

PLAN WASHINGTON

A Comprehensive Plan for the City of Washington, Illinois

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APPROACH

Plan Washington strives to guide decisions that will lead to successful implementation of the ideas, issues, and concerns shared by the community throughout the planning process. In order to do so, the document is organized in a way that enables individual goals and tasks to move quickly and independently of the rest pending on the circumstances. It is also also is setup to evolve with the changing times -- designating some goals and tasks to an accelerated path, others to be put on pause, and allowing new ideas to easily find a place within the mix.

Agile Methodology Enables Implementation

Plan Washington strives to reflect the ideas, issues and concerns shared by the public, civic leaders, and city staff and suggest appropriate next steps for taking action. In order to be successful a methodology for implementation needs to be established.

Interest in a document that fosters greater collaboration between City staff and community members is important. So too is a need for Plan Washington to adapt when new opportunities arise. That said, inspiration was taken from a very unique place - agile software development.

What is Agile Software Development?

An agile approach to software development involves a set of values and principles for software development under which requirements and solutions evolve through the collaborative effort of self-organizing and cross-functional teams.

Why is Agile Software Development relevant to city planning?!

An original signatory of the Manifesto for Agile Software Development, stated: "The Agile movement is not anti-methodology, in fact many of us want to restore credibility to the word methodology. We want to restore a balance. We embrace modeling, but not in order to file some diagram in a dusty corporate repository. We embrace documentation, but not hundreds of pages of never-maintained and rarely-used tomes. We plan, but recognize the limits of planning in a turbulent environment."

This certainly aligns with the ever-changing nature of a community and the perception of past plans being static documents that will struggle to keep up with the pace of change.

Wait ... there is a Manifesto for Agile Software Development?

Yes, and the values it lays out are certainly relevant:

We are uncovering better ways of developing software by doing it and helping others do it.

Through this work we have come to value:

1. *Individuals and interactions over processes and tools;*
2. *Working software over comprehensive documentation;*
3. *Customer collaboration over contract negotiation;*
4. *Responding to change over following a plan.*

That is, while there is value in the items on the right, we value the items on the left more.

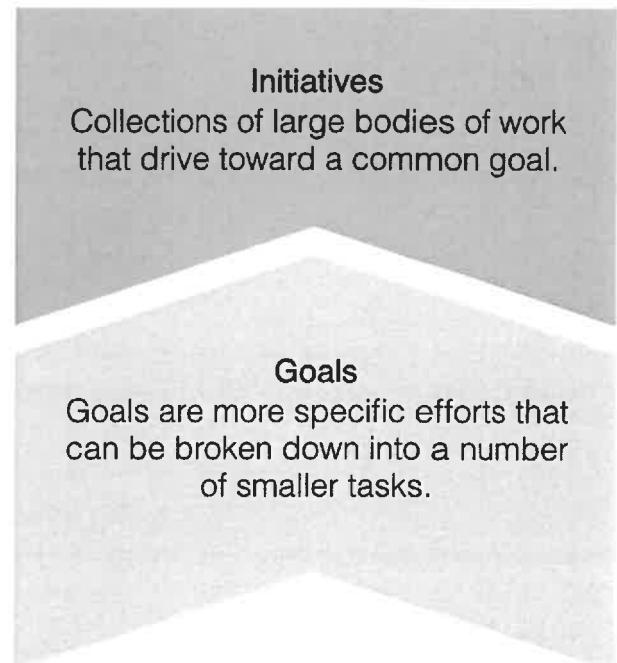
Ok, interesting, but how can this be applied to the Plan?

Beyond the philosophy, software developers created an approach that put this into practice. Instead of taking on large chunks of work that was vulnerable to any changes, they worked on small increments that once completed were sent out quickly for feedback. Considering this plan, yes there are guiding philosophies and ambitious goals, but there are also related tasks and sub-tasks that are more narrow in scope. The completion of these is foundational and necessary in order to achieve the bigger goals.

Agile Methodology Enables Implementation

Plan Structure

Following a Context section that includes documentation and analysis of current conditions, two large scale initiatives will be presented - Complete Streets and Smart Growth. Each of these are multi-faceted and involve the participation of many entities from across Washington and, in some cases, the larger Tri-County region. It is important to break those larger Initiatives down into Goals which are more specific in what needs to be done and who will be involved in their implementation. However, even these will require a finer grain. Under each Goal there are a series of even more specific Tasks and Sub-tasks.

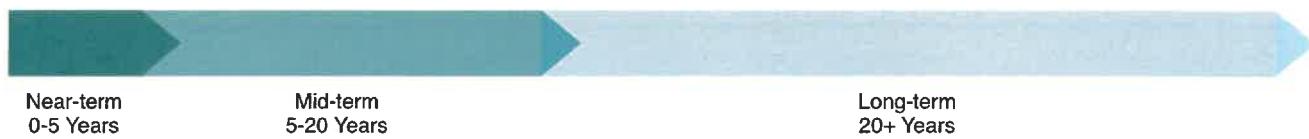


Task & Sub-tasks
Tasks and sub-tasks get into how the Goal will be completed. Tasks are curated by the people doing the work, while Initiatives and Goals are generally inspired by the community.

Phases

“Rome wasn’t built in a day”

A comprehensive plan such as this includes a mixture of efforts that could be done immediately and those that require more time and a significant amount of foundational accomplishments to come first. Identifying these differences is helpful in setting realistic expectations while also maintaining ambitious aspirations that will signal to others that Washington has ambitions but is grounded by the steps it needs to achieve them. In each of the Goals, Tasks, and Sub-tasks described on the subsequent pages a spot for timing is included and **Near term**, **Mid-term**, or **Long-term** phases are chosen. The anticipated time frames for each of these is as follows:



Effective Project Management

As is the case for all of the Goals, Tasks, and Sub-task fields, it should be expected that these will change over time as new circumstances facing the City arise and priorities shift. Considering the Agile Methodology, the Tasks and Sub-tasks that are not currently being addressed would fall into what is called a backlog which would be refined on a regular basis in order to check on their status and whether or not their priority should rise or fall.

The near, mid, and long-term phases are illustrated in the VISION section of Plan Washington and show how development priority areas could come to fruition over time.

Implementation Strategies

Steps forward

Although each of the goals, tasks, and sub-tasks will need to have their own unique paths towards completion charted, there are strategic, lean or low-cost, approaches that can help ensure that progress is being made. Each of these have become proven best practices and have helped communities like Washington take steps forward while building trust amongst the community and momentum that can gain the attention of the private development community.

Tactical Urbanism

Focused on taking immediate action, tactical urbanism deploys flexible and short-term projects that provide the means to test and provide proof-of-concept that helps advance towards higher goals and catalyze long-term change. Tactical urbanism projects have been deployed in communities of all sizes and typically relate to street safety and public spaces. Given that many of the goals of a tactical urbanism effort will challenge current policies, it is recommended that the City be open to their positive intentions and relax certain requirements that provide space to test outcomes while maintaining necessary life safety requirements.

Incubator & Progressive Retail

Retail has become increasingly unpredictable. For instance, books were one of the first sectors disrupted by the likes of Amazon. After some time, independent book stores have seen new life - especially those located in neighborhood centers where shopping has become a pleasurable experience instead of a dreaded chore.

Given the unsettled nature of retail and the already challenging circumstances regarding of full-service restaurants, flexibility should be granted in terms of how these businesses start. Food trucks and pop-up shops are familiar models and have been deployed in Washington on a temporary basis. They are a proven means to test business models and redirect nimbly without over-extending resources. Once a successful business model has been vetted it could be ready to progress onward into a conventional storefront environment.



Tactical Urbanism at work: Community members in Price, Utah volunteer to install a vibrant crosswalk on Main Street to alert motorists and provide pedestrians with a safer means to cross the street.

Photo courtesy of American Institute of Architects // aia.org/articles/6154217-tactical-urbanism-in-rural-utah



Familiar Model: Washington's Faire Coffee has shown the effectiveness of this approach given their beginnings as a mobile business that then progressed into storefronts including a location on the Square.

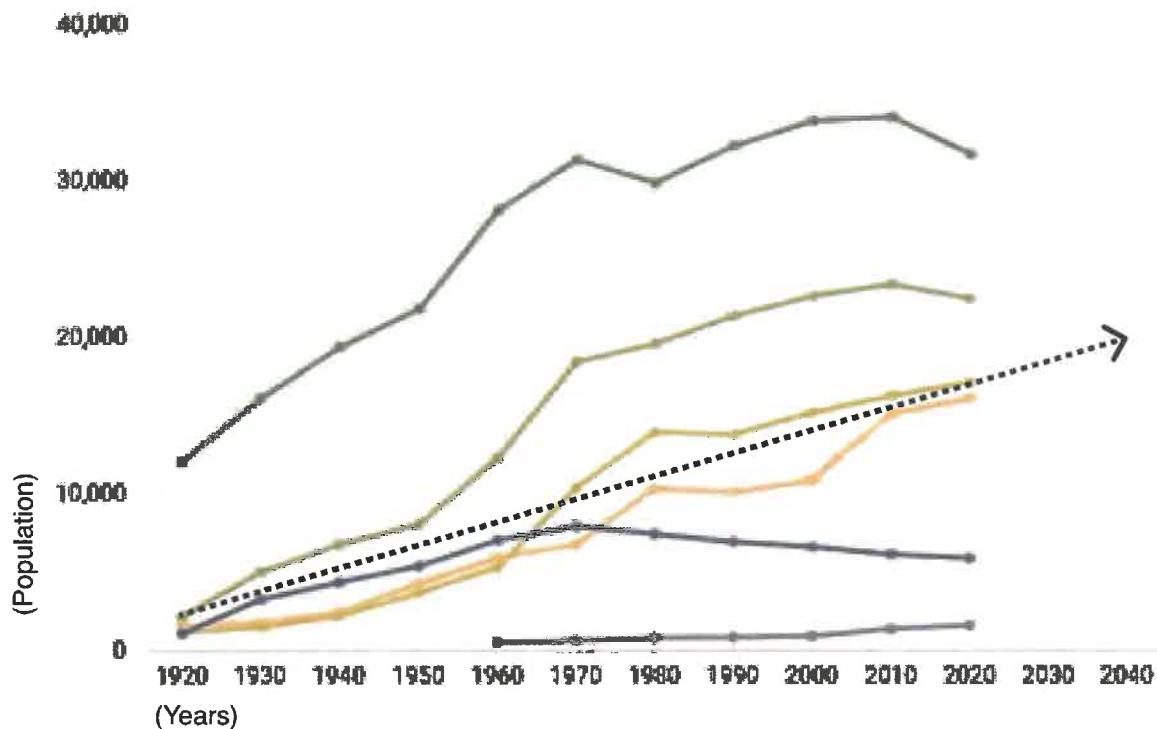
Photo courtesy of Faire Coffee // fairecoffee.com/jkc-about

CONTEXT

The following pages feature data visualizations and narratives that interpret them relative to Washington and, in some instances, nearby communities for comparison. Although the data reflects past, any projections into the future are prone to a great deal that is unknown.

That said, consider these pages as a means to benchmark and guide near-term decision-making. They should be updated and added to and they should not be used on their own to decipher positives or negatives, successes or failures. Instead, Washington's future should be led by principle-driven initiatives which can then be tested by the metrics derived from this data.

Comparative Population Growth



Steady Growth

While Washington's population growth for the past century has kept a pace of steady growth alongside Morton, its closest peer, other communities in the region have recently seen population decline.

Why is this important?

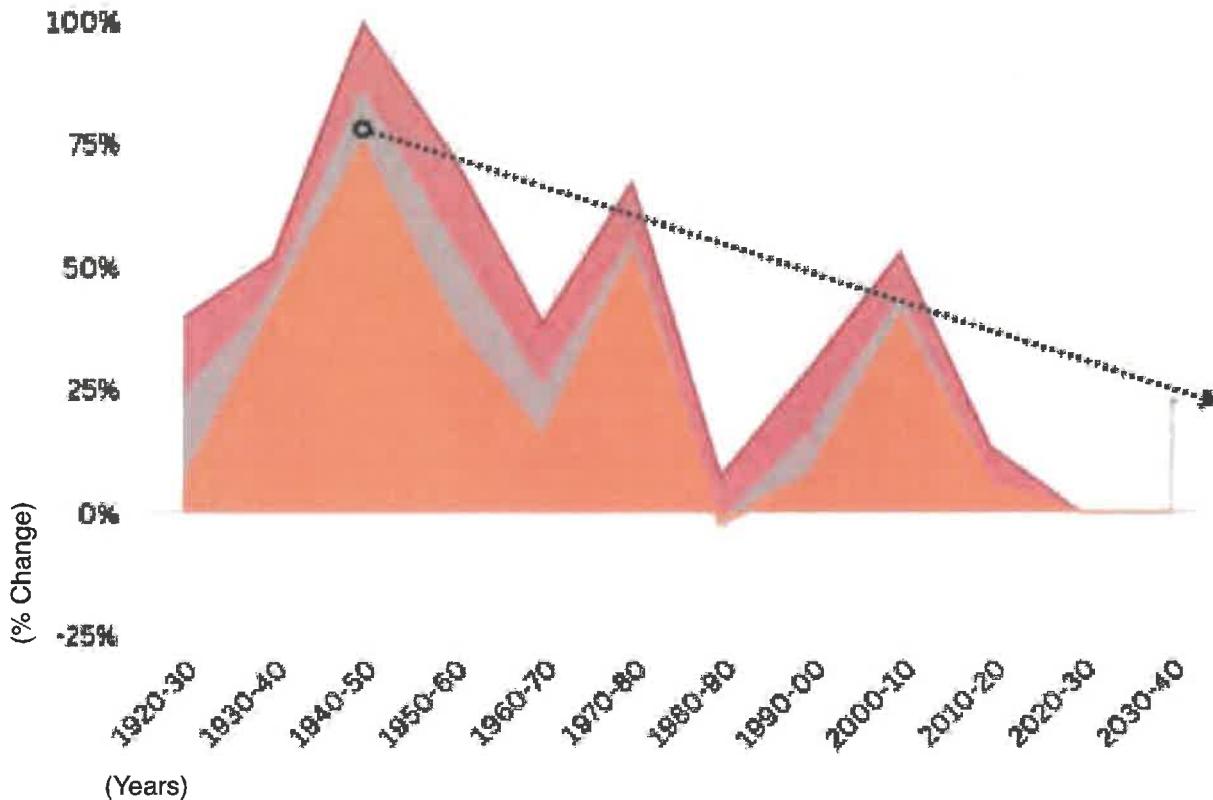
This illustrates Washington's resiliency and a continued perception of the community as a desirable place to live. If this trajectory were to continue it is possible that Washington will hit the 18,500 and 20,000 population marks between years 2030-40. This growth would be fueled by currently platted units as well as new development suggested within development priority areas shown elsewhere in this plan. That said, the % population change trends shown on the following page will factor in.

- Pekin
- East Peoria
- Morton
- Washington
- Peoria Heights
- Dunlap
- Trend Line

Data sources:

- U.S Census Bureau
- 1920-1940: 1940 Decennial Census (Illinois)
- 1950: 1950 Decennial Census (Illinois)
- 1960: 1960 Decennial Census (Illinois)
- 1970: 1970 Decennial Census (Illinois)
- 1980: 1980 Decennial Census (Illinois)
- 1990: 1990 Decennial Census (Illinois)
- 2000: 2000 Decennial Census (Illinois)
- 2010: 2010 Decennial Census (Illinois)
- 2020: 2020 Decennial Census (Illinois)

% Population Change



% Population Change is Declining

While Washington's population has been on an upward trend since 1930, its % population change has been on a steady downward trend. This reflects similar trends at state and national levels. This slow down in population growth is the result of a decreasing birth rate, migration, and increasing mortality due to an aging population.

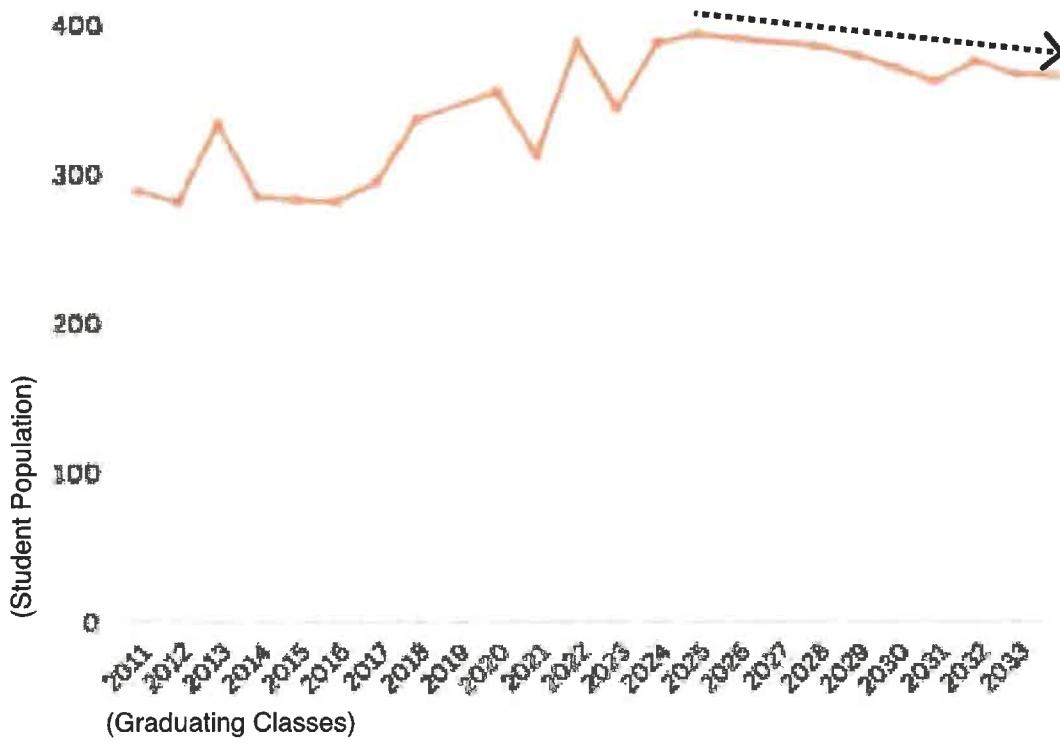
- Washington
- Illinois
- US
- Trend Line
- ♦— 2030-40 Projection

Why is this important?

While the stress placed on the City by an increase in population can cause serious issues (ie. school populations, infrastructure), that concern should be measured by monitoring data that can guide decisions regarding residential growth by way of new development.

Data sources:
 U.S Census Bureau
 1920-1940: 1940 Decennial Census
 1950: 1950 Decennial Census
 1960: 1960 Decennial Census
 1970: 1970 Decennial Census
 1980: 1980 Decennial Census
 1990: 1990 Decennial Census
 2000: 2000 Decennial Census
 2010: 2010 Decennial Census
 2020: 2020 Decennial Census

High School Graduating Classes



Projected Decline of Future Graduating Class Sizes

The housing boom of the mid-2000s led to an increase of school-aged children as shown by Washington Community High School graduating class numbers. However, the children that grew up in those homes are now starting to graduate and leave the City's school systems. Future high school graduating classes, fueled by existing grade school class sizes, are projected to experience a decline over the next decade.

Why is this important?

The pressure placed on the local school systems has been cited as a contributor to decision-making regarding new development proposals in the past. This will continue to be a valid concern as will be the distinct numbers for each of the feeder grade school districts. That said, new development and associated growth can still occur with proper measures to mediate the impact. Phasing informed by data (ie. birthrate, household size) should be encouraged as an approach.

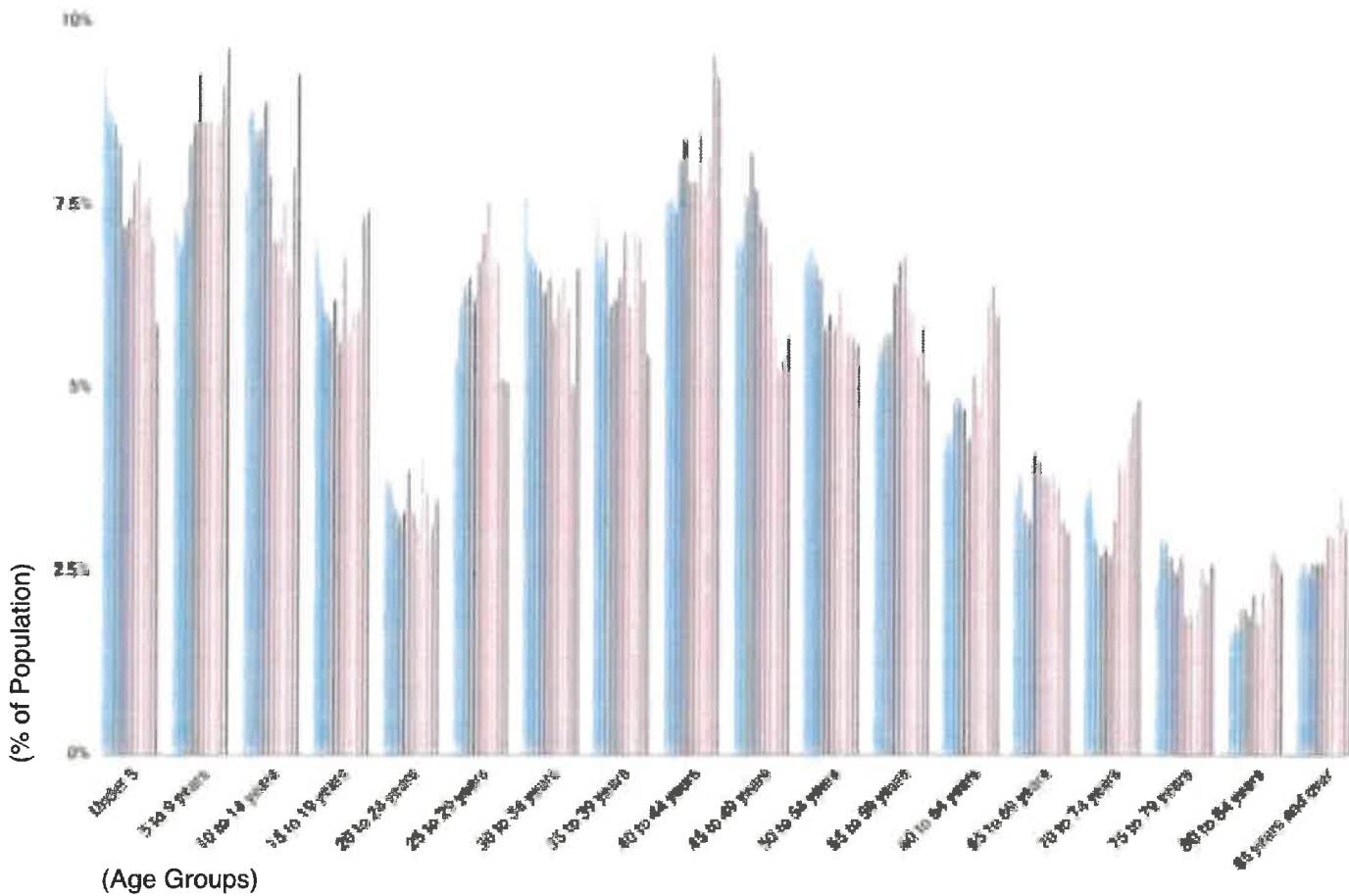
■ Student Population

→ Trend Line

Data sources:

Washington Community High School Sixth Day Enrollment Reports

Population Age



An Aging Population

While Washington remains popular with young families, the proportion of the City's population above the age of 60 has been increasing for the past decade+. As is the case throughout the country, the very large Baby Boomer generation is growing older and their needs are shifting.

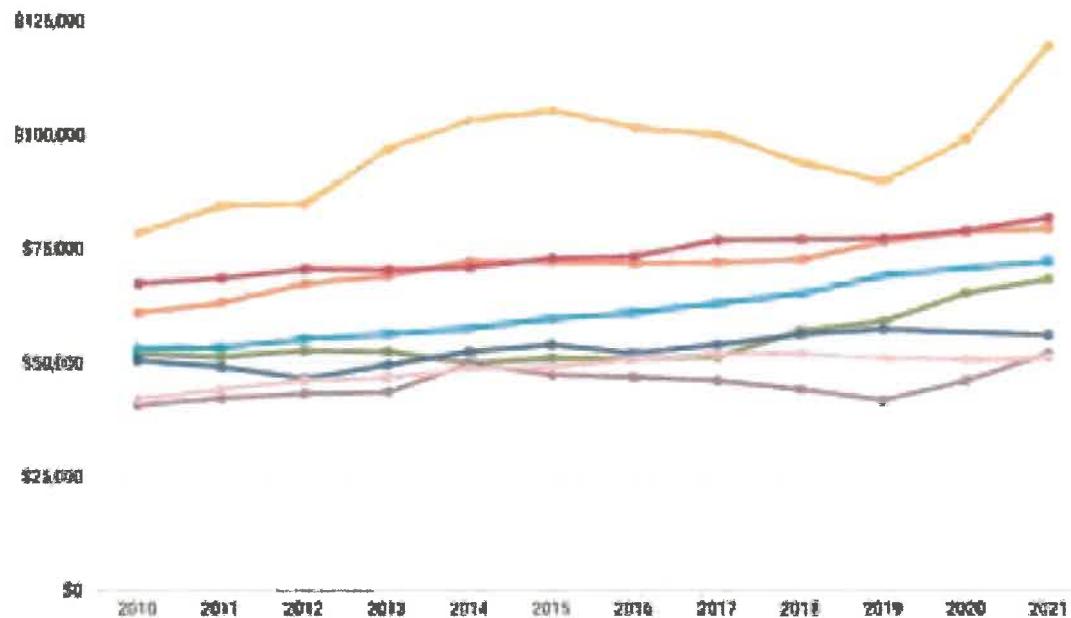
Why is this important?

Retirees are making the decision to downsize from large single family homes and the associated burden of maintaining them. It will be important for the City to understand the needs and preferences of this group and then seek out those able to build the housing types that will allow seniors to age within the community, thus not losing their disposable income, talents, and willingness to give back.

Data source: U.S. Census Bureau, American Community Survey (ACS)

- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018
- 2019
- 2020
- 2021

Comparative Median Household Income



Steady Income Growth

Washington and Morton again see themselves as close peers as each has seen steady growth in median household income over the past decade+.

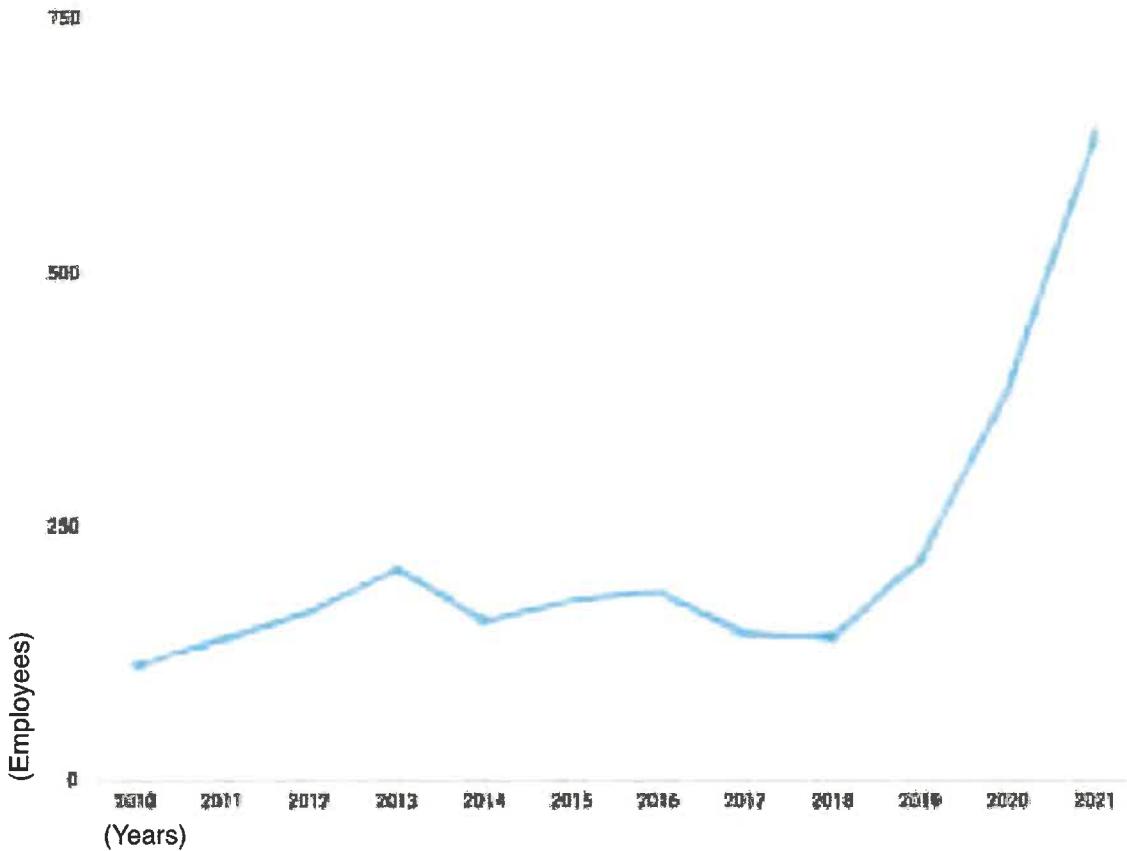
Why is this important?

