

COMPREHENSIVE PLAN

EAST PEORIA



Revised: July 2004

Tri-County Regional Planning Commission



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INTRODUCTION

BACKGROUND

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

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

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

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

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

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

community going forward.

RECENT DYNAMIC CHANGES IN THE COMMUNITY

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

Traffic bottlenecks are an issue through downtown East Peoria and around the major growth areas as well. Many of these congested areas are undergoing extensive expansion and improvement in an effort to increase local carrying capacities. Continuing traffic improvements which are in progress include the ongoing renovation of the Interstate 74 through East Peoria, the construction of Technology Boulevard, the construction of Heritage Drive, and the development of Riverfront Drive, all of which will improve accessibility and capacities while providing greater convenience to local travelers.

FUTURE CHALLENGES TO THE COMMUNITY

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

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

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

FUTURE LAND USE PLAN

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

LAND USE CHALLENGES

One of the primary considerations for East Peoria is that it is literally running out of usable land for larger area developments. While additional opportunities exist in the Pinecrest area for industrial growth, expansion opportunities along major arteries with access to larger tracts occur in only a few instances elsewhere in the community. Infill and expansion of existing industrial, commercial, and residential areas must be the primary focus in the years to come. The redevelopment of these particular areas also needs to be done in a fashion that is compatible with surrounding uses, but at the same time maximizes the potential of these sites in question. Technology Boulevard, the Heritage Drive extension, and the Camp Street expansion, among many others, are all transportation projects that will open up and encourage the redevelopment of significant areas of land throughout town.

In terms of residential development, some possibilities for new development do remain in the Illinois Central College area, areas east of Quail Meadows Golf Course along Centennial Drive, and areas north of Route 24. Additional utility service to some of the far reaching areas will be required to open these sites up for development.

Additional developable lands to the south are in the Muller Road area, which is already served by existing sewer and water utilities. For the most part growth along other major arteries is blocked by adjoining municipal boundaries such as Morton and Washington, or by terrain unsuitable for development. East Peoria and Morton are adjacent in the Pleasant Hill area (along Route 150) and East Peoria and Washington are adjacent in the Sunnyland area (along Route 8). Considering the limited opportunities for community growth and expansion, it is important that East Peoria develop and begin to consider an annexation plan and policy specifically targeting areas south along Muller Road, as a growth boundary agreement has already been established with the City of Washington limiting growth in the northeast.

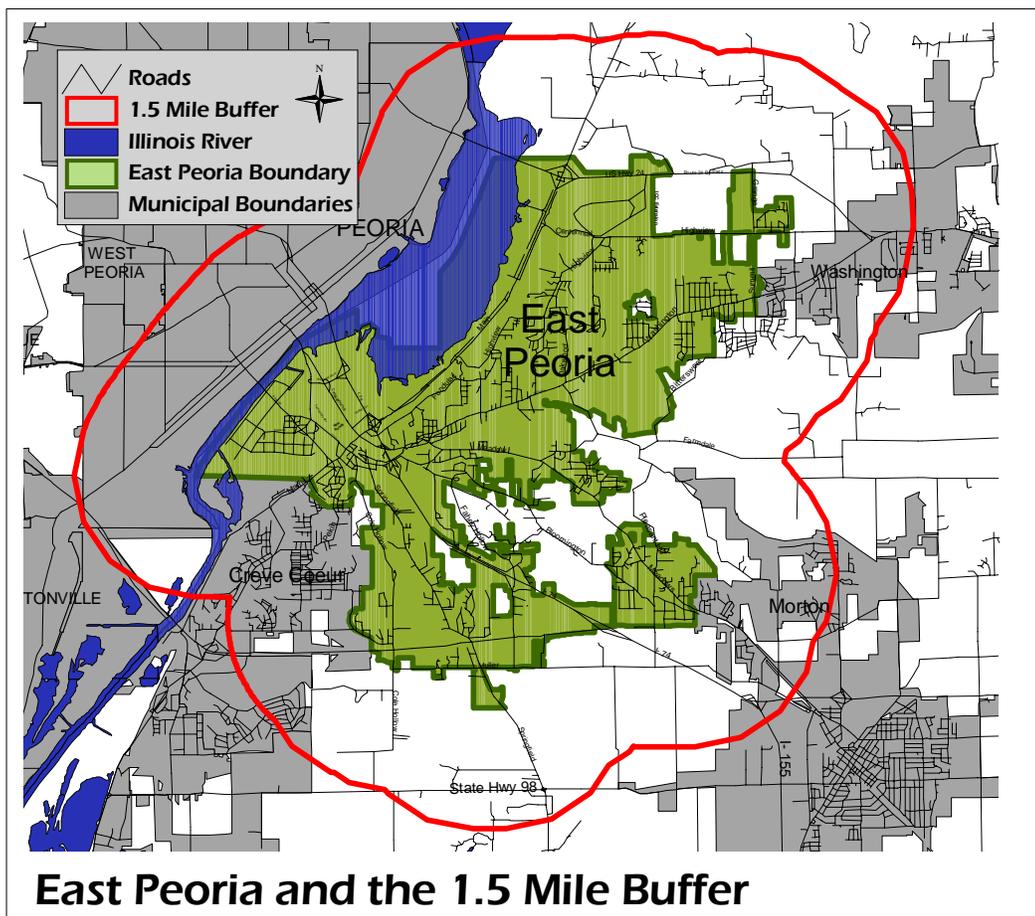
Certain older residential areas deserve attention. Needs of older residential areas must be addressed as these areas must be maintained in order to help support the housing supply and demand which is created through the ongoing development within East Peoria. In some cases areas such as the Richland

Farms community may better serve the community in a different capacity in years ahead. In those instances, City officials must work with developers and land owners to ensure strategic, well thought out decisions are made which are in the best interests of the community and local residents.

PLANNING AREAS

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

- 1) The first area is that within the corporate limits of the City of East Peoria. This area is approximately 12,456 acres in size and is completely under the zoning and planning jurisdictions of the City of East Peoria.
- 2) The second area referred to throughout the plan is the unincorporated region within 1.5 miles of the current East Peoria municipal boundary. This region is shown within the ring on the map below and currently encompasses approximately 17,350 acres. The official planning and zoning authority are controlled by county government, while the City of East Peoria still retains the right to regulate development in these areas through the subdivision ordinance and the future land use plan.

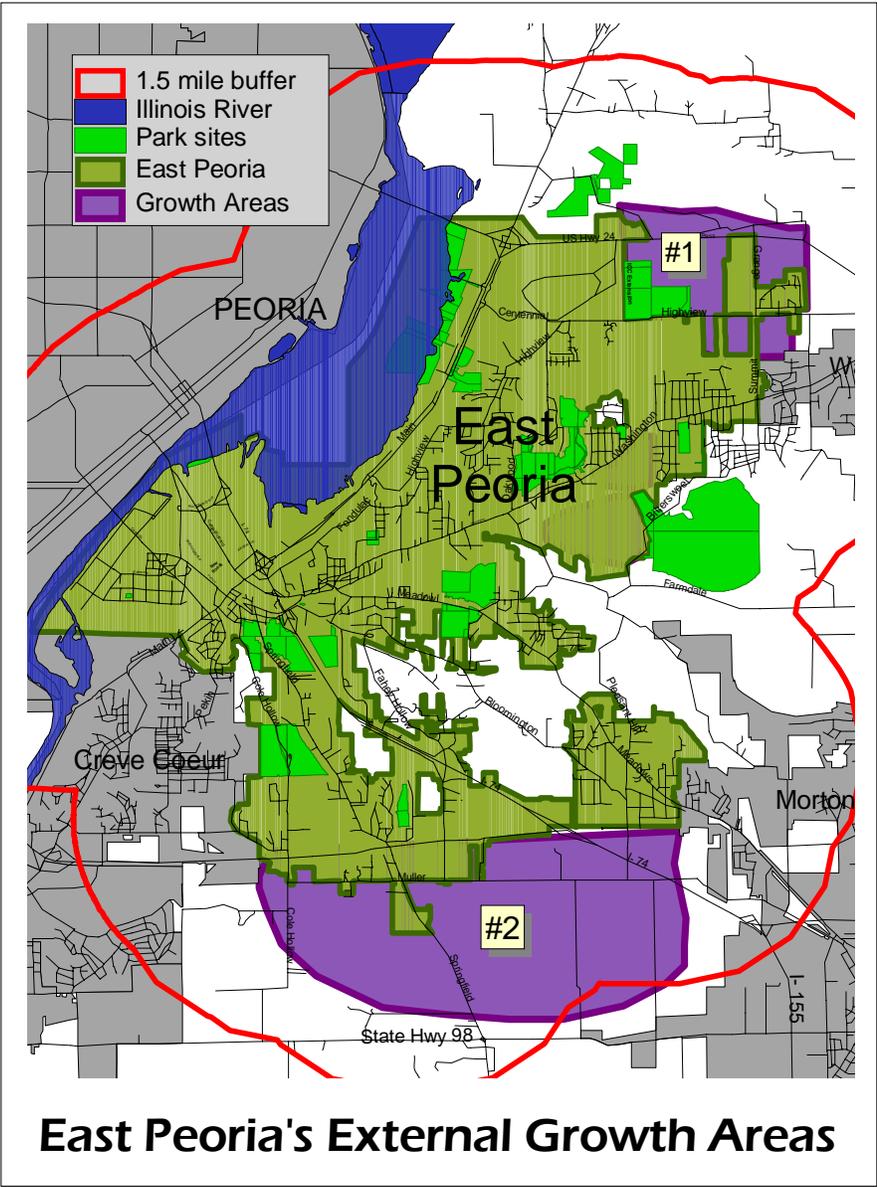


External Growth Areas

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

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

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



Growth Area #1, Illinois Central College

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

Growth Area #2 Muller Road

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

GROWTH AREA #1, ILLINOIS CENTRAL COLLEGE

Area North of Route 24

Between Route 24 and Grosenbach Road on the top of the bluff are lands which are developable and suitable for single family housing and some commercial usage. These areas are already undergoing development but still represent an ideal opportunity for quality housing and viable commercial development.

Between Route 24 and Quail Meadows

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

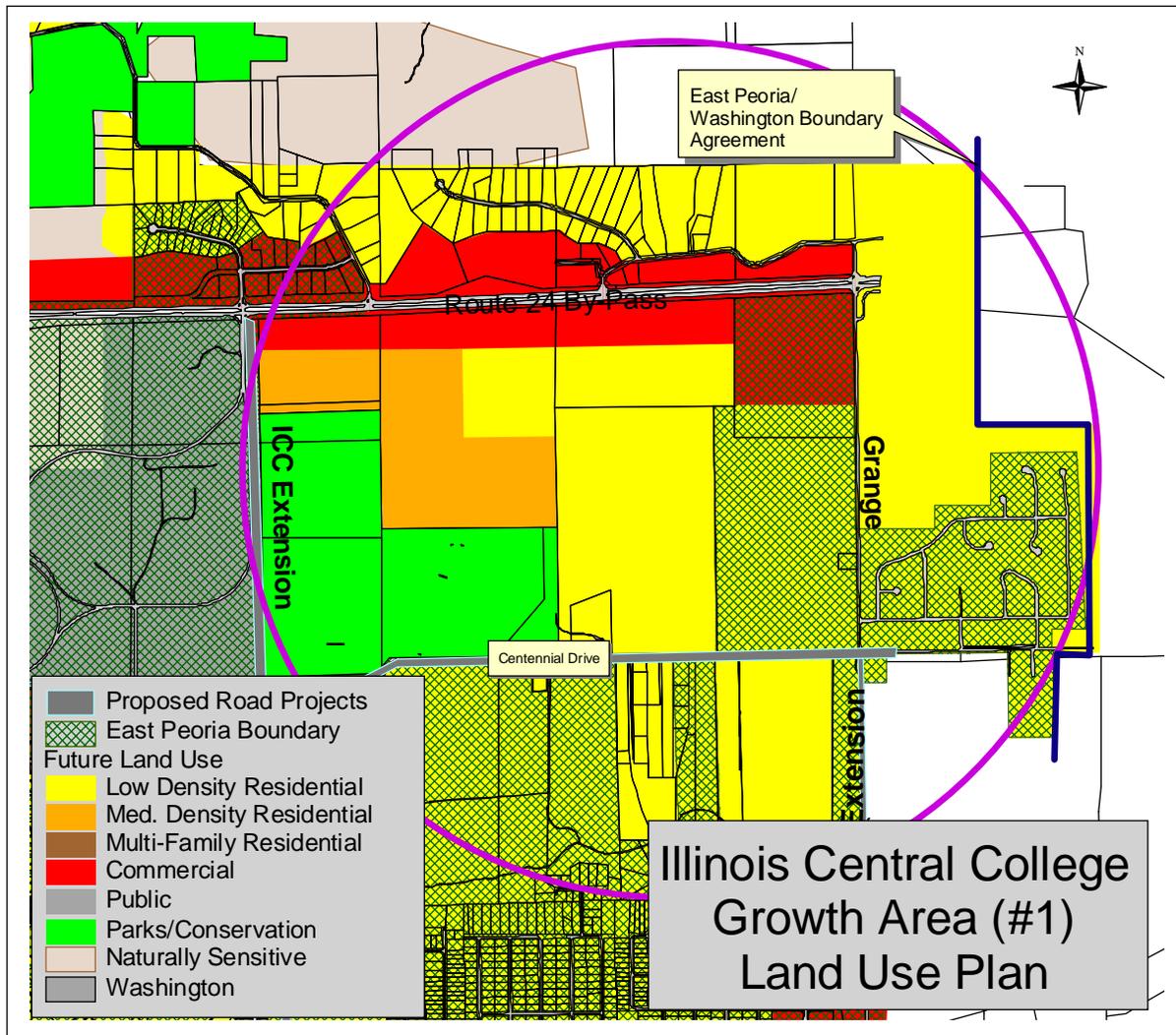
Multi-family development is proposed between the proposed Route 24 retail center and the north side of Quail Meadows. Sites overlooking Quail Meadows Golf Course will provide a very attractive setting for multi-family development.

