



City of Galesburg/ Knox County

1999 Comprehensive Plan

GALESBURG/KNOX COUNTY 1999 COMPREHENSIVE PLAN

Prepared for the

City of Galesburg
and
Knox County

Adopted April 19th, 1999 by the City of Galesburg,
Adopted April 21st, 1999 by Knox County

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INTRODUCTION

Geographic Environment

Knox County is located in the west central part of Illinois, with excellent accessibility provided by Interstate 74 and the Burlington Northern Santa Fe Railway (BNSF). Galesburg, the County seat, is located in the west central part of the County. It is approximately 55 miles from the Quad Cities to the north or Peoria to the east. Chicago is 185 miles to the north east, while St. Louis is 190 miles to the south west.

Given this geographic location, Galesburg remains a major regional center for commerce. The location map below illustrates this location within the region.

History

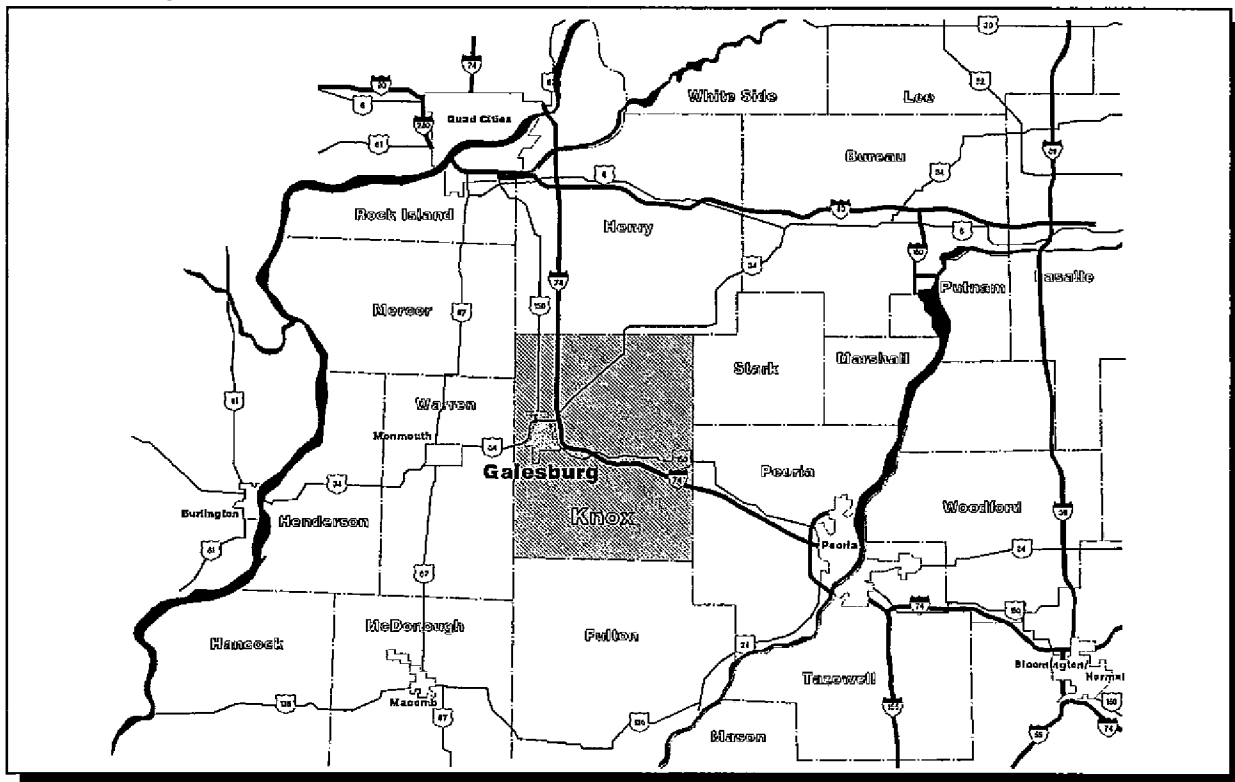
Knox County

Knox County was created by act of the State Legislature in 1825 when the entire area was yet "in a state of nature." The first families arrived from Kentucky in 1828. The log village they erected, near Lincoln Park in Galesburg, was referred to as the Gum Settlement, distinguishing it from Log City, settled in 1836 by the eastern pioneers who later founded Galesburg and Knox College.

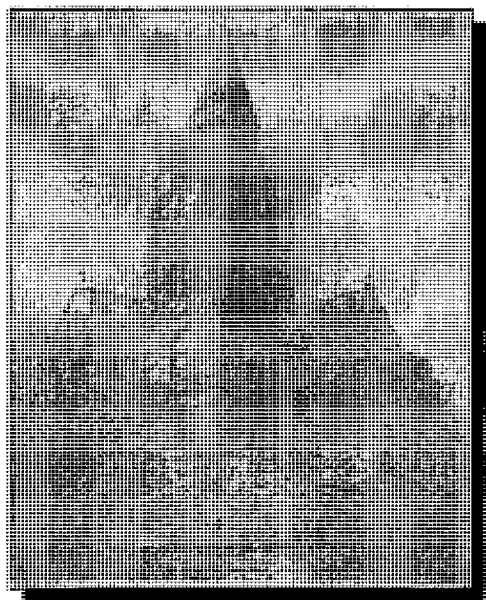
During 1831, the seat of county government was established in Knoxville, the first log courthouse was built, and the inhabitants undertook to establish law and order in their new community.

The need for a larger and more imposing

Location Map



building was evident within a very few years after the first county government was organized, and plans were requested late in 1836 for a courthouse "to be forty feet wide and fifty feet long with a portico in front supported by Doric stone pillars." This classic structure, now known as the "Old Courthouse," was completed late in 1839 and was first used in 1840.



Knox County Courthouse

The bricks used in the construction of the building were made locally, near Knoxville, and the restoration has been meticulous in using only brick of this age and type for any external work. The portico columns are brick, the fluting on the exterior is, and was, plaster.

As the requirement for space increased, it was first decided to provide a separate building for the county and court clerks plus the natural accumulation of records. This building, the Hall of Records, was provided in 1854, and presently houses the Knoxville Library. The next and final expansion was the addition of the twin iron stairways within the portico, which provided a main entrance and exit to the second story court room and offices, thus releasing the original north vestibule to provide additional office space. This last change occurred in the

early 1870's shortly before the removal of the county seat to Galesburg.

In the Maquon history it is noted that William Palmer built a log cabin in 1827. The first marriage license recorded was 1830. The first birth and death was recorded in January, 1829.

Knoxville was the first county seat. There was a long dispute, lasting many years to move the county seat. The official confirmation from the Illinois Supreme Court came early in 1872 which moved the seat to Galesburg. The present courthouse was erected between 1884-1886. Knox County was named for General Henry Knox, Chief of Artillery in the Revolutionary Army—and later Secretary of War in George Washington's first cabinet.

"Old Main" at Knox College, on South Street west of Cherry, was the first property in Knox County to be listed on the National Register of Historic Places by the U.S. Department of the Interior in 1937.

The Chapel and attached cloister on Douglas Street, north of James Knox Park in Knoxville, is all that remains of a once flourishing school for girls, that succumbed to changed educational preferences and the economic depression of the 1930's. The Chapel is a beautiful example of high Gothic architecture. The windows and roof proportions are reminiscent of the great 13th century masterpieces of Europe. Visitors who enter the Chapel are impressed by the stained glass windows, some of which are of European origin, and some of the finest from American studios. The building of the Chapel commenced in 1881, survived the school fire of 1883, and was completed in 1886. The Chapel was restored by loyal alumnae in 1954.

Galesburg

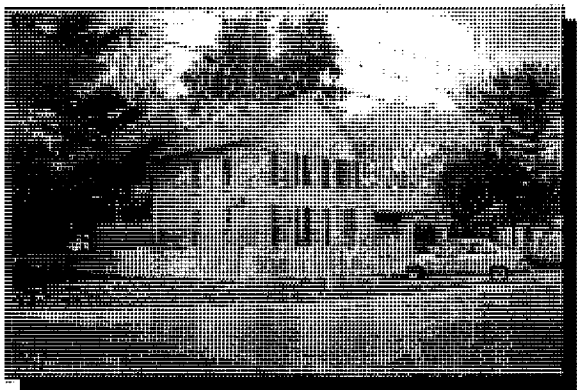
In 1834 George Washington Gale, a Presbyterian minister from the "Burned-Over District" of western New York, laid the plans to establish a western college to train ministers for

the task of preparing the West for the Millennium. The college was to be supported by a community of like-minded souls. Subscriptions were taken, and an advance party in 1835 secured more than 10,000 contiguous acres at \$1.25 an acre in Knox County, Illinois—part of the Military Tract from the War of 1812. Galesburg colonists began arriving at a temporary settlement called Log City in the spring of 1836. By 1837, a charter for Knox Manual Labor College had been granted and permanent dwellings and business structures were being constructed on land platted for the City. Some of the original homes of the colonists, as well as college buildings, remain as significant structures in the community.

The railroad industry, which came to Galesburg in the mid-1850's, changed forever the direction and the economic and political bases of the city.

By 1880, numerous fine Victorian era homes reflected the economic prosperity catalyzed by the coming of the railroad. The success of commercial enterprises such as the Purrington Brick Company, Lescher Drug, Avery Manufacturing and O.T. Johnson's department store can still be gauged by the elaborate and expensive homes the owners erected.

In 1977 a large district in Galesburg was placed on the National Register of Historic Places by the U.S. Department of the Interior. Included in the district are the various City and County buildings, the Main Street commercial area, the



Carl Sandburg's Home Visitors Center



Central Congregational Church

older part of the Knox College Campus, and the old "Victorian" homes in the City to the north of the Main Street business district. The area won recognition for the unique and valuable architectural examples of many styles in the district and because of the local, regional and national significance of many of the early Galesburg citizens once living there, including many State officials. Clark E. Carr was once Minister to Denmark; his home, still existing, is reputedly the site of the first meeting of a President's Cabinet outside of Washington.

Galesburg's environment, with its wide streets, large shade trees, and well-kept lawns, accents the beauty of this architecture. Many of the brick streets in Galesburg have been maintained over the years, adding to the character and history of the community. In fact, paving brick production in Illinois was centered in the Galesburg area in the 1890s. One of the biggest shale paver producers in the world, the Purrington Paving Brick company, was located here.

Author and poet Carl Sandburg, whose home is now a state historic site on East 3rd Street in Galesburg, grew up in the community and at one time was a Galesburg firefighter.

In 1967, the City of Galesburg and Knox County jointly developed a Comprehensive Plan. Both governments also adopted zoning and subdivision regulations in the late 1960's to implement the guidelines established in the plan. This plan was an excellent guide to planning for future land use and capital improvements. However, changing development patterns and economic conditions require plans to be updated if they are to remain a valid tool for guiding growth and development.

Planning Process

In the mid 1990's, an organization called Leadership Galesburg was formed. As the name suggests, the goal of this organization is to develop the leadership skills of local residents and business people with a focus on community service. While discussing the community, several of the participants in this program came to the conclusion that the City of Galesburg and Knox County needed to update their Comprehensive Plans. This discussion led to the formation of a group called Citizens for an Updated Comprehensive Plan. This group began a promotional and fund raising effort that resulted in the selection of Teska Associates, Inc. of Evanston, Illinois to assist the City of Galesburg and Knox County in developing a new plan to guide future growth and development.

Development of the plan began in late 1997 with the formation of a Comprehensive Plan Steering Committee. This group was comprised of representatives from the City of Galesburg, Knox County, and the Citizens for an Updated Comprehensive Plan. This group met monthly with the consultants throughout 1998, reviewing and discussing each major section of the plan.

The process of developing this Comprehensive Plan included five phases. The initial phase was comprised of background research and investigation which resulted in a City/County

Assessment. The second and longest phase included development of detailed land use, transportation, and special area plans for both the City and the County. The third phase included public presentation and review of the plan. This phase included three open house sessions in March, 1999, where residents were invited to come in and informally review the plan. A formal public hearing was also held by the City of Galesburg Plan Commission on March 30, 1999 to receive public comments. The Knox County Planning Committee held a similar public hearing on April 1, 1999. The final two phases included revision, approval and publication. This planning process is graphically depicted in the appendix.

CITY/COUNTY ASSESSMENT

Citizen Input

Key Person Interviews

To quickly obtain information on current trends and issues in both Galesburg and Knox County, a series of interviews were conducted with local residents and business leaders. A listing of those interviewed is contained in the appendix. Interviews were conducted at Galesburg City Hall in September and October, 1997. Key concerns/issues raised in these interviews are summarized below:

Environment

- Preservation of farm land important to County residents
- Long-term planning needed for new/expanded County landfill (estimated 15 year existing capacity)
- Need to work with state on improved siting criteria for large livestock operations
- Sedimentation biggest water quality issue
- Discontinued strip mines pose questions regarding reuse
- Flooding problem, particularly between London Mills and Maquon

Development Trends

- Oak Run continues to develop, with room for over 1,000 new homes
- Corporate farms likely to expand
- Galesburg Industrial Park very successful, need room for expansion
- Industrial areas in other parts of Knox County declining
- Overall economy much improved since 1991
- Single family housing demand exists in the \$70,000 to \$80,000 range and the \$100,000 to \$160,000 range. Galesburg average home sales price approximately \$59,300 vs. \$68,700 in Knoxville. Need

additional new housing opportunities in Galesburg

- Most new commercial development has been in the Henderson Street Corridor (Lowes, Legends, etc.)
- Should build on the success of the Seminary Street redevelopment
- New multi-family housing on northwest side of Galesburg
- East Main area redevelopment very positive, but more needed (Hy-Vee, Holiday Inn, etc.)
- Williamsfield Area Business Corporation (WABCO) is actively promoting residential growth and has developed a new park, including a horse show arena

Land Use/Zoning

- Need to modify County zoning regulations to better address communications towers/antennas
- Need to enhance County guidelines/rules for variations
- Potential for increasing conflicts between residents and agriculture as more people move/build in historically agricultural areas

Transportation

- At grade railroad crossings delay traffic throughout the County, but particularly in Galesburg
- Henderson Street Improvement Project needed, but may be disruptive to local businesses
- Potential Michigan Avenue extension should be incorporated into planning process
- Township Road maintenance is often poor, with a need to explore equipment and personnel sharing between townships for improved efficiency and cost effectiveness

Education

- Center for Manufacturing Excellence at Sandburg College should be a valuable local asset to existing and future employers
- Education Technology Center continues to be a strong community asset
- Knox College is actively planning for future, and will remain an active part of the community

Economy/Demographic

- Expanding industry and retail has created a tight labor market (4.5% unemployment), with employers having some difficulty attracting workers
- Continued need for senior housing, particularly assisted living
- Agriculture remains important part of local economy
- Farm populations continue to decline, with the average age of a farmer now at 58 and increasing
- Continuing need to attract jobs to smaller communities/ rural parts of the County

Public Sector

- Need to expand County Jail
- Need to improve/update existing parks within Galesburg

Listening Sessions

Two public listening sessions were conducted on December 16th, 1997 to give residents an opportunity to provide input into the Comprehensive Planning program. The afternoon session was held at Carl Sandburg College, with an evening second session held at Galesburg City Hall at a Plan Commission meeting. The session at City Hall was broadcast on cable television and was attended by 24 people. In addition, many residents called in questions or comments during this evening meeting.

One exercise at the listening sessions invited

participants to locate on a map areas which they considered assets or problems. The results of this activity are summarized below:

Assets

- Knox College and Carl Sandburg College
- Lake Storey and Lincoln Park in Galesburg
- Seminary Street redevelopment
- Hawthorne Centre redevelopment
- Sandburg Mall
- Galesburg school system
- YMCA
- Galesburg industrial base and expanding business park

Problems

- Negative appearance of junk yard on Grand Avenue between Galesburg and Knoxville
- Negative appearance of drive-in movie theater between Route 34 and the airport
- Dilapidated housing, particularly south and west of downtown
- Negative overall appearance of Henderson Street corridor
- Graffiti, especially near the railroad
- Need to clean-up area east of Amtrak depot
- Need more good playground facilities
- Railroad crossing at Route 41
- Lack of appealing community entry along East Main Street or along Henderson Street
- Need for a road similar to Carl Sandburg Drive on the west side of Highway 34
- Need to continue Carl Sandburg Drive to the east, completing interior loop down to East Main Street

At the meeting, residents were also asked to identify social and cultural strengths and weaknesses within Galesburg and Knox County. Approximately 10 people completed survey forms at the meeting. Key issues raised are identified in the following table. The numbers in parentheses indicate the number of people listing the same issue.

Social/Cultural Planning Issues

Strengths	Weaknesses
Knox and Sandburg Colleges (3)	Resistance to Change
Central Business District/Downtown (2)	Lack of choice in Better Housing
Growing Economy	Division Between North and South
Recreation Options	Exterior Property Maintenance
Organized Economic Development	Intolerant to Differences
Religious (churches) (2)	Youth Programs (2)
Medical Facilities	Drugs
Employment/Jobs	Teen age Pregnancies
Art Center	Aesthetics/image
Knox Galesburg Symphony	Death of Small Towns
Educational Facilities	Housing Low to Mid Income, under \$80,000
Road Systems	No place for Young People to Meet, Hang Out
Residential Areas Give a Good Impression and Representation of City. Seminary Street; Main (West) Downtown Restoration	Poor Entrances to a City of Education, Churches, History, Henderson Street, Grand Avenue
Knox College Courthouse area	Creeping Commercial Establishments on East Main
Peace and Quiet	Lack of New Housing
Historical Preservation	Lack of Rental Properties
Good Health Care	No Red Lobster
Short Commute Time	Storm Sewers
Water Quality and Quantity	Adult Cabaret
Schools, Parks	Run Down Homes, Junky Yards
Homes and Businesses Kept Up	Run Down Commercial Buildings with Long Court Delays to Correct Problems

County Survey

To assist in determining those planning issues of concern to residents of Galesburg and Knox County, the Comprehensive Plan Steering Committee conducted a survey of residents in November of 1997.

Methodology and Response

A total of 5,000 surveys were mailed to households within Knox County, representing slightly more than one quarter of the households in the County. Three thousand surveys were sent to County residents outside of Galesburg. This random sample was generated from a national database of 88 million households, by choosing every other household in non-Galesburg zip codes in the County. Two thousand surveys were sent to Galesburg residents, by choosing a random sample from the City of Galesburg's water billing records.

A stamped, self-addressed envelope was included with the mailing to facilitate easy responses. Seven hundred and three responses were received, representing a 14% response rate. Residents of Galesburg are under-represented in the survey; 65% of the County population resides in Galesburg, while only 35% of all respondents are residents of Galesburg.

Given the size of the total population and the number of responses, the survey results have a margin of error of $\pm 4\%$. For example, if 55% of survey respondents indicate a concern for expanded economic development, it can be extrapolated that between 51% and 59% of the general population share a similar concern.

The demographics of survey respondents should be compared to those of County residents as a whole. Sixty-eight percent of respondents have resided in Knox County for more than 30 years. This long term commitment to the region is correlated to interest in issues which affect the community,

and a greater likelihood of responding to the survey. Only 8.4% of respondents have lived in the County for less than 10 years, meaning that issues of concern to new residents may be under-represented.

The income distribution of respondents also differs from that of the general County population. The following table compares the survey respondents to the 1990 Census results.

Household Income	Survey Respondents	1990 Census
Under \$20,000	14.2%	39.4%
\$20,001 to \$40,000	36.1%	61.5%
\$40,001 to \$60,000	26.3%	15.3%
\$60,001 and over	23.4%	8.1%

Households with incomes up to and including \$40,000 are under-represented in the survey responses as compared to the distribution of the County population. Households with incomes above \$40,000 are over-represented. Issues of concern to less affluent residents may not be adequately represented.

It should be noted that many questions were not answered by some respondents. This situation was anticipated, as the survey was intended to obtain input on a wide variety of issues, some of which may not have been of interest to all respondents. Further, the length of the survey may have reduced response rate. Such issues should be considered when weighing the results of this survey.

Findings

The survey questions addressed issues regarding transportation, agriculture, recreation, economic development, quality of life, housing, and local government performance. A section on demographics was also included in order to better understand the characteristics of respondents. A copy of the survey is included in the appendix. Following are findings based on the survey responses:

Transportation

- The importance of transportation issues are ranked similarly by residents of Knox County and residents of Galesburg. The condition of roads creates the most concern, with 71% of Knox County respondents and 69% of Galesburg respondents ranking this issue at least somewhat important. Delays at railroad crossings are another important issue, especially for Galesburg residents, 62% of whom rate these delays at least somewhat important (49% of Knox County residents rate these delays at least somewhat important). Hazardous conditions other than at railroad crossings are ranked at least somewhat important by approximately 40% of both groups.

Agriculture

- Fifty percent of respondents believe that farms with 2,500 or more animals should be evaluated on a case by case basis, considering proximity to residential uses, environmental controls, etc. Thirty-one percent feel that such farms should be treated as any other use, while 19% would like such farms banned altogether. The majority response indicates that the Comprehensive Plan should recommend a special use procedure for large farms.
- Fifty percent of respondents believe that state and local governments should regulate these large farms in concert with one another. Twenty-one percent feel that regulation is a state concern, while 28% feel that this issue is best addressed at the local level. The Galesburg/Knox County Comprehensive Plan should therefore contain policies for dealing with large farms.

Recreation

- Respondents are split regarding the adequacy of public recreational facilities.

Fifty-five percent feel that these facilities are adequate, while 45% find them inadequate. Households headed by males over 65 years of age are 23% more likely to be satisfied with existing facilities than households headed by males under 65 years of age. This disparity between age groups may be due to the fact that younger families may utilize recreational facilities more frequently and be aware of a need for improvement.

- Respondents who feel that public recreational facilities are not adequate were also asked to indicate necessary improvements. Creation of regional parks and enhancement of existing parks are both cited by 52% of this group as necessary, while 41% feel that additional parks within municipalities may also be a solution. Such strategies should be considered in the Park Facilities analysis of the Comprehensive Plan.
- Sixty-seven percent of respondents have never visited Snake Den Hollow, a State of Illinois Recreation Area. Since respondents indicate that regional parks are necessary, Snake Den Hollow may not be addressing the needs of respondents, or the park may require more marketing efforts.

Economic Development

- Sixty percent of residents do non-grocery shopping at Sandburg Mall or Henderson Street in Galesburg. Only 6% shop in downtown Galesburg, which may indicate that the downtown needs to be strengthened. Twenty-three percent shop elsewhere in Galesburg or other areas of the County. Ten percent of respondents shop outside the County, which is a significant revenue drain from the area.
- Respondents were asked to predict population changes in local communities with which they are familiar. Municipalities where the majority of respondents anticipate a stable population

are Abingdon, Altona, East Galesburg, Henderson, Maquon, Oneida, Rio, St. Augustine, Wataga, Williamsfield, and Yates City. Galesburg, Knoxville, and Oak Run are expected to grow in population by a majority of respondents. No areas were expected to decline in population by a majority of respondents, indicating that residents are optimistic about the future growth and development of Knox County.

- Respondents expect a great deal of activism by local government in attracting new businesses. Ninety percent feel that Knox County should be at least somewhat active in attracting new businesses; of these, 59% feel that the County government should be very active. Similarly, 62% of respondents feel that City or Village governments should be very active and, 28% want some activity.
- When asked what types of businesses should be encouraged to locate or expand in Knox County, 65% of respondents desire small owner operated retail, 67% want medium industrial enterprises, and 77% are interested in light manufacturing. Generally, more preference is given to manufacturing and warehousing than retail and service businesses, although these are also desirable to many. This result fits with the written comments of many respondents, who desire the recruitment of high paying jobs.

Quality of Life

- Respondents were asked to rank the importance of fifteen issues that impact upon the quality of life in Knox County. The following issues are considered important or very important by more than 90% of respondents: safety/security, appearance of the County, kindergarten through twelfth grade schools, continuing education, and economic vitality/jobs. The Comprehensive Plan should attempt to maintain and strengthen these factors.

- Less than 65% of respondents indicate that commercial architecture, travel time, and cultural opportunities are important or very important contributors to the quality of life in Knox County. Such issues, while important, may take lower priority for planning in Knox County.

Housing

- Respondents feel that there is an adequate supply of most types of housing in the County. However, 54% of respondents believe there is a shortage of rental housing in the County, and 49% feel there is a shortage of single family housing priced at \$60,000 or less. Accordingly, the Comprehensive Plan should encourage and provide locations for rental and affordable housing.

Local Government Performance

- In general, respondents feel that Knox County spends tax dollars efficiently. However, reflecting the earlier concern regarding road conditions, 61% feel that Knox County is not managing funds for roads in an efficient manner. The Comprehensive Plan should attempt to address this perceived problem with effective transportation plans.
- Respondents are also generally favorable towards the performance of their local City or Village government. Least satisfaction is shown in the areas of roads (51% are dissatisfied), schools (40% dissatisfied), and storm water management (45% dissatisfied). Again, the Comprehensive Plan can address means to improve local performance in these areas.

These survey results indicate areas to which planning efforts should be directed, as observed by the residents of Knox County. Transportation, recreation, economic, housing and administrative concerns will guide the rest of the Comprehensive Plan which follows.

by agriculture. Over 79% of the County is either crop land or grass land. Nearly 14% of the County is covered by forest and woodlands. Much of this wooded area is along the Spoon River and other streams within the County. Interestingly, there is more land consumed by open water and wetlands than there is developed urban area. Contributing to the open water category are several private lakes, Galesburg's Lake Storey, and various streams and rivers. In addition, former strip-mined areas in the eastern part of the County now contain large areas of open water and wetlands.

Land use and development trends occurring in Galesburg since 1967 are illustrated on Figure 3. Several significant trends are evident. There has been significant commercial development activity along North Henderson Street near the interchange with U.S. Highway 34. Substantial industrial development has occurred on the southwest side of Galesburg including Maytag along Monmouth Boulevard and the South Henderson Street business park.

Several new multi-family developments have occurred near Sandburg Mall. Major institutional uses have also developed since

1967, including the Henry Hill Correctional Center and Carl Sandburg College. A detailed existing land use survey was completed in 1997 and is summarized below.

Knox County Land Cover

Type of Cover	Acres	% of County
Cropland	281,024	61%
Grassland	91,759	20%
Forest/Woodland	64,243	14%
Wetland	6,601	1%
Urban/Built-up Land	10,883	2%
Open Water	9,364	2%
Other	37	<.1%
Total	463,911	

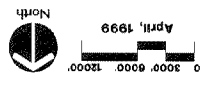
Galesburg Existing Land Use

	1965		1997		1965-1997	
	Acres	Percent	Acres	Percent	Acre Change	Percent Change
Single-Family Dwellings	1,986.9	29.9%	2,575.0	23.1%	588.1	29.6%
Manufactured Homes	7.0	0.1%	91.9	0.8%	84.9	1,212.9%
Two-Family Dwellings	174.6	2.6%	76.6	0.7%	(98.0)	-56.1%
Multi-Family Dwellings	43.6	0.7%	247.7	2.2%	204.1	468.1%
Commercial	138.0	2.1%	544.0	4.9%	406.0	294.2%
Light Industry	96.4	1.5%	224.1	2.0%	127.7	132.5%
Heavy Industry	195.9	2.9%	468.2	4.2%	272.3	139.0%
Parks and Playgrounds	599.7	9.0%	714.5	6.4%	114.8	19.0%
Public and Semi-Public	531.0	8.0%	1,315.4	11.8%	784.4	147.7%
Streets & Railroads	1,433.3	21.6%	1,600.0	14.3%	166.7	11.6%
Total Developed Area	5,206.4	78.4%	7,857.4	84.9%	2,651.0	50.9%
Vacant Area	1,440.8	21.6%	1,681.3	15.1%	240.5	16.7%
Total Area	6,647.2	100.0%	9,538.7	100.0%	2,891.5	43.5%

Knox County Existing Land Use Map

TESKA ASSOCIATES INC.

