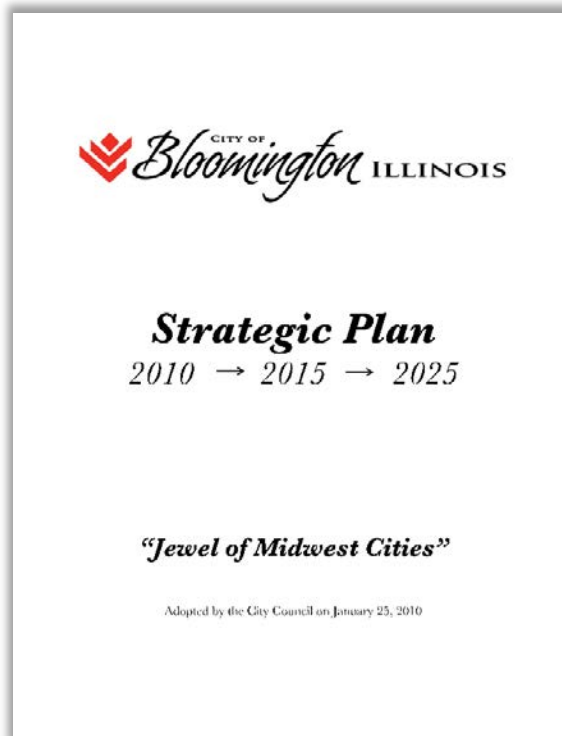


Figure 5: “Strategic Plan” cover

6. HISTORY OF BRICK STREETS PLANNING IN BLOOMINGTON

6.1. Draft Brick Streets Strategic Plan (2009)

The Public Works Engineering Division completed a strategic plan for brick streets in September 2009. The Historic Preservation Commission recommended that the City Council adopt the Brick Streets Strategic Plan, but City staff did not request approval of the plan from the City Council.

Portions of the draft 2009 Brick Street Strategic Plan are included in this Brick Streets Master Plan in order to describe the previous plans and the policies suggested by it.

Prior to completing the plan, the Public Works Department held four public meetings to gather input from citizens, including two public meetings held during the Historic Preservation Commission meetings on August 20, 2009 and September 17, 2009. The 2009 Brick Streets Strategic Plan categorized and prioritized each of the brick streets within the City and designated whether brick pavement on a street should be preserved, patched, or overlaid.



Figure 6: “Brick Streets Strategic Plan” (2009) Cover

In addition, the plan created a procedure for brick street reconstruction and discussed potential cost-sharing procedures between the adjacent property owners and the City. Category 1 (restore) contained 10 streets, Category 2 (repair) contained 21 streets, and Category 3 (reconstruct) contained eight streets. These categories do not align with the current master plan, as their meanings have been redefined, which is why the category numbers are no longer used.

Pages 8 through 11 contain information from the draft Brick Streets Strategic Plan, unaltered apart from formatting. These policies and procedures are no longer in effect.

Brick Street Restoration Policy under the Draft Strategic Plan

Restoration for category 1 and category 2 streets is clear: If the surface is disturbed, it is to be re-laid with brick meeting the standards laid out in this policy. Any restoration work completed on categories 1 or 2 streets shall be paid for using city funds.

Restoration for category 3 streets is different from categories 1 and 2 in that when the street needs to be restored either partially or completely, the city has the right to place whatever material best suits the needs of the city to maintain public safety. Category 3 streets also differ in that residents will have the ability to choose whether they would like to continue to have a brick street and share some of the cost to restore it to a category 1 brick street.

Being a category 3 street does not automatically place the street in the resurfacing pool. Placement in the resurfacing pool is either determined by the Public Works Department or by a petition of at least 80% of the property owners along the category 3 brick street. The Public Works Department will only place the category 3 brick street in the resurfacing pool if the street is in such condition that it has become a safety hazard and is beyond minor repairs.

At the time adjoining residents or the city determine that a residential brick street is in need of total reconstruction, the residents will be informed by mail of the placement of the street in the pool of citywide streets for evaluation in the street resurfacing program. At the time of this notification, residents will have one year to implement one of the following options:

File a petition to have the street remain brick. If the Public Works Department receives a petition from 80% of the adjacent property owners that they wish to keep the street brick, then the Public Works Department will allow the street to remain brick assuming that there are not any major safety issues that exist which cannot be easily addressed. Filing this petition does not guarantee that the brick street will remain a brick street.

Coordinate with the City Council to determine if there should be a special service area implemented. Filing of this petition does not guarantee a specific council response. The City Council's response is dependent upon finances and the general direction of the council. This special service area procedure allows for a cost-sharing of the street reconstruction between the city and the adjacent property owners. It will allow adjacent property owners to have a special assessment be placed on their property tax bill so that the street can be upgraded from a resurface project to a brick street restoration project. The adjacent property owners will be responsible for the difference between the estimated resurfacing cost and the actual cost to reconstruct the street using bricks. Once completed, the street would become a category 1 brick street. In order to begin this process, a petition must be filed with the City of Bloomington Public Works Department.

After the year deadline has passed, the City can move forward with the resurfacing or reconstructing of the street as funding priorities and objective resurfacing criteria allow.

Prioritization Assumptions under the Draft Strategic Plan

In forming the plan methodology and recommendations, the following assumptions were made regarding the preservation of Bloomington's brick streets in the 2009 draft Brick Streets Strategic Plan.

- Assumption 1
 - Streets with few patches are stronger candidates for preservation.
- Assumption 2
 - Streets with poor structural condition are poor candidates for preservation.
- Assumption 3
 - Many utilities beneath a street make it a poor preservation candidate.
- Assumption 4
 - Streets where the curb and gutter is in a poor condition will not be independently prioritized separate from the brick street.
- Assumption 5
 - Streets with a larger percentage of patches but of good riding quality shall be placed in a category 2.
- Assumption 6
 - It is not a feasible option to mill streets currently overlaid with asphalt and make them brick streets again.
- Assumption 7
 - Intersections will be dealt with independently from the remainder of the street because of drainage and possible connection issues to the rest of the street.

Overall Prioritization Categories under the Draft Strategic Plan

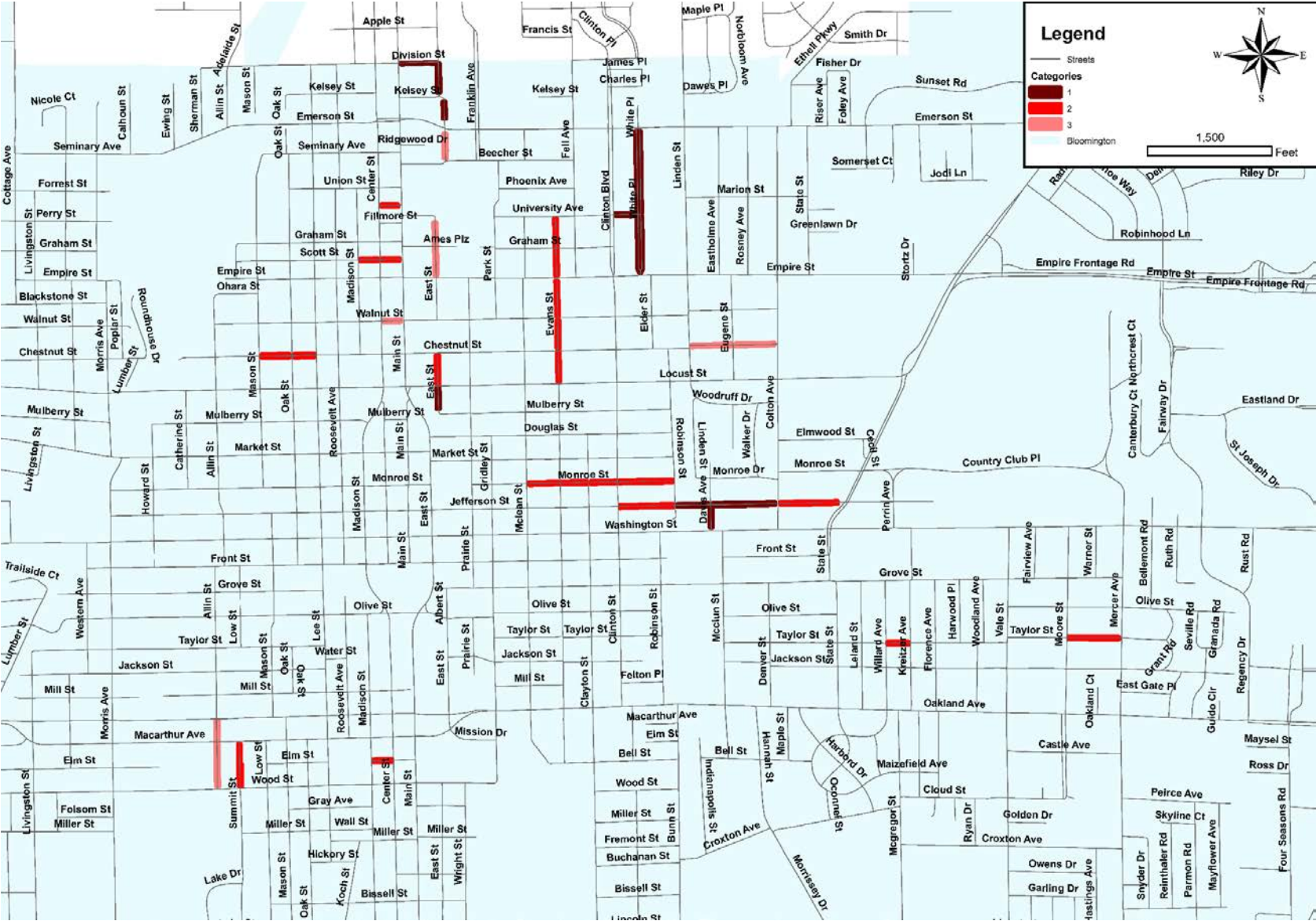
- Category 1 (Restore): These brick streets sections should be repaired, restored and reconstructed to their original appearance. These bricks should be replaced and the disturbed areas restored to their former appearance. Additional efforts should be made to actually restore these brick streets when funds are available.
- Category 2 (Repair): These streets are important enough to merit preservation, but not so important as to merit restoration. If any existing brick areas are disturbed, they shall be restored to their original appearance using the standard in this policy. All existing pavement patches on category two brick streets will not be restored unless disturbed areas are adjacent to existing pavement patches.
- Category 3 (Reconstruct): Resurfacing and patching with materials other than brick are allowed on these streets. These brick streets do not meet the standards required for repair or restoration. The Public Works Department can patch, resurface or reconstruct as budget and conditions dictate.

Brick Street Data and Prioritization (Draft 2009 Brick Streets Strategic Plan)

Brick Street Section	Category	Structural Problems	Crown Condition	Drainage Problems	Base Condition	Ride-ability	PASER	Area of Patch (Sq. Ft.)	Percent of Street Patched (%)	Neighborhood / Historical District
Allin St., Macarthur Ave. to Wood St.	3	SOME	FAIR	FEW	AVERAGE / POOR	AVERAGE/ POOR	3	633.1	4.1	
Allin St., Oakland Ave. to Macarthur Ave.	3	MANY	FAIR	FEW	AVERAGE	AVERAGE	4	112.7	1.6	
Chestnut St., Eugene St. to Colton Ave.	3	MANY	FLAT	FEW	AVERAGE / POOR	POOR	2	587.7	5.4	
Chestnut St., Linden St. to Eugene St.	3	MANY	FAIR / FLAT	FEW	POOR	AVERAGE/ POOR	2	555.6	4.8	
Chestnut St., Mason St. to Oak St.	2	MANY	FLAT	MANY	AVERAGE / POOR	AVERAGE/ POOR	2	376.8	2.9	Northwest Union Neighborhood
Chestnut St., Oak St. to Lee St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	5	558.4	6.3	Northwest Union Neighborhood
Davis Ave., Jefferson St. to Washington St.	1	FEW	GOOD	NONE	GOOD	GOOD	10	0	0	Davis-Jefferson Historical District
Division St., Main St. to East St.	1	FEW	GOOD	FEW	GOOD	GOOD	8	43.3	1.1	
East St., Chestnut St. to Locust St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	4	375.9	3.7	
East St., Division St. to Kelsey St.	1	FEW	GOOD	NONE	GOOD / AVERAGE	AVERAGE	7	324.3	3.1	
East St., Emerson St. to Beecher St.	3	SOME	FAIR	FEW	AVERAGE	AVERAGE	4	612.6	7.1	
East St., Graham St. to Empire St.	3	MANY	FAIR	FEW	AVERAGE / POOR	POOR	2	1175	12.5	
East St., Kelsey St. to Emerson St.	1	FEW	GOOD	NONE	GOOD / AVERAGE	AVERAGE	7	85.2	1.4	
East St., Locust St. to Mulberry St.	1	FEW	GOOD	NONE	GOOD / AVERAGE	GOOD	7	506.8	6.9	Downtown Bloomington
East St., University Ave. to Graham St.	3	SOME	FAIR	FEW	AVERAGE	AVERAGE	5	541.8	6.9	
Elm St., Madison St. to Center St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	5	0	0	South Hill Neighborhood
Evans St., Chestnut St. to Locust St.	2	MANY	FAIR	FEW	AVERAGE / POOR	POOR	3	188.8	2.2	Greenlee, Robert, House - NHD
Evans St., Empire St. to Walnut St.	2	MANY	FAIR	MANY	POOR	POOR	3	277.4	2.6	
Evans St., Graham St. to Empire St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	5	111.8	1.5	
Evans St., University Ave. to Graham St.	2	SOME	FAIR	FEW	AVERAGE / POOR	POOR	3	261.3	3	
Evans St., Walnut St. to Chestnut St.	2	SOME	GOOD	FEW	GOOD / AVERAGE	AVERAGE	6	179.9	2.1	
Jefferson St., Clinton St. to Robinson St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	5	474.3	2.5	Near East Side Neighborhood
Jefferson St., Colton Ave. to Towanda Ave.	2	SOME	GOOD	FEW	AVERAGE	AVERAGE/ POOR	5	1449	7.3	Davis-Jefferson Historical District
Jefferson St., Davis Ave. to Colton Ave.	1	SOME	FAIR	FEW	AVERAGE	AVERAGE	5	359	1.6	Davis-Jefferson Historical District
Jefferson St, Robinson St. to Davis Ave.	1		GOOD	NONE	GOOD / AVERAGE	GOOD	6	11.9	0.1	Davis-Jefferson Historical District
Monroe St., Clayton St. to Clinton St.	2	MANY	GOOD	FEW	AVERAGE / POOR	POOR	3	611.9	8	Near East Side Neighborhood
Monroe St., Clinton St. to Robinson St.	2	SOME	FAIR	MANY	AVERAGE	AVERAGE	4	653.2	4	Near East Side Neighborhood
Monroe St., Evans St. to Clayton St.	2	MANY	FAIR	MANY	AVERAGE / POOR	POOR	2	200.5	2.6	Near East Side Neighborhood
Monroe St., McLean St. to Evans St.	2	MANY	FAIR	MANY	POOR	POOR	2	433.9	4.8	Near East Side Neighborhood
Scott St., Center St. to Main St.	2	FEW	FAIR	NONE	AVERAGE	AVERAGE	7	0	0	Northwest Union Neighborhood
Scott St., Madison St. to Center St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	6	0	0	Northwest Union Neighborhood
Summit St., Macarthur Ave. to Wood St.	2	SOME	FAIR	FEW	GOOD / AVERAGE	AVERAGE	6	223.8	1.8	
Taylor St., Moore St. to Mercer Ave.	2	MANY	FLAT	EXCESSIVE	POOR	POOR	1	26.3	0.2	Founders Grove
Taylor St., Willard Ave. to Kreitzer Ave.	2	SOME	FAIR	FEW	AVERAGE / POOR	AVERAGE	4	170.8	2.7	Founders Grove
Thompson Ave., Center St. to Main St.	2	SOME	FAIR	FEW	AVERAGE	AVERAGE	6	0	0	Northwest Union Neighborhood
University Ave., Clinton Blvd. to White Pl.	1	FEW	FLAT	NONE	GOOD / AVERAGE	GOOD	7	0	0	White Place – NHD
Walnut St., Center St. to Main St.	3	MANY	FAIR	MANY	POOR	POOR	2	59.7	1.2	Northwest Union Neighborhood
White Pl., Emerson St. to University Ave.	1	FEW	FAIR	FEW	AVERAGE	AVERAGE	7	0	0	White Place – NHD
White Pl., University Ave. to Empire St.	1	FEW	GOOD	FEW	AVERAGE	AVERAGE	7	0	0	White Place – NHD

Table 1: 2009 Brick Street Data and Prioritization

Brick Street Prioritization Map (Draft 2009 Brick Streets Strategic Plan)



Map 1: 2009 Brick Street Prioritization Map

6.2. Brick Streets Projects between 2009 and 2017

Since 2009, Public Works authorized workers to overlay portion of two blocks of brick streets in the City with concrete. Moving forward, the City’s policy will be to preserve the remaining brick. However, the concrete on these two blocks will remain in place, as it is relatively new and would be cost prohibitive to relay with brick.

Elm Street

Workers overlaid about one third of Elm St., from Center St. to Madison St., with concrete.



Figure 7: Brick portion of Elm St., from Center St. to Madison St.



Figure 8: Concrete portion of Elm St., from Center St. to Madison St.

Chestnut Street

In spring 2016, workers overlaid about half of Chestnut St., from Oak St. to Mason St., with concrete, based on a request from property owners along the street.

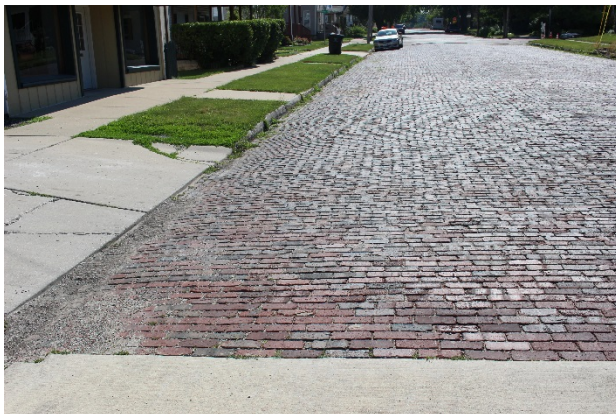


Figure 9: Brick portion of Chestnut St., from Oak St. to Mason St.



Figure 10: Concrete portion of Chestnut St., from Oak St. to Mason St.

Monroe Street

In August 2016, residents living on Monroe Street, from Clinton Street to Robinson Street, signed a petition to have their brick street overlaid with asphalt in order to repair it. Public Works again planned to move forward with overlaying a brick street. In December 2016, Staff sent a letter to those affected by the resurfacing to inform them that, if the City Council approved the Fiscal Year 2018 budget, Public Works would authorize workers to overlay the street with asphalt. However, in early April 2017, Ward 4 Alderman Amelia Buragas informed Staff that, after talking with residents, a brick street was preferred over resurfacing with asphalt. On April 24, 2017, the City Council instructed staff to move forward with design, planning, and bidding for patching or reconstructing the brick on this portion of Monroe St. in Fiscal Year 2019.



Figure 11: Condition of Monroe St., from Clinton St. to Robinson St. in Spring 2017

Moving Forward with the Brick Streets Master Plan

In addition to looking at patching or reconstructing Monroe St., from Clinton St. to Robinson St., the City Council instructed City staff to work with the Historic Preservation Commission on this Brick Streets Master Plan. The Historic Preservation Commission was tasked with coming up with an implementation strategy and recommendation to further direct staff on the development of a Brick Streets Master Plan, utilizing information from the draft 2009 Brick Streets Strategic Plan. The goal stated in the motion was to ensure that there is a comprehensive plan for dealing with brick streets in Bloomington rather than using a piecemeal approach.

7. BRICK STREET DESIGN RECOMMENDATIONS

7.1. Types of Brick Pavement

City staff has considered or used four types of brick or brick-like pavement to match or replicate historical brick streets in the City:

1. Red or purple vitrified clay brick (recommended)
2. Red concrete blocks (recommended)
3. Red stamped concrete (not recommended)
4. Red patio pavers (not recommended)

Several other types of bricks, blocks, and other pavements are historical, such as cobblestone and yellow bricks, but they are not part of Bloomington's history.

Unfortunately, a definitive way to measure durability of each type of pavement does not exist. The City must consider other factors when determining which material to use for brick streets in the future.

Red or Purple Vitrified Clay Brick (Recommended)

The City used this type of brick for all of its brick streets over the years. All current brick streets are paved with red or purple vitrified clay brick street pavers (Fig. 12), with the exception of University St., Clinton Blvd. to White Pl., which uses red patio pavers (not recommended). While this type of pavement is the most historical, it would have the highest short-term expense to reconstruct or patch. This type of brick is not widely available and could have a significant cost for materials. In addition, because this type of brick is not uniform in thickness, workers would have to lay each brick by hand, which increases the cost of labor. Long-term costs or cost-per-year estimates are unknown.



Figure 12: Vitrified clay bricks

Red Concrete Blocks (Recommended)

Concrete Brick Street Pavers (Fig. 13)¹ are not historical brick. However, they are a high-quality analog to clay brick streets that have a similar look and feel of brick streets without the expense of installing historic brick. One of the advantages of concrete brick street pavers is that workers are able to use machines to lay the bricks without having to lay them by hand. Concrete brick street pavers are uniform in shape and size, which allows the process to go quicker and at a lower cost. In addition to those factors, concrete brick street pavers are more widely available and less expensive than vitrified clay bricks.

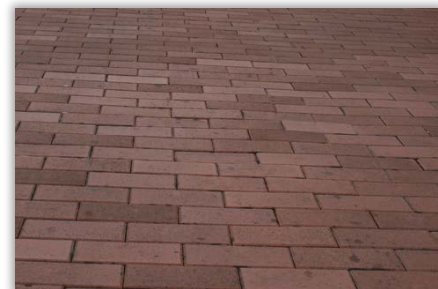


Figure 13: Concrete bricks

¹ Concrete Paver Systems n.d.

Red Stamped Concrete (Not Recommended)

This type of pavement (Fig. 14) utilizes brick-colored concrete that workers place on a street. The workers then stamp the concrete in order to give the appearance of brick. However, the appearance is not authentic, and it would not add to the historical nature of current brick streets. Therefore, this type of pavement is not recommended at this time.



Figure 14: Brick-stamped concrete

Red Patio Pavers (Not Recommended)

Manufacturers design patio pavers for patios or walking paths and not for streets. The City should never use these for brick streets. Only one street in the community, University Ave., Clinton Blvd. to White Pl., has this type of brick. As seen in Fig. 15, these pavers wear out and can create hazards on a street. The City will reconstruct this street with one of the two recommended pavement types.

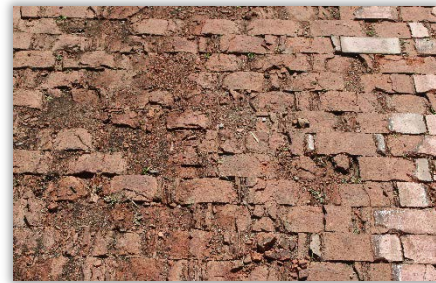


Figure 15: Patio paver bricks after years of use

7.2. Patching Standards and Details

This standard pertains to all brick streets, which the City will repair using recommended bricks. Prior to removal of any of the brick street surface, a representative of the Public Works Department will mark the limits for the brick street replacement. During removal of the existing brick street surface, due care shall be exercised to prevent damage to adjacent bricks.

Temporary Patching

Workers will use a gravel patch (Fig. 17) in instances where workers remove bricks for underground infrastructure work, until a patching contract can address the repair. A gravel patch temporarily fixes a problem area without using permanent patch materials such as concrete or asphalt, at a much lower cost than brick patching. Temporary gravel patches will last

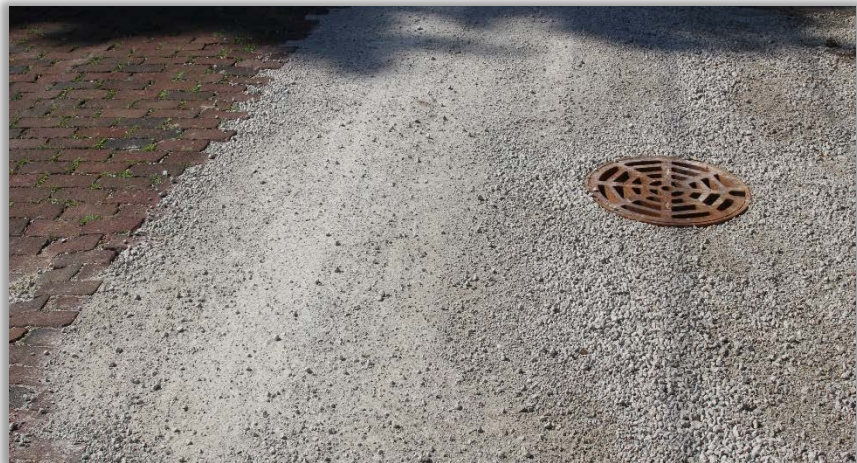


Figure 16: Temporary gravel patch

about a year, but additional maintenance can stretch the life of the patch until maintenance contracts can address the issue appropriately. Gravel patches should be closely monitored to ensure maintenance isn't needed sooner than expected.