East of Quail Meadows

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

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

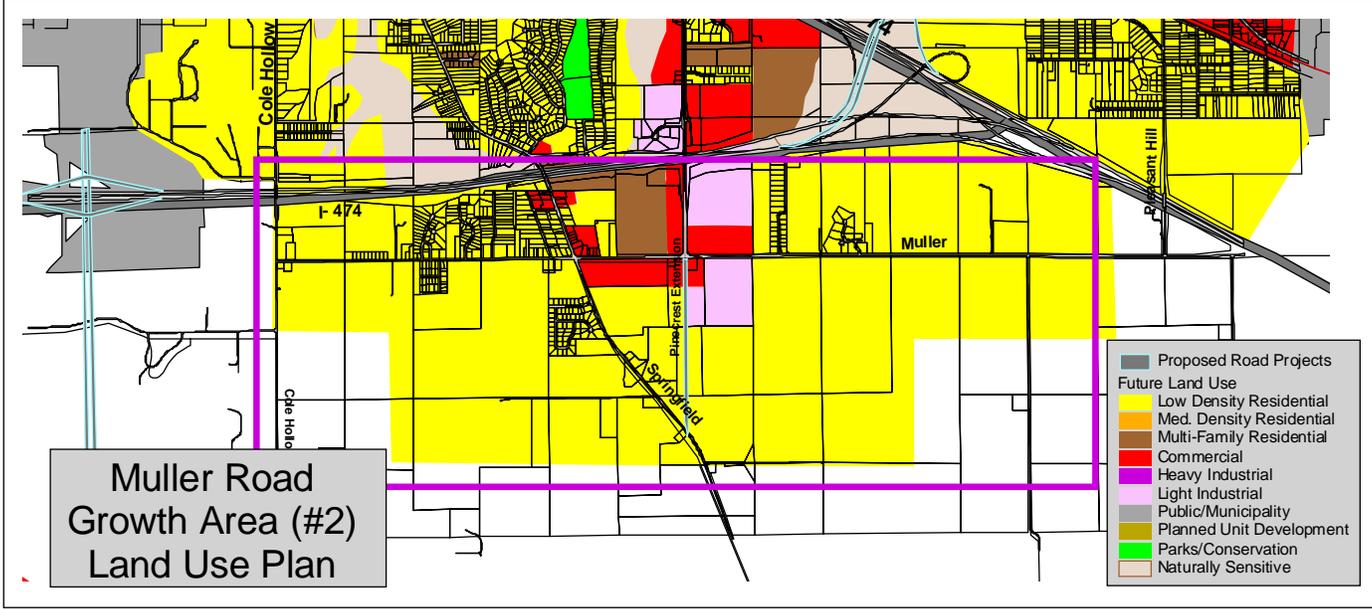
As mentioned, the eastern side of growth area #1 is bounded by the East Peoria and City of Washington boundary agreement (as shown on Growth Area #1 Land Use Map), so growth in this direction is physically limited within this boundary.



GROWTH AREA #2, MULLER ROAD

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

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



Internal Growth and Redevelopment Areas

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

The Downtown Area

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

North Main Street Corridor

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

Route 8 Convention Center Corridor

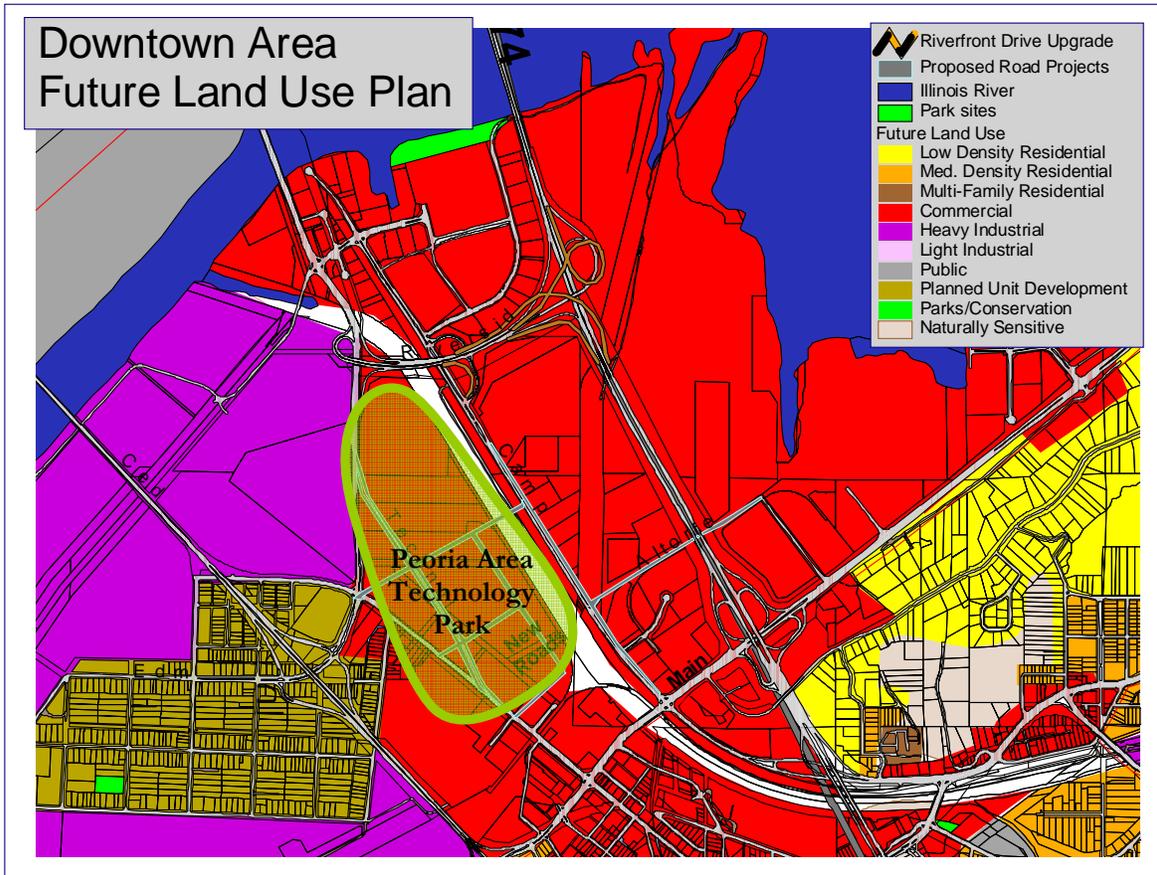
The addition of the Oaks Conference Center along Illinois Route 8 has influenced a dramatic transition in land use for that specific area. This small area plan evaluates this location and the adjoining areas to best identify desired growth going forward.

The Downtown Area Plan

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

Riverfront Plaza

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



Washington Street Redevelopment

Washington Street currently runs past a large vacant industrial area once inhabited by a Caterpillar factory. As seen on the Land Use Plan a new transportation corridor, called Technology Boulevard, is planned to bisect this site promoting redevelopment and a mix of technology and commercial opportunities. The entirety of this area has been designated as commercial property on the Future Land Use Map. An overlay zoning district or newly created zoning classification would be preferred for the Technology Park as it could allow development to take place in a “new urbanism” form as identified in past plans which is not allowed through current commercial zoning classifications.

In addition, it is proposed that new access roads be constructed internal to this site in an effort to maximize accessibility and development potential. Edmund Street is also planned to bisect this site in an east/west fashion, providing a much needed additional connection to Camp Street and will be known as Heritage Drive upon its completion.