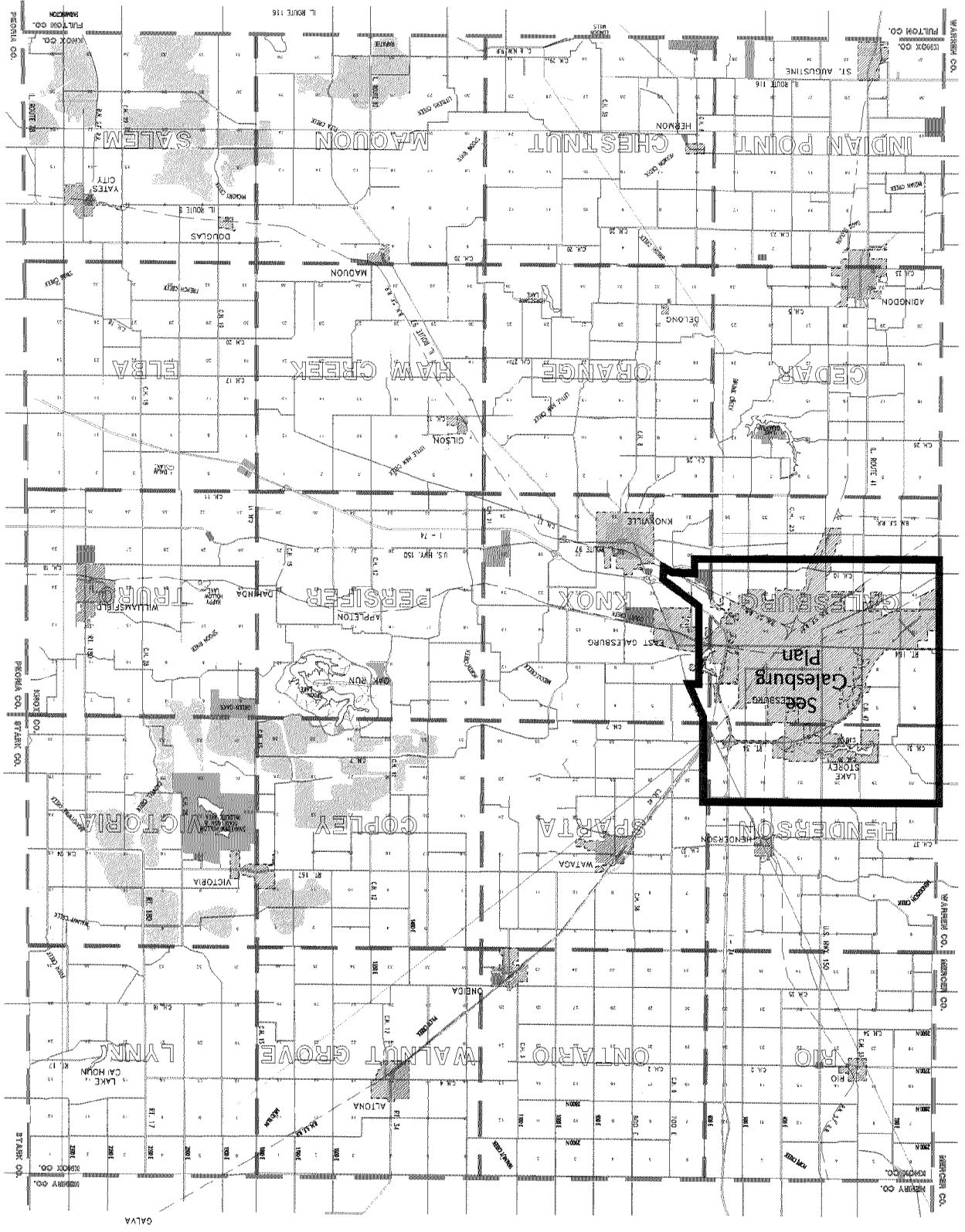
FIGURE 2



Municipality

- Residential
- Commercial
- Industry
- Public/Institutional
- Former Strip Mines
- Open Space

Legend



CALVA

FIGURE 3

CITY OF GALESBURG ILLINOIS

LAND USE
CHANGE
1967-1997

LEGEND



New Development



February 7, 1998
JESKA
ASSOCIATES

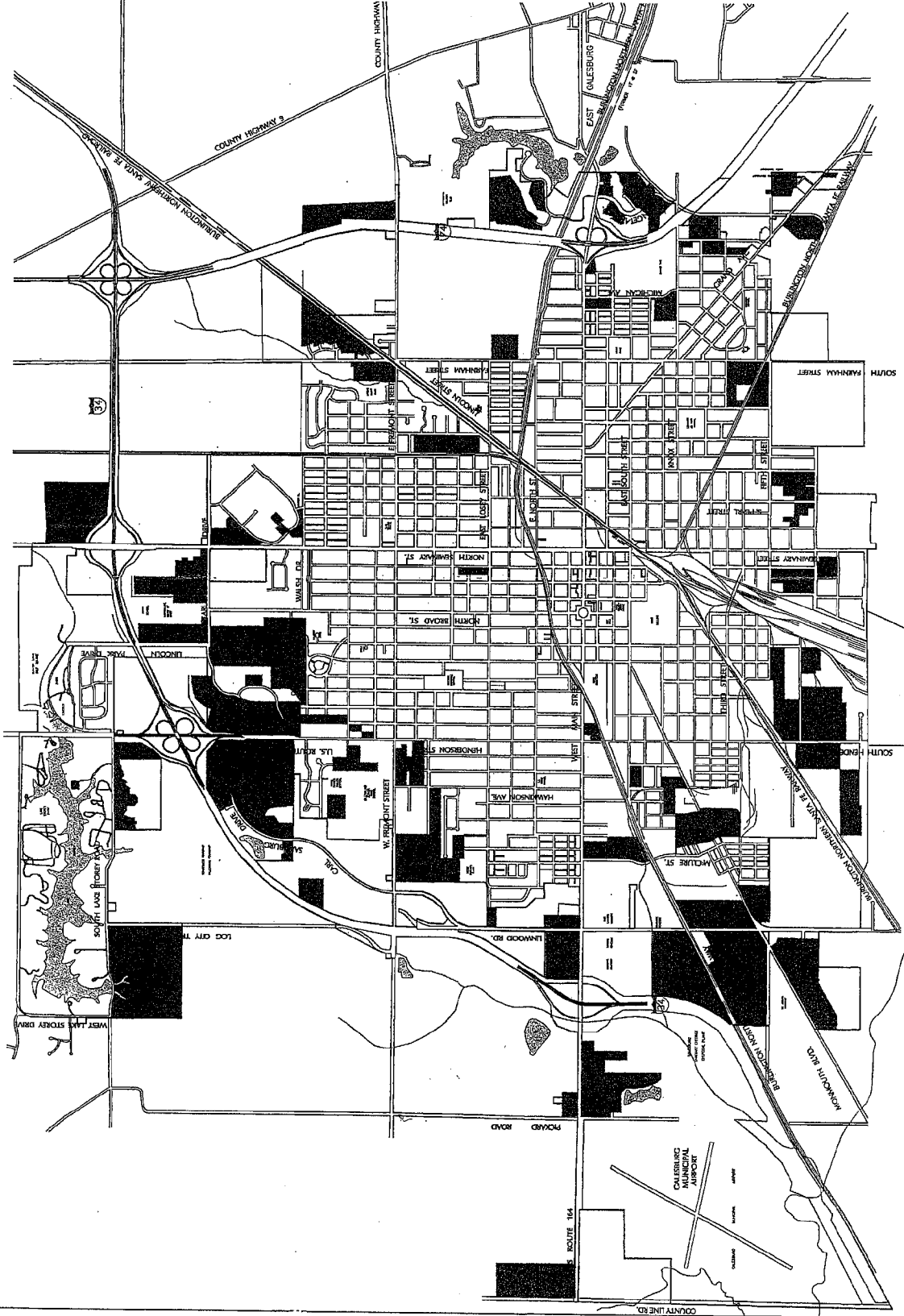


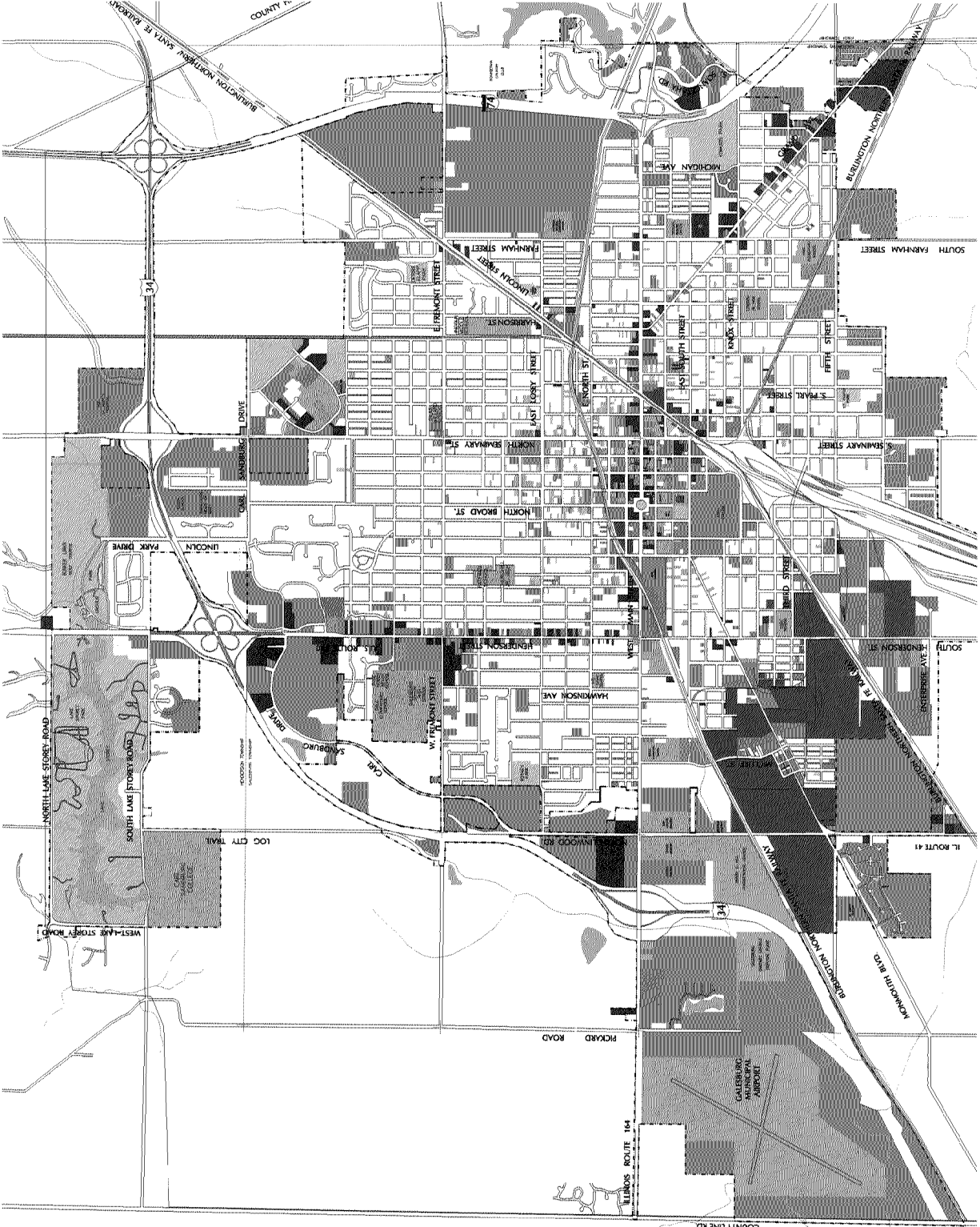
FIGURE 4

CITY OF GALESBURG ILLINOIS

EXISTING LAND USE

LEGEND

- Single Family
- Duplex
- Manufactured Homes
- Old House Apartments
- Townhouses
- Apartment/ Condos
- Office
- Retail
- Other Commercial
- Light Industry
- Heavy Industry
- Public Institutional
- Private Institutional
- Parks/ Playgrounds
- Private Recreation
- Agriculture



0 2000' 4000' 6000'

April, 1999

TESHA
ASSOCIATES
INC.

Economic Development and Market Conditions

The following table provides a comparison of the 1996 Equalized Assessed Real Estate Value (EAV) of various land uses within Knox County and two neighboring counties. Like neighboring Henry and Peoria Counties, residential property comprises the biggest percentage of total EAV in Knox County. However, the 56% in Knox County is less than in neighboring counties. Over 20% of Knox County's EAV is in commercial or industrial development, which is between that of Henry County and Peoria County.

1996 Percent of Total EAV by Land Use

	Knox Co. Percent	Henry Co. Percent	Peoria Co. Percent
Farm	23.1%	28.1%	4.9%
Residential	56.1%	60.5%	68.5%
Commercial	17.1%	7.9%	20.4%
Industrial	3.7%	3.5%	6.2%
Railroad	0.0%	0.0%	0.0%

Both residents and businesses look at a number of factors when determining where to locate. Quality of life is a major factor. This includes everything from availability of cultural facilities to housing costs. With its hospitals, colleges, and extensive park system Galesburg is blessed with many appealing cultural attractions. While improvements to the housing stock are needed, Galesburg is generally considered an affordable community when businesses consider relocation.

Property taxes are another important factor in making locational decisions. The following table provides a comparison of Galesburg's 1996 tax rate compared to several communities within the region. Of the four communities surveyed, Galesburg has the lowest aggregate tax rate and the second lowest effective tax rate. These figures suggest that based on tax rates, Galesburg has a slight competitive advantage compared to other communities within the region.

1996 Tax Rate Comparison

Community	Effective Tax Rate (%)	Rank	Aggregate Tax Rate
Galesburg	1.99	236	7.358
Moline	2.29	94	8.589
Peoria	2.14	175	8.320
Quincy	1.90	285	7.505

Source: 1996 Illinois Property Tax Statistics by the Illinois Department of Revenue

Ranking reflects comparison of 513 Illinois communities with populations of 10,000 or more (or County seats). It is based on the effective tax rate, which is a percent of the actual market value of the property. The analysis is based on a residential home with a market value of \$100,000.

Other key economic trends include the following:

- Unemployment trends parallel housing trends, with the early to mid-1980's posting high unemployment rates which declined significantly to below 5% by 1995.
- While manufacturing has generally declined in other parts of Knox County, it has remained strong in Galesburg.
- Agricultural employment has declined slightly while service sector employment has increased.
- Commercial and industrial construction in Galesburg has been strong in the 1990's, averaging over \$10,250,000 per year.

Knox County Unemployment Rate

Year	Percent
1975	8.3%
1980	13.8%
1985	15.7%
1990	7.0%
1995	4.9%

Source: State of Illinois

Top Knox County Employers

Company	Est. # of Employees
Maytag Corporation	2,310
BN Santa Fe Railway	1,010
Butler Manufacturing Co.	875
Galesburg Public Schools	850
Galesburg Cottage Hospital	670
Gates Rubber Company	590
St. Mary's Hospital	520
County of Knox	460
Illinois Department of Corrections	400
Knox College	370
Briggs Industries	365
Carl Sandburg College	350
National Seal	230
City of Galesburg	220
Dick Blick Company	200

Source: Dunn and Bradstreet Information DMI Rollup File: April, 1996

Demographic Trends

Changes in population and life styles can have a significant impact on land use patterns. Growing communities need additional land to house new residents and to accommodate new businesses.

Life style changes such as smaller family size and spending patterns can also effect long-term land use patterns. In a similar fashion, trends in retailing and shopping patterns can also have a significant effect. For example, the advent of larger regional shopping centers and large "big box" retailers such as Target and Wal-Mart have significantly shaped commercial development patterns in the last 20 years.

Key demographic trends are summarized in the following tables. These tables represent only highlights of numerous demographic trends which are occurring in the Galesburg/Knox County area. The University of Illinois College of Medicine at Rockford completed a detailed Demographic Study in 1997 for the Healthy Communities Project. This document was reviewed prior to preparing plan recommendations and is a good source of local demographic data.

Key demographic trends include:

- Stable to slightly declining County population.
- Generally stable mix of population between municipalities and more rural areas of the County, with approximately 65% of County residents living in the City of Galesburg.
- With the exception of towns with large state universities, Galesburg's 5% population decline between 1980 and 1990 was comparable to other similar Illinois communities.
- Since 1987, the City of Galesburg has averaged around 20 new single-family homes constructed each year. Prior to this relatively stable growth period, new construction fluctuated from around 50 homes per year in the early 1970's to a peak of nearly 100 homes per year in the late 1970's to single digits throughout the early to mid-1980's.

County Population Trends

	Knox	Fulton	Henry	Peoria
1950	54,366	43,716	46,492	174,347
1960	61,280	41,954	49,317	189,044
1970	60,939	41,900	53,217	195,318
1980	61,607	43,687	57,968	200,466
1990	56,393	38,080	51,159	182,827
2000	56,202	37,786	49,830	186,437
2010	55,495	36,045	46,326	188,469
2020	55,099	35,236	43,693	189,277

Source: U.S. Census Bureau through 1990
Projections by the Illinois Bureau of the Budget

Knox County Places Population

	1970	1980	1990	1994
Abingdon	3,936	4,210	3,597	3,483
Altona	542	610	559	514
East Galesburg	706	928	813	701
Galesburg	36,290	35,305	33,530	33,316
Henderson	210	369	290	269
Knoxville	2,930	3,432	3,243	3,277
London Mills	610	587	485	462
Maquon	374	350	331	309
Oneida	728	765	723	699
Rio	186	282	260	246
St. Augustine	204	204	151	176
Victoria	441	389	299	304
Wataga	570	996	879	877
Williamsfield	552	585	571	564
Yates City	840	860	760	754

Source: U.S. Census Bureau through 1990
Illinois Bureau of the Budget

Knox County Population Distribution

	1970	1980	1990
Galesburg	59.6%	57.3%	59.5%
Abingdon	6.5%	6.8%	6.4%
Knoxville	4.8%	5.6%	5.8%
Misc. Villages	9.8%	11.2%	10.9%
Misc. County	19.4%	19.0%	17.5%

Source: U.S. Census, Teska Associates, Inc.

Population Changes in Illinois Cities of Comparable Size

	1980	1990	% Change
Alton	34,171	32,905	-3.7%
Carbondale	26,287	27,033	2.8%
Danville	39,019	33,828	-13.3%
DeKalb	33,099	34,925	5.5%
Galesburg	35,305	33,530	-5.0%
Freeport	26,266	25,840	-1.6%
Pekin	33,967	28,075	-17.3%

Source: U.S. Census, Teska Associates, Inc.

Galesburg Housing Construction/Demolition

	New Single-Family Units	New Multi-Family Units	Total New Units	Total Units Demolished
1970	31	80	111	35
1975	58	62	120	14
1980	29	28	57	17
1985	4	74	78	14
1990	11	0	11	31
1991	23	0	23	22
1992	25	0	25	26
1993	15	6	21	12
1994	25	5	30	19
1995	20	68	88	15
1996	13	31	44	23
1997	14	73	87	23

Source: City of Galesburg Community Development Department

Environmental Characteristics

Physiography and Drainage

According to the Soil Survey of Knox County, the county is primarily on a loess-covered Illinoian till plain. Glacial ice, running water, and windblown deposits are the main factors that have determined the landforms in the County. The northern and western parts of the County generally are gently rolling to nearly level, while the southern and southeastern parts are much more diverse. The landscape is especially diverse in areas along the Spoon River and its tributaries where erosion has caused a 50- to 200- foot drop in elevation below the general level of the adjacent uplands.

The highest point in the County is about 875 feet above sea level. It is on Pilot Knob, in the northwestern part of the county. Pilot Knob is possibly a remnant of the Table Grove recessional

moraine, which was deposited by the Illinoian glacier. The lowest point, at the spot in London Mills where the Spoon River leaves the County, is about 534 feet above sea level.

Below the surface deposits of windblown silt and glacial till are extensive deposits of Pennsylvanian shale. This shale varies in composition and occurs as outcrops, generally near the base of steep slopes. Much of the county is underlain by bituminous coal, which is within the shale deposits. The upper two seams of coal have been surface mined, primarily in the eastern and southern parts of the County.

Knox County is divided into two main drainage areas by an elevated ridge cutting across the northwestern part of the County. This ridge generally runs parallel and west of U.S. Highway 34 north of Galesburg, cuts through Galesburg on the east side of the community, and then turns west south of County Highway 10. In areas southeast of this ridge, drainage is directed toward the basin of the Illinois River. The Spoon River and its tributaries drain about 588 square miles of the areas in the County that are within this basin. Walnut, French, Haw, Littlers, and Court Creeks are a few of the major tributaries. Kickapoo Creek, which also is in the Illinois River basin, drains about 12 square miles in the southeast corner of the County.

In areas northwest of the elevated ridge, drainage is directed towards the Mississippi River. Pope and Henderson Creeks drain the northwestern part of the County. They empty directly into the Mississippi River. Cedar Fork eventually empties into Henderson Creek to the west.

The USDA-SCS National Cartographic Center has mapped 12 distinct watersheds and numerous sub-watersheds in Knox County. Watersheds are logical planning boundaries for detailed planning and are

critical for evaluating the storm water impact of new development.

In more urbanized counties, detailed watershed plans have been developed to determine the best management practices which will minimize flood potential, erosion, and the sustainability of the land. The USDA-SCS has done work on a watershed project for Court Creek just east of East Galesburg which addressed these best practices for management of stormwater associated with new development.

Most of these practices are also applicable in Knox County. Best management practices (BMPs) for stormwater runoff control include structural improvements and devices which transport, temporarily store, and treat stormwater runoff to remove pollutants, reduce flooding, and protect aquatic habitats. BMPs also include nonstructural approaches, such as public education efforts to prevent the dumping of household chemicals into storm drains.

Coordinated and cooperative efforts for stormwater management are needed among the municipalities and the county. Partnerships with the private sector to achieve common goals are also essential. If one municipality or development within a watershed does not manage their stormwater, flooding and water quality problems will occur throughout the watershed.

One area of particular concern with regard to stormwater runoff hazard is on County Highway 15 near Dahinda where the Spoon River crosses and then parallels the roadway. Any highway improvement plans for this roadway should examine the larger stormwater issues in this area prior to considering any bridge or drainage improvements.

The City of Galesburg is currently working to enhance Lake Storey by dredging the lake to remove silt, protecting critical shoreline areas to reduce erosion, and adding features to enhance fish habitats. These efforts should also enhance the lake's abilities to store storm water.

The Spoon River watershed encompasses natural areas in Knox, Bureau, Fulton, Henry, Marshall, McDonough, Peoria, Stark and Warren counties in western Illinois. This area contains nearly 1,400 miles of streams, 90 percent of which the Illinois Environmental Protection Agency rates only as "fair". A Spoon River Ecosystem partnership has been formed to provide local constituents a means of enhancing the area's resources. This partnership can receive funding through the Illinois Conservation 2000 program for projects involving education, habitat protection and improvement, research and technical assistance.

Consideration should also be given to designating Spoon River as a scenic river. Such federal and state designation can be helpful in obtaining funds for environmental projects within the river corridor, as well as in promotion of tourism for the area.

The Federal Emergency Management Agency (FEMA) has published maps indicating areas subject to flooding along major drainage ways in the County and in Galesburg. These maps, prepared in the 1980's, designate areas identified as the 100 year flood plain. These maps, along with National Wetland Inventory Maps, were reviewed and digitized for incorporation into this Comprehensive Plan.

Figure 5 on page 29 illustrates Knox County's natural resources, including open water, flood plains, wetlands, and watershed boundaries. Municipalities and regional parks are also illustrated.

Soils

The soils in Knox County vary greatly in their suitability for major land uses. The Knox County Soil Survey divides the County into six general soil associations and numerous detailed soil map units. Highlights include:

Illinois Natural Areas Inventory

AREA	Natural Area Categories & Significant Features	Total Acres	Preservation Status
1 (647)	Copley Cemetery Prairie Grades A & B Dry-mesic savanna	1.7	Private land, protected by owner or lessee
2 (169)	Knox Prairie Grade B Mesic prairie	3.0	Private land, not protected by owner or lessee
3 (128)	Lake Bracken Woods Grade B Dry-mesic Upland Forest	34.0	Private land, not protected by owner or lessee
4 (457)	Wolf Bridge Geological Area - Outstanding Exposure of the Oak Grove Limestone	5.0	Private land, not protected by owner or lessee.

- The Lenzburg-Rapatee association (#6) which are well drained soils formed in loamy mine spoil or in silty soil material underlain by mine spoil. This land has limited reuse potential, and has often been used for private hunting and fishing clubs.
- The Lawson-Sawmill-Huntsville association (#5) is found in low bottomland areas in flood plains of major creeks and rivers. Due to this flooding potential, most land in this association is best suited for agricultural activities or limited recreational use.
- The Hickory-Marseilles association (#4) is found on strongly sloping to very steep areas. Due to the slope and potential for erosion, development potential is limited in this association.
- The Rozetta-Clarksdale-Elco association (#3) and the Tama-Ipava association (#2) are the soils best suited for both crop production and urban development.
- The Ipava-Sable association (#1) is also used extensively for both crop production and urban development. However, this nearly level, somewhat poorly drained land often requires

development of additional drainage enhancements to reduce flooding potential.

Natural Areas

The State of Illinois has identified four sites in Knox County as having significant natural resources worthy of preservation. These sites are listed in the preceding table.

In addition to these sites, the Snake Den Hollow State Fish and Wildlife Area and the

Knox College Green Oaks Outdoor Education Center both offer significant protected natural areas.

In addition, there are many wooded areas in the western and southern portions of the County, particularly along the Spoon River and its tributaries. These wooded areas form environmental corridors for wildlife and are an important natural resource.

Public Utilities

Adequate water and sewer systems are required to support both new and existing development. The following text provides a summary of existing facilities in Knox County. Communities which appear to have adequate water and sewer systems which could easily support additional development include Galesburg, Abingdon, East Galesburg and Maquon. Knoxville is currently in the process of upgrading their sewage treatment plant which, when completed in 1999, will provide excess capacity for additional growth. However, their water system also will need to be upgraded before significant new

development can be accommodated. Altona, Oneida, Victoria, Wataga, Williamsfield, and Yates City can all support limited additional development.

Incorporated Communities

The following outlines existing utilities in incorporated municipalities.

City of Abingdon

Population: 3,597 (1990 Census).

Location: Indian Point Township, T.9N., R1E., including parts of Sections 4 and 5. Cedar Township, T.10N., R1E., including parts of Sections 32 and 33.

Water System: Abingdon's entire daily usage of water (an average of 572,000 gallons per day) is purchased from the City of Galesburg. Water from Galesburg is transported to Abingdon by means of an 8 mile long pipeline, which terminates at an existing 53,000 gallon standpipe on the north side of the City. Water is pumped from this standpipe to the distribution system, which includes a 100,000 gallon steel elevated water storage tank. Present plans are to add both a new 1,000,000 gallon ground storage tank and a 100,000 gallon steel elevated tank by the year 2000. The southern 4 miles of the Galesburg / Abingdon pipeline, along with all water facilities within the corporate limits, are owned, operated and maintained by the City of Abingdon.

Sewage System: The City of Abingdon owns, operates and maintains both a Sanitary Sewer System and a Sewage Treatment Plant, which is located on the south side of the City. Treatment consists of a twin oxidation ditch system, followed by clarification and sludge handling and disposal facilities. The Plant is currently rated at a design average flow (DAF) of 0.80 million gallons per day (MGD), with a design maximum flow (DMF) rate of 2.0 MGD.

Village of Altona

Population: 559 (1990 Census).

Location: Walnut Grove Township, T.13N., R3E., including part of Sections 9 and 16.

Water System: Potable water is supplied by one well, which is located at the water pumphouse building near the center of town. Well water is aerated prior to being temporarily stored in a 70,000 gallon wood ground storage tank. Water is then pumped from this tank, chlorinated, and sent to the water distribution system. Additional storage is provide in the system by a 50,000 gallon elevated steel tank. Average daily water use is 51,000 gallons per day. All components of the water system are owned, operated and maintained by the Village of Altona.

Sewage System: The Village of Altona owns, operates and maintains both a Sanitary Sewer System and a Sewage Treatment Plant. Treatment consists of a two cell facultative Lagoon system followed by a rock filter. The Plant is currently rated at a design average flow (DAF) of 78,000 gallons per day, with a design maximum flow (DMF) rate of 156,000 gallons per day.

Village of East Galesburg

Population: 813 (1990 Census).

Location: Knox Township, T.11N., R.2E., including part of Sections 7, 8, 17 and 18.

Water System: Potable water is purchased from the City of Galesburg and distributed through a water main system that is owned, operated and maintained by the Village. No water treatment or storage facilities are located within East Galesburg. Average daily water use within the Village is 70,000 gallons per day.

Sewage System: The Village owns a Sanitary Sewer System, which collects wastewater by means of a pipeline system and several pumping stations. Operation and maintenance of this system is contracted with the Galesburg Sanitary District. Wastewater is pumped from a centralized lift station to the Sanitary District's Sanitary Sewer System for ultimate treatment and disposal at the District's Treatment Plant. East Galesburg's Sanitary Sewer System is designed to collect and transport a design average flow (DAF) of 95,000 gallons per day to the Galesburg Sanitary District's facilities, with a design maximum flow (DMF) rate of 360,000 gallons per day.

City of Galesburg

Population: 33,530 (1990 Census).

Location: Galesburg Township, T11N., R1E., including part or all of Sections 1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23 and 24. Henderson Township, T.12N., R.1E., including part of Sections 32, 33 and 34.

Water System: Potable water is supplied by a Ranney® Collector and three gravel packed wells located along the Mississippi River in Oquawka, Illinois. Two drilled wells are maintained within the City of Galesburg strictly for emergencies.

