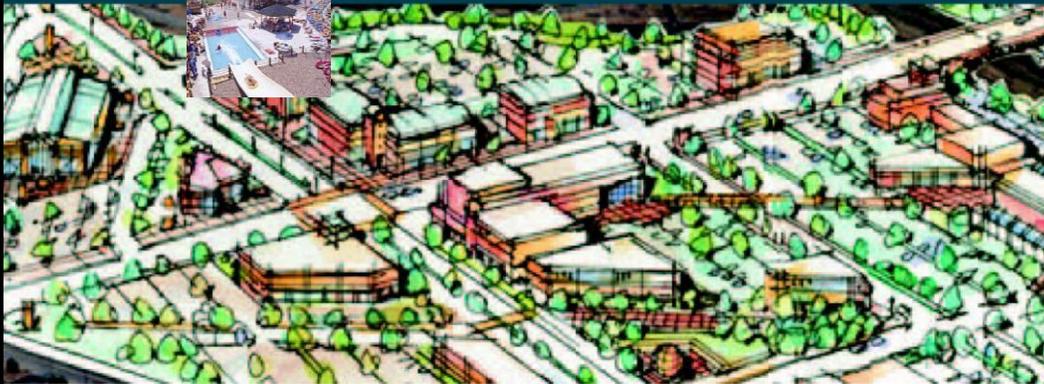


Comprehensive Plan East Peoria



Revised: September 2013
by Ordinance No. 4126



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INTRODUCTION

BACKGROUND

In August of 2003 the City of East Peoria requested the services of the Tri-County Regional Planning Commission to assist in a City-wide updating of their existing 1993 comprehensive plan. The planning process sought to revamp the existing plan and incorporate much of the supplemental planning work that has been completed throughout East Peoria over the decade.

Throughout the process, meetings were held in conjunction with the monthly Planning Commission meetings. Input was created via collaboration with City Staff and elected officials and the draft plan was submitted for formal adoption in December 2004.

This Plan outlines the long-range direction for the physical development of East Peoria and its 1-1/2 mile planning area. This Comprehensive Plan is not rigid and should not be considered an end in itself. The plan should be a flexible, living document acting as a guide to public officials and individual citizens allowing them to make educated decisions on future development and land use issues.

East Peoria's first comprehensive plan was prepared in 1968. At that time, the City was slightly under 14,000 in total population. Caterpillar Tractor Company, East Peoria's largest employer, employed 22,000 in East Peoria including the international headquarters, which had not yet moved to the downtown Peoria facility. In 1967 the population was expected to grow to approximately 20,000 within its combined City and planning area (within 1-1/2 miles of East Peoria) to 75,000 by 1990.

In the comprehensive plan of 1979, population of over 21,000 was noted, with an expected increase to 26,000 by 1990. However, Caterpillar employment in East Peoria declined to 5,813 by 1990, and to 5,276 by 1992. More recent trends reflect a continuing Citywide decline in employment but increases in business and professional employees have helped offset the decline of manufacturing employees.

The current needs of the community are different than the needs when the previous comprehensive plans were prepared. Dynamic population growth which is largely dependent on substantial expansion of employment is no longer the norm. Employment in both the Tri-county area and in East Peoria is no longer expanding rapidly. Population is expected to remain stabilized or increase slightly. Major new physical public improvements to the community to meet the demands of new population growth within the community are therefore expected to be minimal, but ongoing development activity will definitely shape the

community going forward.

RECENT DYNAMIC CHANGES IN THE COMMUNITY

Many of the community's needs and problems have been addressed with dynamic changes in recent years. These changes include the construction of Fondulac Plaza, the development of the Eastside Centre, and the on-going development of Riverfront Plaza which includes the addition of Wal-Mart, Lowe's, Kohl's and several nationally recognized commercial businesses. There has also been new industrial development in the Pinecrest and North Main Street areas. The "Par-A-Dice" riverboat casino has come to East Peoria and generates revenues not only for this facility but also some spin-off revenues to other East Peoria businesses and to the City of East Peoria.

Traffic bottlenecks are an issue through downtown East Peoria and around the major growth areas as well. Many of these congested areas are undergoing extensive expansion and improvement in an effort to increase local carrying capacities. Continuing traffic improvements which have been planned or are in progress include the construction of a new West Washington, the construction of the Edmund Street Extension, and the widening of West Camp Street, all of which will improve accessibility and capacities while providing greater convenience to local travelers.

FUTURE CHALLENGES TO THE COMMUNITY

While projects completed or underway have done much to minimize past problems and better serve East Peoria residents, and while the addition of new public facilities to serve new growth will be few in number, there do remain challenges to East Peoria which should be addressed. These are the challenges of improving and refining what is already here. These are the challenges of seeking a level of quality in new development proposals through a process which respects the applicant, other property owners, and protects community resources. The root of this process is good development regulations, judiciously and fairly administered. Much of East Peoria's zoning controls would benefit from updating. It is important that the regulations be reflective of today's zoning practices. Overlay zoning would be appropriate for areas that contain ravines, streams or have been identified as environmental corridors.

Increased attention is needed to address "quality of life" interests, some of which are community-wide and some of which vary from neighborhood to neighborhood.

East Peoria has limited room to grow, both internally and externally, so sound development decisions have to be made in order to maximize local opportunities and the availability of prime real estate.

FUTURE LAND USE PLAN

The future land use component of the comprehensive plan is the tool that helps guide municipal decisions that affect land use and is subsequently the most important component of the comprehensive plan itself. This plan will analyze current and future land use both inside and outside current municipal boundaries.

LAND USE CHALLENGES

One of the primary considerations for East Peoria is that it is literally running out of usable land for large commercial and industrial developments. Some opportunities do exist in the Pinecrest Drive area for industrial growth, but expansion along most of the City's major transportation corridors is limited. Because of this, the City must insist on quality infill projects and encourage the expansion of existing industrial and commercial businesses which are located in appropriate areas. West Washington, the Edmund Street Extension and the Camp Street expansion, among many others, are transportation projects that will open up and encourage redevelopment of significant portions of East Peoria.

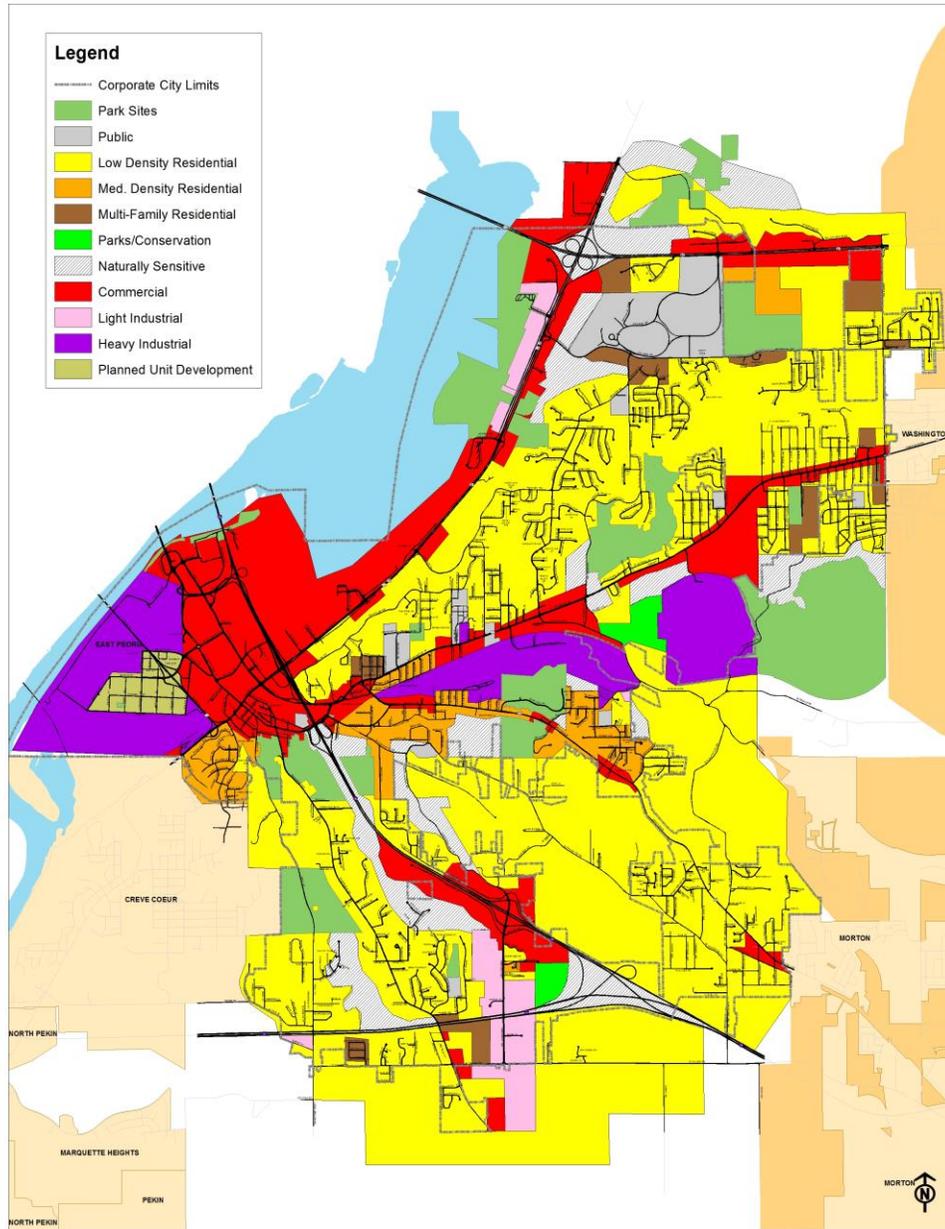
In terms of residential development, possibilities exist near Illinois Central College, east and south of Quail Meadows Golf Course, and north of Route 24. The City recently completed a new water treatment facility in this area in 2008 and has sufficient capacity to accommodate future growth.

Additional developable lands south of Muller Road are already served by adequate water and sewer utilities. The constraint in this area is the width and condition of Muller Road, which should be improved over time as subdivisions are proposed. It should be the responsibility of the developer, who is adding additional loads to undersized roadways, to help fund these necessary improvements. For the most part growth along other major arteries is blocked by adjoining municipal boundaries such as Morton and Washington, or by terrain unsuitable for development. East Peoria and Morton are adjacent in the Pleasant Hill area (along Route 150) and East Peoria and Washington are adjacent in the Sunnyland area (along Route 8). Considering the limited opportunities for community growth and expansion, it is important that East Peoria develop and begin to consider an annexation plan and policy specifically targeting areas south of Muller Road. A growth boundary agreement has already been established with the City of Washington limiting growth in the northeast.

Certain older residential areas deserve special attention. The needs of these older residential areas must be addressed in order to help support the housing demand cycle created by ongoing and planned development within East Peoria. Some areas, such as the Richland Farms subdivision, may better serve the community in a new capacity in the future. For example, the Richland area is

strategically located near the revitalized riverfront and could someday serve as a mixed use residential and commercial area, supporting those who choose to live near their work. In those instances, City officials must work with developers and land owners to ensure that strategic, well thought out decisions are made that are in the best interests of the community and local residents.

East Peoria Future Land Use Map

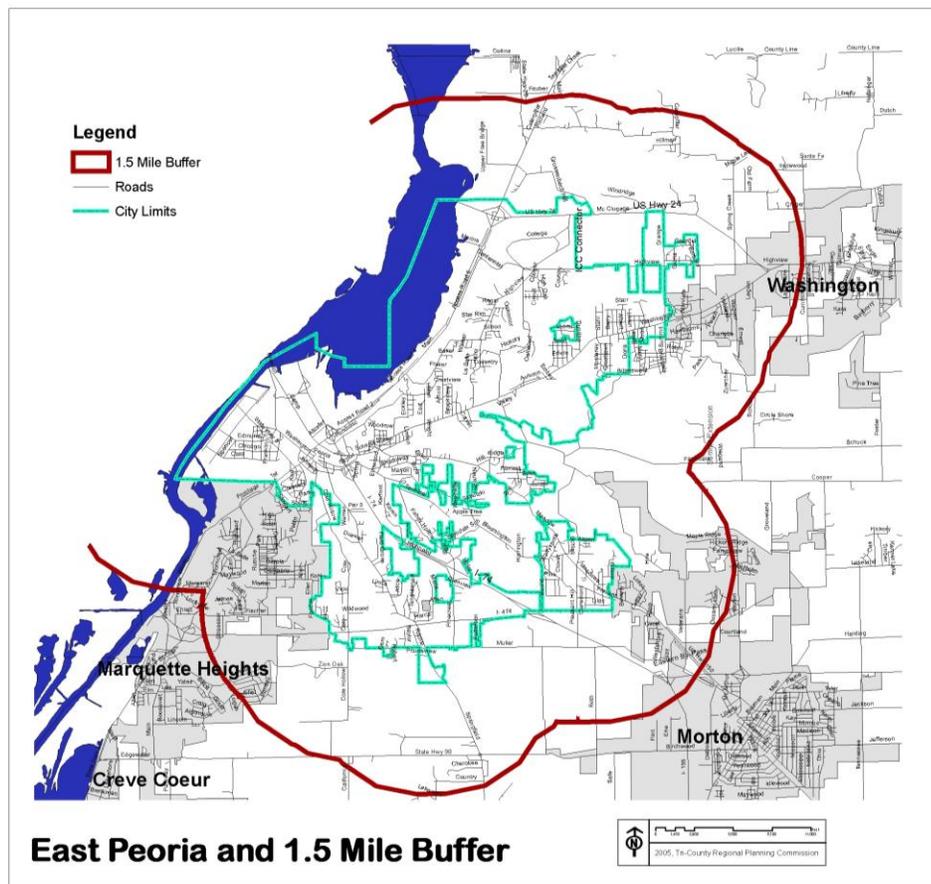


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PLANNING AREAS

Two specific planning areas referenced throughout this plan are as follows:

- 1) The corporate limits of the City of East Peoria. This area is approximately 14,000 acres in size and is completely under the zoning and planning jurisdictions of the City of East Peoria.
- 2) The unincorporated region within 1.5 miles of the current East Peoria municipal boundary. This region is shown within the ring on the map below and currently encompasses approximately 19,000 acres. The official planning and zoning authority are controlled by county government, while the City of East Peoria retains the right to regulate development through the subdivision ordinance and the future land use plan.

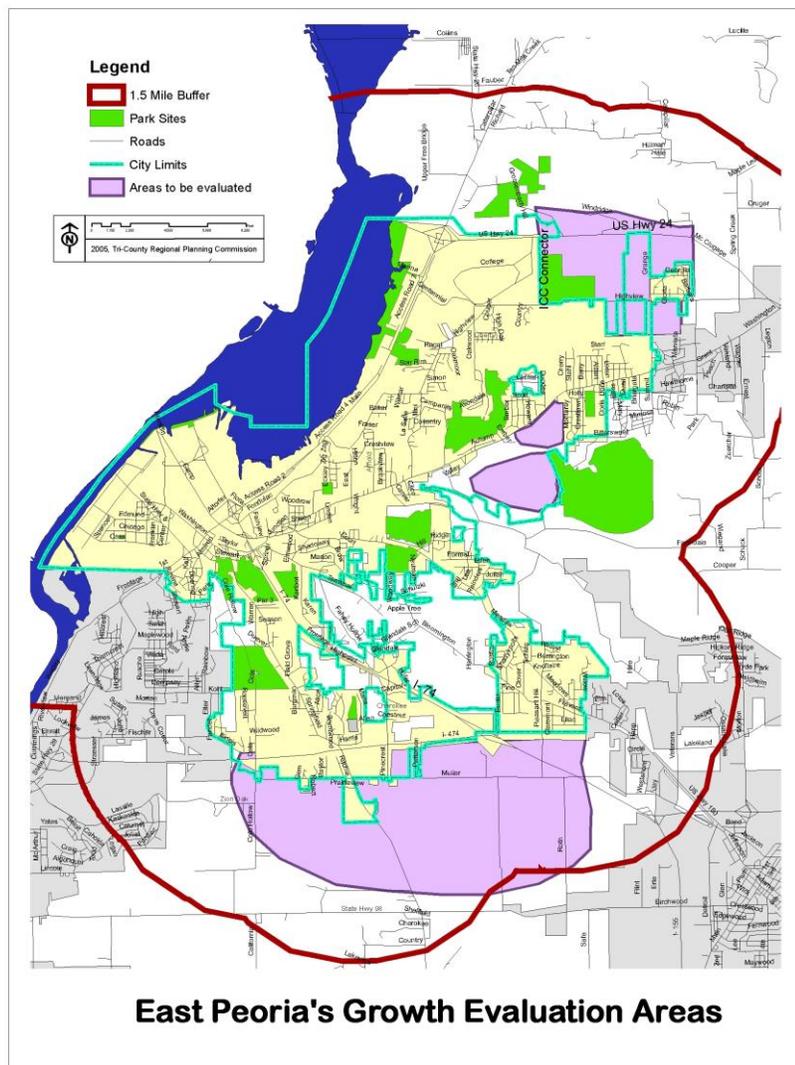


External Growth Areas

When analyzing potential growth areas outside the City of East Peoria a number of criteria come into play. Elements such as the availability of land, natural characteristics (i.e. water bodies, and topography constraints), and the accessibility of transportation, water and sewer infrastructure all combine to help determine development potential.

East Peoria is in a natural setting that physically limits development potential on the fringe. Growth to the west is completely constrained due to the Illinois River, and growth to the east is largely constrained due to restrictive topography and adjacent municipal boundaries.

With the major constraints identified, two specific external areas emerge that have viable potential as future growth areas.



Growth Area #1, Illinois Central College

Growth area #1 is located northeast of East Peoria, and is bounded by Illinois Central College on the west, a bluff line on the north, a growth boundary agreement with the City of Washington on the east, and Centennial Drive on the south. This area is largely farm land and is well suited for municipal development.

Growth Area #2 Muller Road

Growth Area #2 is located directly south of the East Peoria corporate boundary and bisected by Muller Road running east and west, and by Springfield Road running north and south.

GROWTH AREA #1, ILLINOIS CENTRAL COLLEGE

Area North of Route 24

Between Route 24 and Grosenbach Road on top of the bluff are lands which are suitable for single family housing and commercial development. These areas are already experiencing development, but acreage remains and is ideal for quality housing and viable commercial development due to the proximity and access to a major transportation corridor.

Between Route 24 and Quail Meadows

Presently undeveloped lands south of Route 24 and east of Illinois Central College are proposed for a planned retail center of 8-12 acres. Because of the prominence of this site as one of the primary entrances to the community, the center must be developed to a high visual standard. A new road corridor is proposed directly east of Illinois Central College to provide access to this growth area and also as an alternative corridor for navigating around Illinois Central College.

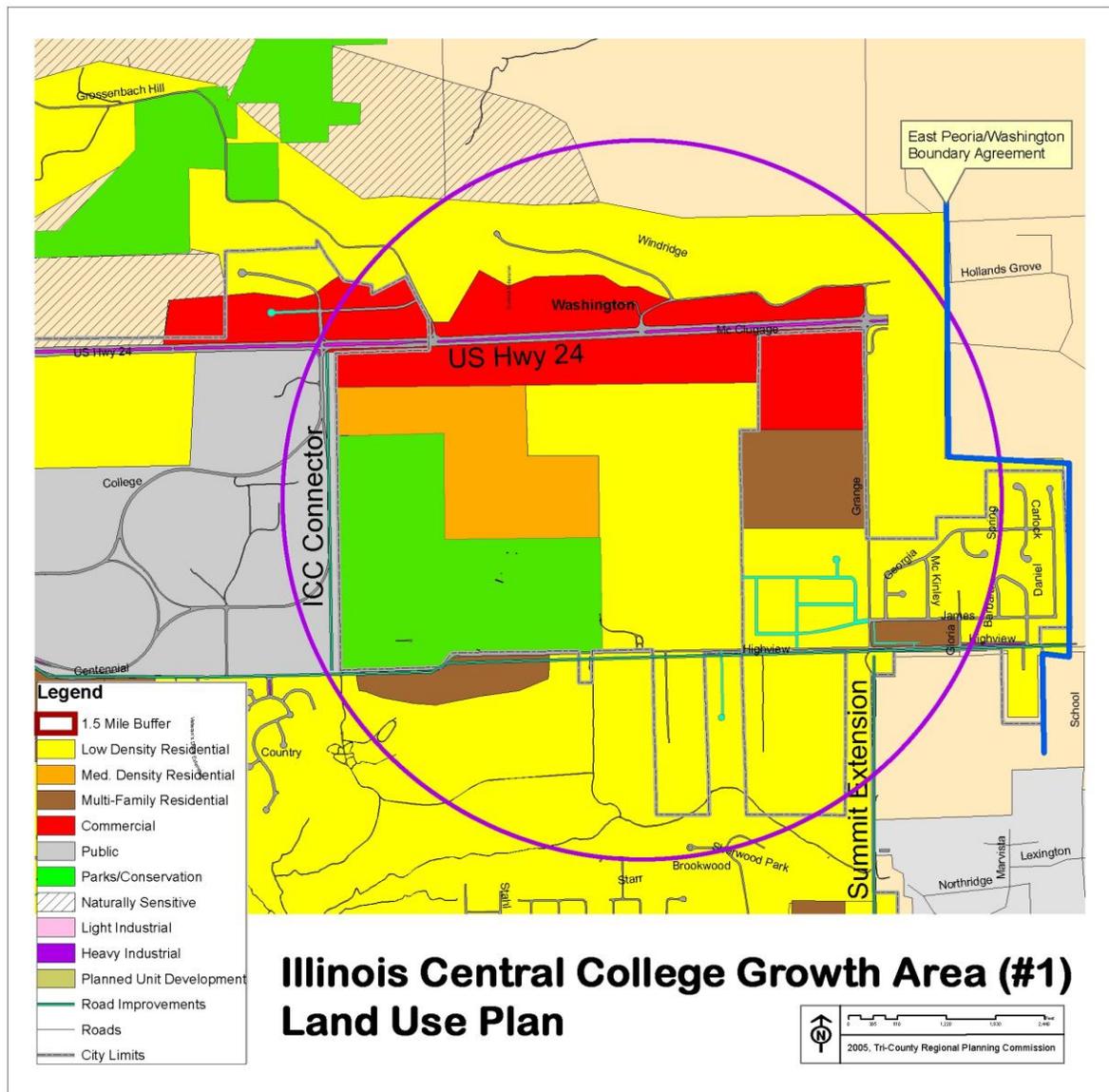
Single and multi-family development is proposed between the proposed Route 24 retail center and the east side of Quail Meadows. Sites overlooking Quail Meadows Golf Course will provide a very attractive setting for multi-family development.

East of Quail Meadows

Centennial Drive east of Quail Meadows provides access to a considerable amount of developable land. Development of this area will be dependent upon extension of City services to the area. Access is possible from Route 24, Grange Road or by Centennial Drive. The proposed extension from Summit to

Grange will increase accessibility to the area and provide an alternative access route to the growth area. Centennial Drive, east of Quail Meadows golf course is narrow and in need of upgrading. A proposed expansion and straightening of this road will allow for increased densities and safer travel along this major route.

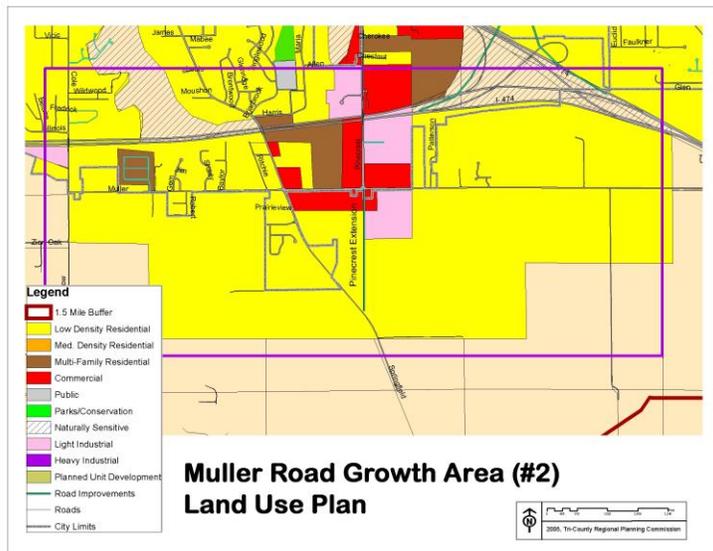
As mentioned, the eastern side of growth area #1 is bounded by the East Peoria and City of Washington boundary agreement (as shown on Growth Area #1 Land Use Map), so growth in this direction is physically limited within this boundary.



GROWTH AREA #2, MULLER ROAD

This is perhaps the best opportunity for subdivision growth on the south side of East Peoria. The land is open and flat with none of the topography restrictions so typical of other portions of East Peoria. Springfield Road to the north provides good access to downtown East Peoria, while Pinecrest Drive to the north provides good access to the Peoria region by 1-74, and Muller Road provides easy and direct access to Morton. This area not only can accommodate residential growth but, as seen on the Muller Road Land Use Plan, provisions should be made to accommodate future commercial areas along Muller as well as around the Pinecrest/Muller intersection. The plan also identifies the potential for an extended light industrial area at the southeast corner of this intersection.

Pinecrest Drive is planned to be extended south to Springfield Road and would serve as the central spine of this area. Sewer is already extended into the Muller Road area; however water improvements may be needed in order to fully maximize development potential. The Muller Road commercial area and multi-family areas should be developed to planned standards for quality appearance, parking, landscaping, and planned traffic access. Interior fronting streets should be required to minimize drives onto Muller Road or Pinecrest extended in hopes of maintaining their designed effectiveness.



Internal Growth and Redevelopment Areas

Within the municipal border of East Peoria there is a wide range of existing commercial, industrial, and residential areas. Although already developed, some areas do not necessarily reflect desired or planned future land uses. This portion of the Future Land Use Plan evaluates specific areas within the City of East Peoria and lays out a desired land use plan in an effort to promote new development and redevelopment in a fashion that will benefit East Peoria and the region as a whole. Three specific small area plans will focus on major opportunities within the City of East Peoria.

The Downtown Area

The Downtown Area Plan focuses on the entire downtown East Peoria area spanning from the Illinois River on the north to Washington Street on the south. This plan encompasses the Richland Farms subdivision to the west, including the Caterpillar industrial areas along Cedar Street, and stretches to the Par-A-Dice Casino to the east. The plan also focuses on the downtown riverfront, including Riverfront Park and Riverfront Plaza.

North Main Street Corridor

The North Main Street Corridor Plan identifies opportunities along East Peoria's major north-south corridor. This small area plan identifies future land use from the McCluggage Bridge on the north down to the Par-A-Dice Casino on the south, specifically looking at potential for development opportunities along the riverfront.

Route 8 Convention Center Corridor

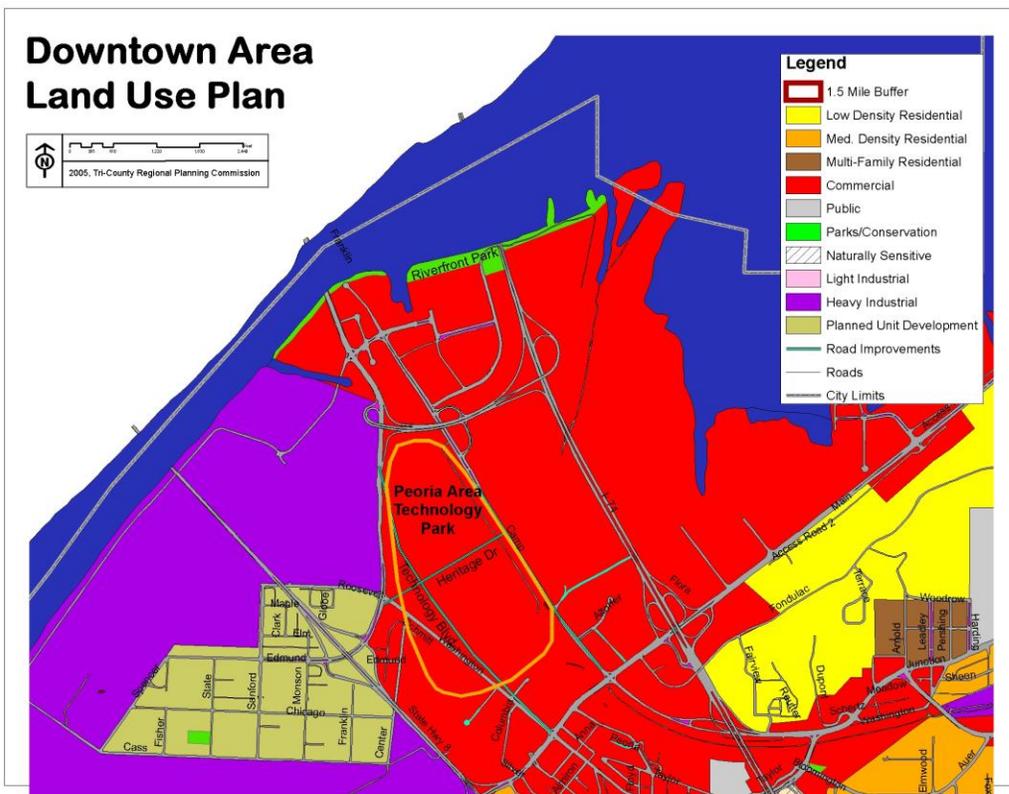
The addition of the Oaks Conference Center along Illinois Route 8 has influenced a dramatic transition in land use for that specific area. This small area plan evaluates this location and the adjoining areas to best identify desired growth going forward.

The Downtown Area Plan

The area encompassed by the Downtown Area Plan has arguably seen the largest shift in land use of all of East Peoria over the last decade. Industrial areas have made way for thriving commercial development along the riverfront, and vacant or abandoned sites have been reclaimed for viable and thriving land uses.

Riverfront Plaza

The Riverfront Plaza shopping area, located between Riverfront Drive and the Illinois River, has continued to expand and develop over the last five years. In the 1993 plan this was the only area designated for commercial development north of Main Street and now this area is nearing capacity with the opening of the Embassy Suites hotel and conference center, the relocation of Applebee's restaurant, and the addition of several national chain restaurants. As seen on the Downtown Area Future Land Use Plan commercial development has been expanded from the Riverfront Plaza area in all directions. To the west will be additional parking and development areas, while the area to the east of Interstate 74 is a prime location along the Illinois River assuming adequate access can be arranged.



Downtown 2010

West Washington Street currently runs past a large vacant industrial area once inhabited by a Caterpillar Inc. factory. As seen on the Land Use Plan a new transportation corridor, a realigned West Washington, is planned to bisect this site promoting redevelopment and a mix of technology, office, residential and commercial opportunities. The entirety of this area has been designated as commercial property on the Future Land Use Map. An overlay zoning district will be developed for the Downtown 2010 area as it will allow development to take place in a “new urbanism” form as identified in past plans which is not allowed through current zoning guidelines.

In addition, it is proposed that new access roads be constructed internal to this site in an effort to maximize accessibility and development potential. Edmund Street is planned to bisect the site in an east/west fashion, providing a much needed connection to Camp Street. In addition, an extension of Commercial Drive extending over to Camp is planned as well.

Richland Farms Subdivision

Richland Farms subdivision is an older neighborhood surrounded by commercial and industrial activity. This location may provide a unique opportunity for redevelopment possibilities and as such is designated as a planned unit development (PUD) district on the future land use map. The goal in designating this area as a PUD is to encourage development and/or redevelopment to take place in large sections rather than approaching the development from a piecemeal perspective. The PUD allows for flexible development regulations, accounting for the age and lot sizes in the general area, and would promote a unified approach to redeveloping this specific area.

Camp Street and Interstate 74 Corridors

Camp Street now serves as a major artery between Main Street and Riverfront Plaza. Originally designated as industrial on the 1993 plan, this corridor is in a state of transition due to increased traffic caused by adjoining development. The corridor is designated commercial on the Future Land Use map and is likely to continue to realize heavy usage as property fronting Camp Street is redeveloped.

Properties abutting interstate 74 and the areas east and west have also historically been utilized and designated as industrial areas. As these industrial uses recede, new opportunities for redevelopment arise, and commercial development is thought to be the most appropriate and productive future land use.

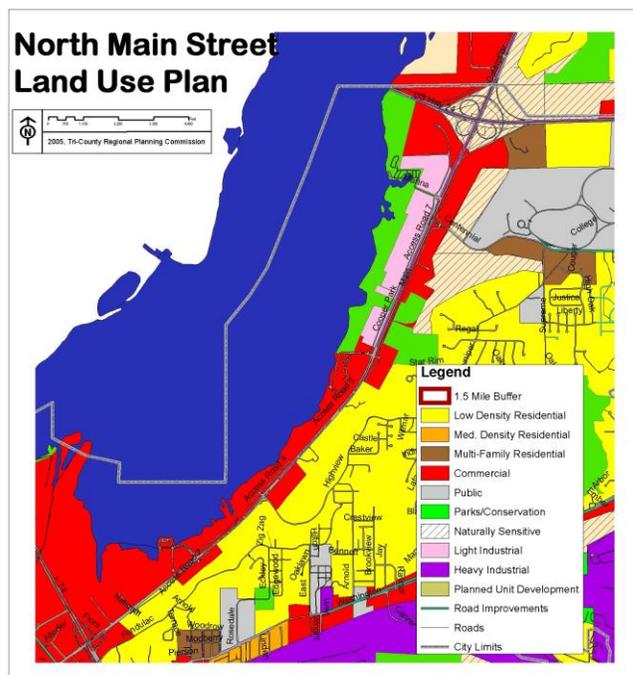
The North Main Street Plan

The North Main Street Plan is fairly consistent with what past plans called for in this area, with a few slight exceptions. Commercial development is suggested along the Illinois River from Interstate 74, past the Par-A-Dice Casino, up to Dixon's Fish Market.

Light industrial development has been designated for the northwestern portion of the corridor which would be consistent with existing uses and allow for warehousing, storage, and other developments well suited for this high traffic corridor.

On the eastern side of the corridor, residential development is established along the southern half, while commercial development continues to expand along the northern half.

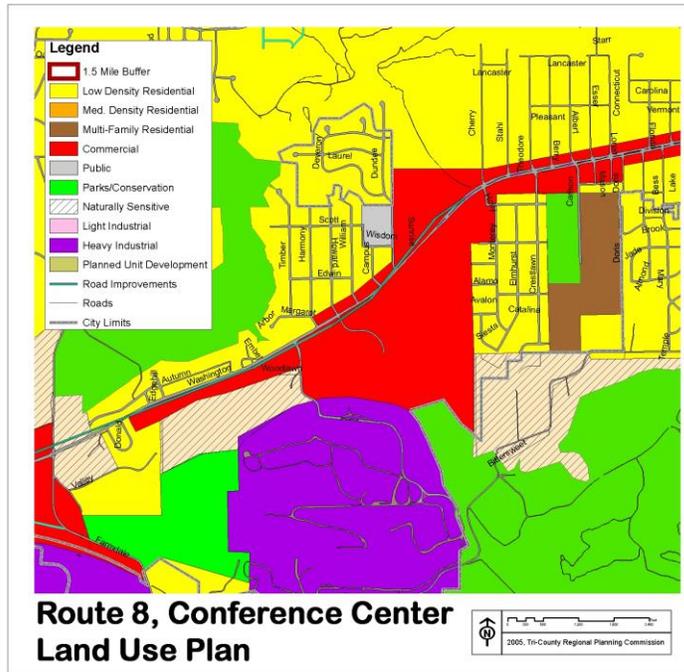
As seen on the land use map, a large corridor of park acreage abuts the Illinois River from Spindler Marina up to the McCluggage Bridge, providing a wonderful natural amenity for the entire City and region.