Richland Farms Subdivision

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

Camp Street and Interstate 74 Corridors

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

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

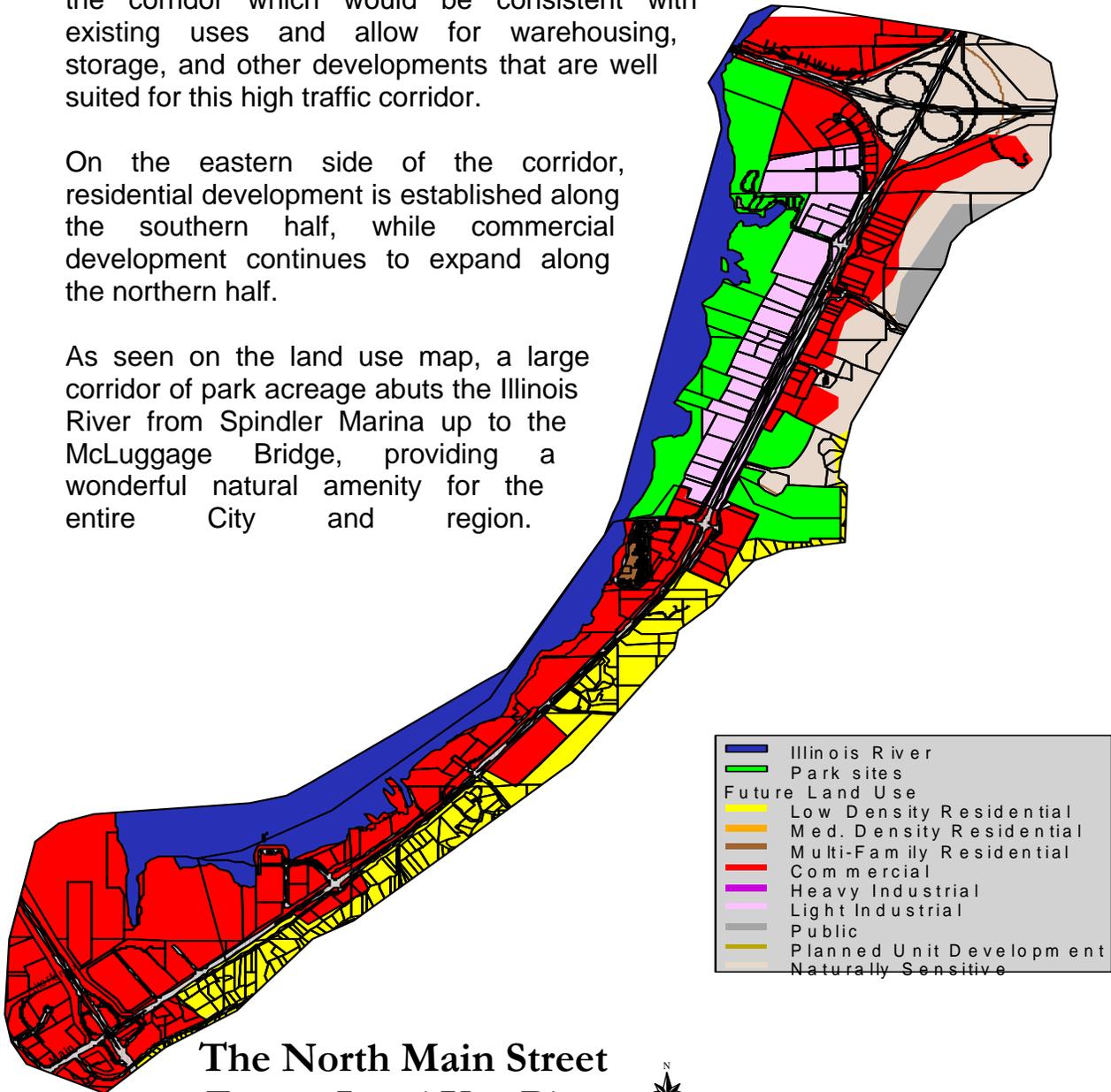
The North Main Street Plan

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

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

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

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

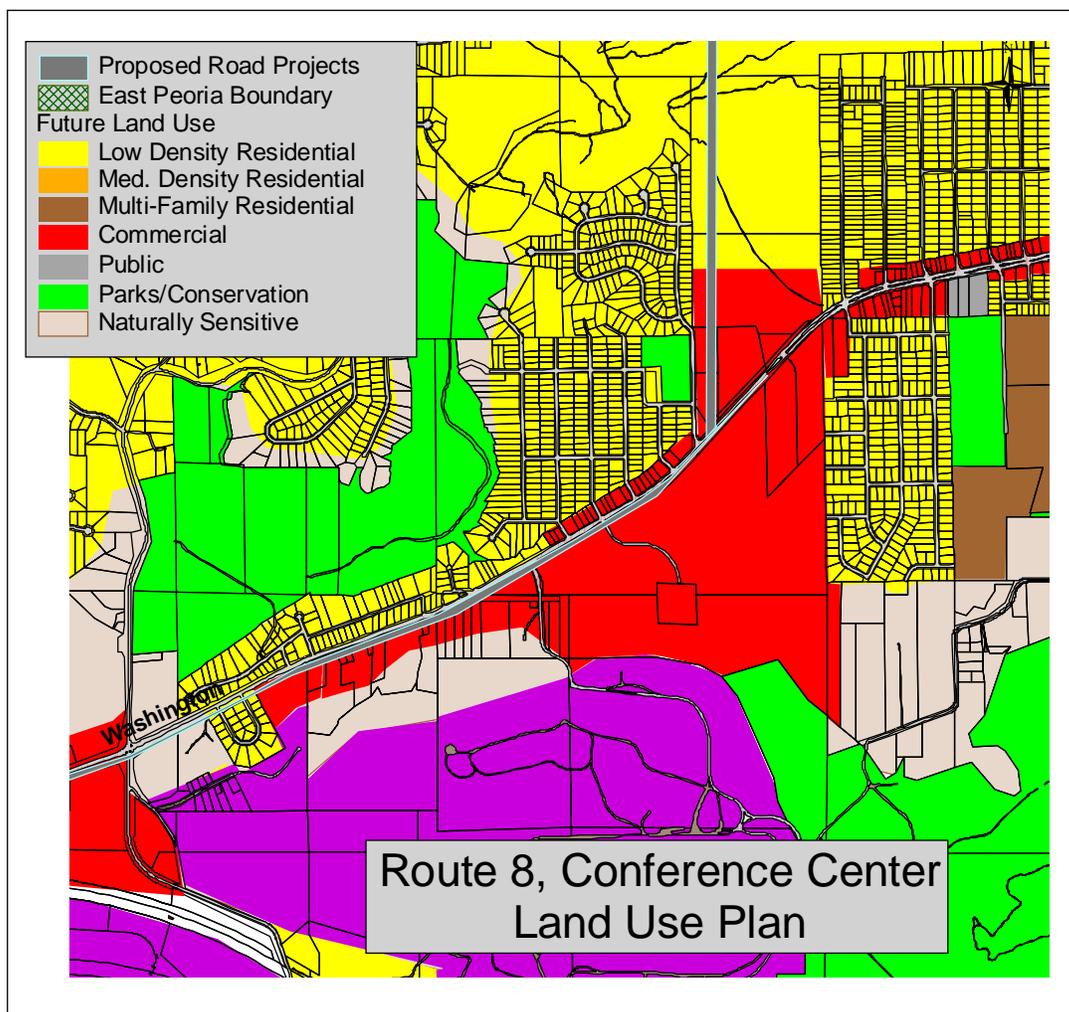


**The North Main Street
Future Land Use Plan**

The Route 8, Convention Center Plan

This small area plan focuses on the Illinois Route 8 corridor adjacent to the newly constructed Oaks Convention Center. This area was originally designated as a major commercial and residential focal point when a planned eastern beltline was to have bisected the area. Although the eastern beltline has receded in interest, there is still a desire to connect Illinois Route 8, the Illinois Central College area, and the 24 by-pass via a north south connector (As seen on the Land Use Plan, running north from Route 8). Although the beltline is no longer in the planning stages this portion of the Route 8 corridor is still slated for increased commercial development.

The entirety of the southern portion of the Route 8 corridor along this segment has been designated as commercial in use, and a large portion of the land directly to the north has also been identified as commercial in an effort to compliment the convention center development and to correspond to the high traffic setting of the corridor in question.



SUMMARY OF LAND USE GOALS AND OBJECTIVES

Land Use Strategy

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

Community Aesthetics and Visual Quality

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

Neighborhood Orientation/Citizen Participation

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

Intergovernmental and Interagency Cooperation

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

GENERAL COMMUNITY PROFILE

HISTORY OF EAST PEORIA

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

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

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

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

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

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

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

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

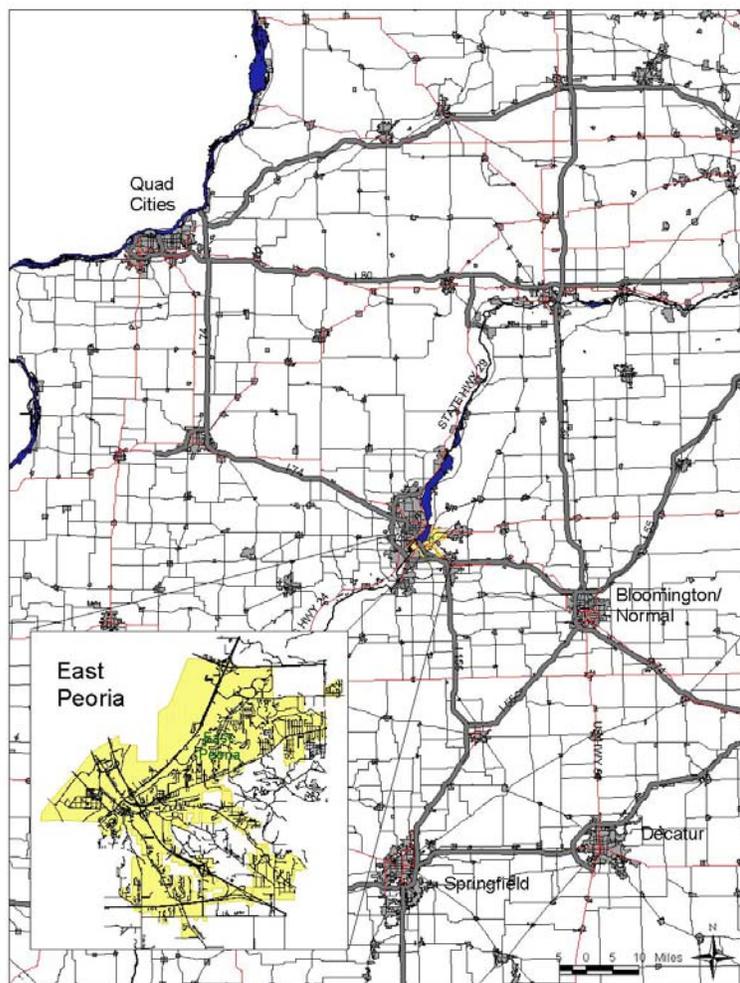
LOCATION

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

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

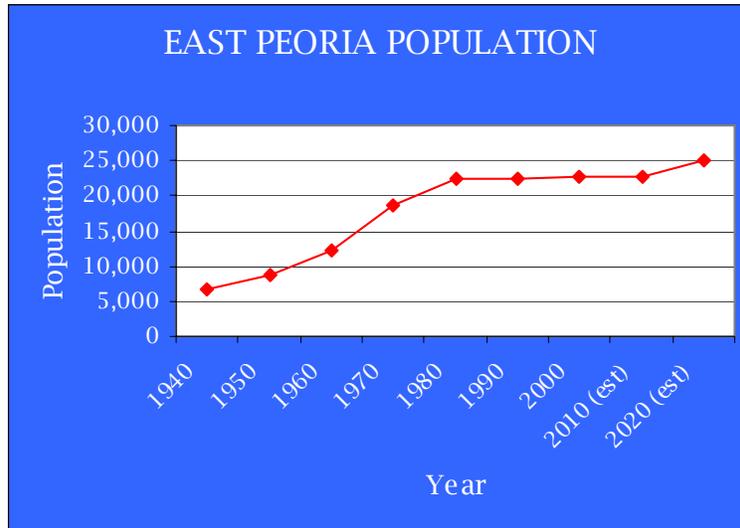
Only a few minutes away is the Greater Peoria Regional Airport. It gives East Peoria residents access to four major airlines with 28 departures each day. The airport is also served by five air freight systems.

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



DEMOGRAPHICS

Population



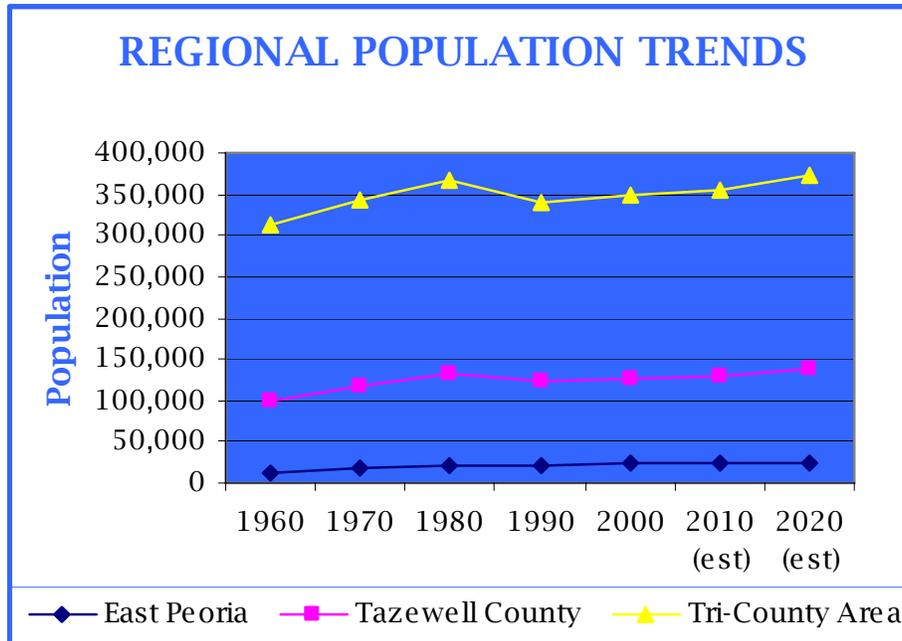
The population of East Peoria grew rapidly from 1940 to 1980. Since 1980, the population has stabilized at approximately 22,000 residents.

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

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

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

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



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

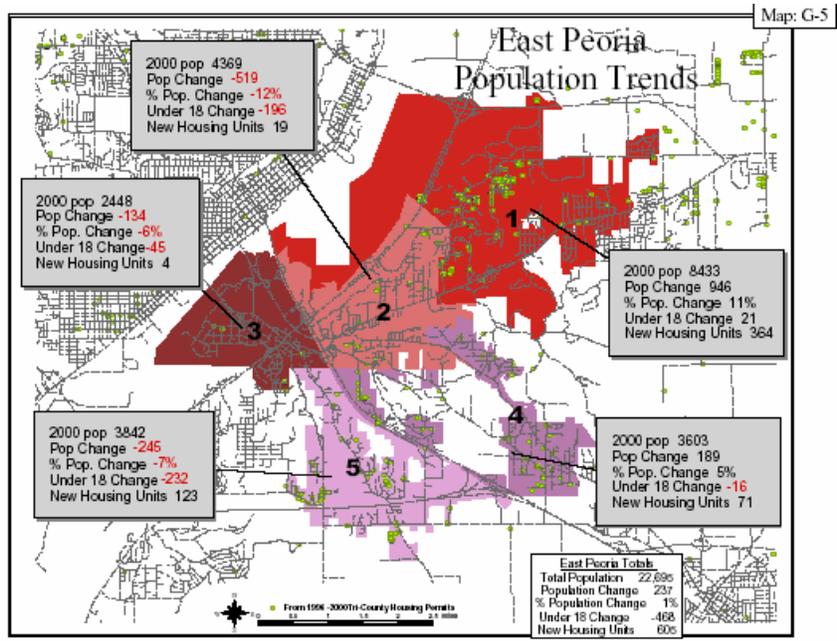
1. The ability to access and service available adjacent land for the purpose of residential development.