Median household income provides insights about the financial resources available to households within the community, and is closely tied to employment levels, educational attainment, and health. That said, enhancing Washington's attractiveness to new businesses that could add good paying jobs is key. Amidst the following pages the plan will elaborate on a number of ways in which to make the community more livable and appealing in order to differentiate itself from competing communities.

- Dunlap
- Morton
- Washington
- Illinois
- East Peoria
- Peoria
- Peoria Heights
- Pekin

Data source: U.S. Census Bureau, American Community Survey (ACS)

Work from Home



Work From Home

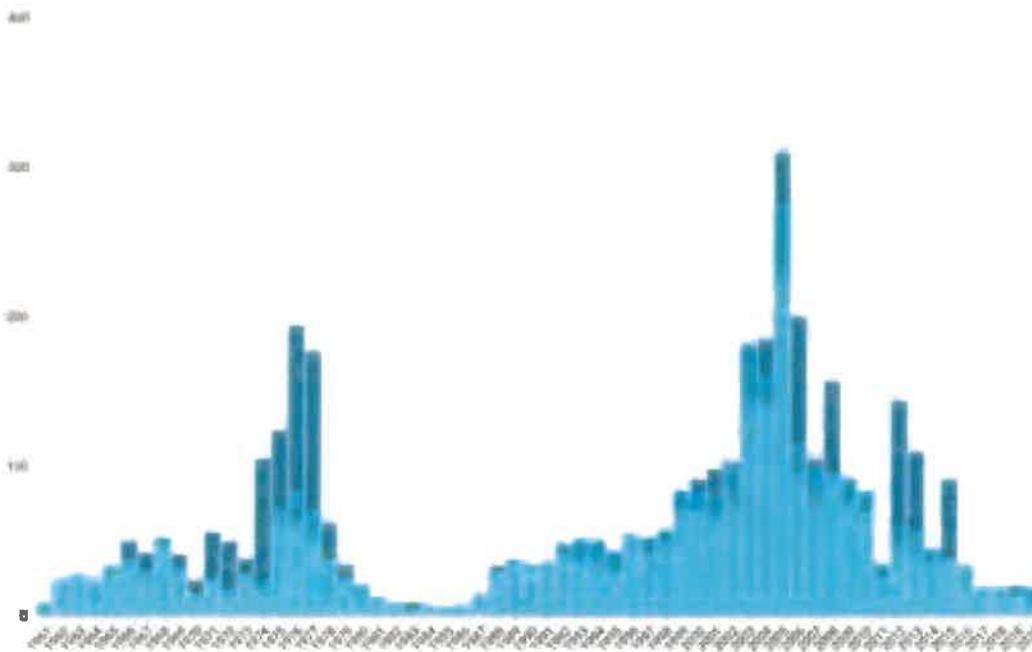
Although the emergence of COVID in 2020 significantly increased the number of those working from home, that number was already trending upwards in Washington between 2018 and 2019 which indicates there was already momentum behind this working condition.

Why is this important?

A settled norm for work from home policies is still unsettled, but it does present an opportunity for Washington that has long been considered a “bedroom community” to Peoria. If more people have the option to work from home they are more likely to invest time and money in the community during the day. It will be important to monitor what their daily needs and interests are (ie. coffee, lunch breaks) and strive to make amenities available (ie. walking and bike trails) that will help capture their investment.

Data source: U.S. Census Bureau, American Community Survey (ACS)

Building Permits Issued



Housing Trends

Worth noting:

- The issuance of housing permits has been on a decline since the peaks of the mid-2000s.
- While single-family housing was a dominant typology from the late 1970s through the early 2010s that was not always the case.

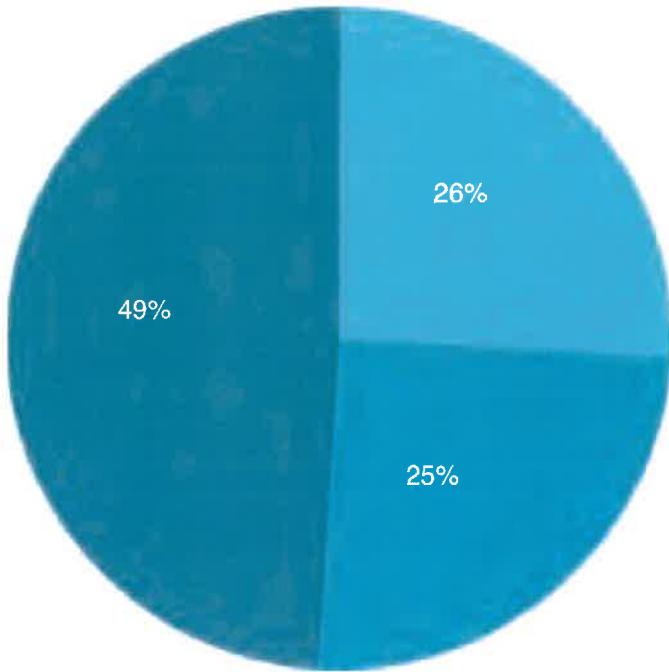
- Multi-family Residential
- Duplex
- Single-Family Home (Detached)

Why is this important?

A slow down in new housing can stunt other economic opportunities. It will be important to consider all kinds of housing, especially those types that reflect the needs and interests of shifting demographics that 1) increasingly want to live in or near neighborhood centers and 2) want to downsize from much larger footprints. In each of these instances, Missing Middle Housing, reflective of housing built generations ago, can meet these needs and will be described later in the Plan.

Data source: City of Washington Records

Housing + Transportation Index



Washington Average Housing + Transportation Costs % Income

Average Household Income: **\$79,384**

Data source: U.S. Census Bureau, American Community Survey (ACS)

- Average Housing Costs: **\$20,640**
- Average Transportation Costs: **\$19,846**
- Remaining Income: **\$38,898**

What is the H+T Index?

Traditional measures of housing affordability ignore transportation costs. Typically a household's second-largest expenditure, transportation costs are largely a function of the characteristics of the neighborhood in which a household chooses to live. Location Matters. Compact and dynamic neighborhoods with walkable streets and high access to jobs, transit, and a wide variety of businesses are more efficient, affordable, and sustainable. The Center for Neighborhood Technology based in Chicago developed this index to inform communities about where they stand in order to benchmark against improvements they make in the future.

Why is this important?

If household transportation costs dropped by just 1% those households would save \$794 per year. With 6,013 households in Washington, that would equate to a \$4,773,360 increase in remaining income across the community.

How can we make that happen?

Decrease dependency on the automobile by developing neighborhoods that make it easy to walk and bike to find basic daily needs (ex: gallon of milk). Washington has one CityLink bus stop. What can we do to make that a more viable option for more people? Could we extend the route further east to reach more people? Can we emphasize adding jobs that are located closer to where people live? The following pages describe initiatives that Washington can work on in order to make this investment in itself a reality.

INITIATIVES

- 1 Complete Streets
- 2 Smart Growth

“

Complete Streets are streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete

Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

Complete Street policies are set at the state, regional, and local levels and are frequently supported by roadway design guidelines.

- US Department of Transportation -

Initiative 1

Adopt a Complete Streets Policy

Background

As the definition states, Complete Streets enable all users to move more efficiently and safely through their community. This is not reflected in some areas of Washington where sidewalks are absent or in poor condition, intersections are oriented in favor of the automobile at the expense of pedestrians and bicyclists, and on-street bicycle facilities are absent.

Proposition

Addressing these and other issues will improve connectivity and quality of life, laying the groundwork for new development that increasingly require these conditions and will benefit the community.

Refutation

Some might say that the use of the car gives people the freedom they want and that the way the roads have been built allow them to get to where they need to be as soon as possible.

While it may seem like freedom, it could also be considered a dependency. Not being able to make simple, short distance, trips on foot or bicycle due to unsafe and/or unappealing conditions forces community members to make travel decisions that cumulatively come at great financial expense and personal health risk.

Conclusion

It is important to maintain, improve, and adapt existing transportation networks throughout Washington so they can facilitate all mobility choices in an efficient and safe way to improve livability and enhance development potential.

Initiative 1

Adopt a Complete Streets Policy

Vision

Quality of life for Washington residents, workers, and visitors would be improved through the further development and enhancement of its transportation networks. A well-designed and interconnected system of complete streets will enable this to happen.

Users

The City of Washington would work to accommodate and educate users of all ages and abilities. The needs of pedestrians, bicyclists, and transit users would be leveled up to that of motorists, but the unique conditions necessary for the performance of emergency responders and delivery drivers would be considered.

Projects and Phases

The City would approach transportation improvements and new development projects as opportunities to create safer and more accessible streets. Design, construction, reconstruction, major maintenance, and routine operations, as well as changes to transportation facilities on streets, corridors, and private properties, including capital improvement projects.

The following would comply with the Complete Streets Policy:

- a. All City-owned transportation facilities in the public right-of-way including, but not limited to, streets and pedestrian facilities.
- b. Privately-constructed streets, driveways, and parking lots.
- c. Existing transit stops as well as those in the future.

Exceptions

Washington City Council would approve any exception to the Complete Streets Policy as they would for a requested zoning change. The exception would be presented in a staff report describing the reasoning for the exception.

Jurisdiction

The City would adhere to this Complete Streets Policy for all street and corridor design, and construction projects in the City requiring funding or approval by itself, the County, the State, or Federal Government.

The City would strive to foster and strengthen partnerships with the State of Illinois, Tri-County Regional Planning Commission, Greater Peoria Mass Transit (CityLink), Tazewell County, Washington Township, local schools, Washington Park District, Washington Chamber of Commerce, neighboring communities, and other stakeholders to enhance local transportation system connectivity.

Design

The City would follow a flexible and innovative design approach that balances user needs and ensures safety for all. The City would use the best and latest design standards available. In all instances design solutions will promote safety, accessibility, mobility, convenience, efficiency, and reliability, while enhancing public health, green infrastructure, and economic development.

Context Sensitivity

The City would create context-sensitive Complete Streets that meet or exceed national best-practice guidelines. Design criteria will be based on the thoughtful application of context-sensitive engineering, landscape, architectural, environmental sustainability, and design principles.

Initiative 1

Adopt a Complete Streets Policy

Performance Standards

The City would collect and analyze data, and coordinate with other entities as needed, to track successes, modify design concepts, and update best practices that may include, but not be limited to:

- a. Total miles of bike lanes and trails built
- b. Linear feet of new pedestrian accommodation
- c. Number of new bicycle parking spaces installed
- d. Number of ADA accommodations built
- e. Rate of children walking and bicycling to school
- f. Bicycle counts on trails/paths
- g. Number of transit improvements
- h. Transit ridership
- i. Intersection safety analysis

New Technologies

Attention should be paid to the advent of new technologies and how they could impact the performance and safety of Washington's streets. The number of electric vehicles (EVs) will continue to grow and providing recharging infrastructure to support should be measured by, and through partnership with, the private sector which is moving quickly. Autonomous vehicles (AVs) seem to be on the horizon and have initially presented a great deal of questions regarding safety. In either instance (and any other in the future), the fact remains that any form of car will need to be accommodated on the City's streets, but not at the expense of the safety and quality of the pedestrian and bicycle experiences.

Although EVs [cars] get more attention, the sale of EVs [bicycles] are outselling electric and hybrid cars combined. The global/national popularity of electric bikes should not be ignored and further highlights the importance of building and maintaining bicycle facilities throughout the community.

Implementation Steps

The City would implement this Complete Streets Policy through actions taken by the Planning & Development Department, Engineering Department, Public Works Department, or the City Manager's designee. Simple and straightforward approaches to data collection, project review, capital improvement project prioritizations, plan adjustments, policy revisions, public official and staff trainings, project coordination, funding awards, and public hearings will be pursued, to ensure the highest possible return on investment of City and other public and private resources.

Goal 1.1

Create a formal, citizen-led, Complete Streets Commission comprised of transportation advocates representing pedestrians, bicyclists, and motorists

Description

In order to advocate for the on-going implementation of complete streets policies, the creation of a dedicated commission would ensure the voice of community members is formalized and heard. This group would differentiate itself from the existing Public Works Commission by way of a mobility focus as well as the necessary and continuous refinement of the City's transportation networks and facilities.

The upcoming USB24 reconstruction project and the associated public engagement process has the potential to interested and motivated community members to self-identify themselves as candidates for such a group in the future.

Oversight

Engineering Department

Support

Planning & Development Department
Public Works Department
City Administrator
Washington Police Department

Associated Civic Institutions

N/A

Status

Not yet started

Timing

Near term Timeline: 1-3 months

Anticipated Investment

Staff time for oversight

Potential Funding Source

Not applicable

Task 1.1.1

Develop a process that allows citizens to identify problem areas that could be improved by traffic calming measures

Description

Community members utilize the City's streets everyday and have a unique point of view based on their experiences. It is important that the City has a way of receiving their feedback when they encounter circumstances that are unsafe and a process to deliberate, evaluate, and, if validated, take action. This crowdsourced approach is a great way to address life safety issues while boosting community engagement and building trust.

Potential steps to consider when crafting the process:

- Require the community member to complete a petition by gathering signatures from surrounding neighbors and property owners to validate that the issue is shared by others and make them aware that this process is being started;
- Create a Traffic Calming Handbook comprised of best practices and vetted options that identify potential solutions that are appropriate for Washington and the City is willing and able to implement;
- Initiate the Complete Streets Commission and task this citizen-led group with evaluating the validated complaints presented by their peers and City Staff's recommendations for addressing the issue. This group can also help prioritize entries if there is a backlog;

Oversight

Engineering Department

Support

Public Works Department
Planning & Development Department
City Administrator
Washington Police Department

Associated Civic Institutions

N/A

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time for oversight

Potential Funding Source

Pending identified areas and chosen approach

Goal 1.2

Classify existing streets so a clear network is defined

Description

An understanding of the City's street hierarchy should inform the character of any future road building. The presence of larger arterials provide support for a finer grain of local streets that are pedestrian and bicycle friendly. Growth of the community without this relationship can lead to low connectivity and can create congestion on over-burdened roadways where motorists have reduced choices.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

Washington Township
City of East Peoria

Status

Not yet started

Timing

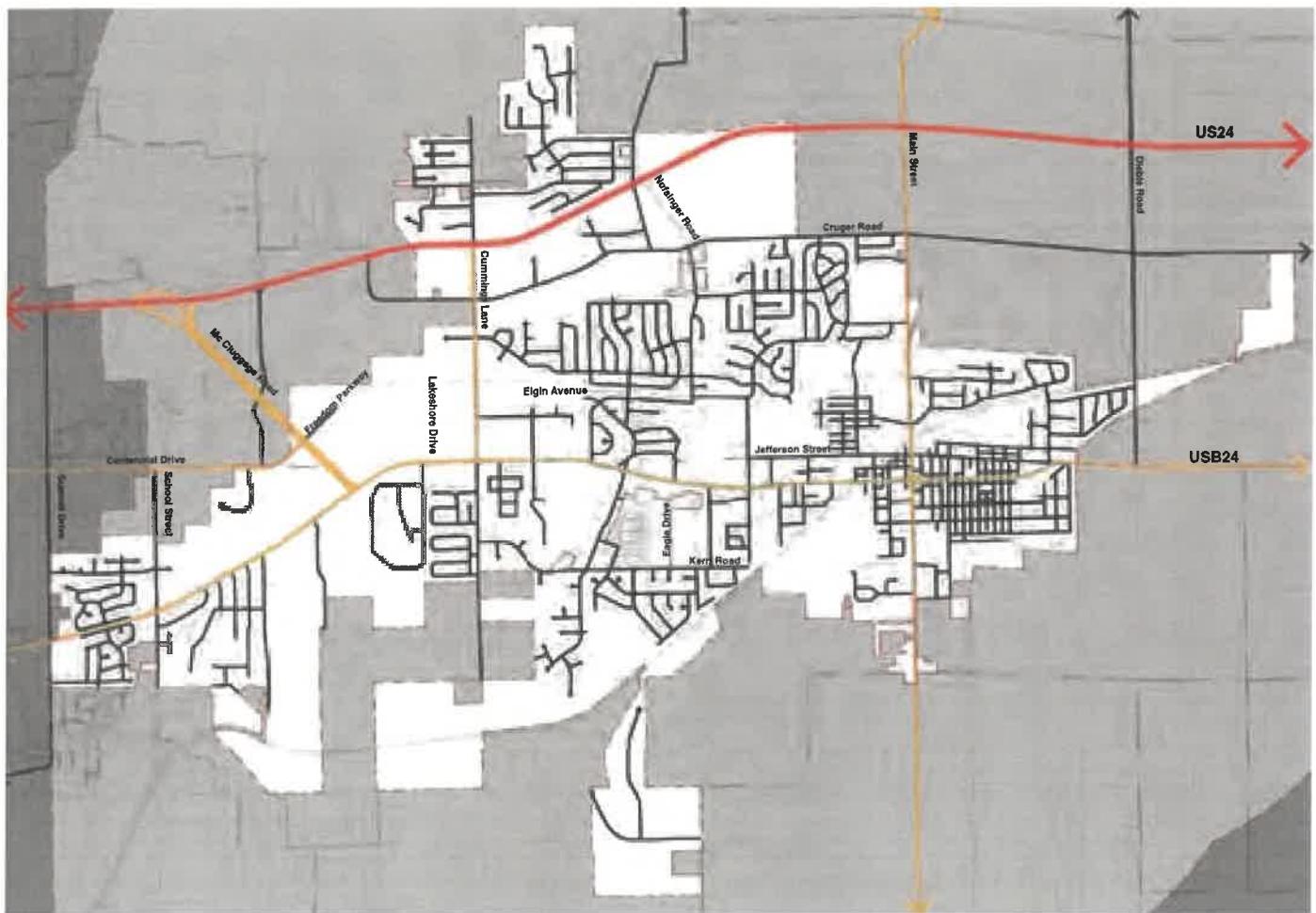
Near term

Anticipated Investment

Staff time to maintain

Funding Source

Not applicable



Existing Street Hierarchy

Driven by usage and character, three street types are shown: highway, arterials, and local streets. This classification is a simplified version of IDOT's classification systems (FAU roadways) that also includes collectors. The area around the Square that shows a tight-knit and interconnected streets showcases what is possible, via redevelopment efforts, elsewhere along the USB24 corridor.



Streets

- Highways
- Arterials
- Local Streets

Task 1.2.1

Evaluate the behavior of motorists on primary roadways to inform future street design

Street Design Matters When Creating Safe Streets

As shown on the facing diagram, the vast majority of all traffic incidents reported by the Washington Police Department are occurring west of Wilmor Road where USB24 widens as does the right-of-way (ROW). Motorists enter into an environment where the number of lanes increase, pedestrian facilities are infrequent, and buildings are setback far off of the street. This environment is proven to generate conflicts that are unsafe for all. This should be addressed during the upcoming USB24 reconstruction and the concept of induced demand should be paid close attention to. Specifically, with these traffic incidents in mind, the roadway should not be made better just for the use of the automobile. That could invite greater volumes of cars and, inevitably, more incidents. Instead, there should be a balance between pedestrian, bicycle, and car usage so that each can travel safely and efficiently without compromising any of the others.

Oversight

Engineering Department

Support

Planning & Development Department
City Administrator

Associated Civic Organizations

Washington Police Department

Status

Not yet started

Timing

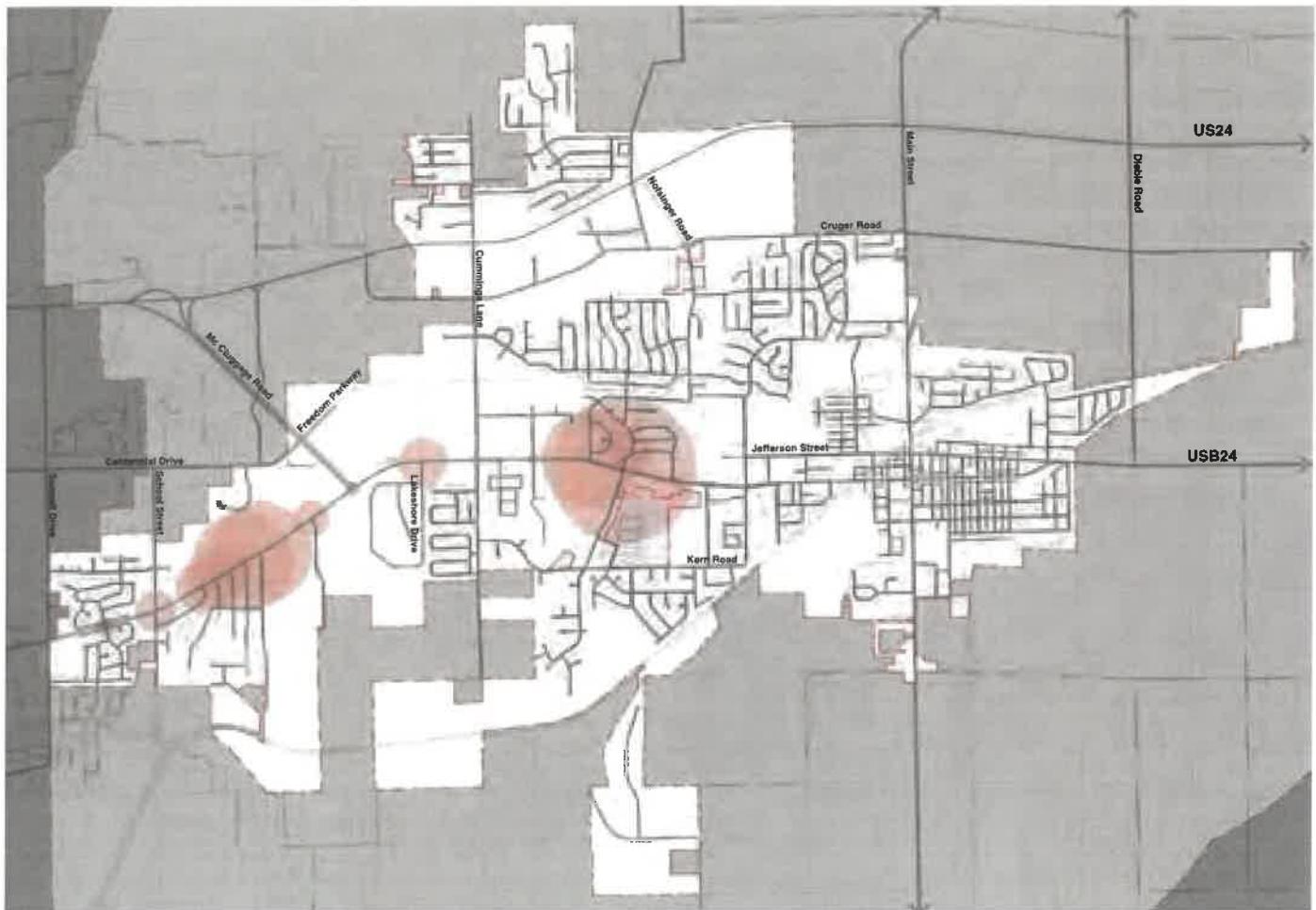
Near term

Anticipated Investment

Staff time

Funding Source

Not applicable



Focus on USB24 Traffic Incidents

The circles shown on the map represent the percentage of all traffic-related incidents reported by the Washington Police Department between April 2011 and July 2022. Did traffic incidents occur elsewhere on the corridor? Yes, but their percentage was so low they would not be visible on this diagram.



Streets

Traffic Infractions

Task 1.2.2

Restrict the use of dead end streets and cul-de-sacs as part of new street design

Dead ends and cul-de-sacs

Cul-de-sacs became a popular means to add more residential lots while avoiding the cost of traversing an obstacle such as a water body or major roadway. They also became a way to isolate a limited number of housing into its own enclave that created a sense of exclusivity. Unfortunately, this approach comes at the expense of connectivity and a detriment to public services like emergency services, policing and mail delivery. In order not to contradict

The City's Subdivision Code states the following:

§ 152.025 STREETS

...

(M) Dead end streets shall be provided with a turn around cul-de-sac having an outside pavement diameter of at least eighty (80) feet and a street right-of-way diameter of at least one hundred (100) feet. The length of a dead end street shall not exceed six hundred (600) feet measured from the center point of the turn-around to the centerline of an intersecting street, except where unusual topography or other unique circumstances may allow greater length.

Oversight

Planning & Development Department

Support

Engineering Department
City Administrator

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

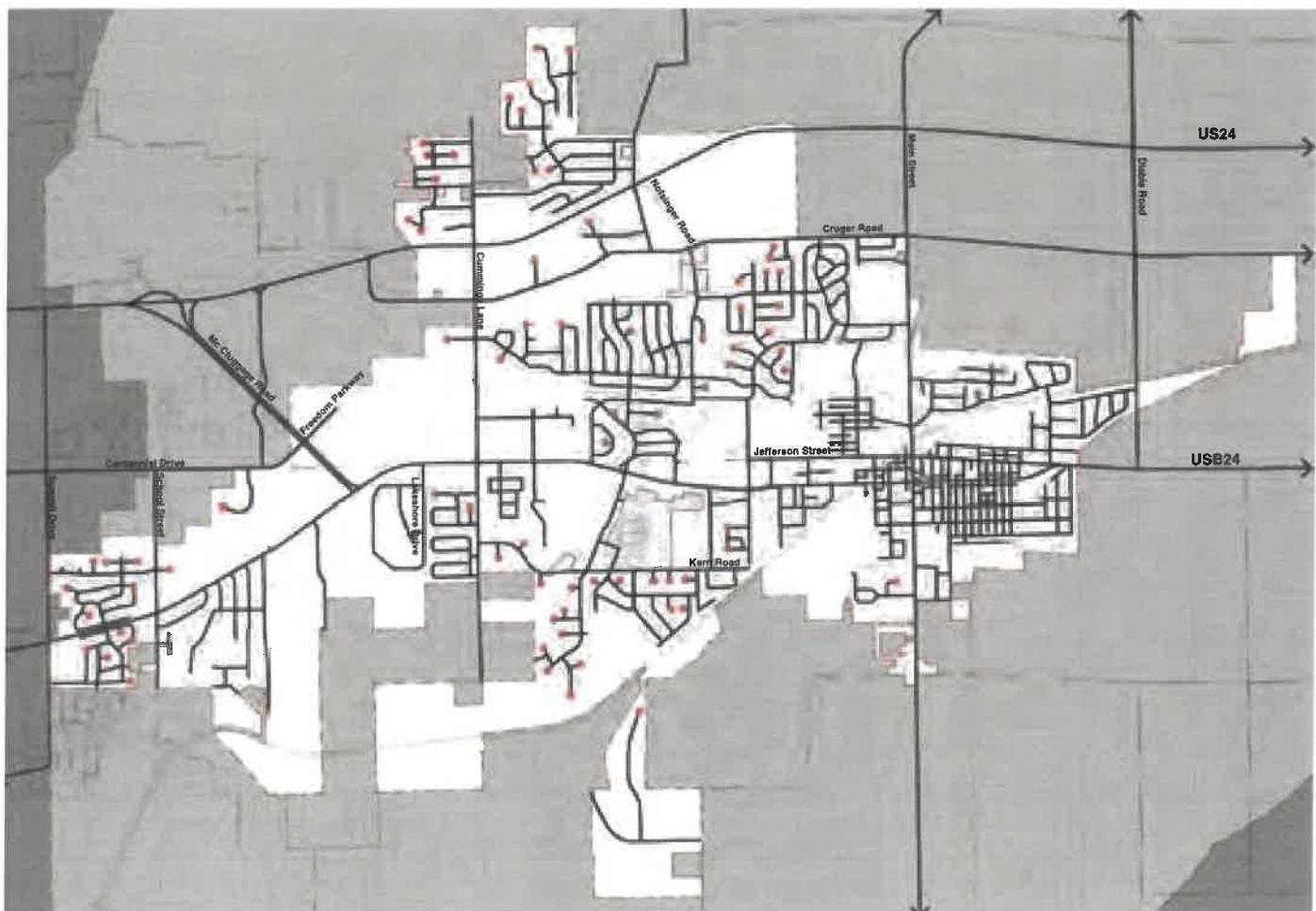
Anticipated Investment

Staff time

Funding Source

Not applicable

Although this addresses the design of any necessary dead end street, it is recommended that there also be a statement that discourages the creation of any new dead end streets unless no other option is viable.