Water is chlorinated at the Oquawka pumping facility and transported to a Treatment Plant in Galesburg by means of a 32 mile long pipeline. Treatment at the Plant in Galesburg consists of gravity filtration followed by the addition of fluoride and polyphosphate to the water. Finished water is then pumped to the City's water distribution system.

Water storage within the system consists of two ground storage tanks at the Treatment Plant site, of 5 million gallon and 4 million gallon capacity respectively, along with two steel elevated tanks, each of 500,000 gallon capacity, and a 750,000 gallon concrete standpipe. The concrete standpipe is scheduled to be replaced by the year 2000 with a new 1,000,000 gallon steel elevated tank.

The City of Galesburg owns, operates and maintains all of the above described components of the City's potable water supply.

The capacity of the City of Galesburg's Water Treatment Plant is approximately 11 million gallons per day (MGD). Current average daily use within the system, including outside customers and the municipalities of Abingdon and East Galesburg, is 6.0 MGD.

Sewage System: The Galesburg Sanitary District owns, operates and maintains both the Sanitary Sewer System and the Sewage Treatment Plant that service the City of Galesburg's wastewater collection and disposal needs. The Sanitary Sewer Collection System transports wastewater to the District's Treatment Plant located on the west side of the City. Sewage Treatment is provided by trickling filters, clarification, and sludge digestion and disposal facilities. Plant capacity is currently rated at a design average flow (DAF) of 11 million gallons per day (MGD), with a permissible design maximum flow (DMF) rate of 28 MGD.

Village of Henderson

Population: 290 (1990 Census).

Location: Henderson Township, T.12N., R.1E., including parts of sections 14 and 23.

Water System: Water is supplied by a 740 feet deep well, which is currently satisfying an average daily use within the Village of 25,000 gallons per day. Well water is aerated, chlorinated and temporarily stored in a 20,000 gallon elevated tower prior to distribution to the water main system. All components of the water system are owned, operated and maintained by the Village.

Sewage System: Wastewater treatment within Henderson consists of individually owned septic systems.

City of Knoxville

Population: 3,243 (1990 Census).

Location: Knox Township, T.11N., R.2E., including part of Sections 20, 21, 28, 29, 32 and 33.

Water System: Water is pumped from three deep wells, chlorinated, treated with polyphosphate and temporarily stored in a 200,000 gallon steel ground tank at the Treatment Plant site. Water is pumped from this tank to the water main distribution system, which includes both a 300,000 gallon and a 100,000 gallon elevated steel water tank. Average daily water use in the City of Knoxville is 360,000 gallons per day. All components of the water system are owned, operated and maintained by the City.

Sewage System: The City of Knoxville owns, operates and maintains a Sanitary Sewer System which transports wastewater to the City owned Sewage Treatment Plant, which is located on the western edge of the City. The Treatment Plant is operated and maintained by Environmental Management Corporation under contract to the City. Sewage treatment is provided by activated sludge tanks, followed by clarification and sludge handling and disposal facilities. Knoxville's Sewage Treatment Plant is in the middle of an expansion which, when completed in 1999, will leave the Plant with a design average flow (DAF) rate of 0.66 million gallons per day (MGD), and a design maximum flow (DMF) rate of 1.65 MGD.

Village of Maquon

Population: 331 (1990 Census).

Location: Maquon Township, T.9N., R.3E., including parts of Sections 3 and 4. Haw Creek Township, T.10N., R.3E., including part of Section 33.

Water System: One well is in use by the Village, which consumes an average of 30,000 gallons per day. Water from the well is aerated, chlorinated and pumped to the water distribution system, which includes a 50,000 gallon steel elevated

water storage tank. The system is fully owned, operated and maintained by the Village.

Sewage System: A Sanitary Sewer System within Maquon collects wastewater, and transports it to the Sewage Treatment Plant. The Plant consists of a three cell facultative Lagoon, followed by a rock filter. The design average flow (DAF) rate for the Plant is 0.030 million gallons per day (MGD), with a design maximum flow (DMF) rate of 0.060 MGD. Both the Sewer System and the Treatment Plant are owned, operated and maintained by the Village.

City of Oneida

Population: 765 (1990 Census).

Location: Ontario Township, T.13N., R.2E., including parts of Sections 25, 35 and 36.

Water System: Water is supplied from two wells, 850 feet and 800 feet in depth, respectively. The well water is aerated and temporarily stored in a 54,000 gallon ground storage tank. Water is pumped from this tank, chlorinated, and sent to the distribution system, which includes a 150,000 gallon elevated steel water storage tank. Current water use in Oneida averages approximately 72,000 gallons per day. The Water System is totally owned, operated and maintained by the City.

Sewage System: Sewage treatment is provided by two Treatment Plants, which are supplied wastewater by means of a Sanitary Sewer System within the City. All components of this system are owned, operated and maintained by Oneida.

The North Plant consists of a two cell aerated Lagoon followed by a rock filter. This Plant is rated at a design average flow (DAF) of 0.12 million gallons per day, with a design maximum flow (DMF) rate of 0.23 MGD.

The South Plant also consists of a two cell aerated Lagoon followed by a rock filter. The DAF for this Plant is 0.13 MGD, with a DMF of 0.20 MGD.

Village of Rio

Population: 260 (1990 Census).

Location: Rio Township, T.13N., R.1E., including part of Sections 16, 17, 20 and 21.

Water System: The Village of Rio currently consumes approximately 17,000 gallons of water per day, which is supplied by two wells. Well water is chlorinated and pumped directly to a 100,000 gallon elevated steel water storage tank, which in turn feeds and pressurizes the water main distribution system. All components of this system are Village owned, operated and maintained .

Sewage System: Treatment of wastewater within Rio is by means of individually owned septic systems.

Village of St. Augustine

Population: 151 (1990 Census).

Location: Indian Point Township, T.9N., R.1E., including parts of Sections 33 and 34.

Water System: Water is supplied by two wells, which are 150 feet and 80 feet deep. The wells have pump capacities of 22 and 20 gallons per minute, respectively. The well water is chlorinated, treated with potassium and temporarily stored in a 10,000 gallon elevated tank prior to distribution to the water main system. The Village owns, operates and maintains all components of the water system.

Sewage System: Sewage treatment within St. Augustine consists of individually owned septic systems.

Village of Victoria

Population: 299 (1990 Census).

Location: Copley Township, T.12N., R.3E., including portions of Sections 12 and 13. Victoria Township, T.12N., R.4E., including parts of Sections 7 and 8.

Water System: Water is supplied by one well, which provides an average daily pumpage of 25,000 gallons. Water is aerated and temporarily stored in a 21,000 gallon ground storage tank. Water is drawn from this tank, chlorinated, and pumped to the water main distribution system, which includes a 50,000 gallon elevated steel water storage tank. All components of this system are owned, operated and maintained by the Village.

Sewage System: Sewage treatment consists of a two cell facultative Lagoon, followed by twin sand filters. A Sanitary Sewer System transports wastewater to this Treatment Plant from the Village. As with the Water System, both the Treatment Plant and the Sanitary Sewer System are owned, operated and maintained by the Village. The design average flow (DAF) at the Treatment Plant is 0.06 million gallons per day (MGD), with a design maximum flow (DMF) rate of 0.15 MGD.

Village of Wataga

Population: 879 (1990 Census).

Location: Sparta Township, T.12N., R.2E., including portions of Sections 15, 16 and 21.

Water System: Water is provided by one well, with a current average daily pumpage of 61,000 gallons per day. Well water is pumped to a 15,000 gallon ground storage tank, where it is aerated and temporarily stored prior to being chlorinated and pumped to the distribution system, which includes a 150,000 gallon steel elevated tank. This complete system is owned, operated and maintained by the Village.

Sewage System: A Sanitary Sewer System collects wastewater within the Village. Sewage treatment consists of a two cell aerated Lagoon (North Plant) with twin sand filters and another two cell, facultative, Lagoon with twin sand filters (South Plant). The North Plant has a design average flow (DAF) rate of 0.11 million gallons per day (MGD) and a design maximum flow (DMF) rate of 0.28 MGD. The capacity of the South Plant is rated at a DAF of 0.02 MGD and a DMF of 0.05 MGD. Both Treatment Plants and the Sanitary Sewer System are owned, operated and maintained by the Village.

Village of Williamsfield

Population: 571 (1990 Census).

Location: Truro Township, T.11N., R.4E., including portions of Sections 22 and 23.

Water System: Water is supplied by two wells, which combine for an average daily pumpage of 60,000 gallons per day. Well water is aerated, chlorinated and temporarily stored in a 7,200 gallon collecting tank prior to distribution to the water main system, which includes a 100,000 gallon steel elevated water tank. All components of the water system are owned, operated and maintained by the Village.

Sewage System: A Sanitary Sewer System transports wastewater to a three cell aerated Lagoon, which is located on the east side of Williamsfield. The Lagoon has a rated capacity of 0.10 million gallons per day (MGD) and a design maximum flow (DMF) of 0.25 MGD. The Sewage System is owned, operated and maintained by the Williamsfield Sanitary District.

Village of Yates City

Population: 760 (1990 Census).

Location: Salem Township, T.9N., R.4E., including a major portion of Section 11.

Water System: Water is supplied by one well, which satisfies an average daily use of 71,000

gallons per day. The well water is chlorinated, treated with polyphosphate, and temporarily stored in a 114,000 gallon ground tank. Water is pumped from this tank to the water main distribution system, which includes a 150,000 gallon steel elevated tank. A second, small well is maintained as a standby source of water for the Village. All components of the water system are owned, operated and maintained by the Village.

Sewage System: A Sanitary Sewer System transports wastewater to a Sewage Treatment Plant located on the north side of Yates City. This Plant consists of twin oxidation ditches followed by intermittent sand filters. The Plant has a rated capacity of 0.12 million gallons per day (MGD) design average flow (DAF), and a design maximum flow (DMF) of 0.30 MGD. The total Sewage System is also owned, operated and maintained by the Village.

Non-incorporated Knox County Communities

Oak Run

Population: Seasonal, estimated at 550.

Location: Persifer Township, T.11N., R.3E., including portions of Sections 1, 2, 3, 4, 10, 11 and 12.

Water System: Oak Run is a residential, recreational development consisting of eight subdivisions situated around Spoon Lake. Potable water is supplied to this development by one well, which is approximately 850 feet deep. Well water is pumped to a 10,000 gallon pressure tank where it is chlorinated prior to distribution to the water main system, which includes a 150,000 gallon steel elevated storage tank. Seasonal variations in water use are high, with approximately 50,000 gallons per day being consumed, as averaged over a one year period. The Water System is owned,

operated and maintained by Consumers Illinois Water Company.

Sewage System: Only one of the eight subdivisions, Forest Ridge, is presently served by a Sanitary Sewer System. Wastewater flows from this system are directed to a Sewage Treatment Plant which is located immediately below the Spoon Lake dam, at the south end of the Oak Run development. Sewage treatment is provided by a three cell aerated Lagoon, which is followed by clarification prior to effluent discharge. The design average flow (DAF) for this Plant is 0.10 million gallons per day (MGD), with a design maximum flow (DMF) of 0.25 MGD. There are approximately 190 homes in Forest Ridge that are presently connected to the system. All components of the Sewage System are owned, operated and maintained by the Spoon Valley Lake Sanitary District.

Lake Bracken

Population: Estimated at 300.

Location: Cedar Township, T.10N., R.1E., including portions of Sections 2, 11, 12, 13 and 14.

Water System: Lake Bracken is a loosely knit group of residential subdivisions that surround the actual lake of the same name. At the north end of this area, four of these subdivisions, Breezy Oaks, Windcrest Acres, Paradise Acres and Hickory Knolls, are served by a public water supply, the Cedar Water Corporation. This firm owns, operates and maintains this system, which consists of one well, a collecting tank, a hydropneumatic tank and a water main distribution system. Well water is aerated and pumped to the 12,000 gallon collecting tank, and then chlorinated and pumped to an 8,000 gallon hydropneumatic tank prior to being sent to the distribution system. Daily water use approximates 8,000 gallons per day. The remainder of the homes in the Lake Bracken area are served by private, individual wells, or by wells shared by two or three homes.

Sewage System: All wastewater produced in the Lake Bracken area is treated by individual septic tank systems.

Westport Subdivision

Population: Estimated at 150.

Location: Galesburg Township, T11N., R.1E., including a part of Section 7.

Water System: Westport is a residential subdivision that is approximately two miles west of the City of Galesburg. This subdivision is served by two public water supplies:

Westport Water Mutual owns, operates and maintains a portion of the total system, including one well, a 4,000 gallon pressure tank and part of the water main distribution system. The well water is both chlorinated and fluoridated prior to distribution. Average daily use is approximately 4,000 gallons per day.

Windwood Water System owns, operates and maintains the remaining portion of the total system that serves the subdivision. Included are one well, along with a pressure tank and the rest of the water main distribution system. Well water is fluoridated, but not chlorinated, prior to distribution. Average daily use is approximately 11,000 gallons per day.

All of these small communities are served by private, individual wells and septic systems.

*Dahinda
DeLong
Douglas
Gilson
Hermon
Rapatee*

Knox County Public Water Supplies

<i>Municipality/ Water System</i>	<i>Average Daily Water Use, Gallons</i>	<i>Maximum Daily Water Use, Gallons</i>	<i>¹Estimated Plant Capacity, GPD</i>	<i>²Estimated Reserve Capacity (Avg.)</i>
Abingdon	572,000	605,000	³ 825,000	253,000
Altona	51,000	66,000	245,000	194,000
East Galesburg	70,000	Unknown	800,000	730,000
Galesburg	6,000,000	8,081,000	11,000,000	5,000,000
Henderson	25,000	44,000	86,000	61,000
Knoxville	360,000	565,000	1,350,000	990,000
Maquon	37,000	56,000	89,000	52,000
Oneida	72,000	115,000	360,000	288,000
Rio	17,000	30,000	288,000	271,000
St. Augustine	10,000	27,000	60,000	50,000
Victoria	25,000	30,000	187,000	162,000
Wataga	61,000	98,000	201,000	140,000
Williamsfield	60,000	128,000	345,000	285,000
Yates City	71,000	103,000	360,000	289,000
Oak Run	50,000	85,000	237,000	187,000
Lake Bracken	8,000	13,000	86,000	78,000
Westport Subdivisions	4,000	7,000	43,000	39,000
- Westport Mutual	11,000	16,000	75,000	64,000
- Windwood				

¹For systems with well pumps, plant capacity is estimated at the well pump rate in GPM x 1440 minutes per day.

²Reserve capacity calculated by subtracting average daily water use from the estimated plant capacity.

³The City of Abingdon is limited by contract to a maximum purchase of 825,000 gallons per day from Galesburg.

Knox County Sewage Treatment Plants

Municipality/Sewer System	Design Average Flow, MGD	Design Maximum Flow, MGD	¹ Average Three-Month Low Flow, MGD	² Theoretical Reserve Capacity
Abingdon	0.800	2.000	0.453	0.347
Altona	0.078	0.156	0.050	0.028
East Galesburg	³ --	--	--	--
Galesburg	11.000	28.000	7.027	3.973
Henderson	--	--	--	--
Knoxville	0.660	1.650	0.410	0.250
Maquon	0.030	0.060	0.027	0.003
Oneida (North)	0.120	0.230	0.041	0.079
Oneida (South)	0.130	0.200	0.040	0.090
Rio	--	--	--	--
St. Augustine	--	--	--	--
Victoria	0.060	0.150	0.040	0.020
Wataga (North)	0.110	0.280	0.067	0.043
Wataga (South)	0.020	0.050	0.010	0.010
Williamsfield	0.100	0.250	0.050	0.050
Yates City	0.120	0.300	0.081	0.039
Oak Run	0.100	0.250	0.044	0.056
Lake Bracken	--	--	--	--
Westport Subdivision	--	--	--	--

¹ Average three-month low flow values computed for 1997.

² Reserve capacity calculated by subtracting three-month low flow value from design average flow.

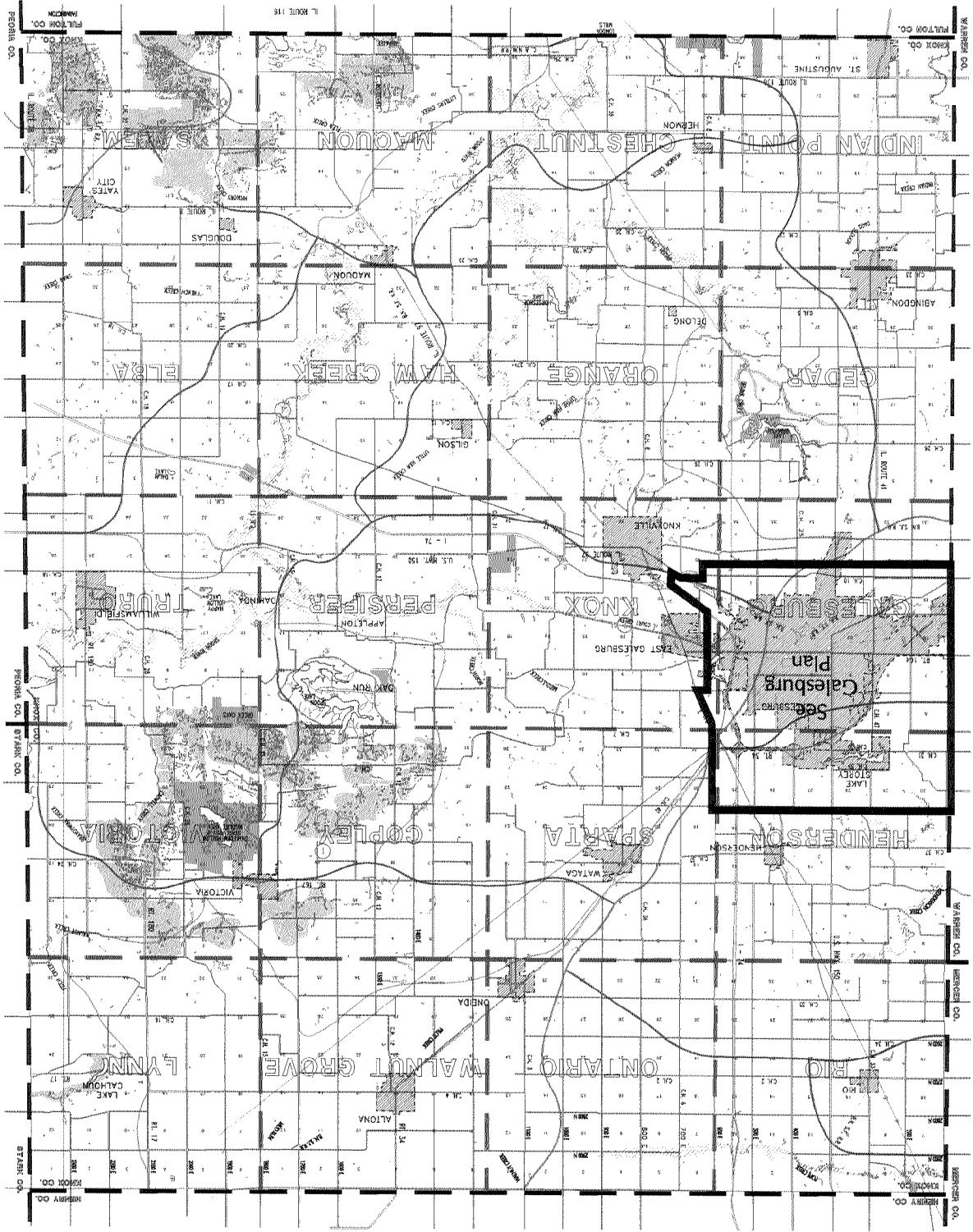
³ No data indicates community does not have a sewage treatment plant.

FIGURE 5



- Municipal boundaries
- Floodplain
- Former Strip Mines
- Parks/Open Space
- Rivers/Streams/Lakes
- Wetlands
- Hydroic River Basin Boundary
- Watershed Boundary
- Subwatershed Boundary
- State Inventory Natural Area

Knox County Natural Resources



CALVA

POLICY FRAMEWORK

The planning process is based on a continuum of personal and collective decision-making. Each component of the process can be described as follows:

- Value** – *something perceived to be intrinsically desirable by an individual or group; often evidenced by feelings and actions rather than words.*
- Goal** – *the stated end toward which effort is to be directed; the expression of values.*
- Objective** – *a specific target established, by which to achieve a goal.*
- Principle** – *a fundamental law, doctrine, or assumption; a rule or code of conduct.*
- Standard** – *minimum condition or regulation which is required to satisfy a given need.*
- Policy** – *a definite course of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.*

The Comprehensive Plan is a declaration of intent. It is advisory and does not itself constitute a regulation. Nevertheless, after the Plan is adopted, its stated goals, objectives, principles, and standards become policies for Knox County and the City of Galesburg. These policies guide specific land use decisions, including the administration of zoning regulations.

Knox County

Mission Statement

Knox County will strive to:

- Protect, promote and enhance the Knox County community, consistent with the democratic process.
- Encourage the free enterprise system.
- Encourage the social, educational, cultural, economic, religious and recreational needs and desires of all of its citizens.
- Live in harmony with the environment.

Goals and Objectives

This Comprehensive Plan for Knox County incorporates and reflects the following goals and objectives:

Function, Growth, and General Character

Goal: To conserve natural resources, promote agriculture, and provide a variety of compatible communities while retaining the unique and desirable features that comprise the rural and semi-rural character of the County.

Objectives:

1. Promote orderly, well managed growth within the County.
2. Promote the rural settlements as satellite communities that primarily service the rural population.

3. Encourage incorporation of Oak Run as an independent municipality.
4. Recognize Galesburg as the central urban place within the County.
5. Designate areas of the County for residential development, that do not contain prime soils, that have minimal environmental constraints, and will not overburden the County with costly services.
6. Encourage higher density development within and adjacent to incorporated and unincorporated places in which public services are currently available, or can be extended at a reasonable cost.
7. Encourage intergovernmental coordination between Knox County and adjacent counties, and the local municipalities to coordinate land use decisions.
8. Establish a pattern of urban and rural land use which is sensitive to the natural environment and encourages compatibility between land uses.
9. Commercial and industrial establishments shall provide adequate landscaping and where possible preserve existing on-site vegetation.
10. Give special attention to the design of all roads, thoroughfares, and utility rights-of-way in a manner consistent with the desired rural and semi-rural character, level of safety, and function.
11. Designate and protect scenic roadways and views, and adopt guidelines or special provisions for development along these roads.
12. Encourage the underground burial of electrical and telephone lines wherever possible.

Natural, Cultural and Historic Resources

Goal: To preserve, protect and restore the County's natural and historic resources.

Objectives:

1. Prohibit urban development where land is unsuitable due to soil or topographic conditions, flood plains, or other conditions seen as potentially hazardous.
2. Preserve and protect water resources including rivers, lakes, streams, and wetlands from pollution, contamination and degradation, by establishing high standards for sewage treatment, agriculture practices, industry, safe disposal of solid wastes, and other necessary ground and surface water protection practices and conserve and enhance woodlands, trees, plants and other compatible vegetation cover, especially along rivers, streams and on steep slopes.
3. Work with local residents, the livestock industry, and the State of Illinois on siting and operational criteria for major animal operations.
4. Protect the flood storage and conveyance functions of the 100 year flood plain and properties within flood prone areas by strictly limiting development and fill activities.
5. Encourage the protection of endangered and threatened wildlife and their habitats.
6. Encourage the private contribution of environmentally sensitive properties or provision of conservation easements to appropriate public or quasi-public organizations dedicated to preserving open space, recreational facilities and historic landmarks.

7. Reduce soil erosion which may result from agriculture, construction, and land development, in accordance with Soil Conservation Service adopted practices.
8. Prevent degradation of the environment through resource extraction by monitoring development of new mining sites, and encouraging reuse of the site as public or private open space.
9. Protect and maintain existing cultural and architectural landmarks of historic significance, including their environs and approach routes.
10. Maintain open space and ability to farm by encouraging cluster housing development in appropriate outlying areas.

Economy

Goal: To establish a healthy mix of industry, commerce, and agriculture to provide for a variety of employment opportunities, maintain a healthy tax base, and improve the quality of services to County residents.

Objectives:

1. Strive to retain and encourage the expansion of existing businesses and industries.
2. Continue to attract, within existing communities, new commercial and industrial establishments that reflect the needs and values of the community and will strengthen the economic base of the County.
3. Support zoning which protects existing industrial areas from encroachment of residential land uses that may reduce their life span.

4. Identify and promote the development of industrial sites that are served by central water and sewer and have adequate roadway capacity, primarily on the fringe of existing municipalities.
5. Promote the use of the Galesburg Airport and its contribution to the economic vitality of the area.
6. Discourage strip commercial development throughout the County.
7. Promote provision of basic shopping in established commercial centers of the villages, towns and cities.
8. Promote the County's history, resources and rural atmosphere as a means of attracting tourism.

Agriculture

Goal: The continuation of farming as a viable economic activity and lifestyle.

Objective:

1. Encourage the continued practice of agriculture, horticulture, and agribusiness. The preservation of the majority of all lands having prime agricultural soils for agricultural use.
2. Prohibit residential development from penetrating into productive agricultural areas through the use of the LESA system.
3. Encourage urban growth within areas less suitable for agriculture and within areas adjacent to existing municipalities.
4. Require subdivisions locating adjacent to existing agricultural operations to provide the necessary buffering and screening to mitigate any nuisances.
5. Reduce development pressures that result in the sale of agricultural land for

development by maintaining very low densities in agricultural districts.

6. Recognize the value of all prime agricultural land and the right to farm those lands.
7. Encourage the use of agriculture techniques which produce long term advances in agriculture production and soil and water conservation.

Housing and Residential Areas

Goal: Ensure that all Knox County residents dwell in safe, quality housing.

Objectives:

1. The County will encourage a wide variety of residential densities and housing types commensurate with demands created by current needs and future growth.
2. Encourage the provision of housing facilities for persons with special needs including the elderly and handicapped.
3. Encourage the provision of an adequate supply of low and moderate income housing.
4. Work to improve deteriorating residential areas, and assure safe, healthy, and attractive communities through preventive maintenance and appropriate reinvestment.

Facilities and Services

Goal: Provide for the essential public services, infra-structure, and coordination of educational needs of Knox County residents.

Objectives:

1. Coordinate planning, services, and facilities with other county agencies and

with the various municipalities. In particular, continue joint planning to resolve issues related to expansion of existing County jail facilities.

2. Provide high quality police and fire protection and emergency and rescue operations.
3. Encourage the development of cultural and civic organizations.
4. Encourage and promote a high quality educational system.
5. Encourage and promote continuing education to maintain a work force that can contribute and is competitive.
6. Encourage and promote community education programs for adults and those with special needs.
7. Encourage use of public facilities for recreational and community activities.
8. Continue coordination with the County Health Department to guarantee high standards for safe operation of septic systems.
9. Continue implementation of Knox County solid waste management plan and promote source reduction, reuse and recycling initiatives.
10. Encourage and explore the development of a City/County wide special needs transportation system.

Transportation

Goal: A transportation system providing reliable, safe, and economical movement of people and goods, both within the County and the surrounding region.

Objectives:

1. Coordinate transportation planning with relevant municipal, township, regional, and state agencies.
2. Establish a functional hierarchy of roadways, including major and minor arterial, major and minor collectors, and local roads, and establish right-of-way standards appropriate to each type of road.
3. Address needs and barriers in transporting oversized agricultural and industrial machinery.
4. Provide a system of bikeways within the County.
5. Improve pavement markings and signs to the standards specified in the Manual of Uniform Traffic Control Devices and maintain rural reference system signs.

Governance and Finances

Goal: To ensure that all necessary functions of government are performed in the most responsible manner possible, and to maintain sound and equitable County finances.

Objectives:

1. Examine governmental structures and activities to ensure that the short and long term objectives of the residents of the County are met.
2. Promote responsible community leadership, both in and out of government, which is accessible and responsive to the public.
3. Coordination of activities and operations of all government functions to achieve efficiency and avoid duplication.

4. Achievement of fiscal responsibility, including adequate and equitable financing of services and facilities.
5. Coordinate growth with a balanced tax base and public services that can be provided at reasonable cost.
6. Maintain sound standards and procedures of fiscal management, including the preparation and annual update of a capital improvement program and mid-range (3 to 5 years) budget.
7. Consider means to share costs for essential services with municipalities, townships, and other units of government.
8. Examine new sources of revenue, such as development fees and contributions, private financing and user-pay techniques.
9. Review and update comprehensive plan on a regular basis.

CITY OF GALESBURG

Mission Statement

The City of Galesburg will strive to:

- Preserve its small town character.
- Continue the goals of our forefathers who founded the City on the importance of religion, education and a strong work ethic.
- Encourage spiritual life and cultural activities.
- Preserve historic uniqueness.
- Respect the environment.
- Capitalize on outstanding rail and highway access.