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

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

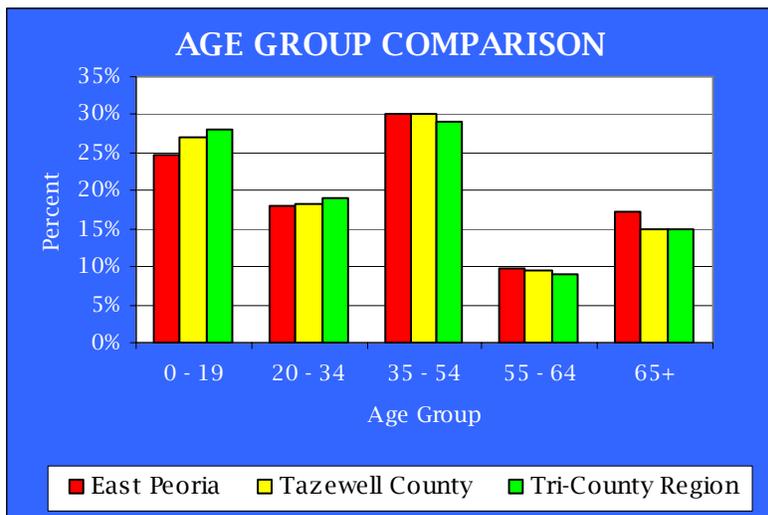
The urban population within the Tri-County region is moving to the urban/rural fringe. East Peoria has the benefit of encompassing a mix of urban and rural areas in which to diversify its residential offerings.

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

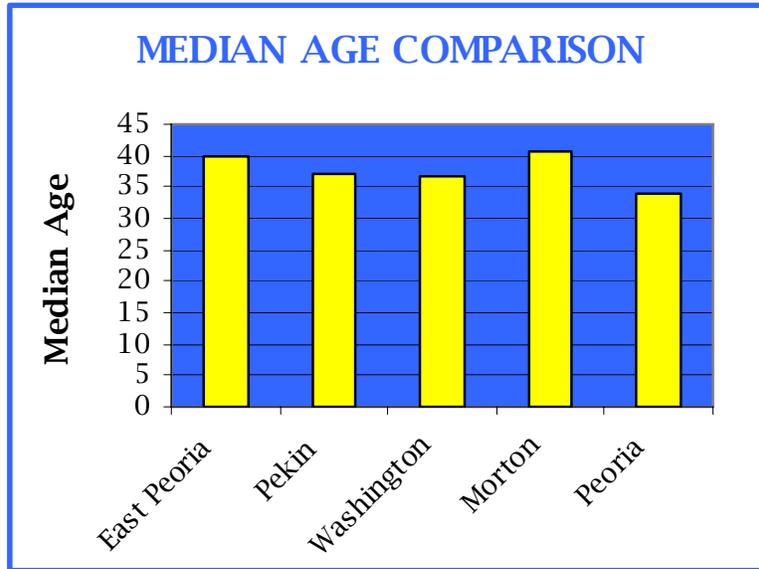


Age of Population

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



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



Race

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

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

Income

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

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



HOUSING

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

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

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

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

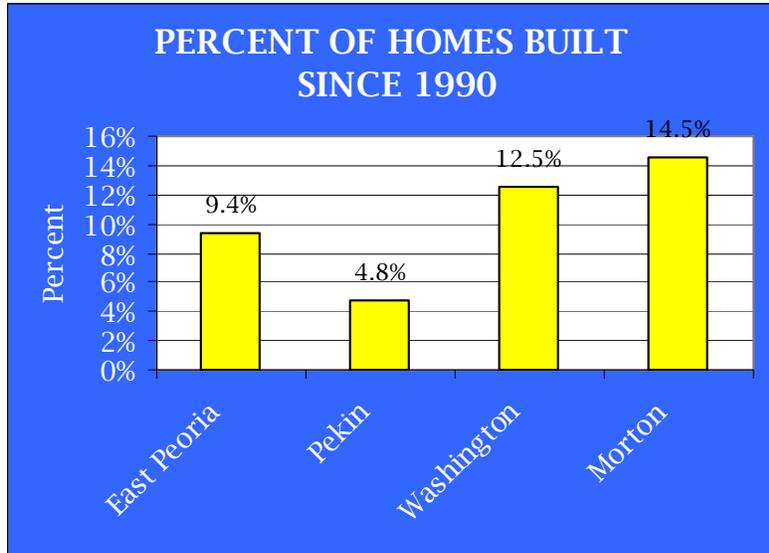
A look at housing statistics is in order. Housing is the largest use of land in any community and is a central focus in comprehensive planning.

Age of Housing

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

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

When it comes to newer housing, East Peoria differs from surrounding communities. The chart to the right shows that East Peoria has had less new housing construction than surrounding communities. Of the communities analyzed, only Pekin has had less new housing since 1990.



Types of Housing

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

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

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

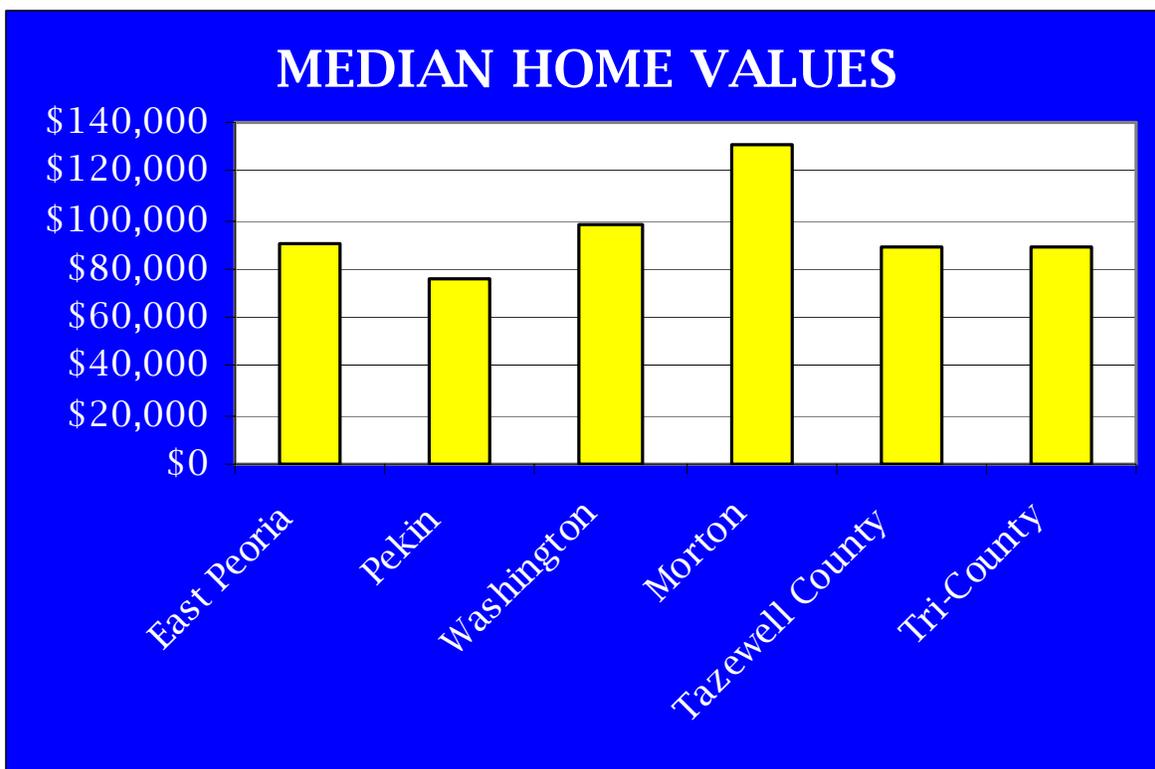
EAST PEORIA HOUSING UNITS

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

Housing Value

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

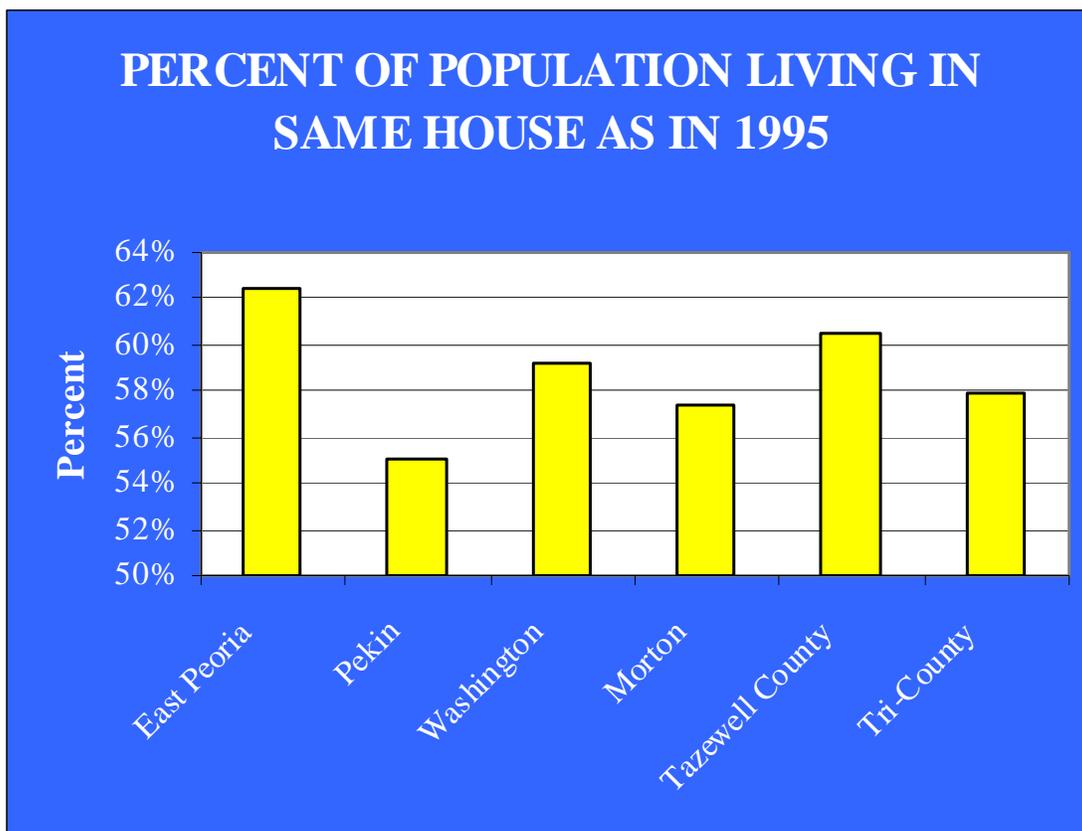
When analyzed on a regional scale, the median household income is similar to that of the county and the region. When compared to surrounding communities, however, there are significant differences. Washington and Morton have higher home values, while Pekin has lower values.



Mobility

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

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



ECONOMIC DEVELOPMENT

Employment

East Peoria's large industrial area spreads along the Illinois River, west and north of the City's downtown center. East Peoria's largest employer is Caterpillar, Inc., maker of earth moving equipment and generators. It employs approximately 5,000 workers.

Illinois Central College is the City's second largest employer with 2,000 local employees.

The City's third largest employer is the Par-A-Dice riverboat casino, with 850 employees. It operates a facility that nets the City \$3,000,000 annually in revenue. Other large employers include East Peoria School District #86 with 237 employees, Hagerty Brothers Company with 206 employees, General Power Construction with up to 250 employees, and Versa Press, Inc. with approximately 850 employees.

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

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

Economic Development Goals and Objectives

General

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

Business Areas

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

PUBLIC UTILITIES

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

Water-

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

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

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

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

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

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

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

WATER SYSTEM: WELL INFORMATION

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

WATER STORAGE FACILITIES

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

WATER PLANT OVERVIEW

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

Sanitary Sewer, Hydraulic

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

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

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

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

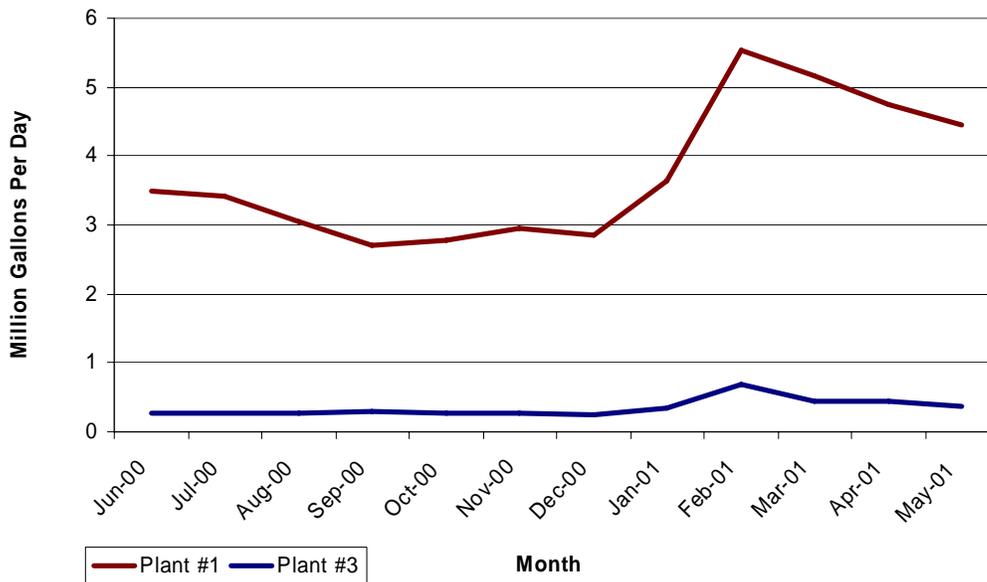
Source: Environmental Protection Agency (EPA), 2001-2002

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

* Above 80% of DAF is when EPA starts to regulate permitting.