Existing Dead End Streets & Cul-de-sacs

Examining the existing street network one can see the disconnected nature of residential areas that have a large number of dead end streets terminated by cul-de-sacs.



Streets

— Streets

—● Cul-de-sacs

Task 1.2.3

Connect neighborhoods to adjacent streets and new development opportunities

Extension of existing streets

Freedom Parkway and the Nofsinger Road re-alignment are examples of approved roadway projects that have the potential to better connect adjacent areas and create smaller developable block sizes. This benefits motorists as well as pedestrians and bicyclists.

Next steps

There are a number of other locations throughout the City that would benefit from the same approach. The diagram on the facing page shows additional opportunities to connect streets and create a block system that is more easily navigable and development-friendly. These opportunities, as well as other planned infrastructure improvements, can be seen in greater detail amidst the City's Transportation Priorities Plan and Capital Improvement Plan (Years 2020-25)(CIP). The CIP should be referenced when considering specific costs and funding strategies.

While these opportunities make sense in terms of a diagram it is important that any proposed streets be aligned with property owners and nearby residents and business owners. The City should work with property owners and developers to identify future street connections and extensions early, during the pre-development phase, before it becomes challenging to extend infrastructure at a later time.

Oversight

Engineering Department

Support

Planning & Development Department
City Administrator
Public Works Department

Associated Civic Organizations

N/A

Status

Different approved various stages

Timing

Near term

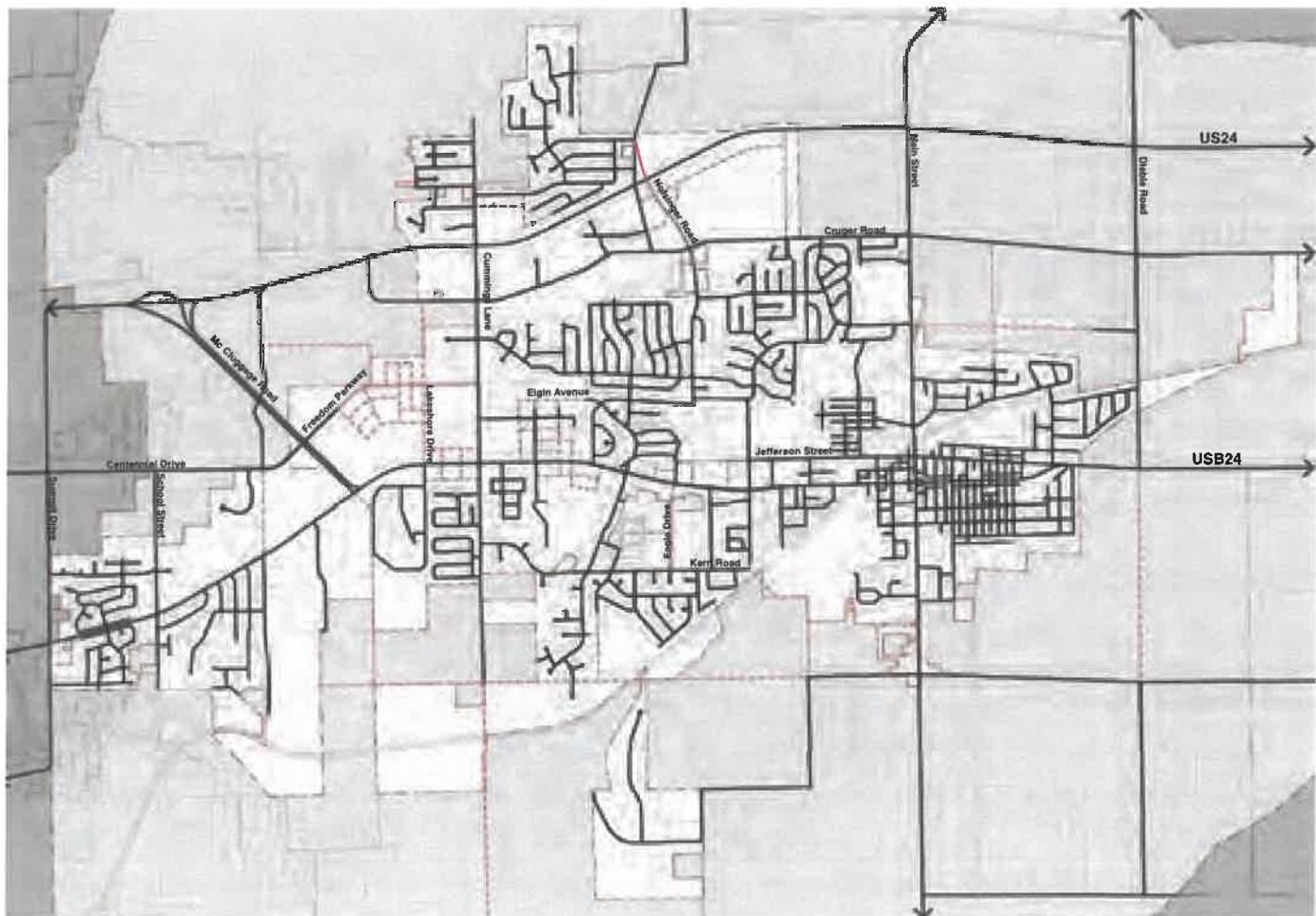
Anticipated Investment

To be determined based on site-specific conditions

Funding Source

Prioritized City budgeting (year-to-year) to reserve funds

State & federal Grants (larger projects)



Enhancing the Network

Approved extensions of existing streets and the creation of new streets improve connectivity. This gives motorists more choices, thus reducing congestion. It also reduces block sizes which creates a nurturing a pedestrian and bicycle friendly environment and enhancing private development potential.



New Streets

- Existing Street Network
- New Streets (Approved)
- New Streets (Proposed)

Goal 1.3

Make all corridors safe and enjoyable for pedestrians

Description

In the recent past the balance of street design has been skewed towards the conveyance of cars to the detriment of pedestrians and bicyclists. Streets should be considered public space and enable all types of mobility and the infrastructure that supports them -- from sidewalks, streetscape elements, trees and lighting.

The City should continue to improve pedestrian circulation and connectivity between neighborhoods, schools, parks, neighborhood centers, and other primary commercial corridors.

Assignment

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

Completion

On-going

Anticipated Investment

To be determined based on site-specific conditions

Funding Source

To be determined based on site-specific conditions

Goal 1.3.1

Develop a street tree program that maintains existing trees and fosters the installation of new trees

Benefits

Communities with tree-lined streets are beloved not only for their beauty, but also the role they play in the every day comings and goings of a neighborhood. Street trees improve air quality, reduce heat and offer shade to pedestrians and bicyclists that also enjoy their ability to serve as a barrier between them and cars. They absorb stormwater, thus reducing the need for larger more expensive stormwater management infrastructure. Because of all of this they increase real estate values.

Local Conditions

Outside of the historic neighborhoods surrounding the Square, street trees are hard to come by in Washington. What was once an accepted practice of plating trees along the parkway between the street and the sidewalk has now become a challenge due to the location of buried utilities. In the future, the City could encourage private developers to consider placing utilities elsewhere and installing new street trees in the parkway.

Where parkways are not present the City could consider installing trees within the streets where on-street parking may have been. Curbs could delineate the space yet allow stormwater to enter in and be absorbed by the tree.

Assignment

Public Works Department

Support

Planning & Development Department
Engineering Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Mid Term

Completion

On-going

Anticipated Investment

Staff time

Funding Source

To be determined based on site-specific conditions

Task 1.3.2

Complete the Downtown Square Streetscape Enhancement Project to improve the overall shopping and pedestrian experience

Description

Completed in 2019, the Downtown Square Streetscape Enhancement Project provides a plan for significant improvements to public spaces - including pedestrian and bicycle infrastructure that will make it easier for a wider variety of people to travel to and through the Square. Although initial funding attempts were not successful, the City should continue working towards the support needed to implement this plan and have a it play an exemplary role within the larger USB24 reconstruction project.

Assignment

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

Completion

On-going

Anticipated Investment

\$2.0 million (2019 estimate)

Funding Source

Illinois Transportation Enhancement Program (ITEP)

- Can cover up to 80% of the eligible project costs;
- Potential inclusion within larger USB24 reconstruction.

Task 1.3.3

Advocate for alleys and rear lanes to allow walkable frontages in neighborhood centers

Description

As low density, single-family, residential development began to grow outwards from Square District the use of alleys and rear lanes fell out of use. Houses with attached garages and front-loaded driveways became the dominant choice and utilities were typically located in parkway strips between the street and sidewalks.

When future development comes to neighborhood centers, City staff should advocate for the use of alleys and rear lanes that preserve walkable frontages that are not interrupted by parking access, utilities, and services like waste removal.

Assignment

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

Anticipated Investment

To be determined based on site-specific conditions

Funding Source

Various forms of partnership between the City and private developers pending the context (ie neighborhood center v residential subdivision)

Task 1.3.4

Encourage the placement of public art within neighborhood centers and along the USB24 corridor as a placemaking strategy

Description

Public art is an important component of street improvements and ensuring a sense of place is generated. It has the ability to unify a larger area and create an identity. Public art creates visual interest in a location and can be a draw to pedestrians that help invigorate mixed-use and retail environments.

There are many examples of public art in Washington that serve as great examples. From the historic markers in the center of the Square to the murals being installed on the buildings that frame the space. On the illustrations shown in the Vision section a series of obelisks appear in central spaces of Long-term views. This is an example of an installation that creates a sense of place that could be used to commemorate the City's upcoming Bicentennial in 2025.

Beyond installations that can be fostered by the City, private development should be encouraged to follow suit and play a role in creating a network of public art installations throughout the community.

Assignment

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

Washington Park District
Town & Country Gardeners

Status

Not yet started

Timing

Near term

Anticipated Investment

To be determined based on site-specific conditions

Funding Source

To be determined pending the scale of the program, unique site conditions, and whether other funding sources can be secured

Goal 1.4

Enact standards for bicycle facility design and implementation that meet or exceed current best practices

Description

In preparation for the future reconstruction of US Business 24 (USB24), the City should review current best practices and standards and adopt them where appropriate so they guide future infrastructure enhancements. IDOT's oversight of the project will ensure pedestrian and bicycle infrastructure considerations are made. It is important that intersecting roadways have their own, compatible, guidance in place for future adaptation/enhancement so seamless connections can be made to the surrounding neighborhoods.

Relevant standards for bicycle facility design include the following:

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- FHWA's Small Town and Rural Multimodal Network Guide

Oversight

Engineering Department

Support

Planning & Development Department
Public Works Department

Associated Civic Institutions

Illinois Department of Transportation

Status

Not yet started

Timing

Near term

Expected Investment

City staff time to evaluate existing standards and adapt to Washington conditions

Task 1.4.1

Design and install bicycle facilities such as bike lanes, buffered bicycle lanes and cycle tracks on high-speed and high-volume streets to enable bicyclists to reach their destinations quickly and safely

Description

Ensure that there are on- and off-street bicycle facilities that best fit the context of density, automobile speeds and congestion. This will improve safety and connectivity so that more people of all ages and abilities are encouraged to bicycle.

Special considerations should be made at primary intersections and where accessibility across barriers (ex: highways, disconnected streets) can be improved.

The implementation of bicycle facilities along the USB24 corridor could be correlated with the planned IDOT funded and managed reconstruction project.



Flex-post protected bicycle lane in Austin, Texas
Photo credit: City of Austin, Texas

Oversight

Engineering Department

Support

Planning & Development Department
Public Works Department

Associated Civic Institutions

Illinois Department of Transportation
City of East Peoria

Status

Not yet started

Timing

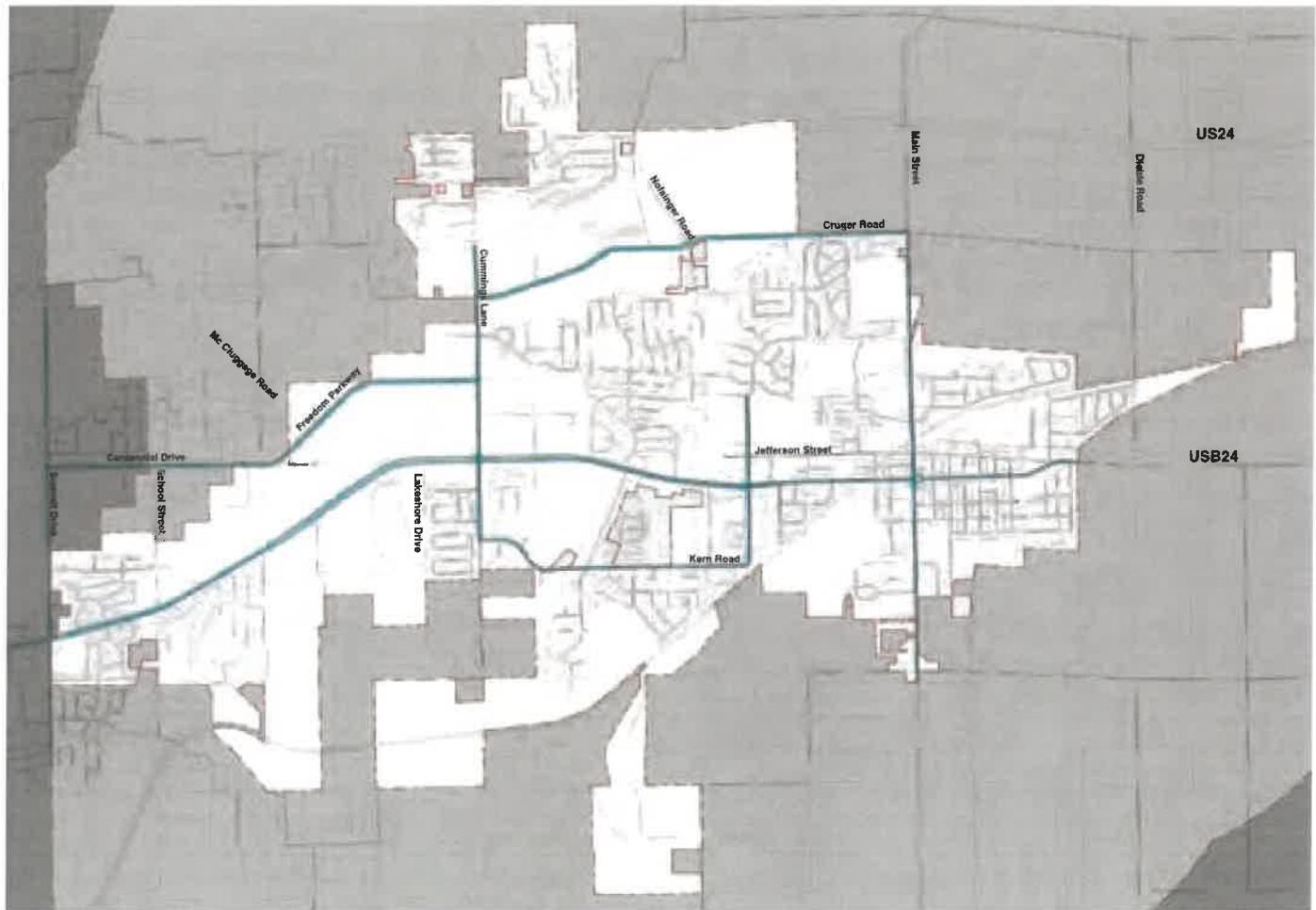
Near term

Anticipated Investment

- City staff oversight of bicycle facilities design;
- Potential engagement of consultant team;
- Installation costs will be determined by location-specific design outcomes;
- Approximately \$125,000/mile for a buffered bicycle lane and \$200,000/mile for barrier-protected bicycle lanes. Exact costs will ultimately be determined by location-specific design outcomes;

Potential Funding Source

- Illinois Transportation Enhancement Program (ITEP)
- Federal Recreational Trails Program
CSFA Number: 422-11-1077
- Illinois Bicycle Path Grant Program
CSFA Number: 422-11-1077
- Transportation Alternatives Program
CSFA Number: 494-00-1461
- PeopleForBikes Community Grant Program



Higher Intensity Corridors, More Significant Infrastructure

Primary corridors require additional bicycle facilities in order to facilitate the potential for higher ridership numbers, improve safety, and ensure a fast point-to-point trip.



Proposed Bicycle Facilities

■ Buffered Bicycle Lanes

Task 1.4.2

Develop a series of bicycle boulevards that provide low-stress routes within the larger network

Description

Bicycle boulevards are best located on low-speed and low-volume streets that are optimized for bicycle traffic making them less stressful compared to the intensity of a corridor like USB24. They are best suited for corridors with lower motorized traffic speeds (no more than 25 mph) and volumes (fewer than 3,000 vehicles/day).

Oversight

Engineering Department

Support

Public Works Department
Planning & Development Department

Associated Civic Institutions

Illinois Department of Transportation
Washington Township
City of East Peoria

Status

Not yet started

Timing

Initiation: Mid Term Implementation: Mid Term

Anticipated Investment

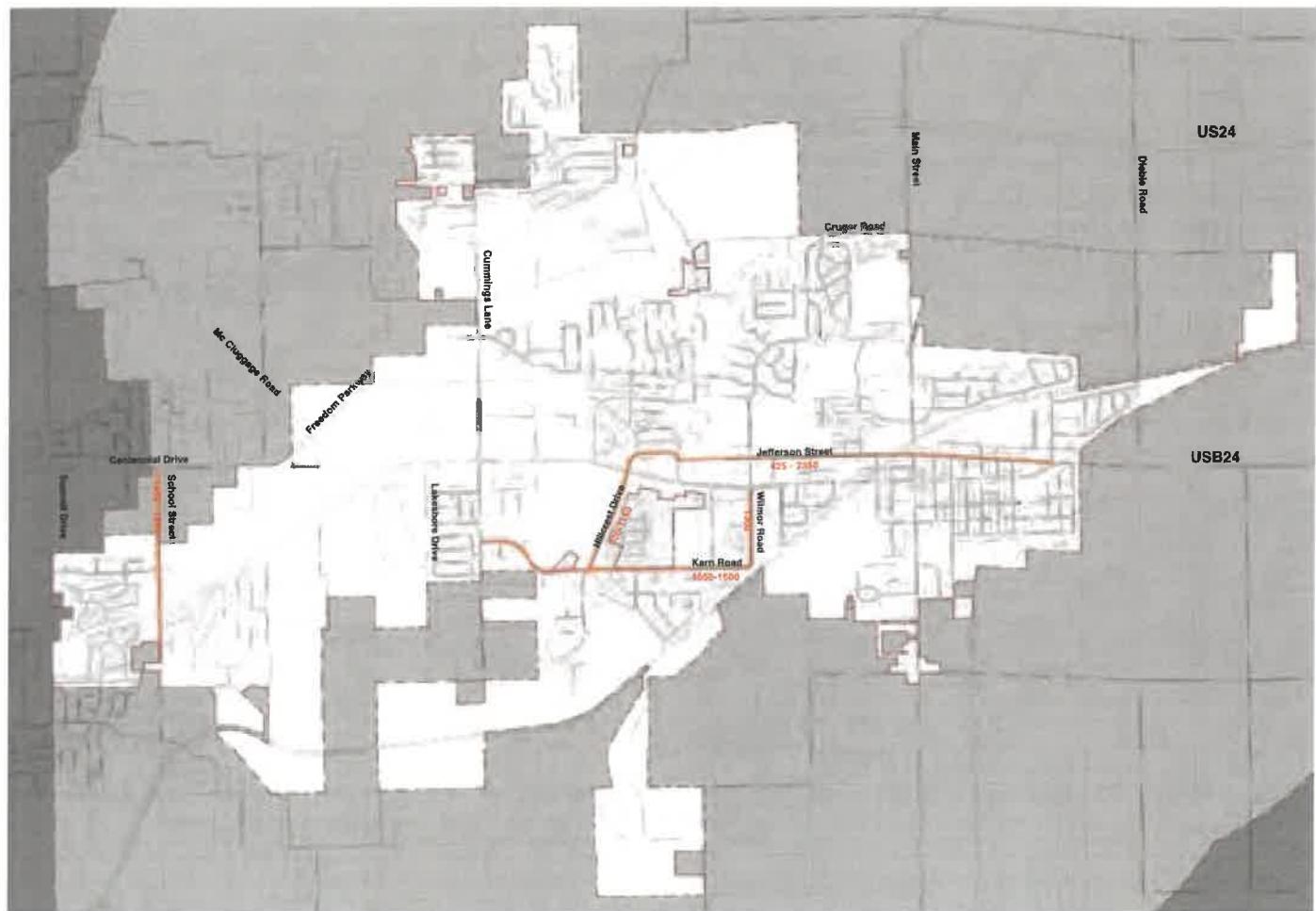
- City staff oversight of bicycle facilities design;
- Potential engagement of a consultant team;
- Generally cost between \$9.50 and \$27.20 per foot, but will ultimately be determined by location-specific design outcomes;

Potential Funding Source

- Illinois Transportation Enhancement Program (ITEP)
- Federal Recreational Trails Program
CSFA Number: 422-11-1077
- Illinois Bicycle Path Grant Program
CSFA Number: 422-11-1077
- Transportation Alternatives Program
CSFA Number: 494-00-1461
- PeopleForBikes Community Grant Program



A couple of bicyclists out for a leisurely, on-street, ride through Traverse City, Michigan.
Photo credit: People for Bikes



Bicycle Travel Prioritized

Sections of School Street, Kern Road, Hillcrest Drive, Jefferson Street (+proposed extension) are corridors that could be well suited for bicycle boulevards.

Annual Average Daily Traffic counts provided by IDOT:
<https://www.gettingaroundillinois.com/Traffic%20Counts/index.html>



Bicycle Facility Type

- Bicycle Boulevard
- # Annual Average Daily Traffic

Task 1.4.3

Help facilitate the procurement and dedication of land to be utilized for off-road bicycling and walking trails

Maintaining and growing one of the City's great amenities

The City's existing recreation trail system is often touted as a significant positive by community members. It is cited as adding to quality of life and being a differentiator when compared to other communities in the region. Expanding this system equally across the community and making connections between neighborhoods and other walking and bicycling routes (proposed protected bicycle lanes and bicycle boulevards) would be a clear win for the entire community.

Future expansion by way of easement through private property and new development would be well served through partnerships between the City, Park District, and Township as well as private sector developers that see the added value of expanding the trail system and providing more connections to it.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department
City Administrator

Associated Civic Institutions

Washington Park District
Washington Township

Status

On-going

Timing

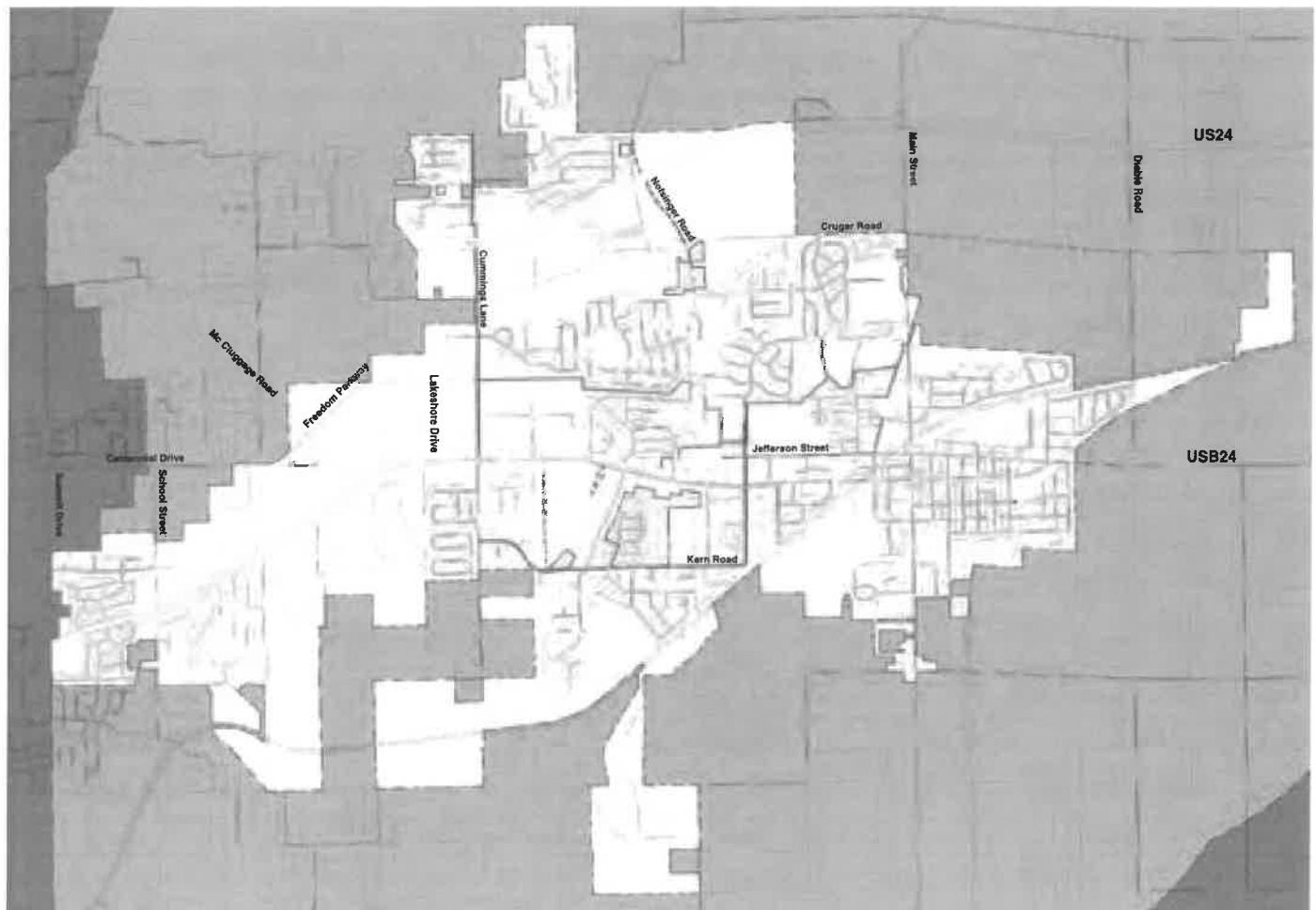
Near term

Anticipated Investment

- Purchasing of easements and installation costs will be determined by location-specific conditions;

Potential Funding Sources

- Illinois Transportation Enhancement Program (ITEP)
- Federal Recreational Trails Program
CSFA Number: 422-11-1077
- Illinois Bicycle Path Grant Program
CSFA Number: 422-11-1077
- Transportation Alternatives Program
CSFA Number: 494-00-1461
- IMBA Trail Accelerator Grants
- IMBA Dig In Program
- PeopleForBikes Community Grant Program



Washington Recreation Trail Network (off-street / not street adjacent)



Off-street Trails

- Existing
- Proposed

Goal 1.5

Develop practices that ensure the on-street bicycle network is supported, celebrated, and well-maintained to ensure usability and safety.

