



Village of Peoria Heights, Illinois | ADOPTED May 18, 2021

# COMPREHENSIVE PLAN





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CHAPTER

# 1

## **ABOUT THE PLAN AND PROCESS**

In January 2020, the Village of Peoria Heights kicked off the process of developing its Comprehensive Plan to establish a long-term vision for the community. The planning process included fieldwork, data collection, demographic analysis, public outreach, and collaboration with key stakeholders and Village staff. This document is an effort of the community and represents aspirations for Peoria Heights' future.

## WHAT IS THE COMPREHENSIVE PLAN?

A Comprehensive Plan represents the Village's official visions for the future, which is intended to guide the Village for the next 20 years. The Comprehensive Plan is to be used as a policy guide that outlines actions to work towards achieving the Village's vision. It is designed to serve as a foundation for decision-making for the Village, developers, residents, and other stakeholders.

### Purpose and Authority

Illinois State Law 65 ILCS/11-12-5 grants the Village of Peoria Heights the authority to prepare a Comprehensive Plan for existing and future development or redevelopment. The purpose of the Plan is to guide decisions related to development regulations, capital improvements, and other local policies and actions. It is a tool for the community to help coordinate efforts and direct how the Village may use its resources.

### Relation to Past Plans

Existing and past plans are an important part of the Comprehensive Plan process. The Peoria Heights Comprehensive Plan aims to build on the Village's past plans and studies and ensure existing community policies and goals are integrated within the Plan where applicable.

## HOW TO USE THE PLAN

The Comprehensive Plan serves the following key functions:

**Communicating the Village's Vision:** The Plan is a powerful statement of the community's vision for how it grows and changes over the coming years. The Plan identifies the Village's priorities and charts a path for long-term growth.

**Inform Development Proposals:** The Plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social, and economic environment of the community. The Plan assists in the evaluation of public and private development proposals and help ensure that proposed development supports the Village's long-term objectives.

**Foundation for the Regulatory Framework:** The Plan is a foundation for zoning regulations, the official zoning map, and other decisions guided by these regulations. Amendments to Village regulations should be made to support the long-term objectives of the Plan.

**Coordinate Initiatives:** The Plan informs and coordinates planning initiatives that affect the Village at the local, county, and regional levels. The Plan may aid and inform efforts related to housing, transportation, transit, trails, natural resources, economic development, and recreation.

**CIP and Budgeting:** The Plan informs the development of the Village's Capital Improvement Program (CIP) and budgeting process by helping to establish priority expenditures and the sequence of capital improvement programming.

**Future Studies:** The Plan establishes a path forward but cannot address every issue faced by the Village in sufficient detail. It should help identify additional studies and future action steps to address specific needs.

**Inform and Educate:** The Plan is a valuable source of information for the Board of Trustees, the Zoning Board of Appeals, and the Business Development District Advisory Committee, as well as for local organizations, businesses, and residents. The Plan should be used to inform the community and provide important information that can assist with future initiatives. The Plan is also an effective marketing tool that can be used to promote the community and highlight opportunities for investment.

## PLANNING PROCESS

The Village of Peoria Heights Comprehensive Plan is the result of a multi-step planning process, which stressed community engagement; assessment of existing conditions; identification of opportunities and constraints; the establishment of a vision, goals, and objectives; and the development of planning recommendations and policies. The following is a summary of the Comprehensive Plan process:

### Step 1: Project Initiation

To “kick-off” the planning process, meetings were conducted with Village staff and department heads before undertaking other community outreach activities.

### Step 2: Community Engagement

Community outreach and citizen participation was an important part of the planning process. Residents, business owners, and other stakeholders participated through the community visioning workshop, an interactive project website, online questionnaires, and key stakeholder interviews.

### Step 3: Community Vision, Goals, and Objectives

The purpose of this step was to establish an overall “vision” for the future of Peoria Heights, and to provide focus and direction for subsequent planning activities. The community vision serves as the cornerstone of the consensus building process. Goals and objectives were prepared based the community vision, existing conditions analysis, and previous steps in the process. Step 3 also included the development of the preliminary land use recommendations and the Village’s future land use map.

### Step 4: Framework Plans and Webinars

The framework plans established Village-wide policies for different areas of concern, which included transportation and mobility, community facilities and infrastructure, parks and open space, environmental features, subarea plans, and implementation. A series of three public webinars were conducted focusing on these key components. The webinars provided an opportunity for the community to discuss plan recommendations, to view initial maps and graphics, and to provide feedback on the draft content.

### Step 5: Draft Comprehensive Plan Document and Adoption

Based on the previous steps in the planning process, the draft and final versions of the Comprehensive Plan document was prepared for review, consideration, and adoption. The adoption process included a review by the Advisory Panel, a community open house, and a zoning ordinance audit before the final Comprehensive Plan public hearing.

## Existing Conditions Memo and Data Atlas

Steps 1 and 2 culminated in the preparation of an Existing Conditions Memo and Data Atlas (ECM). This document collected existing land use and transportation data, recent past plans and studies, information provided by the Village, and field reconnaissance. The ECM included a demographic snapshot, market overview, and map book of existing conditions within the Village’s planning area.



## COMMUNITY OUTREACH

Informed by a planning process dedicated to engaging the community, the Comprehensive Plan is responsive to the Village and addresses the issues and opportunities most important to Peoria Heights residents and stakeholders. Public engagement included both in-person and online outreach events.

### Outreach Conducted

#### Interactive Project Website

A project website was developed to support the planning process that contained information and updates concerning the project, meeting and webinar notices, recorded webinar videos, and project documents such as the ECM. The website also hosted outreach tools, including the community questionnaire and map.social.

### Complete Community Outreach Summaries

Complete summaries of the outreach events are provided in the Appendix of the Existing Condition Memo. Summaries of outreach were also posted to the Peoria Heights Comprehensive Plan website.

#### Online Community Questionnaire

An online questionnaire was developed to supplement in-person events by offering opportunities for individuals to get involved that were not time constrained and could be accessed around-the-clock. This helped capture input from those unable or unlikely to attend a workshop.

#### map.social

map.social is a public outreach tool that allowed individuals to provide feedback and comments tied spatially to a point or area on a map. The tool provided a fun and engaging way for anyone to create a map of their community, identifying their issues, opportunities, weaknesses, and threats.

#### Stakeholder Interviews

One-on-one and group interviews were conducted with a range of stakeholders identified by Village staff to gain their unique perspective. Stakeholder interviews provided a more personal setting for a detailed discussion of specific issues relevant to the Village of Peoria Heights.

#### Business Focus Group

The Business Focus Group was held to engage with the local business community and gather feedback and input from a business and development perspective.





### **Advisory Panel**

The Advisory Panel was formed to act as a sounding board throughout the Comprehensive Plan process. The Panel represented a mix of community members, including business owners, residents, agency and organization representatives, education and institution representatives, and Village board members. Members of the Advisory Panel helped review and discuss the overall issues facing the community.

### **Community Visioning Workshop**

The Community Visioning Workshop was the primary outreach event for the Comprehensive Plan. The workshop included an exercise designed to gather input regarding issues, opportunities, potential projects, and key strengths and assets of the community. The workshop was also an opportunity for residents and stakeholders to express their visions for the future of the community.

### **Public Webinar Series**

A series of three public webinars was conducted with staff, the Advisory Panel, and members of the community. The format enabled incremental public review of draft Plan content. The webinars were structured around specific Peoria Heights planning topics.

### **Webinar1: Transportation, Mobility, Community Facilities, and Infrastructure**

The first webinar included an overview of preliminary ideas and concepts for motorized and non-motorized travel, circulation, and linkages between key areas of the Village and surrounding areas. A focus on “Complete Street” principles was used to ensure the planning process kept all users in mind, including drivers, public transportation riders, pedestrians, and bicyclists, as well as people of all ages and abilities. The webinar also covered community and municipal facilities and services, infrastructure, and intergovernmental coordination and cooperation.

### **Webinar2: Parks, Open Space, and Environmental Features**

The second webinar provided an overview of Peoria Heights’ open space and parkland, illustrated concepts for improving the trail network, and offered ideas for the preservation of unique and sensitive natural resources. Public feedback was used to form recommendations and a framework for sensitive and appropriate development and the protection of natural areas.

### **Webinar3: Subareas and Implementation**

The third webinar included an overview the Plan subareas, including the Commercial Areas Plan, Prospect Road Streetscape, Galena Road, and War Memorial Drive Redevelopment Plan. Discussion focused on land use and development, priority development opportunity sites, transportation and mobility, and urban design components.



## Outreach Takeaways

Outreach feedback themes identified in this section were consistent through workshops, the online questionnaire, focus groups, and interviews. Although a wide range of community-identified issues, opportunities, concerns, and priority projects were used to create the foundation of the Plan, these common themes are immediately recognizable and most important to Peoria Heights residents. The outreach takeaways played a significant role in crafting the Vision, Goals, and Objectives of the Comprehensive Plan.

### Note on Summary Context

*The following is a summary of the thoughts, comments, and opinions received during the conducted outreach. It is important to note that the items identified in this summary are not recommendations or observations of the planning consultant, but rather feedback and comments received from participants.*

## Residential and Commercial Areas

Housing was the most discussed land use type for a variety of different issues, opportunities, and concerns. The most common issues identified were the lack of senior housing to support aging in place, the need to improve existing residential areas, and the need for more middle price point housing options.

Commercial development was also a popular topic. The development of Galena Road as a commercial corridor was the most prominent suggestion. Other commercial topics included the redevelopment of the old Pabst site, improvements to existing commercial areas, infill of vacant properties along War Memorial Drive and Prospect Road south of Lake Avenue, and mixed use development near the Village's downtown.

## Code Enforcement

Often noted was the need to follow through on inspections and code enforcement. As a percentage of housing shifts from owner-occupied to rental, some participants felt that landlords and owners may be less incentivized to upkeep their properties. Residents also identified the need to review and update the existing Village codes.



## Transportation

Improving connections and pedestrian mobility were regularly cited as the top transportation issues in Peoria Heights. Outreach participants noted the need for new roadway connections and extensions. The most noted connection was Galena Road to upper Peoria Heights via an additional roadway or a series of trails and walking paths. Pedestrian friendliness on Prospect Road and attractiveness on War Memorial Drive were mentioned as important needs for the community.

## Education

A common issue identified among outreach participants was enrollment at Peoria Heights public schools. Participants discussed the need for different class offerings and improvements to the district to attract new families and draw in those families who may otherwise choose private schools.

## Infrastructure

Infrastructure improvements in general were noted by many participants, with some highlighting the need to upgrade the water system to mitigate hard water. The sewer system was also identified as in need of upgrading.

## Parks, Open Space, and Recreation

Building on the Village's reputation for quality open space, common themes included the desire for trail improvements and new parks and recreation development. Participants identified the need for more usable open space adjacent to downtown. Additionally, they pointed out the need for sports fields and indoor facilities related to health, wellness, and youth activities.

## Environment Features

Groups identified the riverfront as a place for outdoor and recreational activities that should be maintained and accessible by the public. Participants suggested better connections such as with new trails to improve access to the river.



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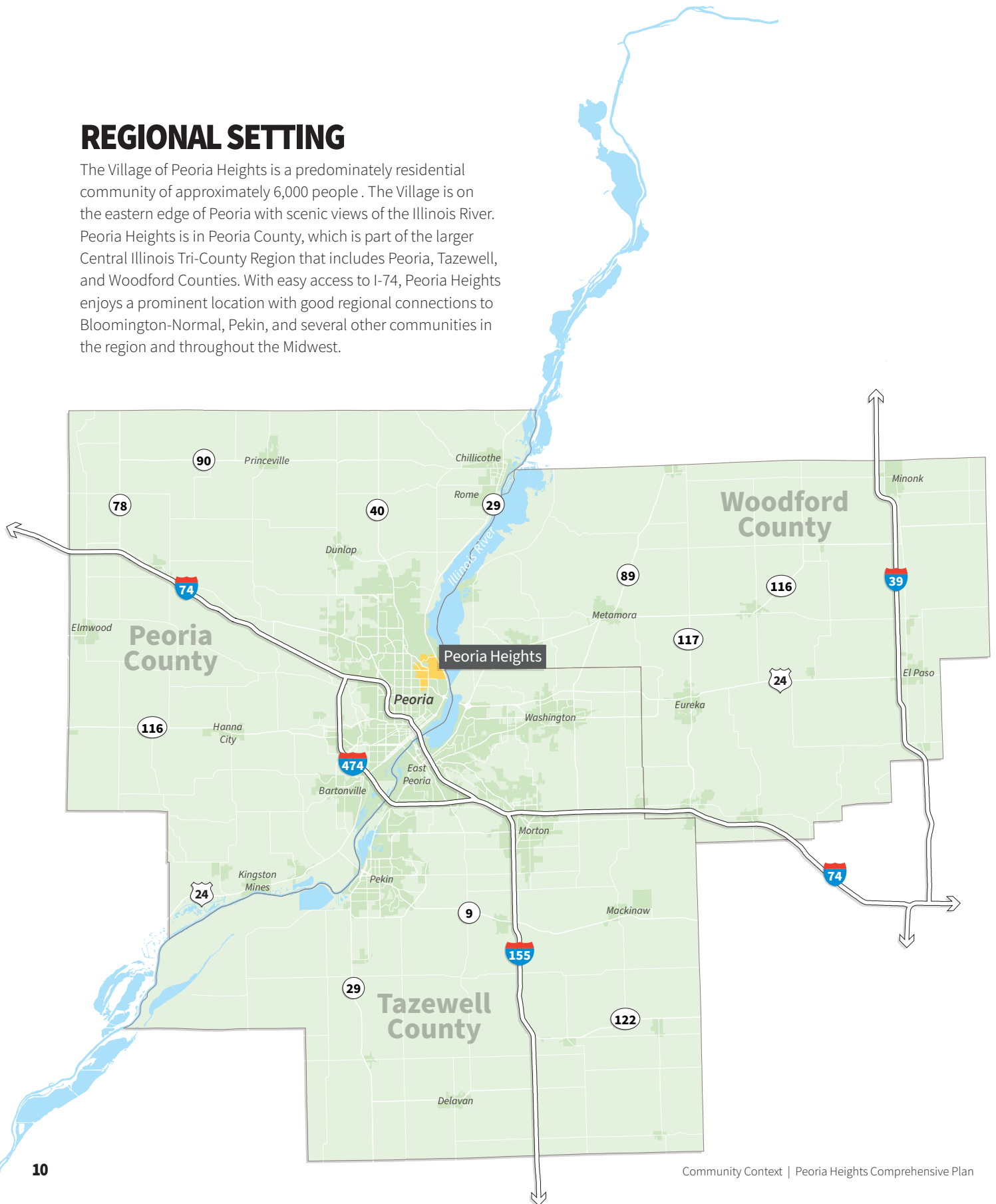
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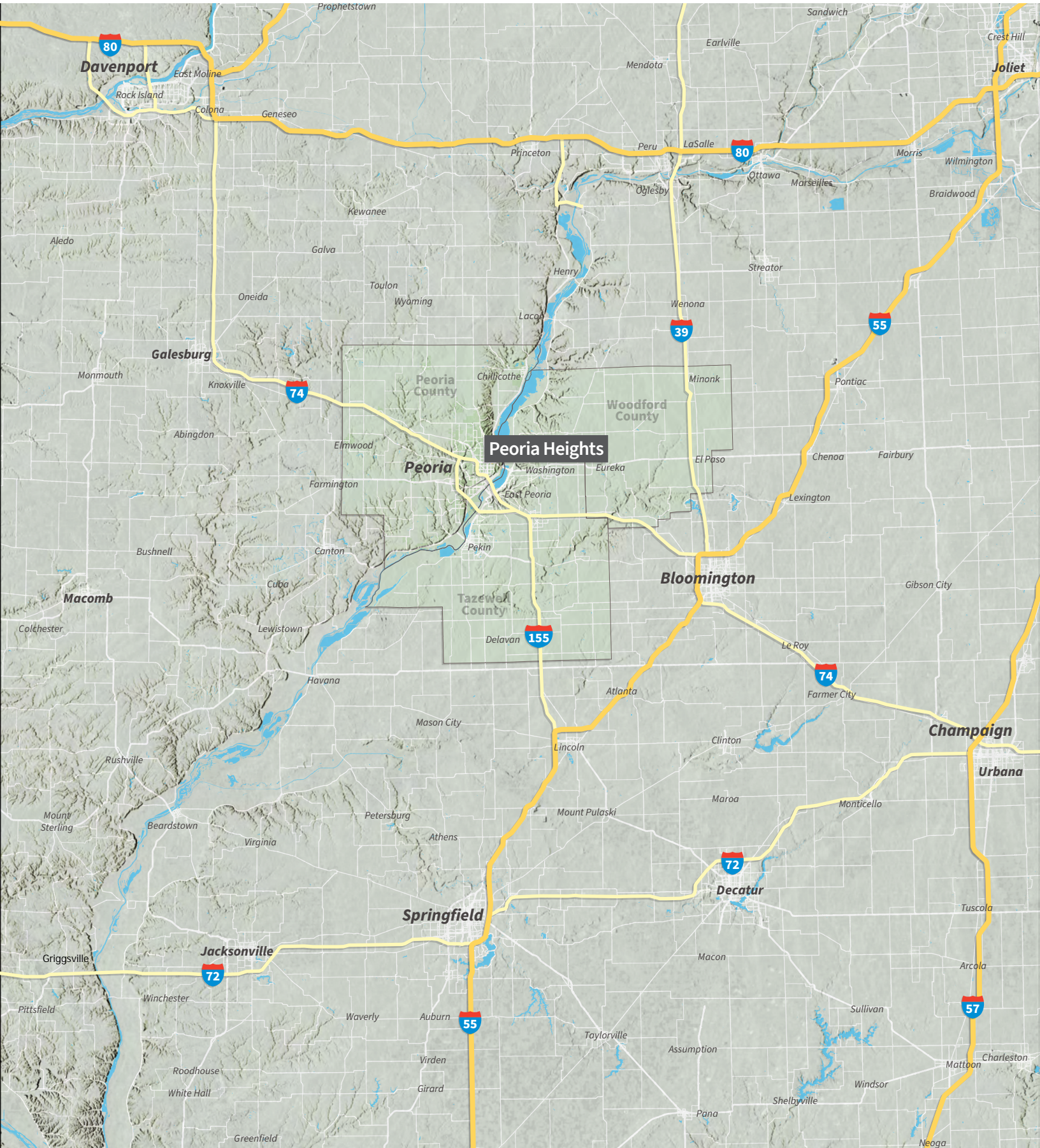
## COMMUNITY CONTEXT

Where is Peoria Heights today? The Village needs to establish a clear understanding of the community's current conditions as it plans for the next 20 years. This chapter provides a snapshot of current conditions related to demographics, market, land use, and zoning regulations. Collectively, this understanding of the Village's needs and existing opportunities, along with community input, created a foundation for Peoria Heights' vision for the future.

## REGIONAL SETTING

The Village of Peoria Heights is a predominately residential community of approximately 6,000 people. The Village is on the eastern edge of Peoria with scenic views of the Illinois River. Peoria Heights is in Peoria County, which is part of the larger Central Illinois Tri-County Region that includes Peoria, Tazewell, and Woodford Counties. With easy access to I-74, Peoria Heights enjoys a prominent location with good regional connections to Bloomington-Normal, Pekin, and several other communities in the region and throughout the Midwest.





## DEMOGRAPHICS

The demographic data of the community plays a major role in the formulation of the Comprehensive Plan. Understanding Peoria Heights' demographic profile allows the Village to respond to the community's needs, provide necessary services, and predict future service demands more adequately. Demographic conditions were assessed based on the US Census Bureau's American Community Survey data.

### Demographic Summary

	Peoria Heights	Peoria	Peoria County
Population	5,972	115,424	186,145
Median Age	36.3	34.3	37.0
Median Household Size	2.13	2.40	2.43
Median Household Income	\$ 45,932	\$ 47,697	\$ 53,063

Source: 2013-2017 American Community Survey 5-Year Estimates

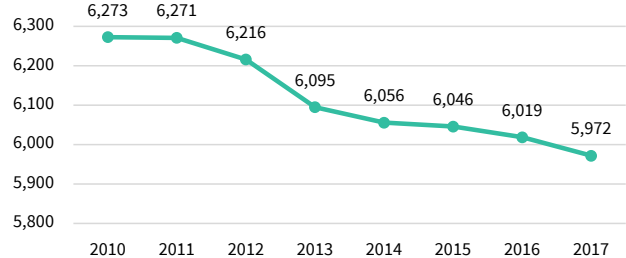
### A Summary of Peoria Heights Demographics

The Existing Conditions Memo provided an overview of a summary of key data points before the development of the new Comprehensive Plan. This chapter of the Comprehensive Plan represents a summary of those findings. For more information on Peoria Heights' demographics, please refer to the Existing Conditions Memo.

## Population and Age

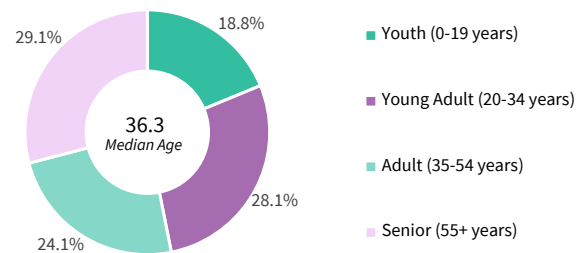
According to the American Community Survey, Peoria Heights is home to just under 6,000 people. Over the past years, Peoria Heights' population has been slowly declining. Between 2010 and 2017, the population decreased by about 300 residents. Over that time, seniors (55+ years) have remained the largest percentage, only reducing by 1.5 percent. The youth (0-19 years) population has also remained relatively steady, decreasing by 2.1 percent from 2010 to 2017. The largest shift in age is in young adults (20-34 years). This age group increased by 8.1 percent between 2010 and 2017. The decreasing median age and the growing percentage of young adult residents may be an indicator of positive momentum for the Village as an attractive place to live and work. The senior population also indicates a continued need for specific housing types and leisure needs.

### Total Population (Peoria Heights)



Source: 2013-2017 American Community Survey 5-Year Estimates and 2006-2010 American Community Survey 5-Year Estimates

### Age Distribution (Peoria Heights, 2017)



Source: 2013-2017 American Community Survey 5-Year Estimates

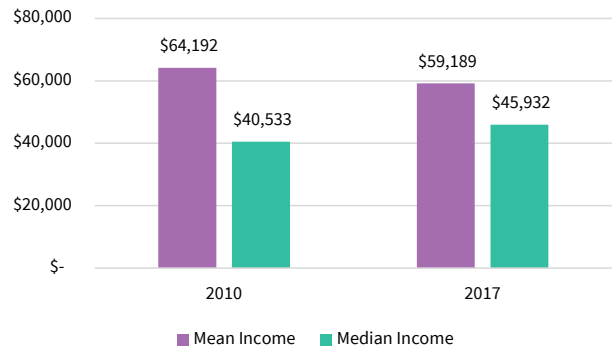


## Income

The economic condition of a community's residents is a good measure of their general quality of life and, by extension, that of the community as a whole. For example, a wealthier community would be much more likely to provide higher-quality public facilities and services, or at least be less challenged to provide them at adequate levels, than a lower-income community.

Peoria Heights has a median household income of \$45,932. Peoria Heights saw an increase in its median income and a decrease in its mean income for households between 2010 and 2017. These changes may be related to the slight decrease in population. As some residents left, the median income increased for the Village, potentially indicating that most of the residents who left earned incomes lower than the middle salary. Simultaneously, the decrease in mean income could indicate that some of the highest-earning residents also left Peoria Heights.

**Mean and Median Household Income  
(Peoria Heights)**



*Source: 2013-2017 American Community Survey 5-Year Estimates and 2006-2010 American Community Survey 5-Year Estimates*

## Housing

Most Peoria Heights housing units remain owner-occupied single-family detached homes, reflective of the suburban character of the community. There is a range of neighborhoods, home types, and price points across single-family home neighborhoods marking distinct characteristics for different areas of the Village. As the Village looks toward the next 20 years, an accurate assessment of housing types, home values, and occupancy will be critical to support new families as well as a population looking to age in place.

### Type and Tenure

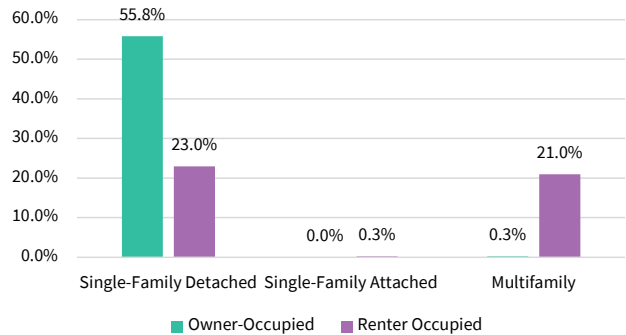
In 2017, Peoria Heights' total housing stock included 3,097 housing units. Between 2010 and 2017, the percent of occupied units stayed steady with 88 percent of housing units either owner or renter occupied.

The housing inventory in Peoria Heights is predominantly made up of single-family detached homes accounting for 79 percent of all occupied units. Of all occupied single-family detached homes, 71 percent of the units are owner-occupied. The remaining 29 percent of the occupied single-family detached homes are renter-occupied; these make up 23 percent of the total occupied units across all housing types. Renters in the Village are largely accommodated by single-family detached home rental properties; 52 percent of all renters live in this housing type. The remaining 48 percent of renters reside in single-family attached and multifamily units.

### Value, Size, and Age

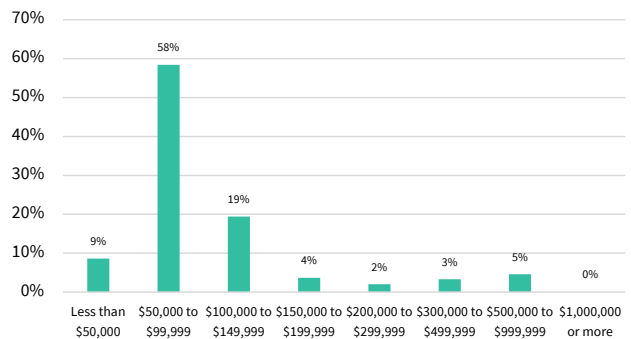
According to the 2017 American Community Survey, the median home value in Peoria Heights is \$86,500. Peoria Heights does have higher value homes, with about 5.0 percent ranging from \$500,000 to \$999,999; however, 58 percent of the Village's owner-occupied homes are valued between \$50,000 to \$99,999. About two-thirds (67 percent) of all housing in Peoria Heights was built before 1960. About three percent of the Village's inventory was built between 2000 and 2009; the data shows no new housing was built between 2010 and 2017. Peoria Heights' housing stock is made up of mostly two- and three-bedroom units with the majority being two-bedroom homes (44 percent).

**Housing Type by Occupancy  
(Peoria Heights, 2017)**



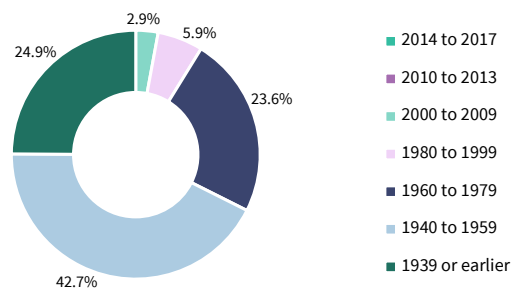
Source: 2013-2017 American Community Survey 5-Year Estimates

**Housing Value  
(Peoria Heights, 2017)**



Source: 2013-2017 American Community Survey 5-Year Estimates

**Housing Age  
(Peoria Heights, 2017)**



Source: 2013-2017 American Community Survey 5-Year Estimates

## MARKET

The market data provides an analysis of existing conditions and indications of demand within a specific market segment which can be used to identify trends that may impact future development and investment in Peoria Heights. It should be noted that this market analysis was intended to help inform the planning process. It does not define development programming or forecast the need for specific businesses.

### Retail Gap Analysis

A gap analysis for the retail market was conducted using drive times and data measured in a radius from the Village's core downtown blocks. The analysis compares the availability of goods and services (supply) with consumer expenditures (demand) within the drive times. When consumers spend more than existing businesses can accommodate, demand is greater than supply and they are spending money outside of the drive-time area; this is referred to as leakage. Leakages are shown in the retail gap summary table in green. Conversely, when the supply is greater than consumer expenditure, supply is greater than demand and there is saturation or a surplus. Surpluses are indicated in red.

#### Retail Gap

##### Summary Demographics

	5 Minute Drivetime	10 Minute Drivetime	20 Minute Drivetime
2019 Population	12,843	62,692	20,8110
2019 Households	6,051	27,045	84,841
2019 Median Disposable Income	\$42,134	\$39,475	\$43,780
2019 Per Capita Income	\$32,883	\$30,473	\$32,711

##### Retail Gap Summary (2017)

Total Retail Trade and Food & Drink	\$84,971,448	-\$296,715,061	-\$506,302,492
Total Retail Trade	\$89,955,419	-\$250,883,326	-\$406,482,093
Total Food & Drink	-\$4,983,971	-\$45,831,735	-\$99,820,399

Source: Esri Business Analyst, Houseal Lavigne Associates

The retail market area is fairly saturated; this is consistent with the Village's location in an area that serves as a larger destination for retail, dining, and entertainment. Within a five-minute drive time of downtown—primarily within Peoria Heights Village limits—there is a surplus of food and drink options, reflective of the prominence of downtown, restaurant row, and the Village's status as a dining destination for the region. Retail leakage within the same five-minute drive time includes motor vehicle and parts dealers, general merchandise stores, sporting goods, hobby, book, and music stores, and non-store retailers such as direct sales establishments. These are the retail businesses residents must leave Peoria Heights to access.

The 10- and 20-minute drivetimes illustrate the larger area's saturation in most retail categories. While Village residents have quick access to dining establishments, they also have access to a surplus of options across industry groups in the immediate vicinity, although these may be located outside the Village.

The gap analysis underscores the importance of additional due diligence and planning on the part of the Village, property owners, and developers to position key sites to be able to capture a proportionate share of the market.

### Office and Industrial

Office and industrial areas are often termed a community's employment areas. The Village's office and industrial uses are interspersed throughout the community rather than located in a central business or office park setting. Smaller offices, such as insurance companies and attorney's offices, are generally situated along Prospect Road, while a few larger offices are located west of downtown. Office uses account for less than two percent of total Village land use distribution. A few larger industrial businesses are located on Galena Road, including a trucking company and an oil and fuel distributor. Storage, warehousing, and light manufacturing businesses are also represented in the Village. Industrial uses account for a total of 4.5 percent of total Village land use distribution.

## EXISTING LAND USE

Inventory of existing land use was compiled from a combination of data provided by the Village, close examination of current aerial photography, and field reconnaissance conducted in March 2020. Each parcel within the Village has been reviewed and classified into one of 14 land uses. Understanding the existing development pattern helps to identify and address issues related to land use and development.

**Single-Family Detached:** Single-family detached homes stand alone on an individual lot. The designation includes planned subdivisions and older neighborhoods as well as properties that act as private yards for single-family homes.

**Single-Family Attached:** Single-family attached residential structures include dwelling units connected horizontally, with a dedicated entrance for each dwelling unit, such as townhomes, duplexes, and triplexes. A few single-family attached uses are incorporated within the Village's predominately single-family detached neighborhoods.

**Multifamily:** Multifamily residential structures contain multiple dwelling units stacked vertically, with shared entrances and hallways, such as apartment buildings and condominiums. Multifamily uses can be found incorporated in some single-family detached neighborhoods. There are two large multifamily complexes in lower Peoria Heights along Gardner Lane and Galena Road.

**Commercial:** Commercial land uses include retail and service businesses, restaurants, and similar uses. Neighborhood and regional commercial areas are included. Prospect Road and War Memorial Drive serve as the Village's primary commercial corridors. Several commercial uses are also located along Galena Road.

**Mixed Use:** Mixed use buildings have multiple, distinct uses stacked vertically. Mixed use commonly consists of first floor commercial retail or restaurants with residential or office spaces occupying upper floors. The Central Business District along Prospect Road is home to most of the mixed use structures in the Village.

**Office:** Office structures used for professional businesses and operations, medical practices, and clinics that occupy commercial office spaces are included. Most office uses are located along the Prospect Road and War Memorial Drive commercial corridors.

**Industrial:** Industrial businesses, such as manufacturing, storage, and warehousing are included. The industrial category includes heavy commercial uses such as auto-repair garages.

**Public/Semi-Public:** Public and Semi-Public includes local government uses, municipal facilities, community service providers, schools, and religious institutions.

**Park:** Parks within the Village provide active and passive recreational opportunities. Peoria Park District owns and maintains the Village's parks.

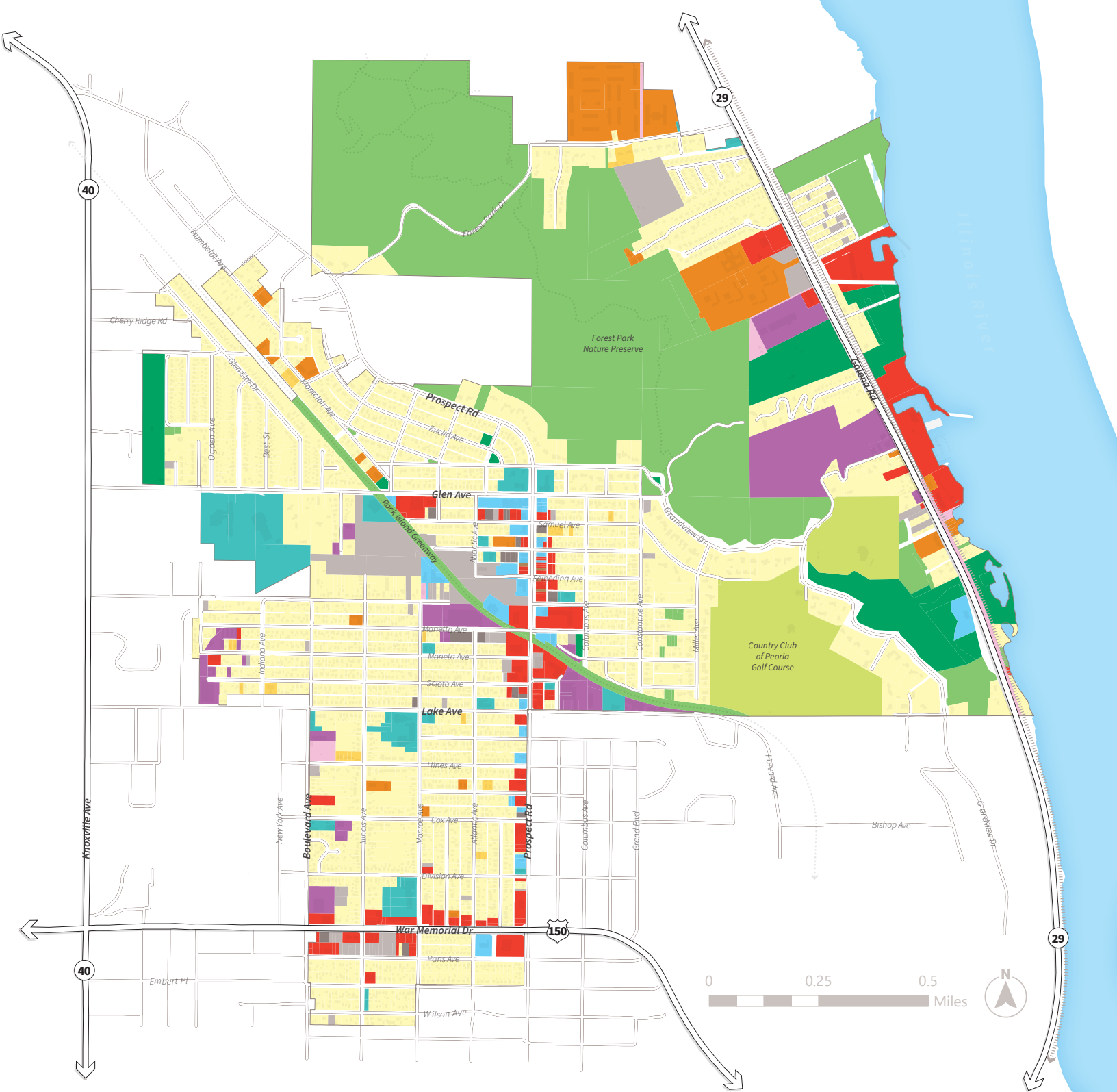
**Open Space:** Natural, preserved open spaces and recreation areas account for the second-largest portion of the Village's total acreage due to the Forest Park nature preserve.

**Golf Course:** Golf courses are active open spaces programmed specifically for golf recreation. Country Club of Peoria operates the golf course on the south side of the Village.

**Utilities:** Utility properties support local infrastructure and provide rights-of-way or easements for the transmission of gas, electricity, water, and sewer.

**Parking:** The parking land use includes designated off-street parking areas not related to other land uses. These are dedicated Village-owned parking lots.

**Vacant:** Vacant land consists of properties that are eligible for redevelopment, but which currently contain no occupied physical improvement, structures, or facilities. These lands are not actively used for any purpose.



## Existing Land Use

- |                        |                    |             |
|------------------------|--------------------|-------------|
| Single-Family Detached | Office             | Golf Course |
| Single-Family Attached | Industrial         | Utilities   |
| Multifamily            | Public/Semi-Public | Parking     |
| Commercial             | Parks              | Vacant      |
| Mixed Use              | Open Space         |             |

## CURRENT ZONING

Development controls such as the Village's municipal zoning code and sign ordinance provide the legal framework to regulate the built environment and have the power to shape how the community development in the future. Parcel within the Village has been classified as one of nine zoning districts.

**R-1 – Low Density Residential:** The R-1 District is intended to include portions of the Village already developed or desired for development predominantly with single-family dwellings on individual lots.

**R-2 – Medium Density Residential:** The R-2 District is intended to include portions of the Village developed with two-family dwellings or with a mixture of single-family and two-family dwellings.

**R-3 – Multiple Family Residential:** The R-3 District is intended to provide for the continued population growth of the Village through intensifications of density and vertical expansion. Multi-family residences are permitted.

**R-P – Planned Residential:** The R-P District is intended to encourage cohesive planning of large un-subdivided or undeveloped tracts, rather than lot-by-lot development.

**B-1 – Central Business District:** The B-1 District provides regulations for the Central Business District along Prospect road from Glen Avenue to the railroad to encourage its continued use and development.

**B-2 – General Retail Business:** The B-2 District provides regulations for areas along Prospect Road south of the railroad and other areas in the Village where General Retail Businesses are already established or where it may be appropriate to encourage such use.