** Total flow is calculated by averaging the 3 lowest flow months in the last year.

Monthly Hydraulic Flow



Sanitary Sewer, Organic

(How much a system can actually treat)

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

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

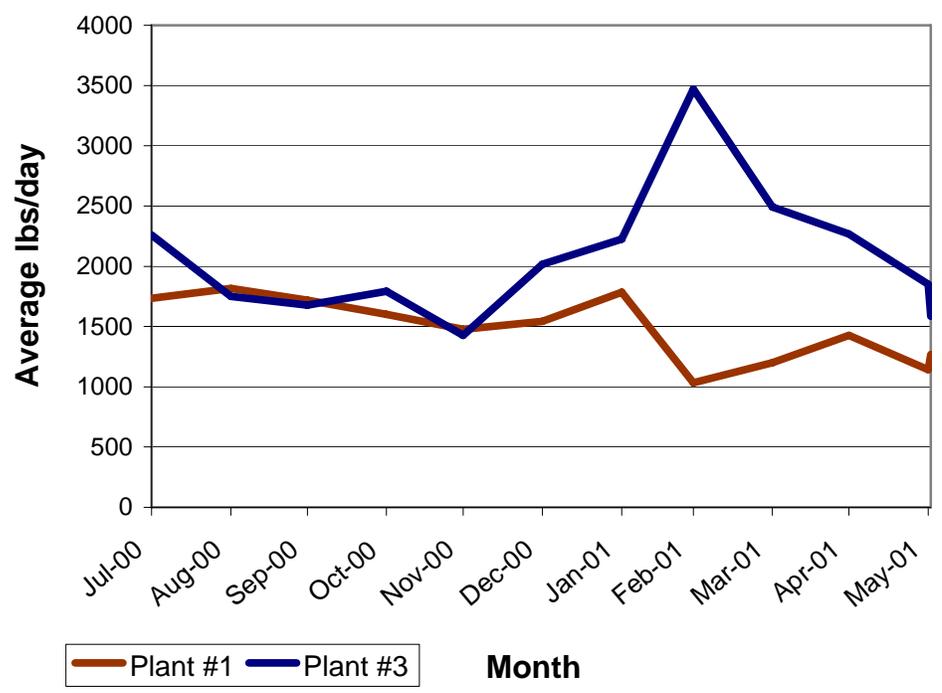
Table 10: Source: Environmental Protection Agency (EPA), 2001-2002

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

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

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

Historical Monthly Organic Flow



SUMMARY OF UTILITY CHALLENGES

UTILITY SERVICE TO POTENTIAL GROWTH AREAS

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

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

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

Utility Goals and Objectives

Water

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

Sewer

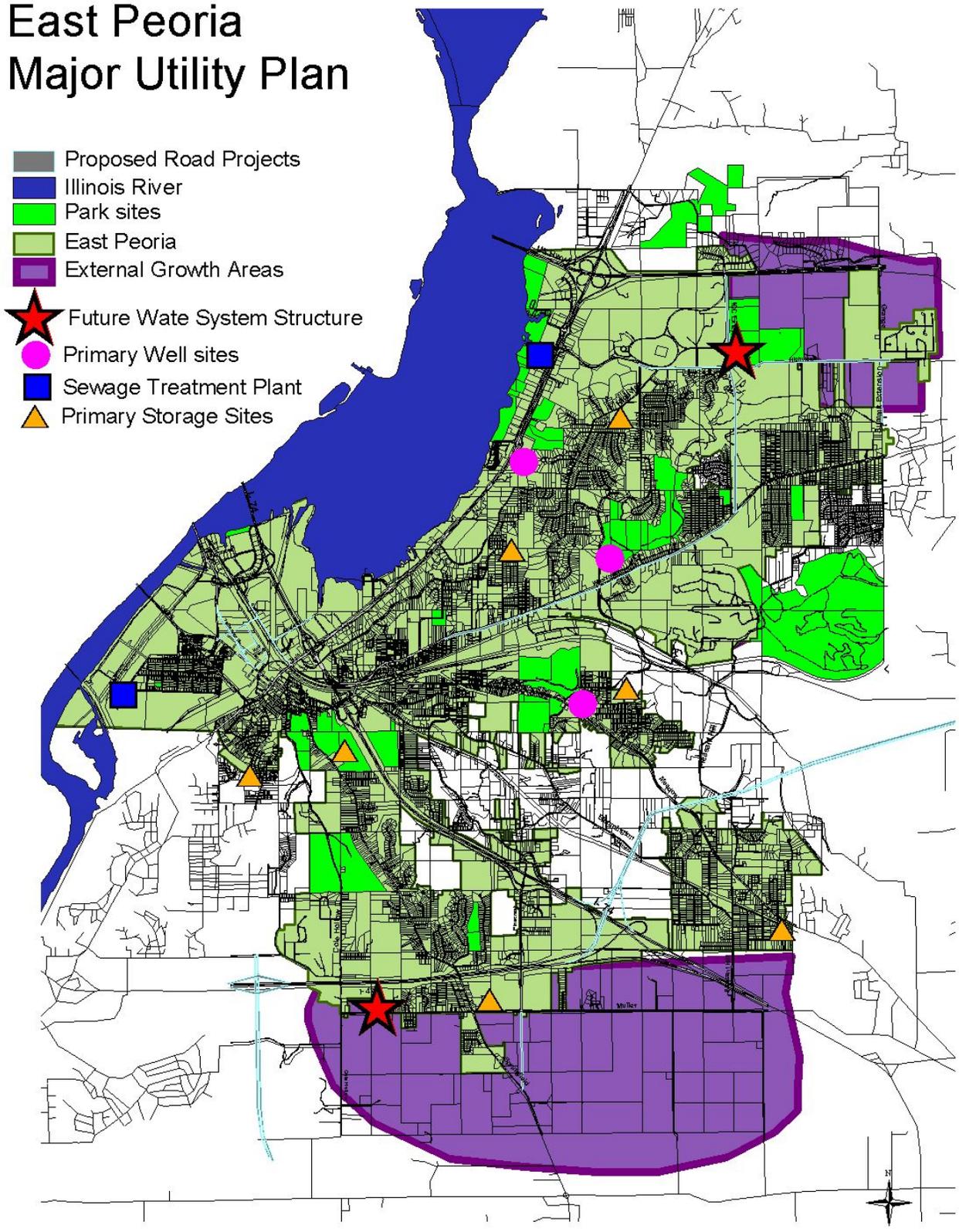
- The City's department of public works has an extensive facilities plan regarding the upgrading of municipal sanitary infrastructure. See Facility Plan for specific information regarding scheduled improvements.

General

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

East Peoria Major Utility Plan

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



PUBLIC SERVICES

SCHOOLS AND EDUCATION FACILITIES

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

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

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

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

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

The high school has had no recent major changes or expansions to the actual school facilities. Enrollment over the years has declined substantially, thereby reducing any expansion needs. The only construction has been the replacement of the bus barn facility across from the present high school, consisting of an 8,100 sq. ft. bus barn which houses 16 buses and a 3,200 sq. ft. garage including repair stalls, office, drivers' lounge and rest room.

Outdoor facilities are adequate taking into account the facilities made available via the EastSide Centre.

Education goals and objectives

Future School Needs-Elementary #86

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

Future School Needs - High School #309

For East Peoria High School, due to minimized enrollments few changes are expected in the classroom facilities. The District continues to pursue possibilities for needed additional parking.

Robein School - Elementary #85

The student enrollment at Robein School has been declining slightly over the last few years. There are classrooms available for a substantial increase in enrollment. Three rooms are presently utilized for Tazewell-Mason County special education plus one room for the Tazewell Head-Start program, taxpayers in the Robein District #85 have passed a referendum to maintain the district as an independent District. There is no expected change for the future in either facilities or enrollment.

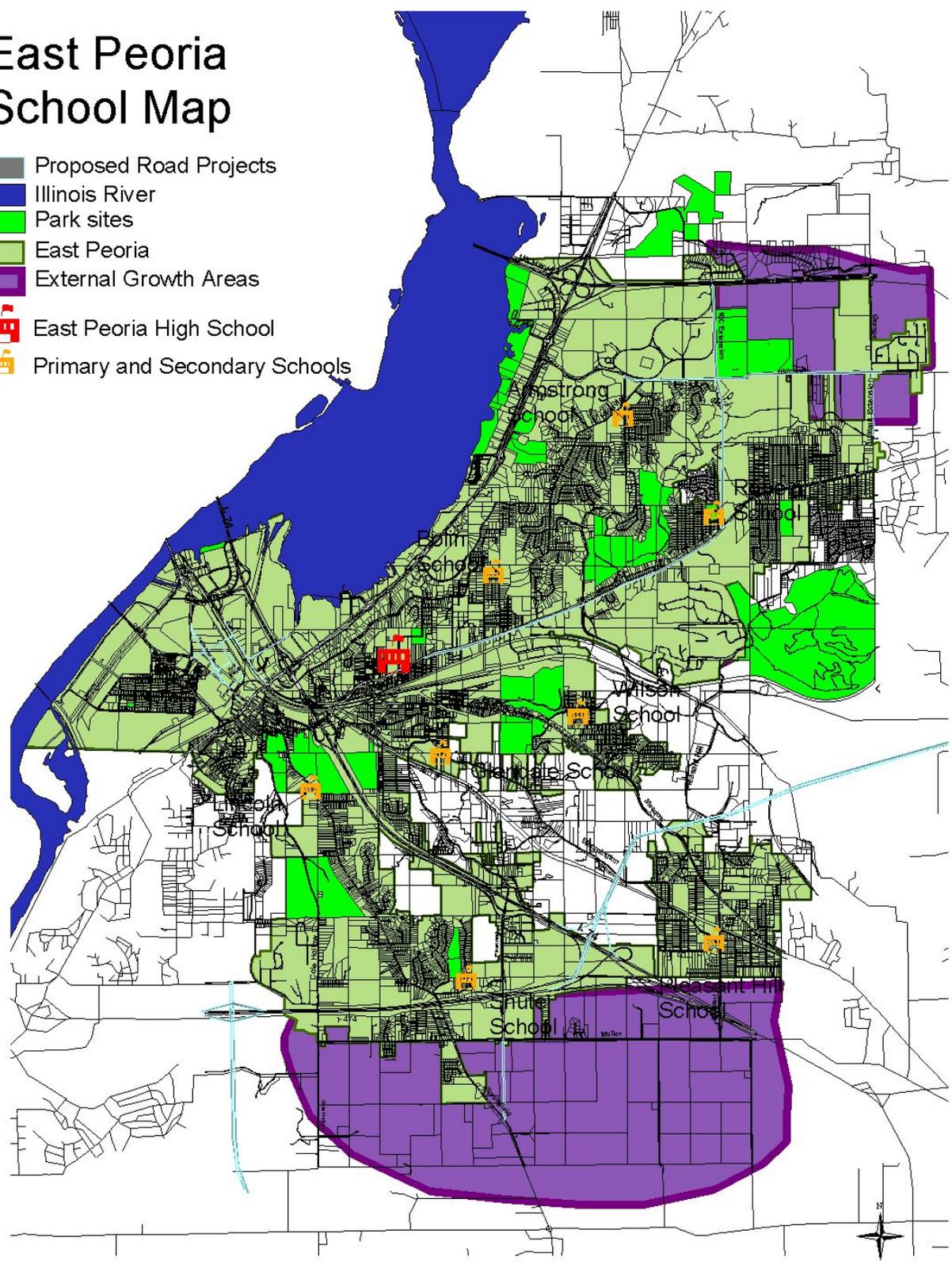
Creve Coeur Schools-Elementary #76

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

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

East Peoria School Map

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



Police

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

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

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

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

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

Future Needs for Police Facilities

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

Fire

Facilities of the Fire Department are presently at three locations in East Peoria, the James Ranney Public Safety Building in downtown East Peoria, shared

with the Police Department, Fire Station #3 on East Washington Street and Fire Station #4 on Muller Road on the southern extremity of the community. Stations #1 and #2 have been discontinued with the provision of newer facilities.