7.3. Americans with Disabilities Act (ADA)

The Americans with Disabilities Act (ADA) was signed into federal law on July 26, 1990. The City's Sidewalk Master Plan describes how the City is moving towards 100 percent compliance with the ADA concerning crosswalks and curbs. However, that is outside of the scope of this document.

Sidewalk and Curb Requirements and Recommendations

The City's sidewalk system falls under Title II of ADA, which prohibits state and local governments from discriminating against persons with disabilities or from excluding participation in or denying benefits of programs, services or activities to persons with disabilities. Passage of the Americans with Disabilities Act triggered significant changes to the design and construction of pedestrian facilities. Further, workers installed pedestrian curb ramps at most intersections in Bloomington. However, the City's sidewalk system is not yet fully accessible and barriers remain. The ADA has numerous requirements on how workers should construct the City's sidewalks and curb ramps should be constructed in an effort to eliminate barriers for people with disabilities.

While the ADA does not prohibit brick streets, these curb requirements are such that they prohibit building historic curb heights when patching or reconstructing brick streets. It is important to note that workers may have to replace historic and/or sandstone curbs with modern curb measurements and materials in order to comply with the ADA.

Crosswalk Requirements and Recommendations²

As noted by the City of Columbia, Missouri, it is also important that all crosswalks over brick streets, curb ramps, and adjacent sidewalks are ADA accessible. While cities have used modern bricks in recent times to distinguish downtown crosswalks while providing ADA accessibility, crosswalks over brick streets do not have to be brick. The City of Columbia recommends that workers use asphalt or concrete for crosswalks on brick streets.

According to Columbia, Missouri, the Americans with Disabilities Act of 1990 does not require any street material (asphalt, brick or concrete) to meet the same ADA standards as sidewalks, ramps and crosswalks; however, with proper restoration techniques, brick streets can follow sidewalk, ramp and crosswalk design standards for slopes, cross slopes, and surface impediments such as vertical surface discontinuities. The City of Columbia recommends these important design factors: repaired brick streets need to be uniformly placed over a level concrete base to prevent vertical obstructions and tight, sand swept joints are needed to create a smooth surface to limit traveling vibrations.

Additional information on the use of wheelchairs on brick streets can be found in the Complete Streets section.

² City of Columbia, Missouri 2015

ADA Transition Plan

ADA also required municipalities with more than 50 employees to implement a plan for enactment. The Sidewalk Master Plan served as an official update to the right-of-way portion of the City's ADA plan. This Brick Streets Master Plan does not seek to specifically address or alter the ADA plan.

ADA Coordinator

The ADA Coordinator must be the single contact person to handle issues and investigate complaints for ADA compliance. The official responsible for implementation of the City of Bloomington's ADA Transition Plan in Public Rights-of-Way is:

Kevin Kothe, P.E.
City Engineer
115 East Washington Street
P.O. Box 3157
Bloomington, IL 61702-3157
Telephone: (309) 434-2225
Email: kkothe@cityblm.org

Complaint Process

The City has a formal complaint process, as required under Title II of ADA. Under the procedure, Public Works evaluates all requests and complaints, documents them and documents responses. Persons with disabilities who require curb ramps -- and any other concerned persons -- are encouraged to contact the Public Works office directly at (309) 434-2225 to ensure that the specific needs of each individual are accurately understood and recorded. Written and e-mailed requests/complaints also are welcomed. The issue and specific locations are then entered into a log and the matter gets referred to the appropriate Engineering administrator for inspection and possible action. The Department of Public Works then coordinates any work and keeps a record of all formal responses to the complainant or requester.

Complaints may be received through a variety of communication methods:

Phone: Department of Public Works (309) 434-2225

Email: kkothe@cityblm.org

Mail: Department of Public Works
115 East Washington Street
P.O. Box 3157
Bloomington, IL 61702-3157

Additional Information

For more information about sidewalk and curb requirements as part of Bloomington's commitment to complying with the Americans with Disabilities Act, see pages 14 through 19 in "A Master Plan for Sidewalks."

7.4. Complete Streets

A “Complete Streets” ordinance took effect on September 1, 2016. Chapter 38, Article XII, Sections 180-185.1 describe the City’s commitment to Complete Streets. It is important to consider this ordinance when developing additional plans for brick streets. The ordinance currently refers to all streets in the community, including all brick streets. A brick street is not a Complete Street according to the City’s current ordinance.

Advantages and Disadvantages of Brick for Complete Streets Planning

Table 2: Advantages and Disadvantages of Brick for Complete Streets Planning³

ADVANTAGES	DISADVANTAGES
Longer lifespan than asphalt.	Cannot withstand heavy traffic
Can be used as a traffic calming element in low-speed environments	Individual bricks become loose and uneven over time and need to be replaced
Provides a nice design element in neighborhoods and historic areas	Tree roots can uplift bricks, which create an obstacle for pedestrians and wheelchair users
	Brick streets and sidewalks are less comfortable for bicyclists and wheelchair users

Keeping this information in mind, and conforming to all current plans adopted by the City, this plan recommends an additional exemption for historic streets as follows:

Section 181.2: Exemption.

The implementation of Complete Streets practices may not be required if the City of Bloomington determines that one or more of the following conditions exists: 1) the project occurs on a roadway where specified users are prohibited by law; 2) the project involves ordinary maintenance activities such as cleaning, sealing, spot repairs, patching, and surface treatments; 3) the cost of accommodations for a particular mode is excessively disproportionate to the need for accommodation and potential benefit of accommodation; ~~and/or~~ 4) there is clear and quantifiable evidence of a lack of need or lack of increased safety benefits; and/or 5) the street surface is considered a historic street surface. The City of Bloomington may consult local, regional, state, and federal plans and leaders, as appropriate, in assessing exemptions. Exemptions to the Complete Streets policy must be documented in writing, submitted to the Director of Public Works and approved by the City Manager. In the event that consensus cannot be reached between the City Manager and the Director of Public Works, the City Council may make the final determination for an exemption.

³ Mid-Ohio Regional Planning Commission 2012

8. POLICIES AND ORDINANCES

8.1. Utility Cuts

Utility cuts, which result when pavement is disturbed in order to work on underground infrastructure, are the most common surface disturbance in local streets. Typically, the party that disturbs the pavement must repair or replace disturbed pavement with the same pavement material. However, restoration of brick pavement costs significantly more than patching utility cuts on concrete or asphalt pavement. This is due to the fact that brick replacement, which is labor intensive with relatively fixed per unit costs, cannot compete with the advantage of mechanization and efficiencies of scale allowed through asphalt or concrete patching for streets that are not brick.

In the case of brick street utility cuts, the City will require those that disturb brick pavement to install a temporary gravel patch. In addition, the party will be required to recover brick from disturbed brick streets and on disturbed brick streets overlaid with asphalt or concrete, taking the brick to the City's yard at the southeast corner of East Street and Jackson Street. This requirement will replace the requirement that the party that disturbed the brick must reconstruct the disturbed pavement with brick. Public Works suggests codifying this policy so that it will be enforceable with fines and additional repercussions.

The City will continually work with each utility company, private contractor, and City department, in order to plan around underground infrastructure work. This is to ensure that brick patches are installed as soon as possible and that temporary gravel patches are used minimally. In some cases, this would enable brick to remain at the job site so that it doesn't have to be hauled back and forth from the City's yard. Though streets with utilities running beneath them are less than optimal candidates for preservation, there are no brick streets in the city that are free of utilities. Nearly all of the brick streets have at least one water main and one sewer line running beneath them.

8.2. Using Volunteers for Brick Recovery or Bricklaying

To help reduce the overall cost of repairing or maintaining brick streets, this plan recommends using volunteers for tasks that do not require expertise. Examples include cleaning salvaged brick, stacking salvaged brick, assisting with relaying bricks, and brushing in grout.⁴ These tasks typically require a large amount of labor, which is the majority of the cost in repairing or maintaining brick streets. Factors such as the cost of training volunteers, the cost to provide personal protective equipment, and the risk of injury should be considered when using volunteers for this work. Further analysis will need to be done prior to allowing this practice.

⁴ West Central Neighborhood Association n.d.

8.3. Vegetation Policy

One of the disadvantages of brick streets is that vegetation can spring up between bricks. Vegetation growth between bricks generally occurs on infrequently used streets (Fig. 18).

Due to environmental concerns, the City will not use plant-killing chemicals on these streets in order to eliminate vegetation. This method creates a risk of damage to the street or a risk of chemical infiltration into water or sewer infrastructure.



Figure 17: Vegetation between bricks

While it is possible for street sweepers to make vegetation slightly shorter, street sweepers are ineffective at removing vegetation between bricks.



Figure 18: Effects of driving on vegetation between bricks

As seen in Fig. 19, vehicles driving over vegetation kills it off over time. This means that vegetation would not be as prevalent in driving lanes, but it could grow along the side of a street.

Streets that drivers use more frequently have a lower chance of vegetation growth, but it can still occur. The City will not actively take steps to get rid of vegetation growth between bricks.

8.4. Truck Route Ordinance

One ordinance to consider with brick streets is to establish truck route restrictions on all brick streets in the City. This would help protect brick streets and make them easier to maintain long-term. Some brick streets, such as White Place, already have this restriction.



Figure 19: Truck route restriction sign on White Pl.

8.5. Recovering Brick from Brick Streets Overlaid with Asphalt

At one time, the City of Bloomington had more than forty-five miles of brick streets. Many of those streets were overlaid with asphalt without removing the brick. The Engineering Division found some research on heating asphalt to melt asphalt off of brick, but the process required special equipment.

However, on April 24, 2017 the Engineering Division spoke with John Gavin, co-owner of Gavin Historical Bricks in Iowa City, Iowa. Mr. Gavin's company is a supplier of Purington-brand historic bricks, and it has several million bricks in stock. According to Mr. Gavin, restoration of asphalt-on-brick to brick is a simple process, but it is expensive and labor intensive. It requires a skilled heavy equipment operator and laborers. He was able to provide basic instructions on this process, and the Engineering Division proceeded to test that process at a sewer dig on Grove Street.

It should be noted that the photos show a single strip of road, but a similar process would be used for the entire width of a road section. The final process does not match the photos in that, when performing this process on the entire width of a road section, the backhoe bucket and teeth would have to face away from the backhoe to allow the backhoe to sit on the sand and concrete underneath the brick rather than on the brick that is to be removed. Otherwise, another piece of equipment may be used. Once this process is performed on the entire width of a road section, the photos should be updated.

Grove Street was in good condition underneath the asphalt during this test, which could be atypical. Issues with underground infrastructure may make this process difficult, inefficient, or cost-prohibitive. Each street slated to undergo this process will need to be evaluated to ensure brick recovery is possible. Also, if the bricks were milled, or scraped during an asphalt overlay, they may be able to be reused if turned over.

This section only shows the process for recovering the brick from brick streets overlaid with asphalt, but it does not outline the process for reusing the brick on the same street. For more information on restoring former brick streets to brick streets, please see *Future Considerations: Restoring Former Brick Streets* in this document.



1. This process requires a backhoe with teeth in good condition or other, similar equipment.



2. Lightly scrape over the asphalt surface. The asphalt will peel away without damaging the bricks, if done correctly. There should be little residual.



3. Clean residual asphalt from the bricks. Power washing is a common method.



4. The street probably has issues. (There was a reason for the asphalt overlay). Most likely, all of the bricks will have to be removed.



5. Once the bricks are removed, place them in a pile on the nearby road so that they can be palletized. Alternatively, haul them away to another location to be palletized later.



6. Carefully stack undamaged bricks on a pallet on location or at another location, depending on the method used. Count on having to discard 30 percent of the bricks because of various types of damage.

Figure 20: Brick Recovery Process

8.6. Storing Excess Bricks

The Public Works Department Streets and Sewers Division actively salvages bricks just for repair purposes. This includes salvaging brick from places such as alley approaches, which are not part of brick streets. In an effort to have spare bricks for repair work done by city crews, the City of Bloomington will require that utility companies and private contractors who work on streets provide the city with any bricks from any streets with bricks on or under the existing surface and deliver them to our City yards located at the southeast corner of East Street and Jackson Street. Future city contracts will be modified so that this process is included. More details on this process can be found under Utility Cuts.

Excess bricks are currently stored at an outdoor location with limited access. According to the West Central Neighborhood Association, bricks should be stacked on pallets with no more than five layers (or 350 bricks), with each layer facing a different direction than the last.⁵ In addition, pallets should be wrapped in shrink wrap to prevent bricks from falling during transport.⁸



Figure 21: Bloomington's current storage area for brick

⁵ West Central Neighborhood Association n.d.

9. PUBLIC INPUT AND COMMUNITY INVOLVEMENT

The City Council first discussed the Brick Streets Master Plan in April 2017, when council members instructed the Public Works Department to work with the Historic Preservation Commission to create the plan. Public Works received direction from the Historic Preservation Commission at the May 2017 Meeting.

Following the initial meeting with the Historic Preservation Commission, Public Works sent a letter to property owners, residents, and businesses along each of the brick streets in Bloomington. The letter, sent in June 2017, gave information about upcoming public meetings that would discuss the plan. It also included contact information for any questions or concerns. Public Works received several comments via phone and e-mail that were all in favor of preserving brick streets within the community.

The Historic Preservation Commission Meeting in June 2017 was canceled, but, in July 2017, Public Works presented a draft plan and asked for recommendations from the Historic Preservation Commission on topics such as street prioritization and ordinances. Public Works also heard feedback from the public during this meeting.

Public Works met with members of the Historic Preservation Commission in early August 2017 to obtain further feedback on the final prioritization and recommendations. Public Works completed the final draft for the commission's approval on August 10, 2017.

On August 17, 2017 the Historic Preservation Commission unanimously recommended approval of the plan after holding a public hearing and discussing the plan. Three members of the public spoke during the public hearing.

More details on the meetings leading up to the final approval of the plan by the City Council will be added to this section as they occur.

10. BRICK STREET ANALYSIS AND PRIORITIZATION

Public Works staff created a methodology to study brick streets in Bloomington and establish priorities for their preservation, based on the 2009 strategic plan and additional considerations. In 2009, the Public Works Department gathered input from various stakeholders, including the City Council, neighborhood groups and the public. In addition, other communities completed a survey on how they deal with their brick street infrastructure. In 2017, City staff updated the information gathered in 2009 and collaborated with the Community Development Department and the Historic Preservation Commission to examine best practices for analysis and prioritization. The following is a summary of the brick streets categorization process:

- City staff identified existing exposed brick streets. Over the years, workers overlaid at least two full blocks of brick streets with asphalt. In addition, workers overlaid portions of two other blocks of brick streets. A list of streets is available later in this section.
- In 2017, City staff analyzed the condition of the street and given a Brick PASER (Pavement Surface Evaluation and Rating) system rating based on two official PASER scales and one PASER scale developed for sidewalks in the City. Additional information about the PASER system rating methodology can be found later in this section.
- In 2009, City staff utilized satellite imagery within the City's Geographic Information System (GIS) to estimate the numbers of concrete or asphalt patches for each brick street section. City staff then used the GIS to calculate the percentage of the patch based on the total area of each block. Due to time constraints, City staff was unable to update this data. However, City staff only used the patch area as the least important sorting metric for a single category.
- City staff then determined if each block is within a historic district or has the potential to be located in a historic district in the near future. More information on that is available later in this section.
- City staff will enter all of this information into the City of Bloomington's GIS database.

10.1. Overall Prioritization Categories

City staff prioritized all current blocks of brick streets, apart from those that are serviceable and free of non-brick patches, for either reconstruction or patching. In addition, city staff prioritized serviceable brick streets in the event that multiple serviceable brick streets need temporary patches replaced. but funding is limited. The patching and reconstruction categories will each have their own budget, with about 20 percent of the total brick street budget allocated for patching over utility cuts, temporary gravel patches, or asphalt and concrete patches and about 80 percent of the total brick street budget allocated for reconstruction. Serviceable brick streets with necessary temporary patch replacements will take priority and funding before all other streets in the Patch category.

All streets in either the reconstruct or patch categories will undergo further engineering prior to a final determination of reconstruction versus patching. Based on information gathered during that process, Public Works will decide which option would be more cost-effective for each block.

Reconstruct

If the Engineering Division determines that a prioritized brick street in this category needs to be reconstructed, then the street will be reconstructed so that it reaches a PASER system rating of at least four, and so that it is free of non-brick patches. Typically, a street in this category is unable to be patched to bring it up to a serviceable level, and, therefore, must undergo brick street

reconstruction. The worst streets will be the highest priorities in this category. These brick street sections are a core part of the Brick Street Master Plan and will be a large portion of the overall budget for brick streets.

In order to prioritize streets in this category, brick streets are separated by PASER system rating, from least to greatest. Then, within each PASER system rating table, prioritized streets within historic districts are listed first and then streets within potential historic districts. As a final sorting metric, streets are arranged by total approximate area from greatest to least. The total approximate area is an easy way to determine cost, because a larger total approximate area would cost more to reconstruct than a smaller total approximate area. Other factors help to determine cost, but approximate area is a good quaternary sorting metric for prioritization.

Patch

Within the patching category, temporary patches or utility cuts resulting from underground infrastructure work will be the first to receive funding. Once temporary patches have been replaced, Public Works will begin working on the highest priority streets in the patching category until each street is free of non-brick patches. These brick street sections are near serviceable condition, and would only require brick patching in order to bring them up to serviceable condition. The best streets will be the highest priorities in this category. This strategy will be implemented so that, when the worst Reconstruct category streets are using more funding, the best Patch category streets will require less funding. Then, once the best Reconstruct category streets are using less funding, the worst Patch category streets could use more funding if necessary.

This category is prioritized in a similar manner to the Reconstruct Category, except that brick streets that have been split up by PASER system rating are ranked from highest to lowest rating. Then, streets in historic districts are prioritized higher than streets in potential historic districts, which are prioritized higher than streets in neither type of district. Finally, total area of patch is used as a cost metric, since only patches would be replaced rather than the entire street. Brick streets in this category are sorted by smallest area of patch to largest area of patch.

Serviceable (No Patch)

These brick street sections have a PASER System rating of 4 or above and are free of non-brick patches. These streets do not require reconstruction or patching. Streets in this category will be given a prioritization for cases in which more than one street in this category needs a temporary patch replaced. In cases where underground infrastructure work creates a need for brick patching, serviceable (no patch) brick streets will receive funding prior to streets in the Patch category to ensure that serviceable streets remain serviceable. These brick street sections should be monitored to ensure they continue to meet the requirements of a serviceable brick street. Streets in this category may be placed in another category if they no longer meet the requirements for this category.

Streets in this category are sorted in the same manner as streets in the Patch category, but street area and patch area are not taken into consideration, as those metrics are unnecessary with the current list. However, a new prioritization metric will need to be developed as more streets are added to this category.

10.2. Brick Pavement Surface Evaluation and Rating (Brick PASER)

To remain consistent with the rating systems used for other infrastructure in the City, Public Works has created a 10-point rating system for brick streets, combining the four-point rating system from the PASER manual for brick and block⁶ and the 10-point rating system from the PASER manual for asphalt streets,⁷ and the PASER system developed by Public Works for the City of Bloomington Sidewalk Master Plan. The Brick PASER system developed by Public Works should not be confused with the four-point rating system used in the PASER manual for brick and block.

The PASER system of rating the condition of various pavement surfaces was developed by the Transportation Information Center at the University of Wisconsin, Madison, in the 1980's. This center is partnered with the Federal Highway Administration. PASER is currently used by the City to analyze asphalt streets, concrete streets, and concrete sidewalks, but a new system had to be developed so that all three rating systems would align, preventing confusion.

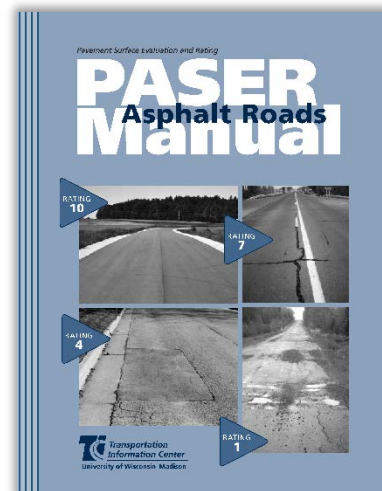
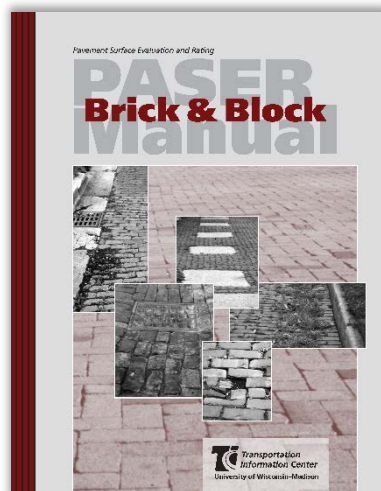


Figure 22: Covers for “A Master Plan for Sidewalks,” “Pavement Surface Evaluation and Rating PASER Manual: Asphalt Roads,” and “Pavement Surface Evaluation and Rating PASER Manual: Brick & Block.”

⁶ Wisconsin Transportation Information Center 2015

⁷ Wisconsin Transportation Information Center 2013

Ten-Point Brick Street Rating System (Based on PASER)

Surface Rating	General Condition & Defects	Functionality & Aesthetics
10 New	None	Brand new or newly reconstructed. Zero non-brick patches.
9 Excellent	No rutting.	Like new condition. Zero non-brick patches.
8 Very Good	Less than 25% of bricks cracking or spalling. No rutting.	Minor defects caused by weathering. Still looks acceptable. Very good ride. Very few defects. Zero non-brick patches.
7 Good (+)	Over 25% of bricks have minor weathering. 25% to 50% shows minimal cracking along the street. Unevenness, but no rutting.	Weathering and minor defects are becoming visible. Still functional. Good ride. Zero non-brick patches.
6 Good (-)	Moderate aging beginning to be visible. Minimal cracking is visible in over 50% of the street. Very minor rutting may be visible.	Minor defects. Functionality and aesthetics are slightly lowered. Still acceptable. Good ride. Zero non-brick patches.
5 Fair (+)	Less than 25% of the brick street has moderate cracking. Over 50% of the street has moderate spalling. Sunken or settled areas. Broken bricks or blocks. Open joints. Minor rutting.	Ride may be uneven and rough. Might be a hindrance to some vehicles, but functionality acceptable to most. Areas of poor drainage. Zero non-brick patches.
4 Fair (-)	One or more types of defects present extending over 5% to 10% of the surface area of the street. Less than 50% of the street has severe spalling. Less than 50% of the brick street has moderate cracking. Sunken or settled areas. Broken bricks or blocks. Open joints. Rutting causing minor ride issues and drainage issues.	Ride may be uneven and rough. Still usable by most. Lacking aesthetic appeal. Areas of poor drainage. Zero non-brick patches.
3 Poor	One or more types of defects present extending over 10% to 20% of the surface area of the street. Severe spalling and moderate cracking is evident in 50% of the brick street. Sunken or settled areas. Broken bricks or blocks. Open joints. More severe rutting.	Ride uneven and rough. Functionality is almost gone. Negative aesthetics. Areas of poor drainage. Non-brick patches 5% to 10% of surface area. Street needs to be reconstructed.
2 Very Poor	Defects cover 20% to 30% of the surface area. Up to 50% of the brick street has severe cracking. Extreme rutting.	Very rough ride. Not functional. Street needs to be reconstructed. Poor drainage. Non-brick patches 10% to 20% of surface area.
1 Failed	Defects cover more than 30% of the surface area. Complete loss of brick. Over 50% of the brick street has severe cracking. Extreme rutting.	Brick street is impassable. Street needs to be reconstructed. Poor drainage. Non-brick patches 20% to 30% of surface area.

Table 3: Ten-point brick street rating system (based on PASER)

10.3. Historic District Location

Brick streets were also prioritized based on whether they were located within one of the City's historic districts. These districts include Downtown Bloomington, Franklin Square, East Grove, Davis-Jefferson, North Roosevelt Avenue, and White Place. A map of these districts is available on p. 37.

Downtown Bloomington Historic District

Roughly a 12 block area bounded by East, Center, Front and Locust Streets, this district was listed on the National Register of Historic Places in February 1985. Within the Downtown Bloomington Historic District are two properties individually listed on the National Register, The McLean County Courthouse Square (February 1973) and the restored Miller-Davis Law Buildings at 101-103 N. Main and 102-104 E. Front (April 1979).