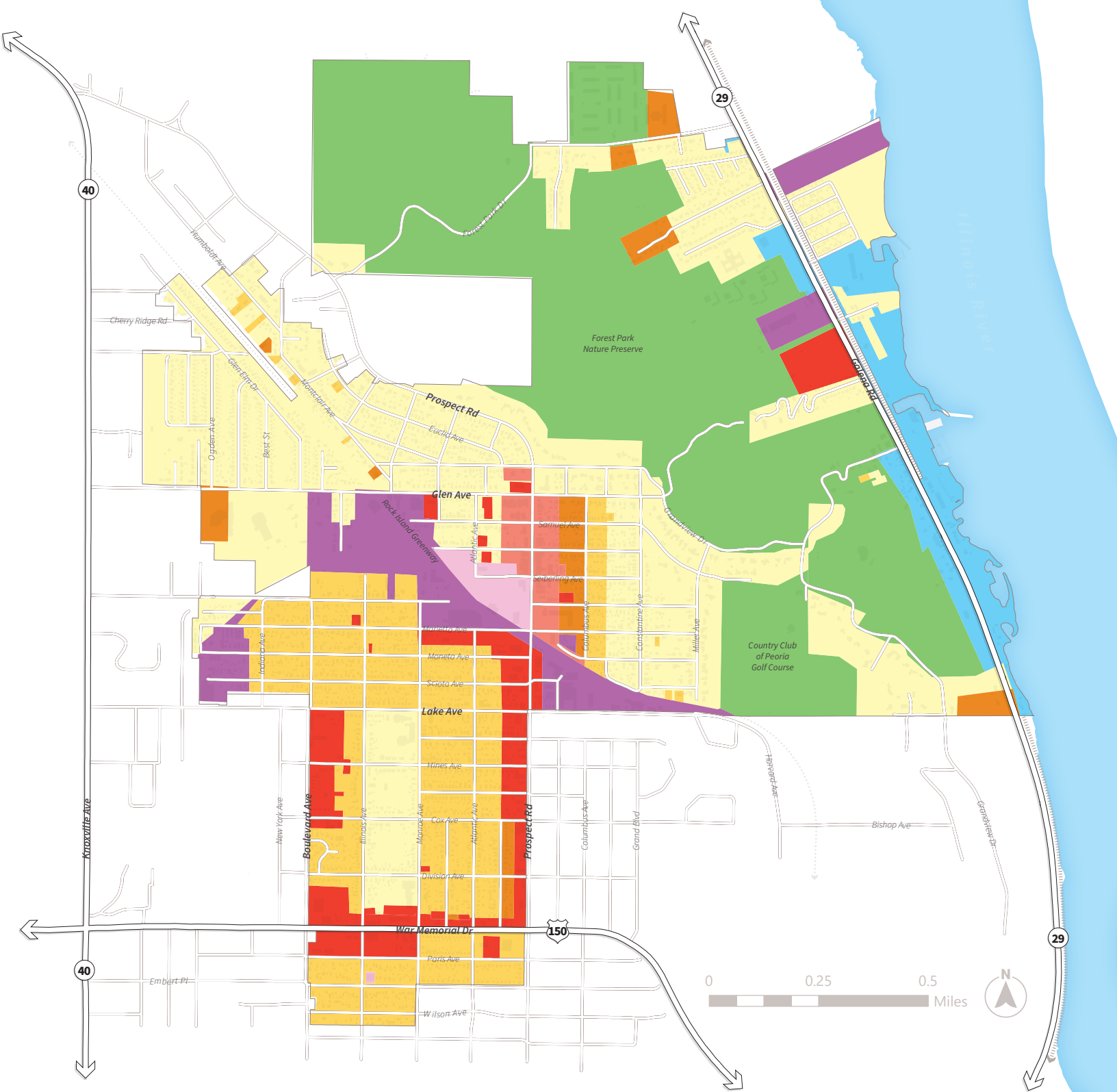
**B-3 – Service Business:** The B-3 District provides regulations for businesses associated with the Illinois River or those located along Galena Road.

**B-4 – Low Impact Industrial:** The B-4 District provides regulations of those businesses engaged in low-environmental impact industrial and commercial uses of a property that are compatible with neighboring residential and retail zoning districts.










**I1 – Industrial :** The I-1 District provides designated areas for industrial activities that may create offensive noise, vibration, smoke, dust, odors, heat, glare, fire hazards, and other objectionable influences.

### Village Zoning Code

Land use within the Village of Peoria Heights is regulated through the Peoria Heights Zoning Ordinance (Ord. 740, 4-7-1970). This section provided summarized district descriptions. More information on zoning regulations for each zoning district can be found on the Village's website.



## Current Zoning

- |  |  |
|--|--|
|  R1 - Low density residential     |  B2 - General retail business |
|  R2 - Medium density residential  |  B3 - Service business        |
|  R3 - Multiple family residential |  B4 - Low impact industrial   |
|  RP - Planned residential         |  I1 - Industrial              |
|  B1 - Central business district   |  |





## CHAPTER

# 3

# VISION, GOALS, AND OBJECTIVES

The Vision Statement reflects the notion of continuing and increasing Peoria Heights' distinct and desirable status in the region for the people who live or work in the Village, and for those who love to visit. The Vision Statement describes what Peoria Heights will achieve in the future, following the adoption of the Comprehensive Plan. Looking ahead into the next 20 years, the community's vision incorporates central ideas, aspirations, and themes generated during the community outreach process and provides a guiding framework for the Plan.

Places such as an active downtown, healthy and walkable neighborhoods, and accessible open spaces make the Village great today. The Vision Statement articulates how these aspects of Peoria Heights will continue in the future.



## **VISION STATEMENT**

*The Village of Peoria Heights is an exceptional place to live, work, and visit, known for its friendly people, excellent amenities, terrific neighborhoods, rich history, business-friendly environment, and beautiful natural areas. The Village truly lives up to its motto—“City Convenience, Village Charm.” Looking ahead, it will continue to be an affordable, safe, stimulating place to live and work, and to raise and educate a family for future prosperity. The Village’s hard work to maintain a small town feel will continue to define its identity, even as it endeavors to grow its Downtown, expand its commercial corridors, and improve neighborhoods within its existing boundary. The Heights’ reputation and excellent services will appeal to residents new and old, continue to attract visitors, and create new opportunities to enjoy the community. Meanwhile, the Village will stay true to its heritage—a charming and unique place with a lot to offer.*



## GOALS AND OBJECTIVES

The Vision is supported by Goals and Objectives, which establish the framework for more detailed recommendations and actions within the Comprehensive Plan and are reflective of received input from public outreach. **Goals** describe desired outcomes toward which planning efforts should be directed. They are broad and long-range. **Objectives** describe more specific actions that should be undertaken to advance toward the overall goals. They provide more precise and measurable guidelines for planning action and are supported by more detailed recommendations and policies in the Plan. Together the Vision, Goals, and Objectives establish as direction for what the Peoria Heights community wants to accomplish through its Comprehensive Plan.

By adhering to the goals and objectives laid out in the Comprehensive Plan, Peoria Heights will be able to take measurable steps to implement its vision. Building on established characteristics and a strong heritage that already make the Heights a place for all to enjoy, the Village will ensure that its character and core identity are maintained and enhanced into the future.

## Residential Areas

### Goal

Provide high quality, attractive housing options, and neighborhoods for residents in all stages of life, maintaining and expanding the Village's reputation as a great place to live.

### Objectives

- ▶ Ensure that the Village's neighborhoods are improved with high quality curb, gutter, parkways, streetlights, sidewalks, and street trees where appropriate.
- ▶ Improve, maintain, and enhance the aesthetic of the Village's neighborhoods with regular code enforcement and preventative maintenance programs.
- ▶ Ensure that the Village's neighborhoods have accessible pedestrian and bicycle connections to Prospect Road, the Village's local parks, the Illinois River, and key community facilities such as the library and local schools.
- ▶ Support a variety of residential types, tenures, lot sizes, and unit sizes at a range of price points to meet the needs of the Village's residents.
- ▶ Adopt zoning code amendments to permit residential infill development, including mixed use buildings and single-family attached dwellings in the Downtown periphery.
- ▶ Promote the development of senior housing options to support residents who want to age in place.
- ▶ Market incentives to developers to help facilitate new attainable housing options, particularly rental units in multifamily and single-family attached configurations, to ensure all households have quality housing they can afford.

## Commercial Areas

### Goal

Attract, retain, and expand businesses in the Village's key commercial and employment areas, and along its primary corridors.

### Objectives

- ▶ Where appropriate, use economic development tools such as property and sales tax rebates, tax increment financing, special service areas, and business development districts to facilitate desired commercial developments.
- ▶ Provide clear regulatory and permitting processes, giving business owners and entrepreneurs fair certainty for new ventures in the Village.
- ▶ Support the Peoria Heights Chamber of Commerce in its efforts to improve Peoria Heights's employment areas, enhance the Village's competitiveness, and attract, market, and promote local businesses.
- ▶ Continue to work with the Business Development District Advisory Committee to improve local businesses, such as with the Commercial Exterior Beautification and Renovation Program.
- ▶ Encourage the addition and colocation of new mixed use, dining, entertainment, and hospitality uses in Downtown to increase the Village's reputation as a regional tourist destination.
- ▶ Support development of the War Memorial Drive commercial corridor for the regional market using tools such as land acquisition and assembly to create larger parcels for development.
- ▶ Support the expansion of a mix of commercial and employment uses along Galena Road, taking advantage of its high traffic and proximity to the riverfront.

## Parks and Open Space

### Goal

Provide high-quality parks, open space, and recreation facilities to provide active and passive recreational opportunities for residents of all ages across the community. Enhance Peoria Heights' natural resources and environmental systems, building on the unique access to open space and natural features.

### Objectives

- ▶ Market the Village as a regional destination for trails, riverfront access, and scenic views, tying into the growing ecotourism industry which extends from Peoria Heights to Route 18
- ▶ Work with Peoria Park District to maintain and expand high-quality parks, open space, and recreation facilities for residents and visitors.
- ▶ Develop pocket parks and tot lots in Peoria Heights neighborhoods where community parks are not within walking distance.
- ▶ Provide new trail access points and routes connecting the Rock Island Greenway and areas up on the bluff to the Illinois River.
- ▶ Preserve and enhance the environmentally sensitive river bluff ecosystems.
- ▶ Work with business owners to improve the aesthetic of businesses visible along the Rock Island Greenway, ensuring that they contribute to an enjoyable trail experience.
- ▶ Develop trailheads that include Peoria Heights branding at key locations to improve access to the Rock Island Greenway.
- ▶ Create a Village Commons or public plaza within the heart of the central business district which can be programmed for year-round activities.
- ▶ Ensure boat access to the Illinois River by working with local marinas to deal with flooding and sedimentation issues.

## Transportation and Mobility

### Goal

Provide a seamless, efficient transportation system that offers connectivity, supports mobility for people using all modes, and enhances the character of the Village.

### Objectives

- ▶ Promote the Village's identity with gateways and signage at key focal points along primary thoroughfares to welcome residents and visitors to Peoria Heights.
- ▶ Complete the street network with new roadway connections around the Village's opportunity sites.
- ▶ Use traffic calming best practices to promote safe and efficient streets Village-wide.
- ▶ Develop an active transportation system that incorporates interconnected trails, sidewalks, and on-street bikeways.
- ▶ Adopt a complete streets policy to encourage safe and inclusive street designs across transportation modes, whether traveling by car, bus, bicycle, or walking.
- ▶ Develop pedestrian connections from the top of the bluff to the riverfront.
- ▶ Work with CityLink to maintain its route coverage and ensure that transit service, including bus stop quality and accessibility within the Village, meets the needs of residents and provides consistent service to key destinations.
- ▶ Improve crosswalks to ensure pedestrian safety Village-wide, starting with the most prominent traffic crossings on its primary corridors.
- ▶ Ensure the parking supply is maximized to meet demand in the Village's downtown.
- ▶ Ensure that sidewalks provide good access and mobility for all residents by closing gaps, providing adequate width, and adhering to ADA standards Village-wide.
- ▶ Communicate regularly with transportation agencies including the Illinois Department of Transportation (IDOT) and Iowa Interstate Railroad (IAIS) for coordination regarding projects within their rights-of-way.
- ▶ Develop a bikeway network using reference resources such as the Federal Highway Administration's (FHWA) Bikeway Selection Guide.

## Community Facilities and Infrastructure

### Goal 1

Support access to high-quality community facilities and public places to ensure high quality of life and maintain the community's overall desirability.

### Goal 2

Maintain high-quality infrastructure networks and support the efficient provision of utilities to meet Peoria Heights' current and future needs.

### Objectives

- ▶ Maintain and strengthen relationships with other community service providers by supporting their operations and partnering to provide services or acquire resources.
- ▶ Ensure that Peoria Heights continues to benefit from an adequate level of fire and police protection throughout the Village.
- ▶ Maintain adequate sites for Village-owned buildings by constructing, renovating, and relocating when necessary and appropriate.
- ▶ Continue to work with the Peoria Heights Public Library to provide a range of high-quality resources, services, programs, and events to residents.
- ▶ Work with organizations such as the Peoria Heights Arts Collaborative and the Betty Jayne Brimmer Center for the Performing Arts to maintain the community's cultural reputation and promote local attractions such as the sculpture walk.
- ▶ Explore the development of a new community center that provides activities and programs for Village residents of all ages.



# PEORIA HEIGHTS

CHAPTER

# 4

## LAND USE AND DEVELOPMENT

The Village of Peoria Heights is defined by its lively downtown, highly-regarded restaurant row, attractive neighborhoods, and good access to natural areas. These characteristics contribute to the community's character and status as a destination. The Land Use Plan is intended to emphasize the Village's assets, build on existing land use patterns, and guide development in a way that leverages key opportunity sites, providing a long term roadmap for growth.



## LAND USE CATEGORIES

As a cornerstone of the Comprehensive Plan, the Land Use Plan is a general guide for growth and development within Peoria Heights. Parcels within the Village have been assigned 15 general land use categories to serve as the basis for development review and approval, as well as for future zoning amendments.

### Single-Family Detached

Single-family detached homes define the Village's small town charm and character. The majority of residential parcels in the Village are currently single-family and will continue as so. These homes stand alone on an individual lot in established neighborhoods and may include adjacent properties for private yards. Single-family detached development areas will largely align with the patterns of existing neighborhoods. New single-family homes should be supported through infill and redevelopment.

### Single-Family Attached

Single-family attached homes are dwelling units connected horizontally, with a dedicated entrance for each dwelling unit. These are commonly known as townhomes, duplexes, and triplexes. This type of residential development should be encouraged in areas where a single-family character is desired, infrastructure can accommodate additional density, and there is increased demand for proximity to amenities. Single-family attached homes are an opportunity for first-time home-ownership as well as for Peoria Heights residents looking to downsize or age in place.

### What is Land Use Planning?

Land use planning allows communities to consider the impacts of land use decisions on immediate and future growth and development. Local governments create land use plans to respond to these potential impacts and guide desired development. Peoria Heights' Land Use Plan evaluates what the Village will look like if the Comprehensive Plan's land policies, implemented to reach the desired future, are successful.





## Multifamily

Multifamily residential structures contain multiple dwelling units stacked vertically, with shared entrances and hallways. To generate pedestrian traffic and improve housing options for residents in all stages of life, multifamily housing should be developed in the Downtown periphery at a scale that complements existing development. Multifamily options should be available at a variety of price points as rentals and condominiums to serve young professionals, senior residents, and workforce residents.

## Mixed Residential

Mixed residential areas contain a mix of housing types, including multifamily, single-family attached, and single-family detached. Mixed residential should be used to increase density and add diversity to the Village's housing stock. Specific areas are identified near the Downtown core around Prospect Road, and in the new development area on Gardner Lane.

## Downtown

Peoria Heights' downtown includes a variety of single story retail, restaurant, and service uses interspersed with mixed use buildings. It should continue to be developed as a pedestrian friendly, traditional mixed use area to build on its existing character. Entertainment and hospitality uses should be increased in the Downtown to support civic life and activity. While commercial uses located at the core of Downtown will remain as its backbone, peripheral uses should include a mix of residential options and commercial businesses. Downtown should provide for both the needs of the local community as well as visitors who are drawn to Peoria Heights' unique environment.



## Corridor Commercial

Corridor commercial accommodates larger shopping centers and developments that serve a more regional function, appealing to residents while drawing on a customer base that extends beyond Village limits. Corridor commercial areas may accommodate a blend of national retailers or multiple stores within a commercial development linked by large, shared parking lot areas. High visibility and easy access along War Memorial Drive and Galena Road establish them as ideal locations for new corridor commercial uses.

## Local Commercial

Local commercial provides for Village-serving retail and service uses such as grocery stores, pharmacies, doctors or dentist offices, banks, and other small scale and standalone developments serving the daily needs of nearby residents. Development in local commercial areas should be of a smaller scale and lesser intensity, making it generally compatible with adjacent and nearby residential uses.

## Office

Office uses include professional businesses and operations, medical practices, and clinics that occupy commercial office spaces. Office uses generate daytime activity and support local businesses and restaurants during the lunch hour. Smaller office spaces should be considered near Glen Avenue and Prospect Road. The largest area identified for expanding office uses is near the Rock Island Greenway at Toledo Avenue.

## Light Industrial

Light industrial includes low intensity assembly, fabrication, and distribution. Businesses such as storage and warehousing and intense commercial uses such as auto-repair garages are included. Offices related to light industrial uses may locate in these areas.

## Land Use and Zoning

Zoning regulations are the legal tool used to implement the Land Use Plan. Zoning addresses physical characteristics of development such as height, bulk, density, and lot coverage. It also defines allowable uses within zoning districts. Zoning regulations should align with the Land Use Plan to achieve the desired land use and development patterns within a community.



## Public/Semi-Public

Public/semi-public uses include local government and municipal facilities, community service providers, schools, and religious institutions.

## Riverfront Activation

Residential uses along the Illinois River are expected to remain; however, some parcels are less viable in the long term due to floodplain constraints. As these properties become available, the riverfront should be activated with a unique mix of ground-floor commercial, entertainment, and public waterfront uses with residential units above. This would leverage their desirable proximity to the river and create a unique and valuable community destination. New development should be elevated out of the floodplain and carefully oriented to face the river while, providing welcoming façade designs facing Galena Road.

## Marina

Marinas are harbors along the riverfront designed for mooring and storage of small boats. Marina areas should be updated and maintained as a key waterfront component that contributes to the unique character of Peoria Heights' riverfront. Marina uses should continue to provide recreational opportunities for boating and fishing on the Illinois River.

## Parks

Parks within the Village provide active and passive recreational opportunities. As Peoria Park District owns and maintains the Village's parks, continued coordination will be required for future expansions, upkeep, and programming.

## Golf Course

Golf courses are active open spaces programmed specifically for golf recreation. Country Club of Peoria operates the golf course on the south side of the Village.

## Open Space

Natural open spaces and recreation areas such as the Forest Park Nature Preserve will continue to define Peoria Heights and should be preserved in perpetuity for outdoor use and enjoyment. The Village's location along the riverfront offers excellent natural vistas; as land becomes available, the Village should work to increase public open space and riverfront access.

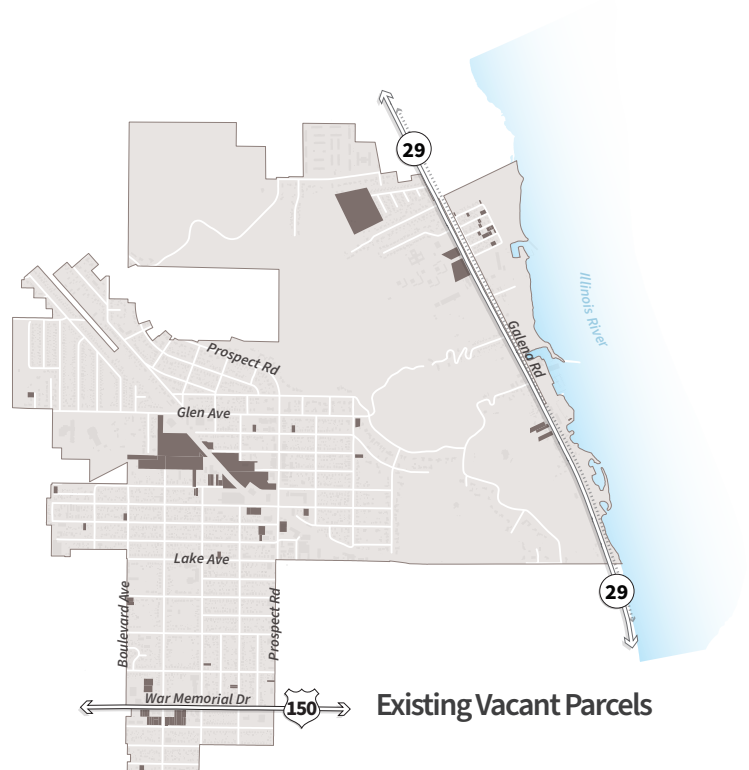
## Utilities

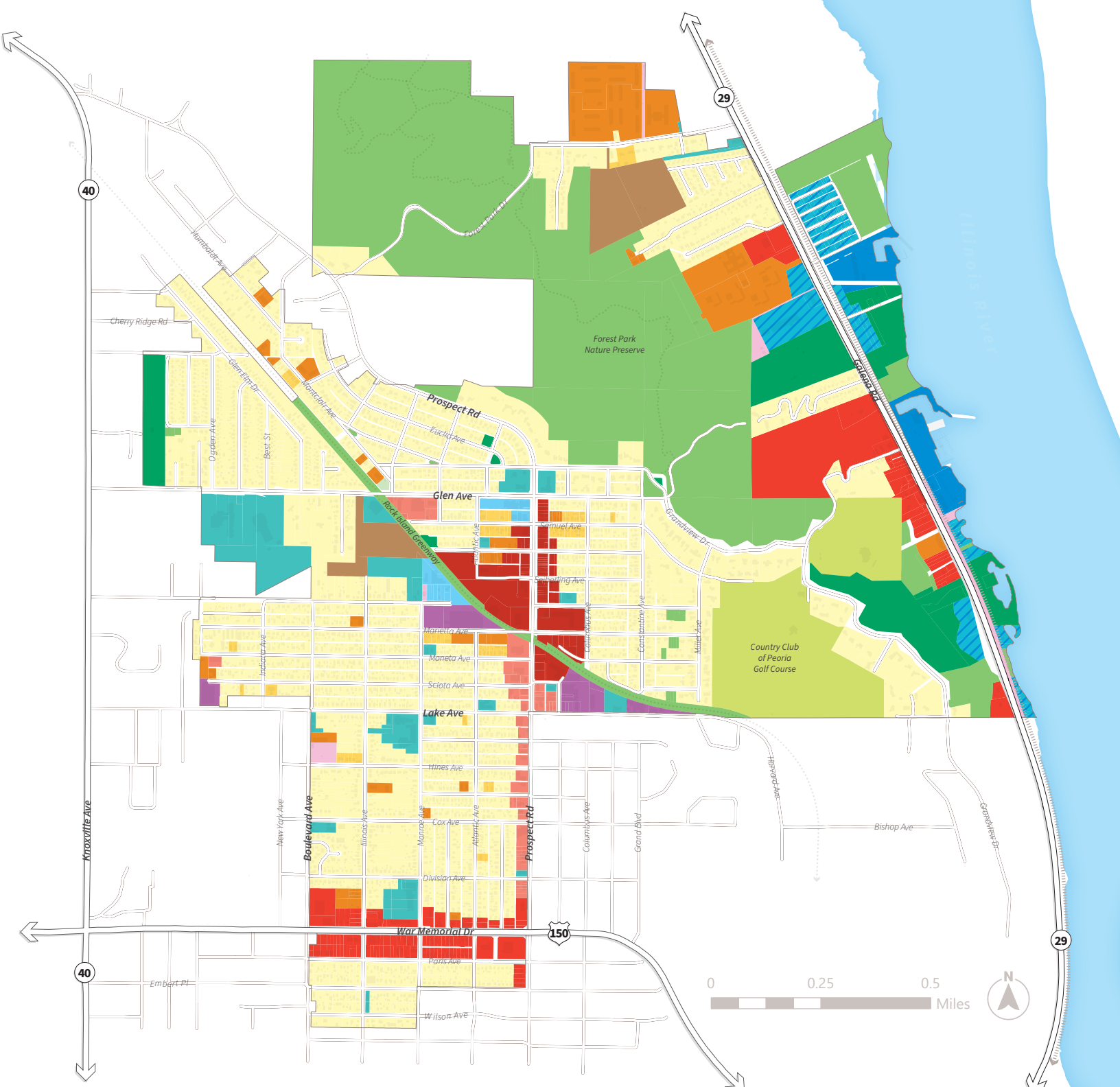
Utility properties support local infrastructure and provide rights-of-way and easements for the transmission of gas, electricity, water, and sewer.



## WHAT HAPPENED TO THE VACANT PARCELS?

The Existing Land Use map on page # inventories existing land uses in Peoria Heights today, identifying 88 parcels as currently vacant for a total of about 48 acres. The Land Use Plan (page #) presents the Village's desired uses for all properties within Peoria Heights into the next 20 years, including public and private land. As vacant properties do not meet their highest use and can be considered underutilized, each vacant parcel has been allocated a future land use that maximizes its development potential with attention to its location, size, and surrounding context.





## Land Use Plan

- |                        |                       |             |
|------------------------|-----------------------|-------------|
| Single-Family Detached | Local Commercial      | Parks       |
| Single-Family Attached | Office                | Open Space  |
| Multifamily            | Light Industrial      | Golf Course |
| Mixed Residential      | Public/Semi-Public    | Utilities   |
| Downtown               | Riverfront Activation |             |
| Corridor Commercial    | Marina                |             |



## SECTION

# 4A

## RESIDENTIAL AREAS FRAMEWORK

The **Residential Areas Framework** identifies recommendations to accommodate quality neighborhoods and diversify housing options in the Village's residential neighborhoods.

### Creating neighborhoods for all stages of life.

Across the Peoria region, the Village is already recognized as a great place to live due to its great homes and neighborhoods. This will continue, and the Village's well-maintained residential areas will be synonymous with quality. New homes that are both contemporary and context sensitive will appeal to residents in all stages of life. Neighborhoods will strike the right balance between attainability for families, great options for older residents, and attractive housing products that appeal to young professionals.

An increasing variety of age groups—younger residents, families, and older residents—are looking to live in the Village for the long-term and enjoy everything it has to offer. To take advantage of the Village's walkable entertainment, recreation, and dining options, they will seek out both new and high-quality rehabbed homes near Downtown. This will be supported by new housing around the Pabst Campus, as well as Downtown blocks adjacent to Prospect Road. These growing residential areas will be just a short walk from restaurant row, offering a diverse mix of townhomes and condominiums with easy access to the Rock Island Greenway, nearby parks, and natural amenities, including the Illinois River down the bluff.

Attracted to the Village's strong school system and desirable community amenities, young families will represent a growing portion of the community's population. To support them, middle price point homes offering room to raise a family will be an important part of the Village's housing makeup. These will include attainable homes, sized to accommodate growing families, that match the quality neighborhood character found in Peoria Heights.

## Size of Homes in Peoria Heights

Single-family detached homes are the predominant land use in the Village, accounting for 38 percent of its total acreage. They exhibit a significant range in size, maintenance, and quality of housing. The average single-family detached lot size is 0.21 acres or just over 9,000 square feet. According to the US Census Bureau, the average size of lots for new single-family homes in the Midwest in 2017 was 1.5 acres (65,340 square feet). Though there is no available data on the average lot size for existing homes in the Midwest, this indicates that new homes are being built on much larger lots across the region compared to the Village.

Peoria Heights' average single-family detached building footprint is about 1,400 square feet. The Village's smallest single-family detached building footprint is just under 400 square feet and the largest building footprint is just over 9,500 square feet, indicating there is a wide range of single-family detached home sizes within the community. Larger homes are generally located along Grandview Drive and the few blocks between Division Avenue, Boulevard Avenue, Lake Avenue, and Monroe Avenue.

## QUALITY NEIGHBORHOODS

Peoria Heights is a great place to live, and its neighborhoods are generally stable and in good condition. However, there are issues within some of the existing neighborhoods that lower their overall quality. To maintain its status over the next few decades, the Village should maintain and improve the character of its neighborhoods, continue its efforts to encourage residential property maintenance, and ensure neighborhoods are well-connected to amenities.

## Connection to Village Amenities

The Village's amenities contribute to its attractiveness as a place to live. Neighborhoods with easy access to parks, Prospect Road dining and shopping, Grandview Drive, the bluffs, and the riverfront are the most desirable in the community and will remain so. In outreach, residents identified access to amenities as important to neighborhood choice. Thanks to its compact size and traditional street grid, Peoria Heights can improve connections to Village amenities for all of its neighborhoods.

## Recommendations

To continue the Village's reputation as a place with safe and walkable connected neighborhoods, the Village should:

- ▶ Develop on-street bikeways and sidewalks with a focus on connectivity from neighborhoods to local amenities.
- ▶ Ensure that residential areas along the riverfront and the Rock Island Greenway can access these amenities without driving to them.
- ▶ Promote residential density in the form of townhomes and attached homes near downtown to benefit from the activity and vibrancy of Prospect Road.



## Neighborhood Character

Peoria Heights' existing residential areas are generally composed of single-family home neighborhoods that are well-established. Many of the Village's neighborhoods, however, are missing elements that contribute to their character. Large sections of the Village do not have residential sidewalks, and curb, gutter, streetlights, and street trees are piecemeal. There are also missing connections to and across the Rock Island Greenway, inhibiting pedestrian access and general activity. By focusing on public-realm improvements, the Village can demonstrate a commitment to improving the connectivity and character of its neighborhoods. Sidewalks, street trees, and lighting contribute to neighborhood character, and an effort to add these features over time will result in more attractive and desirable neighborhoods for Peoria Heights over the next two decades.

### Recommendations

To improve the character of its existing neighborhood, the Village should consider the following recommendations:

- ▶ During maintenance of existing roads, the Village should build new or update existing sidewalks with a focus on connectivity between neighborhoods.
- ▶ Sidewalk access to the Rock Island Greenway should be prioritized for neighborhoods that border it.
- ▶ Residential street lighting should be improved throughout the community's neighborhoods as part of a regular capital improvement plan.
- ▶ New mixed residential areas are planned in the northeast part of the Village along Gardner Lane, and south of Glen Avenue along the Rock Island Greenway. As these areas develop into new neighborhoods, they should incorporate streetlighting, sidewalks, and street trees.

## Property Maintenance

Peoria Heights' existing housing stock is aging, with about 70 percent of homes in the Village built before 1960, and 90 percent before 1980. As a result, some neighborhoods have housing stocks that are beginning to show signs of deterioration. Deterioration and a lack of maintenance reduce the quality of homes and in turn the quality of neighborhoods. Additionally, owner-occupied units in the Village have decreased. While rental properties are an important part of the Village's attainable housing landscape, landlords who do not live at the property can pose challenges to property maintenance.

### Recommendations

Vibrant and attractive residential areas will improve the perception of Peoria Heights as a safe and desirable place to be. To better the appearance of its neighborhoods, the Village should encourage private property owners to invest in their properties. To do this, the Village should:

- ▶ Prioritize the revitalization of aging residential areas by developing an incentive program for owners to maintain and renovate their homes.
- ▶ Advertise grants, low-interest loans, or tax credits to property owners to help fund private property improvements.
- ▶ Audit the contractor licensing and residential permitting process, and if necessary, revise the process for clarity and ease of use.
- ▶ Consider permit fee waivers, especially for senior citizens.
- ▶ Ensure that inspection practices preserve the appearance and property value of existing housing through efficient, systematic code enforcement.
- ▶ Use technology to maximize the time inspectors spend in the field, speed the flow of information between concerned parties, foster accountability, and track results.
- ▶ Maintain the Rental Registration Program to ensure that landlords are properly maintaining their rental units.

## Peoria Heights Housing Stock

The average Peoria Heights resident is likely to live in a single-family detached home. Single-family detached homes make up about 80 percent of housing units in Peoria Heights. Nearly 60 percent of those homes are valued between \$50,000 and \$99,999. The average resident is also likely to live in a residential structure that is more than 40 years old, with just over 90 percent of all housing structures built before 1980. The remaining housing was constructed between 1980 and 2009. In fact, no new housing was built between 2010 and 2017 according to the Census Bureau. The average Peoria Heights resident is also likely to have a one- or two-bedroom home, which make up close to 60 percent of all Village housing units.

## HOUSING OPTIONS

A variety of housing options make a community attractive, stable, and accessible to people whether they are just starting their careers or looking to retire. Throughout outreach, participants consistently indicated a need for increased housing diversity and a greater variety of housing types, more options for seniors to age in place, and an increase in housing that is affordable for people in all stages of life. Participants also pinpointed the need for more middle-income housing to attract new families as one of the top issues facing Peoria Heights.

### Variety of Housing Types

While the Village is generally built out, there remains potential to increase housing diversity and better meet the community's housing needs. Peoria Heights should encourage a variety of housing types on individual infill parcels in established neighborhoods and on larger parcels in its remaining residential development areas.

### Recommendations

While Peoria Heights already has substantial housing diversity, the following recommendations will increase options and ensure the Village maintains its status as one of the best places to live in the region.

- ▶ Work with local and regional real estate agents and professionals to identify gaps in the housing market.
- ▶ Promote greater diversification of housing stock with efforts to attract residential developments of different densities.
- ▶ On available infill parcels in single-family areas, the Village should encourage mid-size homes with three bedrooms that are compatible in scale with existing neighborhoods.
- ▶ Consider density bonuses, fee waivers, and waivers for minimum parking, square footage, and lot size requirements to take advantage of smaller infill lots.
- ▶ Promote areas for new multifamily and mixed use development per the land use plan.
- ▶ Update the zoning code to ensure that a variety of housing types are developable.
- ▶ Ensure that the requirements for mixed use, attached, and multifamily developments are clear and easy to understand in the Village zoning ordinance and building codes.

## Senior Housing Options

The senior population is increasingly looking to remain in their homes for as long as possible. Aging in place comes with challenges, however, including affordability and access to goods, services, and healthcare. While the median age for Peoria Heights residents has decreased over the past decade, seniors over 55 continue to make up nearly a third of the population. Increasing the supply of aging-friendly housing options, assisting with home repairs and modifications, and promoting accessible residential design can help empty-nesters and retirees age comfortably and affordably in Peoria Heights.

### Recommendations

To ensure that Peoria Heights remains vibrant and attractive to seniors, the Village should make it easy to age in place and encourage the development of senior-targeted housing as a component of its diversified housing stock. To do this, the Village should:

- ▶ Consider a senior home repair program to ensure the Village's elderly residents can continue to maintain safe homes.
- ▶ Support the development of age-targeted residential and other residential products that are accessible, affordable, and attractive to seniors.
- ▶ Identify appropriate locations for senior housing near Village amenities for easy and convenient access.
- ▶ Promote the development of a senior living campus that provides the full spectrum of independent, semi-supported, and full-care living options and services integrated into surrounding neighborhoods for local mobility and character.
- ▶ Accessory dwelling units (ADUs) can provide a way for homeowners to age in place by moving to the smaller unit and renting out the original home. The Village should permit accessory dwelling units in its low and medium density residential zoning districts.
- ▶ Encourage the use of universal design standards (designing for access and use regardless of age, ability, or disability) in new residential developments to ensure that homes are accessible to all.
- ▶ Collaborate with CityLink to ensure options for seniors, such as the reduced fare program, are well-publicized and easily accessible.

## Attainable Housing

People desire to live in Peoria Heights due to its high-quality schools, beautiful natural areas, and easy access to the region. Providing attractive and attainable housing will be essential for the Village's new residents as well as its future economic growth and prosperity. Attainable housing in a variety of sizes and at a range of price points will support the needs of a diverse range of residents, from young professionals to growing families.

### Recommendations

The Village should work to ensure that a portion of its housing stock remains affordable to moderate-income homebuyers, such as first-time buyers, which may include young families and young professionals. The Village should:

- ▶ Regularly meet with local developers and builders to evaluate incentives and barriers for creating attainable housing.
- ▶ Encourage rehabilitation rather than demolition to ensure that existing entry-level homes remain viable.
- ▶ Encourage the development of affordable housing in conjunction with new residential developments to ensure that homes are affordable for those with low to moderate incomes.
- ▶ Consider adjusting zoning height and density restrictions to build larger homes on small infill lots.
- ▶ Ensure that the Village's zoning and residential development controls distinguish between different forms of short-term rental accommodation listings, such as Airbnb and VRBO, to mitigate their impacts on neighborhoods and housing markets.

## TARGETED IMPROVEMENTS

Building on the residential land use categories established in the Land Use Plan, the Residential Areas Framework indicates where the Village can strengthen, enhance, and preserve its neighborhoods and residential assets. The framework is supported by residential recommendations for increased housing options in the Downtown and Galena Road subareas.

### Riverfront Residential

Development on the riverfront will include a mix of commercial, entertainment, and public waterfront uses, maximizing the Village's waterfront. Residential mixed use components should be above the ground floor in buildings elevated out of the floodplain. Residential units on the riverfront will benefit from access to the waterfront, public open spaces, and new trails, as discussed in the Galena Village subarea on page 114.