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

Future Needs for Additional Firefighting Facilities

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

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

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

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

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

Some site selection considerations are rather important relative to this general area. It is noted that few connections exist between Centennial Drive and Route 24. One connection is through the ICC campus. The next closest connection is Grange Road, more than two miles east. Considering the lack of easy access

between Centennial Drive and Grange Road, two options appear feasible. It is felt that the best options to serve the predominant amount of growth would be this proposed road extension. A fire science and police science academy, held in conjunction with ICC, would be an opportunity to collaborate on this endeavor.

An ICC corridor location would allow ready access to Centennial Drive also providing good access to the Fondulac- Highview Road area. It would also allow ready access to Route 24 off North Main Street to provide coverage to Route 24 and future growth projected there. Both the Centennial Drive area and Route 24 area could be well served by a North Main location. An additional consideration for North Main Street is the proposed 600 boat marina-condominium complex. A location in this area would provide the optimum site for both fire and rescue activities on the river.

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

POLICE AND FIRE GOALS AND OBJECTIVES

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

TRANSPORTATION

CLASSIFICATION OF CITY STREETS

Street Classification

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

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

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

Local Streets

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

Collector Streets

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

Examples of collector streets include Oakwood and Highview Roads, Summit Drive, Farmdale Road, Pleasant Hill and Bloomington Roads, and Fahey Hollow. The combination of Hill and Ridge Roads between route 150 and Farmdale Road act as a collector street to provide an opportunity for traffic to move between Route 150 and Farmdale Road. A proposed through connection of Neuman Lane is designated a collector street because it provides an opportunity for traffic to move between Bloomington Road and Route 150. Similarly Matheney Lane is designated a collector street because it provides a connection between Bloomington Road and the Pinecrest and 1-74 interchange.

Major Streets

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

Freeways

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

STREET CLASSIFICATION

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

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

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

STREET RIGHT-OF WAY AND PAVEMENT WIDTHS

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

STREET CLASSIFICATION	RIGHT-OF-WAY WIDTH	PAVEMENT WIDTH
LIMITED ACCESS STREET	120'	52'
MAJOR STREET	80'-100'	40'-48'
COLLECTOR STREET	60'-70'	32'
MINOR STREET	55'	28'

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

TRANSPORTATION OVERVIEW

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

Over approximately 20 years there have been major improvements in East Peoria's ability to handle traffic with construction of 1-74 and 1-474 with East Peoria interchanges, the widening of Main and Washington Streets downtown, and the extension of Springfield Road. Traffic flows freer and congestion has been reduced.

The problem of lack of cross-connectors from one major highway to another

remains however, posing considerable inconvenience to the traveling public and even requiring lengthy roundabout trips for emergency vehicles to access certain locations. This is an important need and one which is addressed in this plan.

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

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

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

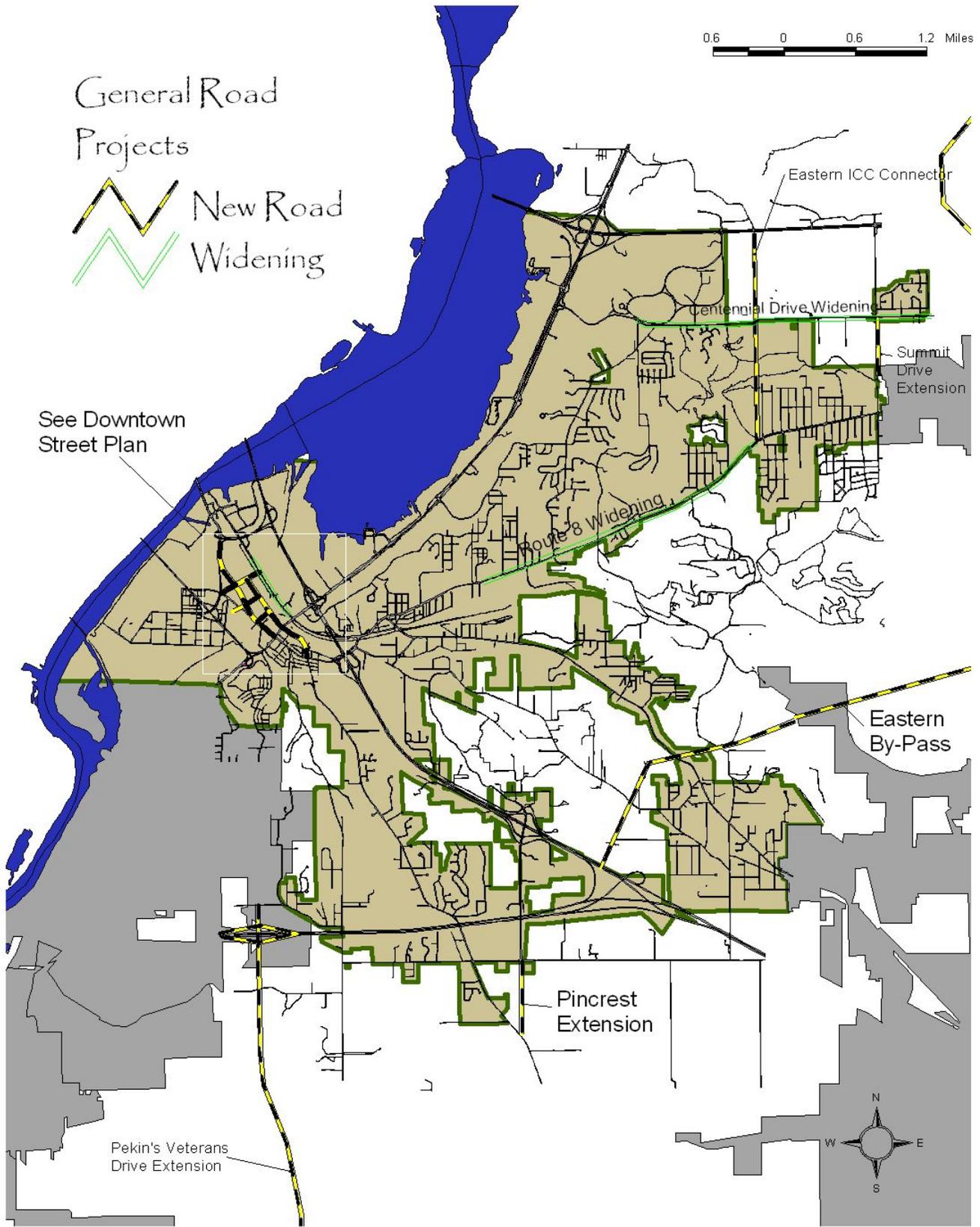
The 1979 comprehensive plan recommended many traffic improvement projects, most of which have now been completed with dramatic results. This plan recommends and describes fewer projects, but ones, which if achieved, will provide equally dramatic results in traffic improvement.



General Road Projects

-  New Road
-  Widening

See Downtown Street Plan



East Peoria Transportation Plan

TRANSPORTATION PLAN PROJECTS

- *Route 8 Widening*

The widening of Route 8 to 4 lanes should be continued as a priority project and is strongly supported by the City, the Chamber of Commerce, and the Designated Zone Organization.

- *Pinecrest Road Extension*

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

- *Summit Drive Extension To Centennial Drive*

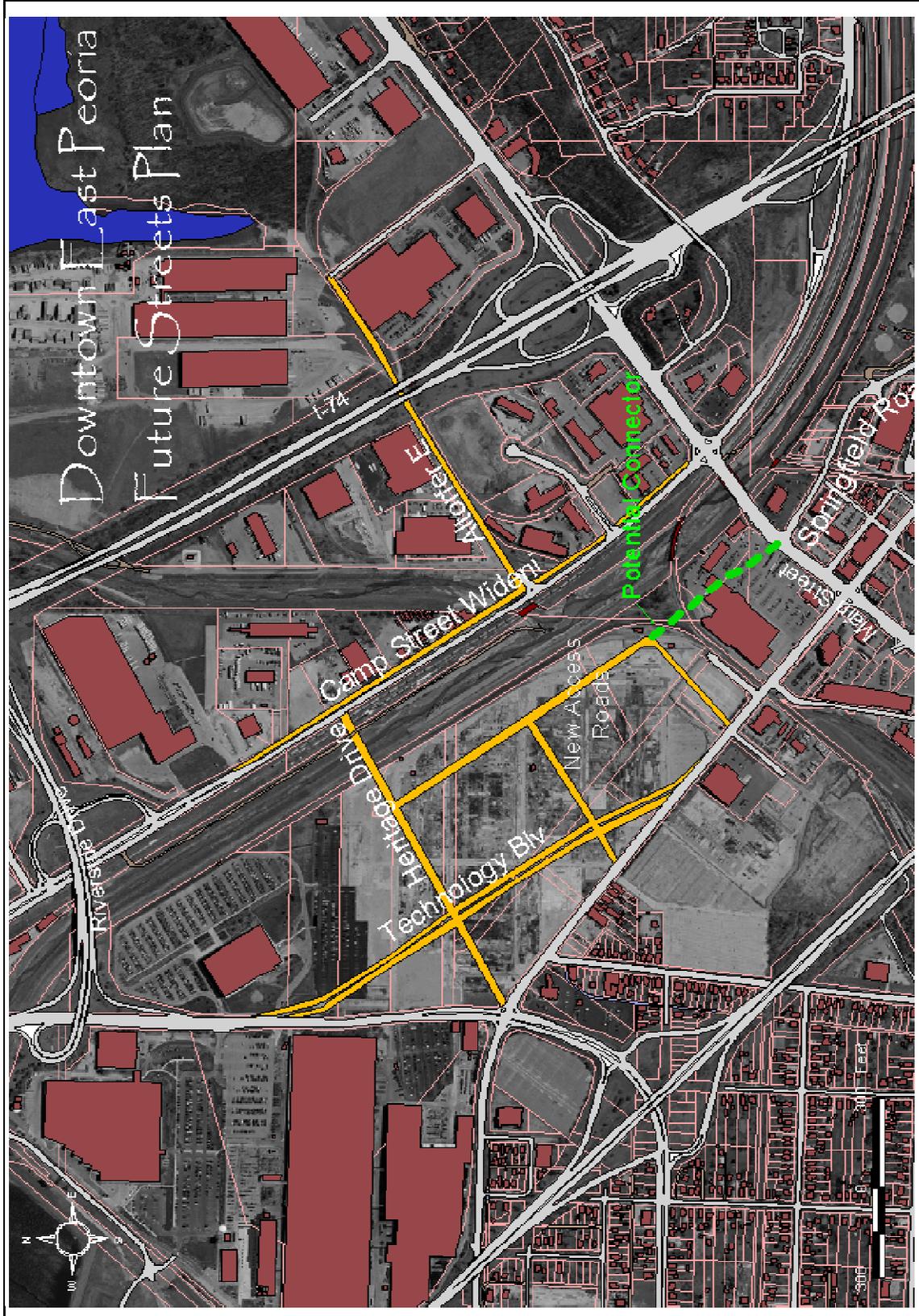
Summit runs along the eastern City limits, intersecting Route 8 at the Sunny land Shopping Center intersection. However, Summit Drive extends only a short distance north of Route 8. In reviewing opportunities to provide a through connection from Route 8 crossing Centennial Drive to reach Route 24, Summit would be a logical location. There is no present connection by way of public road from Route 8 to Route 24 in the ICC area. The extension of Summit Drive beyond its northern terminus to Centennial Drive is strongly recommended. Since an extension of Summit Drive would be in direct alignment with Grange Road running between Centennial Drive and Route 24, the extension of Summit Drive would provide a direct connection all the way to Route 24.

- *Widen Centennial Drive*

Centennial Drive has continued to be improved in recent years as it will be a major connector for future growth in its surrounding area. Centennial Drive should be widened from Darden Lane to Grange Road where it will connect to the new north-south connector between Summit and Grange.

- *ICC Eastern Connector*

There is a need for an additional north-south connector in the growing northeastern region of East Peoria. This plan has retained the ICC Connector, as it was the northern section of an internally municipal beltline which was identified in the 1993 comprehensive plan. This corridor would connect Route 8 to the 24 by-pass, and help alleviate traffic which is currently forced to travel through ICC.