Franklin Square Historic District

This district consists of the 300 to 400 Blocks of East Chestnut and East Walnut Streets and the 900 block of North Prairie and North McLean Streets. Franklin Park and the bordering houses were added to the National Register of Historic Places in January 1976. The same area was designated a local S-4 Historic and Cultural District zone by the Bloomington City Council in 1979. This district includes private residences.

East Grove Street Historic District

This district includes 400-700 East Grove Street and is bounded on the west by Gridley Street and on the east by Clinton Street. Nomination to the National Register for Historic Places was approved in 1987. The District includes two properties already listed on the National Register - the Reuben M. Benjamin House at 510 East Grove Street (1978), and the George Cox House at 701 East Grove Street (1985.) Private residences dominate this district.

Davis-Jefferson Historic District

This district includes portions of 900-1100 East Jefferson Street and 202 and 204 Davis Street and was designated a local S-4 Historic and Cultural zone by the Bloomington City Council in November, 1984. There is one National Register property in this district at 1005 East Jefferson- The David Davis III and IV House. Private residences dominate this district.

North Roosevelt Avenue Historic District

This district includes an area bounded by Union Street, West Empire Street, North Lee Street, and North Madison Street. North Roosevelt Avenue is the central street. This is a neighborhood that was built up in the 1870's, a largely working class neighborhood, with Irish and Hungarian immigrants, with historic connections to the Chicago and Alton Railroad shops. There were herringbone brick sidewalks and carriage houses of which some remnants are still to be seen today.

White Place Historic District

This district includes White Place, Clinton Boulevard, the east side of Fell A venue between Empire and Emerson Streets and the west side of Fell A venue between University and Phoenix. Nomination to the National Register of Historic Places was approved in 1988. Private residences dominate the district.

10.4. Potential Historic District Location

Based on the City's 2004 Historic Preservation Plan, several neighborhoods have the potential to become historic districts in the future. While brick streets are not located within all of these areas, four of them contain brick streets. This consideration is used to ensure that the prioritization will be up-to-date if these districts become historic districts within the City. These areas include Illinois Wesleyan University, Miller Park, and South Hill. A map of these districts is available on p. 40.

Illinois Wesleyan University

Located in the north central area of Bloomington, the campus represents some of the promise and belief of the early leaders in their community. It has carried a reputation of excellence as a liberal arts institution since its beginnings in 1850. Several of the campus structures are of notable design.

Miller Park

The grounds of the park have been the charge of the City since 1887. It has gradually acquired the unique features (the zoo, bridges, monuments, and the large artificial lake), which have contributed to its wide popularity and attractiveness. The park pavilion is one of the most beautiful buildings in Bloomington.

South Hill

One of the oldest neighborhood areas, it was generally the location of the middle-class German families who came during the 1850's to 1870's. They were active in the commercial and artisan trades of the early community and supported a fully developed subculture of social organizations and newspapers well into the 20th century.

10.5. Brick Street Data and Prioritization
Reconstruct Category

Prioritized by City Council (PASER 4)				
Brick Street Section	Priority	Approx. Area (Sq. Ft.)	Neighborhood	Historic District or Potential Historic District?
Monroe St., Clinton St. to Robinson St.	1	16,330	Near East Side Neighborhood	No
PASER 3				
Brick Street Section	Priority	Approx. Area (Sq. Ft.)	Neighborhood	Historic District or Potential Historic District?
Taylor St., Moore St. to Mercer Ave.	2	13,150	Founders Grove	No
PASER 4				
Brick Street Section	Priority	Approx. Area (Sq. Ft.)	Neighborhood	Historic District or Potential Historic District?
University Ave., Clinton Blvd. to White Pl. (Patio Brick)	3	9,505	White Place Historic District	Historic District
Chestnut St., Linden St. to Eugene St.	4	11,575	N/A	N/A
Chestnut St., Eugene St. to Colton Ave.	5	10,883	Northwest	No
Monroe St., Clayton St. to Clinton St.	6	7,649	Near East Side Neighborhood	No
PASER 5				
Brick Street Section	Priority	Approx. Area (Sq. Ft.)	Neighborhood	Historic District or Potential Historic District?
Evans St., Chestnut St. to Locust St.	7	8,582	Franklin Square	Potential Historic District
PASER 5 (Reconstruct or Patch)				
Brick Street Section	Priority	Approx. Area (Sq. Ft.)	Neighborhood	Historic District or Potential Historic District?
Monroe St., McLean St. to Evans St.	8	9,040	Near East Side Neighborhood	No
PASER 6 (Reconstruct or Patch)				
Brick Street Section	Priority	Approx. Area (Sq. Ft.)	Neighborhood	Historic District or Potential Historic District?
Summit St., Macarthur Ave. to Wood St.	9	12,433	Miller Park	Potential Historic District
Monroe St., Evans St. to Clayton St.	10	7,712	Near East Side Neighborhood	No

Table 4: Brick Street Data and Prioritization, Reconstruct Category

Patch Category

PASER 8					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Chestnut St., Mason St. to Oak St. (Brick Portion)	1			Northwest Union Neighborhood	No
PASER 7					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
East St., Locust St. to Mulberry St.	2	506.8	6.9	Downtown Bloomington?	Potential Historic District
PASER 6					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Jefferson St., Robinson St. to Davis Ave.	3	11.9	0.1	Davis Jefferson Historic District	Historic District
Jefferson St., Colton Ave. to Towanda Ave.	4	1449	7.3	Davis Jefferson Historic District	Historic District
Elm St., Madison St. to Center St. (Brick Portion)	5			South Hill Neighborhood	Potential Historic District
Allin St., Oakland Ave. to Macarthur Ave.	6	112.7	1.6	Miller Park (Frederick Garling house)	Potential Historic District
East St., Division St. to Kelsey St.	7	324.3	3.1	Illinois Wesleyan University	Potential Historic District
Allin St., Macarthur Ave. to Wood St.	8	633.1	4.1	Miller Park	Potential Historic District
Division St., Main St. to East St.	9	43.3	1.1	N/A	N/A
Evans St., Walnut St. to Chestnut St.	10	179.9	2.1	N/A	N/A
Evans St., University Ave. to Graham St.	11	261.3	3	N/A	N/A
East St., Chestnut St. to Locust St.	12	375.9	3.7	N/A	N/A
PASER 5					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Jefferson St., Davis Ave. to Colton Ave.	13	359	1.6	Davis Jefferson Historic District	Historic District
East St., Kelsey St. to Emerson St.	14	85.2	1.4	Illinois Wesleyan University	Potential Historic District
Walnut St., Center St. to Main St.	15	59.7	1.2	Northwest Union Neighborhood	No
Evans St., Graham St. to Empire St.	16	111.8	1.5	N/A	N/A
Evans St., Empire St. to Walnut St.	17	277.4	2.6	N/A	N/A
Jefferson St., Clinton St. to Robinson St.	18	474.3	2.5	Near East Side Neighborhood	No
Chestnut St., Oak St. to Lee St.	19	558.4	6.30	Northwest Union Neighborhood	No
PASER 4					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
East St., Emerson St. to Beecher St.	20	612.6	7.10	Illinois Wesleyan University	Potential Historic District

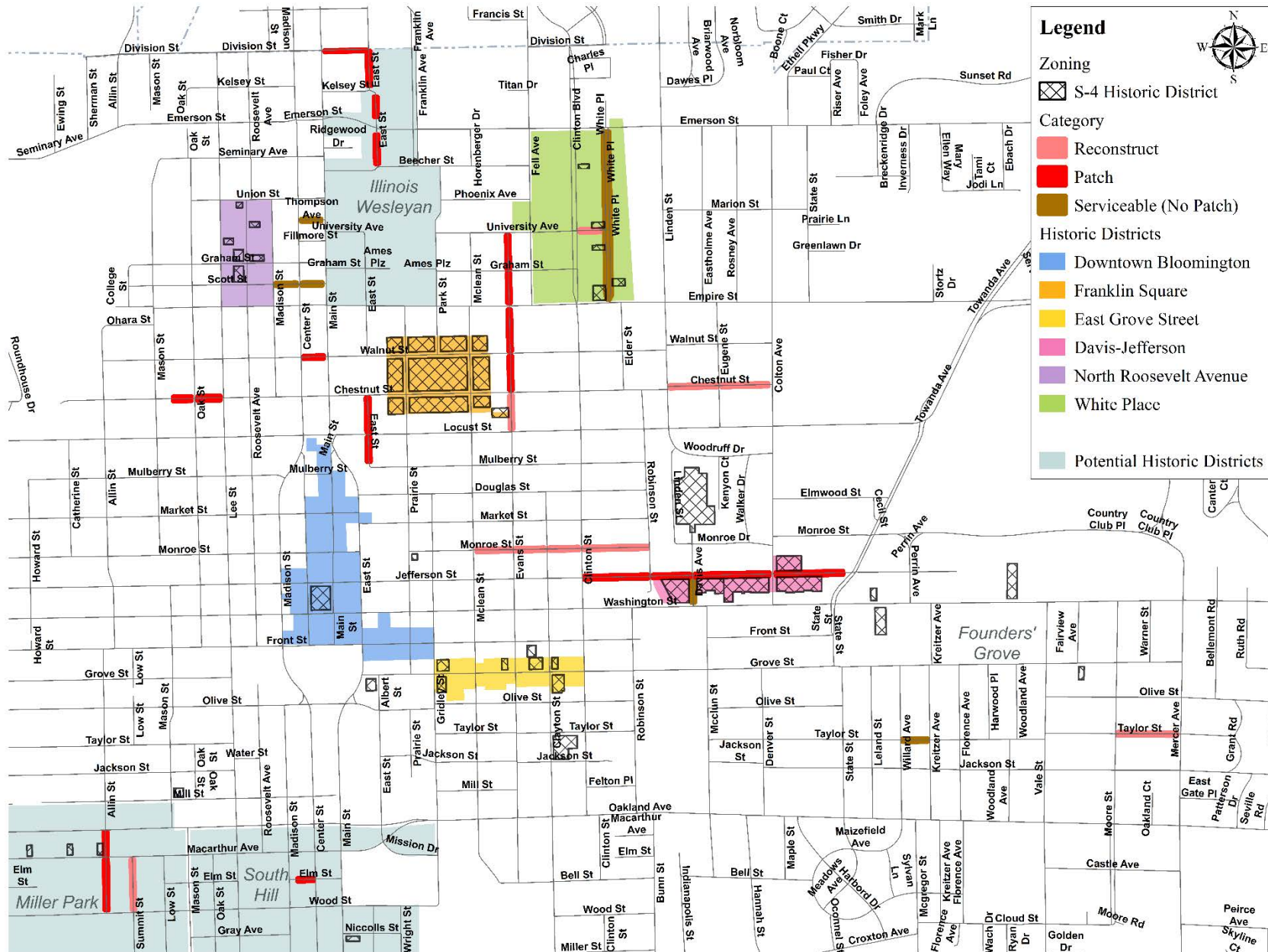
Table 5: Brick Street Data and Prioritization, Patch Category

Serviceable (No Patch) Category

PASER 10					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Davis Ave., Jefferson St. to Washington St.	1			Davis Jefferson Historic District	Historic District
PASER 8					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Scott St., Center St. to Main St.	2			Northwest Union Neighborhood	No
PASER 7					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
White Pl., Emerson St. to University Ave.	3			White Place Historic District	Historic District
White Pl., University Ave. to Empire St.	4			White Place Historic District	Historic District
Scott St., Madison St. to Center St.	5			Northwest Union Neighborhood	No
PASER 6					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Thompson Ave., Center St. to Main St.	6			Northwest Union Neighborhood	No
PASER 5					
Brick Street Section	Priority	Area of Non-Brick Patch (Sq. Ft.)	Percent of Non-Brick Patch	Neighborhood	Historic District or Potential Historic District?
Taylor St., Willard Ave. to Kreitzer Ave.	7			Founders Grove	No

Table 6: Brick Street Data and Prioritization, Serviceable (No Patch) Category

10.6. Map of Brick Streets by Category



Map 2: 2017 map of brick streets by category

11. BRICK STREET COST ESTIMATES

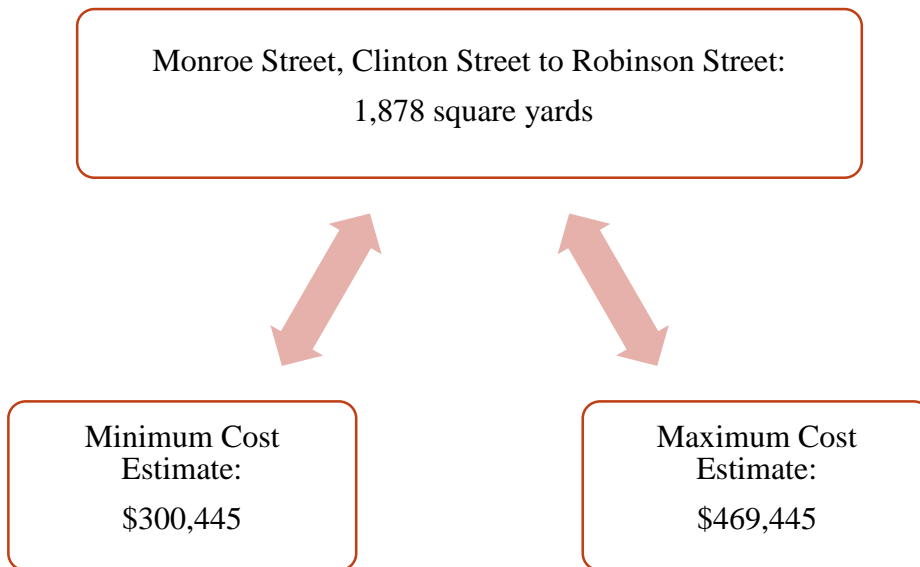
11.1. Cost Estimate Methodology

In 2017, the Public Works Department estimated that brick streets could cost anywhere from \$160 to \$250 per square yard. This number will be updated once more reconstruction projects have been completed.

As a baseline, Public Works applied this estimate to the first brick street reconstruction project, which is Monroe Street, from Clinton Street to Robinson Street. This section of street is about 1,878 square yards. Using the above cost per square yard estimate, the total for this block would be \$300,445 and \$469,445. However, this block is atypical in length, which means that the cost for other streets could potentially be lower. Also, the highest estimate may not be the best way to establish a baseline.

For the purposes of this plan, and until more accurate numbers are obtained, Public Works suggests a \$400,000 per year expenditure for brick street reconstruction. This is a little more than halfway between the two estimates. These numbers also helped Public Works determine that \$100,000 per year for patching would be sufficient.

Figure 23: Initial Reconstruction Estimates for 2017 Monroe Street Project



11.2. Comparison to Other Pavement Types

Due to the nature of pavement, it is difficult to determine the overall cost-effectiveness of a particular type of pavement. Factors such as drainage, location, weather, usage, environmental factors, underground infrastructure condition, and unforeseen circumstances make it difficult to state which pavement would last the longest or how much a particular type of pavement would cost per year. Vitrified clay brick pavement or concrete brick pavement may have a higher initial cost, but it is possible for these materials to last longer. Materials such as concrete and asphalt have a lower initial cost, but they may not last as long as the brick pavements. The choice to use brick pavement is more about aesthetics than cost-effectiveness, which overrules any cost differences between brick pavement and non-brick pavement.

11.3. Ten-Year Spending Plan

The Brick Streets Master Plan proposes a realistic approach to fund prioritized brick streets within 10 years while also making minor patches and repairs to streets that are not prioritized. The plan requires an increased funding priority from the City Council and it needs consistent funding. In recent years, the City has not dedicated funding to brick streets, which means that the Ten-Year Spending Plan will require a significant amount of funding.

The accompanying chart shows estimated amounts of spending under the Brick Streets Master Plan. In 2017 calendar year dollars, the improvement plan would require a variable amount of funding, based on preliminary estimates from the Monroe St., Clinton St. to Robinson St. project. The estimate provided a per square foot calculation that was applied to all streets to ensure a more accurate spending plan. The plan shows a total of \$7.4 million in brick street repair and maintenance spread over ten years. This assumes a 3 percent increase in the cost of labor, materials, and inflation. This includes for one major reconstruction project per year and contracts for brick patching.

Table 7: Ten-Year Spending Plan Summary*

	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5	Yr. 6	Yr. 7	Yr. 8	Yr. 9	Yr. 10	
Priority Reconstruction	\$839,000	\$696,000	\$518,000	\$650,000	\$629,000	\$456,000	\$526,000	\$571,000	\$809,000	\$517,000	*Figures may not add, as they are rounded to the nearest \$1,000.
Utility and Priority Patches	\$100,000	\$103,000	\$106,000	\$109,000	\$113,000	\$116,000	\$119,000	\$123,000	\$127,000	\$130,000	
Total:	\$939,000	\$799,000	\$624,000	\$759,000	\$742,000	\$572,000	\$645,000	\$694,000	\$936,000	\$647,000	
Grand Total:	\$7,357,000										

Ten-Year Spending Plan Objectives

Objective I: Consistently Fund Ten-Year Improvement Plan

In order to comply with the master plan, it is essential that brick streets receive consistent funding. The goal is to provide funding each year until all brick streets are considered serviceable and have zero non-brick patches. Then, a new funding plan could be established to maintain these streets and look at future considerations outlined in this plan.

Objective II: Remove and Prevent Non-Brick Patches

Once all non-brick patches are removed from streets as a part of this plan, the City must continue prohibiting non-brick patches in the future. Temporary gravel patches will be allowed until such time as the City can repair a temporary gravel patch with brick. However, materials such as concrete and asphalt should not be allowed to patch brick streets.

Objective III: Preserve All Current Brick Streets

All 3.5 miles of current brick streets must be preserved, according to directives provided by the City Council and the Historic Preservation Commission. Previous policies have allowed non-brick patches or overlaying brick with asphalt or concrete. However, to comply with the goals outlined in this plan, brick streets should no longer be allowed to be overlaid or reconstructed with anything other than approved brick.

Objective IV: Find the Most Cost-Effective Solution for Each Street

As the City goes through each prioritized street, a street may need to be reconstructed while in the patch category or patched while in the reconstruct category. Public Works will further analyze each street to determine the most cost-effective solution to upgrade the street to serviceable condition free of non-brick patches. Priorities are subject to change based on further analysis.

Ten-Year Spending Plan Funding Levels for Brick Streets by Block and Year

	Priority Reconstruction Amount (\$)	Priority Reconstruction Blocks	Priority Patch Amount (\$)	Priority Patch Blocks
Year 1	\$839,000	Monroe St., Clinton St. to Robinson St.	\$100,000	Chestnut St., Mason St. to Oak St. (Brick Portion)
				East St., Locust St. to Mulberry St.
Year 2	\$696,000	Taylor St., Moore St. to Mercer Ave.	\$103,000	Jefferson St., Robinson St. to Davis Ave.
				Jefferson St., Colton Ave. to Towanda Ave.
Year 3	\$518,000	University Ave., Clinton Blvd. to White Pl.	\$106,000	Elm St., Madison St. to Center St. (Brick Portion)
				Allin St., Oakland Ave. to Macarthur Ave.
Year 4	\$650,000	Chestnut St., Linden St. to Eugene St.	\$109,000	East St., Division St. to Kelsey St.
				Allin St., Macarthur Ave. to Wood St.
Year 5	\$629,000	Chestnut St., Eugene St. to Colton Ave.	\$113,000	Division St., Main St. to East St.
				Evans St., Walnut St. to Chestnut St.
Year 6	\$456,000	Monroe St., Clayton St. to Clinton St.	\$116,000	Evans St., University Ave. to Graham St.
				East St., Chestnut St. to Locust St.
Year 7	\$526,000	Evans St., Chestnut St. to Locust St.	\$119,000	Jefferson St., Davis Ave. to Colton Ave.
				East St., Kelsey St. to Emerson St.
Year 8	\$571,000	Monroe St., McLean St. to Evans St.	\$123,000	Walnut St., Center St. to Main St.
				Evans St., Graham St. to Empire St.
Year 9	\$809,000	Summit St., Macarthur Ave. to Wood St.	\$127,000	Evans St., Empire St. to Walnut St.
				Jefferson St., Clinton St. to Robinson St.
Year 10	\$517,000	Monroe St., Evans St. to Clayton St.	\$130,000	Chestnut St., Oak St. to Lee St.
				East St., Emerson St. to Beecher St.

Table 8: Funding levels for brick streets by block and year

Consequences of Underfunding

The consequences of underfunding the Brick Streets Master Plan include delays in brick street patching and reconstruction, continued deterioration of brick streets, increased risk of safety issues arising from the deterioration of brick streets, and a delay in the prioritization of additional brick street projects. While this document is considered advisory, it should be followed closely to avoid these issues. However, should unforeseen circumstances arise that cause underfunding, patching brick streets would take priority over reconstructing brick streets.

If More Funds Become Available

With the large expense of brick streets, it's not expected that more funds will become available. However, brick street repairs planned for future years may be accomplished if more funds become available or if project costs are lower than expected. Funding should focus on upgrading all 3.5 miles of streets to an acceptable rating first. Once that is accomplished, the City should look to the Future Considerations outlined in this Brick Streets Master Plan to continue examining brick streets.

Following Up

The City should take steps to ensure its existing brick streets remain in good shape. The best methods to do so are to continue to inspect all brick streets periodically to ensure brick streets have not been patched with unauthorized materials and to ensure that the PASER system rating remains above four, update policies and procedures as soon as they change, and review the entire plan every five years.

12. FUTURE CONSIDERATIONS

12.1. Additional Analysis and Prioritization Metrics

Historical Infrastructure and Historical Street Furniture

The presence of any of the following pieces of historic infrastructure and historic street furniture could be considered as a factor to consider when prioritizing brick streets.

Sandstone Curbs

Curbs made of sandstone are located along many of the streets in the City. However, many of them are in disrepair or are located along non-brick streets. Sandstone curbs along brick streets that are considered to be in good condition or easily repaired to good condition would be a valuable asset to a historical brick street



Figure 24: Sandstone curb

Carriage Walks and Carriage Steps

Carriage walks are the pathways in the public right of way connecting curbs to sidewalks. Carriage walks were constructed during a time when homes did not typically have a garage or fully utilize off-street parking.



Figure 25: Carriage walk

Light Posts

Historical light posts are another feature along some of the brick streets in the City that could be a consideration. The City uses light posts with a historical look in some areas, but truly historical lamp posts enhance an area that has brick streets.



Figure 26: Light post

Gateways and Pillars

Some brick street areas have various gateways and pillars that are another piece of historical infrastructure.



Figure 27: Gateway

Alley Driveway Access

Roads that have alley driveway access, like White Place or parts of Monroe Street, may be prioritized over roads that do not. These roads would be easier to maintain long-term, as those who live along the street would not use it as frequently as those who must access their driveway from the street.



Figure 28: Alley driveway access

Regeneration Area or Preservation Area Location

In addition to Historic District location, brick streets could also be evaluated based on location within the Regeneration Area or Preservation Area, determined by the City’s Comprehensive Plan.

Regeneration Area

As identified in the existing conditions analysis and fortified by the community outreach, Bloomington’s West Side (or the Regeneration Area) is different in many ways from rest of the community. There is a higher concentration of crime, a concentration of lower income households and a food desert. The assessed values in this neighborhood are declining which makes private reinvestment challenging. The concentration of these and many other social issues not only negatively impact the lives of people living there today but will continue to do so in the future if left untouched. The family and the neighborhood context both have a significant impact on the academic achievement of children. Education has been identified as a major factor that helps break the cycle of poverty. The poor performance of children in the schools serving the Regeneration Area can be attributed to the neighborhood context in that area. This complex multi-directional relationship is explained at a greater length in Chapter 5 in the Comprehensive Plan. The plan calls for a comprehensive and collaborative approach to revitalizing this area.



Figure 29: Multi-family apartment in Regeneration Area

Preservation Area

The Preservation Area has the highest concentration of historical homes, landmarks and other assets, including the White Place, Franklin Square, and East Grove Street National Historic Districts, and the Davis-Jefferson local historic district. It also includes many sites scattered throughout the area. A walk down one of the tree-lined streets in these neighborhoods is a panorama of varied architecture, from lavish Queen Anne to humble Spanish Revival, with carefully manicured lawns and landscapes interspersed with homes awaiting their chance for restoration. While this area is experiencing some private investment, there are concentrated blocks that need attention. The competing interests between historic preservation and the market pressures for conversion or demolition need to be addressed as well. The City’s last historic preservation plan was not updated comprehensively for more than two decades. It is critical for the historic preservation plan to be kept up to date. It not only identifies the historic assets but also identified strategies and resources necessary to protect those assets.