### Rock Island Greenway Mixed Residential

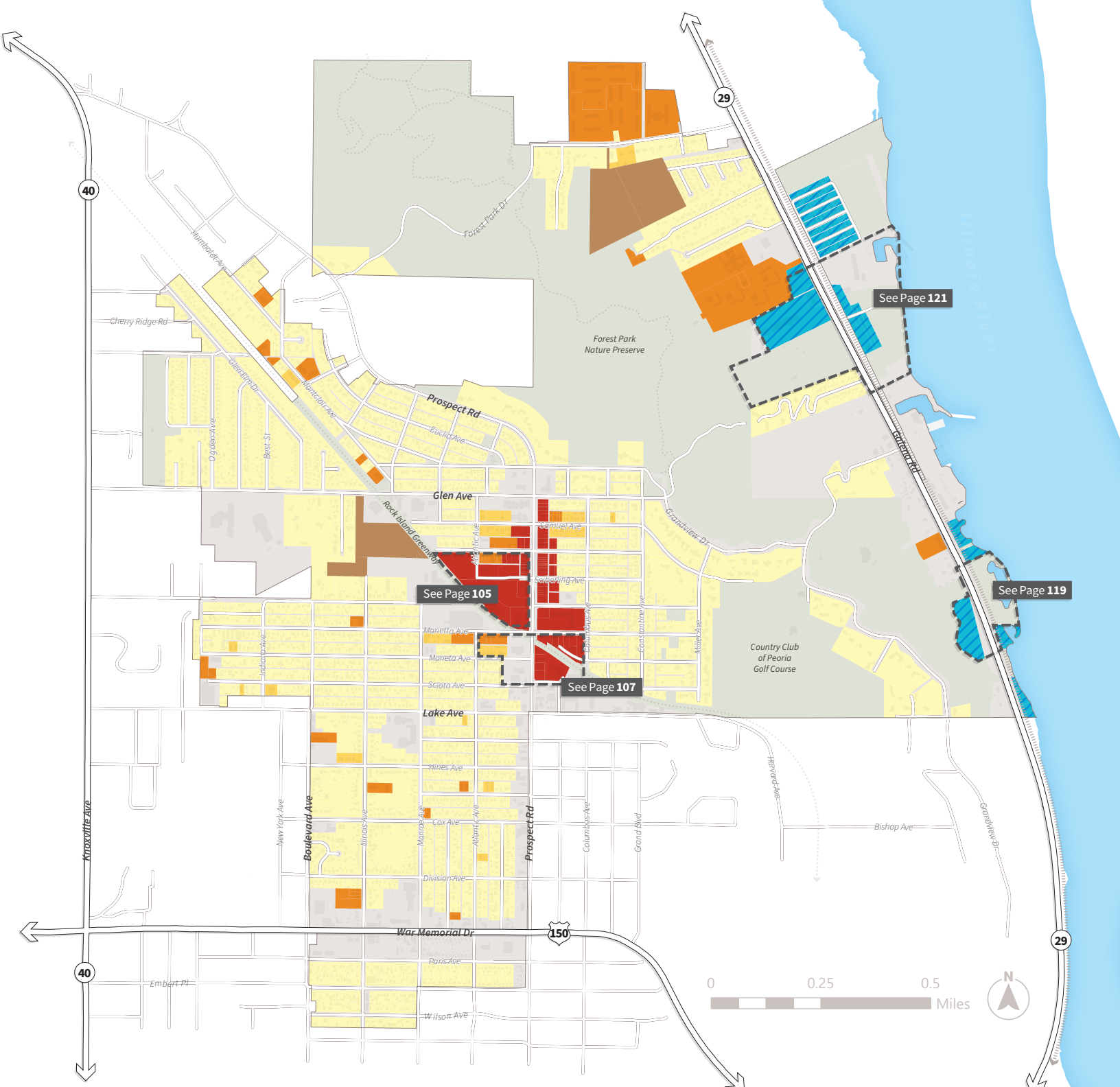
Trail-oriented residential development builds on access to trails as the primary amenity for a new neighborhood. Peoria Heights benefits from the flagship regional trail, the Rock Island Greenway, which is the spine of its bike and pedestrian amenities. A new development in the Village's core has the potential to incorporate the trail as the centerpiece to a desirable mixed residential area, which will include multifamily and single-family attached homes.

### Gardner Lane Mixed Residential

Mixed residential areas should increase density and add diversity to the Village's housing stock. With a focus on attached residential and small multifamily development, the Gardner Lane Mixed Residential area has the potential to bring a significant number of housing units online over the next two decades. The location on the northeast side of the Village benefits from proximity to excellent natural amenities in the Forest Park Nature Preserve.

### Downtown Residential

Downtown is the soul of Peoria Heights, and to remain so over the next two decades, the Village should focus efforts on residential density in proximity to the Prospect Road corridor. As the most pedestrian-friendly area in the Village, new attached and mixed use residential in the Downtown periphery will create a synergy with the vibrant core. The Downtown Subarea illustrates this concept on page 98.



## Residential Areas

- Single-family detached
- Single-family attached
- Multifamily
- Mixed residential
- Downtown
- Riverfront activation
- Catalyst site



## SECTION

# 4B

## COMMERCIAL AREAS FRAMEWORK

The **Commercial Areas Framework** identifies recommendations to strengthen the Village's position as a regional destination, leverage its natural assets as regional amenities, promote access to goods and services, and ensure compatibility between residential and non-residential areas.

### Encouraging a business-friendly environment.

The Village has built its positive reputation on the thriving Prospect Road business district, and this will continue to be the soul of Peoria Heights.

The variety of small businesses found along Prospect Road will maintain their status as a lively destination, attracting people from throughout the region to dine, shop local, and take in the small town charm.

A key part of the local economy will be tourism. When residents or visitors desire to go out, eat, and socialize, Prospect Road will be the first place that comes to mind. Located on the established restaurant row, the Atrium Hotel will be an attractive option for overnight tourists that can take advantage of dining, shopping, and entertainment while staying accessible to the region.

Strategic planning will ensure that the Village can capitalize on its developable land in the center of the community. New employment areas that complement the character of the Village will provide a variety of office spaces, contribute to a more balanced local economy, and offer household-supporting jobs. These areas will offer opportunities to stay in the Village to work, while also increasing daytime activity for existing businesses. Increased numbers of employees Downtown will support the Village's retail sector, including local restaurants and shops for morning coffee, lunch breaks, and meetings. Anchoring the developing Downtown employment area, the preserved and activated Pabst Building and Water Department Building will maintain Peoria Heights' heritage while adding valuable office and retail space. Building on the Village's established commercial areas, new retail will also complement existing shops on War Memorial, serving the community and the region.



## QUALITY COMMERCIAL DEVELOPMENTS

Commercial areas are the most visible part of the Peoria Heights community, whether on Prospect Road or War Memorial Drive. The Village should foster an attractive image and a sense of local pride. The following are policies and recommendations to be applied generally to ensure commercial and industrial areas look inviting throughout Peoria Heights:

- ▶ Require development to integrate attractive, high-quality building materials and design elements on all façades, especially for outlot uses and those with rear parking areas.
- ▶ Require buffers and screening between commercial and residential areas, considering lot size, development intensity, and distance to residential structures.
- ▶ Discourage industrial and heavy commercial uses in residential areas, minimizing the impact on adjacent properties.
- ▶ Encourage internal access and circulation between uses on the same lot or adjacent lots.
- ▶ Encourage creative on-site stormwater management techniques, such as bioswales, rain gardens, and permeable pavers for large-lot developments.
- ▶ Enhance property maintenance requirements to ensure that parking lots, building facades, landscaping, and other elements remain attractive.
- ▶ Improve the public realm with amenities, such as benches, banners, medians, and decorative lights, that create a unique and distinctive environment.
- ▶ Establish design standards that will result in a distinct physical identity for Galena Road, War Memorial Drive, and Prospect Road.
- ▶ Implement signage controls and landscaping requirements that prevent visual clutter and integrate greenery.

## Development Review and Approval

The Village should review its commercial development approval procedures to streamline or eliminate steps. A clearly-written and locally-responsive zoning code can create the desired outcome for development while minimizing reviews that add time and unpredictability to the development process.

## Mobility and Access Management

Efficient and safe mobility will be an issue along War Memorial Drive and in emerging areas, such as along Galena Road. The Village should use development regulations, incentives, and partnerships with IDOT to enhance public and private sidewalk networks and expand bicycle infrastructure. Along Arterial and collector streets, curb cuts should be limited and adjacent properties should provide cross access between parking areas.





## BUSINESS DEVELOPMENT

Businesses choose to locate to Peoria Heights due to its high quality of life, reputation as a business-friendly community, and access to prospective employees with its central location in the Tri-County region. The Village's desirable features, such as its walkable Central Business District, quality neighborhoods, riverfront access, and collection of trails, parks, and open spaces enable it to both attract and retain employees. Peoria Heights can follow several strategies to continue to support its existing businesses and attract new ones.

## Marketing and Branding

The Village should establish a comprehensive marketing and branding campaign to support its commerce and tout its local businesses. The campaign should highlight community destinations and local retail, service, and entertainment options, while communicating the distinct character of Peoria Heights.

## Tourism

Tourism is an increasingly important part of the commercial landscape of Peoria Heights and factor in stimulating its local economy. Moving forward, the Village should leverage its existing assets to capture its tourism potential and draw additional visitors to the community. This includes promoting eco-tourism opportunities along the riverfront, the Rock Island Greenway, and Restaurant Row as a regional dining destination. As new amenities, such as downtown lodging, come online, the Village should highlight them within its marketing and promotional efforts.

The Village should also support the development of a mix of uses on key development sites, such as the Pabst Campus and along Galena Road, that provide experiential retail with a focus on customer engagement. Such experienced-based retail would set the grounds for unique and pedestrian-oriented shopping areas that would act as magnets for new residents and visitors, as well as additional desirable businesses. This is particularly important in the face of the shifting retail landscape where many are turning to e-commerce for their shoppings needs. In addition, the Village should host regular seasonal events and festivals to celebrate the Heights and showcase everything it has to offer.

## Understanding the Market

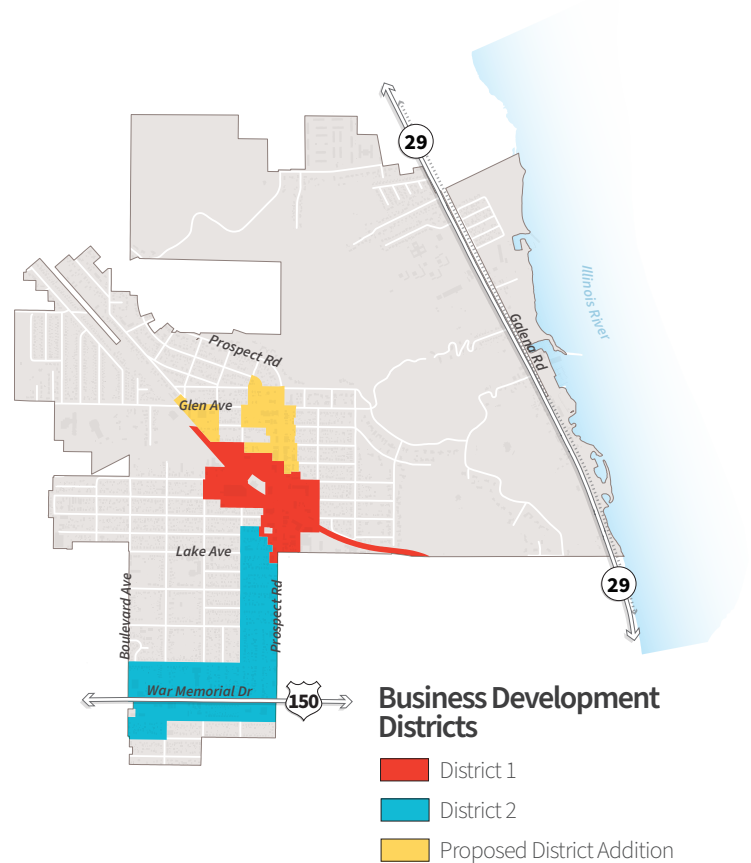
As a long-range planning document, the Comprehensive Plan extends beyond the limitations of market analysis. Shifts in economic conditions, industry standards, consumer behavior, and other factors are continually evolving. This necessitates the need for municipalities to continually work with property owners, developers, and businesses to address and respond to changing conditions.



## Regional and Local Collaboration

Collaboration is key to maintaining Peoria Heights' status as a business-friendly community. Within Peoria Heights, the Village should collaborate with businesses to ensure they have the resources they need to be successful. Regionally, partnering with organizations that serve the Greater Peoria and Tri-County areas will allow the Village to be conscious of new developments, trends, and advances that can influence the local business environment.

Peoria Heights' central location in the Tri-County region means residents have access to jobs in several sectors. Top regional employers include Caterpillar, OSF Saint Francis Medical Center, UnityPoint Health, Peoria Public Schools, Illinois Central College, and Bradley University. While these employers are not in the Village, as regional employers they impact Peoria Heights' ability to attract and retain residents. To stay connected to important regional employers, the Village should continue to partner with **Greater Peoria Economic Development Council**. The Council offers regional business assistance and attraction programs, helps entrepreneurs and startups establish new businesses, and operates the Greater Peoria Manufacturing Network to help manufacturing companies connect with opportunities grow their business.





Within the Village, the **Peoria Heights Chamber of Commerce** is a partnership of Peoria Heights businesses, professionals, and organizations. The Chamber works to build the local economy and promote the quality of life in the Village by supporting its businesses. This voluntary organization promotes the full spectrum of the Village's businesses and focuses attention on the local flavor that makes Peoria Heights special.

The **Business Development District Advisory Committee** is a panel of local business owners tasked with providing recommendations to the Village Board of Trustees for its two Business Development Districts (BDDs), which include most of the Village's core downtown business district, the Pabst Campus catalyst site, and the Rock Island Greenway, as well as War Memorial Drive and most of Prospect Road within the Village. The BDDs contain the heart of the Village and some of its most prized assets. The Committee reviews the expansion or termination of any business development district (BDD) within the Village. Additionally, it advises on the creation of new BDDs and the expenditure of funds generated by BDDs.

## Recommendations

Business development and assistance are critical to maintaining a thriving local economy. To continue its success in the region, the Village should:

- ▶ Participate in the Greater Peoria Economic Development Council to keep up-to-date with regional corporate entities and employers that influence the Village.
- ▶ Continue to work with the Peoria Heights Chamber of Commerce to publicize Peoria Heights businesses, professionals, and organizations.
- ▶ Lean on the Business Development District Advisory Committee's recommendations as it looks to build interest in commercial and residential development.
- ▶ Continue to offer the Commercial Exterior Beautification and Renovation Program Grant, administered by the Business Development District Advisory Committee to support existing businesses.

## TARGETED IMPROVEMENTS

The Commercial Areas Framework guides areas of the Village that should be planned and conserved for long-range business growth. These are Peoria Heights' land uses that generate employment, attract tourism, and provide goods and services to the community and the surrounding area. The Commercial Areas Framework promotes new development and minimizes the negative impacts of commercial areas on residential neighborhoods.

### Downtown

Downtown Peoria Heights is the Central Business District and the heart and soul of the community. A big part of the Village's reputation comes from Restaurant Row along Prospect Road. There is an opportunity to expand the Central Business District to include more than just the Prospect Road corridor. The demolition of the Pabst Brewery in 1982 has left large parcels of land vacant. The site can potentially be a focal point for community activity that expands the downtown footprint along Prospect Road. The Downtown Subarea, found on page 98, provides further guidance to enhance Prospect Road and develop the Pabst Campus site as an extension of the Downtown Central Business District.

### Prospect Road Businesses

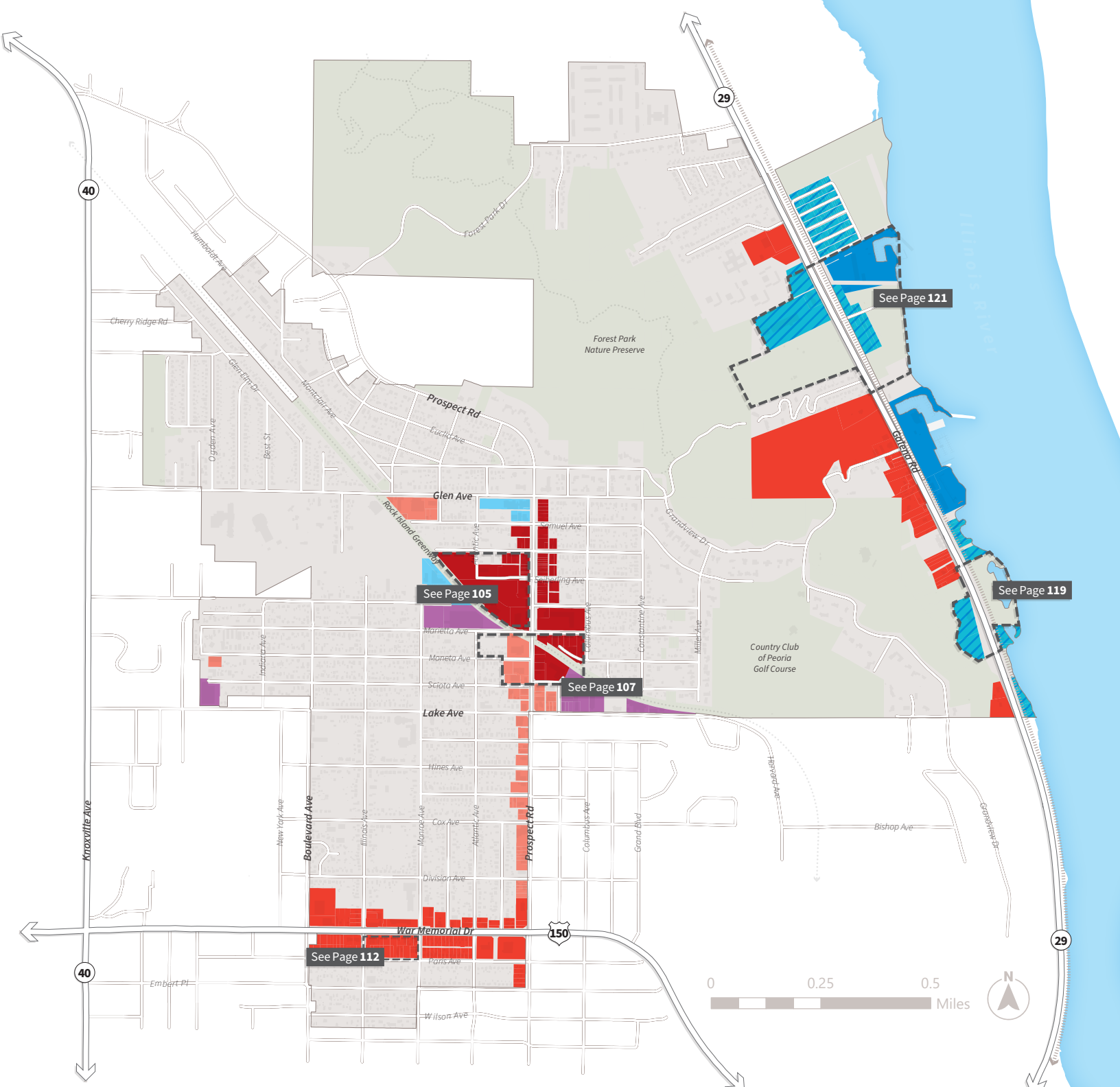
The segment of Prospect Road between Lake Avenue and Embert Place is the municipal boundary line between Peoria Heights and the City of Peoria. Businesses along this stretch of Prospect Road are in the unique position of being within Village limits but facing a neighboring municipality. The Village should work with the businesses on this stretch of the Prospect Road corridor to ensure they are stable and vital. The businesses along the south Prospect Road corridor will benefit from the Village's collaboration with the Greater Peoria Economic Development Council, the Peoria Heights Chamber of Commerce, and the Business District Advisory Committee. By working collaboratively, the Village can encourage cohesive improvements on both sides of the street. Pages 46-47 provide more information on business development and regional/local collaboration.

### War Memorial Drive

War Memorial Drive is a major Peoria Heights thoroughfare, with an average daily traffic count of over 25,000 vehicles. Through the Village, the corridor is currently made up of smaller commercial lots which make it difficult to develop larger commercial uses. However, high accessibility and opportunities for lot consolidation create an opportunity for the Village to promote the development of shopping and retail at a scale to serve the regional market. The corridor will remain auto-oriented, but its proximity to residential areas means it should also be accessible on foot from the surrounding neighborhoods. The War Memorial Drive Subarea, found on page 106, gives detailed guidance to ensure the corridor serves the needs of the immediate surrounding area and functions as a commercial corridor for the larger region.

### Galena Road

The Village's proximity to the riverfront presents a unique opportunity to capitalize on the local natural environment. In addition to eco-tourism opportunities, the riverfront is appropriate for businesses that complement the natural amenities, such as restaurants/bars with outdoor seating options, bike and boat rentals, breweries, and event spaces. The Galena Road Subarea, found on page 114, offers specific recommendations to develop catalyst sites and improve this important edge of the Village.



See Page 105

See Page 107

See Page 112

See Page 121

See Page 119

## Commercial Areas

- Downtown
- Corridor Commercial
- Local Commercial
- Office
- Light Industrial
- Riverfront Activation
- Marina
- Catalyst site



# Tower Park

Village of Peoria Heights

## CHAPTER

# 5

# PARKS, OPEN SPACE, AND RECREATION

## A commitment to great parks and access to open space.

Residents will continue to enjoy access to the Valley's open spaces right from their backyard. New trail connections will provide good access up and down the bluff and connect the Illinois River to the Rock Island Greenway. Whether on foot or by bike, it will be easy to get from Downtown to the riverfront, and the Greenway.

The Village will benefit from the growing ecotourism sector that combines health with leisure. Bolstered by improved access and activity on the riverfront, bicycling, water recreation like fishing, kayaking, canoeing, and boating will be activities that draw people to the Heights. Al Fresco Park will be a catalyst for public and private improvements along the Galena Road and the riverfront. Coupled with the planned improvements, the Galena Road area will embrace the river and build the Village's status as a destination for beautiful natural features and excellent recreation opportunities.

On a smaller scale, the Village will receive local acclaim as it carves out new green space and recreational amenities in creative ways. Through careful planning and land acquisition, once vacant lots on the south side of the Village and along the riverfront will be turned into pocket parks and tot lots, providing recreation opportunities and play areas for established neighborhoods seeing renewed investment. In the Downtown, flexible urban open space will provide opportunities for daily public gatherings along with larger festivals and other community events.



## PARKS AND RECREATION

Parks, open space, and recreational facilities help establish Peoria Heights as an attractive and desirable place to live. Throughout the outreach process, parks were routinely cited by residents as one of the Village's best attributes, with stakeholders noting that parks are of high quality, attractive, and accessible. These community assets provide places for passive and active recreation, opportunities to enjoy nature, and help beautify the Village.

Peoria Park District, the oldest and largest park district in Illinois, manages most of the parks within the Village. Through its long history, the District has established a robust system of parks and recreation facilities that exceed what many larger urban areas enjoy. The system benefits Peoria Heights by providing residents with 10 parks totaling about 57 acres, and the Forest Park Nature Preserve that stretches over 340 acres of open space within Village limits. Smaller parks are currently clustered near Village Hall and Glen Avenue while larger parks exist off of Galena Road. There are no small neighborhood parks south of Glen Avenue/Grandview Drive.

## Park Access

Peoria Heights residents have expressed appreciation for the existing park system, but they also indicated a desire for more parks and improved access. Quantity of parks, total area dedicated to parkland, and proximity of parks to residents are measures of access to the park system. Generally, the Village is well-served by the number of parks and the total land area dedicated to parkland. As the Village has no annexable areas, however, it will need to be proactive to add new parks.

## Quantity

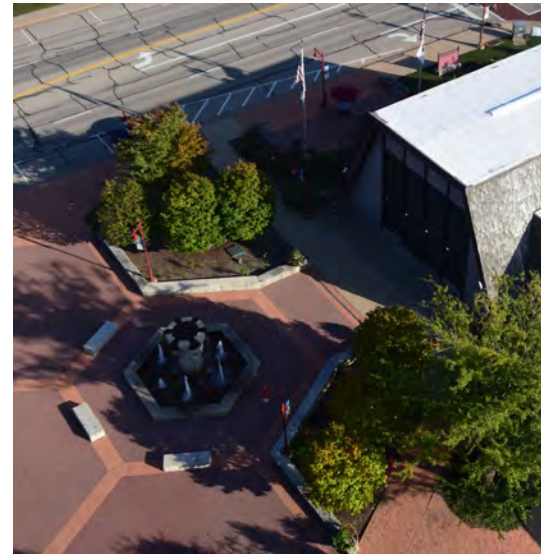
The quantity of parks per resident is a measurement of access to parks. The National Recreation and Parks Association (NRPA) provides standards for assessing a park system; for a community of fewer than 20,000 people, the NRPA standard is one park per 1,300 residents. Based on its 2017 population of 5,972 residents, the Village should have 4.6 parks to meet this standard, but it exceeds it with a total of ten.

## Acreage

Population-based standards from the NRPA establish a baseline of 12 acres per 1,000 residents in communities with a population of fewer than 20,000 residents. Between Peoria Park District and the Village, there are 57 total acres of parkland, of which the District manages approximately 70 percent.

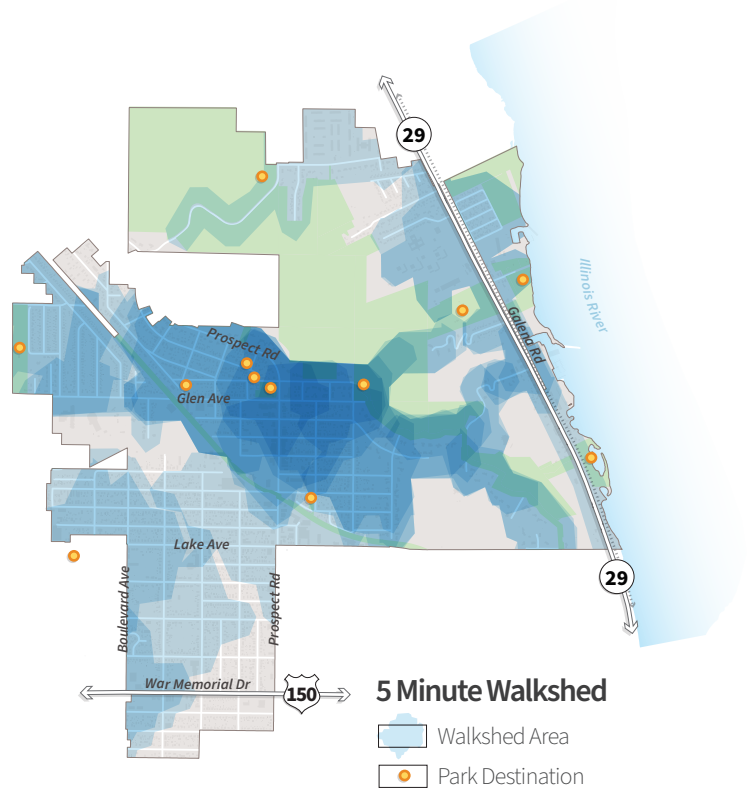
By NRPA standards, the Village should have 72 acres for a population of about 6,000 residents. While it falls under this benchmark, it is important to note that the Village benefits from significant natural and open space areas, such as the Forest Park Nature Preserve, which accounts for an additional 340 acres of public land. Peoria Heights also benefits from nearby Stadium Park, located one block west of the Village's western border. Stadium Park totals 82 acres but does not factor into this analysis.





## Proximity

More than any other amenity, parks are features of the community that people get to by walking. A half-mile walkshed analysis, which equates roughly to a 10-minute walk, defines the area served by parkland. The Peoria Heights municipal boundary is not a hard barrier, so to analyze the service areas more accurately, Stadium Park, which is within a half-mile of the Village, was included. The analysis shows that most residential areas are within a half-mile walk of a park. The southeast corner of the Village near War Memorial Drive and Prospect Road is the largest residential area outside of the half-mile walkshed.



## Parks Service Area Analysis

The walk shed analysis found that the 61 percent of existing residential parcels are within a 0.5 mile walk of a park within the Village boundary. When including Stadium Park, which is outside of the Village, the residential areas served by existing parks increases to 87 percent. This means that Stadium Park makes up 26 percent of the Village's existing park service area coverage.

## New Park Priority Areas

Though the Village meets the NRPA standards for parks, the community expressed a desire for increased distribution of public parks and green spaces. Currently, all of the Village's parks, except Endres Park, are north of the Rock Island Greenway. Peoria Heights is landlocked and will need to apply innovative strategies to increase its parkland. To add parks or public green space, the Village should explore new locations in the residential neighborhoods south of the Rock Island Greenway with priority placed on areas outside of the 0.5-mile watershed. Should parcels in these areas become available, the Villages should consider their acquisition to develop a small public space such as a tot lot, pocket park, or community garden.

### Al Fresco Park Redevelopment

Located directly along the Illinois River, Al Fresco Park was once a bustling amusement park and a regional destination that has the potential to again become a draw for visitors. Possibilities for development could include a naturalized riparian park with trails, seating areas, bird watching areas, parking, restroom facilities, river overlooks, and kayak launches.

As the property is owned by the Village, redevelopment of the site may include a collaborative effort with the Peoria Park District, a private developer, or a public-private partnership. Coordination with IDOT's improvements to Galena Road should occur to ensure safe vehicular and pedestrian access into and out of the park. This includes consideration for a potential pedestrian bridge over Galena Road and the railroad tracks.

## Recommendations

Peoria Heights does not have jurisdiction over all of its parkland and recreational programming, yet it can continue to support the provision of quality parks and recreation. The Village should:

- ▶ Provide safe and efficient transportation connections between parks, including sidewalks and trails.
- ▶ Position properties to provide a transition into parks and recreational space, including a trailhead site.
- ▶ Act as an advocate for quality parks and recreation on behalf of residents.
- ▶ Acquire vacant lots in residential neighborhoods to be converted to tot lots, playgrounds, pocket parks, and community gardens.
- ▶ Ensure the zoning code allows for creative temporary uses which would permit community gardens.
- ▶ Ensure all parks can easily and safely be accessed by walking or biking.
- ▶ Include public parks in wayfinding signage.
- ▶ Encourage Peoria Park District to periodically assess the recreational needs of the Peoria Heights community.
- ▶ Redevelop Al Fresco Park.

## Quality and Maintenance

The quality of the Village's parks and recreation facilities is directly related to increased participation and user satisfaction. Park and recreation areas within Peoria Heights fall under the jurisdiction of three principal providers: the Peoria Park District, the Village, and the Forest Park Foundation. Both the District and the Village provide properties, facilities, and programs that directly benefit the community. Collaboration between the District and the Village should continue to emphasize high-quality parks, open space, and recreation facilities.

## Recommendations

The Village should develop a Parks and Recreation Master Plan. Working in conjunction with the Peoria Park District and the public, the Village should conduct a comprehensive inventory and audit of its existing park facilities. This information can inform upgrades to existing parks, identify recreation gaps in the community, and target new park facilities. Additionally, the Village should:

- ▶ Work with Peoria Park District to develop programming for both District- and Village-owned parks.
- ▶ Regularly inspect park facilities such as playground equipment, replacing and upgrading them when funds are available or as necessary.
- ▶ Coordinate with Peoria Park District to help maintain parks under their purview.
- ▶ Explore an adopt-a-park program for volunteers to help support park operations, programming, and maintenance.
- ▶ Update parks with low maintenance green infrastructure and resilient landscaping to reduce maintenance requirements.





## Urban Public Plaza

Great communities often contain a mix of uses and strong pedestrian connections centered around an urban open space or public plaza. While Tower Park serves this need in many ways, the opportunity exists to create a public plaza-style park in the heart of the Village that is larger, better integrated with the Central Business District, and connected to the Rock Island Greenway. This park could host large events, which would provide unique programming opportunities, and spur private development.

### Recommendations

Existing private development, future mixed use development, and an iconic plaza-style park can dramatically benefit each other. Urban open space can be programmed for unique, year-round activities, such as music events or festivals, making it a memorable destination for recreation and relaxation. To benefit from new urban open space, the Village should:

- ▶ Identify suitable locations for urban open space within the downtown area.
- ▶ Encourage development at the Pabst Campus catalyst site that fits with the Downtown Subarea on page 98 and supports the Village's vision for an urban plaza.
- ▶ Explore public/private partnership opportunities as the downtown develops.
- ▶ Require new downtown development to dedicate parkland or public open space for the community.

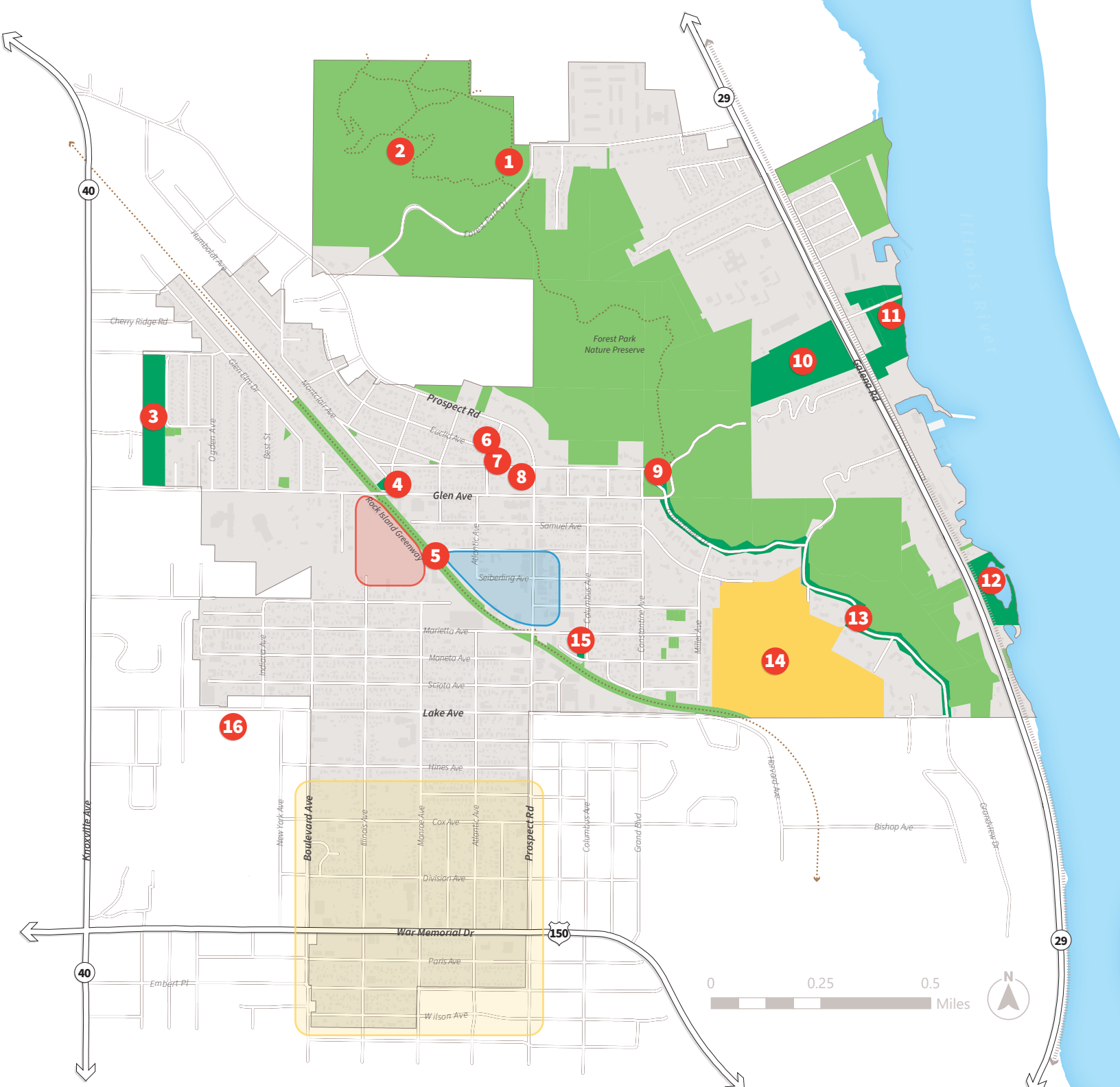
## Recreation Facilities

During the outreach process, many participants identified the need for a dedicated recreation center. This center would provide programs and facilities to serve residents of all ages, with a focus on the youth and senior population. Recreation centers offer opportunities to exercise and lead a healthy lifestyle in a safe, fun, and constructive environment for all age groups. In Peoria Heights, a multi-purpose community/recreation center located near the Rock Island Greenway could also function as a flagship trailhead and act as an activity node.

### Recommendations

The Village should explore a multi-purpose recreation center with sports facilities, community meeting rooms, health and wellness features, and technology amenities to serve all residents. To do this, the Village should:

- ▶ Review available properties that would be most appropriate for a recreation center, focusing on a centralized location for maximum accessibility to all Peoria Heights residents. Priority locations should be in proximity to the Peoria Heights Public Library, the school district, downtown, and the Rock Island Greenway.
- ▶ Review programming in existing nearby communities and recreation centers for potential application in the Village.
- ▶ Collaborate with the Peoria Park District to develop and ultimately provide programming insight or management.
- ▶ Consider partnering with the Peoria Heights Public Library, the school district, or with private spaces such as the Betty Jayne Brimmer Center to develop recreational programming.



# Parks and Recreation Plan

## Existing

- Park
- Open space and natural areas
- Golf course
- Trail

## Proposed Improvements

- New park priority area
- Urban open space area
- Potential recreational facility location area

## Facility Names

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1. Forest Park Nature Center</li> <li>2. Forest Park Nature Preserve</li> <li>3. Endres Park</li> <li>4. Lion's Club Park</li> <li>5. Duryea Dog Park</li> <li>6. Wiley Haynes Memorial Park</li> <li>7. Harriet Park</li> <li>8. Tower Park</li> </ul> | <ul style="list-style-type: none"> <li>9. Pimiteoui Trailhead</li> <li>10. Bielfeldt Park</li> <li>11. Poplar Lane Park</li> <li>12. Al Fresco Park</li> <li>13. Grandview Drive Park</li> <li>14. Peoria Heights Country Club</li> <li>15. Marietta and Columbus Park</li> <li>16. Stadium Park</li> </ul> |
|--|---|



## TRAILS AND TRAILHEADS

The Rock Island Greenway, the Pimiteoui Trail, and the Forest Park Nature Center Hiking Trails contribute to the Village's reputation as a great place to get outdoors. The Rock Island Greenway is a centerpiece of the region's trail system. The trail extends 13 miles from the Rock Island Trail in Alta, south to downtown Peoria. The trail travels for just under two miles through Peoria Heights, crossing Prospect Road and Glen Avenue.

As the Village expands its trail system, a focus should be placed on developing new routes and trailheads that serve a variety of active transportation types and user abilities. This would help improve connectivity from the core of the Village at the top of the bluff to the Illinois River. Such connections should tie into the multi-purpose trail proposed for the Galena Road improvements. For more information on routes connecting the Village's active transportation network and trail system, see the Pedestrian and Bike Transportation section on page 78.

## Safety, Comfort, and Design

Off-street trails are a great form of bike and pedestrian infrastructure as they provide a higher level of safety compared to sidewalks and on-street bikeways. They also typically act as centerpieces to a community's active transportation network. As the Peoria Heights' trail system expands, trails should be designed to encourage usage and support safety and comfort.

### Recommendations

To improve user safety and comfort as the trail system expands, the Village should:

- ▶ Provide trail lighting where feasible.
- ▶ Use highly visible crossings with signage and road markings at at-grade trail crossings.
- ▶ Provide directional trail signage with points of interest. Signage should include Village branding as well as unique branding for the proposed Galena sidepath trail and the Rock Island Greenway.
- ▶ Plan and install trail access points or small trailheads with amenities. This could include trail system maps, workout stations, shelters and shaded relief areas, water fountains, public restrooms, bike fix-it stations, and trail-oriented dining or food truck parking area.
- ▶ Plan and design new trails to be sensitive to unique natural environmental features, such as the bluff.
- ▶ Protect the natural environment and varied natural landscape around existing and proposed trails.