- Encourage the expansion of industrial and commercial business.
- Foster a safe community.
- Respect ethnic diversity and various points of view.

Goals and Objectives

This Comprehensive Plan incorporates and reflects the following goals and objectives for the City of Galesburg:

Function, Growth, and General Character

Goal: Maintain the City of Galesburg as the primary retail trade, service, recreation, employment, cultural, governmental center of the County.

Objectives:

1. Encourage planned growth in all segments of Galesburg's economy through a proactive development policy.
2. Enhance entrance corridors to create a sense of identity and arrival into Galesburg.
3. Encourage residential development where urban services already exist.
4. Permit growth of newly annexed land in logical phases to assure effective provision of services to minimize the burden on city finances.
5. Seek intergovernmental agreements with growth communities in Knox County which will have an impact on the future of the City of Galesburg.
6. Strengthen the identity of Galesburg through civic design features and land use practices.

7. Encourage rehabilitation of existing historic buildings.
8. Establish a high standard of excellence for the design, including landscaping, construction and maintenance of all public right-of-way, parks and open spaces, and municipal buildings.
9. Encourage that all private development reflect reasonable standards of visual quality and compatibility.
10. Require the underground burial of electrical and telephone lines in all new development and wherever else possible.

Natural, Cultural and Historic Resources

Goal: The preservation of the City's cultural heritage, historic and scenic character.

Objectives:

1. Restrict development in the flood plain to protect natural drainage ways and scenic areas.
2. Maintain adequate storm water capacities of drainage basins, flood plains, and waterways, including surface detention requirements.
3. Promote cultural activities which showcase Galesburg's unique attractions and local, friendly, hometown atmosphere, and strengthen community and historical awareness.
4. Identify opportunities for bringing educationally related and cultural activities to the community.
5. Promote involvement of minority groups in civic affairs, and support related cultural activities.
6. Respect, protect, and maintain existing cultural and architectural landmarks of

historic significance, including their environs and approach routes.

7. Encourage the donations of properties, development rights or easements to appropriate public organizations dedicated to establishing open space, recreation, and preserving historic landmarks.
8. Respect, protect and maintain a healthy spiritual environment and a freedom for religious growth and expression.

Economic Development

Goal: A strong base of industry and commerce which provides a broad range of job opportunities and a healthy tax base.

Objectives:

1. Diversify the industrial base of the City, including expansion or development of a new industrial business park area.
2. Coordinate economic development in Galesburg and Knox County to ensure that business retention, recruitment, and development activities are effective and efficient.
3. Provide for a balance of industrial and office uses to provide a greater diversity in employment opportunities.
4. Identify key development projects which will act as a catalyst in the expansion and redevelopment of the City.
5. Build on success of the Seminary Street redevelopment to continue to revitalize downtown Galesburg through the attraction of service and speciality shops and introduction of additional housing opportunities.

6. Build on existing tourism attractions and encourage new attractions.

7. Maintain Galesburg's role as a major regional medical center.

Residential Areas and Housing

Goal: Residential development which is stable and provides a decent, safe and sanitary living environment to ensure quality of life for all members of the community, present and future.

Objectives:

1. Maintain Galesburg as an affordable community.
2. Provide for balanced residential growth at all income levels.
3. Respect the neighborhood concept.
4. Promote the dispersal of low income housing throughout the community.
5. Strengthen existing housing and property maintenance codes.
6. Strengthen buffer requirements for commercial and industrial uses which border residential areas.
7. Encourage "in-fill" development in existing neighborhoods.
8. Establish a rehabilitation and neighborhood conservation program for established neighborhoods.

Recreation and Open Space

Goal: Maintain a healthful relationship between natural and physical environments of the City.

Objectives:

1. Provide a system of pedestrian trails, walkways, and bikeways which encourages safe circulation within the developed portions of the City.
2. Implement recommendations in the Galesburg Park Master Plan, including enhancement of existing park and recreational facilities.
3. Promote the use of school play fields as neighborhood parks. Discourage the development of single lot neighborhood parks.

Community Facilities and Utilities:

Goal: The provision of essential public services for the health, safety, and general welfare to Galesburg residents.

Objectives:

1. Coordinate planning and the provision of public services with other governmental agencies. In particular, work with Knox County to provide for long term needs of an expanded City/County jail.
2. Develop a storm and sanitary sewer extension policy which considers the costs of services provided to benefit received.
3. Ensure adequate water supply from the Oquawka pumping facility to serve the needs of the community.
4. Maintain Police and Fire Departments services of high quality and identify future sites to serve new growing areas of the City.
5. Consider the future solid waste demands for the City and work with the County to identify alternative disposal sites and methods.

Access and Circulation

Goal: Safe and convenient access between and circulation within residential areas, employment areas, and supporting business, education, civic, and leisure activities.

Objectives:

1. Coordinate transportation planning with the Illinois Department of Transportation, Amtrak, the Burlington Northern/SantaFe Railway, and the Knox County Highway Department.
2. Update a functional hierarchy of roadways, including major and minor arterials, major and minor collectors, and local roads, and establish right-of-way standards appropriate to each type of road.
3. Encourage the extension of City's traditional grid system of streets within the Highway 34/Interstate 74 ring. Minimize the amount of cul-de-sac and non-continuous roads to developments which warrant such considerations.
4. Evaluate potential for northern extension of Michigan Avenue across the railroad tracks, providing an interior loop connection to Carl Sandburg Drive.
5. Plan and design the Henderson Street improvement project to provide ultimate enhancement of traffic flow while minimizing disruption to local businesses.
6. Evaluate potential for a western access road similar to Carl Sandburg Drive on the west side of Highway 34.
7. Add turn lanes along all main roadways where high volumes exist or are expected to occur on major collectors and arterials.

8. Guide the type, intensity and character of land uses abutting roadways in a manner consistent with their function, including the control of access points.
9. Work with the Burlington Northern/Santa Fe Railroad on a long term plan to minimize conflicts with vehicular traffic.

Comprehensive Plan Implementation

Goal: Review and update comprehensive plan on a regular basis.

Finances

Goal: Provision of administrative services responsive to the needs of residents and business and maintenance of sound and equitable City finances.

Objectives:

1. Coordinate growth of the City, including a balanced tax base, with the level of public services that can be provided at reasonable cost.
2. Promote intergovernmental cooperation in the planning, and timing of public improvements.
3. Coordinate the financing and construction of planned improvements.
4. Maintain sound standards and procedures of fiscal management, including a capital improvement program and a mid-range (3 to 5 years) budget.
5. Consider private financing and user-pay techniques as a means of paying for needed improvements.
6. Encourage contributions of land or in-kind payments from developers for needed municipal facilities.
7. Encourage citizen volunteers and support for community projects, programs and activities.

TRANSPORTATION PLAN

Thoroughfares and Traffic Circulation in the County

The heaviest traffic flows are generated on the State and Federal Highways throughout Knox County, with the greatest volumes being principally in the Galesburg area. Due to this fact, many other communities throughout the County depend in large part upon Galesburg for their economy, and therefore, it is essential to have good roads providing transportation between these communities and the City of Galesburg. A well maintained system of rural roads is also important to provide a satisfactory collection system to access the State and Federal highways. This is essential for the delivery of farm products to market and for providing adequate transportation for the rural population working or shopping in the urban areas.

The most effective way to facilitate traffic circulation in the urban areas of Knox County is through the development of a few strategically located major thoroughfares to attract and accommodate the majority of the traffic flow. The remaining minor roadways can then be used as collectors and area service roads.

The same principle also applies to County and rural roads. Since these roads generally carry less traffic, the standards of width and improvement need not be as high as those in the cities and villages. Due to rural consideration of greater distances, lighter traffic, and topography, County roads are spaced further apart than in urban areas. Although the trend has been for fewer and larger farms, Knox County's rural population is still substantial due to the fact that many residents in this area live in the country and work in the city. It is therefore important to maintain a good system of rural roads not only for getting farm products to market, but also to

facilitate the daily traffic commuting to urban areas.

Existing County Roadways

Presently, Knox County is served by three Federal highways; U. S. 34, U.S. 150, and Interstate 74. In addition, there are nine state routes located within the County which are Illinois Routes 8, 17, 41, 78, 97, 116, 164, 167 and 180. The presence of two four-lane highways, U. S. 34 and Interstate 74, and a major railroad hub, has recently facilitated economic growth in Galesburg and the surrounding Knox County area.

The Knox County secondary system consists of County and township roads basically following a grid pattern along section and township lines. These roads are generally adequately maintained and of sufficient width and stability to handle the current traffic volumes.

Traffic volumes on County Highways 12 and 15 have increased in recent years due to the development of the Oak Run residential community north of Dahinda. Currently there are approximately 600 full-time residents with a projected population of 1,300 in 20 years. In addition, there are currently 220 dwellings used as weekend or vacation homes, projected to be 450 in 20 years. The improvement of these two County roads will be discussed further in this plan and are considered to be essential to safely carry the increased traffic volumes. County Highways 8 and 10 have recently been constructed as Class III truck routes to assist in the farm to market and economic growth of the out lying communities. Other County and township roads that are carrying heavier traffic volumes appear to be experiencing few serious problems from the standpoint of condition and maintenance.

The major traffic volumes on the secondary roads occur on those roads connecting Galesburg to the other communities in Knox County and to the residential and recreational areas of Oak Run and Lake Bracken. Since the completion of construction of County Highway 10 that connects IL Rt. 41 to Interstate 74 at Knoxville, it has become a main thoroughfare to the industrial sites on the south side of Galesburg.

Plan for Major Thoroughfares In Knox County

The Long Range Plan utilizes the existing County roads while providing necessary upgrades for safer and more efficient traffic flow, between the rural populated areas and within the urban area around the villages and cities, particularly Galesburg and Knoxville.

The County Highway Long Range Plan includes the following:

1. Continued resurfacing and/or recycling of County highways.
2. Continuation of the County bridge inspection program to maintain and replace rural bridges.
3. Widen and straighten County Highways 12 and 15 to accommodate the added traffic flows to Oak Run.

This plan further recognizes the need for continued State and Federal Highway improvements which includes the following:

1. Construct a grade separation on Route 41 at the Burlington Northern Santa Fe tracks south of Galesburg.
2. Upgrade Route 150 between Galesburg and Knoxville to accommodate anticipated traffic growth resulting from development of the proposed business park along Interstate 74.

3. Construction of an interchange on Interstate 74 at County Highway 12 and/or County Highway 18, to provide interstate access to the Williamsfield, Yates City, and Oak Run areas. Average daily traffic volumes along County Highway 12 are much higher than those at County Highway 18 (950 and 350, respectively), suggesting that an interchange at County Highway 12 may be a greater priority.

The Plan for Major Thoroughfares in Knox County is a long range program and should be periodically reviewed and reevaluated. Several of the items in this long range plan are currently being studied by the County, State and other interested local committees. This plan is intended to identify and be a guide for initiating improvements as the need arises and as funding becomes available. The implementation of this plan to improve the quality of the transportation system will result in more convenient and safer travel throughout the County.

Major Street Plan for the Galesburg Urban Area

The City of Galesburg's tabulation of traffic volumes for 1997 shows the largest traffic concentrations on Henderson Street, north of Main Street and on Main Street from Grand Avenue to Henderson Street. The highest traffic counts in the City are on Henderson Street north of Fremont Street. There are several other major streets with high traffic counts in the City, including: Seminary Street, from Losey to Route 34; Farnham Street, from Main to Losey; Carl Sandburg Drive, from Seminary to Henderson; Fremont Street, from Henderson to Farnham; and Losey Street, from Chambers to Henderson. All of these streets show traffic counts greater than 9,000 vehicles per day, with the Henderson Street section having the greatest volume with over 20,000 vehicles per day north of Fremont Street. Other major carriers include South Street, Monmouth Boulevard and Grand Avenue.

With existing and developing industrial sites located in the southwest side of the City, the volume of truck traffic is heaviest on South Henderson Street and IL. Route 41 (Linwood Road). County Highway 10 and IL. Rt 41 are the major collectors of this truck traffic and ultimately disperses these trucks to Interstate 74 , US Rt. 34, and South Henderson Street.

U. S. 34 and Interstate 74 provide a good bypass route around the perimeter of the City. Although not a complete bypass, County Highway 10 also provides a good southern route around Galesburg. These routes serve industrial traffic, through traffic, and employee traffic and facilitates the travel of residents from one side of the City to the other without having to go through the Central Business District.

Proposed Long Range Major Street Plan in the Galesburg Urban Area

The following represents a closer investigation of what is considered to be the most important major street improvements for the Galesburg urban area.

Henderson Street

Construction plans are currently being developed to improve Henderson Street from Main Street to Carl Sandburg Drive with the anticipation that this project will be complete within the next 5 years.

Henderson Street should also be improved to the south of Main Street to Louisville Road. This section of pavement is currently of sufficient width, but parking along the street south of Knox Street creates restrictions in the traffic flow. However, as the industrial parks continue to develop along South Henderson Street this area will be further taxed to handle the increased vehicular traffic. Because of the narrow 49.5 foot right-of-way in this area, any improvement would involve acquiring additional right-of-way which would be difficult in the area of Butler Manufacturing

and ADM. If other parking arrangements could be made in this existing industrial area some of the existing problems could be alleviated.

Other improvements to be considered on Henderson Street should include the construction of grade separations at the two main line railroad crossings located between Main St and Monmouth Boulevard and near Louisville Road. If the former Santa Fe rail line can be relocated east of Galesburg, the need for the grade separation between Main Street and Monmouth Boulevard can be eliminated.

In addition, the South Henderson Street, County Highway 10 intersection should be improved to better accommodate truck traffic and turning movements.

Enterprise Avenue

Construction should continue on Enterprise Drive by constructing an overpass at the BNSF Railway and continuing westerly terminating with a connection to IL. Route 41 south of Monmouth Boulevard. This will provide easy access to the industrial sites currently in the area and promote future industrial development.

Seminary Street

North Seminary Street should be improved to attract some of the north-south traffic currently using Henderson Street. This will provide a direct, efficient route from the central city to Route 34. A grade separation should be considered at the BNSF Railway crossing near North Street since both of the City's hospitals are located on North Seminary Street. This improvement would afford both residents in the south part of the City of Galesburg and southern portion of Knox County a reliable route to these medical facilities without worries of possible lengthy time delays at railroad crossings. Again, the need for this grade separation would be eliminated if the

former Santa Fe line can be relocated to the east of Galesburg.

South Seminary Street has recently been improved from Fifth Street to the current south city limits. These improvements should be continued to County Highway 10.

Main Street

The most important improvements which should be considered for Main Street are grade separations at the two BNSF Railway crossings located on the east and west edges of the central business district. The need for a grade separation on the west side of downtown could be eliminated if the former Santa Fe railway can be relocated east of Galesburg.

Another area of improvement to be considered for Main Street is that portion west of Rt 34 where some growth has been experienced in the last few years and with improved highways could trigger further economic development and better serve the existing business in that area.

Eastern Business Loop

Economic development has recently begun on the east end of Main Street near Interstate 74. This development can be further encouraged by the construction of a traffic loop similar to the Linwood Road - Carl Sandburg Drive route located in the northwest section of the city. To accomplish this, the City has long range plans to extend Michigan Avenue to the northeast of Main Street. This would require an overpass at the BNSF Railway crossing near Interstate 74 and Michigan Avenue if the former Santa Fe rail line is not relocated east of Galesburg. This route would then continue northerly across Fremont Street and ultimately to an intersection with the eastward extension of Carl Sandburg Drive. The completion of this improvement would not only serve to encourage economic development, but would also provide access to

new areas for commercial and residential development on the periphery of the city.

Reconstruction of North Farnham Street from Bluebird Street north to the new Carl Sandburg Drive extension is also needed. An interchange at East Fremont Street and Interstate 74 should also be seriously considered. Acquisition of adequate right-of-way for an interchange will be difficult given existing homes along Old Warson Court and Saint Andrews Road at the northeast corner of Interstate 74 and East Fremont Street and the Soangetaha Country Club at the southeast corner. An alternative approach to consider would be to realign Lincoln Street near Interstate 74 and create a new interchange between East Fremont Street and the BNSF Railway.

Southeastern Loop

Several recent construction improvements have been completed in the southern portion of the city to provide better access to this area. Most recently the new W. C. Jackson Memorial Bridge has been constructed, replacing the old structure connecting Third Street and Fourth Street across the BNSF Rail Yards which provides a direct link between South Seminary, recently reconstructed Louisville Road and South Henderson Street. Fifth Street, from Seminary Street to Farnham Street, has also been renovated and is in good condition.

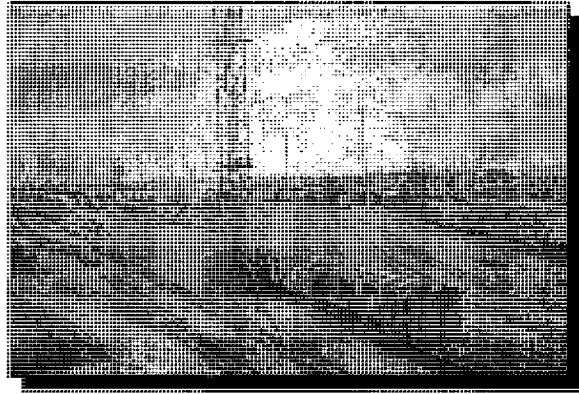
Log City Trail

This section of pavement needs to be improved from South Lake Storey Road southerly, with that portion just north of West Fremont Street being relocated to a point further west of the existing intersection. Log City Trail could then be extended to the south to an intersection with West Main Street at some time in the future. Such an improvement would enhance traffic from the Western portion of the State in gaining access to Carl Sandburg College and other points of interest in the northwest portion of the city.

Other Possible Features Of the Major Street Plan

Other possible features within the City of Galesburg which needs further investigation and studies completed are as follows:

1. Improvement of East Fremont Street from Farnham Street eastward to County Highway 9.
2. Removing a number of rail crossings.
3. Possible overpass or subway near West Street at the BNSF Railway.
4. Improvements to the alignment of South Lake Storey Road to accommodate the ever increasing traffic volumes due to the college and other new developments in this general area.
5. Eastern extension of Knox Street to connect with California Avenue in East Galesburg.
6. A new industrial collector roadway to serve the proposed business park along Interstate 74. This roadway would terminate at two signalized intersections, one on the north at Grand Avenue and one on the south at County Highway 10.
7. Widening of Route 41 north of County Highway 10, with a stop light at the Route 41, County Highway 10 intersection.
8. Additional intersection improvements beyond those illustrated on the Transportation Plan as appropriate to improve safety and traffic flow. Intersection improvements highlighted on the Transportation Plan reflect only those improvements specifically discussed during development of this Comprehensive Plan.



BNSF Rail Yard

The implementation of this long range plan will facilitate economic growth in the City of Galesburg and Knox County as well as provide the necessary interconnection between urbanized areas and the rural portions of Knox County.

Rail Service

Galesburg and Knox County have long been a center of rail transit, with major lines of the Burlington Northern Santa Fe Railway crossing in Galesburg. The annual Railroad Days event in Galesburg celebrates this heritage. In addition to extensive freight service, Amtrak provides passenger service to Chicago and throughout the country from Galesburg's downtown train station.

One of the problems created by the extensive railroad network is the number of roadway crossings required. While grade separated crossings are generally preferred for enhanced safety and uninterrupted flow of traffic, their cost limits their use to only selected locations. To reduce conflicts in and around Galesburg, a number of new grade separated crossings are highlighted on the Galesburg Transportation Plan.

However, an alternative to development of new bridges and underpasses is the relocation of the former Santa Fe line to a location east of Galesburg. Possible conceptual routes for this relocation are illustrated on the Knox County Transportation Plan. Relocation of this line

would eliminate thirteen (13) crossings within the municipal boundaries of Galesburg. Most of these crossings are at major collector or arterial roads. These roadways currently experience significant frequent vehicular traffic back-ups as trains pass through the community. In addition, relocation of the railway would provide opportunities for creation of a trail and open space corridor through the heart of the community.

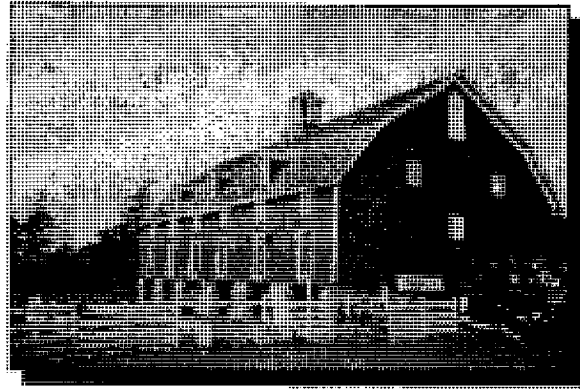
Public Transportation

The City of Galesburg, through a private contractor, operates a public bus system throughout the community. The system operates three routes as illustrated on the Galesburg Transportation Plan. The existing system appears to serve the community well, provide an important link between residential areas, commercial centers such as downtown and Henderson Street, and major institutional uses such as the Hospitals and Carl Sandburg College. In the summer, service is also provided to Lake Storey Park.

Possible extension of service should be considered in the future to growing business park areas such as along South Henderson Street, County Highway 10, or the proposed business park along Interstate 74 on the southeast side of Galesburg. Prior to any extension of service, surveys and other means of projecting ridership should be conducted to evaluate the financial feasibility of such extensions. Ride sharing and other such traffic management programs should also be explored with businesses in the industrial portions of the community.

Scenic Routes

The Knox County Scenic Drive is an annual event that brings many visitors to the area. Held the first two full weekends in October, the drive follows temporary signs placed in the County connecting the communities of Abingdon, Dahinda, Gilson, Knoxville, Maquon, Wataga, and Yates City. It is often



Historic Walnut Grove Farm

held in conjunction with the Spoon River Scenic Drive held in neighboring Fulton County. Knox County should expand on this concept, formally designating specific routes in the County as permanent scenic routes. This formal, year-round route could then be supplemented with extensions for special events such as the annual scenic drive.

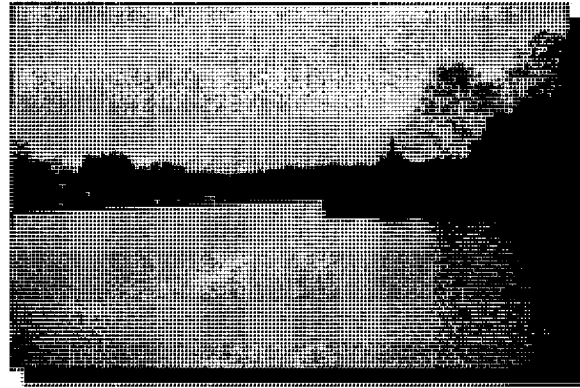
The Knox County Future Land Use and Transportation Plan contains a suggested permanent scenic route designated in yellow. Primarily located in the central part of the County, this route is divided into a west loop and an east loop. The west loop connects the communities of Knoxville, Galesburg, and East Galesburg with a secondary loop around Lake Bracken. The emphasis on this loop will be on man-made cultural resources and historic structures. The eastern loop would begin at the proposed County Highway 12/Interstate 74 interchange and extend north and south through the Spoon River Valley. This route would pass through Oak Run, Victoria, Williamsfield, Dahinda, and a state designated natural area along County Highway 17 near the Spoon River. This eastern route would emphasize the natural beauty of the Spoon River Valley. The existing interstate rest-stop could be used to promote the scenic route, with displays created to tell the area's history and encourage motorists to stop and explore Knox County.

The County should pursue state designation as a "scenic byway" for this route given the area's

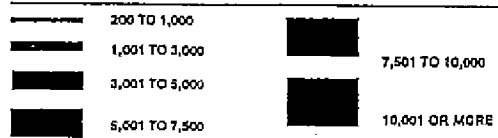
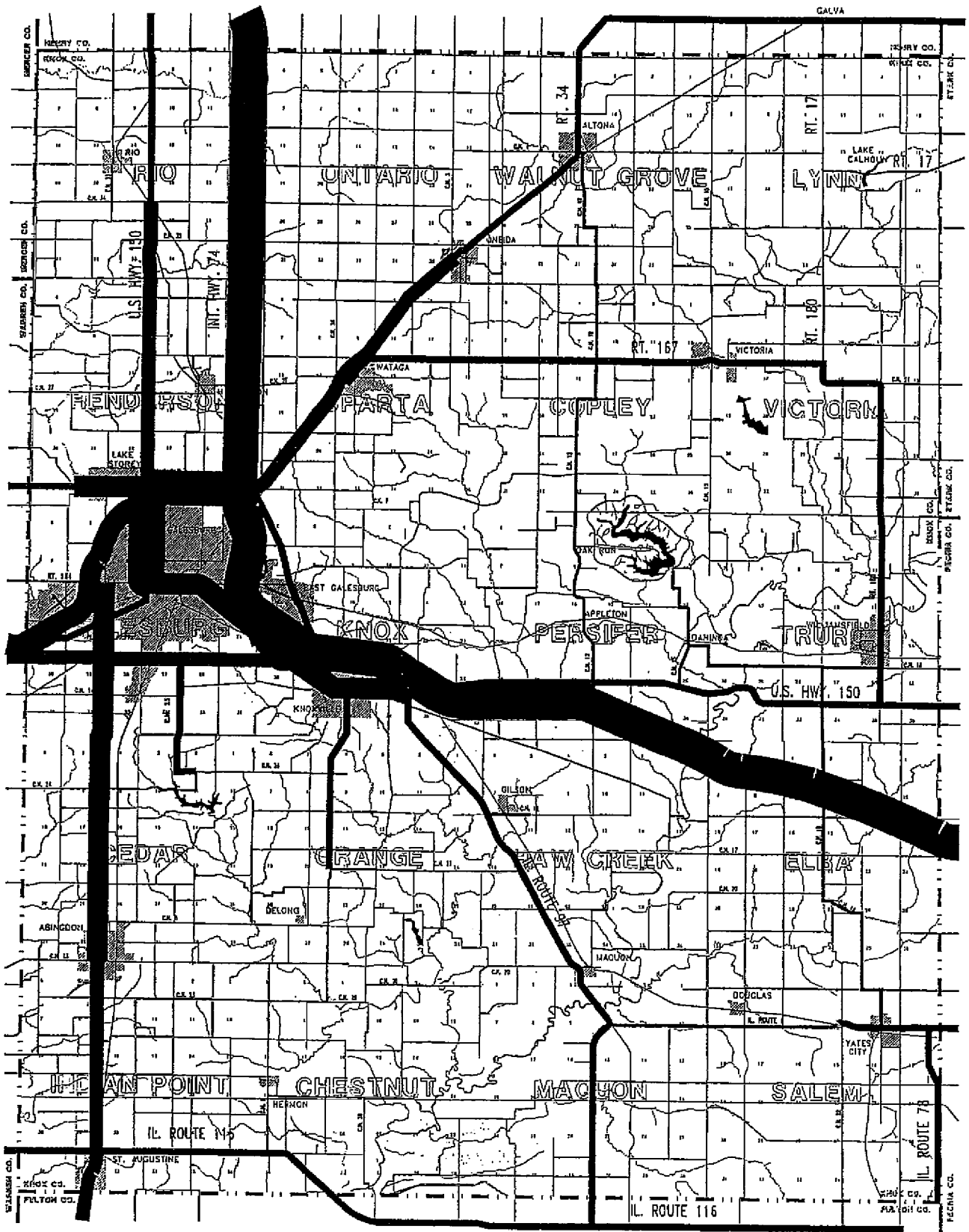
significant natural and historic features. A protection strategy should also be developed by interested citizens and the County which outlines what will be done to protect, preserve, and promote this cultural resource. Such techniques could include:

- Educational initiatives
- Development of a Landscape Field Guide
- Development of an Interpretative Tour Guide
- Creation of Roadside Pull-Offs and Interpretive Signs
- Creation of a Corridor Map
- Creation of a Property Owners Manual to ensure development does not negatively effect the scenic character of the area

The federal TEA-21 program, administered by the State of Illinois, can provide funding assistance for acquisition and development of scenic routes. Such funding assistance should be explored to put some of the above noted protection strategies into action.

