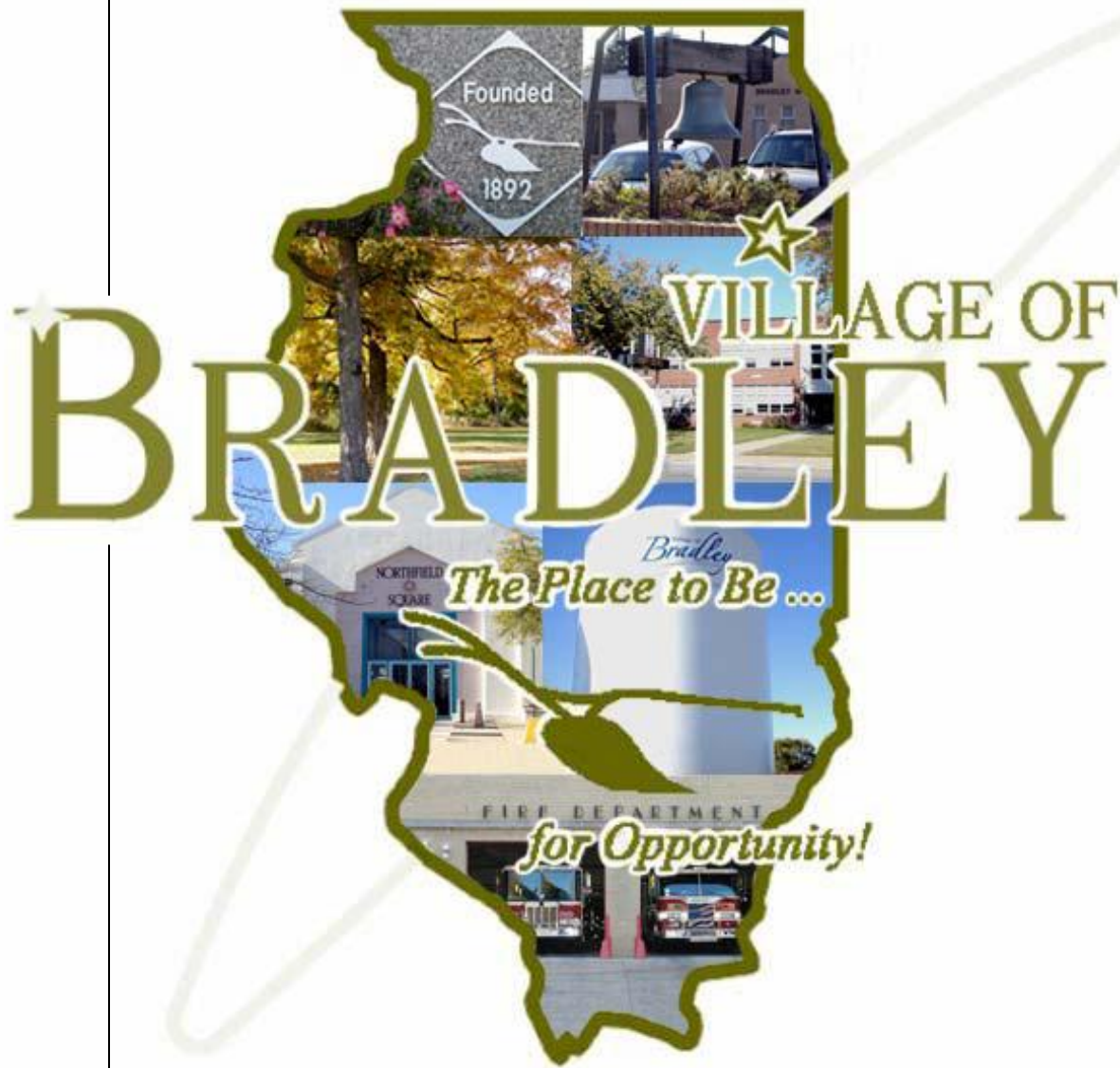


Village of Bradley

Bradley, Illinois

COMPREHENSIVE PLAN



2007 - 2017



ACKNOWLEDGEMENTS

VILLAGE PRESIDENT

Dr. Gael Kent

VILLAGE BOARD

Bruce Adams
Dennis Coy
Lori Gadbois
Robert O. Martin
Robert Redmond
Caryl Wadley-Foy

PLAN COMMISSION

Ryland Gagnon - **Chairman**
Eric Cyr
Mike Dauphin
Tom Farrell
Clark Gregoire
James Guiss
Joan McGinnis
John Ross Jr.
Mike Smith

VILLAGE STAFF & CONSULTANTS

Kimberly Dickens - **Administrator**
Leon Slovikoski - **Treasurer**
Robert Cullins - **Superintendent, Department of Utilities**
Superintendent, Building Standards
Jim Travis - **Public Works Director**
Robbins, Schwartz, Nicholas, Lifton & Taylor, Ltd.
M. Gingerich, Gereaux & Associates



PURPOSE

The Village of Bradley first adopted a comprehensive plan in 1965. A second plan was adopted in 1998. One purpose of the Comprehensive Plan is to articulate the community's aspirations and ideals on how Bradley should develop, including goals, objectives and policies, land use, transportation, utilities, natural resources, and recreation. Another purpose of the plan is to provide data and analysis as a framework for planning and decision making.

The Village of Bradley is experiencing constant economic, demographic, cultural, and political change. This Comprehensive Plan is a "Living Document" that should respond to change and be frequently revised and amended. This Plan is purposefully formatted such that sections and components of sections may be revised separately.

PART A: INTRODUCTION AND COMMUNITY DATA

The purpose of Part A is to report factual data and trends to Village officials and staff and to other interested parties. Updates, revisions, and amendments to this part are administrative. These may be supported by new census data, targeted market and trend studies, infrastructure capacity analysis, etc.

PART B: PLANNING AND DEVELOPMENT POLICIES

The purpose of Part B is to set out the Village's goals, objectives, and policies and present various plans for the future. Updates, revisions, and amendments to this part are legislative. The community is often invited to participate on the legislative process through public hearings, focus groups, interviews, and surveys.

PART C: IMPLEMENTATION

The purpose of Part C is to discuss specific works the Village has completed or those that are recommended. Updates, revisions, and amendments to this part may be administrative or legislative. These may be design and development rules and guidelines that have been adopted or published by the Village, special projects authorized by the Village or action plans to achieve certain objectives. Specific implementation work is often summarized or referenced.



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INTRODUCTION AND COMMUNITY DATA



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SECTION I INTRODUCTION

This “Comprehensive Plan” is actually an amendment to the Village of Bradley’s existing comprehensive plan last amended by Ordinance 0-8-98-3 on September 14, 1998. That plan was prepared by Economic Development Resources, Eugene Norber, President, of St. Louis, Missouri. This amendment builds on the previous work by updating various facts and data, reconsidering goals, objectives, and policies of the Village, and revising and adding planning components. The Village utilized focus groups to involve the community in the amendment work. This amended comprehensive plan serves as an advising document meant to assist the Plan Commission, the Village board and President in their work. The format mirrors that of the existing Plan.

A. Plan Components.

The Illinois Municipal Code (65 ILCS 5/11-12/5(1)) charges the Village’s Planning Commission with preparing and recommending a “comprehensive plan for the present and future development or redevelopment of the municipality.” According to statute, the comprehensive plan covers the municipality and can extend to land up to 1.5 miles beyond the corporate limits. The Local Land Resource Management Planning Act (50 ILCS 805/3.B) provides for a map of existing and generally proposed land use. A Land Use Map was included in the Village’s 1998 plan. A revised and expanded map is included in this amendment. This plan was adopted after conducting focus groups, review and comment by the Village’s Plan Commission, and the study of other plans in the vicinity including the “Kankakee County 2030 Comprehensive Plan.”

The “Demographics” section (Section III) of this amended plan incorporates the original plan information, with an update based on information derived from the U.S. Census Bureau via their website, www.census.gov. The “Infrastructure” (Section IV) and the “Trends and Issues” (Section VI) sections were modified and expanded with the inclusion of community involvement and the research of Village records. A new section, Section VII, “Plans,” was added to address issues identified in Section VI. Section V, “Village Financial Data,” was updated with information provided by the Village Treasurer for the period from 1996 – 2005. Section IX, formerly Section V, “General Land Use Plan,” was modified by the Village Engineer to include the “Village of Bradley Official Zoning, Street, and Corporate Limit Map,” the “Village of Bradley Land Use Map (Land Use Plan),” the “Village of Bradley Parks, Trails, and Greenways Map,” and the “Transportation Map.”



B. Focus Groups

This Comprehensive Plan amendment was developed with the help of extensive community participation. Citizens of the community were invited to participate in Focus Groups and individual citizens, experts, and community leaders were invited to contribute to the exchange of ideas during those meetings. Representatives of various organizations and companies were contacted to provide details regarding their organization’s expertise relative to each Focus Group topic. The meetings, which lasted approximately one-hour, were videotaped for subsequent transcribing. The transcriptions were reviewed and critical element highlighted for possible inclusion in this plan amendment. Three (3) follow-up meetings were held to discuss the critical elements identified during transcription, reach consensus on various elements, and recommend plan amendments. The following Focus Groups were held on the following dates, with the date of the follow-up meeting listed after the meeting date:

<u>Focus Group Topic</u>	<u>Meeting Date</u>	<u>Follow-Up</u>
Transportation	July 21, 2005	Jan. 30, 2006
Utilities	Aug. 9, 2005	Jan. 30, 2006
Municipal Services – Police and Fire	Aug. 18, 2005	Jan. 30, 2006
Public Works and Parks	Aug. 23, 2005	Feb. 6, 2006
Schools and School Districts	Sept. 13, 2005	Feb. 6, 2006
Commercial and Industrial	Sept. 20, 2005	Feb. 6, 2006
Developers and Home Builders	Sept. 29, 2005	Feb. 20, 2006
Building Standards	Oct. 11, 2005	Feb. 20, 2006
Downtown Broadway and Hybrid Bradley	Nov. 8. 2005	Feb. 20, 2006

C. Participation

The following Village officials and employees participated in the Focus Groups and this amendment to the Comprehensive Plan:

Village Officials –

Village President	Gael K. Kent
Village Clerk	Michael LeGesse



Village Trustees

Bruce Adams
Dennis Coy
Lori Gadbois
Robert O. Martin
Robert Redmond
Caryl Wadley-Foy

Building Standards
Utility Department
Fire Department
Police Department
Public Works
Village Engineer

Robert Cullins, **Superintendent**
Robert Cullins, **Superintendent**
Steven Wilder, **Fire Chief**
Donald Kufner, **Police Chief**
Carl Erickson, **Superintendent**
Michael Gingerich, **Ph.D., P.E.**, M. Ginerich, Gereaux
& Associates

Village Employee

Tom Erickson, Public Works

Planning Commission

Ryland Gagnon – **Chair**
Eric Cyr
Mike Dalphin
Tom Ferrell
James Guiss
Lora Hebert
Joan McGinnis
John Ross
Mike Smith

Zoning Board of Appeals

Mike Smith – **Chair**
Hollice Clark
George Golwitzer
Jim Guiss
Stan Olenjack
Robert Simpson



The following individuals were invited to participate in the Focus Groups and their assistance and expertise was exceptionally beneficial in the plan amendment:

Dan Baisden	Laborers’ International Union Local 751
Vern Bade	Bade Appliance – West Broadway Business
JoDee Benoit	Vice Chairman , Bricklayers & Allied Craftworkers Local #6 Illinois
Buzz Beverly	Lockport Fire Protection District, Retired Fire Chief
Robert Buhs	Orland Fire Protection District, Retired Fire Chief
Steve Einfeldt	Einfeldt Construction Inc., Builder/Developer
John Fitts	Floor Covering Associates – Bradley Business
Sherrie Gessner	Aqua Illinois, Inc., Customer Service Manager
Scott Goselin	Bradley Elementary School District 61, Superintendent
Michael Hogan	Bradley-Bourbonnais Community High School, Superintendent
Robert Hughes	Illinois Fire Chiefs Association
Steve Husak	Kankakee County Economic Development Association, Executive Director
William Lemna	Lemna Construction, Builder/Developer
Steve Linneman	Turn-of-the-Wheel, West Broadway Business
Josh Martin	Bradley Elementary School District 61, Board President
Steve Magruder	Kankakee Building and Construction Trades Council Local #176
John McGinnis	Bourbonnais Township Park District, Executive Director
Timothy Nugent	Village of Manteno, Village President
Thomas Nuzzi	St. George C.C.S.D. 258, Superintendent
Tony Perry	Perry Group, Commercial/Industrial Realtor
Tammy Peterson	Kankakee County Communication Center, 9-1-1 Coord.
John Rietveld	St. George Community Consolidated School District 258, Board Member
Paul Russert	Village of Manteno, Village Administrator
Norm Seaman	Insurance Service Organization (ISO)
Francis Smith	Village of Manteno, Plan Commission Chairman
Michael Smith	Laborers’ International Union Local 751, Business Mgr.
Wayne Spangler	Wheels-of-Fortune Used Autos – West Broadway Business
Ed St. Louis	Bourbonnais Fire Protection District, Fire Chief
Michael VanMill	Kankakee County, Planning Director /Enterprise Zone
John Willard	Kankakee Iron Workers Local #465
James Winans	Winans Construction Company, Builder/Developer

SECTION II

VILLAGE OF BRADLEY VILLAGE HISTORY

(“A Short History of Bradley, Illinois,” by Vic Johnson)

A. Introduction

Trends Back to 1999

Trends Directed at Issues

Outlook 5-10 Years Ahead

The 21st century began with the dawning of a global economy and the emergence of technological innovations in computing, telecommunications, and the biological sciences. The growing economies of Asia and China, expanding trade opportunities with Latin America and Africa and the international integration of business and finance promise fundamental changes in nearly every aspect of business and industry. Innovations come over quicker as technology make quantum leaps in research and development in everything from microbiology and health care to energy sources and space exploration. Updating of educational curriculum to prepare American students to participate, to compete, and function in this “flat world” concept of international commerce is vital.

B. A Short Survey of Bradley History

Founding of the Village

Bradley celebrated its centennial year in 1992. One hundred years earlier the founder, J. Herman Hardebeck, had drawn up a plan for a new industrial town to the north of the city of Kankakee, and along the Illinois Central Railroad. He named the new village “North Kankakee.” For the first year the village prospered, and a few furniture manufacturers flourished. When Kankakee refused to annex North Kankakee in September 1892, village citizens drew up a petition to incorporate North Kankakee as “Columbia.” The Village soon was incorporated, but the name remained North Kankakee at the insistence of Hardebeck. A nationwide financial panic virtually shut down Bradley’s furniture plants by 1894. In 1895, Hardebeck found a way to revive the village economy. He convinced David Bradley to remove his farm implement manufacturing company from Chicago to North Kankakee. The grateful citizens then voted to change the name to Bradley City and after to just Bradley.



J. Herman Hardebeck



Industry and Workers

From its beginning, Bradley has been home to many businesses, large and small, from one-chair barbershops and “mom-and-pop” grocery stores and taverns to three of the world’s largest manufactures of starch, furniture, appliances, and farm and home implements. All had answered a call from the village’s founder.

J. Herman Hardebeck placed an advertisement in the August 7, 1891, Kankakee Gazette. The ad announced that the North Kankakee “boom” was “The Greatest Opportunity of a Life Time” and that “This is the Best Location for a Manufacturing Town in Illinois.” Whatever else Bradley became during the next 113 years it has always be a working man’s town, some have called it a blue-collar town, where being “good with your hands” contributed to making Bradley the industrial manufacturer to the world for over 100 years.

A reading of village history shows that the David Bradley Farm Implement Company, Kroehler Furniture Company and later the Roper Corporation, and others, contributed substantially to the material progress of American business, and these factories manufactured products that served, and still serve, to make the American way of life the best in the world.

Emigrant workers brought to the manufacturers of North Kankakee craftsmanship nurtured in the guilds of the old world. It was these men and women, the employees of those companies, who were “good with their hands” (and proud of it), who made the village economy grow.

The village’s unique heritage is what sets Bradley apart from other Kankakee County Municipalities. Kankakee, for example, was a creation of the Illinois Central Railroad Company. During the late 1850’s Kankakee became in essence a transplanted New England mill town, with it first industries-a flour mill, a linseed oil extractor, a wool carding mill and later a paper mill and a foundry, all run by water power from a dam on the Kankakee River. Bourbonnais began in the 1830’s as a village expatriate French Canadians-tradesmen and farmers who left Canada seeking opportunity and freedom.

Bradley factories capitalized on a population ethnically diverse and produced a work force of extraordinary productivity. That fact should not be forgotten. By that fact, Bradley is linked to a nationwide society of industrial workers and their families.



Good and Bad Times

In 1892 warning flags were already flying. Investors were complaining that too much money was tied up in ventures that produced little return; bankers fretted over a progressive decline in the federal gold reserve, and foreign investment in American securities dwindled. Ominous signs of the coming panic began to surface during the early months of 1893. Many of the newly established companies of North Kankakee went into bankruptcy. By the end of 1895, the nation's prices and wages were at their lowest point.

A slow recovery began in 1896. The arrival of the David Bradley Company in North Kankakee—soon renamed Bradley City—boosted the village's economic outlook. The "Bowery," an open air pavilion on the west side of Vasseur Avenue, sponsored dance contests. Dancing and baseball were the main forms of family entertainment. Bradley shared the country's prosperity at the beginning of the 20th century.

The economy faltered in 1907 during a period of active unionization and significant social change. By 1910 there was a noted increase in small business in Bradley and by 1911 the village became financially stable. Prohibition came to Bradley in 1920 when Kankakee County proclaimed "dry forever."

There was a sense of complacency, a "New Era," in America during most of the 1920's, while Europe sank into a severe financial depression. Between October 24 and 28 the United State stock market crash caused losses of billions of dollars in investments.

During the 1930s, the nation experienced droughts, floods, a period of unusually hot weather, extreme full scale financial depression, and high unemployment. In Bradley, most of the work force was unemployed or working part-time. Government run WPA and PWA projects employed 200 Bradley workers to lay sidewalks, curbs, and gutters. Village streets were macadamized at no cost to taxpayers.

The war years of the 1940s caused a surge in industrial production. There were shortages on the home front and many products from gasoline to sugar were rationed. Some Bradley manufacturers were awarded government contracts to produce goods vital to the war effort. Bradley was ranked third highest in the country as a municipality having the greater proportion of men in the service as a percentage of village population. There were 520 servicemen in World War II from Bradley, 19 died.

The last half of the 1940s temporarily sustained an unprecedented spending spree as people bought things that were unavailable during the war. But by early 1949, a weakened



economy, a drop in prices, and growing unemployment led to a short recession. Bradley experienced a building boom in housing, saw the establishment of a newspaper and L and S Bait Company, and the expansion of Kroehlers and the Bradley Manufacturing Company.

During the early 1950s the nation's economy declined, retail goods became scarce, and the economy fell and then rose. In 1955 full employment engendered rising personal income, and increased consumer spending. Inflation grew; then the economy took a downturn. By 1958 unemployment reached 7.7 percent. Business profits declined. Bradley appeared to weather the stormy economy better than other communities. A new village hall was constructed; Rudy Jagersma opened the first of his homegrown supermarkets; Bradley Manufacturing Company produced chain saws and walking tractors for Sears Roebuck, and the Bradley Library moved into a new building on Broadway. A flood engulfed the south side of Bradley between June 12 and 13 in 1957. The houses of many residents were flooded.

The "Great Society" and the "War on Poverty" of the late 1960s attempted to spread economic benefits to more citizens. Taxes were lowered. The village celebrated its 75th anniversary from August 30 to September 4, 1967. Employment, salaries, savings and personal consumption of goods peaked in 1968. Inflation increased and prosperity began to decline at the end of the 1960s. For Bradley, the 1960's were booming years, years of expansion and new businesses. Schuyler Avenue and Broadway were paved and the old streetcar tracks removed; East Meadowview, Evergreen Acre and Guisto subdivisions were annexed. The village population grew to 10,091.

Politics and the economy rode the ups and downs of the turbulent 1970s. First, the stock market fell to an eight-year low, then rebounded to over 1,000 on the Dow Jones averages; inflation ran 5 percent annually, accompanied by idle productivity and 6 percent unemployment. Energy prices shot up and there were shortages of petroleum products during the 1973-1974 OPEC oil embargo. The Vietnam War dragged on, and America's trade deficit grew as high quality imports flooded the domestic market. With an expectation that an annual 5 percent inflation would continue, people bought more goods-causing prices and salaries to spiral upward. Strangely, despite rising prices, there was a stagnation of business activity. Economists coined a new word, "stagflation," to describe this seemingly contradictory state of affairs. Bradley, however enjoyed a continued prosperity. But ominous signs of a coming loss of manufacturing begin with Kroehler's worsening financial crisis in 1979.

The national economy showed improvement during the early 1980s. Inflation slowed, corporation's profits and the stock market surged upward, and the number of unemployed



dropped. Bradley, however, lost its major employers-Kroehler and Bradley-Roper. Kankakee County unemployment rate in February 1982 peaked at 21.4 percent. The following January Bradley and the Area Jobs Development Association took possession of the Bradley-Roper property and made plans to convert the old industrial plant into a model of economic recovery. Later, the creation of an Enterprise Zone helped create new jobs with tax breaks and other incentives for new businesses. The village continued to expand, and Tax Increment Finance districts were established. A new Bradley-Bourbonnais Chamber of Commerce was organized.

Renaissance

The 1990s saw prices of goods stabilize; United States unemployment fell to its lowest level in 30 years; a government budget surplus, and a boom in the stock market. During the 1990s, the US economy experienced the longest uninterrupted period of expansion in its history. Beginning in 1990 with the opening of the New Northfield Square Mall, Bradley began to reestablish its economic foundations. Money from the Tax Increment Finance was used to fund village improvements. The number of retail stores and service oriented businesses increased. Unemployment dropped and village boundaries expanded.



SECTION III DEMOGRAPHICS

The Source for the material in the following Tables and Charts is the U.S. Department of Commerce, Bureau of the Census, 1980, 1990, and 2000 Census of Population and Housing, Illinois; and Economic Development Resources. Unless otherwise noted, these are the Sources for all material contained in this section.

Additional and updated information can be acquired at www.census.gov by accessing the “factfinder” link.



A. Selected Population, Household and Housing Trends

VILLAGE OF BRADLEY

Category	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Population	11,008	10,792	12,784	-2.0	18.5
Number of Households	3,966	4,047	5,041	2.0	24.6
Persons/Household	2.78	2.67	2.49	-4.0	-6.7
1 Person Households	778	963	1,352	23.8	40.1
Median Age	28.7	33.5	33.5	16.7	0.0
Persons Employed	5,410	5,489	6,544	1.5	19.2
Managers/Professionals	671	776	1,481	15.6	90.9
Median Household Income	\$17,487	\$27,952	\$41,757	59.8	49.4
Housing Units	4,099	4,224	5,272	3.0	24.8
Percent Renter Occupied	28.7	29.7	32.8	3.5	10.4
Median Home Value	NA	\$47,900	\$91,500	--	91.0
Median Rent	\$395	\$377	\$598	-4.6	58.6

Table 3.1

VILLAGE OF BOURBONNAIS

Category	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Population	13,280	13,934	15,256	4.9	9.5
Number of Households	3,924	4,525	5,341	15.3	18.0
Persons/Household	2.9	2.8	2.58	-3.4	-7.9
1 Person Households	648	912	1,260	40.7	38.2
Median Age	24.4	29.1	31.9	19.3	9.7
Persons Employed	6,824	7,779	8,232	14.0	5.8
Managers/Professionals	1,548	2,235	2,826	44.4	26.4
Median Household Income	\$22,500	\$38,665	\$49,329	71.8	27.6
Housing Units	4,042	4,649	5,505	15.0	18.4
Percent Renter Occupied	39.4	38.6	37.3	-2.0	-3.4
Median Home Value	NA	\$74,100	\$120,300	--	62.4
Median Rent	\$438	\$426	\$607	-2.7	42.5

Table 3.2

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from original Plan and 2000 Census data in preceding fields.



VILLAGE OF MANTENO

Category	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Population	3,155	3,488	6,414	10.6	83.9
Number of Households	1,259	1,368	2,578	8.7	88.5
Persons/Household	2.51	2.55	2.48	1.6	-2.8
1 Person Households	349	366	661	4.9	80.6
Median Age	32.0	31.7	36.1	-0.9	13.9
Persons Employed	1,535	1,831	3,157	19.3	72.4
Managers/Professionals	273	374	836	37.0	123.5
Median Household Income	\$17,693	\$33,663	\$48,599	90.3	44.4
Housing Units	1,357	1,422	2,750	4.8	93.4
Percent Renter Occupied	38.2	37.3	30.8	-2.4	-17.4
Median Home Value	NA	\$73,600	\$138,300	--	87.9
Median Rent	\$349	\$352	\$613	0.9	74.2

Table 3.3

CITY OF KANKAKEE

Category	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Population	30,141	27,575	27,491	-8.5	-0.3
Number of Households	11,070	10,313	10,020	-6.8	-2.8
Persons/Household	2.72	2.67	2.6	-1.8	-2.6
1 Person Households	3,194	3,348	3,154	4.8	-5.8
Median Age	29.9	32.0	32.3	7.0	0.9
Persons Employed	12,998	11,533	10,834	-11.3	-6.1
Managers/Professionals	2,338	2,292	2,433	-2.0	6.2
Median Household Income	\$14,852	\$20,328	\$30,469	36.9	49.9
Housing Units	11,765	11,380	10,965	-3.3	-3.7
Percent Renter Occupied	44.9	49.3	46.6	9.8	-5.5
Median Home Value	NA	\$39,500	\$73,400	--	85.8
Median Rent	\$360	\$355	\$491	-1.4	38.3

Table 3.4

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from original Plan and 2000 Census data in preceding fields.



KANKAKEE COUNTY

Category	2000
Population	103,833
Number of Households	38,182
Persons/Household	2.61
1 Person Households	9,518
Median Age	35.2
Persons Employed	48,227
Managers/Professionals	12,583
Median Household Income	\$41,532
Housing Units	38,182
Percent Renter Occupied	30.6
Median Home Value	\$99,200
Median Rent	\$539

Table 3.5

2000 CENSUS - METROPOLITAN AREA

Category	Village of Bourbonnais	Village of Bradley	City of Kankakee	Village of Manteno	Kankakee County
Population	15,256	12,784	27,491	6,414	103,833
Number of Households	5,341	5,041	10,020	2,578	38,182
Persons/Household	2.58	2.49	2.6	1.6	2.61
1 Person Households	1,260	1,352	3,154	661	9,518
Median Age	31.9	33.5	32.3	36.1	35.2
Persons Employed	8,232	6,544	10,834	3,157	48,227
Managers/Professionals	2,826	1,481	2,433	836	12,583
Median Household Income	\$49,329	\$41,757	\$30,469	\$48,599	\$41,532
Housing Units	5,505	5,272	10,965	2,750	38,182
Percent Renter Occupied	37.3	32.8	46.6	30.8	30.6
Median Home Value	\$120,300	\$91,500	\$73,400	\$138,300	\$99,200
Median Rent	\$607	\$598	\$491	\$613	\$539

Table 3.6

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from original Plan and 2000 Census data in preceding fields.



B. Age Structure of the Population

Area	Under 18			18-24			25-34		
	1980*	1990*	2000**	1980*	1990*	2000	1980*	1990*	2000
Bradley	3,433	2,829	3,329	1,321	1,046	902	1,783	1,816	2,094
% of Total	31.2	26.2	26.0	12.0	9.7	7.1	16.2	16.8	16.4
Bourbonnais	3,880	3,849	3,886	2,937	2,200	1,549	2,535	2,269	1,929
% of Total	29.2	27.6	25.5	22.1	15.8	10.2	19.1	16.3	12.6
Manteno	875	988	1,687	375	290	319	483	633	921
% of Total	27.7	28.3	26.3	11.9	8.3	5.0	15.3	18.1	14.4
Kankakee	8,744	8,048	8,100	3,999	2,652	1,922	4,502	4,412	3,941
% of Total	29.0	29.2	29.5	13.3	9.6	7.0	14.9	16.0	41.3
County	NA	NA	28,107	NA	NA	6,818	NA	NA	13,421
% of Total	NA	NA	27.1	NA	NA	6.6	NA	NA	12.9

Area	35-54			55-64			65-84		
	1980*	1990*	2000**	1980*	1990*	2000*	1980*	1990*	2000**
Bradley	2,203	2,570	3,428	1,169	937	960	1,024	1,434	1,514
% of Total	20.0	23.8	26.9	10.6	8.7	7.5	9.3	13.3	11.9
Bourbonnais	2,474	3,537	4,476	815	926	1,167	567	1,043	1,292
% of Total	18.6	25.4	29.3	6.1	6.6	7.9	4.3	7.5	8.4
Manteno	642	825	1,801	343	307	607	409	406	878
% of Total	20.3	23.7	28.0	10.9	8.8	9.5	13.0	11.6	13.7
Kankakee	5,619	6,018	7,142	2,926	2,127	1,957	3,918	3,832	3,046
% of Total	18.6	21.8	26.0	9.7	7.7	7.1	13.0	13.9	11.0
County	NA	NA	29,596	NA	NA	9,089	NA	NA	12,032
% of Total	NA	NA	28.5	NA	NA	8.8	NA	NA	11.6

Area	85 and Over			Total		
	1980*	1990*	2000	1980*	1990*	2000
Bradley	75	160	201	11,008	10,792	12,784
% of Total	0.7	1.5	1.6	100.0	100.0	100.0
Bourbonnais	72	110	134	13,280	13,934	15,256
% of Total	0.5	0.8	0.9	100.0	100.0	100.0
Manteno	28	39	52	3,155	3,488	6,414
% of Total	0.9	1.1	0.8	100.0	100.0	100.0
Kankakee	433	486	625	30,141	27,575	27,491
% of Total	1.4	1.8	2.3	100.0	100.0	100.0
County	NA	NA	1,552	NA	NA	103,833
% of Total	NA	NA	1.5	NA	NA	100.0

Table 3.7

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data

#2000 Census listing changed from prior two periods resulting in no data calculated for 18-19 age group.



C. Detailed Household Characteristics

TOTAL HOUSEHOLDS

	1980*	1990*	2000	Change 80-90*	%Change 90-00**
BRADLEY	3,966	4,047	5,041	2.0	24.6
BOURBONNAIS	3,924	4,525	5,341	15.3	18.0
MANTENO	1,259	1,368	2,578	8.7	88.5
KANKAKEE	11,070	10,313	10,020	-6.8	-2.8
REMAINDER OF COUNTY	14,906	14,335	15,202**	-3.8	6.0

Table 3.8

MARRIED COUPLE HOUSEHOLDS

	1980*	1990*	2000	Change 80-90	% Change 90-00**
BRADLEY	2,611	2,323	2,586	-11.0	11.3
BOURBONNAIS	2,734	2,958	3,051	8.2	3.1
MANTENO	766	849	1,491	10.8	75.6
KANKAKEE	5,405	4,337	3,647	-19.8	-15.9
REMAINDER OF COUNTY	10,404	9,470	9,370**	-9.0	-1.1

Table 3.9

1 PERSON HOUSEHOLDS

	1980*	1990*	2000	Change 80-90*	% Change 90-00**
BRADLEY	778	963	1,352	23.8	40.4
BOURBONNAIS	648	912	1,260	40.7	38.2
MANTENO	349	366	661	4.9	80.6
KANKAKEE	3,149	3,348	3,154	6.3	-5.8
REMAINDER OF COUNTY	2,757	2,884	3,091**	4.6	7.2

Table 3.10

2 OR MORE WORKERS IN HOUSEHOLD

	1980*	1990*	2000#	% Change 80-90*
BRADLEY	1,663	1,783	NA	7.2
BOURBONNAIS	2,104	2,574	NA	22.3
MANTENO	481	634	NA	31.8
KANKAKEE	3,531	3,278	NA	-7.2
REMAINDER OF COUNTY	6,333	6,468	NA	2.1

Table 3.11

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



D. Level of Education Attainment

BRADLEY					
Percent of Population					
	1980*	1990*	2000	% Change 1980-1990*	% Change 1990 – 2000**
Attended High School	78.9	92.6	94.2	17.4	1.7
High School Graduate	58.1	72.7	83.0	25.1	14.2
Attended College (2)	16.6	31.6	44.3	90.4	40.2
College Grad/Post-Grad	6.8	7.7	11.7	13.2	51.9

Table 3.12

BOURBONNAIS					
Percent of Population					
	1980*	1990*	2000	% Change 1980-1990*	% Change 1990 – 2000**
Attended High School	90.9	95.0	97.0	4.5	2.1
High School Graduate	79.3	85.9	88.9	8.3	3.5
Attended College (2)	38.9	55.8	57.3	43.4	2.7
College Grad/Post-Grad	20.7	25.6	26.7	23.7	4.3

Table 3.13

MANTENO					
Percent of Population					
	1980*	1990*	2000	% Change 1980-1990*	% Change 1990 – 2000**
Attended High School	82.5	93.0	94.8	12.7	1.9
High School Graduate	64.4	83.4	85.5	29.5	2.5
Attended College (2)	22.4	41.3	47.9	84.4	16.0
College Grad/Post-Grad	9.7	14.4	17.0	48.5	18.1

Table 3.14

KANKAKEE					
Percent of Population					
	1980*	1990*	2000	% Change 1980-1990*	% Change 1990 – 2000**
Attended High School	74.2	84.0	86.6	13.2	3.1
High School Graduate	56.3	65.9	68.3	17.1	3.6
Attended College (2)	23.1	35.6	38.3	54.1	7.6
College Grad/Post-Grad	12.3	11.6	13.2	-5.7	13.8

Table 3.15

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



**REMAINDER OF KANKAKEE COUNTY
Percent of Population**

	1980*	1990*	% Change 1980-1990*
Attended High School	80.6	88.9	10.2
High School Graduate	62.5	73.1	16.8
Attended College (2)	21.6	33.2	53.5
College Grad/Post-Grad	10.5	9.0	-14.4

Table 3.16

**KANKAKEE COUNTY
Percent of Population**

	2000
Attended High School	92.5
High School Graduate	79.8
Attended College (2)	35.5
College Grad/Post-Grad	15

Table 3.17

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



E. Distribution of Household Income

BRADLEY					
Percent of Households					
Income Group	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Under \$15,000	40.7	25.7	13.4	-36.9	-47.9
\$15,000 to \$24,999	30.8	18.5	12.1	-39.9	-34.6
\$25,000 to \$34,999	18.5	18.0	17.0	-2.7	-5.6
\$35,000 to \$49,999	9.1	22.6	17.1	148.4	-24.3
\$50,000 to \$74,999	0.7	12.4	24.3	1,671.4	96.0
\$75,000 and Over	0.3	2.7	16.2	800.0	500.0

Table 3.18

BOURBONNAIS					
Percent of Households					
Income Group	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Under \$15,000	28.6	12.5	8.7	-56.3	-30.4
\$15,000 to \$24,999	28.5	12.9	11.5	-54.7	-10.9
\$25,000 to \$34,999	20.3	19.1	11.9	-5.9	-37.7
\$35,000 to \$49,999	18.3	23.3	18.7	27.3	-19.7
\$50,000 to \$74,999	2.9	22.7	24.7	682.8	8.8
\$75,000 and Over	1.4	9.6	24.3	585.7	153.1

Table 3.19

MANTENO					
Percent of Households					
Income Group	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Under \$15,000	41.5	16.4	10.8	-60.5	-34.1
\$15,000 to \$24,999	25.7	19.4	13.6	-24.5	-29.9
\$25,000 to \$34,999	17.1	15.9	12.3	-7.0	-22.6
\$35,000 to \$49,999	12.9	26.4	14.5	104.7	-45.1
\$50,000 to \$74,999	2.5	15.7	22.5	528.0	43.3
\$75,000 and Over	0.4	6.2	26.4	1,450.0	325.8

Table 3.20

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



KANKAKEE
Percent of Households

Income Group	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Under \$15,000	50.5	38.3	25.6	-23.2	-33.2
\$15,000 to \$24,999	23.6	19.2	16.7	-18.6	-13.0
\$25,000 to \$34,999	14.5	16.0	14.2	10.3	-11.3
\$35,000 to \$49,999	8.0	14.8	16.6	85.0	12.2
\$50,000 to \$74,999	2.3	7.5	15.7	226.1	109.3
\$75,000 and Over	1.2	3.7	11.3	208.3	205.4

Table 3.21

KANKAKEE COUNTY
Percent of Households

Income Group	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
Under \$15,000	NA	NA	15.7	NA	--
\$15,000 to \$24,999	NA	NA	12.8	NA	--
\$25,000 to \$34,999	NA	NA	13.5	NA	--
\$35,000 to \$49,999	NA	NA	17.2	NA	--
\$50,000 to \$74,999	NA	NA	22.0	NA	--
\$75,000 and Over	NA	NA	18.8	NA	--

Table 3.22

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



F. Trends in Median Household Income

AREA	1980*	1990*	2000	% Change 1980 – 1990*	% Change 1990 – 2000**
BRADLEY	\$17,487	\$27,952	\$41,757	59.8	49.4
BOURBONNAIS	\$22,500	\$38,665	\$49,329	71.8	27.6
MANTENO	\$17,693	\$33,663	\$48,599	90.3	44.4
KANKAKEE	\$14,852	\$20,328	\$30,469	36.9	49.9
COUNTY	NA	NA	\$41,532	NA	NA

Table 3.23

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.



G. Labor Force Participation

**MEN
% EMPLOYED**

AREA	18 and over 1980*	18 and over 1990*	16 and over 2000	% Change 1980 – 1990*	% Change 1990 – 2000#
BRADLEY	80.9	74.3	73.8	-8.2	--
BOURBONNAIS	81.6	81.2	75.5	-0.5	--
MANTENO	78.3	78.8	70.1	0.6	--
KANKAKEE	69.5	63.6	59.2	-8.5	--
COUNTY	NA	NA	66.9	NA	--

Table 3.24

**WOMEN
% EMPLOYED**

AREA	18 and over 1980*	18 and over 1990*	16 and over 2000	% Change 1980 – 1990*	% Change 1990 – 2000#
BRADLEY	56.0	59.1	62.9	5.5	--
BOURBONNAIS	59.3	67.5	63.3	13.8	--
MANTENO	50.7	61.2	58.7	20.7	--
KANKAKEE	47.5	51.3	48.6	8.0	--
COUNTY	NA	NA	55.9	NA	--

Table 3.25

**TOTAL
% EMPLOYED**

AREA	18 and over 1980*	18 and over 1990*	16 and over 2000	% Change 1980 – 1990*	% Change 1990 – 2000#
BRADLEY	67.6	65.9	68.1	-2.5	--
BOURBONNAIS	69.8	73.9	69.0	5.9	--
MANTENO	63.4	70.1	64.3	10.6	--
KANKAKEE	57.5	56.9	53.6	-1.0	--
COUNTY	NA	NA	61.2	NA	--

Table 3.26

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



H. Employment Trends

VILLAGE OF BRADLEY RESIDENTS								
	1980*		1990*		2000			
Selected "Industries"	No.	%	No.	%	No.	%	% Change 1980 – 90*	% Change 1990-00**
Agricultural & Related	0	0.0	38	0.7	44	0.7	0.0	15.8
Construction	198	3.9	225	4.4	442	6.8	13.6	96.4
Manufacturing – Non Durable	609	12.1	674	13.1	1,195	18.3	10.7	#
Manufacturing – Durable	958	19.0	525	10.2	--	--	-45.2	#
Transportation	181	3.6	226	4.4	376	5.7	24.9	66.4
Retail Trade	1,039	20.7	1,179	22.9	1,099	16.8	13.5	-6.8
Wholesale Trade	157	3.1	122	2.4	203	3.1	-22.3	66.4
Finance, Insurance & Real Estate	212	4.2	224	4.4	407	6.2	5.7	81.7
Communications & Utilities	69	1.4	128	2.5	#	#	85.5	#
Business & Repair Services	268	5.3	252	4.9	287	4.4	-6.0	13.9
Personal & Entertainment Services	199	4.0	223	4.3	420	6.4	12.1	88.3
Professional Services	1,018	20.3	1,133	22.1	430	6.6	11.3	#
Public Administration	123	2.4	194	3.8	218	3.3	57.7	12.4
Education, Health, & Social Services	-	-	-	-	1,315	20.1	-	#
Information	-	-	-	-	108	1.7	-	#
TOTAL	5,031	100.0	5,143	100.0	6,544	100.0	2.2	27.2
Number of Residents Employed As a Percentage of Population		45.7		47.7		68.1	4.3	42.8

Table 3.27

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



VILLAGE OF BOURBONNAIS RESIDENTS								
	1980*		1990*		2000			
Selected "Industries"	No.	%	No.	%	No.	%	% Change 1980 – 90*	% Change 1990-00**
Agricultural & Related	19	0.3	58	0.8	0	0.0	205.3	--
Construction	253	4.0	286	3.8	404	4.9	13.0	41.3
Manufacturing – Non Durable	743	11.6	692	9.3	1,094	13.3	-6.9	#
Manufacturing – Durable	866	13.5	537	7.2	#	#	-38.0	#
Transportation	267	4.2	326	4.4	493	6.0	22.1	51.2
Retail Trade	1,240	19.4	1,378	18.5	1,167	14.2	11.1	-15.3
Wholesale Trade	229	3.6	313	4.2	300	3.6	36.7	-4.2
Finance, Insurance & Real Estate	350	5.5	575	7.7	479	5.8	64.3	-16.7
Communications & Utilities	185	2.9	182	2.4	#	#	-1.6	#
Business & Repair Services	205	3.2	234	3.1	429	5.2	14.1	83.3
Personal & Entertainment Services	214	3.3	266	3.5	630	7.7	24.3	136.8
Professional Services	1,718	16.8	2,361	31.6	397	4.8	37.4	#
Public Administration	116	1.8	239	3.2	204	2.5	106.0	-14.6
Education, Health, & Social Services	-	-	-	-	2,435	29.6	-	#
Information	-	-	-	-	200	2.4	-	#
TOTAL	6,405	100.0	7,447	100.0	8,323	100.0	16.3	11.8
Number of Residents Employed As a Percentage of Population		48.2		53.4		69.0	10.8	29.2

Table 3.28

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



VILLAGE OF MANTENO RESIDENTS								
	1980*		1990*		2000			
Selected "Industries"	No.	%	No.	%	No.	%	% Change 1980 – 90*	% Change 1990–00**
Agricultural & Related	16	1.1	46	2.7	13	0.4	187.5	-71.7
Construction	75	5.2	172	10.0	256	8.1	129.3	48.8
Manufacturing – Non Durable	174	12.2	262	15.3	555	17.6	50.6	#
Manufacturing – Durable	252	17.6	181	10.6	#	#	-28.2	#
Transportation	70	4.9	91	5.3	272	8.6	30.0	198.9
Retail Trade	223	15.6	239	14.0	427	13.5	7.2	78.7
Wholesale Trade	44	3.1	83	4.8	144	4.6	88.6	73.5
Finance, Insurance & Real Estate	35	2.4	142	8.3	190	6.0	305.7	33.8
Communications & Utilities	23	1.6	14	0.8	#	#	-39.1	#
Business & Repair Services	43	3.0	49	2.9	98	3.1	14.0	100.0
Personal & Entertainment Services	43	3.0	74	4.3	215	6.8	72.1	190.5
Professional Services	387	27.1	340	19.8	201	6.4	-12.1	#
Public Administration	46	3.2	20	1.2	91	2.9	-56.5	355.0
Education, Health, & Social Services	-	-	-	-	631	20.0	-	#
Information	-	-	-	-	64	2.0	-	#
TOTAL	1,431	100.0	1,713	100.0	3,157	100.0	19.7	84.3
Number of Residents Employed As a Percentage of Population		45.4		49.1		64.3	8.3	31.0

Table 3.29

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



CITY OF KANKAKEE RESIDENTS								
	1980*		1990*		2000			
Selected "Industries"	No.	%	No.	%	No.	%	% Change 1980 – 90*	% Change 1990-00**
Agricultural & Related	51	0.4	64	0.6	129	1.2	25.5	101.6
Construction	487	4.1	415	4.0	437	4.0	-14.8	5.3
Manufacturing – Non Durable	1,395	11.7	1,274	12.3	1,711	15.8	-8.7	#
Manufacturing – Durable	1,919	16.1	905	8.8	#	#	-52.8	#
Transportation	397	3.3	371	3.6	686	6.3	-6.5	84.9
Retail Trade	1,816	15.3	1,758	17.0	1,525	14.1	-3.2	-13.3
Wholesale Trade	322	2.7	285	2.8	370	3.4	-11.5	29.8
Finance, Insurance & Real Estate	541	4.6	383	3.7	435	4.0	-29.5	13.6
Communications & Utilities	201	1.7	174	1.7	#	#	-13.4	#
Business & Repair Services	390	3.3	511	5.0	575	5.3	31.0	12.5
Personal & Entertainment Services	497	4.2	488	4.7	944	8.7	-1.8	93.4
Professional Services	3,333	28.1	3,267	31.7	627	5.8	-2.0	#
Public Administration	537	4.5	420	4.1	650	6.0	-21.8	54.8
Education, Health, & Social Services	-	-	-	-	2,453	22.6	-	#
Information	-	-	-	-	292	2.7	-	#
TOTAL	11,886	100.0	10,315	100.0	10,834	100.0	-13.2	5.0
Number of Residents Employed As a Percentage of Population		39.4		37.4		53.6	-5.1	43.3

Table 3.30

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



REMAINDER OF KANKAKEE COUNTY RESIDENTS					
	1980*		1990*		
Selected "Industries"	No.	%	No.	%	% Change 1980 – 90*
Agricultural & Related	1,272	7.3	973	5.5	-23.5
Construction	1,087	6.3	1,285	7.3	18.2
Manufacturing – Non Durable	2,315	13.3	2,102	12.0	-9.2
Manufacturing – Durable	2,972	17.1	1,845	10.5	-37.9
Transportation	880	5.1	780	4.4	-11.4
Retail Trade	2,512	14.5	2,695	15.4	7.3
Wholesale Trade	1,109	6.4	954	5.4	-14.0
Finance, Insurance & Real Estate	684	3.9	862	4.9	26.0
Communications & Utilities	371	2.1	337	1.9	-9.2
Business & Repair Services	495	2.9	720	4.1	45.5
Personal & Entertainment Services	536	3.1	597	3.4	11.4
Professional Services	3,192	18.4	3,941	22.5	23.5
Public Administration	396	2.3	442	2.5	11.6
TOTAL	17,821	102.7?	17,533	100.0	-1.6?
Number of Residents Employed As a Percentage of Population		39.3		43.3	10.2

Table 3.31

KANKAKEE COUNTY		
	2000	
Selected "Industries"	No.	%
Agricultural & Related	788	1.6
Construction	3,236	6.7
Manufacturing	7,842	16.3
Transportation	3,330	6.9
Retail Trade	6,896	14.3
Wholesale Trade	1,896	3.9
Finance, Insurance & Real Estate	2,460	5.1
Business & Repair Services	2,348	4.9
Personal & Entertainment Services	3,221	6.7
Professional Services	2,673	5.5
Public Administration	1,746	3.6
Education, Health, & Social Services	10,801	22.4
Information	990	2.1
TOTAL	48,227	100.0
Number of Residents Employed As a Percentage of Population		61.2

Table 3.32

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



I. Occupational Trends

BRADLEY RESIDENTS								
	1980*		1990*		2000		Percent*	Percent**
Selected Occupations	No.	%	No.	%	No.	%	Change 1980-90	Change 1990-00
Managerial and Professional Specialty	671	13.3	776	15.1	1,481	22.6	15.6	90.9
Technical, Sales & Support - Sales and office occupations	1,498	29.8	1,570	30.5	2,069	31.6	4.8	31.8
Service	955	19.0	935	18.2	930	14.2	-2.1	-0.5
Farming, Forestry, Fishing	13	0.3	53	1.0	18	0.3	307.7	-66.0
Precision Production/Repair - Production, transportation, & material moving occupations	759	15.1	589	11.4	1,250	19.1	-22.4	112.2
Operators, Fabricators – Construction, extraction, & maintenance occupations	847	16.8	882	17.1	796	12.2	4.1	-9.8
Laborers	288	5.7	343	6.7	#	#	19.1	#
TOTAL	5,031	100.0	5,148	100.0	6,544	100.0	2.3	27.1

Table 3.33

BOURBONNAIS RESIDENTS								
	1980*		1990*		2000		Percent*	Percent**
Selected Occupations	No.	%	No.	%	No.	%	Change 1980-90	Change 1990-00
Managerial and Professional Specialty	1,548	24.2	2,235	29.9	2,826	34.3	44.4	26.4
Technical, Sales & Support – Sales and office occupations	2,074	32.4	2,565	34.4	2,430	29.5	23.7	-5.3
Service	1,085	16.9	1,029	13.8	1,207	14.7	-5.2	17.3
Farming, Forestry, Fishing	12	0.2	21	0.3	0	0	75.0	--
Precision Production/Repair – Production, transportation, & material moving occupations	768	12.0	774	10.4	1,150	14.0	0.8	48.6
Operators, Fabricators – Construction, extraction, & maintenance occupations	656	10.2	540	7.2	619	7.5	-17.7	14.6
Laborers	262	4.1	299	4.0	#	#	14.1	#
TOTAL	6,405	100.0	7,463	100.0	8,232	100.0	16.5	10.3

Table 3.34

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



MANTENO RESIDENTS								
	1980*		1990*		2000		Percent*	Percent**
Selected Occupations	No.	%	No.	%	No.	%	Change 1980-90	Change 1990-00
Managerial and Professional Specialty	273	20.4	374	21.8	836	26.5	37.0	123.5
Technical, Sales & Support– Sales and office occupations	322	24.0	483	28.2	859	27.2	50.0	77.8
Service	273	20.4	191	11.2	503	15.9	-30.0	163.4
Farming, Forestry, Fishing	11	0.8	35	2.0	6	0.2	218.2	-82.9
Precision Production/ Repair – Production, transportation, & material moving occupations	228	17.0	267	15.6	646	20.5	17.1	141.9
Operators, Fabricators – Construction, extraction, & maintenance occupations	170	12.7	298	17.4	307	9.7	75.3	3.0
Laborers	64	4.8	65	3.8	#	#	1.6	#
TOTAL	1,341	100.0	1,713	100.0	3,157	100.0	27.7	84.3

Table 3.35

CITY OF KANKAKEE RESIDENTS								
	1980*		1990*		2000		Percent*	Percent**
Selected Occupations	No.	%	No.	%	No.	%	Change 1980-90	Change 1990-00
Managerial and Professional Specialty	2,334	19.6	2,292	22.0	2,433	22.5	-1.8	6.2
Technical, Sales & Support Sales and office occupations	3,516	29.6	3,097	29.8	2,390	22.1	-11.9	-22.8
Service	2,182	18.4	1,953	18.8	2,329	21.5	-10.5	19.3
Farming, Forestry, Fishing	54	0.5	84	0.8	82	0.8	55.6	-2.4
Precision Production/ Repair Production, transportation, & material moving occupations	1,167	9.8	902	8.7	2,754	25.4	-22.7	205.3
Operators, Fabricators – Construction, extractions, & maintenance occupations	2,036	17.1	1,503	14.4	846	7.8	-26.2	-43.7
Laborers	597	5.0	575	5.5	#	#	-3.7	#
TOTAL	11,886	100.0	10,406	100.0	10,834	100.0	-12.5	4.1

Table 3.36

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



REMAINDER OF KANKAKEE COUNTY RESIDENTS					
	1980*		1990*		
Selected Occupations	No.	%	No.	%	Percent* Change 1980-90
Managerial and Professional Specialty	2,659	16.4	3,148	17.9	18.4
Technical, Sales & Support	4,284	26.4	5,190	29.6	21.1
Service	2,110	13.0	2,142	12.2	1.5
Farming, Forestry, Fishing	NA	0.0	894	5.1	--
Precision Production/Repair	2,595	16.0	2,576	14.7	-0.7
Operators, Fabricators	3,568	22.0	2,604	14.8	-27.0
Laborers	1,004	6.2	1,005	5.7	0.1
TOTAL	16,220	100.0	17,559	100.0	8.3

Table 3.37

KANKAKEE COUNTY						
	Municipalities 2000		County 2000		Remainder 2000	
Selected Occupations	No.	%	No.	%	No.	%
Managerial and Professional Specialty	7,576	26.3	12,583	26.1	5,007	25.7
Sales and office occupations	7,748	27.9	12,763	26.5	5,015	25.8
Service	4,969	17.9	7,507	15.6	2,538	13.0
Farming, Forestry, Fishing	106	0.4	296	0.6	190	0.1
Production, transportation, & material moving occupations	5,800	20.9	9,998	20.7	4,198	21.6
Construction, extraction, & maintenance occupations	2,568	9.2	5,080	10.5	2,512	12.9
TOTAL	28,767	100.0	48,227	100.0	19,460	100.0

Table 3.38

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data compared to previous data.