## Trail Connectivity and Access Plan

### Existing

- Multi use path
- Nature trail
- Trail access

### Proposed Improvements

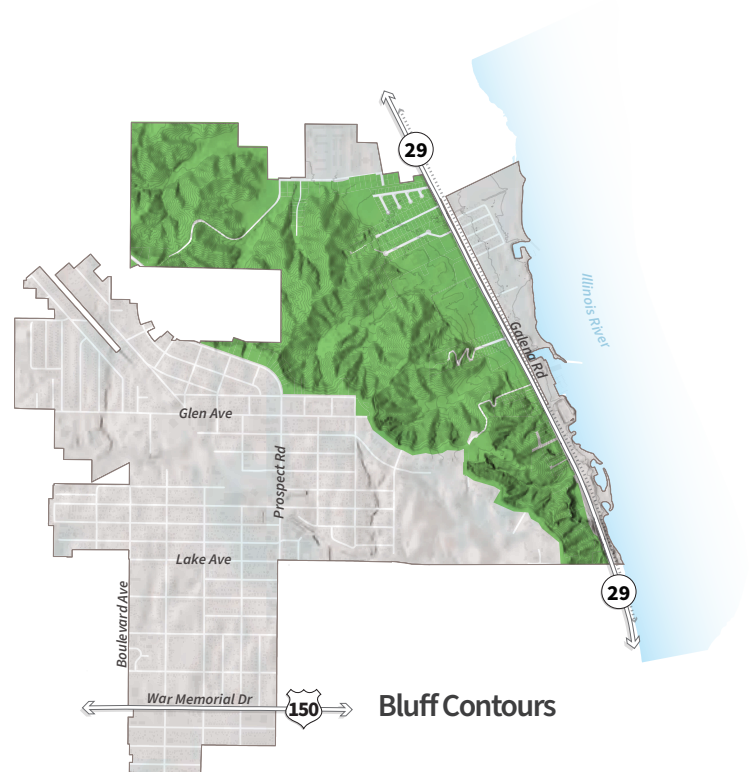
- New multi use trail
- Trail connections
- Improved pedestrian trail crossing
- New trail access point
- Trail head



## ENVIRONMENTAL FEATURES

Peoria Heights boasts some of the most dramatic parks, open spaces, and environmental features in Central Illinois. These spectacular natural features were sculpted by geological events, the results of which are still seen today. Before glacier activity occurred, the Mississippi River flowed where the Illinois River runs today. Between 25,000 to 13,000 years ago, the Wisconsin glaciation pushed the Mississippi River west to its current location. What is now the Illinois River is the result of a flooding event known as the Kankakee Torrent, which carved the Illinois River into the former Mississippi riverbed along the perimeter of the last glaciers. The physical results of these events are prevalent throughout the Illinois River valley from Peoria Heights up to and beyond Ottawa and Starved Rock State Park.

These natural events left behind bluffs, Upper Peoria Lake, and riparian ecosystems abutting Peoria Heights. These features provide an opportunity to further enhance the livability of the Village, better connect people to parks and open spaces, develop a regionally recognized ecotourism industry, and preserve critical environmental resources.







## Protecting and Preserving Natural Areas

Hundreds of acres of forested bluffs and more than 70 acres of property on the east side of Galena Road are part of the Village's environmentally sensitive natural areas. The bluffs and river pose great opportunities to draw people to the community; however, activation and development of these areas must be balanced with sensitivity to natural systems.

The steep topography of the bluffs inherently creates the challenge of erosion, particularly at the steepest sections closest to the 'narrows' (the narrowest section of the Illinois River just south of the Peoria Heights municipal boundary). Significant resources have been spent to prevent erosion within these sections. If future development is not conducted sensitively on the bluffs in Peoria Heights, natural geology and habitats will be lost. Compounding this natural challenge of steep terrain are invasive maple trees, which have shaded out savanna grass and other plant species that once stabilized the soils on the bluffs.

## Native Plant Species

Native plantings restore and stabilize shorelines preventing further erosion, act as a natural filter to clean river water, and improve aquatic and animal life that depend on the river. The planting of native species and incorporation of improved riparian areas make the riverfront aesthetically pleasing and welcoming to visitors.

## Recommendations

Prehistoric geological events have left a unique and captivating topography in Central Illinois for many to enjoy today. Future development and ecotourism opportunities should be mindful towards maintaining and preserving natural features for generations to come. To protect and preserve natural areas, the Village should:

- ▶ Promote bluff habitat restoration and erosion control with native plantings.
- ▶ Focus on the stabilization of major drainage areas with check dams and other rainwater management techniques.
- ▶ Consider riparian zone enhancements along the water's edge, including removal of invasive species and replacement with native riparian plantings.
- ▶ Provide pedestrian access to better connect residents and visitors to the water's edge.
- ▶ Undertake habitat restoration as a cost-effective way to prevent erosion, to preserve wildlife, and to further beautify the bluffs as recreational opportunities on the bluffs are developed.
- ▶ Work with the Peoria Park District to discuss a comprehensive approach to activating the bluffs.
- ▶ Create a guide for a strategic and sensible approach to bluff improvements that balances preservation with increased usage.

## Flood Hazards

The Illinois River runs along the Village's eastern border, totaling 12,700 feet of riverfront. The river is a great natural asset for the Village, but it is prone to flooding, impacting properties along the riverfront. There are 77.5 acres of property located between the Illinois River and Galena Road. Of those properties, approximately 68 acres are totally or partially within the floodway and 77 acres totally or partially within a floodplain.

Flooding is a frequent occurrence on the river. Floodwaters can often climb 10 feet above normal pool elevation, with record flooding approaching 19 feet above normal pool elevation. Flood-prone areas are mapped according to frequency, and frequent flooding near the normal pool of the river creates a greater potential hazard.

Buildings and other structures displace water, which can worsen flooding and force more water downstream than would occur if those structures did not exist. As such, development along the riverfront must be balanced against the impacts it creates.

## Floodway

A floodway is a channel of a river or other watercourse and the adjacent land areas that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

## Floodplain

A floodplain is a flat, low-lying plain along the course of a river or other watercourse that is naturally subject to flooding. The Federal Emergency Management Agency (FEMA) refers to these areas as Flood Hazard Areas, which are separated into two types: Special Flood Hazard Areas (SFHA) and Moderate Flood Hazard Areas (MFHA).

### *Special Flood Hazard Areas*

Areas that have a one percent or higher chance of flooding in any given year. The one percent annual chance flood is also referred to as the base flood or **100-year flood**.

### *Moderate Flood Hazard Areas*

Areas between the limits of the base flood and the 0.2 percent annual chance flood. This is also referred to as a **500-year flood**.

## Constraints to Development

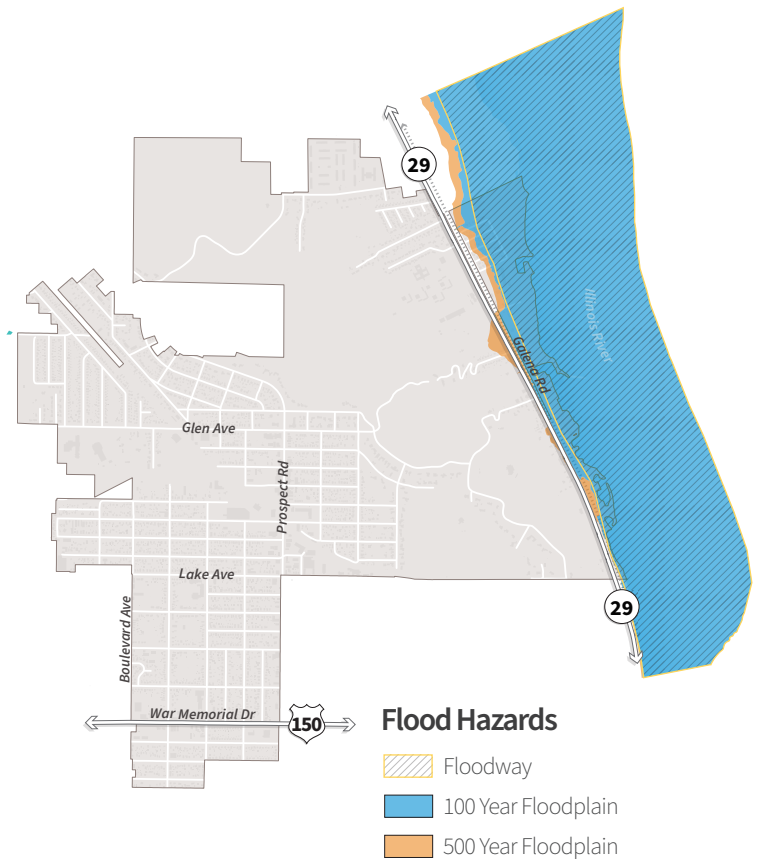
The floodway includes areas that flood the most frequently and therefore are most difficult to have new construction approved by State and Federal regulatory agencies, the United States Army Core of Engineers (USACE), and the Illinois Department of Natural Resources (IDNR). The floodway, however, is an appropriate place for the development of outdoor recreational facilities, open spaces, and parks that do not obstruct moving water.

The next most challenging flood areas to build in are within the 100-year floodplain, followed by the 500-year floodplain as distance away from the watercourse increases. Floodplain areas are regulated locally by the Village. Areas outside floodways and floodplains do not face regulatory requirements relative to flooding. As over 95 percent of the properties located between the Illinois River and Galena Road are completely or partially within a floodplain, development within this area will require stringent regulatory approval.

## Recommendations

Considering the flood risks and limitations of properties between the Illinois River and Galena Road, the Village should first meet with the USACE and IDNR to discuss future development in the area comprehensively. The Village should also:

- ▶ The Village should take an open-dialogue approach with the regulatory agencies to meet individual approvals and requirements for development in flood hazard areas.
- ▶ Once dialogue between the Village, USACE, and IDNR has begun, the Village should work with property owners who wish to make improvements.
- ▶ The Village should consider acquiring vacant land as it becomes available within the floodplain to be converted into public open space or parkland.





## Ecotourism

Ecotourism is tourism in natural areas that does not damage or disturb natural habitats and is intended to support conservation efforts. Ecotourism should be low-impact, with a focus on education. Funds collected from ecotourism are typically spent on local conservation efforts. Peoria Heights benefits from three potential ecotourism destinations—the riverfront, the bluff, and Forest Park.

## Riverfront

The Village's most impressive environmental feature is the Illinois River. Its shipping is vital to the region's commerce and it provides a wide range of recreational opportunities including fishing, boating, water skiing, kayaking, and bird watching. Birds and other wildlife use the river and its surrounding wetlands for nesting, feeding, and resting. Bald eagles, once rare, are now seen year-round flying over the surrounding bluffs. The river is also an important route for significant populations of birds that migrate from Canada and northern United States to the warmer climates of the south.

## Bluff and Scenic Views

The bluff is one of Peoria Heights' unique natural assets. It provides a scenic view of the Illinois River and the surrounding landscape and is maintained as a natural forested area to be used for outdoor recreation. The bluff is steep with a grade change of about 350 feet, which can make connections from the top to bottom challenging, leading to the perception of a divide between upper and lower Peoria Heights.

The bluff is a remnant of the Kankakee Torrent, the geological event that shaped the Peoria Heights geography. Peoria Heights' name was derived from the elevated character of the bluff, and it is where President Teddy Roosevelt named Grandview Drive "The World's Most Beautiful Drive." At one time, the bluff's habitat was made up of a combination of oak/hickory forests and oak savannas. Over time, maple trees moved into the bluff, crowding out some of the original habitats.

## Forest Park and Open Spaces

Significant open spaces exist throughout the Village, underscoring the community's longstanding commitment to environmental stewardship and preservation. The Peoria Park District manages natural open spaces on the river bluffs and along the river's edge, which serve both recreational and environmental purposes. These include portions of Grandview Drive, much of the bluff, and riverfront natural areas directly east of East Lane.

Forest Park is another significant open space, featuring the Nature Center. The Nature Center hosts educational classes for adults and children and is available for day camps and field trips to educate the community on local natural areas. Forest Park also offers seven miles of trails with guided hiking tours.



## Recommendations

### Increase Ecotourism and Leverage Peoria Heights' Significant Natural and Open Areas

The Village should create a dedicated local entity that focuses on increasing ecotourism within Peoria Heights. This entity would be charged with overseeing the development and implementation of a comprehensive ecotourism strategy in coordination with other local commercial and entertainment tourism initiatives. It could be formed as a new private organization, a municipal department, or an addition to an existing partner organization, such as the Chamber of Commerce or the Peoria Heights Economic Development Council. This new entity should also be responsible for the following:

- ▶ Working with other Upper Peoria Lake communities to foster a larger, more encompassing regional strategy, branding, and marketing.
- ▶ Identifying sites within the Village with the greatest potential for ecotourism, the type of facilities and types of programming that could take place at those locations, and encourage other participating communities to do the same.
- ▶ Marketing the Village as a regional destination for trails, riverfront access, and scenic views, tying into the growing ecotourism industry which extends from Peoria Heights to Route 18.
- ▶ Developing a branding and marketing strategy, as well as programs including a website, marketing collateral such as brochures, and consistent signage. This effort could be executed at the Village level or through regional collaboration.

- ▶ Partner with LaSalle County to co-market the Upper Peoria Lake ecotourism region.
- ▶ Consider potential ecotourism amenities and facilities, which can vary from highly active to resource preservation.
  - ▷ These amenities could include bird watching accommodations, cross-bluff connections (footpaths, stairs, mechanized lifts, and bike trails), ziplines and aerial ropes courses, a destination spa, water taxis, river edge kayak and boat launches, riparian and river edge boardwalks, observation platforms or towers, treehouses, nature-based children's playgrounds, or unique overnight camping facilities.
- ▶ Protect boat access to the Illinois River by working with local marinas to mitigate flooding and sedimentation issues.

### Preserve Grandview Drive's Scenic Views

Grandview Drive is a Peoria Park District Roadway. To ensure that Grandview Drive remains an attraction and contributes to the ecotourism economy, and maintains its status as "The World's Most Beautiful Drive," the Village should encourage improvements for all road users. To do this, the Village should work with the Park District to:

- ▶ Install bike lanes along Grandview Drive.
- ▶ Continue to provide new and improve existing pedestrian amenities (benches, water fountains, lighting, garbage, etc.) along Grandview Drive.
- ▶ Develop branding and signage directing visitors to the trail system and locations for scenic pullover areas.



## Green Development Practices and Environmental Sustainability

The area along Galena Road has the potential for improving the Village's economy and providing new recreational and river-front businesses. Because the areas between the bluffs and the river are ecologically sensitive, development should maintain open space areas near the river. The practice of maintaining open space as a part of new developments can also be implemented throughout the Village.

### Recommendations

#### Promote Sustainable Landscapes Village-wide

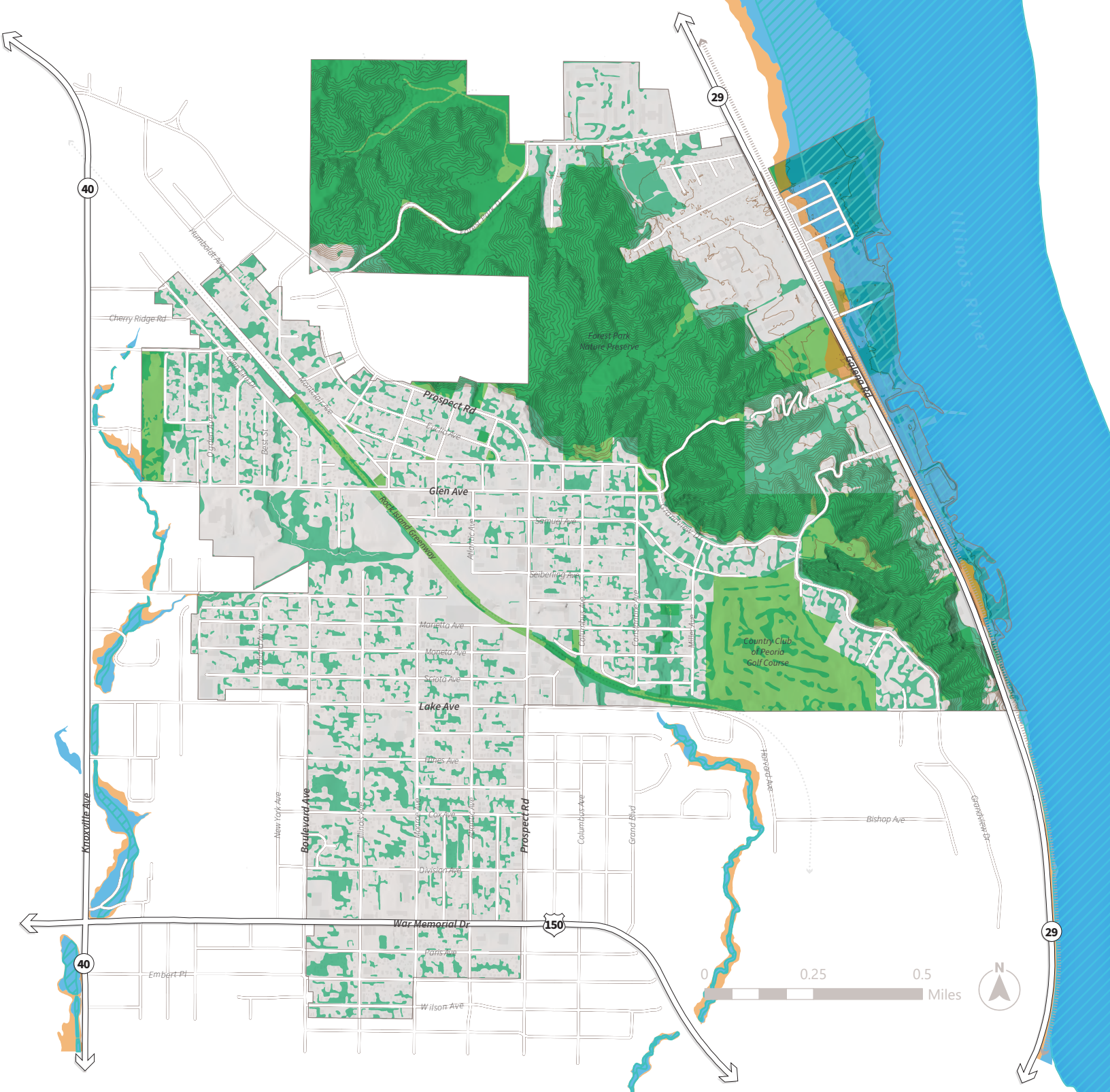
The Village should explore opportunities to extend naturalized plantings and sustainable landscapes above the bluff. Sustainable features would fit with the Village's reputation for ecotourism and could include native plantings in bioswales and rain gardens. Amendments to the zoning ordinance should include enhanced landscape standards that incorporate sustainable design principles.

Additionally, the Village should:

- ▶ Install public right-of-way elements with sustainable landscaping design, such as bioswales, permeable pavers, and rain gardens.
- ▶ Adopt signage and dark-sky compliant lighting guidelines to limit negative impacts to the bluff and the riverfront.
- ▶ Practice sustainable landscaping practices in the following areas:
  - ▷ Along Galena Road.
  - ▷ Along War Memorial Drive.
  - ▷ At gateways to the Village.
  - ▷ Along Central Business District streetscapes, including incorporation within the Prospect Road diet.
  - ▷ Public sidewalks, parking lots, and streetscapes in areas other than the Central Business District.
  - ▷ In pocket parks, especially as new pocket parks develop.

#### Develop an Environmental Sustainability Approach for New Development

Environmentally sustainable buildings and sites create financial benefits by using local resources and increasing energy efficiency. The Village should review environmentally sustainable building standards and consider how to incentivize developers to use them as they improve their properties.



## Environmental Features

- |   |  |
|---|--|
|  Floodway            |  Tree Canopy          |
|  100 Year Floodplain |  Parks and Open Space |
|  500 Year Floodplain |  Bluff Contour        |





## CHAPTER

# 6

# TRANSPORTATION AND MOBILITY

## A transportation system with seamless connectivity.

Peoria Heights' roadway system is laid out in a grid pattern, allowing for good connectivity and access throughout the Village. New roads will improve connectivity in the Village's core, supporting new employment areas and increasing access to Downtown. The Heights will be well-known as a walkable community with implemented traffic calming measures for pedestrian safety, and most residents throughout the Village will have the option to access goods, services, or entertainment on foot or by bike if they choose.

Quality streetscaping and design will make auto-oriented corridors, such as War Memorial Drive, easier to cross and navigate on foot or bike, improving connectivity to adjacent neighborhoods and businesses. Grandview Drive, which already occupies a special place in the Village's roadway system and is known as the "World's Most Beautiful Drive," will continue to function as a scenic route and defining place in the Heights.

The transportation system will be cohesive, bolstering the Village's reputation as a place for biking and walking. The Rock Island Greenway, a recreational asset, will also serve local transportation needs, offering an off-street route into Peoria for bike commuters. With a new trailhead near the Downtown, residents and visitors will have increased access to Peoria Heights' dining and entertainment options. The Rock Island Greenway will enjoy increased connectivity to the community with new on-street bikeways and sidewalk segments, filling in gaps and ensuring that people can get around the Village in whatever manner they choose.



## VEHICULAR TRANSPORTATION

Efficient and safe circulation on the Village's roadways is accomplished by maintaining a transportation network that maximizes vehicular and pedestrian accessibility while minimizing potential conflicts. Peoria Heights roadways are largely built. This section identifies the components of the Village's existing system and provides recommendations for key roadway connections and extensions, safe and efficient intersections, and well-circulated parking to improve access and circulation for residents, visitors, and businesses.

### Roadway Network

The functional classification of a road describes the character of the service intended for the roadway and degrees of travel mobility. Overall, a roadway system should include a balance of mobility and access. Peoria Heights' roadway system is classified by the Illinois Department of Transportation (IDOT).

The roadway network in Peoria Heights consists of five street types that serve varying functions.

- ▶ Principal Arterials accommodate large volumes of traffic and provide limited access to adjacent land, including limited traffic controls. Travel is intended to be at higher speeds over longer distances.
- ▶ Minor Arterials accommodate high traffic volumes, but adjacent land use access is more common than with principal arterials. Minor arterials are typically continuous through a community. They connect to other communities and principal arterials, and travel is intended to be at moderate speeds over longer distances.
- ▶ Major Collectors accommodate an even distribution of mobility and access. They may be continuous through a community and their function is to connect arterials to local roads. Travel occurs at lower speeds over shorter distances than arterials.
- ▶ Minor Collectors accommodate an even distribution of mobility and access. The function is to provide connections to areas that are not served by a higher classified route, and they are designed with an emphasis on property access rather than speed and volume.
- ▶ Local Roads accommodate local traffic with direct access to local land uses. They typically are not continuous through a community and connections to arterials are limited. Travel speeds and volumes are low.



The Village's road network generally follows a traditional grid pattern of north-south and east-west streets, which allows for an efficient transportation network. War Memorial Drive and Glen Avenue carry the most east-west traffic, while Galena Road and Prospect Road accommodate the most north-south traffic. Prospect Road bisects the Central Business District and has a combination of local traffic, and 'cut-through' traffic, which creates a downtown that is not as pedestrian-friendly as it could be. Many north/south roads do not connect across the Rock Island Greenway, forcing travelers and residents to take Prospect Road.

On the east side of the Village, the River Bluff creates a natural barrier, limiting the amount of roadway and pedestrian connections from the Central Business District to the Illinois River. The topography, critical sensitive areas, and developed portions of the bluff mean that vehicular connections from the top of the bluff to the riverfront will generally need to utilize existing roadways.

## Recommendations

Given the built-out nature of the Village and the near fully developed street grid, few street extensions and network improvements are necessary. The Village should consider the following:

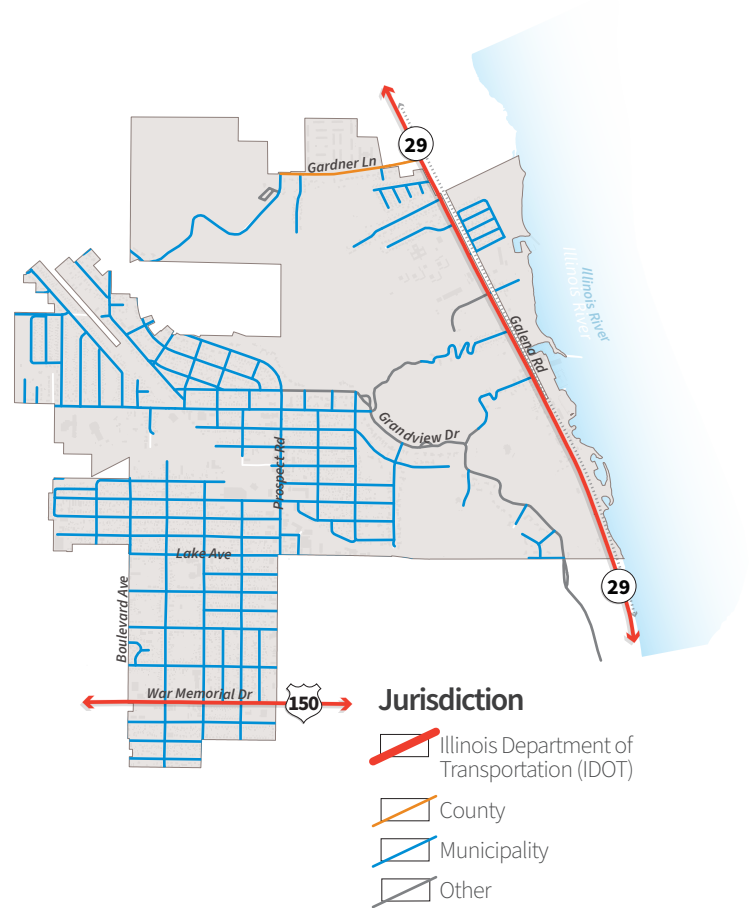
- ▶ Consider extending Illinois Avenue to Glen Avenue, and Kelly Avenue to Atlantic Avenue. Each would provide an alternative north/south route to Prospect Road.
- ▶ While some areas have alleys, not all are utilized. Preserve existing alleys and continue them where possible to ensure that truck and service areas are off-street.
- ▶ Utilize alleys in residential areas for off-street parking access.



## Roadway Jurisdiction

Roadway jurisdictional responsibility is determined by the Illinois Compiled Statutes, Chapter 605. Roadway segments under the jurisdiction of IDOT, the City of Peoria, and the Peoria Park District run through or adjacent to the Village.

IDOT controls the Village's principal arterial roads, War Memorial Drive and Galena Road, which are designated as State/US routes. As such, continued collaboration on improvements to these corridors will be important. Peoria Heights Township controls Grandview Drive, and Peoria County controls Gardner Lane. The Village of Peoria Heights is responsible for all other roads within the Village boundary.





## Recommendations

### Galena Road

The Village should coordinate with IDOT as Galena Road upgrades are planned and implemented. These upgrades will transform the area from a non-descript arterial corridor into an attractive street that aligns with the overall character of the Village. Improvements should include:

- ▶ A multi-purpose trail that connects to trails coming down the bluff.
- ▶ A pedestrian bridge crossing at Al Fresco Gateway.
- ▶ A traffic signal at Poplar Lane.
- ▶ Naturalized landscaping along the corridor.
- ▶ Traffic calming measures, including center medians.
- ▶ Coordination of turning movements at existing access points – in particular on the east side of Galena Road where distances between the roadway, railway and river are limited
- ▶ Village gateway signage.

### War Memorial Drive

While War Memorial Drive will continue to be an automobile-centric corridor, enhancements will improve the corridor's character and alert passersby that they are in Peoria Heights. The Village should coordinate with IDOT and property owners to incorporate improvements along War Memorial Drive. Improvements should include:

- ▶ Village gateway signage at the northwest corner of War Memorial Drive and Prospect Road, and the intersection of War Memorial Drive and Boulevard Avenue.
- ▶ Widening of existing sidewalks along War Memorial Drive.
- ▶ Incorporation of decorative street lighting and streetscaping.
- ▶ Landscape and façade improvements on private properties.
- ▶ Sidewalk upgrades along the adjacent north-south streets to better connect neighborhoods to businesses.
- ▶ Cross-lot access on future developments to limit the number of access points onto War Memorial Drive.



## Roadway Appearance

Peoria Heights' roads provide the first impression of the Village, which can affect local tourism and economic development. Improvements to the roadways at Village entrance points will contribute to the quality of life and overall impression of the Village.

### Recommendations

#### Village Identity

The Village should develop a strategy for the implementation of consistent signage and gateways that communicate its brand identity. The Village should also:

- ▶ Promote its unique identity with gateways, signage at key focal points along primary thoroughfares, and distinctive streetscapes to welcome residents and visitors to Peoria Heights.
- ▶ Coordinate with regulatory agencies as needed, such as IDOT, for implementation.

#### Road Diet – Prospect Road

The four blocks of Prospect Road from Glen Avenue to Kelly Avenue provide the most walkable, urban experience in the Village and act as the heart and soul of Peoria Heights. To further leverage and expand on this asset, a road diet should be considered from Kingman Avenue to Lake Avenue. A road diet can improve the pedestrian way by narrowing lanes and/or reducing the number of lanes, giving the extra width to people walking or riding bicycles. This can improve pedestrian safety, slow traffic, and provide more room for outdoor dining and activities. The Village should:

- ▶ Conduct a preliminary traffic study to analyze the impacts lane reduction will have on existing and future traffic.
- ▶ Implement traffic calming techniques, including a road diet on Prospect Road, as detailed in the subarea plans beginning on page 102. The road diet should include:
  - ▷ Reduction of lanes from four to three (one lane in each direction with a center turn lane).
  - ▷ A vegetated median in portions of the center lane where turning is not needed.
  - ▷ Bicycle lanes on each side of the road.
  - ▷ Preservation of existing parallel parking.
  - ▷ Where possible, widened sidewalks for al fresco dining.
  - ▷ Coordinated lighting, landscaping, and site amenities.
  - ▷ Curb bump-outs for traffic calming and gathering space opportunities.



## Parking

Adequate parking is critical to the health of the Central Business District and the various other commercial areas found throughout the Village. A focus on parking availability, however, should not preclude the Village's walkable, inviting Downtown. Outside of the Downtown, Peoria Heights' commercial areas generally provide surface parking located at the front of buildings. Many of the lots do not feature perimeter and internal landscaping, which reduces the aesthetic appeal of the business and can negatively impact stormwater runoff.

## Recommendations

The Village should conduct a comprehensive parking study of the Central Business District that audits existing supply and future demand. The study should analyze opportunities for increased shared parking in lots serving distinct daytime and evening users. Additionally, the Village should:

- ▶ Prohibit the construction of new parking lots along Prospect Road. If additional public parking lots or public parking structures are needed, they should be located off of Prospect Road but within easy walking distance.
- ▶ Update the zoning ordinance to require property owners to provide perimeter screening, landscaped islands, pedestrian-scaled lighting, and bicycle parking.
- ▶ Require cross-lot access between private parking lots.
- ▶ Incorporate sustainable features in public parking lots and provide incentives for elements such as permeable paving, bioswales, rain gardens, and LED lighting.

## Traffic Management

Traffic management can include signalized traffic controls and traffic calming techniques. The average daily traffic (ADT) throughout the Village varies based on roadway type and function. The highest traffic volume within the Village is along War Memorial Drive, with an ADT of 26,400 vehicles per day. Signalized traffic controls within the Village are primarily along War Memorial Drive and Prospect Road. War Memorial Drive is under IDOT's jurisdiction, and the Village is responsible for the signals along Prospect Road and the traffic signage throughout the Village.

### Recommendations

While the Village generally has the traffic management and signalized controls it requires, IDOT is conducting a Phase I study for the redesign of Galena Road (IL 29). To improve traffic management, the Village should:

- ▶ Conduct a traffic study to ensure that safety upgrades are implemented into IDOT designs and warrant a traffic signal at Poplar Lane and Galena Road.
- ▶ Consider innovative traffic calming techniques Village-wide, including lane narrowing, streetscaping, and medians or refuge islands, which can improve safety and complement traditional signals and signage.

## Complete Streets

Complete streets policies require that as roadway projects are planned, and new streets are constructed, consideration is given to the safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete streets ensure all members of the community, regardless of age, ability, or preferred mode of transportation, can travel safely to and from local destinations.

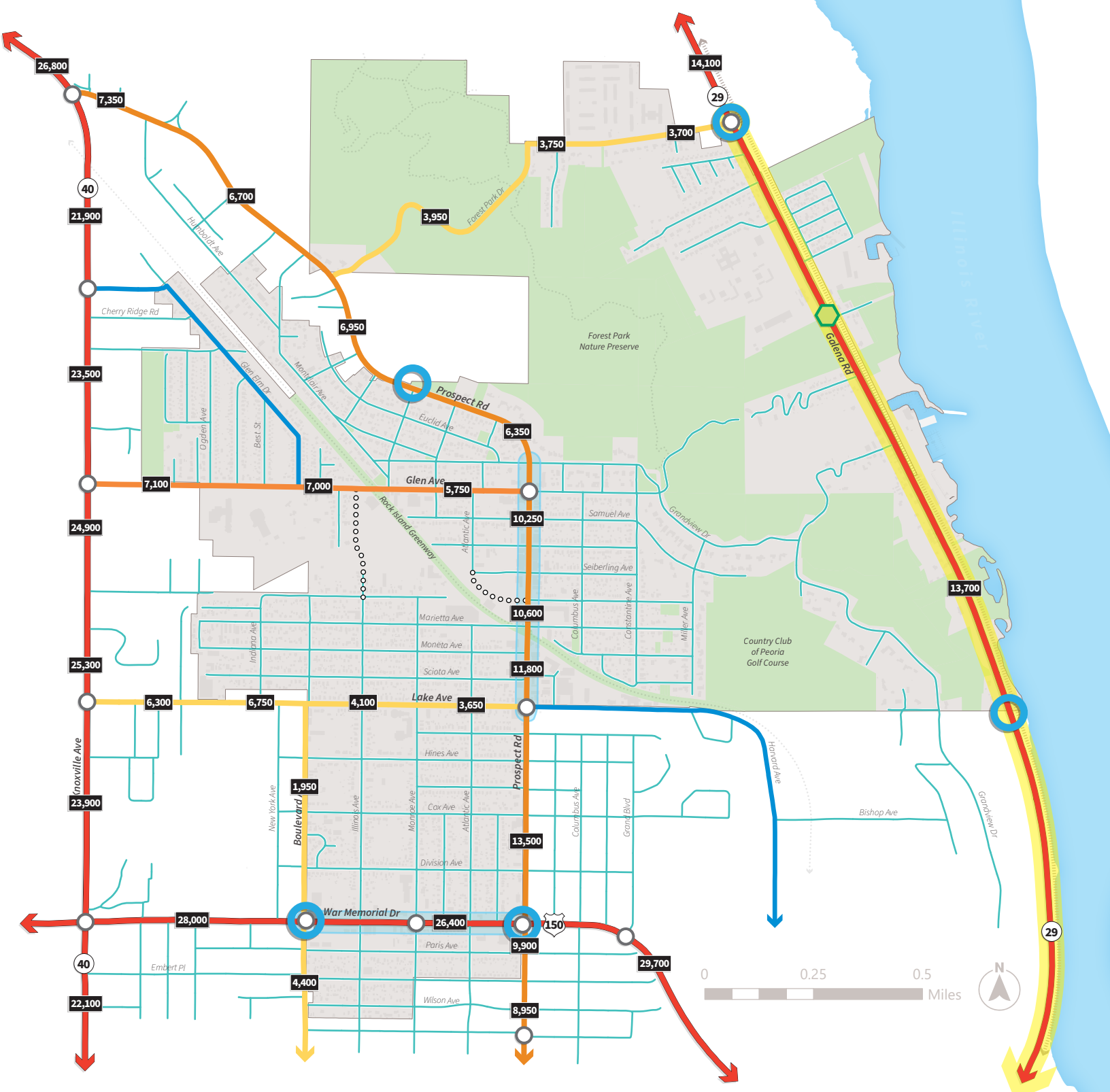
In 2007, the State of Illinois adopted a complete streets policy that requires all IDOT projects to include safe walking and bicycling facilities in urbanized areas. While this policy only applies to IDOT projects and roadways, such as War Memorial Drive and Galena Road, the Village of Peoria Heights can implement complete streets strategies locally and improve streets throughout the community, including Prospect Road and Glen Avenue. The Tri-County Regional Planning Commission has emphasized active transportation and public health.

### Recommendations

The first step to promote multimodal transportation routes throughout the community is to pass a complete streets ordinance. The ordinance would encourage healthy lifestyle choices, alleviate traffic congestion, and relieve demand on parking facilities. Additionally, the Village should:

- ▶ Prioritize complete streets for areas around schools as well as on roads that provide logical connections between neighborhoods, the Rock Island Greenway, Downtown, and the riverfront.
- ▶ Use complete streets to fill gaps in the existing and proposed bicycle and trail network.
- ▶ Closely align the implementation of complete streets in priority areas with a capital improvement plan to ensure that pedestrian and bicycle facilities are considered for all planned road improvements.





## Roadway Transportation Plan

### Existing

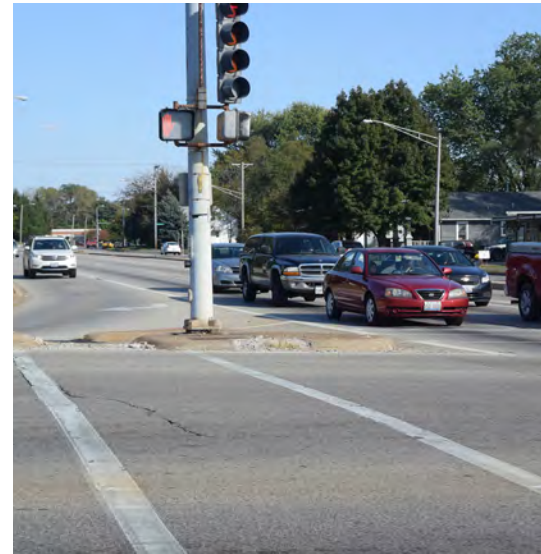
- Principal arterial
- Minor arterial
- Major collector
- Minor collector
- Local roads

- Traffic signal
- Average daily traffic counts (2018)

### Proposed Improvements

- New road connection
- Galena Road improvements
- Proposed traffic signal

- Proposed gateway signage
- Streetscape enhancement



## PEDESTRIAN AND BIKE TRANSPORTATION

The mobility of pedestrians and bicyclists is critical to enabling healthier lifestyles and promoting active recreation and tourism. To better support alternatives to driving, the Village should expand its pedestrian and bicycle infrastructure to create a cohesive network.

### Sidewalks

Sidewalks facilitate pedestrian connectivity and promote walking. Sidewalks are part of the Village's public space, and a good network can contribute to activating both residential and commercial areas in the Village.

The Peoria Heights sidewalk network is fragmented, with several areas where only one or two parcels on a block have sidewalks. Many existing sidewalks have little to no separation from the road, especially in residential areas. Along the Village's commercial corridors, there are areas where sidewalks are less than five feet in width. New sidewalks are needed in both residential and commercial areas in the Village. Of the Village's 2,526 residential parcels, just 43 percent have sidewalks. Of the Village's 319 commercial parcels, about 83 percent have sidewalks.