Description

Installing new on-street bicycle facilities is a great accomplishment, but in order to ensure their successful usage over time it is important to consider how they will be maintained and issues addressed. Considerations should be made for the repair or replacement of damaged infrastructure (ie: flexible bike lane safety posts) as well as the removal of debris and snow.

Assignment

Public Works Department

Support

City Administrator
Engineering Department
Planning & Development Department

Status

Not yet started

Timing

Near term

Anticipated Investment

Dependent on evaluation of conditions

Potential Funding Source

- Federal Recreational Trails Program
CSFA Number: 422-11-1077
- Illinois Bicycle Path Grant Program
CSFA Number: 422-11-1077
- Transportation Alternatives Program
CSFA Number: 494-00-1461

Task 1.5.1

Ensure that most streets and key shared-use paths are well lit at night

Description

Bicycle facilities that are open and welcoming during the day become something very different when the sun goes down. Safety becomes a top concern and that prevents comfortable usage. Signage and policing/enforcement of off-street trails is helpful and extends the hours of use, but installing well-placed trail lighting can improve visibility, access, convenience, and sense of security. While some segments will be able to take advantage of lighting provided by nearby street lights and commercial or residential buildings, other segments may be too remote. Careful consideration should be given about which areas would benefit the most from trail light installations as well as concerns shared by adjacent property owners and dark sky advocates.

Although it may seem like on-street bicycle facilities will be taken care of via existing street lights utilized by motorists, there is the possibility that poorly lit intersections still pose a risk to bicyclists and pedestrians alike. Key intersections amongst the City's mobility network should be evaluated to see if they too would benefit from additional lighting. This analysis should occur prior to the reconstruction of USB24 so that recommendations can be included within the plan, design, and construction efforts.

Oversight

Public Works Department

Support

Engineering Department
Planning & Development Department

Associated Civic Institutions

Washington Township
Washington Police Department
Washington Park District

Status

Not yet started

Timing

Near term

Completion Goal

On-going execution

Anticipated Investment

- Pending staff or lighting consultant analysis of key locations;

Potential Funding Sources

- Illinois Transportation Enhancement Program (ITEP)
- Federal Recreational Trails Program
CSFA Number: 422-11-1077
- Illinois Bicycle Path Grant Program
CSFA Number: 422-11-1077
- Transportation Alternatives Program
CSFA Number: 494-00-1461
- IMBA Trail Accelerator Grants
- IMBA Dig In Program
- PeopleForBikes Community Grant Program

Task 1.5.2

Create and adopt an ordinance that increases bicycle parking access and expands the requirement to new multi-family residential buildings

Description

The City's zoning code currently states the following:

§ 154.172 OFF-STREET PARKING

...

(B) Off street parking required.

...

(10) For commercial, institutional, or office developments requiring at least twenty (20) off-street parking spaces, bicycle parking access shall be provided for a minimum of five (5) percent of the automobile parking spaces provided.

5% of 20 spaces equates to required access for one bicycle. To better accommodate bicyclists, this percentage should increase. Consider doubling the requirement.

Location should also be considered. More dense downtown districts where a mix of uses is more likely will attract more bicyclists and new construction should be required to accommodate.

Residential is also left out. While single family residential types can accommodate their own, multi-family residential should include access to bicycle parking.

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Institutions

N/A

Status

Not yet started

Timing

Near term

Cost

Staff time to execute due diligence and provide City Council with an amendment to consider

Potential Funding Source

Not applicable

Task 1.5.3

Make it convenient for people to easily combine bike and public transit trips

Description

To ensure the interconnectedness of the City's mobility networks it is important to consider how easy it is to transfer from one to another. In the case of bicyclists hoping to also use transit it is necessary to assess what they need in order for that trip to be desirable. Current CityLink buses provide a front rack so the bicycle can travel with the rider. In instances where a person would rather leave their bicycle at the bus stop there should be ample bicycle parking available that is protected from the elements.

At present, Washington Plaza hosts the lone bus stop in Washington, so adding a dedicated bicycle parking is achievable. However, this should be a standard set for any future transit service extension and subsequent transit stop placement.

Oversight

Planning & Development Department

Support

Public Works Department

Associated Civic Institutions

Washington Township

CityLink - Greater Peoria Mass Transit District

Status

Not yet started

Timing

Near term

Completion Goal

On-going execution

Anticipated Investment

\$15,000+ enclosed structure & cost of installation

Potential Funding Source

- Illinois Transportation Enhancement Program (ITEP)
- PeopleForBikes Community Grant Program

Task 1.5.4

Ensure that there are convenient ways for the public to comment on maintenance, safety and other issues pertaining to bicycle facilities

Description

Besides routine checks of bicycle facilities, the public can be the best source to identify issues that require immediate attention. Providing community members with an easy, straightforward, way to communicate issues to the City so they can be quickly addressed is important means to best maintain the infrastructure and build trust in a new system.

Current City citizen feedback practices may cover this. If so, work to ensure that the information is easily accessible to all users.

Oversight

Public Works Department

Support

City Administrator
Engineering Department

Status

Not yet started

Timing

Near term

Completion Goal

On-going execution

Anticipated Investment

Covered through existing means of receiving and acting on public input

Task 1.5.5

Designate a law-enforcement officer that focuses on and interacts with the bicycle community

Description

Law enforcement officers are provided with focused training focused on the rights and responsibilities of bicyclists and traffic law as it applies to bicyclists and motorists. Updates on best practices and support for additional trainings is provided.

Oversight

Washington Police Department

Support

City Administrator
Planning & Development Department
Engineering Department
Public Works Department

Associated Civic Institutions

N/A

Status

Not yet started

Timing

Initial Phase Mid Term Long Term

Anticipated Investment

Staff time

Potential Funding Source

To be determined given staffing allocations

Task 1.5.6

Data regarding bicycle-related incidents and hazards is made available to the public

Description

Bicycle-related collisions and traffic citations are made available in order to advise actions that would reduce or eliminate future incidents.

Oversight

Washington Police Department

Support

Engineering Department
Planning & Development Department

Associated Civic Institutions

Washington Park District
Washington Township

Status

Not yet started

Timing

Beginning Mid Term

Anticipated Investment

Staff Time

Potential Funding Source

Not applicable

Task 1.5.7

Develop an easily understood City-wide way-finding system that emphasizes pedestrians and bicyclists

Description

Way-finding is an essential component of vehicular, pedestrian and bicycle networks. Signage alerts people to the presence of facilities and ensures they can navigate them once they are on them.

A way-finding system will also direct people to key sites, local landmarks and business districts. That said, there is an opportunity for the Washington brand to be on display and a consortium of allied civic institutions that could contribute resources towards planning, design, and development is possible.

Planning for this way-finding system can begin in the near-term given the potential for inclusion within the upcoming USB24 reconstruction project. It should also take into account relevant past studies such as the one created at the County-level.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Institutions

Washington Park District
Washington Township
Washington Chamber of Commerce
CityLink - Greater Peoria Mass Transit District

Status

Not yet started

Timing

Near term

Anticipated Investment

Pending staff or consultant evaluation of necessary way-finding elements

Potential Funding Source

- Partnership contributions from associated civic institutions

Sub-task 1.5.7.1

Continue to maintain a local bicycle map printed and online that addresses diverse needs and skill levels

Description

An existing on-street and off-street trails and bicycle facilities (existing and planned) map is currently available on the City of Washington's website as well as the Washington Park District website. Each should be regularly updated to reflect new conditions. Consideration should also be made as to whether any proposed routes are shown in order not to cause confusion.

In the future, these maps should communicate the specifics of the current bicycle facilities - what needs are able to be addressed and which routes are appropriate given a bicyclists skill level. Pending the proposed development of a way-finding system, this map should reflect any installations and adopt the same nomenclature in order to improve effectiveness and avoid any confusion due to discrepancies.

In addition to printed and digital versions, kiosk maps should be placed, in accordance with the future way-finding system, at key locations throughout the recreation trail system in order to assist and orient users.

Oversight

Planning & Development

Support

Engineering Department
Public Works Department

Associated Civic Institutions

Washington Park District
Washington Township
Washington Chamber of Commerce
CityLink - Greater Peoria Mass Transit District

Status

Not yet started

Timing

Near term

Anticipated Investment

Map could be a deliverable that results from the way-finding system development process

Potential Funding Source

- Partnership contributions from associated civic institutions

Task 1.5.8

Create a series of marketing events and challenges that promote bicycling

Description

Despite the benefits, initiating and maintaining a bicycling community will not happen by itself. If you build it (ie USB24 reconstruction) does not necessarily mean that they will come.

That said, it is important that the City work with allies across a number of relevant civic organizations in order to promote and educate community members about the benefits of bicycling and the best way to stay safe.

Examples include existing initiatives like Bike Month, Bike to Work Day, and Bike to School Day which are recognized across the country in other municipalities. In each instance it will be important for civic leaders to lead the way by actively participating themselves.

Oversight

Planning & Development Department
Engineering Department
Public Works Department

Support

City Administrator
City Council Members
Commission Members
Washington Police Department

Associated Civic Institutions

Washington Park District
Washington School District 50
Washington School District 51
Washington School District 52
Saint Patrick Grade School
Washington High School District 308
Washington Park District
Washington Chamber of Commerce

Status

Not yet started

Timing

Near term This task is currently in progress

Anticipated Investment

- Staff time to oversee
- Budget for marketing and event execution based on scope

Potential Funding Source

Sponsorship opportunities for local businesses and organizations

Sub-task 1.5.8.1

Create a public awareness and education campaign that strives to make motorists and cyclists aware of their rights and responsibilities

Description

As bicycle use increases and new bicycle facilities are created to support their use it will be necessary to raise awareness about safety to reduce potential conflict. This will be especially important when new bicycle facilities are considered amidst the future reconstruction of USB24.

Oversight

Planning & Development Department
Engineering Department

Support

Washington Police Department

Associated Civic Institutions

Washington Park District
Washington School District 50
Washington School District 51
Washington School District 52
Saint Patrick Grade School
Washington High School District 308
Washington Park District
Washington Chamber of Commerce

Status

Not yet started

Timing

Near term Mid-term 1 year 2 years

Anticipated Investment

Staff time to oversee

Potential Funding Source

To be determined based on the scope of the campaign

Sub-task 1.5.8.2

Work with the Chamber of Commerce to promote bicycling as a means to boost the local economy

Description

Provide guidance and support to the Chamber of Commerce as they promote bicycling amongst Washington area businesses. Initiatives like the Bicycle Friendly Business program (through the League of American Bicyclists), recognizes those that serve as advocates to their employees and customers. As a first step, the City of Washington and the Chamber of Commerce could sign themselves up to serve as an example.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Institutions

Washington Chamber of Commerce

Status

Not yet started

Timing

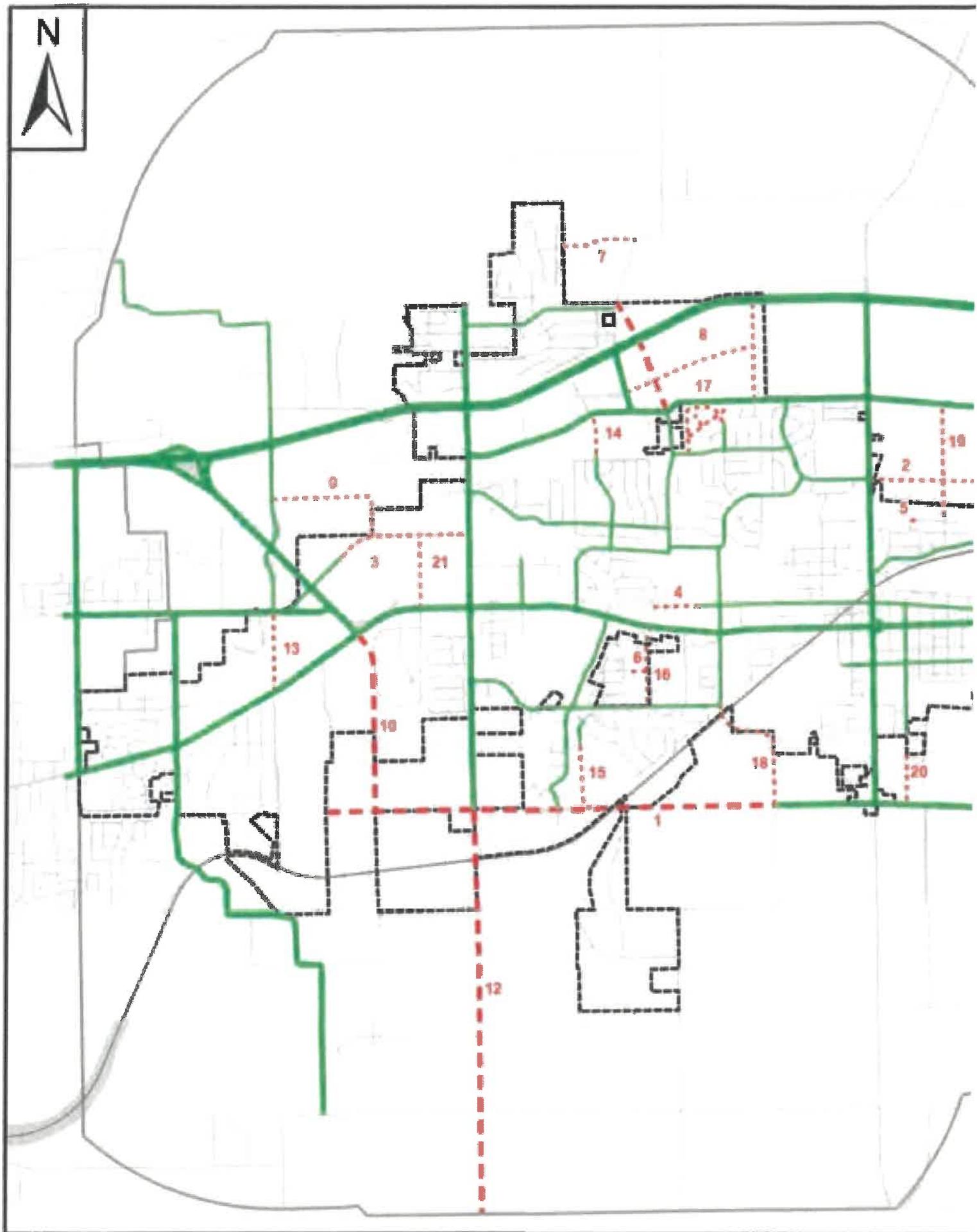
Near term

Anticipated Investment

Staff time to provide oversight

Potential Funding Source

Not applicable



Thoroughfare Plan



Existing

Expressway

Arterial

Collector

Proposed

—

—

—

Proposed East-West Connections

Arterials

1 - Bath Road

Collectors

2 - Clarence Road from Dickey to Main Street/Desertview

3 - Extend Freedom Parkway to North Cummings Lane

4 - Jefferson from Weston to East

5 - Victoria to Rockaway

6 - East-West Connection for the area northeast of Freedom Parkway

7 - Alter Way entering east to connect to Rockaway

8 - 222 Property A-Holzinger Realignment

9 - East-West Connection from Spring Creek Road to Freedom Parkway

Proposed North-South Connections

Arterials

10 - McClugage Road from Business 24 to Bath Road

11 - Dickey from Business 24 to Bath Road

12 - South Cummings from Bath Road to Cooper Road

Collectors

13 - Spring Creek from Dickey to Washington Street/Desertview

14 - Grassley from North of Kingsbury to Cooper

15 - Lee from Dickey Road South to Bath

16 - Eagle from Business 24 to Bath Road

17 - Kensington to Cooper

18 - Foster Road Extension to Weston Road

19 - Birch to Cooper

20 - Elm Street to Bath

21 - Larkspur extension to Franklin

“

Growth is smart when it gives us great communities, with more choices and personal freedom, good return on public investment, greater opportunity across the community, a thriving natural environment, and a legacy we can be proud to leave our children and grandchildren.

- This is Smart Growth // Smart Growth Network -

Initiative 2

Adopt Smart Growth Policies

Background

Through a variety of conversations with community members there was a desire to change the direction of recent development practices. There was a lot of optimism about what the community could be, but also negativity expressed towards the current state of some commercial areas and infrastructure. Whether or not the community is able to invest in itself more than it already is, it can certainly start focusing on growth that is more sustainable.

Proposition

While maintaining the choices and values that community members currently have, the adoption of Smart Growth policies will provide additional opportunities that will prove to be more resilient and add greater value.

Refutation

There may be a belief that Washington is not well suited for a number of Smart Growth policies that may seem more familiar to a different kind of city. It is true that for many years the Washington's character became more sub-urban and that is what the current population is most familiar with. However, there is a growing interest in characteristics that are more urban (street cafes, bicycling, mixed-use housing). By finding a place for that kind of development the City can meet their interests while at the same time conserving resources and investing in a development product that has the potential for a high return.

Conclusion

Considering the stated interests of the community and the desire to point the City in a more sustainable and economically resilient direction, policies should be adopted that promote growth that utilizes and enhances existing infrastructure while preserving natural systems.

Goal 2.1

Consider natural features at a regional scale

Description

The Peoria region centers itself on the Illinois River and the contributing waterways that weave through topography and surrounding communities like Washington. These waterways are accompanied by wooded areas and adjacent agricultural lands.

As Washington makes decisions about its future, these larger ecological systems and ways in which to enhance them should be considered.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department

Status

Not yet started

Timing

Near term 1-3 years

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable



Tri-County Region

Washington's geographic location amidst the Peoria metropolitan area and its relationship with the natural features that help define it.

Task 2.1.1

Create and maintain a map of the Greenprint that identifies Rural Reserves

What is a Greenprint?

A method for mapping Washington's natural resources and then utilizing it to guide future growth.

What is included within a Greenprint?

Wetlands, floodways and floodplains, moderate and steep slopes, aquifer recharge areas, woodlands, farm land, significant wildlife habitats, and scenic view sheds.

What is a Rural Reserve?

A Rural Reserve identifies land where future plans should balance land preservation with development.

Does Washington already consider Rural Reserves?

In terms of waterways, essentially yes. The Municipal Code - Chapter 53: Stormwater Runoff Control states the following:

§53.005 FLOOD ROUTE REQUIRED

...

(B) Existing natural waterways in subdivisions shall be preserved or improved as part of the flood route channel system.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department
City Administrator

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time

Potential Funding Source

Not applicable



Washington Greenprint

The City's greenprint shows the relationship between natural resources and areas where development growth has occurred.



Natural Features

Rural Reserve

Task 2.1.2

Protect hydrological patterns wherever possible in order to manage stormwater

Climate Changes

Extreme rain events are increasing in duration, intensity, and frequency. It is likely that the risk of flooding will increase for Washington in the future.

The graphic on the facing page reflects data prepared by the First Street Foundation and shown on their web-based application, Flood Factor. It shows the impact of flooding due to a 100-year storm event given today's conditions.

The best way to manage stormwater is to respect existing drainage and percolation patterns. Preserving a site's existing topography, ensuring low areas can allow water to infiltrate, and preserving wetlands by using upland buffers for protection are all important.

The City completed a Stormwater Master Plan in 2022 that included a prioritized list of projects and estimated costs for each. These should be used to leverage funding opportunities at state and federal levels.

Oversight

Public Works Department

Support

Engineering Department

Planning & Development Department

Status

Not yet started

Timing

Near term

Completion

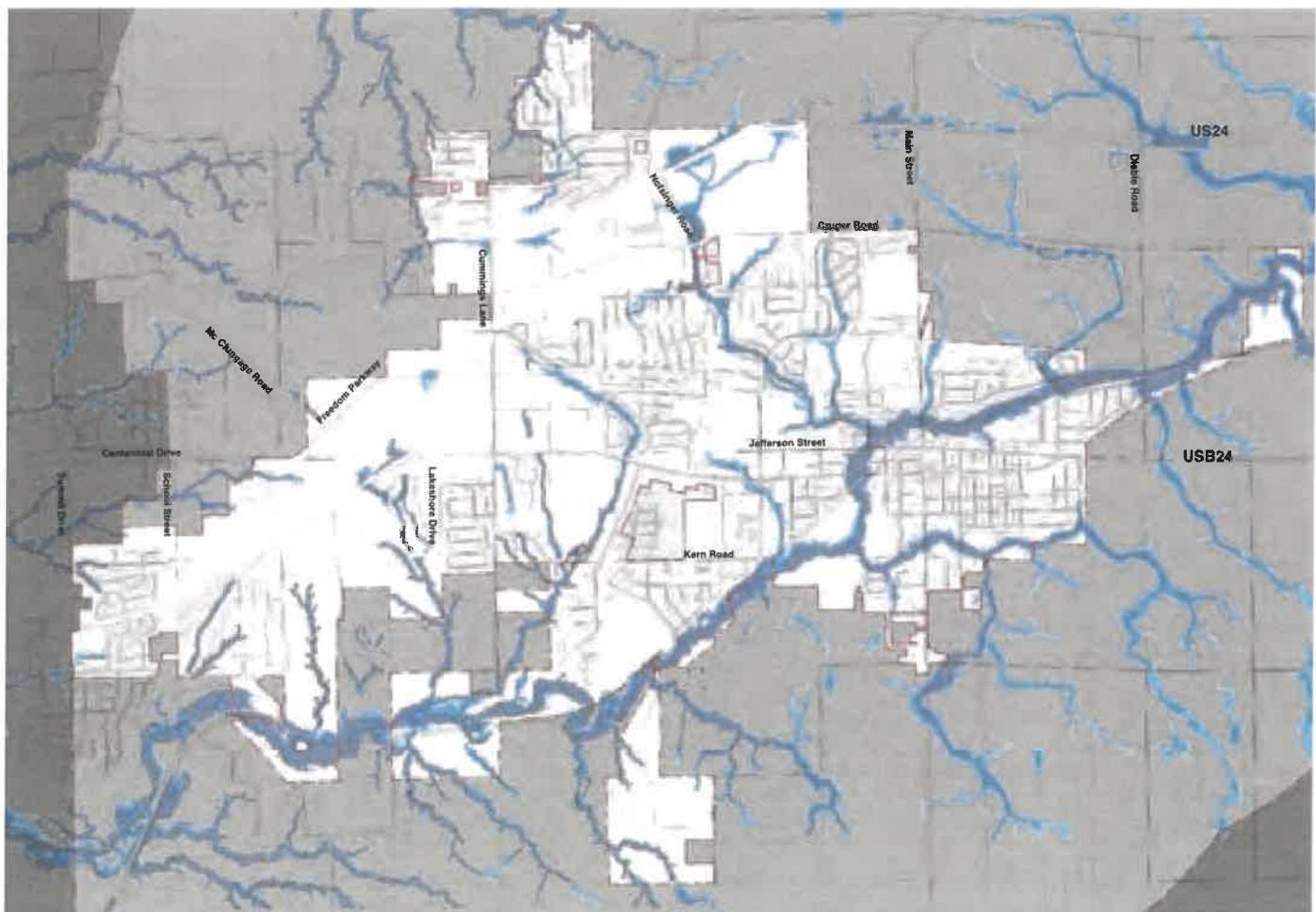
On-going

Anticipated Investment

Staff time

Potential Funding Source

Funding programs provided by Federal Emergency Management Agency (FEMA) and the Army Corps of Engineers (USACE).



100 Year Storm Flood Conditions



Depth of flooding (feet)

- 0 - 0.5
- 0.51 - 1
- 1.1 - 2
- 2.1 - 3
- 3+

Sub-task 2.1.2.1

Add low-impact and light imprint stormwater management options to the Subdivision Code

Low Impact

Stormwater management practitioners have started treating stormwater runoff separately from pipe and waste water. These low-impact development (LID) engineered controls emphasize conservation and use of on-site natural features. This approach intends to replicate the pre-development hydrological patterns within the watershed by way of infiltrating, filtering, storing, evaporating and detaining runoff close to its source. These green infrastructure investments can be more cost-effective and sustainable. Examples include the following:

- Rain gardens
- Bioretention gardens
- Bioswales
- Pervious pavement
- Green roofs
- Rain harvesting

Light Imprint

Not all LID options are suitable for every location within a community depending on, among other things, soil types and development density. A solution that works in a more rural context might not work within Washington Plaza. Light Imprint seeks to best position LIDs within their place type in order to reap the most benefit.

In order to inform developers and their consultants about the opportunity to use LIDs and Light Imprint they should be added to Chapter 53: Storm Water Runoff Control within the subdivision code.

Assignment

Public Works Department

Support

Engineering Department
Planning & Development Department

Status

Not yet started

Timing

Near term

Completion

On-going

Anticipated Investment

Staff time

Potential Funding Source

Not applicable

Sub-task 2.1.2.2

Develop a process that allows citizens to volunteer their home or business for low-impact and light imprint stormwater management applications

Description

Much like the issues raised by community members regarding the need for traffic calming, there are instances where stormwater issues arise and could be addressed by way of low-impact or light imprint stormwater management. If the City pre-identifies areas that are known to be at risk and has a series of best practices and vetted options that could be used community members could self identify and go through a similar process that would make their issue eligible for addressing.

Examples of possible applications:

- Street trees in eligible parkways;
- On-street rain gardens

Oversight

Engineering Department

Support

Public Works Department
Planning & Development Department
City Administrator

Associated Civic Institutions

N/A

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time for oversight

Potential Funding Source

Pending identified areas and chosen approach

Task 2.1.3

Ensure food supply by retaining productive agricultural lands

Description

It is important that Washington maintain and strengthen its connection to agriculture. While the idea of preservation of agricultural lands may seem counter to recent trends and past growth patterns, it is important that the community have access to lands that could provide it with easily accessible, less expensive, fresh and healthy foods. To take the pressure off of agricultural lands (+reduce infrastructure expansion and costs) much of this Plan emphasizes infill development and the preservation of most agricultural land within the 1.5-mile extraterritorial planning jurisdiction.

Working with local farmers to ensure their current working models are strong while simultaneously helping plan for a localized food system will make the community more sustainable and resilient.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

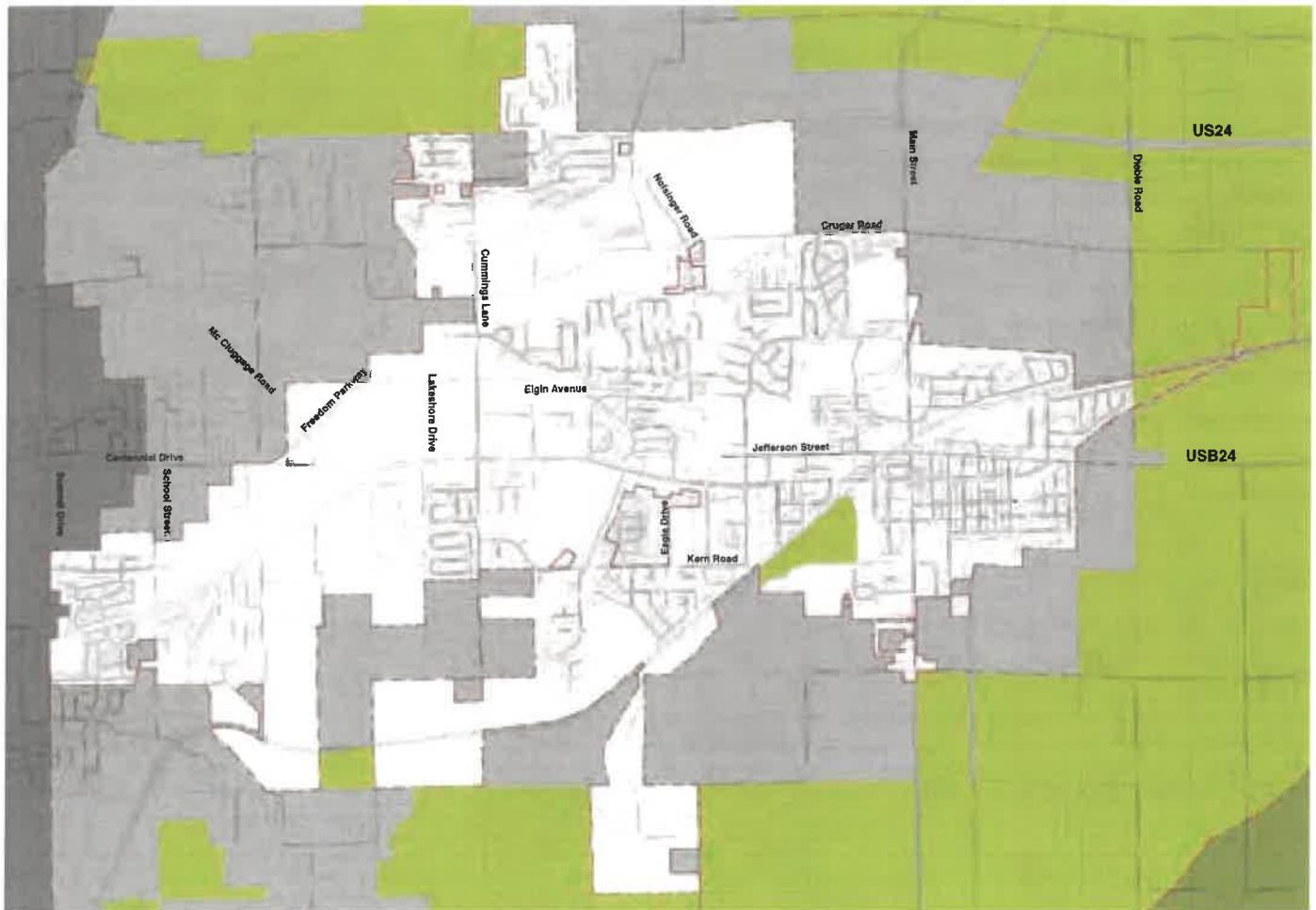
Near term

Anticipated Investment

Staff time

Potential Funding Source

Not applicable



Agricultural Belt

Agricultural lands serve as a primary edge source for the community



Land Use

■ Farmland

Task 2.1.4

Identify and prioritize areas best positioned for growth

Focus efforts on well-positioned catalytic projects

Following the consideration of natural systems, areas for new development and redevelopment become apparent. Some of the areas overlap with natural systems. In these cases, there is great opportunity to connect with and celebrate nature by exposing natural amenities to public view.