Map 3: Historic Districts and the Preservation Area (Yellow Dotted Line)

Equalized Assessed Value

The property tax value of a home, or Equalized Assessed Value (EAV), is another factor considered when prioritizing brick streets. Current EAV values on a block can help determine the prioritization based on the current EAV, before repairs begin, or the expected EAV once repairs have been completed. As EAV is a determining factor in how much property tax revenue the City receives, it's important to see how the investment in a brick street could be returned in the form of property tax revenue. The City does not directly use funds from property taxes for streets. However, the property tax revenue gained has the potential to make more funds available for streets.

Owner-Occupancy⁸

Owner-occupancy, which measures how many homes are occupied by owners rather than a third party, can be important to the long-term preservation of brick streets. According to prior research, owner-occupants are more likely to care about the aesthetics of living along a brick street. They will also be the people responsible for cost-sharing in the reconstruction of a brick street.

Architectural Integrity⁸

The ambience of a brick street often relates to the architectural integrity, or architectural purity, of the buildings that make up the neighborhood around the street. Much of the purpose of preserving a brick street is lost if there is nothing the street can relate to in its immediate surrounding. The City currently has a way to measure the architectural integrity of a block. However, should this metric be used, a significant amount of information would need to be gathered in order to rate each street's architectural integrity.

Underground Infrastructure Condition

In the future, this plan will be updated with information on the conditions of water, sanitary sewer and storm water infrastructure underneath each brick street as well as sidewalks along each brick street. These conditions will help Public Works determine when brick streets may be disturbed by utility cuts so that brick streets can be prioritized accordingly.

⁸ City of Rock Island, Illinois, 2005

12.2. Restoring Overlaid Brick Streets

As this process uses some of the same steps as the *Recovering Brick from Brick Streets Overlaid with Asphalt* process, outlined earlier in this document, some of the same information will be provided to make it easier to follow the steps without having to refer back to the previous section.

At one time, the City of Bloomington had more than forty-five miles of brick streets. Many of those streets were overlaid with asphalt without removing the brick. The Engineering Division found some research on heating asphalt to melt it off of brick, but the process required special equipment.

However, on April 24, 2017 the Engineering Division spoke with John Gavin, co-owner of Gavin Historical Bricks in Iowa City, Iowa. Mr. Gavin's company is a supplier of Purington-brand historic bricks, and it has several million bricks in stock. According to Mr. Gavin, restoration of asphalt-on-brick to brick is a simple process, but it is expensive and labor intensive. It requires a skilled heavy equipment operator and laborers. He was able to provide basic instructions on this process, and the Engineering Division proceeded to test that process at a sewer dig on Grove Street.

The photos show a single strip of road, but a similar process would be used for the entire width of a road section. The final process doesn't match the photos in that, when performing this process on the entire width of a road section, the backhoe bucket and teeth would have to face away from the backhoe to allow the backhoe to sit on the sand and concrete underneath the brick rather than on the brick that is to be removed. Once this process is performed on the entire width of a road section, the photos should be updated.

Grove Street was in good condition underneath the asphalt during this test, which could be atypical. Issues with underground infrastructure may make this process difficult, inefficient, or cost-prohibitive. Each street slated to undergo this process will need to be evaluated to ensure brick recovery is possible. Also, if the bricks were milled, or scraped during an asphalt overlay, they may be able to be reused if turned over.



1. This process requires a backhoe with teeth in good condition or other, similar equipment.



2. Lightly scrape over the asphalt surface. The asphalt will peel away without damaging the bricks, if done correctly. There should be little residual.



3. Clean residual asphalt from the bricks. Power washing is a common method.



4. The street probably has issues. (There was a reason for the asphalt overlay). Most likely, all of the bricks will have to be removed.



5. Once the bricks are removed, place them in a pile on the nearby road so that they can be palletized.



6. Carefully stack undamaged bricks on a pallet. Count on having to discard 30 percent of the bricks because of various types of damage.

7. Create a new base. Generally, this is a layer of concrete first, then some type of select granular backfill (sand).

8. Re-lay the bricks by hand. It really helps if additional bricks are on hand, since about 30% of the stock has been eliminated.

Figure 30: Brick Street Restoration Process

12.3. Establishing Brick Street Districts

Another idea to consider is designating areas that will have all brick streets. This could be especially important for historic districts in the community, including downtown. Entire blocks or entire districts could be reestablished as brick streets to add further historical aesthetics. Each historic district in Bloomington is described in the Brick Street Analysis and Prioritization section. This will be helpful when exploring this idea further.

One thing to consider with this idea is that some of these districts currently have or will have bicycle infrastructure as part of the City's Bicycle Master Plan. As mentioned in the Complete Streets section, brick streets are not ideal for bicycles or wheelchair traffic and are not considered Complete Streets under the current ordinance. Any street that is included in the Bicycle Master Plan and also part of one of these districts would not be a candidate to be a part of a brick street district, unless an amendment is made to the Bicycle Master Plan.

12.4. Examining Historical Curbs

In the future, Public Works will inventory all curbs along brick streets in order to determine if the curbs are made from historical materials (i.e. sandstone or granite) or modern materials (i.e. concrete). The inventory will also include information such as measurements, condition, and other data that the Department deems necessary.

In addition, Public Works will examine methods to preserve historical materials. Examples of preservation methods include finding ways to reuse the historical materials on the same street project, reuse the historical materials on a different street project, or repurpose the historical materials for use by residents. Public Works will use the first brick street reconstruction project on Monroe St., from Clinton St. to Robinson St., as a pilot project to test curb preservation methods for sandstone curbs located along the block. Using that pilot project, Public Works will propose regulation and best practices for curb preservation.

13. CONCLUSION

The City of Bloomington Brick Streets Master Plan affirms the City of Bloomington's commitment to preserving its remaining 3.5 miles of brick streets by creating a comprehensive plan to address the needs of each street block within ten years.

In addition, this plan makes it clear that any bricks that are recovered from current or former brick streets should be saved so that current brick streets can be maintained and so that, looking into the future, more brick streets may be added. Historical vitrified clay brick is a valuable asset to the City, and it should be protected as such.

This plan also encourages adequate funding for each street, as designated by the ten-year spending plan. Many of the City's brick streets are in dire need of repair, and inadequate funding would further threaten the City's brick streets.

Regular updates to this plan are essential to ensuring that brick streets are preserved in the most cost-effective and efficient manner. As suggested earlier in this document, the City of Bloomington Brick Streets Master Plan should be updated as policies change or at least every five years.

Once all current brick streets in the City have been upgraded to an acceptable PASER system rating, the City should create a maintenance spending plan to ensure all current brick streets remain in an acceptable condition. Once that is accomplished, the City should seek additional input from the Historic Preservation Commission and the public with regards to moving forward with items discussed in the Future Considerations portion of this document.



Figure 31: Close-up of brick pavement on Chestnut St., Oak St. to Mason St.

14. REFERENCES

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15. APPENDICES

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15.5. Resources for Brick Street History

A good introduction to traditional brick-making is found in Harley J. McKee, “Introduction to Early American Masonry,” 1973, and a more complete account is given in Heinrich Ries and Henry Leighton, “History of Clay-Working in the United States,” 1910.

Sidney Poitier’s “The Last Brickmaker in America,” which was first broadcast in 2001; is highly recommended and is currently available from several video outlets.

Brick Making machines are covered in Carroll Pursell, “Parallelograms of Perfect Order”, *Smithsonian Journal of History* (3) (1968), 19-27.

Two illustrated articles by William D. Walters, Jr. deal with local brick and tile manufacturing: “Abandoned Nineteenth Century Brick and Tile Works in Central Illinois,” *Industrial Archaeology Review* 4:1 (Winter 1979-80) 70-80 and “Nineteenth Century Midwestern Brick,” *Pioneer America*, 14:3 (1982) 125-134; copies of both are available at the McLean County History Center.

The full text of many turn of the century Paving manuals are now online; a few of the many that mention Bloomington are Edward Gurley Love, “Pavements and Roads,” 1890, which includes an analysis of Heafer’s bricks on pages 173 and 174; H. A. Wheeler, *Vitrified Paving Brick*, 1910; and George Wilson Tilson, *A Textbook on Brick Paving*, 1917.

Brick street Restoration is discussed in William D. Walters, Jr. and Royce Baier “Brick Streets in Illinois,” *Illinois Preservation Series* 12 (1991).

Local research into brick pavement includes an article written by Bill Kemp, Archivist and Historian at the McLean County Museum of History. The article “First brick street in U.S. myth endures in Bloomington” appeared in the *Pantagraph* on September 30, 2012 and is available online. The article discusses the history of brick pavement in the City and disproves a long-believed myth that Bloomington built the first brick street in the United States.

Further local research should continue with the City Engineer’s Reports and the paving ordinances contained in the many published volumes of the Bloomington City Council Minutes.

15.6. Strategic Plan Vision, Mission, and Core Beliefs

Vision 2025

Bloomington 2025 is a beautiful, family friendly city with a downtown - the heart of the community and great neighborhoods. The City has a diverse local economy and convenient connectivity. Residents enjoy quality education for a lifetime and choices for entertainment and recreation. Everyone takes pride in Bloomington. Jewel of Midwest Cities.

Mission

The Mission of the City of Bloomington is to be financially responsible providing quality, basic municipal services at the best value. The city engages residents and partners with others for community benefit.

Core Beliefs

Enjoy Serving Others

Produce Results

Act with Integrity

Take Responsibility

Be Innovative

Practice Teamwork

Show the **SPiRiT!!**

15.7. Strategic Plan Goals

Goal	1. Financially Sound City Providing Quality Basic Services
Objective	<ul style="list-style-type: none"> a. Budget with adequate resources to support defined services and level of services b. Reserves consistent with city policies c. Engaged residents that are well informed and involved in an open governance process d. City services delivered in the most cost-effective, efficient manner e. Partnering with others for the most cost-effective service delivery
Goal	2. Upgrade City Infrastructure and Facilities
Objective	<ul style="list-style-type: none"> a. Better quality roads and sidewalks b. Quality water for the long term c. Functional, well maintained sewer collection system d. Well-designed, well maintained City facilities emphasizing productivity and customer service e. Investing in the City's future through a realistic, funded capital improvement program
Goal	3. Grow the Local Economy
Objective	<ul style="list-style-type: none"> a. Retention and growth of current local businesses b. Attraction of new targeted businesses that are the "right" fit for Bloomington c. Revitalization of older commercial homes d. Expanded retail businesses e. Strong working relationship among the City, businesses, economic development organizations
Goal	4. Strong Neighborhoods
Objective	<ul style="list-style-type: none"> a. Residents feeling safe in their homes and neighborhoods b. Upgraded quality of older housing stock c. Preservation of property/home valuations d. Improved neighborhood infrastructure e. Strong partnership with residents and neighborhood associations f. Residents increasingly sharing/taking responsibility for their homes and neighborhoods
Goal	5. Great Place – Livable, Sustainable City
Objective	<ul style="list-style-type: none"> a. Well-planned City with necessary services and infrastructure b. City decisions consistent with plans and policies c. Incorporation of "Green Sustainable" concepts into City's development and plans d. Appropriate leisure and recreational opportunities responding to the needs of residents e. More attractive city: commercial areas and neighborhoods
Goal	6. Prosperous Downtown Bloomington
Objective	<ul style="list-style-type: none"> a. More beautiful, clean Downtown area b. Downtown Vision and Plan used to guide development, redevelopment and investments c. Downtown becoming a community and regional destination d. Healthy adjacent neighborhoods linked to Downtown e. Preservation of historic buildings

15.8. Comprehensive Plan 2035 Vision, Goals, and Objectives

Vision

Bloomington, in 2035, unites the vibrant urban core to its diverse neighborhoods. Supported by our quality of life and enduring economic stability, it is the destination community for people and businesses that seek a culture of innovation and entrepreneurship. Residents thrive, surrounded by rich history, arts and culture, lifelong learning opportunities, a healthy environment and an active lifestyle.

Goals and Objectives

Neighborhoods

- N-1 Ensure the compact development of the City through denser, mixed-use developments and reinvestment in the established older neighborhoods
- N-2 Improve community identity and appearance by celebrating the unique nature and character of the City's individual neighborhoods
- N-3 Improve communication between the City, the citizens and the neighborhood organizations to foster teamwork and community spirit

Housing

- H-1 Ensure the availability of safe, attractive and high quality housing stock to meet the needs of all current and future residents of Bloomington
- H-2 Ensure reinvestment in the established older neighborhoods and compact development of the City

Education

- EDU-1 Increased coordination between the City and the school districts to maintain high quality educational opportunities equitably for all students within the City
- EDU-2 Provide life-long skills and learning opportunities for all by investing in excellent schools, colleges and continuous education

Economic Development

- ED-1 Ensure a broad range of employment opportunities for all residents
- ED-2 Foster a culture of entrepreneurship
- ED-3 Build and maintain a skilled and employable workforce to meet the needs of the current businesses
- ED-4 Enhance the image of Bloomington as a business friendly community
- ED-5 Enhance tourism based-economic development

Downtown

- D-1 Continue to build a healthy Downtown that offers a range of employment, retail, housing, cultural and entertainment opportunities for all
- D-2 Market and promote the unique brand and image of Downtown Bloomington
- D-3 Protect Downtown's historic character and encourage appropriate new development
- D-4 A clean and safe Downtown
- D-5 Continue to develop a multi-modal transportation network in Downtown
- D-6 Reinforce the connections between Downtown and adjacent neighborhoods



Arts, Culture, and History

- ACH-1 Create a unique identity for the Bloomington area arts and culture scene
- ACH-2 Increase the visibility of the Bloomington arts and cultural scene

Health

- HL-1 Create a park and green space system that provides for a variety of active and passive recreational and wellness activities for current and future residents
- HL-2 Ensure maximum usage of the City's parks and recreational facilities and associated resources
- HL-3 Ensure a healthy environment and accessibility of parks and open spaces
- HL-4 Continue to develop quality parks and recreational programming for all
- HL-5 Provide access to healthy foods and promote food security to build community

Natural Environment

- NE-1 Protect and conserve the community's vital natural resources
- NE-2 Create a park and green space system that protects the environment and provides for a variety of active and passive recreational activities for current and future residents of Bloomington
- NE-3 Reduce environmental pollutants
- NE-4 Increase cooperation and coordination among governments, nonprofits and businesses across the region to address shared environmental issues
- NE-5 Provide more efficient and sustainable municipal solid waste management

Social Health/Community Wellbeing

- CWB-1 End chronic homelessness and reduce the severity of situational homelessness
- CWB-2 End chronic homelessness and reduce the severity of situational homelessness
- CWB-3 Develop a coordinated and efficient system of services that addresses comprehensive needs of children, families and communities

Public Safety

- PS-1 Reduce crime and the fear of crime
- PS-2 Plan and provide for fire and emergency facilities adequate to protect health, life, safety, livelihood and property for current and future citizenry and businesses in the City
- PS-3 A comprehensive emergency preparedness plan
- PS-4 Intergovernmental Cooperation

Utilities

- UEW-1 Provide quality public infrastructure within the City to protect public health, safety and the environment
- UEW-2 Promote and facilitate energy conservation and alternate energy generation and resources
- UEW-3 Education and increase public awareness regarding utility, energy and water issues

Transportation

- TAQ-1 A safe and efficient network of streets, bicycle-pedestrian facilities and other infrastructure to serve users in any surface transportation mode
- TAQ-2 Transit development provides an alternative of choice for the general population and support for the transit-dependent
- TAQ-3 Air transportation serves the needs of local and regional residents and businesses to connect regionally, nationally and internationally
- TAQ-4 Rail transportation serves passenger needs for local and regional residents and businesses to connect regionally, nationally and internationally
- TAQ-5 Safe and efficient movement of freight by motor vehicle, rail and air, in the community and serving local, state, national and international markets
- TAQ-6 Reduce air pollutants and other impacts produced by transportation

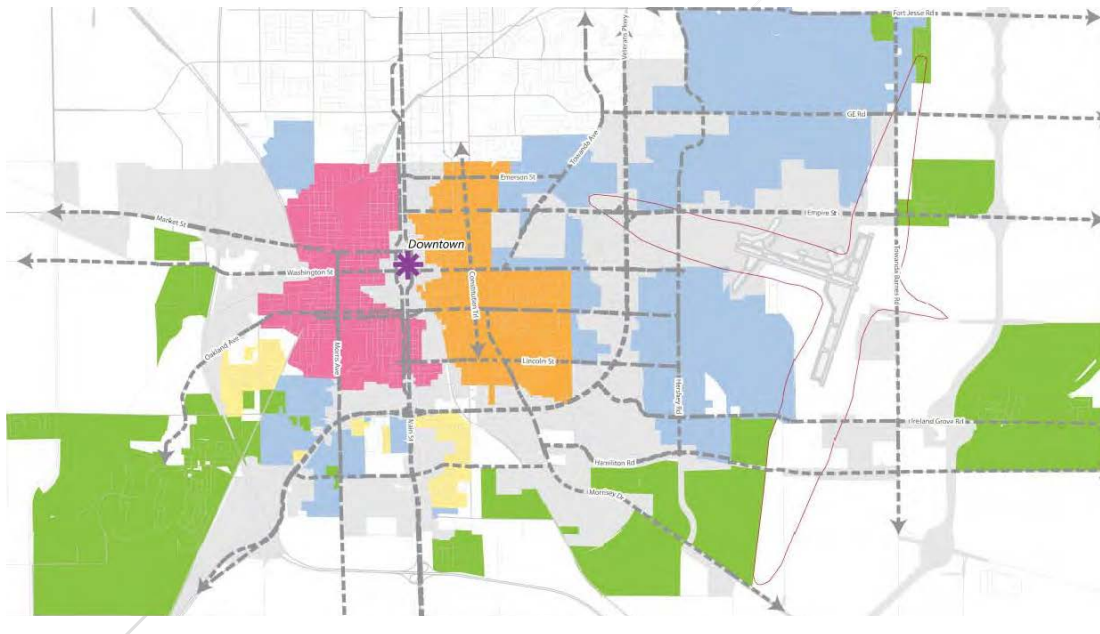
Community Facilities

- CF-1 Continue to provide quality public facilities and services
- CF-2 Provide public services in a fiscally, socially and environmentally responsible manner
- CF-3 Pursue solutions for unmet and emerging community needs

The City of Bloomington is located in the heart of Central Illinois, approximately 125 miles southwest of Chicago, 155 miles northeast of St. Louis, and 64 miles northeast of Springfield, the State Capital. Bloomington is the County Seat of McLean County, the largest county in Illinois (approximately 762,240 acres). Bloomington (pop. 76,610) is a twin City with the Town of Normal (pop. 52,497). Interstates 39, 55 and 74 converge on Bloomington-Normal, as well as US Route 51 and State Route 9.

The twin cities are also serviced by two major railroad lines and Amtrak, as well as air transportation at the Central Illinois Regional Airport, one of the fastest growing airports in the country, which services commuter, corporate, and private aircraft.

Bloomington is located in one of the most productive agricultural areas in the nation, but the economy is diverse and well-balanced. In addition to the major manufacturers and industries, there are two universities, two hospitals, a convention center, one indoor mall, one outdoor mall, and many banks and Savings & Loan Associations located in Bloomington-Normal. The City of Bloomington is one of the fastest growing metropolitan areas in Illinois with an estimated 20.25% increase in population between 1986 and 1995. New construction continues to enhance residential, industrial and commercial growth.



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SUMMARY MINUTES
PUBLISHED BY THE AUTHORITY OF THE CITY COUNCIL
OF BLOOMINGTON, ILLINOIS
MONDAY, APRIL 24, 2017; 7:00 P.M.

1. Call to Order

The Council convened in Regular Session in the Council Chambers, City Hall Building, at 7:00 p.m., Monday, April 24, 2017. The Meeting was called to order by Mayor Renner.

2. Pledge of Allegiance to the Flag

The Meeting was opened by Pledging Allegiance to the Flag followed by a moment of silent prayer.

3. Remain Standing for a Moment of Silent Prayer

4. Roll Call

Mayor Renner directed the City Clerk to call the roll and the following members of Council answered present:

Aldermen: Kevin Lower, David Sage, Mboka Mwilambwe, Amelia Buragas, Scott Black, Karen Schmidt, Joni Painter, Diana Hauman (Absent), Jim Fruin, and Mayor Tari Renner.

Staff Present: David Hales, City Manager; Steve Rasmussen, Assistant City Manager; Jeffrey Jurgens; Corporation Counsel, Cherry L. Lawson; City Clerk, Brendan Heffner, Chief of Police; Bob Yehl, Water Director; Scott Sprouls, IS Director; Patti-Lynn Silva, Finance Director, Jim Karch, Public Works Director; and other City Staff were also present.

5. Recognition/Appointments

- A. Recognition of the outgoing City elected officials: Aldermen Kevin Lower and Jim Fruin
- B. Proclamation declaring April 28, 2017, as “Arbor Day”.
- C. Proclamation declaring May 7 – May 13, 2017 as “Municipal Clerk’s Week”.
- D. Appointment of Jay Groves to the Bloomington-Normal Airport Authority.

6. Public Comment

Aaron Len	Karen Kensella	Neil Gridley	Julian Westerhut
Sue Feldcamp	Surena Fish	Brad Williams	Teresa Beitz
Lea Cline	Bruce Meeks	Sherry Graehling	Alton Franklin
Gary Justis			

Regular City Council Meeting Minutes
Bloomington City Council Regular Meeting
Monday, April 24, 2017; 7:00 PM

7. Consent Agenda

Items listed on the Consent Agenda are approved with one motion, and is provided in BOLD, and items that Council pull from the Consent Agenda for discussion are listed with a notation Pulled from the Consent Agenda.

Motion by Alderman Schmidt, seconded by Alderman Mwilambwe, that the Consent Agenda be approved, with the exception of Item Nos. 7M, 7T, and 7V.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 7A: Consideration of approving the Minutes of the April 10, 2017 Regular City Council Meeting. *(Recommend that the reading of the minutes be dispensed with and the minutes approved as printed.)*

The following was presented:

Item 7B: Consideration of Approving Bills, Payroll, Procurement Card Purchases, and Electronic Transfers in the amount of \$6,352,603.51.

The following was presented:

Item 7C: Consideration of Approving Appointment to Bloomington-Normal Airport Authority.

The following was presented:

Item 7D: Consideration of authorizing amendments to the FY 2016 and FY 2017 Capital Lease Equipment Lists.

The following was presented:

Item 7E: Consideration of approving the purchase of one (1) 2017 Ford F350 with a Utility Service body through the capital lease amendment seen on Consent Agenda Item D for the Facilities Management Division of Administration.

The following was presented:

Item 7F: Consideration of approving the purchase of wireless networking equipment to be installed within the US Cellular Coliseum through the capital lease amendment seen on Consent Agenda Item D.

The following was presented:

Item 7G: Consideration of Approving a Contract with Stark Excavating for the FY 2017 Pump Station Improvements, (Bid # 2017-36) contingent upon the approval of year end budget amendments identified on the regular agenda item 8F.

The following was presented:

Item 7H: Consideration of approving a bid (ReBid #2017-38) and Contract from CAD Construction, Inc. for replacement of the Lake Bloomington Water Treatment Plant Annex Roof.

The following was presented:

Item 7I: Consideration of rejecting all Bids (Bid #2017-39) for Demolition of the City Hall Annex.

The following was presented:

Item 7J: Consideration of the analysis of bids and award of a contract with Stark Excavating, Inc. for the Lake Bloomington Fill Site Restoration Improvements, Bid No. 2017-43.

The following was presented:

Item 7K: Consideration of approving a Request for Proposal (RFP #2017-31) and Agreement with for Golf Professional Instructional Services at the city golf courses between the City and Rick Sellers Golf.

The following was presented:

Item 7L: Consideration of approving a Request for Proposal (RFP #2017-44) and Brush Disposal Agreement between the City and T. Kirk Brush, Inc.

The following was presented:

Item 7M: Consideration of a Resolution supporting rail-banking of Norfolk & Southern right-of-way from Mansfield, IL to Bloomington, IL. ***(Pulled from the Consent Agenda)***

Alderman Lower stated he was going to vote no and did not feel it was the appropriate time to be going down the avenue in which we are going to take on more responsibilities financially.

RESOLUTION NO. 2017 - 12

A RESOLUTION SUPPORTING RAIL-BANKING OF NORFOLK & SOUTHERN RIGHT-OF-WAY FROM MANSFIELD, IL TO BLOOMINGTON, IL

Motion by Alderman Black, seconded by Alderman Schmidt, that a resolution supporting the rail-banking of Norfolk & Southern right-of-way from Mansfield, IL to Bloomington, IL be passed, and that the Mayor and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: Alderman Lower.

Motion carried.