DOWNTOWN EAST PEORIA – TRANSPORTATION PLAN

- *Technology Boulevard*

Realign West Washington Street to bisect Caterpillar redevelopment site. This realignment will provide better accessibility to the unutilized site and offer East Peoria an opportunity to create and design a new main thoroughfare through the downtown area.

- *Heritage Drive*

The Edmonds Street extension, which will be formally called Heritage Drive, will provide east west mobility through the redevelopment site and will allow for a new connection to heavily traveled Camp Street. This extension will dramatically increase mobility east and west throughout the downtown area, that has traditionally be hindered by the intersecting railroad right-of-way.

- *Widen Camp Street.*

Camp Street is the major north-south connector to the rapidly expanding riverfront commercial district. The existing two-lane facility connecting Riverside Drive to Main Street is inadequate for the continued growth that corridor is expecting. A complete 5-lane facility will increase traffic capacities and allow for further redevelopment of the corridor.

REGIONAL TRANSPORTATION PROJECTS

- *Eastern-By Pass-*

Promote the Eastern By-Pass, connecting I-474 via a Illinois River bridge to the Route 6 spur in Mossville.

- *Peoria-to-Chicago Freeway-*

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

- *Pekin’s Veterans Drive Extension-*

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

SUMMARY OF TRANSPORTATION GOALS

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

TRANSPORTATION GOALS AND OBJECTIVES

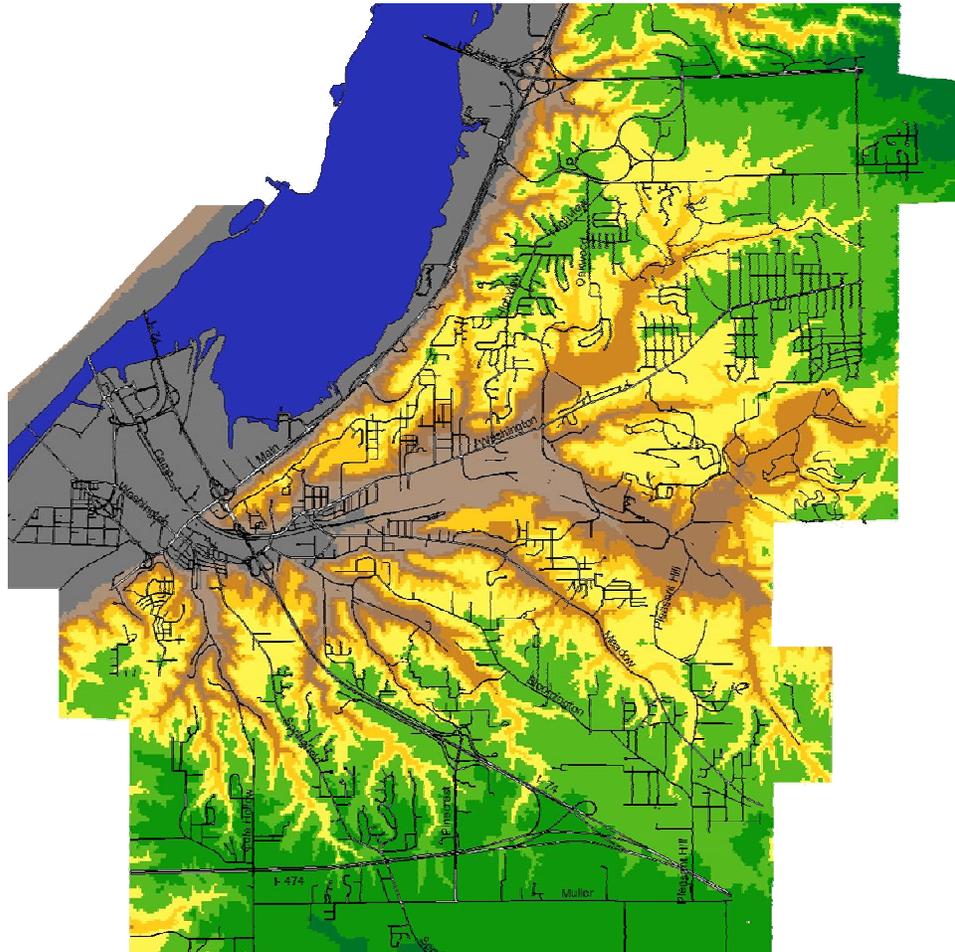
- Develop and implement physical and financial policies to insure adequate maintenance of streets through short and long range planning.
- Construct new streets and upgrade existing streets in accordance with a pre determined street and highway plan.
- Evaluate major City streets (and entering highways) for ways in which roadside plantings can make travel to or through the City a more pleasant and attractive experience.
- Utilize land banking and restrictive zoning for alternative uses to preserve rights of way that become abandoned.
- Recognize the unique advantage of excellent rail, truck, and water transportation facilities, using them individually or collectively in marketing the community to prospective businesses.
- Pursue adequate connection to the proposed Chicago highway to the high speed rail corridor, and to all forms of mass transit.
- Implementation of the Transportation Plan which is detailed on the following pages.
- Continue to seek suitable cross-connector road locations

NATURAL ENVIRONMENT

Topography

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

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

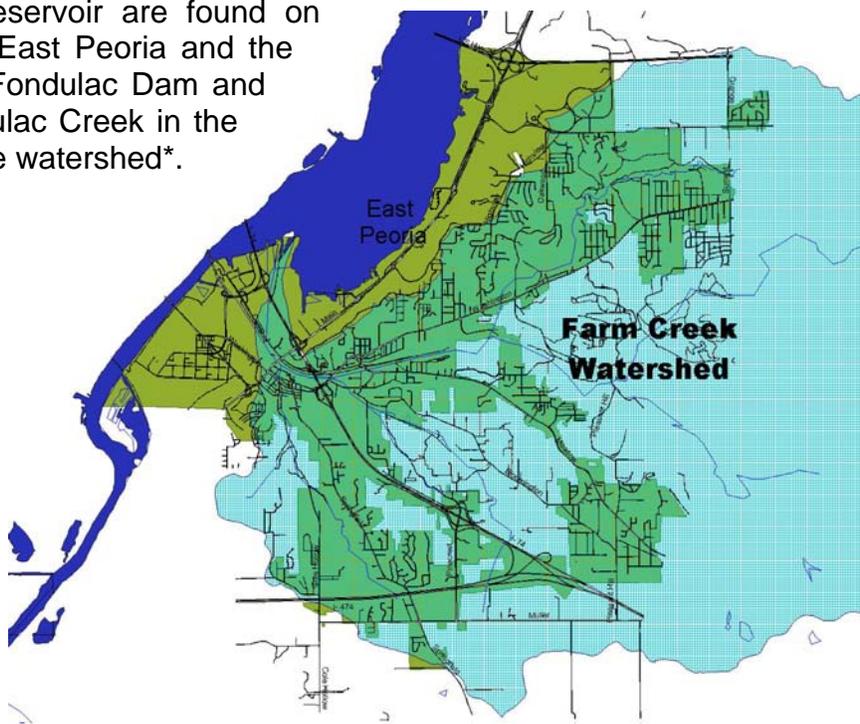


Hydrology

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

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

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



Soils

Five general soil associations dominate the area surrounding East Peoria.

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

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

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

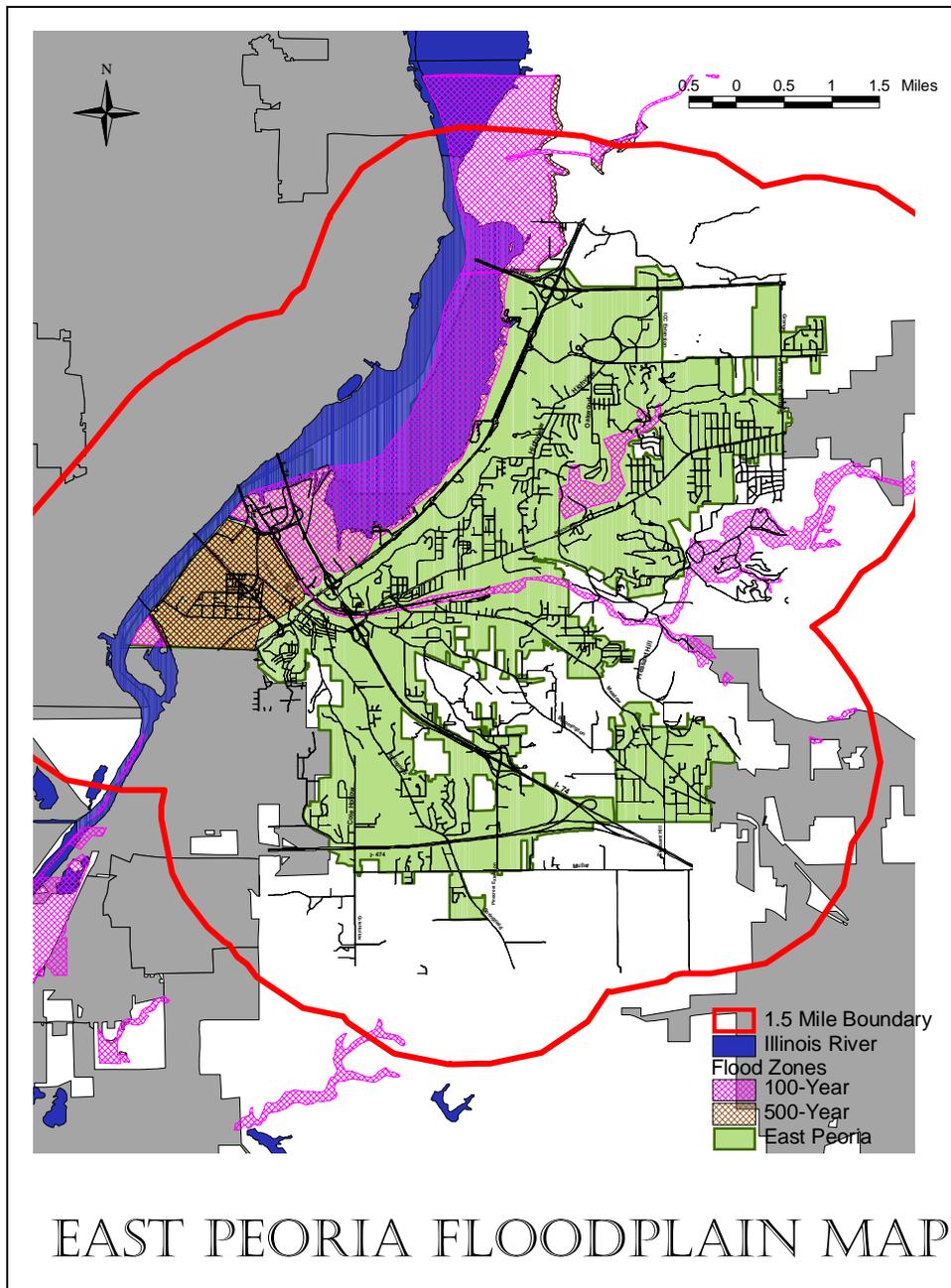
The Birkbeck-Miami-Hennepin association is typically sloping to very steep in nature and moderately to well drained. This association is the location of mostly a woodland and woodland wildlife habitat. Some areas could support cropland or pastures. The slope typically found in this association is a major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

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

Floodplains

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

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

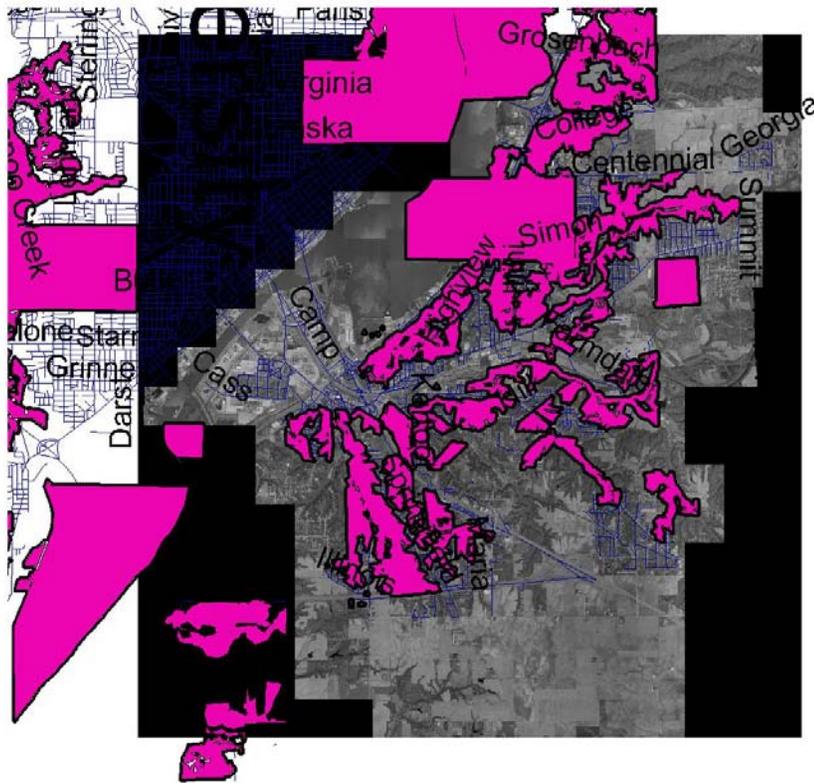


Environmental Corridors

Introduction

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

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



East Peoria Environmental Corridors

Land Use Guidelines along the Environmental Corridors

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

General Guidelines:

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

CONSERVATION EASEMENTS

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

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

LARGE LOT DEVELOPMENT

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

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

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

CONSERVATION DEVELOPMENT

1. Preserve natural topography, land forms and views.
2. Avoid sensitive natural areas and hydrologic features, including seeps, springs and organic/hydric soils when locating new developments and roads.