### ADA Accessibility

There are many areas along the Village's commercial corridors where sidewalks, curb-ramps, and crosswalks do not meet current ADA guidelines for accessibility. Examples of noncompliance include insufficient sidewalk widths, longitudinal slope over five percent, cross slope over two percent, curb ramp layout, slope and tactile surface, ramps without level landings, and insufficient pavement striping. Several intersections lack ADA-compliant ramps, inhibiting people with disabilities. Roadway improvements should incorporate adequate sidewalk width, curb ramps components, and slopes.

### Recommendations

While the sidewalk network should be improved throughout the Village, the following specific areas and streets should be prioritized:

- ▶ The residential neighborhood east of Endres Park lacks sidewalks and is in proximity to the Peoria Heights School District. New sidewalks will improve safe routes to school for the northwest side of the Village.
- ▶ The addition of a sidewalk on Toledo Avenue from the rear entrance of the school campus at Indiana extending east to the Rock Island Greenway will better connect the campus with the Greenway as well as the Central Business District.
- ▶ New sidewalks along Indiana Avenue south of Toledo Avenue will provide a direct pedestrian connection between the school campus, Stadium Park, and the surrounding residential neighborhood.



The Village falls under the Illinois Accessibility Code as well as the Americans with Disabilities Act for standards related to creating inclusive public spaces. As the Village reconstructs roadways and sidewalks, it should adequately address people with disabilities for project planning, design, construction, and operations. To do this, the Village should:

- ▶ Ensure sidewalks provide good access and mobility for all residents by closing gaps, providing adequate width, and adhering to ADA standards.
- ▶ Incorporate raised tactile surfaces to provide wayfinding information to people with visual impairments.
- ▶ Widen sidewalks narrower than five feet in commercial areas wherever possible to allow for better pedestrian access and flow along the corridors, improving the activity on the street for local businesses.

## Active Transportation

Regionally, Tri-County Regional Planning Commission (TCRPC) is responsible for carrying out transportation planning for the programming and spending of federal transportation dollars. The organization's BikeConnect Heart of Illinois (HOI) plan establishes a recommended network and recommendations for the region's active transportation.

IDOT classifies major roads according to the suitability for cycling, or bicycle level of service. According to IDOT, Glen Avenue, although unmarked, is considered a suitable bike route between Grand View Drive and the Rock Island Trail. IDOT advises bicyclists to use caution along Prospect Road and does not recommend riding on War Memorial Drive. As identified in BikeConnect HOI and Envision HOI, bicycle infrastructure should be an important component of the Galena Road/IL 29 reconstruction project, which will improve the arterial's suitability for cycling. On-street bike routes are currently located along Prospect Road from Marietta Avenue to Glen Avenue, and from Glen Avenue to the Peoria Heights Public Library.

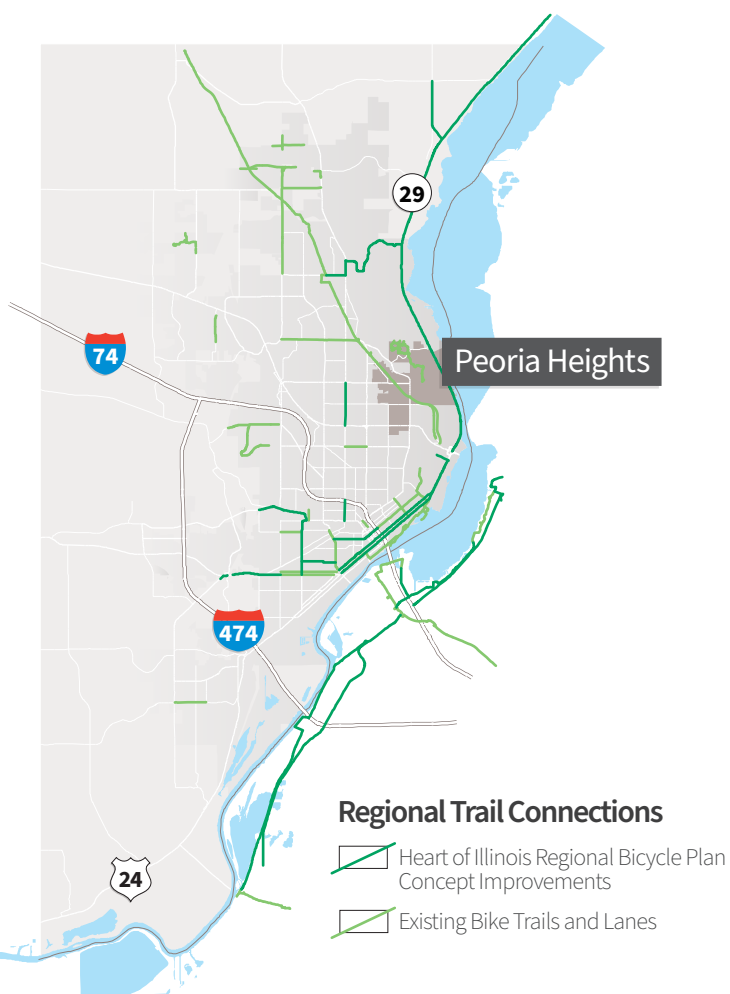
Trails are important components of the active transportation network and should be connected by on-street bikeways wherever feasible to create a cohesive system. Trails within the Village should serve as the backbone for future expansions. Existing trails include the Rock Island Greenway, the Pimiteoui Trail, and the Forest Park Nature Center hiking trails. The opportunity exists to expand the bicycle network for increased usage and greater efficiency, connecting on-street routes to off-street trails.



## Trails as a Component of the Active Transportation Network

Trails serve a recreational purpose, but the Village should develop new trails, sidewalks, and other features that will also function as multimodal transportation connections. This will better connect the core of the Village at the top of the bluff to the Illinois River, and connect the Rock Island Greenway to the planned Galena Road sidepath trail. The following are potential routes and improvements to bring people to the riverfront:

- ▶ Roosevelt Road for vehicles, pedestrians, and bicyclists.
- ▶ Grandview Terrace water easement for pedestrian staircases or a mechanized lift.
- ▶ Gibson Pathway footpath to provide a connection to Al Fresco Park.
- ▶ Ciccirelli/Red Pearl properties for bicyclists and pedestrians.
- ▶ Rock Island Greenway connection for pedestrians and bicyclists.
- ▶ Forest Park Drive for vehicles with a new sidewalk for pedestrians.





## Recommendations

Additional on-street and off-street bicycle routes should be provided to improve transportation options for the community. New bikeways and trail routing should prioritize community points of interest such as the Downtown, parks, schools, the bluff, and the riverfront. Peoria Heights should:

- ▶ Work closely with TCRPC to ensure that its bikeways and multiuse trails coordinate with regional routes.
- ▶ Separate bike facilities from automobile traffic wherever possible. Off-street multiuse trails offer the greatest level of safety for bicyclists.
- ▶ Separate on-street bike lanes with a physical median where roadway widths and conditions allow.
- ▶ Utilize striped bike lanes where buffered lanes are not feasible.
- ▶ Utilize shared bikeways only when bike lanes are not possible.
- ▶ Cohesively connect the bikeways and multiuse trail system.
- ▶ Work with TCRPC and other existing organizations focused on bicycle transportation, such as Bike Peoria, to create a local bike facilities map with routes and parking identified.
- ▶ Work closely with IDOT to develop a new multiuse trail as part of the Galena Road/IL 29 reconstruction project.
- ▶ New bikeways should connect the existing Rock Island Greenway with proposed trails down the bluff.
- ▶ Connect new trails down the bluff to the proposed Galena Road multiuse trail.
- ▶ Work with CityLink to provide bike parking near bus stops.
- ▶ Develop signage and a map of the bike and trail system posted along routes with locations for bike parking, rest stops, water fountains, points of interest, and trailheads.
- ▶ Ensure bike and trail routes connect to all Village parks.



## Pedestrian Crossings

The safe and easy crossing of streets is integral to fostering a pedestrian-oriented environment. Common tools utilized to aid in safe crossings include signage, striping, countdown timers, and bump-outs. The type and intensity of tools used should vary based on the functional classification of the intersecting roadways, surrounding land uses, and type of pedestrian route.

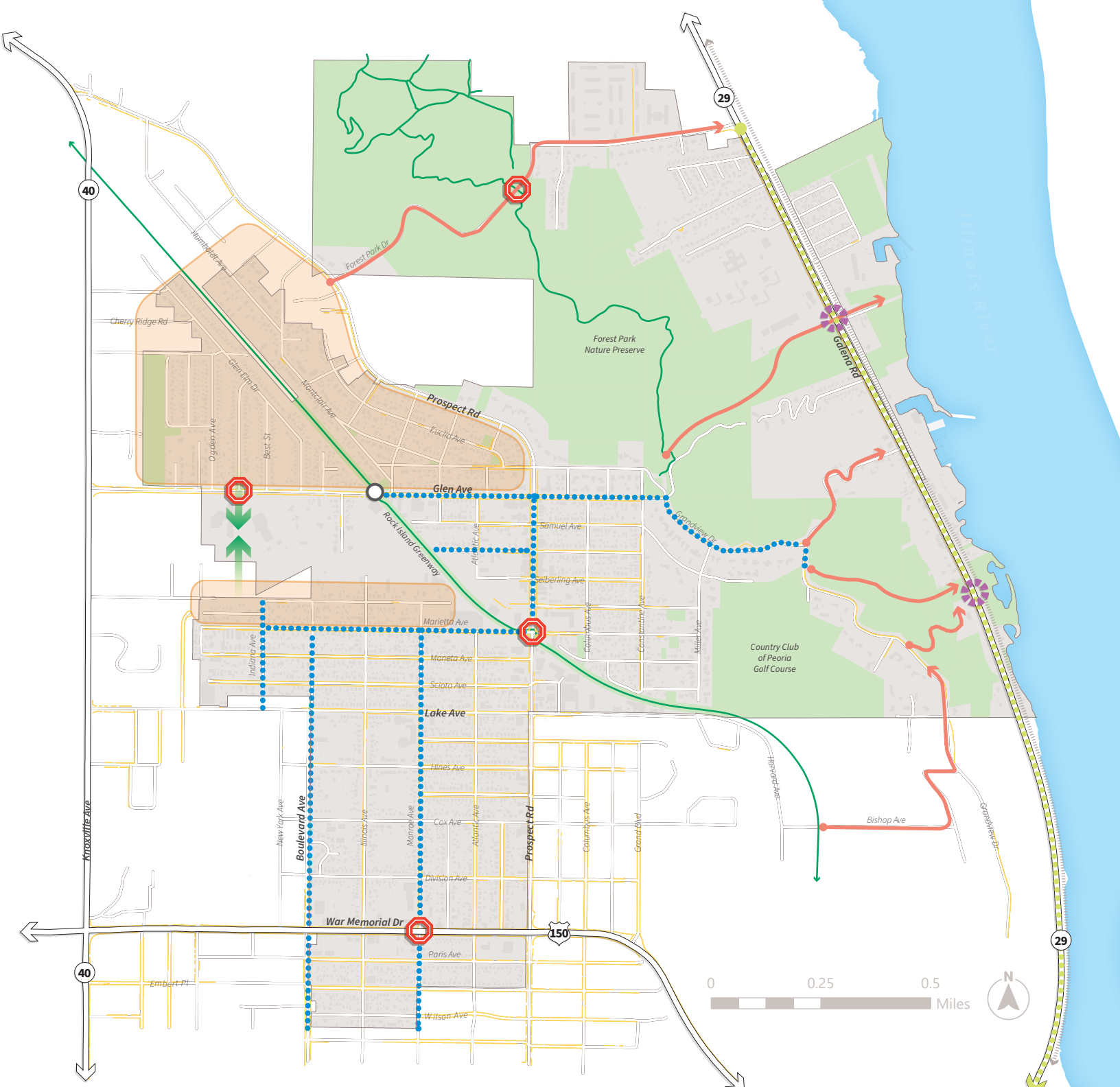
### Recommendations

The Village should improve crosswalks and use traffic calming best practices to promote safe and efficient streets Village-wide, starting with the most prominent traffic crossings on its primary corridors. Specifically, the Village should:

- ▶ Increase safety by improving the existing crossings for both sidewalks and trail networks, including:
  - ▷ War Memorial Drive and Monroe Avenue
  - ▷ Glen Avenue and Longview Place, which would increase safety near Peoria Heights School District
  - ▷ Forest Park Drive, at the trail crossing by the Nature Center
- ▶ Prioritize the following pedestrian improvements:
  - ▷ A signalized crossing at Galena Road Poplar Lane
  - ▷ A pedestrian bridge at Galena Road and Al Fresco Park



*Existing Rock Island Greenway at Glen Avenue*



# Bike and Pedestrian Mobility Plan

## Existing

- Trail
- Sidewalk
- Controlled pedestrian crossing

## Proposed Improvements

- Sidewalk installation prioritization area
- New bikeway
- New multiuse trail
- Trail connections
- Improved pedestrian crossing
- New pedestrian crossing
- Pedestrian connection to school facilities

## PUBLIC TRANSPORTATION

CityLink provides transit service throughout the Greater Peoria region. Peoria Heights has good transit coverage, with the majority of the Village within a five-minute walk from a bus stop. Areas that are not within a five-minute walk are generally east of Constantine Avenue and along Grandview Drive, parts of the residential neighborhood between Prospect Road, Glen Avenue, and Knoxville Avenue, and some residential areas with access off Galena Road.

Peoria Heights is serviced by three routes—the #2 Monroe, #12 Heights, and #14 Wisconsin routes. The #2 Monroe route runs through downtown Peoria and north along Galena Road to Lutheran Senior Services at Galena Road and Skyline Drive. The #12 Heights route travels between downtown Peoria and the Northwoods Mall along Prospect Road and Glen Avenue. The #14 Wisconsin route also travels between downtown Peoria and the Northwoods Mall, but its route travels on War Memorial between California and Monroe, on Monroe Avenue to Lake Avenue, and west on Lake Avenue.

CityLink’s 2019 study of the system identified planned route modifications to each of the three routes, although none affect routing within the Village. Peoria Heights residents will benefit from an increase in frequency for each of the routes as indicated by the agency in the study.

### Recommendations

To ensure that transit continues to serve the needs of Peoria Heights residents, the Village should work with CityLink to:

- ▶ Maintain its route coverage and ensure that transit service meets the needs of residents and provides consistent service to key destinations.
- ▶ Improve each of its bus stops with adequate seating. Data shows benches at just eight of the 28 stops in the Village.
- ▶ Ensure that bus stops are accessible and properly protect riders from weather and traffic.
- ▶ Ensure that placement and design of the bus stop signs make them easy to locate.

## RAIL TRANSPORTATION

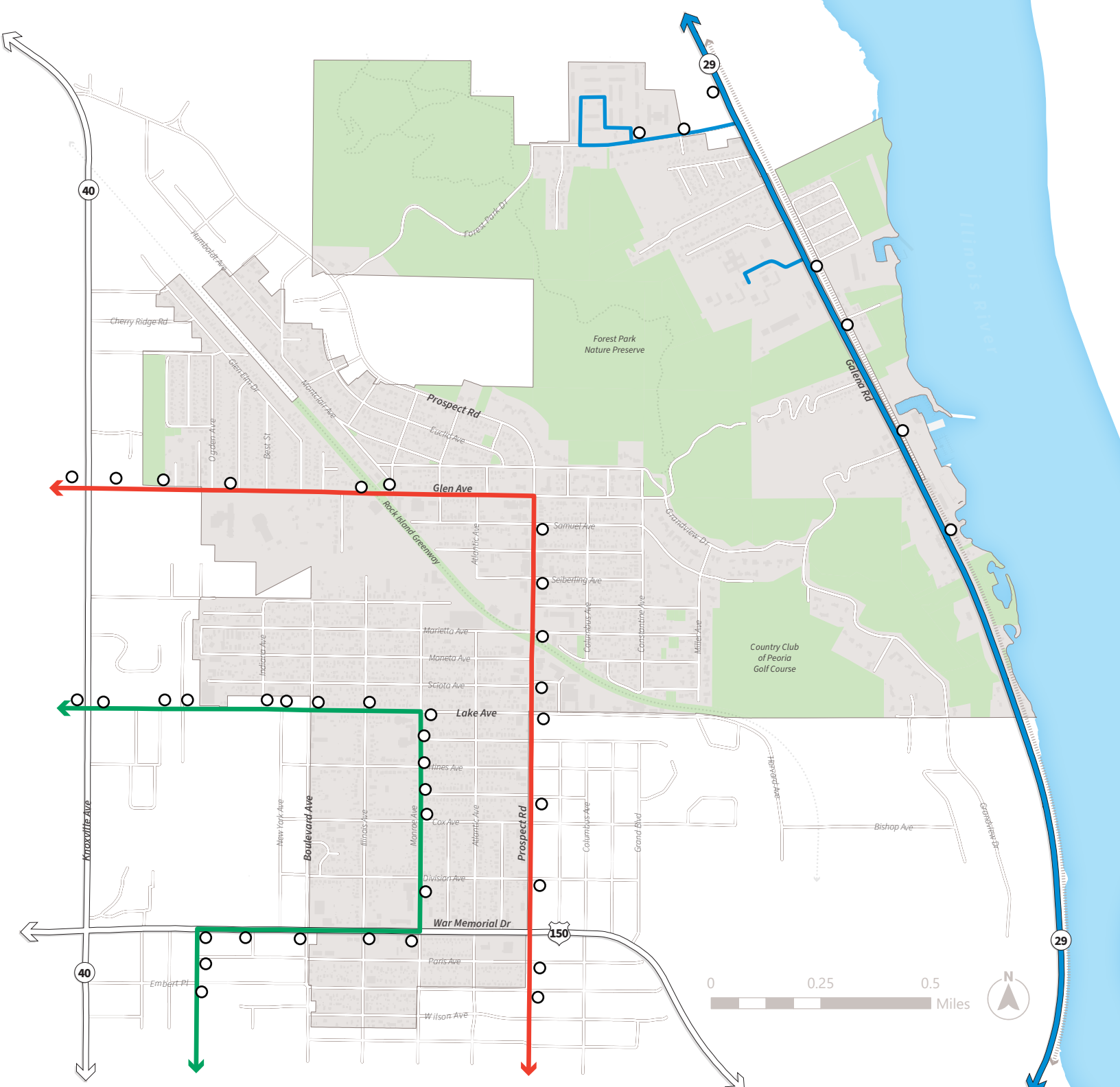
The Iowa Interstate Railroad, Ltd. freight rail line runs along the east side of Galena Road. The railroad runs at grade and there are no overpasses or underpasses within the Village, creating a barrier for riverfront access. The Illinois Commerce Commission has jurisdiction over the railroad.

### Recommendations

The Iowa Interstate Railroad, Ltd. freight rail right-of-way will remain active for the foreseeable future. The Village should:

- ▶ Coordinate with the Iowa Interstate Railroad and IDOT in tandem with planned Galena Road (IL 29) upgrades. Improvements should include safe railroad crossings with upgraded signals for the various highway access points along Galena Road.
- ▶ Work with the Iowa Interstate Railroad and IDOT to implement best practices for “rail-with-trail” where the proposed Galena trail runs parallel the rail right-of-way. The Village should work including attractive fencing or barrier between the pathway and the railway and a hard surface path for bicyclists, joggers, and pedestrians.





# Public Transportation

- ▬ Route 2 Monroe
- ▬ Route 12 Heights
- ▬ Route 14 Wisconsin
- CityLink Bus Stop



## CHAPTER

# 7

# COMMUNITY FACILITIES AND INFRASTRUCTURE

## Maintaining high-quality community facilities, services, and infrastructure.

Community facilities and service providers are well regarded in Peoria Heights. Going forward, the Village will maintain its status as being open for development, forward-thinking, and easy to work with. Village services such as fire and police will continue to meet high standards, provide people-oriented service, and keep the Heights safe and welcoming.

Peoria Heights School District's commitment to excellence and the educational priorities of students and parents will increasingly attract families from the region. Supporting the community's reputation for embracing the arts, cultural hubs such as the Betty Jayne Brimmer Center for the Performing Arts will act as a catalyst for art, culture, and entertainment in the Village.

Thanks to systematic planning under a capital improvements plan, infrastructure repairs and routine maintenance are conducted transparently. This will allow residents a clear understanding of how the Village prioritizes critical sewer and water systems, repairs roads, and maintains alleys.

## SERVICE PROVIDERS AND FACILITIES

The Village of Peoria Heights is a home-rule municipality governed by a Village Board of Trustees, with a Mayor and Village Clerk elected to four-year terms. The Village's departments include administration, police, fire, and public works. An assessment of departments and service providers conducted in support of the Comprehensive Plan concluded that safety in the Village is paramount and has been maintained at an exceptional level. Additionally, the Village owns and maintains several buildings and community facilities. Generally, Village staff is satisfied with existing facilities with only a few specific areas in need of improvement. Other government bodies operate within the Village, such as the Library District and School District 325.

### Administration

The Administration Department oversees public services and municipal business. Some of these functions include billing and collections, code enforcement, licensing, planning, purchasing, and budget preparation.

### Village Hall

The Administrative Department and the Mayor's Office are in Village Hall. Designed by noted local architect Richard Doyle, Village Hall is located at Prospect Road and Glen Avenue. Village Hall overlooks Tower Park and sits adjacent to the Peoria Heights Water Tower and Observation Deck, also designed by Doyle. The building is in good condition and only requires ongoing maintenance to continue adequately serving the Village's needs.

Village Hall is also a testament to noted conservationist Bill Rutherford whose idea was to incorporate cedar and other natural materials into the Prospect Road corridor, playing off the surrounding river bluffs. Natural materials, and murals within the council chamber, depict the local history and the significance of the Illinois River. Public recognition of blending the built and natural environment should inspire other public and private improvements throughout the Village.

### Recommendations

To support the continued quality of government and administrative services within Peoria Heights, the Village should consider the following:

- ▶ Continue to monitor the condition of municipal buildings, facilities, and equipment to identify necessary upgrades, replacements, renovations, and long-term maintenance projects.
- ▶ Regularly review the capacity of municipal buildings and facilities to meet community needs and identify necessary expansions or improvement projects. Long term, the Village should consider a combined facility or campus that incorporates Village Hall and a Public Safety Building at or near the current location.
- ▶ Continue to emphasize Village Hall and Tower Park as a community focal point for activities and events to cultivate a sense of openness and community.

## Public Works

The public works department is responsible for the streets, water, and sewer services within the Village. The Public Works garage is located at 3838 N. Boulevard Avenue and is leased from Richwoods Township. While offering little room for growth, the current building and yard fulfill the requirements needed by the Village. Ongoing building maintenance, including addressing the existing storm sewer is the most pressing need for this facility. Recommendations for water, sewer, and stormwater are detailed under the Infrastructure section of this chapter.

## Emergency Response

### Fire Department

The department consists of two stations staffed by trained volunteer firefighters and rescue personnel. Station 1 is above the bluff and attached to Village Hall, while Station 2 is located below the bluff on Gardner Lane near Galena Road. Both facilities are adequate for current needs, but minor repairs, long-term upgrades, and the ability to expand should be considered. The Department is rated a Class 4 by the Insurance Office of Illinois. Village residents are satisfied with the level of services provided by the fire department.

### Police Department

The Police Department provides police protection and public safety services in the Village. The Department is a full-service law enforcement agency that responds to emergencies, criminal activities, and specific citizen concerns. Located at 1311 E. Sciota Avenue, the Department is centrally located to service the community. While the building is in excellent condition, the department is at capacity. There is little room to grow and some off-site storage is required. The department also identified a lack of parking for officers and personnel as another issue. In outreach, Village residents indicated they are very satisfied with the level of service provided by the police department.

## Recommendations

### Fire Department

Fire protection is essential to any community, and the Village must ensure it maintains adequate levels of protection. To do this, the Village should consider the following:

- ▶ The Village has had conversations with the City of Peoria to have fire protection services provided by the City. Continue talks with the City to determine what is the best fit for the community.
- ▶ Ensure the Fire Department has a seat at the table as the Village considers road reconstruction and redesign projects as well as large building projects to ensure proper access for emergency vehicles and personnel.
- ▶ Consider upgrades to Fire Station 1 and Fire Station 2 to ensure the two stations continue to adequately cover the entire Village. Suggested improvements for Fire Station 1 include:
  - ▷ Roof repairs or a potential new roof, which will address ongoing roof leaks.
  - ▷ The addition of a new bay and exhaust system for an additional apparatus.
  - ▷ The provision of a state-of-the-art decontamination space.
- ▶ Long term improvements for Fire Station 2 should include:
  - ▷ A remodel of the existing building.
  - ▷ Potential property acquisition to allow for a larger facility.

### Police Department

Peoria heights should continue to maintain exceptional community safety by supporting the Police Department. To do this, the Village should:

- ▶ Consider property acquisition, which may provide the best alternative to meet current parking issues.
- ▶ Consider long-term expansion of the building to allow for all functions to remain on site.



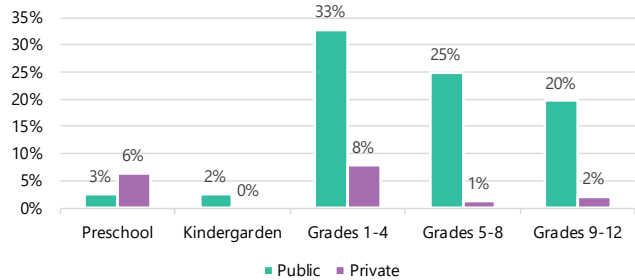
## Education

### School Enrollment

School enrollment for students from preschool to twelfth grade has decreased from about 1,010 to 750 from 2010 to 2017. In 2010, public schools made up for 82 percent of all enrolled students. That number decreased to 80 percent by 2017.

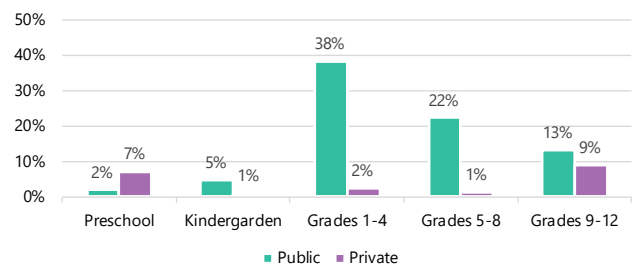
Enrollment in either public or private school has remained relatively steady for preschool to eighth grade level. Between 2010 and 2017, there was an increase in private school enrollment for students between ninth and twelfth grade. Private school enrollment for those grades made up two percent of total enrollment in 2010 which increased to nine percent by 2017.

**School Enrollment by Type**  
(Peoria Heights, 2010)



Source: 2006-2010 American Community Survey 5-Year Estimates

**School Enrollment by Type**  
(Peoria Heights, 2017)



Source: 2013-2017 American Community Survey 5-Year Estimates



## School District 325

School District 325 serves Pre-Kindergarten through High School at the Peoria Heights Grade School and Peoria Heights High School on a combined campus located on Glen Avenue. Both buildings are in very good condition with adequate capacity for current needs and future expansion. The district enrolls about 750 students.

## Private Schools

Options for private schools are available within Peoria Heights for students from pre-school through middle school.

- ▶ Peoria Christian Middle School, located at 3725 Monroe Avenue, is housed in a school building purchased from the Peoria Heights School District. The middle school includes fifth through eighth grades and about 200 students.
- ▶ St. Thomas the Apostle School is located at 4229 N Monroe Avenue. The parish school has approximately 280 students in grades Pre-K through grade eight.
- ▶ The Montessori School of Peoria, located at 4906 N Prospect Road, has a student body of around 60, with students age three to grade six.

## Recommendations

The School District is an important asset to the Village. The district is its own governmental body, but the Village can positively influence its continued service to the community. To do this, the Village should:

- ▶ Continue to coordinate with the District to ensure that the community is well served by high-quality public education.
- ▶ Promote policies per the Residential Areas Framework that create housing diversity and encourage families with school-aged children to live long-term in Peoria Heights.
- ▶ Prioritize pedestrian connections to the District's campuses, specifically from the south via Toledo Avenue or Indiana Avenue.
- ▶ Evaluate the use of Safe Routes to School as a funding source to develop sidewalks and bikeways that serve all schools, public and private.



## Library

The Peoria Heights Public Library has been housed in multiple locations in the Village throughout its history, with the current location occupying 18,000 square feet at 816 Glen Avenue. The current building is twenty years old, and adequately serves the needs of the community. The library provides a variety of programs, clubs, and events for use by the community.

### Recommendations

The Village should continue to work with the Library, ensuring it remains a strong community asset. Examples include:

- ▶ Work with the Library to coordinate services and provide valuable community meeting spaces.
- ▶ The Library's centralized location provides for great accessibility to all Peoria Heights residents. As the Village searches for locations for a new community/recreation center, leverage the Library's proximity to Rock Island Greenway and collaborate on programming and pop-up trail-oriented activities.

## Partnership Organizations

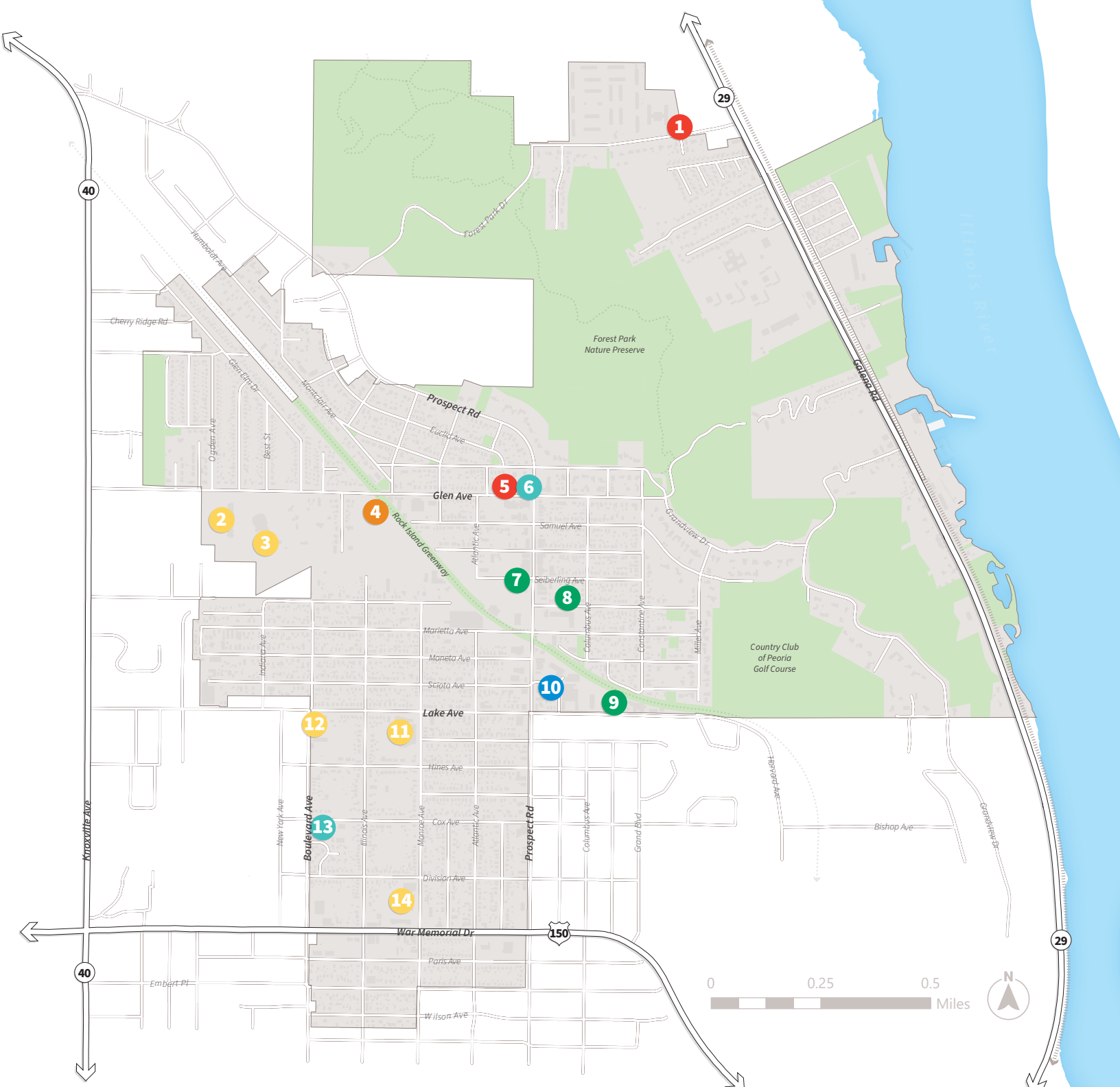
Peoria Heights has a history of embracing public art. An example is the **Peoria Heights Sculpture Walk**, which showcases the Village's collection of six sculpture works by the artist Bruce White. The **Peoria Heights Arts Collaborative** supports the Village's commitment by promoting the development, establishment, and expansion of the arts in the community. The nonprofit Collaborative partners with local artists, organizations, businesses, and individuals to support and present art events and encourage art education in Peoria Heights.

The **Betty Jayne Brimmer Center for the Performing Arts** is a community center and event space that emphasizes the performing arts and arts education. As a cultural hub, it is strategically located near the Village's core Prospect Road business district in the old Peoria Heights Library building.

### Recommendations

Partner organizations and local businesses give the Village its character and contribute to its status as a destination. The Village should maintain its partnerships to widely promote its local assets, excellent programs, and regional reputation.





## Community Facilities

### Facility Type

- Government
- Fire
- Police
- Education
- Library
- Other

### Facility Names

1. Fire House #2
2. Grade School
3. High School
4. Library
5. Fire House #1
6. Village Hall
7. Art Collaborative
8. Betty Jayne Brimmer Center
9. Veterans of Foreign Wars
10. Police Department
11. St. Thomas Catholic School
12. Rogy's Learning Place
13. Public Works
14. Peoria Christian Middle School

## INFRASTRUCTURE

Village infrastructure includes systems that keep Peoria Heights residents and businesses served with electricity, water, sewer, and stormwater conveyance. These systems require upkeep and maintenance to reliably serve the community.

A planning challenge for the Village is anticipating maintenance and replacement of infrastructure over time. As infrastructure ages, it can consume the Village's budget and resources, reduce efficiency, and cause problems when a failure occurs. Infrastructure improvements are included within the Village's budgeting for capital improvements. Projects include storm sewer and culverts, street repair, and routine utility and meter maintenance.

## Water

The Peoria Heights Water Department provides water for both domestic use and fire protection. The water source is groundwater from the Sankoty Aquifer, which is pumped above ground through five active wells and stored in three water towers. One of the five wells needs upgrades. Minimal treatment, including fluoridation and chlorination as mandated by the Illinois Department of Public Health, is provided to the high-quality groundwater before distribution. Additional treatment, like softening, is considered a low-priority future upgrade. The current capacity of the system does not inhibit future growth.

The Village tests for bacterial and chemical levels by taking monthly samples from homes and businesses. Samples are independently tested and submitted to the Environmental Protection Agency (EPA) to ensure proper standards are met. The EPA conducts an on-site inspection of the Village's water facilities every three years. The Village releases an annual Water Quality Report presenting the test results.

## Recommendations

The Village should continue the best practice of working with the EPA to provide transparency regarding the treatment and distribution of its water. Long term, the Village should:

- ▶ Plan for the rehabilitation of its degraded groundwater well.
- ▶ Plan and budget for loops and upgrades to the water distribution system.

## Sewer and Stormwater

The Public Works Department services and maintains the Village's sanitary sewer and stormwater infrastructure. Collection and treatment of Peoria Heights' sanitary sewage are provided to the community by the Greater Peoria Sanitary District. The system adequately serves the community and does not limit future growth.

Village-wide, stormwater is conveyed to storm inlets, storm sewers, and natural drainage ways through a combination of curb and gutter and roadside ditches. Few well-defined waterways are subject to significant flooding except for the headwaters of Turkey Creek, located near the southeast edge of the Central Business District. One area where the watershed regularly causes property damage is along Lake Street, east of Prospect Road. Without a historic stormwater detention ordinance and with much of the community already developed, opportunities to add or improve stormwater detention to reduce peak flows in downstream receiving waters are limited. While periodic street flooding and high-water levels in local ditches and drainage ways were identified because of undersized infrastructure becoming overwhelmed during extreme rainfall events, widespread neighborhood flooding was not identified in the community.

## Recommendations

The Village should consider the following recommendations to maintain its sanitary sewer and stormwater infrastructure:

- ▶ Televising the storm sewers. While the Village's storm sewers are mapped, they are not televised. A comprehensive condition assessment of storm sewers should be completed to identify and prioritize necessary repairs and improve conveyance of stormwater to nearby receiving waters.
- ▶ Consider a stormwater utility, like those developed in neighboring communities, to fund public improvements.
- ▶ Incorporate sustainable design practices, especially for site-specific stormwater management, as part of future developments.
- ▶ Encourage and incentivize rain gardens, bioswales, and other natural infiltration practices on both public and private properties.
- ▶ Promote the use of green infrastructure and best management practices in flood-prone areas, such as along the Illinois River.
- ▶ Provide public education on individual impacts to stormwater runoff, including positive steps homeowners can take, such as downspout disconnections.



## CHAPTER

# 8

## **SUBAREAS**

The Peoria Heights Comprehensive Plan provides specific recommendations for three areas of the Village facing unique challenges and considerable opportunities. The subarea plans include site-specific improvements related to future land use, potential development, built form, transportation and mobility, and access to parks, open space, and recreation amenities. These address the issues and opportunities specific to each subarea while also demonstrating how the broader vision and themes of the Comprehensive Plan can be applied.