The East Peoria Events Center Plan

This small area plan focuses on the Illinois Route 8 corridor adjacent to the East Peoria Events Center. This area was originally designated as a major commercial and residential focal point when a planned eastern beltline was to have bisected the area. Although the eastern beltline is no longer planned for this area, there is still a desire to connect Illinois Route 8, the Illinois Central College area, and US Route 24 via a north south connector (As seen on the Land Use Plan, running north from Illinois Route 8). This portion of the Illinois Route 8 corridor is still slated for increased commercial development.

The southern portion of the Illinois Route 8 corridor along this segment has been designated as commercial, and a large portion of the land directly to the north has also been identified as commercial in an effort to compliment the convention center development and to correspond to the high traffic counts projected for the corridor in question. The remainder of the property is projected to develop residentially since the closure of the landfill no longer discourages this typed of development.



SUMMARY OF LAND USE GOALS AND OBJECTIVES

Land Use Strategy

- Promote development adjacent to current municipal boundaries, specifically in the Illinois Central College and Muller Road areas. (As seen on the corresponding small area plans). Focus on quality residential, commercial, and industrial developments that compliment adjoining land uses and maximize the potential of these growth areas.
- Encourage the expansion of mixed used development throughout downtown as specified on the Downtown Land Use Plan.
- Encourage commercial development along North Main Street in a fashion that leverages existing uses and creates a critical mass of viable, productive development.
- Promote commercial and residential development along Illinois Route 8 in the vicinity of the East Peoria Events Center in an effort to maximize the impact and effectiveness of this development.
- Encourage walkable developments to promote usage of alternative forms of transportation (other than personal automobiles).

Community Aesthetics and Visual Quality

- Create guidelines to encourage architectural continuity in any development complex or in alteration of existing structures.
- Establish public and private landscape policies in residential, commercial, and industrial areas.
- Enforce sign regulations and seek minimum intrusion of signage on physical landscape consistent with state and local regulations.
- Pursue uniformity in enforcement of property maintenance codes throughout the City.
- Actively seek grants or sources of funds for community aesthetics and visual enhancement.

Neighborhood Orientation/Citizen Participation

- Better define neighborhoods with the help of specific signage and aesthetic consistencies.
- Seek to identify and make use of neighborhood leaders.
- Use neighborhood meetings for citizen input in determining neighborhood interests and developing neighborhood priorities.
- Develop improved lines of communication between City and neighborhoods.

Intergovernmental and Interagency Cooperation

- Maintain a strong presence by being a positive, progressive, and active member of the family of governments sharing common interests.
- Continue a strong relationship with state government through local legislators where there is a shared interest and responsibility.

GENERAL COMMUNITY PROFILE

HISTORY OF EAST PEORIA

Soon after Illinois became a state in 1818, three men paddled across the Illinois River to its eastern bank. They came from Fort Clark, which stood where Peoria now stands. The rich soils of the river bottom lands attracted them and they built huts and began raising tomatoes and corn. These men -- Charles and Theodore Sargeant and David Barnes -- were East Peoria's first settlers.

It was not until 1831 that David Schertz arrived in the area from his home in Alsace-Lorraine. In the spring of 1832, Schertz and his family left Fort Clark and obtained a deed for 160 acres on the east side of the river. They settled in an abandoned log cabin they found on their newly acquired land and began farming.

Schertz was soon joined by other pioneers, among them, Almiron S. Cole and his family who had come west from Lanesboro, Massachusetts. Cole went into the mercantile business, then two years later began operating a packet and passenger steamer between LaSalle and St. Louis. In 1844, he opened a distillery and not long afterward began buying large tracts of land on the river's eastern shore.

In 1840, David Schertz built a mill and neighbors brought their corn there to be ground. In 1864, Schertz had a surveyor plat a town in the area of his home. He named it Bluetown, for reasons unknown.

Bluetown and Fondulac were to become East Peoria and were settlements established near the site of Fort Creve Coeur. Between them was Coleville, a settlement around the mansion built by Almiron Cole.

In 1884, an election was held in Bluetown and Fondulac that resulted in the creation of the City of Hilton, apparently named for the Hilton Coal and Iron Mining Company that had been established in the community several years earlier. Five years later, the name of the City was changed to East Peoria.

Before the 19th Century ended, East Peoria changed from a rural City to a thriving industrial town as one manufacturer after another built plants on the bottom lands. The presence of both river and rail transportation stimulated industrial growth.

Today, commerce and industry dominate the lowlands of East Peoria, while homes dominate the hills, high above the river. A productive and growing community, East Peoria stands at the threshold of a new millennium proud of its past and confident of its future.

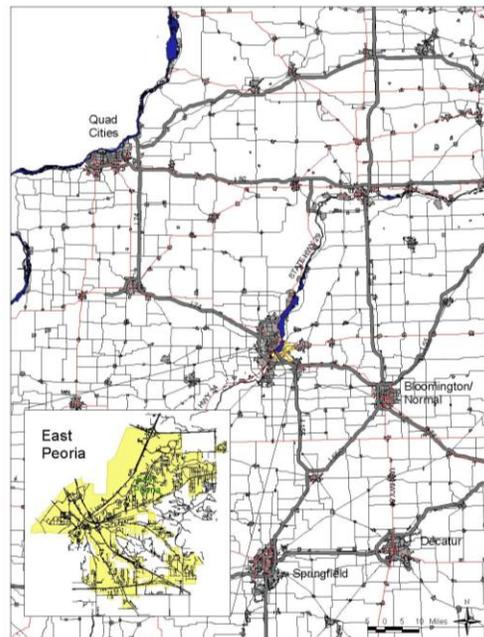
LOCATION

East Peoria stands on the shore of the Illinois River, directly east of its namesake, Peoria, about midway between Chicago and St. Louis. Getting there is easy.

Interstate 74 passes through the heart of the community. About 30 miles to the east of the City, I-74 links with I-55 and I-39. Interstate 474 junctions with I-74 at the eastern fringe of East Peoria and serves as a bypass for the City and its neighbor, Peoria. U.S. 150 and 24 and state routes 8, 29, and 116 crisscross the City, providing ties with neighboring communities.

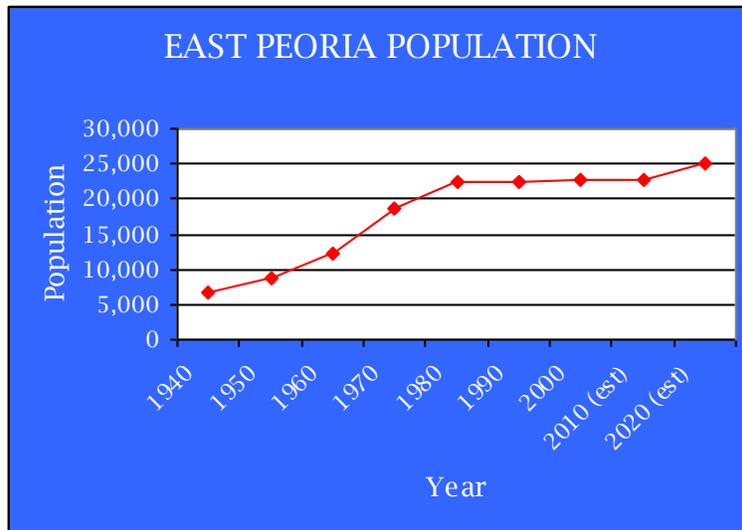
Only a few minutes away is the Greater Peoria Regional Airport. It gives East Peoria residents access to four major airlines with 28 departures each day. The airport is also served by five air freight systems.

East Peoria business and industry are served by four national and four regional railroads. Seven local motor freight carriers and more than 20 others serve the East Peoria area. There are eight terminals in the immediate area. Area industry and agriculture ship more than 35 million tons of cargo annually on Illinois River barges.



DEMOGRAPHICS

Population



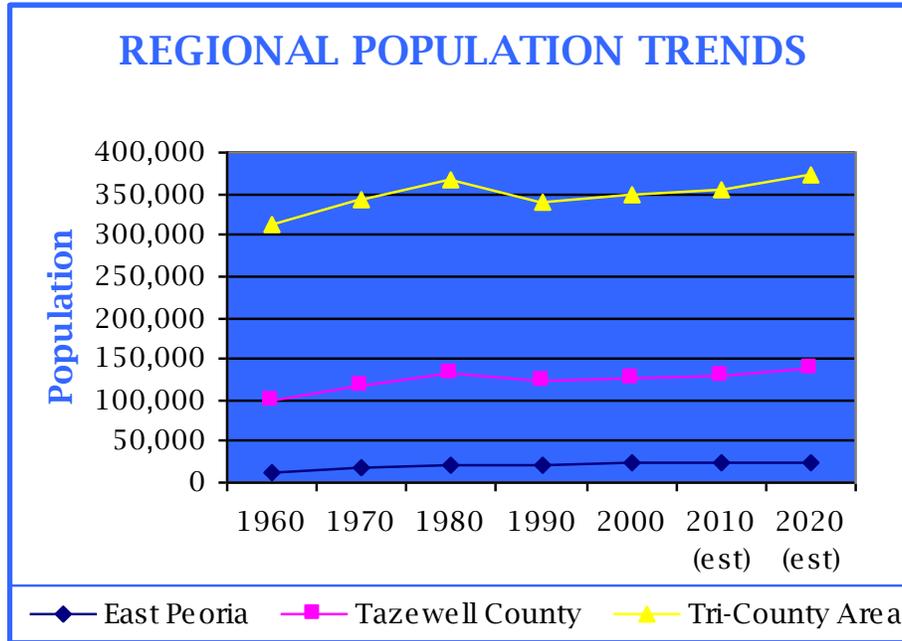
The population of East Peoria grew rapidly from 1940 to 1980. Since 1980, the population has stabilized at approximately 22,000 residents.

From 1960 to 1970 East Peoria saw its largest growth period where population grew by over 6,000 residents and accounted for a 52% increase in total population. This extraordinary influx of residents can be primarily attributed to the high rate of industrial growth in the area over the course of the 1960's.

The City continued to see a pattern of strong growth through the 1970's as the local manufacturing base continued to expand. East Peoria's population increased by nearly 20 percent over the course of that decade. The growth trend ceased in the 1980's as the local, regional and national economy took a downturn. Population change in the 1980's was indistinguishable as the total shift was less than .5%. Since 1980, the economy of the region has recovered to a large degree, although the population has not grown.

The population of a community often reflects the population growth or decline of the region in which it is located. The next graph compares the growth of East Peoria to that of Tazewell County and the Tri-County region as a whole.

When analyzed on a regional level, the population of East Peoria has remained steady while that of the county and region have been more volatile. Both the county and region lost population in the decade from 1980 to 1990 (-6% and -7%, respectively), while the population of East Peoria remained essentially the same.



East Peoria’s potential for future population stability and growth hinges on two key factors.

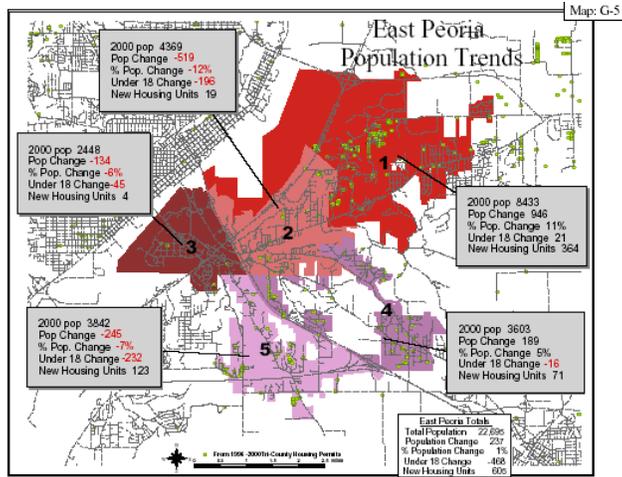
1. The ability to access and service available adjacent land for the purpose of residential development.

Residential population growth is only derived through either increased densities within existing territories, or through new development. Since there has been a national and local trend over the last 40 years towards a reduction of the persons-per-household density ratio, growth through new development seems a more likely candidate.

2. The ability to minimize the current out-migration of the region’s urban populations.

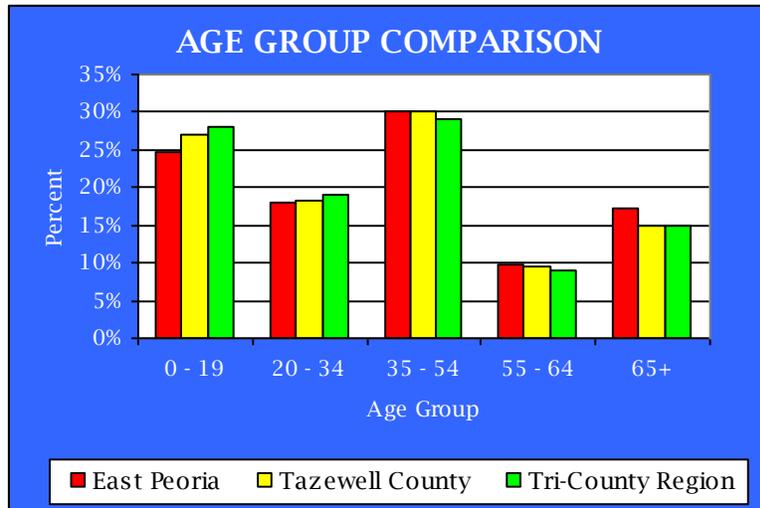
The urban population within the Tri-County region is moving to the urban/rural fringe. East Peoria has the benefit of encompassing a mix of urban and rural areas in which to diversify its residential offerings.

East Peoria is composed of five neighborhoods, shown on the following. Three of these neighborhoods lost population in the years from 1990 to 2000. Only Area 1 saw significant population growth. This is the area surrounding Illinois Central College where the growth was due to annexation of land for residential development.

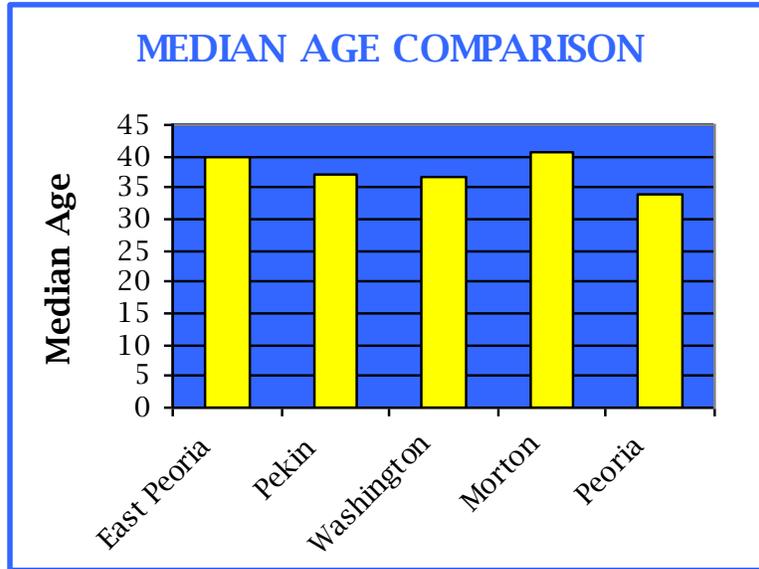


Age of Population

Information about the age of residents gives us important knowledge about the composition of the community. The following graph indicates the age of the population of East Peoria compared to the county and the region. The most striking fact, and one that will have implications for future planning for the City, is that East Peoria has less young people and a higher proportion of seniors compared to the surrounding area.



Another way to analyze age of a population is to look at median age. Again, this statistic indicates that East Peoria has an aging population. Of the communities analyzed, only Morton has a higher median age.



Race

The racial composition of East Peoria is 97% caucasian, 0.5% black, and remainder a combination of Asian, American Indian and other races. The composition is essentially as that of Tazewell County. The racial composition of the tri-county region, however, is somewhat different. The region is 88% caucasian, and 9% black.

RACE	EAST PEORIA		TAZEWELL COUNTY	TRI-COUNTY REGION
	Number	%	%	%
Caucasian	22,031	97.3%	97.4%	88.0%
Black or African-American	106	0.5%	0.9%	8.9%
Two or more races	194	0.9%	0.7%	1.2%
Other	307	1.4%	1.0%	1.9%
Total Population	22,638	100.0%	100.0%	100.0%

Income

Another demographic factor to use to describe a community is income. One way to analyze income is through median household income. Median household income means that one half of the households have an income below this amount; and one half has an income above.

East Peoria’s median household income is consistent with the tri-county region as a whole. However, it is lower than the median income for surrounding communities, with the exception of Pekin.



HOUSING

East Peorians enjoy a unique residential environment. Some distance away from the river, the land rises sharply, creating a series of ridges before flattening into prairie farm land. It is along these picturesque ridges, with their accompanying wooded ravines, that much of the City's housing is located.

Almost everyone in East Peoria lives in a home backed by or near dense woods growing out of the steep inclines of a ravine. Many homes, like those along Fondulac Drive and Highview Road, have impressive views of the Illinois River below, the skyline of Peoria beyond, or distant hills.

There is a home in East Peoria to match any budget and any lifestyle. The elegant new luxury townhomes and condominiums of Harbor Pointe are springing up along the Illinois River to the north of downtown. The homes overlook the upscale EastPort Marina, a \$20,000,000 project with 520 boat slips, plus restaurants and shops.

Attractive, mid-size single family homes dominate the community's residential areas. Many streets end in cul de sacs with homes on both sides backed by dense woods and ravines. Even in areas where cozy looking apartment buildings and duplex homes stand, the character of the landscape is equally pleasing.

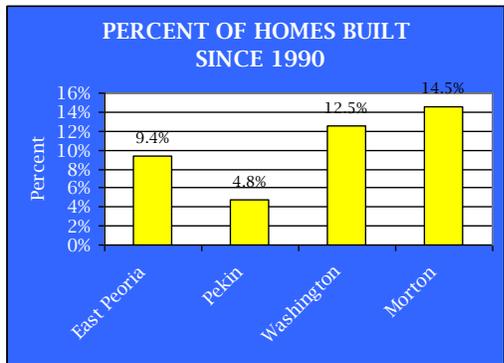
A look at housing statistics is in order. Housing is the largest use of land in any community and is a central focus in comprehensive planning.

Age of Housing

HOUSING UNIT CONSTRUCTION			
	Pre-1960	1960-1980	1980-2000
East Peoria	46.9%	35.9%	17.1%
Tazewell County	44.3%	39.9%	15.8%
Tri-County	47.8%	36.3%	15.9%

East Peoria has an older housing stock, as does most of the tri-county area. Almost half (46.9%) of the housing units in East Peoria were built before 1960. The same statistic for Tazewell County and the tri-county area are 44.3% and 47.8%, respectively. The twenty years from 1960 to 1980 saw significant home construction in the City, county and region. However, the rate of construction in the years from 1980 to 2000 was only about half of the previous twenty years.

When it comes to East Peoria differs from communities. The chart to that East Peoria has housing construction communities. Of the analyzed, only Pekin housing since 1990.



newer housing, surrounding communities the right shows had less new than surrounding communities has had less new

Types of Housing

Another important area of housing to study is the types of housing units. The majority of housing units in East Peoria, as in most communities, is single-family housing. Eighty-one percent of the homes in East Peoria are single-family. This compares favorably with surrounding communities, the county and the tri-county region.

Another housing variable is owner vs. renter-occupied. In East Peoria, 73% of the housing units are owner-occupied. This is essentially the same ratio throughout the tri-county area.

A third housing factor is occupied vs. vacant units. Approximately five percent of East Peoria's housing stock is vacant. Again, this is the proportion throughout the tri-county area.

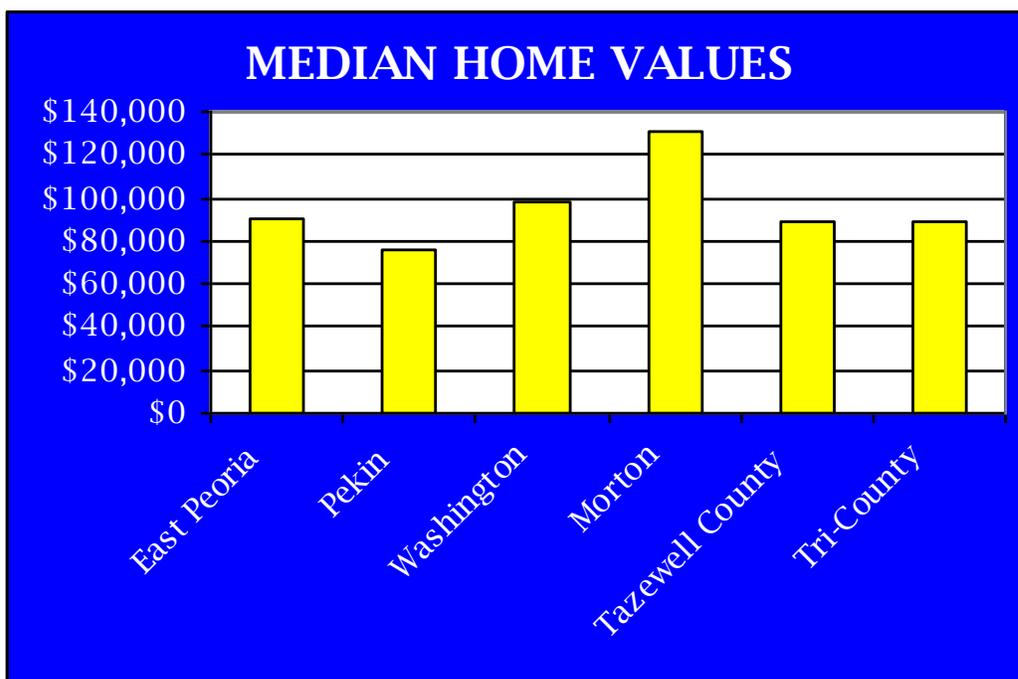
EAST PEORIA HOUSING UNITS

Housing Units:	#	%
Occupied	9,478	95.4
Vacant	460	4.6
Total Housing Units	9,938	100.0
Owner-Occupied	6,919	73.0
Renter-Occupied	2,559	27.0
Total Occupied Housing Units	9,478	100.0

Housing Value

The value of housing units gives us important information about a community. As with most communities, East Peoria has a wide range of housing values. Values range from less than \$50,000 to more than \$500,000. The median home value in East Peoria is \$89,900.

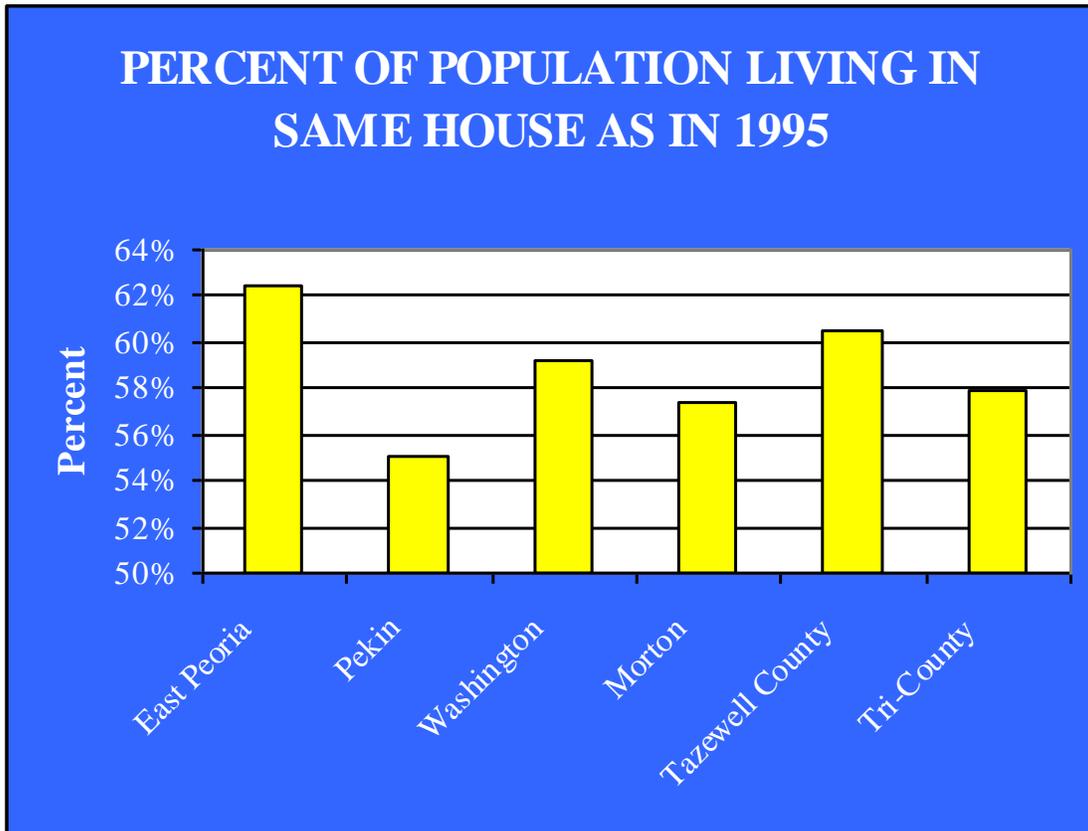
When analyzed on a regional scale, the median household income is similar to that of the county and the region. When compared to surrounding communities, however, there are significant differences. Washington and Morton have higher home values, while Pekin has lower values.



Mobility

A final factor to analyze in describing housing is mobility. Mobility refers to the degree to which residents move into or out of a community. Again, this statistic provides information that can be taken into account as a community plans for its future. Mobility will be determined by looking at what proportion of the population lived in the same home in 1995. The graph below indicates that the residents of East Peoria are less mobile than residents in surrounding communities or in the county or region as a whole.

This is significant especially when compared to average age of population. East Peoria has an older than normal population who have been relatively stable when compared to other local communities. At some point in the future there will likely be an opportunity for an influx of younger people as these older households transition into other living arrangements.



ECONOMIC DEVELOPMENT

Employment

East Peoria's large industrial area spreads along the Illinois River, west and north of the City's downtown center. East Peoria's largest employer is Caterpillar, Inc., maker of earth moving equipment and generators.

Illinois Central College is the City's second largest employer. The City's third largest employer is the Par-A-Dice riverboat casino. It operates a facility that nets the City approximately \$3,500,000 annually in revenue utilized for numerous capital projects over the years. Other large employers include East Peoria School District #86, and Hagerty Brothers Company.

The chart below shows the major categories of employment for residents of East Peoria. Employment in East Peoria generally follows that of the county and region, with a lower percentage of residents employed in management occupations and a higher percentage in sales and office occupations.

EMPLOYED PERSONS 16 YEARS AND OVER	EAST PEORIA		TAZEWELL COUNTY	TRI-COUNTY REGION
	Number	%	%	%
Total Employed population, 16 years and over	11,178	100.0%	100.0	100.0%
Management, professional, and related occupations	2,900	25.9%	29.3%	32.8%
Service occupations	1,743	15.6%	15.0%	15.5%
Sales and office occupations	3,465	31.0%	28.1%	27.0%
Farming, fishing, and forestry occupations	8	0.1%	0.3%	0.3%
Construction, extraction, and maintenance occupations	1,117	10.0%	9.7%	8.6%
Production, transportation, and material moving	1,945	17.4%	17.7%	15.7%

Economic Development Goals and Objectives

General

- Pursue a program of economic development through direct City efforts and co-operation with others, for example, East Peoria Chamber of Commerce and Designated Zone Organization.
- Make best efforts to retain existing jobs.
- Encourage and support business expansions by utilizing enterprise zones and tax increment financing districts or other financing mechanisms.
- Facilitate new business startups; Plan for utility and infrastructure expansion through use of multi-year plans.
- Attract businesses through various marketing programs.
- Promote vigorously major tourism attractions such as Festival of Lights, riverboat casino, regional theatre, and civic and cultural events.
- Support tourism use of local businesses.
- Support projects which enhance quality of life amenities.

Business Areas

- Seek immediate conformity of post office for all East Peoria properties.
- Encourage retail development and improvement to meet the needs of shoppers, property owners, and shopkeepers.
- Recognize retail traffic and problems; expedite remedial actions.
- Continue requiring landscaping in new development to visually enhance commercial areas.
- Encourage and support interaction and coordination between the City and other organizations on problems and potentials of the retail areas.
- Promote marketing of local businesses.

PUBLIC UTILITIES

East Peoria is adequately served by utilities though additional water wells continue to be under consideration. While the Muller Road growth area to the south of the City has utility services available, growth areas north of Route 24 and off Centennial Drive east of Quail Meadows do not have utilities. Availability of utilities to these areas will be a key factor in determining the ability for East Peoria to realize continuing growth. In an effort to remain proactive the City should immediately begin to plan for the establishment of infrastructure facilities (specifically a new well) in this Illinois Central College area in an effort to facilitate the planned development that is likely to take place.

Water-

Two new wells, #10 and #11 have been established and a third well remains under consideration. However, there are limits as to how much water can be pumped from these wells since care has to be exercised so as to not lower the water table near the dam. Treatment is needed for #10 and #11 to counter the high iron and manganese content. New well locations are always under consideration because of older wells being closed due to poor water quality and insufficient capacity. River water has not been a desirable alternative to wells due to high cost of treatment.

East Peoria water is treated for iron removal, chlorination, and fluoridation. Maximum pumping capacity is 4100 gallons per minute or 5.91 million gallons per day.

Robein and Sunnyland areas are served by the Northern Tazewell Public Water District.

Storage capacity of the City of East Peoria is a combination of elevated and ground water tanks with a combined capacity of 4,675,000 gallons. Northern Tazewell Public Water District has additional storage capacity.

The water distribution system consists of 125 miles of 4", 6", 8", 10", and 12" water lines. Since 6" is recommended for adequacy of fire protection, continuing efforts are made to upgrade lines or provide loop connections to provide increased flow.

A new water line is proposed for North Main Street. Development in recent years has been so extensive that there is need for a greater water capacity than is available at present.

Pinecrest is developing more slowly than expected. Although mains are in place, additional distribution lines will be required. Major components of the water system are indicated on the map "Major Utility Components."

WATER SYSTEM: WELL INFORMATION

WELLS	CAPACITY	LOCATION
1 and 2	825 GPM	Meadows, East of Hill Road
3 and 4	Abandoned	
5 and 6	800 GPM	East of N. Main @ Access #6 (behind Burklund)
7 and 8	400 GPM	End of East Lane and Catherine (off Meadows)
9	Abandoned	
10 and 11	2000 GPM	Off Oakwood Road at Fondulac Dam
12	Under Design, 1400 GPM	Off Oakwood Road at Fondulac Dam

WATER STORAGE FACILITIES

Facility	Storage Capacity
Springfield Road (VFW Park)	2,000,000 (3 ground)
Highway Village (Oakwood Ave. off Meadows)	75,000 (elevated)
Pleasant Hill-Gardena (end Lilac Lane)	500,000 (elevated)
Springfield Road (east side, north of Muller)	600,000 (2 elevated)
Pekin Ave. (end of Crescent)	50,000 (elevated)
Arnold Road (at Bolin School)	250,000 (elevated)
Highview Road (across from Suburbanaire Ct.)	1,200,000 (2 elevated)

WATER PLANT OVERVIEW

	Gallons/ Day	Percent of TC
Storage Capacity	4,675,000	
Treatment Capacity (TC)	5,200,000	100%
Average Daily Demand		
Peak Daily Demand	3,800,000	73%
Excess Capacity	1,400,000	27%
Excess population Capacity	100 G./PER PERSON/ PER DAY	14,000 PE

Sanitary Sewer, Hydraulic

(How much a system can move through pipes, pumps, storage, etc.)

Plant #1 located in the Richlands area at Spencer and Cass Streets, has a capacity of 4.22 million gallons per day and is operating at approximately 3 million gallons Per day.

Plant #3 located at Route 116 and Centennial Drive interchange, has a capacity of 1.2 million gallons per day and is operating at approximately 0.4 million gallons per day.

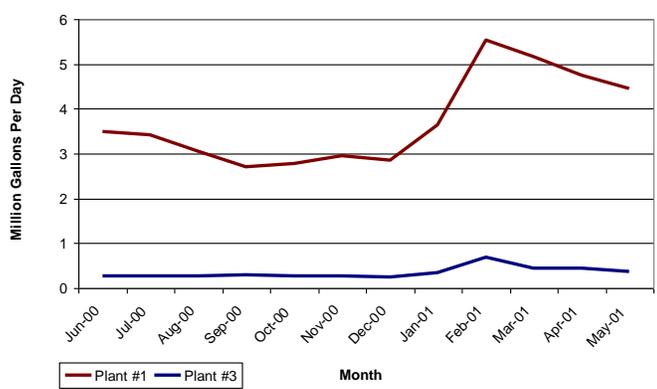
This remaining flow when calculated with a person’s average daily flow, tells us that the hydraulic system could handle approximately 335 added users (assuming they discharge average flows). This excess is more than adequate for the future projections of East Peoria; however, the addition of commercial or industrial uses (depending on their type) can dramatically affect flow rates, and their effects on the system should be evaluated on an individual case basis.

Source: Environmental Protection

Facility Name	DAF	Total Flow	% of capacity	80% DAF	Remaining Flow	Remaining PE
East Peoria #3	1.2	0.26	22%	0.96	0.70	7,000.00
East Peoria #1	4.22	2.7975	66%	3.38	0.58	5,785.00

- * Above 80% of DAF is when EPA starts to regulate permitting.
- ** Total flow is calculated by averaging the 3 lowest flow months in the last year.

Monthly Hydraulic Flow



Sanitary Sewer, Organic

(How much a system can actually treat)

East Peoria’s wastewater treatment system has permitted organic capacity (BOD) of 425 lbs/day. Currently the system is operating at approximately 391 lbs/day. This shows that the system is running at 92% of its permitted treatable capacity, thus providing little room for growth. (Illinois Environmental Protection Agency, also known as IEPA, prefers plants operate at or below 80% of their permitted capacity)

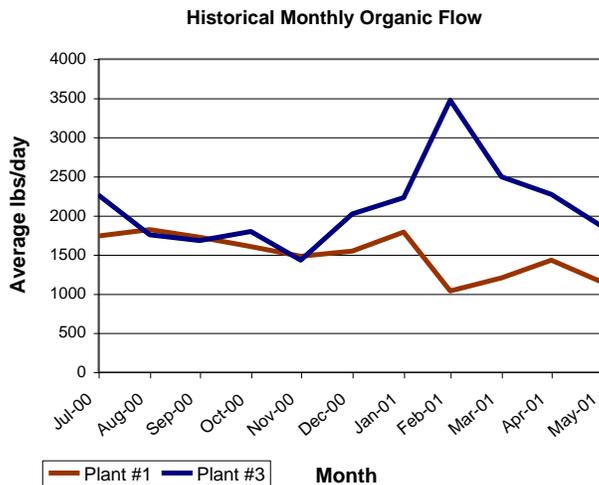
Under IEPA’s requirements changes may need to be made in order to bring the facility into compliance, as well as allow adequate excesses to handle future development opportunities.