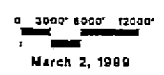


Lake Bracken



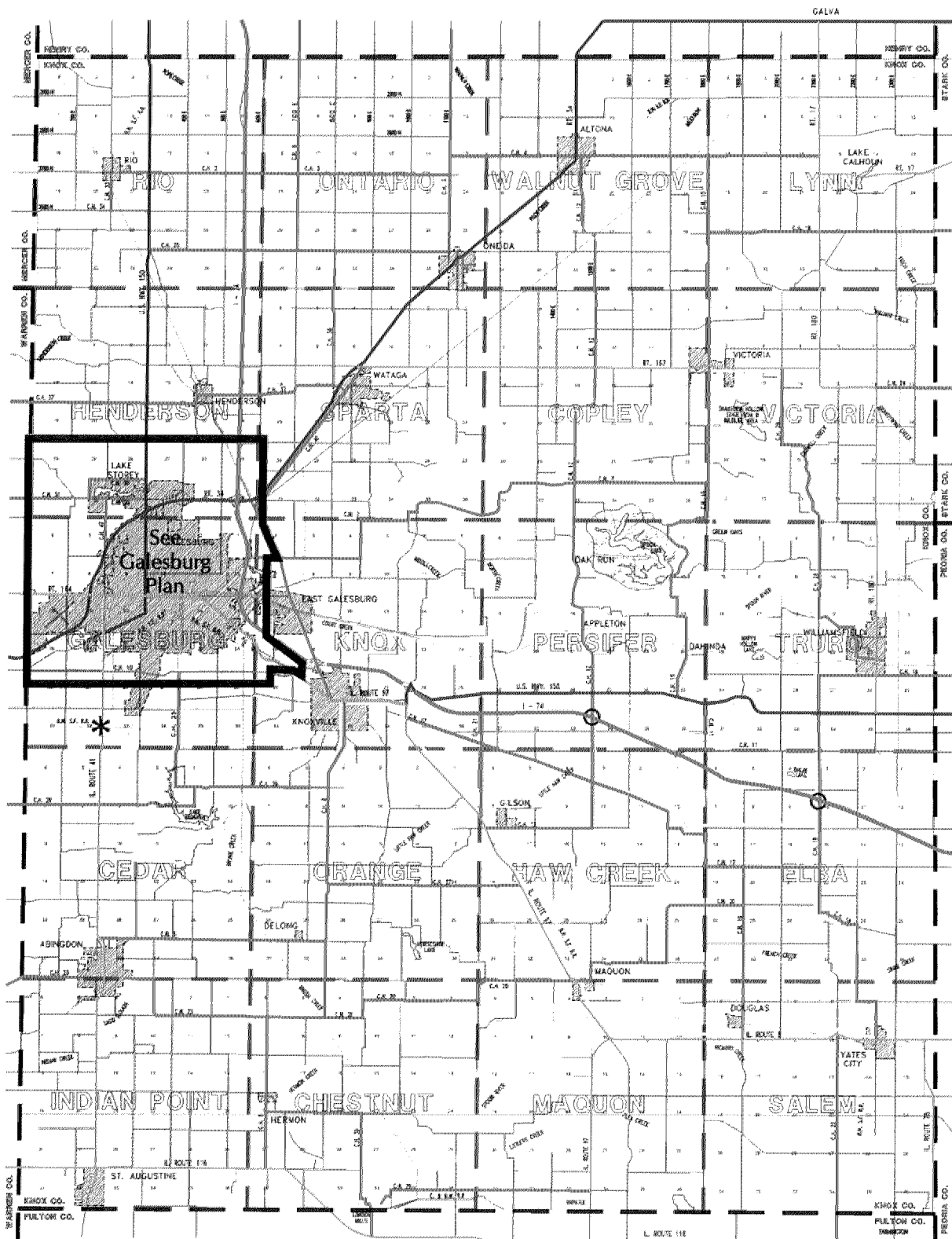
Municipality

Existing Knox County 1997 Traffic Volumes



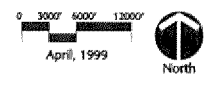
TESKA
ASSOCIATES
INC.

FIGURE 6



Legend

- Interstate Highway
- ==== U.S. Highway
- Primary arterial (U.S. & state routes)
- Secondary arterial (county highway)
- Existing Railroad
- Proposed Railroad
- Scenic Route
- Potential Interchange
- * Proposed Grade Separated Crossing



**Knox County
Transportation Plan**

TESKA ASSOCIATES
INC.

FIGURE 7

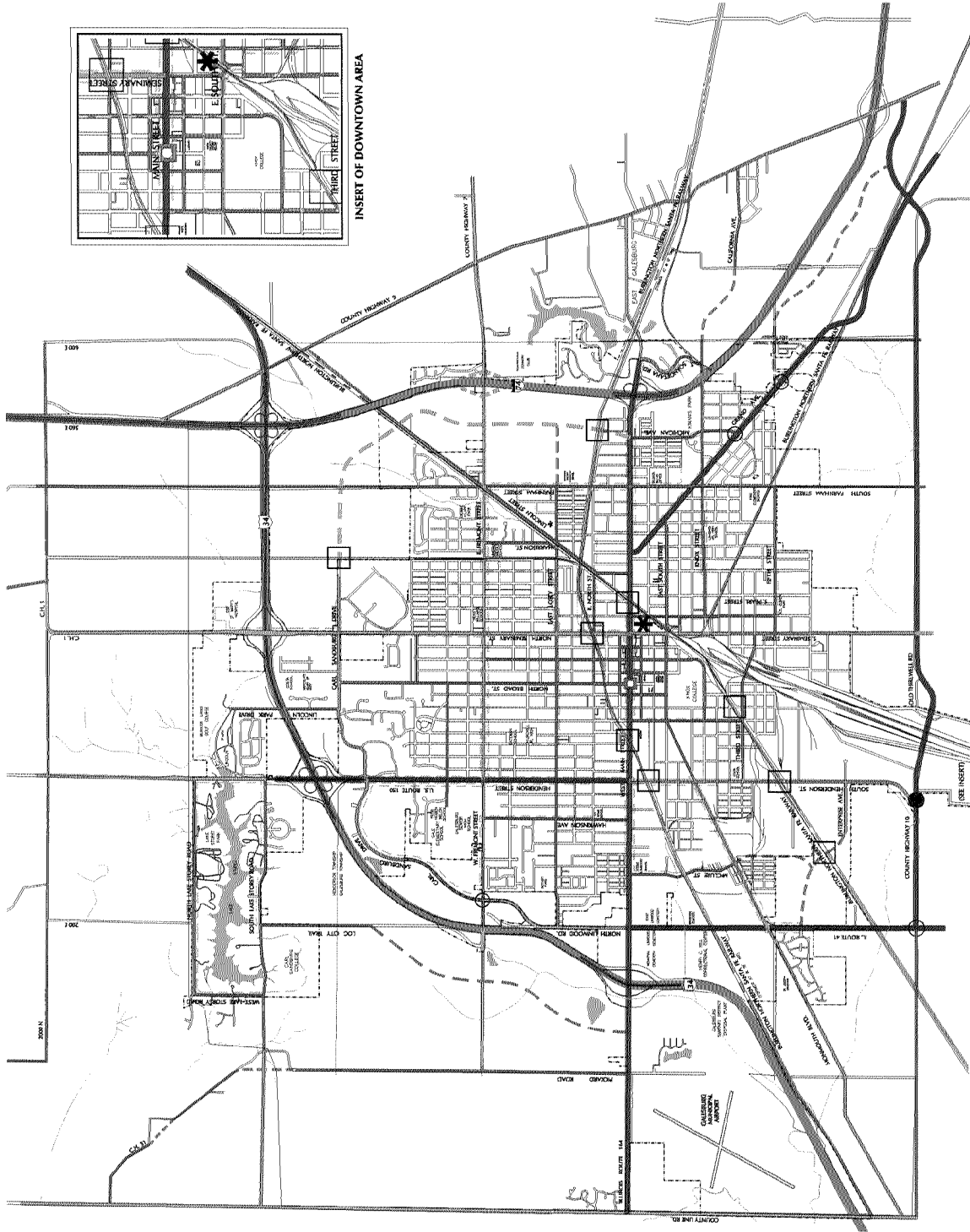
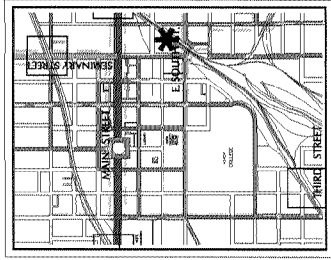
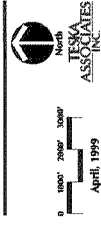
FIGURE 8

CITY OF GALESBURG ILLINOIS

TRANSPORTATION PLAN

LEGEND

- | | | | |
|--|-----------------------------------|--|----------|
| | Existing | | Proposed |
| | Major Arterial | | |
| | Minor Arterial | | |
| | Collector | | |
| | Railroads | | |
| | Train Station | | |
| | Airport | | |
| | Bus Routes | | |
| | New Traffic Signal | | |
| | Intersection Improvements | | |
| | Proposed Grade Separated Crossing | | |



FUTURE LAND USE PLAN

Knox County

The Knox County Future Land Use Plan provides a framework to assist the County in planning for and regulating development. It depicts future land use generally consistent with existing development patterns and suggests areas for future growth and development. Also illustrated on this plan is a proposed transportation system. To facilitate orderly development, transportation and land use planning must be closely linked. By presenting both future land use and transportation plans on the same map, the link becomes clear.

The following provides a general description of the land use categories illustrated on the attached Knox County Future Land Use Plan:

Land Use Categories

Residential

This land use category represents areas of the County which are appropriate for existing or future housing development. Most areas planned for residential use are within or near an existing community. Most developed areas illustrated for residential use consist of single family homes. Decisions regarding appropriate density and zoning of property for new residential development should be based on review of technical issues such as soils, drainage, and engineering as well as context issues such as surrounding zoning and land use. Some areas within contiguous growth areas may also be appropriate for residential use based on local plans, compatibility with surrounding land use patterns, site conditions, and proposed density and design.

Commercial

Commercial uses include retail and service uses which provide needed goods and services to residents and businesses. Commercial uses should be located within or near existing communities, and along primary or secondary arterial roads.

Industry

This category includes non-agricultural manufacturing, warehousing, and distribution facilities which provide jobs and products for Knox County residents. This category also includes mining and quarry operations.

Public/Institutional

Public uses are properties owned and operated by a federal, state, or local government including schools, maintenance facilities, and public cemeteries. Institutional uses are private uses which generally serve the public, including churches and private schools.

Open Space

This category refers to land with unique environmental features such as wetlands, flood plains, prime aquifer recharge areas, surface water, significant woodland cover, scenic areas, etc. The long term economic and physical health of the land and its residents depends on the preservation of these environmental resources. Most areas illustrated for open space use are privately owned, and should continue to remain under private ownership. However, the use of this property should be regulated to avoid destruction of existing environmental resources and to minimize impact on surrounding properties. Areas of particular scenic and/or environmental quality should be considered for future acquisition as public park space.

Public/Private Park

Land which has been permanently dedicated for open space uses falls into this land use category. Snake Den Hollow operated by the Illinois Department of Conservation and the Green Oaks property owned by Knox College fall into this category. Private recreational space such as golf courses or private parks such as those within the Oak Run development are also included in this land use classification.

Agriculture Areas

Natural environmental conditions and economic conditions favor protection of farm activities without urban intrusion for successful agriculture. The Plan designates agriculture areas based on factors that suggest that agriculture has a reasonable chance for economic and environmental success. The Plan focuses on assuring adequate opportunities for development of housing and employment in other management areas, and on managing the development pressure placed on agriculture lands.

Contiguous Growth Areas

As presented in the Plan, these areas surround existing communities providing opportunities for growth of residential and business uses. Development within contiguous growth areas is generally planned for service by central sewer and water systems, except limited countryside development.

Contiguous growth areas rely on existing communities for the provision of essential services, and these services may be limited in comparison to more urbanized communities such as Galesburg or Knoxville. In most cases, areas illustrated for contiguous growth are much less than the traditional 1 ½ mile planning jurisdiction of incorporated municipalities. Areas illustrated for contiguous growth are locations around existing communities where new development is most

appropriate based on access to transportation, surrounding land uses, and minimal impact on adjacent agricultural areas. The responsibility for achieving Plan objectives is shared by municipalities having mile-and-one-half jurisdiction, and the County.

Land Use Plan Features

Key land use issues include:

- Re-use of Former Strip Mines - Numerous former strip mines exist in the east and southeast portions of the County. The majority of these mines have not undergone formal reclamation efforts, and most currently consist of wetlands and natural vegetation. For this reason, the strip mines are designated for open space uses in this plan. Private recreational uses such as hunting and fishing preserves are appropriate uses for these sites. Limited construction to serve recreational uses, including single family homes or clubhouses, may be appropriate if land conditions permit. However, disturbed former mining lands may not have the capacity to support sewer and other necessary services.
- Protection of Environmental Corridors - Environmental corridors, shown as open space on the Future Land Use Plan, are sensitive areas surrounding the Spoon River and its tributaries. Public ownership is not contemplated as the primary means of protection. Rather, private development in these corridors should be regulated to ensure adequate protection for natural features. Development must not impede storm water runoff or wildlife habitats.
- Preservation and Promotion of Small Communities - The majority of the small Knox County communities have not experienced significant growth pressure in recent years. The 1 1/2 mile planning jurisdictions is anticipated to be more

than enough room to absorb future growth. Essentially, growth that does occur should be accommodated in contiguous areas immediately adjacent to existing development.

The Oak Run development has grown into a residential community, currently at 1/3 of potential build out. The extent of the community now suggests that it be incorporated into a municipality in order to provide adequate services to permanent residents.

- Agricultural Preservation - As identified in the City/County Assessment, farmland is considered an important asset to Knox County residents, and actions that will preserve such land are desired.

To this end, the future land use plan recommends that non-agricultural growth be accommodated in areas that are contiguous to existing development, to reduce the points of conflict between agricultural and other land uses. Further, where agricultural and non-agricultural uses are proximate, land use transitions and greenbelt buffers should be employed. The most productive land should be maintained for agricultural uses, allowing only less productive land to be used for urbanization. Finally, large farms with more than 2,500 animals, should be subject to special use review.

Knox County Future Land Use and Population Capacity

Land Use	Acres	Percent	Estimated Population
Agriculture	275,605	76.2%	1,582
Galesburg (see separate plan)	22,565	6.2%	67,000
Existing Residential	4,648	1.3%	21,344
Future Residential	2,438	0.7%	11,194
Commercial	449	0.1%	0
Industry	743	0.2%	0
Public/Institutional	1	0.0%	0
Contiguous Growth	16,775	4.6%	24,072
Open Space	38,301	10.6%	0
Public/Private Park	192	0.1%	0
Total	361,717	100.0%	125,192

Assumptions

1. 2.87 persons per dwelling unit (d.u.)
2. 50% of contiguous growth area developed at a density of 1 d.u./ac.
3. Residential areas developed at a density of 1.6 d.u./ac. (similar to existing density)
4. Existing population = approximately 56,000

Note: Estimated population is not a projection of anticipated population. This figure represents the population that could result if all land illustrated for potential residential development were in-fact developed. Recent population trends would suggest that this is extremely unlikely to occur.

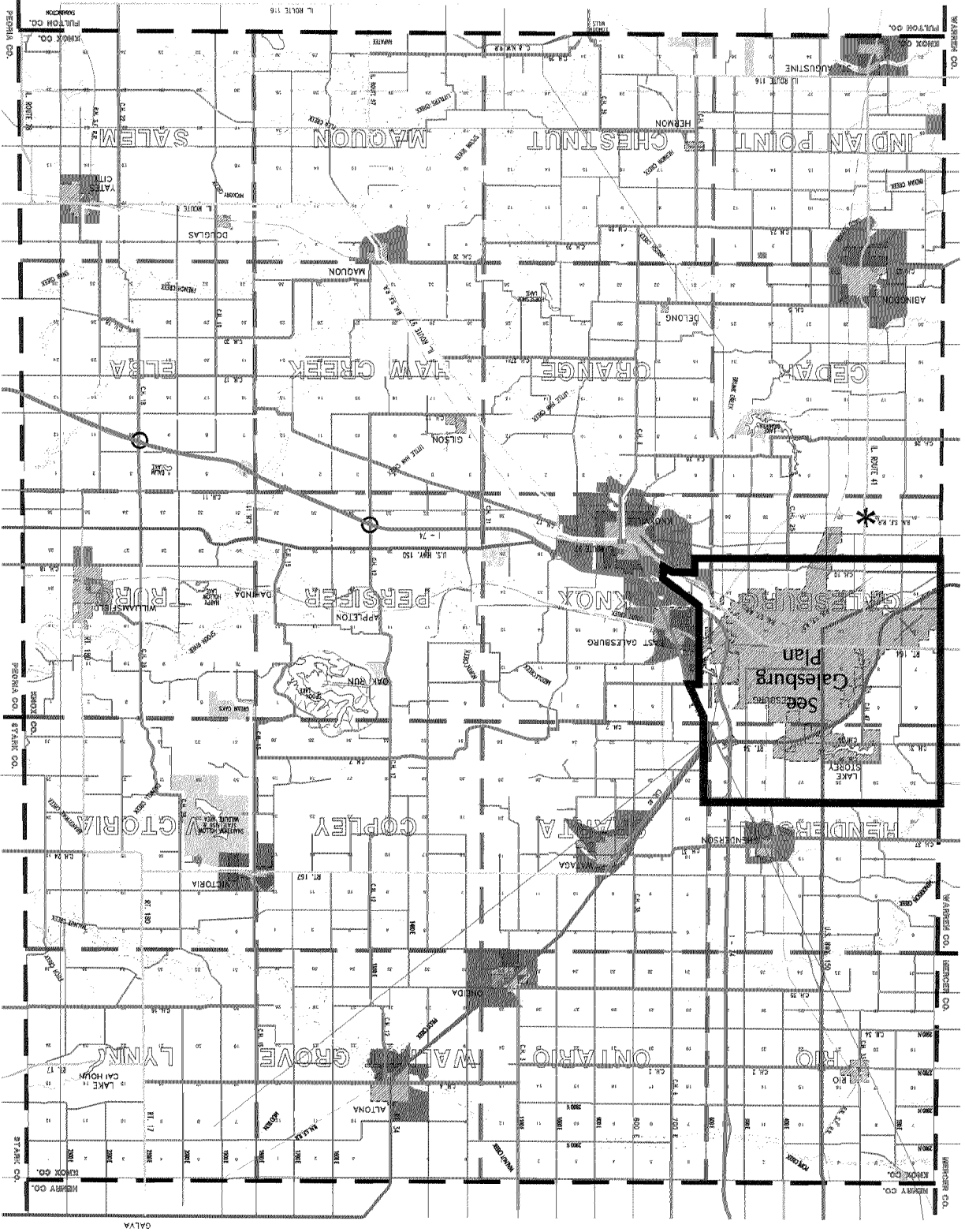
Knox County Future Land Use Plan

- Legend**
- Residential
 - Commercial
 - Industry
 - Public/Institutional
 - Open Space
 - Public/Private Park
 - Agriculture
 - Contiguous Growth

- Interstate Highway
- U.S. Highway
- Primary arterial (U.S. & state routes)
- Secondary arterial (county highway)
- Existing Railroad
- Proposed Railroad
- Scenic Route
- Potential Interchange
- Proposed Grade Separated Crossing



FIGURE 9



City of Galesburg

The Future Land Use Plan for Galesburg identifies locations within the City and surrounding planning area for a variety of land uses that will help the community to remain a vital, growing and attractive place to live and work. The Plan provides a framework for public and private decisions about how particular sites should develop. It also forms the basis for community facilities and utilities planning. The Future Land Use element of the Comprehensive Plan is a long-range guide for determining the uses to which the land should ultimately be put, rather than a direct, immediate indication of the appropriate zoning regulations to apply to a specific parcel of land. The purpose of the Future Land Use Plan is to provide guidelines for controlling the character of the community, insuring that municipal services and facilities will not be overburdened, and establishing a sound tax base.

The Plan outlines land use suggestions for areas inside the City limits, along with areas which are immediately adjacent to the City. By State Statutes, the City has a 1½ mile planning area from existing municipal boundaries. Given historic and anticipated growth patterns, combined with a desire to maintain the agricultural heritage of Knox County, this future land use plan does not fully extend out to this 1½ mile limit. Land within this planning area is subject to municipal subdivision regulations. The City's Comprehensive Plan should be reviewed prior to any County zoning, with Galesburg provided an opportunity for review and comment on all zoning requests within this planning area. These areas may be annexed into the City of Galesburg when they become contiguous to the City limits.

The principal aim of the Plan is to maintain the traditional form, natural environmental characteristics, and quality of life found in Galesburg, while promoting new commercial and employment opportunities.

When reviewing the Plan, it is important to understand the generalized nature of a land use plan. Given the scale at which municipal comprehensive planning occurs, only broad areas of land use are indicated. On specific parcels of land, certain exceptions may be appropriate. A more detailed evaluation and land use recommendation is found in the special area plans for Henderson Street, Linwood Road, Main Street between Interstate 74 and Henderson Street including downtown, Grand Avenue, and County Highway 10 included within the Comprehensive Plan.

Land Use Categories

All recommended residential densities described below are based upon the gross buildable acreage of a given parcel of land. The gross buildable part of the land is determined by subtracting those portions of the property that are not suitable for development. These areas include flood plains, wetlands, and slopes greater than 15%. The land use categories described below are illustrated on the Future Land Use Plan.

Agricultural. Intended primarily to protect the existing open space character of rural areas, this land use category is designed to provide for continued agricultural use. Public water and sewer will generally not be provided.

Future Residential. This category represents areas which would be appropriate for residential development. However, these areas are farther away from municipal services, and should primarily remain in agricultural use at the present time. Areas indicated for future residential use should generally be reserved until after vacant land illustrated for low density residential use is developed.

Estate Residential. This category is designed to accommodate larger home sites in areas not served by municipal water or public sewer. This land use is generally planned for areas north and west of Lake Storey Park where varied topography and wooded areas create

unique opportunities for very low density housing or where existing County zoning permits such development.

Low Density Residential. (1 to 3.5 dwelling units per gross buildable acre.) This land use category promotes a residential character of low to medium density residences on lots where adequate public sewer and water systems exist or can be made available. While anticipated to contain primarily single-family detached housing, some attached housing units may be considered, particularly within a planned development. Compatible governmental, educational, religious, and recreational uses are also appropriate in these areas. Most existing residential development in Galesburg is within this category.

Medium Density Residential. (3.6 to 7.0 dwelling units per gross buildable acre.) - The Medium Density Residential land use category allows for single-family attached residences such as Duplexes, Triplexes, Quadraplexes, and Townhome buildings. This category allows for a higher density form of single-family residential development, permitting opportunities for people whose lifestyles benefit from common exterior maintenance and a more affordable housing alternative. This category also may act as a transition between low density residential and commercial uses.

High Density Residential. (7.1 to 20.0 dwelling units per gross buildable acre.) This land use category provides housing opportunities for moderate income residents and employees, residents on fixed incomes, or residents with a preference or need for housing without the complications and obligations of ownership. This category includes apartments and other types of housing, such as a senior citizen development. This category also may serve as a transitional use between single-family and commercial, industrial and institutional uses.

Commercial. This land use category provides for primarily retail uses with some office uses offering a wide range of goods and services in locations that have access to heavily traveled major arterial roadways. The purpose is to provide for commercial uses which are primarily oriented to the automobile.

Office. The office land use category provides opportunities for employment and provision of services in locations with good accessibility. This land use should provide a good transition between more intensely developed commercial areas and adjacent residential neighborhoods. Building scale and design should help to accentuate this transition, as should careful site planning with landscape buffers where appropriate.

Business Park/Industrial. This land use category provides for employment opportunities for City and County residents, while providing a balanced tax base.

Downtown Mixed Use. The Downtown Mixed Use category identifies the original Downtown commercial core of the City of Galesburg, along with adjacent blocks both north and south which are directly effected by Downtown activities. This area has historically served as the primary center for business and civic activity in the community. This land use category recognizes and strengthens the retail and civic function of the Downtown as the focal point of community life. In addition to its primary civic and retail function, this category also may include medium to high density residential uses which help support Downtown businesses. High density residential use within the Downtown Mixed Use area may exceed the 20.0 dwelling units per acre maximum noted above based on the character, design, and amenities associated with a particular redevelopment proposal. Development in areas designated under this category should be pedestrian oriented. The section titled "Main Street/Downtown Corridor Plan" contains additional information regarding

goals and objectives for the Downtown Mixed Use area.

Open Space. This category identifies lands that are sensitive to development or that may be appropriate for future park development. These characteristics include: wetlands, flood plains, significant tree coverage, and prairies. These areas also provide the City with such natural functions as flood storage and conveyance, pollution control, and wildlife habitats. Conservation easements, land trusts and other preservation techniques are encouraged to protect these valuable open space assets of Galesburg. Land within this category can remain in private ownership, or it can be acquired by the City or County for public access.

Public Park. The Public Park category includes all public open space and recreation facilities such as parks, playgrounds, public tennis courts, bike trails, picnic areas and other recreation facilities.

Public. The Public land use category applies to those lands where existing or proposed federal, state, or local governmental activities are conducted. Included in this category are municipal and County facilities, public schools, the airport, and the Henry C. Hill Correctional Center.

Private Institutional. The Private Institutional land use category includes private educational and other non-profit organization facilities. A church or hospital are examples of institutional uses.

Land Use Plan Features

The thoroughfare plan provides the framework on which the fabric of the Plan is woven. In many locations, the proposed use of land will be dependent upon the relationship to proposed thoroughfare access. For this reason, the thoroughfare system has been shown on the Future Land Use Plan.

Key land use issues include:

- Residential - New areas of low density residential development are planned around the existing city limits and along Linwood Road and south of Fifth Street within the existing corporate boundary. Clusters of additional medium and high density residential development are planned near Sandburg Mall, north of Hawthorne Centre, and along the Michigan Avenue extension north of the Burlington Northern Santa Fe Railway (former AT & SF RR).

If all currently vacant land illustrated for residential use were developed, the plan could accommodate a doubling of Galesburg's population to approximately 67,000. Such dynamic growth is not anticipated. In fact, the State of Illinois projects a slight net decrease in population for Knox County over the next 20 years. However, interviews with community representatives suggests a strong desire to have opportunities for new housing development in addition to the City's existing housing stock.

It is also appropriate to accommodate more land in a particular land use category than historical growth patterns might suggest. Trying to match anticipated demand to the supply of land shown on a land use plan would be nearly impossible given the unpredictable nature of development. It is also not possible to accurately predict which parcels will develop first. Under an ideal development environment, growth will occur immediately adjacent to the existing developed portion of the community. In practice, different land owners have different schedules for development, and it is sometimes necessary to permit a development which is not immediately adjacent to a developed area.

- Agricultural - Over 30% of the area illustrated on the Future Land Use Plan is proposed to remain in agricultural use. Numerous factors contribute to this recommendation, including a desire to keep growth compact to facilitate provision of public services and to preserve prime agricultural lands while minimizing land use conflicts.
- Business Park/Industrial - A significant increase is shown for this category. This has been done to increase the opportunities for local jobs and economic

development. In addition to continued expansion of industrial development on the southwest side of Galesburg, two new areas are proposed for this use. First, an area between Galesburg and Knoxville along Interstate 74 is proposed for development of a new business park. This location offers corporations excellent visibility from the Interstate highway, and excellent accessibility via the County Highway 9 interchange. Second, areas to the east and northwest of the airport are proposed for additional business park development. These areas have good

Galesburg Future Land Use

Land Use	Future Acres	Future Percent	Existing Acres	Existing Percent	New Acres	Percent Change
Future Residential	1,232.6	4.8%	n/a	n/a	1,232.6	n/a
Estate Residential	824.4	3.2%	n/a	n/a	824.4	n/a
Low Density Residential	4,785.0	18.6%	2,651.6	27.8%	2,133.4	80.5%
Medium Density Residential	580.4	2.3%	239.6	2.5%	340.8	142.2%
High Density Residential	164.4	0.6%	100.0	1.0%	64.4	64.4%
Residential Sub-Total	7,586.8	29.5%	2,991.2	31.3%	4,595.6	153.6%
Commercial	1,342.6	5.2%	500.0	5.0%	842.6	168.5%
Office	101.7	0.4%	44.0	0.7%	57.7	131.1%
Business Park/Industrial	3,367.4	13.1%	692.3	7.3%	2,675.1	386.4%
Downtown Mixed Use	76.1	0.3%	n/a	n/a	76.1	n/a
Business Sub-Total	4,887.8	19.0%	1,236.3	13.0%	3,651.5	295.4%
Open Space	847.8	3.3%	n/a	n/a	847.8	n/a
Public Park	826.3	3.2%	714.5	7.5%	111.8	15.6%
Public	1,000.8	3.9%	868.2	9.1%	132.6	15.3%
Private Institutional	448.9	1.7%	447.2	4.7%	1.7	0%
Right-of-Way/ Railroad	2,274.7	8.9%	1,600.0	16.8%	674.7	42.2%
Public/Semi-Public Sub-Total	5,398.5	21.0%	3,629.9	38.1%	1,768.6	48.7%
Agriculture	7,825.4	30.5%	1,681.3	17.6%	6,144.1	365.4%
Total	25,698.5	100%	9,538.7	100%	16,159.8	169.7%

Note: Some future land use categories are not directly comparable to existing land use categories. These are indicated by an n/a - not applicable in the above table.

These areas have good access via West Main Street and the existing U.S. Highway 34 interchange.

- Commercial - Commercial use is anticipated to expand in several areas including Carl Sandburg Drive, North Seminary Street, along the future extension of Michigan Avenue, and at major intersections along County Highway 10.