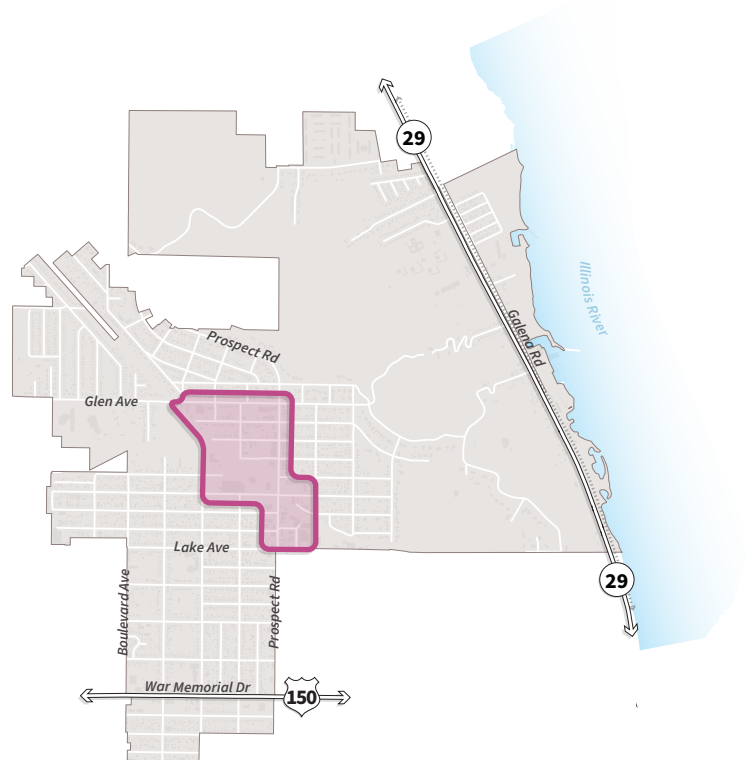


## DOWNTOWN SUBAREA

Peoria Heights's Downtown is home to the Village's vibrant commercial Central Business District which is known throughout the region for its quality restaurant options. There are many opportunities for new residential and commercial development within the Downtown area, such as the former Pabst site and greenfields at the ends of Seiberling Avenue and Duryea Avenue west of Prospect Road. There are also several underutilized properties along the corridor that have the potential for redevelopment.

The purpose of the Downtown subarea is to create a framework for desired development, improve connectivity for both vehicles and pedestrians, and identify opportunities for additional green space in the Village's urban core. As the Village prioritizes this area, it should:

- ▶ Support marketing the Pabst Campus catalyst site to developers for residential, office, and mixed use development.
- ▶ Improve safety and mobility for non-motorized transportation.
- ▶ Encourage new building placement along the front property lot lines.
- ▶ Support retail or restaurant uses appealing to users from throughout the community and beyond.
- ▶ Promote public realm improvements such as high-quality streetscapes, sidewalks, and attractive gathering spaces.
- ▶ Require new development along the Rock Island Greenway to orient façades toward the trail where possible, creating interest and limiting the views of the rear side of buildings.

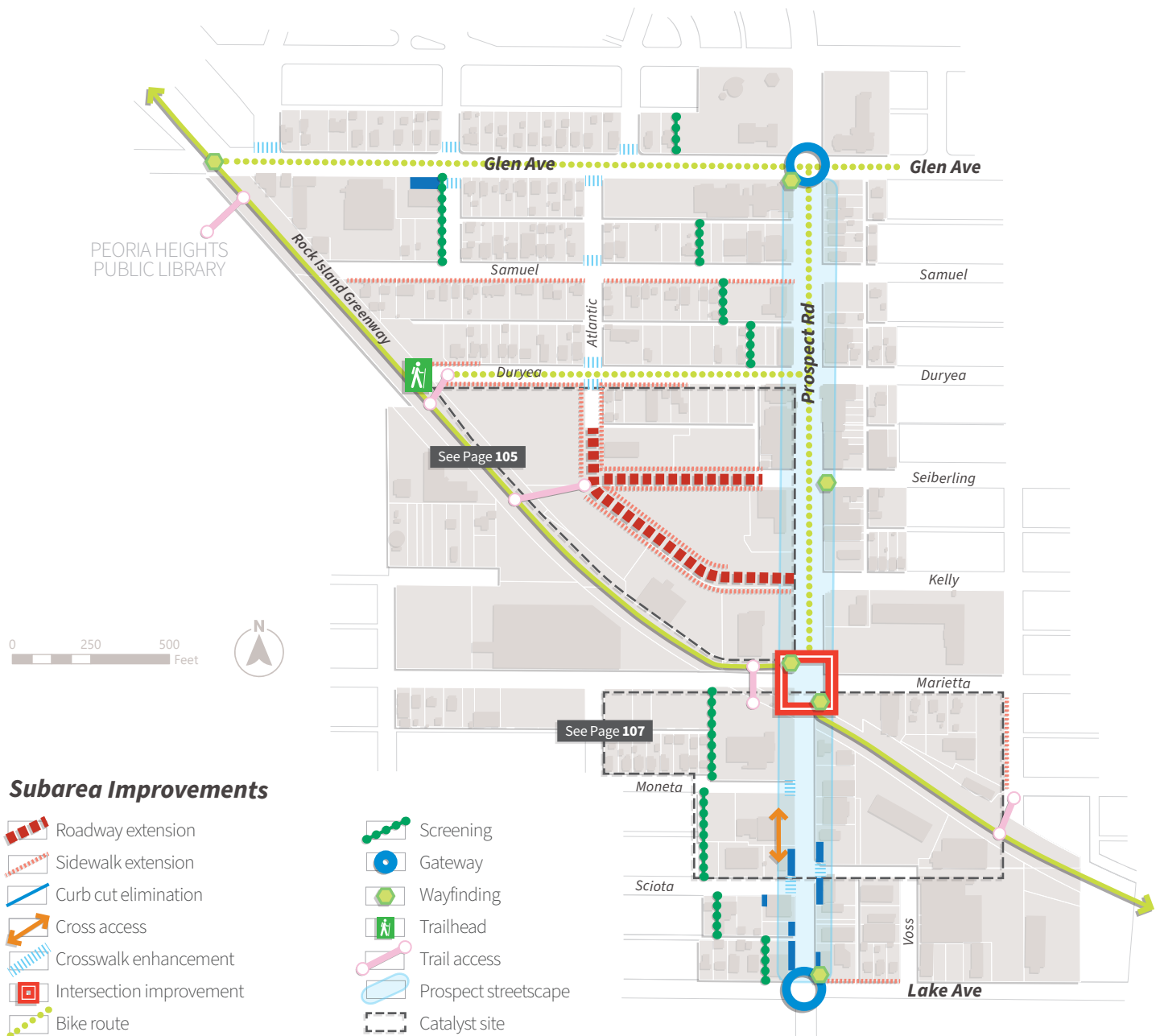


*The Downtown subarea includes properties along Prospect Road from Glen Avenue to Lake Avenue. This subarea represents the Village's urban core.*

# IMPROVEMENTS FRAMEWORK

## Downtown

As growth occurs within the Downtown subarea, it is essential that new development contributes to the area's character and ensures efficient movement for all modes of transportation. This will require the coordination of public and private efforts to address mobility and urban design aiming to foster an active urban core where residents and visitors enjoy spending their time. The Village should focus on improvements that enable safe and efficient pedestrian mobility, reduce the impacts of commercial development on adjacent neighborhoods, and elevate the appearance of the Downtown subarea.





### **Roadway Extension**

Extensions of Kelly Avenue, Atlantic Avenue, and Seiberling Avenue will improve access to individual properties and support investment within the Downtown subarea.

### **Sidewalk Extension**

Many of the blocks within the Downtown subarea are complete with sidewalk infrastructure. However, the western portion of the subarea is largely undeveloped. As development in this area starts to occur, the Village should work with developers to ensure the sidewalk network extends to connect to new development.

### **Curb Cut Elimination**

There are several properties along Prospect Road that have multiple curb cuts, particularly near Sciota Avenue and Voss Street. The Village should limit direct access along Prospect Road and encourage consolidation of access points along side streets.

### **Cross Access**

Coordinated and efficient cross access allows convenient travel between adjacent commercial developments. Such cross access minimizes the need for traffic to enter and exit busy roadways. As new development occurs, the Village should work with property owners to create a coordinated cross access network. The Village should also work with owners of existing developments to retroactively implement cross access.

### **Crosswalk Enhancement**

Several side streets with the Downtown subarea, particularly in the residential areas, lack painted pedestrian crossings. To further increase pedestrian safety, the Village should stripe highly visible continental or zebra crosswalks at unmarked intersections.

### **Intersection Improvement**

The intersection of Marietta Avenue and Prospect Road is a key crossing for the Rock Island Greenway. The intersection should be improved to include highly visible crosswalks and a pedestrian-activated beacon to alert drivers of trail users. A similar beacon exists at the Glen Avenue trail crossing.





## Bikeways

Bicyclists need a way to get from the Rock Island Greenway to the Village's urban core safely and efficiently. Bike infrastructure should be located along Glen Avenue, Duryea Avenue, and Prospect Road and connect to existing and proposed Rock Island Greenway access points.

## Screening

In several instances throughout the Downtown subarea, commercial development abuts residential uses. These residential areas should be adequately screened with landscaping and fencing to both improve the appearance of commercial properties and to mitigate the visual impact of commercial uses on the adjacent residences.

## Gateway

Though the Downtown subarea is in the heart of the community, gateway features can be used to announce the entrance into the subarea as a distinct district within the Village. The gateway feature should have a complimentary design to the Village gateway features.

## Wayfinding

Wayfinding signage should be used to direct motorists, cyclists, and pedestrians to points of interest throughout Peoria Heights. These signs should have a uniform design and incorporate Village branding.

## Trailhead

The existing trail access points do not provide dedicated parking for trail users. The Village should evaluate properties within the Downtown subarea along the Rock Island Greenway to determine the most suitable location for a trailhead. The Village should coordinate with the Peoria Park District and property owners on this effort. The trailhead should include trail access, parking, and trail amenities, such as restrooms, bike racks, and water fountains. The trailhead could be incorporated as part of a larger recreational center.

## Trail Connection

The Rock Island Greenway is an important community asset that serves as an outdoor recreation amenity as well as a means of transportation for pedestrians and bicyclists. The Rock Island Greenway can currently be accessed at the Marietta Avenue and Prospect Road intersection as well as via Glen Avenue just east of the Peoria Heights Library. The Village should work with the Peoria Park District to identify additional trail connection locations.



## Streetscape: Prospect Road

Prospect Road is the only north-south throughway that runs through the core of the Village, uninterrupted from the northern edge of the Village to the southern edge towards the heart of Peoria. As one of the Village's primary north-south throughway, Prospect Road carries high traffic volumes through the Village's Downtown. A significant amount of this traffic is through traffic, in other words, travelers with destinations outside of Peoria Heights. Through traffic often travels at greater speeds, which is well-suited to the roadways such as Galena Road and Knoxville Avenue, which are classified as principal arterial roadways and designed for higher volumes and traffic speeds.

A road diet would help to slow down traffic, which would increase the visibility of businesses along Prospect and allow for safe and comfortable travel of other modes of transportation. A road diet could provide an opportunity to include bicycle infrastructure along Prospect Avenue and increase sidewalk widths for pedestrians. Additional sidewalk space also provides additional space to businesses to offer outdoor dining or sidewalk sales.

## Phasing/Prioritization Plan

Road diet eligibility is based on existing traffic counts, local land uses, transit services, connection to the surrounding bike and pedestrian networks, and parking demand for local businesses. With predominantly commercial land uses, a thriving restaurant scene, transit service, and direct access to the Rock Island Greenway, Prospect Road is an ideal candidate for a four-lane to three-lane road diet. Between War Memorial Drive and Glen Avenue, Prospect Road carries between 15,700 and 12,600 vehicles per day. While many jurisdictions have varying thresholds for the eligibility of road diets, according to the FHWA, roadways with an average daily traffic count of 20,000 or less may be good candidates for a road diet.

A road diet for Prospect Road should be implemented through several phases. This ensures the project can be timely and responsive to budget constraints. Further, a phased project schedule allows for the evaluation of finished phases, with the ability to make changes and alterations before future phases. The road diet project should be completed in two phases. Phase one would be from Glen Avenue to Marietta Avenue. Phase two would be from Marietta Avenue to Lake Avenue.

### 2004 Prospect Road Streetscape Plan

A road diet has been discussed in several of the Village's past planning efforts. The 2004 Prospect Road Streetscape Plan recommended a road diet and streetscape plan from Kingman Avenue to Marietta Avenue, which included a roundabout at Glen Avenue, texture parallel parking and crosswalks, and a reduction from four travel lanes to two travel lanes with a center turn lane.



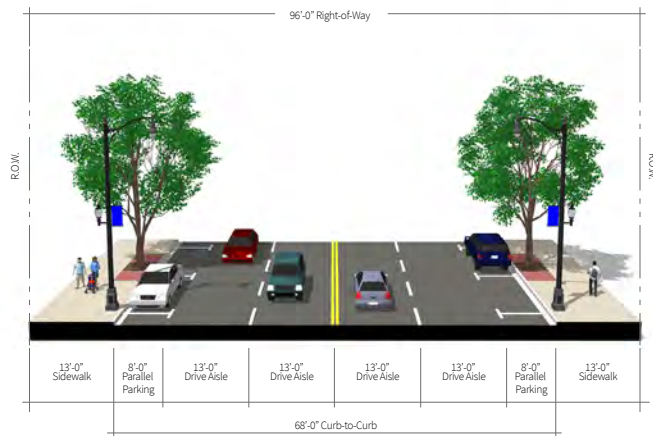
## Road Diet Cross Section

Prospect Road's existing cross section is approximately 94 feet wide which accommodated a 68 foot wide roadway and 13 feet of sidewalk on each side of the road. The roadway is currently made up of four travel lanes, two in each direction, and parallel parking on either side.

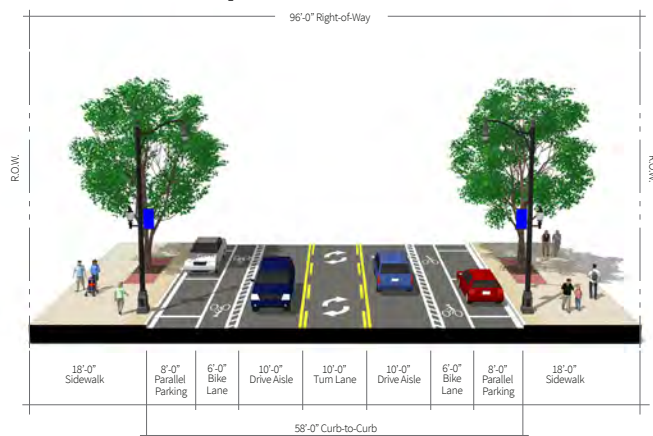
The proposed cross section calls for the reduction of travel lanes to one travel lane in each direction with a left-turn lane in the center. The reduced number of lanes would allow the parallel parking to remain and accommodate the addition of bicycle lanes with a 1.5 foot buffer in each direction. It would also provide an increase of five feet of pedestrian space on each side of the road.

As the entryway to the Village's urban core, the Village should brand the Downtown subarea as a district of the community. Branding components should be implemented as part of the road diet improvements and should include gateway features, light pole banners, wayfinding signage, and beautification efforts.

## Existing Cross Section



## Proposed Cross Section



## Catalyst Site: Pabst Campus Area

The Pabst Campus Areas Catalyst Site is located at the southwest corner of East Duryea Avenue and North Prospect Road. The southwest portion of the area is bounded by the Rock Island Greenway. The area is currently a mix of uses including residential, commercial, hotel, office, and vacant land. With a series of vacant parcels, there is an opportunity for infill development and to complete the street network. The development program for the Pabst Campus Area seeks to expand on the existing land use types and build off the proximity of Prospect Road's successful commercial area and the Rock Island Greenway.

### Mixed Use

Mixed use developments should be of a similar traditional style to buildings on Prospect Road. Mixed use along Seiberling can serve as an extension of the Downtown and bring activity from Prospect Road into the Pabst Campus Area. Mixed use can include the adaptive reuse of the former Pabst water treatment building.

### Office

If Peoria Heights were to get new larger office uses, they should locate within proximity to the Williams Brothers and old Pabst building office to create a small office campus feel.

### Multifamily

The Pabst Campus Area presents an opportunity for denser housing options. Multifamily uses should be three to four floors and should incorporate an open space amenity, such as an outdoor plaza when possible.

### Single-Family Attached

Single-family attached would serve as a transition from the multifamily uses to the adjacent single-family detached neighborhood. It would also provide the community with an increase in housing stock options. Single-family attached uses should be accessed off of the existing alley.

### Urban Plaza

The urban plaza should be located at the end of Seiberling as a terminal vista, with access to the Rock Island Greenway. The plaza should be a flexible open space that can be used for public events and gatherings. The plaza could potentially include a small season food stand that could be used for events and be an amenity for the trail.

### Open Space

Open space at the end of Duryea Avenue can include trail access with parking and public restrooms for trail users.

### Parking

Surface parking lots or parking structures in the Pabst Campus Area should be shared by the nearby multifamily, office, and mixed use developments. Parking could also include public parking spaces for visitors and shoppers. The Village should consider conducting a parking study to determine if a parking structure is needed. If necessary, the parking structure should have an architectural façade in a style similar to surrounding buildings.

# PABST CAMPUS AREA

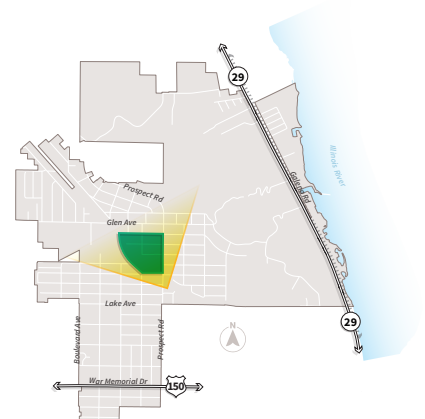
Downtown – Catalyst Site



- 1 Trail access with parking and public restroom
- 2 Duryea Dog Park
- 3 Single-family attached homes
- 4 Multifamily residential building
- 5 Season food concession with outdoor dining area
- 6 Flexible urban plaza space for public events and gathering such as an arts and crafts fair or farmers market

- 7 Single-family attached homes
- 8 Multifamily residential building
- 9 Adoptive reuse of the Pabst water treatment building
- 10 Office building
- 11 Corner plaza
- 12 Office building
- 13 Atrium Hotel
- 14 Mixed use buildings with commercial ground floor and residential/office uses above

- 15 Mixed use buildings with commercial ground floor and residential/office uses above
- 16 Parking garage shared by Pabst Campus Area businesses
- 17 Mixed use buildings with commercial ground floor and residential/office uses above



## Catalyst Site: Marietta and Prospect

The Marietta and Prospect Catalyst Site is bounded by Marietta Avenue, Columbus Avenue, Sciota Avenue, and Atlantic Avenue. The east half of the subarea is bisected by the Rock Island Greenway. This area has seen and continues to see considerable redevelopment such as the renovation of a 120-year-old building into Trefzger's Bakery and Trailside Event Center, the completion of the Heritage Square commercial development, and the planned Grayboy Plaza Lofts mixed use development. The redevelopment program aims to capitalize on the recent and planned redevelopment efforts, provide additional housing options for residents, and take advantage of the Rock Island Greenway.

### Multifamily

Providing multifamily residential builds off the increased housing density of the Pabst Campus Area. Multifamily uses should be located along Marietta Avenue close to the Village's urban core.

### Single-Family Attached

As in the Pabst Campus Area, single-family attached can be utilized to provide additional housing options and serve as a transition from multifamily to single-family detached residential. Single-family attached uses should be accessed off existing alleys.

### Mixed Use

The Grayboy Plaza Lofts are planned for commercial on the ground floor with residential above. The development will include a public plaza that creates a connection to the Trefzger's Bakery.

### Grocery

A Save A Lot grocery store is currently located at the corner of Moneta Avenue and Prospect Road. This is the only grocery store within the Village. If this site were to become available, the Village should market the site to developers as a location for a new grocery store as to not lose the use type within the Village. The building should hold the corner at either Moneta Avenue or Marietta Avenue and Prospect Road. The Village should reject the national grocery store template and communicate with developers on their desired development model.

### Commercial/Office

Commercial or office developments should be built at a smaller scale to fit with the existing context. Buildings should be located along Prospect Road with parking in the rear.

### Open Space

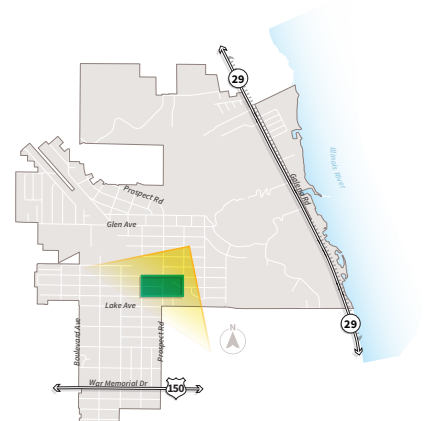
Open space can be incorporated into the development at the southwest corner of Marietta Avenue and Prospect Road. This area can include trail amenities such as parking, bike racks, water fountains, and a small rest area. Additional trail access should be provided at the end of Columbus Avenue.

# MARIETTA AND PROSPECT

Downtown – Catalyst Site



- 1** Single-family detached homes
  - 2** Multifamily residential building
  - 3** Trail access with information signage and pavilion
  - 4** Commercial building, potential small scale grocery
  - 5** store
  - 6** Commercial building
  - 7** Office building
  - 8** Commercial building
  - 9** Office building
  - 10** development
  - 11** Multifamily residential building
  - 12** Park space and playground
- Grayboy Lofts mixed use
- Trail connection





## WAR MEMORIAL DRIVE SUBAREA

War Memorial Drive is an auto-oriented corridor that serves the Village of Peoria Heights, the City of Peoria, and other surrounding communities. War Memorial Drive runs through the Village of Peoria Heights for four blocks, from Boulevard Avenue/Wisconsin Avenue to Prospect Road. Blocks adjacent to the corridor primarily consist of commercial and residential uses.

The purpose of the War Memorial Drive subarea area is to create a framework for desired development, improve connectivity for both vehicles and pedestrians, and establish it as a destination for commercial goods and services through the region.



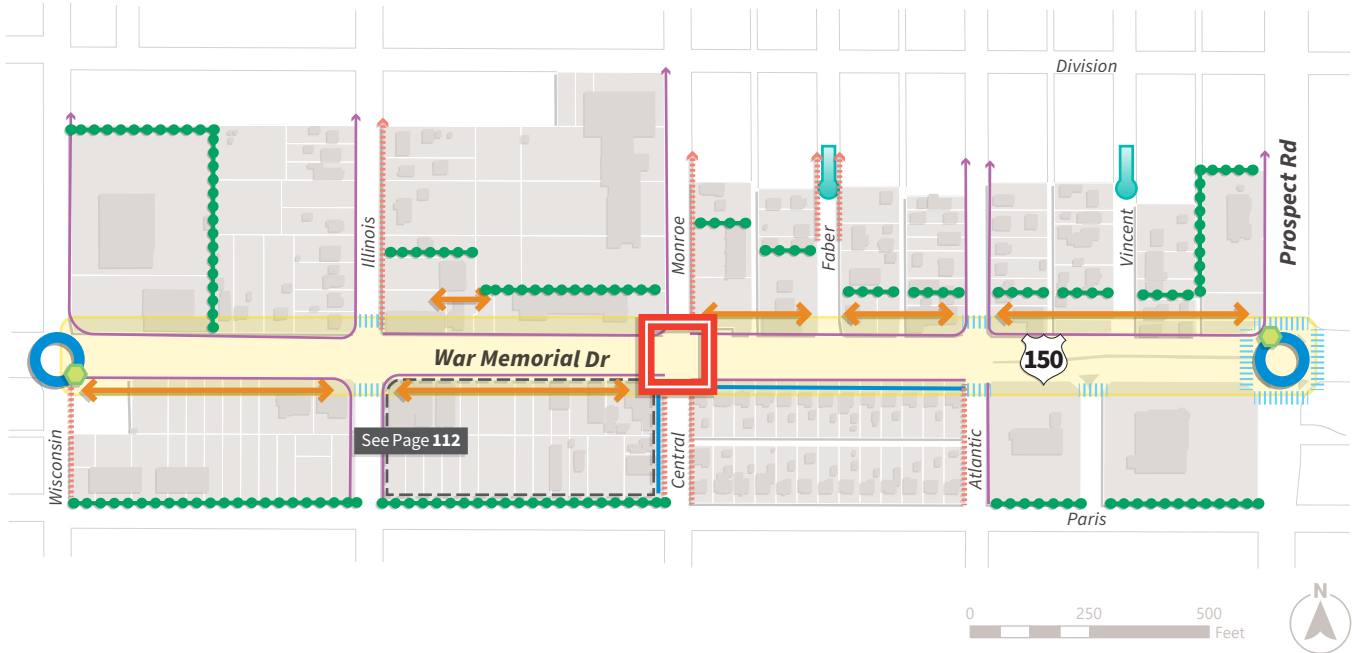
*The War Memorial Drive subarea includes properties along War Memorial Drive from Boulevard Avenue to Prospect Road. This subarea is an auto-oriented commercial corridor that acts as a southern gateway into the Village.*















# IMPROVEMENTS FRAMEWORK

## War Memorial Drive

The War Memorial Drive subarea functions as a critical entryway into Peoria Heights. Through a combination of private development and public improvements, the Village should seek to elevate the War Memorial Drive subarea as a gateway to the community that welcomes and attracts visitors to Village. This should include commercial uses that cater to both regional consumers and residents.



### Subarea Improvements

- |  |  |
|--|--|
|  Roadway cul-de-sac       |  Screening                |
|  Sidewalk extension       |  Gateway                  |
|  Sidewalk improvements    |  Wayfinding               |
|  Curb cut elimination     |  War Memorial streetscape |
|  Cross access             |  Catalyst site            |
|  Crosswalk enhancement    |  |
|  Intersection improvement |  |



### **Roadway Cul-de-Sac**

Many commercial uses within the War Memorial Drive subarea have shallow lots that abut the adjacent residential neighborhoods. This is most notable on the blocks between Monroe Avenue and Prospect Road on the north side of War Memorial Drive. Shallow lots can present a barrier to attracting new high-quality development. The Village should consider cul-de-sacs for key roadways to provide an opportunity for commercial uses to assemble larger development sites. Cul-de-sacs can also help to separate the residential uses and preserve the character of the neighborhood.

### **Sidewalk Extension**

Many of the side streets connecting to War Memorial Drive lack sidewalk infrastructure. As the War Memorial Drive subarea develops, pedestrians must have safe and comfortable means of travel from the adjacent residential neighbors to the businesses along the corridor. The Village should extend sidewalk infrastructure throughout the War Memorial Drive subarea to provide a complete sidewalk network.

### **Sidewalk Improvement**

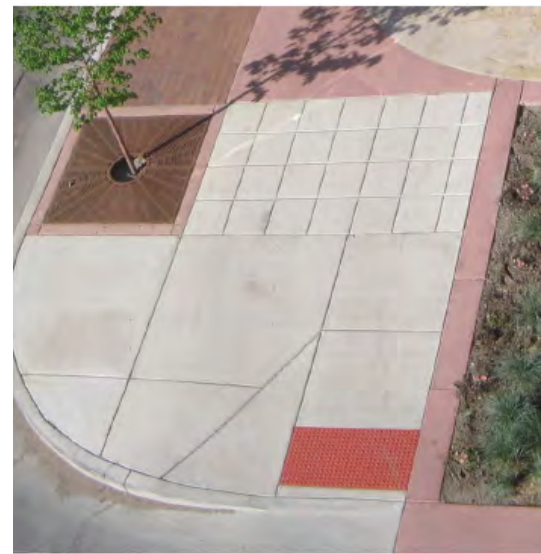
While existing sidewalk facilities in the public right-of-way meet the minimum standard for wheelchair passage (36 inches), many sidewalks on War Memorial Drive do not provide additional width for maneuvering or others to pass. Further, several intersections lack ADA-compliant ramps, which inhibit the mobility of those with disabilities. Roadway improvements should incorporate adequate sidewalk width, curb ramps components, and slopes. The Village should also incorporate raised tactile surfaces to provide wayfinding information to people with visual impairments.

### **Curb Cut Elimination**

The Village should limit direct access along War Memorial Drive and encourage consolidation of access points along side streets. Additionally, there are several homes with driveways onto War Memorial, resulting in a high number of potential conflict points and frequent breaks in the sidewalk network. The Village should coordinate with IDOT to determine if residential properties fronting a major arterial road can be reconfigured to use alley access instead.

### **Cross Access**

Coordinated and efficient cross access allows convenient travel between adjacent commercial developments that front the commercial corridors like War Memorial Drive. Cross access between adjacent commercial developments minimizes the need for traffic to enter and exit busy roadways. As new development occurs, the Village should work with property owners to create a coordinated cross access network. The Village should work with owners of existing developments to retroactively implement cross access.



### **Crosswalk Enhancement**

Many side streets along War Memorial Drive lack painted pedestrian crossings. To further increase pedestrian safety, the Village should stripe highly-visible continental or zebra crosswalks at unmarked intersections.

### **Intersection Improvement**

With proximity to Peoria Christian Middle School and increased commercial development, the intersection at War Memorial Drive and Central/Monroe Avenue should be improved to include highly-visible continental crosswalks and ADA-accessible sidewalks that can access the pedestrian-activated crosswalk signal. The Village should coordinate with IDOT on the improvement of intersections along War Memorial Drive.

### **Screening**

Commercial developments on both the north and south side of War Memorial Drive abut residential neighborhoods. These residential areas should be adequately screened with landscaping and fencing to both improve the appearance of commercial properties and to mitigate the visual impact of commercial uses on the adjacent residences.

### **Gateway**

The Village should construct or enhance gateway features to mark the entrance into the Village. Gateway features should be prominent and incorporate the Peoria Heights logo. Gateways should have a consistent design and landscaping, creating a cohesive identity for the Village.

### **Wayfinding**

Wayfinding signage should be used to direct motorists, cyclists, and pedestrians to points of interest throughout Peoria Heights. These signs should have a uniform design and incorporate Village branding.

### **Shift Toward Commercial Uses**

The Village should transition the block and consolidate parcels on the south side of War Memorial Drive between Monroe Avenue and Atlantic Avenue. To support this shift toward commercial uses over the next two decades, the Village should consider zoning map amendments to support corridor commercial development on this block.

### **Parcel Assembly**

The Village should strategically acquire and assemble vacant parcels along the corridor, creating larger parcels to attract regional commercial developments.

## Streetscape: War Memorial Drive

War Memorial is an arterial road that sees over 25,000 vehicles per day. The existing right-of-way is about 84 feet. Though the cross-section varies throughout the corridor, the typical cross-section includes a sidewalk and parkway, two travel lanes in each direction, and a center turn lane.

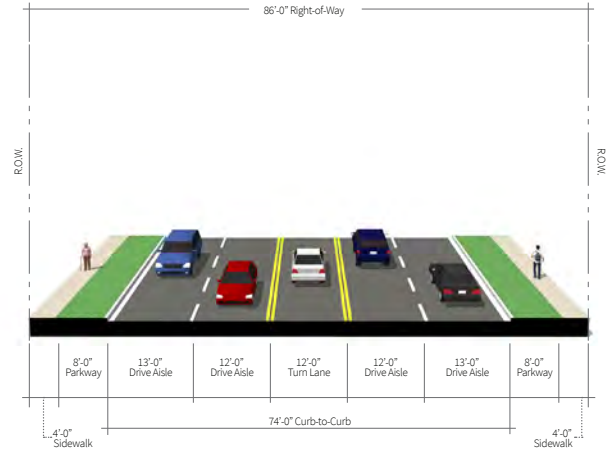
The proposed streetscape improvements will improve the pedestrian realm and enhance the appearance of the corridor. Sidewalk widths would increase while maintaining the parkway to separate pedestrians from the busy roadway. The parkway would be improved with street trees, decorative lighting, and banner signage. Banner signage would indicate to travelers that they are in Peoria Heights and held to create a unique character for the War Memorial Drive subarea. When possible, the center turn lane would transition to a raised, landscaped center median.

## Catalyst Site: Illinois to Central

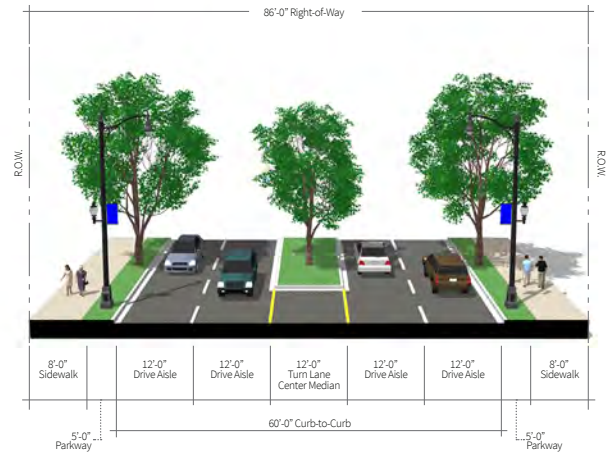
The redevelopment program aims to reposition War Memorial Drive within the region as a commercial corridor with high-quality developments that are easily accessed by both vehicles and pedestrians. Characteristics modeled in the Catalyst Site should be consistently applied to any new commercial or office development within the War Memorial Drive subarea.

War Memorial Drive may accommodate a mix of national retailers within a commercial development featuring multiple stores linked by shared parking lots. On-site parking lots should be well-landscaped and include cross-access to maximize connectivity and reduce vehicular access drives along War Memorial Drive. Commercial uses within this area should be well-screened from adjacent residential uses and minimize their impact on side streets where feasible.

### Existing Cross Section



### Proposed Cross Section



# ILLINOIS TO CENTRAL

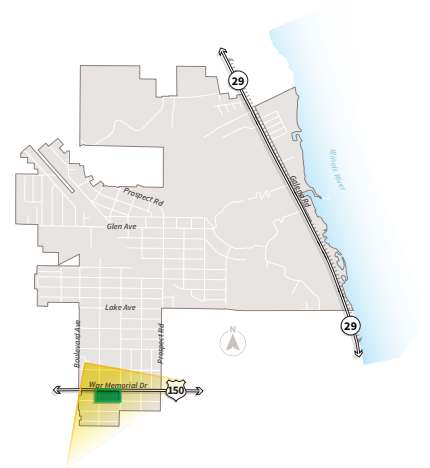
War Memorial Drive – Catalyst Site



- 1 Office use located behind commercial uses
- 2 Commercial uses located along War Memorial
- 3 Sidewalks separated from roadway with tree lined parkway
- 4 Plaza/open space incorporated into development

- 5 Parking located away from roadway, to the rear of commercial uses
- 6 Landscaping to buffer commercial and office uses from adjacent residential neighborhood
- 7 Restaurant with outdoor dining area

- 8 Cross access between developments
- 9 Commercial uses located along War Memorial
- 10 Office use located behind commercial uses
- 11 Access to development off of side street





## GALENA ROAD SUBAREA

With an average daily traffic count of approximately 14,000 vehicles per day, Galena Road is a crucial arterial corridor for the Village and the greater region. As it is today, the corridor has an automobile dominated character with little to no pedestrian or bicycle infrastructure. The Galena Road subarea is also lacking a distinct character or identity, leaving travelers with no way of knowing they have entered or exited Peoria Heights.

The Village should market Galena Road as a commercial river-front to attract new businesses, and it should seek public and private investment to improve the appearance and character of the area. The purpose of the Galena Road subarea area is to create a framework for desired development, enhance the connections to the natural features such as the bluff and Illinois River, improve the transportation and mobility along the Galena Road for all modes of transportation, and define the subarea's unique character.



*The Galena Road subarea includes properties along Galena Road from the southern edge of the Village limits to Gardner Lane. The Galena Road subarea is an auto-oriented corridor that serves travelers moving north/south along the Illinois River.*

# IMPROVEMENTS FRAMEWORK

## Galena Road

With the planned improvements to Galena Road by the Illinois Department of Transportation, there is an opportunity to transform this corridor into a pedestrian-friendly environment with placemaking attributes that convey a strong Peoria Heights identity. Working with Illinois Department of Transportation (IDOT), Iowa Interstate Railroad (IAIS), and property owners, the Village should seek to elevate the Galena Road subarea as a destination for shopping, entertainment, and recreation.



### Subarea Improvements

- Galena Road improvements
- Signalized intersection
- Pedestrian bridge crossing
- Gateway
- Wayfinding
- Trailhead
- Multiuse trail
- Riverwalk trail
- Trail connection
- Catalyst site



## Galena Road Improvements

IDOT plans to improve Galena Road from the War Memorial Drive interchange to Gardner Lane. IDOT is currently in the early phase of the planned project and details on specific improvements are forthcoming. The Village should continue to have an open dialog with IDOT to communicate the desired outcome for the project.

Improvements to Galena Road have the potential to spur new development along the corridor. To set the stage for a vibrant and active mixed use and recreational district, the Village should communicate the desire to include decorative streetscape elements, pedestrian and bike infrastructure, and landscaping into the Galena Road improvement project.

## Signalized Intersection

The Galena Village catalyst site is envisioned to be an active mixed use district that attracts both residents and visitors. As this area develops, there will be a need for a signalized intersection at Poplar Lane to manage increased traffic to the area and to provide pedestrians with a safe and comfortable location to cross Galena Road. The Village should communicate the importance of a signalized intersection IDOT as they continue to develop the Galena Road improvement project.

## Al Fresco Gateway Connection

Though a signalized intersection may not be warranted at the Al Fresco Gateway catalyst site, pedestrian safety should be a priority. The safest option for crossing Galena Road would be accomplished with a pedestrian bridge, which would also function as a notable Village gateway. However, as the bridge plan develops, an interim crossing should be considered. This mid-block crossing could include pedestrian-activated warning lights, flashing beacons, or High Intensity Activated Crosswalks (HAWK) to increase motorists' awareness and improve pedestrian safety.

## Gateway

Currently, Galena Road does not feature any signage alerting travelers that they have entered the Village of Peoria Heights. The Village should construct gateway features at Gardner Land and Al Fresco Park to mark the entrance into the Village. The Al Fresco Gateway Bridge could function as a gateway. Gateway features should be prominent and incorporate the Peoria Heights logo. They should have a consistent design and landscaping, creating a cohesive identity for the Village.

## Wayfinding

Wayfinding signage should be used to direct motorists, cyclists, and pedestrians to points of interest throughout Peoria Heights. These signs should have a uniform design and incorporate Village branding.





## Floodplains and Floodways

The Village should require development to be buffered from and mitigate impacts on the Illinois River, wetlands, and other natural features. New businesses should elevate the structure above the floodplain if that option is viable, but no new businesses should be built within the floodway.

## Trailhead

As Galena Road continues to develop, the trail system will be one of the key features that draw people to the area. A dedicated parking area should be provided for those traveling from other areas wishing to utilize the trail system to explore all that the Village has to offer. The Village should coordinate with property owners and the Peoria Park District to determine the most suitable location for a trailhead along Galena Road. The trailhead should include trail access, parking, and trail amenities such as restrooms, bike racks, and water fountains.

## Multiuse Trail

Though the design of Galena Road has not been finalized, IDOT has made it known that the project will include a multi-use trail that will connect to the new McCluggage Bridge. The multi-use trail should be at least 10 feet wide to accommodate travel comfortably and safely in both directions.

## Riverwalk Trail

The Riverwalk trail should run along the Illinois River, connecting the Galena Village and Al Fresco Gateway catalyst sites. The trail would help to improve pedestrian mobility along the corridor while taking advantage of the Illinois River as a natural asset of the community. The Riverwalk trail can also incorporate opportunities to interact with the river such as a canoe launch or fishing dock.