Table 10: Source: Environmental Protection Agency

* 80% is the threshold when IL EPA starts to regulate new connections to the sewer system

** Current BOD is calculated by averaging monthly averages over the past year.

Facility	Current BOD lbs/day	Permitted BOD	BOD % Organic Loading	80% of Permitted	Remaining BOD	BOD PE
East Peoria #1	5317.07	6220	85%	4,976	-	-
East Peoria #3	776.07	900	86%	720	-	-



SUMMARY OF UTILITY CHALLENGES

UTILITY SERVICE TO POTENTIAL GROWTH AREAS

Of the two primary growth areas which have been determined, Muller Road area, and the growth area adjoining Illinois Central College, only the Muller Road area has utility availability. Growth can be readily accommodated in this area with minimal utility expenditure.

For the area east of Illinois Central College between Centennial Drive and Route 24 utility service is not currently available. This area consists of very developable land. It is in this area that Washington and East Peoria will ultimately grow together and have established a growth boundary agreement.

As East Peoria begins to run out of unused large tracts suitable for subdivision development these areas will become increasingly important. The City's policy on extension of utilities to such areas should be based on engineering feasibility studies and cost/benefit analysis for help in determining expansion justification.

Utility Goals and Objectives

Water

- Provide a new water line for North Main Street
- Continue to upgrade waterlines to minimum size and provide loop connections to assure adequate pressure and fire flow.
- Develop an annexation policy and plan including provisions of City utilities to serve growth areas not presently served.
- Enforce the present benching and terracing ordinance without exception.
- Develop and enforce an ordinance to prohibit the filling of ravines.

Sewer

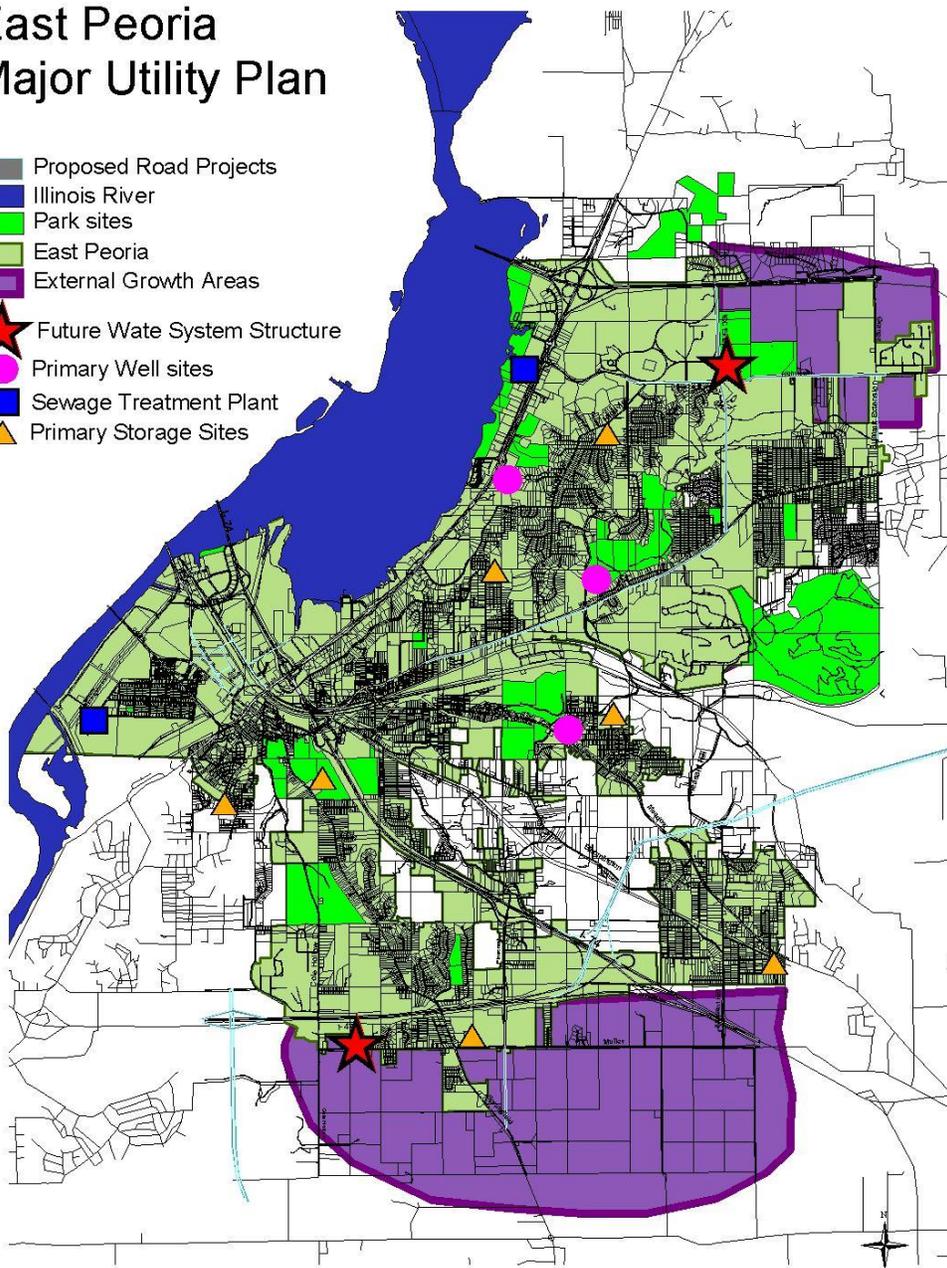
- The City's department of public works has an extensive facilities plan regarding the upgrading of municipal sanitary infrastructure. See Facility Plan for specific information regarding scheduled improvements.

General

- Determine existing utility problems and needs.
- Provide or recommend prudent preventive maintenance.
- Provide low cost financing for infrastructure with funds to be repaid by development as it proceeds.
- Use utility management to stimulate growth.
- Expand utility service areas in a fashion that serves future growth areas and provides increased and improved service to existing residents.

East Peoria Major Utility Plan

-  Proposed Road Projects
-  Illinois River
-  Park sites
-  East Peoria
-  External Growth Areas
-  Future Water System Structure
-  Primary Well sites
-  Sewage Treatment Plant
-  Primary Storage Sites



PUBLIC SERVICES

SCHOOLS AND EDUCATION FACILITIES

School districts serving East Peoria area include East Peoria Community High School (District #309), East Peoria Elementary Schools (District #86), Robein Elementary School (District #85), and Creve Coeur schools (District #76), and John L. Hensey School (District #50).

Since the early 1980's, three of the nine East Peoria elementary schools have been closed. These included Washington School, closed at the end of the 1980-81 school year, Jefferson School, sold in 1981, and Pleasant Hill School, closed at the end of the 1983-84 school year. These school closings had reduced educational capacity by slightly more than 800.

In the late 1970's, East Peoria elementary enrollment was approximately 2,800. Projections of the 1979 Comprehensive Plan were for enrollment to decline to 2,086 by 1985 (actual enrollment in 1985 was 2,090). By 1987-88 East Peoria elementary enrollment reached the low point of 2040. Both enrollments and capacities were therefore reduced by similar amount.

Another adjustment made in this period of declining enrollments was to change the grade structure of the schools. The remaining elementary schools were changed from accommodating children through sixth grade to kindergarten through fifth grade. Sixth grade students now attend Central Junior High School.

While enrollment increases are noted in the younger aged elementary school children, these increases have not been reflected at the high school level. In 1977 there were almost 2,000 students at the high school level. The 1979 Comprehensive Plan projected a decline by the 1985-86 school year to 1,600, a rather dramatic 20% decrease. The actual decline, however, was to 1,300, an even more extreme decline of 33%. Over the last five years declines have continued to the 2003-04 enrollment of 1,150.

The High School's current enrollment, approximately 1,150 students, is projected to remain stable. East Peoria Community High School District #309 provides an excellent liberal arts education for the students of the East Peoria community. Course offerings in Industrial Technology, Fine Arts, Business, Family and Consumer Science, and three foreign languages complement the 'core' subjects of Mathematics, Science, Language Arts, and Social Studies. Special Education classes have increased over recent years to meet the needs of students with disabilities. The main campus includes approximately 100 classrooms and two full-sized gymnasiums. EPCHS has numerous computer labs, spacious art rooms, expansive choral and instrumental music rooms, Industrial Technology

labs, and Family and Consumer Science laboratories.

As of 2007, the school districts in East Peoria, along with the City, has established a sales tax dedicated to school capital projects. The High School began work in 2008 on a school expansion which includes several new classrooms, kitchen and cafeteria to be added to the southwest corner of the current building.

EPCHS works cooperatively with both the City of East Peoria and the Fondulac Park District. Eastside Centre and Eastlight Theater are products of this cooperation. Eastside Centre, one of the finest athletic/recreational complexes in the State of Illinois, is the setting for many EPCHS athletic contests. A spacious 1,200 seat auditorium on the campus of EPCHS is the home not only to EPCHS student productions, but also Eastlight Theatre Company. Eastlight is a community theater that has received much acclaim for the outstanding quality of its productions.

Education goals and objectives

Future School Needs-Elementary #86

The enrollments in District #86 have steadily increased since the low period of 1987-88. Most of the increases are attributed to the upsurge in residential construction in the Fondulac-Highview Road area. In an effort to better adapt to this increase, Tazewell-Mason special education classes were moved to Robein in 1991 from Armstrong School. Beginning in 1991, District #86 formed a restructuring committee whose task centered on identifying space concerns that the District began to experience at the end of the 80's. Recent increases in enrollment, coupled with a decline in finances, caused the District to restructure eliminating the six K - 5 structures and creating three (3) K-2 buildings and three (3) 3/5 buildings for the 1993-94 school year. This new configuration better balances class sizes and provides a more equitable socio-economic balance between attendance centers. A slight reduction of staff, combined with more students at specific grade levels, give the District a few additional classrooms that might one day accommodate a full day Kindergarten or a return of grade six to the (3-5) buildings. Even through spare rooms will be at a minimum, the class sizes will range from 19-23. The increase in the number of special education classes has also utilized space that was previously normally used for regular division classes. Thus the restructuring concept has become an outgrowth of the District's growing concern over space problems and financial concerns.

Future School Needs - High School #309

The District Leadership Team, established during the 2002-2003 school year, has taken a proactive role in forging the future of EPCHS. Membership on the DLT includes representatives from all stakeholder groups – Parents and

Community Members, Students, Teachers, Support Staff, Administration, and the Board of Education. The Team not only reviews current programs, but is also focused on the future of EPCHS. Attention is given to school improvement initiatives designed to provide the services and programs to assist all students in achieving state and federal educational standards. The District must be positioned to make necessary changes in its educational programs to prepare our students to meet the growing demands of an ever-changing global society.

A current DLT committee is studying the school physical plant in order to determine the most efficient use of the facilities. The main campus is located at 1401 East Washington Street. The original East Peoria High School building was constructed in 1922 and is still in use today. Five additions to the original building have been constructed over the years. The 'newest' addition, which includes the Commons and the Library, was constructed in 1973. The District is proactive in the maintenance of its aging facilities and takes pride in the appearance of the buildings. However, the costs of maintaining the facility, portions of which are over 80 years old, continue to increase.

Over the years, educational programs and instructional methods have changed dramatically. Federal and State laws specify individualized educational programs for students with disabilities. An increasing number of classrooms are now dedicated to providing those individualized services to identified students in a small-class setting.

As the world transitions to an information society, the use of technology in the school setting also continues to expand. An expanded use of technology is also seen in the management of educational data and records. Schools are faced with the challenge of providing up-to-date equipment, software, and staff training to provide relevant educational programs and to manage student and district records.

In January 2005, District #309, along with Districts #85 & #86, began a new partnership with the City of East Peoria. This unique partnership provides a sharing of sales tax funds to assist the school districts in meeting the challenge of the state-wide school funding crisis. This new source of funding provides financial support for the Districts' efforts to improve student achievement.

East Peoria Community High School District #309 strives to meet the needs of today's students while planning program improvements to prepare tomorrow's graduates for success in an ever-changing global society.

Robein School - Elementary #85

The student enrollment at Robein School has been declining slightly over the last few years. There are classrooms available for a substantial increase in enrollment. Three rooms are presently utilized for Tazewell-Mason County

special education plus one room for the Tazewell Head-Start program, taxpayers in the Robein District #85 have passed a referendum to maintain the district as an independent District. There is no expected change for the future in either facilities or enrollment.

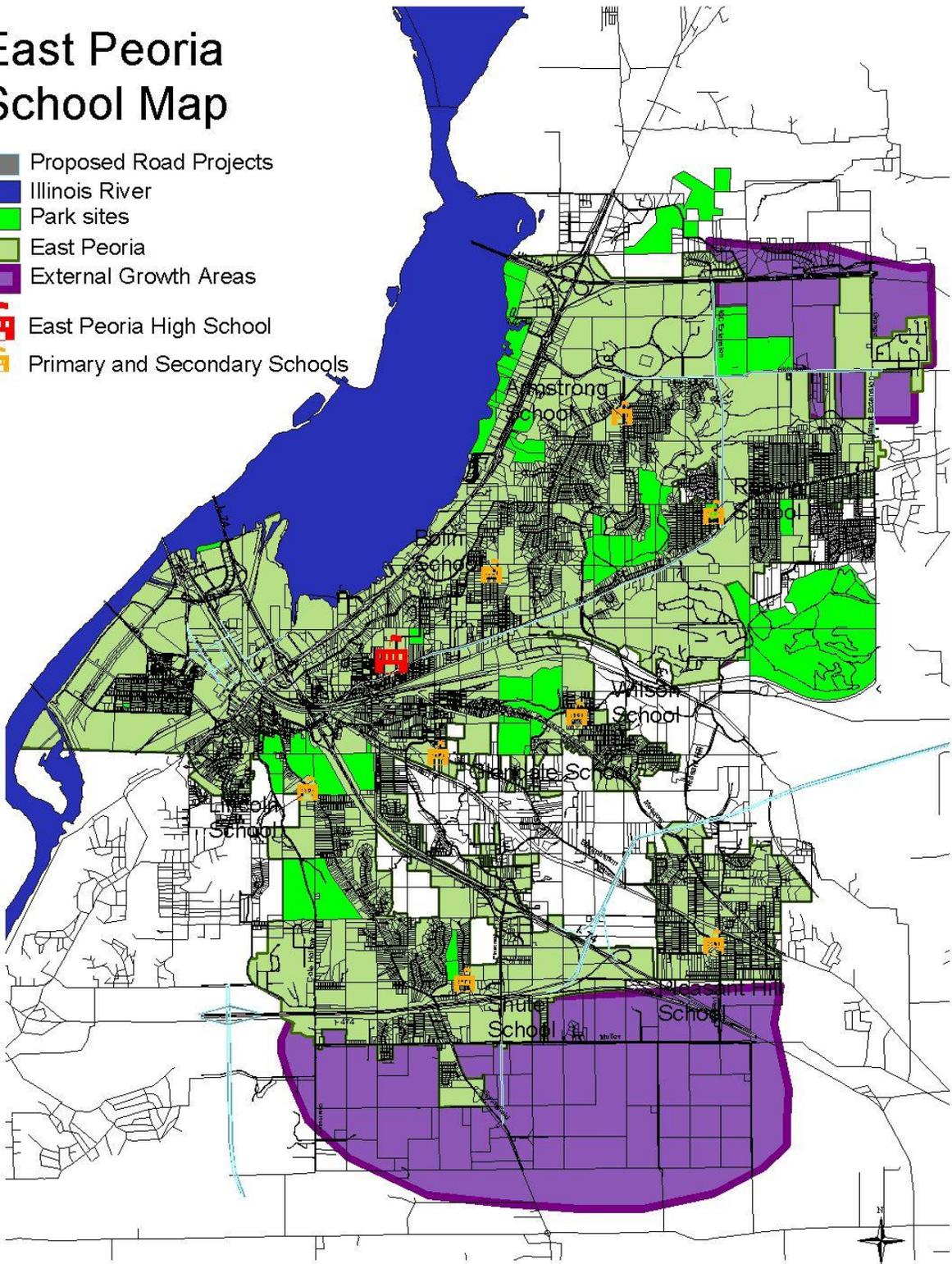
Creve Coeur Schools-Elementary #76

When Creve Coeur School District No. 76 assumed Homewood Heights School District No. 101 beginning with the 1971-72 school year, enrollment rose 250 students to 1315. Since that time, there had been a steady decrease until 1989-90 when enrollment appeared to bottom out at 780. Enrollment remains at that level at this time.

Because the City of Creve Coeur is bounded on the north and east by East Peoria, on the south by North Pekin, and on the west by the Illinois River, there is little room for growth. District 76 boundaries do encompass areas which could be developed either residentially or commercially. Those areas are: 500-2500 blocks of Cole Street, Illinois Street, Fischer Road, Eller Avenue, North Stewart Street, and scattered commercially-zoned lots along North and South Main Street. However, within the foreseeable future, there is no reason to believe that enrollment will increase or decrease significantly from its current total of 775.

East Peoria School Map

-  Proposed Road Projects
-  Illinois River
-  Park sites
-  East Peoria
-  External Growth Areas
-  East Peoria High School
-  Primary and Secondary Schools



Police

Facilities of the Police Department are located in the James Ranney Public Safety Building, shared with the Fire Department. Uses include police offices, holding cells, telecommunications-police, fire, 911 service, evidence storage area, and other storage. The area occupied by the Police Department is approximately 6400 sq. ft.

The present building was constructed in 1986 on a site of about 1.4 acres. Since that time another parcel directly south of the present building of approximately the same size has been acquired. Space within the building is quite limited for the present uses of the police department.

Additionally, volunteer assistance is provided by 24 auxiliary police and approximately 22 explorer scouts. Annual call activity at the Police Department is estimated at 38,000 to 42,000 with 4,000 to 5,000 resulting in formal reports. The Communications Department handles calls from the following jurisdictions:

- East Peoria Police and Fire
- Departments
- North Tazewell Fire Department
- Spring Bay Volunteer Fire Department
- Creve Coeur Police and Fire
- Department Germantown Hills Fire
- Department Fondulac Park Police
- Metamora Ambulance Service

The 911 service provides that East Peoria is one of four public safety answering points in the Tazewell County. Calls are received for East Peoria and Spring Bay, Germantown Hills, and Creve Coeur in the East Peoria facility.

Future Needs for Police Facilities

Since the Police Department is now limited by available space, some consideration must be given as to how needs are to be met in the future. The foregoing description and analysis of the Fire Department needs highlighted the fact that within the foreseeable future some expansion of facilities of the Public Safety Building will be needed. This projection holds true for the police department. Since additional site area for expansion purposes was wisely provided at the site, that future expansion will not be limited by either the inability to acquire land or a prohibitive cost to do so.

Fire

Facilities of the Fire Department are presently at three locations in East Peoria, the James Ranney Public Safety Building in downtown East Peoria, shared with the Police Department, Fire Station #3 on East Washington Street and Fire Station #4 on Muller Road on the southern extremity of the community. Stations #1 and #2 have been discontinued with the provision of newer facilities.

The Fire Department is currently staffed by 36 firefighters and 4 supervisors. The department receives approximately 3000 calls per year (fire and emergence).

Future Needs for Additional Firefighting Facilities

Future needs are expected to be of two types. One will be an expansion of facilities at the James Ranney Public Safety Building to accommodate space needs of both the Police Department and the Fire Department. The other will be an additional fire station to serve the developing north side of the community, once areas east of Quail Meadows and north of Route 24 begin to develop.

Expansion area for the Public Safety Building facilities has been provided so as to be available when the need exists to expand this facility. How and when that expansion would occur has not been determined but such expansion may be required as viewed within the timeframe of this comprehensive plan.

The Fire Department call load has increased tremendously in the past five years. This is largely due to increased demand for emergency medical services. To the extent that development brings larger numbers of people into the City of East Peoria, the demand for paramedic and fire services will continue to increase as well. Staff is also need to monitor sprinkler plans, review plans, inspect systems, and promote general fire safety through local programs.

In terms of need for an additional station, it is anticipated that future growth will continue in the ICC area both as an extension of the recent Fondulac-Highview-Centennial Drive growth, as well as some projected growth of East Peoria east of Quail Meadows along Centennial Drive and north of Route 24. With the combination of that growth and the already existing development which has occurred along North Main, there will be future need for an additional facility in the vicinity of ICC.

The possibility of a station on ICC property which could have access to both Highview Road and Route 24 by way of the proposed ICC extension east of campus should be among the options to be explored. A fire station in such a location could serve both as a community fire station and a training facility which could be used by both the East Peoria fire-fighters and ICC students-in-training.

Some site selection considerations are rather important relative to this

general area. It is noted that few connections exist between Centennial Drive and Route 24. One connection is through the ICC campus. The next closest connection is Grange Road, more than two miles east. Considering the lack of easy access between Centennial Drive and Grange Road, two options appear feasible. It is felt that the best options to serve the predominant amount of growth would be this proposed road extension. A fire science and police science academy, held in conjunction with ICC, would be an opportunity to collaborate on this endeavor.

An ICC corridor location would allow ready access to Centennial Drive also providing good access to the Fondulac- Highview Road area. It would also allow ready access to Route 24 off North Main Street to provide coverage to Route 24 and future growth projected there. Both the Centennial Drive area and Route 24 area could be well served by a North Main location. An additional consideration for North Main Street is the boat marina-condominium complex. A location in this area would provide the optimum site for both fire and rescue activities on the river.

A Centennial Drive site in the vicinity of ICC could also serve existing development in the Fondulac- Highview Road area, new growth along Centennial Drive east of Quail Meadows, and the Route 24 area. Access to Route 24 to serve future development in that area would be by way of the ICC road system.

POLICE AND FIRE GOALS AND OBJECTIVES

- Determine means to reduce crime and fire loss in the community.
- Encourage citizens and neighborhoods to cooperate by reporting suspicious activity through means such as Neighborhood Watch and Crime stoppers.
- Provide an effective level of police and fire service as measured by manpower, equipment, and facilities.
- Continue programs addressing chemical dependency, drugs and alcohol abuse to schools and organizations.
- Expand fire protection service in the north eastern portion of East Peoria and evaluate district consolidation.

TRANSPORTATION

CLASSIFICATION OF CITY STREETS

Street Classification

As East Peoria grows and develops, it is essential that certain streets be designated, improved, and used, to function in different ways, some serving as purely local streets with others serving to carry traffic between sections of the community or even between East Peoria and other communities. "Street classification", is a process by which the locality designates the function of existing and proposed streets and the desirable pavement and right-of way width for each type of street. Types of streets have different requirements in terms of width, and since existing streets may be less than that width, the community through subdivision review process should then require additional right-of-way be provided as needed.

Where it is not a matter of land subdivision, but of individual building construction adjacent to a proposed road, the community may require that set-backs be increased to accommodate possible road widening at some future date.

East Peoria's street classifications include "local streets," "collector streets," "major streets," and "freeways".

Local Streets

The function of a local street is purely to provide access to properties in residential areas. Local streets should not be continuous for any great distance to invite greater amounts or faster moving traffic. Local streets should serve to provide a comfortable, safe, and quiet living environment.

Collector Streets

A collector street should serve to connect one area of the community with another. It should be continuous and properly aligned with appropriate improvements to provide convenient and easy traffic flow. While local streets will have homes fronting on them with individual driveways entering the street, it would be preferable to avoid this situation as much as possible on the more heavily traveled collector streets. Frequent individual driveways entering upon a collector street cause safety hazards and reduce functionality of the roadway. Residential properties fronting on collector streets may be less desirable due to the adverse effect of heavier traffic and noise.

Examples of collector streets include Oakwood and Highview Roads, Summit Drive, Farmdale Road, Pleasant Hill and Bloomington Roads, and Fahey Hollow. The combination of Hill and Ridge Roads between route 150 and Farmdale Road act as a collector street to provide an opportunity for traffic to move between Route 150 and Farmdale Road. A proposed through connection of Neuman Lane is designated a collector street because it provides an opportunity for traffic to move between Bloomington Road and Route 150. Similarly Matheny Lane is designated a collector street because it provides a connection between Bloomington Road and the Pinecrest and I-74 interchange.

Major Streets

Major streets are through streets, designed to carry much greater traffic. Just as it is not preferable for individual drives to front on collector streets, neither should they front on the even more heavily traveled major streets. Major streets can be two or more lanes and could be 4-lanes with a median. Examples of major streets include Camp Streets, Meadows Avenue, Springfield and Muller Roads as well as the proposed Technology Boulevard and Heritage Drive.

Freeways

A freeway is a divided highway with median. This type of road is usually a controlled or limited access road. The purpose of a freeway is to carry heavy volumes of long-distance traffic at higher speeds with little or no interruption to movement. Examples of freeways include Interstates 74 and 474, N. Main Street, Route 24, and the Cedar Street extension. Freeways can be "limited access" with access only at interchanges and intersections with other streets or roads separated by grade. Freeways can be "controlled access" with access permitted at periodic and infrequent points along the highway. Although currently designed as a freeway, North Main is quickly becoming a major street due to additional signalization and in turn a general reduction in speed.

STREET CLASSIFICATION

The Street Classification and Improvement Plan indicates the classification of each of East Peoria's streets as described previously. Since major streets and freeways could be marked state or federal routes, collector streets are the roads for which East Peoria has primary responsibility. The City will encourage needed improvements to marked routes such as the continued pavement widening of E. Washington Street or the proposed interstate improvements. However, any needed widening improvement, or realignment of collector roads over time will be done by East Peoria or by partnership with other units of local government.

The City needs to know which streets are designated local, collector, or major streets since this has a bearing on location and type of future street improvements. It also permits the Planning Commission in its subdivision review to assure that new subdivisions adjacent to traffic carrying streets do not unduly

restrict the possibility of future improvements or unduly compromise the traffic carrying function. Street classification also helps establish priorities in traffic controls so the more important traffic carrying street has priority movement.

STREET RIGHT-OF WAY AND PAVEMENT WIDTHS

Street right-of-ways and pavement widths for the various streets and highways are as follows:

STREET CLASSIFICATION	RIGHT-OF-WAY WIDTH	PAVEMENT WIDTH
LIMITED ACCESS FREEWAY	120'	52'
MAJOR STREET	80'	48'
COLLECTOR STREET	65'	32'
LOCAL STREET	55'	28'

The above right-of-way and pavement width is to be used for new streets and to serve as a guide for improving existing streets. Federal and State Route widths are established by present and projected traffic volumes and other factors and are the result of the highway improvement and design process as administered by the State.

TRANSPORTATION OVERVIEW

East Peoria for many years was plagued by in-town congestion due to streets of inadequate capacity to handle the volumes of traffic. Traffic, traveling from one of East Peoria's major highways to almost any other area, was always forced to the center of the City connecting with the other major streets due to lack of cross connectors. East Peoria highways, situated in the valley floors of East Peoria's many valleys, are separated from one another by extremely steep ridges. These ridges presented serious obstacles to the development of individual cross - connectors or even a more extensive beltline around the City. All traffic being funneled to the center of the City simply overburdened an old street system of inadequate capacity.

Over approximately 20 years there have been major improvements in East Peoria's ability to handle traffic with construction of I-74 and I-474 with East Peoria interchanges, the widening of Main and Washington Streets downtown, and the extension of Springfield Road. Traffic flows freer and congestion has been reduced.

The problem of lack of cross-connectors from one major highway to another remains however, posing considerable inconvenience to the traveling public and even requiring lengthy roundabout trips for emergency vehicles to access certain locations. This is an important need and one which is addressed in this plan.

This problem is addressed here in two ways. A feasibility study of a beltline around a portion of the community has been recommended in previous comprehensive plans. The Eastside beltline, if able to be constructed, would be the single most important project to readily connect portions of the community presently so distinctly separated from one another by terrain.

The other way this problem is addressed is by recognizing the few cross-connector streets now existing, improving them where possible, both in alignment and width, and effectively marking them so the public recognizes that they access other major highways or other portions of the community without necessitating an otherwise required more lengthy roundabout trip.

This plan for streets and highways identifies by classification those that can now, or with improvement, serve as more important traffic-carrying arteries. It is up to East Peoria to pursue improvements on City streets and to cooperate and encourage other jurisdictions to pursue improvements. Where the street is outside the City, but is a logical element in the traffic pattern its improvement would benefit the community.

The 1979 comprehensive plan recommended many traffic improvement projects including Pinecrest Road and Centennial Drive that have now been completed with dramatic results. This plan recommends and describes many different projects, but ones, which if achieved, will provide equally dramatic transportation improvements.

TRANSPORTATION PLAN PROJECTS

ROADWAYS

1. Centennial Drive Widening

Centennial Drive has continued to be improved in recent years as it will be a major connector for future growth in its surrounding area. Centennial Drive should be widened from the Summit/Centennial intersection to Business Route 24 in Washington.

2. Grange Road Improvement

The completion of the Summit Drive extension has increased the benefit to traffic flow Grange Road offers to north/south mobility between Rt. 8 and Rt. 24. As it exists today, this is a rural cross-section roadway in need of an urban rebuild to be consistent with Summit Drive.

3. ICC Connector

There is a need for an additional north-south connector in the growing northern region of East Peoria. This plan has retained the ICC Connector, as it was the northern section of an internally municipal beltline which was identified in the 1993 comprehensive plan. This corridor, aligned with the current college entrance at Route 24, would connect Centennial Drive to US Route 24, and help alleviate traffic which is currently forced to travel through ICC.

4. Highview & Oakwood Intersection

This intersection in front of Armstrong School consists of two heavily-traveled collector streets that are both rural cross-sections in need of an updated urban design and better traffic control. Additionally, Oakwood needs to be improved all the way to Oaktree to the south and Highview improved to Regal Lane.

5. Main Street Widening

In conjunction with the I-74 project several years ago, North Main Street was widened north of I-74 up to Blackjack Boulevard. As this is the major north-south corridor for the region on the east side of the river, it would be ideal to make this entire stretch of North Main Street, up to Route 24, a six lane, controlled access facility with accompanying pedestrian/bike facilities. Additionally, the segment from Camp Street south to the Cedar Street Extension requires an additional lane in each direction as well as some intersection improvements. It's designation as a truck route by IDOT has increased traffic on the already busy thoroughfare.

6. Fondulac Drive

Fondulac Drive, owned by the Park District, is as much a transportation thoroughfare as it is a scenic overlook. Fondulac Drive needs to be rebuilt and include storm sewer and sidewalks along with scenic overlook areas where feasible. The improvements to Grandview Drive in Peoria can be used as a model.

7. North Main Street to Riverside Drive Connector

In order to improve access to the Bass Pro development area on the Riverfront and improve development opportunities along the west side of Main Street just north of I-74, this connector is required.

8. River Road Improvements

This short, one block stretch has become a major entrance into our City's main shopping area from the west. Improvements are needed at the intersection with West Washington, an additional northbound lane and turn lane additions at Camp Street. With regards to the latter, there is a potential to install a round-a-bout to improve traffic flow through this intersection.

9. Pekin Avenue Realignment

The current configuration of this road provides many twists and turns for drivers along with some dangerous corners. Also, the intersection with Main Street provides for long delays during peak hours. The proposed realignment would address this issue along with providing for a much safer intersection.

10. Straighten Matheny Road

This project is needed to improve north south connectivity between I-74 and Bloomington Road and eliminate dangerous curves in the roadway.

11. Neuman Lane

Identified in prior comprehensive plans, this connection is a critical addition to north-south traffic movements within the City. Given its location, Neuman Lane is approximately half-way between where Bloomington Road meets Veterans and the Shady Knolls area connects with US Route 150.

12. Hill Road Bridge Replacement and Intersection Realignment

This project works along with #10, 11, and 13 to establish an improved north-south connection through this part of the City. Hill Road bridge needs to be replaced as it is currently unpassable for vehicular traffic. Additionally, and intersection realignment with Rt. 150 would provide a direct connection with Neuman.

13. Ridge Road Improvement

This facility is the “back door” to EastSide Centre for many residents. It continues to experience many erosion issues that impact the edges of the roadway. An urban rebuild of this segment down the hill to the soon-to-be-replaced bridge over Farm Creek is badly needed.

14. Farmdale Road/Pleasant Hill Corridor

Given the location and connectivity of these roads, this corridor needs to be improved through widening, sidewalks and realignment to become the secondary north/south corridor through the City.

15. Pekin Veterans Drive Extension

While not directly planned to connect with the City of East Peoria, preparation for its potential impact upon development in the southern portion of the City should be addressed. This project is also included as a regional transportation project given its scope.

16. Zion Oak/ Muller Connector

This connector will improve east/west access along the current southern edge of the city and maximize the development impact of the proposed Pekin Veterans Drive Extension which will offer another north/south route in this area.

17. Pinecrest Drive Extension

The proposal to 4-lane Pinecrest in the 1979 comprehensive plan was carried out only to Muller Road. It is recommended that this project be extended to Springfield Road. The Springfield Road/ Muller Road area is projected in this plan to be a prime growth area of East Peoria. A southerly extension of Pinecrest will serve this area and also will enable Pinecrest to serve as an alternative to Springfield Road.

TRAILS

A. Centennial Drive

This trail would connect the Riverfront Trail at Spindler Marina to the Washington Trail System. The north side of Centennial would be preferred as much of the length is owned by two property owners (ICC and Fondulac Park District) which would simplify property acquisition.

B. Riverfront Trail

This would connect the trail termination behind Bass Pro to the current end of the trail's northern leg at EastPort Marina. Much of this distance will run closer to Main Street than the river to allow easier maintenance. Scenic outlooks to the river will be strategically-provided.

C. Highview Road

This segment would provide a connection between ICC and Rt. 8 (and the sidewalks on both sides of this facility).

D. Springfield Road

This north-south route would provide a vital connection between the River Trail of Illinois at Main and Springfield out to the southern edge of the City.

E. Muller Road/Pleasant Hill Road

This connector would run from the River Trail of Illinois at its intersection with South Pleasant Hill Road to the proposed Springfield Road Trail.

F. Bittersweet Road/Summit Drive

This connection allows for a north-south corridor along the eastern side of the city when combined with potential Pleasant Hill Road improvements.

G. Camp Street

This segment would provide a hiking/biking trail along with a linear park along a stretch of Camp Street with limited sidewalks. It would also connect with the River Trail of Illinois and the Levee District.

H. McCluggage Bridge Connector

With the recent discussion regarding the replacement of the southern span of the McCluggage Bridge, the Planning Commission has identified this project as an ideal opportunity to improve pedestrian connectivity across the Illinois River.

REGIONAL TRANSPORTATION PROJECTS

- *Eastern Bypass-*

Monitor progress on the Eastern By-Pass, connecting I-474 via an Illinois River bridge to the Route 6 spur in Mossville.

- *Peoria-to-Chicago Freeway-*

Promote the development of a true Peoria-to-Chicago direct 4-lane interstate facility on the east side of the Illinois River.

- *Pekin's Veterans Drive Extension-*

Promote the development of Pekin's Veterans Drive extension which will connect in to I-474 and Fischer Road in Creve Coeur.