The substantial area proposed for commercial development near the intersection of East Fremont Street and Michigan Avenue extended is highly dependent on the development of the proposed interchange at Fremont Street and Interstate 74. While some commercial development would be appropriate at this intersection even without an interchange, the overall land use pattern for this area should be reconsidered if an interchange is determined to be unlikely in the future.

Figure 10

CITY OF GALESBURG ILLINOIS

FUTURE LAND USE MAP

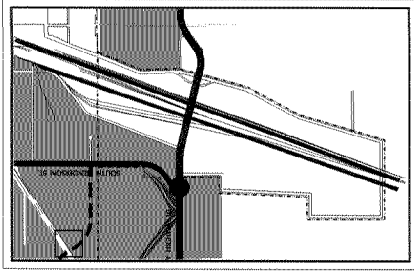
LEGEND

- AGRICULTURE
 - FUTURE RESIDENTIAL
 - ESTATE RESIDENTIAL
 - LOW DENSITY RESIDENTIAL
(1 to 3.5 du/ac)
 - MEDIUM DENSITY RESIDENTIAL
(3.6 to 7.0 du/ac)
 - HIGH DENSITY RESIDENTIAL
(7.1 to 20.0 du/ac)
 - COMMERCIAL
 - OFFICE
 - BUSINESS PARK/ INDUSTRIAL
 - DOWNTOWN MIXED USE
 - OPEN SPACE
 - PUBLIC PARK
 - PUBLIC
 - PRIVATE INSTITUTIONAL
- MAJOR TRANSPORTATION ROUTES
- EXISTING:
 - FREEWAY
 - MAJOR ARTERIAL
 - MINOR ARTERIAL
 - COLLECTOR
 - PROPOSED:
 - FREEWAY
 - MAJOR ARTERIAL
 - MINOR ARTERIAL
 - COLLECTOR
 - CITY LIMITS
 - PROPOSED PARK SITE
 - PROPOSED PARK/ SCHOOL SITE

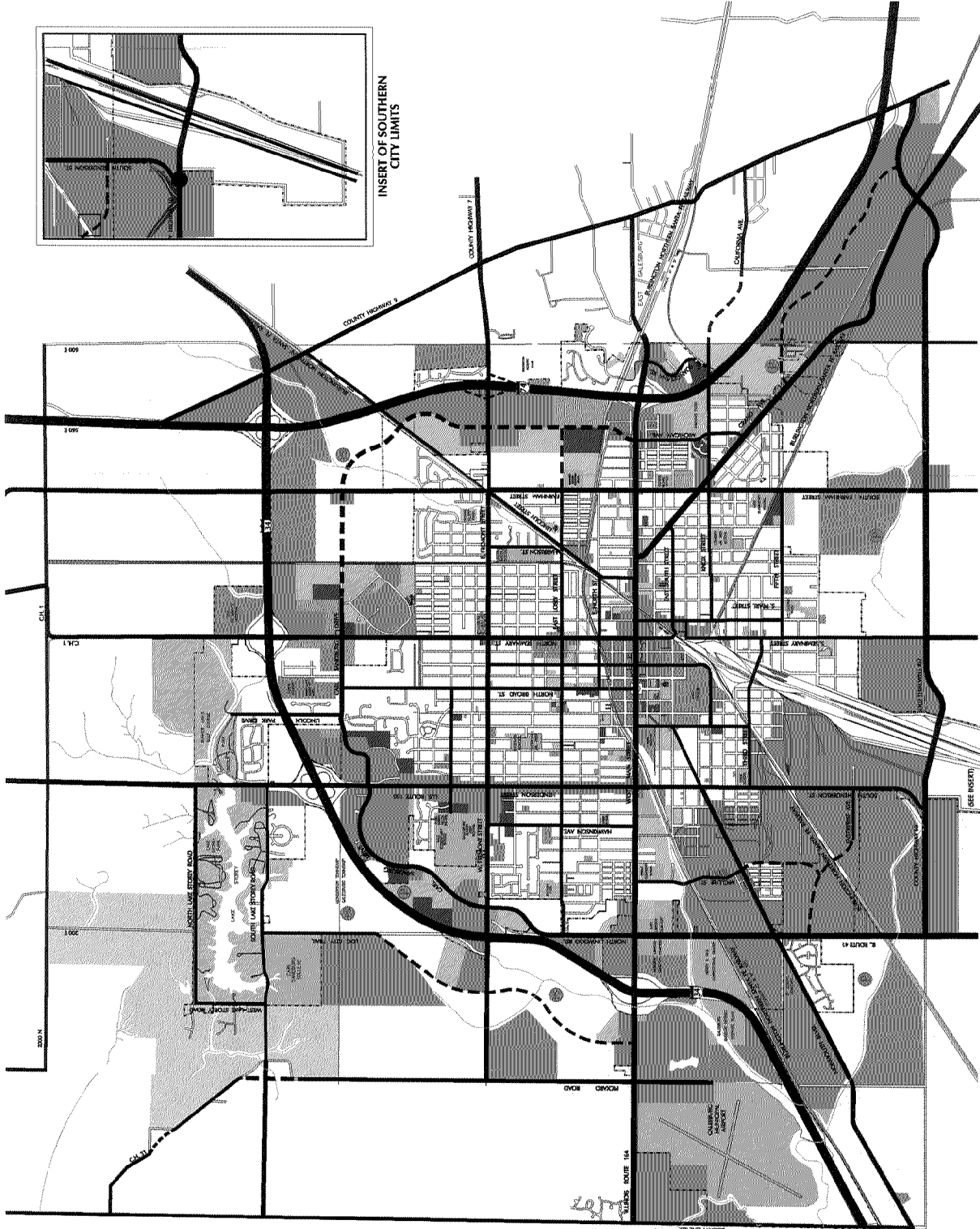
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APRIL, 1999

TESSA ASSOCIATES
 INC.

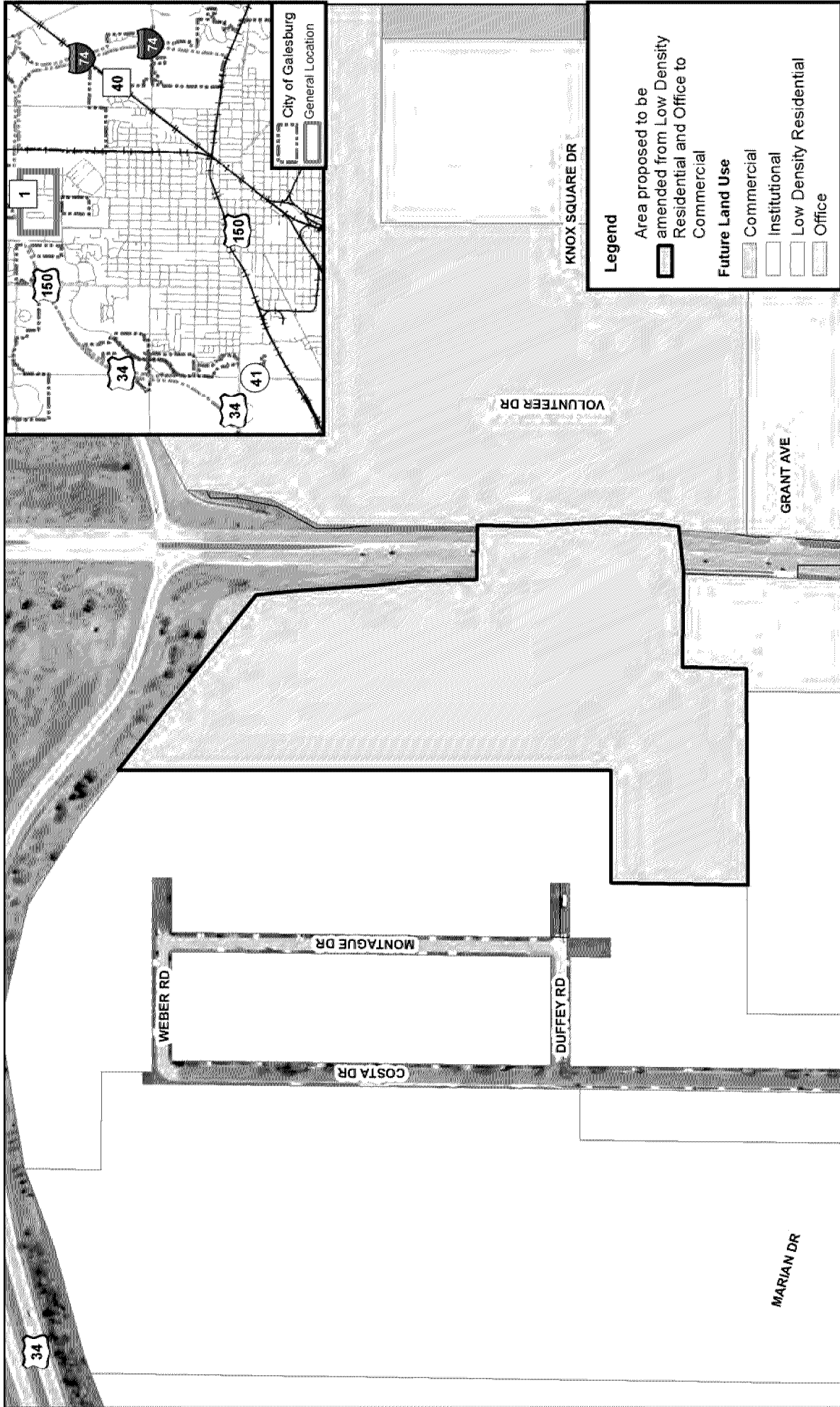
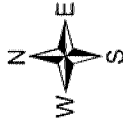


INSERT OF SOUTHERN
CITY LIMITS



Future Land Use Map Amendment

Location map



The information included in this map is intended to be advisory only and is NOT designed or intended to be used as a substitute for an accurate field survey, as performed by a Registered Land Surveyor, to determine precise property location

Imagery Date: 2010
 Division 306 created: July 25, 2013

HOUSING

Introduction

The quality of the housing stock of a community is a critical component of viability and livability for residents. As early as the 1967 Comprehensive Plan, it has been recognized that portions of the housing stock in Galesburg are in a deteriorated state. Such housing affects the position of the City as a desirable location for new and potential residents. This Chapter examines the current condition of both privately and publicly owned housing in Galesburg, and offers recommendations to address the concerns which are identified.

Galesburg contains a diverse housing stock. As of 1990, there were 14,322 dwelling units in the City, made up of a variety of single family homes, duplexes, townhouses, and apartments/condominiums. According to the 1990 Census, the proportion of occupied residential units which are owner occupied is 63%, while 37% of units are rented.

Housing in Galesburg is relatively affordable. According to the 1990 Census, the median value of an owner occupied home was \$36,500. Renters paid a median of 27.1% of their household income toward rent in 1990. However, according to officials from the Knox County Housing Authority, the City and County are currently experiencing a shortage

of adequately maintained rental units at reasonable rates.

The majority of the dwelling units in Galesburg, both owner occupied and rented, are old, and little new development is currently taking place to add new units. As housing ages, deterioration tends to occur as a result of normal and continuous use and the impacts of time, temperature, and moisture. These effects have become apparent in Galesburg, as described below.

Existing Neighborhood Conditions

The 1967 Comprehensive Plan identified eight neighborhoods in Galesburg in which the housing stock was deteriorating. Each such area was found to contain numerous deteriorated structures and was characterized by other problems such as limited access, poor maintenance, drainage issues, inadequate floor sizes, and lack of recreational facilities. All of the areas were recommended for partial or complete clearance, followed by redevelopment to residential or industrial use.

By the late 1990s, many of these neighborhoods remain substandard. In addition, new areas (largely surrounding the downtown area) have become problematic, as identified during the land use survey and the listening session conducted in December, 1997. A total of nineteen areas are now considered worthy of attention.

While interior inspections are beyond the scope of this analysis, exterior conditions are generally indicative of interior circumstances. Conditions which indicate deterioration include: open cracks in the foundation; a pattern of broken or missing siding; missing or unusable steps or doors; broken or boarded up windows; missing soffit or fascia; and missing or damaged roofing materials. In some cases,



Carl Sandburg Visitors Center in Galesburg



Deteriorated Housing in a Surveyed Neighborhood

these conditions are exacerbated by debris on porches and in yards.

Figure 11 illustrates the neighborhoods and indicates the number and proportion of residential structures in each area which are in need of exterior repair. Significant numbers of units in many of these neighborhoods are deteriorated. With the exception of the area bounded by Walsh, Morton, Fremont and Bateman, the neighborhoods identified in the 1967 Comprehensive Plan have continued to decline. In some cases, the proportion of structures which are deteriorated has fallen, but this may be primarily due to demolition of structures since the 1967 survey. Several new troubled areas have also emerged. The widespread deterioration impairs the value of adjacent homes and businesses and places the safety of residents at risk.

Outside of the nineteen areas of specific concern, there is a visible trend in the

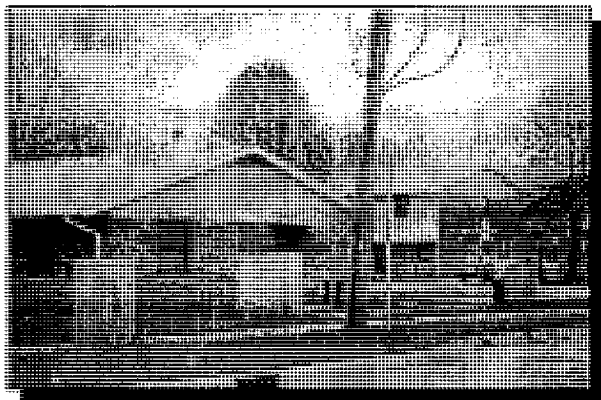
remainder of Galesburg's housing stock. In general, the majority of residential structures north of Losey Street are in good condition. South of Losey Street, deterioration is much more evident and is distributed on a majority of blocks.

On the positive side, Galesburg contains both a local and a national historic district. These districts are also shown in Figure 11 in cases where rehabilitation efforts are required, regulation of the historic designation may affect or restrict activities. However, the designation itself may encourage continued maintenance by owners who take pride in the historic resource.

Housing Authority

In addition to the privately owned housing stock in Galesburg, the Knox County Housing Authority operates public housing facilities. Moon Towers contains 190 units for elderly and handicapped citizens. One hundred ninety-two (192) family units are scattered throughout the City on three sites. In addition, there are 51 Housing Authority units located in Abingdon. Demand for Housing Authority units is especially strong at this time, due in part to the inadequate supply and rising cost of rental property throughout the County.

The Housing Authority also facilitates the local Section 8 program, through which applicants rent units in privately owned buildings at subsidized rates. Tenants locate units which



Knox County Housing Authority Family Housing



Moon Towers

rent below a certain rate, called the Fair Market Rent (FMR). The FMR is set as a percentage of the median rent in the community, as determined by the most recent Census of Population (1990). However, normal inflationary forces since 1990, combined with a tight rental market that has pushed rents further upward, have made it increasingly difficult to locate units which rent below the FMR. As a result, fewer residents are successfully placed through the Section 8 program. This has increased demand for the family units operated by the Housing Authority.

The tight market for Housing Authority units and the concurrent demand for private housing (through Section 8 and otherwise), reinforces the need for rehabilitation and maintenance of private housing in Galesburg.

Recommendations

The recognition of the widespread deterioration within the housing stock must be followed by actions to ameliorate such conditions. A variety of strategies can be used to improve the quality of homes.

Owner Occupation

The single most important step to improving the quality of housing is to increase home ownership. A neighborhood with a high renter population tends to lack stability. Tenants stay only a few years, are less active in community affairs, and do not gain in a financial sense by improving their living space.

By contrast, owners have a long term stake in their community. Because of this stake, owners are more likely to participate in community affairs. Improvements to their living space increases the value of their investment. An increase in the number of owners helps to stabilize the population, as families remain rather than moving after short term stays. In addition, the school district

benefits from an increase in ownership, since the number of transient students is reduced.

Programs which encourage seniors to remain in their homes can also provide stability in the neighborhood. Examples of such programs include low interest loans for home repair and for improvements to handicapped access.

Community Efforts

A combination of educational/training programs, rehabilitation projects, and loan programs could improve the quality of the residential base and energize the community at the same time. These efforts can be managed or organized by the Carver Community Action Agency, an established community organization serving Knox County, or by other local community groups.

Educational programs, run from a neighborhood resource center or local school, would give renters a knowledge of available programs, the process of filling out loan applications, the importance of establishing good credit, and the costs associated with home ownership.

A Resource Center or other local organization could establish a series of self help or skills sharing programs. This would include a list of residents with skills in home improvement, video tapes and books on home repair and maintenance, and a "library" of tools available for borrowing or renting at a nominal fee.

Skilled neighbors might provide assistance in improvement projects in exchange for other services (baby-sitting, yard work etc.) rather than money. A relationship could be established with local hardware/home improvement centers such as Lowes to provide materials to the resource center at discounted rates.

Training programs, run either by the local high school or community college in conjunction with local unions, can perform needed home

improvements which the owner cannot afford. Local apprentices can learn their trade and increase their employment prospects while improving their neighborhood.

Volunteer organizations should be encouraged to rehabilitate abandoned or severely deteriorated buildings, and to construct new housing on vacant lots within existing neighborhoods. Such organizations provide opportunities for local residents to come together and assist in improvements to their community, and have proven successful in Knox County already. For example, the local Christmas-in-April program has successfully rehabilitated several homes in Galesburg. Habitat for Humanity of Knox County focuses on construction of new affordable homes. Twelve have been constructed so far, including nine in Galesburg, and eight more are planned by the end of the year 2000.

Finally, local utilities and fire departments could be encouraged to provide assistance with weather proofing of homes and reducing the risk of electrical fires to both owners and renters.

Outside Sources of Funding

Financial assistance is imperative to encourage maintenance and rehabilitation of residential structures. There are several potential sources, both public and private.

The City of Galesburg does not currently administer any housing rehabilitation programs. This has occurred in part because the City prefers to secure outside funding rather than increase internal expenditures, and because such funds have historically been difficult to secure.

The Illinois Department of Commerce and Community Affairs (DCCA) is one potential funding source. The Community Development Assistance Program (CDAP) is a federally-funded program administered by DCCA. CDAP provides grants to local governments to

assist them in financing economic development projects, public facilities, and housing rehabilitation. Local governments may request funds up to \$400,000 to provide safe and sanitary living conditions for low to moderate income residents. The grants can be used to upgrade and expand upon the housing stock.

Two factors have historically prevented Galesburg from pursuing CDAP funds. DCCA requires that housing programs use new staff for enforcement of new housing programs, rather than existing personnel. The City has historically been hesitant to allocate scarce funds to new positions. As the economy improves, however, this issue may be less of a concern. Further, DCCA funds are allocated on a competitive basis. Communities are partially judged based on successful past programs, yet Galesburg has no such experience thus far. This catch-22 situation can only be remedied by beginning to gain such experience.

In this light, the City should begin to actively seek state funding, including a combination of such sources. CDAP funds require that 25% of program costs be matched by local sources. The Illinois Housing Development Authority (IHDA) administers the Housing Trust Fund, which could be used as part or all of the 25% local contribution.

In order to effectively compete for these funding sources, the City must begin preparing application materials. Door to door surveys are required to determine those locations which are characterized by homes in need of rehabilitation, which are owned by persons of low or moderate income. A good starting point for this effort would be those neighborhoods identified in Figure 11. This demonstration of need must be supplemented by a presentation of project readiness, meaning that all administrative and technical issues are considered in advance of the application process.

Private sources of funding should also be explored. Local banks must commit money to their community in order to fulfil Community Reinvestment Act requirements. The City should encourage the banks to channel some of these funds into programs to improve housing. Banks could provide rehabilitation loans to apartment owners and homeowners. A Community Development Commission (CDC) created by a consortium of local banks could acquire residential structures which are currently being rented. Such structures could be turned into condominiums and sold back to the tenants, or other local renters. Banks should also be encouraged to run first time home buyer programs, providing both technical assistance and low interest loans.

Redevelopment

In some cases, existing housing may be deteriorated beyond reasonable repair, and redevelopment may be an appropriate strategy. Such efforts would logically begin in those neighborhoods in which more than 25% of the structures are deteriorated (see Figure 11).

Initially, if particularly problematic housing is identified, the City and community groups can educate and encourage owners about rehabilitation and the local programs which are available to assist in this process. If no action is taken by the property owners, either the City or a community agency may consider acquiring the property. This can be accomplished through tax liens if taxes are delinquent, or through condemnation where appropriate.

Once a problematic property is acquired, an appropriate infill use should be determined based on the Future Land Use Plan. Decayed structures can be demolished, and community agencies can be tapped to build new housing. Effective marketing of these new homes is particularly critical. Alternatively, where properties are adjacent to owner-occupied housing units, vacant lots may be made

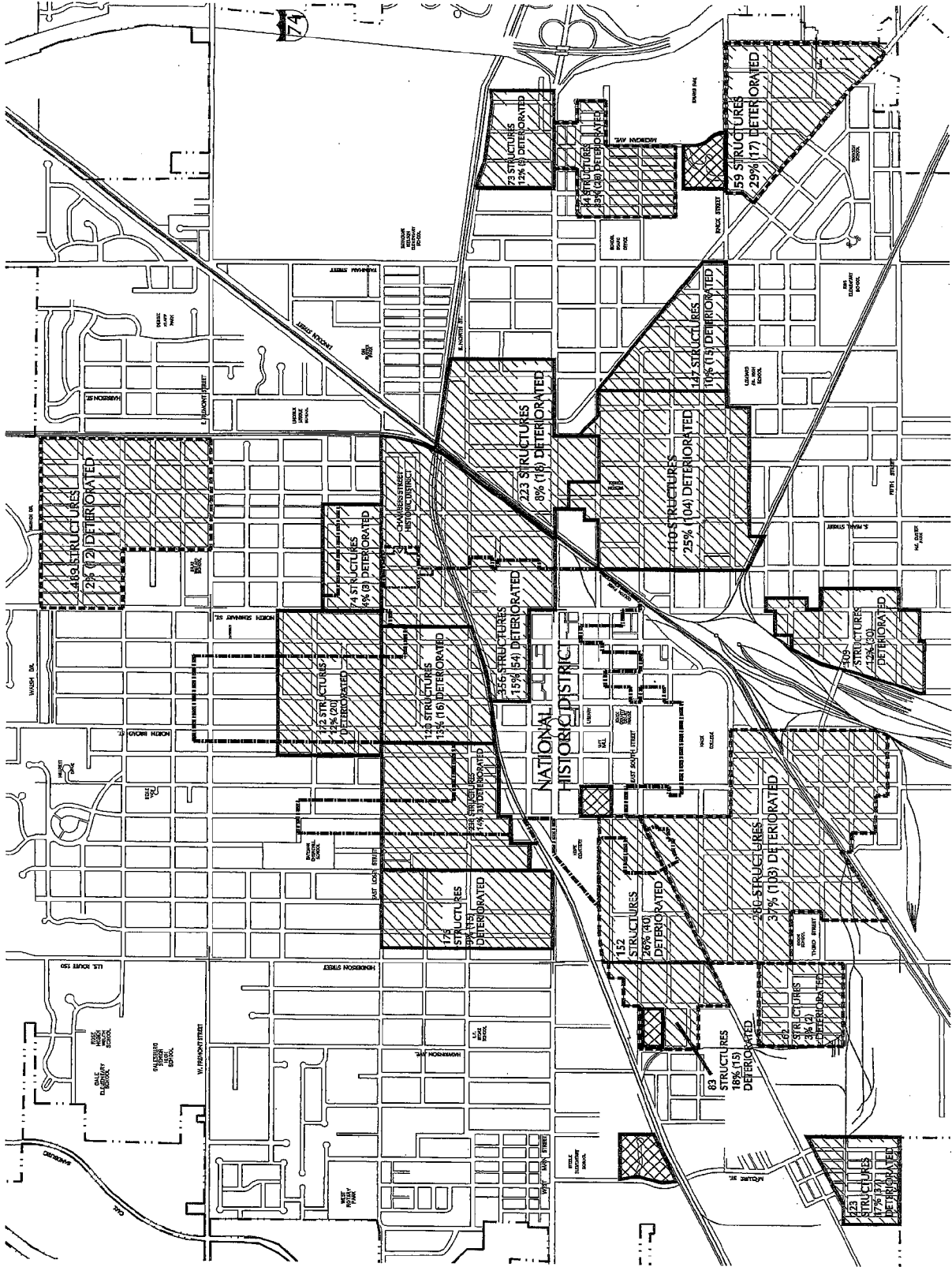
available for below-market purchase by the owners of those adjacent properties.

A combination of these efforts by government and community groups, supported by a variety of funding sources, can begin to bring about the successful rehabilitation of the housing stock in Galesburg.

FIGURE 11

CITY OF GALESBURG ILLINOIS

HOUSING ISSUES



LEGEND



NEIGHBORHOODS
IN STUDY



NEIGHBORHOODS ALSO
INCLUDED FROM THE
1967 SURVEY



HOUSING AUTHORITY
SITES



NATIONAL HISTORIC
DISTRICT



CHAMBERS STREET
HISTORIC DISTRICT



0 500' 1000' 1500'



TESKA
ASSOCIATES
INC.

March 17, 1969

COMMUNITY FACILITIES

The amount and quality of community facilities affects the desirability of Galesburg and Knox County as places to live and work. This section explores the current state of community facilities and identifies areas for action and improvements suggested to support existing and future development. Parks, schools, libraries, hospitals, fire stations, and other County and municipal facilities are reviewed.

Parks

The City of Galesburg has an extensive park system which has served the community for many years. Some of the City's larger parks such as Lake Storey Park and Lincoln Park also draw users from other areas of Knox County and the larger western Illinois region.

In 1991-92 the City, with the assistance of a park planning consultant, prepared a Park and Recreation Comprehensive Plan. This plan provided detailed improvement recommendations for each of the City's twenty park sites. This plan is being updated simultaneously with this Comprehensive Plan to insure consistency and to reflect changes in the park system since the existing Park and Recreation Plan was developed. Recent park developments include:

- Dedication of 14.0 acre Jason Wessels Park along Walsh Avenue
- Acquisition of 0.2 acre Arlington Park in downtown at the corner of Seminary Street and South Street
- Constructed a second lighted ball field at Hawthorne Centre Recreation Complex
- Expanded Kiwanis Park to the northwest and demolished the animal shelter
- Constructed a new zero depth pool and water slide at Lakeside Recreation Centre and refurbished the concession stand and bath house

- Converted indoor tennis courts at Lakeside Recreation Centre to multi-use courts
- Expanded hiking/biking path system, added a new fishing pier and installed an additional backstop at Lake Storey Park
- Added new playground equipment at Lake Storey Campground.
- Added new playground equipment and installed two new picnic shelters at Lincoln Park
- Constructed a "roller blade" rink at Optimist Park
- Constructed a gazebo in the center of Standish Park

Proposed new park sites are illustrated on the community facilities plan. These sites are based on provision of neighborhood park service to areas planned for future residential growth. No additional community park sites are currently proposed.

Outside of Galesburg, park and recreational facilities are somewhat limited. Three private lakes provide recreational opportunities to their members. Lake Bracken is located south of Galesburg. Lake Rice is adjacent to the Soangetaha Country Club just east of Galesburg. Spoon Lake is within the Oak Run development. Another private facility is the Green Oaks environmental center located east of Oak Run and south of Victoria. This facility is owned and operated by Knox College.

Small public parks are found in most of the larger communities within Knox County. The State of Illinois also operates Snake Den Hollow Fish & Wildlife Area just south of Victoria. This facility appears to be somewhat underutilized. Given the availability of this State facility and little desire for additional recreational opportunities noted in the citizens survey conducted as a part of this Comprehensive Plan, no additional large regional parks are proposed in Knox County.