The following was presented:

Item 7N: Consideration of a Resolution approving a cost modification associated with the Professional Engineering Services Agreement with Hanson Professional Services, Inc. for Professional Engineering Design Services for Lake Bloomington and Evergreen Lake Emergency Action Plan Preparation, RFQ No. 2014 – 23.

RESOLUTION NO. 2017 -13

A RESOLUTION AUTHORIZING A CHANGE ORDER
IN THE AMOUNT OF \$24,200.00 IN THE CONTRACT BETWEEN THE
CITY OF BLOOMINGTON AND HANSON PROFESSIONAL SERVICES, INC.

The following was presented:

Item 7O: Consideration of approving a Resolution waiving the formal bidding process and enter into a contract for the purchase of Replacement Parks, Recreation and Cultural Arts Management Software with Maximum Solutions, Inc. in the amount of \$32,700.

RESOLUTION NO. 2017 – 14

A RESOLUTION AUTHORIZING WAIVING THE TECHNICAL BIDDING
REQUIREMENTS AND APPROVING THE PURCHASE
OF RECREATION SOFTWARE AND HAS IDENTIFIED MAXGALAXY SOFTWARE
FROM MAXIMUM SOLUTIONS

Regular City Council Meeting Minutes
Bloomington City Council Regular Meeting
Monday, April 24, 2017; 7:00 PM

The following was presented:

Item 7P: Consideration to approve the grant agreements for the Illinois Housing Development Authority's Single Family Rehabilitation Program (IHDA SFR) and Abandoned Property Program (IHDA APP) in the amount of \$236,250 by Resolution authorizing the Mayor to sign and submit the agreements to IHDA.

RECOMMENDATION: That Council approve the Resolutions identified below allowing the Mayor to sign and submit the IHDA SFR and IHDA APP grant agreements:

- 1. A Resolution Accepting a Grant from the Illinois Housing Development Authority's Single Family Rehabilitation Program; and*
- 2. A Resolution Accepting a Grant from the Illinois Housing Development Authority's Abandoned Residential Property Municipal Relief Program*

RESOLUTION NO. 2017-15

A RESOLUTION ACCEPTING A GRANT FROM THE ILLINOIS HOUSING DEVELOPMENT AUTHORITY'S SINGLE FAMILY REHABILITATION PROGRAM

RESOLUTION NO. 2017-16

A RESOLUTION ACCEPTING A GRANT FROM THE ILLINOIS HOUSING DEVELOPMENT AUTHORITY'S ABANDONED RESIDENTIAL PROPERTY MUNICIPAL RELIEF PROGRAM.

The following was presented:

Item 7Q: Consideration of Resolutions approving grant agreements for the Illinois Historic Preservation Agency's (IHPA) CLG Matching Grant Program.

RESOLUTION NO. 2017-17

A RESOLUTION ACCEPTING A GRANT FROM THE ILLINOIS HISTORIC PRESERVATION AGENCY CLG MATCHING GRANT PROGRAM

The following was presented:

Item 7R: Consideration of an Intergovernmental Agreement by and Between the Illinois Office of the Comptroller and the City of Bloomington Providing for the City to Participate in the Comptroller's Local Debt recovery program.

The following was presented:

Item 7S: Consideration of adopting an Ordinance for Case SP-03-17, a petition requesting approval of a Special Use Permit for Duplexes in the R-1C, High Density Single Family Residential District for the property located at 603 Seminary Ave.

ORDINANCE NO. 2017-27

AN ORDINANCE APPROVING A SPECIAL USE PERMIT FOR A
DUPLEX in the R-1C DISTRICT
FOR PROPERTY LOCATED AT: 603 Seminary Avenue

The following was presented:

Item 7T: Consideration of a Resolution initiating the rezoning of 204 N. Allin Street, and of 800, 801, 802, 803, 804, and 806 W. Washington Street from R-2, Mixed Residential District, and C-2, Neighborhood Shopping District, to B-2, General Business Service District. ***(Deferred to the next Council Meeting Agenda.)***

The following was presented:

Item 7U: Consideration of an Ordinance Amending Bloomington City Code Chapter 39 Taxation.

ORDINANCE 2017 - 28

AN ORDINANCE AMENDING CHAPTER 39 OF THE CITY CODE
ON LOCAL TAXES

The following was presented:

Item 7V: Consideration of an Ordinance approving the Salary of the City Manager. ***(Pulled from the Consent Agenda)***

Alderman Lower stated that he does not disagree that in many instances our City Manager has done an outstanding job with many things; however, we are continuing to disregard our current economic situation in our community and we are setting a precedent for the rest of the employees of the City. He stated he would be voting no though he deserves it.

ORDINANCE NUMBER 2017-29

AN ORDINANCE ESTABLISHING THE SALARY FOR THE CITY MANAGER

Motion by Alderman Schmidt, seconded by Alderman Painter that the Ordinance Approving the Salary for the City Manager and Providing for Retroactive Payment be approved, and the Mayor and City Clerk be authorized to execute the Ordinance.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: Alderman Lower.

Motion carried.

The following was presented:

Item 7W: Consideration of an Ordinance Budget Amendment approving Actuarial Valuation for Other Post-Employment Benefits (OPEB) Services in the amount of \$9,000 with Arthur J. Gallagher as a limited source provider.

ORDINANCE NO. 2017 – 30

AN ORDINANCE AMENDING THE BUDGET ORDINANCE
FOR THE FISCAL YEAR ENDING APRIL 30, 2018

The following was presented:

~~Item 7X: Consideration of an Ordinance Budget Amendment approving Actuarial Valuation for Other Post-Employment Benefits (OPEB) Services in the amount of \$9,000 with Arthur J. Gallagher as a limited source provider.~~ Duplicate agenda item

The following was presented:

Item 7Y: Consideration of accepting a bid (Bid #2017-42) from CAD Construction, Inc. for construction of the Police Training Facility Addition in the amount of \$537,100.

8. “Regular Agenda”

The following was presented:

Item 8A: Consideration of an Ordinance Waiving the Building Permit Fees for the McLean County Law and Justice Center expansion at 104 W. Front Street. (*Presentation by Tom Dabareiner, Community Development Director 5 minutes, Council discussion 5 minutes.*)

Mr. Dabareiner stated McLean County government and the Public Building Commission are looking to expand and renovate the jail and the value of that project is about 36 million dollars. They are requesting a fee waiver for the building fees. The staff has endorsed the concept of a fee waiver for approximately \$100,000, largely because we are moving public money from one government to another government.

Alderman Lower asked Mr. Dabareiner to provide a rough outline of those fees that if it were a private entity.

Mr. Dabareiner stated that it is based really largely on the value of the project where a lot of our fees are based. The City would look to waive approximately \$100,000 to \$110,000 in building fees minus the \$9,300 ± for the contracted review.

Alderman Schmidt asked why the City would not have taken this out of its portion of the sales tax that we are providing for this project.

Mr. Dabareiner stated that that was not really his field to answer.

Mr. Hales stated the quarter percent of the sales tax increase is already earmarked for this project. Right now with their budget for the project, they are seeing a very tight financial situation. Even with the money the City contributed with the sales tax, they are just dealing with a very tight budget on the project and seeking some additional assistance by waiving some of those internal costs that we would be absorbing as we continue to review and do inspections. He stated that Bill Wasson, County Administrative, was present and could better answer that question.

Mr. Wasson stated that there has been a general history of fee waivers that have been provided for public projects within the community for public good. We will be paying the detention fees on this project.

ORDINANCE NO. 2017 - 31

AN ORDINANCE WAIVING VARIOUS BUILDING FEES ASSOCIATED WITH THE MCLEAN COUNTY LAW & JUSTICE CENTER EXPANSION AT 104 E. FRONT STREET

Motion by Alderman Black, seconded by Alderman Lower, that an ordinance waiving the building permit fees for the McLean County Law and Justice Center expansion at 104 W Front Street be adopted and that the Mayor and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Lower, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8B: Providing staff with direction on repairing, replacing, or resurfacing Monroe St from Clinton St to Robinson St. *(Presentation by David Hales, City Manager and Jim Karch, Public Works Director 5 minutes and Council discussion 10 minutes.)*

Mr. Karch provided an overview of Monroe Street resurfacing. City staff originally received petition from 14 residents along Monroe in this area. There are about 24 homes in here. The request was for the City to resurface Monroe between Clinton and Robinson. We received additional feedback from citizens. That feedback allowed us to bring this brick-street plan back to Council. The section of Monroe is in deteriorated condition such that it needs to be restored completely or needs to be resurfaced. Sewer repairs in this area have made this street significantly worse than it was nine years ago. Staff is committed to revisiting the area next year. He expressed appreciation to the Historic Planning Commission, and acknowledged previous working relationship with them. If we do this, it is important as Council to determine how that gets paid for.

Alderman Buragas asked about the graft that was presented.

Alderman Lower stated that soil compaction, soil type, how we prepare that really, on both types of streets, impacts the costs and the longevity of both.

Mr. Hales stated that if you look at these options, it would be very beneficial for the City to go through a process where we can bid out a brick street to obtain current cost in the present day.

Alderman Black stated it does require some analysis. He stated that there is a lot of evidence to suggest that brick streets improve a home's value. Residents ask what can we do to make our historic core look better and what can we do to invest in our historic core?

Alderman Schmidt stated that she was very supportive of doing the brick work on East Monroe Street. She would like to see the Historic Preservation Commission get involved and not just by taking the brick street plan back to them. It is more than brick streets. It is our curbing; it is our carriage walks and all the other historical structures.

Alderman Sage stated, expressed concern that the City has not put out an RFP for the work, and he needed some help understanding the logic where we would commit to something that we think is a high end estimate at half a million dollars without at least even having a quote as some basis of good decision making. These are estimates at best and they may come in less, they could come in more. Council voted to approve our FY18 budget at the last meeting, and he is troubled that this was not included in budget. Is this something that would be pulled out of the unreserved fund? There are two open-ended questions and this is the logic behind moving forward with this without having some reasonable estimation of cost by way of quote and where does this money come from?

Mr. Hales stated that even as you look at these three motions, none of the three commits the City to a contract that would actually move ahead with reconstructing Monroe as a brick street. All three motions really just set the stage to moving in the direction of one way or another, 1, 2 or 3 getting bids. Then the City can come back to the Council and give you a definitive cost to re-brick that street. Secondly, staff tried to make ensure that if there was a street that was little different than a routine resurfacing – asphalt resurfacing on top of an asphalt street, we would remove it and have that for separate discussion of the Council.

Mayor Renner stated that essentially this would have to come back to us once we got firm numbers anyway.

Alderman Buragas stated that it might be helpful to point out that these numbers are not just guesses. They are Springfield's.

Mr. Karch stated that they had \$6 million dollars they committed over three years.

Alderman Buragas stated that those are the actual bid numbers they received for restoring their brick streets. They had a lot more than we did.

Alderman Fruin stated that we have identified one block and if Monroe is the block that is most needed, then great but we have three and a half miles of brick streets, so this Council going forward is going to have to have some kind of strategy plan. With that additional cost comes either offsetting new revenue or cutting expenses or whatever the case might be.

RECOMMENDATION: That the Council make a determination regarding the potential resurfacing/repair of Monroe Street from Clinton Street to Robinson Street by approving one of the following motions:

MOTION ALTERNATE 1: That City staff be directed to move forward with design, planning, and bidding for the repair of brick or replacement of brick with new brick.

MOTION ALTERNATE 2: That City staff be directed to move forward with the inclusion of Monroe Street in the 2018 Street & Alley Repair Program and that the City Manager and City Clerk be authorized to execute the necessary documents.

MOTION ALTERNATE 3: That a decision on whether Monroe Street should be included in the 2018 Street & Alley Repair Program or its brick repaired or replaced be tabled and brought back to the Council with more data on the costs and benefits associated with brick streets, and bring back the Brick Street Master Plan for final consideration and approval.

Motion by Alderman Buragas, seconded by Alderman Schmidt, that staff be directed to move forward with design, planning, and bidding for the repair of brick or replacement of brick with new brick on East Monroe, and empower the Historic Preservation Commission to take the 2009 Plan to come up with an implementation structure and strategy with a recommendation from them as to how the City move forward to ensure the project is not completed in a piece-meal fashion; but having a comprehensive plan to effectively address brick roads in the Bloomington community.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Lower, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8C: Consideration of Approving:

(Presentation by Jim Karch, Public Works Director 5 minutes, Council discussion 10 minutes.)

- a. Contract with Rowe Construction for the FY 2018 General Resurfacing Program, (Bid # 2017-23).
- b. Contract with Rowe Construction for the FY 2018 Street & Alley Repair Program, (Bid # 2017-24).
- c. Contract with J. G. Stewart Contractors, Inc. for FY 2018 Sidewalk Replacement and Handicap Ramp Program, (Bid #2017-25).

Mr. Karch stated, we try to bid the street and resurfacing contract early on in the construction season so that we can complete the resurfacing work by November 17th. The sidewalk work is also bid in tandem with that so that we can complete the majority of it during the construction season. This year we have broken up the contract – general resurfacing, street and alley repair – we have broken those a part to encourage some extra bidders beyond just one. We have not been receiving more bids than one over the past few years.

Alderman Lower asked, from a cost standpoint, when we bid out something like this, are we working with the County and are we working with Normal so that we have consistency in the amount that we are asking our contractor if it is a single contractor to do so that there is not an ebb and flow in the amount of work that he is actually performing on an annual basis.

Motion by Alderman Painter, seconded by Alderman Lower, that 1) the unit prices from Rowe Construction for the FY 2018 General Resurfacing Program in the amount of \$2,080,000.00, be accepted, the contract approved; 2) the unit prices from Rowe Construction for the FY 2018 Street & Alley Repair Program in the amount of \$1,590,762.00, be accepted, the contract approved; and 3) the unit prices from J. G. Stewart Contractors, Inc., for the FY 2018 Sidewalk Replacement and Handicap Ramp Program in the amount of \$820,000 be accepted, the contract be approved, and the City Manager and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Lower, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8D: Consideration of approving a Professional Services Contract with CDM Smith, Inc. for Professional Engineering Services related to the Water Department Infrastructure Master Plan, (RFQ #2017-26). *(Presentation by Bob Yehl, Water Department Director 10 minutes, Council discussion 10 minutes.)*

Mr. Yehl stated, the Master Plan is a Priority-Based Comprehensive Asset Management Plan. It will help us determine the level of service for our customers by diving deep into our existing infrastructure in determining what the priorities are moving forward. It will provide a 20-year plan as we move ahead.

Alderman Lower asked Mr. Yehl to provide the Council with the number of miles of deliverable infrastructure the City has, and how quickly that decays and the forecast for what we really should be looking at doing.

Mr. Yehl stated we have approximately 350 plus miles of distribution mains. We also have a number of mains that run in from the water treatment plant to town. If you take even \$100 a linear foot to install that, it is hundreds of millions of dollars of infrastructure, just for the mains themselves.

Motion by Alderman Painter, seconded by Alderman Schmidt that the Professional Services Contract with CDM Smith, Inc. for Professional Engineering Services related to the Water Department Infrastructure Master Plan in the amount not to exceed \$431,600.00 be approved and the City Manager and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Lower, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8E: Consideration of approving a Professional Services Contract with GreenPlay, LLC for Professional Planning and Consulting Services related to the Parks, Recreation and Cultural Arts Comprehensive Master Plan, (RFP#2017-27.) *(Recommend that the Professional Services Contract with GreenPlay, LLC for Professional Planning and Consulting Services related to the Parks, Recreation and Cultural Arts Comprehensive Master Plan in the amount not to exceed \$114,999.00 be approved and the City Manager and City Clerk be authorized to execute the necessary documents.) (Presentation by Jay Tetzloff, Parks, Recreation and Cultural Director 10 minutes, Council discussion 10 minutes.)*

Mr. Tetzloff stated, there are a total of six companies that are coming together as a team. This Master Plan is for the citizens. The last plan was done in 1997 in terms of comprehensive plan and was updated in 2005 with a focus just on the east side and then was updated in 2009.

Alderman Mwilambwe stated one of the things that is really important to him is diversity, and we are much more diverse than we were 20 years ago. He also wanted to be sure that we think about duplication to try to avoid that given what Normal has. He stated that he had noticed that it is very difficult during the winter to get space for different sports. We need to think about all the possibilities that we can accommodate and then we can discuss funding later.

Motion by Alderman Black, seconded by Alderman Buragas that the Professional Services Contract with GreenPlay, LLC for Professional Planning and Consulting Services related to the Parks, Recreation and Cultural Arts Comprehensive Master Plan in the amount not to exceed \$114,999.00 be approved and the City Manager and City Clerk be authorized to execute the necessary documents.

Alderman Fruin stated he is very supportive of Scott's motion and plans to vote for it, and would promote doing a joint comprehensive parks study with the Town of Normal. If we are going to progress, I think we need to do things together.

Alderman Black stated the neighborhood around there wants to see something major done with O'Neal pool and put his plug in again for a wave pool.

Alderman Lower stated that looking into the future, that the private sector will be considered when it comes to one of these large areas.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Lower, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8F: Consideration of an Ordinance approving a Contract to purchase the four (4) parking lots owned by Frontier Communications south of the BCPA and east of East Street. *(Presentation by David Hales, City Manager and Austin Grammer, Economic Development Coordinator 5 minutes, Council discussion 10 minutes.)*

Mr. Hales thanked Mr. Grammer for all his work and many others as we bring forth tonight a purchase agreement with Frontier Communications to acquire some very significant parcels which are critical not only for parking our BCPA and Creativity Center but also tie-in with our comprehensive plan as it looks down the road on multiple uses for some of these properties in and around the northeast quadrant of the downtown.

Mr. Grammer stated the four lots are a combined total around 165 parking spaces as presently configured. Research and conversations with BCPA staff indicate that there are currently only 100 parking spaces on city-owned lots that service the BCPA. Eight-six of those spaces are in the Creativity Center parking lot just north of the BCPA. We definitely have a parking deficit for the BCPA. One of the main complaints of patrons of the BCPA is the lack of parking or the considerable distance that they have to walk.

ORDINANCE 2017 - 32

AN ORDINANCE APPROVING A CONTRACT TO PURCHASE COMMERCIAL REAL ESTATE LOCATED AT 206 DOUGLAS STREET, 509 N. EAST STREET, 209 DOUGLAS STREET AND 222 E. MARKET STREET, ALL IN BLOOMINGTON, ILLINOIS

Motion by Alderman Schmidt, seconded by Alderman Black, the Ordinance approving a contract to purchase commercial real estate located at 206 Douglas Street, 509 N. East Street, 209 Douglas Street and 222 E. Market Street, all in Bloomington, Illinois, be approved and the Mayor and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8G: Fiscal Year 2017 Year End Budget Amendment and Ordinance. *(Presentation by David Hales, City Manager and Patti-Lynn Silva, Finance Director 5 minutes, and Council discussion 5 minutes.)*

Mr. Hales stated because FY17 also represents the end of the first year with our coliseum being managed by VenuWorks, which is a critical transitional or foundational year for the change in management, so we did want to bring to your attention what that general fund financial assistant has been to the coliseum this past year which is one of those significant budget amendments.

ORDINANCE NO. 2017 – 33

AN ORDINANCE AMENDING THE BUDGET ORDINANCE
FOR THE FISCAL YEAR ENDING APRIL 30, 2017

Motion by Alderman Painter, seconded by Alderman Black that the Budget Amendment is approved and the Ordinance is passed, and authorize the Mayor and City Clerk to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Lower, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: None.

Motion carried.

The following was presented:

Item 8H: Consideration of a Resolution authorizing City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan. *(Presentation by David Hales, City Manager 5 minutes, and Council discussion 5 minutes.*

Mr. Karch stated that two years ago Council approved the City of Bloomington Bike Master Plan, the first one is still in existence. Since that time, the Council has continued to support progressive movement in an expedient manner to move forward with bike accommodations within the City. The issue we are talking about tonight is amending this plan.

Alderman Lower asked when the last date that Washington Street was resurfaced.

Mr. Karch stated it is hodge-podge all across Washington. Over by Veterans Parkway that has been a long time.

Alderman Buragas stated that this particular plan in some areas will not require any resurfacing to accomplish and would just require putting additional lines on the pavement.

RESOLUTION NO. 2017 – 18

A RESOLUTION AUTHORIZING CITY STAFF TO PURSUE A WASHINGTON STREET AMENDMENT TO THE 2015 CITY OF BLOOMINGTON BICYCLE MASTER PLAN

Motion by Alderman Buragas, seconded by Alderman Black that the Resolution authorizing City staff to pursue a Washington Street Amendment to the 2015 City of Bloomington Bicycle Master Plan be adopted and the Mayor and City Clerk be authorized to execute the necessary documents.

Mayor Renner directed the Clerk to call the roll which resulted in the following:

Ayes: Aldermen Sage, Mwilambwe, Buragas, Painter, Black, Schmidt and Fruin.

Nays: Alderman Lower

Motion carried.

9. City Manager’s Discussion

Mr. Hales congratulated Ms. Cherry Lawson and her graduation from the Multicultural Leadership Program. She was also a graduate of a recent Bloomington 101. A week from tonight we do have the swearing in ceremony. He thanked all the staff for their efforts.

10. Mayor’s Discussion

Mayor Renner thanked and congratulated Ms. Cherry Lawson for being so involved in so many different ways to really learn the community. He congratulated Alderman Fruin and Alderman Lower for all their work.

11. City Aldermen’s Discussion

Alderman Fruin welcomed the new Council members. He thanked Mr. Hales for his leadership and the team. He wished his colleagues, Council members and the Mayor the best. It is a very difficult job with tough decisions.

Alderman Sage thanked the staff for what they do.

Alderman Lower encouraged anyone who has the ability to get involved in public service. We have an excellent staff and a wonderful community.

12. Executive Session – *Cite Section*

13. Adjournment

Motion made by Alderman Schmidt, seconded by Alderman Painter, to adjourn the meeting at 9:14 p.m.

Motion carried (viva voce).

CITY OF BLOOMINGTON

ATTEST

Tari Renner, Mayor

Cherry L. Lawson, City Clerk

**DRAFT MINUTES
BLOOMINGTON HISTORIC PRESERVATION COMMISSION
REGULAR MEETING,
THURSDAY, MAY 18, 2017 5:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE ST.
BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Chairperson Sherry Graehling, Mr. Levi Sturgeon, Ms. Lea Cline, Mr. Gabe Goldsmith

MEMBERS ABSENT: Mr. John Elterich, Ms. Ann Bailen

OTHERS PRESENT: Ms. Katie Simpson, City Planner; Mr. Tom Dabareiner, AICP, Community Development Director; Mr. Jim Karch, Public Works Director; Mr. Michael Hill, Miscellaneous Technician in Public Works Administration

CALL TO ORDER: Chairperson Graehling called the meeting to order at 5:05 P.M.

ROLL CALL: Ms. Simpson called the roll and with four members present there was a quorum.

PUBLIC COMMENT: No public comment.

MINUTES: The Commission reviewed the minutes of the April 20, 2017 meeting. Ms. Cline corrected a scrivener's error on page 3. Mr. Sturgeon made a motion to approve the minutes as corrected; seconded by Ms. Cline. The motion was **approved** by a vote of 4-0 with the following votes cast in favor on roll call: Mr. Sturgeon—yes; Ms. Cline—yes; Mr. Goldsmith—yes; Chairperson Graehling—yes.

REGULAR AGENDA:

BHP-03-17 Consideration, review and approval of a Certificate of Appropriateness for repairing the rotted bases of existing columns and replacing rotten rails and spindles of the front porch at 606 E. Grove Street, Charleston Stevenson House; late Victorian Style, c. 1903, East Grove Historic District (NC).

BHP-04-17 Consideration, review and approval of a Funk Grant for \$2725.00 for repairing the rotted bases of existing columns and replacing rotten rails and spindles of the front porch at 606 E. Grove Street, Charleston Stevenson House; late Victorian Style, c. 1903, East Grove Historic District (NC).

Chairperson Graehling introduced cases BHP-03-17 and BHP-04-17. Ms. Simpson presented the staff report and explained staff is recommending in favor of the Certificate of Appropriateness and the Funk Grant request of \$2725.00. Ms. Simpson described the zoning. She mentioned that at the time of the original East Grove District Survey this home was considered noncontributing however, since then the home has regained historic importance. Ms. Simpson provided a brief

overview of the restoration efforts conducted by the current homeowners. Ms. Simpson described the scope of work presented in the Certificate of Appropriateness and grant applications. She explained staff determined the Secretary of the Interior's Standards to be met. She stated that staff would like to see the final porch primed and painted or finished since it is visible from the street.