SUMMARY OF TRANSPORTATION GOALS

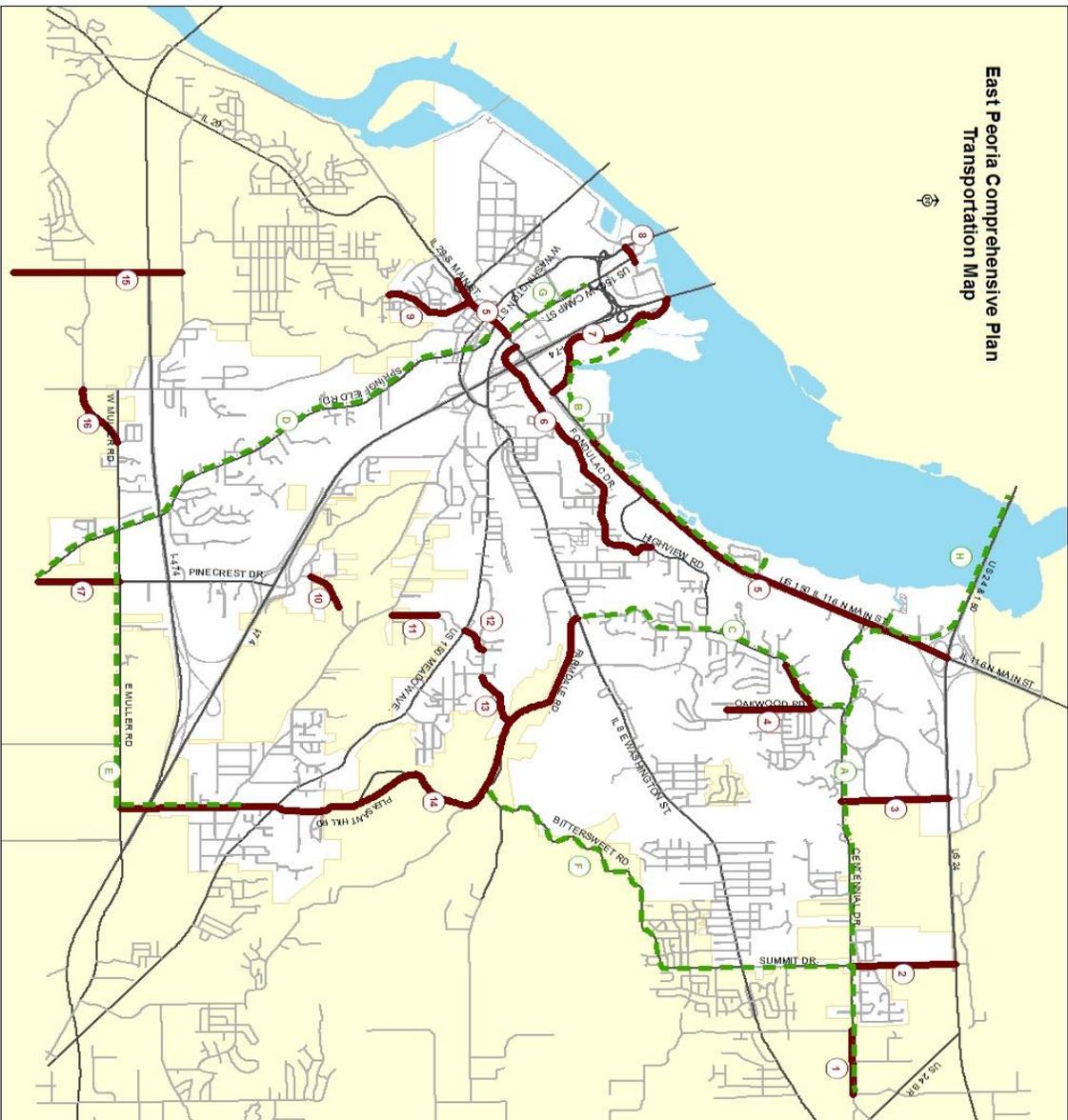
While considerable traffic improvements have been made in East Peoria, it is still difficult, because of terrain, to move from one part of the community to another. Better use of several cross-connector roads is recommended. A number of other regional transportation projects surrounding East Peoria have the potential of affecting East Peoria's existing systems. Continued dialogue is stressed to ensure the best alternatives for East Peoria are evaluated.

TRANSPORTATION GOALS AND OBJECTIVES

- Develop and implement physical and financial policies to insure adequate maintenance of streets through short and long range planning.
- Construct new streets and upgrade existing streets in accordance with a pre-determined street and highway plan.
- Evaluate major City streets (and entering highways) for ways in which roadside plantings can make travel to or through the City a more pleasant and attractive experience. Gateway entrances are critical in establishing a good first impression.
- Utilize land banking and restrictive zoning for alternative uses to preserve rights of way that become abandoned.

- Recognize the unique advantage of excellent rail, truck, and water transportation facilities, using them individually or collectively in marketing the community to prospective businesses.
- Pursue adequate connection to the proposed Chicago highway to the high speed rail corridor, and to all forms of mass transit.
- Implementation of the Transportation Plan which is detailed on the following pages.
- Continue to seek suitable cross-connector road locations
- Encourage the use of alternative forms of transportation by providing complementary sidewalks and bike lanes/trails on all transportation projects constructed in the City of East Peoria
- Promote connections to hiking/biking trails from other communities.

**East Peoria Comprehensive Plan
Transportation Map**



**East Peoria Comprehensive Plan
Transportation Projects**

Roadways

1. Centennial Drive Widening
2. Grange Road Improvement
3. ICC Connector
4. Highway & Oakwood Intersection
5. Main Street Widening
6. Fondulac Drive
7. N Main Street/Riverside Dr Connector
8. River Road Improvements
9. Pekin Avenue Realignment
10. Straighten Matherly Road
11. Neumann Lane Extension
12. Hill Road Bridge/Intersection Realignment
13. Ridge Road Improvement
14. Farmdale Rd/Pleasant Hill Rd Corridor
15. Pekin Veterans Drive Extension
16. Zion Oak/Muller Road Connector
17. Pinecrest Drive Extension

Trails

- A. Centennial Drive
- B. Riverrfront Trail
- C. Highway Road
- D. Springfield Road
- E. Muller Road/Pleasant Hill Road
- F. Bittersweet Road/Summit Drive
- G. Camp Street Trail/Linear Park
- H. McCluggage Bridge Crossing

Legend

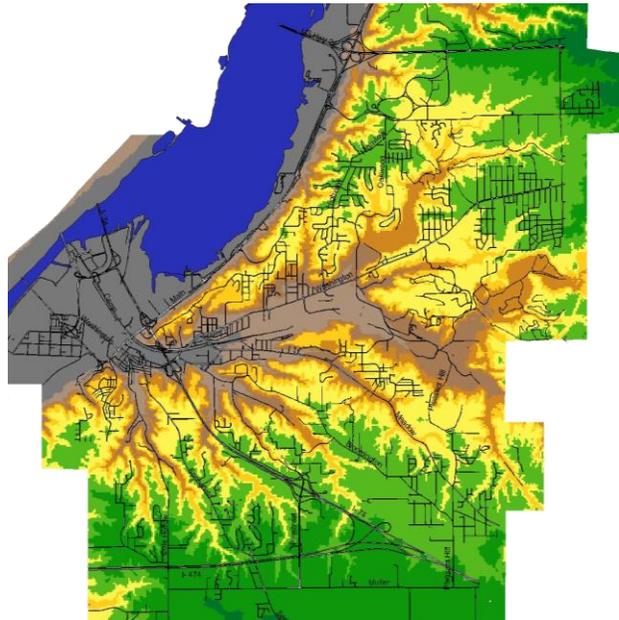
-  Road Improvement
-  Trail Improvement

NATURAL ENVIRONMENT

Topography

The present topography in and around the City of East Peoria, and throughout much of Illinois, was originally shaped by continental glaciation. As massive glaciers slowly moved across the surface of the earth, the landscape was leveled and enormous quantities of sand, gravel, rock, and sediment were deposited. As the glaciers receded, the melt water formed streams. These streams cut valleys and deposited additional glacier borne materials over the landscape, which is known collectively as till.

This glacial activity, along with the help of man over the years, helps explain the topography surrounding the City of East Peoria and the Illinois River Basin today. Being situated along the bluffs, the terrain within the City boundaries varies greatly due to specific location. The vast majority of the incorporated area has been developed along the many bluffed ravines and drainage ways leading to the Illinois River. Areas below the bluff and growth areas to the northeast and south are more level and suitable for development.



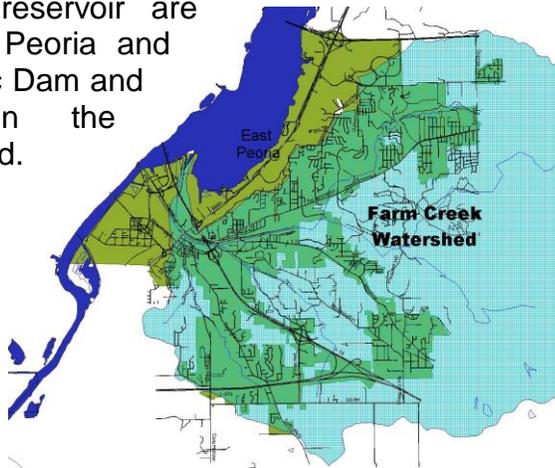
Hydrology

East Peoria is situated along the bluffs of the Illinois River and is mainly located within the Farm Creek Watershed.

Farm Creek is in the Illinois River watershed in central Illinois. Its watershed is confined to Tazewell County. The area is roughly oval shaped, containing 60.95 square miles and 39,007 acres. The hydrologic unit is 07130001 and it is a sub watershed of the Lower Illinois-Senachwine Lake Watershed. Farm Creek has its source in the northeastern part of Tazewell County, about two miles north of the town of Washington, Illinois. It flows in a westerly direction to a junction with the Illinois River at East Peoria. Farm Creek is about 19 miles long and follows a somewhat sinuous course. From source to mouth, the fall is approximately 372 feet. The valley is characterized by flat narrow bottoms and very steep side slopes as far upstream as Washington, where it merges with the rolling upland. In the upper reaches, its width is only a few hundred feet, and its maximum width near mile 4.0 is about one half mile. Wooded hills rise about 200 feet on either side of the valley. Principal tributaries to Farm Creek include Fondulac, Little Farm, School, Cole, Kerfoot, Dempsey and Ackerman Creeks.

The streams found below the bluff line have been extensively modified to control flash flooding. Farm, Cole, Kerfoot and Fondulac Creeks have all had channel modifications for flood control purposes. These improvements included construction of levees, concrete lining of the channels and straightening of the creeks. Two flood control reservoirs are currently found within the watershed. Farmdale dam and reservoir are found on Farm Creek between East Peoria and Washington. Fondulac Dam and Fondulac Creek in the portion of the watershed.

found on Farm the City of reservoir are on northwest



Soils

Five general soil associations dominate the area surrounding East Peoria.

The Ipava-Sable association is typically, level, somewhat poorly drained and poorly drained, with silty soils formed of fine grained material, mostly of silt sized particles between 0.002 and 0.05 millimeters (USDA, 1996). The major soils of this association are suited for cultivated crops.

The Tama-Ipava Sable association is nearly level to sloping, and well drained to poorly drained. Again, the major soils of this association are well suited to cultivated crops (USDA, 1996).

Rozetta-Stronghurst associations are nearly level and gently sloping soils that are moderately well drained and somewhat poorly drained in areas. Cultivated crops generally do well in this soil association, with some areas being moderately suited for dwellings (USDA, 1996).

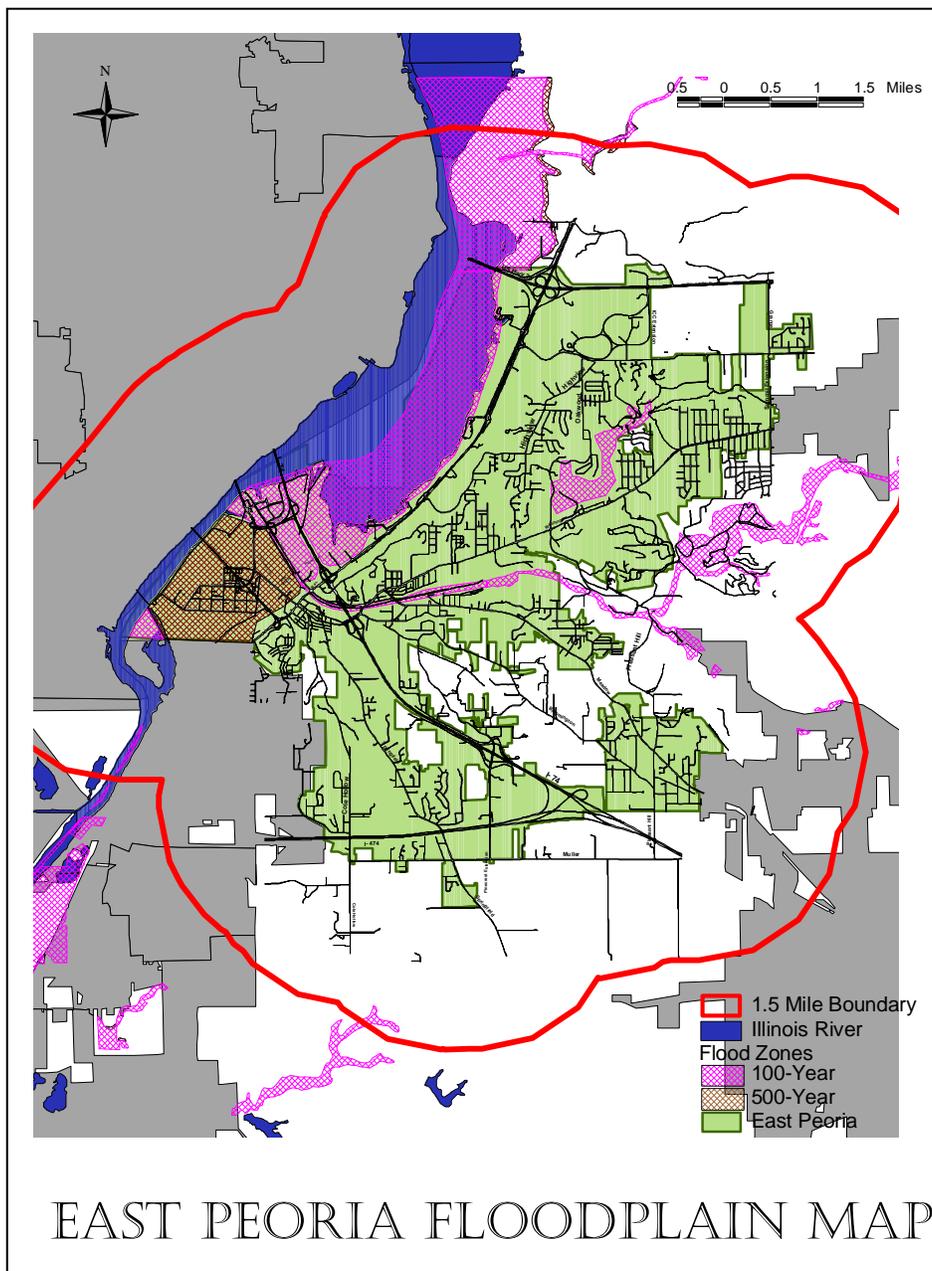
The Birkbeck-Miami-Hennepin association is typically sloping to very steep in nature and moderately to well drained. This association is the location of mostly a woodland and woodland wildlife habitat. Some areas could support cropland or pastures. The slope typically found in this association is a major limitation to intensive land uses such as dwellings, local roads and streets. Additionally, erosion is a major hazard related to the steep slope of this soil association (USDA, 1996).

Titus-Ambraw-Beaucoup soil associations are nearly level, poorly drained soils. The major soils are well suited to cultivated crops and generally unsuited to dwellings (USDA, 1996).

Floodplains

Designated floodplain in East Peoria is mainly focused in areas directly abutting the Illinois River, with some minimal areas adjacent to Farm Creek.

The 100 year flood zone encompasses a large swath of ground from Camp Street on east to the lower Peoria Lake. Much of this area has been elevated to accommodate recent commercial development and is a targeted redevelopment area for East Peoria. The area west of Camp, encompassing Richland Farms subdivision, and Caterpillar facilities is identified as the 100 to 500 year flood zone. Other minimal areas along North Main Street also fall within the 100 year zone.

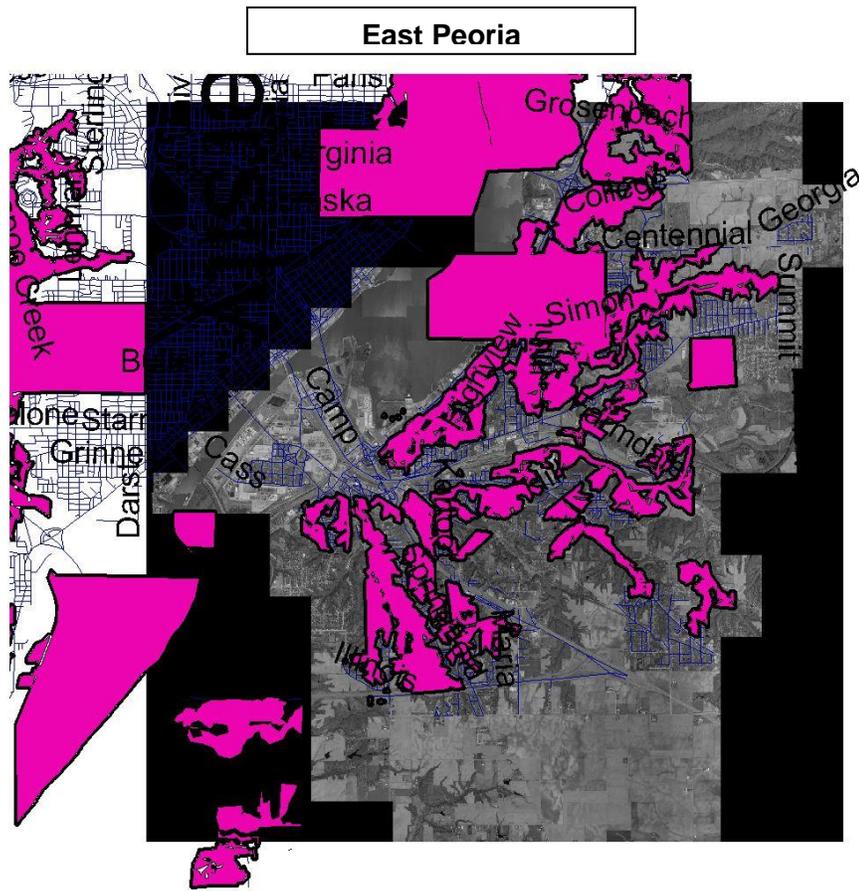


Environmental Corridors

Introduction

Environmental Corridors are those areas in East Peoria which provide valuable habitat for wildlife, contain significant aquatic resources, mature oak growth or are erosion-prone sites. In addition, the corridors include areas of remnant woodlands, savannas, prairies and native communities. Collectively these areas possess high scenic qualities and bring uniqueness to the region. Protection of these sites through land use guidelines is important in order to maintain their quality and also to reduce sedimentation resulting from erosion due to certain development practices.

Definition and mapping of East Peoria's Environmental Corridors was done by Tri-County Regional Planning with assistance from an advisory team comprised of natural resource experts, planners, biologists, park district representatives and others. The advisory team identified four environmentally significant features which included wetlands, flood zones, areas adjacent to sites identified in the Illinois Natural Areas Inventory and forested bluffs. These features were compiled into Geographical Information System (GIS) layers and overlaid to create the following map.



Land Use Guidelines along the Environmental Corridors

In order to provide protection, the following land use development guidelines should be considered when evaluating development proposals within an Environmental Corridor. The City can choose to view these guidelines as suggestions, with compliance left to the discretion of the developer, or design and adopt specific ordinances outlining the means for achievement.

General Guidelines:

The first 2 guidelines aim to protect open space in largely undeveloped areas.

CONSERVATION EASEMENTS

The following is a list of areas recommended for placement in conservation easements:

1. All conservation areas currently identified in the East Peoria zoning map should be encouraged to remain in their current state or placed under permanent easements through a purchase by the City or other easement-holding agencies
2. Areas in the Federal Emergency Management Agency (FEMA) mapped 100-year floodplain
3. Areas adjacent to conservation areas identified in the East Peoria zoning map

LARGE LOT DEVELOPMENT

Below are 3 scenarios that developers could adopt to protect open lands in the environmental corridors. Land set aside should be left in its natural state.

1. By establishing large, five to ten acre, minimum lot sizes in rural zoning districts, natural areas in environmental corridors can be preserved.
2. When dealing with large scale subdivisions, developers can be asked to set aside a certain percentage of the land (e.g. 30-40%) for natural areas. This land should be shaped so as to maximize un-fragmented natural areas.
3. Adopting density requirements which call for 1 single family residential unit per 30 acres or if developed lots are clustered and entire development does not consume more than 20% of lot.

The following strategies serve in guiding development in the corridors so as not to degrade their environmental value:

CONSERVATION DEVELOPMENT

1. Preserve natural topography, land forms and views.

2. Avoid sensitive natural areas and hydrologic features, including seeps, springs and organic/hydric soils when locating new developments and roads.
3. Utilize site designs that minimize the amount of impervious surface area.
4. Cluster residential development to minimize land disturbance and maximize natural open space.
5. Make roadway widths no wider than necessary to insure public safety and to accommodate other modes of travel such as bicycling.

NATURAL DRAINAGE

1. Preserve natural drainage patterns and features.
2. Use vegetated open swales instead of storm sewers or lined drainage ditches.
3. Utilize Low-Impact Development Criteria practices
4. Require maintenance for on-site wastewater systems
5. Require protection of all wetlands with a 50-foot buffer

STORMWATER DETENTION

1. Require stormwater detention that effectively controls the full range of storm runoff events.
2. Use vegetated swales, filter strips and perforated under-drains to maximize runoff filtering and infiltration.
3. Encourage beneficial land management practices for unused portions of properties (e.g. ravines) such as invasive species control, prescribed burning, etc.
4. Enforce Clean Water Act Section 404/wetlands and National Pollution Discharge Elimination System (NPDES).
5. Establish a maximum total imperviousness of 9-10% (unless additional mitigative measures are proposed e.g. additional detention/retention systems.) Studies show that this percentage is the threshold at which ecological/physical impacts to streams become observable. An alternative is to establish a point system whereby imperviousness allowances are balanced against best management practices and mitigative measures
6. Reference: Tri-County Stormwater Ordinance (See Appendix I)

NATURAL LANDSCAPING

1. Use native plants as a preferred alternative to the default turf grass landscape.
2. Emphasize the preservation, protection and use of deep-rooted native vegetation on the banks of streams and detention ponds and other areas that are susceptible to erosion.
3. Avoid loss of native plant communities- the Illinois Department of Natural Resources Restoration Ecologists are available for assistance with such practices.

4. Provide information on exotic plant invasion often started by development disturbance of native plant community (Management Plan)- Contact IDNR Restoration Ecologists.

FLOODPLAIN PROTECTION

1. Provide information describing any fill placed in floodplain and compensating storage volume provided at the 2-, 10-, and 100-year flood elevations.
2. Provide comprehensive stormwater management plan/design with operation and management provisions in perpetuity.
3. Prohibit loss of floodplain storage to fill without providing appropriate compensating storage areas (e.g. graded and re-vegetated to provide stable floodplain habitat and function.)
4. Enforce existing floodplain development ordinance.
5. Adopt Low Impact Development requirements to minimize impacts of development on downstream floodplains.

TOPSOIL PROTECTION

1. Adopt restrictions on off-road vehicle (e.g., four wheeler/RV) usage in the environmental corridors that may contribute to erosion.
2. Encourage reduction of erosion and sediment release by adopting properly constructed grass waterways, vegetated buffer strips, water control structures- Contact local Soil and Water Conservation District for assistance.
3. Installation of Conservation Reserve Enhancement Program (CREP) for priority land and for minimum soil disturbance tillage practices.

The above guidelines overlap in the protection of the various elements in the environmental corridors. Many of the recommendations that lead to stormwater detention also apply for floodplain and topsoil protection. These practices if adopted will insure the sustainability of the unique natural characteristics fo East Peoria.

SUMMARY OF NATURAL ENVIRONMENT CHALLENGES

PROTECTING SENSITIVE HILLSIDE SLOPES

In terms of growth, as developable sites become more limited, there will be increasing pressure to use more marginal sites. East Peoria's rugged terrain has endowed it with a wealth of attractive wooded lands primarily in steep hillsides and ravines. In a wooded state these lands are stable. Removal of vegetative cover for the purpose of development could be a threat unless careful protective measures are carried out. Development of such hillsides and ravines should be restricted if the stability of the steep slopes is endangered. Erosion of such areas, once started, accelerates rapidly in highly erodible soils and can have serious consequences on down-slope properties and can create serious maintenance consequences for down-slope drainage ways and storm drains. Ultimately, some of the eroding soils reach the Illinois River as siltation. Criteria need to be developed appropriate both to individual properties and formal subdivisions to require protective measures in such instances. Improvement of East Peoria's zoning controls will define very important protective measures for these unstable slopes during development.

Natural Environment Goals and Objectives

- Commit the City to a high quality natural environment and a logical balance between the protection of that environment and economic development.
- Support meaningful efforts to improve river and lake water quality.
- Recognize and protect land as a finite natural resource.
- Protect flood plains.
- Encourage conservation and preservation of wetland and woodland habitat.
- Encourage development which adapts to terrain.
- Promote and protect public access to the waterfront.
- Seek waterfront development which takes advantage of its waterfront location.

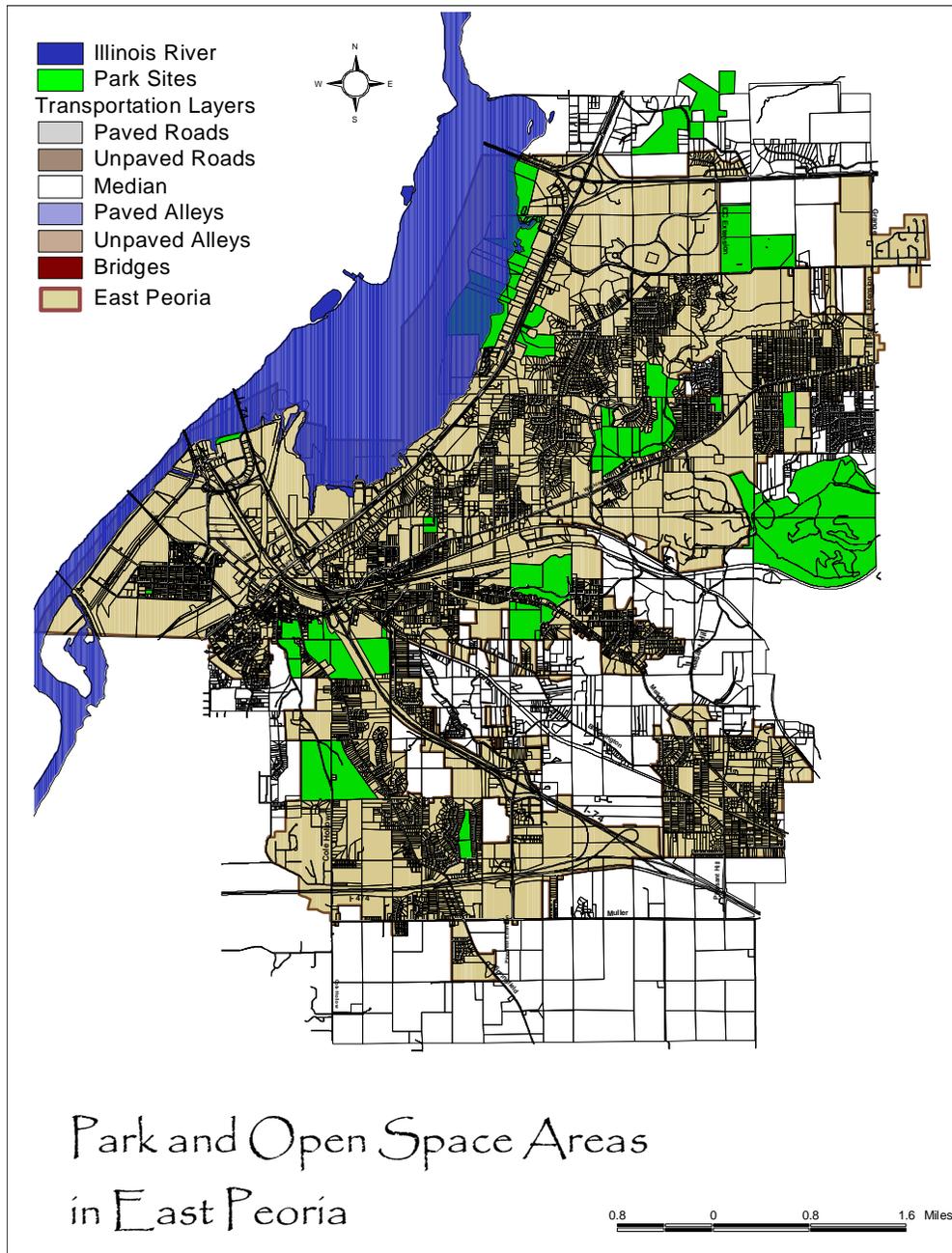
PARKS AND RECREATION

Overview

Public parks in East Peoria are owned and operated by the Fondulac Park District, with the exception of Riverside Park which is City owned. As a result, the determination of future facility locations and services will also be lead by Park District efforts. It is because of this important relationship that ongoing planning efforts be closely tied between both parties to ensure the best outcome possible for all local residents.

Fondulac Park District operates a number of general recreation parks, a marina/campground, the terraqueous garden, Splash Down at the EastSide Centre (as seen below), and two golf courses. Quail Meadows Golf Course, a previously private golf course was acquired by the Park District in 1991. In addition, the Park District owns a number of large parcels of land consisting of wooded steep slopes, ravines, some tillable land and some river bottom land. These undeveloped parcels could be utilized in the future as conservation and nature study areas. Spring Bay currently uses a small portion of the Siesta Channels property for playground purposes. Metamora leases thirty-five acres of property known as Black Partridge Park. A large part of the property is sharecropped.





CITY - PARK DISTRICT COOPERATION

There has always been a spirit of cooperation and mutual assistance in East Peoria between various agencies and governmental jurisdictions. As previously mentioned no place is such cooperation more important than between the Park District and the City. These two separate jurisdictions often are sharing similar objectives in enhancing the quality of life for East Peorians. A prime example of such intergovernmental cooperation is the Eastlight Theatre, a cooperative venture of the City, Park District, and High School District. The EastSide Centre with has a similar partnership between the City and Park District as well.

Specific important areas of interest of City - Park District cooperation are as follows:

1. Better knowledge and understanding of City growth trends and growth objectives, and approach to zoning and land use controls to facilitate planning of additional neighborhood parks.
2. Consideration of some sharing with Park District of revenues generated by tourism, recognizing the importance of recreation facilities to tourism visitation.
3. Continue cooperation and assistance in applications for grants.
4. Pool resources on specific projects of recognized need where the project scope is clearly beyond the capabilities of the District alone.
5. Continue to pursue intergovernmental agreements to share use of facilities and property.
6. Consider requiring dedication of open space as a requirement of the subdivision code.

NEED FOR NEW NEIGHBORHOOD PARKS

Ideally, neighborhood parks should be centrally located to the residential areas they serve. It is not possible to get an effective distribution of parks to all neighborhoods. The topography and highways preclude easy and safe accessibility for the normal suggested walking distance to such parks. The Park District has defined 14 service areas they feel should ideally be served by either neighborhood parks or tot-lots. Two small recreational areas have recently been added, Cass St. and on Kerfoot Hill. However, no other substantial park acquisitions are planned in the immediate future.

Areas of projected growth, Centennial Drive, east of Quail Meadows, and areas north of Route 24 and Muller Road would seem to justify future neighborhood parks. Neighborhood parks should ideally be located adjacent to an elementary school site.

Where a combination school-park is not possible, it becomes necessary to pursue a park site on its own merits. The area east of Quail Meadows would seem to present some good opportunities for site acquisition by the Park District

for a future neighborhood park.

Much of the area south of Muller Road is outside Fondulac Park District jurisdiction. Opportunities exist under Illinois law for increasing a Park District's size. Developers may petition to be served by the Fondulac Park District to provide good, convenient park facilities.

EAST PEORIA TRAIL SYSTEM

East Peoria's first phase of biking/hiking trail construction, the River Trail of Illinois Phase I, was constructed in 1990. The bituminous surfaced trail is approximately 5 miles in length. This completed first phase of trail runs from downtown East Peoria to the southeastern edge of the City. The bikeway routing is along a combination of levee tops and abandoned inter-urban rail line. It is a trail of changing character with portions of wooded and open areas, the western portion of the trail being very flat while the eastern extremity runs uphill toward Morton.

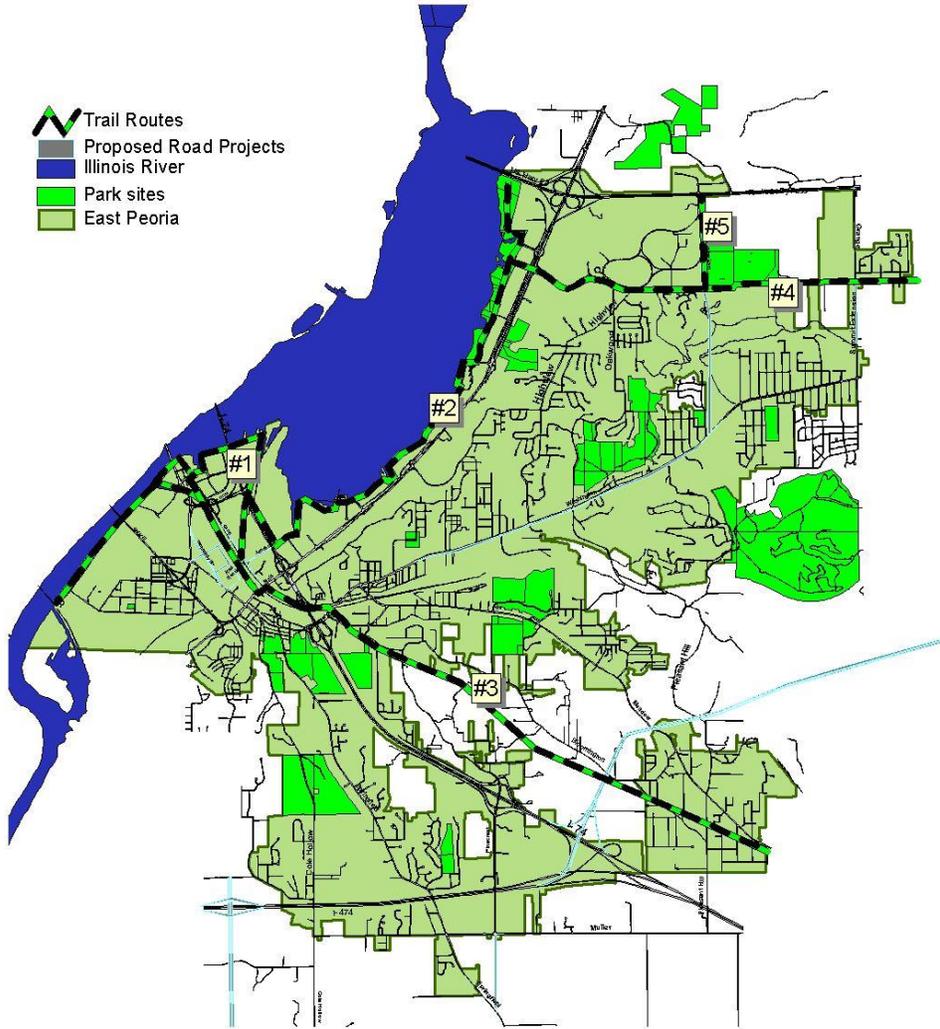
Another portion, Phase II, of the River Trail of Illinois has been constructed running north from Cooper Park. This portion of trail is part of a longer riverfront trail segment, the alignment of which would be primarily on the river side of business, industrial, and recreational developments now located along the riverfront. The East Peoria Riverfront Development Commission has been planning the general alignment of this portion of proposed trail and meeting with riverfront property owners to seek cooperation in routing the bikeway across their lands. This trail, when completed, by virtue of being so close to the riverfront for an extended distance will provide users one of the most outstanding trail experiences in the Tri-County area.