The prioritization of each area reflects existing momentum or importance in bringing about the change necessary to add value to the community. Each location is driven by different existing conditions and circumstances. Redevelopment of existing strip shopping is different than infill development in an existing urban center while development of a greenfield site is much different than both of those cases.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Near term Action items

Anticipated Investment

Staff time

Potential Funding Source

Not applicable



Growth Opportunities

Despite their unique characteristics, each of the designated areas has the potential to improve quality of life for the community.



Areas of Development Priority

- High Priority (solid red circle)
- Moderate Priority (diagonal red lines)

Sub-task 2.1.4.1

Foster economic development that leads to the creation of new jobs

New Development Priority Areas = New Job Creators

In each of the identified areas there are great opportunities to generate new jobs for a variety of different sectors - from health services to skilled industrial labor. Specifically, the 223 site and properties along the Freedom Parkway corridor can serve as ideal locations for graduated business incubators that can connect to existing initiatives led by organizations like Peoria NEXT Innovation Center. In the instance of Peoria NEXT, early-stage companies in the industrial sector are going through an accelerator program that provides support with the intention of launching them "up and out". Over the course of the program it has been found that companies are not finding the types of spaces to land in the Peoria area and are choosing to leave. Washington could capture these cohorts and provide them with the next stage facilities and support that could be mutually beneficial to them as well as the community.

Oversight

City Administrator

Support

Planning & Development Department

Associated Civic Organizations

Chamber of Commerce

Greater Peoria Economic Development Council

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time

Potential Funding Source

To be determined

Sub-task 2.1.4.2

Support the success and growth of existing local businesses

Sometimes the best business development can be maintaining the ones that are already here

Working alongside civic organizations such as the Chamber of Commerce, the City should perpetually be celebrating existing businesses and working to identify and publicize local, state, and federal programs that can assist the variety of businesses operating in Washington today. Good examples of this include 1) the City's collaborative marketing efforts alongside the Chamber of Commerce, specifically the creation of Washington's first marketing video that will be expanded upon in the future and 2) adopting the strategies found within the region's Comprehensive Economic Development Strategy.

Have a unique focus on existing and planned neighborhood centers

A focus should be placed on businesses that can serve a larger population that can be reached easily by walking or riding a bicycle. The success of businesses in these areas can enhance a sense of place and provide basic needs and services to all of those that live nearby.

Encourage new development that increases the City's daytime population

As seen over the course of the COVID-19 pandemic, revenue from local sales tax increased. People were working from home and, when able, were venturing out to spend money in Washington rather than somewhere near their jobs which could be outside of the City. As working from home and hybrid models of employment become established norms the potential to benefit from this buying power is very real.

Existing businesses benefit from new development

New residential development adjacent to existing businesses add customers (ie new multi-family residential a block away from the existing coffee shop). New commercial businesses adjacent to existing businesses can also add customers (ie new toy & gaming store opens next to existing candy store)

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Chamber of Commerce

Status

Not yet started

Timing

Near term / In the planning stage

Anticipated Investment

Staff time

Potential Funding Source

To be determined

Sub-task 2.1.4.3

Make regulatory changes and take advantage of economic development support tools to enable “shovel-ready” projects

Create overlay districts to service existing neighborhood centers

Applying an overlay district to the Square that increases the maximum FAR, requires zero lot lines, and eliminates off-street parking and loading requirements would, in-turn, inspire new development that better aligns with the historic character of the space, promotes walkability and bicycle-friendly environments that are proven to spark economic development.

Utilize Financial Tools

Financial tools ranging from the TIF District to Enterprise Zones to Revolving Loan Funds should be utilized to assist existing buildings in their future growth plans and attract new businesses to locate in Washington.

Streamline, streamline, streamline

Continuously evaluate and re-evaluate administrative processes with an eye towards streamlining in order to reduce any and all friction. An example of this would be the adoption of a form-based code that would simplify the existing stipulations relating to built form in the Subdivision Code.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time

Potential Funding Source

Not applicable

Goal 2.2

Plan in increments of complete neighborhoods

Description

Complete neighborhoods have been a fundamental building block of communities throughout history. Only recently (post World War II) has this pattern been disrupted by suburban sprawl which has been propelled by the over emphasis on the automobile and that which supports it.

The Square neighborhood serves as a great example of what a complete neighborhood can be. A centralized mixed-use district with civic open spaces and uses. A variety of housing types, daily shopping needs and jobs are within walking distance via tree-lined streets. There is a hierarchy of interconnected streets that provide choices for drivers that alleviates any congestion. Yes, this district is historic and serves as the geographic start of Washington's heritage. Nostalgia should not be where our appreciation stops. The Square should also serve as a guide for future development in the community in order to create places that people love and care for while also providing the best return on investment for the private sector as well as tax payers.

Assignment

Planning & Development Department

Support

Engineer Department
City Administrator

Status

Not yet started

Timing

Near term

Completion

On-going

Cost

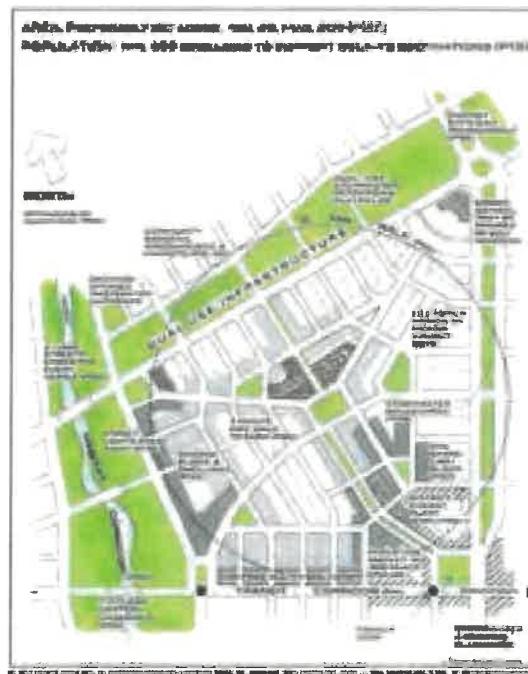
Staff time

Potential Funding Source

Not applicable



The "Neighborhood Unit" diagram by Clarence Perry - an American urban planner, sociologist, author, and educator.



A "Sustainable Neighborhood Unit" diagram by Farr Associates serves as an update that considers best practices amidst the interface between natural systems and the built environment.

Task 2.2.1

Design neighborhoods around a 5-minute walk

The significance of a 5-minute walk

A 5-minute walk from any central location (1/4 mile or 1,320 feet) is commonly known as a pedestrian shed, or the distance a person is willing to comfortably walk in order to satisfy most of their daily needs. If the walk is appealing, it is believed that a person is more willing to walk to any destination within the pedestrian shed instead of getting in a car. This equates to lower costs involved in accommodating the automobile and more investment in people and the quality of the place.

Neighborhood Morphology

Despite the rigidity of the pedestrian shed circle, the true neighborhood is shaped by a number of factors that can make its edges irregularly shaped including natural elements (ex: streams) and significant built infrastructure (ex: railroad tracks). Regardless, those should be well-defined and a recognizable center that holds it together until one neighborhood gives way to others with their own edges and centers.

Citizen Participation is Key

No matter how carefully one maps the shape of a neighborhood there will be disagreements from those that call it home about where one starts and stops and where the true center is located. That is a healthy conversation to have with the public on an ongoing basis and a good way to include them in next steps towards strengthening the make up of their neighborhood.

Oversight

Planning & Development Department

Support

Engineering Department

Status

Not yet started

Timing

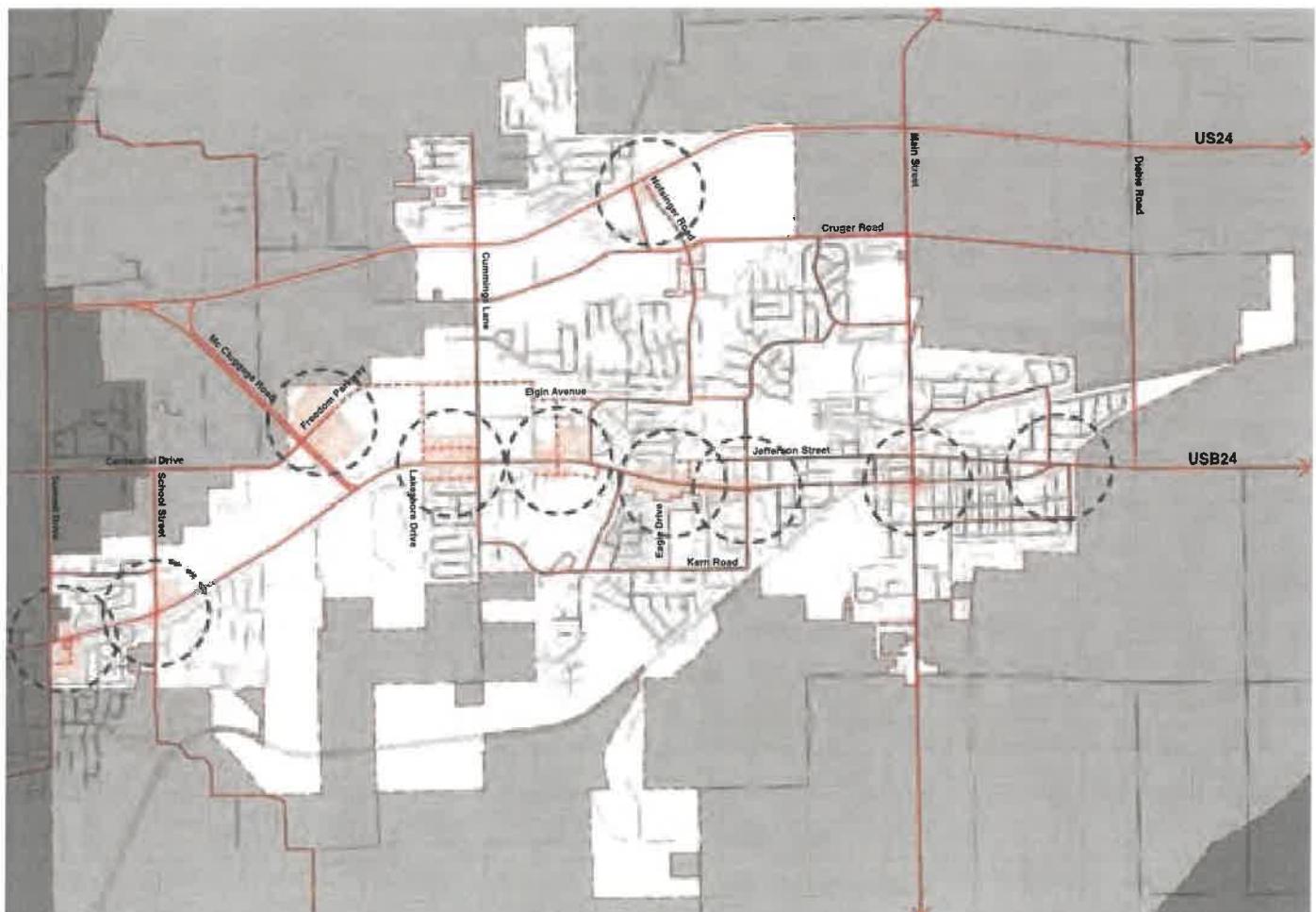
Near term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable



Pedestrian Sheds on USB24

USB24 is a primary arterial that provides access to many daily needs. Drawing the 5-minute walk centered on key intersections shows the coverage of surrounding areas, many of which are predominately residential. This also illustrates those areas that are not served.

Pedestrian Shed

- 5-minute walk coverage
- Neighborhood Center Fabric

Task 2.2.2

Encourage neighborhood growth that includes a mix of uses that improves access to basic needs

Legacy of the Past

Facilitated by zoning practices that separate uses, many residential areas throughout the City do not include commercial uses and many commercial areas do not include residential. The exception is the Square District.

Moving Forward

While many residential areas are fully developed with few exceptions to include a mixed use component, many commercial areas include a number of redevelopment opportunities where a mixed-use component could be included and connectivity (pedestrian & bicycle facilities) to already developed residential only areas could be improved.

Access to Basic Daily Needs

Open the refrigerator and find that there is no milk. Grab the keys, open the garage, start the car, back out of the driveway, head down the street, pull into the parking lot, walk into the store, purchase the milk, and reverse those steps back home - *versus* -

Grab the keys, walk out the front door, walk a few blocks to the store, purchase the milk, and reverse those steps back home.

The convenience of having close proximity to goods and services is something that the City should pursue.

Local Jobs

A mix of uses located at a neighborhood center brings along the potential for local jobs. A variety of housing types nearby also provides an opportunity for workers to live within close proximity. If that were to play out, the employee would be able to walk or bike which relieves them of an added expense and reduces the number of vehicles on roadways.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

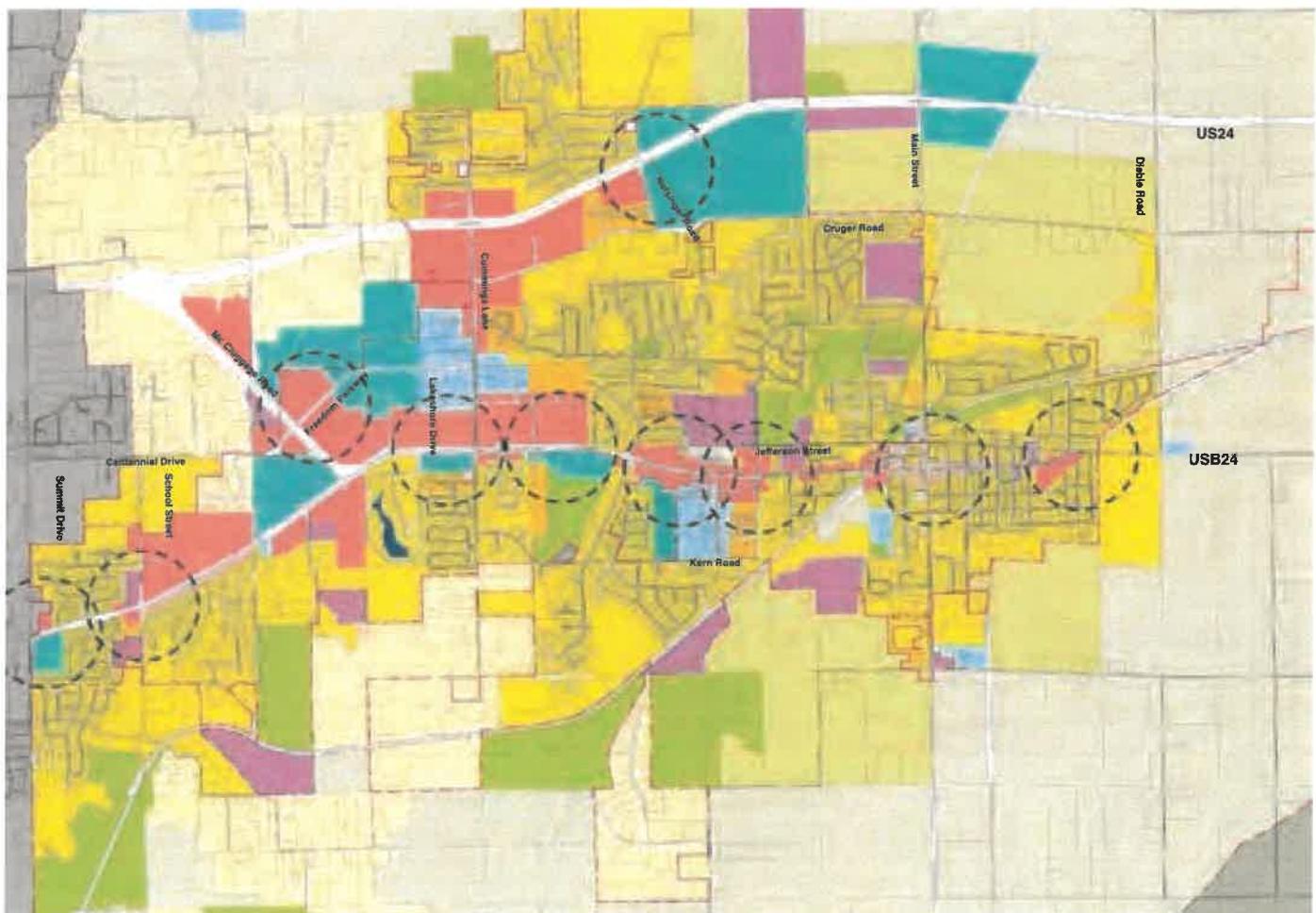
Planning & Development Department

Anticipated Investment

Staff time

Potential Funding Source

Not applicable



Land Use within
Neighborhoods



Land Uses

- Agriculture
- Residential (Rural)
- Residential (Hamlet)
- Residential (Single/Two Family)
- Residential (Multi-family)
- Mixed-Use: Downtown
- Flexible
- Office & Service
- Commercial
- Light Industrial
- Heavy Industrial
- Public Institutional
- Parks & Open Space

○ 5-minute walk

 **Agriculture**

Land dedicated to the planting, growing, cultivating and harvesting of crops

 **Residential (Rural)**

Country estates that with generous setbacks on all frontages

 **Residential (Hamlet)***

A comparatively close group of houses and associated buildings situated in a rural area, typically drawn together by a shared use (ie. agriculture, industry). Unlike Residential-Rural, these homes can have smaller setbacks and be positioned in a way to create an identifiable, but small center.

 **Residential (Single/Two-Family)**

Currently the dominant housing type(s) in Washington.

 **Residential (Multi-Family)**

Apartment buildings comprised of many attached units. Beyond the position of existing multi-family residential buildings, it would be ideal if new multi-family housing were placed close to new and existing neighborhood centers so people can take advantage of the close proximity of goods, services and jobs and walk and bike at an increased rate.

 **Mixed-Use: Downtown**

Existing urban centers comprised of a variety of uses including commercial and residential. These areas involve multi-story buildings that include a number of different uses under one roof and are pedestrian and bicycle friendly.

 **Flexible***

Designated as development or redevelopment priorities, these areas involve multiple and/or large parcels that could involve a number of different uses once build out is complete. This use aligns well with the intent of the City's existing Planned Unit Development (PUD) policies.

*Denotes new land uses

 **Office & Service**

Standalone land uses specifically for administrative, professional, or clerical services like law offices, accounting firms, clinics, and veterinarians. In most cases these are existing one-story buildings that are not conducive to mixed-use. In the future, there should be an attempt for these types of businesses to be located in neighborhood centers but above the first floor in order to give way to more active uses (coffee shops, restaurants, retail, etc.)

 **Commercial**

Land use pertaining to the sale of goods or services. Clothing stores to cafes, there should be a future effort to locate these in neighborhood centers and make them part of a mix of uses (ie apartments above a clothing store)

 **Light Industrial**

Land used for processes that involve less risky and manufacturing work such as assembly, repair, storage, and printing. Light industrial is less disruptive to its neighbors and, in the future, could be considered one part of a residential mix known as Live/Work. An example of this would be a craftsman working in a first floor studio with their apartment above. This would be a good technique to create centers in the midst of what would have been exclusively industrial uses.

 **Heavy Industrial**

Areas that involve businesses that use capital and energy-intensive machinery to produce large and complex products.

 **Public Institutional**

Areas ranging from schools, churches, and services such as public works facilities.

 **Parks & Open Space**

Land used for parks, recreational areas, sports fields and natural preserves.

Task 2.2.3

Strive to include a full range of housing in each neighborhood

Current Housing Inventory

As illustrated on the Context // Building Permits Issued graph, single family detached homes have been a dominant housing type in Washington - currently comprising more than 70% of all residential types. Driven by the zoning practices put in place when they were built, these single-family homes have been separated from other uses, namely commercial, and the nature of that development has not involved a mix of uses (ex: apartment or condominium over retail). Multi-family housing that has been developed has not always been located within proximity of would be neighborhood centers. This condition leaves a void between single family homes located further away and the most urban housing amidst mixed-use buildings.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

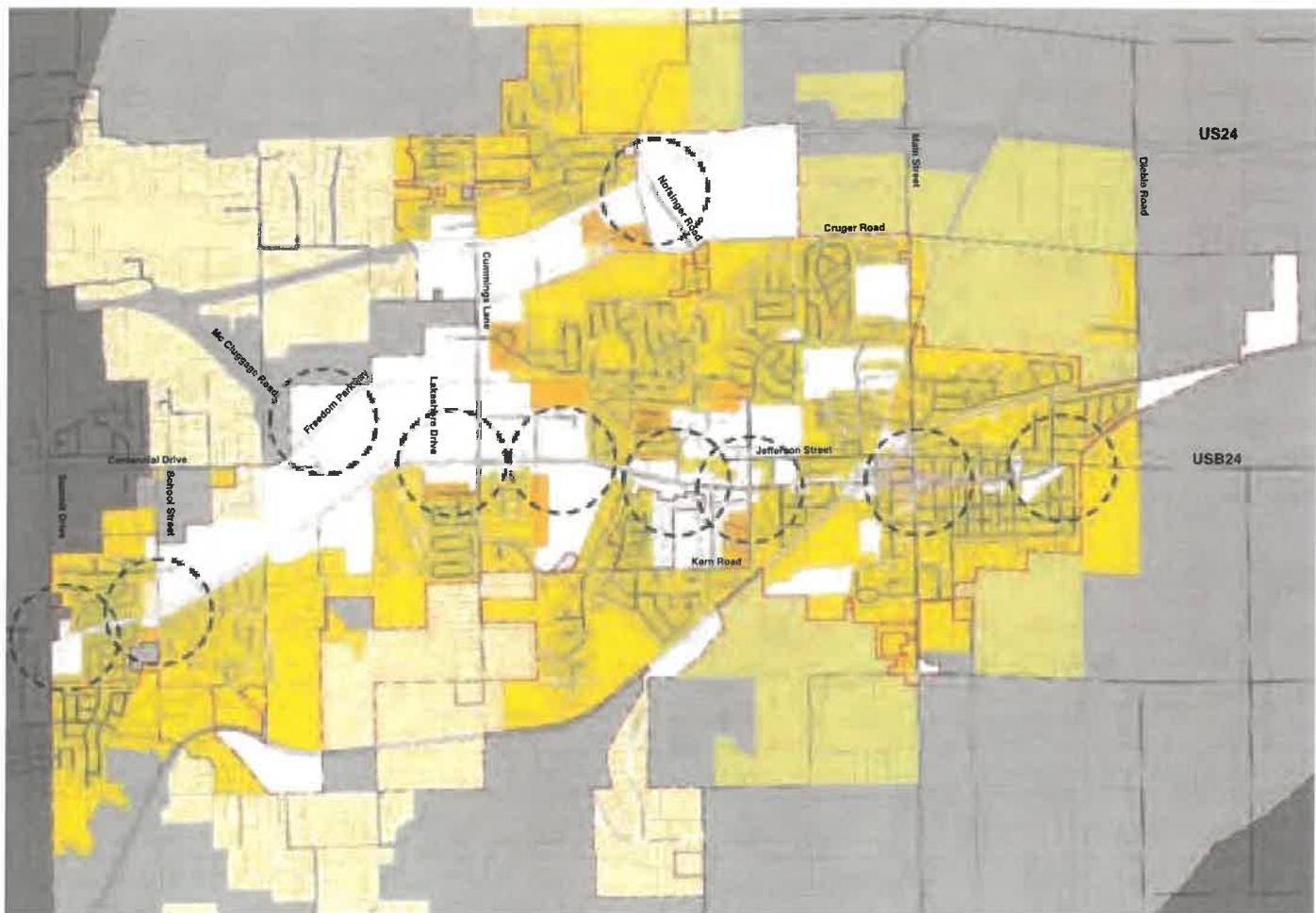
Implementation Phase Long term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable



Housing Types



Residential Uses

- Residential (Rural)
- Residential (Hamlet)
- Residential (Single/Two Family)
- Residential (Multi-family)
- Mixed-Use: Downtown

○ 5-minute walk coverage

Sub-task 2.2.3.1

Support the development of Missing Middle Housing

Description

There is a movement centered on the concept of Missing Middle Housing that strives to fill the aforementioned housing void in communities. It involves a range of house-scale buildings with multiple units that are compatible in scale and form with detached single-family homes while located in a walkable neighborhood.

Examples include:

- Live/work
- Courtyard Buildings
- Multiplex
- Triplex
- Townhouse
- Fourplex
- Cottage Court
- Duplex

Although the City has seen a number of duplexes over the years these have, for the most part, been located within context dominated by detached single-family homes that are not expecting and have proven to be, generally, uncomfortable with this proximity. In the future, facilitating the placement of Missing Middle Housing closer to neighborhood centers that are, by their nature, more urban would be the most successful.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Planning, Building, Zoning Long term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable



Image provided by Opticos Design, Inc. Copyright 2020

Sub-task 2.2.3.2

Support the allowance of Accessory Dwelling Units (ADUs) within areas that can handle them

Description

An ADU, also known as granny flats and carriage houses, is a detached residential unit that is located on the same lot as a single-family home. They contain many of the typical amenities including a kitchen, bathroom and areas for living and sleeping. The intention of the ADU is to provide an independent living unit that can serve as an age-in-place retirement option, at-home workspace or studio, apartment for adult children or supportive healthcare worker.

As the City's population ages, it is important to consider a number of housing options that address a variety of needs and circumstances. The City should consider areas where ADUs are best suited and guidelines to follow in order to adapt existing properties and include them within new construction

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time to study and facilitate

Potential Funding Source

N/A



An example of an ADU placed above a detached garage. Photo credit: Wednesday Journal

Sub-task 2.2.3.3

Support the allowance of Pocket Neighborhoods within areas that can handle them

Description

Pocket neighborhoods are clustered groups of adjacent houses that are grouped around a shared open space that helps create an environment where neighbors can easily get to know and check in on each other. While pocket neighborhoods create a strong sense of place and build social connections they are also a great means of creating diverse housing choices that are affordable and make sense for a number of different demographics - especially retirees/empty nesters that are seeking to downsize yet still remain in the community and close to their family.