3. Utilize site designs that minimize the amount of impervious surface area.
4. Cluster residential development to minimize land disturbance and maximize natural open space.
5. Make roadway widths no wider than necessary to insure public safety and to accommodate other modes of travel such as bicycling.

NATURAL DRAINAGE

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

STORMWATER DETENTION

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

NATURAL LANDSCAPING

1. Use native plants as a preferred alternative to the default turf grass landscape.
2. Emphasize the preservation, protection and use of deep-rooted native vegetation on the banks of streams and detention ponds and other areas that are susceptible to erosion.
3. Avoid loss of native plant communities- the Illinois Department of Natural Resources Restoration Ecologists are available for assistance with such practices.
4. Provide information on exotic plant invasion often started by development disturbance of native plant community (Management Plan)- Contact IDNR Restoration Ecologists.

FLOODPLAIN PROTECTION

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

TOPSOIL PROTECTION

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

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

SUMMARY OF NATURAL ENVIRONMENT CHALLENGES

PROTECTING SENSITIVE HILLSIDE SLOPES

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

Natural Environment Goals and Objectives

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

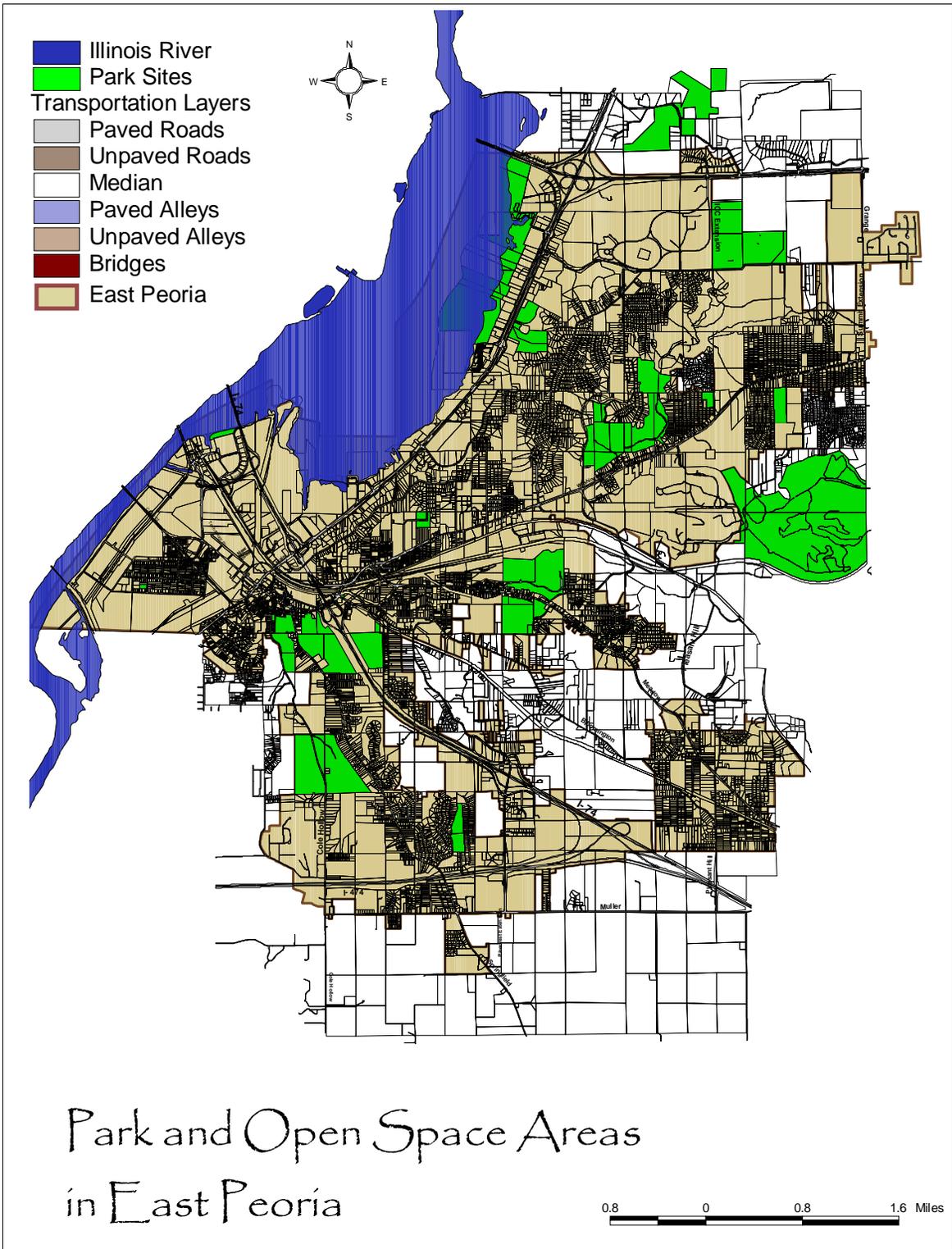
PARKS AND RECREATION

Overview

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

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





CITY - PARK DISTRICT COOPERATION

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

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

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

NEED FOR NEW NEIGHBORHOOD PARKS

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

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

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

for a future neighborhood park.

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

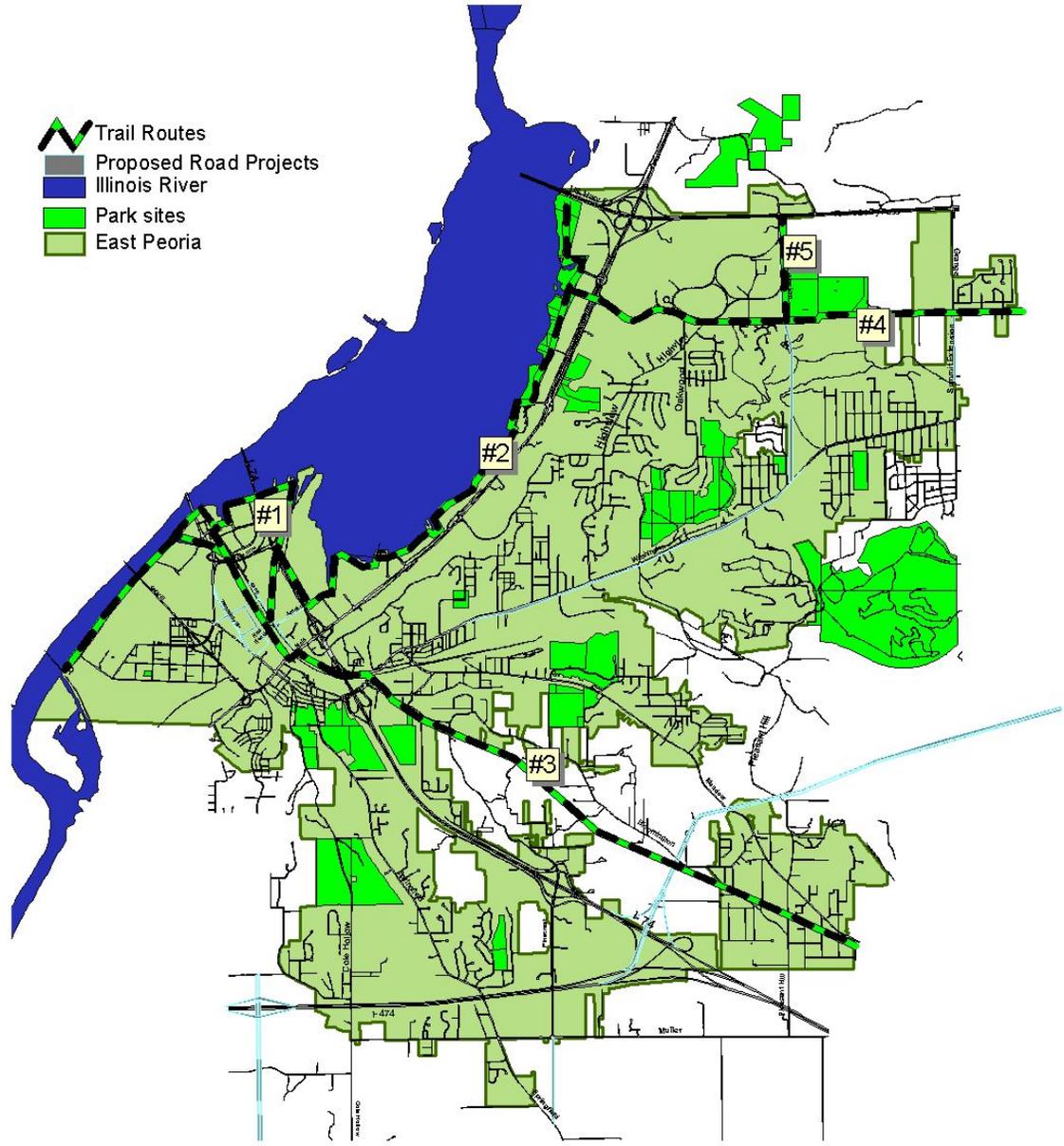
EAST PEORIA TRAIL SYSTEM

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

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

Ultimately the existing 5 mile River Trail of Illinois Phase I would be extended from downtown, through Riverfront Park, south to the Robert Michel Bridge. The combination of this extension to the Robert Michel Bridge and the remaining planned portion of the riverfront trail would be River Trail of Illinois, Phase III. A future trail would proceed from the Riverfront Trail to a proposed internal ICC campus bikeway/trail system via Centennial Drive.

East Peoria Trail Plan



#1, Riverfront Recreation Loop
#2, River Trail of Illinois
#3, East Peoria/Morton Trail

#4, Centennial Drive Trail
#5, ICC Trail Extension

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

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

Key trail related objectives include:

- Conduct a trail connectivity study for Tazewell and Woodford Counties
- Develop a trail connecting downtown East Peoria with Illinois Central College and the City of Washington. (trail #2 and #4 on the East Peoria Trail Plan)
- Construct a trail along the Illinois River from Pekin to East Peoria
- Explore the possibility of establishing a trail connection to City of Washington through Farmdale reservoir on existing rail line if it were to be vacated.

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

EAST PEORIA RIVERFRONT RECREATIONAL DEVELOPMENT

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

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

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

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

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

Key components of the Riverfront Plan include the following

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

SUMMARY OF PARK AND RECREATION CHALLENGES

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

PARKS AND RECREATION GOALS AND OBJECTIVES

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

ZONING

Current Zoning Status

Commercial

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

Commercial Property

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

Conservation

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

Conservation Property

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

Industrial

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

Industrial Property

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

Residential

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

Residential Property

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

Miscellaneous

Miscellaneous Property

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

Combined

Current Zoning Distribution

Classification	Acres	% of Like Use	% of Total
B-1	70.33	7%	0.6%
B-2	39.88	4%	0.3%
B-3	880.41	89%	7.1%
Total B	990.62	\	8.0%
Total C	2111.16	\	16.9%
M-1	509.89	26%	4.1%
M-2	1357.88	69%	10.9%
M-3	103.49	5%	0.8%
Total M	1971.26	\	15.8%
R-1	1062.29	22%	8.5%
R-2	3251.89	67%	26.1%
R-3	48.45	1%	0.4%
R-4	463.65	10%	3.7%
Total R	4826.28	\	38.7%
State	33.98	\	0.3%
Not Zoned	2523.01	\	20.3%
Total	12456.31		

IMPLEMENTATION

General

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

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

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

Zoning Board/ City Council/ Planning Commission

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

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

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

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

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

Zoning Code/Subdivision Code

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

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

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

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