The existing 5 mile section of the River Trail of Illinois will be connected to the foot of the Bob Michel Bridge by 2010. Funding has been identified from the Illinois Department of Natural Resources (IDNR) and the Illinois Department of Commerce and Economic Development (DCEO) to complete this remaining segment along the Farm Creek levee and behind the Camp Street Crossing development.

Future trail extensions include the entire length of Centennial Drive ultimately connecting to the Washington Park District's trail system as well as a number of on-street segments. Funding still needs to be identified for this work but will most likely come from IDNR and IDOT funding sources.

East Peoria Trail Plan

-  Trail Routes
-  Proposed Road Projects
-  Illinois River
-  Park sites
-  East Peoria



- #1, Riverfront Recreation Loop
- #2, River Trail of Illinois
- #3, East Peoria/Morton Trail
- #4, Centennial Drive Trail
- #5, ICC Trail Extension

Another branch of the trail would proceed down Oakwood Road, then along to Farmdale Road, joining up with the present trail at Pleasant Hill. A branch trail off Farmdale Road could access the Farmdale Reservoir site, conditioned on this possibility that present primitive trails in the Farmdale Reservoir site, might be upgraded to bikeway /hiking use.

The proposed East Peoria bikeway system could, on its own merits, be an outstanding system, in location, length, and the exposure to views and natural features. The connection across the Robert Michel Bridge renders the planned and developing downtown Peoria to Rock Island trail system accessible to users of the East Peoria River Trail of Illinois. There are future possibilities for extensions to Washington and Pekin.

Key trail related objectives include:

- Conduct a trail connectivity study for Tazewell and Woodford Counties
- Develop a trail connecting downtown East Peoria with Illinois Central College and the City of Washington.
- Construct a trail along the Illinois River from Pekin to East Peoria
- Explore the possibility of establishing a trail connection to City of Washington.

The most popular portions of trail systems are those which are exclusive trails, entirely separated from street or any road pavement. The preference for trail users for this type of trail is primarily due to the safety factor. However, in urban situations, or where right of way is limited, trail systems usually provide a combination of bike lane on roadway pavement or adjacent to the roadway as well as the preferred totally separate bikeway.

EAST PEORIA RIVERFRONT RECREATIONAL DEVELOPMENT

East Peoria's waterfront between the Murray Baker and McCluggage Bridges is developing with public and private recreational facilities which will be interspersed with the light industrial and service commercial type uses.

In the Cooper Park segment, an area of approximately one mile in length, plans project primarily natural area conservation with some expansion and improvement to the Spindler Marina Campgrounds, and addition of fishing piers, boardwalk walkway and overlooks at selective locations along the waterfront. Some of the construction has recently been completed while other improvements will be added over time.

A leg of the riverfront trail system (described earlier in this section) is planned to parallel the river between the Robert Michel Bridge and Cooper Park.

The East Peoria Riverfront Plan (developed by the East Peoria Riverfront

Development Commission) included other recommendations. That plan is adopted by reference as a portion of the East Peoria Comprehensive Plan. The East Peoria Riverfront Development Commission continues to function with the objective of assisting in the implementation of its recommendations and as an advisory body to the City Council on matters relating to riverfront development.

Key components of the Riverfront Plan include the following

- Development of an attractive trailhead park at the Robert Michel Bridge
- Endorsement of Park District plans for trail, development of shelters, relocated nature trails, and observation platforms.
- Special zoning be considered for riverfront properties due to their sensitive nature.
- City support and assistance in establishing a public access riverfront corridor.
- City and Economic Development Council utilize recent riverfront development and work of Riverfront Development Commission to promote further riverfront improvements by property owners, realtors, and developers.
- Continuation of the East Peoria Riverfront Development Commission to monitor riverfront development and service in an advisory role on matters affecting the riverfront.

SUMMARY OF PARK AND RECREATION CHALLENGES

East Peoria is in line with recommended standards for total acreage of general recreation facilities such as neighborhood and community parks in relation to population to be served though some parks are below the recommended minimum size. Additional neighborhood parks will be required in the growth area east of Quail Meadows and north of US Route 24 at such times as development occurs in these areas. The prime growth area south of Muller Road will also require a neighborhood park but being within another Park District must receive park development from that district. As far as specialized facilities are concerned East Peoria's developing trail system is of priority interest as is a continuing emphasis on good usage of riverfront lands and quality golf course facilities.

PARKS AND RECREATION GOALS AND OBJECTIVES

- City, where appropriate, and other agencies, should cooperate with the Park District in the provision of recreation facilities and the preservation and enjoyment of scenic resources.
- Neighborhood parks should be considered for service to projected growth areas north of US Route 24, off of Centennial Drive east of Quail Meadows, and south of Muller, coordinated with development.
- Consideration should be given to incorporating the dedication of open space as a requirement into subdivision regulations.
- Schools and parks should cooperate in providing additional facilities. Additional neighborhood parks should be adjacent to schools where practicable.
- City and Park District should continue cooperation in developing the River Trail of Illinois.
- Recommendations of the Riverfront Plan, prepared by the East Peoria Riverfront Development Commission, should be followed. The Riverfront Development Commission should be continued as an advisory body to the City in implementation of riverfront plans.
- Farmdale reservoir should be thoroughly explored to determine possibilities for upgrading trails and incorporating a self-guided, natural historic interpretive tour. Campground-park leased facilities should be maintained and if possible, improved.
- Implement neighborhood recreation/City and Park District cooperation by:
 - Providing and maintaining neighborhood oriented recreational facilities accessible to all residents.
 - Encouraging residents to become involved in plans for development and maintenance of neighborhood parks.
 - Requiring developers to support the development of neighborhood park facilities in new growth areas by assessment or land donation.
 - Encouraging the City and other local governing bodies to continue cooperation with the Park District in the mission of developing, operating, and maintaining park and recreational facilities.
- Pursue an expansion of the trail system by:
 - Expanding the system in East Peoria for recreational biking, jogging, and walking.
 - Connecting major destination facilities within East Peoria.
- Pursue sound riverfront development consistent with the riverfront plan by:
 - Encouraging riverfront development to accommodate visual scenic and/or public access to the waterfront.
 - Encouraging riverfront development to enhance its appearance through landscaping and screening and by locating less attractive aspects of its development to be as unobtrusive as possible.
 - Encouraging commercial and recreation along the riverfront with particular emphasis on marina, hotel, restaurant, and gaming boat development.
 - Continuing cooperation between City and other agencies having responsibility for facilities and programs serving East Peoria.

ZONING

Current Zoning Status

Commercial

East Peoria has 990 acres of current commercial property. Nearly 90% of the total commercial property is zoned B-3. Large portions of B-3 property are located along the Route 8 corridor, North Main Street, and adjoining Riverfront Drive. All categories of commercial zoned property account for 8.0% of all property within East Peoria.

Commercial Property

Classification	Acres	% of Like Use	% of Total
B-1	70.33	7%	0.6%
B-2	39.88	4%	0.3%
B-3	880.41	89%	7.1%
Total B	990.62	\	8.0%

Conservation

Nearly 17% of East Peoria's land is classified as Conservation on the official zoning map, the second most after residential classifications. The Farmdale reservoir along with large portions of property along the Interstate 74 corridor are both designated conservation. Other areas abutting the Illinois River, and parcels along the bluff line contribute to this total as well. (As property is annexed into the City it is automatically zoned conservation, however the most appropriate land use is often determined at a later date.)

Conservation Property

Classification	Acres	% of Like Use	% of Total
Total C	2111.16	\	16.9%

Industrial

Industrial zoned property is the third most abundant use in the City. M-2 Industrial currently covers a large portion riverfront property including Caterpillar manufacturing facilities, older vacated properties, and areas stringing north along the Illinois River.

Industrial Property

Classification	Acres	% of Like Use	% of Total
M-1	509.89	26%	4.1%
M-2	1357.88	69%	10.9%
M-3	103.49	5%	0.8%
Total M	1971.26	\	15.8%

Residential

Residential zoned property is the largest general classification of land use in East Peoria. R-2, medium density residential, accounts for over a quarter of all incorporated land within the municipal boundaries.

Residential Property

Classification	Acres	% of Like Use	% of Total
R-1	1062.29	22%	8.5%
R-2	3251.89	67%	26.1%
R-3	48.45	1%	0.4%
R-4	463.65	10%	3.7%
Total R	4826.28	\	38.7%

Miscellaneous

Miscellaneous Property

Classification	Acres	% of Like Use	% of Total
State	33.98	\	0.3%
Not Zoned	2523.01	\	20.3%
Total	12456.31		

Combined

Current Zoning Distribution

Classification	Acres	% of Like Use	% of Total
B-1	70.33	7%	0.6%
B-2	39.88	4%	0.3%
B-3	880.41	89%	7.1%
Total B	990.62	\	8.0%
Total C	2111.16	\	16.9%
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Total R	4826.28	\	38.7%
State	33.98	\	0.3%
Not Zoned	2523.01	\	20.3%
Total	12456.31		

IMPLEMENTATION

General

The goals in this plan have been prioritized based on the proposed implementation plan. It is now up to community leaders, local organizations, and the residents of East Peoria to have the fortitude to see this plan through. East Peoria had the vision to complete the first step, adopting this comprehensive plan, so it should be no surprise to see the next phase follow through.

Step number 2 begins the implementation. As mentioned above, the goals have been prioritized based on the findings of this plan. The logical place to begin is with the most important issues. Upon completion of those goals it is often beneficial show the residents the products of the plan implementation. This will not only generate excitement about local progress, but will help build confidence and respect for the plan itself.

Every 3 years or so this plan should be revisited and updated based on the on-going changes in the community. Take this time to evaluate the plan's progress, reprioritize goals if needed, and recommit to the objectives that are set forth. It is not uncommon for long-term planning efforts to be slowed by a "sit on the self" mentality. It is also important to educate new members of various City committees about the plan and its overall purpose.

Zoning Board/ City Council/ Planning Commission

The East Peoria Planning Commission and Zoning Board of Appeals are the City bodies that are the front line of defense when dealing with most local development issues. The East Peoria Zoning Board holds official public hearings for rezoning, special use, and variance cases. This plan should be used as a guide in making decisions on those particular cases.

Is the proposed use consistent with the future land use map and the goals set forth in the comprehensive plan?

The consistency in which the City bodies use this document as a guide will determine the document's strength from a legal standpoint. A lack of consistency in implementation will only weaken the document and, for this reason on-going amendments are suggested to accurately reflect the City's desired goals.

The East Peoria City Council is the final authority on policy formulation for the community. It adopts the budget, passes ordinances, and develops local planning policy. Much like the East Peoria Zoning Board, this body should use this plan as a guide to future development. Implementation will only come as a direct result of the City promoting and backing the comprehensive plan.

The East Peoria Planning Commission was the body delegated to create the plan, and it should be their responsibility to evaluate it on an ongoing basis. (The City Council, and Zoning Board can always recommend amendments, but it will likely be the Planning Commission to formally create them.)

Zoning Code/Subdivision Code

It is important to understand that this comprehensive plan is not an end in itself, but is one of many powerful tools employed in planning.

After a study of population trends, existing land use patterns, traffic conditions and issues, the location of major business districts and commercial areas, drainage or sewage issues, the location of public buildings, and numerous other factors this plan was developed.

The next step to insure the comprehensive plan's implementation is the evaluation of the zoning and subdivision ordinances. These codes should be reviewed and updated based on the goals, strategies, and requirements stated in the comprehensive plan. These two ordinances are officially adopted documents that provide specific explanation regarding the community's regulations, codes, and procedural processes. The validity of zoning is predicated on the police power – the power to regulate for the advancement and protection of the health, morals, safety, or general welfare of the community. These two codes are the vehicles for true implementation.

The zoning code and subdivision ordinance are valuable and necessary tools. Since they're both ever-changing documents, current up-to-date versions are available at the City Hall and are here listed as attachments.

APPENDIX

SUMMARY OF PROPOSED TRI-COUNTY UNIFIED STORMWATER ORDINANCE

BACKGROUND

The origins of the ordinance are the Northeastern Illinois Planning Commission (NIPC) model Soil Erosion and Sediment Control and Storm water Drainage and Detention ordinances. These were extensively revised in the late 1980's-early 1990's and have been revised slightly since. These have been widely used in the collar county (Cook, DuPage, Kane, Lake, McHenry, Will) Chicago metro area. In addition, they have been utilized in some form (or are being considered) in the Boone, Kendall, Macon, and Rock Island counties and the municipalities of Belvidere, Dwight, Carbon Cliff, Clinton, Decatur, and the Metro East (St. Louis) areas.

The format for Tri-County ordinance was developed in late 2003 by the Bi-State Regional Planning Commission (Illinois-Iowa Quad City area) who took the ordinance developed for and adopted several years ago by the Village of Carbon Cliff. The Carbon Cliff ordinance was a combination of the above referenced NIPC models. The Bi-State model includes additional requirements for NPDES Phase II and the format was reorganized for clarification and to more directly relate to NPDES.

The Bi-State model was expanded to include additional updated information from Lake County and Kane County. Each of these counties have developed, adopted and revised county-wide ordinances which include all municipalities in the county. These ordinances were developed, and subsequently revised to make more understandable and meet current requirements with input from municipal, county, environmental and development interests.

Much of the updated information taken from the Lake and Kane county ordinances apply to identification and protection of agricultural subsurface drainage systems with the intent to protect the integrity of agricultural infrastructure when development occurs nearby.

GENERAL

The ordinance is not state-of-the-art. It mostly relies on information and tried and true technologies that have been around and used for over 20 years. Some topics have more updated information and have had language clarified due to experience in ordinance implementation.

It is anticipated that the ordinance should meet NPDES Phase II requirements for the construction site runoff control, post construction runoff control, and illicit discharge ordinance requirements in small MS4 communities (ILR40 general permit). In addition it should cover the county-wide construction site erosion and sediment control requirements (ILR10 general permit). If Illinois EPA develops or endorses another model some adjustments may need to be made, but these are not expected to be significant.

The ordinance is fairly prescriptive. That is, it spells out in detail what is expected and how to do it. This should reduce ambiguity, interpretation, and serve as a training mechanism for the development community.

SECTION ONE – GENERAL PROVISIONS

Purposes:

1. Create set of fair and consistent standards for desirable and sustainable development.
2. Protect natural resources and water quality.
3. Reduce impacts of storm water runoff, soil erosion, sedimentation and flooding.
4. Prevent discharges of contaminated storm water runoff and illicit discharges into the storm drainage system.
5. Facilitate compliance with existing state and federal regulations (i.e., NPDES) and prepare for future requirements (e.g., TMDLs)

Abbreviations and Definitions – A listing and explanation of abbreviations and acronyms are provided as well as an extensive list of definitions of terms used.

Prohibited Discharges – Prohibited discharges, requirements for certain discharges and exempted (allowed) discharges to the stormdrainage system are listed and explained. This should meet the ordinance requirement for small MS4 communities Illicit Discharge Detection and Elimination minimum control measure.

INSPECTIONS AND ENFORCEMENT – PROVISIONS FOR NOTIFICATION OF THE JURISDICTION, SITE INSPECTIONS AND ENFORCEMENT ARE PROVIDED.

VARIANCES AND APPEALS – THE PROCESS OF APPLYING FOR AND REVIEWING VARIANCES AND AN APPEALS PROCESS ARE OUTLINED.

Section Two - Construction Site Runoff Control

This section addresses NPDES requirements for the small construction sites (applicable everywhere) and the construction site runoff control minimum measure for small MS4 communities.

Soil erosion and sediment control, control of other wastes, and storm water management requirements for active construction sites are addressed. It presently does not meet additional, more stringent, requirements for discharges into impaired waters.

Two (2) classes of Grading and Drainage Permits based on the area of disturbance and amount of impervious area to be created are established. Submittal requirements differ significantly between the classes. Notification, review and permits from regulatory agencies are applicable to both classes. Guidelines for permit application review, approval, revocation, permit limitations and retention of plans are provided.

CLASS 1 – APPLICABILITY AND SUBMITTAL REQUIREMENTS

- addition of >500 ft² and <10,000 ft² impervious surface area
- land disturbing activity between 5,000 ft² and 43,560 ft² (1 acre)
- land disturbing activity exceeding 100 yd³ that otherwise doesn't meet requirements for a Class 2 permit

- land disturbing activity on a slope of 7% or greater
- construction of a single family home in a subdivision that has an approved Storm Water Pollution Prevention Plan (SWPPP).
- simplified submittal requirements and use of an “Erosion Control for Small Projects” worksheet

CLASS 2 – APPLICABILITY AND SUBMITTAL REQUIREMENTS

- addition of >10,000 ft² impervious area
- land disturbing activity >43,560 ft² (1 acre)
- significantly more information needed including:
 - bond or letter of credit for soil erosion and sediment control, landscaping and maintenance during a specified period of time
 - topographic survey and existing and proposed property conditions for the property and 100 ft surrounding the property
 - certifications and design statements by a licensed professional engineer
 - description of environmental features of the property and surrounding area
 - engineering calculations and supporting data
 - Stormwater Pollution Prevention Plan

SECTION THREE – POST CONSTRUCTION RUNOFF CONTROL

This section addresses NPDES requirements for the post construction site minimum control measure for small MS4 communities. It deals with permanent storm water management features on a site that affect water quality and flooding.

A best management practices (BMP) hierarchy is presented which will, if followed, maximize the natural infiltration of precipitation and minimize the generation of surface storm water runoff, mimicking the natural drainage characteristics of the site prior to development. Applicants are required to evaluate and implement, where practicable, the site design features contained in the BMP hierarchy.

Drainage systems for new developments or redevelopments must be designed to limit the peak rates of discharge to specified release rates for the one (1), ten (10), and one hundred (100) year storm events. Due to the methodology used, this is more precise than requiring pre and post development conditions be the same. The 1-year storm release rate is intended to protect streams from erosion and provide water quality benefits. The 10-year storm release rate is intended for the minor drainage system (e.g., road ditches, culverts, storm sewers) and is consistent with IDOT criteria. The 100-year storm release rate is intended to provide flood protection and major drainage system conveyance and detention storage.

The use of the rational formula is limited for design of minor or major drainage systems for areas of up to 10 acres or minor drainage systems up to 100 acres. A runoff hydrograph method must be used for major drainage system design for all systems with greater than 10 acres of drainage areas and all detention basins. Detention basins are designed to store runoff from a 100-year storm event with 1 foot of freeboard.

Properties discharging directly to the Illinois River are not required to limit 10-year and 100-year post development peak flow rates. They are, however, required to provide 24-hour detention for the 1-

year storm to provide water quality protection.

Long term maintenance considerations and requirements of permanent stormwater BMPs are included.

Provisions for protecting the integrity of existing agricultural surface and subsurface drainage systems are included. These require the completion of a tile survey, removal of tiles that will no longer be used as a part of the storm drainage system of the development, rerouting and connection of tiles from upstream and downstream properties, and easements for access and maintenance.

Criteria for the design, grading, and vegetating of detention systems are provided which incorporate water quality considerations, protection of sensitive areas (e.g., streams, wetlands, floodplains) and use of naturalized landscaping. Wet bottom and wetland detention basins are preferred over dry bottom basins.

Options of fee in lieu of detention and cooperative/regional detention are included.

SECTION FOUR – STORMWATER POLLUTION PREVENTION PLANS

This section covers the preparation of Stormwater Pollution Prevention Plans (SWP3) which are required for both the construction site general permit (ILR10) and the small MS4 stormwater general permit (ILR40).

THE RESPONSIBILITY OF THE PREPARATION AND UPDATING OF THE SWP3 RESTS WITH THE OWNER. THERE ARE ORDINANCE REQUIREMENTS HOWEVER, FOR UTILITY COMPANIES, AND FOR INDIVIDUAL LOT OWNERS IN A SUBDIVISION. BOTH OF THESE AREAS USUALLY PRESENT PROBLEMS AND OFTEN MAY NOT BE INCLUDED OR COVERED BY SOME ORDINANCES. ENFORCEMENT OF UTILITY COMPANY WORK MAY BE PROBLEMATIC.

The “Greenbook” and Illinois Urban Manual are referenced standards for erosion and sediment control, and IDOT standard specifications or other references may be utilized, when approved by the jurisdiction, where Illinois Urban Manual standards do not exist.

General erosion and sediment control design features, soil grading and drainage plan requirements, and site development requirements outline in detail the design standards for soil erosion and sediment control BMPs for Class II developments.

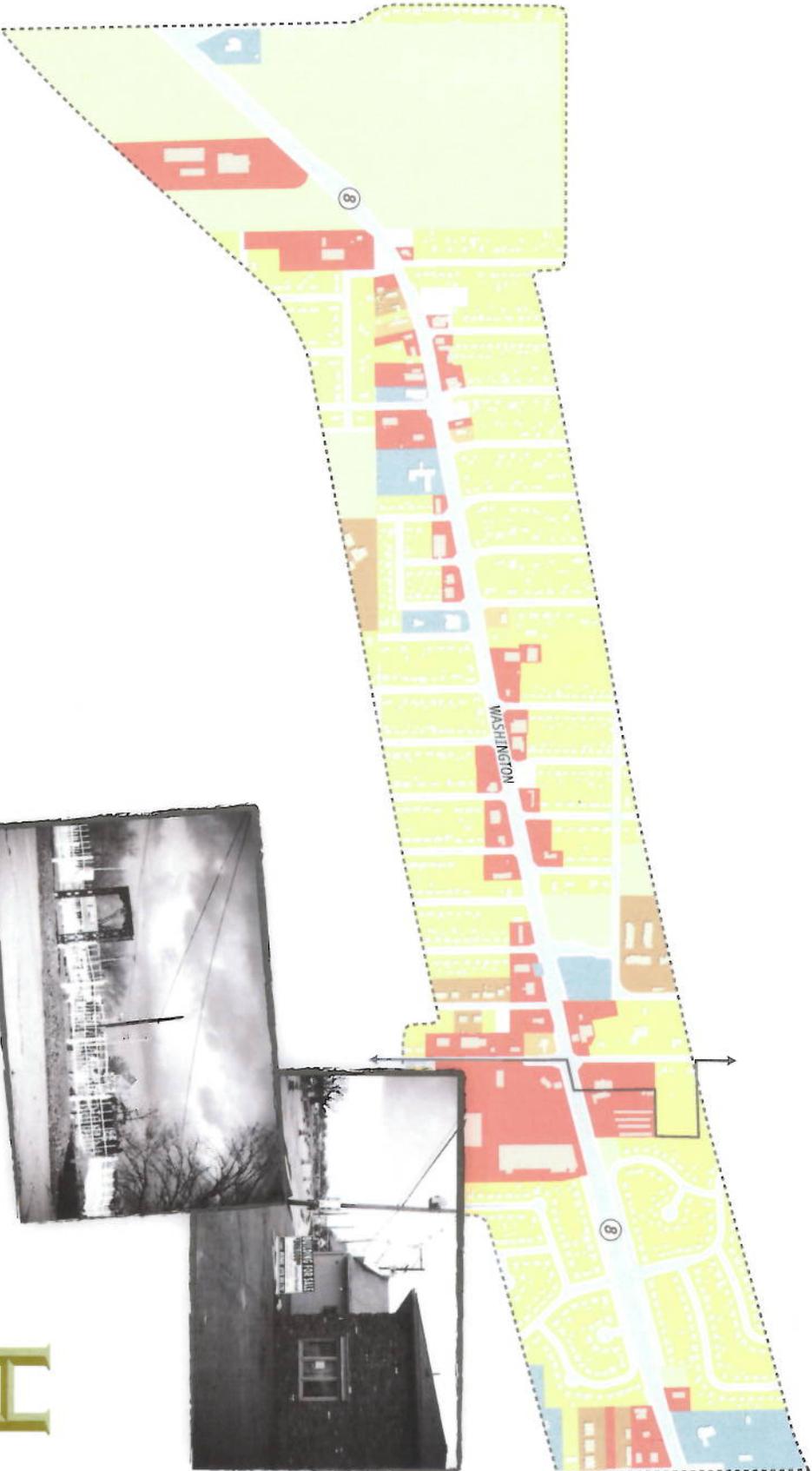
SECTION 5 – FEES

This section has been left blank and will need to be developed by the appropriate jurisdiction.

City of East Peoria & City of Washington

ILLINOIS ROUTE 8-SUNNYLAND CORRIDOR PLAN

May 21, 2010



Acknowledgments

City of Washington

Gary W. Manier, Mayor

Aldermen

- Bob Brucks, Ward I
- Jim Newman, Ward I
- Don Brubaker, Ward II
- Todd Clain, Ward II
- Al Howarter, Ward III
- Dave Dingleline, Ward III
- Jim Gee, Ward IV
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- Michael Ues, Commissioner
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EXECUTIVE SUMMARY

The Route 8-Sunnyland Corridor Plan is based on a thorough evaluation of existing conditions and provides recommendations for improving the function and physical form of the corridor. The following sections are included in the Plan:

Introduction

The Introduction outlines the background to the Plan, the Planning Process and the Organization of the Plan.

Community Outreach

This section provides a summary of the outreach efforts that were conducted as part of the planning process. This includes the input of residents, business owners, property owners, staff and elected officials through various activities.

Existing Conditions

The existing conditions analysis provides insight into the context of the corridor, current land use and zoning, the character of the area and planning considerations that must be taken into consideration. For example, Sunnyland Plaza is identified as a major landmark in the corridor and has significant potential should there be a change in ownership and/or a redevelopment proposal. Additionally, the proposed

extension of Summit Drive provides unparalleled opportunities to achieve land use and economic development goals.

Land Use and Development Plan

The Land Use and Development Plan provides a vision, goals and objectives for how the corridor may develop in the future. Goals and objectives are established for residential uses, commercial/mixed-uses, and community facilities and open space. Land use recommendations are provided on a map to guide future decision-making.

Two types of sites are identified for further recommendations: enhancements sites and opportunity sites. Enhancement sites are properties, buildings and areas where aesthetic changes have the ability to improve the look and function of the corridor as a whole with minimal time and expenditure.

Opportunity sites are those sites that through parcel assembly, public-private partnerships and/or public-driven incentives have the potential to dramatically improve the corridor and may act as a catalyst for economic development. Of the opportunity sites identified, two were selected to prepare

detailed redevelopment scenarios (two per site). This exercise provides realistic vision for large-scale redevelopment if and when it becomes appropriate. These scenarios are intended to be visionary rather than specific recommendations for change.

Beautification Plan

The goal of the Beautification Plan is to improve the corridor in terms of aesthetics and to create an inviting place for businesses and customers alike. The Beautification Plan includes three components: streetscape improvements, gateways and wayfinding. The recommendations recognize that the primary function of the corridor is to move goods and people while striving to create a unique sense of place.

Implementation

Completion of the Route 8-Sunnyland Corridor Plan is only the first step, not the last. The implementation section prescribes specific actions required to carry out the recommendations and policies of the Plan. Implementation tools fall into the following categories: administrative actions, regulatory actions, corridor beautification and economic development. Funding sources are also detailed with text descriptions and a summary chart.

section one
INTRODUCTION

Section One

Introduction

This document presents the Route 8-Sunnyland Corridor Plan for the Cities of East Peoria and Washington, Illinois. The document outlines the Cities' long-range plan for improvement, redevelopment, beautification, and overall revitalization of the Corridor.

The Route 8-Sunnyland Corridor Plan should serve as a foundation for future decision-making for matters relating to all aspects of the Corridor. The Plan should be used as a guide to implement changes in policy and regulatory documents and should be consulted when reviewing and evaluating development proposals for properties within the Corridor. The Plan provides a framework for capital improvement planning and provides a vital first step in seeking grant funding for implementation. Although the Plan contains detailed recommendations and policies for a number of improvements and actions, it also sets the basic framework to guide activities and change, allowing room for adjustment as conditions and potentials change. Finally, the Plan should serve as an important marketing tool to promote Route 8-Sunnyland and the Corridor's

unique assets and advantages. The Plan should be used to achieve the shared vision for the Corridor while helping to attract desirable new development to the area.

The Plan has been developed over several months with substantial community input and participation from residents, elected and appointed officials, City staff, and representatives from the local business community.

Background

Route 8 is a state road under the jurisdiction of the Illinois Department of Transportation (IDOT). The Sunnyland portion of Route 8 is approximately 1.7 miles long and is an important link between the City of East Peoria and the City of Washington. Sunnyland is a neighborhood that developed over several decades with an identity distinct from the two cities in which it is located. This identity is mainly due to the established residential neighborhoods adjacent to Route 8. Common to many state roads, commercial development and light industrial also developed along Route 8 providing goods and services to adjacent neighbors and those passing through.

Summit Drive, a major north-south street, is the border between the Corridor's two cities. Its intersection with Route 8 is the only signalized intersection in the study area. From the East Peoria Events Center to Summit Drive, Route 8 is currently under construction for street widening, median reconfiguration and the installation of sidewalks. This project is scheduled to be completed in October 2010. A similar project is proposed east of Summit Drive to Route 24. There is no clear start date for the project due to State funding issues.

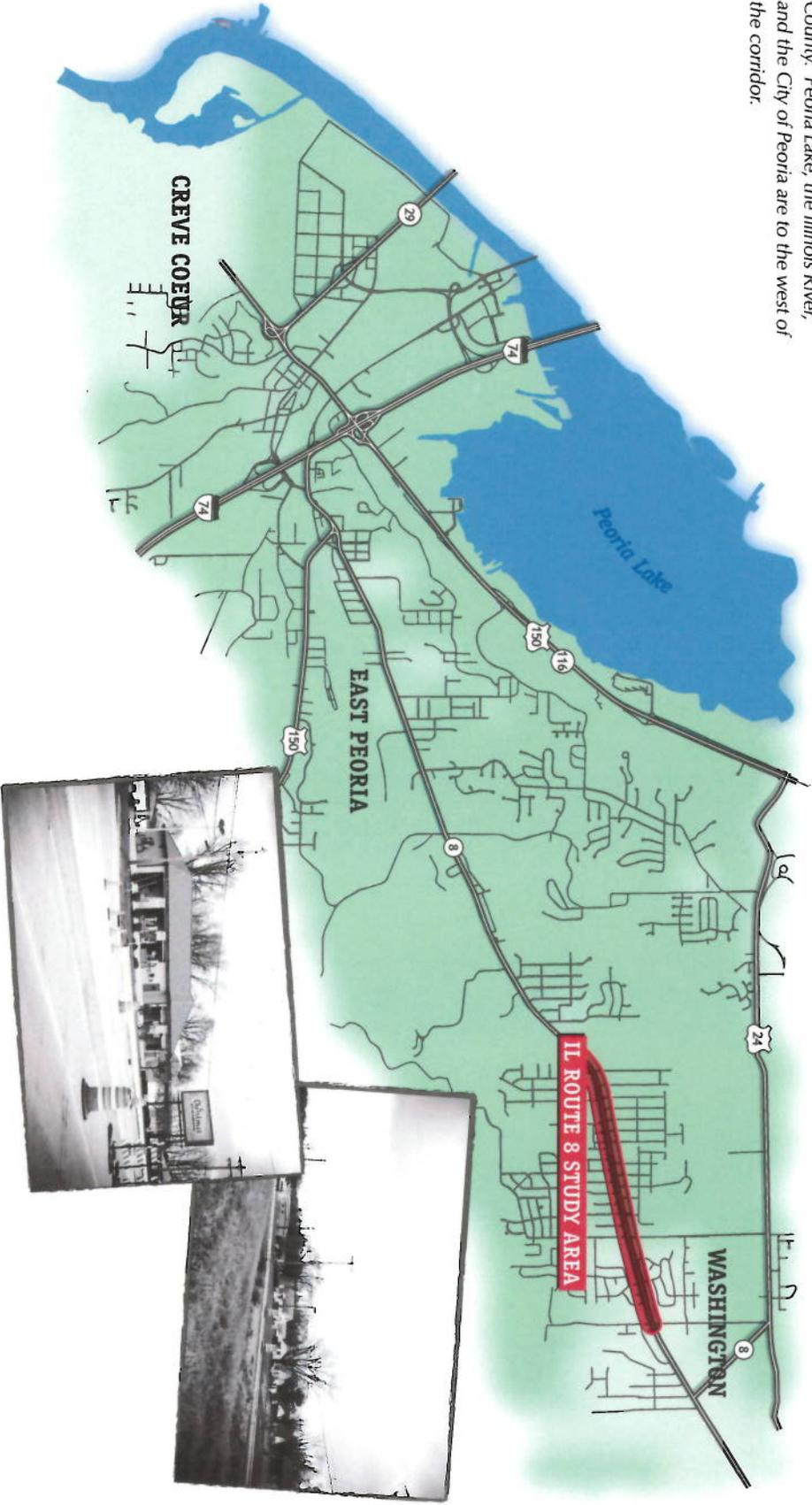
Sunnyland Business Association actively promotes and advocates for the businesses located along Route 8. The City of Washington portion of Route 8 is an Enterprise Zone which is set to expire in 2016. The City of East Peoria's Enterprise Zone ends at the East Peoria Events Center. East Peoria has applied to the State to extend the Enterprise Zone to Summit Drive. If approved, this would create a contiguous Enterprise Zone along the entire corridor.

The #8-East Peoria Sunnyland bus runs six days per week and is operated by the Greater Peoria Mass Transit District. The bus runs along Washington Street from the Peoria Transit Center and terminates at Sunnyland Plaza.

INTRODUCTION

Figure One Regional Context

This figure illustrates the context of the Route 8-Sunnyland Corridor Plan. The corridor includes the City of East Peoria and the City of Washington in Tazewell County, Peoria Lake, the Illinois River, and the City of Peoria are to the west of the corridor.



Planning Process

In November 2009 the Cities of East Peoria and Washington contracted with Houseal Lavigne Associates to assist in the preparation of the Route 8-Sunnyland Corridor Plan. The planning process incorporated analyzing existing conditions, evaluating issues and concerns, developing streetscape improvements, identifying gateways and wayfinding opportunities, and preparing final Corridor Plan recommendations and implementation strategies. The Planning process (illustrated below) utilized several outreach activities, including key person interviews, workshops, and on-line surveys for residents and business owners.

Organization of the Route 8-Sunnyland Corridor Plan

Section 1: Introduction

This section provides a brief overview and purpose of the Route 8-Sunnyland Corridor Plan, background to the Plan, and an outline of the planning process.

Section 2: Community Outreach

This section documents the essential involvement of the public: residents, business owners, City staff and elected and appointed officials.

Section 3: Existing Conditions

This section details the existing conditions of the Corridor including land use and development, the regulatory framework and issues and opportunities.