The City should consider areas where pocket neighborhoods are best suited and guidelines to follow in order to adapt existing properties and include them within new construction

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time to study and facilitate

Potential Funding Source

Not applicable



Danielson Grove Pocket Neighborhood in Seattle, Washington
Photo credit: Ross Chapin Architects

Sub-task 2.2.3.4

Change code requirements to allow narrow-lot single-family housing and reduce front yard setbacks to coordinate with alley/rear-loaded garages in specific areas

Lot Width

The current zoning code requires that single-family homes in the R-1, R-2, and R-1A zones have a minimum lot width of 65 feet. In some instances, this is reasonable given the surrounding context. However, this restricts the ability to place new single family homes within proximity of neighborhood centers that are conducive to a more urban environment.

As beloved as many of them are, a significant portion of the single-family homes within the Square neighborhood would not be allowed given current requirements. In order to create new neighborhood centers it is essential that a range of housing be made available for implementation by the private sector.

Front Setbacks

The current zoning code requires that R-1 and R-2 single-family homes have a minimum front setback of 25 feet. As described above, this would not allow a type of single family housing that could help successfully shape new neighborhood centers.

Next Steps

If lot width and setback requirements were to change and a form-based code approach were adopted (described in Goal 2.4) amendments could follow the guidance of the transect zones, thus maintaining the 65 foot lot width and 25 foot front setback requirements in more sub-urban areas, while removing it in more urban areas.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time to study and craft amendment(s)

Potential Funding Source

N/A

Task 2.2.4

Plan neighborhoods and corridors to support transit

Transit Today

Washington's lone CityLink bus stop for the #8 East Peoria / Sunnyland route at Washington Plaza keeps the community connected to the Greater Peoria Mass Transit District (GPMTD) and any future plans it may have for improvements and expansion in the region. This is of great benefit to the entire community, whether or not a large number currently take advantage or not.

Transit Today

This has been proven by the great efforts of Washington Township leadership that have spearheaded successful efforts to connect local seniors and those needing additional assistance to transit service that get them to places that otherwise would have been difficult for them to get to.

Transit in the Future

Developing neighborhood centers with higher density make the idea of eastern expansion of CityLink service expansion further into the community possible. While pedestrian sheds illustrate the distance a person is willing to walk for their daily needs, a transit shed (1/2 mile - 10 minute walk) illustrates the distance a person is willing to walk in order to reach a transit stop. Considering the neighborhood diagrams previously shown primarily located along the USB24 corridor and then adding the transit sheds to each shows the potential coverage for the community.

It is recognized that transit expansion of this scale is indeed a long-term vision. However, land use and other development decisions can be made now in order to provide the foundation that could enable this to succeed in the future.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department
City Administrator

Associated Civic Organizations

Greater Peoria Mass Transit District
Washington Township

Status

Not yet started

Timing

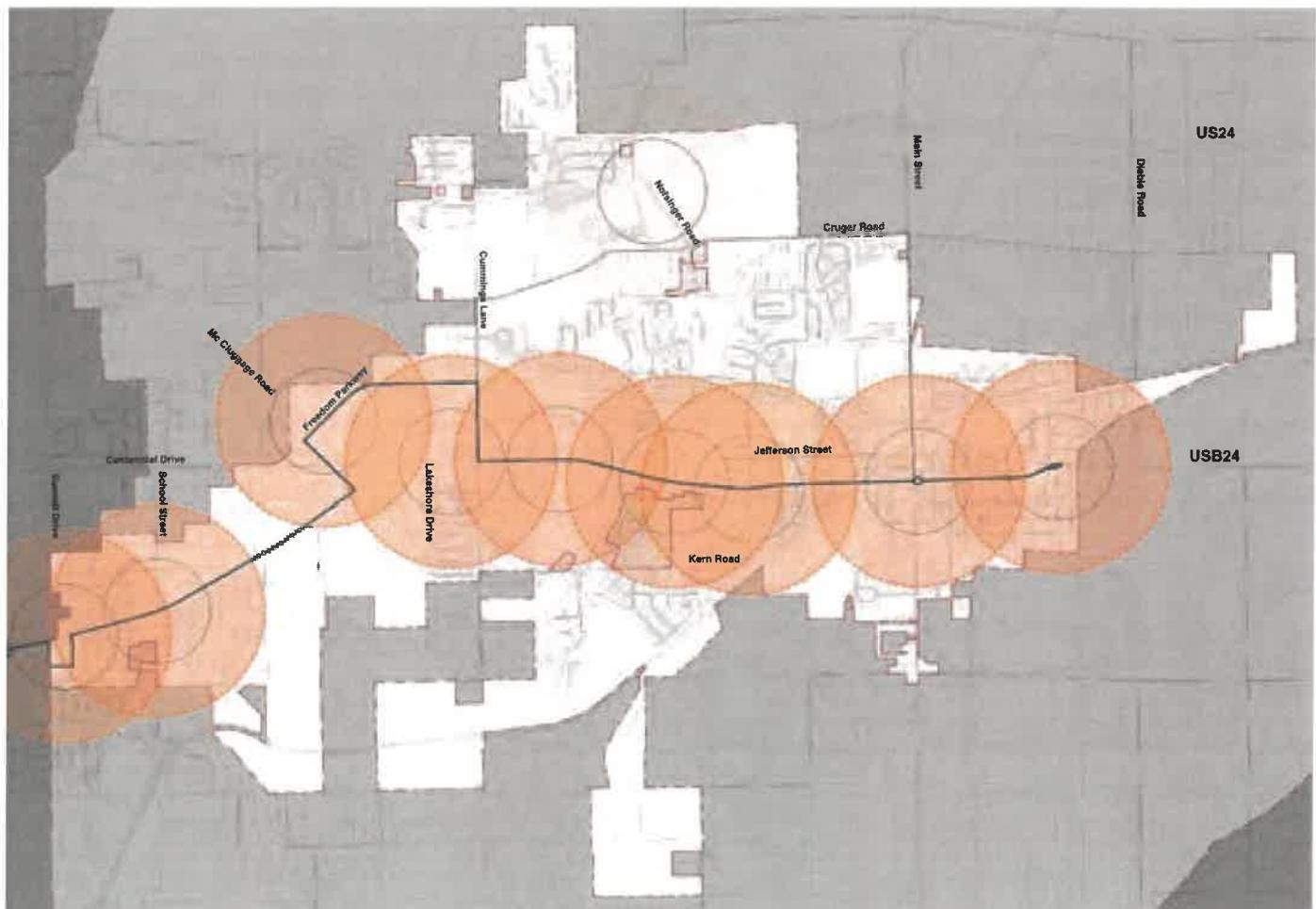
Long term

Anticipated Investment

To be determined pending the route frequency and annual capital and operating expenses.

Potential Funding Source

Not applicable



CityLink Transit Extension

A possible route that would travel east through neighborhood centers. Planning for redevelopment involving a mix of uses increases the possibility that this could be a future option for the community. A special event line could serve any programmed events that might be hosted within the 223 property.



Transit/Pedestrian Sheds

- Transit shed: 10-minute walk
- Pedestrian shed: 5-minute walk
- Neighborhood Center Fabric
- ← #8 CityLink Extension (proposed)
- Special Event Line (proposed)

Sub-task 2.2.4.1

Continue to support the Paratransit Program

Transit is needed

The need and appetite for transit has been proven by the efforts of Washington Township leadership that has spearheaded successful efforts to connect local seniors and those needing additional assistance to transit service that get them to places that otherwise would have been difficult for them to get to.

The City should continue to support this program and seek ways in which to provide ongoing funding and support so that this service is provided on a permanent basis. To that end, demand response and micro-transit are both concepts that could bolster existing services if a change can be made or rule exceptions to rural versus urban provider funding. Advocacy from the City while seeking resolutions from transit agencies would be very helpful to future transit service.

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Washington Township
Greater Peoria Mass Transit District

Status

Not yet started

Timing

Near term

Anticipated Investment

To be determined pending any changes based on pilot program findings

Potential Funding Source

To be determined pending any changes based on pilot program findings

Sub-task 2.2.4.2

Use special events to introduce and celebrate transit

I Can't Believe This Is Transit

From Good Neighbor Days to holiday sports tournaments, there are instances throughout the year where it would be helpful to provide community members with a transportation alternative that avoids the stress of parking and could provide a beneficial connection to local businesses near designated pick-up and drop-off locations that align with the proposed neighborhood centers and transit stop map on the previous pages. Grab dinner on the Square, hop on a bus that has been rented for the evening, head over to the basketball tournament, and head back over on a return bus trip for a nightcap. Parking at the high school is not overwhelmed, people reduce their car trips, and local businesses in a neighborhood center make a beneficial connection.

This practice could be suggested and fostered by the City in partnership with event coordinators, transit providers, the Chamber of Commerce and local businesses.

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Washington Township
Greater Peoria Mass Transit District
Chamber of Commerce

Status

Not yet started

Timing

Near term

Anticipated Investment

To be determined based on events chosen and anticipated demand

Potential Funding Source

Ridership fees or sponsorship support from local businesses that would benefit from ridership crowds

Goal 2.3

Facilitate the creation of parks so all citizens are within a 10-minute walk of public open space

Description

The diagram on the facing page is derived from the Trust for Public Land's ParkServ mapping tool that assesses how well areas of a community are served by public open spaces within a 10-minute walk. While the eastern portions of the community are performing well, the west/southwest portions are in need of new parks. Considering future plans by the Washington Park District, the City should work to support any new open spaces in these areas.

To that end, the City should consider the adoption of a public open space dedication requirement for all new subdivisions in order to guarantee better coverage. Private developers would receive a per lot fee that is added to each building permit to help offset a portion of the revenue lost from lost areas for buildable lots. Past examples of this succeeding include LaHood Park.

Besides conventional public open spaces, this approach could also be extended to making new connections to the recreation trail network.

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Washington Park District

Status

Not yet started

Timing

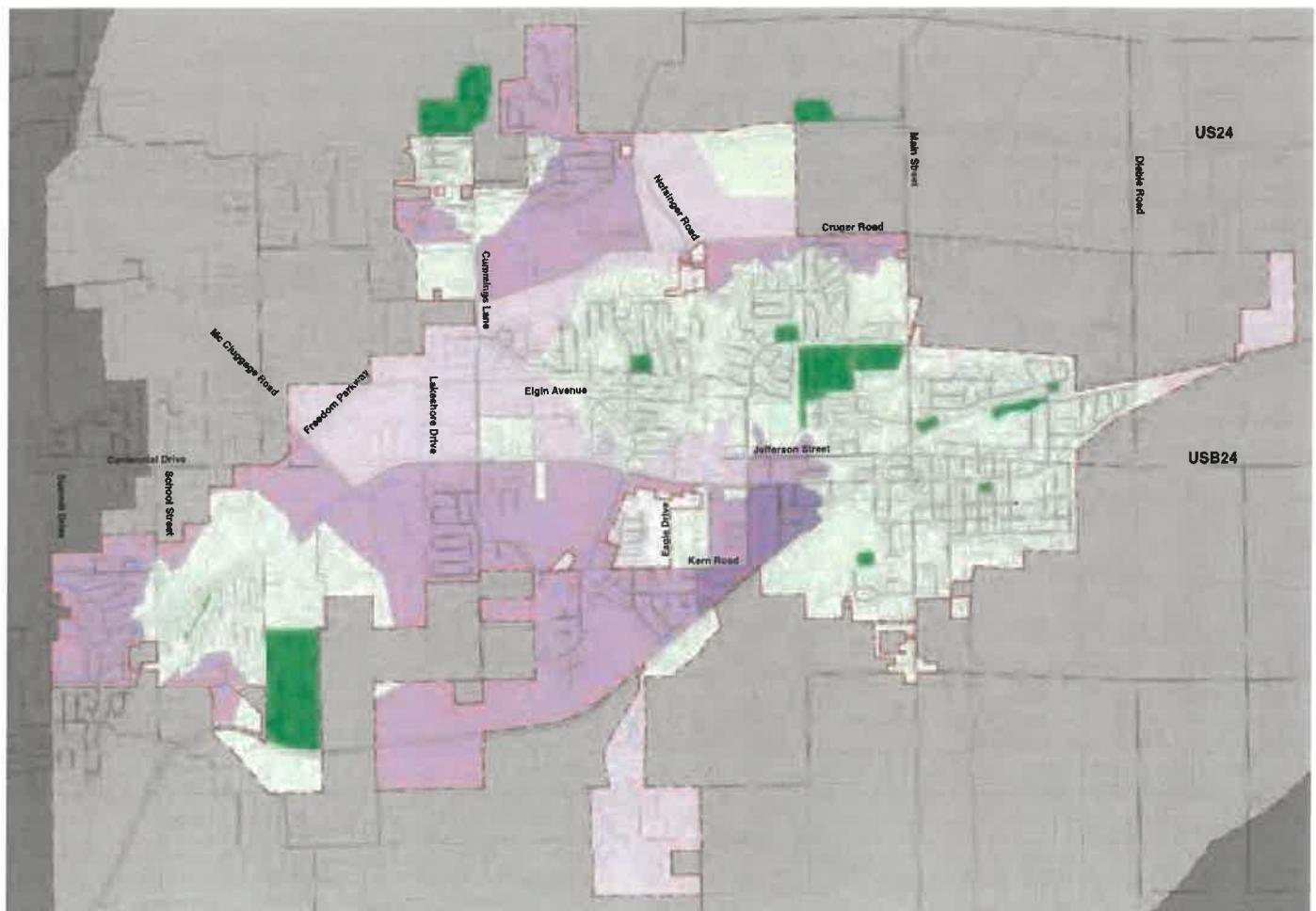
Near term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable



ParkServ Evaluation



Public Open Space

- Existing Parks (green square)
- 10-minute walk services area (light green square)

Priority areas for new parks

- Moderate (light purple square)
- High (medium purple square)
- Very High (dark purple square)

Task 2.3.1

Partner with the private sector to create public open spaces within new development

Description

The facing page shows the combination of two previous diagrams - 1) Existing Parks & Priority Areas and 2) Areas of Development Priority. In many instances, development priorities are found within areas that are also priority areas for new parks.

During initial conversations with development teams share this information and encourage them to engage with the Washington Park District early on in the planning process if public open space is viable

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Washington Park District

Status

Not yet started

Timing

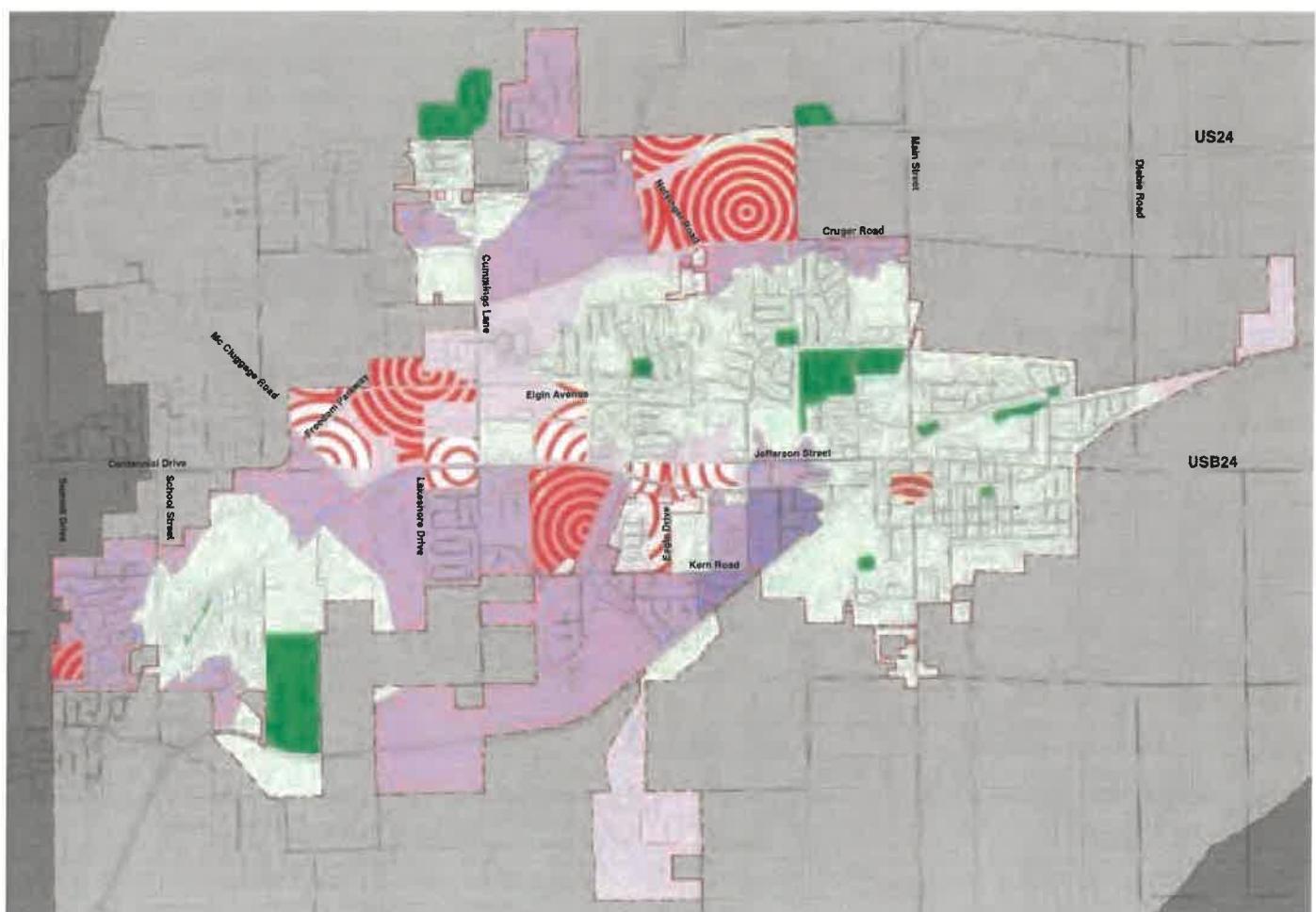
Near term Mid term, Long term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable



Public Open Space

- Existing Parks
- 10-minute walk services area

Areas of Development Priority

- High Priority
- Moderate Priority

Priority areas for new parks

- Moderate
- High
- Very High

Goal 2.4

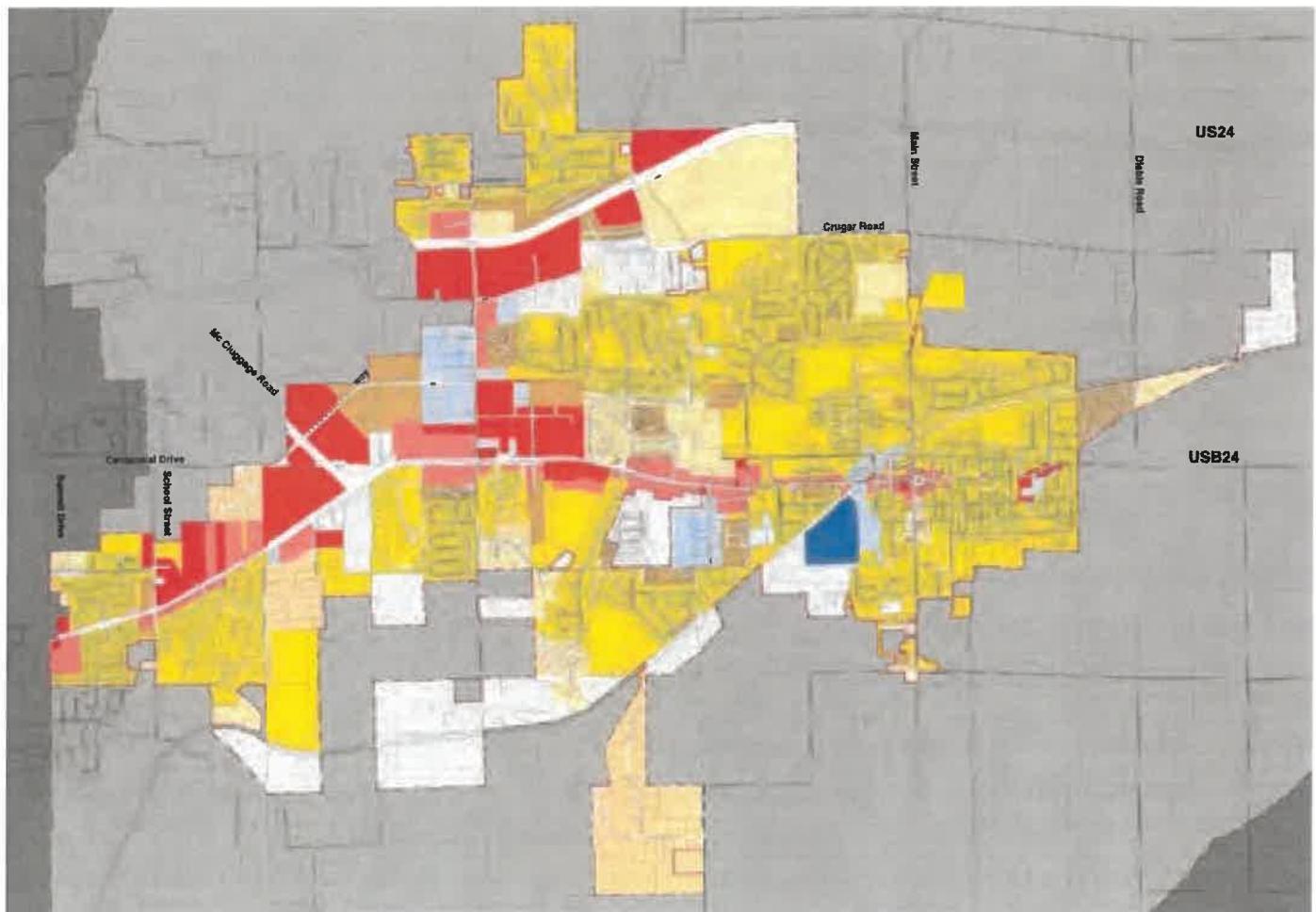
Consider the adoption of a form-based code for new development to compliment the existing zoning code

Current zoning conditions

The City's current zoning code has adapted itself to development trends over the years. Considering Commercial - C-2 General Retail Districts best align with walkable places like the Square, while C-3 Service Retail Districts best align with auto-oriented strip shopping centers and box retail. Given the argument for neighborhood-based planning and the potential for complimentary private development in the future, an emphasis on C-2 General Retail Districts is advised.

Flexibility Can Detract

However, even C-2 provides leeway that would allow a vision for new neighborhood centers to fall short. For instance, in regards to "front yard setbacks", no setback is currently required. This would allow zero setback buildings like those found on the Square which is a positive. However, it could also allow for a building with a large setback that would accommodate automobile parking. This would contradict a vision for buildings with a strong, framing, street presence, that plays a significant role in fostering walkable neighborhood centers. While the intention might have been to make zoning flexible in order to welcome new private development amidst a competitive landscape, it also creates unpredictability that can deter those that would have added value and bought into the neighborhood center vision.



Zoning

The current zoning map corresponds to current uses as well as those intended for future development



Classifications

| | |
|----------------------------------|------------------------|
| AG-1 - Agriculture | C-1 - Local Retail |
| CE - Country Estates | C-2 - General Retail |
| R-1A - Single Family Residential | C-3 - Service Retail |
| R-1 - 1 and 2 Family Residential | I-1 - Light Industrial |
| R-2 - Multi-family Residential | I-2 - Heavy Industrial |

Locate buildings by their type rather than their use

To address this circumstance, and others like it, many communities have adopted form-based codes that are focused on the character of new development and are agnostic to land use. Can retail work and not detract within a predominately residential neighborhood? Yes, but its character needs to be contextual. A form-based code would provide that guidance and enable quality building and site design that is compatible with adjacent properties

Would this replace the existing zoning code?

No, but it could supersede some elements such as those that stipulate the placement of buildings.

Oversight

Planning & Development Department

Support

City Administrator

Status

Not yet started

Timing

Mid Term (2025-2028)

Anticipated Investment

- Staff time
- Consultant Team (varies based on size of areas addressed)

Potential Funding Source

Not applicable



This diagram depicts the rural-to-urban transect. A transect is a cut through part of a community showing a range of different place types or zones each with their own unique characteristics that can be documented and developed into code that guides future development that is complementary. Image credit: Duany Plater-Zyberk & Company



Considering Form

Using the transect zones utilized within the SmartCode, (form-based code exemplar) this diagram shows the character of future development and not land use.



Transect Zones

| | |
|-----------------------|-------------|
| T6 - Urban Core | Open Space |
| T5 - Urban Center | Civic Space |
| T4 - General Urban | |
| T3 - Sub-Urban | |
| T2 - Rural | |
| T1 - Natural Preserve | |

Form-based Codes Simplify the Process

The image below shows a summary page from the SmartCode, a form-based code exemplar that has been used in communities across the country. Within this single, consolidated page the appropriate characteristics for streets, civic spaces, and the disposition of buildings is established.

TABLE 14. SMARTCODE SUMMARY

SMARTCODES

Task 2.4.1

Initiate a facade improvement program along the USB24 corridor

Description

The creation of a façade improvement program is a financial incentive intended to inspire private property owners to enhance frontages that are visible from a key vantage point - in this instance the USB24 corridor.

The restoration of building facades (ie. brick tuck-point, painting, window replacement) is a typical action taken. However, strategies that retrofit a building from having a closed off or auto-centric orientation to having an open (ie. new windows, doors) and more welcoming appearance out towards the street should also be considered.

City staff would engage with the community to communicate the goals of the program and assess the standards that should be set and inventory eligible properties and their current conditions.

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Washington Chamber of Commerce

Status

Near term

Timing

Near term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Typically, assistance is given as grants, rebates, or as low- or no- interest loans with a need for a private sector financial match

Task 2.4.2

Initiate a residential facade repair program that targets older homes

Description

The creation of a residential facade repair program would have a similar intent to a program focused on properties along the USB24 corridor -- facilitate improvements to residential exteriors in order to also enhance the quality and views throughout the public right-of-way. More specifically, this program would target older homes (potentially 50+ years) where more focused study and execution might be required.

Oversight

Planning & Development Department

Support

City Administrator

Associated Civic Organizations

Washington Historical Society

Status

Near term

Timing

Near term

Anticipated Investment

Staff time to explore and propose options

Potential Funding Source

Typically, assistance is given as grants, rebates, or as low- or no- interest loans with a need for a private sector financial match

Goal 2.5

Plan and design surface parking for human use as much so as for cars

Maximize sidewalk activity

All parking facilities, on- and off-street, should engage with existing and new sidewalk networks whenever possible.

Locate off-street parking lots out of site

The so called “sea of parking” visual condition is not a necessity for commercial success, in fact, it could be holding it back. People have been proven to place a high value on a sense of place when choosing where they will spend their time and money. By placing parking behind buildings there is greater chance to create an experience that keeps people longer and increasing their likelihood of additional spending.

Design parking so that it can transition to more productive uses in the future

Commercial real estate is ever-evolving and being flexible towards the potential of future change is essential. In terms of surface parking lots required by past uses there are ways to retrofit. Many of these lots have been laid out in a way that is also conducive to a typical neighborhood street and block system. Parking rows can be combined and serve as locations for new building footprints and drive aisles can become local streets that service those new buildings.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department
City Administrator

Status

Not yet started

Timing

Near term Mid term - Long term

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable

Task 2.5.1

Revise off-street parking requirements

End Parking Minimum Requirements

Parking minimums take flexibility away from private developers and business owners and make them responsible for the long-term maintenance of large surface parking lots. Ending these requirements will lessen their burden and open land up for more productive, tax-generating, uses.

Initiate Parking Count Limits

Removing parking requirements is only one side of this initiative. It is also important to limit parking counts for uses and new developments that have a template that has been challenged by these considerations (ie chain restaurants).

Shared Parking

Peak hours of one business (ex: movie theatre) can be very different than peak hours for a neighboring business (ex: retail store). Instead of a parking count driven by the peak hours of each, plan for a count where each share spaces. This condition will be present in mixed-use neighborhood centers.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department
City Administrator

Status

Not yet started

Timing

Near term May take 1-2 years to implement

Anticipated Investment

Staff time to facilitate

Potential Funding Source

Not applicable

Task 2.5.2

Allow and promote on-street parking

Description

Pending a community member's past experiences, on-street parking may not be seen as a desirable option and driving into a dedicated parking lot is preferred. Others may have no issue with choosing on-street parking. In order to distribute the pressure of parking demand, especially in neighborhood centers, the City should analyze existing streets and articulate via pavement striping and additional signage where on-street parking is allowable.