## Trail Connections

Major trails within the Village, such as the Rock Island Greenway and the planned multiuse trail along Galena Road, should be connected by minor trails or paths to maximize access and to ensure the Village is served by a complete trail system. A major barrier to a connected trail system is the steep slope of the bluff. The following have been identified as possible connections from the top of the bluff:

- ▶ New sidewalks along Forest Park Drive.
- ▶ A pedestrian stairway or mechanized lift following the Grand-view Terrace Water Easement.
- ▶ A bikeway along Roosevelt Road.
- ▶ The Gibson Pathway, a new pedestrian-only trail.
- ▶ A new bikeway through the Ciccirelli/Red Pearl Properties.

The type of bike or pedestrian infrastructure for each connection is determined by the location, the current conditions, and the severity of the slope .

## Catalyst Site: Al Fresco Gateway

The Al Fresco Gateway Catalyst site includes Al Fresco Park and two properties to the west, across Galena Road. Al Fresco Park is an undeveloped park, owned and managed by the Village. The properties across Galena Road consist of a heavily wooded undeveloped parcel to the south and a multi-tenant office building to the north. This area represents an opportunity to create an active gateway into the Village, complete with outdoor recreation amenities. The development program for the Al Fresco Gateway Catalyst Site seeks to capitalize on the redevelopment of Al Fresco Park and its proximity to the Illinois River to enhance the Village's reputation for quality parks and natural features.

### Mixed Use

Mixed use developments should be located on the west side of Galena Road, taking advantage of the proximity to Al Fresco Park and the view of the Illinois River. The ground floor commercial should be made up of retail, dining, and entertainment uses while upper floors should be multifamily residential. Buildings should be no more than four stories with parking in the rear. Developments should incorporate areas for outdoor dining or public gathering where possible.

### Pedestrian Connectivity

As this area redevelops, safe and comfortable pedestrian connections should be made at every opportunity. It is unlikely that IDOT will install a signalized intersection in this area as they construct the Galena Road improvement project. As such, the Village should explore other methods, such as a pedestrian bridge or High Intensity Activated Crosswalks (HAWK) to increase motorists' awareness and increase pedestrian safety when crossing Galena Road.

### Environmental Assets

Located directly alongside the Illinois River, Al Fresco Park was once a bustling amusement park and a regional destination. The property could again be a draw for visitors by creating a naturalized riparian park with trails, seating areas, bird watching areas, parking, restroom facilities, river overlooks, and kayak launches. To further reinforce the Village's commitment to its environmental assets, naturalized and native plants can be incorporated into the planned Galena Road improvement project.

As redevelopment occurs along Galena Road, and as part of the planned road reconstruction by IDOT, the opportunity exists to incorporate naturalized and native plantings along this corridor to visually reinforce the community's commitment to its environmental assets.

# AL FRESCO PARK

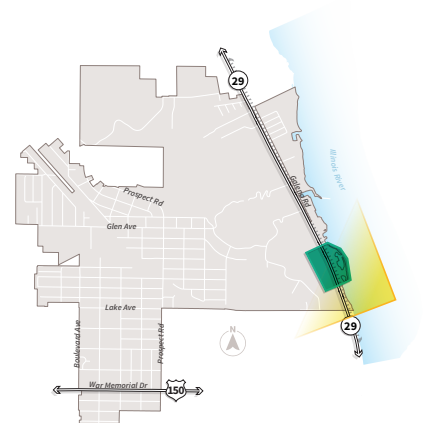
Galena Road – Catalyst Site



- 1 Path connecting up the bluff
- 2 Mixed use building with ground floor commercial and residential above
- 3 Path connecting up the bluff

- 4 Access to rear parking
- 5 Native landscaping
- 6 Multiuse path
- 7 At grade pedestrian crossing
- 8 Pedestrian bridge

- 9 Manicured lawn for recreation
- 10 Internal park trails
- 11 Overlook



## Catalyst Site: Galena Village

The Galena Village Catalyst Site is located along Galena Road and includes Bielfeldt Park, Poplar Lane Park, and the adjacent properties. The area is currently a mix of uses including commercial, light industrial, marina, and residential. Given the proximity to the Illinois River and the existing parks, there is an opportunity to transform this area into a mixed use destination with a focus on entrainment and recreational amenities. Additionally, much of the land east of Galena Road is located within the river's floodway. Though land within this catalyst site that is located on the river's edge is still within the floodway, the property adjacent to Galena Road lies outside of it, making the property one of the only viable locations for new development east of Galena Road.

### Mixed Use

Mixed use developments in this site should be well connected, creating a districts-like feel. Buildings west of Galena Road should be oriented towards Galena Road or Bielfeldt Park. Buildings east of Galena Road should be oriented towards Galena Road while taking advantage of the views of the river.

### Parks and Open Space

Bielfeldt Park and Poplar Park currently connect people to the bluffs and the Illinois River. Bielfeldt Park provides the shortest connection up the bluff to the core of the Village. Reimagining the uses, programming, site design, surrounding development opportunities, and access to these key parks would create a memorable and sought-after destination with direct access to the Illinois River.

### Connecting up the Bluff

Connecting the Galena Village Catalyst Site does not have to be done by car, bike, or foot. The Village should explore the possibility of creating a connection through other means, such as a mechanized chair lift. This type of connection could be considered a type of attraction that draws people to this area, helping to solidify Peoria Heights' waterfront as a regional destination.

### Environmental Assets

As redevelopment occurs along Galena Road, and as part of the planned road reconstruction by IDOT, the opportunity exists to incorporate naturalized and native plantings along this corridor to visually reinforce the community's commitment to its environmental assets.

### Riverfront

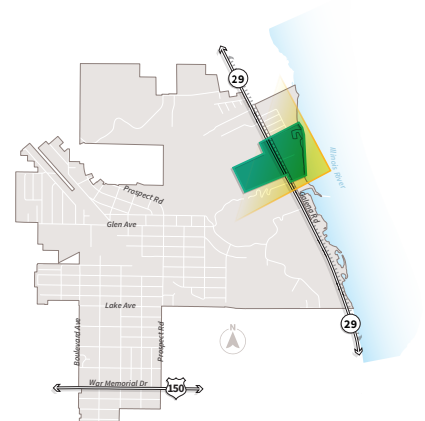
The Illinois River is one of Peoria Heights' most prominent natural assets. The Galena Village Catalyst Site should activate the water's edge with trails, overlooks, and opportunities to interact with the water such as fishing docks, a boat launch, and a marina. Private development should also take advantage of the proximity to the water by orienting outside dining and plaza spaces east towards the river.

# GALENA VILLAGE

Galena Road – Catalyst Site



- 1 Chair lift house
- 2 Mixed use buildings with ground floor commercial and residential above
- 3 Shared parking lot located to the rear
- 4 Mixed use building with ground floor commercial and office above
- 5 Mixed use buildings with ground floor commercial and office or residential above
- 6 Native plantings
- 7 Multiuse trail
- 8 Shared parking lot located to the rear
- 9 Restaurant with riverfront view
- 10 Marina
- 11 Overlook
- 12 Mixed use buildings with ground floor commercial with office or residential above
- 13 Riverwalk trail





CHAPTER

# 9

## **ACTION PLAN**

The Action Plan identifies critical next steps to assist the Village in implementing the Peoria Heights Comprehensive Plan. These steps focus on the Comprehensive Plan as a primary resource for planning efforts and policy decisions within Peoria Heights. The Action Plan also establishes a foundation for implementing the goals, objectives, and recommendations identified in the Comprehensive Plan for the next 10 to 20 years.

## REGULAR USE OF THE COMPREHENSIVE PLAN

The Comprehensive Plan should be used as the official policy guide for planning decisions made by the Village Board of Trustees, Village Staff, the Zoning Board of Appeals, and other boards and commissions. The Plan should serve as a primary reference in guiding policy formation, evaluating projects and planning initiatives, reviewing development proposals, and prioritizing public expenditures. Referencing the Comprehensive Plan will ensure future planning efforts and decisions align with the community's long-term vision and goals. Service providers and partner organizations should also be encouraged to use the Comprehensive Plan when considering new development, facilities, infrastructure updates, and programming within their parameters. To promote regular use of the Plan, the Village should:

- ▶ Post the Comprehensive Plan document on the Village website and make it available in hardcopy at Village Hall and the Public Library for easy public access.
- ▶ Educate the public on how the Plan connects to development projects and other proposals occurring within the Village.
- ▶ Guide the Village Board, the Zoning Board of Appeals, and other boards and commissions in the administration, interpretation, and continuous application of the Plan.
- ▶ Meet with key department heads and officials to explain the purpose, importance, and benefits of the Plan.
- ▶ Maintain a list of possible amendments, issues, or needs which may be the subject of change, addition, or deletion from the Plan.
- ▶ Coordinate with and assist the Village Board of Trustees and the Zoning Board of Appeals in the Plan amendment process, as necessary.

## COOPERATION AND PARTNERSHIPS

Implementation requires a coordinated effort between local service providers and community organizations. The Village of Peoria Heights should assume the leadership role in taking action on the Peoria Heights Comprehensive Plan, but it will need to maintain partnerships to facilitate regular communication and cooperation with the various local groups. Partnerships will help identify opportunities to work collaboratively toward mutual interests and create an organized approach to implementation.

Peoria Heights already has a variety of partnerships that should be maintained. New partnerships should include nearby municipalities, regional and state agencies, local community organizations, school districts and other taxing districts, local business communities, and other groups with a vested interest in Peoria Heights. The Village should continue to partner with or explore new opportunities with the following:

- ▶ Peoria Park District
- ▶ Peoria Heights Public Library
- ▶ Peoria Heights CUSD #325 and Private Education Providers
- ▶ Peoria County, Richwoods Township, and the City of Peoria
- ▶ Chambers of Commerce and Economic Development Organizations
- ▶ Utility and Service Providers
- ▶ Illinois Department of Transportation (IDOT)
- ▶ Tri-County Regional Planning Commission (TCRPC)



## ENABLING REGIONAL COOPERATION

Given Peoria Heights' position within the region and the number of individual districts and service providers, regional cooperation is a component of the Village's success. Many of Peoria Heights' issues are shared with nearby communities and should be addressed with a holistic, regional perspective. As such, close communication and partnerships with adjacent and nearby municipalities, inter-jurisdictional groups, and other organizations will be vital in addressing these shared issues, challenges, and opportunities. The Village should consider the following recommendations to establish potential partnerships and foster greater regional cooperation:

- ▶ Establish a schedule of meetings with partner organizations to review emerging trends and issues, share long-term goals, and identify opportunities for partnership and cooperation. Key groups should include the Village's adjacent and nearby municipalities, Peoria County, Illinois Department of Transportation (IDOT), Peoria Park District, Tri-County Regional Planning Commission (TCRPC), and other organizations and associations.
- ▶ Seek active involvement in regional projects that will affect the community.
- ▶ Partner with Peoria County, IDOT, TCRPC, the City of Peoria, and other nearby municipalities to address the movement and distribution of traffic through the area, accounting for how roadways function from a regional perspective instead of individual segments in the Village.
- ▶ Partner with the Peoria Park District, the TCRPC, and adjacent and nearby municipalities to connect existing trails and bicycle routes and create a regional system that connects residents to key destinations.
- ▶ Encourage greater participation by local business community members in the Peoria Heights Chamber of Commerce and the Greater Peoria Economic Development Council (GPEDC) to strengthen Peoria Heights' regional economic presence and ensure the Village's economic goals are met.

## MAINTAIN PUBLIC COMMUNICATION

The Comprehensive Plan community outreach program was designed to solicit feedback on issues and opportunities from residents and stakeholders. Public engagement included a community workshop, a series of public webinar sessions, stakeholder interviews, focus group discussions, an online questionnaire, an interactive mapping tool, and other methods to engage with residents, businesses, property owners, local officials, and community stakeholders. In addition to supporting the planning process, these outreach efforts helped foster stewardship for the Comprehensive Plan and communicate the importance of planning within Peoria Heights.

Sustaining this core value of public engagement, the Village should continue to communicate with the public via online updates, announcements of major project achievements, and newsletters including information about planning and development efforts.

The Village should maintain a way for residents and stakeholders to offer feedback and ask questions about planning initiatives and ongoing projects. Further, the Village should consider hosting additional workshops and engagement opportunities in the future where residents could review the Plan and offer feedback about changing issues, opportunities, trends, and community preferences.

## **DEVELOP A CAPITAL IMPROVEMENT PROGRAM**

The Village should develop a Capital Improvement Program (CIP) that prioritizes and schedules public improvement projects within the Village. CIPs provide detail for all planned public projects within a community, offering information for funding, priority, time frame, phases, and other details. Typically, CIPs are completed for five years and updated annually to reflect new priorities and completed projects.

As planned projects are completed and new funding sources form, the CIP should be updated to include new projects, cost estimates, and priorities, guided by the Comprehensive Plan. As financial resources in Peoria Heights will always be limited and public dollars must be spent wisely, aligning the CIP with the Comprehensive Plan will ensure completion of the most desirable public improvements and help keep public improvement projects within the Village's budget.

## **REVIEWING AND UPDATING THE PLAN**

The Comprehensive Plan is not a static document and must be able to evolve and change over time. For example, if community attitudes change or new issues arise that are beyond the scope of the current Plan, the Plan should be revised and updated accordingly.

The Village should undertake a complete review and update of the Plan every five years, and intermittent evaluations every two to three years to identify smaller changes. The Village should maintain a public list of potential amendments, issues, or needs. Ideally, these reviews should coincide with the preparation of the Village's budget and the CIP. In this manner, recommendations or changes relating to capital improvements or other programs can be considered as part of the commitments for the upcoming fiscal year. Routine examination of the Plan will help ensure that the planning program remains relevant to community needs and aspirations.

## **REVIEW OF ZONING AND DEVELOPMENT CONTROLS**

The Village's development regulations are the most direct tool in implementing Comprehensive Plan recommendations. They guide the nature and design of development throughout the Village. All development controls should be consistent with and complement the Comprehensive Plan. The Village may have existing ordinances that contradict new or revised policies or prohibit desired improvements. The Village should review all development regulations and amend them as necessary to ensure they align with the recommendations of the Comprehensive Plan.

## **MEASURE PROGRESS**

A key element of implementation will be measuring progress in achieving the goals and objectives set out in the Peoria Heights Comprehensive Plan. Measuring the success of planning initiatives and projects informs additional implementation efforts and provides an understanding of when core goals have been achieved. To measure the Plan's progress, the Village should identify potential metrics organized by the goals of the Comprehensive Plan. The metrics should direct preferred trends that demonstrate positive change while encouraging continued improvement over the life of the Plan.

## TARGETING LAND ACQUISITION TO FACILITATE DEVELOPMENT OPPORTUNITIES

Depending on financial capacity, the Village may wish to strategically acquire sites to further the development goals of the Comprehensive Plan. Through site acquisition, the Village can maintain control over future use and timing of development. Ultimately the Village would need to go through a developer solicitation process to relinquish properties for redevelopment. A subsequent development agreement would be predicated on policy decisions related to use/type of development; fiscal/economic impacts; ability to attract additional development; and/or return on investment.

While municipal ownership affords the best control over development, it is understood that the capacity for the Village to purchase and maintain multiple properties may be fiscally constrained. A viable alternative is to work with property owners to help them develop their properties or facilitate arrangements with buyers and/or developers. The Village can then take an active role in the development process through development incentives, infrastructure improvements, relaxing/waiving permit fees, granting variances, and other actions.

While site acquisition can be an extremely effective means of controlling and facilitating development, it must be done strategically. The Village should adhere to a policy governing land acquisition.

The following represents general guidance for site acquisition in the Village.

- ▶ Catalytic development sites are well-positioned to spur other development or anchor an area. These sites are typically well located, but currently underutilized or devoid of development and/or currently impacted by inadequate infrastructure.
- ▶ Sites that complete or enhance a larger development area could improve access or exposure to a larger site or provide for more options and flexibility. For example, a parcel near or adjacent to a commercial development could provide the opportunity for outlots and an additional entry point.
- ▶ Sites that provide a buffer to existing uses offer development potential for a use that is more intensive or may negatively impact a nearby or adjacent use. Acquiring surrounding property can afford the opportunity to create a buffer through landscaping, sound walls, open space, or other mechanisms.
- ▶ Sites that can be leveraged as a part of a land exchange or relocation include locations that are well suited for a public facility or related use such as a new police or fire station but are not currently under municipal ownership. The Village could acquire a site that may be more attractive from a development perspective and negotiate a land swap to secure the desired property. An additional example would involve securing multiple sites to help relocate a use better suited for another location elsewhere in the Village.
- ▶ Sites that represent key pieces of a site assemblage. Development opportunities are often lost due to the inability to assemble the necessary parcels or acreage. Whether in a coordinated effort with a developer or as a proactive approach, the Village should consider these opportunities on a case by case basis.
- ▶ Blighted sites or uses that have a detrimental impact on an area. Site development is not always the final objective of acquisition. In some cases, the removal of a particular use can enhance the desirability of a larger area. Even if allowed under current zoning or operating as a legal non-conforming use, an existing business or use can detract from the potential of adjacent or nearby properties. The existing use may include a viable business that the Village would like to retain but would be better suited for another location. The Village can work to relocate those businesses including the potential for land exchanges.

## POTENTIAL FUNDING SOURCES

The following is a review of potential funding sources that the Village can pursue to support the implementation of the Comprehensive Plan. It is important to note that funding sources are subject to change over time. As such, the Village should continue to research and monitor grants, funding agencies, and programs to identify deadlines, funding specifications, and new opportunities as they become available. These programs are organized by funding categories, which include:

- ▶ General Economic Development
- ▶ Transportation and Infrastructure
- ▶ Parks, Trails, and Open Spaces

## General Economic Development

### Tax Increment Financing (TIF)

The Village has established two TIF Districts: TIF District 1 within the downtown and TIF District 2, which is centered on War Memorial Drive. Both TIFs were created in 2015 and are set to expire in the year 2039. One of the primary purposes of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars can be used for elements like infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future increases in property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. 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 that area. Local officials may then issue bonds or undertake other financial obligations based on the growth in new revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that horizon to 35 years through authorization from the State Legislature.

The Village needs to be judicious in how funds are allocated to ensure that catalyst projects receive priority. Each funding request should be carefully evaluated to ensure that it is in keeping with the vision for the Village.

## **Business Assistance Program**

A business assistance grant program can be utilized to attract targeted retail businesses and assist existing businesses located within a particular area. As with a façade improvement program, business assistance funds are typically offered in the form of a matching grant that pays for a defined percentage of eligible expenditures. The expenditures are typically limited to build-out costs, signage, moving expenses, and physical improvements to the property necessary to accommodate a new business or the expansion of an existing business.

Priority can be given to businesses that complement the Village's vision. The size of the grant available can also be tied to the overall impact the proposed project could have on the area. For example, the grant could be varied based on the anticipated sales tax to be generated by the project. Grant monies could be used to lessen the cost burden of relocating or expanding in Peoria Heights. A business assistance program would likely have the most influence in attracting small and medium-sized retail tenants and restaurants.

## **Restaurant Assistance Program**

A restaurant assistance program is similar to a business assistance program but specifically targeted at restaurants seeking to locate within a community. As with any grant program, the Village can define the types of businesses that qualify for funding. For example, the assistance program could be limited to full-service restaurants only, by specifying a minimum threshold for the percent of gross income derived from sales made for on-site consumption.

Such funds could assist with renovating an existing space to accommodate restaurant use or in the construction of a new restaurant. Funds are typically limited to improvements to real property (i.e. kitchen equipment is ineligible). Funds are offered as a matching grant with a requirement that the business remains open for a minimum number of years. A lien is typically placed on the subject property which is then reduced by a proportionate amount for every year of operation and forgiven after completion of a minimum period of operation. This program should be utilized to enhance Peoria Heights as a dining destination, rather than to create competition for existing restaurants.

## **Sales Tax Rebate**

A sales tax rebate is a tool typically used by municipalities to incentivize a business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such that as sales volume increases, so too does the proportion of the rebate. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

## **Special Service Area (SSA)**

SSAs can be used to fund improvements and programs within a designated service area. An SSA is essentially added to the property tax of the properties within the identified service area and the revenue received is channeled back into projects and programs benefiting those properties. An SSA can be rejected if 51 percent of the property owners and electors within a designated area object. SSA funds can be used for such things as streetscape improvements, extra trash pickup, district marketing, and special events. An SSA could help facilitate improvements within specified areas of the Comprehensive Plan.

## Business Districts

As authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the Village to levy up to an additional one percent retailer's occupation tax, one percent hotel tax, and one percent sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

The Village currently has two BDDs as discussed on page 47. Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

- ▶ Acquire all development and redevelopment proposals.
- ▶ Acquire, manage, convey, or otherwise dispose of real and personal property acquired according to the provisions of a development or redevelopment plan.
- ▶ Apply for and accept capital grants and loans from the federal government and the State of Illinois for business district development and redevelopment.
- ▶ Borrow funds as it may be deemed necessary for business district development and redevelopment, and in this connection, issue such obligation or revenue bonds as it shall be deemed necessary, subject to applicable statutory limitations.
- ▶ Enter into contracts with any public or private agency or person.
- ▶ Sell, lease, trade, or improve such real property as may be acquired in connection with business district development and redevelopment plans.
- ▶ Expend such public funds as may be necessary for the planning, execution, and implementation of the business district plans.
- ▶ Create a Business District Development and Redevelopment Commission to act as an agent for the municipality for business district development and redevelopment.

BDD funds can be used for infrastructure improvements, public improvements, site acquisition, and land assemblage and could be applicable in the identified subareas, or emerging business and industrial parks in the community. Given the limited amount of funds that a BDD is capable of generating, compared to a TIF district, BDD is best suited for funding small scale improvements and property maintenance programs.

## Tax Abatement

A property tax abatement is a versatile tool that can be applied to address a wide range of community issues. Property tax abatements are typically used as an incentive to attract business and revitalize the local economy. In the State of Illinois, municipalities and other taxing districts can abate any portion of the tax that they individually levy on a property. The period of tax abatement on a given property can be no longer than 10 years and the total combined sum of abated taxes for all taxing districts cannot exceed \$4 million over that period. A taxing district can administer the abatement by one of two methods: 1) lowering the tax rate; or 2) initiating a property tax freeze where the property is taxed based on a pre-development assessed value.

In some circumstances, municipalities can also petition the County to lower a property's assessment. For example, a commercial property could be assessed at a percentage equivalent to that of a residential property. This is an effective means of lowering a property tax bill; however, it should be noted that this method impacts all taxing districts and not just the district making the request.

## Payment in Lieu of Taxes (PILOT)

Payment in Lieu of Taxes (PILOT) is a tool similar to tax abatement. The Village can use PILOT to reduce the property tax burden of a business for a predetermined period. In this instance, the Village and property owners will agree to the annual payment of a set fee in place of property taxes. Payments are generally made in the form of a fixed sum, but they may also be paid as a percentage of the income generated by a property.

PILOT can also be a means of reducing the fiscal impact on the Village of a nonprofit, institutional use, or other non-taxpaying entity location on a key site. While such uses can be desirable as activity generators, they can also negatively impact municipal services because they do not pay taxes. Provisions can be made to offset that negative impact by allowing the Village to be compensated for at least a portion of the revenue that would otherwise be collected in the form of property tax.

## Incubators

Business incubators provide low-cost space and specialized support to small companies. Such services might include administrative consulting, access to office equipment and training, and assistance in accessing credit. Incubators are typically owned by public entities such as municipalities or economic development agencies who then subsidize rents and services with grants. In addition to job creation and generating activity, the goal is to facilitate the growth and expansion of startup businesses within an area.

## On-Site and Façade Improvement Programs

An **On-Site Improvement Program** assists property owners in upgrading their existing parking lots and installing onsite landscaping. The program would apply to such things as improvements to surface parking areas, privately owned open space, and other areas not directly related to façade features. This could function separately or in conjunction with a Façade Improvement Program.

A **Façade Improvement Program** encourages projects that contribute to the economic revitalization and character of an area by providing financial and technical assistance for façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. By implementing a Façade Improvement Program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate.

## Revolving Loan Fund

A Revolving Loan Fund (RLF) is administered to provide financial support and assistance to new or expanding businesses. The borrower may use the low-interest loan for construction, property rehabilitation/improvements, and land acquisition, among other things. Peoria County currently operates an RLF using funds from the Illinois Department of Commerce and Economic Opportunity's (DCEO) Community Development Assistance Program (CDAP). As Peoria Heights aims to develop key sites, the Village may consider marketing the County's RLF to local entrepreneurs seeking to grow their businesses. The Village could also secure its own RLF.

## Transportation and Infrastructure

### The Illinois Motor Fuel Tax (MFT) Fund

The Village receives MFT Funds that can be applied to road projects. Per IDOT, these funds are derived from a tax on the privilege of operating motor vehicles upon public highways and of operating recreational watercraft upon Illinois waters, based on the consumption of motor fuel. Each month a warrant is issued to each municipal treasurer in the amount of the municipality's share of MTF Fund collected for the preceding month. Monthly distributions are posted on the department's website.

### Fixing American's Surface Transportation (FAST) Act

The FAST Act, a five-year transportation reauthorization bill, was established in December 2015 as a replacement for the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The FAST Act is implemented and administered by the Federal Highway Administration (FHWA). The Act aims to improve infrastructure, provide long-term certainty and increased flexibility for states and local governments, streamline project approval processes, and encourage innovation to make the surface transportation system safer and more efficient. It authorizes \$305 billion through 2020 for highways, vehicle safety, motor carrier safety, rail, public transportation, hazardous materials safety, and technology, research, and statistics programs.

### Highway Safety Improvement Program (HSIP)

The HSIP program aims achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP is administered by the Federal Highway Administration (FHWA). This core Federal-aid program had a 2020 budget of \$2.4 billion. To obligate HSIP funds, a State must develop, implement, and update a state highway safety program (SHSP), produce a program of projects or strategies to reduce identified safety problems, and evaluate the SHSP regularly. Eligible local projects include pedestrian hybrid beacons and roadway improvements that provide separation between pedestrians and motor vehicles, such as medians and pedestrian crossing islands.

### Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers ITEP funds with federal reimbursement, which has historically been available for up to 50 percent of the costs of right-of-way and easement acquisition, and 80 percent of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs. It should be noted that starting in the 2020 cycle, the ITEP no longer funds Phase I Engineering or Street Lighting that is not co-located with a transportation alternative facility. ITEP eligible projects include:

- ▶ Pedestrian/bicycle facility projects that create an alternative transportation option for access to workplaces, businesses, schools, shopping centers, and communities. Pedestrian/bicycle facility projects can be new construction or improvements to existing facilities.
- ▶ Landscape/streetscape projects.
- ▶ Scenic beautification projects.
- ▶ Conversion of abandoned railroad corridors to trails.
- ▶ Historic preservation and rehabilitation of historic transportation facilities.
- ▶ Vegetation management in transportation rights-of-way.
- ▶ Archaeological activities relating to impacts from implementation of a transportation project.
- ▶ Stormwater management control and water pollution prevention or abatement related to highway construction or due to highway runoff.
- ▶ Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats.
- ▶ Construction of turnouts, overlooks, and viewing areas.



## Safe Routes to Schools (SRTS)

The SRTS program provides funding for the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bike to school. SRTS projects are funded at 100 percent with no local match required, with a funding limit of \$200,000 for infrastructure projects and \$50,000 for non-infrastructure projects. Eligible applications include:

- ▶ Sidewalk improvements
- ▶ Traffic calming and speed reduction
- ▶ Pedestrian and bicycle-crossing improvements
- ▶ On-street bicycle facilities
- ▶ Off-street bicycle and pedestrian facilities
- ▶ Secure bicycle parking system
- ▶ Traffic diversion improvements in the vicinity of schools
- ▶ Education programs and activities to increase rates of walking and biking to school

## Congestion Mitigation and Air Quality Improvement Program (CMAQ)

TCRPC administers CMAQ program funds for the Tri-County region. Funds can be used for improvements to bicycle facilities, transit facilities, intersections, sidewalk improvements, and signal timing. As a result of changes made to the program under the FAST Act adopted in 2015, vehicle-to-infrastructure technology projects are also eligible for CMAQ funding.

## Surface Transportation Block Grant Program (STBGP)

STBGP funds are administered by IDOT and allocated to coordinating regional councils to be used for roadway and roadway-related items. STBGP funds may be used for a variety of projects, including roadway rehabilitation, reconstruction, and restoration; widening and adding lanes; intersection improvements; traffic signage improvements; and green infrastructure funding. Projects must be identified in the Statewide Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Urban STBG funds are programmed and awarded to communities by the region's Metropolitan Planning Organization (MPO), TCRPC. Projects require a 20 percent match which is paid by the state and/or locally. Generally, these funds may not be used on local roads or rural minor collector projects. Exceptions include bridge and tunnel projects; safety projects; fringe and corridor parking facilities/programs; recreational trails, pedestrian, and bicycle projects; safe routes to school projects; boulevard/roadway projects largely in the right-of-way of divided highways; and inspection/evaluation of bridges, tunnels, and other highway assets.

## Surface Transportation Program (STP) Set-Aside

STP Set-Aside is a sub-program of the Surface Transportation Block Grant Program which provides funding for non-motorized transportation projects. Projects range from on-street bike facilities to multi-use paths and sidewalk infill programs to Safe Routes to School projects. Bicycle projects must be principally for transportation, rather than recreation.

## Parks, Trails, and Open Spaces

### Land and Water Conservation Fund (LWCF)

The Illinois Land and Water Conservation Fund program (LWCF), similar to OSLAD, provides grants to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50 percent match.

### Park and Recreational Facilities Construction Program (PARC)

PARC is a state-financed program with grant funds offered to eligible local governments for park and recreation unit construction projects and land acquisition. Funded project amounts range from \$25,000 to \$2.5 million.

### Illinois Department of Natural Resources (IDNR)

IDNR administers several grants-in-aid programs to help municipalities and other local agencies provide public outdoor recreational areas and facilities. The programs operate on a cost-reimbursement basis to a government or not-for-profit organization.

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. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grant Program.

### Open Space Land Acquisition and Development (OSLAD)

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

### Boat Access Area Development (BAAD)

The BAAD program provides financial assistance to assist with the acquisition, construction, expansion, and rehabilitation of public boat and cove access areas for lakes and rivers in Illinois. The program provides up to 100 percent of the approved project construction costs and 90 percent of approved land acquisition costs, with a \$200,000 annual maximum per project.

### Illinois Trails Grant Programs

The Illinois Trails Grant Programs offer five financial assistance grants for the acquisition, development, and occasional maintenance of trails for public recreation uses. These programs include the Bike Path Program, the Local Government Snowmobile Program, the Snowmobile Trail Establishment Fund, the Off-Highway Vehicle (OHV) Program, and the Federal Recreational Trails Program.

These reimbursable grants are administered by the Illinois Department of Natural Resources (IDNR) under a 50 percent state, 50 percent local cost share. There is a \$200,000 maximum per project with \$1 million in grant funds available each year. Only off-road paths and trails with a hard paved or aggregate surface are eligible. The grants can fund land acquisition for securing a linear corridor or right-of-way to be used for bicycle path development.

## Energy Efficiency and Resiliency

### Illinois Clean Energy Foundation

The Illinois Clean Energy Foundation provides financial support for clean energy projects in Illinois. The Foundation was established with a \$225 million endowment provided by Commonwealth Edison. The Foundation offers grants under two programs, the Energy Program and the Natural Areas Program. The Foundation's relevant active grant programs are listed below.

#### Energy Program

- ▶ First Responders Resilience Pilot Program – Municipal police stations, fire stations, and public agencies supplying water, can apply for grants that help pay for solar electric panels with battery energy storage systems.
- ▶ Photovoltaic Systems for Nature/Welcome Centers – This is a pilot program to support the installation of photovoltaic systems at qualified non-profit Nature Centers. Projects are encouraged to both use renewable energy as a system for power and as a medium for teaching about sustainable energy use.
- ▶ Solar Thermal, Biomass, Advancing Renewable Energy and Emerging Technology Grants – The Foundation supports Solar Thermal, Biomass, Advancing Renewable Energy, and Emerging Technology projects in categories where incentives are determined on a case-by-case basis.
- ▶ Net Zero Energy Building Grants – Pre-proposal applications are by invitation only upon approval of a Request for Information (RFI).

#### Natural Areas Program

- ▶ Land Acquisition – The Foundation will consider projects that protect valuable natural resources in perpetuity through the purchase of conservation easements. These projects should support the protection of wildlife habitat in natural areas.

### Illinois Environmental Protection Agency (IEPA) Grants

The Illinois EPA provides financial assistance for certain land, air, and water-related projects. These grants offer funding to keep drinking water safe and improve the water quality of Illinois' lakes, streams, and wetlands.

#### Green Infrastructure Grant Opportunities (GIGO) Program

GIGO funds green infrastructure projects and best management practices (BMPs) that prevent, eliminate, or reduce water quality issues by decreasing stormwater runoff. This is especially relevant along Peoria Heights' riverfront. The state-financed program offers \$75,000 to \$2.5 million grants. The program matches 75 percent of costs, with 25 percent to be provided by the applicant.

#### Section 319(h) Nonpoint Source Pollution (NPS) Control Financial Assistance Program

The Section 319(h) program aims to protect the water quality in Illinois through the control of NPS pollution. The program includes providing funding to groups to implement projects that utilize cost-effective best management practices (BMPs) on a watershed scale. Projects may include detention basins and filter strips or erosion control ordinances and setback zones to protect community water supply wells. Technical assistance and information/education programs are also eligible. The IEPA funds approximately 15 projects per year, with the average annual funding being \$3.5 million. Typically funds are approximately 60 percent of total project costs and the applicant provides the remainder as a match.

# ACTION MATRIX

The Action Matrix presents a complete list of all actionable recommendations made within the Peoria Heights Comprehensive Plan. The matrix includes a key action, time estimate, and potential partnerships. The Action Matrix should be used to evaluate the Village's progress based on completed actions.

## Key Action

Key actions include capital projects, policy or regulatory amendments, and strategies that should be prioritized to lay the foundation for long-term Plan implementation. For example, a key action may include regulatory amendments that remove barriers to desired development or coordination among stakeholders to procure funding for recommended improvements.

## Priority Level

Priority is assigned with consideration for the cost, ease of implementation, and importance. Each action in the Implementation Action Matrix is indicated with one of the following:

- ▶ Priority 1: Near-term, low-cost, easier to implement, critical
- ▶ Priority 2: Mid-term, essential
- ▶ Priority 3: Long-term, desirable

## Ease of Implementation

The ease of implementation is indicated by a traditional grade scale from A to F, with A being easiest to implement and F being most difficult to implement. This category is a collective indicator of the anticipated level of effort by responsible parties, estimated cost, budget opportunities, and general stakeholder interest.

## Time Estimate

Time estimates indicate, in years, how long it would take to complete a specific action. Descriptions of each timeframe are detailed below:

- ▶ Short-term: less than two years.
- ▶ Mid-term: two to five years.
- ▶ Long-term: greater than five years.
- ▶ Ongoing: requires immediate action and continued attention throughout the life of the Comprehensive Plan

## Partners

Peoria Heights will require the assistance of local and regional governments, organizations, and community groups to fully implement the Comprehensive Plan. While the Village is generally responsible for initiating and implementing most of the Plan's policies and recommendations, there are many partnership opportunities that will be required to achieve the Plan's goals and supporting objectives. The partners section of the Action Matrix identifies potential partner organizations; however, there may be instances where an organization that is well-matched to one of the Plan goals, supporting policies, or recommendations is not listed as a potential partner for a given topic, and should be added. As with the rest of the Peoria Heights Comprehensive Plan, the Action Matrix is a flexible document that should be regularly revisited and updated to reflect the evolving needs and opportunities within the Peoria Heights community.