Terri Clemons, the petitioner, 606 E. Grove St, stated that when she bought the home the porch was enclosed. She explained that she has since removed the porch and discovered the railings which were constructed of indoor wood. She explained a woman who lived at the home presented pictures of the house from 1950 that show the original porch and they have found spindles that match the original. Mr. Sturgeon asked if Ms. Clemons intends to keep the decorative eye. Ms. Clemons explained that they do not intend to keep that feature. Chairperson Graehling and Mr. Sturgeon agreed the decorative eye was not a necessary feature to keep. Chairperson Graehling applauded Ms. Clemons on her contributions to historic preservation and the restoration of this home.

Ms. Cline motioned to approve case BHP-03-17, a Certificate of Appropriateness for porch repairs at 606 E. Grove St.; seconded by Mr. Goldsmith. The motion was **approved** by a vote of 4-0 with the following votes cast in favor on roll call: Ms. Cline—yes; Mr. Goldsmith—yes; Mr. Sturgeon—yes; Chairperson Graehling—yes.

Ms. Cline motioned to approve case BHP-04-17, a Funk Grant in the amount of \$2,725.00 for porch repairs; seconded by Mr. Sturgeon. The motion was **approved** by a vote of 4-0 with the following votes cast in favor on roll call: Ms. Cline—yes; Mr. Sturgeon—yes; Mr. Goldsmith—yes; Chairperson Graehling—yes.

BHP-05-17 Consideration, review and approval of a Certificate of Appropriateness for replacing the roof and tuck-pointing the chimney at 905 N. McLean Street, Frank Baker House, Queen Anne Style with Georgian Revival Influence; c. 1894, Franklin Square Historic District.

Chairperson Graehling introduced case BHP-05-17. Ms. Simpson presented the staff report and explained staff is recommending in favor of the Certificate of Appropriateness. Ms. Simpson described the home and the Franklin Park Historic District. She explained the home has a slate roof but the homeowner stated that they are unable to afford the maintenance required of a slate roof. She stated the homeowner is requesting to remove the slate roof and replace it with asphalt shingles that resemble slate. Ms. Simpson stated that, according to the application, the petitioner intends to keep the slate roofing on the turret. Ms. Simpson stated the City of Bloomington's Architectural review guidelines identify asphalt shingles as an acceptable replacement material for slate. She described the proposed shingles would be gray and the petitioner is trying to maintain a similar appearance to the original roof, in accordance with the Secretary of the Interior's Standards.

Ms. Cline motioned to approve case BHP-05-17 for a Certificate of Appropriateness for a roof at 905 N. McLean Street; seconded by Mr. Sturgeon. The motion was **approved** by a vote of 4-0 with the following votes cast in favor on roll call: Ms. Cline—yes; Mr. Sturgeon—yes; Mr. Goldsmith—yes; Chairperson Graehling—yes.

BHP-06-17 Consideration, review and approval of a Certificate of Appropriateness for replacing the roof with asphalt shingles that resemble the original wooden shingles at 1011 E. Jefferson Street, Charles E Perry House; front-gable type c. 1880's, Davis Jefferson Historic District.

BHP-07-17 Consideration, review and approval of a Funk Grant for \$5,000.00 for replacing the roof with asphalt shingles that resemble the original wooden shingles at 1011 E. Jefferson Street, Charles E Perry House; front-gable type c. 1880's, Davis Jefferson Historic District.

Chairperson Graehling introduced case BHP-06-17 and BHP-07-17. John Wyssman, the Petitioner, 1011 E. Jefferson Street described the current state of the roof. He stated the roofer completing the project recently finished a roof on another house in the district. He explained they are hoping to replace the roof on both the home and garage. He stated the home was built in 1885 and 1886.

Ms. Simpson presented the staff report. She stated staff is recommending in favor of the Certificate of Appropriateness and the grant amount of \$5,000 to cover the cost of repairs on the home. Ms. Simpson described the home and stated the Architectural Review Guidelines allow asphalt shingles as an appropriate replacement for a wooden roof but disallow wood shake shingles and heavy asphalt shingles giving that appearance. She stated the petitioner submitted sample materials which were passed around to the board for review.

Ms. Cline stated she has no question of the Certificate of Appropriateness and asked if the Funk Grant could be used for asphalt roofing. Ms. Simpson stated the grant guidelines allow the grant funds to cover modern roofing materials that are mimicking historic materials in appearance and durability and usability of the roof. Ms. Cline asked if the petitioner could use smooth, round gutters and rounded out downspouts which are more architecturally appropriate for the home.

Mr. Sturgeon asked if the commission has historical precedent for approving asphalt shingles. Ms. Simpson stated that this would be the first case she has seen, but that the commission had a grant specifically for asphalt shingles at one point. Mr. Sturgeon asked Mr. Wyssman about the timeline of his project. He stated he hoped to begin sometime this summer. Ms. Cline asked if Mr. Wyssman would be able to provide additional information regarding the durability and price difference of the proposed shingles from regular shingles and if rounded gutters are available. Chairperson Graehling asked if the product he is proposing will extend the longevity of the roof.

Mr. Wyssman stated he would research the additional information requested by the commission. Mr. Sturgeon asked staff to review past cases and determine the last time asphalt shingles were funded through the Funk Grant by the commission.

Mr. Sturgeon motioned to table cases BHP-06-17 and BHP-07-17 until the petitioner is able to return with additional information about the longevity, durability and costs of the roof and the availability of round gutters and downspouts; seconded by Ms. Cline. The motion was **approved** by a vote of 4-0 with the following votes cast in favor on roll call: Mr. Sturgeon—yes; Ms. Cline—yes; Mr. Goldsmith—yes; Chairperson Graehling—yes.

Mr. Wyssman commented that he appreciated having a brick street in his neighborhood and stated it is important to the character of the neighborhood. He stated it has lasted a long time.

OLD BUSINESS:

Presentation, discussion and review on the City of Bloomington's Brick Streets Master Plan, 2009. Presentation by Jim Karch, Director of Public Works.

Chairperson Graehling introduced Jim Karch, Director of Public Works. Mr. Karch stated that the intention of the presentation is to receive feedback from the commission about next steps for the Brick Street Plan. He provided background on his experience as a civil engineer and director with public works. He explained the previous Brick Street Plan process including public hearings held before the Historic Preservation Commission. He stated the goal of the original plan was to prioritize the maintenance and preservation of the 3.5 miles of brick streets in Bloomington. He explained there are many pieces of the plan he would like to revisit. He presented a brief history of brick streets in Bloomington. He stated the city inventoried the bricks that have been removed but the city is having difficulty protecting their stockpile of bricks. Mr. Karch explained additional challenges faced by the city including finding contractors experienced in brick street preservation and updating the methodology and criteria used in the 2009 plan.

Mr. Karch asked the commissioners to drive the brick streets and provide feedback on the conditions and quality of the streets. Mr. Karch stated the three classifications in the original plan: restore, repair and reconstruct, should be updated. He stated he hopes city council will be able to allocate \$500,000 annually for maintenance and repair. He stated he would like the commission to prioritize the streets. Mr. Karch explained the timeline for the plan. He stated Public Works would like feedback from the Commission on the following issues: historic brick vs modern pavers; preservation of all streets vs resurfacing streets in poor condition; guidance regarding historic curbs and ADA compliance; designated no-truck routes on brick streets; other neighborhood components that should be included; tying the brick streets plan with the comprehensive plan and other plans; lifecycle costs of brick streets; and, funding mechanisms.

Mr. Sturgeon thanked Mr. Karch for the presentation. He asked about brick streets which have been covered with asphalt. Mr. Karch stated that the Public Works Department will implement a pilot project removing the asphalt on Grove Street to reveal the brick streets. Ms. Cline asked if Mr. Karch was able to research bulk pricing of brick maintenance. Mr. Karch stated that buying in bulk can reduce costs from \$250/sqyd to \$160/sqyd and a firm in Oswego could provide a maintenance contract. He stated we need to research the success of new pavers. Ms. Cline stated we are in an opportune position because other cities are also restoring their brick streets and can provide a resource for the city. Ms. Cline asked about a hole in Summit Street, a brick street and the level of damage that could happen. Mr. Karch stated the residents living on brick streets will have to be diligent and report these items to staff. Ms. Cline stated there is a lack of brick streets on the Westside and she is concerned about a temporary patch on the brick streets. She stated it is important to see if we can patch this area with bricks instead of gravel. Mr. Karch stated that if there is additional funding available he would be interested in pursuing a maintenance contract to repair the hole. Mr. Karch stated he is also interested in feedback from the commission on new brick streets such as in front of the David Davis Mansion or in the downtown. He would like the Master Plan to address this.

There was discussion on the past experiences trying to preserve the street in front of David Davis Mansion and in the Jefferson District. Ms. Cline asked for clarification about the Commission's role in the development of the plan. There was discussion about gathering input from

stakeholders. Ms. Cline stated she is interested in guidance on rating and prioritizing streets. Mr. Karch suggested the historic neighborhoods should be a priority.

Ms. Terri Vice Williams, 613 E. Grove, stated she thinks a survey distributed door-to-door would be helpful and that she would be willing to help distribute a survey. She stated that even renters are interested in preserving the streets. She explained she feels repairing and preserving the brick streets we have are more important than creating new brick streets. Ms. Cline states she thinks creating brick streets whether in the historic areas or downtown could incentivize people to participate in the preservation of our brick streets. Mr. Dabareiner explained that the Comprehensive Plan established a commitment to brick streets; he stated we have the direction to preserve the streets but we have to be mindful of the staff time analyzing information. He stated this is a great opportunity for the commission to give recommendations. He stated we will publish the meetings and we can mail notices to neighbors. Mr. Karch briefly described the PASER rating system.

Ms. Cline stated she feels the commission should begin by reevaluating the assumptions on page 8. She would like public comment as the commission rewrites them. Mr. Karch proposed returning to the list of assumptions at the next meeting and reevaluating them. Chairperson Graehling requested staff provide best practices regarding assumptions. Mr. Karch stated staff is working on providing an updated draft but this is a work-in-progress. He stated staff intends to send out updates as they go.

NEW BUSINESS:

None.

ADJOURNMENT: Mr. Sturgeon made a motion to adjourn; Ms. Cline seconded the motion, which passed unanimously by voice vote. The meeting was adjourned at 6:25 pm.

Respectfully submitted,

Katie Simpson, City Planner
Secretary

**DRAFT MINUTES
BLOOMINGTON HISTORIC PRESERVATION COMMISSION
REGULAR MEETING,
THURSDAY, JULY 20, 2017 5:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE ST.
BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Chairperson Sherry Graehling, Ms. Lea Cline, Mr. John Elterich, Ms. Ann Bailen

MEMBERS ABSENT: Mr. Levi Sturgeon, Mr. Gabe Goldsmith

OTHERS PRESENT: Ms. Katie Simpson, City Planner; Mr. Tom Dabareiner, AICP, Community Development Director; Mr. Jim Karch, Public Works Director; Mr. Michael Hill, Miscellaneous Technician in Public Works Administration

CALL TO ORDER: Chairperson Graehling called the meeting to order at 5:00 P.M.

ROLL CALL: Ms. Simpson called the roll and with four members present there was a quorum.

PUBLIC COMMENT:

Bruce Meeks commented that the agenda does not state clearly which items are open to public comment.

MINUTES: The Commission reviewed the minutes of the May 18, 2017 meeting. Chairperson Graehling made several small corrections. The motion by Mr. Elterich, which was seconded by Ms. Cline, was **approved** with corrections by a vote of 4-0 with the following votes cast in favor on roll call: Mr. Elterich—yes; Ms. Cline—yes; Ms. Bailen—yes; Chairperson Graehling—yes.

REGULAR AGENDA:

BHP-08-17 Consideration, review and approval of a Rust Grant submitted by Keith Thompson for \$10,675.00 for masonry and steel lintel repairs at 301 E. Grove Street, the Oaks and Ashael Gridley house, Italianate, c. 1859.

Chairperson Graehling introduced the case. Keith Thompson highlighted the desired improvements, with brick repair and several windows needing improvements.

Ms. Simpson provided the staff report in support of the Rust Grant, as the standards were met. She noted several routine conditions with the positive recommendation.

Mr. Elterich motioned in favor of the award, seconded by Ms. Bailen, which was **approved** in a roll call vote 4-0.

BHP-09-17 Consideration, review and approval of a Certificate of Appropriateness submitted by Lea Cline for front door storm/screen door and repointing brick house skirting at 931 W. MacArthur Ave, Cottages style/ modified Queen Anne influence, c. 1906.

BHP-10-17 Consideration, review and approval of a Funk Grant for \$1,610.71 submitted by Lea Cline for front door storm/screen door and repointing brick house skirting at 931 W. MacArthur Ave, Cottages style/ modified Queen Anne influence, c. 1906.

Chairperson Graehling introduced the case. Ms. Cline stated that the Commission would lose its quorum if she recuses herself. She motioned to delay consideration of BHP-09-17 and the following case, BHP-10-17; seconded by Ms. Balen, which was **approved** in a roll call vote 4-0.

BHP-11-17 Consideration, review and approval of a Rust Grant submitted by Fred Wollrab for \$14,993.42 for masonry repairs and paint at 107-111 W Front St, Rounds Block, Italianate, c. 1857, Rudolph Richter, Architect (c).

Chairperson Graehling introduced the case. Fred Wollrab explained his desire to paint and tuck point. Ms. Simpson provided the staff report and recommended in favor, noting that it qualifies for the grant. She added several routine conditions to the positive recommendation. Chairperson Graehling stated that the need for improvements is obvious. Mr. Wollrab provided additional information about the history of the buildings.

Ms. Cline motioned in favor of the award, seconded by Mr. Elterich, which was **approved** in a roll call vote 4-0.

BHP-12-17 Consideration, review and approval of a Certificate of Appropriateness submitted by Nancy Sultan to scrape, prime and paint the siding and trim on the north side of the home at 4 White Place, White Place Historic District, 4 square colonial, c. 1909.

BHP-13-17 Consideration, review and approval of a Funk Grant for \$517.50 submitted by Nancy Sultan to scrape, prime and paint the siding and trim on the north side of the home at 4 White Place, White Place Historic District, 4 square colonial, c. 1909.

Chairperson Graehling introduced and combined discussion on the related cases. Nancy Sultan highlighted the desired improvements. Ms. Simpson provided the staff report, recommending in favor of both the Certificate of Appropriateness in BHP-12-17 and the Funk Grant in BHP-13-17. She expressed caution regarding removal of the paint, urging it be scraped and not power washed.

Ms. Cline motioned in favor of the Certificate of Appropriateness and for the Funk Grant, seconded by Ms. Bailen, which was **approved** in a roll call vote 4-0. Ms. Simpson stated she would mail the Certificate of Appropriateness.

BHP-14-17 Consideration, review and approval of a Certificate of Appropriateness submitted by Ron Troyer to repair the window sashes, curved railing above front porch roof, box gutter on SE corner of house and to paint the exterior of the house at 701 E Grove St., Grove Street Historic District, Queen Anne, c.1886.

BHP-15-17 Consideration, review and approval of a Funk Grant for \$5,000.00 submitted by Ron Troyer to repair the window sashes, curved railing above front porch roof, box gutter on SE corner of house and to paint the exterior of the house at 701 E Grove St., Grove Street Historic District, Queen Anne, c.1886.

Chairperson Graehling introduced the case and noted the Funk Grant case which follows. Brad Williams, project contractor, spoke on behalf of the owner. He explained the work is all repair. Ms. Simpson stated staff is recommending in favor of the Certificate of Appropriateness. She added that the painting is already completed so is no longer eligible for the Funk Grant, while other repairs are still eligible. Ms. Cline clarified whether the application was submitted prior to the last meeting, which was cancelled; Ms. Simpson stated it was not.

Ms. Cline motioned in favor of the Certificate of Appropriateness and for the Funk Grant for a reduced amount of \$3,930.00, seconded by Mr. Elterich, which was **approved** in a roll call vote 4-0. Ms. Simpson stated she would mail the Certificate of Appropriateness.

BHP-16-17 Consideration, review and approval of a Certificate of Appropriateness submitted by John Wyssman for, repairing the north chimney, replacing existing gutters, and replacing the roof with Certainteed© Class 4 Type Impact Resistant Asphalt shingles that resemble the original wooden shingles at 1011 E. Jefferson Street, Davis Jefferson Historic District, Charles E Perry House; front-gable type c. 1880's.

BHP-17-17 Consideration, review and approval of a Funk Grant for \$2,350.00 submitted by John Wyssman for, repairing the north chimney, replacing existing gutters, and replacing the roof with Certainteed© Class 4 Type Impact Resistant Asphalt shingles that resemble the original wooden shingles at 1011 E. Jefferson Street, Davis Jefferson Historic District, Charles E Perry House; front-gable type c. 1880's.

Chairperson Graehling introduced the cases. No one was present representing the petitioner. Ms. Simpson noted this petition first came to the Commission in April but there were unanswered questions. She provided an example of a new type of shingle to be used as part of the revised grant application was shown to the Commissions. She stated the new application also includes the cost difference between the two types of shingle, which remain asphalt, as well as tuck pointing the chimney and the new gutters. Ms. Simpson noted that staff was asked in April to research whether asphalt shingles had been allowed, and she reported that she could find no examples of that. She stated that the City's guidelines state asphalt is eligible as an alternative material.

Ms. Cline clarified if the grant covers the asphalt shingles. Ms. Simpson responded that the \$1,100.00 is requested to go cover half the shingle cost difference. Ms. Cline stated she thought the commission also asked about rounded downspouts. Chairperson Graehling stated her concern that approving a grant to cover any costs for asphalt shingles would set a precedent. Ms. Cline stated she would fund the tuck-pointing, but the downspout and the asphalt shingle concerns remain. Mr. Elterich also expressed concern with the downspouts. Chairperson Graehling asked if there is interest in awarding a Certificate of Appropriateness and a reduced grant amount. Ms. Cline asked if he is precluded from upgrading the downspouts and the shingles later. Mr. Elterich expressed an interest in awarding a Certificate of Appropriateness for the tuck-pointing only.

Ms. Cline motioned in favor of the Certificate of Appropriateness and for the Funk Grant for a reduced amount of \$1,250.00, for work related to the chimney only; seconded by Mr. Elterich. The motion was **approved** in a roll call vote 4-0. Ms. Simpson agreed to provide the Certificate and note the changes.

BRKPLN-1-17 Public hearing, review and action on the City of Bloomington's Brick Streets Master Plan, 2009.

Mr. Karch reviewed his goals for the meeting. He highlighted his goals for tonight and the desired timeline for consideration in October by the City Council, with a draft report coming before the Commission in August. He gave an example on the challenges associated with ranking brick streets projects and talked about different kinds of brick. He stated the ranking methodology is a multi-tiered approach. Furthermore, he is recommending both a reconstruction approach and a separate patching approach. He suggested an approach that first considers the historic district, then the quality rating of the street, then the cost. With reconstruction, we prioritized the worst streets on top; with patching, the goal is to patch high quality streets first. Mr. Karch pointed out that some streets are in great shape, but we need an approach to deal with utility digs. He highlighted several other of the policy changes the Brick Streets Plan will promote. Mr. Karch showed a video of the Grove Street pilot project. He stated Grove Street was a good example showing that at least in some cases we are able to peel off the asphalt without damaging the bricks underneath. He noted there is not a lot of uniformity across the various brick streets in the City.

Mr. Elterich asked how many paved over streets exist. Mr. Karch stated that he believes they have reasonably good information on this, but cautioned that removing the asphalt may not be as successful everywhere. Mr. Cline stated her belief that the brick streets need to be treated as entities that have value so there should be a policy to salvage and store bricks for use when we need them. She believes a long-term cost analysis would show the bricks are a better investment. Mr. Karch cautioned that not all of the bricks would be reusable and noted the extra cost for storage and staging needs to be taken into consideration. Ms. Cline stated that it is changing the culture and reiterated the desire not to blast though the bricks. Chairperson Graehling concurred, stating that once it is gone it is gone.

Ms. Cline stated we have a triage situation, that the proposed plan is basically sensible but perhaps needs to be restructured into two phases with significantly more money in the near term to help catch up with needed repairs. Mr. Karch repeated that this approach needs to be in the ordinances. Ms. Cline suggested going to the Council with a larger requested for the early years. She also noted that the streets on the west side may get ignored under the proposed priority approach. Mr. Karch asked the Commission if historic districts should be part of the ranking. Ms. Cline believes that if the City loses the brick streets in areas not yet in an historic district it devalues a possible future historic district. Ms. Bailen believes the plan is dealing with a relatively small portion of the streets overall. Mr. Karch explained that all the streets have needs and to address the needs for resurfacing alone, the budget would need to double.

Mr. Karch turned attention back to the proposed ranking approach, noting that priorities change based on whether a street is located in an historic district.

Chairman Graehling invited the public to speak. Neil Gridley, 1219 E. Washington, suggested a step improvement if a street is in an historic district. Curt Hoffman, in the 2000 block of Taylor

Street, questioned an item in the old plan and there was general discussion about what remained from the old plan versus the new proposed plan. Mr. Hoffman liked the “triage” analogy. Aileen Gregory, 1420 E. Olive, made several different points in favor of preserving brick streets. Bruce Meeks, 1402 Wright Street, said he is in favor of preserving brick streets, and he added that he believes brick streets will outlast the bond used to pay for them; he asked if staff found a process that won’t tear up the brick.

Ms. Cline noted the need for a collection and storage plan. Mr. Karch stated it is in a protected location, due to concerns over theft. He said the bigger concern is damaging the bricks as they get collected and dumped in stacks.

Mr. Karch asked for further direction, given Ms. Clines desire to not prioritize existing districts and Mr. Elterich’s preference to include districts as a priority factor. Ms. Bailen believes brick streets add value to neighborhoods, but is concerned about placing brick streets as a priority over streets in general. Chairperson Graehling believes a poor quality brick street will stigmatize the historic neighborhood; she prefers having historic districts as a factor and believes it may encourage others to form a district to improve the ranking of their brick streets. Chairperson Graehling added that the curbing and carriage walks also need consideration.

OLD BUSINESS:

CLG Matching Grant

Ms. Simpson updated the Commission on the selection process for the matching grant. She stated that the Commission will have a list of properties to review at their next meeting.

NEW BUSINESS:

Ms. Cline mentioned the need for an architect on the Commission. There was general discussion on the topic and the question of residency.

ADJOURNMENT:

Mr. Elterich motioned to adjourn; seconded by Ms. Cline. The meeting was adjourned on a voice vote.

Respectfully submitted,

Tom Dabareiner AICP
Community Development Director

**DRAFT MINUTES
BLOOMINGTON HISTORIC PRESERVATION COMMISSION
REGULAR MEETING,
THURSDAY, AUGUST 17, 2017 5:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE ST.
BLOOMINGTON, ILLINOIS**

MEMBERS PRESENT: Chairperson Sherry Graehling, Ms. Lea Cline, Ms. Ann Bailen, Mr. Levi Sturgeon, Mr. John Elterich,

MEMBERS ABSENT: Mr. Gabe Goldsmith

OTHERS PRESENT: Ms. Katie Simpson, City Planner; Mr. Tom Dabareiner, AICP, Community Development Director; Mr. Jim Karch, Public Works Director; Mr. Michael Hill, Miscellaneous Technician in Public Works Administration

CALL TO ORDER: Chairperson Graehling called the meeting to order at 5:03 P.M.

ROLL CALL: Ms. Simpson called the roll. Five members were present and quorum was established.

PUBLIC COMMENT: None

MINUTES: The Commission reviewed the minutes of the July 20, 2017 meeting. Ms. Bailen's name was corrected on page two of the minutes. Mr. Elterich motioned to approve the minutes as corrected. Ms. Cline seconded the motion, which was **approved** 5-0 with the following votes cast in favor on roll call: Mr. Elterich—yes; Ms. Cline—yes; Ms. Bailen—yes; Mr. Sturgeon—yes; Chairperson Graehling—yes.

REGULAR AGENDA:

BHP-09-17 Consideration, review and approval of a Certificate of Appropriateness submitted by Lea Cline for front door storm/screen door and repointing brick house skirting at 931 W. MacArthur Ave, Cottages style/ modified Queen Anne influence, c. 1906.

Ms. Cline left the dais at 5:05 pm. Chairperson Graehling introduced the case. Ms. Simpson provided the staff report. She explained staff is providing a positive recommendation for the petition. Ms. Simpson provided background on the property and noted its recent local historic designation. Ms. Simpson summarized staff's analysis of the petition and its alignment with the Secretary of the Interior's Standards for Rehabilitation. Ms. Simpson emphasized the petition proposes the removal of non-historic features, such as the existing door, and the replacement with more appropriate, craftsman style, pieces.

Ms. Cline summarized the petition and described the door. She explained it will mimic the front door, a wooden door with 5" wood surrounds, an 18" kick-plate and solid glass with a tiny beveled edge. Ms. Cline explained she intends to paint the door the same color as the front door.