Section 4: Land Use and Development Plan

This section provides recommendations for the type, intensity, orientation, and overall direction for land use and development within the Corridor and identifies enhancement sites and key opportunity sites. Redevelopment scenarios are provided for two key opportunity sites.

Section 5: Beautification Plan

This section provides the framework for corridor-wide streetscape and beautification improvements, including gateways, streetscaping, lighting, signage, site enhancements, and more.

Section 6: Implementation

This section provides recommendations and implementation strategies designed to ensure the success of the Plan. This includes specific recommendations for economic development of the corridor.



section two
COMMUNITY OUTREACH

COMMUNITY OUTREACH

Section Two Community Outreach

Input was collected from City staff, residents, business owners, and affected stakeholders through several different outreach activities. Key person interviews, on-line surveys and a community workshop were conducted in the early stages of the process to gather important information about the Route 8-Sunnysland Corridor Study Area.

Route 8 Survey Summary

In order to assess community opinion on the issues, concerns, opportunities, and aspirations regarding IL Route 8, two surveys were administered, one for residents and one for business owners. 264 resident responses were received and 10 business responses were received.

Both surveys were posted on each City's website. Additionally, the resident survey was posted to a Facebook group page (with over 700 members) called, "I Crew Up in Sunnysland". Hard copies of the survey were made available at the Washington Public Library which garnered over 70 responses. The input

and feedback received has provided valuable information for use in the study process. Highlights from the collected summaries are listed below. A complete summary of the collected responses is included in the Appendix.

Resident Survey: Primary Issues

The most common issues cited by respondents were the number of vacancies and the lack of shopping/dining options in Sunnysland. Priorities were to attract new businesses and focus attention on Sunnysland Plaza. Attracting a grocery store (specifically Aldi's) and a drug store were common requests.

Appearance of the corridor was another theme including the lack of property maintenance, desires for a stronger Sunnysland identity and landscaping. Many commented on the welcome progress of road improvements and installation of sidewalks. Support for the Summit Road extension was mentioned frequently.

When asked what kind of new development they would least like to see along Route 8, a majority of respondents indicated residential.

Several recurring themes emerged:

- Vacancies: a lack of businesses, concerns over less desirable uses that may occupy the area due to high vacancies (e.g. title loan companies), and specific desires for a grocery store, drug store and Aldi's
- Appearance: Comments included descriptions of blight, a ghost town appearance, a lack of pride and property maintenance, lack of code enforcement, and an overall assertion that Route 8 looks "run down"
- Sunnysland Plaza: As an area landmark, Sunnysland Plaza was mentioned by name more than any other property. Calls for redevelopment, tenant mix, specific uses, improved appearance, and parking lot improvements
- Lack of connection: Physically, Route 8 is not part of an overall network of roads and has no direct access to I-74. Respondents remarked on the lack of transportation to downtown Washington and the inability to walk to services/shopping

• Sunnyland as an afterthought:

- A fair number of residents feel disconnected from East Peoria and Washington; they feel that they are not given their due, they feel political disassociation, that they belong to neither city. Several remarks believe that the very name, "Sunnyland" has a stigma of being second class and is a deterrent to redevelopment
- Kids: Special attention was given to the lack of activities for children (including teenagers); and that they were not able to walk to places
- Traffic and safety: traveling from, to and through Route 8 was described as difficult particularly as it pertained to making left hand turns and access from side streets

Business Survey: Primary Issues

Of the business survey respondents, 50% were from the City of East Peoria and 50% were from the City of Washington. The major issue among business owners was the overall appearance of the corridor followed by the need for new development. Respondents also detailed the issue of vacancies and noted a lack of support for existing businesses. Similar to the resident survey, business owners' most desired type of development was retail, while least desired was residential.

Key Person Interviews

Key person interviews were conducted over the phone in late 2009 and early 2010 to gain insight into the issues and possibilities for Sunnyland/Route 8. The collective memory of and hopes for Sunnyland painted a picture of a once-thriving area that has become physically and economically depressed. The name "Sunnyland" has both pride and stigma attached to it. According to the majority of interviewees, returning Sunnyland to its height involves business attraction and restoring walkability. There was clear recognition of the importance of Sunnyland Plaza as a catalyst for redevelopment in the area. Interviewees expressed desires for businesses with lasting features and broad appeal: family restaurants, state-of-the-art destinations and stores that offer quality, reasonably priced items. IDOT's work on Route 8 and the proposed extension of Summit Drive were seen as important improvements to better connect Route 8 to the greater area.

Community Open House

A Community Open House was held on April 15th, 2010, to obtain community feedback on existing conditions and preliminary recommendations prepared by the Consultant team. Over 40 participants attended including residents, business owners, property owners, elected officials and City staff.

At the open house, resident and business owner questionnaires were available for those who were not able to complete them before. The draft plan information was presented on large boards with accompanying comment sheets. Staff and members of the Consultant team were available to answer questions and clarify information presented.

section three
EXISTING CONDITIONS

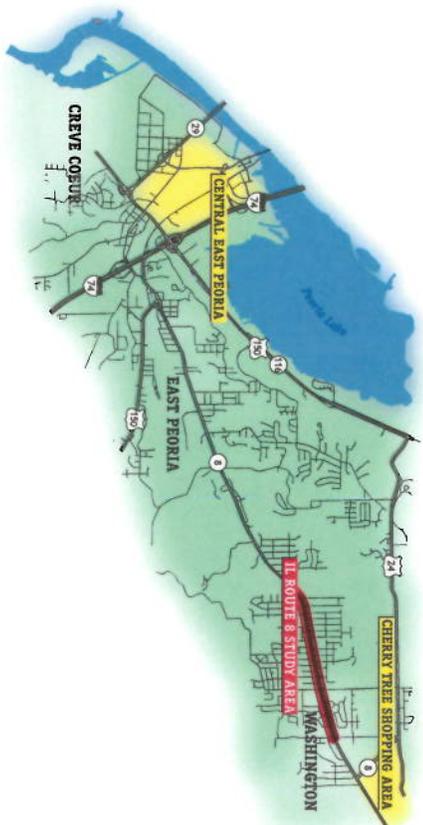
EXISTING CONDITIONS

Section Three Existing Conditions

To create effective solutions to the challenges facing the Corridor, it is important to understand its context. This section of the Route 8-Sunnyland Corridor Plan presents the existing conditions at the time the study was undertaken. The purpose of this section is to identify the factors that will shape recommendations going forward.

Corridor Context

Sunnyland's commercial development has lagged behind that of neighboring areas (shown on the adjacent Figure). By understanding Route 8-Sunnyland's existing conditions and distinct advantages, proposed development can complement and compete with existing commercial areas.



Existing Land Use and Development

Development along Route 8-Sunnyland has occurred over several decades. The Corridor maintains the look and feel of unincorporated areas commonly found along many state roads. This is characterized by an uncoordinated pattern of land use, a lack of sidewalks and an orientation towards automobiles.

Land uses along Route 8 include single-family residential, multi-family residential, public/semi-public and commercial. Figure 2 demonstrates the existing land use and development pattern.

Single-Family Residential

Single-family residential uses exist throughout the Corridor. The most notable concentration of single-family residential is the Rolling Meadows subdivision on the eastern end of the Corridor. Two additional concentrations of single-family residential exist between Berry and Loren on the north and Doris and Bess on the south side of the Corridor. These lots have driveway access onto Route 8 and are scattered between churches, restaurants, bars, and auto services often with little or no screening. It appears that a recent trend has been the conversion of single-family homes into multi-family units which may or may not be legal.

Multi-Family Residential

The largest multi-family residential development within the Study Area is Tall Oaks Village, a 132-unit development with one, two and three-bedroom apartments. Standalone multi-family developments bookend the Study Area at School Road and Route 8 and near the intersection of Stahl and Route 8. These developments are located on or next to lots with commercial uses without any buffering or screening.

General Commercial

General commercial includes retail stores, gas stations, auto service, car washes, restaurants, bars, self-storage and more. General commercial uses are the largest land use by area. These uses often abut residential properties located immediately behind Sunnyland Plaza is the largest commercial development within the Study Area with a total of 12.5 acres.

Commercial Service/Office

This category of commercial uses includes less intense uses such as personal services (e.g., salons), medical offices, professional services, and banks. Some of these uses occur in multi-tenant buildings that are typically one story in height.

Public/Semi-Public

The public and semi-public category includes various civic uses such as the North Tazewell Fire Department and several churches. Churches are among the oldest and newest buildings in the Corridor with the Lighthouse Tabernacle Church currently under construction.

Agricultural Land and Open Space

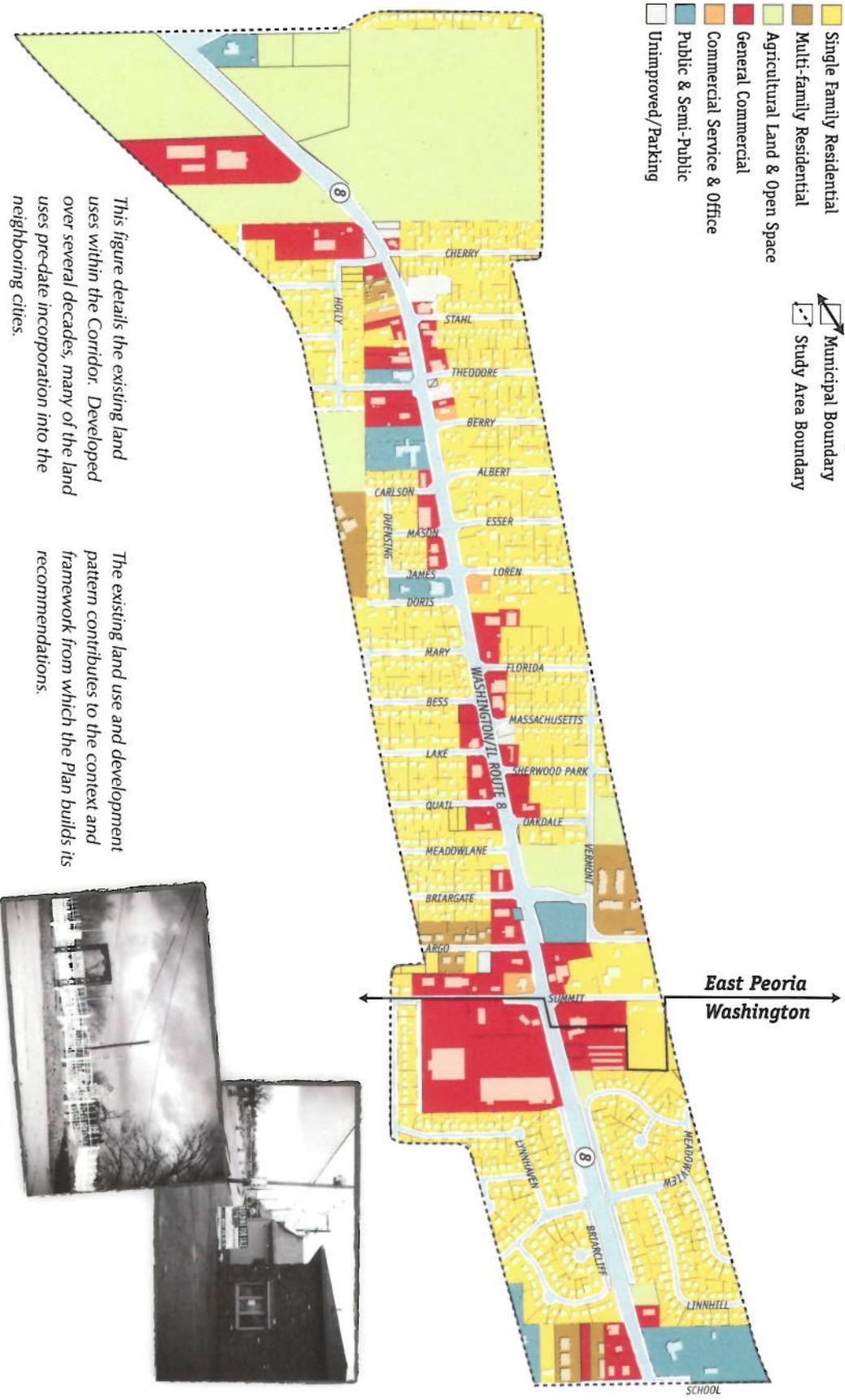
Along the western end of the Corridor are several large tracts of land that are in transition from agricultural use to development parcels. This includes the horse farm currently for sale and the area surrounding the East Peoria Events Center. A large parcel of open space fronts the Tall Oaks apartment development.

Unimproved/Parking

Several parcels within the Study Area are used solely for surface parking for neighboring businesses or are unimproved without any buildings or structures. In this state, these parcels are not contributing positively to the tax base and can become an eyesore.

Figure Two Existing Land Use

- Land Use**
- Single Family Residential
 - Multi-family Residential
 - Agricultural Land & Open Space
 - General Commercial
 - Commercial Service & Office
 - Public & Semi-Public
 - Unimproved/Parking
- Additional Map Features**
- Municipal Boundary
 - Study Area Boundary



This figure details the existing land uses within the Corridor. Developed over several decades, many of the land uses pre-date incorporation into the neighboring cities.

The existing land use and development pattern contributes to the context and framework from which the Plan builds its recommendations.



Current Zoning

Zoning is one of the most powerful tools municipalities have to control, guide, and regulate land use and development. In addition to designating what land uses are permitted in what locations, zoning also sets the standards for the physical form and certain aesthetic components of the built environment – height, setbacks, lot coverage, floor area, parking, signage, landscaping and more. The Sunnyland portion of Route 8 is comprised of nine zoning districts between the two cities (see Figure 3).

City of East Peoria Zoning Districts

Single-Family Residential Districts (C and R-2)

The C (Conservation and Residential Estate) District primarily allows only single-family homes and publicly-owned parks. Intended to accommodate large lot residential development, minimum lot size is set at one acre (10,000 square feet for a planned development). Minimum dwelling size standards begin at 1,100 square feet for a one-story dwelling and 1,400 for a multi-story dwelling.

The R-2 (One Family Dwelling) zoning district allows slightly smaller dwellings than the R-1 zoning district but primarily allows the same uses. There is only one parcel in the Study Area zoned R-2.

Business Districts (B-1 and B-3)

There are three business district classifications in the City of Washington; only two are represented along the Corridor. The purpose of the B-1 district is to provide for the professional and business office needs of the city. The overwhelming majority of parcels in the Study Area are zoned B-3, the purpose of which is to provide for certain commercial, wholesale and light industrial uses that are transportation-oriented.

City of Washington Zoning Districts

One and Two Family District (R-1)

As its name indicates, the R-1 district allows single-family dwellings and attached two-family dwellings. The bulk of the City of Washington portion of the corridor is zoned R-1 which includes the Rolling Meadows subdivision.

Multi-Family Residential (R-2)

The R-2 district allows single-family, two-family and multi-family residential uses. The only R-2 parcel in the Study Area is a large lot with a mix of uses including religious and residential.

Commercial Districts (C-1, C-2, C-3)

The purpose of the Commercial Districts is to accommodate businesses by the grouping of compatible businesses in areas well located to serve the needs of the individual businesses and those of the community. Commercial districts are also intended to create convenience to the public, by minimizing traffic congestion, discouraging unsightly and inefficient business development, and promoting business prosperity and shopping convenience. The C-1 District was established to accommodate retail goods of a local nature, serving the nearby population. C-2 uses are those that attract a larger population and are generally more intense than uses in the C-1 district. C-3 is a district established to accommodate commercial service needs.

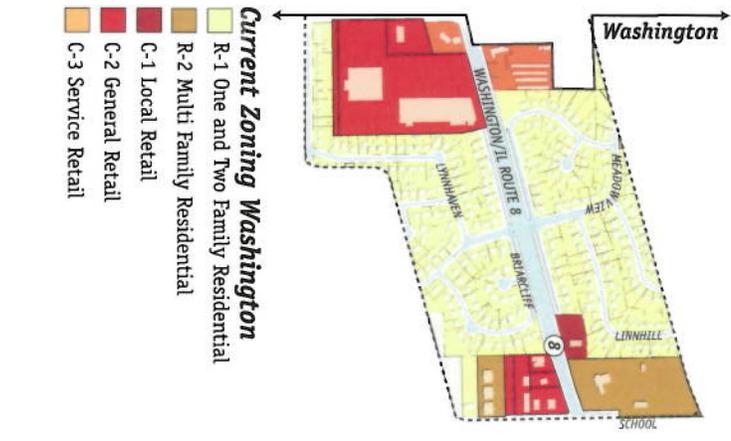
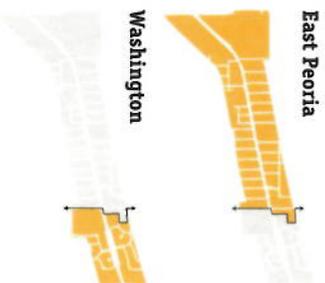
Figure Three Current Zoning

The IL Route 8 - Sunnyland Study Area contains 11 zoning districts between the two different Cities. Together, these zoning districts dictate the uses, setbacks, bulk regulations, and other development controls for all areas of the Corridor.



Common Map Features

- Municipal Boundary
- Study Area Boundary



Existing Character

The Corridor is typical of many high-traffic transportation routes. This means that historically, the emphasis has been on accommodating vehicular traffic at the expense of pedestrians. Public amenities within the rights-of-way are limited and the character of the corridor is defined primarily by the condition of adjacent properties. Overall, the existing character of the corridor streetscape is inconsistent and nondescript.

Access and Circulation

The corridor is dominated by vehicular traffic while pedestrian and bicycle access is limited. Pedestrian and dedicated bicycle access does not exist, creating a dangerous situation for those attempting to travel along or across these areas. Pedestrian crosswalks exist in few locations and connectivity to the adjacent residential areas is not provided.

The intersection of Route 8 and Summit Drive is a key intersection with the heaviest concentration of retail and the Study Area's only traffic signal. Currently there are no public amenities at this intersection. The large setback and the architecture of the adjoining land uses do little to enhance the importance of this intersection.

Incompatible Land Uses

As previously detailed, there are a variety of land uses that line the corridor and most lack elements such as landscaping and pedestrian amenities. Regardless of the land use, parking is almost always in the front along Route 8 with little or no screening. Incompatible land uses are rarely buffered from each other.

Utilities

Along Route 8, power lines are highly visible to motorists and pedestrians, providing an unsightly appearance along the Corridor. Streetscape improvement options may be limited with these overhead utilities present. Although an expensive undertaking, burying these utilities to improve the Corridor's appearance should be considered an important long range goal.

One of the important functions of the public right-of-way is to carry utilities such as electric, gas, storm sewers, sanitary sewers, and communication lines. With careful planning, utilities and streetscape elements can co-exist without conflict.

Lighting

The street lighting along the corridor is designed to provide safe driving conditions, but does little to enhance the streetscape and pedestrian environment. The improvements to Route 8 currently under construction include the installation of sidewalks. This provides an opportunity to address the lighting needs of both automobiles and pedestrians.

Signage

The signage in a Corridor is often a visitor's first impression and can have substantial impact on the success of an area. The business signage along Route 8-Sunnyland varies in style, height, size, condition and placement. Regulation and enforcement do not appear to be consistent. Adding to the confusion, signs remain for businesses that are no longer in operation. Billboards are a defining characteristic of the area.

The Cities of East Peoria and Washington are identified with relatively simple identification signs at the borders of each city. Winding signage is limited to signage for Thomas Park.

Buildings

Building conditions vary within the corridor. While many properties are well-maintained, others have deteriorated over time due to a lack of maintenance. From the street, it is difficult to tell with several properties whether they are vacant or occupied.

Parking

Off-street parking throughout much of the Route 8-Sunnyland Corridor is provided in the front of buildings and is poorly landscaped. These unsightly parking areas are a prominent development characteristic of the Corridor.

18 Existing Conditions

Buffering and Screening

Garbage cans and dumpsters, loading docks, service entrances, vehicle storage and gas and water meters are vital components for commercial operation. Ideally, these unsightly essentials are screened from view, tucked away and unseen to the casual observer. This is not the case for many properties and businesses within the Study Area, where such facilities are in plain sight. Left unscreened, these elements negatively affect the overall appearance of the Corridor, and pose potential hazards to customers and pedestrians. The Route 8-Sunnyland Corridor Study presents an opportunity to identify these unsightly areas and provide recommendations and policies to better buffer and screen existing elements.

Planning Considerations

This section of the Plan provides information about the factors that will influence the planning process going forward. This includes the issues that are facing the Corridor and the opportunities that exist for improving its appearance, function, and economic viability. Planning considerations begin to establish the foundation and framework which the final Plan and its recommendations will be built upon.

Sunnyland Plaza

Sunnyland Plaza is one of the corridor's landmarks due to its size and scale. The development includes approximately 120,000 square feet of retail, sits on 12.5 acres and has the largest concentration of retail in the Corridor. Sunnyland Plaza is an underutilized shopping center and was recently the subject of a retail market study completed in April of 2009. A redevelopment proposal and potential sale are currently in progress. Vacancies exist and the vast parking lot has not been maintained.

Adjacent Residential Areas

The areas immediately surrounding the Corridor consist primarily of single family residential neighborhoods. Although these neighborhoods are not part of the formal study area, it is important that the Plan recognize opportunities to buffer these areas from the effects of nearby commercial activity. As redevelopment occurs along the Corridor, there is the ability to provide adequate setbacks, connections and buffering and screening between residential and non-residential uses.

Architecture

The architecture of most of the buildings within the Corridor are utilitarian and nondescript. On the whole, the Study Area is void of attractive and significant architecture and related amenities. This is not to say that all sites and buildings are unattractive, but few buildings positively contribute to the Corridor's overall appeal and appearance or help to distinguish Sunnyland as distinct or as a destination.

Curb Cuts and Access

While access points are often conceived as a convenience, in some instances they allow for spontaneous and unanticipated vehicle turning that creates potentially dangerous situations for motorists and pedestrians. Cross access between properties is not common which forces vehicles to use Route 8 to move between properties, even if their next destination is immediately adjacent to their current location. Improved cross access between properties would improve circulation within the Study Area, and would lessen the need to use Route 8 for shorter trips. The Corridor Plan provides an opportunity to create consolidated access points and a plan for removal of unnecessary curb cuts and access points. In addition, there is potential for shared parking and future parcel consolidation.

Lack of "Sense of Place"

A quest for community exists in American culture today. It is that quest that has brought downtowns back from decline, walkable lifestyle malls into popularity, and newer "urban style" mixed use developments into existence, even in smaller towns and the suburbs. Creating a sense of place goes beyond committing to enhance the image of the Corridor; it is taking advantage of available opportunities to design destinations along the Corridor where people go to gather. These places have traditionally been corner stores and town squares, but can be modern bookstores and corner cafes. An opportunity exists for this Study to recommend where and how it is most appropriate to create an image and identity for Sunnysland.

Streetscape

The streetscape along Route 8 is similar to that of many state roads. The streetlights are standard IDOT fixtures, pedestrian amenities are limited, and nothing about the streetscape distinguishes this stretch of Route 8 from other areas. The Corridor Plan should provide recommendations for streetscape improvements, including pedestrian and vehicular scale lighting, continuous and connected pedestrian pathways, street trees, street furniture, way-finding signage, and similar amenities. Unified streetscape elements can help to create a theme and character for the Corridor that makes it more inviting to customers no matter how they arrive.

Extension of Summit Drive

The proposed extension of Summit Drive to Route 24 provides an unparalleled opportunity through improved access and circulation. This important new link will help to achieve land use and economic development goals in the area.

Pedestrian Experience

The Corridor has been developed over time with the automobile at the forefront. While continuing to accommodate the automobile, pedestrians should also feel welcomed. Currently, very few pedestrian amenities have been installed, leaving an uninviting pedestrian experience. Streetscape and pedestrian amenities could dramatically improve the "walkability" of the Corridor and safety. Concept plans of how this might look will be incorporated into the Plan to aid the community in visualizing recommended improvements.

Improved pedestrian amenities that increase safety and circulation will create the desire for residents to walk or bike to businesses in the area, as well as improve commutes for those who work in the area and arrive by foot or bicycle. Pedestrian-scaled lighting, benches, directional signage, and other such amenities could instantly create a more inviting and safe pedestrian environment.

Gateways

Route 8 plays an important role in the regional transportation network and is a major gateway to both the City of East Peoria and the City of Washington. The Corridor Plan should develop urban design improvements for key intersections along this Corridor to announce "entry" into the Corridor and welcome visitors to each city. Gateways could include distinctive landscaping, signage, lighting, or other vertical design features.

Cooperation with IDOT

Route 8 is under the jurisdiction of the Illinois Department of Transportation (IDOT). All improvements (access, geometry, lighting, landscaping, etc.) within the right-of-way must be designed in accordance with IDOT design guidelines, and will require IDOT approval. A good relationship with IDOT is vital in implementing improvements within the right-of-way and the implementation of other recommendations within the Corridor Plan.

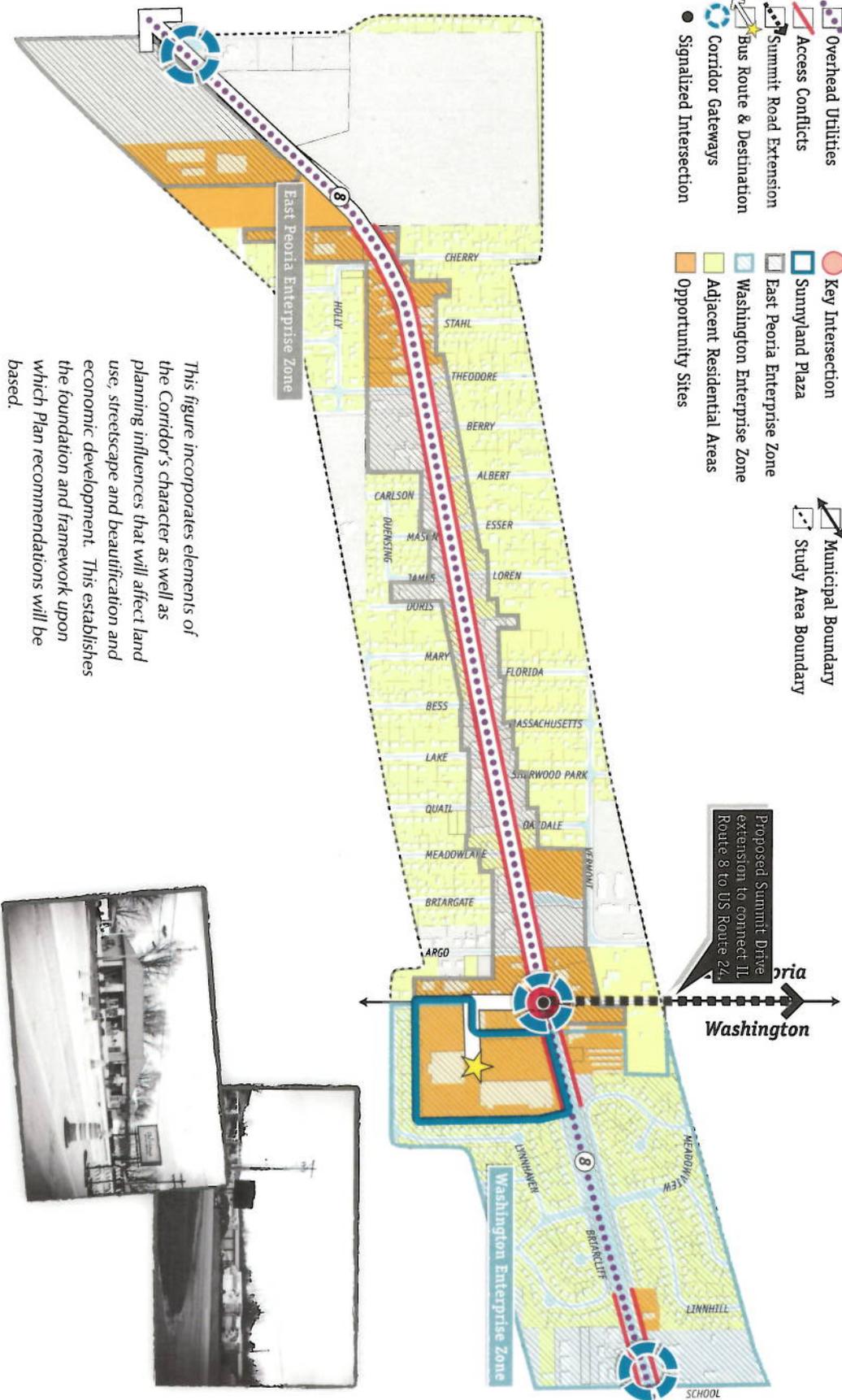
Figure Four Planning Considerations

Planning Influences

- Key Intersection
- Sunnyland Plaza
- East Peoria Enterprise Zone
- Washington Enterprise Zone
- Adjacent Residential Areas
- Opportunity Sites
- Overhead Utilities
- Access Conflicts
- Summit Road Extension
- Bus Route & Destination
- Corridor Gateways
- Signalized Intersection

Additional Map Features

- Municipal Boundary
- Study Area Boundary

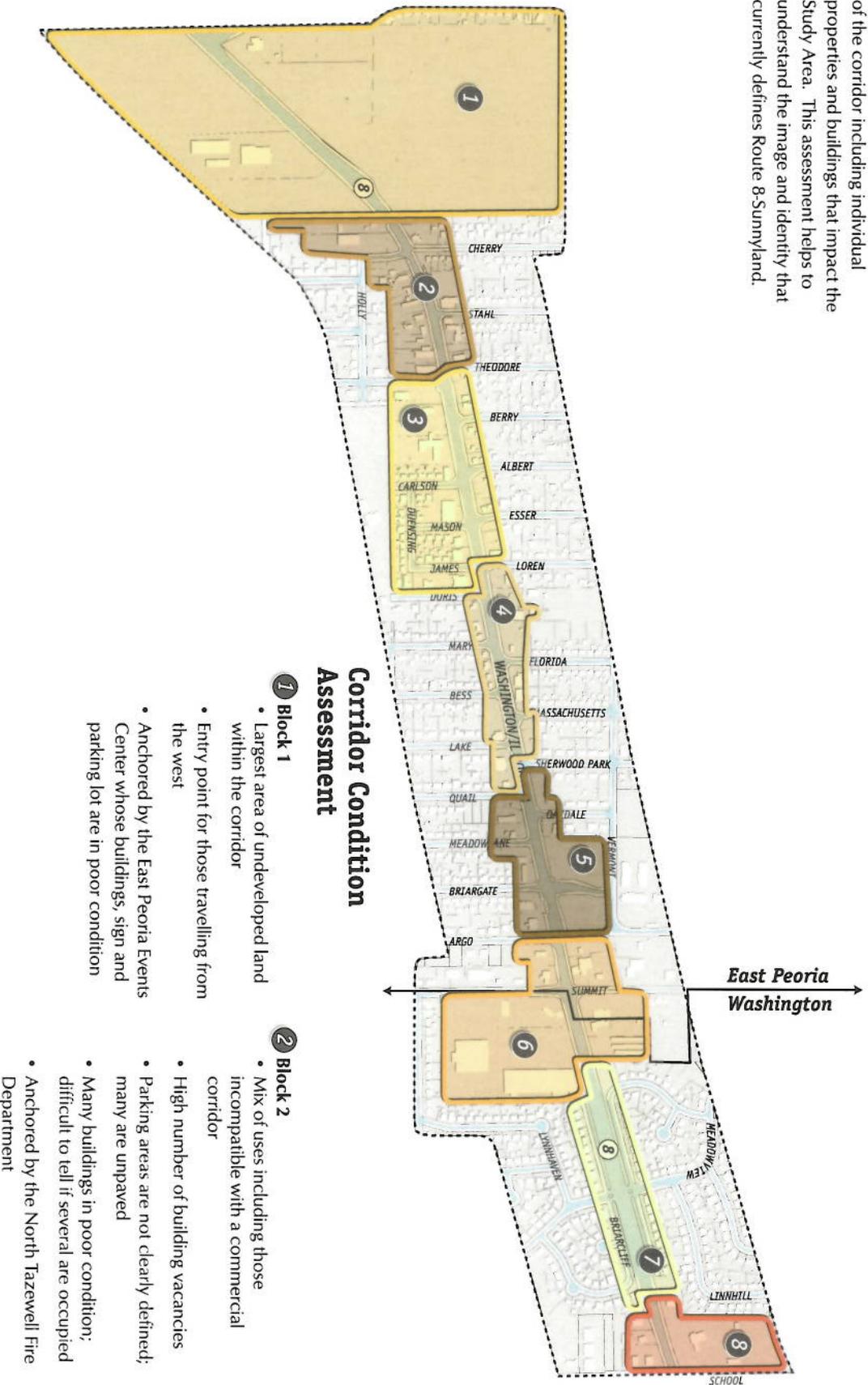


This figure incorporates elements of the Corridor's character as well as planning influences that will affect land use, streetscape and beautification and economic development. This establishes the foundation and framework upon which Plan recommendations will be based.



Figure Five Corridor Conditions

This figure illustrates the condition of the corridor including individual properties and buildings that impact the Study Area. This assessment helps to understand the image and identify that currently defines Route 8-Sunnyland.



3 Block 3

- North side of the street is predominately single-family homes
- Anchored by two churches
- Lacking screening and buffering for adjacent residential areas

4 Block 4

- The north side of the street is dominated by intense commercial uses such as auto services
- This area is characterized by outdoor storage of vehicles and materials visible from Route 8
- The south side of the street is predominately single-family residences

5 Block 5

- This area has a mix of uses including residences, auto service uses, restaurants, retail, service, drive-through liquor and services
- This area is anchored by Tall Oak Village, a multi-family residential development that is set back from Route 8
- Many of the parking areas are unpaved and unmaintained
- The newly constructed car wash on the north side of the street is a model example for parking lot perimeter landscaping

6 Block 6

- This area is anchored by Sunnyland Plaza, a shopping center with a high vacancy rate
- Some of the Corridor's newest and best-maintained properties surround the Route 8 and Summit Drive intersection
- The gas station on the northwest corner is well-buffered from adjacent residential

7 Block 7

- This block is comprised of the Rolling Meadows subdivision and is characterized by well-maintained homes set back from Route 8 and accessed from a frontage road on either side

8 Block 8

- The eastern end of the corridor is anchored by the Faith Lutheran Church which is characterized by mature trees and a distinctive building constructed in 1947
- Except for the gas station, buildings along the south side of this block are in poor condition with unpaved parking lots and outdoor storage visible from the street

LAND USE/DEVELOPMENT PLAN *section four*

LAND USE & DEVELOPMENT PLAN

Section Four Land Use and Development Plan

The primary purpose of Route 8 is the movement of goods and people. This is not likely to change in the foreseeable future. It is possible, however, to maintain this necessary function while incorporating redevelopment strategies to increase the area's economic vitality and accommodate pedestrians.

The Land Use and Development Plan (Figure 6) represents the community's desire and vision for the Corridor and serves to guide decision-making in the future. The Plan illustrates which uses and types of development are desired within the Corridor. It suggests changes in land use and possible development scenarios that could be achieved. The Plan seeks to encourage investment in the Corridor through a cooperative relationship with property owners and developers. The Land Use and Development Plan incorporates sound planning practices and reflects market realities and community input.

Future land use and development within the Corridor is influenced by many factors, most notably a parcel's location. The Land Use and Development Plan provides recommended land uses that are sensitive to nearby and adjacent uses, identifies enhancement sites and key opportunity sites.