#2000 Census data changed from prior two periods resulting in no data for this category.



J. Age of Housing

VILLAGE OF BRADLEY

**Median Year
Structure Built:
1960**

Year Structure Built	Number of Units	Percent of Total
Built 1999 to March 2000	77	2.3
Built 1995 to 1998	233	6.9
Built 1990 to 1994	336	9.9
Built 1980 to 1989	101	3.0
Built 1970 to 1979	415	12.3
Built 1960 to 1969	528	15.6
Built 1950 to 1959	858	25.4
Built 1940 to 1949	383	11.3
1939 or Earlier	452	13.4
TOTAL	3,383	100.0

Table 3.39

VILLAGE OF BOURBONNAIS

**Median Year
Structure Built:
1976**

Year Structure Built	Number of Units	Percent of Total
Built 1999 to March 2000	85	2.5
Built 1995 to 1998	271	7.9
Built 1990 to 1994	364	10.7
Built 1980 to 1989	442	13.0
Built 1970 to 1979	1,372	40.2
Built 1960 to 1969	299	8.8
Built 1950 to 1959	388	11.4
Built 1940 to 1949	82	2.4
1939 or Earlier	106	3.1
TOTAL	3,409	100.0

Table 3.40



VILLAGE OF MANTENO		
Median Year Structure Built: 1990		
Year Structure Built	Number of Units	Percent of Total
Built 1999 to March 2000	63	3.5
Built 1995 to 1998	387	21.8
Built 1990 to 1994	441	24.8
Built 1980 to 1989	151	8.5
Built 1970 to 1979	146	8.2
Built 1960 to 1969	154	8.7
Built 1950 to 1959	139	7.8
Built 1940 to 1949	99	5.6
1939 or Earlier	197	11.1
TOTAL	1,777	100.0

Table 3.41

CITY OF KANKAKEE		
Median Year Structure Built: 1948		
Year Structure Built	Number of Units	Percent of Total
Built 1999 to March 2000	0	0.0
Built 1995 to 1998	32	0.6
Built 1990 to 1994	59	1.1
Built 1980 to 1989	60	1.1
Built 1970 to 1979	467	8.8
Built 1960 to 1969	671	12.6
Built 1950 to 1959	1,107	20.9
Built 1940 to 1949	1,099	20.7
1939 or Earlier	1,814	34.2
TOTAL	5,309	100.0

Table 3.42



KANKAKEE COUNTY		
Median Year Structure Built: 1964		
Year Structure Built	Number of Units	Percent of Total
Built 1999 to March 2000	470	1.8
Built 1995 to 1998	1,829	6.9
Built 1990 to 1994	2,244	8.5
Built 1980 to 1989	1,809	6.8
Built 1970 to 1979	4,609	17.4
Built 1960 to 1969	3,859	14.6
Built 1950 to 1959	4,313	16.3
Built 1940 to 1949	2,445	9.2
1939 or Earlier	4,924	18.6
TOTAL	26,502	100.0

Table 3.43



K. Distribution of Housing Units

HOUSING UNITS						
	SINGLE FAMILY ATTACHED			SINGLE FAMILY DETACHED		
AREA	1980*	1990*	2000**	1980*	1990*	2000**
BRADLEY	26	60	171	3,229	3,398	3,841
BOURBONNAIS	61	158	350	2,542	2,889	3,360
MANTENO	34	28	186	767	847	1,410
KANKAKEE	128	132	160	7,095	6,789	6,308
TOTAL METROPOLITAN	249	378	867	13,633	13,923	14,919
REMAINDER OF COUNTY	76	120	152	12,850	12,325	12,050
COUNTY TOTAL	325	498	1,019	26,483	26,248	26,969

HOUSING UNITS									
	2-4 UNITS			5-19 UNITS			OVER 20 UNITS		
AREA	1980*	1990*	2000**	1980*	1990*	2000**	1980*	1990*	2000**
BRADLEY	529	437	605	250	300	400	=	0	0
BOURBONNAIS	463	585	609	963	971	1,003	=	46	40
MANTENO	309	294	313	188	199	270	=	0	0
KANKAKEE	2,601	2,359	1,744	1,914	1,057	824	=	776	765
TOTAL MUNICIPAL	3,902	3,675	3,271	3,315	2,527	2,497	=	822	805
REMAINDER OF COUNTY	828	435	459	416	155	209	=	0	23
COUNTY TOTAL	4,730	4,110	3,730	3,731	2,682	2,706	=	822	828

Table 3.44

*Data from 1997 Village of Bradley Comprehensive Plan prepared by Economic Development Resources.

** Calculated from 2000 Census Data.

= Census Bureau data shows only “5 or more” for 1980 according to 1997 Village of Bradley Plan



L. Housing Values

HOUSING VALUES – 2000 CENSUS – NUMBER OF UNITS					
VALUE	BRADLEY	BOURBONNAIS	MANTENO	KANKAKEE	COUNTY
Less than \$10,000	0	0	0	15	44
\$10,000 to \$14,999	7	0	0	21	36
\$15,000 to \$19,999	0	6	9	69	117
\$20,000 to \$24,999	7	0	0	46	96
\$25,000 to \$29,999	0	0	0	75	121
\$30,000 to \$34,999	33	19	0	129	232
\$35,000 to \$39,999	20	0	0	121	226
\$40,000 to \$49,999	92	9	0	470	787
\$50,000 to \$59,999	162	49	18	494	1,097
\$60,000 to \$69,999	251	75	26	751	1,521
\$70,000 to \$79,999	477	124	26	606*	1,966
\$80,000 to \$89,999	506	241	78	678	2,404
\$90,000 to \$99,999	570*	408	152	326	2,560*
\$100,000 to \$124,999	673	784*	212	452	3,978
\$125,000 to \$149,999	277	527	273*	270	2,704
\$150,000 to \$174,999	104	375	192	111	1,599
\$175,000 to \$199,999	54	176	159	50	1,020
\$200,000 to \$249,999	23	170	145	32	726
\$250,000 to \$299,999	11	71	14	33	352
\$300,000 to \$399,999	18	69	12	30	267
\$400,000 to \$499,999	0	12	0	0	48
\$500,000 to \$749,999	0	20	17	6	72
\$750,000 to \$999,999	0	0	0	0	0
\$1,000,000 or more	0	0	0	6	42
*Median (dollars)	\$91,500	\$120,300	\$138,300	\$73,400	\$99,200
Total	3,285	3,135	1,333	4,791	22,015

Table 3.45



HOUSING VALUE – 2000 CENSUS – PERCENT OF TOTAL					
VALUE	BRADLEY	BOURBONNAIS	MANTENO	KANKAKEE	COUNTY
Less than \$10,000	0.0	0.0	0.0	0.3	0.2
\$10,000 to \$14,999	0.2	0.0	0.0	0.4	0.2
\$15,000 to \$19,999	0.0	0.2	0.7	1.4	0.5
\$20,000 to \$24,999	0.2	0.0	0.0	1.0	0.4
\$25,000 to \$29,999	0.0	0.0	0.0	1.6	0.5
\$30,000 to \$34,999	1.0	0.6	0.0	2.7	1.1
\$35,000 to \$39,999	0.6	0.0	0.0	2.5	1.0
\$40,000 to \$49,999	2.8	0.3	0.0	9.8	3.6
\$50,000 to \$59,999	4.9	1.6	1.4	10.3	5.0
\$60,000 to \$69,999	7.6	2.4	2.0	15.7	6.9
\$70,000 to \$79,999	14.5	4.0	2.0	12.6	8.9
\$80,000 to \$89,999	15.4	7.7	5.9	14.2	10.9
\$90,000 to \$99,999	17.4	13.0	11.4	6.8	11.6
\$100,000 to \$124,999	20.5	25.0	15.9	9.4	18.1
\$125,000 to \$149,999	8.4	16.8	20.5	5.6	12.3
\$150,000 to \$174,999	3.2	12.0	14.4	2.3	7.3
\$175,000 to \$199,999	1.6	5.6	11.9	1.0	4.6
\$200,000 to \$249,999	0.7	5.4	10.9	0.7	3.3
\$250,000 to \$299,999	0.3	2.3	1.1	0.7	1.6
\$300,000 to \$399,999	0.5	2.2	0.9	0.6	1.2
\$400,000 to \$499,999	0.0	0.4	0.0	0.0	0.2
\$500,000 to \$749,999	0.0	0.6	1.3	0.1	0.3
\$750,000 to \$999,999	0.0	0.0	0.0	0.0	0.0
\$1,000,000 or more	0.0	0.0	0.0	0.1	0.2

Table 3.46

SECTION IV INFRASTRUCTURE DESCRIPTION

A. Transportation

The roads serving vehicular transportation in the Village of Bradley can be classified in many ways. The following paragraphs refer to arterial roads, collector roads, neighborhood collector roads, and local roads. Arterial roads are large, high capacity roads providing connectivity between neighborhoods, and have intersections with residential streets. Collector roads are roads that link traffic on local roads to arterial road networks. Neighborhood collector roads carry lower volumes of traffic and provide more direct access to adjacent properties than do typical collector roads. Local roads serve individual residences or businesses and distribute traffic to collector and arterial roadways.

North – South Roadways

Some of the important roads that convey traffic north and south are:

- ◆ Kennedy Drive (US Route 45/52)
- ◆ Center Avenue
- ◆ Washington Avenue
- ◆ Schuyler Avenue
- ◆ Kinzie Avenue (IL Route 50)
- ◆ Christine Drive
- ◆ Cardinal Drive (2000E Road)
- ◆ Skyline Road (4000E Road)

Kennedy Drive (US Route 45/52) is typically a five-lane urban arterial road near the west edge of the Village. The segment of Kennedy Drive within the Village is between Beckman Drive/Fifth Avenue and Perry Street/North Street. There is a local name change at North Street. The segment of US Route 54/52 in Bourbonnais is named Main Street, Marsile Street, and Convent Street. The part of Kennedy Drive (US Route 45/52) that is within the Village of Bradley has numerous private commercial access drives. Route 45 and Route 52 separate both south and north of Bradley. US Route 45 traverses the United States north-south from Mobile, Alabama to Ontonagon, Michigan. US Route 52 traverses the



Kennedy Drive (US Route 45/52)



the United States east-west from Charleston, South Carolina to Portal, North Dakota near the Canadian border. Both Route 52 and Route 45 are important arterial roads connecting Bradley to nearby communities.

Center Avenue is two-lane urban neighborhood collector road that along with Entrance Avenue reaches from Court Street in the City of Kankakee to North Street in Bradley. The eleven block segment within the Village of Bradley connects Kankakee's Meadowview Shopping Center to the Bradley-Bourbonnais Community High School campus.

Washington Avenue is a two-lane urban neighborhood collector road that along with Michigan Avenue and Mooney Drive reaches from Brookmont Blvd., to Broadway Street, and on to Armour Road in the Village of Bourbonnais.

Schuyler Avenue is a two-lane collector road that connects downtown Kankakee with downtown Bradley. Schuyler Avenue along with East Broadway Street extends from the south side of Kankakee at the 308 exit of Interstate 57 (I-57) to Bradley's commercial district on Illinois State Route 50. Schuyler Avenue is an alternative to Route 45 and Route 50 that is well known and well used by local travelers.

Kinzie Avenue, (Illinois Route 50), is a five-lane urban arterial road found near the center of Bradley. This heavily traveled arterial road supports Kankakee County's mall retail corridor where it intersects I-57 in Bradley. Route 50 is a major north-south arterial serving the Chicagoland area from Skokie to Kankakee, Illinois. Kinzie Avenue (IL Route 50) serves local traffic by connecting Kankakee, Bradley, Bourbonnais, Manteno, and Peotone. The segment of Route 50 between the City of Kankakee and Armour Road in Bradley has numerous private commercial access drives. North of Armour Road, greater access control has been provided through the use of planning and construction of shopping centers with signalized entrances and interior circulation roadways.

Christine Drive is a two-lane neighborhood collector road and connects North Street and Armour Road in the Village of Bradley. This road serves as an important alternate to Kinzie Avenue (IL Route 50) for local traffic.

Cardinal Drive is typically a two-lane rural collector road that connects North Street to Route 50 in Manteno. A mile long stretch of Cardinal Drive between North Street and Armour Road has been improved by the Village of Bradley to a four-lane urban condition. There are numerous private residential driveways on the segment of Cardinal Drive about ½ mile south Armour Road, and ¼ mile north of 1000 East Road.



Skyline Road is a two-lane rural collector road that extending from IL Route 17 to the Kankakee-Will County line. This township road is within the Village’s extra-territorial planning area. Township roads become Village roads when within or contiguous to the Village corporate limits.

East – West Roadways

Some of the important roads that convey traffic east and west are:

- ◆ Brookmont Boulevard
- ◆ Broadway Street
- ◆ North Street (2000N Road)
- ◆ Armour Road (3000N Road)
- ◆ Larry Power Road (4000N Road)
- ◆ St. George Road (5000N Road)
- ◆ 6000N Road

Brookmont Boulevard is typically a four-lane urban collector road that is the corporate limit line between the City of Kankakee and the Village of Bradley. It connects Kennedy Drive (US Route 45/52) on the west with Kinzie Avenue (IL Route 50). Brookmont Boulevard intersects the Canadian National Railroad at a two-lane underpass which assures continuous service.

Broadway Street is an urban neighborhood collector road connecting Kennedy Drive (US Route 45/52), Schuyler Avenue, and Kinzie Avenue (IL Route 50). Broadway Street intersects the Canadian National Railroad at a two-lane underpass which assures continuous service. The segment of Broadway Street between Kennedy Drive (US Route 45/52) and the Canadian National Railroad is generally considered Bradley’s “downtown” area.

North Street is typically a four-lane urban collector street connecting Kennedy Drive (US Route 45/52) and Kinzie Avenue (IL Route 50). North Street passes over Interstate 57 via a two-lane bridge structure and intersects Cardinal Drive just east of the interstate. East of Cardinal Drive, North Street is typically a two-lane rural collector road connecting the Village of Bradley and the City of Momence. North Street intersects the Canadian National Railroad at a four-lane at grade crossing. Roadway service is periodically interrupted at this intersection by rail traffic.



Armour Road (County Highway 44) is typically a urban collector road connecting Bourbonnais, Bradley, and Momence. The segment of roadway from US Route 45/52 to IL Route 50 is an “un-numbered” state route. The segment from Kinzie Avenue (IL Route 50) to Momence is Kankakee County Highway 44. Armour Road intersects the Canadian National Railroad at a four-lane bridge structure which provides uninterrupted service. Armour Road/Latham Drive serves as an important collector road conveying local traffic to and from Bradley’s Kinzie Avenue (IL Route 50) retail center. Armour road crosses Interstate 57 at a four-lane bridge structure.

Larry Power Road (4000 North Road) is a collector road extending from US Route 45/52 to IL Route 1 near Momence. Much of the roadway from US Route 45/52 to Cardinal Drive has a three-lane urban cross section. The segment from Cardinal Drive to Momence is a rural two-lane roadway. Larry Power Road intersects the Canadian National Railroad at a two-lane at grade crossing, and Interstate 57 at a two lane bridge structure. Larry Power Road service is periodically interrupted by rail traffic.

St. George Road (County Highway 8/5000 North Road) is typically a two-lane urban collector road that extends from Career Center Road (1000 West Road) in Bourbonnais to its intersection with IL Route 1 north of Momence. The segment of St. George that is a County Highway extends from US Route 45/52 on the west to 5000 East Road on the east. The hamlet located at the intersection of St. George Road and 5000 East Road is a community referred to as “St. George.” St. George Road crosses the Canadian National Railroad at a two lane at grade crossing.

6000 North Road is a two-lane rural collector road that serves as the agreed future line between Bradley and Manteno. The roadway extends from 4150 West Road near IL Route 102 to IL Route 1 north of Momence, except a one mile segment missing just east of Cardinal Drive. 6000 North Road intersects the Canadian National Railroad at a two-lane at grade crossing and Interstate 57 at a two-lane bridge structure. 6000 North Road service is periodically interrupted by rail traffic.

Interstate 57 (I-57) divides the Village of Bradley nearly in half. There are four vicinity exits, Exit 308 on the south of Kankakee at US Route 45/52, Exit 312 at IL Route 17, Exit 315 at IL Route 50 in Bradley/Bourbonnais, and Exit 322 in Manteno.

2. Bus Transportation

The metropolitan area is served by the River Valley Mass Transit District METRO bus system. The METRO system has the following routes:

- ◆ Route 1 Meadowview
- ◆ Route 2 Bradley
- ◆ Route 3 Northfield
- ◆ Route 4 Eastgate
- ◆ Route 5 Aroma Park
- ◆ Route 6 Kankakee Community College
- ◆ Route 7 West Kankakee
- ◆ Route 8 Medical Center
- ◆ Route 10 Bourbonnais Route A
- ◆ Route 10 Bourbonnais Route B
- ◆ University Park Service

Route 2 is designated as the Bradley Route and serves the Bradley area. Route buses originate at the Transfer Center at Chestnut Street and Schuyler Avenue in Kankakee (next to Graham's Home Furnishings), with stops at Bradley East School, Cardinal and Quail, Wal-Mart/K-Mart, Bradley-Bourbonnais Community High School, Olivet University, Perry Farm, Kankakee County Training Center (KCTC), and then returning to the Kankakee Transfer Center. The entire route takes approximately 55 minutes.



River Valley METRO bus

Route 3 is designated as the Northfield Square Route, serves the Bradley area, originates at the Transfer Center in Kankakee, with stops at Wal-Mart/K-Mart, the Mall, and Target in Bradley. The entire route takes approximately 55 minutes. Buses on both routes run on one-hour schedules, starting at 6:00 a.m. until 10:00 p.m. METRO has modified routes to accommodate riders and to address concerns expressed by residents. The local fixed-route fare (effective August 2005) is \$1.00 for 6 years old and older, free under 6, and half-price for those 65 and older or disabled with specific identification.

Northfield Square Mall is the Transfer Center for service to University Park and access to the METRA electric commuter rail system that provides service to the Chicago loop. The METRA terminates at Millennium Station in Chicago. The trip from University Park to downtown is scheduled to take a little less than one-hour. METRA schedules can



be obtained at www.metrarail.com. Commuter bus service is provided by METRO to University Park from 5:00 to 10:00 a.m. and 3:00 p.m. to 8:00 p.m. Monday through Friday and from 7:30 a.m. to 8:45 p.m. on Saturdays.

Commuter/Rail – METRA

Access to commuter rail is available at University Park, approximately 23 miles to the north (east of I-57 exit 335), north of Monee, Illinois on Governor’s Highway.

Commercial Air Transportation

Commercial air travel is available at O’Hare International Airport and Midway Airport in Chicago. O’Hare Airport is approximately 73 miles north of Bradley via I-57, I-80, and I-294. Travel time to O’Hare Airport is approximately one-hour and 22 minutes as estimated by MapQuest (www.mapquest.com). Midway Airport is approximately 52 miles north of Bradley via I-57, I-80, I-294, and Cicero Avenue (IL Route 50). Travel time to Midway is estimated at one-hour and five minutes by MapQuest.

Transportation to the Chicago airports can be accomplished by the following methods: 1) personal vehicle with parking at the airport or privately operated parking lots near the airport; 2) personal vehicle to hotels and hotel lots near the airport or to Illinois Route 30 and I-57 (Matteson, Illinois) and airport shuttle service to the airports; 3) personal vehicle or METRO bus service to University Park METRA station to Millennium Station in downtown Chicago, public transportation or taxi to the Chicago Transit Authority (CTA) Blue Line subway train (Dearborn Street) for O’Hare Airport or the Orange Line elevated train (Wabash Avenue) for Midway Airport (additional details available at www.transitchicago.com); or, 4) limousine service directly to the airport.

AirNav.com lists the following six (6) airports under the listing for Kankakee:

Greater Kankakee Airport	KIKK	
Kankakee Airport (Koerner)	3KK	
Hawker Airport	12IL	Private
Benoit Airport	IL78	Private
St. Mary’s Hospital (Heliport)	11IL	Private
Riverside Medical Center Heliport	10IL	Private ¹

¹ <http://www.airnav.com/airports/get>

The Greater Kankakee Airport is a regional airport open to the public and located south of Kankakee and southeast of Exit 308 of I-57. The airport is approximately six (6) miles south of Bradley. Airport Operational Statistics provided at www.airnav.com/airport/KIKK, lists 137 average air operations per day. Half (50%) of air operations were reported as local general aviation, 42% transient general aviation, six percent (6%) military and two percent (2%) air taxi. There are 131 aircraft based on the field, ninety-nine of which are single engine, 14 multi-engine, two jets, one helicopter, and 15 ultralights. There are two (2) asphalt runways (Runway 4/22 - 5,979 ft. x 100 ft. and Runway 16/34 - 4,399 ft. x 75 ft.).²

Kankakee Airport (Koerner Airport) is open to the public and is located southwest of Kankakee at 1520 S. Route 115. It is reported that there are an average of 30 aircraft operations per day, with 82% local general aviation and 18% transient general aviation. There are 25 aircraft based on the field, 22 single engine airplanes, one multi-engine, and two ultralights. There are two (2) runways (Runway 9/27 - 2,644 ft. x 300 ft. and Runway 18/36 - 2,564 ft. x 200 ft.), both are “turf, in good condition.”³

Sidewalks, Greenways, and Multi-Use Paths

Paved sidewalks and multi-use paths are a required component of all new roads proposed and/or constructed in the Village of Bradley. However, not all existing roads include separate provisions for pedestrians. For example, there are no sidewalks in the Evergreen Acres subdivision north of North Street, west of the Canadian National Railroad, and east of Bradley-Bourbonnais Community High School. Central and East Bradley do not have sidewalks on most east-west streets. The sidewalks serving north-south streets in Central and East Bradley are found in a wide range of physical condition. West Meadowview and Blatt Subdivision (west of Kennedy Drive) have sidewalks adjacent to the curbs. Most other areas have typical four feet wide sidewalks separated from the curb by a grass terrace. The Village of Bradley offers a “50/50 Sidewalk and Curb Replacement Program” annually. The program limits the number of projects to the appropriated funds for that year and combines all projects into one public bid. The cost of the replacement is shared equally by the Village and the property owner adjacent to the sidewalk replaced.

² <http://www.airnav.com/airport/KIKK>

³ <http://www.airnav.com/airport/3KK>

There is a multi-use path at Helgeson Park that connecting a City of Kankakee trail with the Bourbonnais Township Park District, Perry Farm trail system. The trail is adjacent to the Kankakee River in the West Meadowview area of the Village. There is a multi-use path adjacent to Larry Power Road, east of Cardinal Drive.



Multi-Use Path at Helgeson Park

Greenways are defined as a “linear open space established along a riverfront, stream bank, ridgeline, railroad right-of-way or highway for the purpose of non-motorized vehicle transportation, nature preservation, habitat preservation, species migration, flood and erosion control or sediment filtration.”⁴ There is a short greenway segment and multi-use path northeast of North Street/ Cardinal Drive intersection adjacent to Soldier Creek.

Rail Transportation

The Canadian National Railroad traverses the Village of Bradley in a north/south direction, parallel to and west of Illinois Route 50. There is approximately seven miles of right-of-way in or near the Village of Bradley. While passenger trains still travel rails, the main use is to convey freight. A passenger train station is located in Kankakee, just south of Court Street. There are currently no scheduled passenger stops at the station. The rail spurs into the Ken Hayes Industrial Park in Bradley, and the industrial are to serve Bunge Edible Oils and CSL Behring between North Street and Armour Road, just west of Kinzie Avenue (IL Route 50).

The Norfolk and Southern Railroad (Conrail) right-of-way is within the mile and one-half extra-territorial planning (ETP) area of the Village of Bradley. The rail runs diagonally, but generally east-west. The rail crosses North Street a few miles east of Interstate 57, providing potential rail service for development in the Bradley North Street Industrial Area.

⁴ KANKAKEE COUNTY GREENWAYS AND TRAIL PLAN 1999; “Map of Greenway and Trail Opportunities and Descriptions;” Developed by: Kankakee County Planning Department, Michael J. Van Mill, AICP, Director, Delbert K. Skimerhorn, Project Coordinator; With Funding By: Illinois Department of Natural Resources.



B. Utilities

Water – Aqua Illinois

The Kankakee River is the source of water for Bradley and the surrounding metropolitan area. Water treatment is provided by Aqua Illinois, Incorporated. Aqua Illinois is a regulated public utility that serves approximately 70,000 customers. Aqua Illinois acquired the water treatment plant in 1998 from Consumers Illinois Water. The water is treated at the Joseph F. Donnovan treatment facility in Kankakee. Rates are regulated by the Illinois Commerce Commission (ICC). The water utility purchased the water supply distribution infrastructure of Kankakee, Bourbonnais, and Bradley. According to Aqua Illinois, the average daily consumption in 2005 was approximately nine million gallons. An average of approximately two billion gallons flows in the Kankakee River past the treatment plant daily.⁵ According to Aqua Illinois, that provides the assurance that there will always be sufficient water to serve the needs of the entire community.

Natural Gas - NICOR

The infrastructure of Northern Illinois Gas Company (NICOR) provides the natural gas distribution to the metropolitan area. Natural gas can be purchased through a variety of suppliers in the county, including NICOR.

Electricity - Exelon/ComED

The infrastructure of Commonwealth Edison (ComEd), an Exelon Company, provides electrical distribution service to the area. Exelon generates the electricity at its nuclear plants in Will and Grundy Counties to the west.

⁵“Aqua Illinois, Inc., 1998 – 2007, Historical Review and Projections, March 9, 2006, p. 14.



The following is a 2004 list of the twelve (12) circuits and the boundaries of those circuits serving Bradley:

COMMONWEALTH EDISON VILLAGE OF BRADLEY CIRCUITS				
	NORTH	SOUTH	EAST	WEST
1*	Erie St.	Birch St.	Chicago Ave.	Washington
2	Goodwin St.	Brookmont	Schuyler Ave.	Kennedy Dr.
3	Armour Rd.	Grinnel Rd.	Van Buren Ave.	Hemlock
4	Larry Power Rd.	Armour Rd.	4000E Rd.	ICG Railroad
5	Armour Rd.	Court St./Rt. 17	Dearborn	Route 113
6	Bethel Dr.	Gregg St.	Schuyler Ave.	US 45
7	Lemna	Quail	4000E	IC Railroad
8	Interstate 57	Mulligan	Jackson	Route 50
9	Armour Rd.	Brookmont	Route 50	Valley Ave.
10	Larry Power Rd.	Armour Rd.	4000 E. Rd.	ICG Railroad
11	Armour Rd.	North St.	Scott St.	Barrington Rd.
12	Old Farm North	Grinnel Rd.	4500 E.	Hemlock

Table 4.1 * Not the actual circuit numbers.

Sanitary Sewer – Kankakee River Metropolitan Agency (KRMA)

The Kankakee River Metropolitan Agency (KRMA) owns and manages the facility that treats the area’s wastewater before release to the Kankakee River. KRMA was first created as the Regional Wastewater Treatment Facility (RWTF) when the Environmental Protection Agency (EPA) provided approximately 78% of the \$43 million for the creation of the area plant. Approximately \$33.5 was provided by the grant and the remaining \$9.5 million as a local share. Planning for the facility was accomplished during 1977 and 1978, with the final report approved and published in February 1978.⁶

An Intergovernmental Agreement between the City of Kankakee, and the Villages of Aroma Park, Bourbonnais, and Bradley, dated July 20, 1988 created the RWTF. The City of Kankakee was named the lead agency. The former City of Kankakee plant was renovated to the plan specifications and became operational in 1989. The Villages of Bourbonnais and

⁶ KANKAKEE RIVER METROPOLITAN AGENCY FACILITY PLAN UPDATE, Tyson Engineering, Inc., Engineers-Surveyors-Consultants, Kankakee, Illinois, December, 2003, pp. II-1 and 2

Bradley shortly thereafter abandoned their existing facilities and diverted their sewage to the RWTF. When Aroma Park completed the construction of their sanitary sewer system, it was connected to the RWTF.⁷ The creation of RWTF required the abandonment of the existing Bradley and Bourbonnais and the installation of meters on the sewer mains of the diverted discharges. The RWTF was defined in the Agreement as “the wastewater treatment system and its plant located in the City of Kankakee and all designated lines, connectors, and equipment. It does not include the sewer collection system of each individual member.”⁸

The City of Kankakee issued bonds to pay the \$9.5 million local share for the upgrade of the existing Kankakee plant and operated the RWTF until the Municipal Joint Sewage Treatment Intergovernmental Agreement (Bradley Resolution No. R-11-95-1 (11/13/95)) created the Kankakee River

Metropolitan Agency (KRMA) in May 1996. The Intergovernmental Agreement was executed by the Member Municipalities on May 1, 1996 and was amended and restated on March 1, 1999.

KRMA is governed by a seven member Board of Directors created by the Agreement. The Agreement states, “The Board of Directors of the agency shall be a seven-person board consisting of four persons appointed by the Mayor of the City of Kankakee, and one person

from each of the Villages of Aroma Park,

Bourbonnais and Bradley appointed by the respective Mayors of said Villages.”⁹ KRMA purchased the RWTF assets from the City of Kankakee on April 22, 1999 through the issuance of \$18,585,000 in revenue bonds. As a result of that agreement, all members pay their share of the debt service and operating and maintenance expenses to KRMA.¹⁰



Kankakee River Metropolitan Agency (KRMA)

The “Capacity Rights” of each participant was established by the Intergovernmental Agreement and defined as, “the capacity granted to a participant by the Agency for a period of 50 years, or another designated period, under the terms of any capacity allocation

⁷ Id.

⁸ Village of Bradley, RESOLUTION NO. R-11-95-1, “Municipal Joint Sewage Treatment Intergovernmental Agreement,” November 13, 1995, p. 4.

⁹ Village of Bradley, RESOLUTION NO. R-1-95-1, “Municipal Joint Sewage Treatment Intergovernmental Agreement,” November 13, 1995, p. 6.

¹⁰ KANKAKEE RIVER METROPOLITAN AGENCY FACILITY PLAN UPDATE, Tyson Engineering, Inc., Engineers-Surveyors-Consultants, Kankakee, Illinois, December, 2003, pp. II-1 and II-2.



agreements entered into by the Agency.”¹¹ The Capacity Rights, based on a total plant capacity of 24.9 million gallons per day (MGD) for each member was established in the 1996 Agreement and was based on the 1988 Agreement. The 1996 capacities were as follows:

City of Kankakee	17.6 mgd
Village of Bourbonnais	3.4 mgd
Village of Bradley	3.8 mgd
Village of Aroma Park	.1 mgd
<u>Total</u>	<u>24.9 mgd</u>

The 1996 Agreement provided that “if any Member or Participant determines that it has excess capacity beyond its current and future reserve requirements, then it may elect to lease capacity to another Participant or Member. The charge for leasing capacity shall be based on the annual cost of outstanding debt service obligations.”¹²

The capacity usage for all municipalities, with the exception of the City of Kankakee, is measured through metering the flow of wastewater into the treatment plant. The capacity usage of the City of Kankakee is determined by subtracting other metered flows into the plant from the total plant discharge. There is no meter to measure the flow into the plant from mains owned by Kankakee. It has been stated that the cost of the installation of such a meter would be cost prohibitive.

The Village of Bradley has two meters, one for West Meadowview and Blatt subdivisions and the main meter (48 inch gravity forced main) in Meadowview Shopping Center, serving all of the remainder of the municipality. The Bradley portion of the total operation of the plant is determined by the usage as measured in million gallons per day (mgd). The Bradley portion of the repayment of bonded indebtedness is determined by capacity owned.

All major industrial users within the service area are part of the City of Kankakee infrastructure. A city sewer main serves the two major industries between North Street and Armour Road west of State Route 50, and a separate main serves Diversatech, east of Manteno.

The Bradley Department of Utilities maintains all Bradley sanitary and storm water sewer infrastructure. The department consists of a part-time superintendent and five full-

¹¹ Village of Bradley, RESOLUTION NO. R-1-95-1, “Municipal Joint Sewage Treatment Intergovernmental Agreement, “ November 13, 1995, p. 4.

¹² Id., p. 11



time employees. The department office is located at the site of the abandoned Bradley Sewage Treatment Plant on five parcels totaling approximately 9.64 acres adjacent to and northeast of KRMA. The west end of Riverlane Drive provides access to the property. The abandoned plant buildings remain.

The Bradley Sewer system consists of gravity mains and five lift stations. All of the areas east of I-57 are served by a 15 to 18 inch main along Cardinal Drive (2000E). The five lift stations include:

- | | |
|-------------------------|--|
| 1. Lower Soldier Creek | South Street and Dearborn Avenue |
| 2. Newtowne Development | Cardinal Drive South of Larry Power Road |
| 3. K-Mart | Christine Drive South of Armour Road |
| 4. Camelot | East of Cardinal (200') between Armour and North |
| 5. Hunters Run | Armour Road east of Cardinal Drive (2,200') |

Storm Water – Management

The Village of Bradley Department of Utilities maintains the infrastructure of the sanitary sewer and storm water sewers. The storm sewer collection system is designed to collect and convey storm water through a system of manhole inlets, curb inlets, catch basins, detention areas, swales, and storm sewer pipes to the Kankakee River. Soldier Creek and the North Branch of Soldier Creek are two major waterways within the Village. These waterways are regulated by the US Army Corp. of Engineers and the Illinois Department of Natural Resources. These waterways along with the Kankakee River are significant natural resources. The proper operation and maintenance of the storm water collection system helps control flooding and reduces the damage due to flooding. Proper maintenance of the system also enhances water quality. The Public Works Department also participates in the care of the Village’s Storm Water Management System by caring for storm water detention facilities, swales, and waterways.

Cable Television – Comcast

Comcast is the exclusive provider of cable television service to the Bradley and the metropolitan area. The franchise agreement with Bradley was renewed in 2004 for ten years, until 2014. Comcast offers analogue and digital signal service.



Internet – ATT/Comcast

High speed internet service is available through commercially owned T-1 lines, DSL, and digital cable. Individual business owned and controlled wireless internet accessibility is available at sporadic locations throughout the village. The availability of each is dependent upon the location within the municipality with the exception of Comcast digital cable.

C. Municipal Services – Police and Fire

Communications

The Village of Bradley Police is dispatched by either the Bradley Communications Center or the Kankakee County Communications Center. The Fire Department is dispatched by one of the following five (5) communications centers: the Kankakee County Communications Center, the Bradley Communications Center, Bourbonnais Police Department, Bourbonnais Township Fire Protection District, or the Bradley Fire Department Dispatch. Incoming emergency calls for the Police and Fire Department are handled by the Bradley Communications Center.

Kankakee County Communications Center

In October 2002, the Kankakee County Sheriff and the Kankakee City Police and Fire joined dispatch centers. The combined center was named the Kankakee County Communications Center (KanComm). KanComm was created by combining frequencies. Prior to the creation of KanComm the departments in the county could not communicate with one another. The critical need was made apparent by the Bourbonnais train crash. Consolidation of frequencies permit all agency of the county to communicate with each other. KanComm provides police agency and 911 dispatch service for all communities in Kankakee with a police force with the exception of Bradley and Bourbonnais. KanComm provides fire department dispatch service for all communities and townships with the exception of Bradley. KanComm provide redundant dispatch service for the Bourbonnais Police Department and the Bradley Police and Fire Department in the event of primary communication center inoperability.

Bradley Communications Center

The Communications Center is a state of the art dispatch center that incorporates the latest in technological advancements and an enhanced E911 system. The



Communication Center, according to the Illinois Fire Chiefs Association Consulting Service (IFCA) consultants, meets the criteria of a safe building with tempered glass and entry is gained through a series of locked doors using a card access system. It has a fire detection and suppression system in the electrical room. The ventilation system is zoned allowing for separate control. Temporary emergency power is provided and automatic electrical back-up power is available. The Center has the capability of three call-taker/dispatchers positions. Two are currently operational.¹³ The updated center became functional in June 2001. The center utilizes the Law Enforcement Agency Data System (LEADS), the National Crime Information Computer (NCIC) and has certified Emergency Medical Dispatchers. A CAD system and New World Systems software tracks all calls for service data. There are currently two (2) dispatchers scheduled for each shift. Shift supervisors can augment the dispatchers when situations warrants. The Center is located in the Village Hall complex.

Bradley Fire Department Dispatch

The Bradley Fire Department maintains and mans its dispatch center. The Bradley Fire Department uses Firehouse software to document and record emergency calls. The Fire Department Dispatch is located in the Fire Station that is attached to the Village Hall complex. The Bradley Communications Center provides Fire Department dispatch services when the Fire Department Dispatch is unmanned and/or undermanned.

Police Department

The Bradley Police Department is an extremely well equipped, trained and administered professional department. In March 2005, the Bradley Police Department was awarded National Recognition by the Commission of Accreditation for Law Enforcement Agencies (CALEA). Bradley was the first in Kankakee County and only one of 56 in Illinois and 824 worldwide to achieve such a distinction. The Bradley Police Department is located at the Village Hall. All traffic signals in the Village are equipped with an opticom (pre-empt) system and all emergency vehicles can activate the system to aid in reducing response time.

The department consists of 43 full and seven part-time employees. The department includes: the Chief; Deputy Chief; seven patrol sergeants; a detective sergeant and two detectives; nineteen uniformed patrol officers; a dispatch supervisor and six full-time and two part-time dispatchers; two code enforcement officers; a records clerk; an administrative secretary; five part-time auxiliary police officers; and a part-time chaplain. The department is organized into the Administration, Operations, and Support Services

¹³“An Assessment of Staffing and Station Distribution – 2005 – Bradley Fire Department,” Illinois Fire Chiefs Association Consulting Service, p. 36.

Divisions. The Administration Division includes the Chief, Assistant Chief, Administrative Assistant, and Chaplain. The Operations Division includes patrol, specialty units, and crossing guards. The Support Services Division includes: records and communications, investigations, records, code enforcement, school programs, property management, and dispatch. The department has 2.2 officers per 1,000 residents, with the national average of 2.1 officers per thousand. The village is divided into three response zones.

The Police Department is part of the Illinois Law Enforcement Alarm (ILEA) System and provides services upon request to other departments in the area, county, state and nation. The Bradley Police Department provided aid in the aftermath of Hurricane Katrina in New Orleans, Louisiana in 2005.



Bradley Fire Department

Fire Department

The Bradley Fire Department is an extremely well equipped, trained and administered professional department. The Village is divided into eight “still” districts. The department consists of six full-time firefighter/paramedics and 34 paid-on-call (POC) personnel. The officers of the department include: a part-time chief, part-time Fire Inspector, two part-time deputy chiefs, two part-time captains, and four part-time lieutenants. Staffing for fire suppression and Emergency Medical Service (EMS) is provided by full-time in-station personnel and POC firefighters who respond to the station. All officers are paid-on-call personnel and respond from their residences. Two full-time personnel are assigned to each 24 hour shift, seven days per week, 365 days per year.¹⁴ The village is divided into ten response zones. According to 2005 records, the majority of the 30 POC personnel identified reside in zones 1 (13), 6 (7), and 4 (5).

The Bradley Fire Department is part of the statewide systematic Mutual Aid Box Alarm System (MABAS). The Department receives mutual aid from Bourbonnais and Manteno Fire Protection District to the north and the Kankakee Fire Department and Bourbonnais Fire Protection District to the south. For structural fires, Bradley receives an auto-aid engine from Bourbonnais, an engine from Kankakee, a change-of-quarters engine from the Limestone Fire Protection District, and an ambulance from Riverside Medical Center and all departments in MABAS7.

¹⁴ Ibid, p. 19.

The Bradley Fire Department has one station that houses three engines, two ambulances, one 105' aerial ladder truck and one rescue squad. The Bradley Fire Department has an Insurance Services Office (ISO) rating of 4 (rated in 2003). ISO is a multifaceted agency which rates fire departments on their efficiency on a scale of 1 to 10, with a rating of 1 being the best.¹⁵ All traffic signals in the Village are equipped with an opticom (pre-empt) system and all emergency vehicles can activate the system to aid in reducing response time.

The Bradley Fire Department was one of six departments from Kankakee County, and one of 203 Illinois fire departments to travel to New Orleans, Louisiana in response to the devastation caused by Hurricane Katrina. The department sent one Engine Company, one administrative vehicle, and four personnel.

D. Public Works and Parks

The Streets – Alleys – and Parks (Public Works) Department is responsible for street maintenance, snow removal, leaf vacuuming, street sweeping, tree branch pickup, tree removal from terraces, traffic light maintenance, street light maintenance, park mowing and maintenance, park equipment installation and maintenance, detention/retention pond mowing and maintenance, special household trash pickups, street sign creation and maintenance, main street decorations, Living Memorial program and sidewalk and curb repair and replacement program through the “50-50 Program.”

The department’s eleven (11) employees are under the direction of the Public Works Superintendent. The department has nine (9) dump trucks that are also used as snow plows. It has one (1) bucket truck, three (3) pickup trucks, two (2) street sweepers, two (2) end loaders, and one (1) grader. The department maintains 67.2 miles of residential streets (May 2006) and 4.48 miles of federal and state highways for a total of 71.68 miles. In May 2006, the Village covered 3,845.79 acres or 6.18 square miles.



Village of Bradley Public Works

¹⁵ Ibid., p. 7.



VILLAGE OF BRADLEY PARKS		
Name	Location	Amenities
Blatt Park	Blatt and Park	Playground, Basketball Courts, and Tennis Courts
Cap Estates Park	West Cap and Surry	Playground and Picnic Shelter
Franklin Park	Euclid and Franklin	Playground and Picnic Shelter
Glenn’s Park	Broadway and Monroe	Playground and Picnic Shelter
Helgeson Park	Beckman and Inglesh	Picnic Tables, Playground, Trail Access
Jeanette Park	Pierce and Marquis	Playground
John’s Park	Liberty and Jefferson	Playground
Legion Park	855 W. Broadway	War Memorial
Lil’s Park	1373 E. North Street	Baseball Fields, Pavilion, Picnic Tables, Playgrounds, Restrooms, Fitness Trail
Lion Park	Broadway & Kennedy Dr	Picnic Shelter, Picnic Tables, Playground
Newtowne Park	819 Signature	Playground
Northfield Park	Larry Power & Hayes Dr	Playground
Ponikvar Park	Hemlock and Ivy	Playground, Basketball Courts and Tennis Courts
Quail Park	Quail Dr. & Armour Rd.	Playground, Basketball Courts, and Tennis Courts
R.O. Martin Sports Complex	Industrial Drive	Two Baseball Diamonds
Rudy’s Park	200 S. Washington	Picnic Shelters, Picnic Tables, Playgrounds (Home of Bradley Lions Junior Football)

Table 4.2

Village residents also have access to the Bourbonnais Township Park District facilities. The Park District owns and operates the 170 acre Perry Farm, the Exploration Station (a children’s museum), the Recreation Station, and the Roman’s Willowhaven Park (nature area, trails, and fishing) on Skyline Road at North Street. The Perry Farm maintains four (4) miles of multi-use paths that connects to the paths from Kankakee and Bourbonnais along the Kankakee River on its west border.