Ms. Cline described the need for tuckpointing and stated Tony Robbins will be doing the work. She stated the beveled mortar is no longer available so the mason will have to sand the mortar to make it appear uniform.

Chairperson Graehling explained cases BHP-09-17 and BHP-10-17 are related and requested a motion for the first case. Mr. Elterich motioned to approve case BHP-09-17, a Certificate of Appropriateness for replacing the front storm/screen door and repairing/repointing the brick house skirting. Ms. Bailen seconded the motion, which was approved 4-0 with the following votes cast in favor on roll call: Mr. Elterich—yes; Ms. Bailen—yes; Mr. Sturgeon—yes; Chairperson Graehling—yes.

BHP-10-17 Consideration, review, and approval of a Funk Grant for \$1,610.71 submitted by Lea Cline for front door storm/screen door and repointing brick house skirting at 931 W. MacArthur Ave, Cottages style/ modified Queen Anne influence, c. 1906.

Mr. Elterich motioned to approve case BHP-10-17, a Funk Grant for the amount of \$1,610.71. Ms. Bailen seconded the motion, which was approved 4-0 with the following votes cast in favor on roll call: Mr. Elterich—yes; Ms. Bailen—yes; Mr. Sturgeon—yes; Chairperson Graehling—yes.

BHP-18-17 Consideration, review, and approval of a Certificate of Appropriateness submitted by Maria Novotny for scraping and painting all sides of the exterior of the home located at 903 E. Jefferson St., Jefferson Davis Historic District, Jesse B Jordan House; American Four-Square, c.1903.

Chairperson Graehing introduced the case. Ms. Simpson presented the staff report and stated staff does not support the use of powerwashing to clean the siding. She stated that staff is supportive of the Certificate of Appropriateness and Funk Grant for painting and proposes an alternative, less destructive cleaning method is used.

Chairperson Graehing stated she had used the contractor before and noted they will not use power washing if their client requests it not be used. Ms. Novotny explained her petition and stated the house needs repainted. She stated the contractor will make repairs as necessary. Chairperson Graehling asked which colors the home will be painted. Ms. Novotny stated the house will be gray with white trim and a dark gray accent.

Ms. Cline motioned to approve case BHP-18-17, a Certificate of Appropriateness for scraping and painting all sides of the exterior of the house. Mr. Sturgeon seconded the motion, which was approved 5-0 with the following votes cast in favor on roll call: Ms. Cline—yes; Mr. Sturgeon—yes; Ms. Bailen—yes; Mr. Elterich—yes; Chairperson Graehling—yes.

BHP-19-17 Consideration, review, and approval of a Funk Grant for \$5,000.00 submitted by Maria Novotny for scraping and painting all sides of the exterior of the home located at 903 E. Jefferson St., Jefferson Davis Historic District, Jesse B Jordan House; American Four-Square, c.1903.

Ms. Cline motioned to approve case BHP-18-17, a Funk Grant in the amount of \$5,000 for scraping and painting all sides of the exterior of the house. Mr. Sturgeon seconded the motion,

which was approved 5-0 with the following votes cast in favor on roll call: Ms. Cline—yes; Mr. Sturgeon—yes; Ms. Bailen—yes; Mr. Elterich—yes; Chairperson Graehling—yes.

BRKPLN-1-17 Public hearing, review, and action on the City of Bloomington’s Brick Streets Master Plan, 2009 (Continued from the July 20, 2017 meeting).

Chairperso Graehling introduced the case and explained this presentation is a continuation from the July 20, 2017 meeting. Mr. Jim Karch, Public Works Director, provided a presentation on the Brick Street Plan. He explained this process began in 2009. He stated staff is requesting that the Historic Preservation Commission approve the Master Plan tonight so the Planning Commission can review the draft and provide a recommendation to Council in October. Mr. Karch noted the plan is not comprehensive but rather a beginning. He described the goals of the plan as a first step towards maintaining and preserving the existing brick streets but pointed out areas not addressed in the plan such as historic curbs. He stated the future considerations portion of the plan highlights topics not specifically addressed at this moment and intended for review at the time the plan is updated. He described elements in previous drafts that were removed from this draft, such as funding sources and mechanisms or the brick street history.

Mr. Karch described the classifications of streets in the plan: patching, reconstructing, and preserving. Mr. Karch described the prioritization system and noted that staff feels the compromise expressed in the plan meets the multiple needs of multiple stakeholders. He described the rating system based on the PASER system rating and modified to include historic status and future historic status as well as the area of the brick repaired or replaced. Mr. Karch provided photos of streets under each category, described the rating system and highlighted conditions of the streets. Mr. Karch described the priorities and a phased approach towards implementing this plan. He explained patching is the highest priority and preventing new concrete utility patches; the plan proposes requiring contractors to salvage bricks from the right-of-way, use a gravel patch, and then the city will replace the patch with brick.

Ms. Cline asked about patching existing gravel patches and provided the example of Summit St. Mr. Karch stated the highest priority is to fix existing and new gravel patches first. He stated patching those streets first will not necessarily affect the rating of the street.

Mr. Sturgeon clarified that no Commissioners live on nor own property on the streets listed in the plan as a top priority. Mr. Sturgeon asked about uncovering new brick streets. Mr. Karch explained that page 21 of the draft addresses a pilot project on Grove St, and the plan identifies this as a future consideration. He stated the city’s Geographical Information System (GIS) has information regarding where brick streets overlaid with asphalt.

Mr. Sturgeon requested clarification on the relationship between the Brick Master Plan and the Bike Master Plan. Mr. Karch stated the community is emphasizing multimodal accommodations and the Complete Streets Ordinance previously passed by Council be modified to accommodate brick streets.

Chairperson Graehling opened the hearing to the public.

Mr. Julian Westerhout, 816 E. Monroe St, spoke in favor of the plan and stated he is pleased that this plan is happening.

Mr. Kurt Hoffman, 2000 block of E. Taylor St. spoke in favor of the plan. He stated he is exited about the plan and knows that in a few years his neighbors will be proud of their reconstructed brick street. He stated he is interested in potential historic designation for his block, the Davis Ewing Historic Block.

Mr. Brad Williams, 613 E. Grove St, stated he supports the plan but is concerned about opposition to bottom line spending. He is worried the plan may not pass because of the budget and bottom line. He encouraged the Commission to perform outreach and build support for the plan. Mr. Williams explained the benefit of long-term planning and the investing in brick streets.

Ms. Simpson asked Mr. Karch, if other ordinances are needed to preserve the streets. Mr. Karch stated that the Brick Streets Master Plan, if approved by Council, would serve as direction to provide a city code modification. Ms. Bailen asked if people who lived on Brick Streets would have input. Mr. Karch stated that the plan does not allow an option for people to have the street overlaid or remove the brick. Chairperson Graehling asked about a special service area and shared costs with residents. Mr. Karch described a special service area and stated staff removed an SSA from the plan as a potential funding mechanism. Ms. Cline stated she is opposed to including a special service area as a recommendation because some residents may not have the means to fund a special service area. She feels including it as a recommendation is unfair.

Mr. Westerhout explained the history of East Monroe Street. He stated neighbors were doubtful that the city would preserve their street because their block is not in an affluent or historic district. He believes passing and implementing the plan will restore residents' faith in the city and strengthen neighborhood pride. He stated he is pleased to see that the commission is not recommending a special service area or funding mechanism that could create a barrier for lower income neighborhoods and reduce inclusivity of brick streets.

Ms. Cline expressed the benefits of allocating more money the first few years to address the existing gravel patches. The Commission discussed the pros and cons of requesting more funding the first few years and deviating from the plan as written. Mr. Sturgeon expressed concern that a larger monetary request might increase opposition to the plan. Chairperson Graehling declared the public hearing closed and asked for a motion.

Mr. Sturgeon motioned to approve case BRKPLN-1-17, and to recommend the Planning Commission provide council with a recommendation to approve the current version of the Brick Streets Plan as presented. Mr. Elterich seconded the motion. The Commission approved the motion 5-0 with the following votes cast in favor on roll call: Mr. Sturgeon—yes; Mr. Elterich—yes; Ms. Cline—yes; Ms. Bailen—yes; Chairperson Graehling—yes.

OLD BUSINESS:

CLG Matching Grant Ms. Simpson provided a brief update and stated we will begin working with a consultant at the beginning of September.

CAMP Training Ms. Simpson explained the City of Bloomington and Town of Normal received a grant to host the Commission Assistant and Mentoring Program (CAMP) training that will be September 9, 2017 and open to the public.

NEW BUSINESS:

Mr. Sturgeon asked for clarification on members. There was brief discussion on active members and the appointment of an architect.

ADJOURNMENT:

Ms. Cline motioned to adjourn; seconded by Ms. Bailen. The meeting adjourned at 6:21 by voice vote.

Respectfully submitted,

Katie Simpson
Acting Secretary

**DRAFT
MINUTES
BLOOMINGTON PLANNING COMMISSION
REGULAR MEETING
WEDNESDAY, SEPTEMBER 27, 2017 4:00 P.M.
COUNCIL CHAMBERS, CITY HALL
109 EAST OLIVE STREET
BLOOMINGTON, ILLINOIS**

BRKPLN-1-17 Brick Streets Master Plan Public hearing, review, and action on a recommendation to City Council for the approval of a resolution approving the Brick Streets Master Plan for the City of Bloomington.

Chairman Boyd introduced the case. Mr. Karch presented the staff report. He explained the Historic Preservation Report reviewed the document and recommended in favor of the plan. He stated the city is working with a consultant to verify the costs associated with the plan. Mr. Karch stated the plan intends to preserve the 3.5 miles of brick streets existing in the city. He described the three categories of streets described in the proposed plan: reconstruct, patch, and serviceable. He described the tools presented in the plan such as ordinances and policies for truck routes, utility cuts, modifying the Complete Streets ordinance and salvaging bricks. He described the rating systems and prioritization proposed by the Plan. The Plan gives consideration to historic districts and future historic districts. Mr. Karch describes the costs associated with the reconstruction and patching of brick streets and stated the estimate provided by Hansen Consulting will most likely be more than what is presented in the plan. He described the future goals identified in the proposed plan regarding restoration and conversion of asphalt streets to brick, preservation of stone curbing, and other prioritization methods.

Mr. Pearson inquired about funding mechanisms. Mr. Karch stated the Plan does not identify a funding source. Mr. Karch clarified the proposed heavy truck route would not apply to moving vans but is intended to prevent through truck traffic. Mr. Karch discussed planning for future brick streets including the possibility of removing asphalt from overlaid brick streets. Mr. Protzman asked if vegetation between bricks could be attributed to the subbase. He stated some streets that are 20 years old are still in very good condition. Mr. Karch explained the construction of the brick street. Mr. Pearson asked about a Special Service Area. Mr. Karch explained this is a state tool available for improvements to neighborhoods. Mr. Balmer asked if the city has information about the streets that have been overlaid with asphalt. Mr. Karch stated the city has a good idea based on old records but it is not 100 percent accurate.

Mr. Julian Westerhaut, 800 block of E. Monroe St., spoke in favor of the petition. He stated the area is one of the oldest streets in Bloomington. The current brick street dates to the early 1920s and is in poor shape due to utility patches. Mr. Westerhaut stated the neighborhood is extremely supportive of maintaining the brick street but residents were not confident the city would support maintaining the brick since the neighborhood is not a designated historic district. Mr. Westerhaut stated that since the city has revisited the Brick Streets Master Plan, the residents are excited about the possibility of maintaining the street and have renewed faith in the city.

Mr. Pearson asked about the relationship of brick streets and complete streets. Mr. Karch explained the Complete Streets ordinance would need amending because brick streets are not ideal for bicycles but does not anticipate an issue of striping brick streets because no brick streets are included in the Bike Master Plan.

Chairman Boyd stated he believes Bloomington's history and heritage is one of its greatest assets and sees the plan as another element towards preservation. Mr. Pearson asked for clarification about the future historic districts. Ms. Simpson explained the Historic Preservation Plan, updated in 2004, has six historic districts and many areas identified as potential and future areas ideal for designation. She explained these are located in the Miller Park and South Hill area and Illinois Wesleyan's Campus. She stated incorporating these areas into the Plan allows the city to preserve the streets located in districts and protect streets that could contribute to the establishment of a district.

Mr. Balmer motioned to approve the Brick Streets Master Plan, case BRKPLN-1-17. Mr. Suess seconded the motion. The motion was approved unanimously by the Planning Commission by a vote of 8-0, with the following votes cast: Mr. Balmer—yes, Mr. Suess—yes, Mr. Stanczak—yes, Mr. Pearson—yes, Mr. Protzman—yes, Ms. Headean—yes, Mr. Penn—yes, Chairman Boyd—yes.



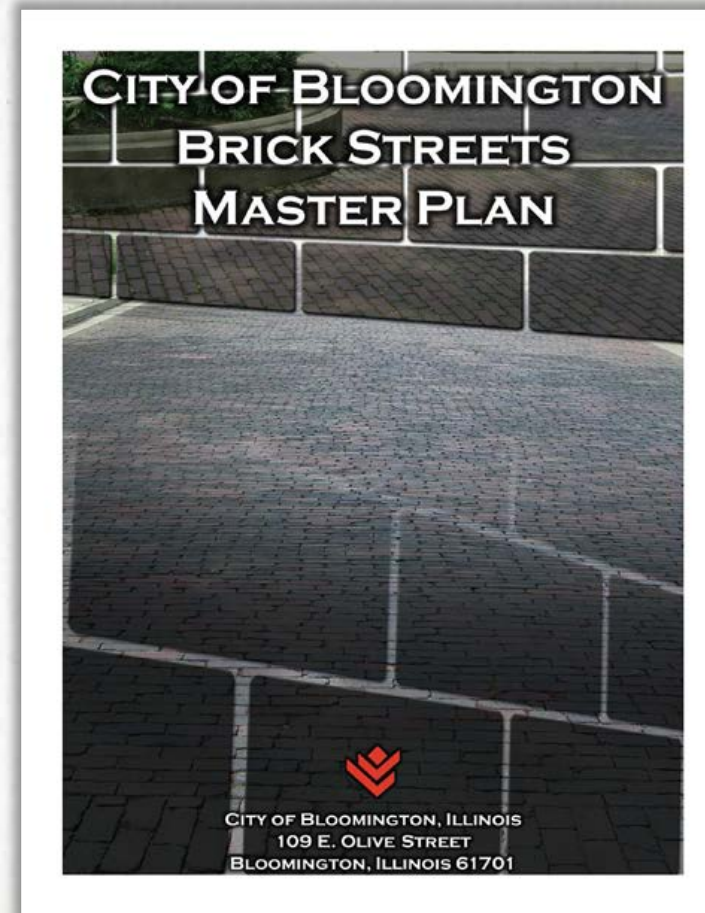
CITY OF BLOOMINGTON BRICK STREETS MASTER PLAN

JIM KARCH, PE CFM, DIRECTOR OF PUBLIC WORKS

REGULAR CITY COUNCIL MEETING: OCTOBER 23, 2017

OVERVIEW

- COMPLETED
 - AUGUST 2017
- RECOMMENDED BY
 - COMMUNITY DEVELOPMENT DEPARTMENT
 - PUBLIC WORKS DEPARTMENT
 - HISTORIC PRESERVATION COMMISSION
 - PLANNING COMMISSION
- ESTIMATED COST TO IMPLEMENT:
 - \$500,000 PER YEAR
 - \$5.7 MILLION OVERALL



REPLACING DRAFT BRICK STREETS STRATEGIC PLAN

PHILOSOPHY CHANGE

- NEW POLICY TO PRESERVE ALL 3.5 MILES OF BRICK STREETS
- CREATED NEW CATEGORIES
 - RECONSTRUCT
 - PATCH
 - SERVICEABLE (NO PATCH)

ORDINANCES

- CITY CODE CHANGES TO PRESERVE BRICK
 - UTILITY CUTS AND PATCHING
 - SAVING RECOVERED BRICKS
- AMENDMENT TO COMPLETE STREETS ORDINANCE
- TRUCK ROUTES

DATA AND PRIORITIZATION

UPDATED STREET RATINGS

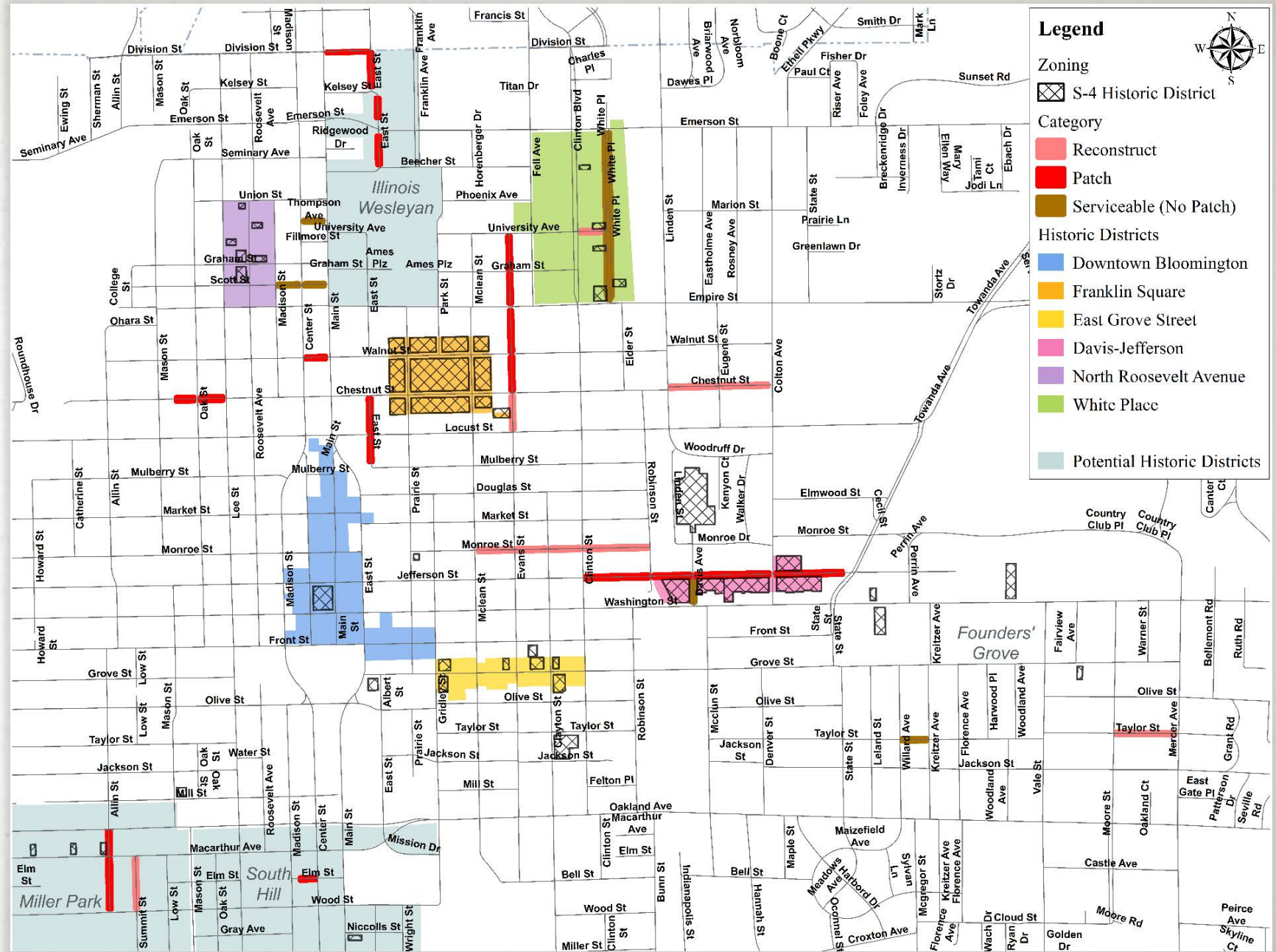
- 10 STREETS IN RECONSTRUCT CATEGORY
- 20 STREETS IN PATCH CATEGORY
- 7 STREETS IN SERVICEABLE (NO PATCH) CATEGORY

PRIORITIZATION METRICS

1. PASER SYSTEM RATING
2. HISTORIC DISTRICT LOCATION
3. POTENTIAL HISTORIC DISTRICT LOCATION
4. AREA OF BRICK TO BE LAID

Surface Rating	General Condition & Defects	Functionality & Aesthetics
10 New	None	Brand new or newly reconstructed. Zero non-brick patches.
9 Excellent	No rutting.	Like new condition. Zero non-brick patches.
8 Very Good	Less than 25% of bricks cracking or spalling. No rutting.	Minor defects caused by weathering. Still looks acceptable. Very good ride. Very few defects. Zero non-brick patches.
7 Good (+)	Over 25% of bricks have minor weathering. 25% to 50% shows minimal cracking along the street. Unevenness, but no rutting.	Weathering and minor defects are becoming visible. Still functional. Good ride. Zero non-brick patches.
6 Good (-)	Moderate aging beginning to be visible. Minimal cracking is visible in over 50% of the street. Very minor rutting may be visible.	Minor defects. Functionality and aesthetics are slightly lowered. Still acceptable. Good ride. Zero non-brick patches.
5 Fair (+)	Less than 25% of the brick street has moderate cracking. Over 50% of the street has moderate spalling. Sunken or settled areas. Broken bricks or blocks. Open joints. Minor rutting.	Ride may be uneven and rough. Might be a hindrance to some vehicles, but functionality acceptable to most. Areas of poor drainage. Zero non-brick patches.
4 Fair (-)	One or more types of defects present extending over 5% to 10% of the surface area of the street. Less than 50% of the street has severe spalling. Less than 50% of the brick street has moderate cracking. Sunken or settled areas. Broken bricks or blocks. Open joints. Rutting causing minor ride issues and drainage issues.	Ride may be uneven and rough. Still usable by most. Lacking aesthetic appeal. Areas of poor drainage. Zero non-brick patches.
3 Poor	One or more types of defects present extending over 10% to 20% of the surface area of the street. Severe spalling and moderate cracking is evident in 50% of the brick street. Sunken or settled areas. Broken bricks or blocks. Open joints. More severe rutting.	Ride uneven and rough. Functionality is almost gone. Negative aesthetics. Areas of poor drainage. Non-brick patches 5% to 10% of surface area. Street needs to be reconstructed.
0	Defects cover 20% to 30% of the surface area. Up to 50% of the brick street has severe cracking. Extreme rutting.	Very rough ride. Not functional. Street needs to be reconstructed. Poor drainage. Non-brick patches 10% to 20% of surface area.
1 Failed	Defects cover more than 30% of the surface area. Complete loss of brick. Over 50% of the brick street has severe cracking. Extreme rutting.	Brick street is impassable. Street needs to be reconstructed. Poor drainage. Non-brick patches 20% to 30% of surface area.

HISTORIC DISTRICT/ POTENTIAL HISTORIC DISTRICT LOCATION



TEN-YEAR SPENDING PLAN

	Priority Reconstruction Amount (\$)	Priority Reconstruction Blocks	Priority Patch Amount (\$)	Priority Patch Blocks
Year 1	\$839,000	Monroe St., Clinton St. to Robinson St.	\$100,000	Chestnut St., Mason St. to Oak St. (Brick Portion) East St., Locust St. to Mulberry St.
Year 2	\$503,000	Taylor St., Moore St. to Mercer Ave.	\$103,000	Jefferson St., Robinson St. to Davis Ave. Jefferson St., Colton Ave. to Towanda Ave.
Year 3	\$717,000	University Ave., Clinton Blvd. to White Pl.	\$106,000	Elm St., Madison St. to Center St. (Brick Portion) Allin St., Oakland Ave. to Macarthur Ave.
Year 4	\$650,000	Chestnut St., Linden St. to Eugene St.	\$109,000	East St., Division St. to Kelsey St. Allin St., Macarthur Ave. to Wood St.
Year 5	\$629,000	Chestnut St., Eugene St. to Colton Ave.	\$113,000	Division St., Main St. to East St. Evans St., Walnut St. to Chestnut St.
Year 6	\$456,000	Monroe St., Clayton St. to Clinton St.	\$116,000	Evans St., University Ave. to Graham St. East St., Chestnut St. to Locust St.
Year 7	\$555,000	Evans St., Chestnut St. to Locust St.	\$119,000	Jefferson St., Davis Ave. to Colton Ave. East St., Kelsey St. to Emerson St.
Year 8	\$542,000	Monroe St., McLean St. to Evans St.	\$123,000	Walnut St., Center St. to Main St. Evans St., Graham St. to Empire St.
Year 9	\$809,000	Summit St., Macarthur Ave. to Wood St.	\$127,000	Evans St., Empire St. to Walnut St. Jefferson St., Clinton St. to Robinson St.
Year 10	\$517,000	Monroe St., Evans St. to Clayton St.	\$130,000	Chestnut St., Oak St. to Lee St. East St., Emerson St. to Beecher St.