Residential

Goal

Preserve and protect the established residential neighborhoods from adjacent and nearby commercial/mixed-use development and activity, and provide appropriate new multi-family and single-family attached residential units within the corridor in appropriate locations, as part of larger mixed-use developments.

Objectives

1. Protect established residential neighborhoods from encroachment by incompatible land uses and the adverse impacts of adjacent activities.
2. Ensure that residential areas have adequate buffering and/or screening from adjacent land uses.
3. Promote the economic and overall community importance of the diversity of the Corridor's housing stock to provide high quality housing for all stages of life.
4. Encourage new development and redevelopment that is respectful of the scale and character of surrounding residential uses.

Commercial/Mixed-Use

Goal

Create an attractive commercial/mixed-use environment along Route 8 that attracts businesses offering daily needs for goods and services in addition to destinations with a larger customer draw by accommodating multiple modes of transportation to and through the Corridor.

3. Encourage the establishment of family restaurants within the Corridor, as either “stand alone” development or as part of larger commercial/mixed-use developments (restaurants should not be established adjacent to existing single-family residential areas).
4. Encourage new commercial development and redevelopment that is respectful of the scale and character of nearby residential areas.
5. Ensure that all commercial/mixed-use development provides sufficient setbacks, buffers, and screening to adequately protect adjacent residential areas from non-residential activity.
6. Encourage parking areas to be located at the rear of buildings, rather than as prominent development features along Route 8.
7. Minimize curb-cuts along Route 8 by encouraging shared driveways and internal cross access of adjacent parking areas wherever possible and appropriate.
8. Encourage new development to provide pedestrian amenities, plazas, gathering places, and other distinguishable design features.
9. Support a proposed name change for Sunnyland Plaza.
10. Develop land use and economic development goals for the proposed extension of Summit Drive as a catalyst for new growth.

Community Facilities and Open Space

Goal

Provide additional parks and open space as part of new development when possible and appropriate, and explore opportunities for new community facilities within the Corridor.

Objectives

1. Seek opportunities to partner with other agencies to develop programmable open space for use by area residents.
2. Provide passive open space areas as part of larger developments.
3. Given the opportunity, seek to establish a new public park in front of the Tall Oaks development.
4. Provide a network of sidewalks and trails connecting open spaces, parks, residential neighborhoods, and shopping and service areas within Sunnyland and beyond.

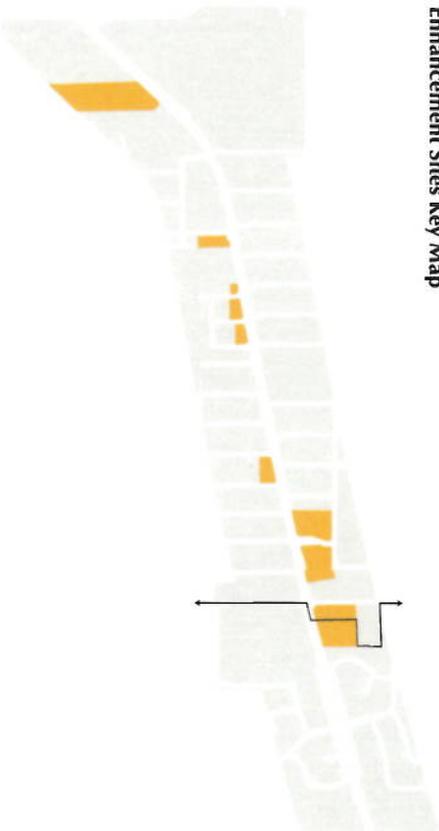
Figure Six Land Use Recommendations



This figure illustrates land use recommendations over the long term and is based on sound planning principles and market realities.



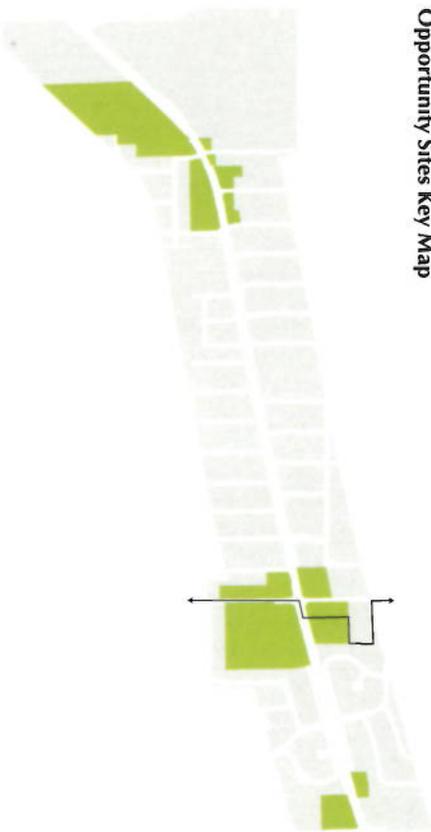
Enhancement Sites Key Map



Enhancement Sites

Enhancement sites are properties, buildings, and areas where aesthetic changes have the ability to improve the look and function of the corridor as a whole. Figure 7 details sites and recommendations for possible enhancements. Additional information is provided in the Beautification Plan section.

Opportunity Sites Key Map



Opportunity Sites

To complement new construction, private investment and proposed enhancement sites, Figure 8 demonstrates opportunity sites where redevelopment efforts should be concentrated. Through parcel assembly, cooperation with private owners and public-driven incentives, these opportunity sites have the potential to dramatically improve the corridor and act as a catalyst for economic development.

Figure Seven Corridor Enhancement Opportunities

Map Features

-  Municipal Boundary
-  Study Area Boundary

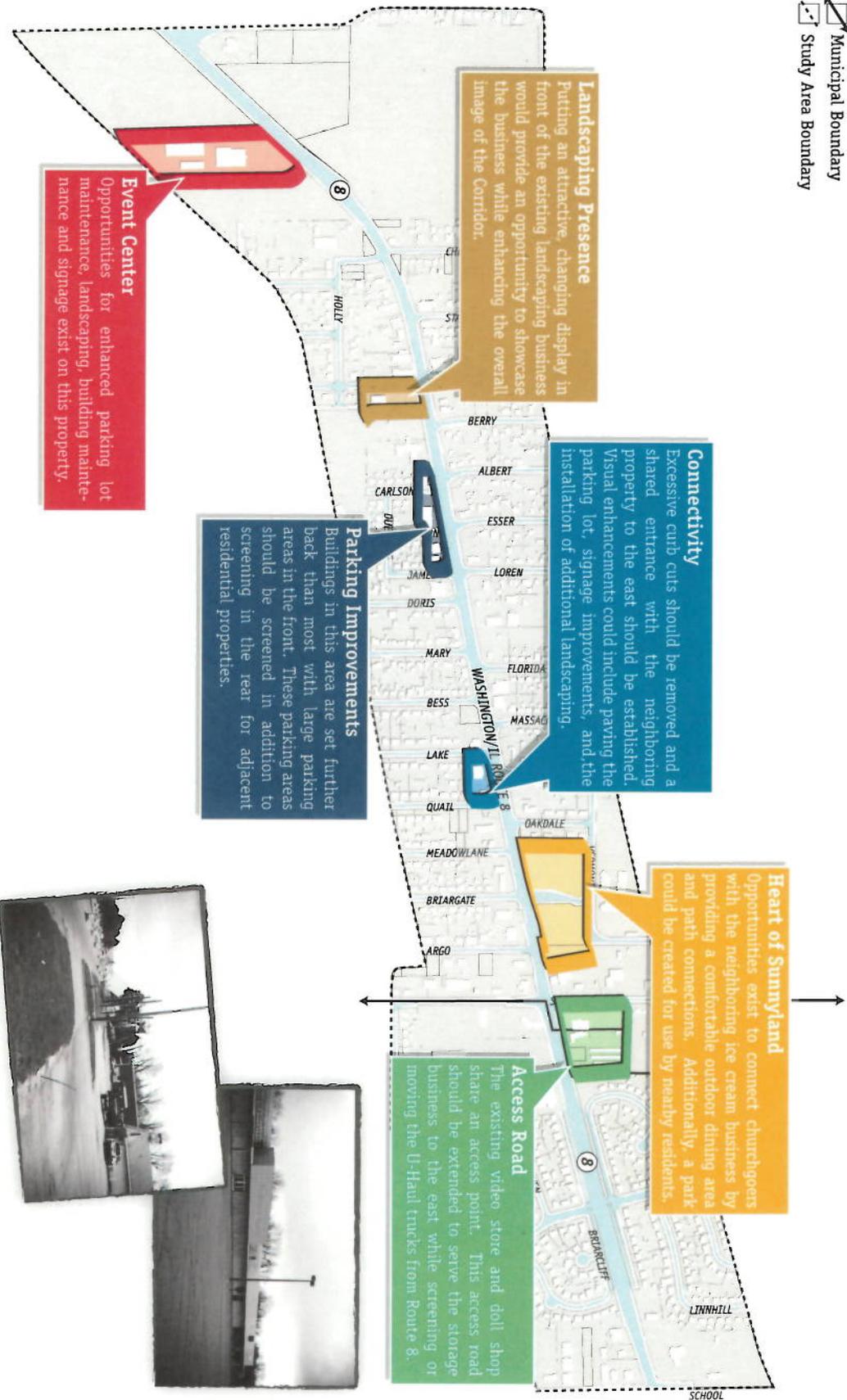


Figure Eight Opportunity Sites

Map Features

-  Municipal Boundary
-  Study Area Boundary

Opportunity sites are those sites with the greatest potential to have a lasting, positive impact on the corridor both in terms of physical appearance/function and economic development. The following redevelopment scenarios are meant to be visionary and do not prescribe a specific recommendation for redevelopment.

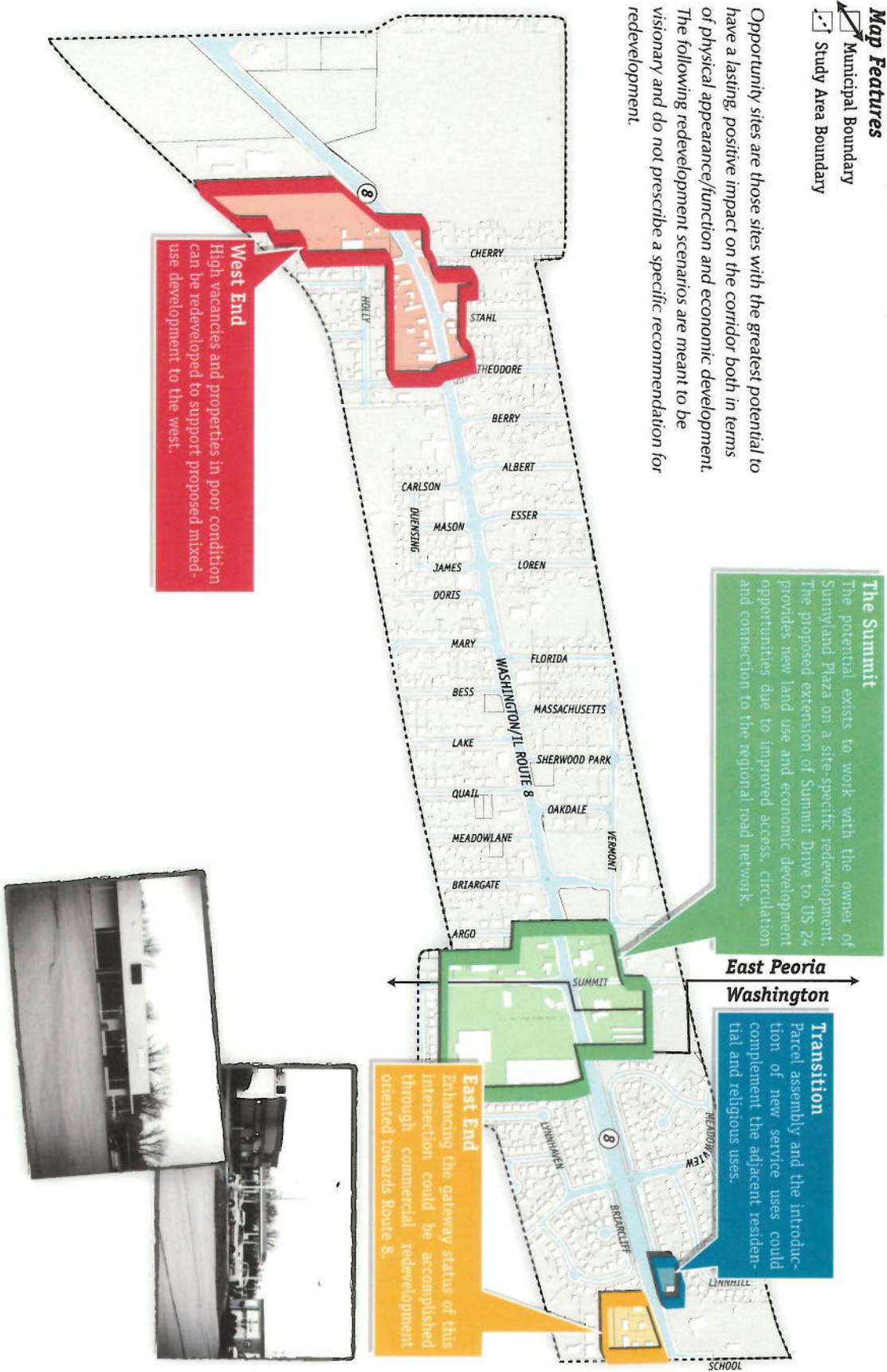


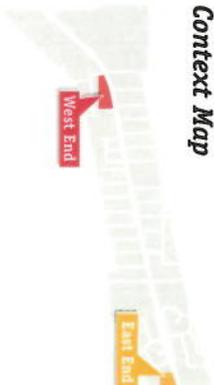
Figure Nine Illustrative Redevelopment Concepts • Existing Conditions

Illustrative development concepts have been created for two sites along the Corridor—one on the West End and one on the East End. For each site, two development concepts were created to demonstrate a vision for what is possible when and if these areas redevelop. These scenarios are provided for illustrative purposes only and are not meant to provide a specific recommendation.

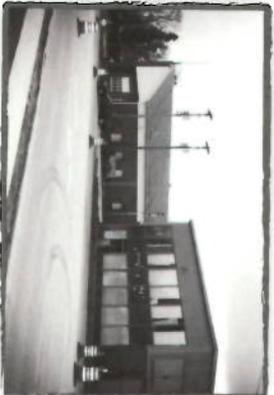
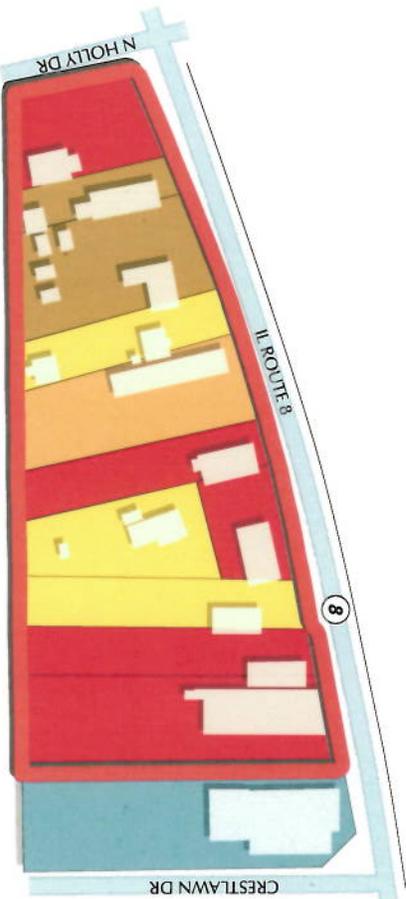
On the following pages, **Concept A** features a multi-building approach while **Concept B** illustrates a single building approach that maximizes site capacity based on one user and existing parking requirements.

- Existing Land Use**
- Single Family Residential
 - Multi-family Residential
 - General Commercial
 - Commercial Service & Office
 - Public & Semi-Public

Context Map



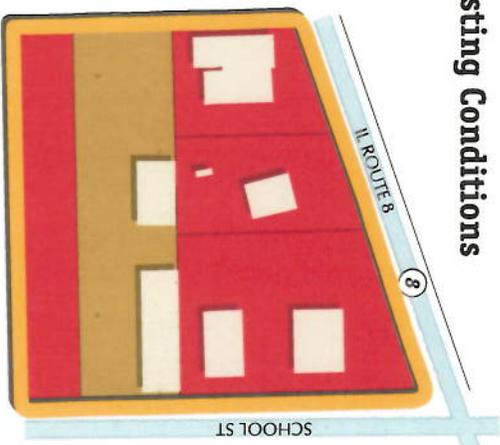
West End Existing Conditions



The illustrative development site in the West End currently consists of eleven parcels and a number of different land uses. Several parcels currently suffer from poor property maintenance and the land uses are generally incompatible with one another. Overall, they total approximately 4 acres in size, with over 700 feet of frontage along IL Route 8.

The North Tazewell Fire Department anchors the southwest corner of IL Route 8 and Crestlawn Drive and is envisioned to remain.

East End Existing Conditions



The East End is characterized mainly by existing commercial uses and one multi-family residential parcel. The development site consists of five parcels that appear to be underutilized in their current state. Overall, the East End development site totals approximately 3 acres in size, with over 400 feet of frontage along IL Route 8.

Figure Ten West End • Illustrative Redevelopment Concept A

This illustrative development concept provides a potential development scenario for the 11 parcels that make up part of the West End Opportunity site between Crestlawn Drive and North Holly Drive. The concept illustrated below requires parcel consolidation and envisions the North Tazewell Fire Department to remain in its current position.

This development concept accommodates 38,750 square feet of commercial retail space with 155 parking spaces (which complies with the standard of 4 parking spaces per 1,000 square feet of commercial). Additionally, it features a number of desirable development practices along the Corridor including: (a) a limited number of curb cuts along IL Route 8; (b) a significant amount of buffering from adjacent residential homes; (c) attractive streetscaping and parking lot landscaping; and, (d) pedestrian amenities.



Illustrative Development Concept • Plan View

Figure Eleven West End • Illustrative Rendering Concept A

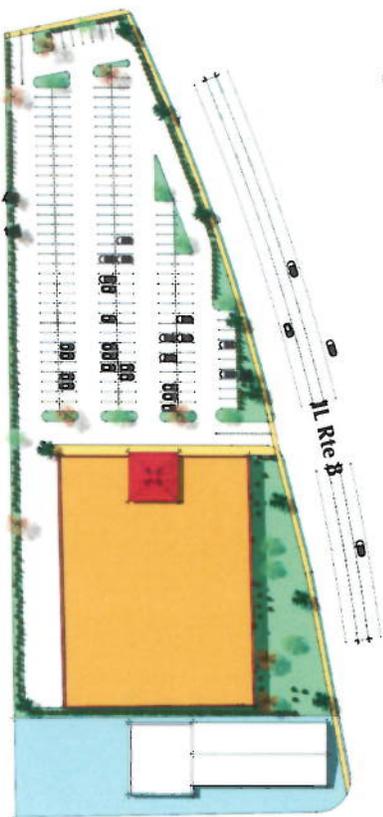


Figure Twelve West End • Illustrative Redevelopment Concept B

This illustrative development concept provides a potential development scenario for the 11 parcels that make up part of the West End Opportunity site between Crestlawn Drive and North Holly Drive. Similar to Concept A, this concept requires parcel consolidation to occur and envisions the North Tazewell Fire Department to remain in its current position.

This concept illustrates how one larger building can be accommodated on this site rather than a series of smaller commercial buildings. The building orientation and expansive parking lot fronting IL Route 8 differentiate this concept from Concept A; however, this concept does consolidate curb cuts and incorporate parking lot landscaping and buffering from adjacent non-commercial uses.

This development scenario can accommodate a building up to 48,000 square feet in size, with 190 parking spaces (consistent with the standard of 4 parking spaces per 1,000 square feet of commercial).



Illustrative Development Concept • Plan View



Figure Thirteen East End • Illustrative Redevelopment Concept A

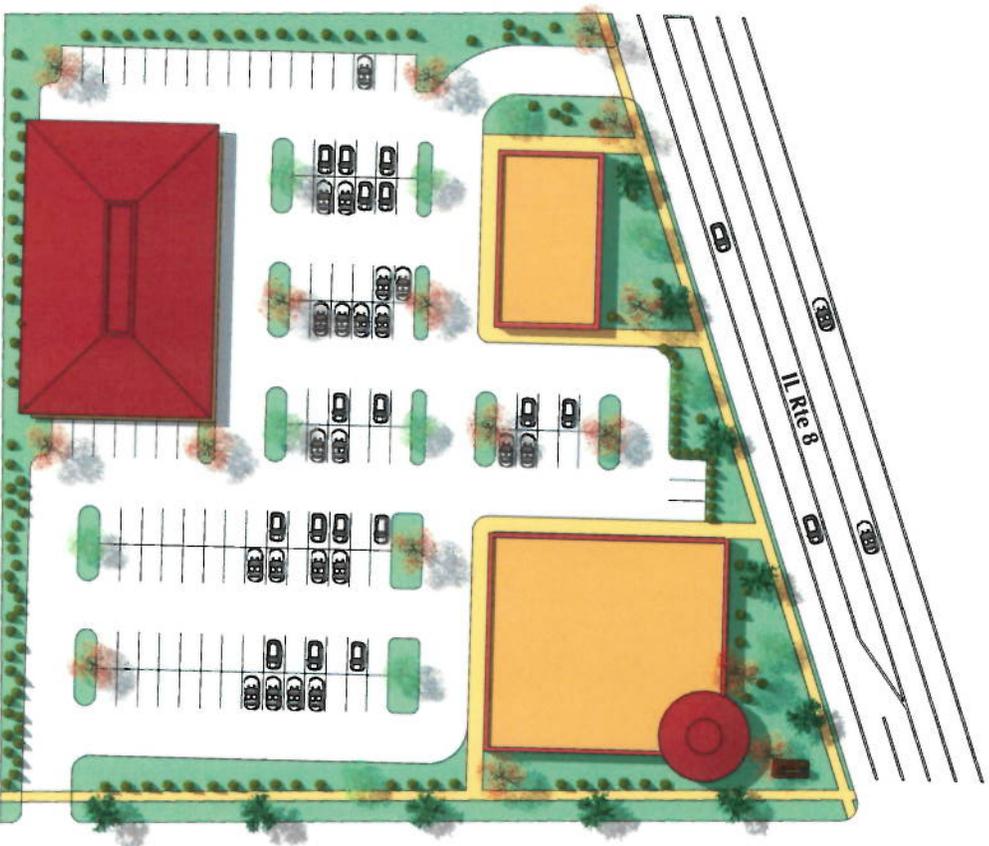


The East End development opportunity site is composed of 5 parcels on the southwest corner of IL Route 8 and School Street. The concept illustrated requires parcel consolidation to allow a unified development with shared parking to be constructed. This concept is provided for illustrative purposes only and should not be construed as a specific site recommendation.

Overall, this concept accommodates +/- 24,000 square feet of commercial space and 116 parking spaces (20 spaces more than required by the 4 per 1000 square feet of commercial space standard). This additional parking could be desirable for a restaurant as they typically require more parking than commercial retail uses.

This development concept features a number of desirable development practices along the IL Route 8 Corridor, including: (a) consolidation of curb cuts along IL Route 8; (b) a significant amount of buffering from adjacent residential homes; (c) attractive streetscaping and parking lot landscaping; and, (d) pedestrian amenities. Modifications to building footprints could be made to accommodate drive through facilities as appropriate.

The East End development site also functions as the eastern gateway to the IL Route 8 Corridor, thus should accommodate gateway signage and entryway features in highly visible locations at the intersection of IL Route 8 and School Street.



Illustrative Development Concept • Plan View

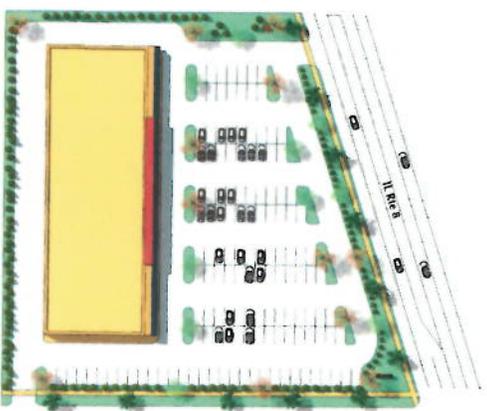
Figure Fourteen East End • Illustrative Rendering Concept A



Figure Fifteen East End • Illustrative Redevelopment Concept B

This illustrative development concept provides a potential development scenario for the 5 parcels that make up the East End development opportunity site at the southwest corner of IL Route 8 and School Street. Unlike Concept A, this concept illustrates how one larger building can be accommodated on this site rather than a series of smaller commercial buildings. The building orientation and expansive parking lot fronting IL Route 8 help differentiate this concept from Concept A; however, this concept does incorporate consolidated curb cuts, parking lot landscaping and buffering from adjacent non-commercial uses. This concept is provided for illustrative purposes only and should not be construed as a specific site recommendation.

This development scenario can accommodate a building up to 30,000 square feet in size, with 140 parking spaces (more than required by the 4 per 1,000 square feet of commercial space standard).



Illustrative Development Concept Plan View

- **Commercial Retail • 30,000 sq. ft.**
- Potential uses:
- Multi-tenant commercial retail
- Specialty grocer
- Arts & crafts store
- Bookstore
- Home furnishings

BEAUTIFICATION PLAN
section five

BEAUTIFICATION PLAN

Section Five Beautification Plan

The goal of the Beautification Plan is to improve the Route 8-Sunnyland Corridor in terms of aesthetics and to create an inviting place for businesses and customers alike. The Beautification Plan for Route 8-Sunnyland includes three components: streetscape improvements, gateways, and wayfinding. These essential elements will be combined to enhance the experience of all who arrive and will begin to create a true sense of place. Investing in beautification supports existing and proposed private and public investment in the area.

A key component of the Beautification Plan is the concept of incremental change as properties redevelop. This is due to insufficient right-of-way width needed to accommodate a landscaped parkway. Therefore, much of the proposed improvements must occur on the periphery of adjacent private property.

It is important to understand that Route 8 is primarily a commercial corridor that is dominated by vehicular traffic. The majority of right-of-way is dedicated to moving traffic leaving little room for public improvements. The adjacent land uses and parcel sizes are well established and for the most part, are likely to remain for the foreseeable future even when considering redevelopment opportunities. The beautification recommendations take these realities into consideration.

Streetscape

Recommendations for streetscape improvements are shown in two sections: a residential/natural/informal streetscape and a commercial/formal streetscape. The conditions of the corridor require a clustered approach to streetscaping rather than a strictly linear one. Elements include appropriate locations for street furnishings, plantings, landscaping and lighting. This makes the environment more pedestrian friendly, enhances the aesthetics and establishes a consistent identity.

Gateways

As a primary travel route and center for commerce, it is important that the Corridor address gateway signage and enhancements. This will assist Route 8-Sunnyland in establishing itself as a destination to compete with neighboring commercial areas. Gateways are much more than just a welcome sign. These important sites are strategically selected for their prominence and visibility and help to set the theme of the area.

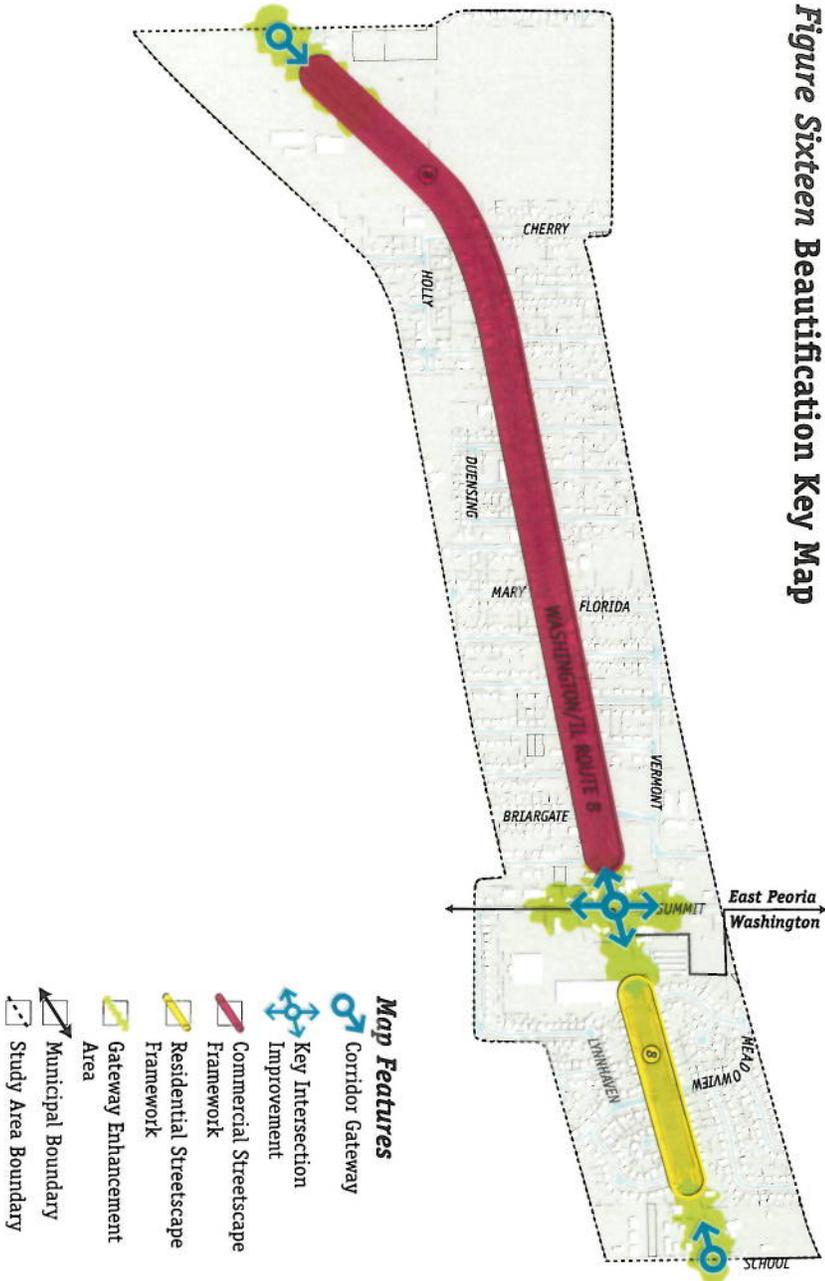
Wayfinding

Creating a wayfinding system helps to direct visitors and customers in a thoughtful and meaningful manner. Wayfinding signage will connect Route 8-Sunnyland to other landmarks, destinations and areas in East Peoria and Washington. This strategy acknowledges Route 8's primary role as a thoroughfare while minimizing the nondescript feeling of the Corridor today.

Beautification Plan

Route 8-Sunnyland plays a special role for the Cities of East Peoria and Washington as it provides entrance into each community and connects the two cities. The current condition of the Corridor is not welcoming nor does it portray a positive overall impression for residents and visitors. Using design enhancements, it is possible to integrate Sunnyland by using wayfinding to the river and to downtown Washington and the proposed downtown for East Peoria.

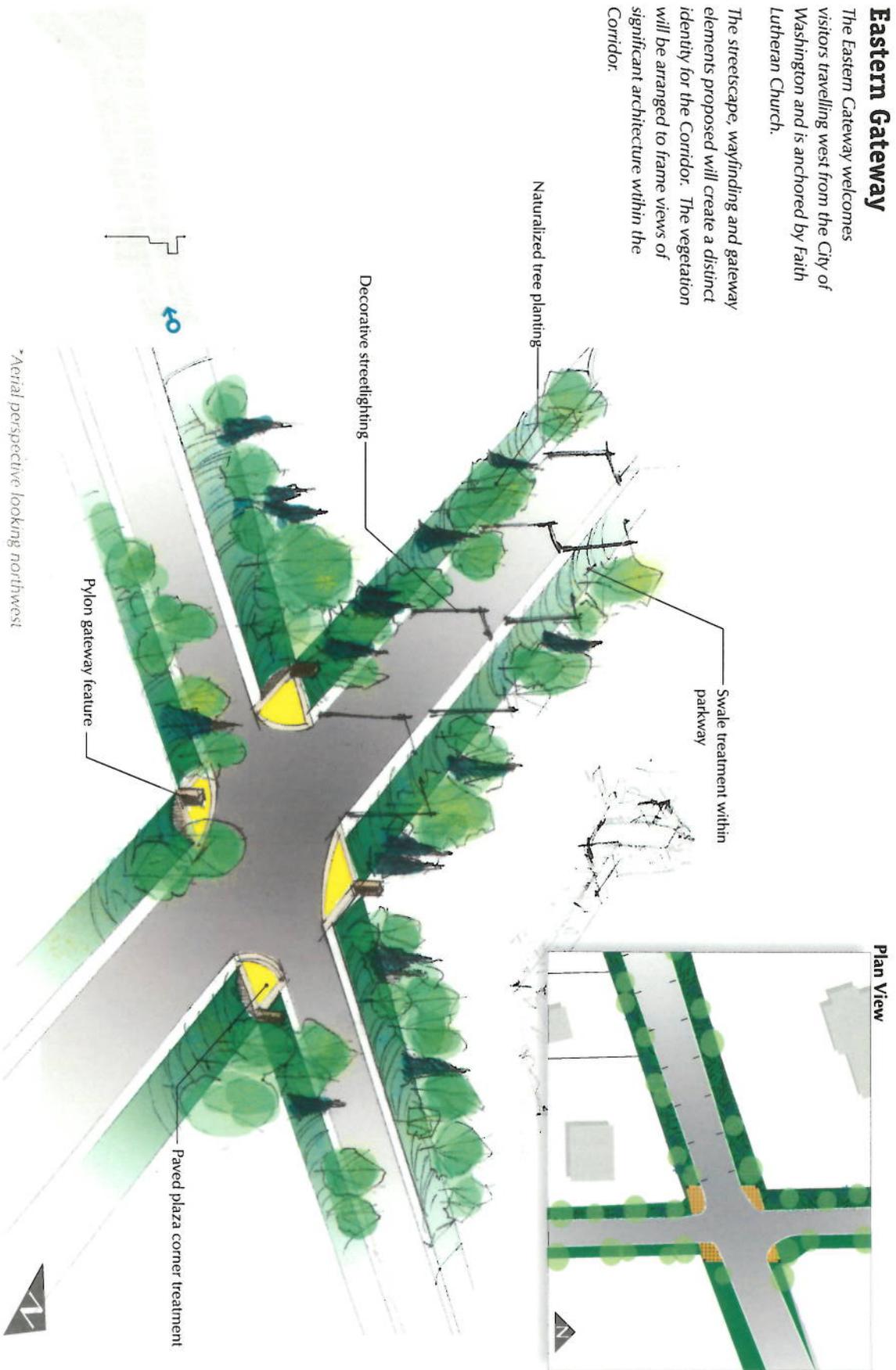
Figure Sixteen Beautification Key Map



Eastern Gateway

The Eastern Gateway welcomes visitors travelling west from the City of Washington and is anchored by Faith Lutheran Church.

The streetscape, wayfinding and gateway elements proposed will create a distinct identity for the Corridor. The vegetation will be arranged to frame views of significant architecture within the Corridor.