E. Schools and School Districts

Bradley Elementary School District No. 61 (Bradley District 61)

Bradley District 61 is one of three (3) elementary school districts whose students attend Bradley-Bourbonnais Community High School (BBCHS) upon graduation from their elementary district. The majority of the students of Bradley residing west of Cardinal Drive, are served by Bradley District 61. The exceptions are a quarter section west of Cardinal Drive and south of Larry Power Road, all of the Village north of Larry Power Road, and Evergreen Acres, north of North Street and west of Washington Ave, with the exception of Jonette Avenue. The east boundary is I-57 north of Grinnel Road to North Street and then for the most part Cardinal Drive (2000E) with the exception of a small area north of North Street and bounded by Soldier Creek on the east and the south edge of Camelot subdivision on the north (2500N). Then Cardinal Drive north to the mid-point of Section 16 (Carson Pirie Scott Men's Store in Northfield Square Mall) on the west side of Cardinal Drive.

The western boundary of the district is the Kankakee River. The southern boundary is the same as the southern boundary of Bourbonnais Township, a line extending west along Grinnel Road (1000N) from I-57 to a unmarked border due west of Illinois 50 in line with Grinnel Road to the Kankakee River. The areas south of South Street and Brookmont Boulevard including West Meadowview, the north section of the Meadowview Shopping Center, Bishop McNamara High School, Gala Lanes, Armstrong World Industries, and all of the area north of Grinnell Road and east of Illinois 50 is in the City of Kankakee and Bradley 61. Memorial Gardens Cemetery and the west half of section 28 south of Brookmont Blvd. is excluded.

Bradley 61 has three (3) attendance centers. Bradley East School, located at 610 E. Liberty Street, serves grades pre-school through second grade. Bradley West School, located at 200 W. State Street, serves third through fifth grade and Bradley Central Middle School, located at 260 N. Wabash Avenue, is a middle school serving sixth through eighth grade. The district administrative offices are located at 111 N. Crowell.

Bourbonnais Elementary School District No. 53 (Bourbonnais District 53)

Bourbonnais District 53 is one of three (3) elementary school districts whose students attend Bradley-Bourbonnais Community High School (BBCHS) upon graduation from their elementary district. The only areas of the Village of Bradley served by Bourbonnais District 53 include Evergreen Acres north of North Street and west of the

Canadian National Railroad, with the exception of Jonette Avenue, and the area north of Larry Power Road and west of Cardinal Drive, with the exception of the east half of Aspen Ridge Golf Course.

The western boundary of the district is the Kankakee River. The southern boundary is North Street from the river to the railroad tracks, Larry Power Road east of the railroad tracks to the midpoint of Section 9 and Mc Knight Road (4500N) from that point to Cardinal Drive. The east boundary is the railroad tracks from North Street to Larry Power Road, the middle of Aspen Ridge Golf Course, and Cardinal Drive from 4500N Road to 6000N Road. The north boundary is 6000N Road from the Kankakee River to Cardinal Drive, the boundary between Bourbonnais Township and Manteno Township.

Bourbonnais District 53 has six (6) attendance centers. Robert Frost Elementary School, located at 160 River Street, serves pre-school and kindergarten students. The following three (3) elementary schools serve grades one through three: Noel LeVasseur, located at 601 Bethel Drive, Alan B. Shepard School, located at 325 N. Convent, and Shabonna, located at 321 N. Convent. Liberty Intermediate School, located at 1690 Career Center Road, serves students in grades four and five. Bourbonnais Upper Grade Center, located at 200 W. John Casey Drive, serve sixth through eighth grade students. The administrative offices of Bourbonnais District 53 are located at 281 John Casey Drive.



Robert Frost Elementary School

St. George Community Consolidated School District No. 258 (St. George District 258)

St. George District 258 is one of three (3) elementary school districts whose students attend Bradley-Bourbonnais Community High School (BBCHS) upon graduation from their elementary district. All of the Village of Bradley east of Cardinal Drive is served by St. George District 258, with the exception of a small area north of North Street and bounded by Soldier Creek on the east and the south edge of Camelot subdivision on the north that is in the Bradley District 61 school district. St. George District 258 includes half of the Aspen Ridge Golf Course (southeast quarter of Section 9) at the northwest corner of Larry Power Road and Cardinal Drive and a quarter section of Section 16 at the southwest corner of Larry Power Road and Cardinal Drive.

The western boundary of the district is Cardinal Drive from the mid-point of Section 22 (2500N), one mile north to the mid-point of Section 16 (Carson Pirie Scott Men’s Store in Northfield Square Mall) on the west side of Cardinal Drive, one mile north to the mid-point of Section 9 (Aspen Ridge Golf Course) and then back to Cardinal Drive to 6000N Road. The southern boundary is a line through the mid-point of Sections 22, 23, and 24, the south edge of Camelot Subdivision east to 5000E. At 5000E to 7000E the south border is Armour Road (3000N Road).

The east boundary is 5000E beginning one-half mile north of North Street along the east edge of Section 24 then 7000E from Armour Road to one-half mile south of 6000N Road (two and one-half miles). The north boundary is 6000N Road (boundary of Bourbonnais and Manteno Townships) from Cardinal Drive to one-half mile west of 7000E, with the exception to two places along 6000N in addition to the one-eighth section at the southwest corner of 6000N and 7000E. The northeast quarter of Section 2 and the east eighth of the northwest quarter of Section 5, have been detached and annexed into the Manteno Community Unit No. 5 school district.

St. George District 258 has one school building serving pre-school through eighth grade. The school and administrative office is located on St. George Road, approximately one-quarter mile east of 5000E Road at 5200 E. Center Street, Bourbonnais, Illinois.

Bradley-Bourbonnais Community High School District 307 (BBCHS)

BBCHS is the high school district that serves the citizens of Bradley. The school district boundaries are identical to the combined boundaries of the three (3) elementary districts. The west boundary is the Kankakee River. The southern boundary is the same as the southern boundary of Bourbonnais Township, a line extending west along Grinnel Road (1000N) from I-57 to a unmarked border due west of Illinois 50 in line with Grinnel Road to the Kankakee River. The areas south of South Street and Brookmont Boulevard including West Meadowview, the north section of the Meadowview Shopping Center, Bishop McNamara High School, Gala Lanes, Armstrong World Industries, and all of the area north of Grinnell Road and east of Illinois 50 is in the City of Kankakee and the high school district. Memorial Gardens Cemetery and the west half of section 28 south of Brookmont Blvd. is excluded.



Bradley-Bourbonnais Community High School



The east boundary is 5000E beginning one-half mile north of North Street along the east edge of Section 24 then 7000E from Armour Road to one-half mile south of 6000N Road (two and one-half miles). The north boundary is 6000N Road (boundary of Bourbonnais and Manteno Townships) from Cardinal Drive to one-half mile west of 7000E, with the exception to two places along 6000N in addition to the one-eighth section at the southwest corner of 6000N and 7000E. The northeast quarter of Section 2 and the east eighth of the northwest quarter of Section 5, have been detached and annexed into the Manteno Community Unit No. 5 school district. BBCHS has one school campus that serves freshmen through seniors and houses their administrative offices. The campus is located at 600 W. North Street in Bradley, Illinois. In addition to the high school campus, BBCHS has two parcels of property. Athletic fields are located on one of the parcels on Career Center Road in Bourbonnais and a future school site (120 acres) has been acquired on Larry Power Road approximately one-half mile east of Cardinal Drive.

F. Commercial, Industrial, and Residential Development

Commercial

The Village of Bradley emerged as a major commercial center in Kankakee County in the late 1980's and early 1990's. In addition to its commercial areas along Kennedy Drive, Broadway Street, Schuyler Avenue, and Kinzie Avenue south of North Street, a new commercial center was created at the 315 exit of Interstate 57. The Wal-Mart/K-Mart complex at Armour Road and Illinois Route 50 and the Northfield Square Mall (Carson Pirie Scott, Sears, Penny's) just north of the exit provided the catalysts for commercial development that included the Bradley Auto Mall (Bill Kay Honda, Brown and Brown Chevrolet, Hove Buick), Water Tower Plaza (Target, Staples, Barnes and Nobles, Marshalls, MC Sports, Michaels Arts and Crafts, etc), Lowe's, Menards, national restaurant chains (Applebees, Baker's Square, Coyote Canyon, IHOP, Lone Star Steak House, McDonalds, Old Country Buffet, Pizza Hut, Red Lobster, Ruby Tuesday, Ryan's Steak House, Steak and Shake, Subway, Taco Bell, TGI Friday's, White Castle,) locally owned restaurants (Armenise 1875, Oliver's), motels (Hampton Inn, Holiday Inn Express, Lee's Inn, Super 8 Motel, Quality Inn and Suites), and national food distributors (Aldi and Gordon Food Service).

In May 2006, the major commercial areas within the Village of Bradley included:

- 1) Kennedy Drive (U.S. Route 45/52);
- 2) Washington Avenue (West Broadway Street to North Street);
- 3) Schuyler Avenue (South Street to East Broadway Street);
- 4) Broadway Street (Downtown Bradley and East Broadway);

- 5) Kinzie Avenue (Liberty Street to North Street);
- 6) Village Square Shopping Center (Illinois Route 50 at North Street);
- 7) Illinois Route 50 (North Street to Quality Inn and Suites);
- 8) K-Mart/Wal-Mart/Lowes/Menards/etc. (Route 50 at Armour Road);
- 9) Bradley Auto Mall/Baker's Square/Steak and Shake/Coyotes Canyon/ GFS/ Aldi/I-HOP/etc. (Locke Drive and Kinneman Drive);
- 10) Northfield Square Mall and outlots (Illinois Route 50 at I-57); and,
- 11) Watertower Plaza (Target/Staples/Barnes and Nobels/Marshalls/etc.).

Industrial

The Village of Bradley is known as the “Home of Small Business.” Nearly all of the industries that are located within the corporate limits have a long history with Bradley. The Ken Hayes Industrial Complex has been an “incubator” for small industries. Many started as a small business and later moved to larger facilities elsewhere in Kankakee County. The Ken Hayes Industrial Complex is owned by the Area Jobs Development Association and operated by the Kankakee County Economic Development Association. Space is leased at a rate that encourages industrial development.

The industries and industrial areas and parks within the corporate limits in May 2006 and the Extra Territorial Jurisdictional Area (one and one-half mile radius, not within another municipality) include:

- 1) Peddinghaus Industries Incorporated – 300 North Washington Ave.
- 2) Chicago Steel Tape/Stanley – 1159 East North Street
- 3) Crown Cork and Seal Corporation – 1035 East North Street
- 4) Illinois Fabricators Incorporated – 265 S. Kinzie Avenue
- 5) U.S. Filter-Stranco – 595 N. Industrial Drive
- 6) Grief Containers - Ken Hayes Industrial Park – 150 E. North Street
- 7) Ken Hayes Industrial Complex – North Street at Euclid Avenue - 22.38 acres – Building Space for Lease Only
- 8) Bradley Industrial Park – Industrial Drive – 30 Lots (1 to 8 Acres) – 4 Available (14 Acres) – 44 acres total
- 9) Bradley Industrial Area – East 4000N Road (North Street) at I-57 – 954 Acres – Undeveloped – ETA
- 10) Bradley North Industrial Area – 6000N Road east of Cardinal Drive (2000E Road) - 240 (+/-) Acres – Undeveloped - ETA



Residential

In May 2006, residential development was prevalent. Multi-family residential development was limited to the few remaining multi-family zoned areas in the Village and those new areas zoned NR-5 in conjunction with commercial developments to serve as “buffers.” Local homebuilders actively sought remaining individual residential lots in the older sections of the Village. The residential areas and subdivisions that existed in the Village in May 2006 included:

Area/Subdivision	Boundary			
	North	South	East	West
West Meadowview	Brookmont Blvd.	Beckman Drive	Kennedy Drive	Kankakee River
Blatt Subdivision	Perry Farm	Brookmont Blvd	Kennedy Drive	Kankakee River
Central Bradley	North Street (and 500 Block of Blaine, Cleveland and Grand)	Brookmont Blvd	Canadian National (CN) Railroad	Kennedy Drive
Evergreen Acres	Ridgeview Ct.	North Street	CN Railroad	Jonette Ave.
East Bradley	North Street	South Street and Soldier Creek	Van Buren Ave. and Soldier Creek	CN Railroad
Marquis Meadows	Truman Dr..	North Street	I-57	Christine Dr
Soldier Creek Commons	North Street	Soldier Creek	I-57	Van Buren Ave.
Bradley Commons	Uncle Leo Dr.	Uncle Leo Dr.	I-57	Christine Dr.
Old Farm	Old Farm N. Ct	North St.,	Cardinal Drive	I-57
Quail Hollow	Armour Road	Quail Dr.	Cardinal Drive	I-57
Colony East	Potomac Pl. & Georgetown Dr.	North St.	Georgetown Dr.	Potomac Place
Northfield Field Meadows	Northfield Square Mall	Armour Rd. (west of Colony East)	Cardinal Dr.,	I-57
Camelot	Armour Road	2500N Road line east of Cardinal	George Lane	Cardinal Dr.
Northern Lights	Galaxy Way and Rainbow Bend	Galaxy Way and Rainbow Bend	Galaxy Way and Rainbow Bend	Galaxy Way and Rainbow Bend
Jefferson Corners	Amhurst Way	Dale Lane	Amhurst Way	Cardinal Drive
Hung Apartments	Larry Power Road	Double Jack St.	Cardinal Dr.	Newtowne Dr.
Cap Estates	Caddie Dr.	Armour Road	East Cap Circle	West Cap Circle and Brassie Dr.
Hunters Run	Derby Dr.	Armour Rd.	Derby Dr.	Hunters Run Dr.

Table 4.3

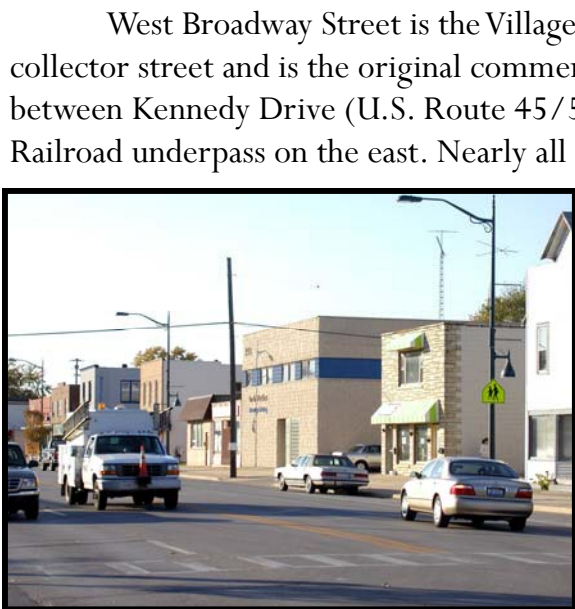
The projected new subdivisions that were platted as of May 2006 included:

Subdivision	Approx. Location	Acres	Single Family Lots
Edgebrook	East of Cardinal Dr. at North Street	40	86
Kennedy Pointe of Summerfield	East of Cardinal Dr., and South of Larry Power Road	143	340
MidAmDalan/Kennedy Homes	West of Cardinal Dr., North and South of St. George Road	181	381
Pheasant Run	East of Cardinal Drive, East of Summerfield and North of Larry Power Road	40	87
Summerfield of Bradley North	East of Cardinal Dr. East of Pheasant Run, and North of Larry Power Road	230	563
Willowbrook	East of Kennedy Point and South of Larry Power Road	127	300
Zausa	East of Cardinal Drive	50	108

Table 4.3 **TOTAL** 811 1,865

G. Downtown Broadway and Hybrid Bradley

Downtown Broadway



West Broadway Street

West Broadway Street is the Village of Bradley’s Main Street. It is a four-lane local collector street and is the original commercial district of Bradley. West Broadway is between Kennedy Drive (U.S. Route 45/52 on the west) and the Canadian National Railroad underpass on the east. Nearly all of the structures on West Broadway Street are commercial. A few residences and churches remain. The commercial establishments are a collage of varying goods and services and are equally as varying in appearance and design. Nearly all of the structures remain occupied, while some change and some have maintained a long history in the Village of Bradley. Some of the businesses have been at the same location for their entire history. The Village Hall, Police and Fire Departments, Code Enforcement, and Building Standards Department are all located on West Broadway.

The Village of Bradley and Bradley-Bourbonnais Chamber of Commerce Lighted Christmas Parade takes place on West Broadway in the evening of the first Friday in December. The Bradley Fire Department Fish Fry is held on West Broadway on the second weekend in June. The Bradley American Legion Post holds a Memorial Day service at the

Veterans Memorial Park next to its post. East and West Broadway Streets are the dividing line between north and south street numbers, the north and south older sections of Bradley, and connects U.S. Route 45/52 with Illinois Route 50.

East Broadway

East Broadway is a two-lane major connector and is lined with an assemblage of businesses, residences, light manufacturing, the Ken Hayes Industrial Park, and the Village of Bradley Public Works and Parks Department. It is between the Canadian National Railroad on the west and Van Buren Avenue near I-57 and Soldier Creek at the corporate limit boundary on the east. It is the north termination of Schuyler Avenue that is a major two-lane connector between the City of Kankakee and the Village of Bradley. East Broadway from Euclid Street to Monroe Street is zoned B-2 Commercial for one-half block both north and south of the street. West of Euclid Street, East Broadway is zoned M-Industrial and east of Monroe Street it is R-4 residential (6,000 sq.ft. lots). East Broadway crosses Illinois Route 50 (Kinzie Avenue), providing one of central Bradley's three accesses to the new and expanding commercial and residential centers of Bradley and Kankakee County on Route 50 North and the eastern portions of Bourbonnais Township.

Hybrid Bradley

Hybrid Bradley is all of the Village of Bradley west of Illinois Route 50 (Kinzie Avenue) and east of Illinois Route 50 south of North Street, with the exception of the new Soldier Creek Commons subdivision. It includes West Meadowview (R-3 – 6,000 sq.ft. lots), Blatt Subdivision (R-1 – 8,500 sq.ft. lots), Central Bradley (R-3 – 6,000 sq.ft. lots and R-5 – Two-Family – 5,000 sq.ft. lots), East Bradley (R-4 – 6,000 sq.ft. lots), North Meadowview/Cook Blvd. (R-2 – 7,800 sq.ft. lots) and Evergreen Acres (R-2 – 7,800 sq.ft. lots). The residential areas are predominately single-family residences. Commercial and industrial enterprises line the east side of Washington Avenue.

Kennedy Drive

Kennedy Drive (U.S. Route 45/52) is a commercial business district from Brookmont Blvd. to North Street. Single family homes exist sporadically along the five-lane major thoroughfare. The majority of the businesses have a long history and are well-established. Nearly all businesses are small businesses. Nearly all of the property is continuously occupied. Vacancies are filled quickly. Commercial corridors at the west end of Broadway Street, on both the north and south side of Broadway and the Perry Farm dominate the west side of Kennedy Drive from just south of Broadway Street to North Street.



**SECTION V
FINANCIAL DATA**

A. Village of Bradley Valuation of Real Property (in millions of dollars)

Table 5.1

CATEGORY	1986	1987	1988	1989	1990	1991
Residential	31.17	31.32	32.41	34.66	36.82	41.59
Commercial	11.53	11.59	12.54	14.31	21.82	29.96
Industrial	1.2	1.25	1.22	1.29	1.5	1.54
Railroad	0.04	0.05	0.05	0.05	0.06	0.05
Farm	0.07	0.06	0.08	0.07	0.03	0.08
Unspecified	0.04	0.04	0.06	0.08	0.08	0.11
TOTAL	44.05	44.67	46.36	50.46	60.31	73.33
EZ & TIF*	0.02	0.07	0.11	1.30	7.58	14.32
AVAILABLE#	44.03	44.60	46.25	49.16	52.73	59.01

Table 5.1 (continued)

CATEGORY	1992	1993	1994	1995	1996	1997
Residential	48.89	58.61	66.06	76.28	81.25	86.65
Commercial	35.43	40.09	43.04	47.36	51.93	53.56
Industrial	1.70	2.54	2.60	2.69	2.72	2.45
Railroad	0.06	0.15	0.26	0.27	0.28	0.24
Farm	0.02	0.02	0.02	0.04	0.03	0.04
Unspecified	0.19	0.21	0.00	0.00	0.00	0.00
TOTAL	86.29	101.62	111.98	126.64	136.21	142.94
EZ & TIF*	18.25	21.80	22.64	25.22	27.60	29.90
AVAILABLE#	68.04	79.82	89.34	101.42	108.61	113.09

*Enterprise Zone (EZ) and Tax Increment Financing (TIF) Area.

#Amount of equalized assessed value within the Village, excluding such value located in an EZ and/or TIF.

Source: Village Treasurer, Village of Bradley



Table 5.1 (continued)

CATEGORY	1998	1999	2000	2001	2002	2003
Residential	90.01	95.95	104.31	108.38	116.30	126.37
Commercial	55.17	57.34	58.80	61.09	61.50	64.83
Industrial	2.52	2.55	2.52	2.61	2.42	2.44
Railroad	0.24	0.20	0.28	0.29	0.30	0.30
Farm	0.04	0.05	0.07	0.07	0.05	0.13
Unspecified						
TOTAL	147.94	156.09	165.98	172.44	180.57	194.07
EZ & TIF*	30.80	28.15	3.25	3.38	2.65	3.53
AVAILABLE*	117.18	128.04	162.73	169.06	177.92	190.54

Table 5.1 (continued)

CATEGORY	2004	2005	5 YR \$	5 YR %	10YR \$	10YR%
Residential	125.77	138.19	29.81	27.51%	56.94	70.08%
Commercial	66.35	73.10	12.00	19.66%	21.17	40.77%
Industrial	2.55	2.60	(0.01)	(00.38%)	(0.12)	(4.41%)
Railroad	.019	.030	0.01	3.45%	0.02	7.14%
Farm	0.23	0.28	0.21	300%	.25	833%
Unspecified						
TOTAL	195.09	214.97	42.53	24.66%	78.76	57.82%
EZ & TIF*	2.36	2.30	(1.08)	(31.95%)	(25.3)	91.67%
AVAILABLE#	192.73	212.17	43.11	25.50%	103.56	95.35%

*Enterprise Zone (EZ) and Tax Increment Financing (TIF) Area.

#Amount of equalized assessed value within the Village, excluding such value located in an EZ and/or TIF.

Source: Village Treasurer, Village of Bradley



B. Village of Bradley Corporate Operating Receipts

Table 5.2

TYPE OF REVENUE	1987	1988	1989	1990	1991
Total, All Sources	\$2,775,535	\$2,289,802	\$2,554,955	\$3,127,101	\$3,594,276
General Property Tax	\$435,306	\$458,870	\$660,740	\$651,841	\$765,990
% of Total	15.7%	20.0%	25.9%	20.8%	21.3%
Retail Occupation/Use Tax	\$1,170,120	\$1,248,541	\$1,310,241	\$1,602,519	\$1,768,435
% of Total	42.2%	54.5%	51.3%	51.2%	49.2%
Grants*	\$498,500	\$0	\$0	\$0	\$0
% of Total	18.0%	0.0%	0.0%	0.0%	0.0%
Illinois Income Tax	\$298,548	\$315,147	\$344,729	\$628,216	\$769,404
% of Total	10.8%	13.8%	12.4%	20.1%	21.4%
Garbage Collection Rev.	\$0	\$0	\$0	\$0	\$0
% of Total	0.0%	0.0%	0.0%	0.0%	0.0%
Interest	\$38,681	\$82,137	\$51,846	\$63,447	\$85,720
% of total	1.4%	3.6%	2.0%	2.0%	2.4%

*1987 revenues included \$278,000 in CDAP grants and \$220,000 in Build Illinois monies.

Table 5.2 (continued)

TYPE OF REVENUE	1992	1993	1994	1995	1996
Total, All Sources	\$4,219,646	\$3,692,292	\$3,595,292	\$3,556,135	\$4,312,669
General Property Tax	\$857,908	\$837,335	\$786,724	\$883,603	\$1,009,346
% of Total	20.3%	22.7%	21.9%	24.8%	24.0%
Retail Occupation/Use Tax	\$2,391,066	\$1,665,090	\$1,516,537	\$1,786,675	\$2,201,653
% of Total	56.7%	45.1%	42.2%	50.2%	52.3%
Grants	\$0	\$0	\$0	\$0	\$0
% of Total	0.0%	0.0%	0.0%	0.0%	0.0%
Illinois Income Tax	\$579,921	\$689,287	\$644,767	\$553,963	\$635,762
% of Total	13.7%	18.7%	17.9%	15.6%	15.1%
Garbage Collection Rev.	\$74,316	\$171,047	\$177,325	\$187,058	\$184,151
% of Total	1.8%	4.6%	4.9%	5.3%	4.4%
Interest	\$88,199	\$86,217	\$100,516	\$144,836	\$182,757
% of total	2.1%	2.3%	2.8%	4.1%	4.3%

Source: Village Treasurer, Village of Bradley



Table 5.2 (continued)

TYPE OF REVENUE	1997	1998	1999	2000	2001
Total, All Sources	\$6,825,211	\$7,340,977	\$7,766,400	\$7,752,708	\$8,962,155
General Property Tax	\$1,148,819	\$1,213,132	\$1,255,539	\$1,326,760	\$1,375,641
% of Total	16.8%	16.5%	16.2%	17.1%	15.3%
Retail Occupation/Use Tax	\$3,878,634	\$4,387,493	\$4,459,713	\$4,927,807	\$4,972,794
% of Total	56.8%	59.8%	57.4%	63.5%	55.5%
Grants	\$55,132	\$143,348	\$185,390	\$106,556	\$392,767
% of Total	0.8%	1.9%	2.3%	1.4%	4.3%
Illinois Income Tax	\$691,929	\$755,375	\$807,632	\$855,548	\$883,079
% of Total	10.1%	10.3%	10.4%	11.0%	9.9%
Garbage Collection Rev.	\$169,924	\$192,060	\$194,294	\$196,499	\$186,115
% of Total	2.5%	2.6%	2.5%	1.2%	2.1%
Interest	\$187,130	\$218,692	\$222,618	\$322,283	\$311,448
% of total	2.7%	3.0%	2.9%	4.2%	3.5%

Table 5.2 (continued)

TYPE OF REVENUE	2002	2003	2004	2005	
Total, All Sources	\$8,287,588	\$8,513,547	\$8,504,181	\$9,170,231	
General Property Tax	\$1,417,716	\$1,508,838	\$1,565,530	\$1,530,316	
% of Total	17.1%	17.7%	18.4%	16.7%	
Retail Occupation/Use Tax	\$4,702,490	\$5,097,385	\$5,230,303	\$5,379,749	
% of Total	56.7%	59.9%	61.5%	58.7%	
Grants	\$373,682	\$96,318	\$208,096	\$299,755	
% of Total	4.5%	1.1%	2.4%	3.3%	
Illinois Income Tax	\$816,242	\$840,077	\$841,365	\$865,471	
% of Total	9.8%	9.9%	9.9%	9.4%	
Garbage Collection Rev.	\$201,247	\$203,579	\$248,328	\$361,736	
% of Total	2.4%	2.4%	2.9%	3.9%	
Interest	\$180,592	\$88,044	\$55,243	\$93,630	
% of total	2.2%	1.1%	0.7%	1.0%	

Source: Village Treasurer, Village of Bradley



SECTION VI TRENDS AND ISSUES

A. Transportation

Vehicular Trends

1. **Increasing Intra-Metropolitan Traffic:** The residential developments are increasing the vehicular traffic in the metropolitan areas in Bourbonnais Township.
2. **Increasing Traffic Accessing North-Bound I-57:** The increasing number of homebuyers from the Chicago area and collar counties with jobs located north of Kankakee County are increasing the volume of traffic when commuting north in the morning and returning in the afternoon. The area's increasing population that routinely access the cultural and entertainment of the Chicago area are also increasing the volume of traffic in the evening and on weekends.
3. **Expanding Retail Corridor:** The Village of Bradley's TIF District near St. George Road continues to spur economic growth resulting in additional traffic on Illinois Route 50 and the 315 Exit of I-57.
4. **Increasing Traffic from Eastern Portion of County and Indiana:** As the commercial corridor grows, it is anticipated that the area will attract more consumers. An increased selection may attract consumers from northwest Indiana retail centers and centers directly north on I-57.
5. **Increasing Residential Development:** The platted and planned extensive residential developments east of Illinois Route 50, south of 6000N Road, and north of North Street (2000N Road) will continue to significantly increase the traffic on all roadways in the Village of Bradley and Bourbonnais Township.
6. **Illinois Department of Transportation Improvement Studies:** IDOT is currently studying the three projects in Bradley: a) an upgrade of the two-lane North Street bridge over I-57 to a four-lane bridge to match the four-lane approaches to both sides and a seven-foot multi-use path on the north side of the bridge; b) increasing the capacity and the safety of the Illinois Route 50 and Armour Road intersection by the addition of approach and turn lanes from three directions, several signal controlled pedestrian crossings, a seven-foot multi-use path on the south side of Armour Road, and a ten-foot multi-use path on the east side of Illinois Route 50 from Armour Road to

Northfield Square Mall; and, c) the reconfiguration of the 315 Exit from a partial cloverleaf to a more restrictive and lesser capacity diamond configuration, while increasing the dimensions of the I-57 bridge from four to six-lanes.

7. Identification and Development of Additional Industrial Areas: Bradley has identified two potential industrial areas to add to the four industrial parks that exists in the Village or the unincorporated area adjacent to the Village. The existing parks include:

a) Ken Hayes Industrial Park (North Street at Canadian National Railroad), b) the Bradley Industrial Park (Industrial Drive north of North Street), c) Bunge Edible Oils (Illinois Route 50 at Lowe's), and d) CSL Behring (Illinois Route 50 and Armour Road). The two (2) potential new industrial areas include: on either side of North Street (2000 N Road) between I-57 and Skyline Drive, and b) an area south of 6000N Road and east of Cardinal Drive (2000E). The future



Bunge Edible Oils

development of an industrial park south on North Street east of I-57 would result in additional truck traffic that may choose to access I-57 through the residential areas of Bradley in route to the 315 Exit for access to northbound I-57 or through Kankakee to the 312 Exit, or by traveling east to Skyline Road (4000E), south to Illinois 17 (2 miles) and back west to the 312 Exit (2.5 miles) for access to north and southbound I-57. Development of the area adjacent to 6000N would require truck traffic to travel south (3 miles) to the 315 Exit, west to Illinois Route 45/52 and north to the Manteno Road to access Exit 322, or to travel through the residential areas of Manteno to access the 322 Exit.

8. Identification and Development of Commercial/Retail Centers and Arterial Adjacent Retail/Professional Developments: Bradley has identified the intent to create Commercial Centers at the intersection of several local Arterial Roads. The concept of an Arterial Adjacent Retail Development (AARD) is shared with all developers along Local Arterials connectors. The AARD is a 300 to 350 foot setback from the arterial connector that is preserved for simultaneous or future construction as sufficient residential development exists to support the additional retail or neighborhood convenience retail establishments. The AARD is intended to be designed such that access to the arterial connector is limited by the creation of common parking areas serving multiple establishments.

Vehicular Issues

1. Vehicular traffic in the Village of Bradley is impacted by the following natural and man-made barriers:
 - A. Kankakee River is the west boundary with no river crossing.
 - B. Olivet Nazarene University is on the northern boundary west of the Canadian National Railroad tracks resulting in no north-south thoroughfares from Kennedy Drive on the west to Washington Avenue on the east, a distance of approximately three-quarters (3/4) of a mile.
 - C. Canadian National Railroad traverses the Village for five miles, north and south, from Brookmont Boulevard on the south to 6000N road on the north;



CSL Behring

- D. Bunge Oils and CSL Behring, two factories on the northern boundary east of the railroad tracks and west of Illinois State Route 50, prohibits north-south traffic east of the railroad tracks and west of Illinois Route 50 a distance of approximately one-half (1/2) mile;

- E. Interstate 57 traverses the Village from its southern boundary at Soldier Creek to where it crosses Illinois Route 50 just north of Armour Road with only two overpasses, a two-lane at North Street and a four-lane on Armour Road that are one-mile apart;
 - F. Soldier Creek is the southern boundary from Schuyler Avenue to North Street with no bridge other than the one on Route 50.
2. New development east of I-57 will impact the existing rural section-line roads and will significantly increase the traffic seeking access to north-bound I-57.

3. The justification report for a new I-57 interchange at 6000N Road has been approved. IDOT is currently working on preliminary engineering for the interchange.
4. A new Bourbonnais Township Park District regional park is located east of Skyline Road (4000E Road) and south of North Street (2000N Road).
5. Bradley-Bourbonnais Community High School has purchase land on Larry Power Road (4000N Road) just west of Skyline Road (4000E Road) for a new high school facility.
6. Kankakee County Transportation Study indicates a new Tier 2 roadway to connect 6000N Road at Cardinal Drive to 7000N Road at 3000E Road to create a truck route (The Jog).
7. The proposed new Will County airport is located just north of the Kankakee-Will County line, with Skyline Road (4000E Road) as a possible and probable major southern access alternate to Illinois Route 50, I-57, and Illinois Route 1.

Public Bus Transportation Trends

1. Number of riders continues to increase.
2. Location of commercial centers in Bradley will continue to increase the need for METRO.
3. METRO is studying the possibility of providing wireless internet access to its riders accessing METRA.
4. METRO support for municipal wireless internet access is evident.
5. Number of riders on its service to University Park is increasing.



Public Bus Transportation Issues

1. Decreasing the wait time between buses, especially during winter months could result in an increase in riders.

2. The amount of money currently received for support of METRO is significantly less than that of metropolitan areas elsewhere in the state that are similar in size.
3. Solid waste littering and emptying of trash receptacle maintenance at bus shelters must be addressed.
4. Bus schedules and hours of operation are only available in brochures, not at bus stops.

Commuter/Rail – Metra Trends

1. It is estimated that at least seventy-five percent (75%) of the new homebuyers in Bourbonnais Township are former residents of the south and west suburbs of Chicago, with increased interest in securing commuter transportation to Chicago.
2. Planning continues for the Will County airport, creating an interest in and a need for mass transit or commuter rail service to the Kankakee-Will County line.
3. Phase II planning has been approved by IDOT for the extension of the Metra from University Park to Kankakee County.
4. METRO has initiated commuter bus service from Northfield Square Mall to the University Park station of Metra, with increasing ridership reported.

Commuter/Rail – Metra Issues

1. An increasing number of residents from the western portion of Bourbonnais Township access I-57 at the 322 (Manteno) interchange via Route 45/52, which is a two-lane roadway and insufficient for the volume of traffic.
2. An increasing number of residents in the new developments east of Route 50 in Bradley, access I-57 at the 315 (Bradley-Bourbonnais) interchange.
3. As residential development continues northeast in Bradley, residents will be reluctant to travel south to the 315 interchange and may elect to travel north either through Manteno or across St. George Road or 6000N Road to access northbound I-57 via Route 45/52 at the 322 interchange.
4. Increasing population is increasing the demand for commuter rail service to Chicago.

Sidewalks, Greenways, Trails and Paths Trends

1. **Increasing Interest of Current Residents:** Evidence exists that there is increasing interest in the use of sidewalks, greenways, trails, and paths by the current residents of Bradley.
2. **Expectation of Residents of New Residential Developments:** As residential developments are occupied by individuals and families from the suburbs of Chicago, their expectations for the existence and use of greenways will be consistent with their availability in the suburbs.
3. **Student Dependence on Safe Pedestrian Access to Bus Stops and Schools:** Students in various areas of the Village remain dependent upon safe non-vehicular modes of transportation to existing and future bus stops and elementary, middle, and high schools. Those modes include walking, riding bicycles, skateboards, inline skates, scooters, etc.
4. **Increasing Dependence on Safe Non-Vehicular Means of Transportation to the Retail Centers Located in Bradley:** The increase in population and jobs located in the retail center of Bradley has increased the dependence of youth, employees, and consumers on safe non-vehicular opportunities to access the retail centers. The development of additional retail establishments at St. George Road and Illinois Route 50 will increase the need for the creation of greenways.

Sidewalks, Greenways, Trails and Paths Issues

1. **Areas without Sidewalks:** There are streets in Bradley that do not have sidewalks. Children, senior citizens, parents with small children and/or parents with babies in strollers must walk in the street in all weather conditions. Areas without sidewalks or areas in which sidewalks are in disrepair prevent continuous access to sidewalks between residential, commercial, recreational, and educational entities.



One of several Bradley streets without a sidewalk.

2. **No Multi-Use Paths/Trails:** Bradley does not have any multi-use paths. Continuity does not exist across the Village. Individual bicyclist who desire to traverse the Village must use streets, parking lots, sidewalks, and alleys, while crossing busy streets without traffic signals or stop signs.
3. **Bicycles Prohibited on Sidewalks:** All individuals, regardless of age, who must ride bicycles on sidewalks to avoid riding in busy streets are violating the village ordinance.
4. **Sidewalks/Curbs in Disrepair:** There are sidewalks and curbs in various states of disrepair. Some have cracks, pieces missing, and some no longer exist. There is no list or inventory of sidewalks and curbs that are in disrepair.

Rail Transportation Trends



*Canadian National Railroad,
west of Ken Hayes Industrial Park.*

1. **Vacant Canadian National Right-of-Way:** The number of tracks in the right-of-way has decreased resulting in vacant right-of-way where track used to exist.
2. **Canadian National Freight Volume:** Sufficient volume of freight exists that on occasions passenger trains must wait for scheduled freight trains and all available existing tracks are needed for scheduled freight trains.
3. **Demand for Commuter Service:** Increasing population from the Chicago suburbs in Bourbonnais Township is increasing the demand for commuter rail service to Chicago.

Rail Transportation Issues

1. **Limited Vacant Land Adjacent to Canadian National Railroad:** Nearly all of the land adjacent to the Canadian National Railroad is occupied. The opportunity for industrial development is limited to the Ken Hayes Industrial Park parking lot, the remaining vacant property in the Bradley Industrial Park north of North Street, the vacant property owned by Bunge Edible Oils and CSL Behring Corporation, and the land in the TIF at St. George Road and Illinois Route 50.



2. **Industrial Developers Demand for Rail Service:** If industrial developers require rail service, the only large acreage available is adjacent to the Norfolk and Southern Railroad south of North Street, east of Cardinal Drive, and north of Grinnell Road.

B. Utilities

Water – Aqua Illinois Trends

1. **Infrastructure Improvement:** Aqua Illinois Inc. has undertaken a comprehensive program of infrastructure improvements. In its presentation on March 24, 2006, to the Utility Committee of the Village of Bradley, Aqua Illinois detailed the following capital investment in infrastructure:

Area ¹	1999-2004	2005-2007	Total	% of Total
Transmission Mains	8,667,227	4,696,651	13,363,878	26.7%
Water Treatment Plant	7,242,233	4,617,086	11,859,319	23.7%
Replace Mains, Valves, Hydrants, Serves, Meters	7,204,699	1,998,761	9,023,460	18.0%
Water Storage Tanks	3,064,973	2,158,531	5,223,504	10.4%
New Mains & Services, and New Meters (New Customers)	3,013,780	2,098,666	5,112,446	10.2%
Vehicles, Equipment, Office, Computers	2,226,538	565,412	2,791,950	5.6%
Acquisitions	1,441,944	-	1,441,944	2.9%
Pumping Stations (2)	1,072,103	238,660	1,310,763	2.6%
TOTAL	33,753,497	16,373,767	50,127,264	100%

Table 6.1

¹ “VILLAGE OF BRADLEY Utility Committee, March 24, 2006, Aqua Illinois, Inc., Proposed Rate Increase,” AQUA Illinois, p. 6, “Capital Investment By Area.”



2. **Water Consumption Increasing:** The demand for water is increasing. The following table of annual consumption by “customer class,” details the increase of 264,102,384 gallons in consumption from 2003 to 2005, an 8.7% increase over the two year period:

Customer Class	2003 Usage ²	% of Total	2005 Usage ³	% of Total
Residential	1,462,585,344	48.25%	1,459,238,044	44.28%
Commercial	697,524,960	23.01%	690,252,158	20.95%
10 Largest Users	929,022,000	30.65%	988,120,522	29.99%
Industrial	72,579,936	2.39%	90,063,172	2.73%
Multi-User	-		67,498,024	2.05%
Total	3,031,069,536	100.00%	3,295,171,920	100.00%

Table 6.2

Average daily consumption in 2003 equaled 8,304,300 gallons. Average daily consumption increased to 9,027,868 by 2005, an increase of 723,568 gallons per day.

3. **Rates Increasing:** The following table provides the increase in rates and the percentage increase from 1998-2006 and the requested increase for 2007:⁴

Historical Rate Increase										
Year Rate	1998	1999	2000	2001	2002	2003	2004	2005 Actual	2006 Actual	2007 Projected
Inc.	9.28%	0.00%	0.00%	16.80%	2.50%	2.50%	21.0%	2.50%	2.50%	24.48%

Table 6.3

The total percentage increase for the nine (9) year period from 1998 to 2006 and excluding the projected 2007 increase, is 57.08%. The average annual increase is 6.34%. As the table illustrates, a rate increase of 24.48% has been requested for 2007 and is being reviewed by the Illinois Commerce Commission (ICC) in 2006.

²“2004 Rate Increase Results,” AQUA Illinois, p. 22, “WATER SOLD, Summary Report by Customer Class 2003.”

³“VILLAGE OF BRADLEY Utility Committee, March 24, 2006, Aqua Illinois, Inc., Proposed Rate Increase,” AQUA Illinois, p. 7, “2005 Water Sales & Revenues by Customer Class.”

⁴Ibid, p. 2, “Historical Rate Increase.”



The table below illustrates the increase in average monthly bills to residential customers during the same time period:⁵

“Average Monthly Residential Bill for 5,000 gallons per month”										
Year	1998	1999	2000	2001	2002	2003	2004	2005 Actual	2006 Budget	2007 Budget
Bill	21.34	21.34	21.34	24.54	25.15	25.78	32.06	32.86	33.68	41.93

Table 6.4

As the table illustrates, there has been a 54% increase during the eight (8) period from 1998 (\$21.34) to 2005 (\$32.86).

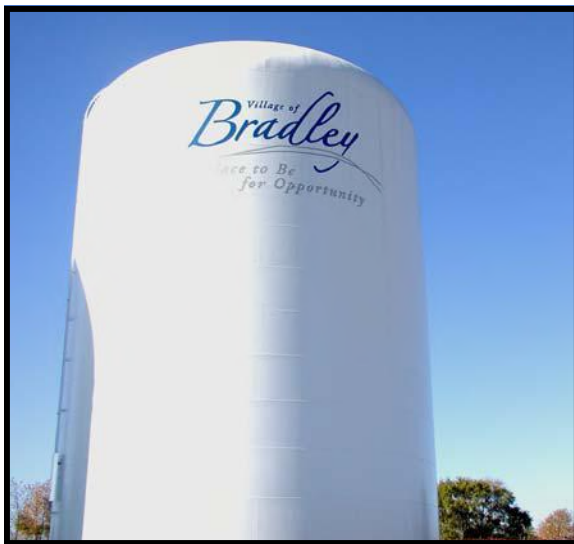
4. **Demand for New Construction Installation Increasing:** New residential and commercial construction continues to increase the demand for the installation of new mains to new areas of the village and new meters and service to the individual homes or businesses.
5. **Redundancy:** The Diversatech reservoir (2003-4 at \$296,769), the Manteno Pump Station (2003 at \$515,999), and the Bradley Booster Station (2000-04 at \$633,225), provides more reliability and back pressure on the northern region of the service area and provides extra protection for the supply of the village by providing a back pressure and a backup to the village.
6. **Developer Contracts Finances Development Infrastructure:** Aqua Illinois, Inc. negotiates with developers, creating “Developer Contracts,” to install the water lines in the development since the new construction is not in Aqua’s five-year capital projects budget. According to Aqua, the developer installs the line and then Aqua reimburses the developer by refunding the cost of their bills for up to ten years.
7. **Formation of Water Commission:** Discussion amongst the member municipalities of KRMA with legal counsel and with AQUA Illinois has been ongoing regarding the formation of a Water Commission to assist AQUA Illinois with various infrastructure improvement. The stated purpose is to create an entity capable of securing grants for the construction/purchase of specific infrastructure components to decrease the reliance on rates as the sole means of financing infrastructure improvement. It has been communicated that the intent is not to condemn and assume total operation of the water treatment facility. The discussions were tabled pending the outcome of the

⁵ Ibid., p. 3, “Avg Residential Bill.”

current AQUA Illinois rate increase consideration before the Illinois Commerce Commission. It is understood that any two municipalities can join with the County of Kankakee in forming the commission.

Water – Aqua Illinois Issues

1. **Infrastructure Improvements Needed:** The three (3) current general categories of infrastructure improvement needed include: a) areas of the water distribution system within the village that are insufficient size, antiquated, and/or deteriorating including



New storage facility at Water Tower Plaza.

the mains in the portion south of Broadway Street between Kennedy Drive and the Canadian National Railroad that needs to be upgraded similar to the area north of Broadway Street; b) upgrades to the Kankakee filtration plant, including increased treatment capacity and onsite storage facilities; and, c) an addition storage facility in the village to supplement the three million gallon storage tank in the Water Tower Plaza commercial complex.

2. **Rate Increases:** While the case can be made that rate increases are needed to generate the revenue necessary for essential capital projects due to the neglect of the prior owner

and to expand service to new developments, the continued rate increases that exceed the rate of inflation (i.e. 24.48%, as requested in 2006 for 2007) are a burden to village resident, especially senior citizens on fixed incomes and low-income individual and families, and a potential deterrent to continued residential, commercial, and industrial economic development.

3. **Expansion Demands:** Commercial and residential development continue to increase the demand for the construction of mains, storage facilities, and treatment capacity. The Construction Coordinator for Aqua Illinois has communicated concerns regarding the current application process, the time needed for review, and the possible delay in service to be provided to new developments in specific areas of development in the village.⁶

⁶ Letter to Mike Gingerich, M. Gingerich, Gereaux, & Associates, February 20, 2006, SUBJECT: New Developments in the Village of Bradley, located East of Cardinal Drive.

- 4. Skyline Road Service:** Skyline Road is in the village's Facility Planning Area. Skyline Road is currently on a public well system and not on the Aqua distribution system. Aqua Illinois has no immediate plans for construction of a distribution system to that area, stating, "Its just out of our service area." Aqua Illinois has indicated that its plans are to expand their distribution system to the north because "Our plan has always been to go north. It's always been our target cause that's where it's at and that's what we're moving towards."
- 5. Bradley Industrial Area:** The Bradley Industrial Area (North Street east of Cardinal Drive) is in the village's Facility Planning Area. Aqua Illinois distribution system on North Street currently extends only to Cardinal Drive on the east. The development of the Bradley Industrial Area will eventually require expansion of the distribution system eastward past existing residential property.

Natural Gas – NICOR Trends

1. NICOR has been responsive to requests for service and has installed the required infrastructure without significant delay.

Natural Gas – NICOR Issues

1. As development continues and increases, it is critical that the NICOR Economic Development Representative for the area be contacted at the beginning stages of the development to insure that adequate supply mains exist to supply the commercial, industrial, or residential development. The developer may be responsible for the extension of a main to the development if prior contact has not been accomplished and assurances secured.