FIGURE 12

CITY OF GALESBURG ILLINOIS

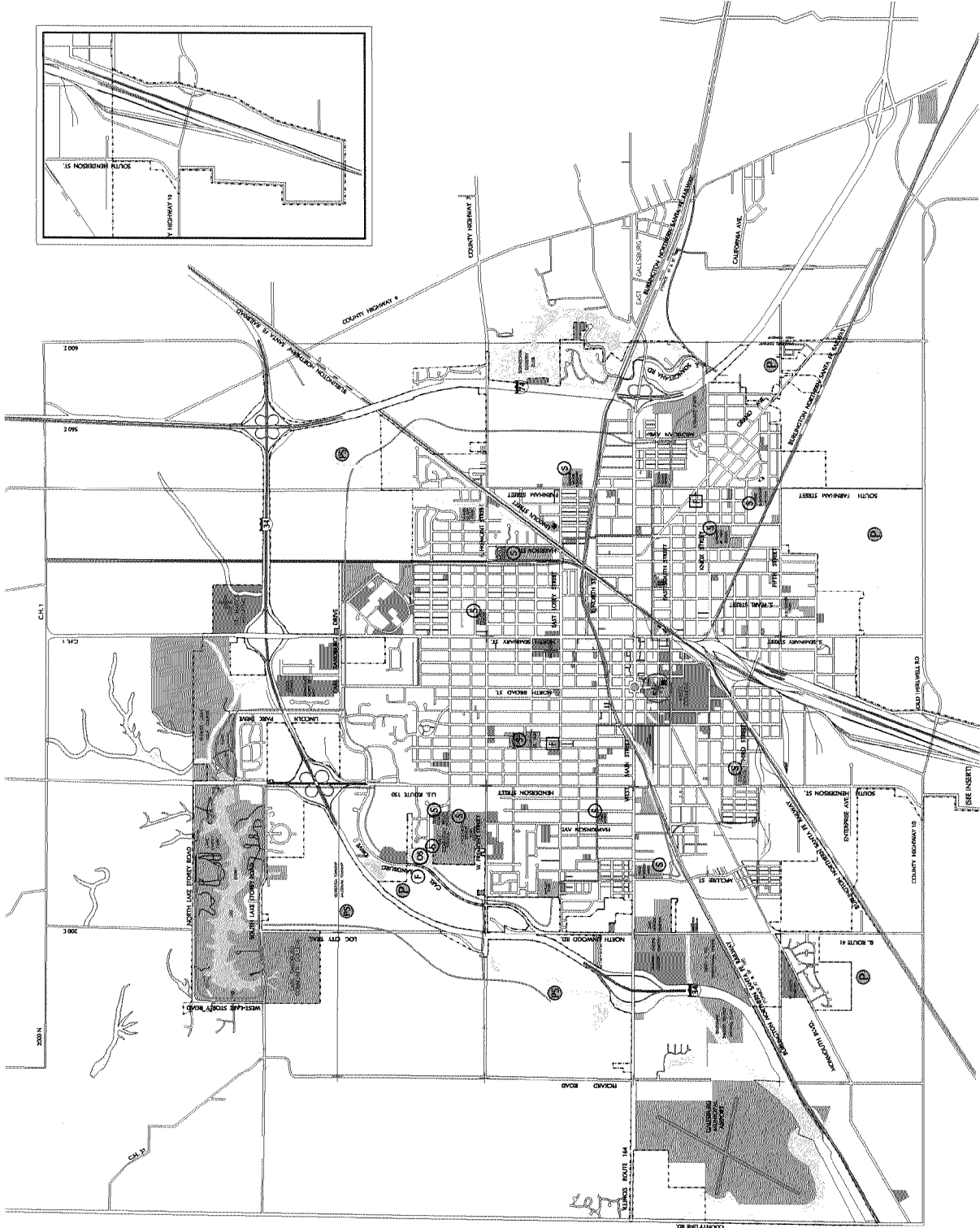
COMMUNITY FACILITIES

LEGEND

- Proposed Park
- Proposed Park and School
- Existing School
- Hospital
- Existing Fire Station
- Proposed Fire Station
- Civic Core:
 - City Hall
 - County Courthouse
 - Library
 - Central Fire Station
- Proposed Trail System
- Proposed Open Space
- Open Space
- Park
- Public
- Private Institutional



0 100' 200' 300'
April, 1999



Schools

The quality of local schools is critical to the success and sustainability of a community. School caliber is a primary factor in the minds of prospective residents. The quality of education affects the competitiveness of the local workforce and the region. This subsection identifies required improvements to school facilities.

County School Districts

Knox County is divided into a number of school districts, as shown in Figure 13. By far, the largest district is #205 (Galesburg), whose enrollment exceeds 5,000 students. District #202 (Knoxville), is the next largest, with an annual enrollment of approximately 1,200 students.

All districts are well regarded, especially districts #208 (ROWVA), #202 (Knoxville), and #205 (Galesburg). ROWVA schools are located in Oneida, and are a major asset to the community. Knoxville's school district is considered desirable, and is cited by real estate agents as one reason for the strong real estate market in Knoxville. Galesburg also enjoys a strong reputation. These reputations are linked to high performance by students, as shown by the School Report Cards issued by the State of Illinois Board of Education. Knox County schools scored higher than state averages on numerous math, reading, and ACT tests.

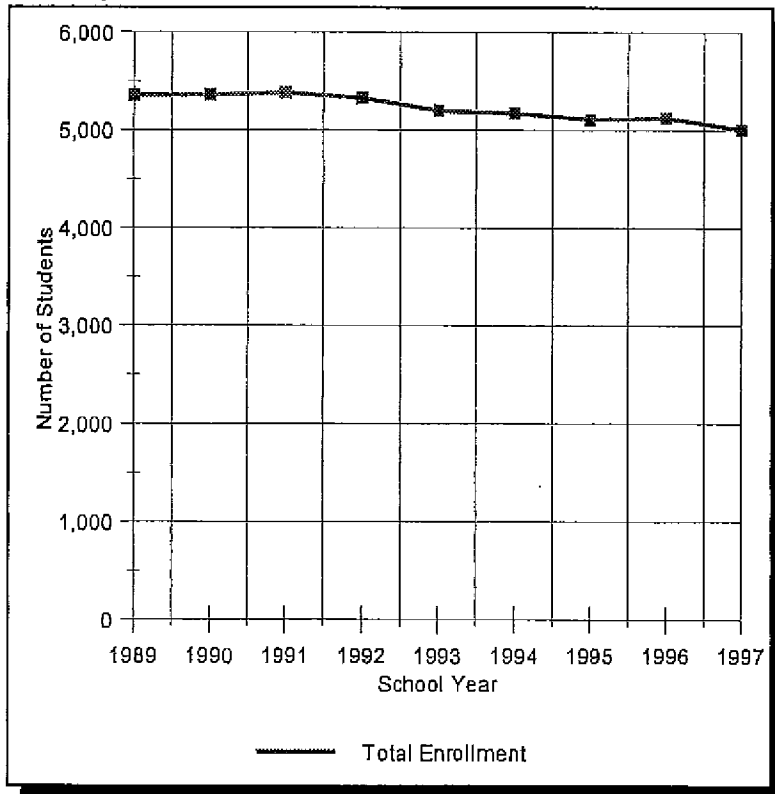
In general, the district boundaries are drawn in order to divide students and resources in an equitable and efficient manner. However, the Oak Run development is partitioned among three separate districts. Originally designed as a resort community, Oak Run has become a primary

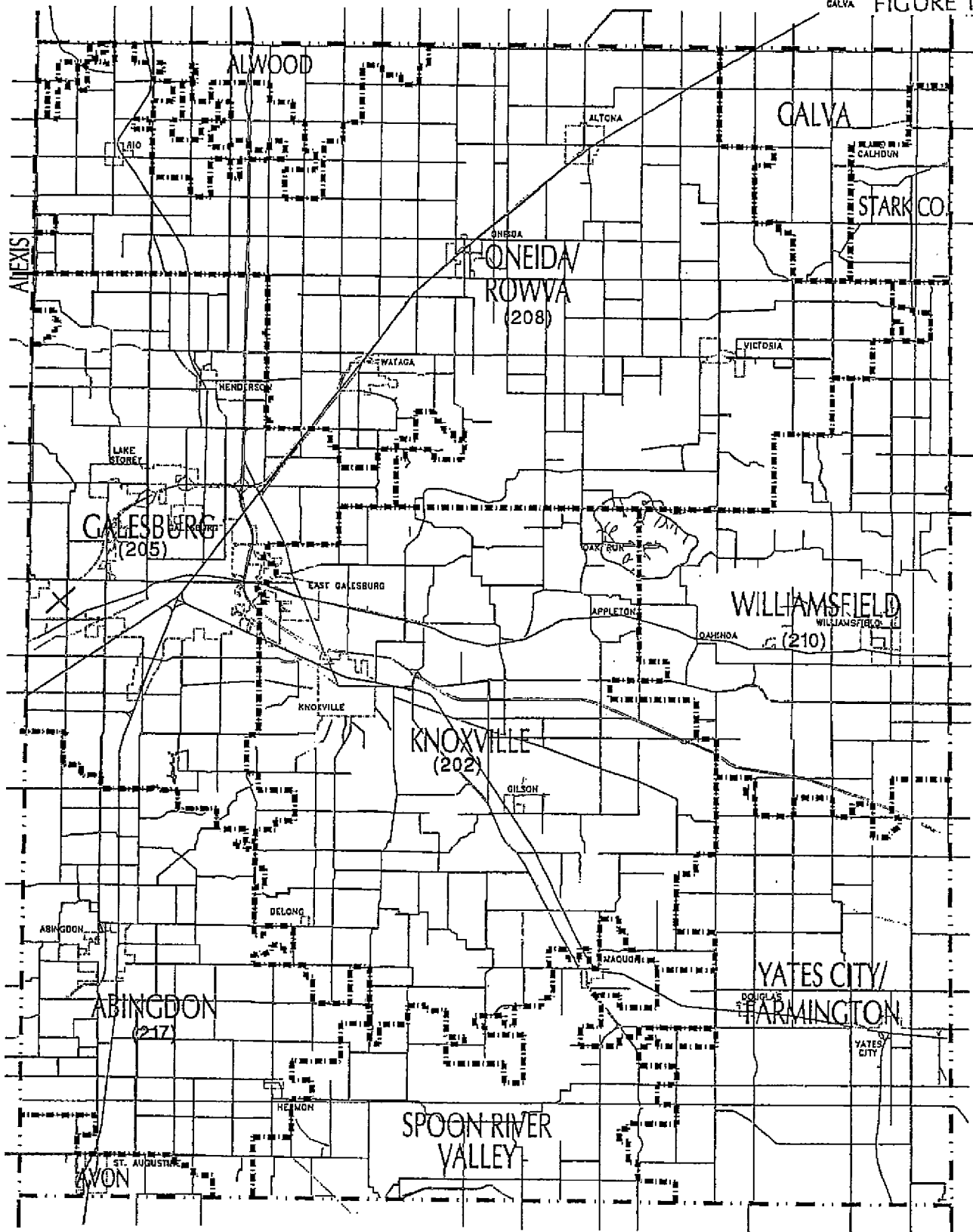
home for several hundred households. The artificial division of Oak Run schoolchildren means that some students may attend different schools than their neighbors down the street. This situation also increases school costs by requiring three districts to extend bus routes to the area. Districts #208 (ROWVA), #202 (Knoxville), and #210 (Williamsfield), should begin negotiations to ensure a logical distribution of students, and ideally, allow all Oak Run students to attend the same district.

Galesburg School District

The Galesburg school system is the largest in the County, with an average enrollment of more than 5,000 students in all grades. The last decade has seen a slow but steady decline in enrollment. However, this decline is now beginning to stabilize, and the school district anticipates that enrollment will eventually climb again. This growth is expected as a local reflection of state and national demographic trends. District officials also expect increased enrollment arising from future residential development in Galesburg.

Galesburg School Enrollment Trend





Legend

----- SCHOOL DISTRICT BOUNDARIES

**Knox County
School District Boundaries**

0 3000' 6000' 12000'
December 15, 1998



TESKA
ASSOCIATES
INC.

Possibly as a result of the recent declines in enrollment, Galesburg schools have smaller classroom sizes as compared to state averages. During the 1995-96 school year, for example, the average class in Illinois contained 22.5 students, while the average Galesburg class contained 19.9 students. Similarly, Galesburg has a lower pupil to teacher ratio (17.5 pupils per teacher in the 1995-96 school year) as compared to the state average that year of 18.7 pupils per teacher. Students in Galesburg may receive more individualized attention as a result of smaller class sizes.

The Galesburg school system also differs from state norms in other respects. While 34.9% of students across the state are from low income families, 36.0% of Galesburg students are low income (in the 1995-96 school year). Galesburg has slightly more low income children than the state norm, which may affect demand for programs such as subsidized lunches.

Finally, Galesburg has historically had a higher student mobility rate than the statewide average (21.7% versus 18.8% in the 1995-96 school year). Higher mobility means that students change schools more frequently. This disrupts the continuity of education for individuals, and may make teaching more difficult given the greater numbers of transient students.

Although enrollment has fallen in recent years, physical facilities are currently operating at full capacity. Excess space has been absorbed by programs serving gifted and special education students, new computer labs, and other recent innovations. As a result of this situation, the school district has retained a consultant to undertake a facilities study to determine the best ways by which capacity can be increased. Options include renovation of vacant schools owned by the district, expansion of existing schools, or construction of new schools.

Should new schools prove necessary or desirable, they should be located in areas of

potential residential growth. Elementary schools should generally be within a half-mile walking distance of residences to be served. Further, schools best serve their neighborhoods by combining school and park facilities in a unified site. This also permits the sharing of development and maintenance costs between the City and the school district, for an efficient use of tax dollars. Three general locations for park and school sites are shown in Figure 12, in areas where residential development is anticipated.

Libraries

The Galesburg library is the primary library serving Galesburg, unincorporated areas of Knox County, and nearby small communities. In addition, Altona, Abingdon, Gilson, Knoxville, Maquon, Oneida, Victoria, Williamsfield, and Yates City have local libraries to serve the residents of those communities.

The Galesburg library has one branch located downtown. In 1997, there were over 24,000 registered borrowers living in the City of Galesburg. An additional 5,600 non-residents also borrowed material from the library, including families from other parts of Knox County, and students at Knox and Carl Sandburg Colleges.

An addition was recently completed to the Galesburg library, and the newly expanded structure is expected to serve demand for the immediate future. Collection development is the next priority of the library, rather than physical capacity increases.

Hospitals

Galesburg and Knox County are served by two hospitals, Galesburg Cottage Hospital and OSF St. Mary Medical Center. Both are located in Galesburg and are significant assets to the community, both by serving the health care

needs of residents and as employment generators.

Galesburg Cottage Hospital is located north of downtown at East Losey Street and North Seminary Street. This location, while central to city residents, is constrained by adjacent development that prevents any large scale expansion. Fortunately, in-patient facilities are sufficient to serve anticipated future requirements. Additional medical office space is needed, however. A proposed medical office building, to be located north of the main hospital, should address this need. In addition, in recent years the hospital has acquired property immediately to the west of the site for parking areas.

To unify the hospital and the proposed medical office building into an integrated campus, North Kellogg Street could be closed between East Losey and East Mary Street. This could provide needed green/open space in the area while also improving pedestrian circulation. Given the grid system in Galesburg, closure of this section of road is worthy of consideration. At a minimum, measures to reduce traffic along Kellogg would enhance the safety and efficiency of the hospital area.

In contrast to the developed setting of Cottage Hospital, St Mary's is located on a large site at U.S. Highway 34 and North Seminary Street. This site offers excellent accessibility as well as ample room for expansion.

Beyond physical facilities, both hospitals may expand community related services in the future. In 1997, the University of Illinois College of Medicine at Rockford and Health Systems Research prepared The Healthy Communities Project report. This report identifies numerous health issues of concern to residents and health officials in Knox County. Most issues deal with the need for increased provision of community health services.

One key recommendation of the report is the establishment of a low income clinic. Such a clinic would be designed to reach residents who cannot otherwise afford proper health care, and who are often forced to use emergency rooms inappropriately as a result. A low income clinic should be located in an area with good transportation linkages. Accessibility by public transit is especially important, since many low income persons rely on this form of transportation.

Fire Department Facilities

The Galesburg fire department currently faces two critical issues: the opportunity to relocate one station to improve the overall coverage of the City; and the problem of serving an area isolated by at-grade railways.

Fire Station Relocation

Public safety demands that fire protection facilities be located where they can serve the greatest area with the quickest response time. However, anticipated development patterns should also affect the siting of capital facilities such as fire stations.

The Maple Avenue station, one of three in Galesburg at the present time, is old and obsolete. In addition, the service area of the Maple Avenue location has considerable overlap with that of the downtown station. In 1998, LZT Associates, Inc. presented the City of Galesburg with the report Master Planning for the Replacement of the Maple Avenue Fire Station. As this report outlines, there are several alternative locations for a new fire station to replace Maple Avenue.

In order to immediately improve short run response times in the City, a new fire station could be located in the vicinity of Hawthorne Center. However, the anticipated pattern of development in Galesburg makes this option less desirable in the long run.

With respect to long term planning considerations, the best location for a new station is somewhere along Carl Sandburg Drive, between West Fremont Street and Henderson Street. As shown in the Future Land Use Plan, extensive commercial development is anticipated to occur in the northwest quadrant of the City and would be well served by a new fire station at this site. In addition, new industrial areas in the southwest quadrant of the City would benefit from easy accessibility to this location via Linwood Road.

Fire department headquarters are located in the downtown fire station. As development continues to occur in and around Galesburg, two other stations may be required: one in the vicinity of Hawthorne Centre, and one along Monmouth Boulevard. The Hawthorne Centre area location would serve new development in the northeast corner of the City, while the Monmouth Boulevard site would serve primarily new industrial development in the southern portion of Galesburg. The need for these additional sites is not likely within the 20 year time frame of this Comprehensive Plan.

Accessibility Around Railroads

The second issue facing the fire department is the poor accessibility to the area located southeast of the Burlington Northern line. The majority of the crossings of the Burlington Northern are located at-grade, meaning that railroad traffic can significantly affect response times to this area. Construction of an under or overpass on West Street would eliminate the conflict, but would be costly. Alternatively, if the quadrant system of station location is adopted, a new southwestern station could be located on South Henderson Street south of the Burlington Northern line.

Other County Facilities

Most Knox County facilities are located in downtown Galesburg, in a strong civic core

that is also home to Knox College and municipal facilities. This civic complex is a significant asset to the City as a central focus for residents and visitors. As such, the siting of County as well as city services should strive to maintain the strength of this core area.

The County is currently well served by the historic court house and highway department facilities. However, there are current capacity issues at the existing jail and some deficiencies in administrative space which should be addressed in the near future. Long range plans are also needed for the County's Knoxville nursing home site.

Jail Expansion

The downtown jail, shared with the City of Galesburg, is currently operating above capacity. Expansion is required, and several general locations are possible. Due to the success of the partnership in the past, any expanded or relocated site will probably continue to be shared with the City of Galesburg. Such cooperation takes advantage of economies of scale. For this reason, any new site should be located in or in very close proximity to Galesburg.

A downtown location would benefit from centrality and proximity to the County Courthouse. Current plans are to expand at the existing location. If expansion in the current location is determined to be inappropriate, there are also properties not currently owned by the City or County which are worthy of consideration. Specifically, the Main Street/ Downtown Plan contained in this Comprehensive Plan suggests redevelopment of the area lying north of West Main Street and west of North Broad Street. A new jail may serve as the anchor to development of this sector of downtown.

Appropriate architecture and security for an expansion of the existing facility or a new facility within downtown will be important. The facility should have an appealing facade

facilities have been adapted to their current use, and are not ideally suited for County needs.

In the long term, County administrative offices should be consolidated into one central facility to facilitate internal communication and to simplify interaction with County residents. This centralized County office building would present a much better image to the public of County government than the scattered locations which currently exist. This office building should be in downtown Galesburg, possibly on the site of the existing County Annex Building and Farmers Market.

County Nursing Home

Knox County operates a nursing home on a large site in Knoxville, near County Highway 9 and Interstate 74. The nursing home facilities currently consume only a small portion of the property. The excess property may be useful for other County facilities, or sold or leased for other compatible uses. The County should develop a master plan to examine alternative uses for the balance of the site, which benefits both from its large size and an accessible location.

Galesburg Municipal Facilities

The City of Galesburg is currently well served, both in terms of location and capacity, by existing municipal facilities. The major exception to this situation is the jail, discussed in the previous subsection.

Galesburg recently constructed a new city hall in the downtown area. This facility is well equipped to handle present and future administrative needs.

The municipal public works garage is located at Main and Henderson Streets, in a relatively central location. However, the current site lacks space for expansion and enhanced road salt storage. The Electrical Division is currently located on South Cherry Street, in the lower level of the former City Hall and it also lacks adequate garage and storage facilities. The Park Division operates their maintenance activities out of a garage in Lincoln Park on the far northern edge of town. Ideally, these three operations could be combined in one central location which would also provide room for expansion when needed.

The existing municipal Public Works facility is currently land locked and any expansion would be difficult and expensive. Development of a new or reuse of an existing 10 to 20 acre facility for the Street, Electrical and Park Division is recommended. A second option would be to combine the Street and Electrical Divisions at one location and relocate the Park Division to the existing maintenance facility at Hawthorne Centre. Even with such a relocation, the Water Division would remain at the existing location, given the extensive infrastructure already in place for their operations.

COUNTY HIGHWAY 10 CORRIDOR PLAN

The County Highway 10 Corridor is located immediately south of the City of Galesburg. This 7.5 mile corridor runs from County Highway 9 and the interchange with Interstate 74 on the east to County Line Road on the west. The majority of land within this corridor is in unincorporated Knox County. The two areas which have been annexed into neighboring communities include the extensive Burlington/Sante Fe rail yard in the central portion of the corridor which is within the Galesburg municipal boundary, and several parcels at the Interstate 74 interchange which have been annexed into Knoxville.

The existing land use pattern is as follows:

1. The western portion of the corridor is almost exclusively agricultural, with a few farmsteads located west of Route 41.
2. Two industrial/commercial businesses are located on the south side of County Highway 10 between Route 41 and South Henderson Street. In addition to these developments, considerable acreage on the north side of County Highway 10 has been zoned for industrial use between Route 41 and the rail yard.
3. The Burlington/Santa Fe rail yard dominates the central portion of the corridor, with County Highway 10 passing over the rail yard on a nearly mile long bridge.
4. Agricultural use again dominates between the rail yard and U.S. Highway 150 (Grand Avenue). However, all of the property on the north side of County Highway 10 in this area is currently zoned for Rural Residential use in the County.
5. A clustering of highway oriented commercial uses exists at the intersection of County Highway 10 and U.S. Highway

150, and again at the intersection of County Highway 9 and Interstate 74. These uses include gas stations with convenience stores, hotels, and fast food restaurants.

6. Gates Rubber operates a large industrial facility just west of U.S. Highway 150, north of County Highway 10 along the Burlington Northern SantaFe Railway line.
7. The Knox County Fair Grounds are located at the far eastern end of the County Highway 10 Corridor on the outskirts of Knoxville.

GOALS

The following goals have been established to guide future development efforts within the County Highway 10 Corridor:

Industrial Development - Continued expansion of industrial businesses on the south side of Galesburg and west of the Burlington/Santa Fe rail yard and along Interstate 74.

Land Use Transitions - This corridor serves as the southern gateway into Galesburg, and is proposed for a variety of land uses including industrial, residential, commercial and agricultural. Through careful planning and design, these varied uses should be integrated.

TRANSPORTATION ISSUES

County Highway 10 is well designed to handle current volumes of traffic, which averaged between 4,000 and 6,000 vehicles per day in 1997. This traffic volume is up approximately 1,000 vehicles per day over 1992 traffic counts.

Several recommendations are provided to help accommodate additional traffic anticipated by future industrial development.

1. Develop new industrial collector roadway parallel to Interstate 74, approximately midway between the Burlington Northern Railroad and the Interstate. This roadway would intersect with County Highway 10 approximately ½ mile west of County Highway 9, and would connect with Grand Avenue/U.S. Highway 150 near the Galesburg Township/Knox Township boundary.
2. Limit driveway openings onto County Highway 10. Access points should be spaced a minimum of 1/4 mile (1,320') apart.
3. Driveways should be aligned across County Highway 10 or offset by a minimum of 650'.
4. A minimum right-of-way of 120' should be reserved for future roadway expansion. Such right-of-way should be dedicated to the County as properties are platted along the roadway. Some additional right-of-way may also be required to accommodate turn lanes at major intersections such as with IL Route 41 and U.S. Highway 150.

USE DISTRICTS

From a land use perspective, the County Highway 10 Corridor can be divided into three distinct zones as follows:

Western Industrial

Although primarily agricultural at the present time, the area west of the Burlington/Santa Fe rail yard is planned for predominately industrial use. This area serves as a natural extension of the existing concentrated industrial development on the southwest side of Galesburg. One area west of IL Route 41 and east of Pickard Road has been reserved for future residential development. This future residential area will provide opportunities for housing in close proximity to future employment areas, and will serve as a

continuation of the residential use already existing at the southwest corner of Monmouth Boulevard and Route 41 (the manufactured home subdivision). A new neighborhood park should also be provided to serve this future residential area. The park should be centrally located for easy pedestrian access.

Central Rural Transition

The central portion of the corridor, between the rail yard and U.S. Highway 150, is also predominately agricultural at this time. As Galesburg continues to grow to the south, additional commercial development is anticipated at major intersections such as at Seminary Street and Farnham Street. This neighborhood level commercial development will serve residents on the south side of Galesburg, as well as future employees working at businesses in the western portion of the County Highway 10 Corridor.

While there may ultimately be demand for non-agricultural development within this section of the corridor, it is recommended that the majority of this sector continue in agricultural use for the life of this plan. While sanitary sewer service is limited throughout the County Highway 10 Corridor, this central section will be the most difficult to serve given the distance from existing sewer mains. Conversion of this area to non-agricultural use should only occur when other areas closer in to Galesburg and Knoxville are fully developed. The area illustrated for industrial use at the southeast corner of County Highway 10 and Farnham Street reflects existing zoning.

Eastern Mixed Business

The eastern portion of the County Highway 10 Corridor is characterized by a mix of existing and planned commercial and industrial uses. At major intersections such as with U.S. Highway 150 or County Highway 9, commercial uses are appropriate. The plan assumes the eventual relocation of the existing manufactured home park located between

County Hwy 32 and U.S. Highway 150. As the area develops with industrial uses, this isolated area will become less desirable as a living environment and more desirable for redevelopment for a commercial or industrial use. This plan assumes that market forces, not government actions, will dictate the timing of this change.

A future business park is also proposed between the Burlington Northern Santa Fe Railway and Interstate 74 to take advantage of the excellent access and visibility this area offers prospective businesses.

APPEARANCE ISSUES

As development occurs within this corridor, a number of design guidelines should be followed to improve the overall appearance of this important economic development corridor. These guidelines include:

- Provide directional signs to downtown Galesburg and Knoxville just east of the intersection of County Highway 10 and U.S. Highway 150. In addition, provide directional signs to the Galesburg Industrial Park and to downtown Galesburg prior to the intersection with South Henderson Street.

- Create landscape requirements within the future business park along Interstate 74, including a minimum 75' landscape buffer along the Interstate and a 25' front yard landscape easement.
- Create automobile pull-offs with informational markers which highlight Galesburg's railroad history and current rail yard operations.
- Provide a minimum 50' landscape easement in front of new industrial development along County Highway 10 and at the rear of such development when it backs to future residential areas.

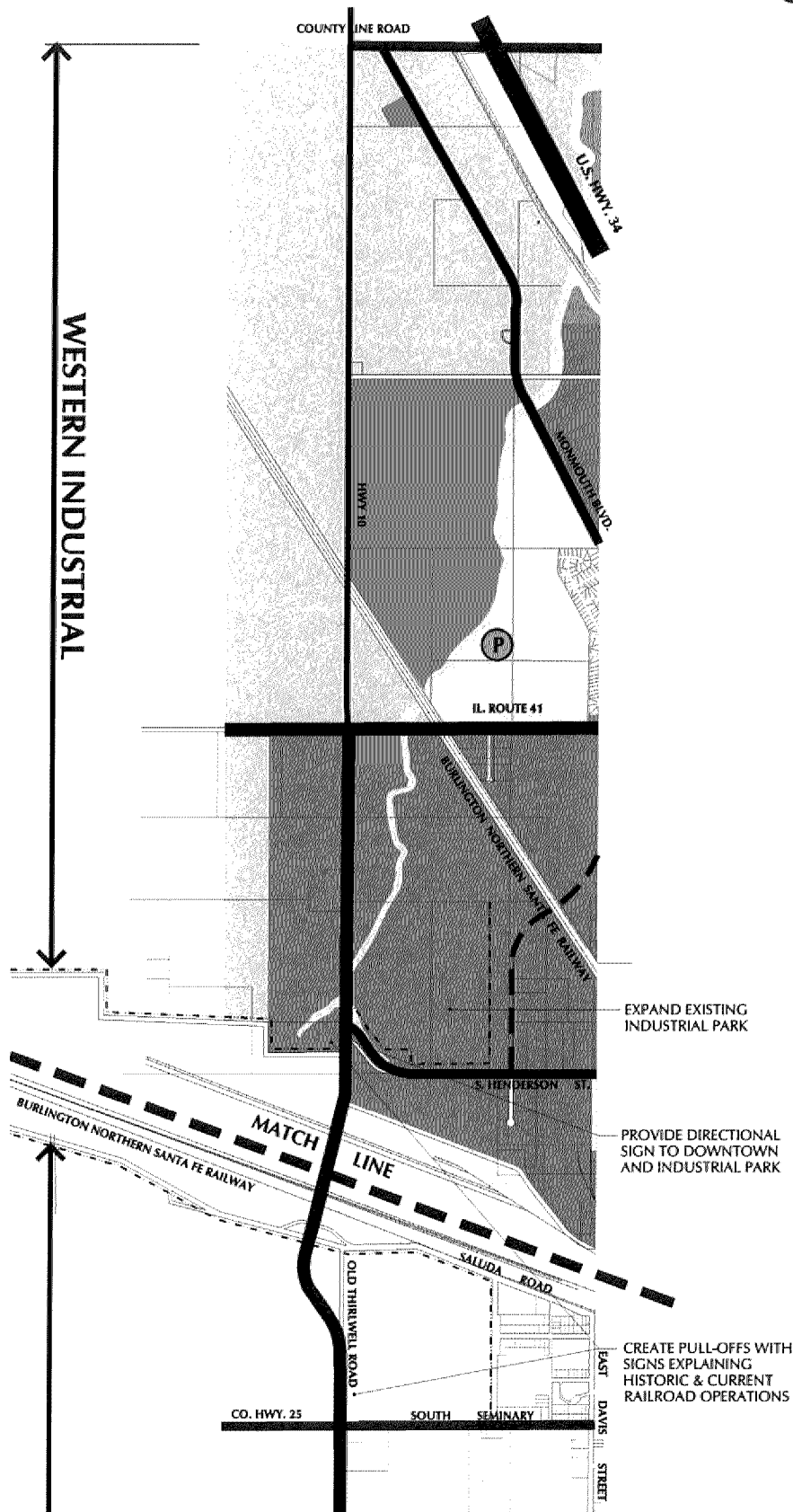
FIGURE 14

County Highway 10 Corridor Plan Galesburg/ Knox Co.