FUTURE CONSIDERATIONS

- RESTORING OVERLAID BRICK STREETS
 - ESTABLISHING BRICK STREET DISTRICTS
 - EXAMINING HISTORICAL CURBS
 - ADDITIONAL PRIORITIZATION METRICS
 - HISTORICAL INFRASTRUCTURE AND HISTORICAL STREET FURNITURE
 - ALLEY DRIVEWAY ACCESS
 - REGENERATION AREA LOCATION
 - PRESERVATION AREA LOCATION
 - EQUALIZED ASSESSED VALUE
 - OWNER-OCCUPANCY
 - ARCHITECTURAL INTEGRITY
 - OTHER INFRASTRUCTURE CONDITION
-

TIMELINE

CITY COUNCIL GIVES
DIRECTION TO
PROCEED WITH PLAN

PUBLIC WORKS SUBMITS FIRST
DRAFT AND RECEIVED INPUT
FROM PUBLIC AND HISTORIC
PRESERVATION COMMISSION

HISTORIC
PRESERVATION
COMMISSION
UNANIMOUSLY
APPROVES PLAN

APRIL
2017

MAY
2017

JULY
2017

AUGUST
2017

AUGUST
2017

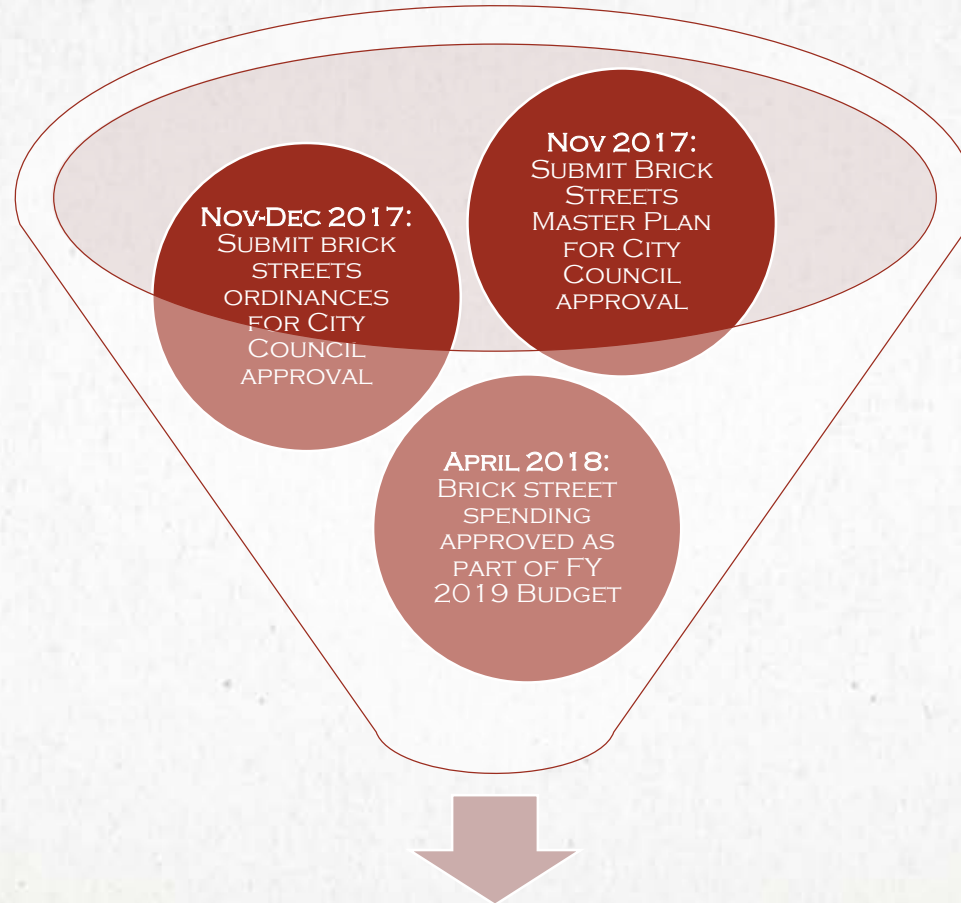
SEPTEMBER
2017

PUBLIC WORKS
PRESENTS IDEAS TO
HISTORIC
PRESERVATION
COMMISSION

STAFF MEETS WITH HISTORIC
PRESERVATION COMMISSION
MEMBERS FOR FINAL INPUT

PLANNING
COMMISSION
UNANIMOUSLY
APPROVES PLAN

NEXT STEPS



SUMMER 2018: MONROE ST., CLINTON ST. TO ROBINSON ST. RECONSTRUCTED UNDER BRICK STREETS MASTER PLAN

Comment 1

My name is Missy Bruehl and I live @ 804 Summit St Bloomington. I recently received the letter from the City of Bloomington regarding the creation of a Brick Streets Master Plan and plan on attending the meeting tomorrow, June 15 @ 5pm with my husband.

We live on Summit Street, between Wood & MacArthur St. in Bloomington and are very concerned about the condition of our brick street! Recently, it appears that the City came and did some repair work and replaced a drain in front of 805 & 807. They finished off with laying gravel on top of the area that was dug up to do the work and now the dip in the street has expanded and deepened from there! Are there any plans to come back and fix that??

Also, I was told earlier that there wouldn't be any work done to improve the safety of our street unless it had over 10 patch/repair areas on it. Have you driven down our street lately??? I have counted at least 12! Turning off Wood St is dangerous because of the unevenness of the street due to past "repairs" done on it. Turning onto MacArthur from Summit St is even worse! There are other circumstances there that make the turns even more complicated...mainly being the parking situation of the cars on the street right near each corner. This is definitely an old street and when people park on both sides of the street, and especially near the corners, it is difficult to drive a single car down the street!! Could repairs be done to widen the street, leave the brick in the center and repair the gutters/curbs?? There is plenty of space between the street and the sidewalks that you could reclaim and use.

I would urge you to take a drive down our street sometime today and then later tonight, say...around 7 pm to see for yourself how frustrating this is living and driving on this street, so you can be prepared tomorrow for the first meeting.

You'll see for yourself how people that live on MacArthur park on our street and how, when families have visitors over for the evening, the number of cars affect the ability to drive down the street safely. God forbid we have an emergency and need vehicles (eg firetrucks or ambulances) to come to us!!

I appreciate you taking the time to read this and consider my concerns. If there is anything that you wish to discuss, you can reach me at work () or on my cell ().

Sincerely,

Missy Bruehl

Comment 2

I fully support maintaining brick streets wherever we can in Bloomington. I live at [REDACTED] Evans, which currently has a brick street, as do some other blocks of Evans.

When I first moved here in 2000, I signed a petition to keep the brick street on my block, and this remains my stand for North Evans St. This street is a very minor one, not a transportation artery in any sense. The neighborhood is full of houses older than 100 years, like my own.

I think too that it is more economical for the city to keep brick streets rather than pave and re-pave. We have few to no potholes on the brick street in front of my house, whereas the nearby paved streets, like Chestnut and Walnut, have had lots of potholes in the past year, and that danger threatens always when the streets are paved over the brick.

Please keep me updated on the plan.

Comment 3

A resident called to comment on the brick streets article she read today. She said she graduated from ISU in 1961 and has lived here ever since. She can't understand why the city would spend money on fixing brick streets when residents do not maintain their private property (lack of mowing, garbage in the parkway, homes in bad shape). One specific area is the 800 block of E Chestnut. She left her phone number, but did not say she needed a call back.

Comment 4

With this email I wish to pass along my support of the City of Bloomington officially adopting the Brick Streets Master Plan. Our remaining brick streets, and many which have been covered over with asphalt, are a community asset and should be preserved and restored whenever reasonably possible.

Comment 5

Maintaining and fixing our brick streets with bricks should be a priority. Not only does it slow down traffic in residential neighborhoods, it also helps keep our historic districts looking historic. Not to mention bricks last much longer than concrete or asphalt.

Thank you for considering this issue.

Comment 6

I have been a White Place resident for 23 years. Our brick boulevard has lasted much longer than any paved road, and it's cost less. In fact, it costs nothing to maintain because there are no pipes or wires running underneath that would require digging up the bricks and replacing them. The bricks are as solid as the day they were laid down.

I strongly believe that the brick streets in historic neighborhoods in Bloomington- Normal must be preserved to maintain the charm and the history of these neighborhoods. Property values are affected if the brick streets are not well-maintained, or paved over with ugly, smelly, environmentally harmful asphalt.

It's too bad that the brick streets around the campus of Illinois Wesleyan university have been destroyed, because when work had to be done under the street, the city either didn't have the know-how or the time or wherewithal to replace the bricks. There are cement patches in the brick streets around campus that are just plain ugly.

The brick street that runs from Clinton Blvd. to White Place on University is another case in point. The wrong type of brick was laid down and the street is crumbling. It's a shame and a disgrace that the city allows this unsightly scene to continue in a beautiful historic neighborhood.

I don't know anything about the cost of preserving the brick streets. But I know that the long-term benefit is worth it. The beautiful historic neighborhoods of this town are slowly vanishing.

Thank you very much for taking into serious consideration the value of preserving the past for future generations.



Public Works Department
115 E. Washington St., PO BOX 3157
Bloomington, IL 61702-3157
Phone: 309-434-2225
Fax : 309-434-2201

June 6, 2017

Dear Residents and Property Owners:

I am writing to inform you of several upcoming meetings regarding the creation of a Brick Streets Master Plan in the City of Bloomington. On April 24, 2017 the Bloomington City Council instructed City staff to begin working with the Historic Preservation Commission on creating the plan. On May 18, 2017 the Historic Preservation Commission decided to move forward with the plan. All members of the public are invited to discuss and learn more about the creation of the Brick Streets Master Plan at the following meetings:

Historic Preservation Commission Meeting: Thursday, June 15, 2017 at 5:00 PM in the Council Chambers of City Hall, 109 East Olive Street, Bloomington, Illinois

Historic Preservation Commission Meeting: Thursday, July 20, 2017 at 5:00 PM in the Council Chambers of City Hall, 109 East Olive Street, Bloomington, Illinois

Historic Preservation Commission Meeting: Thursday, August 17, 2017 at 5:00 PM in the Council Chambers of City Hall, 109 East Olive Street, Bloomington, Illinois

Planning Commission Meeting: Wednesday, September 13, 2017 at 4:00 PM in the Council Chambers of City Hall, 109 East Olive Street, Bloomington, Illinois

City Council Meeting: Monday, October 9, 2017 at 7:00 PM in the Council Chambers of City Hall, 109 East Olive Street, Bloomington, Illinois

Please note that these meeting dates are tentative and subject to change. If you are unable to attend any these meetings, we are open to public comments by mail, FAX, telephone or e-mail. To comment via mail or FAX, please use the contact information at the top of this letter. To comment via telephone or e-mail, contact Michael Hill at: (309) 434-2417 or at: mhill@cityblm.org. If you choose to comment, please include complete contact information so that we may respond if needed.

Most Sincerely,

Jim Karch, P.E. CFM
Director of Public Works
Public Works Department
City of Bloomington
P.O. Box 3157
115 East Washington Street
Bloomington, Illinois 61702-3157
(309)434-2225, Fax (309)434-2201
jkarch@cityblm.org

"Providing good stewardship of the public infrastructure and equipment safely through competitive services and excellent customer relations."

Brick Streets Cost Estimates		
Reconstruct Category		
Brick Street Section	Area of Non-Brick Patch (Sq. Ft.)	Approx. Area (Sq. Ft.)
Monroe St., Clinton St. to Robinson St.	653.2	16,330
Taylor St., Moore St. to Mercer Ave.	26.3	13,150
University Ave., Clinton Blvd. to White Pl. (Patio Brick)	0.0	9,505
Chestnut St., Linden St. to Eugene St.	555.6	11,575
Chestnut St., Eugene St. to Colton Ave.	587.7	10,883
Monroe St., Clayton St. to Clinton St.	611.9	7,649
Evans St., Chestnut St. to Locust St.	188.8	8,582
Monroe St., McLean St. to Evans St.	433.9	9,040
Summit St., Macarthur Ave. to Wood St.	223.8	12,433
Monroe St., Evans St. to Clayton St.	200.5	7,712
Patch Category		
Brick Street Section	Area of Non-Brick Patch (Sq. Ft.)	Approx. Area (Sq. Ft.)
Jefferson St., Robinson St. to Davis Ave.	11.9	11,900
Jefferson St., Colton Ave. to Towanda Ave.	1449.0	19,849
Jefferson St., Davis Ave. to Colton Ave.	359.0	22,438
Chestnut St., Mason St. to Oak St. (Brick Portion)		6,181
East St., Locust St. to Mulberry St.	506.8	7,345
Elm St., Madison St. to Center St. (Brick Portion)		3,688
Division St., Main St. to East St.	43.3	3,936
Allin St., Oakland Ave. to Macarthur Ave.	112.7	7,044
Evans St., Walnut St. to Chestnut St.	179.9	8,567
Evans St., University Ave. to Graham St.	261.3	8,710
East St., Division St. to Kelsey St.	324.3	10,461
East St., Chestnut St. to Locust St.	375.9	10,159
Allin St., Macarthur Ave. to Wood St.	633.1	15,441
Walnut St., Center St. to Main St.	59.7	4,975
East St., Kelsey St. to Emerson St.	85.2	6,086
Evans St., Graham St. to Empire St.	111.8	7,453
Evans St., Empire St. to Walnut St.	277.4	10,669
Jefferson St., Clinton St. to Robinson St.	474.3	18,972
Chestnut St., Oak St. to Lee St.	558.4	8,863
East St., Emerson St. to Beecher St.	612.6	8,628

Hanson Estimate	\$ 839,000
------------------------	------------

	Overall Budget Estimate
Total	\$ 7,357,000

Year	Cost Estimate	Cost per Sq. Ft.	Total Cost Estimate	Annual Reconstruction Budget
Year 1	\$ 839,000	\$ 51.38	\$ 839,000	\$ 839,000
Year 2	\$ 696,000	\$ 52.92	\$ 696,000	\$ 696,000
Year 3	\$ 518,000	\$ 54.51	\$ 518,000	\$ 518,000
Year 4	\$ 650,000	\$ 56.15	\$ 650,000	\$ 650,000
Year 5	\$ 629,000	\$ 57.83	\$ 629,000	\$ 629,000
Year 6	\$ 456,000	\$ 59.56	\$ 456,000	\$ 456,000
Year 7	\$ 526,000	\$ 61.35	\$ 526,000	\$ 526,000
Year 8	\$ 571,000	\$ 63.19	\$ 571,000	\$ 571,000
Year 9	\$ 809,000	\$ 65.09	\$ 809,000	\$ 809,000
Year 10	\$ 517,000	\$ 67.04	\$ 517,000	\$ 517,000

Year	Cost Estimate	Cost per Sq. Ft.	Total Cost Estimate	Annual Patching Budget	Funding Left for Utility Cuts
Year 1	\$ 1,000	\$ 51.38	\$ 75,000	\$ 100,000	\$ 25,000.00
Year 2	\$ 19,000	\$ 52.92	\$ 19,000	\$ 103,000	\$ 84,000.00
Year 3	\$ 28,000	\$ 54.51	\$ 28,000	\$ 106,000	\$ 78,000.00
Year 4	\$ 2,000	\$ 56.15	\$ 8,000	\$ 109,000	\$ 101,000.00
Year 5	\$ 10,000	\$ 57.83	\$ 25,000	\$ 113,000	\$ 88,000.00
Year 6	\$ 19,000	\$ 59.56	\$ 41,000	\$ 116,000	\$ 75,000.00
Year 7	\$ 39,000	\$ 61.35	\$ 43,000	\$ 119,000	\$ 76,000.00
Year 8	\$ 4,000	\$ 63.19	\$ 12,000	\$ 123,000	\$ 111,000.00
Year 9	\$ 18,000	\$ 65.09	\$ 49,000	\$ 127,000	\$ 78,000.00
Year 10	\$ 37,000	\$ 67.04	\$ 78,000	\$ 130,000	\$ 52,000.00

	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5	Yr. 6	Yr. 7	Yr. 8	Yr. 9	Yr. 10
Priority Reconstruction	\$839,000	\$696,000	\$518,000	\$650,000	\$629,000	\$456,000	\$526,000	\$571,000	\$809,000	\$517,000
Utility and Priority Patches	\$100,000	\$103,000	\$106,000	\$109,000	\$113,000	\$116,000	\$119,000	\$123,000	\$127,000	\$130,000
Total:	\$939,000	\$799,000	\$624,000	\$759,000	\$742,000	\$572,000	\$645,000	\$694,000	\$936,000	\$647,000
Grand Total:	\$7,357,000									

TO: Ryan Otto

FROM: Bryce Beckstrom

DATE: October 9, 2017

SUBJECT: Monroe Street Brick Restoration

Site Meeting:

On September 26, 2017, Hanson and the City of Bloomington met onsite to walk the project and discuss design features and alternatives for the restoration of Monroe Street from Clinton Street to Robinson Street. The following is a list of design features and elements that were discussed and will be incorporated into the project during the design phase.

- The existing stone curb shall remain in place for the entire corridor. Sections that are determined to be deteriorated beyond repair or have been replaced by concrete curb shall be removed and replaced in kind with a product that shall closely match the existing curb. Hanson will provide the product research during Phase II.
- Existing brick pavers that are in good condition shall be removed and salvaged for reuse on the proposed surface. Due to areas of pavement that are patched or existing brick pavers broken in place, a shortage of historic brick pavers will occur. It was determined that the existing brick pavers shall be used in the middle section and extend in both directions until all the existing brick pavers are used. Concrete pavers will then be used from this point to the new concrete crosswalks at each intersection.
- New concrete crosswalks and sidewalk ramps shall be constructed at the Robinson Street and Clinton Street intersections.
- The existing concrete base shall be removed to within approximately one foot of the face of the existing curb. Leaving the one-foot piece of concrete will help hold it in place. The proposed concrete base course will then be constructed up to, and if necessary for grade correction, on top of this one foot section.
- Pipe underdrains shall be installed along each side of the roadway for the length of improvements and connected into the inlets at the Clinton Street intersection.
- The proposed concrete base course shall be 6" under the existing brick pavers and 8" in the sections adjacent to the intersections. Woven wire fabric will be used in both concrete sections. There will be no jointing of this pavement.
- All the existing sidewalk is to be removed and replaced. Sidewalks adjacent to existing trees where the existing sidewalk has been disturbed by the tree shall be thickened to 6" with woven wire fabric. The City will provide more information regarding the standard near trees. The City arborist will be contacted to determine which trees should remain.
- Driveway aprons shall be removed and replaced with 6" concrete driveway pavement with a down turned curb adjacent to the reconstructed street.

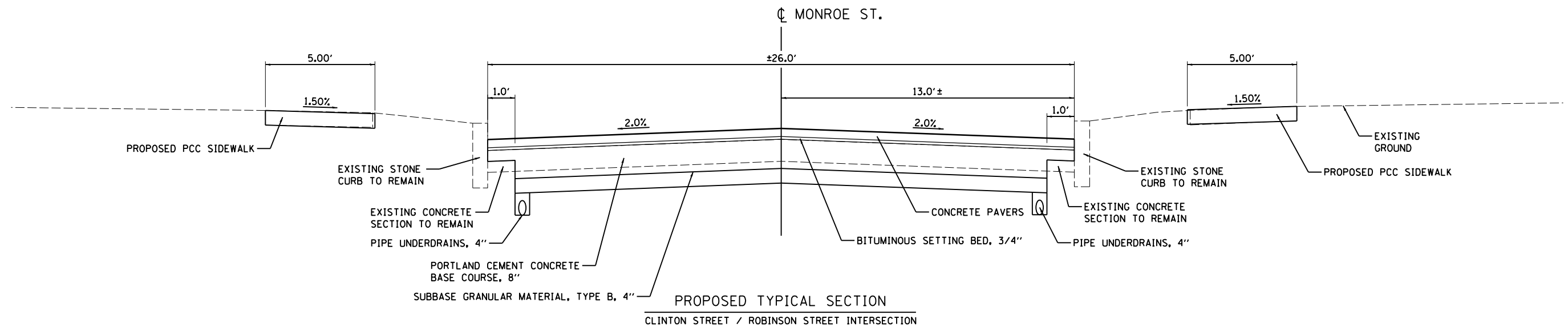
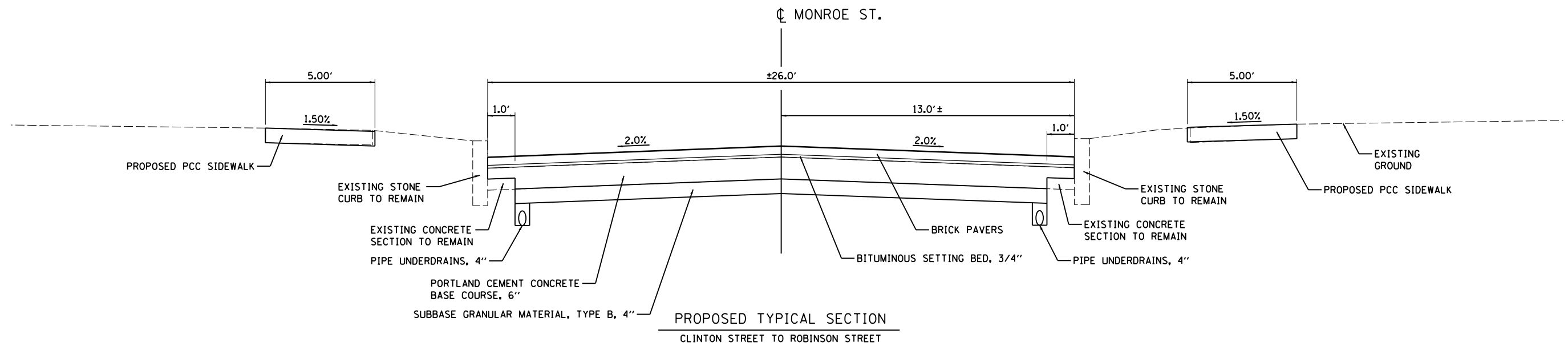
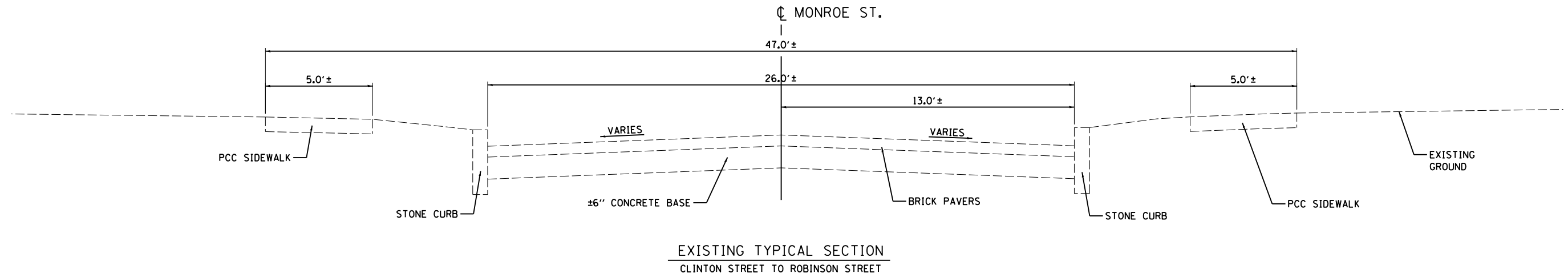
The construction will be staged to maintain pedestrian access to adjacent properties. In the first stage, the sidewalk will be removed and replaced in sections to maintain continuous access. Once all the sidewalk has been removed and replaced, the second stage will close the road completely in order to reconstruct the entire roadway. Parking areas for residents living along the block to be reconstructed will be designated in adjacent blocks or at the trail parking lot. The contractor will be responsible for signing these locations.

Included with this memorandum are the Monroe Street typical sections detailing the existing and proposed conditions.

Cost Estimate:

Phase II Design Engineering	\$60,000
Phase III Construction Engineering	\$70,000
Monroe Street Construction	\$700,000
Total	\$830,000

The Monroe Street construction cost listed is preliminary and intended for use in planning purposes only.



DESIGNED	BAB	8/23/17
DRAWN	RLA	
REVIEWED	BAB	
DATE		

FILE NAME =	I:\15\Jobs\15L015BD\CAD\Road\Sheet\sheet-typicals001.dgn	USER NAME =	Ander00846
DESIGNED -	BAB	DESIGNED -	BAB
DRAWN -	RLA	REVISÉD -	
CHECKED -	BAB	REVISÉD -	
DATE -	9/29/17	REVISÉD -	
PLOT SCALE =	5.00' / in.		
PLOT DATE =	10/5/2017		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**MONROE STREET
 TYPICAL SECTIONS**

SCALE: N/A SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		MCLEAN		1
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				