Electricity – Exelon/ComEd Trends

- 1. Availability of Reliable Electrical Power:** Reliable and affordable electrical power has always been available from ComEd. There has never been a development that ComEd has not been able to provide with electrical power. The 2004 Annual Report details the four (4) circuits on which Reliability Improvement were completed and the two (2) circuits upon which improvement were planned for 2005.
- 2. Time to Establish Service Increasing:** Increased demand for service, national natural disasters, and staff reductions due to a rate freeze imposed by the Illinois Commerce Commission (ICC) has increased the time needed to establish new service.



3. **ComEd Provides Annual Reports:** ComEd provides an annual report that details the: 1) Electrical System Performance with Reliability Charts; 2) Outage Interruption Report with Trend Analysis and Glossary; 3) Circuit Lists and Circuit Boundaries; 4) List of Electrical System Improvement including Capacity Improvements, Reliability Improvements, Vegetation (Tree Trimming) Management, New Business Connections, and Public Relocations; and, 5) Contacts Numbers for Com Ed.

Electricity – Exelon/ComEd Issues

1. As development continues and increases, it is critical that the New Business Hotline for the area be contacted at the beginning stages of the development to insure that adequate prior notification exist to insure the timely supply of the lines and electricity to the commercial, industrial, or residential development. Temporary service may be provided prior to the establishment of permanent service. New electric service inspections or changes to existing service must be faxed to the New Business Hotline.

Bradley Sewer Collection System & Kankakee River Metropolitan Agency (KRMA) Sewage Treatment Trends

1. **KRMA Investing in Infrastructure:** KRMA was approved for a loan of \$5,549,159 by the Illinois Environmental Protection Agency on September 29, 2004. The loan was to include the design and construction of several equipment upgrades at the plant for odor control and improved sludge handling.⁷ Minutes from the September 20, 2005 meeting of the KRMA Board of Directors note a change order for a \$502,766 increase in the loan agreement. The minutes specify that the amended loan agreement is to “do the third odor control system and replace the pump.”⁸
2. **KRMA Expanding Service Outside its Service Area:** Minutes from the May 17, 2005 board meeting state “In the future, Manteno may also want to purchase additional capacity. Chebanse is purchasing capacity through the City of Kankakee.”⁹ *The Daily Journal*, in an article dated February 24, 2006, stated “Kankakee City Council members on Tuesday agreed to lease rather than sell up to two million gallons of sewer capacity to the Village of Manteno. With the deal, Manteno will divert its wastewater to the existing Kankakee sewer collection system.”¹⁰ The article continues by stating “In the deal,

⁷ “Kankakee River Metropolitan Agency – Financial Statements – April 30, 2005 and 2004,” Nykiel-Carlin & Co., Certified Public Accountants/Business Consultants, p. 18.

⁸ KRMA Board of Directors Meeting Minutes, September 20, 2005, p. 2.

⁹ Ibid, May 17, 2005, p. 2.

¹⁰ *The Daily Journal*, February 24, 2006.



Kankakee will lease one million gallons of capacity to Manteno for \$150,000 a year, up to 20 years, with the option of two 10-year extensions.”¹¹

3. Capacity Ownership Changed: *The Kankakee River Metropolitan Agency Financial Statements – April 30, 2005 and 2004* ¹² reflects the following capacities:

City of Kankakee	14.6 mgd	58.63%
Village of Bourbonnais	6.4 mgd	25.71%
Village of Bradley	3.8 mgd	15.26%
<u>Village of Aroma Park</u>	<u>.1 mgd</u>	<u>.40%</u>
Total	24.9 mgd	100.00%

A letter dated June 22, 2006 corrected the Village of Bourbonnais capacity to 7.4 mgd.¹³ That increase would change the percentage of total capacity of the Village of Bourbonnais to 29.72%. An agreement dated June 14, 2005 between Kankakee and Aroma Park indicated an increased capacity of Aroma Park to .2 mgd (200,000). The sale of the capacity would reduce the City of Kankakee to 13.5 mgd or 54.22% of the total capacity. When compared to the original allocation of capacity of 1996, the Village Bourbonnais will have purchased four million gallons per day additional capacity, Aroma Park an additional .1 mgd.

4. Bradley and Bourbonnais Daily Average Flow (MGD) Increasing: The following information is from the “KRMA Monthly Operations Report,” for May 2005 through June 2006:

¹¹ Ibid.

¹² “Kankakee River Metropolitan Agency – Financial Statements – April 30, 2005 and 2004,” Nykiel-Carlin & Co., Certified Public Accountants/Business Consultants, p. 16.

¹³ Kankakee River Metropolitan Agency, Lawrence K. Ohm letter to Mr. Chris Bohlen, Barmann, Bohlen, and Woodruff, June 22, 2006.



PLANT FLOWS

Daily Avg. (MGD)	Plant Influent	Kankakee	Bourbonnais	Bradley	Aroma Park
May 05	12.94	8.60	2.49	1.81	0.042
June 05	11.58	7.80	2.12	1.61	0.044
July 05	12.03	7.89	2.29	1.80	0.044
Aug 05	11.55	7.29	2.47	1.76	0.043
Sep 05	10.61	6.82	2.15	1.59	0.048
Oct 05	10.22	6.42	2.16	1.60	0.038
Nov 05	11.07	7.18	2.14	1.71	0.042
Dec 05	11.28	7.30	2.19	1.75	0.048
Jan 06	13.95	8.20	3.68	2.03	0.046
Feb 06	12.51	7.42	3.14	1.91	0.046
Mar 06	11.02	5.20	3.53	2.23	0.062
Apr 06	13.09	6.08	4.10	2.85	0.063
May 06	15.04	6.76	4.93	3.28	0.055
Jun 06	11.18	6.00	2.90	2.23	0.048
Jul 06	9.20	4.82	2.21	2.12	0.047

Table 6.5

- 5. Recalibration of Inflow Increased Percentage of Utilization for all Municipalities Except the City of Kankakee:** The “Monthly Percentage Flows” graphs distributed monthly to KRMA directors for each municipality have recorded a decline in percent of total use for the City of Kankakee from approximately 65% in December 2005 to approximately 47% by March 2006. The explanation given was that the inflow meter from the plant was recalibrated by a different and more reliable firm. As a result of the recalibration, the total inflow was found to be lower than previously measured and recorded. The usage of the City of Kankakee is established by determining the difference between metered inflow and metered flow from Bourbonnais, Bradley, and Aroma Park. A reduction in the metered flow then, reduces the estimate of Kankakee flows and increases the ratio of use by others. While the percent of total use declined for Kankakee, the percent of the total for the Village of Bradley increased from 15% to 21%, the Village of Bourbonnais increased from 19% to 31%, and the Village of Aroma Park increased from .43% to .47%.

- 6. Bradley Main Flume Meter Replacement May Increase Capacity Usage:** Strand Associates, Inc., in a letter, provided a review of the existing main Bradley meter facility and recommendations for the replacement of the metering device. It stated that

the village used a Palmer-Bowlus flume for the measurement of flow in the 48-inch sanitary sewer that feeds the City of Kankakee collection system. They reported that the flume had deteriorated structurally, “which makes getting reliable flow information for the flume difficult. Since the flow in the flume is used for billing purposes, it is imperative that the flume provide accurate, reliable readings.”¹⁴

Strand recommended a Parshall flume since they are “more accurate over a greater range of flow,” than other types. Strand indicated that through the use of a temporary meter in November and December of 2004 that the flow varied from 1 MGD to approximately 5 MGD and that during one storm event on December 7, 2004 the flow peaked at 10.5 MGD.¹⁵

Strand then addressed the location of the flume and meter. They stated that the current location in the Meadowview Shopping Center in Kankakee did not “provide enough slope downstream of the flume. A flume placed in this line would likely be submerged by the downstream flow in the sewer a majority of the time, making the existing site unsuitable for flume placement.”¹⁶ They recommended a location “slightly west of River Drive near the intersection with Wilson Drive . . . The Sewer between the existing Palmer-Bowlus flume and the proposed new flume location needs to be televised to ensure that no additional inlets are in the line that would alter the flow through the sewer.”¹⁷ The final recommendations of Strand were approved as evidenced by the Board of Directors meeting minutes of September 20, 2005.¹⁸ The bid for the installation was approved March 21, 2006.¹⁹ Installation was completed later that year. As of August, 2006, the sewer between the old and new metering sites had not be televised as specified by Strand to determine if any additional storm and/or wastewater lines dump into the portion of the line between the existing meter and the location of the new meter.

- 7. Construction of Sewer Interceptor Project:** The Village of Bradley Soldier Creek Interceptor Sewer Study (Study) was completed by the Village Engineer, M. Gingerich Gereaux and Associates in 2005.²⁰ The Village Board approved the issuance of \$6.3

¹⁴ Strand Associates, Inc., Engineers, Letter to Mr. Richard Simms, P.E., Simms Engineering, Inc., September 19, 2005, p. 2.

¹⁵ Ibid., p. 3.

¹⁶ Ibid.

¹⁷ Ibid., p. 4.

¹⁸ KRMA Board of Directors Meeting Minutes, September 20, 2005, p. 3.

¹⁹ KRMA Board of Directors Meeting Minutes, March 21, 2006, p.3.

²⁰ “Village of Bradley Soldier Creek Interceptor Sewer Study,” M. Gingerich Gereaux & Associates, June 2005, p. 4.

million in Sewer Bonds in January 2006. The interceptor sewer project (Project) is divided into three phases. The Project will generally follow the main branch of Soldier Creek from 6000N Road downstream to North Street (2000N Road). According to the Study, one collector, the “West Branch Soldier Creek Collector,” not along the main branch of Soldier Creek, is needed immediately to satisfy demand for service to land that has been annexed to the village and for which development is currently occurring.²¹

The phases are described as follows:

Phase 1: Construction of a major lift station and installation of nearly 2 miles of sanitary sewer force main. The lift station planned location is near the intersection of Cardinal Drive and North Street. The force main will extend from the lift station to the existing 48” diameter sewer on South Street.

Phase 2: Construction of over 1 mile of sewer (36” diameter) from North Street to Armour Road.

Phase 3: Construction of about 1 and one half mile of the West Branch Soldier Creek Collector. The phase will start at the location of the Hunters Run Lift Station and extend up to the Willowbrook Subdivision.²²

8. Sewer Construction and Lift Stations in Developments the Responsibility of the Developer: The “Interceptor Sewer Study” states, the village agrees, and the requirements of the village provides that, “Individual land developers will need to extend mains from the interceptor sewer to serve particular parcels. In many cases the mains they extend will need to be ‘upsized’ to meet the demand of adjacent parcels.”²³

9. Sewer Main Constructed for Route 50 and St. George Road Commercial Area: On January 23, 2006, the Village Board approved \$165,763 for the construction of the “St. George Road/US Route 50 TIF Offsite Sanitary Sewer Improvements.”²⁴ The project utilized an easement acquired along the west edge of Aspen Ridge Golf Course north of Larry Power Road. The sewer main was constructed from Larry Power Road north to approximately the extension of McKnight Road (4500N Road). The project provided sewer for the Bradley Commons (MidAm Dalan) commercial development and future commercial development along the east side of IL Route 50 between Larry

²¹ Ibid.

²² Ibid., p. 5.

²³ Ibid., p. 4.

²⁴ Village of Bradley, Official Board Minutes, January 23, 2006, Regular Meeting, p. 3.

Power Road and McKnight Road. The developer was responsible for the installation of the mains in the development.

10. Bradley Infrastructure Maintenance: The Village of Bradley has invested in equipment necessary to inspect and maintain its sanitary sewer infrastructure. In addition to the manpower maintained within the department, the village has the latest equipment to videotape its mains, to make point repairs, seal its mains from storm water infiltration, and to repair and/or replace components of its system. The superintendent of the department has required certification and the department personnel are committed to ongoing in-service and education. The Village of Bradley continues to conduct inspections to insure that no sump pump discharges are connected to the sanitary sewer system and continues to inspect sewer mains to further diminish the amount of storm water infiltration.

Bradley Sewer Collection System & Kankakee River Metropolitan Agency (KRMA) Sewage Treatment Issues

1. Current Bradley KRMA Capacity: The *Kankakee River Metropolitan Agency Financial Statements – April 30, 2005 and 2004* reports the Bradley capacity of the KRMA plant as 3.8 million gallons per day (mgd). The usage of the capacity has been consistently reported as approximately half – 1.9 mgd. The Plant Flow Chart (below) details the average daily flow by month from May 2005 through July 2006. The lowest average daily flow record was 1.591 mgd (September 2005) and the highest was 3.283 mgd (May 2006). The average for the 15 month period is 2.018 mgd. The average of the first seven months was 1.697 mgd, while the average for the last seven months was 2.378 mgd. The second seven months includes the spring months so the average is expected to be higher. However, the trend for Bradley flows to exceed 2.0 mgd, beginning in January 2006, is apparent (see May, June, and July for 2005 vs. 2006.)



*The KRMA's sewage treatment plant,
on the Kankakee River.*

The Village's sewer infrastructure is constantly aging with time and wearing from use. This results in ever increasing infiltration of stormwater and groundwater to the sewer collection system. Point repairs can not be used indefinitely to maintain the system.



PLANT FLOW COMPARISON

Daily (MGD)	Plant Influent	Kankakee	Bourb.	Bradley	Bourb. + Brad.	Aroma Park	Ratio #1*	Ratio #2
May 05	12.94	8.60	2.494	1.805	4.299	0.042	1.38:1	2.00:1
June 05	11.58	7.80	2.123	1.611	3.734	0.044	1.31:1	2.08:1
July 05	12.03	7.89	2.292	1.802	4.094	0.044	1.27:1	1.92:1
Aug 05	11.55	7.29	2.465	1.758	4.223	0.043	1.40:1	1.73:1
Sep 05	10.61	6.82	2.151	1.591	3.742	0.048	1.35:1	1.82:1
Oct 05	10.22	6.42	2.158	1.602	3.760	0.038	1.34:1	1.71:1
Nov 05	11.07	7.18	2.137	1.709	3.846	0.042	1.25:1	1.87:1
Dec 05	11.28	7.30	2.186	1.746	3.932	0.048	1.25:1	1.86:1
Jan 06	13.95	8.20	3.68	2.03	5.710	0.046	1.81:1	1.44:1
Feb 06	12.51	7.42	3.137	1.907	5.044	0.046	1.64:1	1.47:1
Mar 06	11.02	5.20	3.527	2.225	5.752	0.062	1.58:1	1:1.11
Apr 06	13.09	6.08	4.104	2.849	6.953	0.063	1.44:1	1:1.14
May 06	15.04	6.76	4.933	3.283	8.216	0.055	1.50:1	1:1.22
Jun 06	11.18	6.00	2.896	2.230	5.126	0.048	1.29:1	1.17:1
Jul 06	9.20	4.82	2.210	2.121	4.331	0.047	1.04:1	1.11:1

Table 6.6

* Ratio Group #1 = Bourbonnais to Bradley

Ratio Group #2 = Kankakee to the sum of Bourbonnais and Bradley

2. Projected Bradley Treatment Demand: The future sewage flow for the portion of Bradley west of I-57 is projected to remain relatively constant. No large parcels remain that may be developed for residential use. The Bradley Industrial Park is the largest remaining developable industrial area west of I-57. This area has 14 acres of remaining developable land. The aging sewers in this area require constant maintenance and periodic replacement or lining to prevent increased flow due to infiltration.

The projected increased sewage flows and need for treatment for the portion of Bradley east and north of I-57 is included in the Interceptor Sewer Study. The study indicates that the “Flows will be low at first and gradually increase as land is developed in the service area.”²⁵ It further states that “It is not practical to size the lift station now to serve a fully developed condition. Flows that may be expected at the planned life station may be as follows:”

²⁵ “Village of Bradley Soldier Creek Interceptor Sewer Study,” M. Gingerich Gereaux & Associates, June 2005, p. 5



1 year:	1.2 MGD Peak 0.57 MGD Peak, 0.56 MGD Peak,	(0.7 MGD Average) flow from existing lift stations #4 & #5 flow from 25% build-out of current development proposals
5 year:	2.6 MGD Peak 0.57 MGD Peak, 2.03 MGD Peak,	(1.4 MGD Average) flow from existing lift stations #4 flow from 100% completion of current development proposals
10 year:	5.0 MGD Peak	(2.5 MGD Average) ½ build out of service area
20 year:	10.7 MGD Peak	(4.6 MGD Average) full build out of service area ²⁶

The Village Engineer concludes the study by stating, “The village currently has average daily sewer flows to the KRMA Waste Water Treatment Plant of 1.65 MGD and wet weather flows exceeding 2.5 MGD. The village expects these flow to increase to 6 MGD (average) and 9 MGD (wet) when the Soldier Creek watershed is fully developed.”²⁷

The average flow appears to be approximately between 58.33% and 42.99% or an average of about 51.29% of the peak flow. If the current average flow for Bradley during the past seven months is 2.378 mgd average then the following projected total average flows can be projected:

- 1 year:** 2.378 mgd + 0.28 (25% of current developments) = 2.658 mgd avg.
- 5 year:** 2.378 mgd + 1.015 (100% of current) = 3.393 mdg average
- 10 year:** 2.378 mgd + 2.5 mgd (1/2 service area) = 4.878 mdg average
- 20 year:** 2.378 mdg + 4.6 mgd (full service area) = 6.978 mdg average

If the rate of residential development remained as predicted in 2005 the 3.9 mgd capacity of the Village of Bradley in KRMA would be exceeded shortly after the fifth year (2010). The number of developments platted in the Soldier Creek watershed has increased since used for projection purposes in the creation of the study.

²⁶ Ibid., p. 5 and 6.

²⁷ Ibid., p. 7.

3. Storm Water Infiltration: The Plant Flow Chart reveals months of increase in flow that is related to stormwater infiltration and inflow. January, April, and May 2006 are examples. Plant influent increased from 11.28 to 13.95 from December 2005 to January 2006. During the same period, Kankakee increased from 7.3 to 8.2, Bourbonnais increased from 2.186 to 3.68 and Bradley increased from 1.746 to 2.03. Between March 2006 and May 2006, the Plant increased from 11.02 to 15.04, Kankakee increased from 5.2 to 6.76, Bourbonnais 3.527 to 4.933 and Bradley from 2.225 to 3.283. The increase can be attributed to storm water infiltration and inflow to the sanitary sewer system. The peak flows appear to be a result of storms. The recorded flows indicate that the systems of all of the municipalities appear to share the same issue of infiltration in aging collection mains and inflow to improper main and service installations.



KRMA's inner facility.

4. New Flow Meter Location: The new meter has been installed approximately three-eighth of a mile closer to the KRMA plant. The main that the meter has been installed on is located within the corporate limits of the City of Kankakee. KRMA personnel have conducted “smoke” testing of the main and have reported no evidence of storm and/or wastewater discharge into the main between the location of the old and new meter. No televised record of the main has been accomplished as of August

2006as was recommended by Strand, KRMA’s flow meter project engineer. In the absence of a televised record and “Since the flow in the flume is used for billing purposes, it is imperative that the flume have accurate, reliable readings,” Village of Bradley officials are reluctant to accept the reading as measuring only Bradley flows until such time as all doubt is removed.

5. Ratio of Utilization Variation: The Plant Flows chart includes a ratio of use by Bourbonnais and Bradley (Ratio #1) and a ratio of use by the City of Kankakee compared to the combined usage of Bradley and Bourbonnais (Ratio #2). The residential growth of Bourbonnais and Bradley has increased the population of both municipalities. The website of Bourbonnais lists the population as 16,000, with estimates of approximately 18,000. The website of Kankakee lists the 2000 census population as 27,491, and the special census of Bradley (2006) records its population as 14,524 compared to its 2000 census population of 12,784.

A review of the ratio of usage between Bourbonnais and Bradley from May 2005 to July 2006, reveals an average ratio of 1.39:1 and a range from 1.81:1 (January 2006) to a low of 1.04:1 (July 2006). The ratio remained fairly constant during the 15 month period with the exception of June 2006 where the ratio dropped from 1.50:1 (4.933 mgd to 3.283 mgd) in May 2006 to 1.29:1 (2.896 mgd to 2.230 mgd) and dropped again to only 1.04:1 in July. No major repair or maintenance projects were noted and no other variable that could explain the dramatic decrease in the ratio is evident. Prior to this time period, according to its website, Bourbonnais was under contract with EMC Corporation for the “maintenance of the Bourbonnais sanitary sewer system.”²⁸ At approximately the time of the change in ratio, Bourbonnais terminated its sewer maintenance contact with EMC Corporation, and hired the Kankakee Valley Consulting Group (KVCG), the same consulting group contracted to maintain the KRMA plant.

The ratio of Kankakee usage compared to the combined total of Bourbonnais and Bradley ranges from 2.08:1 to 1:1.22, with Kankakee recording twice as much usage as the two municipalities combined in June 2005 (7.800 mgd to 3.734 mgd), to less than the combined total by March 2006 (5.200 mgd to 5.752 mgd). The first period of greatest variation is between December 2005 and January 2006 where the ratio dropped from 1.86:1 (7.30 mgd to 3.932 mgd) to 1.44:1 (8.20 mgd to 5.710 mgd). The next month the ratio reversed claiming that the Bourbonnais and Bradley usage (5.752 mgd) exceeded that of Kankakee (5.200 mgd). The Plant Influent flow record claims that between January 2006 and March 2006 the total usage dropped from 13.95 mgd to 11.02 mgd, a decrease of nearly 3 million gallons per day while during the same period the usage of Bourbonnais decreased 153,000 gallons per day and Bradley increased 195,000 gallons per day. It is uncertain whether the 3 million decrease, all credited to Kankakee (8.20 mgd to 5.20 mgd), was a result of the recalibration of the meter measuring the outflow of the plant.

- 6. Water Use Related to Sewer Discharge:** A review of the 2003 usage compared to the 2005 of Aqua Illinois customer classes shows a reduction in residential and commercial usage and an increase for the “10 Largest Users.”²⁹ Of the 3,295,171,920 gallons total annual usage in 2005, nearly 1.1 billion (>33%) was used by an aggregate of the 10 largest users, the industrial class, and the multi-user class. According to Aqua Illinois, in its “2004 Rate Increase Results” publication, the “10 Largest Users” annual usage increased from 929,022,000 to 988,120,522 (6.36%) from 2003 to 2005. Aqua Illinois reported that 87.32% of the 929,022,000 gallons used in 2003 by the ten

²⁸ <http://www.villageofbourbonnais.com/sewer.cfm>

²⁹ “2004 Rate Increase Results,” AQUA Illinois, p. 11, “INDUSTRIAL RATES FOR THE TEN LARGEST CUSTOMERS.”

largest customers (industrial), or 811,203,000 gallons was used by eight industrial rate customers served by the City of Kankakee sanitary sewer system. This is approximately 2.2 mgd. Of the remaining 13%, only 2.22% or 20,619,000 gallons was used by the industry served by the Village of Bradley sewer system. Aqua Illinois equates the usage of the eight users on the Kankakee sewer system to 12,206 residential customers. While it is anticipated that hospitals would be large users of water, no information is available on the water usage of the two medical facilities served by the City of Kankakee sewer system. In addition, the annual amount of trucked in sewage and whose input quantity is not metered through any municipality’s system has not been included in the usage calculations, even though the fees collected are included KRMA’s total operating revenue.

- 7. **Bradley Main Capacity:** “The Village of Bradley Soldier Creek Interceptor Sewer Study - June 2005” references the 15” to 18” diameter sanitary sewer along Cardinal Drive. The study states that, “this sewer currently serves a large area on the west side of Cardinal Drive and the lift stations listed above. The planned interceptor sewer will reduce the flow in this sewer by eliminating the flow from 2 of these lift stations.”³⁰ One of the stated purposes for the installation of the interceptor is to reroute some of the sewage flow from the Cardinal Drive main to the new interceptor. This provides sufficient capacity in the existing sewers to serve the MidAm Dalan Bradley commercial and residential development at St. George Road and Illinois State Route 50 and other future development west of Cardinal Drive and north of Armour Road, including future commercial development along the east side of IL Route 50 between Larry Power Road and McKnight Road.

Given the limited available space for new development within the Village’s service area west of Cardinal Drive and south of Armour Road, it is projected that current sanitary sewer main capacity remains sufficient.

- 8. **Bradley Infrastructure Maintenance:** The Village of Bradley Sewer Department must remain vigilant and proactive in maintaining the sanitary sewer infrastructure. Lift station pump failures can and have had unpleasant consequences. The backup of raw sewage into businesses and residences is an environmental condition that



*The Village of Bradley’s
Water & Sewer Department*

³⁰ “Village of Bradley Soldier Creek Interceptor Sewer Study,” M. Gingerich Gereaux & Associates, June 2005, p. 4.



invites state and federal governmental intervention, and has a negative impact on the Village's customers. The periodic inspections of and repair of the sewer collection system to minimize storm water infiltration is a fiscal necessity. As is on annual program of lining and replacing aging mains.

- 9. KRMA Plant Expansion Capability:** The KRMA plant is bordered by the Kankakee River on the west, Helgeson Park on the south, residences along Inglesh and Hilltop Avenues on the east and the former Village of Bradley Sewage Treatment Plant and the Perry Farm portion of the Bourbonnais Township Park District on the north. There appears to be limited available vacant land in the event that there is a need for the physical expansion of the plant in order to increase total capacity. As the service area continues to develop and as entities outside the service area are leased capacity by the City of Kankakee, including the possibility of the new Peotone airport, the total capacity and the availability of expansion of KRMA may become an issue.
- 10. Bradley Sewer Department Maintenance Facility:** The Sewer Department of the Village of Bradley is located in the antiquated buildings of the former Bradley Sewage Treatment Plant. The nature of its operation with residual material remaining on vehicles and equipment makes its out-of-the-way location ideal. While it has been suggested that a new facility could be located immediately east of the Public Works garage, it's present location is most practical. The condition of the buildings demand that action be taken to construct a safer and more efficient facility.

Storm Water Management – Village of Bradley Trends

- 1. Increased Regulation of Stormwater Drainage:** A March 3, 2003 Kankakee River Metropolitan Agency letter to the Illinois Environmental Protection Agency stated, "It is the intent of the KRMA partner communities to address their respective "Phase II Storm Water" responsibilities within their jurisdictions in compliance with a general storm water permit issued to KRMA by the IEPA."³¹ The IEPA instead required each individual community be issued a separate permit. The National Pollutant Discharge Elimination System (NPDES), created with the 1987 Amendments to the Clean Water Act, is described as a "Two-phase comprehensive national approach to address pollution from storm water runoff."³² The Village of Bradley is subject to the permit requirements of the NPDES as the operator of a small municipal separate storm

³¹ Letter to Illinois Environmental Protection Agency, March 3, 2003, RE: Phase II Storm Water Permit NOI, by Donald E. Green, Chairman, KRMA Board.

³² "NPDES Phase II Program Requirements," Presentation by Kent E. Sims, Community Assistance Specialist, USDA-Natural Resources Conservation Service, Slide 3.

sewer system (MS4).”³³ This currently includes requirements related to construction sites, public education, material handling, and care of the stormwater conveyance system.

The NPDES Phase II Construction Site Program includes three main requirements: a) Submittal of a Notice of Intent (NOI); b) Development and implementation of a Storm Water Pollution Prevention Plan (SWPPP); and, c) Submittal of a Notice of Termination (NOT) when site has been permanently stabilized. The program was effective June 1, 2003.³⁴

The “Small MS4 Program” includes the following six minimum control measures: a) Public Education and Outreach; b) Public Participation/Involvement; c) Illicit Discharge and Elimination; d) Construction Site Runoff Control; e) Post-Construction Runoff Control; and, f) Pollution Prevention/Good Housekeeping. The Small MS4 Program must be fully implemented by 2008.³⁵ As part of the Public Participation/Involvement component, storm drains must be stenciled and a citizens watch group formed.³⁶

2. **Increased Area of Stormwater Detention Facilities to be Maintained:** The Village’s code requires the construction of stormwater detention facilities where land use change increases storm water runoff. All new residential, commercial, and industrial developments require land be set aside and improved to provide stormwater detention. The total are of land utilized for stormwater detention increases each year.
3. **Increased Impact of Development on Existing Waterways and Farm Tiles:** The areas currently being developed for residential and commercial uses in the Village of Bradley are in the Soldier Creek Watershed. These lands have been managed for agricultural production for many years. This management has included channelization of waterways, the installation of farm tiles, and the construction of rural roadways with culverts and roadside ditches. Many agricultural management practices are not sustainable when changes to residential or commercial use occur. The Soldier Creek watershed area drainage system is changing from rural to municipal management practices.

³³ Ibid., Slide 6.

³⁴ Ibid., Slide 7.

³⁵ Ibid., Slide 10.

³⁶ Ibid., Slide 13.

Storm Water Management – Village of Bradley Issues

- 1. Metropolitan Municipality Addresses its Own Respective “Phase II Storm Water” Responsibilities:** The Village of Bradley must complete a maelstrom of specific requirements within a five year period prescribed to accomplish its NPDES permit requirements. KRMA personnel and consultants have assisted in the identification of some of the responsibilities and have provided examples. The Village is proceeding with a plan to accomplish the permit requirements.
- 2. North Branch of Soldier Creek Streambank Erosion and Storm Water Management:** Concerns have been expressed by residents about streambank erosion and stormwater management concerns associated with the North Branch of Soldier Creek. The County Planner was contacted by residents and they were directed to the U.S. Department of Agriculture (USDA). A field investigation was conducted. The results of the investigation indicated that:

“channel maintenance is needed due to sediment deposits along the length of channel. Bank erosion is evident on the outside bends and meanders along with bank sloughing and what could be exposure of a permeable soil textural lenses. Vertical banks are predominate along with sparsely vegetated side-slopes, despite the exposure to sunlight. Surface runoff from apartment buildings parking lots is prevalent along the eastern side of the channel, but does not appear to contribute or attribute to the problem. Removal of channel bottom sediments on point bars and tree and saplings on the channel banks was recommended. Stone toe protection, bank sloping and rip-rap are most likely needed.”³⁷
- 3. Development Encroachment on and/or Destruction of Field Drainage Tile in Drainage District:** In a July 12, 2005 letter, legal counsel for the Manteno-Bourbonnais Union Drainage District No. 6 stated the concern of the District Commissioners that “we have been advised that there may be new residential developments to the west of the beginning of the Soldiers Creek area into which all our tiles drain. Any development in our Drainage District could very likely impact on these drainage tiles. You should be aware that Illinois law requires that you do not disturb the present drainage flow of these tiles which are absolutely essential to the property owners in maintaining their farmland.”³⁸

³⁷ Email, Robert.Gotkowski@il.usda.gov to Rich.Howell@il.usda.gov, Subject: Leo Whitten – Streambank Erosion Investigation, February 23, 2004 2:36 PM

³⁸ Letter, Barmann Bohlen and Woodruff P.C. Attorneys At Law, Glen R. Barmann to Mayor Gael K. Kent, July 12, 2005.

4. **Maintenance of Waterways:** The Village of Bradley is developing codes, guidelines, and policies related to the design, construction, and enhancement of waterways. The Village must also plan and implement efficient and effective maintenance of the growing number and length of waterway under its care.

5. **Maintenance of Storm Water Detention Facilities:** The Village must plan and implement efficient and effective maintenance of the growing number and area of storm water detention facilities in its care.



*Detention pond,
east of Northfield Square Mall*

Cable Television – Comcast Trends

1. Comcast has provided consistent, reliable, and responsive communication detailing changes in service and issue resolution.

Cable Television – Comcast Issues

1. It appears as though Comcast has met the needs of the increase in residential construction but has indicated that it is not required to address commercial development needs.

Internet – ATT/Comcast Trends

1. Accessibility to the Internet is essential for commercial, residential, industrial, educational, and governmental services for commercial, information, security, recreational, and educational purposes.
2. Homeland security and major incident command and control communications interoperability is essential and the area has cooperated in the establishment of interoperable communications amongst county emergency responders via analogue radio communications equipment only.
3. Communications redundancy and accessibility to real time Major Incident Response Plan component information is critical in dealing with a incident, especially an incident that results in disruption of normal means of communication.

4. The City of Kankakee has commenced the installation of wireless connectivity for the municipality.

Internet – ATT/Comcast Issues

1. High speed accessibility is limited and wireless accessibility is sporadic or non-existent.
2. Homeland security and major incident plans and major incident command and control analogue communications interoperability is available for county emergency and all municipal departments but neither real time major incident plan availability nor communications with first responders from departments outside the county system is available within responding vehicles.
3. Homeland security and major incident command and control communications redundancy is limited even though there are three dispatch centers, the towers for that communication is within the same geographic area and subject to the effects of severe weather and sabotage.
4. Technology exists that provides for the expansion of wireless communications with responding vehicles and real time digital camera surveillance through secure internet wireless connectivity; however, no such capability currently exists to increase the safety and protect the welfare in the village.

C. Municipal Services

Communications Trends

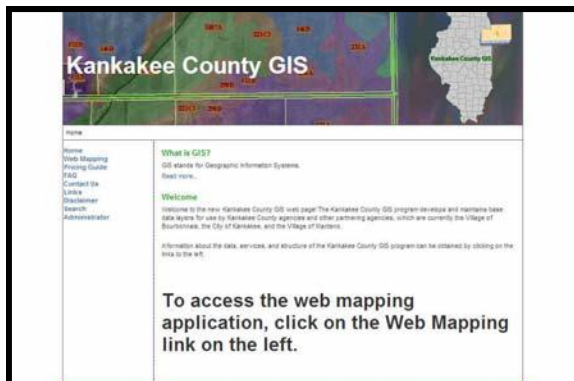
1. **Equipment Upgrade:** The Village of Bradley recently purchased digital 800 MHz radios from Motorola. Analogy radios were declared surplus property by the Village Trustees and sold to another agency within the KanComm system.
2. **Dispatch Equipment Aging:** The computer technology and communications equipment in the dispatch centers are aging. KanComm equipment is five years old and cost \$2.5 million when installed.

Communications Issues

1. **Power Outages/Lightening Strikes:** Communications towers have been struck by lightening resulting in the temporary inoperability due to power surges to electronic

equipment. Mobile phone, where available, were needed to main basic communication.

2. **Database Redundancy:** Village servers for the storage of essential data and records are located at the Village Hall/Police/Fire Station. In the event of destruction of the Village Hall, all available data will be inaccessible and possibly irretrievable or lost.
3. **Department Software Incompatibility:** The Police Department uses New World Systems software and the Fire Department uses Fire House to record dispatches of personnel and equipment. The IFCA consultants state that New World is law enforcement driven and does not have the records software needed for fire and EMS services.³⁹ For the purposes of accurate and complete record keeping, the two software programs request and record different information and are not readily accessible to both dispatch centers.
4. **Major Incident Response Plan Accessibility:** The Major Incident Response Plan (MIRP) contains detailed information for use in the event of a major incident, including contact information for mutual aid and assistance. The information, while critical, changes frequently. The current MIRP exceeds 130 pages and is a three ring notebook that includes forms to complete and is difficult to maintain, update, and access.
5. **Geographic Information System:** Village software has the capability of accessing and interacting with Geographic Information System (GIS) software. In addition to the



The homepage for the Kankakee County GIS website.

improved process of new street and address identification and location for Village software mapping purposes, GIS can be used to map fire hydrants, hydrant main size, and out-of-service hydrants; locating electrical, gas, water, and sewer line and segment identification; prioritization of village streets for snow removal; identification of vacant and occupied buildings for structural condition, security and access issues, and the location of hazardous materials on the site; identification of property owner for every parcel of property;

identification of occupants of zones within an evacuation area in expanding concentric circles from the center of the incident, with details available for variables such as wind direction and speed and evacuation route planning; pre-planning for fire suppression for high value and high risk structures; storm water main and inlet identification and

³⁹ Ibid., p. 37.

mapping for incident management regarding environmental concerns; and, other environmental and EPA concerns including areas of potential contamination identification and mapping.

6. **Equipment Replacement Cost:** The state of the art communication facility must be continually monitored for the possibility of equipment becoming obsolete or inoperative due to age. The equipment is expensive and total replacement could exceed \$300,000.
7. **Communication Failure in Dense Buildings:** New construction of commercial buildings with solid concrete panels and/or block and brick may result in less signal penetrating the building, creating an unsafe condition for first-responders in the event of an incident in that communications can fail.
8. **Anti-Virus, Spyware Prevention, Patch Management, and Operating System Software Upgrade:** Critical software upgrades are needed for the Village Network and workstations including anti-virus, spyware prevention, patch management, and operating system software.
9. **Technology Equipment Upgrades:** The network server needs additional capacity. The Village Hall has some wireless access but the entire complex should be accessible.
10. **Duplication – Redundancy:** All municipal police departments in the county and the Sheriff's police, with the exception of Bradley and Bourbonnais and all of the fire departments with the exception of Bradley are dispatched through KanComm. While a second dispatch center is advantageous in the event of malfunction and/or the inoperability of KanComm the cost associated with maintaining Bourbonnais and Bradley Police dispatch centers and the Bradley Fire dispatch with state-of-the-art communication equipment, suggests that consolidation into one back-up dispatch center be explored. In addition, the existence of two dispatch centers within the Village requires the maintenance and replacement of two sets of equipment and the hiring and training of additional personnel.
11. **911 Cell Phone Calls for Emergency Service:** KanComm reports that approximately 60% of the 911 calls are from wireless callers. Currently technology does not exist to direct those calls to the department from which the calls are originating. Consequently, all wireless 911 calls go to KanComm and KanComm must transfer the call to the respective department.

Police Department Trends

- 1. Increase in Residential Development/Population:** Increase in calls for service, increase possibility for crime, increased vehicular traffic, vehicular accidents, increased patrol area and patrol time (see tables below).
- 2. Increase in Commercial Development:** Increased vehicular traffic, traffic accidents, increase in calls for service, increased patrol area, increased daytime population (shoppers), and increased possibility or crime (see tables below).
- 3. Increase in Geographic Size of Village:** Increased patrol time and distance to travel to return to station and patrol area from station. The expansion of the village north and east from the existing older neighborhoods of the village has resulted in the station being located in the western quarter of the village, a trend that is anticipated to continue.
- 4. New Streets and Street Names:** The accuracy of Village records is increasing more difficult to maintain.
- 5. Second Phase of the Commission of Accreditation for Law Enforcement Agencies (CALEA) Approved:** The Board of Trustees approved the expenditure of funds necessary to pursue the second phase of accreditation within the prescribed period of time as stipulated by CALEA.
- 6. Take-Home of Patrol Vehicles Program:** In 2005, the Board of Trustees approved the program of assigning specific patrol vehicles to patrol officers so that emergency responses could be made from officer residences, rather than requiring the first responder to report to the station prior to being in route to the incident site. In addition, it was recommended in order to assign the responsibility for preventive maintenance to the officer to whom the vehicle is assigned.





7. Recruitment and Hiring Process Efforts to Reflect Service Population: The department has processes in place, including intense media and web advertising between Springfield and Chicago and to supplement recruiting in order to reach more quality applicants, including minorities and females.⁴⁰

CRIMINAL INVESTIGATIONS CASES PER MONTH													
Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
04	48	70	72	80	50	68	110	97	60	72	72	224	1,023
05	70	63	47	47	50	170	46	83	83	91	58	143	951

Table 6.7

INDEX CRIMES										
Year	Murder	Arson	Sexual Assault	Robbery	Aggrav. Assault	Motor Vehicle	Burglary	Theft	Total	
03	0	3	6	6	32	17	76	658	798	
04	0	1	5	10	39	32	85	694	866	
05	1	3	11	16	40	17	93	760	941	

Table 6.8

CITATIONS						
Year	Parking	Non-Traffic	Courtesy Notice	Traffic	Warning	Total
03	54	221	419	1,788	1,977	4,459
04	543	435	512	2,820	5,503	9,813
05	334	306	1,010	2,579	5,799	10,091

Table 6.9

ACCIDENTS						
Year	Pedestrian	Injury	Hit & Run	Property Damage	Fatality	Total
2003	1	132	150	971	0	1,254
2004	6	122	135	776	1	996
2005	9	126	146	781	1	981

Table 6.10

⁴⁰“Bradley Police Department, Bradley IL, January 2005 Assessment Report,” The Commission on Accreditation for Law Enforcement Agencies, Inc, Andrew F. Cannady, Assessor/Team Leader, January 21, 2005, p.4.



CALLS FOR SERVICE

2003	17,030
2004	23,387
2005	26,682

Table 6.11

Police Department Issues

1. **Potential for Increase in Vehicular Traffic:** The increase in commercial and residential development will result in increased vehicular traffic in the village, with a potential for increased traffic accidents and requests for services.
2. **Potential for Increase in Crime Rates:** The increase in commercial and residential development may result in an increase in crime rates, especially retail thefts and a corresponding increase in requests for services.
3. **Potential for Increase in Calls for Service:** The increase in commercial and residential development will result in an increase in calls for service.
4. **Increase in Demand for Service Oriented Policing:** The increase in commercial and residential development will result in an increase in demand for service oriented policing.
5. **Increase in Litigation:** A video record of incidents from an in-car video increase the probability of successful defense against litigation.
6. **Required Information Reporting Discrepancies:** Discrepancies between state required information involving traffic stop data.
7. **Police Station Facility Adequacy:** The increase in personnel, functions, and administrative positions without increasing the size of the facility has resulted in cramped conditions and inadequate and insufficient lockers and locker rooms, offices and office space, report completion stations, meeting facilities, and processing areas and work spaces that are not handicapped accessible. The current station was an expansion of an office complex, not designed as a police department facility.

Fire Department Trends

1. **Increase in Residential Development/Population:** The increase in residential development increased the calls for service, increased vehicular traffic, vehicular accidents, and increased distance and time to respond to calls for service.
2. **Increase in Commercial Development:** The increase in commercial development increased vehicular traffic, traffic accidents, increase in calls for service, increased distance and time to respond to calls for service.
3. **Increase in Geographic Size of Village:** The increase in the size of the village increased time and distance to travel to provide emergency services needed.
4. **New Streets and Street Names:** The addition of new street names and numbers decreased the accuracy of Village records and increased the possibility for mistakes in dispatching and finding new addresses.
5. **Decrease in Need for Training:** In 2004 and again in 2005, training hours for the year decreased from the previous year, primarily because of the improvement in retention practices and the lack of need to send new hires through the six month long fire academy.^{41/42}
6. **Hiring of New Firefighters:** In 2004, no new firefighters were hired due to improvements made in recruitment and retention. The roster of 40 paid-on-call was maintained throughout the year. In 2005, three new firefighters were hired.⁴³
7. **Fire Responses:** In 2004, fire responses decreased from 825 in 2003 to 613 in 2004. Primarily, this decrease was the result of the passage of the False Fire Alarm Ordinance.⁴⁴ In 2005, fire responses increased to 811 from 613 in 2004.⁴⁵



⁴¹ "Bradley Fire Department 2004 Annual Report," Steven S. Wilder, Fire Chief, p. 2.

⁴² "Bradley Fire Department 2005 Annual Report," Steven S. Wilder, Fire Chief, p. 2.

⁴³ Ibid.

⁴⁴ "Bradley Fire Department 2004 Annual Report," Steven S. Wilder, Fire Chief, p. 8.

⁴⁵ "Bradley Fire Department 2005 Annual Report," Steven S. Wilder, Fire Chief, p. 9.



8. **Mutual Aid/Auto Aid Expanded:** In 2004, the department, along with several other departments in the Kankakee Valley/MABAS Division 7 Fireman’s Association expanded the “auto aid” program in which communities automatically respond to their neighboring communities when an event sounds like a legitimate fire emergency.⁴⁶ Auto aid is initiated when there is the smell of smoke, report of a structure fire, smoke visible, or multiple calls on the same incident.⁴⁷
9. **Fire Station No Longer Located in the Center of Village:** The expansion of the village north and east from the existing older neighborhoods of the village has resulted in the station being located in the eastern quarter of the village, a trend that is anticipated to continue.
10. **Functional Consolidation Explored:** The Fire Department officers and members of the Police and Fire Committee of the Board of Trustees began meeting with members of the Bourbonnais Township Fire Protection District Board of Trustees and officers to explore areas where functional consolidation could be considered as recommended by the Illinois Fire Chiefs Association Consultant Service consultants.
11. **Department Reorganization:** A reorganization of the administration in 2005 resulted in the elimination of two administrative office positions.⁴⁸
12. **Total Emergency Calls for Service:** In 2005 the department responded to a Total Call Volume of 2,176, an increase from 1,970 from the previous year.⁴⁹

⁴⁶ “Bradley Fire Department 2004 Annual Report,” Steven S. Wilder, Fire Chief, p. 10.

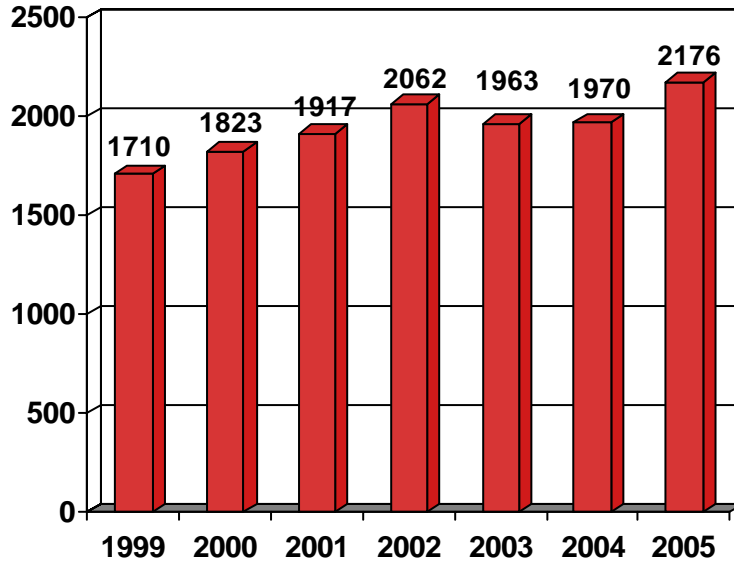
⁴⁷ Ibid., p. 11.

⁴⁸ “Bradley Fire Department 2005 Annual Report,” Steven S. Wilder, Fire Chief, p. 2.

⁴⁹ Ibid., p. 6.

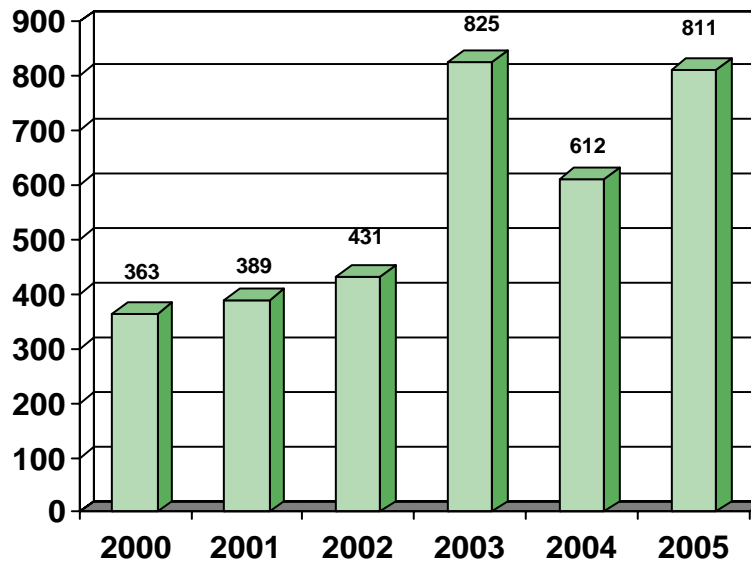


2005 Total Emergency Calls for Service



Graph 6.1
Source: "Bradley Fire Department 2005 Annual Report," Steven S. Wilder, Fire Chief, p. 6.