Oversight

Engineering Department

Support

Public Works Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

Anticipated Investment

Dependent on quantity of eligible areas

Task 2.5.3

Explore off-street parking opportunities near neighborhood centers that balance public benefit with economic risk and compromising character

Description

As new neighborhood centers arise, each may require off-street parking in their early stages in order to successfully advance. Following the guidance provided in Goal 2.5, these areas should be selected and built in such a way that walkability is promoted, they are not visible from primary gathering spaces, pedestrian corridors, and important views, and should be designed so that they can easily transition to a more productive, tax revenue generating use in the future.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time

Sub-task 2.5.3.1

Make off-street parking within the Square District more accessible and user-friendly

Description

The Square District is an existing neighborhood center that requires an appropriate amount of surface parking in order to support existing uses that range from commercial to residential. As new businesses and residential units are added there should be careful consideration of additional areas in which to park in order to support them. This includes dedicated surface lots as well as on-street parking.

The City should continue to seek ways to make existing and new parking more accessible to motorists. Steps towards making these areas more user-friendly could include signage enhancements and other way-finding devices that clearly indicate where one can gain access and how traffic flows once there. This signage should align and/or be consistent with other way-finding programs throughout the City that also involve pedestrian and bicycle movement.

Pending the results, lessons learned should be documented and applied to the other neighborhood centers as they grow and mature.

Oversight

Planning & Development Department

Support

Engineering Department
Public Works Department

Associated Civic Organizations

N/A

Status

Not yet started

Timing

Near term

Anticipated Investment

Staff time

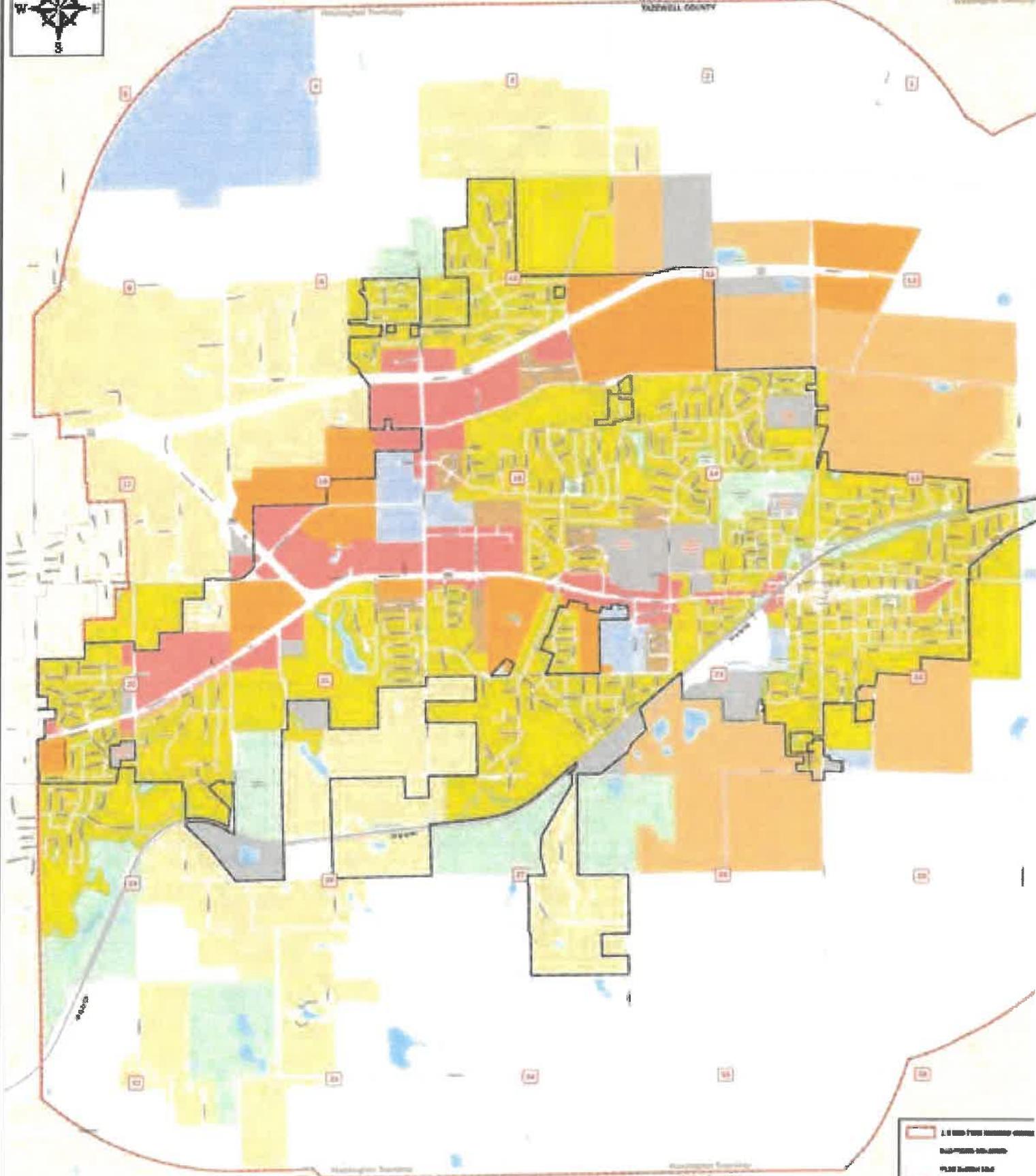
Potential Funding Source

To be determined based on the scope of the chosen applications



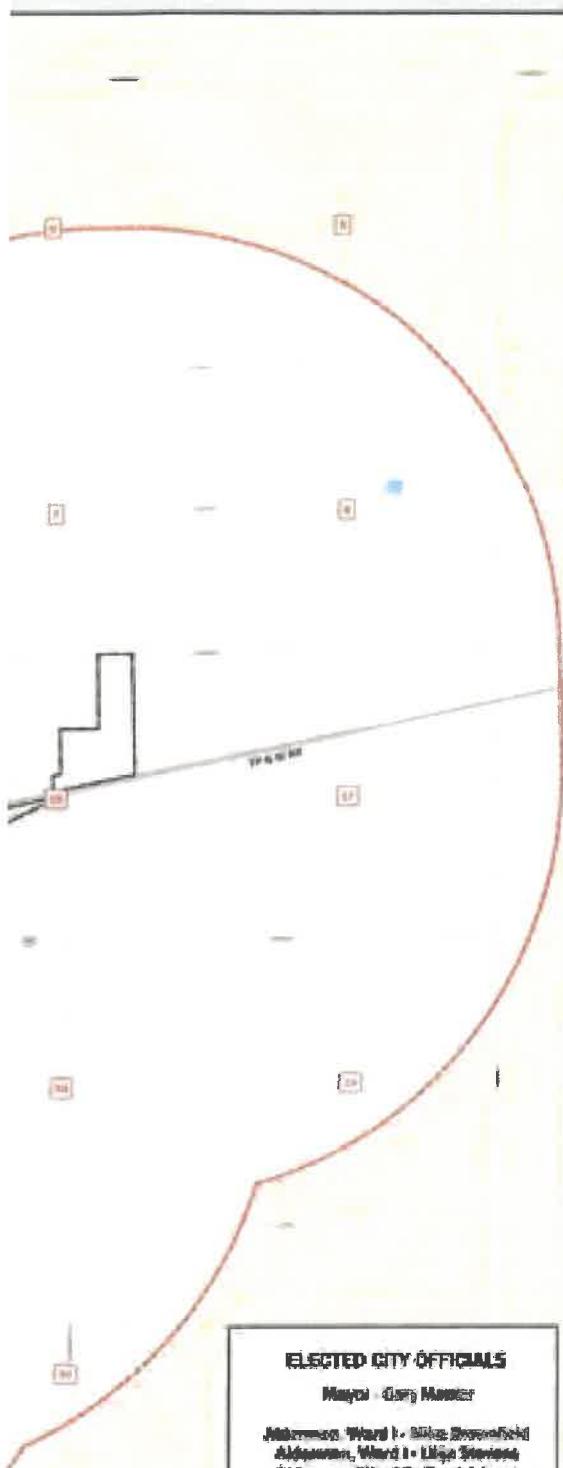
April 2023

WOODFORD COUNTY
YAZOO COUNTY



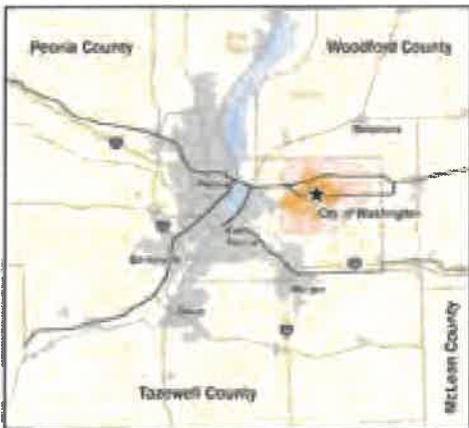
| | |
|---|---------------|
| ■ | LAND USE |
| ■ | RESIDENTIAL |
| ■ | COMMERCIAL |
| ■ | INDUSTRIAL |
| ■ | INSTITUTIONAL |
| ■ | MAJOR ROADS |
| ■ | MINOR ROADS |

PLAN WASHINGTON



**CITY OF
WASHINGTON
TAZEWELL COUNTY, ILLINOIS
COMPREHENSIVE PLAN**

FUTURE LAND USE MAP



ELECTED CITY OFFICIALS

More from Hause

Albion Ward 1 - Mike Baynefield
Albion Ward 2 - Lisa Stevens
Albion Ward 3 - Brett Adams
Albion Ward 4 - Todd Yost
Albion Ward 5 - Brian Butler
Albion Ward 6 - David Coughlin
Albion Ward 7 - John Hendry
Albion Ward 8 - Karen Schuman
City Clerk - Vicki Ward
City Treasurer - Abby Sander

MATERIALS AND METHODS

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W. T. BROWN

ANSWER: Pythagorean Theorem

1999 Single and Two Family Structures

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Map is provided for use as a planning tool
as data is provided 'as is' without warranty to
any representation of accuracy, timeliness,
or completeness. Newly constructed streets
or recently annexed areas may not be shown.

VISION

This section features a series of illustrations that are meant to showcase the potential of several development priority areas in various stages - near, mid and long term. They are not meant to be prescriptive, instead they are aspirational. There is no expectation that the final outcomes match these.

The illustrations strive to depict the best practices that have been shared in the previous sections and the need to focus on infill development, create jobs, maintain and create tax revenue generating businesses, provide more open spaces, broaden safe transportation choices, and offer additional housing types that better reflect the needs of the population.

Each view features the enhancement of an existing neighborhood center or the creation of a new neighborhood center that would serve the larger surrounding community. While the mixed-use and dynamic character of these new districts distinguishes themselves from recent commercial development they should not be unfamiliar. The beloved Square has served its surrounding neighborhood in such a way for years. These illustrations represent a challenge to the idea that a similar approach cannot work again.

Washington Square

Enhancing the historic heart of Washington

A celebrated space

New investment and reinvestment, at a familiar scale, reinforcing the Square's memorable sense of place. This investment inspires a renewed sense of civic pride in the symbolic heart of the City. Through strategic economic development initiatives and business growth strategies championed by [the economic development entity], the Square attracts continuous reinvestment, reflective of its significance to Washington.

A focus on historic preservation and infill development

Within the surrounding neighborhood, historic homes balance in-place affordability with new opportunities for reinvestment in existing homes. New infill construction and accessory dwelling units are prioritized on open lots and underutilized parcels, reinforcing the area surrounding the Square as a thriving walkable neighborhood.

Implementation Guidelines

- Carry out the Downtown Square Streetscape Enhancement Project
- City Staff should lead the development of a toolkit of incentives to promote the right kind of development in the sub-area.
- Develop programs promoting renovation of historic homes in the vicinity of the Square (e.g., grants, technical expertise, etc.).
- Establish a brand identity for the neighborhood surrounding the square that highlights the historically significant homes of Washington.
- Promote new construction infill opportunities on vacant lots, including residential, commercial and mixed-use, in the neighborhood surrounding the Square. Any new buildings should align with the scale and massing of their surrounding context.
- Develop an ordinance that enables Accessory Dwelling Units (ADUs) with a specific emphasis on the area surrounding the Square.
- Continue to partner with existing organizations and develop relationships with new ones to establish a dynamic year-round schedule of events on the Square.



The Square (Long-term 20+ Years)



View of the Square looking west

Hillcrest

A new vision for recreation in the geographic core of Washington

A New Urban Catalyst

The vision leverages best practices at the mid-rise scale: adding mixed-uses, hotel and multi-family housing uses centered around an angled, pedestrian-oriented street. The mid-rise district is surrounded by gentle density incorporating new housing typologies — town homes, duplexes and live/work units that act as a buffer to the celebrated open space beyond.

Celebrating the legacy of a landmark

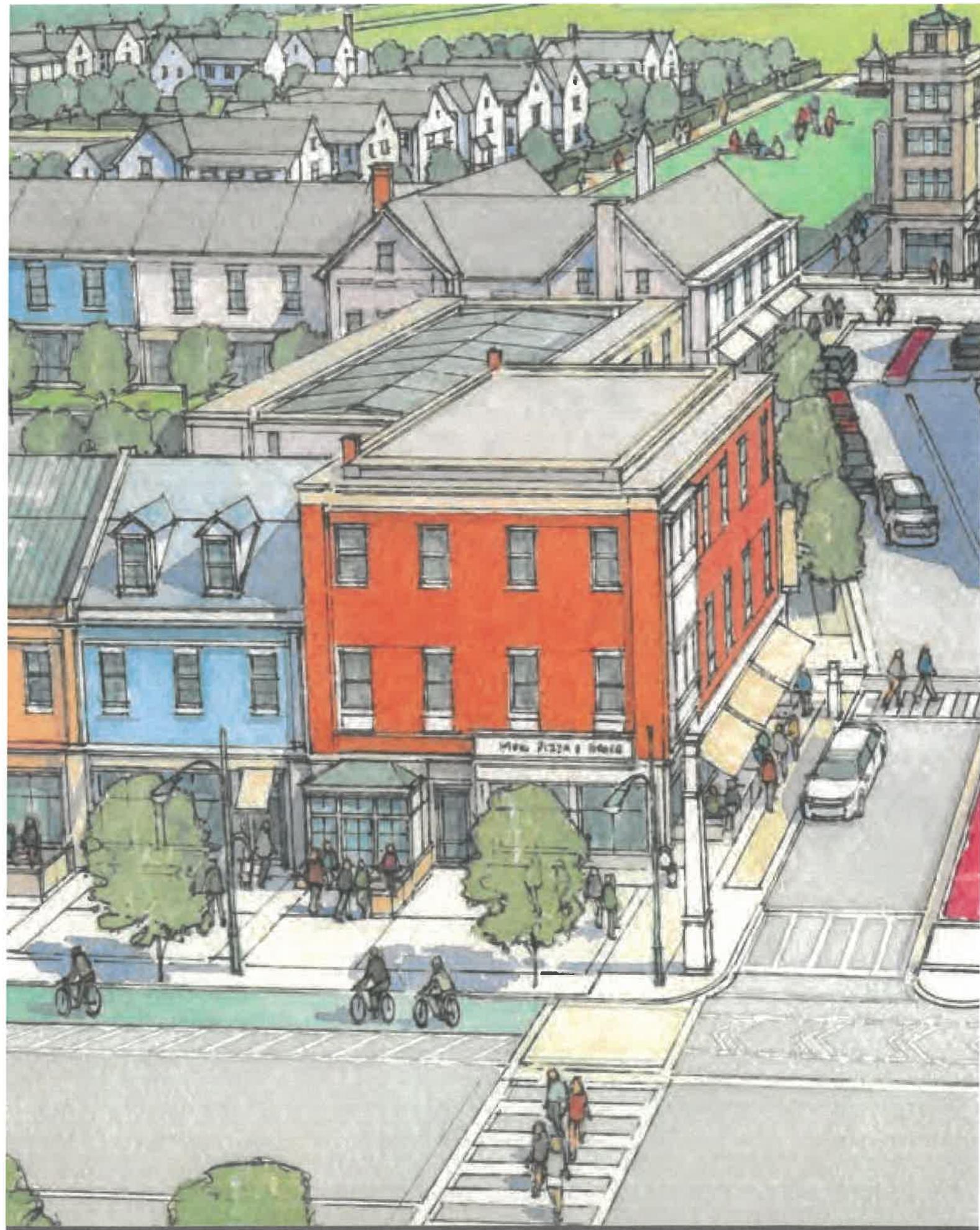
Although new opportunities for private development would be created, the re-envisioning of Hillcrest Golf Center preserves access to golf and a variety of open spaces - from formal lawns for events and sports, to areas that provide a direct connection with nature while serving as a means to absorb stormwater. The connection to nature and then to recreation evolves into a focus on wellness and athletics in the geographic core of the community.

A new tone for development on USB24

Hillcrest inspires similar typologies and a stark departure from the current auto-centric nature of USB24. Existing codes are amended (ie allowance of narrow-lot residential) to make it easy to deliver the right projects that reinforce these new development principles. By leveraging public-private partnerships (P3s), the City of Washington avails its economic development toolkit to the right kind of development, accelerating the catalytic impact of Hillcrest on surrounding parcels.

Implementation Guidelines

- Prioritize public investment in strategic infrastructure improvements along USB24 and ensure public dollars reinforce strong urban design principles that enhances tax-generating revenue potential.
- Guide and foster a redevelopment plan that breaks down the scale of any phased development of the site, while advocating for diversification of housing typologies and mixed-use development to meet the needs of the community and attract new residents, businesses, services, and employment opportunities.
- Encourage planning that sets the stage for connectivity to future redevelopment adjacencies such as the former Georgetown Apartments site to the west.



Hillcrest (Long-term 20+ Years)



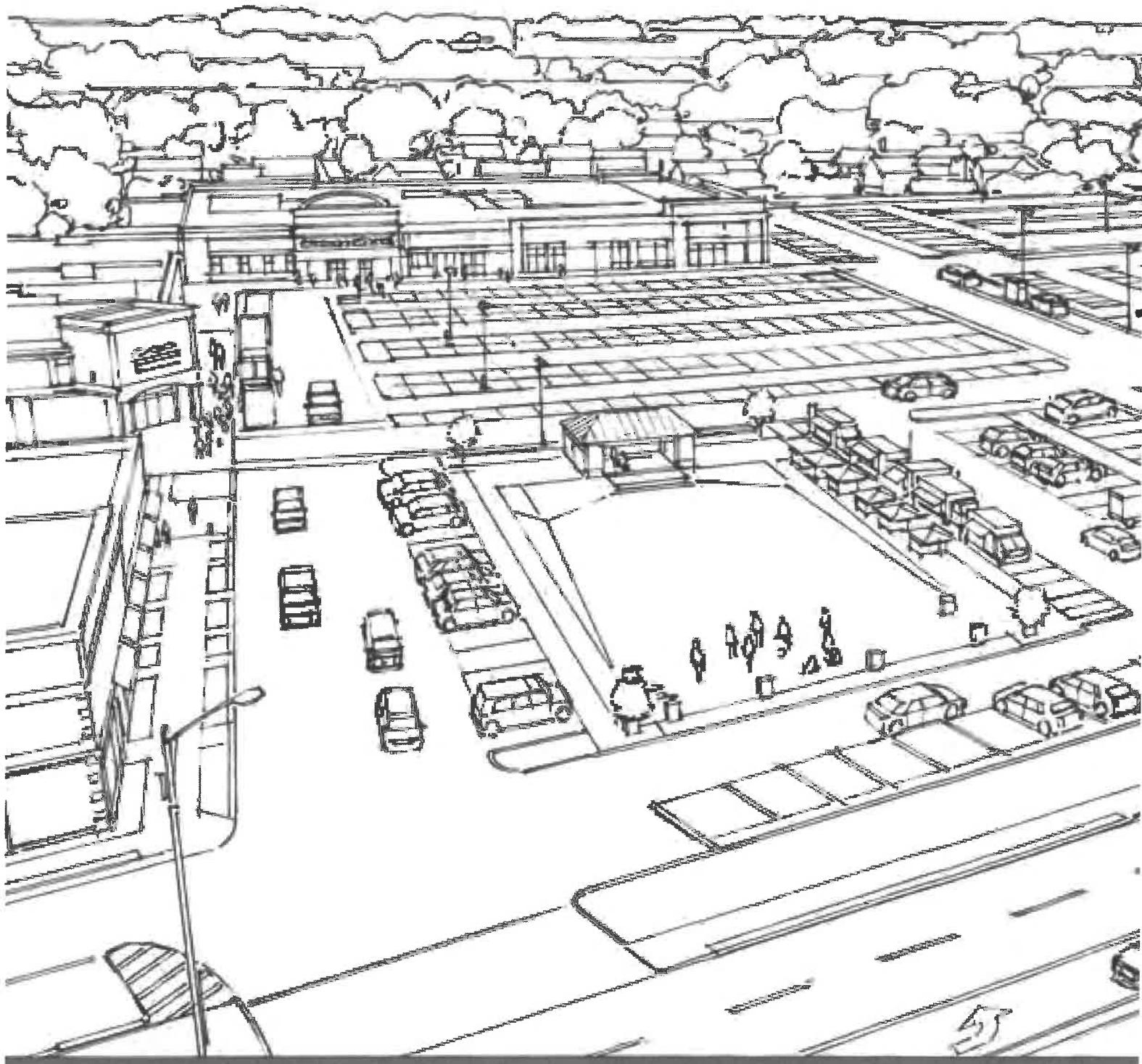
View looking southeast above the intersection of a new pedestrian-oriented street and a reconstructed USB24

Washington Plaza

Retrofitting a new neighborhood center for Washington's west end

Adopt an incremental development approach to ensure the best results

By allowing the conversion of unused parking spots into a simple, low-cost, public green space for events and recreation the City could be knocking over the first domino in a line that leads all the way to the full build out of a new neighborhood center that brings pride and energy to Washington's west end. As each incremental change is made lessons are learned and incorporated into the next step forward.



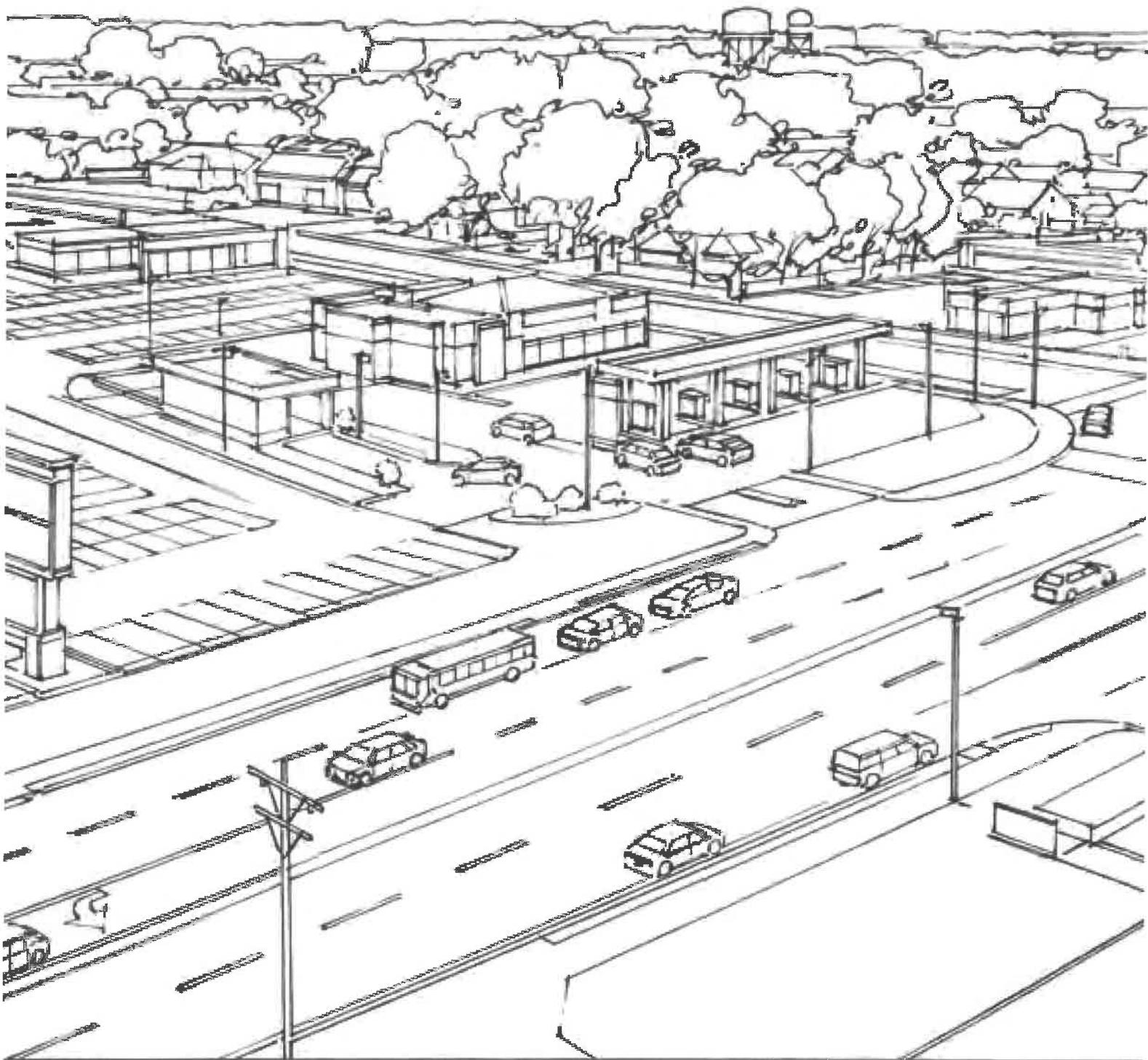
Washington Plaza

Placemaking is the crux

It starts small

Building small wins through low risk, budget-friendly and quick-to-implement tactical interventions, leveraging affordable placemaking strategies to support a series of community gatherings is key. These events take back underutilized parking spaces, eventually transitioning from temporary structures to a permanent green space. In the process, perceptions change.

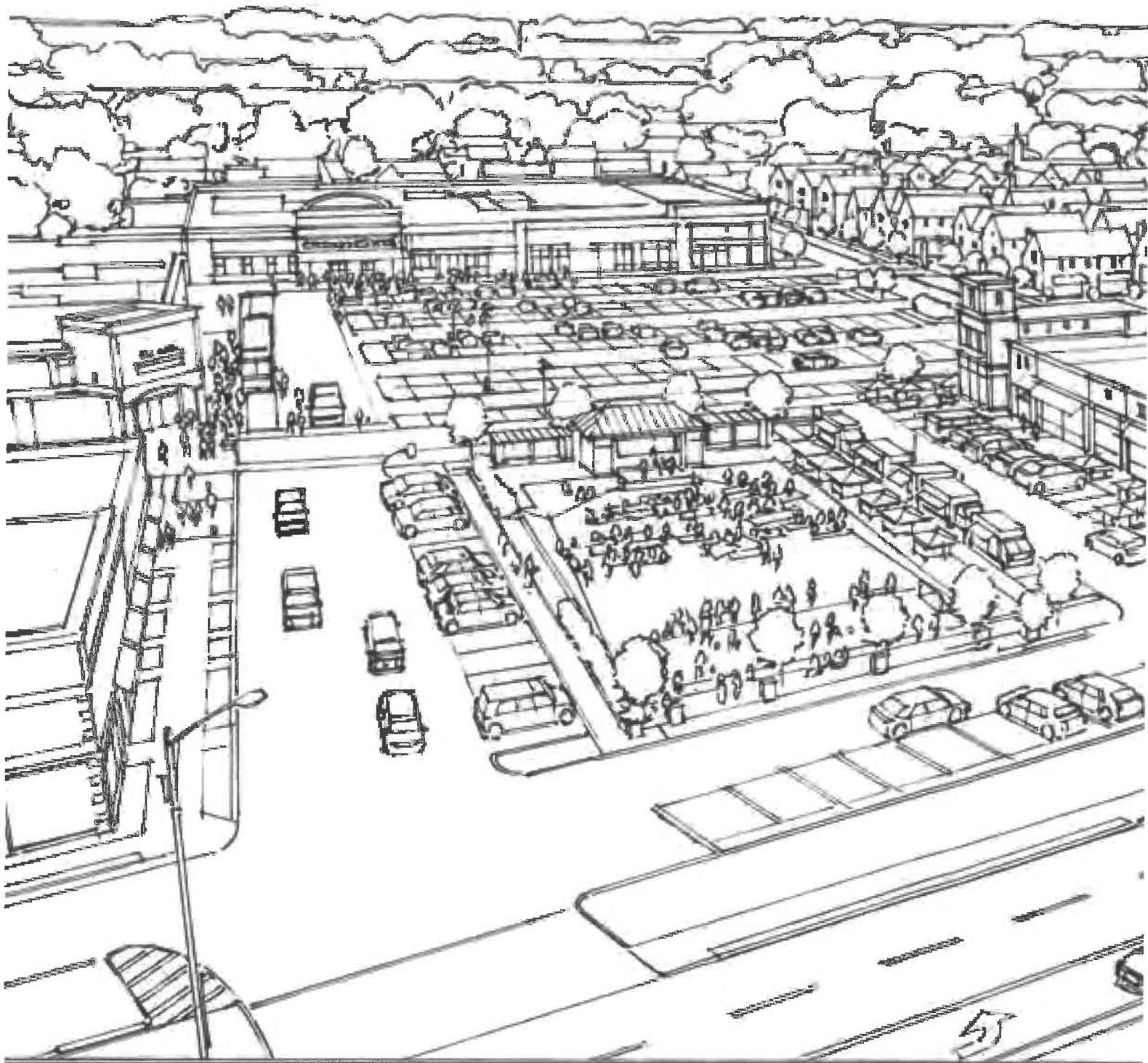
The development of this new public space for the west side of town unapologetically draws inspiration from the Square. Playing host to events and outdoor markets, this new public space becomes a community draw and a catalyst, spurring revitalization of the Plaza and the surrounding area.