- ▶ Betty Jayne Brimmer Center for the Performing Arts
- ▶ Business Development District Advisory Committee
- ▶ Business Owners
- ▶ CityLink
- ▶ Greater Peoria Economic Development Council
- ▶ Greater Peoria Sanitary District
- ▶ Illinois Department of Natural Resources (IDNR)
- ▶ Illinois Department of Transportation (IDOT)
- ▶ Illinois Environmental Protection Agency (IEPA)
- ▶ Iowa Interstate Railroad
- ▶ Neighboring Municipalities
- ▶ Peoria Heights Arts Collaborative
- ▶ Peoria Heights Chamber of Commerce
- ▶ Peoria Heights Fire Department
- ▶ Peoria Heights Police Department
- ▶ Peoria Heights Public Library
- ▶ Peoria Heights Public Works Department
- ▶ Peoria Heights School District #325
- ▶ Peoria Heights Sculpture Walk
- ▶ Peoria Heights Zoning Board of Appeals
- ▶ Peoria Park District
- ▶ Property Owners/Developers
- ▶ Tri-County Regional Planning Commission (TCRPC)
- ▶ United States Army Core of Engineers (USACE)
- ▶ G and O Waste Disposal
- ▶ Ameren Electric

#	Action	Priority	Ease	Timeline	Partner
<b>A Residential Areas Framework</b>					
<b>Quality Amenities</b>					
A1	Develop on-street bikeways and sidewalks with a focus on connectivity from neighborhoods to local amenities.	2	D	Ongoing	TCRPC, Peoria Park District, Property Owners/Developers, Peoria Heights Public Library, Peoria Heights School District #325, Public Works
A2	Ensure that residential areas along the riverfront and the Rock Island Greenway can access community amenities without driving to them.	3	D	Mid-term	TCRPC, Peoria Park District, Property Owners/Developers
A3	Promote residential density in the form of townhomes and attached homes near downtown.	1	A	Ongoing	Zoning Board of Appeals
A4	Build new or update existing sidewalks during maintenance of existing roads with a focus on connectivity between neighborhoods.	2	C	Ongoing	IDOT, Public Works
A5	Prioritize sidewalk access to the Rock Island Greenway for neighborhoods that border it.	2	D	Mid-term	Peoria Park District
A6	Improve residential street lighting throughout the community's neighborhoods as part of a regular capital improvement plan.	3	D	Ongoing	
A7	Incorporate streetlighting, sidewalks, and street trees into new mixed residential areas.	2	C	Mid-term	Public Works
A8	Develop an incentive program for owners to maintain and renovate their homes.	1	A	Short-term	Public Works
A9	Advertise grants, low-interest loans, or tax credits to property owners.	1	A	Short-term	Public Works
A10	Audit the contractor licensing and residential permitting process, and if necessary, revise the process for clarity and ease of use.	1	B	Short-term	
A11	Consider permit fee waivers to encourage home improvements.	1	A	Short-term	
A12	Use technology to maximize the time inspectors spend in the field, speed the flow of information between concerned parties, foster accountability, and track results.	2	B	Short-term	Public Works
A13	Maintain the Rental Registration Program.	1	A	Ongoing	
A14	Work with local and regional real estate agents and professionals to identify gaps in the housing market.	1	B	Ongoing	
A15	Promote greater diversification of housing stock with efforts to attract residential developments of different densities.	1	C	Mid-term	Public Works, Zoning Board of Appeals
A16	Encourage mid-size homes with three bedrooms on available infill parcels in single-family areas that are compatible in scale with existing neighborhoods.	2	C	Ongoing	Zoning Board of Appeals
A17	Consider density bonuses, fee waivers, and waivers for minimum parking, square footage, and lot size requirements.	1	B	Mid-term	Zoning Board of Appeals
A18	Promote areas for new multifamily and mixed use development per the land use plan.	1	B	Ongoing	Zoning Board of Appeals
A19	Update the zoning code to ensure that a variety of housing types are developable.	1	A	Short-term	Zoning Board of Appeals
A20	Ensure that the requirements for mixed use, attached, and multifamily developments are clear and easy to understand in the Village zoning ordinance and building codes.	1	A	Short-term	Zoning Board of Appeals

#	Action	Priority	Ease	Timeline	Partner
<b>A Residential Areas Framework</b>					
<b>Senior Housing Options</b>					
A21	Consider a senior home repair program.	1	A	Ongoing	
A22	Support the development of age-targeted residential and other residential products that are accessible, affordable, and attractive to seniors.	1	B	Mid-term	Zoning Board of Appeals
A23	Identify appropriate locations for senior housing near Village amenities.	2	B	Short-term	Zoning Board of Appeals
A24	Promote the development of a senior living campus that provides the full spectrum of independent, semi-supported, and full-care living options and services.	2	B	Mid-term	
A25	Permit accessory dwelling units in low and medium density residential zoning districts.	1	A	Short-term	Zoning Board of Appeals
A26	Encourage the use of universal design standards in new residential developments.	1	A	Ongoing	Zoning Board of Appeals
A27	Collaborate with CityLink to ensure transit options are well-publicized and easily accessible.	1	A	Ongoing	CityLink
<b>Attainable Housing</b>					
A28	Regularly meet with local developers and builders to evaluate incentives and barriers for creating attainable housing.	1	A	Ongoing	Developers/Property Owners
A29	Encourage rehabilitation rather than demolition of housing.	1	B	Ongoing	Developers/Property Owners
A30	Encourage the development of affordable housing in conjunction with new residential developments.	1	B	Ongoing	Zoning Board of Appeals, Developers/Property Owners
A31	Consider adjusting zoning height and density restrictions to build larger homes on small infill lots.	1	C	Short-term	Zoning Board of Appeals, Developers/Property Owners
<b>B Commercial Areas Framework</b>					
<b>Quality Commercial Developments</b>					
B1	Require development to integrate attractive, high-quality building materials and design elements on all façades.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, Property Owners/Developers
B2	Require buffers and screening between commercial and residential areas.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners
B3	Discourage industrial and heavy commercial uses in residential areas.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners
B4	Encourage internal access and circulation between uses on the same lot or adjacent lots.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, Property Owners/Developers
B5	Encourage creative on-site stormwater management techniques.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, Public Works
B6	Enhance property maintenance requirements to ensure that parking lots, building facades, landscaping, and other elements remain attractive.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, Public Works
B7	Improve the public realm with amenities that create a unique and distinctive environment.	2	C	Short-term	Business Development District Advisory Committee, Business Owners, IDOT, Public Works

#	Action	Priority	Ease	Timeline	Partner
<b>B Commercial Areas Framework</b>					
B8	Establish design standards that will result in a distinct physical identity for Galena Road, War Memorial Drive, and Prospect Road.	1	C	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, IDOT, Public Works, Property Owners/Developers
B9	Implement signage controls and landscaping requirements that prevent visual clutter and integrate greenery.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, IDOT, Public Works
<b>Development Review and Approval</b>					
B10	Review the commercial development approval procedures to streamline or eliminate steps.	1	A	Short-term	IDOT, Zoning Board of Appeals, Property Owners/Developers
B11	Use development regulations, incentives, and partnerships with IDOT to enhance public and private sidewalk networks and expand bicycle infrastructure.	1	C	Short-term	Zoning Board of Appeals, IDOT
B12	Limit curb cuts and provide cross access between adjacent properties' parking areas along arterial and collector streets.	1	C	Short-term	Zoning Board of Appeals, IDOT
<b>Business Development</b>					
B13	Establish a comprehensive marketing and branding campaign.	1	B	Short-term	Chamber of Commerce, Greater Peoria Economic Development Council, Business Development District Advisory Committee, Business Owners
B14	Encourage tourism by marketing community assets and eco-tourism opportunities.	1	B	Ongoing	Peoria Park District, IDNR, Chamber of Commerce, Greater Peoria Economic Development Council, Business Development District Advisory Committee, Business Owners
B15	Support a mix of uses in key development sites that provide experienced-based retail.	1	B	Short-term	Zoning Board of Appeals, Business Development District Advisory Committee, Business Owners, Property Owners/Developers
B16	Host regular seasonal events and festivals.	1	B	Ongoing	Betty Jayne Brimmer Center for the Performing Arts, Peoria Heights Arts Collaborative, Chamber of Commerce, Peoria Heights Public Library, Sculpture Walk, Peoria Park District
B17	Participate in the Greater Peoria Economic Development Council to keep up-to-date with regional corporate entities and employers that influence the Village.	1	A	Ongoing	Greater Peoria Economic Development Council, Business Development District Advisory Committee, Business Owners
B18	Continue to work with the Peoria Heights Chamber of Commerce to publicize Peoria Heights businesses, professionals, and organizations.	1	A	Ongoing	Chamber of Commerce, Business Development District Advisory Committee, Business Owners
B19	Apply the Business Development District Advisory Committee's recommendations on building interest in commercial and residential development.	1	A	Short-term	Chamber of Commerce, Business Development District Advisory Committee, Business Owners, Property Owners/Developers
B20	Continue to offer the Commercial Exterior Beautification and Renovation Program Grant.	1	A	Ongoing	Chamber of Commerce, Business Development District Advisory Committee, Business Owners

#	Action	Priority	Ease	Timeline	Partner
<b>C Parks, Open Space, and Recreation</b>					
<b>Parks and Recreation</b>					
C1	Explore new park locations in the residential neighborhoods south of the Rock Island Greenway with priority placed on areas outside of the 0.5-mile walkshed.	2	D	Mid-term	Peoria Park District
C2	Provide safe and efficient transportation connections between parks.	2	C	Mid-term	Peoria Park District, IDOT, CityLink
C3	Acquire vacant lots in residential neighborhoods to be converted to tot lots, playgrounds, pocket parks, and community gardens.	3	D	Long-term	Peoria Park District, Zoning Board of Appeals
C4	Ensure the zoning code allows for creative temporary uses which would permit community gardens.	1	A	Short-term	Zoning Board of Appeals
C5	Ensure all parks can easily and safely be accessed by walking or biking.	2	D	Long-term	Peoria Park District, IDOT
C6	Include public parks in wayfinding signage.	2	C	Mid-term	Peoria Park District
C7	Encourage Peoria Park District to periodically assess the recreational needs of the Peoria Heights community.	1	B	Ongoing	Peoria Park District
C8	Redevelop Al Fresco Park.	2	D	Long-term	Peoria Park District, IDNR, IEPA, Property Owners/Developers, USACE
C9	Develop a Parks and Recreation Master Plan.	2	B	Mid-term	Peoria Park District, Public Works
C10	Conduct a comprehensive inventory and audit of existing park facilities.	2	B	Short-term	Peoria Park District, Public Works
C11	Work with Peoria Park District to develop programming for both District- and Village-owned parks.	1	B	Ongoing	Peoria Park District, Public Works
C12	Regularly inspect park facilities and upgrade them when funds are available or as necessary.	2	C	Ongoing	Peoria Park District, Public Works
C13	Coordinate with Peoria Park District to help maintain parks under their purview.	1	C	Ongoing	Peoria Park District, Public Works
C14	Explore an adopt-a-park program.	1	B	Short-term	Peoria Park District, Public Works
C15	Update parks with low maintenance green infrastructure and resilient landscaping.	3	D	Long-term	Peoria Park District, Public Works
C16	Identify suitable locations for urban open space within the downtown area.	2	C	Mid-term	Peoria Heights Chamber of Commerce, Business Development District Advisory Committee
C17	Encourage development at the Pabst Campus catalyst site that fits with the Downtown Subarea and supports the Village's vision for an urban plaza.	2	B	Long-term	Property Owners/Developers, Business Development District Advisory Committee
C18	Explore public/private partnership opportunities for new urban public plazas as the downtown develops.	2	C	Mid-term	Property Owners/Developers, Business Development District Advisory Committee
C19	Require new downtown development to dedicate parkland or public opens space for the community.	1	C	Short-term	Zoning Board of Appeals
C20	Review available properties that would be most appropriate for a recreation center.	2	C	Long-term	Property Owners/Developers, Business Development District Advisory Committee
C21	Review recreation center programming in existing nearby communities for potential application in the Village.	2	A	Short-term	Property Owners/Developers, Business Development District Advisory Committee



#	Action	Priority	Ease	Timeline	Partner
<b>C Parks, Open Space, and Recreation</b>					
<b>Parks and Recreation</b>					
C22	Collaborate with the Peoria Park District to develop provide programming insight or management.	2	A	Ongoing	Peoria Park District
C23	Consider partnering with the Peoria Heights Public Library, the school district, or with private spaces to develop recreational programming.	2	B	Ongoing	Betty Jayne Brimmer Center for the Performing Arts, Peoria Heights Arts Collaborative, Chamber of Commerce, Peoria Heights Public Library, Sculpture Walk, Peoria Park District, School District #325
<b>Trails and Trailheads</b>					
C24	Provide trail lighting where feasible.	2	F	Long-term	Peoria Park District, Public Works
C25	Use highly visible crossings with signage and road markings at at-grade trail crossings.	2	C	Mid-term	IDOT
C26	Provide directional trail signage with points of interest.	2	B	Mid-term	Peoria Park District
C27	Plan and install trail access points or small trailheads with amenities.	3	D	Long-term	Peoria Park District
C28	Plan and design new trails to be sensitive to unique natural environmental features.	3	F	Long-term	Peoria Park District, IDNR
C29	Develop branding and signage directing visitors to the trail system and locations for scenic pullover areas.	2	B	Mid-term	Peoria Park District
C30	Protect the natural environment and varied natural landscape around existing and proposed trails.	2	C	Long-term	Peoria Park District, IDNR
<b>Environmental Features</b>					
C31	Promote bluff habitat restoration and erosion control with native plantings.	2	D	Long-term	Peoria Park District, IDNR
C32	Focus on the stabilization of major drainage areas with rain-water management techniques.	3	D	Long-term	IEPA
C33	Consider riparian zone enhancements along the water's edge.	3	D	Long-term	Peoria Park District, IDNR, IEPA, USACE
C34	Plant native species to improve riparian areas and make the riverfront aesthetically pleasing and welcoming to visitors.	2	D	Mid-term	Peoria Park District, IDNR, IEPA, USACE
C35	Provide pedestrian access to the water's edge.	2	C	Long-term	Peoria Park District, IDNR
C36	Undertake habitat restoration as recreational opportunities on the bluffs are developed.	3	F	Long-term	Peoria Park District, IDNR
C37	Work with the Peoria Park District to discuss a comprehensive approach to activating the bluffs.	2	C	Ongoing	Peoria Park District
C38	Create a guide for a strategic and sensible approach to bluff improvements that balances preservation with increased usage.	2	C	Short-term	Peoria Park District, IDNR
C39	Plan future development in the area between the Illinois River and Galena Road comprehensively.	3	C	Long-term	USACE, IDNR
C40	Work with property owners within the flood hazard area who wish to make improvements.	1	B	Ongoing	Property Owners/Developers
C41	Consider acquiring vacant land as it becomes available within the floodplain to be converted into public open space or parkland.	3	C	Ongoing	Peoria Park District, IDNR, IEPA, USACE
C42	Work with other Upper Peoria Lake communities to foster a larger regional strategy for ecotourism, branding, and marketing.	2	D	Mid-term	Neighboring Municipalities
C43	Identify sites within the Village with the greatest potential for ecotourism, identifying facility types and programming at each location.	3	C	Mid-term	Peoria Park District, IDNR

#	Action	Priority	Ease	Timeline	Partner
<b>C Parks, Open Space, and Recreation</b>					
<b>Environmental Features</b>					
C44	Develop a branding and marketing strategy for ecotourism.	1	B	Mid-term	Peoria Park District
C45	Work with local marinas to mitigate flooding and sedimentation issues.	2	C	Mid-term	IEPA, USACE
C46	Consider amendments to the zoning ordinance that enhance landscape standards and incorporate sustainable design principles.	1	B	Short-term	Zoning Board of Appeals
C47	Incorporate sustainable landscaping into public rights-of-way.	2	C	Ongoing	IDOT, Public Works
C48	Adopt signage and dark-sky compliant lighting guidelines to limit negative impacts to the bluff and the riverfront.	1	B	Short-term	Zoning Board of Appeals
C49	Practice sustainable landscaping practices in key areas.	2	B	Ongoing	IDOT, Public Works
C50	Review environmentally sustainable building standards and consider how to incentivize developers to use them.	1	B	Short-term	Zoning Board of Appeals
<b>D Transportation and Mobility</b>					
<b>Vehicular Transportation</b>					
D1	Consider extending Illinois Avenue to Glen Avenue and Kelly Avenue to Atlantic Avenue.	3	F	Long-term	IDOT, Public Works
D2	Preserve existing alleys and continue them where possible.	2	D	Long-term	Public Works
D3	Utilize alleys in residential areas for off-street parking access.	2	B	Mid-term	IDOT, Public Works
D4	Coordinate with IDOT as Galena Road upgrades are planned and implemented.	2	B	Ongoing	IDOT
D5	Coordinate with IDOT and property owners to incorporate improvements along War Memorial Drive.	2	C	Ongoing	IDOT, Public Works, Business Owners, Property Owners/Developers
D6	Develop a strategy for the implementation of consistent signage and gateways that communicate brand identity.	2	B	Mid-term	IDOT, Public Works, Business Development District Advisory Committee
D7	Coordinate with regulatory agencies as needed for implementation of the signage and gateway strategy.	2	C	Ongoing	IDOT, Public Works
D8	Consider a road diet from Kingman Avenue to Lake Avenue along Prospect Road.	3	F	Long-term	IDOT
D9	Conduct a comprehensive parking study of the Central Business District.	1	C	Short-term	Business Development District Advisory Committee
D10	Prohibit the construction of new parking lots along Prospect Road.	1	B	Short-term	Zoning Board of Appeals
D11	Update the zoning ordinance to require property to owners provide perimeter screening, landscaped islands, pedestrian-scaled lighting, and bicycle parking.	1	A	Short-term	Zoning Board of Appeals
D12	Require cross-lot access between private parking lots.	1	A	Short-term	Zoning Board of Appeals
D13	Incorporate sustainable features in public parking lots and provide incentives for such in private lots.	1	B	Short-term	Zoning Board of Appeals
D14	Conduct a traffic study to ensure that safety upgrades are implemented into IDOT designs and warrant a traffic signal at Poplar Lane and Galena Road.	1	B	Short-term	IDOT
D15	Consider innovative traffic calming techniques Village-wide.	3	C	Ongoing	IDOT
D16	Implement complete streets strategies locally and improve streets throughout the community.	3	D	Ongoing	IDOT
D17	Pass a complete streets ordinance.	1	A	Short-term	

#	Action	Priority	Ease	Timeline	Partner
<b>D Transportation and Mobility</b>					
<b>Vehicular Transportation</b>					
D18	Prioritize complete streets for areas around schools as well as on roads that provide logical connections between neighborhoods, the Rock Island Greenway, Downtown, and the riverfront.	2	C	Ongoing	School District #325, Peoria Park District, IDOT
D19	Use complete streets to fill gaps in the existing and proposed bicycle and trail network.	2	D	Ongoing	IDOT
D20	Closely align the implementation of complete streets in priority areas with a capital improvement plan.	2	C	Mid-term	IDOT, Public Works
<b>Pedestrian and Bike Transportation</b>					
D22	Improve sidewalks throughout the Village with priority given to key locations identified in the Sidewalk section.	3	D	Long-term	Public Works
D23	Close gaps, provide adequate width, and adhere to ADA standards within the sidewalk network.	2	D	Long-term	Public Works
D24	Incorporate raised tactile surfaces into the sidewalk network.	2	D	Mid-term	Public Works
D25	Widen sidewalks narrower than five feet in commercial areas.	3	D	Mid-term	IDOT
D26	Develop new trails, sidewalks, and other features as identified in the Active Transportation section.	3	F	Long-term	TCRPC, Peoria Park District
D27	Work closely with TCRPC to ensure that bikeways and multiuse trails coordinate with regional routes.	2	B	Ongoing	TCRPC
D28	Install bike lanes along Grandview Drive.	2	C	Mid-term	TCRPC
D29	Provide new and improve existing pedestrian amenities along Grandview Drive.	2	D	Mid-term	TCRPC
D30	Separate on-street bike lanes with a physical median where roadway widths and conditions allow.	2	D	Long-term	IDOT
D31	Utilize striped bike lanes where buffered lanes are not feasible.	1	B	Mid-term	IDOT
D32	Utilize shared bikeways only when bike lanes are not possible.	1	B	Short-term	IDOT
D33	Cohesively connect the bikeways and multiuse trail system.	2	D	Long-term	TCRPC, Peoria Park District
D34	Work with TCRPC and other existing organizations focused on bicycle transportation to create a local bike facilities map with routes and parking identified.	1	B	Short-term	TCRPC
D35	Work closely with IDOT to develop a new multiuse trail as part of the Galena Road/IL 29 reconstruction project.	2	D	Long-term	IDOT
D36	Connect new on-street bikeways to the existing Rock Island Greenway.	3	C	Mid-term	TCRPC, Peoria Park District
D37	Connect new trails down the bluff to the proposed Galena Road multiuse trail.	3	F	Long-term	TCRPC, Peoria Park District
D38	Work with CityLink to provide bike parking near bus stops.	1	B	Mid-term	CityLink
D39	Develop signage and a map of the bike and trail system posted along routes.	1	B	Short-term	TCRPC, Peoria Park District
D40	Ensure bike and trail routes connect to all Village parks.	3	D	Long-term	TCRPC, Peoria Park District
D41	Increase safety by improving the existing crossings for sidewalks and trails.	1	C	Mid-term	Public Works
D42	Prioritize the pedestrian improvements identified in the Pedestrian Crossings section.	2	C	Mid-term	Public Works

#	Action	Priority	Ease	Timeline	Partner
<b>D Transportation and Mobility</b>					
<b>Public Transportation</b>					
D43	Work with CityLink to maintain its route coverage and ensure that transit service meets the needs of residents and provides consistent service to key destinations.	1	B	Ongoing	CityLink
D44	Work with Citylink to improve each of its stops with adequate seating.	2	C	Mid-term	CityLink
D45	Work with Citylink to ensure that bus stops are accessible and properly protect riders from weather and traffic.	2	C	Mid-term	CityLink
D46	Work with Citylink to ensure that placement and design of the bus stop signs make them easy to locate.	2	C	Ongoing	CityLink
<b>Rail Transportation</b>					
D47	Coordinate with the Iowa Interstate Railroad and IDOT in tandem with planned Galena Road (IL 29) upgrades.	2	D	Long-term	Iowa Interstate Railroad, IDOT
D48	Work with the Iowa Interstate Railroad and IDOT to implement best practices for “rail-with-trail.”	2	D	Long-term	Iowa Interstate Railroad, IDOT
<b>E Community Facilities and Infrastructure</b>					
<b>Service Providers and Facilities</b>					
E1	Monitor the condition of municipal buildings, facilities, and equipment.	1	B	Ongoing	Fire Department, Police Department, Public Works
E2	Regularly review the capacity of municipal buildings and facilities.	2	B	Ongoing	Fire Department, Police Department, Public Works
E3	Continue to emphasize Village Hall and Tower Park as a community focal point for activities and events.	1	A	Ongoing	
E4	Continue talks with the City of Peoria to determine whether fire protection services provided by the City are the best fit for the Village.	2	C	Mid-term	Fire Department
E5	Ensure the Fire Department has a seat at the table as the Village considers road reconstruction and redesign projects as well as large building projects.	1	A	Ongoing	Fire Department, IDOT, Property Owners/Developers
E6	Consider upgrades to Fire Station 1 and Fire Station 2 as outlined in the Emergency Response section.	2	C	Long-term	Fire Department
E7	Consider property acquisition or long-term expansion of the existing building of the Police Department.	3	D	Long-term	Police Department
E8	Continue to coordinate with the School District to ensure that the community is well served by high-quality public education.	2	B	Ongoing	School District #325
E9	Promote policies per the Residential Areas Framework that create housing diversity and encourage families with school-aged children to live long-term in Peoria Heights.	1	C	Ongoing	School District #325
E10	Prioritize pedestrian connections to the District’s campuses.	2	D	Mid-term	School District #325, IDOT
E11	Evaluate the use of Safe Routes to School as a funding source to develop sidewalks and bikeways.	1	B	Short-term	School District #325, IDOT
E12	Work with the Library to coordinate services and provide valuable community meeting spaces.	1	B	Ongoing	Peoria Heights Public Library
E13	Collaborate with the Library on programming and pop-up trail-oriented activities as the Village searches for locations for a new community/recreation center.	1	B	Short-term	Peoria Heights Public Library
E14	Maintain the Village’s partnerships with local organizations and businesses.	1	A	Ongoing	Business Owners, Chamber of Commerce, Business Development District Advisory Committee
E15	Continue to provide waste management services to Village residents	1	A	Ongoing	G & O Disposal

#	Action	Priority	Ease	Timeline	Partner
<b>E Community Facilities and Infrastructure</b>					
<b>Infrastructure</b>					
E15	Continue the best practice of working with the Illinois EPA to provide transparency regarding the treatment and distribution of the Village's water.	1	A	Ongoing	IEPA, Public Works
E16	Plan for the rehabilitation of the Village's degraded ground-water well.	2	C	Mid-term	Public Works
E17	Plan and budget for loops and upgrades to the water distribution system.	2	D	Long-term	Public Works
E18	Complete a comprehensive condition assessment of storm sewers.	2	C	Mid-term	Greater Peoria Sanitary District, Public Works
E19	Consider sustainable design practices throughout the Village, especially concerning site-specific stormwater management as part of future developments.	3	D	Ongoing	Greater Peoria Sanitary District, Public Works
E20	Promote the use of green infrastructure and best management practices in flood-prone areas.	1	C	Ongoing	IEPA, Public Works
E21	Provide public education on individual impacts to stormwater runoff.	1	B	Short-term	Greater Peoria Sanitary District
E22	Continue to provide high quality electric services to Village residents.	1	A	Ongoing	Ameren Illinois

# IMPLEMENTATION THROUGH REGULATION

The Comprehensive Plan is a policy guide that outlines the necessary actions for the Village of Peoria Heights to take to achieve the community's vision for its future. It is designed to serve as a foundation for decision-making for staff, elected and appointed officials, developers, residents, and other stakeholders. Despite the comprehensive scope of the Plan's vision, goals, objectives, and recommendations, the Plan is not regulatory. The Plan itself does not have the "regulatory teeth" needed to require new development and redevelopment in the Village to align with the community's vision, or with the goals, objectives, and recommendations conveyed in the Plan.

Land development regulations are the rules that new development and redevelopment must follow, making them an essential tool in Plan implementation. Often, communities will adopt a plan with a clear vision, only to "pull the reins back" on the land development regulations needed to achieve their objectives. The common rationale for this is that stakeholders often feel that such regulations will drive development elsewhere. However, properly drafted land development regulations that align with vision and goals of the comprehensive plan can remove unnecessary barriers to investment by providing flexibility for potential developments and offsetting the requirements related to design. In this way, land development regulations offer an opportunity to implement the Plan by making preferred development easy.

## What do land development regulations do?

Land development regulations dictate how land can be divided, assembled, built upon, and used and include subdivision, zoning, and sign ordinances.

### Zoning Ordinances

Zoning ordinances are the means by which local governments regulate land use. Local governments receive the authority to establish and adopt zoning ordinances by the state zoning enabling act to manage how land is developed and used in order to protect public health, safety, and welfare. There are several approaches to zoning, including but not limited to those detailed below.

#### Euclidean Zoning

Euclidean zoning is the traditional approach to zoning that divides a community into zoning districts based on the types of uses that are desirable in different areas and establishes rules for how land in each district can be developed and used. Euclidean zoning districts keep high intensity uses that may impact surrounding properties, like manufacturing, away from less intense uses, like homes and schools. Each district establishes different rules that limit development activity, including which use types are allowed and how they are permitted as well building size, where on a lot a building can be located, how much open space must be left over, and how much parking has to be provided.

#### Form-Based Zoning

Form-based zoning also divides a community into zoning districts, however, unlike Euclidean zoning, form-based zoning districts are based on the types of urban form and development patterns that are desirable in different areas. The foundation of form-based zoning districts in many communities is the rural to urban transect, which defines a series of areas that transition from rural areas utilized for agriculture to dense downtowns and urban cores. Form-based zoning primarily regulates what development looks like and secondarily how development is utilized. This is accomplished by establishing standards for different building types and how building façades relate to the public realm.

## Incentive-Based Zoning

Incentive-based zoning is a type of Euclidean zoning that offers flexibility in standards and requirements in exchange for items that help a community reach its goals such as the provision of affordable housing, and preservation of open space and environmental features. Increased density, height, or lot coverage are some of the most common types of incentives offered along with relief from requirements for parking and other development standards as detailed below.

## Overlay Zoning

Overlay zoning is used in concert with Euclidean and form-based zoning to establish unique standards for specific areas that are otherwise governed by multiple zoning districts such as downtowns, commercial corridors, areas surrounding transit stops, and historic neighborhoods. In some circumstances, the overlay zoning district applies additional standards on top of the standards of the base zoning district, while in other circumstances the overlay zoning district standards supersede or replace the standards of the base zoning district. The standards established in overlay zoning districts often control building architecture and design, allowed density and development patterns, and other topics that make the area governed by the overlay district unique.

## Development Standards

Development standards, often called standards of general applicability, are an integral component of Euclidean zoning. They include regulations that are relevant for all uses throughout zoning districts, such as off-street parking and loading, landscaping, fences, and buffer yards.

## Use Specific Provisions

Use-specific standards are another integral component of Euclidean zoning. They include detailed regulations applicable to specific uses such as accessory dwellings, home occupations, food trucks, drive throughs, or outdoor storage, regardless of the district in which they are located.

## Planned Unit Development

Planned unit development (often referred to as PUD) is a development review and approval procedure that uses site development allowances for greater flexibility from underlying regulations in siting and design. Through the planned unit development process, a developer can request deviations from standards such as lot area, building height, mix of uses, and any other requirement of a base or overlay zoning district in exchange for tangible benefits to the development and community such as the preservation of open space, activation of public gathering spaces, higher quality architecture and design, and enhanced landscape.

## Sign Ordinances

Sign ordinances manage the type, size, and location of permanent and temporary signs in a community. Where a sign ordinance is located within a municipal code varies community by community, but can often be found in the zoning ordinance, building ordinance, business ordinance, or as a standalone title. In 2016, the Supreme Court of the United States decided in the *Reed v. Town of Gilbert* case that impacted the majority of sign ordinances throughout the country, Peoria Heights' included. This decision clarified that sign copy is protected speech under the first amendment and held that signs cannot be treated differently based on their communicative content. If a sign regulation can only be enforced by reading what the sign says, then that regulation is a violation of the first amendment. For example, signs that communities traditionally have established specific regulations for, such as real estate signs or political campaign signs, are no longer valid.

## Unified Development Ordinances

Unified development ordinances (often referred to as UDO) bring together all land development regulations into one section of a municipal code including subdivision, zoning, and sign ordinances. Unified development ordinances help to streamline regulations and review and approval processes, making them easier to use, administer, and enforce.

## Why should the Village update its current land development regulations?

### Ease of Use

Every Peoria Heights resident, business owner, or developer should be able to navigate and understand the Code without the assistance of an attorney or member of Village staff. One significant factor that detracts from the user-friendliness of Peoria Heights's land development regulations is their organization. Land development regulations should be organized in a manner that makes it straightforward to use and administer. User-friendly regulations uses tables and graphics when appropriate, and orders sections based on how frequently they are used and referenced.

Peoria Heights's current land development regulations are in several sections of the Code of Ordinances including Title 8: Public Ways and Property, Title 9: Building and Development, Title 10: Zoning Regulations, and Title 11: Subdivision Regulations. Necessary information and regulations applicable to general development are scattered throughout these titles, making it difficult to know where to find necessary information in the Ordinance. Further, the organization within the titles is not intuitive. For example, Title 10: Zoning Regulations establishes standards for fences, walls, and hedges; accessory uses; and swimming pools before the districts are established and their purpose, intent, and standards detailed. This organizational structure requires code users to go back and forth between chapters and sections rather than having one fluid user-experience. To improve the ease of use of the Village's land development regulations, it is recommended that they be consolidated into a Unified Development Ordinance, be restructured and reorganized, and be enhanced and clarified with graphics and tables.

### Development Standards and Use Specific Provisions

Development standards and use specific provisions are scattered throughout Title 10: Zoning Regulations and can be found in 10-4-2, 10-4-8, 10-7A-2, 10-7A-5, 10-7B-5, 10-7B-8, 10-7C-3, 10-8A-3, 10-8B-3, 10-8C-3, 10-9, 10-12, and 10-13. The structure of the development standards and use specific provisions should be reorganized to reduce excessive cross referencing, improve readability, and be more user friendly. In addition to restructuring these sections, the Village should enhance and modernize existing standards and establish additional standards in order to align with the vision, goals, and recommendations of this Plan and to reflect current best practices. For example, the schedule of parking requirements (10-9-8) does not include many of the uses listed as permitted or special uses in the zoning districts, such as one-family dwellings, public or private schools, restaurants, or personal service shops amongst others. The lack of established standards for these uses can lead to confusion as to what is required and the need for the Board of Appeals to make unnecessary determinations. Further, Chapter 9: Off Street Parking and Loading does not include standards for shared parking, cross access, or other strategies that help to reduce the overall amount of land area dedicated to parking in the Village. To modernize and enhance the Village's development standards and use specific provisions, it is recommended that Peoria Heights rewrite these sections of Title 17 to align with this Plan and to reflect current best practices.



## District Specific Issues

The Plan's future land use map identifies the preferred land uses in the Village and illustrates how the community envisions development transitioning in the coming decades. Although the future land use map is not regulatory, like the zoning map, it should be used as a guide for the Village when considering development proposals or rezoning requests. To ensure that new development and redevelopment is consistent with the future land use map and vision and goals of this Plan, the Village should consider proactively rezoning key areas such as the land adjacent to the railroad and along the Illinois River front. In addition to proactively rezoning, it is recommended that the Village establish new zoning districts that align with the local commercial and marina future land use categories to ensure that the type of development envisioned for those areas is adequately accommodated.

## Decision Making Processes

The development approval process is as much a factor in attracting local investment as actual development regulations. It is recommended that the Village perform a thorough review of current procedures to identify barriers that create time delay or unpredictability in the process. One such barrier is the organization of the Village's decision making processes which are included in 9-4-3, 9-4-14, 9-6-11, 10-3, and 10-7D. Restructuring these sections to first clearly identify the parties responsible for administration and enforcement, then to differentiate between processes that are handled administratively and those that require Plan Commission, Zoning Board of Appeals, or Village Board approval, and finally to include the steps and standards of review for each process would help to make the Village more developer and business friendly. In addition to restructuring these sections, the Village should establish administrative review and approval processes for straightforward approvals such as minor adjustments to bulk and dimensional standards.

## LAND DEVELOPMENT REGULATION ACTION TABLE

The Land Development Regulation Action Table offers specific recommended zoning updates related to recommendations outlined in the Peoria Heights Comprehensive Plan. This table provides staff with a tool to identify and guide amendments the Peoria Heights Zoning Ordinance that will enable the Village to begin implementing the Plan.

## Relationship to the Action Matrix

The plan recommendations in the first column of the following action table are zoning-specific and are highlighted in the Action Matrix on page 136. Relative to other types of implementation tasks, zoning and regulatory-related items are relatively low cost, can often be undertaken by Village staff working with the Zoning Board of Appeals and/or consultants, and can be completed in a relatively short timeframe.

#	Plan Recommendation	Zoning Action
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## A Residential Areas Framework

### Connection to Village Amenities

A1	Promote residential density in the form of townhomes and attached homes near downtown.	Allow townhomes as a special use in the R-2 District and establish a minimum lot area per dwelling unit standard to regulate density.
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### Variety of Housing Types

A2	Promote greater diversification of housing stock with efforts to attract residential developments of different densities.	Establish residential infill standards that allow for a variety of housing types at different densities in strategic locations and in a manner that preserves community character.
A3	Consider density bonuses, fee waivers, and waivers for minimum parking, square footage, and lot size requirements.	Allow for administrative adjustments to lot size, building height, parking, and other standards of residential districts to accommodate development of small infill lots.
A4	Promote areas for new multifamily and mixed use development per the land use plan.	Establish alignment with the land use plan as a standard of review for all rezoning requests.
A5	Update the zoning code to ensure that a variety of housing types are developable.	Increase the maximum lot coverage requirement in the R-1 and R-2 Districts to allow larger homes to be built on narrow lots.
A6	Ensure that the requirements for mixed use, attached, and multifamily developments are clear and easy to understand in the Village zoning ordinance and building codes.	Consolidate and enhance use specific provisions pertaining to mixed use, single-family attached, and multifamily developments into one Chapter to minimize cross referencing and improve the code user experience.

### Senior Housing Options

A7	Support the development of age-targeted residential and other residential products that are accessible, affordable, and attractive to seniors.	Update the Planned Residential District standards to accommodate smaller-scale development more in keeping with current development opportunities and include universal design as a standard of review.
A8	Permit accessory dwelling units in low and medium density residential zoning districts.	Allow accessory dwelling units as an accessory use in the R-1 and R-2 Districts and establish use specific provisions that ensure they will not alter the character of neighborhoods.
A9	Encourage the use of universal design standards in new residential developments.	Update the Planned Residential District standards to accommodate smaller-scale development more in keeping with current development opportunities and include universal design as a standard of review.

### Attainable Housing

A10	Encourage the development of affordable housing in conjunction with new residential developments.	Incentivize affordable housing in conjunction with new residential development through density bonuses and minimum parking waivers.
A11	Consider adjusting zoning height and density restrictions to build homes on small infill lots.	Increase the maximum lot coverage requirement and eliminate the adjacent building height based maximum building height restriction in the R-1 and R-2 Districts to allow larger homes to be built on narrow lots.

## B Commercial Areas Framework

### Quality Commercial Developments

B1	Require development to integrate attractive, high-quality building materials and design elements on all façades.	Establish minimum building material requirements that distinguish between the ground floor and upper floors of primary, secondary, and tertiary building façades.
B2	Require buffers and screening between commercial and residential areas.	Establish transition yard landscape requirements that increase in intensity based on the potential for negative external impacts of subject lot land uses to adjacent lot land uses.
B3	Discourage industrial and heavy commercial uses in residential areas.	Proactively rezone industrial properties in residential areas in accordance with the Land Use Plan.
B4	Encourage internal access and circulation between uses on the same lot or adjacent lots.	Require pedestrian walkways to be installed from the sidewalk to building entrances and between building entrances on the same lot or adjacent lots.
B5	Encourage creative on-site stormwater management techniques.	Establish a point-based menu of permitted on-site stormwater management techniques to allow for a variety of methods and creative techniques to be utilized.

#	Plan Recommendation	Zoning Action
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## B Commercial Areas Framework

B6	Establish design standards that will result in a distinct physical identity for Galena Road, War Memorial Drive, and Prospect Road.	Establish an overlay district with design standards that would regulate development along Galena Road, War Memorial Drive, and Prospect Road.
B7	Implement signage controls and landscaping requirements that prevent visual clutter and integrate greenery.	Update the Village's sign ordinance to prohibit undesirable sign types and ensure sign area and sign height maximums do not cause visual clutter. Establish Village-wide landscape requirements for the interior and perimeter of parking lots, transition yards, and building foundations.

### Development Review and Approval

B8	Review the commercial development approval procedures to streamline or eliminate steps.	Establish a site plan review process that is distinct and more streamlined than the special use permit process.
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### Mobility and Access Management

B9	Use development regulations, incentives, and partnerships with IDOT to enhance public and private sidewalk networks and expand bicycle infrastructure.	Require new development to install sidewalks and bicycle parking.
B10	Limit curb cuts and provide cross access between adjacent properties' parking areas along arterial and collector streets.	Require parking areas to be accessed off of side roads and for parking areas serving adjacent land uses to provide cross access. Increase curb cut separation requirements.

## C Parks, Open Space, and Recreation

### Parks Access

C1	Ensure the zoning code allows for creative temporary uses which would permit community gardens.	Allow community gardens as a permitted use in the R-1 and R-2 Districts and establish use specific provisions that ensure they are maintained and to minimize negative external impacts.
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### Urban Public Plaza

C2	Require new downtown development to dedicate parkland or public opens space for the community.	Establish a minimum amount of public space that must be preserved based on the square footage of the development and include a menu of options for how the required public open space must be activated.
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### Green Development Practices and Environmental Sustainability

C3	Consider amendments to the zoning ordinance that enhance landscape standards and incorporate sustainable design principles.	Establish Village-wide landscape requirements for the interior and perimeter of parking lots, transition yards, and building foundations. Establish a new Planned Development process for nonresidential development and include sustainable design principles as a standard of review.
C4	Adopt signage and dark-sky compliant lighting guidelines to limit negative impacts to the bluff and the riverfront.	Establish outdoor lighting standards that require full cut off fixtures and include maximum color temperature and foot candle standards. Update the Village's sign ordinance to include specific standards for signs in the Galena Village Subarea.
C4	Review environmentally sustainable building standards and consider how to incentivize developers to use them.	Establish a new Planned Development process for nonresidential development and include sustainable design principles as a standard of review.

## D Transportation and Mobility

### Parking

D1	Update the zoning ordinance to require property owners to provide perimeter screening, landscaped islands, pedestrian-scaled lighting, and bicycle parking.	Establish Village-wide landscape requirements for the interior and perimeter of parking lots. Require new development to install pedestrian-scale lighting along pedestrian walkways. Require new development to install bicycle parking.
D2	Require cross-lot access between private parking lots.	Require parking areas to be accessed off of side roads and for parking areas serving adjacent land uses to provide cross access.
D3	Incorporate sustainable features in public parking lots and provide incentives for such in private lots.	Establish parking maximums and require that any parking beyond the maximum incorporate sustainable features such as permeable pavement.