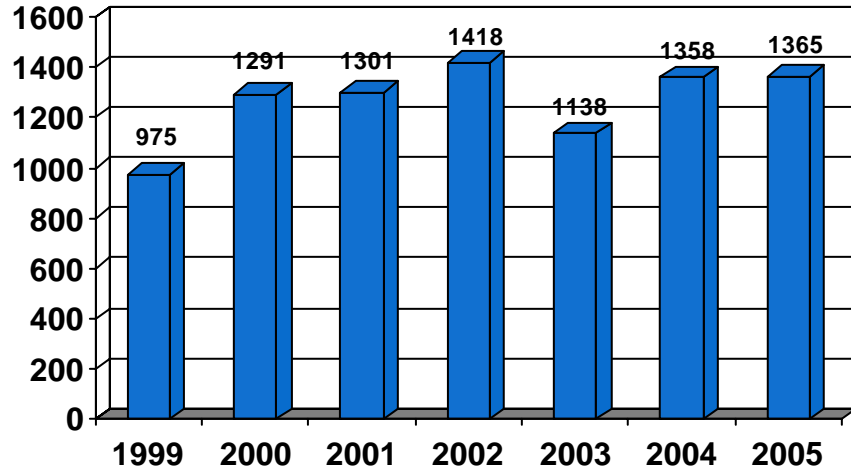
2005 Fire Responses



Graph 6.2
Source: "Bradley Fire Department 2005 Annual Report," Steven S. Wilder, Fire Chief, p. 9.

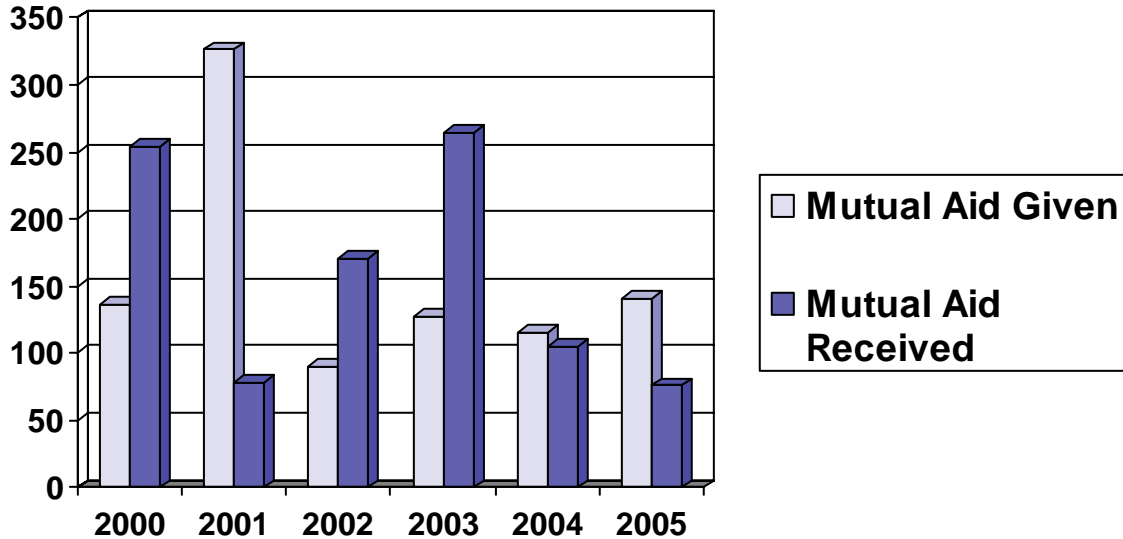


2005 Emergency Medical Services Calls



Graph 6.3 Source: “Bradley Fire Department 2005 Annual Report,” Steven S. Wilder, Fire Chief, p. 7.

Mutual / Auto Aid With Neighboring Communities



Graph 6.4
Source: “Bradley Fire Department 2005 Annual Report,” Steven S. Wilder, Fire Chief, p. 12



Fire Department Issues

- 1. Potential for Increase in Calls for Emergency Service:** In 2004, the Bradley Fire Department experienced a slight increase in calls for emergency service.⁵⁰ In 2005 there were over 200 additional calls for service than in 2004.
- 2. Potential for Increase in Total Call Volume:** In 2004, the department responded to a total call volume of 1, 970, a slight increase from the previous year. In 2005, there were 2,176 total calls.
- 3. Administrative Personnel Acquisition and Retention:** Members of the Illinois Fire Chiefs Association (IFCA) Consulting Service expressed concern with finding competent personnel willing to contribute to the current acceptable level of expertise of administrative personnel, due to the part-time status of the positions, especially for the position of Fire Chief.⁵¹
- 4. Maintaining Effective Response Force:** An effective response force as defined by the IFCA consultants is the minimum amount of staffing and equipment that must reach a specific emergency location within a maximum prescribed travel or driving time.⁵² The three key components are alarm processing time, turnout time, and travel time (“Response Time”). Alarm Processing Time and Turnout Time should be within two minutes and travel time within four to six minutes. The IFCA consultants reviewed Fire Department data and determined that the department was not within acceptable limits.⁵³
- 5. Fire Station Adequacy:** The current station has been remodeled over the years to account for both the village’s growth and service level demands. A review of the current station is needed to improve the work and training efficiency. The IFCA consultants expressed concern that the current layout questions the ability of the personnel to act and respond in a timely manner to reduce the departments’ turn out times and that any additional or extensive remodeling may not address the future needs to accommodate apparatus and personnel.⁵⁴

⁵⁰ “Bradley Fire Department 2004 Annual Report,” Steven S. Wilder, Fire Chief, p. 2.

⁵¹ “An Assessment of Staffing and Station Distribution, 2005, Bradley Fire Department,” Illinois Fire Chiefs Association Consulting Service, p. 17

⁵² *Ibid.*, p. 22.

⁵³ *Ibid.*, p. 25.

⁵⁴ *Ibid.*, p. 29.



6. **Current Fire Station Location:** The current fire station is located in the center of the original municipal boundaries of the village. The expansion of the residential and commercial developments to the east and north, increases the travel time more with each annexation.
7. **Paging of Personnel by VHF and No Mobile Data Transmitters:** According to the IFCA consultants, all paging of personnel and mutual aid requests are transmitted on VHF frequencies and the responding personnel do not have current technologies in their emergency vehicles such as mobile data transmitters to receive information directly from the dispatchers.⁵⁵
8. **Commercial Buildings without Sprinkler Systems:** Some commercial buildings built prior to the requirement for sprinkler systems are unprotected, while continuing to contribute to the retail sales tax revenue of the Village. Destruction of an unprotected building would negatively impact village revenue.

D. Public Works and Parks

Trends

1. The rapid and continuing expansion of the Village through the annexation of properties increases the total miles of local and arterial roads the department must maintain and repair.
2. Residential developments have increased the total miles of road, cul-de-sacs, and local collector roads the department must maintain and repair.
3. The rapid and continuing expansion of the Village through the annexation of property increases the travel time to and from the main Public Works maintenance and storage facility, negatively impacting the efficiency of the department.
4. The Public Works Department has maintained a schedule of equipment upgrade and replacement.
5. The Public Works Department has annually identified Village streets for resurfacing using available Motor Fuel Tax (MFT) funds.

⁵⁵ Ibid., p. 38.

6. The Public Works Department has nearly completed asphalt surfacing of all of the alleys in the Village in Central Bradley west of the Canadian National Railroad.
7. The Public Works Department has systematically inspected and replaced playground equipment in Village parks.
8. The Public Works Department has acquired sign making equipment and fabricates Village signs.
9. The Public Works Department had a state of the art facility built in 1996.
10. Developers of residential property have been required to construct storm water detention facilities to collect and control storm water, with the area accessible through a public road or street for ease of access for maintenance. State of the art facilities combine turf, wetland, prairie, and open water features. Most of these facilities are dedicated to the Village and must be maintained by the department.
11. Developers are required to contribute a “Park Fee” in lieu of land for regional parks, with the amount determined by the acreage of the development and the cost of the land per acre.
12. Developers have typically established a neighborhood park in their development with playground equipment that has been donated to the Village. An increasing number of parks are maintained by the department.



New playground equipment at Helgeson Park, in the Village of Bradley

Issues

1. The increase in the total miles of local, collector, and arterial roads due to annexation of property and land development may require the purchase of additional equipment and the hiring of additional manpower.
2. The increase in the need for repairs and resurfacing of Village streets may exceed the availability of Motor Fuel Tax funds, requiring additional funding from additional sources.

3. The rapid and continuing expansion of the Village through annexation of property will continue to increase the travel time to and from the main Public Works maintenance and storage facility, negatively impacting the efficiency of the department as the distance and the time increases to return to get salt in the wintertime and mowers and equipment in the summer time.
4. The paving of alleys east of the Canadian National Railroad may be delayed due to the increase cost of asphalt and the increase in the total miles of streets that must be maintained.
5. The inclusion cul-de-sacs in the design of new residential developments require that engineering insures the access and use of existing public works equipment.
6. The increasing number of small neighborhood parks in residential developments is increasing the time and cost of mowing the parks, the cost of acquiring the necessary maintenance equipment, and is increasing the cost of playground equipment inspection and replacement.
7. The increasing number of storm water detention facilities is increasing the time and cost of mowing turf areas and is increasing the cost of acquiring the equipment necessary to maintain the areas. The increased number and total area of wetlands, prairies, and open water is also increasing maintenance cost and equipment needs.
8. The increasing number of small neighborhood parks and storm water detention facilities is increasing the need for additional personnel.
9. The banks of existing open water stormwater detention facilities and some ditches are experiencing severe erosion and the attracting of water fowl that defecate on the property surrounding the area.
10. The interest in organized sports and recreational activities within the Village and township exceeds the amount of available organized sports and recreational facilities.
11. The projected need for regional parks, sports, and recreational facilities exceed the projected availability of funds to be acquired from developers in the form of park fees.
12. The land identified as potential regional parks, sports and recreational facilities may not have been annexed into the Village when the land can be acquired at an affordable price.



13. The regional parks, sports and recreational facilities should be connected by multi-use paths for increased access through varying transportation modes.
14. There is limited availability of individuals who are qualified to design regional parks, sports and recreational facilities to maximize the benefit of available space and money.
15. The addition of regional parks, sports and recreational facilities will increase the need for the scheduling of the facilities, the organization and operation of programs, and manpower.
16. Municipal facilities do not exist for cultural and fine arts performances with sufficient capacity to accommodate patrons for major events.
17. Municipal facilities do not exist for the exhibition of historical memorabilia from the community.
18. Village identification and welcome signs are antiquated, lack visual appeal, and are non-existent in some areas.

E. Schools and School Districts

Trends

1. **Enrollment/Overall Student Performance/Financial Information:** The following data was acquired from the 1999, 2002, and 2005 School Report Cards provided online at the Illinois State Board of Education website (www.isbe.state.il.us):⁵⁶

⁵⁶ <http://www.isbe.state.il.us>, "Report Card"
<http://webprod1.isbe.net/ereportcard/publicsite/getSearchCriteria.aspx>



A.

Bradley District 61 – Enrollment/Overall Student Performance (ISAT)									
Year	Enroll	White	Black	Hisp.	Asian	Low Inc.	Mobility	ISAT	State
1999	1,354	95.3%	1.2%	2.1%	1.4%	26.4%	13.4%	N/A	N/A
2002	1,488	90.3%	3.3%	5.0%	1.4%	25.7%	10.8%	68.8%	62.7%
2005	1,521	85.9%	4.9%	7.4%	1.6%	28.1%	10.7%	72.2%	69.2%

Table 6.2

B.

Bradley District 61 – Financial Information						
Year	Ed Fund Expend*	Total Expend*	E.A.V./ Pupil **	Tot. Tax Rate **	Op Exp/ Pupil*	State*
1999	5,885,803	7,198,302	95,451	3.62	4,970	6,682
2002	8,099,251	10,552,681	102,425	3.50	6,256	7,926
2005	8,761,714	11,596,561	124,581	3.47	6,531	8,786

Table 6.13

* 1997-98 Data ** 1996 Data
 * 2000-01 Data ** 1999 Data
 * 2003-04 Data ** 2002 Data

C.

Bourbonnais District 53 – Enrollment/Overall Student Performance (ISAT)									
Year	Enroll	White	Black	Hisp	Asian	Low Inc	Mobility	ISAT	State
1999	2,296	90.7%	5.0%	2.1%	2.0%	14.8%	15.0%	N/A	N/A
2002	2,363	87.5%	6.3%	3.6%	2.1%	17.2%	11.4%	71.4%	62.7%
2005	2,416	83.3%	8.6%	4.6%	2.6%	20.6%	9.1%	79.4%	69.2%

Table 6.14



D.

Bourbonnais District 53 – Financial Information						
Year	Ed Fund Expend*	Total Expend*	E.A.V./ Pupil **	Tot. Tax Rate **	Op Exp/ Pupil*	State*
1999	9,840,601	12,611,444	86,917	3.29	5,414	6,682
2002	11,129,987	14,307,388	101,076	3.16	5,865	7,926
2005	12,210,677	18,312,618	114,015	3.17	6,135	8,786

Table 6.15

* 1997-98 Data ** 1996 Data
 * 2000-01 Data ** 1999 Data
 * 2003-04 Data ** 2002 Data

E.

St. George District 258 – Enrollment/Overall Student Performance (ISAT)									
Year	Enroll	White	Black	Hisp	Asian	Low Inc	Mobility	ISAT	State
1999	173	91.3%	2.3%	5.2%	1.2%	5.2%	7.1%	N/A	N/A
2002	200	87.0%	7.5%	3.5%	2.0%	3.5%	8.6%	76.6%	62.7%
2005	273	89.0%	5.9%	1.5%	1.8%	11.7%	3.7%	79.1%	69.2%

Table 6.16

F.

St. George District 258 – Financial Information						
Year	Ed Fund Expend*	Total Expend*	E.A.V./ Pupil **	Tot. Tax Rate **	Op Exp/ Pupil*	State*
1999	713,969	976,653	135,574	2.80	4,594	6,682
2002	1,054,157	1,398,958	151,676	2.75	5,846	7,926
2005	1,175,480	3,093,200	158,117	3.22	7,531	8,786

Table 6.17

* 1997-98 Data ** 1996 Data
 * 2000-01 Data ** 1999 Data
 * 2003-04 Data ** 2002 Data



G.

BBCHS – Enrollment/Overall Student Performance (PSAE)									
Year	Enroll	White	Black	Hisp.	Asian	Low Inc	Mobility	PSAE	State
1999	1,607	93.5%	2.1%	2.8%	1.4%	8.5%	2.4%	N/A	N/A
2002	1,696	90.3%	3.5%	3.5%	2.2%	9.4%	5.3%	63.1%	56.1%
2005	1,832	87.3%	4.6%	5.3%	2.0%	13.8%	6.7%	63.2%	54.9%

Table 6.18

H.

BBCHS – Financial Information						
Year	Ed Fund Expend*	Total Expend*	E.A.V./ Pupil **	Tot. Tax Rate **	Op Exp/ Pupil*	State*
1999	9,068,525	11,526,742	221,390	1.93	7,057	6,682
2002	9,495,187	12,029,942	260,710	1.87	7,547	7,926
2005	10,636,458	13,338,199	288,175	1.85	7,487	8,786

Table 6.19

* 1997-98 Data ** 1996 Data
 * 2000-01 Data ** 1999 Data
 * 2003-04 Data ** 2002 Data

2. **Increasing Enrollment:** Enrollment in all four (4) districts has increased in the last six (6) years for which data was collected. St. George District 258 enrollment increased 57.8%, BBCHS 14.0%, Bradley District 61 12.3% and Bourbonnais District 53 5.2%. It is projected that the enrollment trend will continue at an increasing rate given the new subdivisions platted in all districts except Bradley District 61. Enrollment is projected to remain stable in Bradley District 61 since very little residential property in the district is vacant.

3. **Increasing Diversity:** The demographics of the student population of all four (4) districts indicate an increasing diversity. The percentage of Caucasian students is decreasing while the percentage of Afro-American and Hispanic students is increasing. The percentage of Asian/Pacific Islander students is remaining fairly constant. The



greatest increase in diversity was experienced by Bradley District 61 (Caucasian percentage 1999 = 95.3% to 2005 = 85.9%).

4. **Increasing Low-Income Enrollment:** The percentage of low-income students enrolled in all four (4) districts increased over the six (6) year period. While the highest percentage of low-income student remains Bradley District 61 (28.1%), the greatest increase in percentage was experienced by St. George District 258 (5.2% to 11.7%).
5. **Mobility Decreasing:** The percentage of the student population that moved into or out of the district decreased over the six (6) years in all of the elementary districts, while during the same period it increased from 2.4% (38 students) to 6.7% (122 students) at BBCHS.
6. **Increasing Student Overall Achievement:** The percentage of students indicating attainment of “Overall Achievement” on the Illinois Standards Achievement Test (ISAT) or the Prairie State Achievement Exam (PSAE) indicated improvement between the three (3) year period for which data was available. The data reflected an improvement for all four (4) districts.
7. **Overall Student Achievement Exceeding State Average:** The percentage of students indicating attainment of “Overall Achievement” on the ISAT or PSAE exceed the state results for all of the four (4) districts, for each of the periods for which data was available.
8. **Increasing Education Fund Expenditures:** Financial data acquired indicated that Education Fund expenditures for all four (4) districts increased over the six (6) year period.
9. **Increasing Total District Expenditures:** Financial data acquired indicated that total district expenditures increased for all four (4) districts. Total district expenditures include capital development expenditures, with all four (4) district expending varying amount on capital improvement projects that ranged from building maintenance projects, to renovation of building space to increase classrooms, to classroom additions of varying numbers of classroom, to the construction of a new school building in Bourbonnais District 53.
10. **Increasing Equalized Assessed Valuation (E.A.V.) Per Pupil:** The E.A.V. per pupil of all four (4) districts increased over the six (6) year period.



11. Decreasing Total Tax Rate: The Total Tax Rate of three (3) of the (4) districts declined slightly over the six (6) year period. The only district that increased, and that only from 2002 to 2005 was St. George District 258 and that is assumed to be as a result of a building addition referendum approved by the voters of the district. Kankakee County approved the Property Tax Extension Limitation Law (PTELL). The imposition of PTELL (Tax Caps) could be a factor in the slight decrease in the tax rates.

12. Operating Expenditure Per Pupil Less Than State Average: The Operating Expenditure per Pupil for all four (4) districts is less than the state average. The only period when any of the districts exceeded the state average was in 1999 by BBCHS. In 1999, the state provided a more accurate comparison in the State Report Card. That year the average Operating Expenditure Per Pupil was reported for districts of similar type and size. When BBCHS was compared with similar high school districts, BBCHS (\$7,057) was significantly less than the state average (\$9,662). When BBCHS was compared with districts of similar size, BBCHS was significantly less than the state average of \$8,163 per pupil.

13. State of Illinois Capital Funding Uncertainty: The Illinois Capital Development Board School Construction Grant was created by the General Assembly in 1997.⁵⁷ The grant provided funding for school additions and the construction of new school buildings. The following school districts applied for and were awarded the following grants:⁵⁸

District	State Share	Local Share	Issued	Project
Bradley District 61	\$1,493,441	\$758,509	July 98	Addition
BBCHS	\$638,543	\$457,125	Sept 02	Renovation
Bourbonnais District 53	\$9,525,406	\$4,699,219	Sept 03	School
St. George District 258	\$2,582,381	\$2,608,866	Sept 03	Addition
Bradley District 61 (pending)	\$2,000,000*	\$1,000,000*	-----	Additions ⁵⁹
*approximate	\$16,239,771	\$9,523,719		

As of 2004, “the School Construction Grant Program has benefited 497 school districts in every region of the state and provided over \$3.1 billion in state funds for building and

⁵⁷ <http://www.cdb.state.il.us/schools.shtml>, “Capital Development Board School Construction Program”

⁵⁸ <http://www.cdb.state.il.us/schools.shtml>, “View a list of all school grants to date in chronological order,” “School Construction Grants Issued to Date updated October 19, 2005.”

⁵⁹ <http://www.cdb.state.il.us/schools.shtml>, “Link to the ISBE’s current priority ranked list of entitlements.”

renovating local public schools. In FY04, \$500 million was distributed.”⁶⁰ In all cases, the state paid a portion of the construction costs (50-66%) and the local school district paid the remaining amount. The Illinois General Assembly has not funded the School Construction Grant program since 2004. It is uncertain when, if ever, the School Construction Grant program will be resumed. It is uncertain what the annual appropriation will be, if ever funded, and it is uncertain how many projects will be approved each year and the percentage of local share. The four (4) school districts have either used operating funds, district reserves, Health/Life/Safety Fund money, money derived from voter approved bond referendum, or a combination of sources to finance local school capital improvement or construction projects.

14. Characteristics of Suburban Chicago Residential Property Purchasers:

Residential developers have estimated that as high as seventy-five percent (75%) of the purchasers of new homes in Bourbonnais Township are from the suburbs of Chicago. Testimony suggests that in addition to the comparison of costs with suburban property of similar size, those homebuyers are selecting Bourbonnais Township sites based upon the quality of the school system.

15. Lot Sizes and Housing Development Density: Single-family residential lot sizes east of I-57 prior to 2005 were zoned R-1, with a minimum lot size of 8,500 square feet, or as a Planned Unit Development (P.U.D.). Quail Hollow west of Cardinal Drive is a P.U.D. subdivision. The developments included in the R-1 zoning were: Old Farm (North, South, and Middle Court), Camelot, Northfield Meadows, Cap Estates, and Hunters Run. A new minimum lot size zoning district was adopted in early 2005. The NR-3 district requires single-family residential lots be a minimum of 10,000 square feet. It has been calculated that a square mile of land zoned NR-3 could result in over 1,300 single-family homes. The recent housing developments such as Pheasant Run (87 lots), Summerfield of Bradley North (563 lots), Kennedy Pointe of Summerfield (340 lots), and Willowbrook (300 lots) were all zoned NR-3 upon annexation.. These approved developments occupy an area slightly less than one square mile. There are a total of 1,290 homes planned in these four (4) developments.

16. Impact Fees for the Provision of Land and School Buildings (School Impact Fees): The Village of Bradley adopted Ordinance O-3-05-1 that established the School Impact Fees on March 14, 2005 and Ordinances O-6-05-1 through O-6-05-4 on June 13, 2005 that approved the Impact Fee Agreement with each of the school districts.

⁶⁰ <http://www.cdb.state.il.us/schools.shtml>, “Capital Development Board School Construction Program”

The amount of the School Impact Fee was established in the “Joliet Model” that was computed using the Illinois School Consulting Service data.⁶¹ The impact fees includes a “Land Acquisition” fee based on land value of \$25,000 per acre and a “Capital Cost” component based on the cost of construction. The Joliet Model permits the imposition of impact fees only as part of an annexation agreement and does not apply to any residential development approved prior to passage of the impact fee or to any area within the village limits prior to the passage of the impact ordinance. At the time of its passage, the elementary school district impact fee amount for a three-bedroom detached single-family residence was set at \$2,986 and the high school impact fee was set at \$1,354. A five-percent (5%) per year increase for three (3) additional years through 2008 was approved as part of the ordinance.

17. Bradley District 61 and Bourbonnais District 53 Fund Balances and

Operating Expenses Financial Forecast: The FY05 Annual Financial Statement of both Bradley District 61⁶² and Bourbonnais District 53⁶³ reported that income exceeded expenditures for the operating funds of Education and Transportation and both maintained positive fund balances in all funds. The trend is anticipated to continue.



Northfield Square Mall, part of Bradley District 61’s commercial center.

18. Bradley District 61 Tax Base

Distribution: Bradley District 61 includes the industrial areas of Northland Industrial Park (Rohm and Haas), Armstrong World Industries, Bunge Edible Oils, CSL Behring Pharmaceuticals, Bradley Industrial Park (U.S. Filter), Ken Hayes Industrial Park, CST (Chicago Steel Tape), Crown Cork and Seal Corporation, and Peddinghaus Corporation. Bradley District 61 is the commercial center of Kankakee County, including the Wal-Mart/K-Mart complex, Northfield Square Mall (with the exception of Carson Pirie Scott’s Men’s Store), the Target/ Water Tower Plaza, Lowe’s, Village Square Shopping Center, and Menards. Forty-two local and national chain restaurants are located in the district. Four (4) new car dealers are located within a block of Illinois Route 50 in the district. The equalized assessed valuation (EAV) of the district is the most equally distributed between

⁶¹ “SCHOOL IMPACT FEES,” Illinois School Consulting Service, ©1996.

⁶² “Annual Financial Statement for Publication for the Fiscal Year ending June 30, 2005 Bradley Elementary School District 61,” The Herald Country Market, October 25, 2005, p. 27.

⁶³ “Annual Financial Statement for Publication for the Fiscal Year ending June 30, 2005 Bourbonnais Elementary School District 53,” The Herald Country Market, November 22, 2005, p. 18.

residential, commercial, and industrial of the three elementary districts. No major changes in the distribution are anticipated since minimal vacant property exists for large developments

Issues

- 1. Increasing Enrollment Due to Residential Development:** It is projected that all of the school districts, with the exception of Bradley District 61, will continue to experience increasing enrollment due to new residential development. Nearly all of the residential areas in Bradley District 61 have been developed. Interest in land acquisition for large residential development continues in the other three districts. Approximately 2,500 new single-family homes are planned in Bourbonnais District 53 and approximately 1,500 are planned in St. George District 258. If the Illinois School Consulting Service model is used and all homes were three bedroom homes, Bourbonnais District 53 could anticipate an increase of 1,355 elementary students from the houses currently planned (2,500 x .542) and St. George District 258 could anticipate an increase of 813 from the houses currently planned (1,500 x .542). BBCHS can anticipate an increase of approximately 736 high school students just from the houses currently planned as of the spring of 2006.⁶⁴ If all the homes were four-bedrooms, the number of students would increase to 2,070 in Bourbonnais District 53, 1,242 in St. George District 258, and 1,440 in BBCHS.
- 2. Increasing Enrollment Requires Capital Construction Projects and Increasing Operating Expenditures:** The increase in student enrollment will require the construction of additional classrooms and other facilities. Bourbonnais District 53 completed construction of a 14 million dollar, 500 student intermediate school building in 2005. The increase in student enrollment will require an increase in total operating expenditures. The increase may not be at the Total Operating Expenditure Per Pupil amount, since economy of scale may actually decrease the cost per pupil until such time as additional personnel is needed to adequately serve the increase in the number of students.
- 3. Impact of Planned Zoning District on Enrollment Projections:** It is calculated that a square mile of 10,000 square foot lots (NR-3) will yield approximately 1,300 single family homes. If the Illinois School Consulting Service⁶⁵ model is used, between 704 and 1,076 elementary student and between 239 and 468 high school students could be expected from each square mile of NR-3 zoned residential development, depending

⁶⁴ "SCHOOL IMPACT FEES," Illinois School Consulting Service, ©1996

⁶⁵ "SCHOOL IMPACT FEES," Illinois School Consulting Service, ©1996.



on whether the homes are three- or four-bedroom homes. Increasing the lot size to 15,000 square feet would reduce the projected enrollment range from 528 to 807 elementary and 179 to 351 high school students, while increasing the lot size to 20,000 square feet would reduce the projected enrollment to 352 to 538 elementary and 120 to 235 high school students for the square mile.

4. **Uncertainty of State Funding for Capital Development Projects:** The Illinois State legislature has not passed a capital budget since Fiscal Year 2004. Twenty-four school districts remain to be funded from the 2002 School Construction Grant program even though receiving an entitlement that year.⁶⁶ It remains uncertain when, if ever, the School Construction Grant program will be funded. It is uncertain what the annual appropriation will be for a School Construction program. It is uncertain what the local share percentage formula will be if the School Construction program is ever reinstated. Construction costs continue to rise each year while districts wait for funding, decreasing the size and/or scope of the projects when eventually funded.
5. **Lack of Commercial and Industrial Property in St. George District 258:** The Kankakee-Iroquois Regional Office of Education School District legal description and map of St. George District 258 notes that the only commercial property in the district is the northeast quarter of Section 16 at the corner of Cardinal Drive and Larry Power Road. The quarter section contains only the Men's Store of Carson Pirie Scott and Hidden Cove, a miniature golf/skating rink entertainment complex. There is no industrial property in the district. The district is dependent upon residential property for almost all of its E.A.V. Tax rate increases that are subject to referendum, will have the greatest impact on the residents of the district.
6. **Limited Bonding Authority in St. George District 258:** The FY05 Annual Financial Statement of St. George District 258 reported that the district has obligated 74.33% of its "Bonding Power."⁶⁷
7. **St. George District 258 Fund Balances and Operating Expenses Financial Forecast:** The FY05 Annual Financial Statement of St. George District 258 reported that expenditures exceeded income for the operating funds of the Education, Operations and Maintenance, and Illinois Municipal Retirement/Social Security (IMRF/SS). Income exceeded expenditures in the Transportation Fund.⁶⁸

⁶⁶ <http://www.cdb.state.il.us/schools.shtml>, "Link to the ISBE's current priority ranked list of entitlements."

⁶⁷ "Annual Financial Statement for Publication of the Fiscal Year ended June 30, 2005 St. George Community No. 258," The Herald Country Market, November 29, 2005, p. 14.

⁶⁸ Id.



8. BBCHS Overcrowding at North Street Campus: BBCHS reported in its presentation of March 7, 2006, “Bradley-Bourbonnais Community High School – Preparing for Growth,” that the designed capacity of BBCHS is 1,600 students. The main gym has 1,740 seats, and that there are 1,700 student hall lockers. The presentation reported the following enrollments:⁶⁹

	1999	2000	2001	2002	2003	2004	2005
Students	1,615	1,656	1,717	1,744	1,812	1,832	1,975
Increase		40	61	27	68	20	143

Table 6.20

360

The designed capacity of 1,600 was exceeded in 1999. The increase of 360 would require at least 12 additional classrooms, if 30 students were an acceptable class size. The nature of high school course offerings, the limited numbers of interested students in a particular course, the limited numbers due to ability level, and limited numbers due to required prerequisites further increases the demand for classrooms to accommodate the current actual and future projected increase in students. According to BBCHS, sufficient vacant land does not exist at the North Street campus for all the classroom additions to accommodate the projected growth of 100 students per year. As a result, BBCHS purchased 120 acre of land on Larry Power Road one-half (1/2) mile west of Skyline Road in November 2005. BBCHS has developed a Master Plan for the Larry Power Road campus. Phase I of the plan provides for a freshman campus for 600 students, with the following enrollment predictions and Possible Phased Development in their presentation:⁷⁰

⁶⁹ “Bradley-Bourbonnais Community High School – Preparing for Growth,” March 7, 2006.

⁷⁰ Ibid.



**PHASED DEVELOPMENT
ENROLLMENT PROJECTIONS**

Fiscal	District	North St.	Larry Power
Year	Enrollment	Campus	Rd. Campus
2006	1,975	1,975	Unfinished
2007	2,075	2,075	Unfinished
2008	2,175	2,175	Unfinished
2009	2,275	1,675	600
2010	2,375	1,750	625
2011	2,475	1,825	650
2012	2,575	1,900	675
2013	2,675	1,975	700
2014	2,775	2,050	725
2015	2,875	2,125	750
2016	2,975	1,475	1,500
2017	3,075	1,525	1,550

Table 6.21

9. Vehicular Transportation to BBCHS Larry Power Road Campus: The BBCHS presentation included the Possible Phased in Development of the Larry Power Road campus. As the enrollment increases at that campus, vehicular traffic will increase requiring road improvement to the existing county section line road (4000N Road) and the creation of collector streets in new developments to serve as alternate routes to the new high school campus.

10. Alternate Transportation Modes to BBCHS Larry Power Road Campus: The BBCHS presentation indicated that Phase I of the Master Plan specified the Larry Power Road campus as a 600 student freshmen campus by the 2008-09 school year (FY09). Inasmuch as freshmen do not drive to campus, alternate transportation modes will need to be established including sidewalks and trails rather than reliance upon walking along the section line roadway.

F. Commercial, Industrial, and Residential Development

Commercial Development Trends

1. **Route 50 Northern Commercial Retail Area:** The Illinois Route 50/St. George Road Tax Increment Financing Redevelopment Area is planned to accommodate 600,000 to 800,000 square feet of commercial building space. Funds collected through the “TIF” are being used to construct needed infrastructure, transportation, and flood mitigation improvements in the area.



The new Route 50 northern commercial retail area.

2. Most commercial buildings in the Village are occupied. There is little vacant retail space.

3. Most commercial buildings that have been vacated have been reoccupied (i.e., Toys-R-U's was reoccupied by Best Buy, Food Festival was reoccupied by Big Lots, and Eagle Food Store by Dollar Tree).

4. **Route 50 Southern Commercial Retail Area:** There is an aging commercial retail area along Route 50 from about ½ mile north of North Street, south to Village’s municipal limits, and on into to the City of Kankakee. Several commercial buildings have been remodeled or replaced in recent years. The infrastructure serving this area is in fair to good condition.

5. **Route 50 Middle Commercial Retail Area:** There is a retail area along Route 50 from Larry Power Road, south to about a ½ mile north of North Street. This area was mostly developed in the period between 1990-2000. The few lots that remained vacant after the year 2000 have been purchased and used for recent new retail construction.

6. Much of the recent commercial development in Kankakee County is along Illinois Route 50.

Commercial Development Issues

1. There is a blighted area between the Route 50 “North” and “Middle” commercial retail areas. This area is impacted by an existing pipe line, former “junk yard”, and metal scrap

yard.

2. There is traffic congestion at the intersection of Route 50 and Armour Road. There are no provisions for pedestrians or bike traffic at this intersection or the I-57 interchange at Route 50 just north of Armour Road.
3. Infrastructure improvements are needed to support the existing and future commercial businesses with the Route 50 Southern Commercial Retail Area.
4. There is a large area that is zoned and planned for commercial use to the south and east of Northfield Square Mall. Better vehicular access would benefit this area.
5. Until recently, all major commercial development has been in the Route 50 Middle Commercial Retail Area. Most of this development was constructed in the mid-1990's and was stimulated with the careful use of TIF to construct supportive infrastructure.
6. A majority of the commercial development in Bradley has been limited to the area along Illinois Route 50, thus limiting school districts and taxing bodies benefiting from the added tax revenues.

Industrial Development Trends

1. Industries within the corporate limits have been stable.
2. Industries that exist in Bradley have existed for a considerable period of time. There has been a low turn over rate with very few industries leaving or moving to the Village.
3. There have been no new industrial zoned subdivisions developed in quite some time. There are vacant lots zoned for industrial use in established subdivisions that are supported by utility services.
4. There are several industrial users adjacent to the Village of Bradley. Some are in the City of Kankakee (Armstrong World Industries). Others are in un-incorporated areas (Bunge and CSL Behring). These industries have existed for a considerable period of time.
5. The Ken Hayes Industrial Complex has some tenants utilizing space for industrial uses. This is one area of the Village that has experienced turn over in industrial users. There is typically vacant space available at the complex for small industrial enterprises.

Little or no inquires have been made in recent years regarding interest in industrial development within the Village other than warehouse type facilities and new small industrial users at the Ken Hayes Industrial Complex.

Industrial Development Issues

1. Industrial sites with utilities exist within the Village, however, no serious inquires have been made in recent years regarding interest in industrial development within the



Part of the Ken Hayes Industrial Complex.

Village. No new industries have located in the Village other than a few warehouse facilities on existing lots, small startup businesses, and warehouse facilities at the Ken Hayes Industrial Complex.

2. The county maintains a database of potential industrial sites. Some of these sites are within 1 ½ miles of the current Village limits and have potential for rail access. None of these sites have full utility service. There is no effort to market these properties.

3. The Bradley Industrial Park has approximately 50 acres available for industrial development. The area has full utility service, however, access is limited to Industrial Drive where it intersects with North Street.
4. Rail service is available in the Bradley Industrial Park, the Ken Hayes Industrial Complex, and the planned Bradley North Street Industrial Area south of North Street and east of Cardinal Drive.
5. Access to the planned Bradley North Street Industrial Area is available via Skyline Road, a rural two lane road two miles east of I-57, North Street and Cardinal Drive. North Street and Cardinal Drive are used to serve residential area.

Residential Development Trends

1. Local developers, regular builders, and national home building firms have purchased many large tracts of land (80-160 acres). Much of this land is located east of I-57 between North Street and 6000 North Road. Some of these tracts have been annexed to the Village of Bradley and zoned for residential uses.



2. The pace of residential development has been fairly consistent for the past few years.
3. The Village has enacted various ordinances to preserve and enhance the Village's services, infrastructure, and cultural resources. They include fees to provide for parks and education facilities.
4. Residential developers have been required to construct infrastructure improvements on and adjacent to their property.
5. Infrastructure constructed and supported by fees paid by developers includes roads, storm sewers, sanitary sewers, water mains, sidewalks, and multi-use paths.
6. The demand for Village services increases each time a new home is built.

Residential Development Issues

1. One square mile of land developed using typical 10,000 square foot lots yields approximately 1,400 single family homes. An average of 3 residents per home would suggest a population of about 4000 in a square mile area. This population might include 600 elementary and 300 high school students.
2. There are approximately 12 square miles bounded by North Street and 6000 North Road, Cardinal Drive (2000 East Road) and Skyline Road (4000 East Road).
3. Twelve square miles developed with typical 10,000 square foot lots would yield nearly 17,000 single-family homes with a population of nearly 50,000 people.
4. Residential development requires increased village and school district services. Many of these services cost more than the tax revenue derived from residential development.
5. One-square mile developed with typical 10,000 square foot lots requires the supply of nearly 2.5 million gallons of water per day and the disposal of that same volume of sewage.
6. Low cost housing for senior citizens is currently much less than the apparent demand. There are waiting lists for existing senior housing.
7. The Village has no residential developments with typical lots exceeding 10,000 square feet.



8. The NR3 zoning district encourages development with typical 10,000 square foot lots and no shared or public open space.
9. There has been no market study completed that evaluates the optimum mix of residential uses in areas east of the Village. This area will develop with or without a study.
10. No plan, other than current zoning, exists for the historic/hybrid areas and older subdivisions in the Village. There is no plan to encourage maintenance, redevelopment, and preservation of these areas.
11. Each new home built increases the volume of traffic seeking access to I-57 and the work and retail centers of Kankakee County.

G. Central Commercial and Hybrid Bradley

Downtown Broadway Trends (Kennedy Drive to Railroad Tracks)

1. The Downtown Broadway area is dominated by commercial uses. A Tax Increment Financing (TIF) district covers much of the area and was established in the late 1980's.
2. The Village of Bradley manages and offers a Revolving Loan Fund that has provided below prime loans of up to twenty-five percent (25%) for renovation and construction projects. Many of these projects have been located in the Downtown Broadway area.
3. The facade of each of the structures is unique and evidence of its construction period.
4. Nearly all buildings in the Downtown Bradley area are fully occupied.
5. Some businesses have changed while some have remained in the same location for a long period of time, some for their entire and extensive history.
6. The Village of Bradley previously provided a façade program that offered matching funds for the cost of upgrading business facades. Several businesses participated in the program.
7. The Village of Bradley has identified and selected certain property in the area for condemnation and demolition.



8. The Village of Bradley completed a restoration program in the mid-1990's that included brick pavers, handicapped ramps, ornamental trees, pedestrian peninsulas sidewalk, and widening and resurfacing of the roadway.
9. A new professional building was constructed on Broadway in 2006.

East Broadway Area Trends (Railroad Tracks to Several Blocks East of IL Route 50)

1. East Broadway is a stable collage of residential and commercial uses.
2. In recent years, Code Enforcement has identified and targeted property in need of improvement.
3. Special use permits have recently been granted for several commercial uses in the area.

Hybrid Bradley Trends (The Established Residential Areas of Bradley with a Typical Grids Street and Alley Character)

1. The vast majority of the residences are exceptionally well maintained.
2. The use of single-family homes as investment rental property has increased.
3. The Village of Bradley recently completed a long term curb, sidewalk, and storm sewer program. This program provided these amenities in many areas where no curbs, sidewalks or storm sewer existed.
4. The Village of Bradley paved the alleys. The alleys were previously gravel or tar and chip.
5. The Village of Bradley has annually offered a curb and sidewalk program. The Village offers to share the cost equally with home owners who would like to replace the sidewalk or curb in front of their house.
6. Code Enforcement efforts to insure compliance has intensified.
7. Street maintenance is scheduled annually and financed with Motor Fuel Tax funds.
8. The existence of two residences on a single residential lot is decreasing, with no further



construction permitted.

9. Prior manufacturing facilities have been converted to commercial enterprises.
10. Washington Avenue, portions of Kennedy Drive, and Illinois Route 50 are located in the Kankakee River Valley Enterprise Zone for commercial and industrial construction and renovation projects that provides for the incentives waiver of building permit fees and sales taxes on materials purchased in the State of Illinois.

Kennedy Drive Area Trends

1. Kennedy Drive is a stable collage of businesses and homes. However, there has been a slow and steady trend toward commercial use.
2. Several commercial centers have experienced a recent renaissance of interest and new uses.
3. Olivet Nazarene University has expanded facilities south on Kennedy Drive. This has increased the pedestrian traffic in the Kennedy Drive Area.

Central Commercial and Hybrid Bradley Issues

1. Extensive commercial development along the North and Middle Illinois Route 50 corridor that includes “big box” and other “natural” retailers and restaurants that directly compete with established businesses in the Central Commercial Area.
2. Aging buildings and infrastructure, with inadequate maintenance, detract from the overall appearance and appeal of some Central Commercial and Hybrid Bradley areas.
3. The appearance and maintenance of many homes used as investment rental property are not adequate.
4. Aging infrastructure, including water mains and services, storm sewers, and sanitary sewer mains and services, requires frequent repair and is in some cases not adequate for current demand.
5. Some areas do not have sidewalks. The sidewalk needs to be replaced in some areas.
6. The pedestrian curbed peninsulas on West Broadway Street sometimes “catch” tires

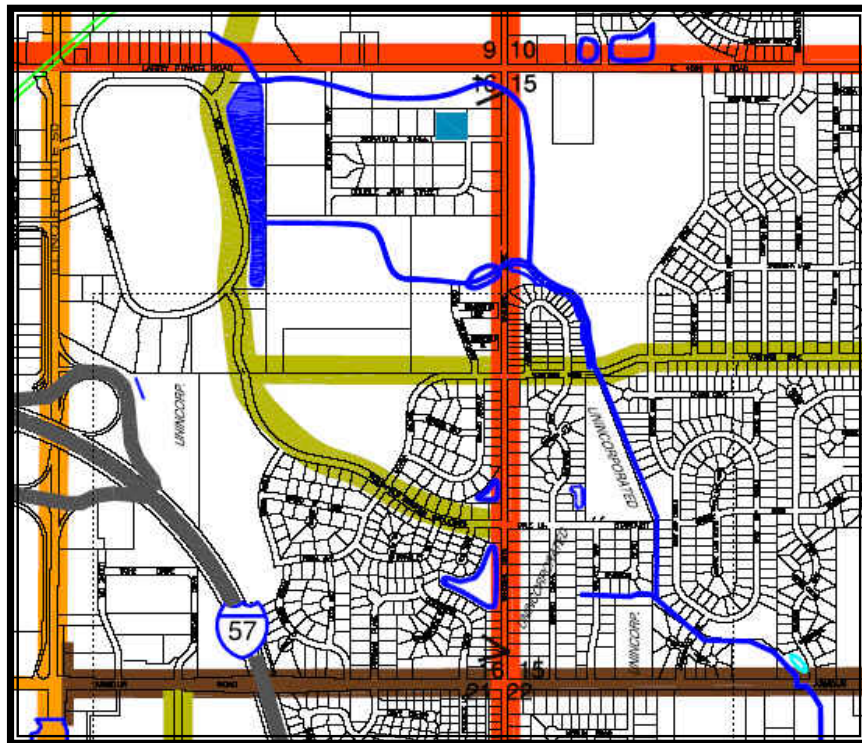


when the public pulls away from parking spaces.

7. There are weeds between paving bricks on West Broadway Street.
8. There have been some complaints that the ornamental trees on West Broadway Street restrict the view of a few street signs.
9. The pedestrian walk-way under the Canadian National Railroad adjacent to West Broadway Street is not handicapped accessible. The only access to the sidewalk on the west side of the underpass is by stairs.
10. There is no particular plan, theme, or special effort to revitalize and attract and maintain consumers and businesses to the Central Commercial and Hybrid Bradley area.
11. The intersection where northbound South Schuyler Avenue continues north or curves to the left onto Broadway Street is awkward for vehicular and pedestrian users. Pedestrian use by children traveling to and from school is of particular concern.
12. The North Branch of Soldier Creek in East Bradley from Schuyler Avenue to its convergence with Soldier Creek is in poor condition. There are many homes adjacent to the creek that were constructed prior to the implementation of modern flood protection rules. There are inadequate easements to allow proper care and maintenance of this creek segment.

PART B

PLANNING & DEVELOPMENT POLICIES



- ◆ SECTION VII GOALS, OBJECTIVES, AND POLICIES
- ◆ SECTION VIII PLANS
- ◆ SECTION IX PLANNING MAPS



**SECTION VII
GOALS, OBJECTIVES, AND POLICIES**

A. Quality of Life

GOAL Provide a secure and pleasant environment for all citizens of, businesses in, and visitors to the Village.

Objective 1	Provide for the safety of citizens, businesses and visitors.
	<p>Policy A Encourage the provision of the highest quality fire and police protection, and emergency medical services.</p> <p>Policy B Insure, through coordination between the Street and Alley Department and the Village Engineer, that public improvements and infrastructure, including streets and alleys, are built of, and maintained in the highest quality.</p> <p>Policy C Continue, and enhance, the cooperative agreements with abutting communities for fire, police and emergency services.</p> <p>Policy D Periodically review and update zoning classifications, life safety codes and related material to insure their ability to provide for the safety of citizens, businesses and visitors.</p> <p>Policy E Require sprinklers in all multi-family (more than 1 dwelling unit per lot) development.</p> <p>Policy F Require smoke alarms and carbon monoxide detectors in residential structures.</p>
Objective 2	Insure adequate buffers between residential areas and non-residential redevelopment.



	<p>Policy A Insure that all non-residential redevelopment adequately screen its operations (and attendant noise, congestion, lighting, et. al.) from adjacent residences.</p> <p>Policy B Consider development incentives (allowing for larger buildings, or greater site coverage) for buffering that exceeds that mandated in the Village’s standard zoning classifications.</p> <p>Policy C Periodically review, and update when necessary, regulations pertaining to buffering of these uses.</p> <p>Policy D Require adequate landscaping and berming between new residential development and existing busy roadways and commercial/industrial uses.</p>
Objective 3	Encourage adjacent communities to take actions to insure the quality of their physical assets (public and private structures, infrastructure, public facilities).
	<p>Policy A Establish an organization, which includes abutting communities, to address this issue at the local level.</p>
Objective 4	Enhance, protect, and emphasize the positive aspects and benefits of living in, doing business in, and visiting the Village.
	<p>Policy A Develop programs, in concert with the Village’s Chamber of Commerce, to publicize and market the various positive aspects of the Village.</p> <p>Policy B Develop and implement land use, recreation, and transportation plans that enhance and protect positive aspects of the Village.</p>
Objective 5	Encourage a wider range of social, educational and cultural activities in the Village and region.