Near-term (0-5 years) view of the Plaza above Route 8 looking towards the southwest

Implementation Guidelines

- City Staff should lead the development of a toolkit of incentives to promote the right kind of development in the sub-area.
- Consider the adoption of new Planned Unit Development regulations that offers development flexibility with a greater allowance for a mix of uses and a product that better fits the neighborhood context.
- Prioritize public investment in the new public space envisioned as the centerpiece to the revitalization of the Plaza.
- Prioritize public investment in public infrastructure and ensure public dollars reinforce strong urban design principles.
- Reinforce and celebrate the Plaza's unique position as an existing transit node.
- Partner with existing ownership to solicit proposals for the portion of the site earmarked for townhomes. The proposal should highlight defined unit types and design standards aligned with the sub-area plan.
- Develop an ordinance that enables Accessory Dwelling Units (ADUs) with a specific emphasis on the area surrounding the Plaza.
- Partner with organizations to establish a dynamic year-round schedule of events at the Plaza.

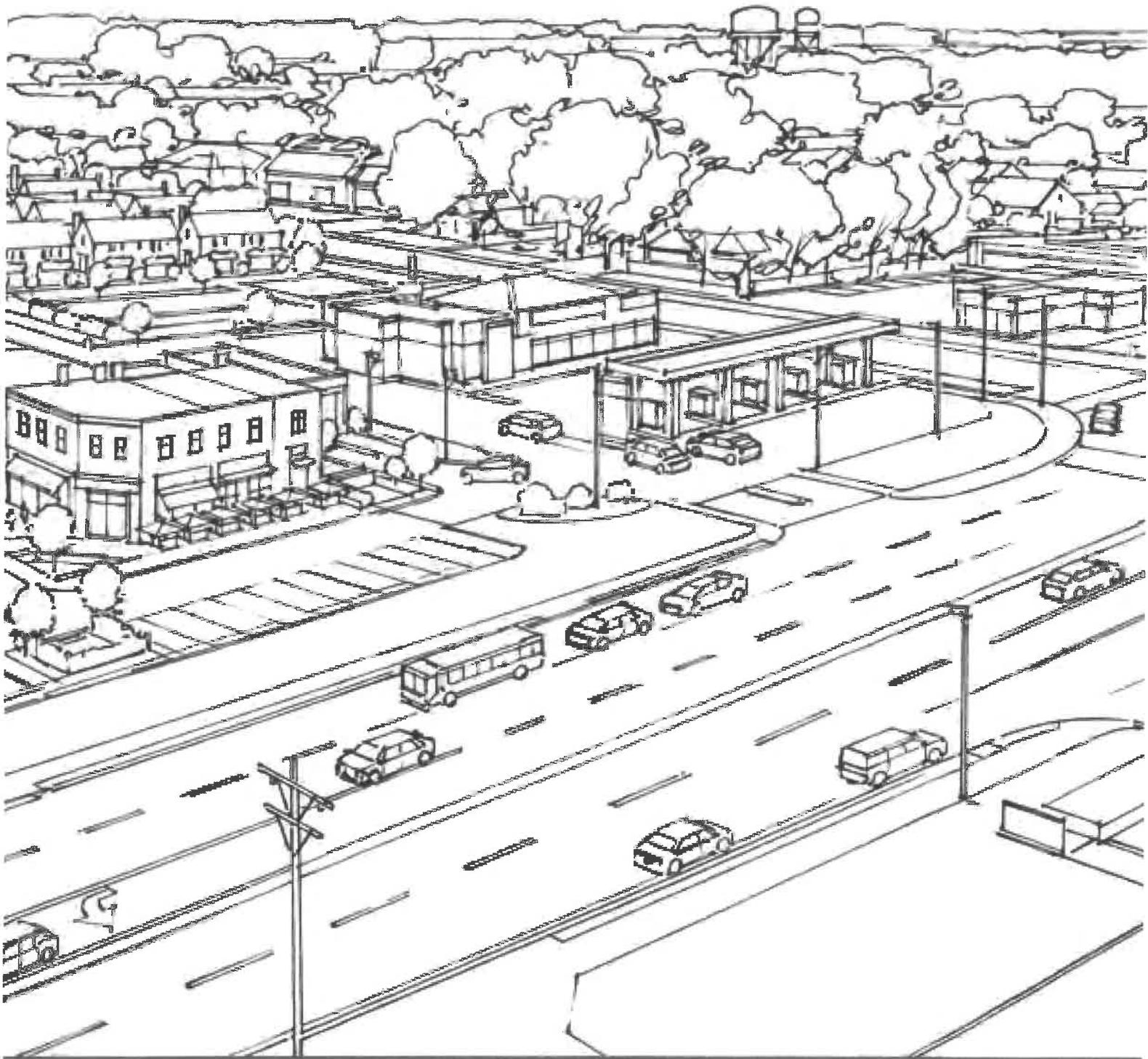


Washington Plaza

Momentum begins to grow

A logical, phased approach to incremental development.

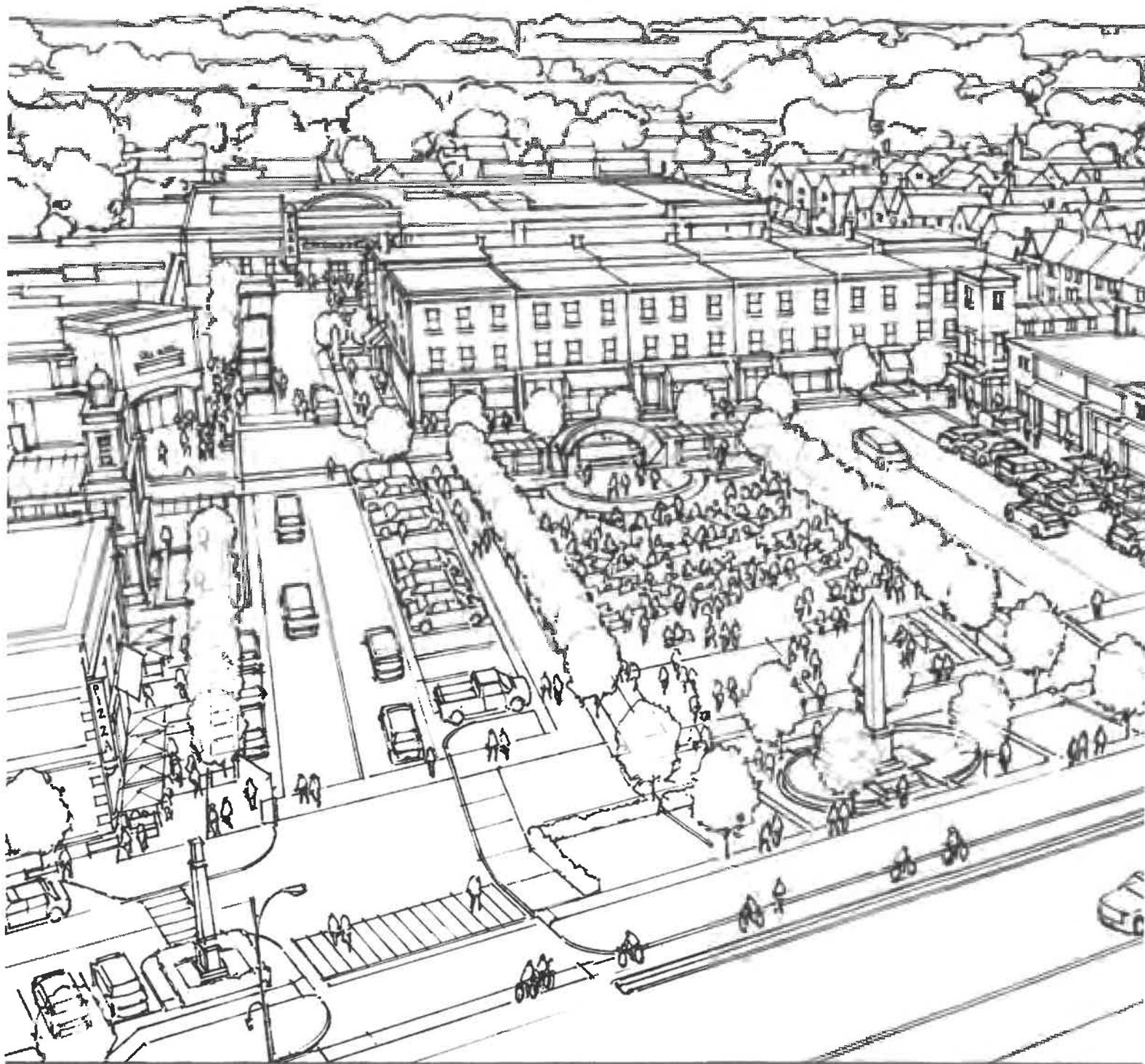
The City of Washington takes an active role partnering with ownership to solicit private sector proposals for new uses within the footprint of the obsolete shopping center. The vision leverages best practices that make it easy to do the right projects while challenging to deviate from the right development principles. By leveraging a public-private partnership (P3) model, it avails its economic development toolkit to the right kind of development, accelerating the catalytic impact of the Plaza revitalization.



Mid-term (5-20 years) view of the Plaza above Route 8 looking towards the southwest

Implementation Guidelines

- City Staff continue leading the development of a toolkit of incentives to promote the right kind of development on the Plaza.
- Prioritize continued public investment in the new public space envisioned as the centerpiece to the revitalization of the Plaza.
- Prioritize public investment in public infrastructure and ensure public dollars reinforce strong urban design principles.
- Continue to reinforce and celebrate the Plaza's unique position as an existing transit node. Work with partners to grow ridership numbers.
- Partner with existing ownership to solicit proposals for the portion of the site (SW corner) earmarked for townhomes. The proposal should highlight defined unit types and design standards aligned with a master plan for the district.
- Enables Accessory Dwelling Units (ADUs) with a specific emphasis on the area surrounding the Plaza. Continue to partner with existing organizations and develop relationships with new ones to establish a dynamic year-round schedule of events at the Plaza.
- Continue to partner with existing organizations and develop relationships with new ones to establish a dynamic year-round schedule of events at the Plaza.

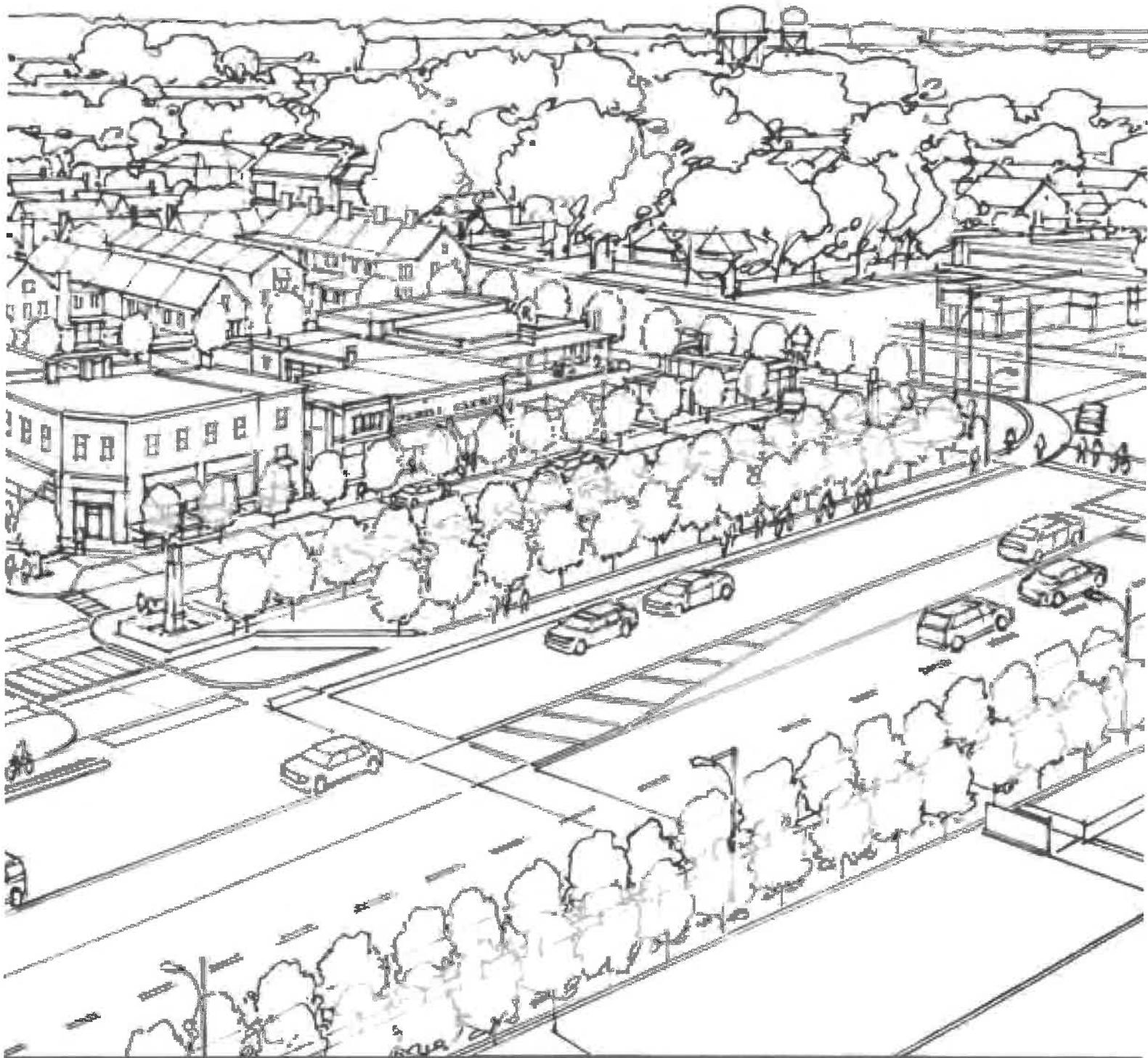


Washington Plaza

Becoming a vibrant and proud neighborhood center

Re-envisioned and Retrofitted

The Plaza will have emerged as a local and regional attraction that offers the surrounding communities greater access to goods, services, cultural programs, events, recreation, civic open spaces to gather, public art, jobs, and diverse residential types to make the Plaza a place to also call home.



Long term (20+ years) view of the Plaza above Route 8 looking towards the southwest

Implementation Guidelines

- City Staff continue leading the development of a toolkit of incentives to promote the right kind of (infill) development on the Plaza.
- Prioritize continued public investment in the public space that has become the centerpiece to the realized revitalization of the Plaza. It would stand as a western bookend opposite the Square to the east and should be treated with the same regard.
- Prioritize public investment in public infrastructure (pedestrian & bicycle) and ensure public dollars reinforce strong urban design principles in order to add necessary finishes to a great place.
- Continue to maintain the Plaza's transit stop at a high level to maintain and increase ridership in order to establish Washington as a viable transit-served community.
- Continue to partner with existing organizations and develop relationships with new ones to continue a dynamic year-round schedule of events at the Plaza.

223

Balancing land preservation with the right development

Creating a New Hamlet

New development reflects the site's pastoral context, responding to the natural contours of the land with particular sensitivity to stormwater and land conservation. Tax-revenue generating development is concentrated around the realigned Nofsinger Road entrance off of US24. Regardless of use, these multi-story buildings are urban in form, provide a strong gateway into the site, and set the character of any adjacent development. Residential is present, but the quantity is driven by a need to support the success of other uses. This approach towards small settlements resembles that of a hamlet or small village.

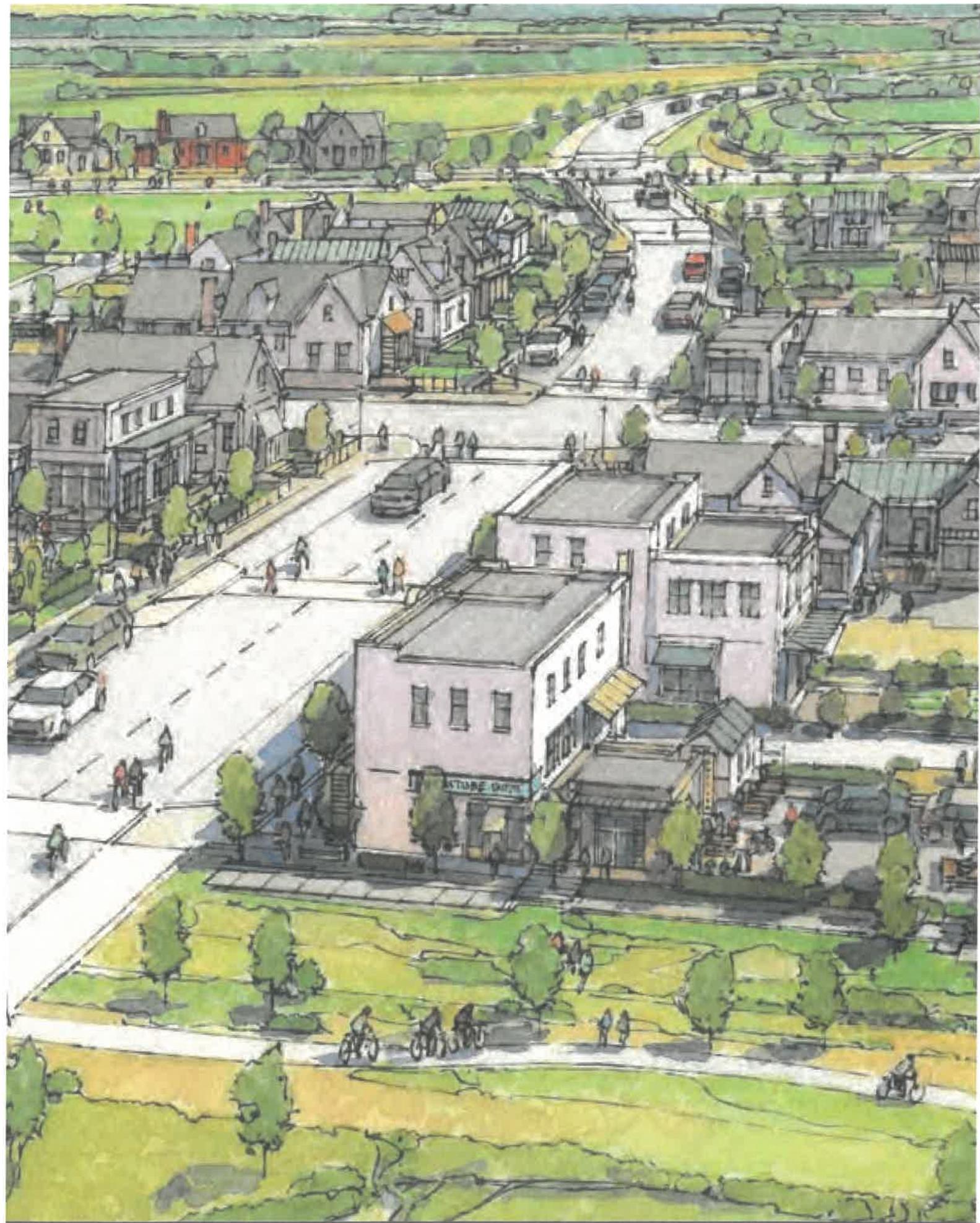
Seize the Potential

This western portion of the 223 site can stand on its own, but also has the opportunity to feed off and support proposed plans for an event space on the eastern side of the site. If that were to come to fruition, this western side has the potential to host new visitors to Washington and provide them with amenities ranging from restaurant with strong and unique connections to the agricultural context (ie: farm-to-table) to recreational tourism that utilizes any preserved lands dedicated to open spaces and trails to a hotel that accommodates an extended stay. In any instance there are opportunities for new jobs

Implementation Guidelines

- City Staff should lead the development of a toolkit of incentives to promote the right kind of development on the site.
- Solicit proposals for phased development opportunities with defined unit types and design standards. Structure the request for proposals in a way that enables smaller builders to participate by breaking down the scale of the phases and diversifying typologies.
- Preserve Washington's agricultural heritage through the establishment of a land trust, with a portion of the 223 site as a leading contribution.
- Identify similar preservation opportunities on surrounding farm land to protect and enhance the value generated on the 223. In the near term, this not only perpetuates the character of the community, but it also defines an important community edge, while also promoting a system of open space and recreational opportunities that the community greatly values and wants to see grow on into the future.





View looking southeast above the intersection of realigned Nofsinger Road and US24

Freedom Park(way)

Developing an Innovative Place for New Businesses and Jobs

Creating a Local & Regional Hub

Leveraging Washington's strategic location and proximity to major demand drivers, Freedom *Park* can leverage flexible, low cost space to attract businesses looking to grow.

The traditional retail model is changing rapidly and Washington will be impacted. What is currently a suburban, auto-dependent, retail center on the western side of Freedom *Parkway* could migrate to become, in essence, a distribution hub with very different needs. Parking lots once reserved for shoppers that now turn mostly to online purchasing could become targeted for infill development. Similar uses could remain or low cost spaces could be used as leverage for new jobs.

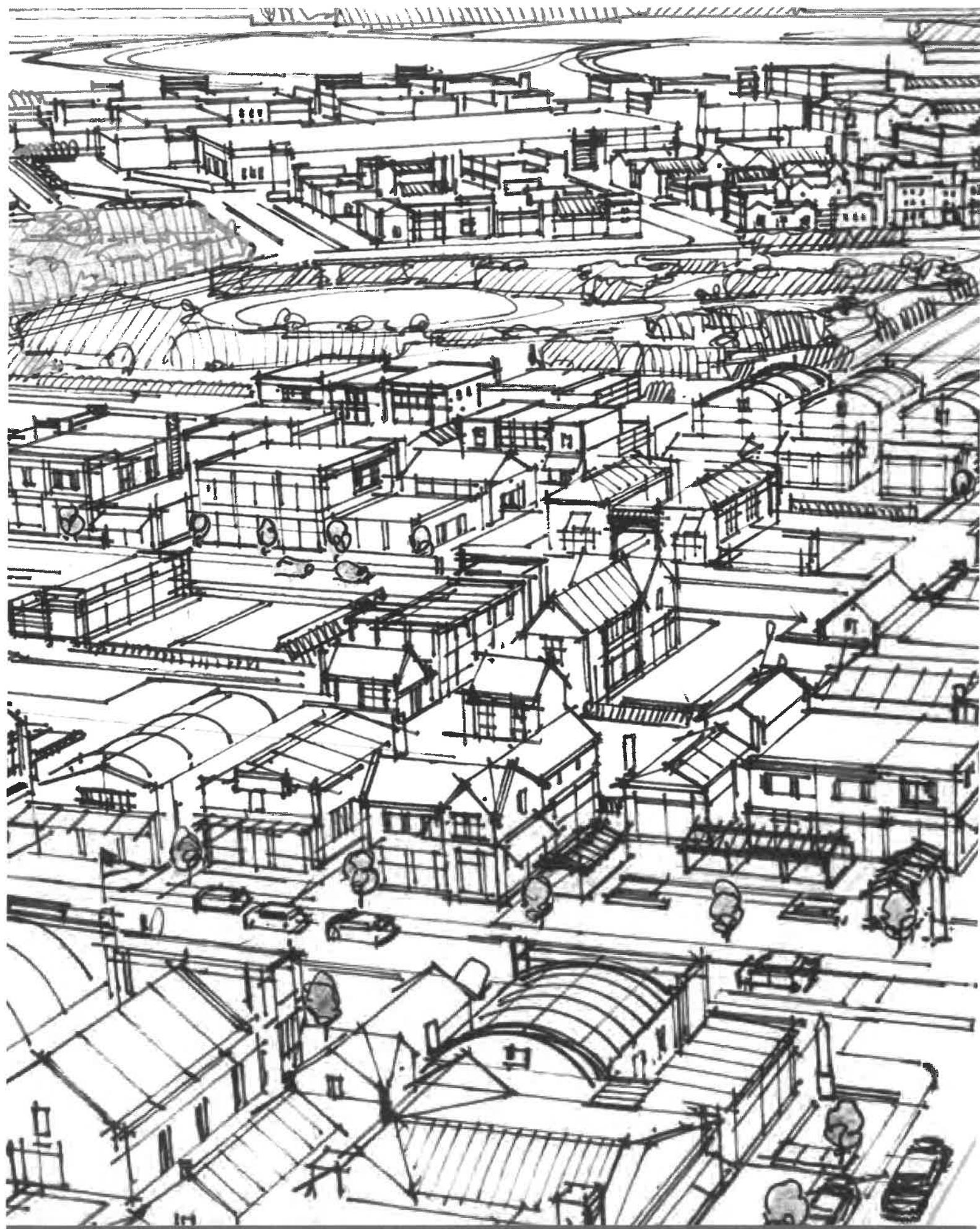
As Freedom Parkway travels east there is the opportunity to create a mix of uses that are anchored by a frontage of conventional and new industrial businesses. Partnerships with the likes of Peoria NEXT Innovation Center provides up and coming businesses with a vibrant new home in the region following their successful stint within an accelerator program.

The dynamic nature of live/work development creates centers at key intersections (Freedom/ Lakeshore [future extension]) that could support a vibrant public open space where makers sell their wares and people gather to learn about the new products being built along this new corridor.

Imagine the following: These live/work units could be the future home of a welder whom, alongside their spouse, has become an empty nester and wanted to downsize. While a large factory floor may be their primary place of employment, the popularity of their steel shelving units on Etsy has inspired growth of their side hustle at-home business. The ground floor work/studio space includes a storefront for customers wanting to make a visit while the apartment above provides them with all of the space they need to call home at this point in their lives.

Implementation Guidelines

- City Staff should lead the development of a toolkit of incentives to promote the right kind of development on the site.
- Work with property owners to develop a phased development approach with defined unit types and design standards that supports the participation of smaller development partners and builders that can break down the scale and foster diverse and creative typologies.
- Seek out partnerships with industrial companies, programs, and advocacy organizations in order to best position Freedom Park as a dynamic place that fosters the creation of new businesses and supports their growth.
- Consider Freedom Park to be a new employment center that provides employees with amenities ranging from access to a simple cup of coffee a short walk away to open spaces that provide mid-day relief to a diverse range of adjacent housing options that creates a short commute and increases the City's daytime population.
- Similar to the 223, preserve Washington's agricultural heritage through the establishment of a land trust adjacent to Freedom Park, with a portion of the site serving as a leading contribution.



Freedom Park(way) (Long-term 20+ Years)



View looking west above the intersection of extended Freedom Parkway and Lakeshore Drive