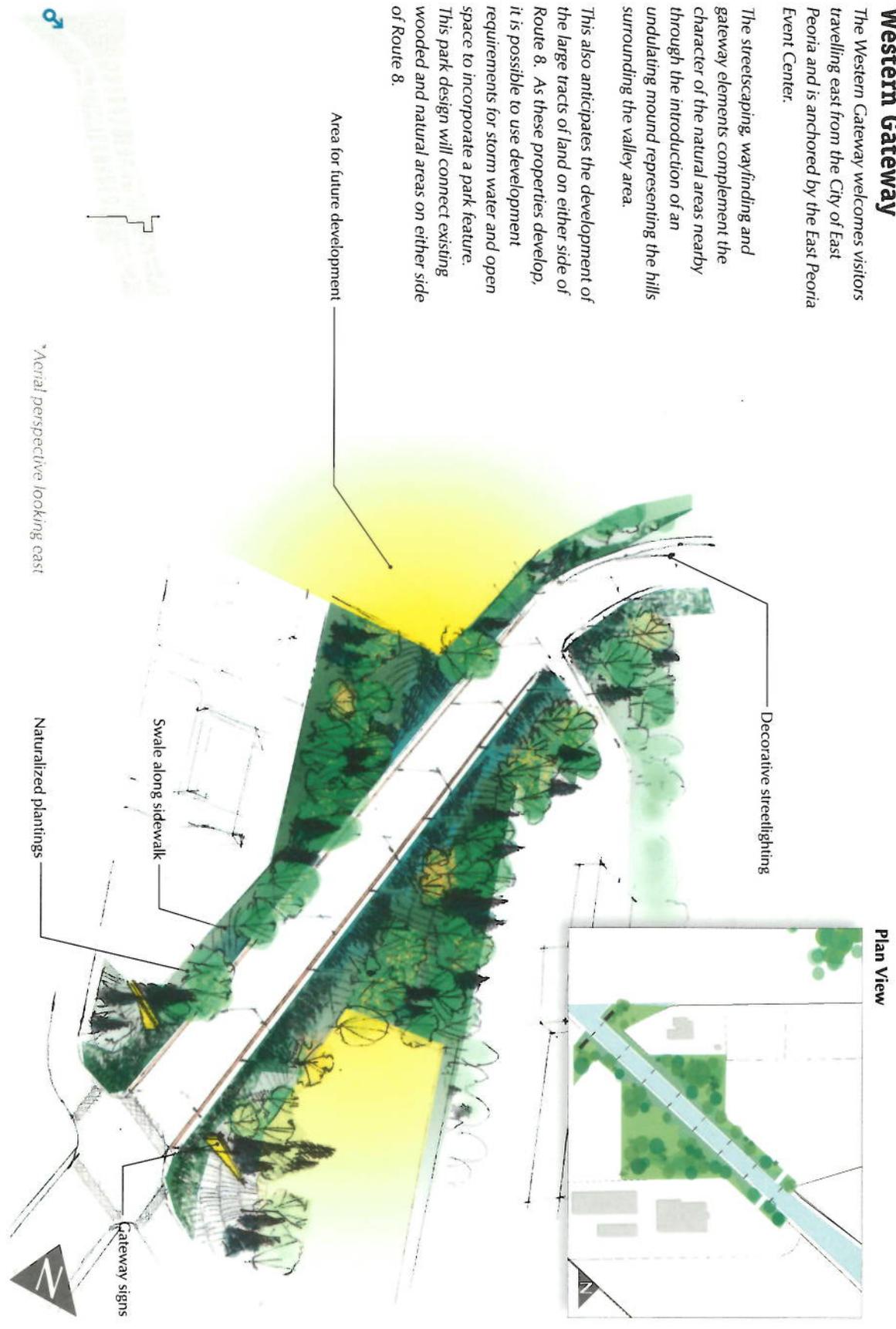


Western Gateway

The Western Gateway welcomes visitors travelling east from the City of East Peoria and is anchored by the East Peoria Event Center.

The streetscaping, wayfinding and gateway elements complement the character of the natural areas nearby through the introduction of an undulating mound representing the hills surrounding the valley area.

This also anticipates the development of the large tracts of land on either side of Route 8. As these properties develop, it is possible to use development requirements for storm water and open space to incorporate a park feature. This park design will connect existing wooded and natural areas on either side of Route 8.



*Aerial perspective looking east

Central Gateway

The Central Gateway is the heart of the Corridor and is anchored by Sunnyland Plaza.

The streetscaping, wayfinding and gateway elements reinforce the "Summit" identity of the intersection. Within this gateway, improvements occur at the intersection and extend in all directions to create a large-scale statement for the Corridor. Of particular note are stone "bridges" with retaining walls on either side of the swale which provide architectural interest.

As properties redevelop, building design and orientation should provide a strong presence and a defining character by locating buildings closer to the street.

As the Summit Drive extension project is designed and implemented, opportunities for enhanced landscaping opportunities should be explored and incorporated.



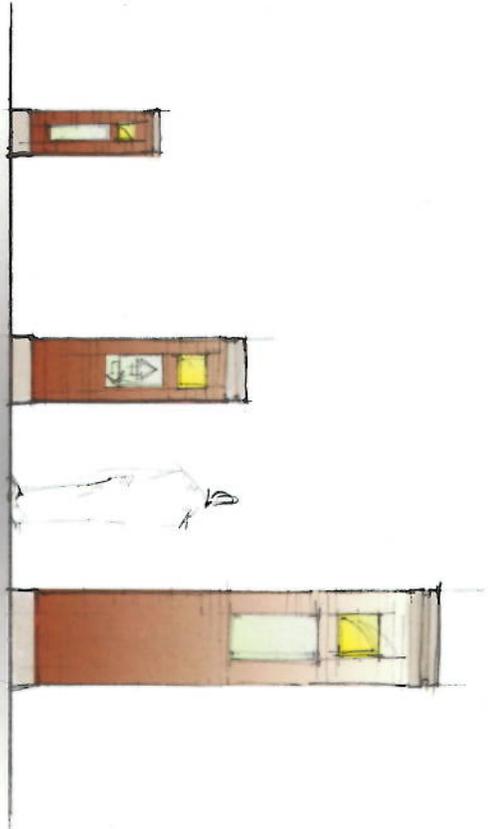
Wayfinding Signage



The existing sign characterizes the City of Washington very well and should not be modified. It is currently surrounded by utility boxes and structures that dominate its presence. Landscape treatments should be added to screen competing elements and enhance the sign's stature. Specifically, this would include plantings, low wooden screen wall, lighting and painting of utility boxes.



The current location of the East Peoria sign is enhanced with a berm that reflects the hilly topography surrounding the region and provides a unique character to the City. New landscaping will frame the sign and utilize the existing and mature vegetation in the background.



A major design element recommended for the Corridor, the pylon creates a simple wayfinding system for Route 8. This is accomplished through a unique vertical structure located just off of the sidewalk and provides a clear notification system through the use of simple arrows. This strong design element unifies the design and character of the Corridor.



Combining elements of gateway signage and wayfinding signage, this perspective of the intersection of Summit Drive and Route 8 demonstrates the potential for an integrated system. As Sunnyland Plaza redevelops, public and private investment can be combined to achieve this dramatic result.

Residential Street

The residential streetscape treatment invokes a natural and less formal approach with the goal of creating a distinctive identity.

Introducing a wider swale provides an opportunity to integrate a significant natural character to the Corridor. This provides a necessary transition from the traffic-heavy Corridor to the residential subdivisions only feet away. By using native and riparian plantings, the swale will become a unique and beautiful landscape that denotes "home" by providing a much-needed buffer to adjacent residential properties.



Plan View



Swale planting within parkway

Commercial Street

Using a clustered streetscape approach, select areas along the Corridor will be enhanced with formal elements reinforcing the commercial nature of the Corridor. Enhancing existing landmarks, such as the fire station, is achieved through landscape elements, new signage, a retaining wall, and a more prominent flag pole.

Due to limitations in right-of-way width, this will be accomplished through the introduction of decorative streetlighting and the incorporation of elements at key redevelopment sites.



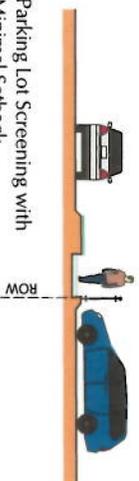
Plan View

Front Yard Parking Lot Buffering and Screening

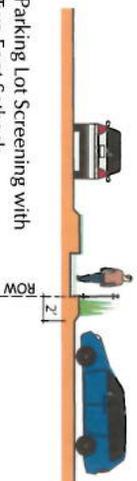
Buffering and screening are essential elements for a successful commercial corridor. Below are sample buffering and screening techniques for pedestrians and automobiles including various treatments depending on the amount of land available. On the right are key landscaping concepts.

IL ROUTE 8

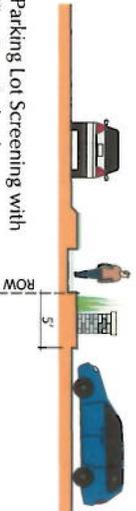
PARKING AREA



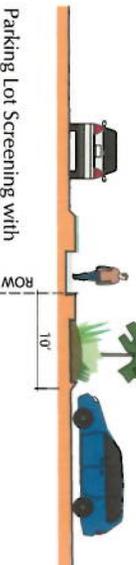
Parking Lot Screening with Minimal Setback
Treatment: 36" to 48" decorative wrought-iron fence



Parking Lot Screening with Two Foot Setback
Treatment: Decorative fence and landscaping



Parking Lot Screening with Five Foot Setback
Treatment: Masonry wall with landscaping



Parking Lot Screening with Ten Foot Setback
Treatment: Undulating berm with significant landscaping



This photo demonstrates parking lot buffering and screening through a combination of landscaping and decorative fencing.

Key Landscaping Concepts

Perimeter landscaping

Ensure that the perimeter of commercial properties are enhanced with landscaping especially as a means of buffering and screening adjacent residential areas from unsightly elements and operations

Interior Islands

Provide interior landscaped islands within parking lots to decrease the amount of impervious surfaces. Interior islands should be provided at the ends of parking rows and along the entry drive aisle

Foundation Plantings

Install plantings at the base of buildings that is respectful of the architecture, character and use of the building to break up monotonous facades

Decorative Fencing

Use fencing as way to provide buffering for parking lots when space is limited and to reinforce entry and exit points

Other Site Landscaping

Where appropriate, provide clusters of landscaping (particularly near entrances) that enhance the site without blocking business visibility or compromising safety

section six
IMPLEMENTATION

IMPLEMENTATION

Section 6 Implementation

Completion of the Route 8-Sunnyland Corridor Plan is only the first step, not the last. A sustained effort, led by both cities, will be necessary to take this Plan from paper to action. This section prescribes specific actions required to carry out the recommendations and policies of the Corridor Plan. In addition to implementation techniques, this section also provides the detail necessary to track the progress and effectiveness of the Plan and maximize its usefulness as a tool to achieve the community's vision.

In order for the Plan to be fully implemented, it must be based on a strong partnership between the City of Washington, the City of East Peoria, other public agencies, residents, local business owners, and developers. The implementation section is intended as a road map for City staff and officials in their efforts to realize the vision set forth in this document. It is also a reference for other stakeholders and interested parties, such as residents, business owners, community organizations, and developers.

There are several requirements for effective implementation of the Route 8-Sunnyland Corridor Plan. This section highlights the implementation tools available for the Cities to utilize in order to fulfill key recommendations of the Plan. The following implementation tools are highlighted below:

- Administrative Actions
- Regulatory Actions
- Corridor Beautification
- Economic Development

For each action, a proposed implementation timeline is established to provide clear guidance on priorities and timing. Implementation timelines are broken into short (less than one year), medium (1-3 years), long (3 or more years) and on-going for those actions that have no specific timeline. This section also provides information on potential funding sources for implementation.

Administrative Actions

The following components require administrative action and/or public policy to implement the Plan. These actions do not require a significant allocation of funds and can be completed in a fairly short timeframe.

Plan Related

Adopt the Plan. The Route 8-Sunnyland Corridor Plan should become the cities' official policy guide for improvement and development within the corridor. It is essential that the Plan be adopted by both cities and then used on a regular basis by staff, boards, and commissions to review and evaluate all proposals for improvement and development within the Plan area.

Implementation timeline: Short

Use the Plan on a Regular Basis. The Plan has been designed with a great deal of emphasis on the use of graphics with the intent of more easily illustrating specific ideas and recommendations. The purpose of this graphic approach is to help to ensure that the Plan is easily understood and able to be used on a regular basis.

Implementation timeline: On-going

Communication Related

Meet with residents and businesses owners. Meet with residents, business owners, and others to review the recommendations of the Plan. Meet specifically with major property owners to review the plan, and begin discussions about future improvements and work to forge an effective public/private relationship.

Implementation timeline: On-going

Make the Plan available. Both cities should post a copy of the Plan on their respective websites that can be easily accessed and downloaded. A hardcopy of the Plan should also be kept at each City Hall for public viewing.

Implementation timeline: Short

Promote Communication and Cooperation.

The City of East Peoria and the City of Washington should assume a joint leadership role in implementing the new Route 8-Sunnyland Corridor Plan. In addition to carrying out the administrative actions and many of the public improvement projects recommended in the Plan, the cities may choose to administer a variety of programs available to local residents, businesses and property owners.

In order for the Route 8-Sunnyland Corridor Plan to be a success, it must be based on a strong partnership between the cities, other public agencies, utility companies, IDOT, various neighborhood groups, local business owners, property owners and residents.

Implementation timeline: On-going

Development Related

Ensure development plans are in compliance with the Plan. Review plans and proposals from property owners and developers to ensure consistency with the recommendations of this document.

Implementation timeline: On-going

Regulatory Actions

Adoption of the new Route 8-Sunnyland Corridor Plan should be followed by a review and update of the current development controls of both cities including zoning, subdivision regulations, and other related codes and ordinances such as the signage ordinance. It is essential that all development controls are consistent with and complement the Route 8-Sunnyland Corridor Plan.

The Plan's policies and recommendations should greatly assist the cities in creating new zoning and development code regulations that can better reflect the needs and aspirations of the community.

Update Zoning Maps. Zoning is one of the most powerful tools municipalities have to control, guide, and regulate land use and development. In addition to designating what uses are permitted in what locations, zoning also sets the standards for the physical form and certain aesthetic components of the built environment – height, setbacks, lot coverage, floor area, parking requirements, signage, landscaping, and more.

Although the regulations of the existing zoning districts provide controls for the use and development of properties along the corridor, they do little to communicate the desired character of the area. Collectively, the cities' zoning districts should work together toward a comprehensive and "synchronized" objective for the corridor. Because individual zoning districts are often not effective at delivering a desired and coordinated approach to development, alternative regulatory strategies should be considered. Zoning maps should be updated to reflect new land use designations as recommended in the Plan.

Implementation timeline: Short

Update Zoning Ordinances. In conjunction with the zoning maps, the cities' Zoning Ordinances need to reflect the recommendations of this Plan. Revise existing zoning regulations as a means of implementing the recommendations of the Plan. For example, consideration should be given to a maximum setback for commercial properties in order to encourage buildings to orient towards the street. *Implementation timeline: Short*

Create an Overlay District. An effective regulatory strategy often used for establishing a unique and coordinated physical environment, distinct from other areas within a municipality, is an overlay district. Together with a planned uni-development ordinance, an overlay district can provide the direction, guidance, and regulations needed to transform an area, as individual development projects, either large or small, are proposed, reviewed, and approved.

A Route 8 Corridor Overlay District is intended to enhance the visual appearance and image of the Corridor and advance the public welfare through the resulting benefits to the economy, character, and quality of life for the Cities of East Peoria and Washington. The cities have recognized the importance of the Route 8 Corridor as a thoroughfare for regional traffic, the impact its character has on the image of the community, and the need to provide restrictions and guidelines to enhance the visual appearance and image of the Corridor.

The Route 8 Corridor Plan and all of its goals, recommendations, concepts, and guidelines serve as a foundation for the development and adoption of a Route 8 Corridor Overlay District. Establishment of such an overlay district is an important implementation component of the Route 8 Corridor Plan.

Each city should adopt a new overlay district with consistent restrictions, regulations, and guidelines on development and construction. It is important that the overlay district boundaries be clearly defined and identified on each city's Official Zoning Map.

The restrictions, regulations and guidelines of the overlay zoning district governing standards, setbacks, height regulations, bulk regulations, open space and landscaping requirements, off-street parking and loading requirements, buffer requirements, architectural standards, sign regulations, lighting standards, street right-of-way improvements, or other requirements and standards which are greater, or different than those set forth in the underlying zoning district shall govern.

The creation of an overlay district would address several components as recommended in the Route 8 Corridor Plan:

- Permitted uses (in accordance with the Plan)
- Building orientation and location (this may include the introduction of a maximum setback in addition to minimum setbacks in order to achieve an orientation of buildings more towards Route 8)
- Bulk regulations (including context-specific height, setbacks and F.A.R. requirements)
- Parking areas (including location, buffering and screening, and access)
- Access and circulation (minimizing the number of curb cuts, improving cross access between private properties, and opportunities for improving the pedestrian environment)
- Enhanced use of Planned Unit Development review process (establishes standards or findings of fact that require, as a part of approval, consistency with the goals and objectives of the Route 8 Corridor Plan.)

Implementation timeline: Medium

Update Signage Ordinances. The cities should examine and update their commercial sign regulations where necessary. An overall examination of each Sign Ordinance should be conducted to improve the appearance, character, and consistency of signage along the Route 8 corridor.

Implementation timeline: Short

Update Transportation Policies. Consider the development of access control policies and standards to be integrated into an updated Zoning Ordinance. The policies should reflect the desire to reduce the number of individual curb cuts along Route 8 in favor of shared access.

Implementation timeline: Medium

Corridor Beautification

Agreement has been widely established on the importance of improving the aesthetics of Route 8. The following implementation strategies address several methods of achieving that shared goal.

Property Maintenance and

Improvements

The cities should work together to identify unattractive areas or sites that are highly-visible within the Corridor and work with property owners to clean up and/or aesthetically improve those locations. In addition to encouraging the improvement of private parcels, the cities should also “lead by example” and continue to implement streetscape and beautification techniques. (See recommendation to create Streetscape and Design Guidelines).

The cities should develop an awareness campaign regarding property maintenance regulations. One part of the campaign should address the responsibilities of private property owners; the other part of the campaign should advise neighbors and residents on how to make a formal complaint regarding lack of property maintenance.

The cities (separately or working together) should develop an awards program to recognize property improvements made by private property owners.

Implementation timeline: Short

58 Implementation

Streetscape and Design Guidelines

A cornerstone of implementation is the use of the streetscape recommendations included in the Corridor Plan. To complement these recommendations, the cities should develop and adopt specific design guidelines that uniformly guide development along Route 8. Design guidelines provide clarity to the private sector and help to ensure that individual development decisions are in the best interest of the community.

Implementation Steps:

1. Create a Steering Committee consisting of representatives from cities (including elected/appointed officials and Staff), IDOT, local business owners, property owners, and residents.
2. Create Design Guidelines and require future developers to implement the recommendations of the Plan. Require proposed developments to meet the intent of the Guidelines as part of the Planned Unit Development process.
3. Pursue funding to implement streetscaping and work with current property owners and agencies (such as IDOT) to implement beautification initiatives.

4. Create a Facade and Property Improvement Program to assist existing businesses in improving their properties to meet the recommendations of the Guidelines.

Implementation timeline: Medium

Bury Overhead Utility Lines

The Cities should work with utility companies to bury existing overhead utility lines as properties redevelop. Given that the Washington portion of the IDOT construction project has not yet begun, the opportunity to complete this as part of the project should be explored.

Implementation timeline: Long

Improved Corridor Function

Cross-access. The Cities should begin to work with private landowners to create improved cross-access between parcels, as identified in the Plan.

Implementation timeline: Medium

Pedestrian and Bicycle Improvements.

The Cities should work with partner agencies to secure funds for improved pedestrian amenities and new bicycle paths connecting to each of the Cities.

Implementation timeline: Medium

Parking Lot Landscaping and Maintenance

There are many off-street surface parking areas throughout the Corridor that are unsightly due to lack of maintenance, screening and landscaping. The Cities should work to improve parking lot landscaping requirements within their ordinances.

The maintenance and improvement of existing parking lots should be encouraged as part of the proposed Design and Development Guidelines. To assist existing business/property owners, the improvement of parking areas should be included as part of a Facade and Property Improvement Program.

Specifically, the Cities should encourage that all existing and new parking lots include perimeter landscaping that consists of a continuous shrub hedge that is maintained at a height of 24"-36".

In addition to perimeter screening, landscape elements should be required for interior areas of all parking lots. This may include a combination of shade trees, landscape islands, decorative ground cover, and other landscape elements.

Where a landscaped perimeter cannot be provided, a low masonry wall or decorative wrought iron fence may be utilized. Best Management Practices should also be included within an updated landscape ordinance.

Native plantings, swales, and pervious pavers which promote environmental stewardship, but also improve stormwater management can, in most cases, be less expensive to install and maintain.

Implementation timeline: Medium

Economic Development

Attract an Entertainment Use for

Sunnyland Plaza

Sunnyland Plaza is a major anchor for the area. Attracting an entertainment use, or improving the appearance and function of the existing movie theater, would greatly enhance the visibility and stature of this site. Such uses also serve to create a destination environment that can act as a catalyst for additional development.

Create a Farmers Market

Given the abundance of surface parking lots in the Corridor, an opportunity exists to create a farmers market to establish a destination and provide local produce and goods. Candidate sites for this proposal include the East Peoria Event Center, Sunnyland Plaza or Cueworks. Farmers Markets typically operate during times that would be considered "off-peak" for these existing businesses.

Implementation timeline: Medium

Land Acquisition and Assembly

The Cities may wish to acquire key parcels within the study area. Doing so allows for the cities to better control and dictate development of key sites. This strategy would involve issuing an RFP to developers and then negotiating the terms of a development agreement. Terms could include land cost write downs, donation of the land or other public subsidies as deemed necessary to attract the desired development. In other cases the cities may provide incentives to facilitate property assemblage. Incentives can include the relaxing of setback requirements or assistance with infrastructure upgrades. Assemblage allows for increased development opportunity through the creation of larger sites and/or the more efficient use of space. This in turn facilitates enhanced development that may otherwise not occur.

Implementation timeline: Long

Partnerships

Marketing. The cities should hold regular meetings with the business, real estate, and development communities to apprise them of active changes and improvements within the study area. Providing up-to-date site inventories on properties available for development and participating in economic development organizations in the area can be useful in maximizing exposure.

Implementation timeline: On-going

Business Retention. Along with promoting new development, the retention of existing businesses should be a priority. Both retention and recruitment efforts work to increase employment and the local tax base. The cities are aware of the importance of maintaining contact with retail and employers in the community to stay informed of their respective needs. Future economic development will, in part, result from the viability of existing uses and expansion of businesses in the community.

Implementation timeline: On-going

Support and enhance the Sunnyland

Business Association. It will be important to continue to build a strong relationship with the business community. Many recommendations of the Plan involve business interests and strong partnerships between the Cities and business community will greatly help to facilitate success in these efforts in the future.

The Sunnyland Business Association provides an existing structure with which to work. The cities should support the efforts of the SBA and create opportunities to promote and enhance the organization as an economic development partner who can assist with implementation of the Plan.

Implementation timeline: On-going

Potential Funding Sources

Several potential funding sources are available for assisting the cities in implementing recommendations contained in this Plan. Listed below are overviews of some programs that the cities may want to consider.

Economic Development

The cities should consider the use of redevelopment and finance tools to encourage appropriate and desirable redevelopment in the Corridor. The use of these tools can assist in both attracting the strongest mix of uses, as well as providing additional control over the scale and physical design of development.

Tax Increment Finance (TIF)

TIF is a powerful tool that several Corridor municipalities have used successfully. TIF utilizes future property tax revenues generated within a designated area or district to pay for improvements and incentivize further reinvestments. As the Equalized Assessed Value (EAV) of properties within a TIF District increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in the area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new tax revenue within the district.

The maximum life of a TIF district in the State of Illinois is 23 years although the TIF district can be extended via approval from the Illinois state legislature. Over the life of a TIF district, the taxing bodies present within the district, such as school or park districts, receive the same amount of tax revenue that was generated in the base year in which the TIF was established. There are provisions that allow for schools to receive additional revenue.

TIF funds can typically be used for infrastructure, public improvements, land assemblage and in offsetting the cost of development – including but not limited to engineering, storm-water and other site related issues.

Each municipality would need to undertake a study to determine whether areas or projects are TIF eligible. Municipalities could use the provision of TIF funding to incentivize and attract desired development along or adjacent to the Corridor. A TIF District for example, could include IL 47 properties as well parcels on adjoining arterials.

Special Service Areas (SSA)

A SSA provides a means of funding improvements and programs within a defined, targeted area. In an SSA, a predetermined percentage, (dependent upon the amount of funding required) is added to the property tax of properties within the service area.

The revenue received from the SSA is channeled back into projects and programs benefiting those properties. An SSA can only be established if a majority of both property owners and electors within the defined area do not object to its implementation.

SSAs may be particularly useful in areas with a concentration of businesses fronting the Corridor. SSA funded projects can include such things as marketing and advertising assistance, promotional activities and events, streetscape and signage improvements, and property maintenance services. SSAs can also be used to fund revolving loan funds or façade improvement programs.

Business Development Districts (BDD)

A BDD allows a municipality to levy up to an additional 1% retailer's occupation tax, 1% hotel tax, and/or 1% sales tax within a designated district. A municipality can also form a Business District Development and Redevelopment Commission to oversee development and redevelopment within the district.

Similar to a TIF district, a BDD has a maximum life of 23 years; however the eligibility requirements are not as stringent. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

BDD funds can be used for a multitude of things including infrastructure improvements, public improvements, site acquisition, and land assemblage. Given the limited amount of funds that a BDD is capable of generating, a BDD is well suited to fund small scale improvements and property maintenance programs.

Community Development Corporations

Many communities use Special Service Areas or Tax Increment Financing (as appropriate) to fund the start up and/or operation of a Community Development Corporation (CDC) to oversee a range of redevelopment activities for a specific geographic area, particularly commercial areas and central business districts.

A CDC is typically an independently chartered organization, often times with not-for-profit status, that is governed by a board of directors. The directors typically bring expertise in real estate or business development along with a demonstrated commitment to the community.

CDCs are often funded through public-private partnerships with financial commitments from local financial institutions or businesses and a public funding source (TIF, SSA, etc.) to provide for both operating expenses and programs, as appropriate.

CDCs may undertake traditional chamber of commerce-like activities such as marketing, promotion, workforce development, information management, and technical assistance to small businesses.

Many communities create CDCs under the umbrella structure of an established chamber of commerce in the community so that missions are complementary and do not overlap.

An example of a distinctive CDC activity is the facilitation or administration of a revolving loan fund or a community lending pool capitalized by commitments from local financial institutions to provide low-interest/low-cost loans. Such funds typically target both new and expanding businesses for such redevelopment activities as interior improvements, facade and exterior improvements, building additions, site improvements, etc.

Some state and federal small business assistance programs are structured to work in combination with CDC-administered loan programs. Another distinctive activity of a CDC is property acquisition and redevelopment, which is most successful when the organization is mature in both expertise and capacity (particularly if the CDC intends to manage property after redevelopment).

6.2 Implementation

Enterprise Zone

The Enterprise Zone (EZ) is in effect for both cities' portion of the study area. Some of the incentives of an EZ are consistent across the state while some vary among municipalities.

State Incentives:

- Investment tax credit (0.5%) against State income tax for the value of investments in qualified property.
- Job tax credit (\$500 per employee) against State income tax for eligible employees hired.
- Income tax deductions – dividend subtraction and interest deductions.
- Industrial revenue bond financing option.
- Participation Loan financing option.

City of Washington Incentives:

- Sales tax deduction (100%) on building material and equipment purchases associated with a building improvement project.
- Property tax waiver (100%) on the increased property assessment for five (5) years following the building improvement.
- Building permit fee reduction (50%) on filing and value fees.
- Utility connection fee reduction (50%) for new water and sewer service connections.

East Peoria Incentives:

- Demolition Permit Fees waived 50% when redeveloping property.
- Water and Sewer Connection Fees waived 20%.
- Building Permit Fees waived 50%.
- Plumbing and Electrical Permit Fees waived 50%.
- Property taxes are abated 100% on improvements to the site, for five (5) years.
- Sales taxes for building materials purchased in the State of Illinois and used in the East Peoria Enterprise Zone are waived.

• Investment Tax Credit of .5% credit against the state income tax is offered to taxpayers making investments in an enterprise zone. The investment credit is in addition to the existing investment tax credit available throughout Illinois.

Income Tax Deductions are provided for the following:

- a. Businesses may receive a deduction at double the value of a cash and/or in-kind charitable contribution to the East Peoria Designated Zone Organization, an approved not-for-profit community organization operating to enhance the enterprise zone.
- b. Financial institutions may deduct the amount of interest received from development in the enterprise zone.
- c. Taxpayers can deduct dividends paid by a corporation, which conducts substantially all of its operations in the Enterprise Zone

Business Development Public Infrastructure Program

This program is administered by the Illinois Department of Commerce and Economic Opportunity (IDCEO) and provides low to no interest loans to municipalities for the construction of public infrastructure.

Community Development Assistance Program for Economic Development

Also administered by DCEO, this program offers 100% funding up to \$750,000 for business retention or expansion that improves job opportunities and/or the quality-of-life for low-to-moderate income residents.

Brownfield Redevelopment

The potential may exist that certain properties within the study area could be classified as brownfields. The Illinois Environmental Protection Agency (IEPA) defines a brownfield as "a site or a portion thereof that has actual or perceived contamination and an active potential for redevelopment." There are governmental funding sources available to assist with the assessment, remediation and redevelopment of brownfield sites.

Municipal Brownfields Redevelopment Grant

This grant program is administered through the Illinois Environmental Protection Agency (IEPA) and offers assistance to municipalities for brownfields remediation investigation and planning for key redevelopment sites. Maximum funding is \$120,000 with a 30% required match.

Brownfields Assessment Grants

Provided by the Federal Environmental Protection Agency, the funding and required match for this program varies depending on the scope of the project. This program offers direct funding for assessment, remediation, revolving loans and job training.

Parks, Trails and Open Space

As an enhancement to the economic development of the Corridor, the cities should coordinate the pursuit of grant opportunities for the provision of improved bicycle access and additional park and open space opportunities.

The Illinois Department of Natural Resources (IDNR) administers seven grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreation areas and facilities. The programs operate on a cost reimbursement basis to local agencies (government or not-for-profit organization) and are awarded on an annual basis. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location.

Open Space Lands Acquisition and Development (OSLAD)

The OSLAD program awards up to 50% of project costs up to a maximum of \$750,000 for acquisition and \$400,000 for development/renovation of such recreation facilities as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches.

IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses (bike paths, snowmobile, off-highway vehicles, motorized and non-motorized recreational trails, etc.).

Illinois Bicycle Path Grant Program

The Illinois Bicycle Path Grant Program was created in 1990 to financially assist eligible units of government acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities. Grants are available to any local government agency having statutory authority to acquire and develop land for public bicycle path purposes. This program can provide up to 50% federal funding on approved projects with a \$200,000 maximum for construction. There is no maximum funding amount for acquisition.

Transportation and Infrastructure Improvements

A number of state and federal funding sources are potentially available to assist the cities in implementing the transportation and infrastructure improvements detailed in the Plan. Several of the funding sources may be committed until the next funding cycle.

Below is a list of possible funding sources that the cities should aggressively pursue to fund some of the improvements listed in this Plan. The sources listed below have many sub-categories that allow communities to apply for funding for many different types of projects.

Enhancement Funds

The Illinois Transportation Enhancement Program (ITEP) is a reimbursable program that is funded by a 10% set aside of the Federal Surface Transportation Program. The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure.

Project sponsors may receive up to 80% reimbursement for project costs. The remaining 20% is the responsibility of the project sponsor. In order to qualify for funding, a project must qualify as one of the 12 eligible activities listed below and it must relate to surface transportation. Possible eligible activities for the Route 8-Sunnyland Corridor are pedestrian and bicycle facilities, landscaping and scenic beautification, and outdoor advertising control.

Safe Routes to School

The Safe Routes to School Program offers 100% funding up to \$250,000 per school district for improvements to bicycle and pedestrian paths and related infrastructure with the goal of encouraging walking and bicycling to school.

Legislative "Set-Asides"

The cities of East Peoria and Washington should aggressively lobby their local State Representatives to get Route 8-Sunnyland funding via the State Legislature.

Surface Transportation Program-Urban (STU)

The Surface Transportation Program is a federal program for roadway improvements that is managed by regional councils throughout Illinois. The Tri-County Regional Planning Commission is in charge of programming monies for STU projects in this area; applications are accepted every two years. Applications for STU projects are reviewed by the Peoria/Pekin Urbanized Area Transportation Study (PPUATS) and are ranked according to established criteria.

These projects become part of the Transportation Improvement Program (TIP) and are programmed for a 5 year period.

Category	Program Name	Agency	Typical Funding Ratio/Loan Type	Maximum Funding	Internet Link	IL Route 8 Application Potential
Economic Development	Business Development Public Infrastructure Program	DCEO	Low Interest/Zero Interest	\$500,000	http://www.commerce.state.il.us/dceo/Bureaus/Business_Development/Grants_bddip.htm	Attracting a job-generating user through the extension/improvement of infrastructure.
	Community Development Assistance Program for Economic Development	DCEO	100%	\$750,000	http://www.commerce.state.il.us/dceo/Bureaus/Community_Development/Grants/EconomicDevelopment_1.htm	Business retention/expansion that provides job opportunities or improved quality-of-life for low-to-moderate income residents.
Transportation and Infrastructure	Surface Transportation Program (STU)	TCRPC	Varies	Varies	http://www.tricountyrpc.org	Reduce number of curb cuts; increase accessibility and multi-modal transportation
	Illinois Safe Routes to School Program (SRTS)	IDOT	100%	\$250,000 per school district	http://www.dot.state.il.us/saferoutes/SafeRoutesHome.aspx	Improvements to bicycle and pedestrian paths and related infrastructure to encourage walking and bicycling to school.
	Illinois Transportation Enhancement Program (ITEP)	IDOT	80/20%		http://www.dot.state.il.us/opp/itep.html	Landscaping and scenic beautification; control of outdoor advertising.
Brownfield Redevelopment	Municipal Brownfields Redevelopment Grant	IEPA	70%/30%	\$120,000	http://www.epa.state.il.us/land/brownfields/grants	Brownfield remediation investigation and planning for key redevelopment sites.
	Brownfields Assessment Grant	EPA	100%	\$400,000	http://www.epa.gov/brownfields	Direct funding for assessment, clean up, revolving loans, job training.
	Open Space Lands Acquisition and Development (OSLAD)	IDNR	50%	\$400,000-\$750,000	http://dnr.state.il.us/OCD/newoslad1.htm	Enhance the quality of life for Sunnyland residents through the acquisition and/or improvement of nearby open space.
Parks, Trails and Open Space	Bicycle Path Program	IDNR	50%	\$200,000 (no max for acquisition)	http://dnr.state.il.us/OCD/newbike2.htm	Acquire, construct, and rehabilitate public, non-motorized bicycle paths and directly related support facilities along the corridor.

Illinois Route 8-Sunnyland Corridor Plan

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