	<p>Policy A Contact existing providers of these activities to make them aware of the Village’s Objective.</p> <p>Policy B Encourage these providers to offer their activities in the Village of Bradley and nearby areas.</p> <p>Policy C Develop and implement a recreational plan with regional parks, multi-use paths, and “green” corridors.</p>
Objective 6	Encourage a quality educational system that serves residents of the City.
	<p>Policy A Maintain close relationship with all school districts (public and parochial) that serve the residents.</p> <p>Policy B Support activities proposed by the various school districts that enhance their respective quality of education.</p> <p>Policy C Negotiate reasonable “impact fees” when annexing property zoned for residential use.</p>
Objective 7	Support regional efforts to improve air and water quality.
	<p>Policy A Involve the Village in the organizations that plan and implement activities designed to make these improvements.</p> <p>Policy B Implement BMPs for construction and storm water runoff management in developed and developing areas.</p>
B. Residential Development	
<u>GOAL</u>	Preserve and create a range of housing styles and opportunities in safe, habitable conditions in the Village, emphasizing the Village’s strong desire to increase owner-occupied residences.
Objective 1	Maintain and upgrade the quality of the Village’s existing residential neighborhoods.



	<p>Policy A Devise and implement a program to periodically and systematically survey residential structures to determine those not meeting life, health and safety codes.</p> <p>Policy B Identify funding programs and other incentives that can be used to encourage the maintenance and improvements of residential structures for compliance with life, health and safety codes, and make such incentives available to owner-occupants.</p> <p>Policy C Comprehensively review the issues of occupancy permits and residency requirements, and evaluate the Village’s effectiveness in supporting this objective. Revise occupancy and residency requirements as needed, and effectively implement existing and new requirements.</p> <p>Policy D Adopt new procedures that will insure better enforcement of existing and newly adopted regulations supporting this Objective.</p> <p>Policy E Adopt/revise definitions as to what constitutes a “manufactured”, “mobile” and “pre-fabricated” home; control the developmental quality of such residences through new/ revised “building” codes and special use regulations.</p> <p>Policy F Coordinate Public Works, Streets and Alleys, and Utility Department’s policies to help achieve this Objective.</p>
Objective 2	Minimize non-residential encroachment into residential neighborhoods.
	<p>Policy A Rigorously enforce regulations pertaining the loss of parcels’ “non-conforming use” status in residential neighborhoods.</p>



	<p>Policy B Identify deleterious residential/non-residential uses in and abutting the neighborhoods. Rezone parcels supporting these uses so that such uses are made “non-conforming.”</p>
	<p>Policy C Identify parcels supporting non-conforming uses and determine the preferred use of each. Support reversion of the parcel to the preferred conforming use by various means, including acquisition.</p>
<p>Objective 3</p>	<p>Encourage efforts to insure that residences remain or revert to intended use as an owner occupied home.</p>
	<p>Policy A Work with private residential investors, realtors, and home buyers to identify residences available for purchase and encourage an owner occupied use.</p>
	<p>Policy B Establish programs that fund or otherwise support and encourage home ownership. This includes public works enhancing the quality of residential areas and direct assistance to potential home buyers.</p>
<p>Objective 4</p>	<p>Support efforts to convert residential properties now used as rental property to owner occupancy.</p>
	<p>Policy A Encourage private owners of rented residential structures to convert or revert the property to an owner occupied use.</p>
	<p>Policy B Identify rented residential properties and/or establish programs encouraging owner occupancy of these properties.</p>
	<p>Policy C Require owners of renter-occupied residential structures properly maintain their property during renter occupancy. Require licensing for this type of business use.</p>



<p>Objective 5</p>	<p>Minimize through traffic in residential areas.</p>
<p></p>	<p>Policy A Review current roadway system to determine if changes are required to meet this Objective.</p>
	<p>Policy B Assess new development and redevelopment projects for their impact on traffic in residential areas.</p>
	<p>Policy C Work with County and State highway and mass transit planners to minimize traffic through residential areas.</p>
<p>Objective 6</p>	<p>Provide a range of housing opportunities that encourage home ownership.</p>
<p></p>	<p>Policy A Support “single family attached” uses such as duplexes, townhomes, and condominiums instead of multifamily apartments. Plan for these uses where appropriate in the Village and its extra-territorial planning area.</p>
	<p>Policy B Adopt new and revised land use plans, zoning codes, and design standards that allow for development and redevelopment detached single family homes that compete directly with typical rental costs.</p>
<p>Objective 7</p>	<p>Encourage quality aesthetics in residential neighborhoods.</p>
<p></p>	<p>Policy A Work with private developers to create design and aesthetic guidelines and standards for new residential construction .</p>
	<p>Policy B Work with home owners to create guidelines for exterior aesthetics in existing residential neighborhoods.</p>
	<p>Policy C Identify funding mechanisms to help owner-occupants in existing residential neighborhoods to meet aesthetic guidelines.</p>



	<p>Policy D Create municipal Architectural Review Board to review and approve private architectural, design and aesthetic improvements.</p> <p>Policy E Identify historically significant residential structures in the village and adjacent unincorporated portions of the County and assist in efforts to maintain and preserve such structures.</p> <p>Policy F Create aesthetic guidelines/standards for all public improvements in new and existing residential neighborhoods, including the provision of curbs, gutters, sidewalks, alleys and utilities.</p>
<p>C. Economic Development</p>	
<p><u>GOAL</u> Maintain and enhance the economic viability of the Village through, mainly, the Village’s ability to serve the retailing needs of the region and the convenience retailing needs of the Village’s neighborhoods.</p>	
<p>Objective 1</p>	<p>Diversify the Village’s tax base.</p>
	<p>Policy A Systematically evaluate the Village’s tax base. Research and record the tax revenues received from cash source.</p> <p>Policy B Periodically assess the Village’s current taxes and fees vis-à-vis other communities in the region to determine if the taxes and fees are fair and optimizing the public benefit.</p> <p>Policy C Periodically evaluate new potential taxes and fees and existing taxes and fees.</p>
<p>Objective 2</p>	<p>Encourage continued development of the Village’s retail areas that serve the region.</p>
	<p>Policy A Utilize land use planning to encourage development in the IL Route 50 North and Middle Commercial Retail Areas.</p>



	<p>Policy B Actively participate with the Federal Highway Administration, the Illinois Department of Transportation, and Kankakee County officials to maintain and improve federal and county rights-of-way in the above noted areas in order to preserve its ease of accessibility to a regional market.</p> <p>Policy C Monitor the economic viability/health of the portions of the Village serving the regional market through review of sales tax generation and regular discussion with business owners and managers.</p> <p>Policy D Conduct periodic analyses of the regional retail market to identify those uses that the Village should encourage and pursue through planning incentives and cooperation with realtors, developers, and retailers.</p> <p>Policy E Encourage the development of vacant tracts adjacent to retail areas by providing supportive infrastructure such as roads and utilities.</p> <p>Policy F Create guidelines that address the return of incentives given to businesses who cease operations within, or move from the Village.</p>
Objective 3	Identify other “regional in scope” activities that will complement the Village’s regional retailing.
	<p>Policy A Explore the viability of creating convention and other meeting facilities that cater to a regional market.</p>
Objective 4	Ease traffic congestion in the sectors of the Village devoted to regional retailing.
	<p>Policy A Work with the appropriate governmental agencies to insure that improvements to the intersection of Armour Road and IL Route 50 are completed in a timely manner.</p>



	<p>Policy B Prohibit overnight and long-term parking of delivery vehicles on parking lots serving retail buildings.</p> <p>Policy C Increase the capacity of Cardinal Drive, St. George Road, and 6000 North Road.</p>
Objective 5	Provide opportunities and general support for existing and new commercial activity in other areas of the Village.
	<p>Policy A Identify other portions of the Village where the Village desires to support additional and additional commercial activity.</p> <p>Policy B Facilitate the assembly of smaller commercial parcels and abutting non-commercial parcels to support development of commercial uses.</p> <p>Policy C Support the development and redevelopment of existing commercial areas.</p> <p>Policy D Work with not-for-profit organizations to minimize their encroachment into commercial retail areas.</p>
Objective 6	Increase public and elected officials awareness of the purpose and potential benefits of Tax Increment Financing.
	<p>Policy A For each of the Village’s tax increment finance (TIF) areas: evaluate the current private (re)development activities, potential private activities, potential tax revenue generation, public financial commitments, and ultimate availability of, especially, local sales tax revenue generated to achieve the Village’s Goals, Objectives and Policies.</p>
Objective 7	Help retain major industries in the unincorporated areas of the County abutting the Village.
	<p>Policy A Work closely with the industries and the County in the coordination of services and improvements for these</p>



	businesses.
	Policy B Annex these industries into the Village.
Objective 8	Provide for the convenience shopping needs of new and existing residential neighborhoods.
	Policy A Locate convenience commercial centers so that they are easily accessible to new residential neighborhoods, in order to minimize traffic congestion on local and regional arterial roadways.
	Policy B Work with private developers in vacant and newly developing areas, adjacent to the Village, to identify the appropriate locations for such neighborhood convenience commercial centers.
Objective 9	Revitalize the Village’s Central Business District and Hybrid Bradley.
	Policy A Work with residents and business owners to define the extent of the Central Business District for the purpose of creating a specific redevelopment plan.
	Policy B Create a redevelopment plan that will; address the issue of accessibility to the area, the specific uses that will be permitted, the orientations and setbacks of the buildings, the amount and location of parking (including the use of public parking), the aesthetics of public and private improvements, the needed public infrastructure and facility improvements, and the costs and funding sources for these activities.
D. Public Infrastructure	
<u>GOAL</u>	Maintain and improve existing streets, right-of-way and other public infrastructure and insure quality construction of these improvements as they are built.



<p>Objective 1</p>	<p>Continue the capital improvements planning process.</p>
<p></p>	<p>Policy A Locate, inventory, and periodically update a data base on all Village-owned infrastructure and improvements utilizing GIS</p>
<p></p>	<p>Policy B Adhere to a multi-year capital improvements budgeting process for the identification of, construction and maintenance of these improvements.</p>
<p>Objective 2</p>	<p>Encourage the elimination of undersized, unsafe, obsolete or inadequate infrastructure or utility systems within the Village (e.g. roads, sanitary sewer, electric, gas, storm sewer).</p>
<p></p>	<p>Policy A Use the capital improvements process to eliminate such Village-owned infrastructure, and identify other sources of funding for these activities.</p>
<p></p>	<p>Policy B Work closely with utility companies and private developers to identify and eliminate inadequate infrastructure.</p>
<p></p>	<p>Policy C Require all private redevelopment projects to eliminate inadequate infrastructure in their redevelopment areas and to place all utility and telecommunication systems underground.</p>
<p></p>	<p>Policy D Require all new developments in areas annexed to the Village or within the Village’s extraterritorial jurisdictions to provide adequate infrastructure..</p>
<p></p>	<p>Policy E Continue to maintain and upgrade the Village’s infrastructure to avoid restrictions on growth that may be mandated by governmental agencies.</p>
<p>Objective 3</p>	<p>Coordinate capital improvement efforts in the Village.</p>
<p></p>	<p>Policy A Insure that all operational and administrative</p>



	<p>departments of the Village are systematically informed of planned capital improvements.</p> <p>Policy B Develop a formal “early warning system” to inform and coordinate, with various levels of governmental and utility providers, the (re)development efforts proposed in and adjacent to the Village.</p>
<p>E. Public Facilities</p> <p><u>GOAL</u> Provide public facilities that are of adequate size and location to meet the needs of residents and businesses, and that can be safely utilized by workers and visitors.</p>	
<p>Objective 1</p>	<p>Continue the capital improvement planning process.</p>
	<p>Policy A Locate, inventory and maintain a current data base on all Village owned facilities.</p> <p>Policy B Adhere to a multi-year capital improvements budgeting process.</p>
<p>Objective 2</p>	<p>Assess the immediate and long-term needs of the various Village administrative offices and departments, community meeting space, and associated parking and storage of capital equipment.</p>
	<p>Policy A Create a facilities plan which identifies and quantifies the needs of these offices and activities.</p> <p>Policy B Identify a location for offices and activities that cannot be accommodated in the existing Village Hall/ municipal complex.</p> <p>Policy C Adequately compensate owners whose property will be purchased for the development of any new public facilities, and protect abutting users who remain.</p>



Objective 3	Encourage access to all public facilities in the Village.	
	Policy A	Pursue formal arrangements between the various school districts and park districts (public and private) to maximize the benefit to coordinated all residents.
Objective 4	Provide adequate parking for existing and future public facilities.	
	Policy A	Analyze current and future parking needs and develop standards and programs to meet the needs.
Objective 5	Make all public facilities accessible to the disabled.	
	Policy A	Insure compliance with the rules and regulations of the Americans with Disabilities Act in the (re)construction of public facilities and rights-of-way.
F. Recreation and Open Space		
<u>GOAL</u>	Insure that Village residents have access to a range of open space and improved park lands for passive and active recreation.	
Objective 1	Encourage the provision of open space in public and private (re)development efforts within the Village	
	Policy A	In public efforts, such as the citing of new or rehabilitation/expansion of public facilities, insure that open space is integrated into project planning and development.
	Policy B	In private efforts, allow various types of “planned unit developments” in order to leave open space/common space when residential and commercial projects are planned and developed.
	Policy C	In private efforts, require the provision for care and public access to open spaces such as parks, flood plains, and storm water control facilities.



<p>Objective 2</p>	<p>For residents, assess the effectiveness, and identify missing recreational opportunities provided by the Village and the Bourbonnais Township Park District.</p>
	<p>Policy A Determine the manner in which the unmet recreational needs of the residents can be met.</p>
<p>Objective 3</p>	<p>Identify future open space/green space needs in established neighborhoods and in areas within the Village and its extra-territorial planning radius.</p>
	<p>Policy A Work with neighborhood organizations to identify the need for such space and land that could meet the identified need.</p> <p>Policy B Pursue dedication and/or purchase of land identified as meeting these neighborhood needs.</p> <p>Policy C Work with private land owners, the Bourbonnais Park District and the County to identify potential “green belt” open spaces within the Village’s extra-territorial planning area.</p> <p>Policy D Pursue dedication and/or purchase of land identified as meeting this land for “green belt” space.</p>
<p>G. Growth Management/Development Coordination</p>	
<p><u>GOAL</u> Maintain orderly growth within the Village and its extra-territorial planning area of 1.5 miles from its current boundary.</p>	
<p>Objective 1</p>	<p>Involve the Village in working with other levels of government and quasi-public groups in the identification and solution of County-wide growth management issues.</p>
	<p>Policy A Identify those organizations having the ability to effect such issues.</p>



	<p>Policy B Have formal Village participation in those groups devising County-wide/regionally based solutions for the issues so identified.</p>
Objective 2	Secure the Village from encroachment of undesirable land uses and activities.
	<p>Policy A Annex those unincorporated portions of the County which abut both the Village and other incorporated municipalities in the County.</p>
Objective 3	In areas the Village desires to annex, or for land that requests to be annexed, the Village should understand the impact of such action.
	<p>Policy A Create a rational basis for the Village’s annexation of land and acceptance of land for annexation</p> <p>Policy B Work with private developers to create a program to quantify the costs of providing Village infrastructure, public facilities and services, and those revenues produced, from an annexed area.</p>
Objective 4	Insure that development of the land within the Village’s extra-territorial planning area is done in an environmentally sensitive manner.
	<p>Policy A Complete a land capacity analysis in order to determine the ability of land and infrastructure within the Village’s 1.5 mile extra-territorial planning area to support various densities of development.</p> <p>Policy B Encourage development of vacant land within the 1.5 mile extra-territorial planning area on only those parcels close to land already developed.</p> <p>Policy C Prohibit the construction of additional storm water systems and sewer/septic systems that are not connected to regional storm water and sanitary</p>



	systems.
Objective 5	Create new opportunities for well-planned, mainly residential, growth in unincorporated portions of the County in close proximity/easily annexed to the Village.
	Policy A Extend storm water and sanitary sewer systems into the Soldier’s Creek Watershed in and adjacent to the Village.
Objective 6	Create and maintain the necessary planning material and tools in order to successfully manage growth.
	Policy A Systematically and annually update the Village’s official zoning ordinances, land use categories and land use map to achieve this Objective.
	Policy B Create and maintain a map of annexed areas to the Village, showing subdivision and use of the property.
	Policy C Create and maintain a map of the infrastructure serving the various portions of the Village and its extra-territorial planning area, and key this to land use.



**SECTION VIII
PLANS**

A. Transportation

Vehicular Transportation

1. Compliance with Kankakee County Total Tier Concept Plan (Tier Concept Plan):

The following roadways in the Village of Bradley and its Extra-Territorial Planning Area are in the following tier in the Tier Concept Plan:

North-South (from the west)

a.	Route 50	Entire Length	5+	Tier 1
b.	Cardinal Drive (2000E)	Larry Power Road north	5	Tier 2
c.	3000E Road	Entire Length	4	Tier 2
d.	Skyline Road (4000E)	Entire Length	5	Tier 2

(with a recommended upgrade to Tier 1 depending on progress of Will County airport)

East-West (from north to south)

a.	6000N	Route 45/52 to Route 50	5+	Tier 1
b.	6000N	Route 50 east to 2000E	5	Tier 2
c.	St. George Rd (5000N)	Rt. 50 to 4000E	5	Tier 1
d.	Larry Power (4000N)	Rt. 50 to 4000E	5	Tier 1
e.	Armour Rd (3000N)	Hunters Run to 4000E	5	Tier 1
f.	North St. (2000N)	Rt. 50 to 4000E	4	Tier 2

The Kankakee Area Transportation Study (KATS) Transportation Long Range Plan (2004) describes the tiers as follows:



<u>Tier</u>	<u>R.O.W + Setback</u>	<u>*Bradley Equivalent</u>	<u>No. of Lanes</u>
Tier 1	138 feet	Collector/ Arterial	3-6
Tier 2	110 feet	Collector	3-5
Tier 3	96 feet	Neighborhood Collector	2-3
Tier 4	70 feet	Local Road	2

* The Village of Bradley standards for road design typically refer to arterial, collector, neighborhood collector, and local road definitions. These relate to the KATSTier designations as indicated.

2. Developer Responsibility for Road Improvements:

- As developers submit preliminary plats for consideration and approval, the plats must include the set-backs required to comply with the Tier Concept Plan.
- Developer shall be responsible for the road improvement on the half of the road adjacent to their property for the full length of the property at the time of their development. Provisions shall be made for discontinuities in the frontage caused by exceptions to the developer’s ownership.
- Developers may contract with other developers to collectively improve both halves of the road simultaneously.

3. Village Collector Streets in New Developments:

- As developers submit preliminary plats for consideration and approval, the plats must include streets that traverse the development that connect with adjacent developments and temporarily terminate at the end of the development such that a “neighborhood collector” street (Neighborhood Collector) exists that provides for alternatives to using section-line roads, collector, and arterial roads that connect to major traffic routes.
- Neighborhood Collectors shall have wider right-of-way than typical local roads, to enhance safety and traffic flow.
- Developers shall limit the egress from residential lot driveways onto Neighborhood Collectors to enhance safety and traffic flow.



- Developers should face houses way from Neighborhood Collectors as much as possible, with side-lots facing the local road instead.

4. Kankakee Metropolitan Planning Organization (MPO) for the Kankakee Urbanized Area, Kankakee Area transportation Study, Transportation Improvement Program (TIP) Projects:

- The MPO Policy and Technical Committees are comprised of representatives from the Illinois Department of Transportation (Region 2), the Kankakee County Board, River Valley METRO Mass Transit District, and various municipalities within the urbanized area.
- MPO members have agreed to pool available resources and identify projects for respective areas on a rotating basis for every other fiscal year (FY).
- The next project planned in the area of the Village of Bradley is the improvement of Cardinal Drive (2000 East Road) from Armour Road (2000 North Road) to Larry Power Road (3000 North Road) in the Multi-Year Element of FY2007-2008.
- The Cardinal Drive Project is described as reconstruction to a three (3) to four (4) lane urban cross-section roadway, with curb and gutter, and storm sewer, at a total cost of approximately \$1,500,000 (\$300,000 local share).

5. New Street/Road Construction:

There are missing segments of roadway within the Village's 1.5 mile extraterritorial planning area. The Village of Bradley has identified segments that should be constructed to benefit the public.

- **CARDINAL DRIVE SOUTH EXTENSION** - A new one-mile north/south Tier 2 (Collector) roadway from Grinnell Road (1000 North Road) between the I-57 underpass and the Conrail Railroad crossing, that connects Cardinal Drive (2000 East Road) with Eastgate Industrial Parkway or Splear Road (2750 East Road) would provide direct access to Route 17 and the 312 exit of I-57 on Route 17 from all of Bradley east of I-57 at a point two miles west of the next available access on Skyline Road (4000 East Road).

- ROUTE 50 – CARDINAL DRIVE CONNECTOR - A new one-mile east-west Tier 2 (Collector) roadway from Cardinal Drive (2000 East Road) to Route 50, incorporating the I-57 315 Exit reconfiguration, just south of the Northfield Mall would help relieve the congestion on Route 50, at the Route 50 and Armour Road intersection, and would provide for the commercial development of the vacant property in that area.
- 6000 NORTH ROAD - A new two-mile east-west Tier 1 (Arterial) roadway along the alignment of 6000 North Road from Cardinal Drive (2000 East Road) to Skyline (4000 East Road) that would connect with an improved Tier 1 (Arterial) roadway from Route 50 would provide a truck route from the Diversatech complex on 3000E in Manteno Township to Route 50 in Bradley and Route 102 in far western Bourbonnais Township.
- ALTERNATE ROUTES TO BBCHS LARRY POWER ROAD CAMPUS – In addition to Village neighborhood collector streets in new developments that permit secondary routes to collector roads, alternate neighborhood collectors should be identified to facilitate access to the new BBCHS campus.

6. Washington Avenue Corridor:

- A Corridor Planning Study was completed in May 2005 for the creation of the Washington Avenue Corridor from the Kankakee River, beginning at River Street in Kankakee, north through Bradley and to Armour Road in Bourbonnais.
- The corridor is described in the Village of Bradley as beginning on Washington Avenue at Brookmont Boulevard. Proceeding north through the old Kroehler Plant east parking lot to West Avenue in line with Superior Street. Then north on West Avenue and through the east edge of Rudy's Park. Once through the park, it would return to West Avenue north of the park and proceeding north on West Avenue through Broadway Street. North of Broadway Street it would again be on West Avenue and then through the back parking area of the Carriage Lane Mall, Peddinghaus Corporation manufacturing facility, and the lumber yard of Security Lumber Company to North Street. The corridor would continue north of North Street following Washington Avenue to the Village of Bradley limits. There Washington Ave. becomes Earnest Mooney Drive. It would follow Mooney Drive north to the intersection with Armour Road. The corridor is parallel to the Canadian National Railroad for its entire route.



- Estimate cost of the corridor in the Village of Bradley is \$10,000,000 to \$12,000,000. Total cost to traverse the three communities is estimated at \$24,000,000 to \$29,000,000.

7. Commercial Centers and Arterial Convenient Retail and Office Opportunities:

- Commercial development opportunities may be preserved along arterial and collector roadways at some locations by “setting back” other uses by 300-350 feet beyond the planned right-of-way. These developments must have limited access.
- Arterial and collector roadways include Cardinal Drive (2000 East Road), Skyline Road (4000 East Road), Armour Road (3000 North Road) east of Hunters Run Subdivision, St. George Road (5000 North Road) east of Cardinal Drive, and 6000 North Road east of Route 50.
- Commercial Retail and Office Areas (CCOA) opportunities shall be encouraged near some intersections of arterial roadways.
- Major intersections include Armour Road (3000 North Road) and Skyline Road (4000 East Road), Larry Power Road (4000 North Road) and Cardinal Drive (2000 East Road), Larry Power (4000 North Road) and Skyline Road (4000 East Road), St. George Road (5000 North Road) and Cardinal Drive (2000 East Road), St. George Road (5000 North Road) and 3000 East Road, St. George Road (5000 North Road) and Skyline Road (4000 East Road).

8. 6000N Road Interstate 57 Interchange:

- The Village of Bradley supports the construction of an I-57 interchange at 6000 North Road. The interchange is part of the Kankakee County Regional Planning Commission “Corridor Planning Grant Study” as prepared by the Kankakee County Planning Department. The interchange would: 1) encourage commercial and industrial growth in the Bourbonnais area of the Tri-Village Planning area; 2) increase and provide an alternate access to the Route-50/St. George Road commercial area, while relieving congestion at the 315 exit of I-57; 3) provide an alternate access to I-57 northbound for the rapidly increasing number of residents in the developments in Bourbonnais Township; 4) provide a commercial and industrial corridor along 6000N Road in the Bradley area of the plan; 5) create a critical component of the Route 1 to Route 102 (I-55 access) to Route 17 cross-county Tier



1 truck route; and, 6) provide an alternate route for the truck traffic currently required to use the residential streets of Manteno to reach I-57 and provide access to an industrial area on the southeast portion of Manteno Township.

Public Bus Transportation

1. Continue to support METRO operations and improvements.
2. Assist in securing additional state and federal funds consistent with other metropolitan areas.
3. Identify METRO bus stops in Bradley not currently identified bus shelters with signs and schedules.
4. Seek to increase the number of shelters at high rider density stops.
5. Identify the needs of young riders without driver licenses and initiate fare plans to entice those riders.
6. Encourage the utilization of wireless technology with digital video cameras to further enhance the safety of passengers.

Commuter/Rail - Metra Transportation

1. Encourage the completion of the Metra Commuter Rail feasibility study.
2. Encourage the extension of Metra to Kankakee County.
3. Encourage the location of a Metra station along West Avenue, south of West Broadway, while incorporating the redevelopment of Downtown Broadway, the development of a commuter retail center with Metra station, commuter parking south of complex to Brookmont Blvd., pedestrian underpasses under the Canadian National tracks at Goodwin/Eric Streets and East Broadway/Grove Streets for ease of pedestrian commuters from East Bradley, and the incorporation of multi-use trails in all aspects of the development and station.
4. Encourage the location of a Metra station at St. George Road with ample commuter parking on east side of the Canadian National Railroad tracks in the vacant property north of St. George or a station at 6000 North Road and parking on the east of the

tracks and south of 6000 North Road in conjunction with the relocation of Illinois Route 50 to provide for an above grade-level crossing of 6000 North Road and the railroad tracks.

Commercial Air Transportation

1. Support plans for expansion of Greater Kankakee Airport.
2. Support construction of Third Chicago International Airport in Will County.

Sidewalk, Greenways, and Plans

1. **Identify Alternate Funding Sources:** Identify and secure private, state, and federal funding sources for the planning, engineering, and construction and repair of sidewalks, greenways, trails and paths. Alternate funding may include an IDOT Transportation Enhancement Grant, a Safe-to-School state grant, a state OSLAD grant, and other grants. Private land developers shall construct planned sidewalks and trails on and adjacent to their project.
2. **West Broadway/Perry Farm Multi-Use Path:** Plan, engineer, construct, and maintain a multi-use path from the Perry Farm multi-use path on Perry Street to West Broadway Street to the Canadian National Railroad underpass. Improve the underpass sidewalk by removing the steps and creating a ramp such that it would be a functional element of a Trans-Bradley multi-use path that connects with various parks, schools, and greenways. Consider a share-the-road bike path on Perry Street from Washington Avenue to Kennedy Drive as an alternate to West Broadway Street. This consideration should include negative impacts this might have on Downtown Broadway shops. The current striping plan of West Broadway traffic lanes and parking may be revised to provide safe convenient cycling.
3. **East Broadway /Cardinal Drive Multi-Use Path:** Plan, engineer, construct, and maintain a multi-use path from the Canadian National railroad underpass north on Schuyler Avenue to East Broadway Street and on to Van Buren Avenue. The construction of multi-use path at Goodwin/Eric Streets and East Broadway/Grove Street under the Canadian National Railroad. The sidewalks on one of the sides of Van Buren will need to be widened to create a multi-use path to North Street to connect with the planned multi-use path on the south side of the widened North Street/I-57 bridge. The path will be planned to connect to the Cardinal Drive multi-use path and the Soldier Creek Greenway. A share-the-road path could be an alternate to the widening of sidewalks on Van Buren Avenue and may be preferred.



4. **North Street/Christine Drive/Armour Road Multi-Use Path:** Plan, engineer, construct, and maintain a multi-use path from North Street to Christine Drive including the use of the existing sidewalks to access the retail commercial area south of Armour Road. The existing sidewalk from Christine Drive and Armour Road west to Locke Drive may be widened to create a multi-use path. Existing sidewalks on Christine Drive and North Street may have to be widened to create the multi-use path. The path from Van Buren Avenue and North Street to Armour and Locke Drive will serve as the connector of the Trans-Bradley Multi-Use Path to Northfield Square Mall via the Illinois Route 50 multi-use path IDOT has planned.
5. **Armour Road/Northfield Square Mall Multi-Use Path:** The study of the Armour Road/Illinois Route 50 intersection shall include the creation of a multi-use path on the south side of Armour Road, connecting with a multi-use path on the east side of Illinois Route 50 continuing north under the I-57 overpass to the south entrance of Northfield Square Mall and across Illinois Route 50 to the Water Tower Shopping Center. The planning, engineering, construction, and maintenance of the path may be the financial responsibility of the village.
6. **Broadway Street to Armour Road Multi-Use Path:** Plan, engineer, construct, and maintain a multi-use path from Broadway Street to Armour Road on the west side of Illinois Route 50. The path will connect with the Armour Road/Northfield Square Mall Multi-Use Path at Armour Road.
7. **Larry Power Road Multi-Use Path:** Plan, engineer, construct, and maintain a multi-use path on the south side of Larry Power Road from Illinois Route 50 to Cardinal Drive.
8. **Soldier Creek Greenway:** Partner with and require developers to plan, engineer, and construct a multi-use path and a greenway that the village maintains along Soldier Creek from North Street to its source. Restrooms and shelters will be included in the linear open space created.
9. **Arterial and Collector Road Multi-Use Paths:** Typically require developers to plan, engineer, and construct a multi-use path on the south and east side of all arterial and collector roadways. In the event of missing segments for extended periods of time, the village may plan, engineer, construct, and maintain those segments so as to provide continuity and shall record planning, engineering, and construction costs in order to recapture these costs as development allows.



- 10. Cardinal Drive Multi-Use Path:** Plan, engineer, construct, and maintain a multi-use path on the east side of Cardinal Drive from North Street to 6000 North Road. Require developers to plan, engineer, and construct the segments currently undeveloped. Some segments of the multi-use path may be placed on a striped road (share the road) lane.
- 11. Residential Development Multi-Use Paths:** Preliminary plats of residential developments shall include multi-use paths within each subdivisions and connectors to the multi-use paths on adjacent collector and arterial roads and greenways.
- 12. Commercial Development Multi-Use Paths:** Preliminary plats of commercial developments shall include connectors to planned and existing multi-use paths.
- 13. Phillips Natural Gas Pipeline Multi-Use Path:** When an agreement with Phillips Petroleum can be secured, the natural gas pipeline easement that traverses the village beginning at the Canadian National railroad tracks west of Illinois Route 50 at Larry Power Road and continues northeast to where it crosses 6000 North Road may be a greenway multi-use path. An intergovernmental agreement and alternative funding shall be sought and a bridge built over the Canadian National tracks. An intergovernmental agreement with the Village of Bourbonnais may be sought in an effort to secure a greenway through Bourbonnais to the Bourbonnais Natural Greenway and the Kankakee River trail. A pedestrian and bike crossing of I-57 is planned.
- 14. East/West Sidewalks Construction Program:** Alternate funding shall be sought and when available, village funds budgeted, agreements forged with property owners, and a schedule created in order to annually construct missing segments of east/west sidewalks. Property owners are typically expected to pay 50% of the cost of sidewalk construction.
- 15. Sidewalk/Curb Repair Program:** Alternate funding shall be sought and when available, village funds budgeted, agreements forged with property owners, and a schedule created in order to continue to annually repair scheduled segments of sidewalks and curbs. Property owners are typically expected to pay 50% of the cost of these repairs.
- 16. Sidewalk Construction Program:** Areas without sidewalks shall be identified and alternate funding shall be sought and when available, village funds budgeted, agreements forged with property owners, and a schedule created in order to annually construct scheduled segments of sidewalks where they do not exist. Property owners are typically expected to pay 50% of the cost of sidewalk construction.

17. Designate Greenways, Trails, and Paths with Identifying Signage:

All greenways, trails, and paths shall be identified with signage posted and markings painted on surfaces to clearly identify its existence, its name (if applicable) and the direction to travel to continue on the greenway, trail, or path. The signage shall be consistent throughout the village. The responsibility of the signage within developments and along adjacent arterial connectors shall be the developers. The village may be responsible for the maintenance of the signage once erected.

Rail Transportation

1. Promote the vacant Canadian National Railroad right-of-way for Metra.
2. Promote the location for the Metra station and parking lot to be in or adjacent to the St. George/Route 50 retail area.
3. Preserve the remaining land adjacent to Canadian National Railroad for industrial development or distribution facilities.
4. Market, identify, and preserve the vacant land adjacent to the Norfolk and Southern Railroad for industrial development or distribution facilities.

B. Utilities

Water – Aqua Illinois

1. **Infrastructure Upgrade:** Identify water distribution infrastructure within the village in need of upgrade, actively communicate the identified needs to Aqua, monitor the ratio of revenue generation from the village and the ratio of expenditures for the village, and support reasonable annual rate increases to finance the capital improvement projects.
2. **Control Rate Increases:** Support the request of Aqua Illinois, Inc. for developer born infrastructure fees to aid in the extension of mains and the construction of storage facilities necessitated by residential, commercial, and industrial development. Encourage the continued capital project process whereby developers provide the infrastructure within and to their development in exchange for Aqua refunding the amount of the water bills for the area.
3. **Expansion:** Explore means of providing Aqua Illinois, Inc. with potential development information as soon as possible, including but not limited to the location of potential

annexations, the number of planned units, the contact for developer, and copies of preliminary plats. Explore economic development incentive mechanisms to assist developers and Aqua Illinois, Inc. in including expansion infrastructure costs in the economic incentive mechanism.

4. **Water Commission:** Remain an active participant in the discussions involving the creation of a Water Commission and confer with legal counsel regarding participation in the formation and membership in any such commission.

Natural Gas - NICOR

Inform developers and their engineer of the need to contact the Economic Development Representative of NICOR for the area to insure that an adequate main exists to supply the development.

Electricity – Exelon/ComEd

Provide developers with the information necessary to contact the New Business Hotline as early as possible to insure that ComEd is provided adequate prior notification so that the timely supply of the lines and electricity and inspections are accomplished in time for the scheduled opening of the facilities in the developments.

Sewer – Kankakee River Metropolitan Agency

1. **Bradley KRMA Capacity:** Conservative estimates projects the Village of Bradley reaching its KRMA capacity of 3.8 mgd within the next ten years. Realistically, it can be projected that given the rate of residential and commercial construction that capacity could be reached within five to ten years. It is evident from past action, that the City of Kankakee has “elected” to lease a portion of its “excess capacity” to other “participants,” rather than sell any additional capacity as was the case earlier with both the Villages of Bourbonnais and the Aroma Park. It is imperative to note that the decision to lease or sell, and the decision not to lease nor to sell, is at the sole discretion of the City Council of the City of Kankakee. Furthermore, it is evident from past action that the lease rate is established by the City Council “shall be based on the annual cost of outstanding debt service obligations.” In the case of Bourbonnais, the cost for 1 million gallons per day was approximately \$1.6 million and in the case of Manteno, the lease rate was \$150,000 per year for 10 years or \$1.5 million for 1 mgd. Given these facts, only the following four options appear viable:

- a. Restrict residential, commercial and industrial growth such that capacity is not ever exceeded, or
- b. Seek to purchase additional capacity from the City of Kankakee or the Village of Bourbonnais, or
- c. Given the requirement of the IEPA for Bradley and Bourbonnais to abandon its own individual existing sewage treatment facility and its control over its own capacity and destiny in creating additional capacity by expansion of its own facility, to seek state intervention to assure the availability of future capacity through the sale or lease to those municipalities that created KRMA by a binding agreement that assures capacity at a rate consistent for all members that is less than or equal to the rate for all participants and for only so long as bonds remain outstanding, or
- d. Pursue authorization and funding for the creation of a Kankakee Eastern Regional Metropolitan Agency to serve the new growth areas of eastern Bradley, Manteno, Grant Park, Momence, Sun River Terrace, and Hopkins Park, or
- e. Secure a forensic auditor and expert legal counsel to examine the legality of the establishment of the governance and current administration, operation, and fiscal accounting practices of KRMA.

2. Storm Water Infiltration: Bradley Sewer Department personnel will:

- a. Continue to inspect to insure that sump pumps are not connected to the sanitary sewer system and take corrective action when identified;
- b. Investigate complaints and identify locations where storm water collects that may infiltrate through sanitary sewer manholes; and,
- c. Continue to video sanitary sewer mains to identify infiltration points and depending on extent to which infiltration is occurring, correct the point(s) of infiltration. An annual infrastructure maintenance budget shall be established for contracting regular replacement, rehabilitation, and lining of a portion of the sewer collection system.

3. New Flow Meter Location: Bradley Sewer Department personnel will see that the following is accomplished or will:

- a. Insure that no other municipality's sanitary or storm sewers are connected to the sanitary sewer collection system upstream of the new flow meter by videotaping the entire main from the old location to the new;



- b. Insure that the location does not result in a backup into the meter from other municipality mains due to its close proximity to the plant during maximum flow rain events or in any other way prevent a reasonable flow measurement event and,
 - c. Continue to periodically check the calibration and reporting instrumentation for accuracy.
4. **Ratio of Utilization Trend Analysis Anomalies:** Bradley Sewer Department personnel will maintain longitudinal studies to continually document the ratio of the Bradley flow to the Bourbonnais flow and the City of Kankakee flow to that of the combined flows of Bradley and Bourbonnais and will investigate and secure an explanation of any major variances and anomalies that exist.
5. **Bradley Main Capacity:** The “Village of Bradley Soldier Creek Interceptor Sewer Study” has provided a plan for the mitigation of any issue regarding the sanitary sewer collection system capacity for the new commercial, industrial, and residential development to the north and east of the village. The study does not include all of the development that may eventually occur beyond 4000E Road. The density and the further expansion must be monitored to insure adequate main capacity when and if additional expansion occurs. Sufficient capacity exists for all areas west of I-57 within the corporate limits.
6. **Bradley Infrastructure Maintenance:** The Bradley Sewer Department will maintain the main lines, service lines, pump stations, and the manholes of the system. The maintenance includes the replacement of mains when necessary, televising and sealing deteriorated mains and lines, and the emergency response for main line blockage. Maintenance includes the inspection of main sewer lines and notifying the homeowner with the results of inspections prior to the homeowner starting any privately owned sewer service cleaning, jetting, or rodding work. An annual infrastructure maintenance budget shall be established for contracting regular replacement, rehabilitation, and lining of a portion of the sewer collection system. The Sewer Department will not clean, rod, or jet privately owned sewer lines, nor will it be responsible for any charges or fees to accomplish such maintenance of those lines.
7. **KRMA Plant Expansion Capability:** The village will seek to preserve as much of the abandoned Bradley Sewer Plant site as possible for the sale of the site to KRMA in the event additional acreage is needed to expand the KRMA plant. Since the only access to the Kankakee River within the municipal limits is at Helgeson Park, the village has no intention of reducing the size of Helgeson Park to provide for KRMA plant expansion.

Given the covenants of the Perry Farm, it is doubtful if acreage could be acquired from the Bourbonnais Township Park District for expansion possibilities.

8. **Bradley Sewer Department Maintenance Facility:** A preliminary sketch of a 7,680 square foot Sewer Department Building has been prepared in anticipation of the construction of a new maintenance facility when funds are available. The proposed building is projected to be located on lots five, six, and seven of the Riverlane Subdivision, First Addition, which is located at the far northeast corner of the village owned property adjacent to the KRMA Plant. Access to the area could be accomplished via Valley Avenue south of Blatt Blvd.

Storm Water Management – Village of Bradley

1. Metropolitan Municipality Addresses its Own Respective “Phase II Storm Water” Responsibilities:

- a) The Village Board of Trustees adopted the “Standards for Storm Water Management, Sediment, and Erosion Control for the Village of Bradley Illinois” (Ordinance No. O-8-06-1) (STORM WATER MANAGEMENT ORDINANCE) on August 28, 2006.
- b) The Village of Bradley will annually complete its “Notice of Intent for General Permit for Discharge From Small Municipal Separate Storm Sewer Systems (MS4s), including its “Best Management Practices Proposed to be Implemented in the MS4 Area,” its description of the six components, its “Measurable Goals,” and the completion of the required certification.
- c) The Village of Bradley will, as stated in the introduction of the STORM WATER ORDINANCE, regulate drainage installations and improvements, require the preservation and enhancement of certain natural features, require the installation of drainage improvements in developments, regulate uses, maintenance, and activities in floodplains and flood hazard areas, require permits, payment of fees and assurances of completion, and provide for inspections and control of work.
- d) The Village of Bradley will seek to accomplish the purposes as stated in the STORM WATER MANAGEMENT ORDINANCE.

2. Main Branch and North Branch of Soldier Creek Streambank Erosion and Stormwater Management: The Village's landscape regulations and storm water management ordinance provide measures for the future care and protection of Soldier Creek. There are segments of the creek and its branches within the existing and developed limits of the Village. Many of these segments are in poor or bad condition. The Village shall actively pursue studies, plans, and funding to improve these segments for the better enjoyment of the public to improve water quality, and reduce long term costs. The Village shall:

- a) Utilize the Illinois Soil and Water Conservation District (SWCD) and other relevant agencies and organizations as a resource;
- b) Coordinate with Soil Erosion and Sediment Control Program (SESCP) and other possible sources of funding;
- c) Seek grants and alternate funding sources to fund removal of channel bottom sediments on point bars and tree and saplings on the channel banks, stone toe protection, bank sloping and rip-rap, and any other recommended solutions.

3. Development Encroachment on and/or Destruction of Field Drainage Tile in Drainage District: The Drainage District, in addition to being encourage to attend the Village Plan Commission meetings held on the first Tuesday of every month to safeguard the interest of the drainage district should be further advised that:

- a) The Village has provided for the protection and the preservation of the drainage provided by Manteno-Bourbonnais Union Drainage District No. 6 and any other applicable drainage tiles in the Village Storm Water Management Ordinance;
- b) The Village will strive to require all developers and builders to locate all drain tiles that are encountered during construction and record the location on an as-built plan;
- c) Developers and builders will be required to protect all drain tiles that are encountered during the construction so their function continues during and after construction;
- d) Developers and builders will be required to re-route all drain tiles that are encountered during construction as necessary so their function continues during



and after construction, insuring that re-routed drain tiles shall be connected to the existing drain tile at an upstream and downstream location, with the connections and new route recorded on an as-built plan; and,

- e) Developers and builders will be prohibited from connecting drain tiles to existing or proposed storm sewers or storm water detention facilities.

All of the above will be required whether the tile is a small lateral or a larger main and whether it is governed by a district, private agreement, or no agreement. These actions shall be required whether the tile was located and known prior to construction or discovered during construction. The existence or exact location of drain tiles is often not well known. The Village will provide for this by requiring notes to this effect on the coversheet of final engineering plans and specifications and site development plans. There will also be a drainage certificate on the cover sheet that must be signed by the design engineer and owner. The Village will not notify any particular upstream landowner or governing body; however, it is common for impacted neighbors and governing bodies, such as drainages, to call on the owner, developer, or builder to observe the tile protection and connection.¹

Cable Television - Comcast

Maintain lines of consistent, reliable, and responsive communication in dealing with issue resolution.

Internet – ATT/Comcast

1. Secure the wireless technology to insure redundancy of critical communications in the village;
2. Secure the wireless technology to assist in the creation of the interoperability of communications with all critical first responders and all departments in the village;
3. Secure the wireless technology to provide for real time digital video and interactive Major Incident Response Plan access in all village vehicles;

¹ Letter, M. Gingerich, Gereaux and Associates, Mike Gingerich, Ph.D., P.E. to Mr. Alan Smietanski, Village Attorney, Re: Village of Bradley Manteno-Bourbonnais Union Drainage District No. 6 Protection of Drain Tiles, August 19, 2005.

4. Secure the wireless technology to provide commercial, industrial, and residential users with reliable, low-cost, high-speed, wireless Internet access; and,
5. Secure the wireless technology to insure that secure wireless digital video can be available at low cost for individual and public security and linked to responding emergency vehicles and dispatchers.

C. Municipal Services

Communications

1. **Aging and Obsolete Equipment:** To the extent to which financial resources permit, explore the feasibility of budgeting and creating a reserve for the replacement of aging equipment and replace equipment as needed, given the high expense of purchasing fire apparatus.
2. **Consolidate Dispatch:** To the extent which financial resources permits, explore the feasibility of consolidating Bradley and Bourbonnais dispatch into one consolidated “back-up” communication facility.
3. **Bi-Directional Antennas in Dense Commercial Buildings:** Builders of new commercial building constructed of solid concrete panels and/or bricks and concrete block should be required by ordinance to install a bi-directional antenna to insure continuity of radio communication coverage upon entering the building by emergency personnel.
4. **Anti-Virus, Spyware Prevention, Patch Management, and Operating System Software Upgrade:** To the extent to which financial resources permit, explore the feasibility of purchasing and installing critical software upgrades needed for the Village network and workstations including anti-virus, spyware prevention, patch management, and operating system software.
5. **Geographic Information System:** To the extent to which financial resources permit, explore the feasibility of securing the capability of accessing and interacting with Geographic Information System (GIS) software. In addition to the improved process of new street and address identification and location for Village software mapping purposes, GIS can be used to map fire hydrants, hydrant main size, and out-of-service hydrants; locating electrical, gas, water, and sewer line and segment identification; prioritization of village streets for snow removal; identification of vacant

and occupied buildings for structural condition, security and access issues, and the location of hazardous materials on the site; identification of property owner for every parcel of property; identification of occupants of zones within an evacuation area in expanding concentric circles from the center of the incident, with details available for variables such as wind direction and speed and evacuation route planning; pre-planning for fire suppression for high value and high risk structures; storm water main and inlet identification and mapping for incident management regarding environmental concerns; and, other environmental and EPA concerns including areas of potential contamination identification and mapping.

6. **Database Redundancy:** To the extent to which financial resources permit, explore the feasibility of securing “backup”/redundant Village servers for the storage of essential data and records are located at the Village Hall/Police/Fire Station.
7. **Wireless Mobile Data Communication System for Major Incident Response Plan Accessibility:** To the extent to which financial resources permit, explore the feasibility of implementation of a wireless mobile data communication system in cooperation with other governmental entities and private sector businesses, including the use of multistoried building being used as towers or repeaters so that a “real-time” and current Major Incident Response Plan (MIRP) that contains detailed information for use in the event of a major incident, including contact information for mutual aid and assistance can be readily accessible in emergency and all village vehicles and command centers.
8. **Department Software Incompatibility:** To the extent to which financial resources permit, explore the feasibility of securing New World Systems software that interfaces with Fire House software to record dispatches of fire personnel and equipment.
9. **Power Outages/Lightening Strikes:** To the extent to which financial resources permit, explore the feasibility of identifying and establishing redundant communications towers and repeaters, including the use of redundant data storage devices and wireless data communications systems to insure continuity of communication in the event of power outages or lightening strikes that interrupt communications from primary towers. Space on additional towers can be leased, resulting in an influx of revenue for the Village.

Police Department

1. **Wireless Mobile Data Communication System:** To the extent to which financial

resources permit, explore the feasibility of implementation of a wireless mobile data communication system in cooperation with other governmental entities and private sector businesses, including the use of multistoried buildings being used as towers or repeaters to increase the time patrol can remain in their patrol area by permitting reports to be completed in patrol vehicles.

2. **Increase Response Zones:** To the extent to which financial resources permit, explore the feasibility of increasing the Response Zones from three to five zones with individual supervisors accountable for a designated area in order to maximize the amount of time within their patrol area.
3. **Police Station:** To the extent to which financial resources permit, explore the feasibility of the development of a plan to build a new police department facility.
4. **Increase Staff:** To the extent to which financial resources permit, explore the feasibility of increasing the staffing needed to meet the increase demand for services, by attempting to maintain the national ratio of 2.1 officers per 1000 residents.
5. **Increase Early Intervention Programs:** To the extent to which financial resources permit, explore the feasibility of increasing early intervention programs and coordinating with other agencies to strengthen the Community Service Program.
6. **Improve Village Web Site:** To the extent to which financial resources permit, explore the feasibility of improving the Village Web site, including the Police Department section of the site.
7. **Secure GIS Capability:** To the extent to which financial resources permit, explore the feasibility of securing Geographic Information Systems capability.
8. **Community Service Officer:** To the extent to which financial resources permit, explore the feasibility of the creation of a Community Service Officer (CSO) program and hiring CSO's to do non-criminal reporting, accident reporting, lock-outs, and etc.
9. **Patrol Car Video Cameras:** To the extent to which financial resources permit, explore the feasibility of installing video cameras in all patrol cars with the capability of incorporating wireless data communications to provide real time digital recording capability and in-station monitoring of real time video feed for the purpose of decreasing liability and increasing accuracy of traffic stop data recording and reporting.

10. Real-Time Wireless Video Crime-Deterrent/Traffic Control Surveillance

Monitoring and Recording: To the extent to which financial resources permit, explore the feasibility of incorporating real-time digital video surveillance camera at strategic locations throughout the Village and in schools in order to provide live feeds to in-car computers to responding vehicles while recording live feeds in the Village database. The deployment can be through Village purchase and through private business deployment. The locations can be fixed and temporary depending upon the situation and need. The purpose can be crime prevention, evidence collection for solving crimes, improved intelligence while responding to an incident, and/or improved traffic control and safety through deployment at critical intersections on a permanent basis or seasonally.

Fire Department

- 1. Functional Consolidation:** Continue to explore the feasibility of Functional Consolidation with the Bourbonnais Fire Protection District and other area departments in the areas of: a) training; b) maintenance and preventive maintenance of equipment; c) purchasing; d) responses and auto aid, as recommended by the Illinois Fire Chiefs Consulting Service consultants; e) staffing; f) dispatch; g) buildings and future stations due to the “overlapping” of jurisdictions and response areas, as recommended by the Illinois Fire Chiefs Association Consulting Service consultants; h) fire prevention; and, i) public education, in order to improve operating efficiency, the use of tax money, response times and ability, inter-departmental relationships, and public education and fire-safe communities.
- 2. Wireless Mobile Data Communication System:** To the extent to which financial resources permit, explore the feasibility of implementation of a wireless mobile data communication system.
- 3. Secure GIS Capability:** To the extent to which financial resources permit, explore the feasibility of securing Geographic Information Systems capability.
- 4. Increase In-Station Staffing:** To the extent to which financial resources permit, explore the feasibility of increasing “in-station” staffing from two personnel to four as recommended by the Illinois Fire Chiefs Association Consulting Service consultants.
- 5. Shift Lieutenants and Shift Commanders:** To the extent to which financial resources permit, explore the feasibility of having shift lieutenants in addition to Shift Commanders on each 24 hour shift as recommended by the Illinois Fire Chiefs Association Consulting Service consultants.



6. **Additional Fire Stations:** To the extent to which financial resources permit, and dependent upon development and to reduce times, explore the feasibility of building a new fire station near the intersection of Larry Power Road and Cardinal Drive or along Christine Drive, or as determined following consultation with other area departments, as recommended by the Illinois Fire Chiefs Association Consulting Service consultants.
7. **Renovate/Remodel Current Fire Station:** To the extent to which financial resources permit, explore the feasibility of renovating or remodeling the current station to accommodate the needs of the department or alter its function for it to serve as a satellite station, as recommended by the Illinois Fire Chiefs Association Consulting Service consultants.
8. **Acquire Fire and EMS CAD Software:** To the extent to which financial resources permit, fire and EMS CAD software should be purchased from New World Systems or other software that is compatible with the State Fire Marshall and the area resource hospital to manage data that is needed to measure performance with respect to response and deployment and CAD software that will interface between New World and Fire House software so that the fire department can manage their dispatching information, as recommended by the Illinois Fire Chiefs Association Consulting Service consultants.

D. Public Works and Parks

1. Monitor the increase in the amount of major thoroughfares and streets due to annexation and residential development and project the increased requirements for the purchase of additional equipment and the hiring of additional manpower (i.e., explore the need per Village maintenance zone).
2. Identify the source of additional funding for the increased need for repairs and resurfacing of Village streets and thoroughfares that may exceed the availability of Motor Fuel Tax funds.
3. Identify and locate Public Works satellite storage facilities to decrease distance and travel time (see #22).
4. Communicate the diminished schedule for the paving of alleys east of the Canadian National Railroad.
5. Communicate the specification for cul-de-sacs in new residential developments that insures the access and use of existing public works equipment.



6. Discourage the creation of small neighborhood parks in residential developments that require Village maintenance, inspection, and equipment replacement, while encouraging larger regional playgrounds that serve multi-residential developments. Neighborhood parks may be planned, owned, and maintained by neighborhood associations.
7. Explore the creation of a regional storm water retention facility that will decrease the need for individual development detention facilities and related maintenance and that can serve as a recreational area and a means of mitigating flooding downstream on Soldier Creek.
8. Decrease the need for additional personnel by the creation of parks, sports and recreational facilities that utilize large mowing equipment that decreases the time required to maintain the property.
9. Secure engineering and redesign of existing detention facilities and the design of future areas that minimize erosion and discourage the infestation of water fowl through natural foliage growth.
10. Explore and secure OSLAD grants and any and all state and federal grants to supplement Park Fees to acquire land for regional parks, sports, and recreational facilities.
11. Partner with the Bourbonnais Township Park District to acquire the land identified as potential regional parks, sports and recreational facilities that has not as yet been annexed into the Village.
12. Coordinate planning with the Bourbonnais Township Park District to insure maximum utilization of the Park District assets and to avoid duplication with the resources of the Skyline Road recreational complex.
13. Engineer, acquire, and build multi-use paths that connect the regional parks, sports and recreational facilities with all areas of the Village, Perry Farm paths, the Skyline Park paths, the Bradley-Bourbonnais Community High School Armour Road campus, and the Kankakee River trail.
14. Explore the feasibility of funding and securing a professional study for the design of regional parks, sports and recreational facilities that makes maximum utilization of space and function.



15. Secure software and/or partner with the Bourbonnais Township Park District for the scheduling of the facilities, the organization and operation of programs that the addition of regional parks, sports and recreational facilities will necessitate.
16. Explore and acquire the Global Positioning System (GPS) in cooperation with Kankakee County for the aid in the allocation of Public Works resources for routine maintenance and in the event of a natural or manmade disaster or terrorist act.
17. Calculate the number of regional parks, sports and recreational facilities for each square mile of residential development based on lot size, plot the projected number needed, and plot each in the general area of their potential location.
18. Identify and secure easements or requirements for greenways and public open spaces.
19. Design detention facilities for sports and recreational uses by terracing and drainage systems to accommodate soccer, baseball, and softball fields.
20. Design sports complexes in groups of four with backstops in a common area to provide for concessions, press boxes, electrical services, and restroom facilities.
21. Explore the creation of small parks with themes that do not have equipment to maintain, repair, inspect, or replace (i.e., senior parks, interpretive sites, “butterfly parks.”).
22. Determine the optimum size (80, 100, 120 acres) for regional parks and sports and recreation facilities and explore the feasibility of constructing multi-municipal use for each facility (i.e., fire department substation, library substation, wireless network tower, police substation, Public Works satellite storage facilities, etc.).
23. Explore the availability of alternate funding sources and the feasibility of the construction and operation of outdoor and/or indoor municipal facilities for cultural and fine arts performances with sufficient capacity to accommodate patrons for major events.
24. Explore the availability of alternate funding sources and the feasibility of the construction and operation of municipal facilities for the exhibition of historical memorabilia from the community.



25. Replace existing Village identification and welcome signs with those more aesthetically appearing, include landscaping, and identify and erect new signs in appropriate areas where signs current do not exist.
26. Install lighting along Route 50 from I-57 to 6000 North Road.

E. Schools and School Districts

1. **Decrease Density:** The impact of residential development can be mitigated by limiting NR-3 zoning (Single Family Residence -10,000 square foot lots) and the identification and requirement for NR2 (Single Family Residence -15,000 square foot lots), NR1 (Single Family Residence -20,000 square foot lots), ER (Single Family Residence -40,000 square foot lots), and ER PUD (Single Family Residence –Max. Density - .5 Lots/Acre) within district boundaries.
2. **Preserve Potential Commercial and Industrial Property through Zoning:** The impact of residential development can be mitigated by identifying and preserving potential industrial property. In addition, the E.A.V. of the school districts can be increased without the requirement to educate the students of those zoned areas.
3. **Consider School District Consolidation, Dissolution/Annexation, Detachment/Annexation, and Possible Reorganization:** Districts should consider the following in order to insure adequate funding and facilities and available operational resources to maintain quality educational programs and opportunities for all of the students:
 - a) **Consolidation:** The merger of two or more existing districts to create a new district. A school board for the new district will be elected and new tax rates will be developed. The new district may be an elementary district through a consolidation of elementary districts or a new unit school district through the consolidation of elementary district(s) and a high school district(s).
 - b) **Dissolution/Annexation:** All of one school district is incorporated into one or more school districts thereby dissolving the original school district. A new district is not created, a new board is not elected, and the maximum tax rates for the annexing district are not changed.
 - c) **Detachment/Annexation:** A portion of one school district is incorporated into one or more other school districts. This may consist of one or more families

or an area (i.e., subdivision, subdivisions, development, developments, neighborhoods, etc) within the district wanting to attend another school district.²

The considerations should include studies to determine if neighborhood primary and intermediate centers should be created in a reorganization of the new or modified school district(s) or if attendance centers should be created/ maintained to best serve the needs of preschool through eighth grade students and their parents.

- 4. Facilitate School District Financial Forecasting and Long-Range Planning:** School districts that are not already doing so should be encouraged to generate five (5) and ten (10) year financial forecasts and to engage in long-range planning and projections to enhance the opportunity for the creation of alternatives in the problem-solving process. The plans should be used to forecast the number and size of elementary schools necessary to accommodate the increase in student population and the best location(s) of those elementary schools.
- 5. Explore Alternate Methods of School Building and Addition Construction:** School districts that are not already doing so should be encouraged to explore alternate methods of securing additional facilities and classrooms in addition to long-term debt instruments. Lease-purchase of facilities and developer partially funded or constructed neighborhood schools to serve large residential developments should be explored.
- 6. Lobby for Continuation of Illinois Capital Development School Construction Grant Funding:** All entities, public and private should lobby the General Assembly and the Governor of the State of Illinois to secure the funding and to fund the Illinois Capital Development School Construction Grant at the level that is at least consistent with prior appropriations (\$500 million per year).
- 7. Periodically Consider Modification of School Impact Fee Amount:** As the actual impact of the residential developments becomes evident, the School Impact Fee should be annual reviewed and adjusted as needed based upon the development of other factors.
- 8. Support BBCHS Phased High School Construction Plan:** The phased high school construction plan of BBCHS should be supported and encouraged as the most logical, rational, reasonable, and effective solution to a complex problem.

²<http://www.isbe.state.il.us>



9. **Plan for the Creation of Safe Avenue to Schools:** Alternate travel modes will need to be created including sidewalks and trails to neighborhood schools and/or attendance centers, bus stops, and the high school rather than reliance upon walking along the section line roadway or in the streets.
10. **Collector Streets Through Residential Subdivisions:** Require collector streets that are wider and with fewer curb-cuts than typical residential street that traverse new developments to serve as alternate routes to the new high school campus and to improve access to arterial routes.

F. Commercial, Industrial, and Residential Development

Commercial Development

1. Preserve and market appropriate intersections of arterial and collector roads for commercial developments.
2. Preserve and market all of Illinois Route 50 for commercial development.
3. Preserve and market as much as possible of Cardinal Drive (2000 East Road), St. George Road (5000 North Road) and (6000 North Road) for commercial developments.
4. Preserve 300 to 350 feet where appropriate adjacent to arterial and collector roads for local commercial service centers with limited curb cuts and access via shared entrance drives.
5. Identify the following “loosely” defined commercial areas on a map for reference purposes: Route 50 North Commercial Retail Area, Route 50 Middle Commercial Retail Area, Route 50 Southern Commercial Retail Area, Downtown Broadway East, Downtown Broadway West, and the Route 45 Mixed Use Area.
6. Aggressively market all vacant remaining B-1 and B-2 properties along the Illinois Route 50 Central and South Retail Areas..
7. Identify economic incentives and assist in any way possible in the redevelopment of blighted, potential commercial property on Illinois Route 50 north of I-57 and south of McKnight Road.



8. Secure professional public relations and marketing agencies to design and produce materials to market commercial property in the Village and the Extra Jurisdictional Planning Area.
9. Secure the services of professional commercial real estate brokers to market commercial properties in the Village and in the Extra Jurisdictional Planning Area.
10. Prepare or have prepared commercial site selection information for dissemination to site selectors and for dissemination on the professionally designed and maintained Village economic development web site.
11. Explore means of providing better access to existing B-3 zoned property (Village Center Shopping) south of Northfield Square Mall.
12. Consider completing special studies of the Central and South Commercial, Downtown Broadway, and Route 45 Mixed Use areas.
13. Factor the feasibility of the third airport in the land use plan for Skyline Road, North Street, and 6000 North Road.
14. Factor the possibility of the extension of the Metra to the area in land use planning and explore the inclusion of the station within the village.

Industrial Development

1. Market all vacant industrial properties between North Street (2000 North Road) and Grinnel Road (1000 North Road) from I-57 to Skyline Road (4000 East Road).
2. Market all vacant identified industrial properties along 6000 North Road corridor from Cardinal Drive (2000 East Road) east to connect with the Diversatech Campus, by encouraging light industrial and distribution centers.
3. Identify alternative sources of income and assist in any way possible in the development of any industrial property.
4. Secure professional public relations/marketing agencies to design and produce materials to market industrial property in the Village and the Extra Jurisdictional Planning Area.



5. Secure the services of professional industrial real estate brokers to market commercial properties in the Village and in the Extra Jurisdictional Planning Area.
6. Prepare or have prepared industrial site selection information for dissemination to site selectors and for dissemination on the professionally designed and maintained Village economic development web site.
7. Seek to secure the funds necessary to provide infrastructure improvement for industrial sites.
8. Maintain contacts to assist existing industrial companies and facilitate expansion and continued presence in the area.
9. Participate in the Tri-Village Plan to facilitate commercial and industrial development in the vicinity the proposed 6000 North Road/I-57 interchange.
10. Explore the construction of a truck route to link Eastgate Industrial Drive and the 312 Exit of I-57 with Cardinal Drive at North Street.
11. Insure compatibility between industrial sites and adjacent land usage.
12. Actively market railroad and interstate proximity to industrial parks and areas.
13. Factor the feasibility of the third airport in land use plan of Skyline Road and 6000 North Road.

Residential Development

1. Limit NR-3 (10,000 s.f. lots) zoning to existing annexed property and select infill areas.
2. Reduce potential population density in the Village's 1.5 mile extraterritorial jurisdiction area by supporting NR1, NR2, and ER zoning.
3. Encourage the use of LID (Low Impact Design) concepts to minimize environment impacts of residential development and maximize the efficiency of public infrastructure where appropriate.
4. Market and encourage commercial and industrial development in all areas east of Illinois Route 50.



5. Show preference to limit the use of multi-family zoning (NR-5) in conjunction with commercial developments providing pedestrian convenience for shopping and services.
6. Encourage the construction of senior citizen housing and developments.
7. Encourage the creation of green space in residential developments.
8. Secure professional planning services to create a plan for maintaining, re-developing, reinventing, rehabbing, and preserving the single-family and mixed use nature of Hybrid Bradley (older subdivisions of the Village with typically small lots and service alleys) to preserve the availability of lower priced homes where young couples can purchase their starter home or others can down-size to a smaller home.
9. Identify the “loosely” defined limits of Hybrid Bradley on a planning map.
10. Encourage diversity in the size and price of homes in the village.
11. Factor the possibility of the extension of the Metra to the area in land use planning.
12. Require the construction of Neighborhood Collector roads through new developments to ease congestion on Arterial and Collector roads and access to the interstate.

F. Downtown Broadway and Hybrid Bradley

1. Develop a program to annually identify several aging or deteriorating buildings in Downtown East and West Broadway and use all available means to promote renovation or removal.
2. Explore the reconfiguration of West Broadway Street striping to provide for bicycle lanes and the reduction of the pedestrian peninsulas, the removal of the trees, and the replacement of the paving bricks with colored textured concrete or asphalt.
3. Explore the reconfiguration of West Broadway Street striping to three lanes (a lane in each direction with a center turn lane), diagonal parking along the south side of the street, and a bicycle lane on the north side of the street. Consider merits of limiting access to West Broadway from side streets on the north side of West Broadway by closing some of the streets at the service alley behind establishments on the north side of the street.

4. Encourage the location of a Metra station along West Avenue, south of West Broadway, while incorporating the redevelopment of Downtown Broadway, the development of a commuter retail center with Metra station, commuter parking south of complex to Brookmont Blvd., pedestrian railroad underpasses near Goodwin/Eric Streets and East Broadway/Grove Streets for ease of pedestrian access for commuters from East Bradley, and the incorporation of multi-use trails in all aspects of the development and station.
5. Encourage the development of additional professional services along Broadway Street.
6. Explore the creation of a multi-use path along Perry Street to serve as the Trans-Bradley Multi-Use Path linking Bradley to the Perry Farm paths.
7. Seek and secure alternative funding (i.e. IDOT Transportation Enhancement Grant, Illinois Safe to School Grant, etc.) and provide for a multi-use path along one side of East Broadway Street and Schuyler Avenue to complete the Trans-Bradley Multi-Use Path and provide safe access to school bus stops in East Bradley.
8. Explore the feasibility of constructing multi-use path railroad underpasses at Goodwin/Eric Streets and East Broadway/Grove Streets.
9. Explore alternative funding and the feasibility of providing lighting along appropriate segments of multi-use paths.
10. Emphasize Code Enforcement efforts to insure continued compliance in all residential, commercial, and industrial areas.
11. Explore alternative funding sources and explore options for the restoration and improvement of the Main and North Branch of Soldier Creek.
12. Explore alternative funding sources and establish an affordable, consistent size and location sidewalk construction program and schedule where sidewalks do not exist and a replacement schedule to replace sidewalks in disrepair.
13. Explore the development of a theme or means of attracting specialty or thematic consumers to Downtown West Broadway area consistent with the existence of a bicycle path.
14. Encourage Village youth to identify preferred establishments to locate in the area.



15. Explore the feasibility of creating green spaces (picnic areas – benches – trees) along West Broadway Street.
16. Explore the feasibility of creating additional off-street parking along West Broadway Street and a plan for the improvement of private lots.
17. Explore alternative funding and the feasibility of securing professional consultants to provide a comprehensive study for the renovation, historical theme, or façade standardization of West Broadway and continued maintenance and attractive appearance of all of Hybrid Bradley.

**SECTION IX
PLANNING MAPS**

A. Transportation Plan Map

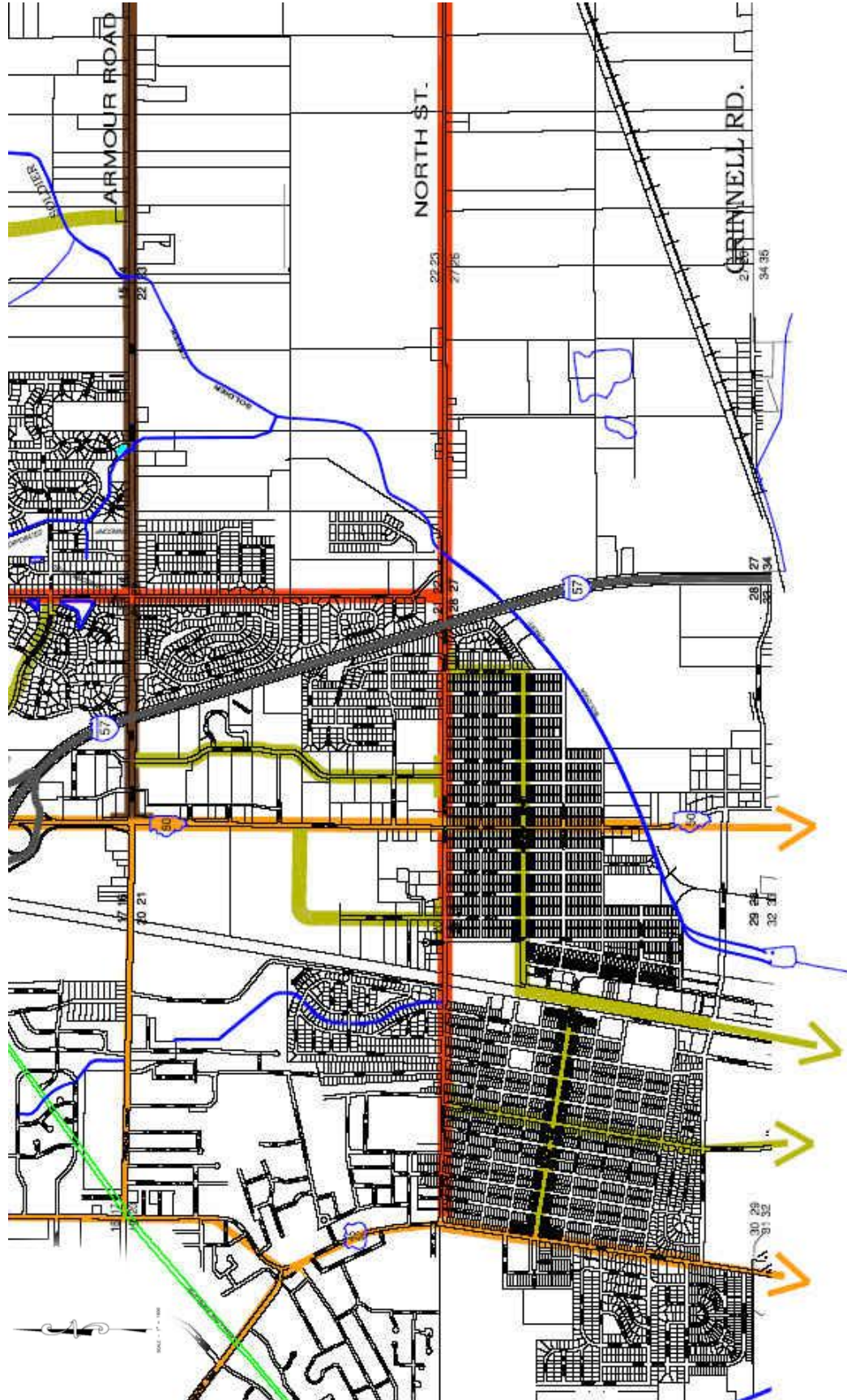
The Transportation Plan Map is a drawing that highlights several important existing and proposed roadways. These include:



The map is meant to relate roadways to the design standards of the Village of Bradley and other agencies. This map shall be used as a guide to preserve right-of-way, communicate expectations to developers, and plan specific roadway improvements.

Note: Whole Planning Map not shown.

VILLAGE OF
BRADLEY
COMPREHENSIVE PLAN
A. TRANSPORTATION PLAN MAP

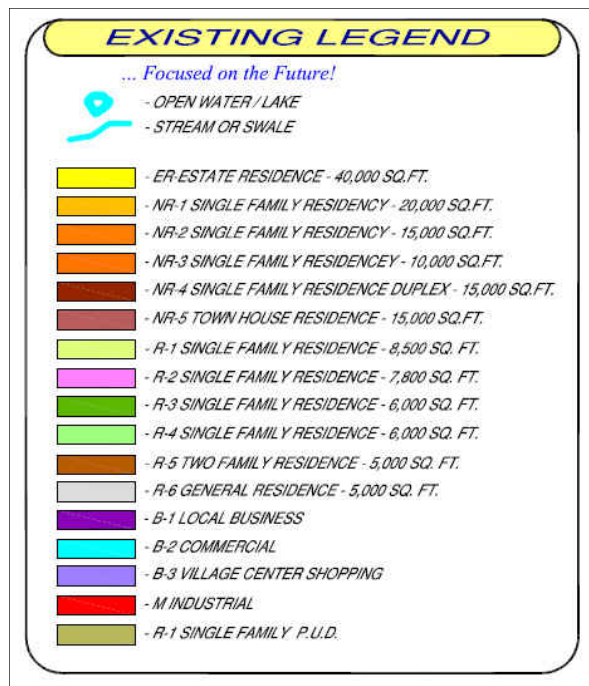


B. Sanitary Sewer and Stormwater System Map

The Village of Bradley maintains a Sanitary Sewer and Stormwater System Map. A portion of the map is schematic. The other portion is data within the Village’s GIS. This map is not attached to this document, but it may be viewed by contacting the Village’s Department of Utilities.

C. Zoning, Street, and Corporate Limit Map

The Village of Bradley adopts an “official” Zoning, Street, Corporate Limit, and Address map each year. This map is amended when zoning amendments, annexation of properties, or the platting of new streets necessitates. The “Zoning, Street, and Corporate Limit Map” provided with this document is meant to provide a reasonably current source of information for planning purposes. The “official” map along with other confirming documents such as annexation agreements, subdivision, and zoning amendment ordinances should be referenced when particular land uses and plans are proposed.

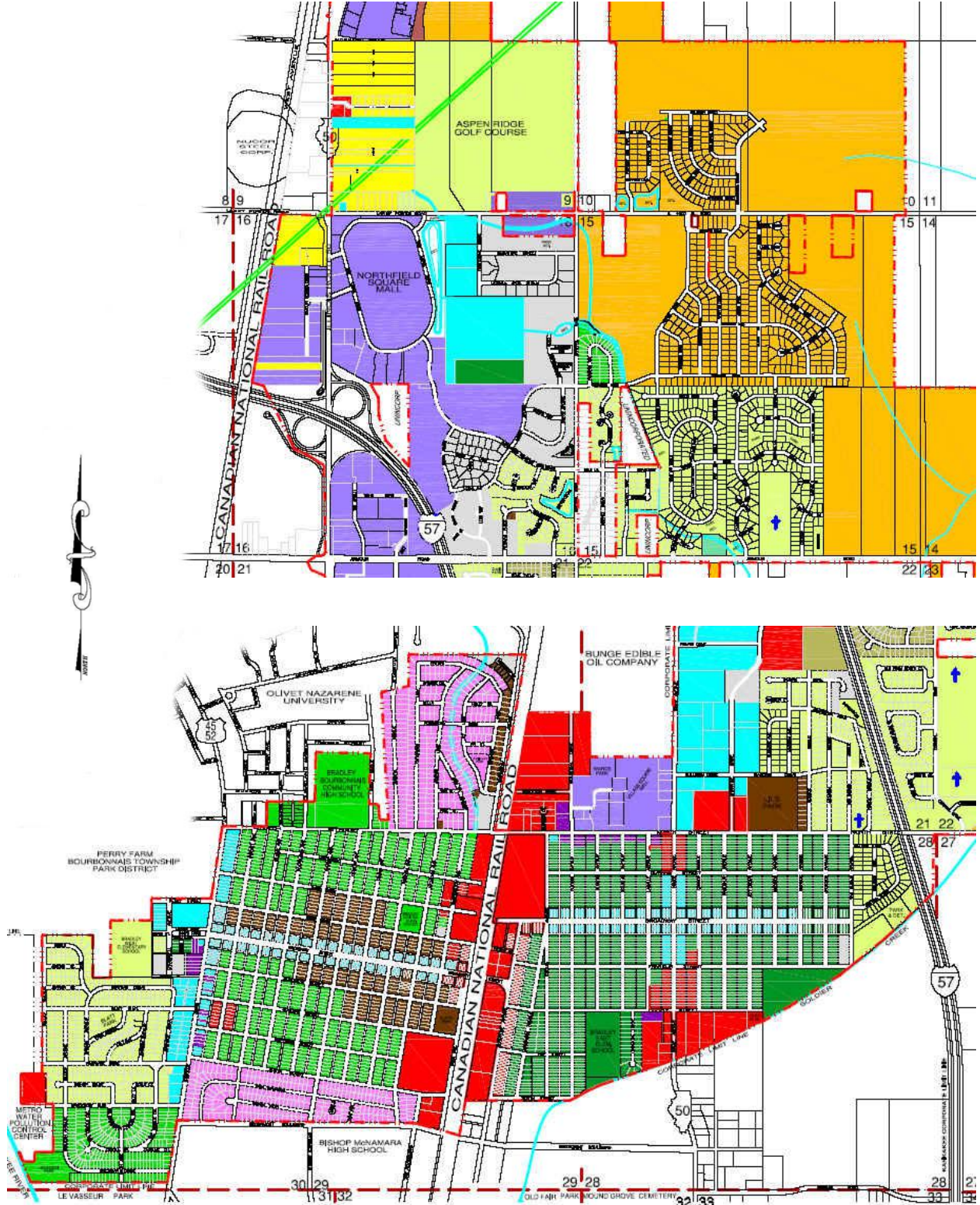


Zoning, Street, & Corporate Limit
 Map legend



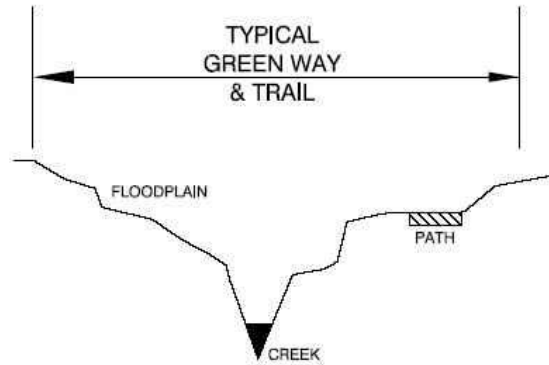
VILLAGE OF
BRADLEY
COMPREHENSIVE PLAN
C. ZONING, STREET, & CORPRATE LIMIT MAP

Note: Whole Planning Map not shown.

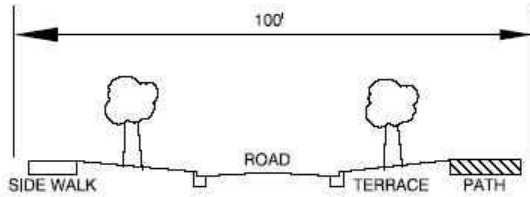


D. Parks, Trails, and Greenways Plan Map

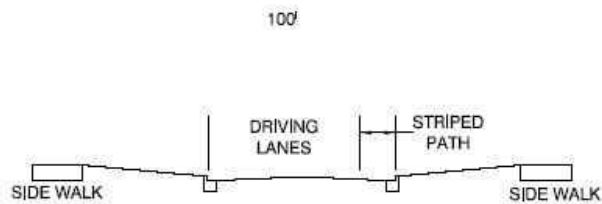
The Parks, Trails, and Greenways Plan Map is a drawing that depicts important existing and proposed recreational resources. The map communicates the Village's plan to provide multi-use paths to connecting neighborhoods, shopping districts, educational facilities, and parks.









TYPICAL ROAD SIDE MULTIUSE PATH



TYPICAL ON-ROAD PATH



-  APPROXIMATE VILLAGE LIMITS
-  POSSIBLE GREEN WAY LIMITS
-  PROPOSED MULTI-USE PATH ROUTE
-  EXISTING PARK (2006)
-  SQU
THERE ARE SUGGESTED COMMUNITY PARK SITES
-  SCHOOLS

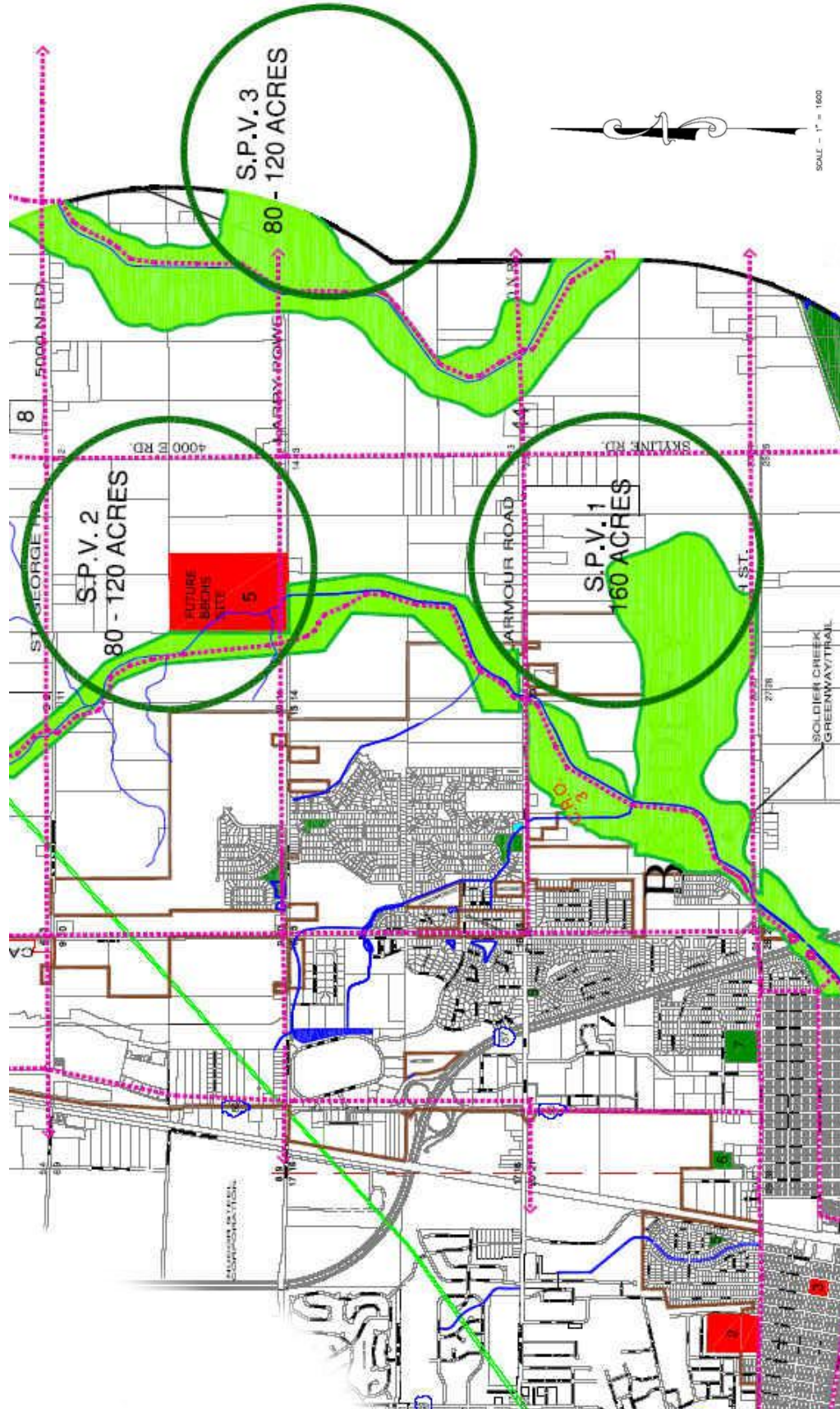
The map shall be used as a guide to preserve green spaces, communicate expectations to developers, and plan regional park settings.

Parks, Trails, & Greenways Plan Map legend

VILLAGE OF **BRADLEY** COMPREHENSIVE PLAN

Note: Whole Planning Map not shown.

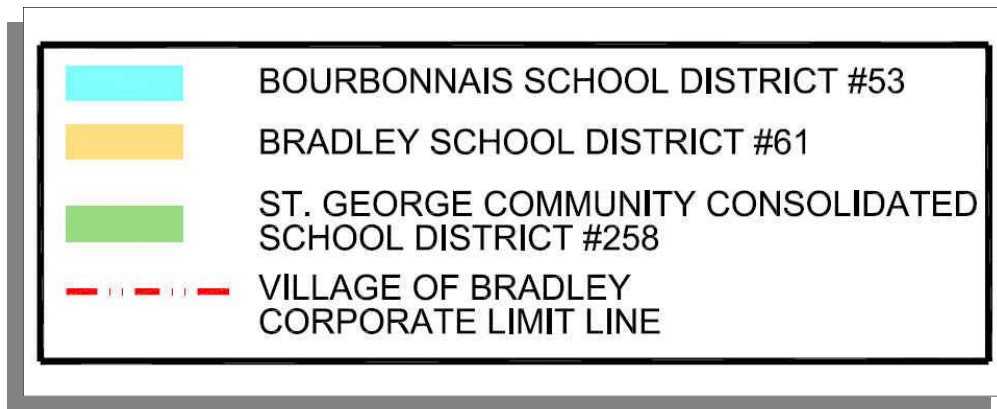
D. PARKS, TRAILS & GREENWAYS PLAN MAP





E. School District Boundary Map

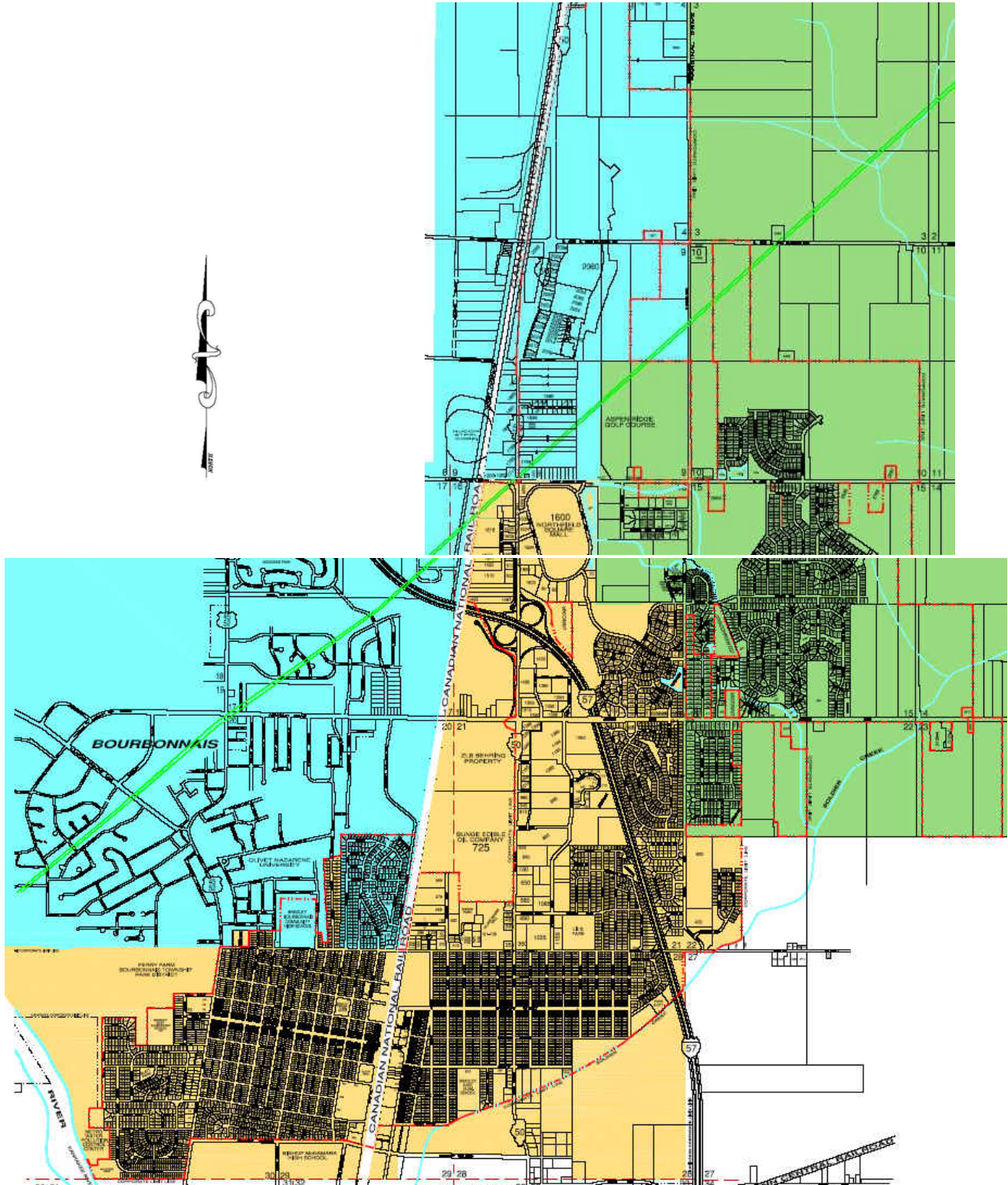
The Iroquois-Kankakee Regional Office of Education published a school district boundary map in cooperation with the Kankakee County Regional Planning Department in May of 2003. This map has been attached as a planning reference. More current resources, such as the County Recorder’s Office or individual school district officials should be consulted when district boundaries must be known with certainty.



School District Boundary Map legend

VILLAGE OF
BRADLEY
OFFICIAL
SCHOOL DISTRICT MAP
MARCH 28, 2007

Note: Whole Planning Map not shown.





F. Land Use Plan Map

The Land Use Plan Map is a drawing that shows the Village's preference for uses on lands in its 1.5 mile extra-territorial boundary. This drawing is meant to be used as a guide only. The Village will evaluate each proposed use based on its own merit.

The Land Use Plan Map shall be an important component of this evaluation. The map does not in anyway guarantee any particular use will be approved or prohibited.

EXISTING LEGEND

... Focused on the Future!

- OPEN WATER / LAKE
- STREAM OR SWALE
- ER-ESTATE RESIDENCE - 40,000 SQ.FT.
- NR-1 SINGLE FAMILY RESIDENCY - 20,000 SQ.FT.
- NR-2 SINGLE FAMILY RESIDENCY - 15,000 SQ.FT.
- NR-3 SINGLE FAMILY RESIDENCY - 10,000 SQ.FT.
- NR-4 SINGLE FAMILY RESIDENCE DUPLEX - 15,000 SQ.FT.
- NR-5 TOWN HOUSE RESIDENCE - 15,000 SQ.FT.
- R-1 SINGLE FAMILY RESIDENCE - 8,500 SQ. FT.
- R-2 SINGLE FAMILY RESIDENCE - 7,800 SQ. FT.
- R-3 SINGLE FAMILY RESIDENCE - 6,000 SQ. FT.
- R-4 SINGLE FAMILY RESIDENCE - 6,000 SQ. FT.
- R-5 TWO FAMILY RESIDENCE - 5,000 SQ. FT.
- R-6 GENERAL RESIDENCE - 5,000 SQ. FT.
- B-1 LOCAL BUSINESS
- B-2 COMMERCIAL
- B-3 VILLAGE CENTER SHOPPING
- M INDUSTRIAL
- R-1 SINGLE FAMILY P.U.D.

PROPOSED GROWTH

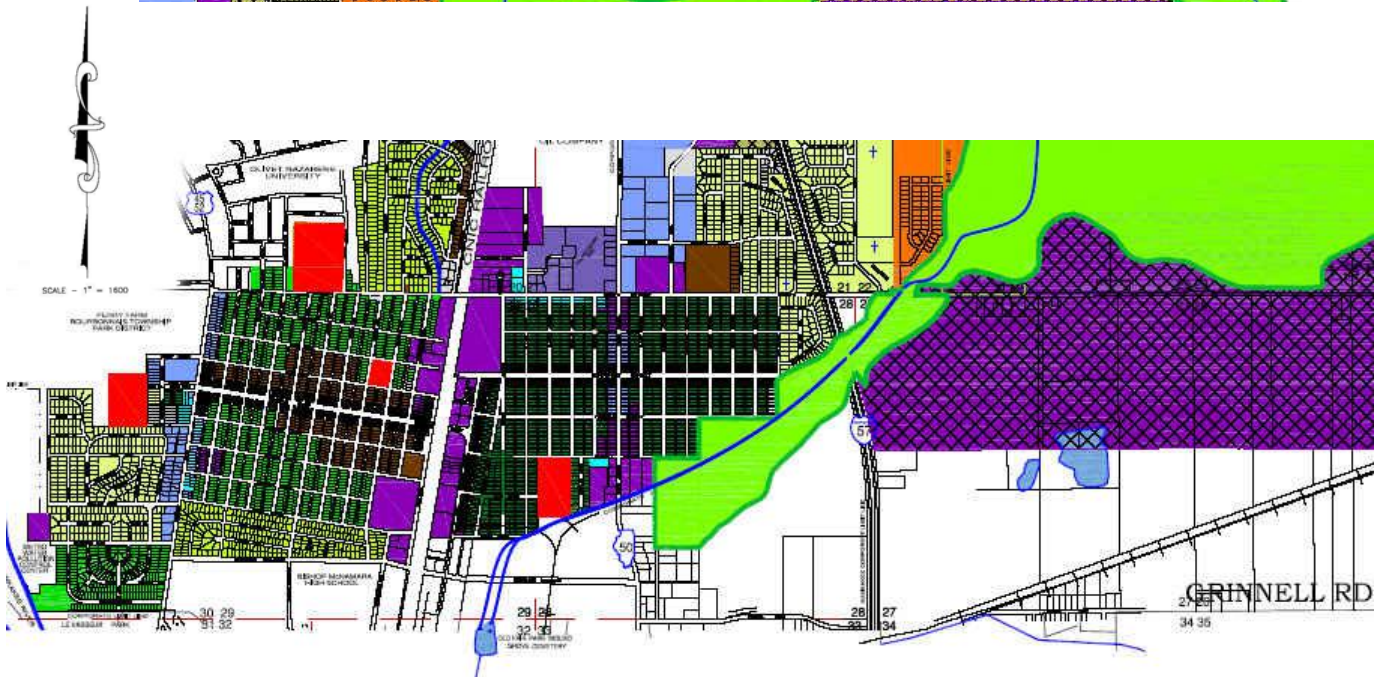
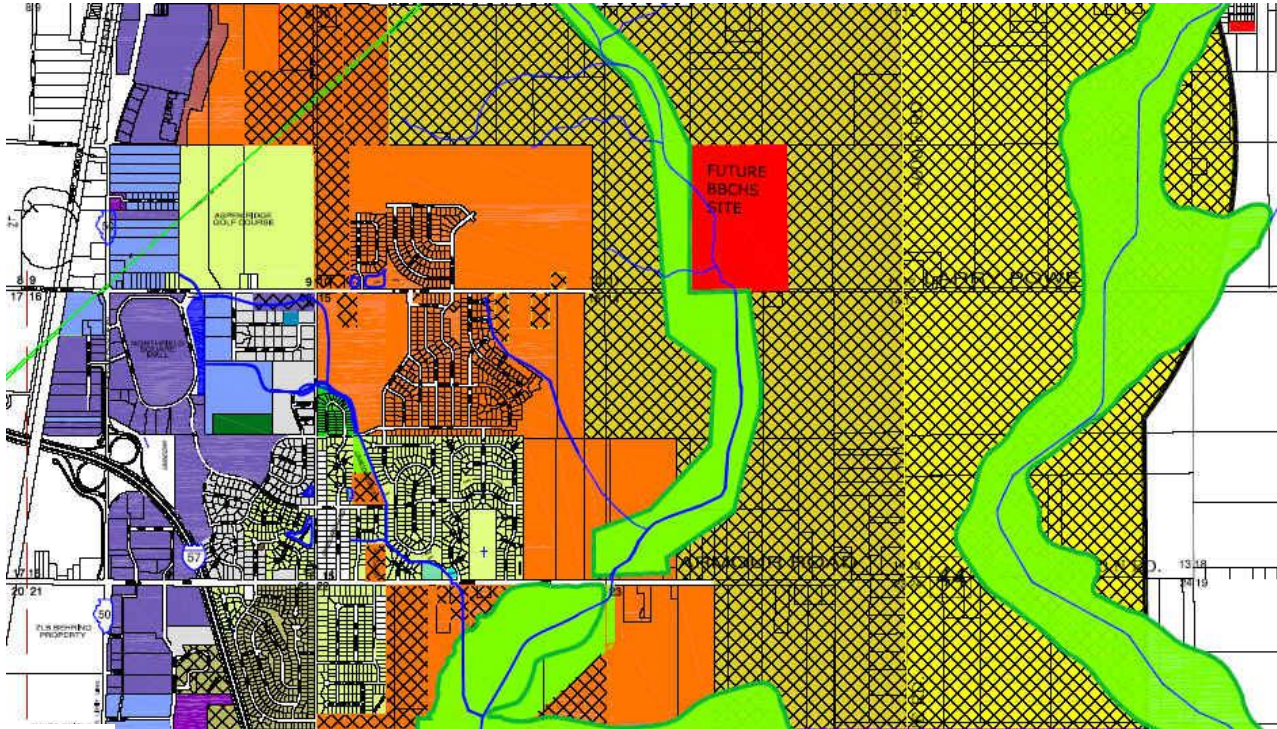
- FUTURE OFFICE & INDUSTRIAL GROWTH OPPORTUNITIES
- FUTURE RETAIL, OFFICES, & LIGHT INDUSTRIAL GROWTH OPPORTUNITIES
- FUTURE NR3 OPPORTUNITIES
- FUTURE RESIDENTIAL GROWTH OPPORTUNITIES (1.5 UNITS/ACRE, NET DENSITY)
- FUTURE ESTATE RESIDENTIAL GROWTH OPPORTUNITIES (0.9 UNITS/ACRE, NET DENSITY)

Land Use Plan Map legends (above, left)



VILLAGE OF
BRADLEY
COMPREHENSIVE PLAN
F. LAND USE PLAN MAP

Note: Whole Planning Map not shown.









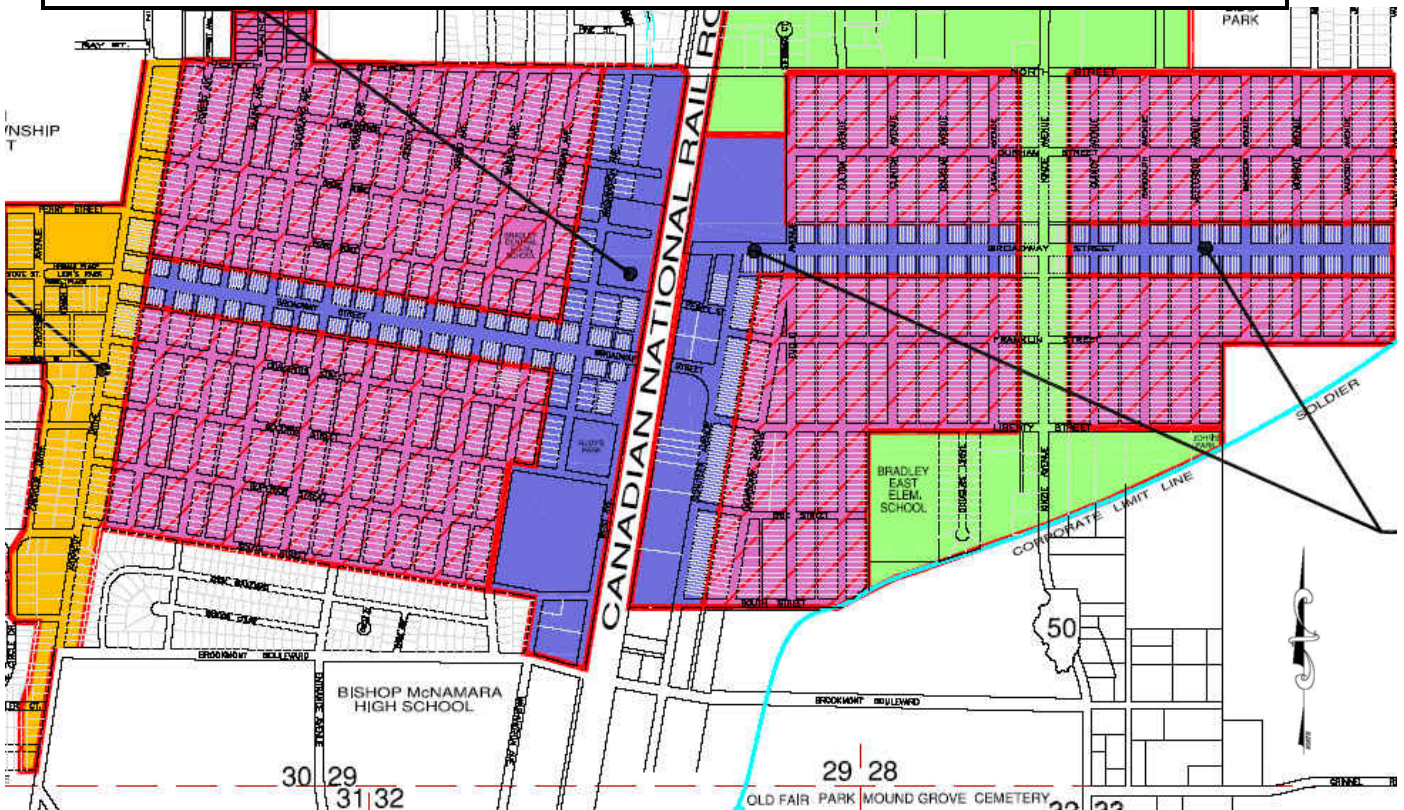
G. Special Areas Location Map

The Special Areas Location Map is a drawing that shows the approximate location and limits of several areas referenced in the Comprehensive Plan (e.g. Downtown Broadway East). The areas have no formal status, but may serve as a starting point for future studies, plans, and improvement initiatives.

VILLAGE OF
BRADLEY
COMPREHENSIVE PLAN
G. SPECIAL AREAS LOCATION MAP

- | | |
|---|---|
|  DOWNTOWN BROADWAY EAST/WEST |  ROUTE 45 MIXED USE AREA |
|  HYBRID BRADLEY |  ROUTE 50 SOUTH COMMERCIAL AREA |

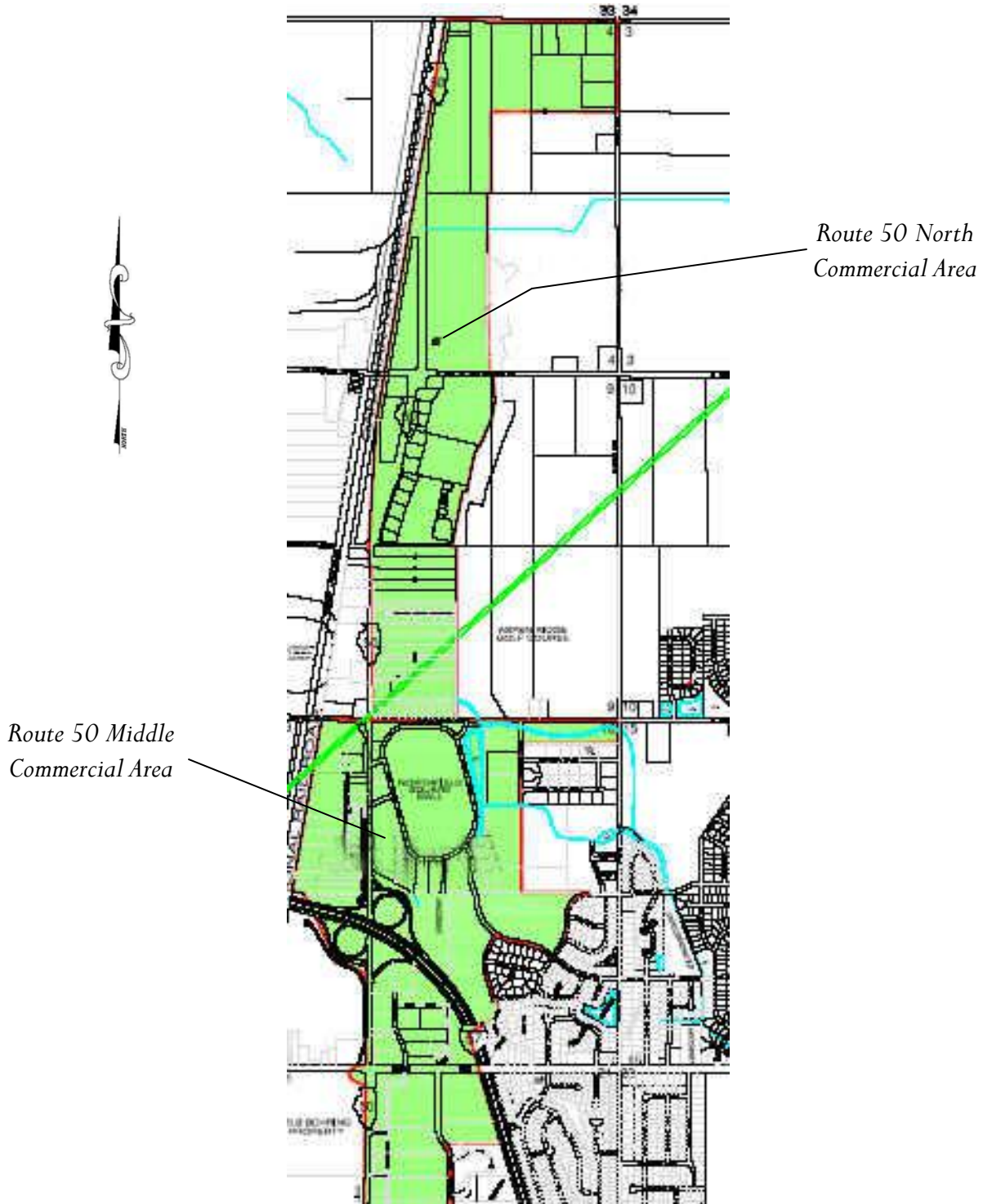
Note: Whole Planning Map not shown.





VILLAGE OF
BRADLEY
COMPREHENSIVE PLAN
G. SPECIAL AREAS LOCATION MAP

Note: Whole Planning Map not shown.



PART C

IMPLEMENTATION & SPECIAL STUDIES



Downtown West Broadway Lighting Project

- ◆ SECTION X IMPLEMENTATION (PROJECTS, ORDINANCES, ETC.)
- ◆ SECTION XI SPECIAL STUDIES AND PLANS



SECTION X IMPLEMENTATION (PROJECTS, ORDINANCES, ETC.)

2006-2007

A. Soldier Creek Interceptor Sewer Project

The Soldiers Creek Interceptor Sewer project was completed in 2006-2007. The sanitary sewer serves existing and future home owners and businesses east of I-57.

B. Revised Landscape Standards for New Developments (Ord. 0-9-06-01)

The Village of Bradley adopted a comprehensive revision to their landscape standards in 2006. These new standards are found in Chapter 20 of the Village Code.

C. Revised Standards for Stormwater Management, Sedimentation, and Erosion Control (Ord. 0-8-06-01)

The Village of Bradley adopted a comprehensive revision to their Stormwater Management, Sedimentation, and Erosion Control Ordinance in 2006. The revised ordinance is based on a model ordinance published by the Kankakee County Planning Department.

D. Downtown West Broadway Lighting Project

The Village of Bradley replaced the street lighting along Broadway Street in the Downtown Bradley West area. Decorative street poles were installed along with a pedestrian lighting element.

2008

E. Cardinal Drive Widening Project

The Village of Bradley plans to improve the two-lane rural Cardinal Drive segment from Armour Road to Larry Power Road. A three or four lane urban roadway with a multi-use path is planned.



SECTION XI
SPECIAL STUDIES AND PLANS

A. Soldier Creek Watershed Study

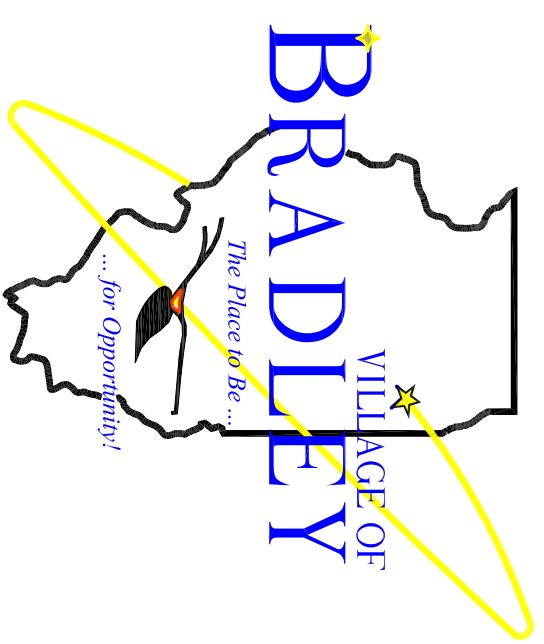
The Village of Bradley completed two parts of a three part study of Soldier Creek in 2005-2006. A watershed water resource inventory and assessment has been completed. Grant funds are being sought to fund part three of the study which is a management plan.

B. Safe Routes to Schools Program

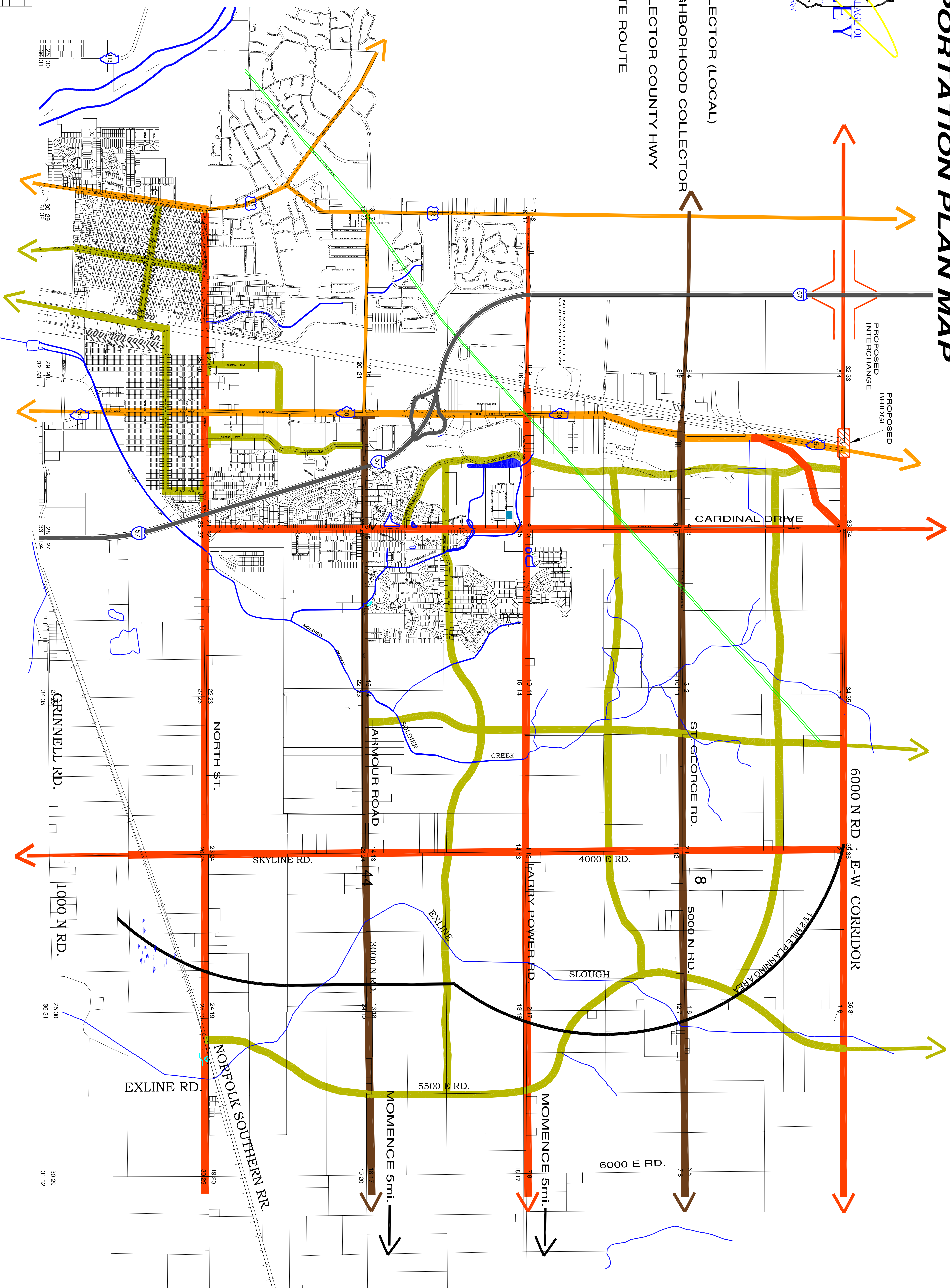
The Village of Bradley has prepared a plan and proposal and has applied for grant money to support efforts to increase safety for children walking to school. These efforts would include education, signage, walk-way striping, and the construction of sidewalks and multi-use paths. The 2007 grant application was sent to IDOT who administers funds for the federal "Safe Routes to School" program.

VILLAGE OF BRADLEY

COMPREHENSIVE PLAN A. TRANSPORTATION PLAN MAP



- COLLECTOR (LOCAL)
- NEIGHBORHOOD COLLECTOR
- COLLECTOR COUNTY HWY
- STATE ROUTE



AMENDED	DATE

ADOPTED APRIL 23, 2007

Sanitary Sewer

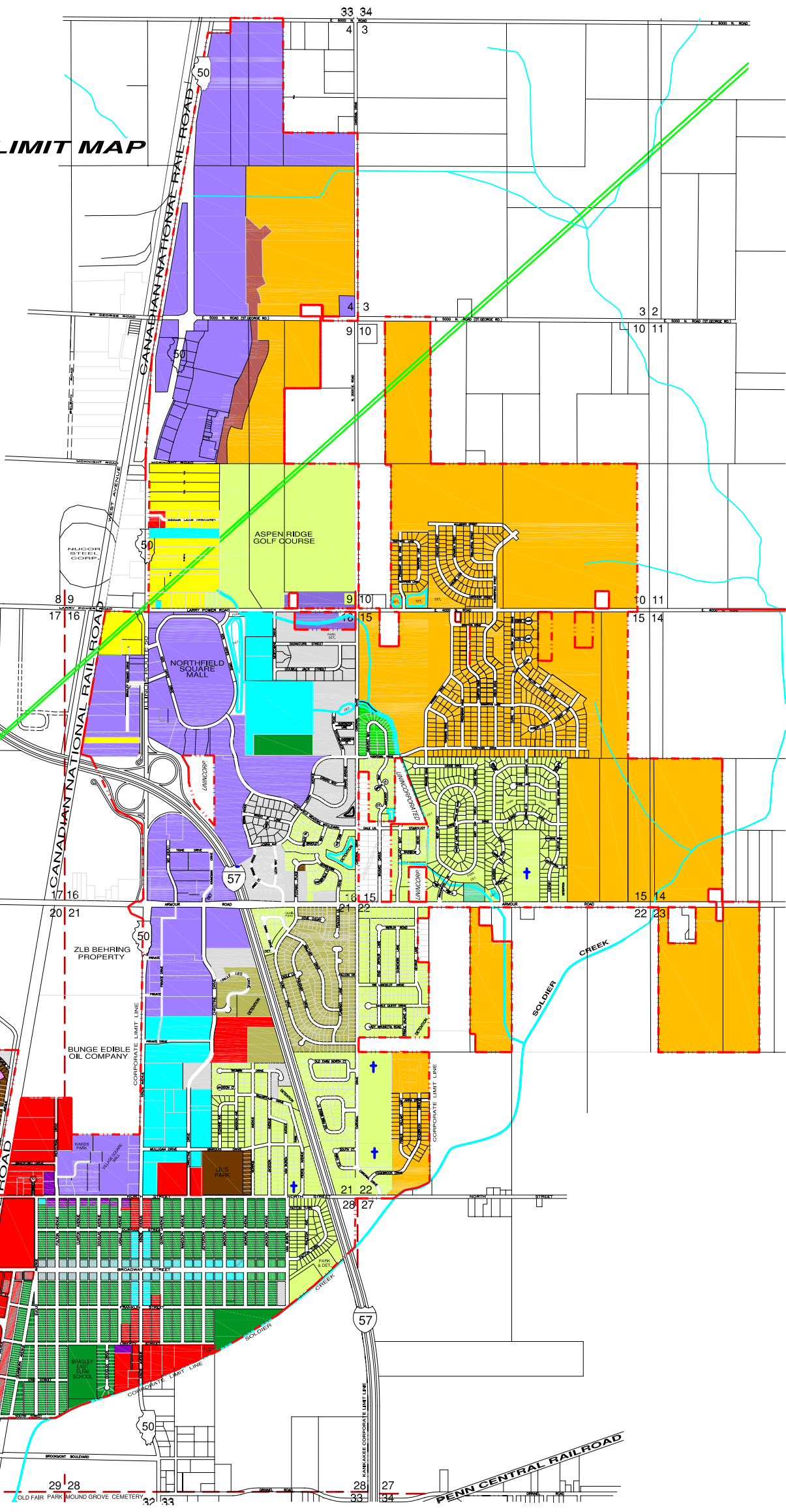
And

Stormwater System Map



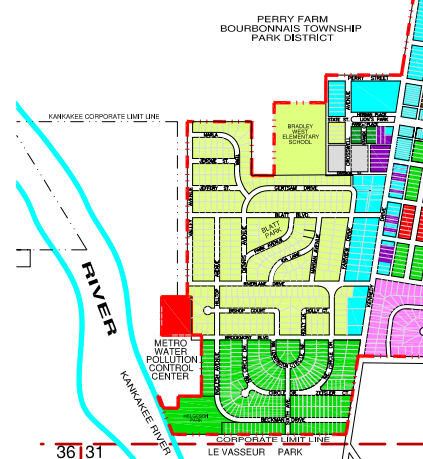
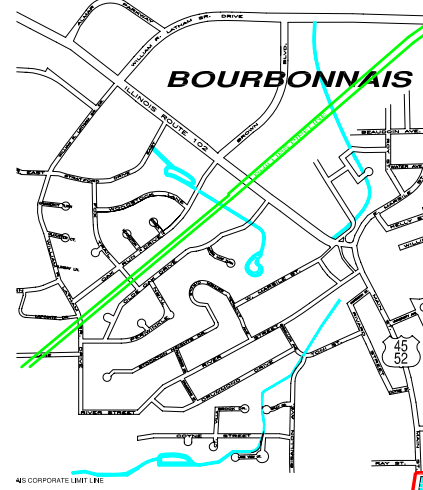
This map is part of the Village of Bradley Geographic Information System. Contact the Department of Utilities with questions regarding system information.

VILLAGE OF
BRADLEY
 COMPREHENSIVE PLAN
 C. ZONING, STREET, & CORPRATE LIMIT MAP



EXISTING LEGEND
 ... Focused on the Future!

- OPEN WATER / LAKE
- STREAM OR SWALE
- ER-ESTATE RESIDENCE - 40,000 SQ. FT.
- NR-1 SINGLE FAMILY RESIDENCE - 20,000 SQ. FT.
- NR-2 SINGLE FAMILY RESIDENCE - 15,000 SQ. FT.
- NR-3 SINGLE FAMILY RESIDENCE - 10,000 SQ. FT.
- NR-4 SINGLE FAMILY RESIDENCE DUPLEX - 15,000 SQ. FT.
- NR-5 TOWNHOUSE RESIDENCE - 15,000 SQ. FT.
- NR-1 SINGLE FAMILY RESIDENCE - 8,000 SQ. FT.
- NR-2 SINGLE FAMILY RESIDENCE - 7,000 SQ. FT.
- NR-3 SINGLE FAMILY RESIDENCE - 6,000 SQ. FT.
- NR-4 SINGLE FAMILY RESIDENCE - 4,000 SQ. FT.
- NR-5 TOWNHOUSE RESIDENCE - 5,000 SQ. FT.
- NR-6 GENERAL RESIDENCE - 8,000 SQ. FT.
- LB-1 LOCAL BUSINESS
- LB-2 COMMERCIAL
- LB-3 VILLAGE CENTER SHOPPING
- IM INDUSTRIAL
- IR-1 SINGLE FAMILY P.U.D.

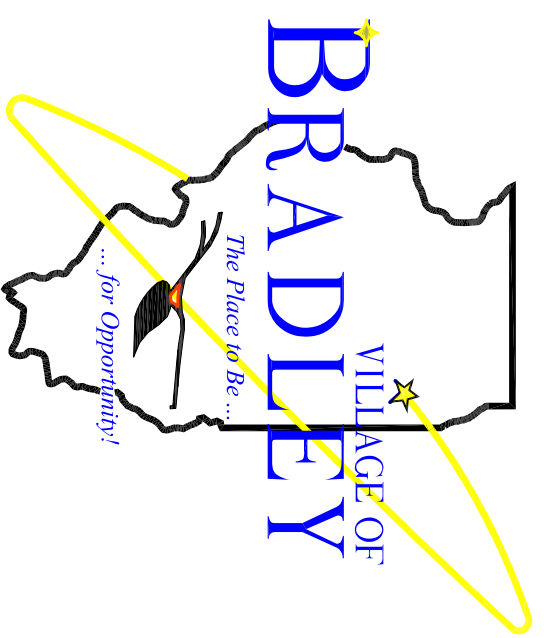


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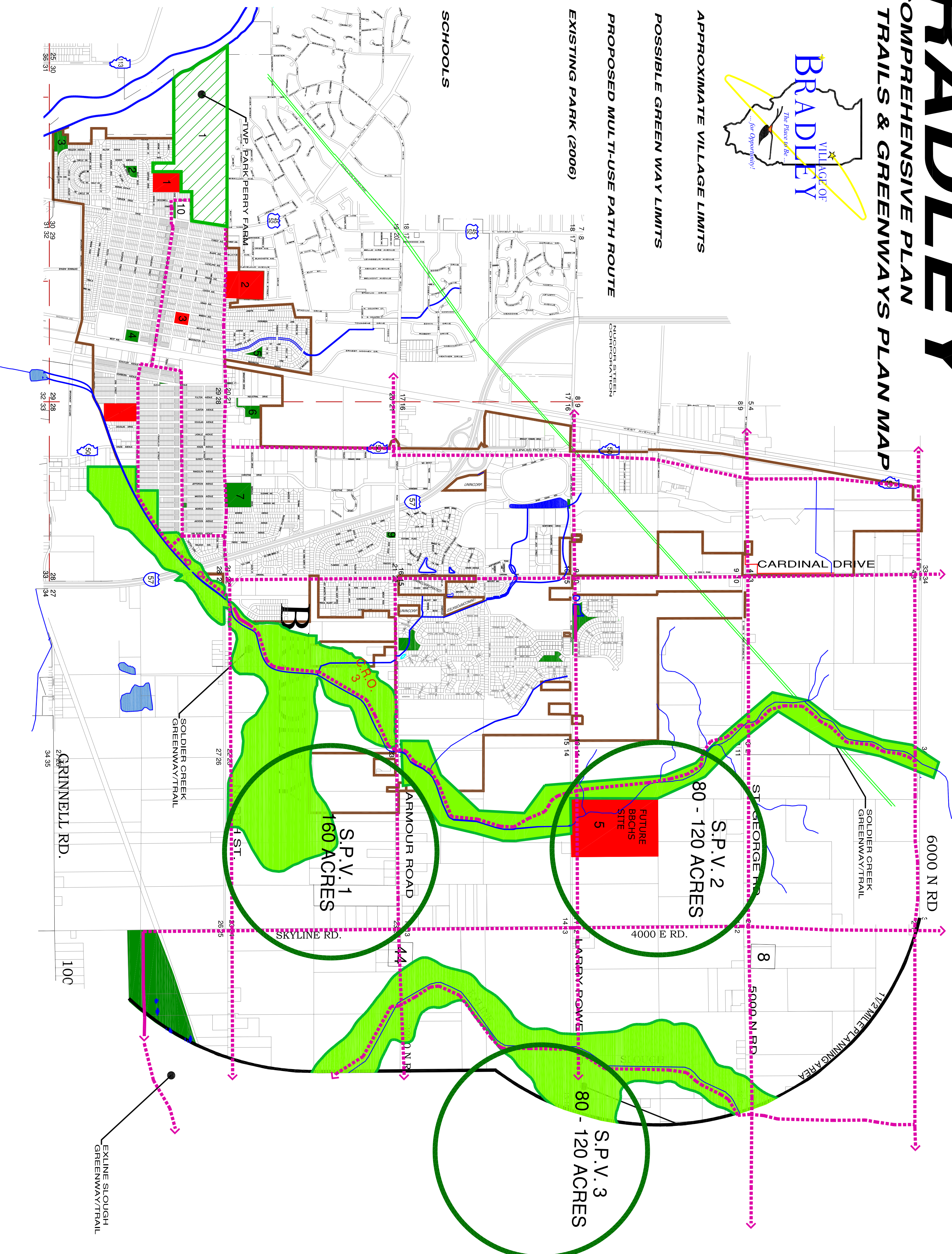
MIA
 BASED ON MAP
 ADOPTED MARCH 28, 2007

VILLAGE OF BRADLEY

COMPREHENSIVE PLAN D. PARKS, TRAILS & GREENWAYS PLAN MAP



- APPROXIMATE VILLAGE LIMITS
- POSSIBLE GREEN WAY LIMITS
- PROPOSED MULTI-USE PATH ROUTE
- EXISTING PARK (2006)
- S.P.V. THESE ARE SUGGESTED COMMUNITY PARKS
- SCHOOLS

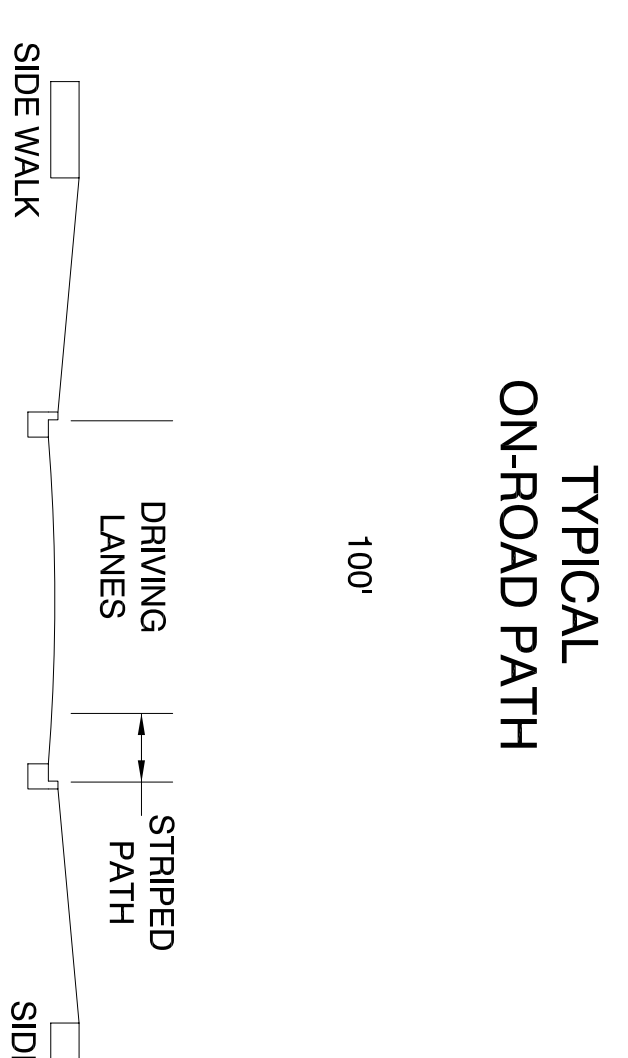
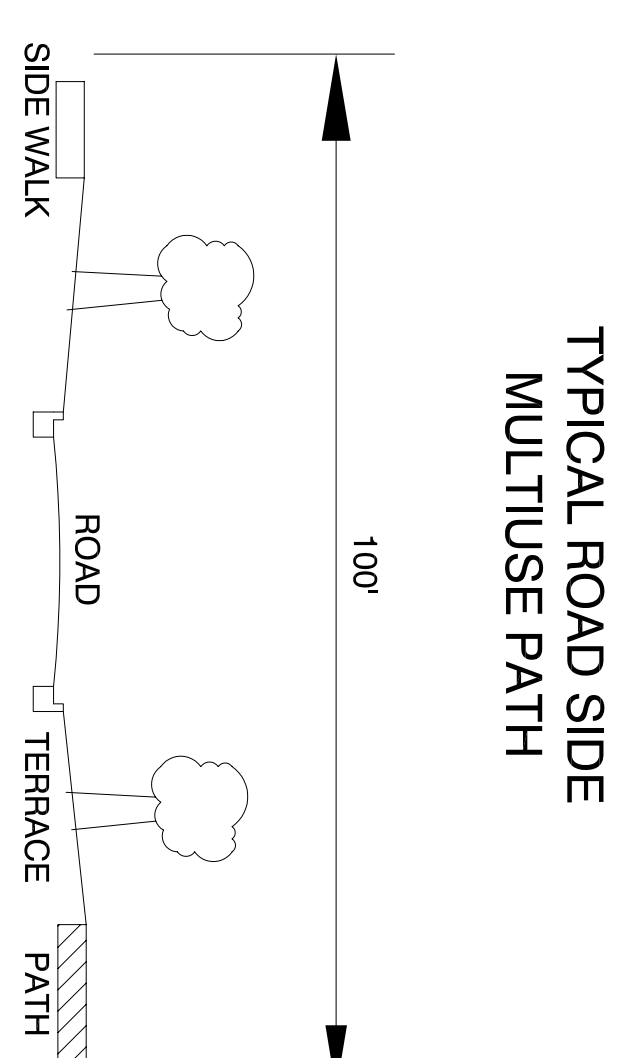
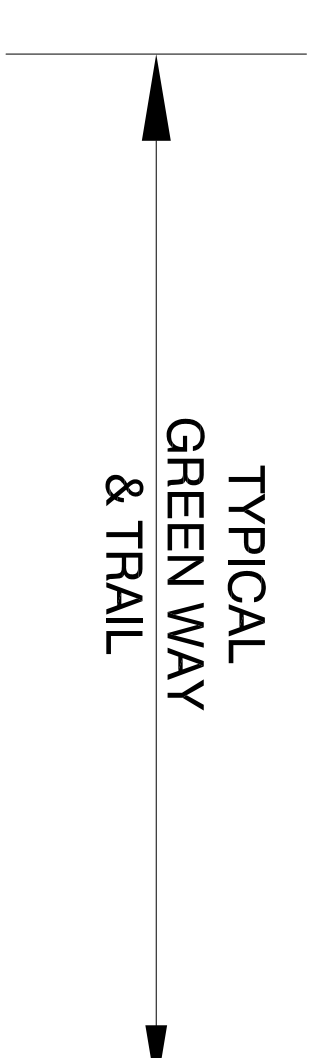
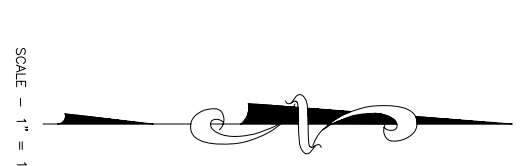


PARKS

1. PERRY FARM
2. BLATT PARK
3. HELGESSON PARK
4. RUDY'S PARK
5. PONIKVYAR PARK
6. WARD'S PARK
7. LIL'S PARK
8. JOHN'S PARK
9. QUAIL PARK
10. LIONS PARK

SCHOOLS

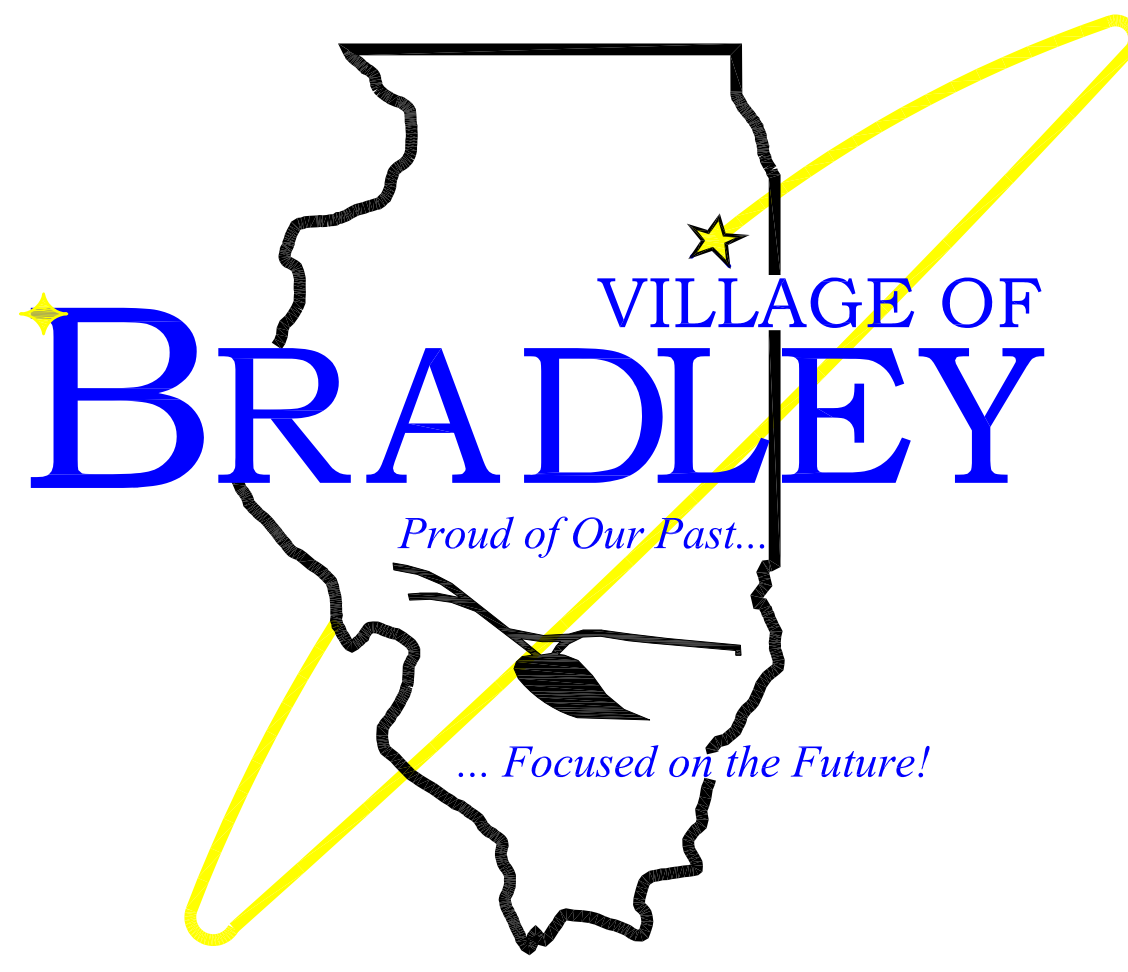
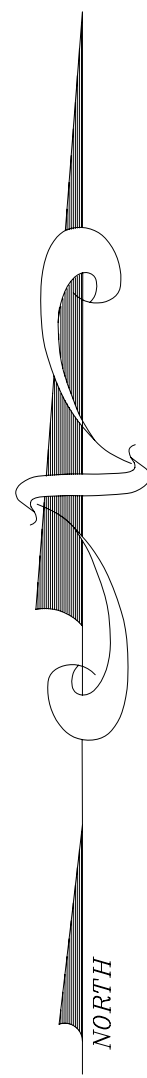
1. BRADLEY WEST
2. BBCHS
3. BRADLEY CENTRAL
4. BRADLEY EAST
5. FUTURE BBCHS SITE
6. ST. GEORGE ELEMENTARY SCHOOL



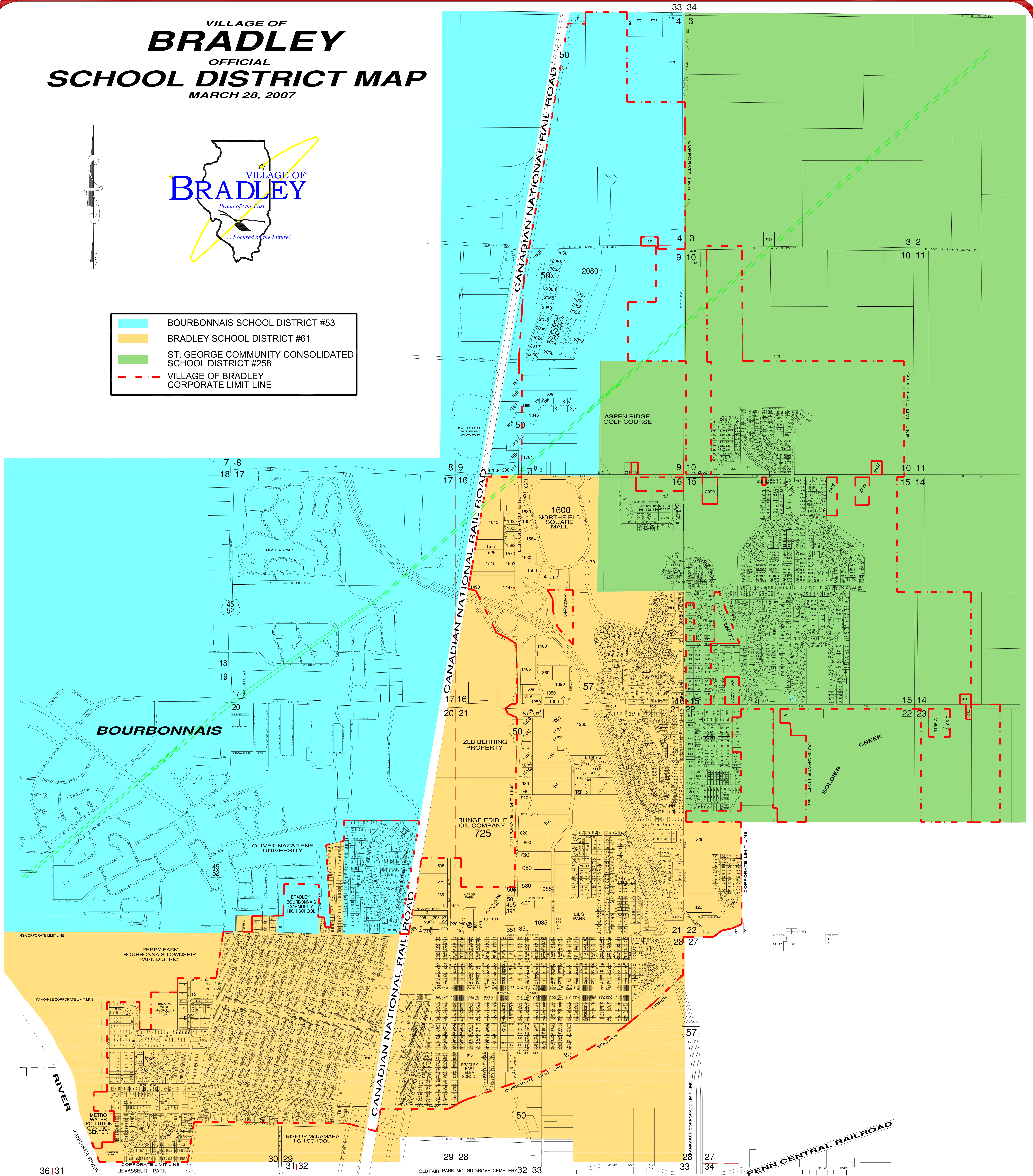
ADOPTED APRIL 23, 2007

AMENDED	DATE

VILLAGE OF
BRADLEY
 OFFICIAL
SCHOOL DISTRICT MAP
 MARCH 28, 2007



- BOURBONNAIS SCHOOL DISTRICT #53
- BRADLEY SCHOOL DISTRICT #61
- ST. GEORGE COMMUNITY CONSOLIDATED SCHOOL DISTRICT #258
- VILLAGE OF BRADLEY CORPORATE LIMIT LINE



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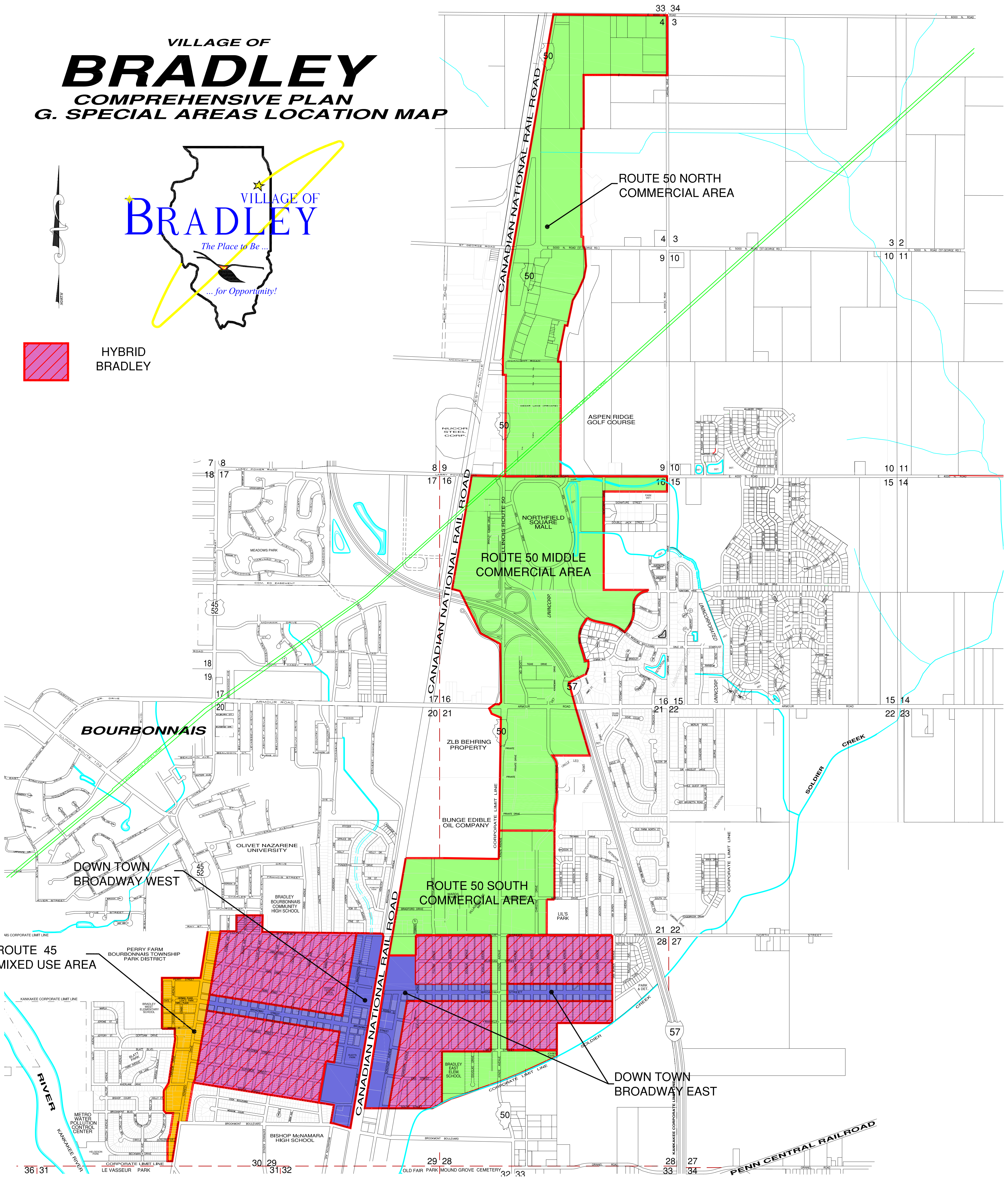
REVISIONS	

DRAWN BY: STAFF DATE: 10-31-07
 SCALE: 1" = 600' JOB NO: M2-017

VILLAGE OF
BRADLEY
 COMPREHENSIVE PLAN
 G. SPECIAL AREAS LOCATION MAP



 HYBRID BRADLEY



AMENDED