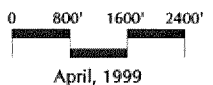
Sheet 1 of 2

LEGEND

- Agriculture
- Future Residential
- Low Density Residential (1 to 3.5 du/ac)
- Medium Density Residential (3.6 to 7.0 du/ac)
- High Density Residential (7.1 to 20.0 du/ac)
- Commercial
- Business Park/ Industrial
- Open Space
- Public Park
- Public
- Private Institutional
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- City Limits
- Proposed Park Site



WESTERN INDUSTRIAL



April, 1999



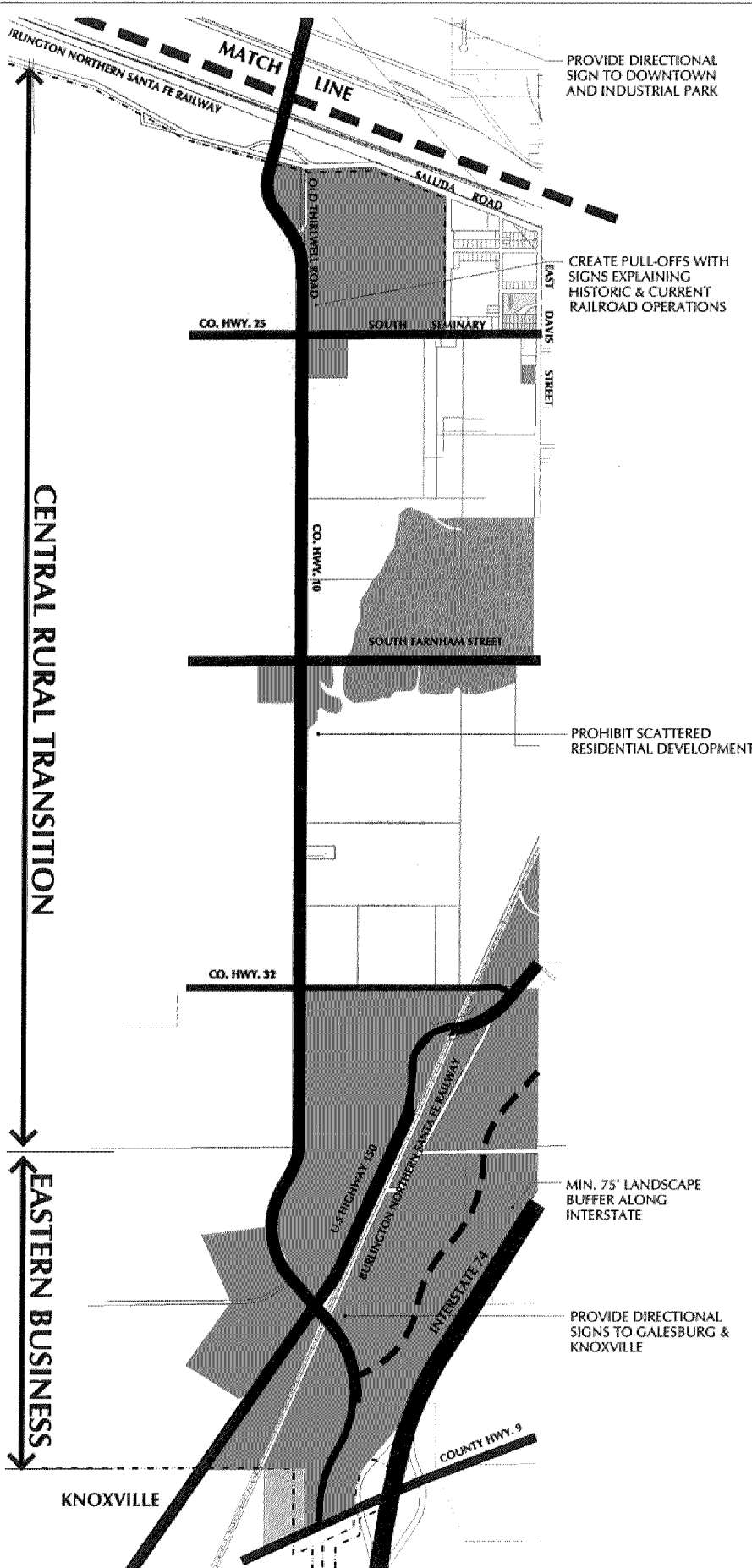
FIGURE 15

County Highway 10 Corridor Plan Galesburg/ Knox Co.

Sheet 2 of 2

LEGEND

- Agriculture
- Future Residential
- Low Density Residential (1 to 3.5 du/ac)
- Medium Density Residential (3.6 to 7.0 du/ac)
- High Density Residential (7.1 to 20.0 du/ac)
- Commercial
- Business Park/ Industrial
- Open Space
- Public Park
- Public
- Private Institutional
- Freeway
- Major Arterial
- Minor Arterial
- Collector
- City Limits
- Proposed Park Site



0 800' 1600' 2400'

Feb. 17, 1999



HENDERSON STREET/ U.S. ROUTE 150 CORRIDOR PLAN

The Henderson Street / Rt. 150 Corridor begins at U.S. Highway 34 and extends south to the intersection of West Main Street. Carl Sandburg Drive runs through the north end of this corridor forming an ideal location for a large variety of commercial land uses. Plans for a major reconstruction of Henderson Street north of Main Street make future land use and transportation decisions very important.

Recommendations in this section of the plan are primarily focused on properties fronting directly onto Henderson Street. However, recommendations do take into consideration the context of surrounding development.

Existing land uses in this corridor include:

- A significant number of fast food and sit-down restaurants within the north half of the corridor.
- Sandburg Mall, with major anchors such as Bergners, Sears, J.C.Penney's, and K-Mart.
- Large retail uses such as Wal-Mart, Lowes, Eagle, and HyVee.
- Specialty stores, both national chains and small privately owned stores.
- A multitude of auto-repair and auto-service stations.
- Small office areas scattered throughout the corridor.
- Scattered multi-family residential areas and pockets of commercial/residential mixed use.

- Other services such as several small medical practices, several banks, and Northgate gym.

GOALS

The following goals have been established to guide future development efforts within the Henderson Street / Rt. 150 Corridor:

Economic Vitality - Maintain and enhance the Henderson Street Corridor as a regional shopping destination.

Appearance - Make Henderson Street a more visually appealing entry into the community, reflective of Galesburg's identity and distinct from other strip business districts.

Housing - Encourage completion of the platted residential area behind Wal-Mart and near Home Boulevard.

Land Use Compatibility - Transition development from higher intensity near U.S. Highway 34 to lower intensity near West Main Street. Provide appropriate landscape buffers between different development types.

TRANSPORTATION ISSUES

Given the intensity of commercial development along Henderson Street, it is no surprise that transportation issues play an important role within this corridor. The Illinois Department of Transportation is currently planning to reconstruct Henderson Street in the 2000-2001 budget year. Highlights of proposed improvements include:

- Widening the roadway to a 5 lane cross-section with a continuous turn lane throughout the study area. This will

allow more immediate access to all properties along Henderson Street

- Remove the grass medians where they currently exist.
- Acquire additional right-of-way where needed to make proposed improvements. In general, little additional right-of-way is needed in the north end of the corridor, while nearly 18' of additional right-of-way will be required on each side (36' total) in some areas between North Street and West Main Street.
- Several residences and businesses will need to be relocated to accommodate the widening.
- Provision of new sidewalks throughout the corridor.

Possible enhancements to the current IDOT plans include:

1. Adding color and texture to the concrete planned for the center lane.
2. Adding enhanced lighting, banners, and other vertical elements.
3. Use of modular retaining wall systems with split-face finish rather than plain concrete walls for enhanced appearance and durability.

LAND USE

The Henderson corridor can be divided into three districts which reflect the overall uses in that area.

Use Districts

Interchange Commercial

At the north end of the Henderson Street Corridor is the Interchange Commercial District. U.S. Highway 34 runs through this

district creating an ideal location for large retail use. This area is one of the most dense commercial areas in the City and contains vacant land both east and west of Henderson Street for continuing development. Land use objectives for this district include:

1. Development of vacant areas to the southeast of the interchange with a variety of uses including commercial and/or office.
2. Completion of the residential development east of Henderson Street along Home Boulevard. Designate areas of open space, a small park, and buffer yards along neighboring commercial areas.

Mixed Commercial / Office

The section of the corridor south of Park View Road and north of West Losey Street falls in the Mixed Commercial/Office district. This district is almost fully developed and contains mainly small-scale commercial mixed with limited residential uses. Office uses are scattered throughout the district. Galesburg High School is located in the northwest section of the district. Objectives for this district include:

1. Redevelopment of vacant buildings.
2. Restoration of older buildings which reflect the character of the area.
3. Redevelopment of target sites for the district.

Transitional Mixed Use

The area between West Losey Street and West Main Street forms the Transitional Mixed Use district. This area contains a large mix of uses including commercial, low and medium density residential, and private institutional. This area is fully developed but has the potential for land use improvements.

Objectives for the Transitional Mixed Use district are:

1. Rehabilitation of deteriorating areas.
2. Redevelopment of vacant buildings.
3. Continued transition from residential use to commercial use

APPEARANCE ISSUES

Landscaping -

This corridor lacks landscaping that is vital in creating a visually pleasing streetscape and in separating land uses. Landscaping objectives include:

1. Addition of more street trees.
2. Use of landscaped parking lot islands.
3. Enforcement of on-site landscaping with requirements for both tree and shrub planting and for landscape maintenance.
4. Creation of buffers between different land uses and in unattractive areas.

Infrastructure -

Objectives for improving the infrastructure along this corridor include:

1. Rehabilitation of pedestrian areas with emphasis on pedestrian safety and accessibility.
2. Addition of sidewalks in areas currently lacking sidewalks such as the west side of Henderson Street near Park View Road.
3. Moving utility lines underground or to rear property lines to improve the visual quality of the streetscape.
4. Reduce curb cuts - combine access points when possible and require cross-access between commercial properties.

5. Improve parking areas to allow for better on-site and off-site traffic flow and to better utilize space.

Signs -

Signage in this corridor is a necessity due to the abundance of commercial uses. However, existing signage is oversized, overused, and unattractive. The following guidelines can help improve clarity and aesthetics of signs:

1. Reduction in the number of signs allowed per business or store.
2. Removal of out-of-date signs and aged signs.
3. Limitations on the size, shape, and location of signs.
4. Use of natural materials, such as wood and stone, on signs in the south half of the corridor.

Design/Other -

Other guidelines that should be considered are:

1. Limitations to the number of colors allowed on a facade.
2. Use of traditional park benches at bus stops and other pedestrian areas.
3. Addition of entrance features to the corridor, particularly as you enter the area from U.S. Highway 34.

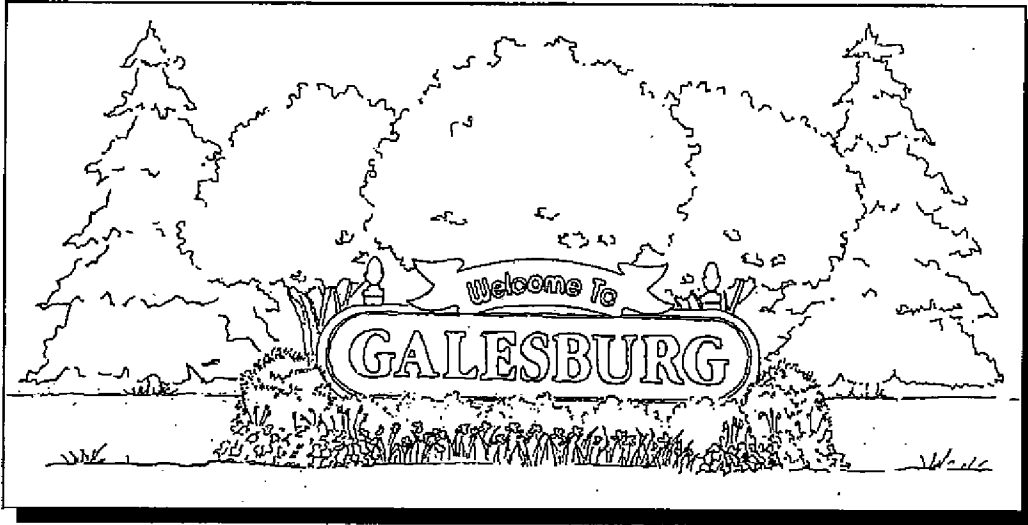
DEVELOPMENT SITES

This corridor is close to full development. The focus of this corridor should be on improving the visual quality of the area, improving transportation, and assuring that future development and redevelopment will be compatible and properly integrated. The following map and table identify development sites and potential redevelopment sites within the corridor. In addition to the size of each

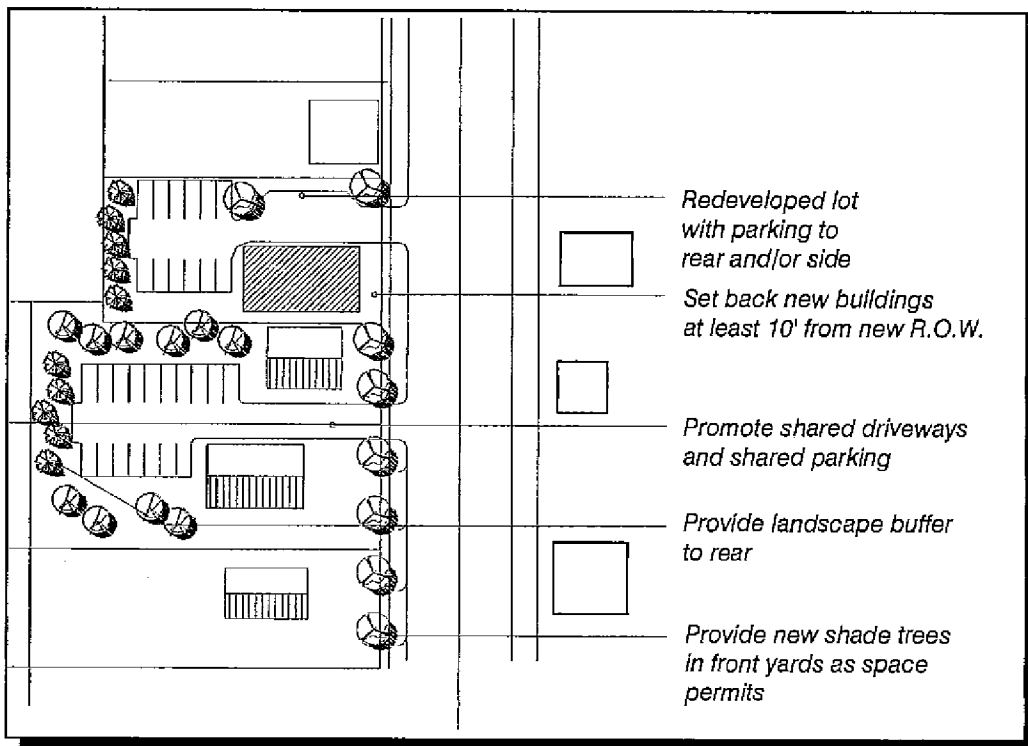
redevelopment site, the table lists potential land uses listed in order of priority. These six redevelopment sites are of primary importance due to their prominent visibility. However, other areas in the corridor may also be appropriate for redevelopment on a site specific basis.

Henderson Street / U.S. Route 150 Corridor Development Sites

Site	Acres/Lot Dimension	Proposed Use
1	15 ac.	A. Commercial B. Hotel C. Office
2	2a - 8.4 ac. 2b - 7.0 ac.	A. Office B. Medium density residential C. Park
3	5 ac.	A. Single story office development B. Neighborhood park C. Medium density residential
4	1 ac.	A. Medium density residential B. Office
5	4 ac.	A. Small Commercial B. Office C. Medium density residential
6	3 ac.	A. Commercial/retail use (access from Henderson Street) B. Office (access from Henderson Street) C. Medium density residential (access from Monroe Street)



New Entry Sign and Landscaping



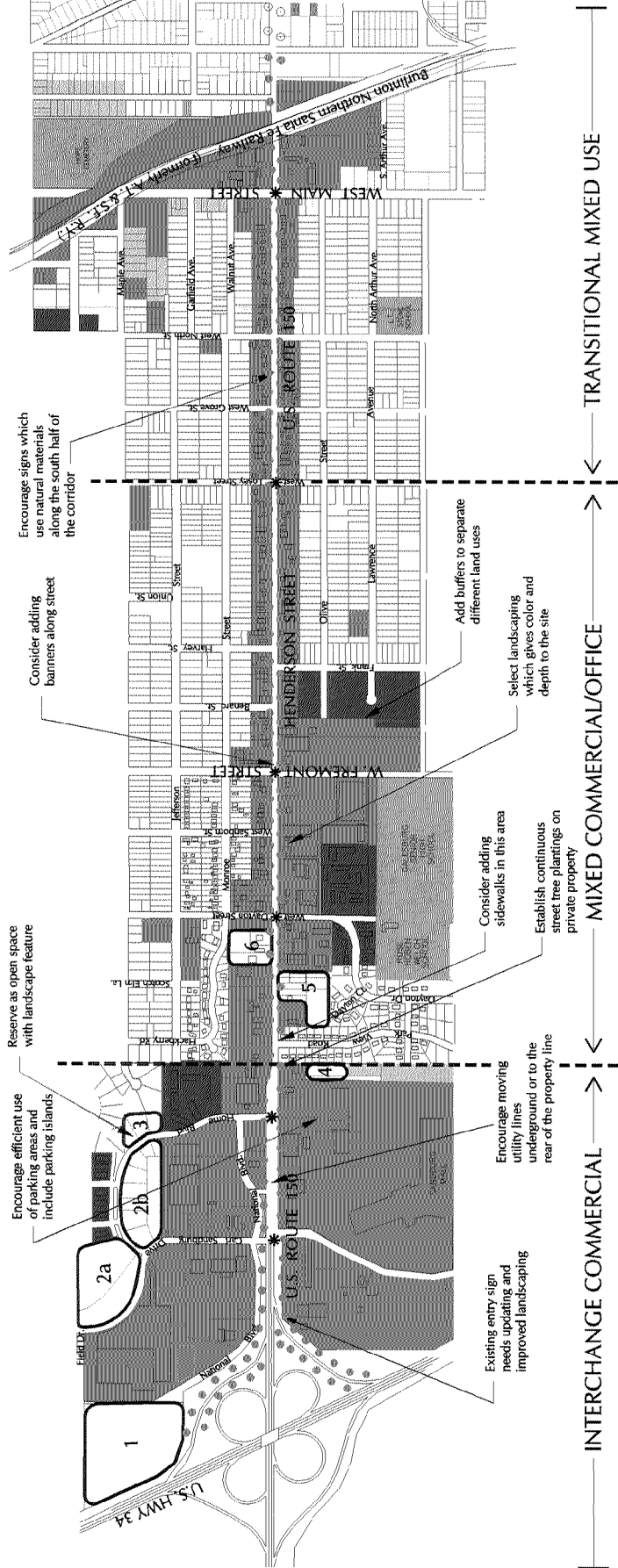
Redevelopment Guidelines - Between Fremont Street and Main Street

FIGURE 16

Henderson St./ U.S. Route 150 Corridor Plan City of Galesburg

LEGEND

- Low Density Residential (1 to 3.5 du/ac)
- Medium Density Residential (3.6 to 7.0 du/ac)
- High Density Residential (7.1 to 20.0 du/ac)
- Public Park
- Public
- Private Institutional
- Industrial
- Commercial
- Office
- Potential Redevelopment Site
- Existing Traffic Signal

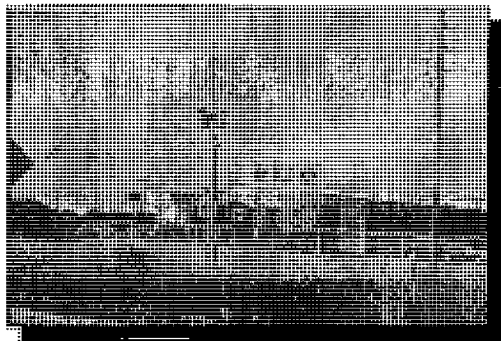


INTERCHANGE COMMERCIAL → ← MIXED COMMERCIAL/OFFICE → ← TRANSITIONAL MIXED USE

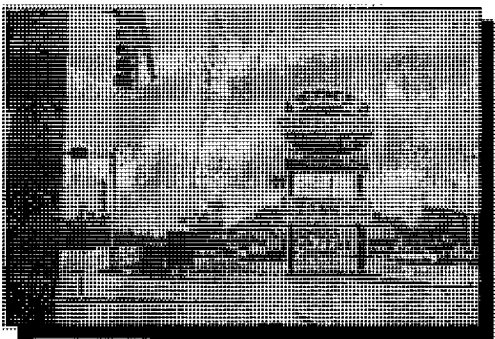
The following photographs and attached notes highlight some of the appearance issues which should be addressed with the Henderson Street Corridor.



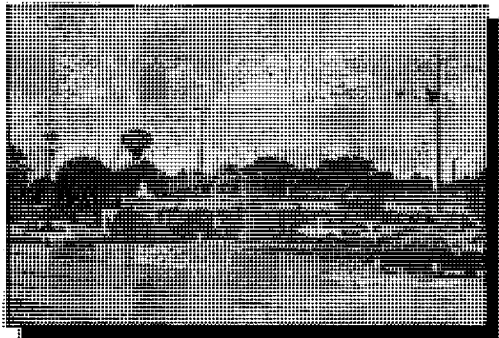
- Street trees should be added to provide depth to the corridor. Given limited availability of right-of-way and presence of utilities, most tree planting will be on private property within front yards.



- A new entry sign with landscaping should be created to enhance this important community entry.
- Consider replacing tall grass with shrubs or perennials



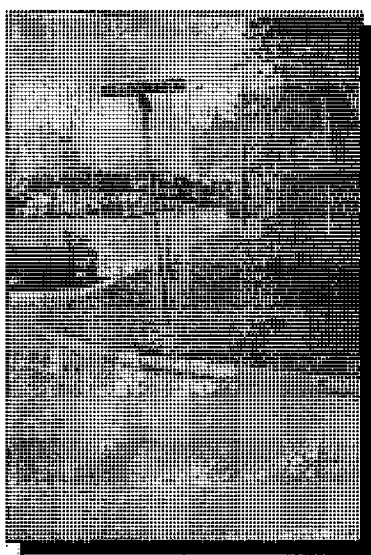
- Limit total sign area of individual signs.
- Consider the use of unique signs, such as signs with a three dimensional feel which add character to the site and match the architectural style of the building.
- Landscaping should be added between parking areas and the street.



- Continue to permit signs with interesting shapes, but encourage such signs to blend with building architecture, both in color and scale.
- Move overhead power lines underground or to rear property lines to improve overall corridor appearance.



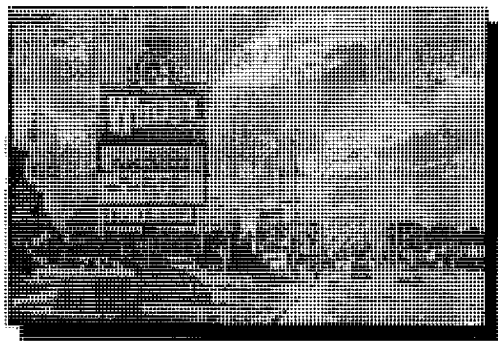
- Street trees should be added to make the corridor more attractive and inviting.
- Consider adding banners at key intersections.



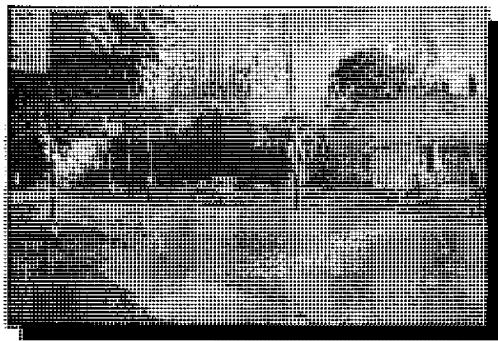
- Add sidewalks with accessible ramps.



- Onsite landscaping should be added along the front of buildings and in parking lots to give the site less of a "cement" look while still maintaining adequate parking.



- Signs no longer in use should be removed.
- Limit the number of signs allowed per business.
- Select landscaping which gives color and depth to the site.



- Encourage signs which use natural materials, such as wood and stone in the southern end of the corridor.
- Limit non-essential signs.

LINWOOD ROAD/ WEST CARL SANDBURG DRIVE CORRIDOR PLAN

The Linwood Road/ West Carl Sandburg Drive Corridor begins at the intersection of Linwood Road and West Main Street and continues north as the roadway changes into Carl Sandburg Drive north of Fremont Street and swings east to intersect with Henderson Street (U.S. Highway 150). This corridor parallels and has excellent visibility from U.S. Highway 34. Development trends within this corridor include commercial development in the vicinity of Sandburg Mall, including recently announced plans for a movie theater complex and a new hotel. The Illinois National Guard Armory is planned to be relocated to a vacant property on the west side of Linwood Road north of West Main Street.

Existing land use issues in this corridor include:

- Sandburg Mall serves as a solid anchor to the northern end of this corridor, containing such stores as Bergners, Sears, J.C. Penney's, and K-Mart.
- Additional commercial development around the mall includes two hotels, several restaurants, offices, and small retail and commercial shops.
- A YMCA and a nursing home is located on the west side of the mall.
- Several apartment complexes have been developed in the northern portion of this corridor, with a new facility currently under construction between Sherwin-Williams and an existing pond.
- The central portion of the corridor is primarily vacant or farmed.

- The southern end of the corridor is home to an auto dealership, several industrial/commercial businesses, and a church.

GOALS

The following goals have been established to guide future development efforts within the Linwood Road/ West Carl Sandburg Drive Corridor:

Economic Vitality - Build on success of Sandburg Mall and visibility from Highway 34 to maintain and expand community and regional shopping opportunities.

Housing - Provide opportunities for a wide range of new housing in proximity to community services including the YMCA, schools, parks and shopping.

Land Use Compatibility - Transition development from higher intensity near Highway 34 to lower intensity adjacent to existing neighborhoods east of Carl Sandburg Drive/Linwood Road. Provide appropriate landscape buffers between different development types.

TRANSPORTATION ISSUES

Vehicular traffic appears to flow fairly smoothly through this corridor. The City has carefully limited access points around Sandburg Mall to improve traffic flow and safety.

As additional development occurs within the Linwood Road corridor, the following improvements are suggested:

1. Install a traffic light at the intersection of Fremont and Linwood Road/Carl

Sandburg Drive when justified by traffic warrants. At the time of signalization, a traffic study should also be prepared to evaluate the need for additional dedicated turn lanes at this intersection.

2. Develop a bike path on the east side of Carl Sandburg Drive, connecting the mall, YMCA, apartments, nursing home, and future residential areas with the school campus along West Fremont Street and Rotary Park.
3. Align driveways across Linwood Road and West Carl Sandburg Drive.

LAND USE

The future land use plan for this corridor indicates a mixed use pattern focused on commercial uses at intersections and around Sandburg Mall, with residential uses at varying densities in areas in between. Major land use objectives include:

1. Provision of a wide variety of housing opportunities from new single family homes to a limited number of additional apartment units.
2. Integration of new apartment developments into the community through development of medium density housing and a neighborhood park.
3. Expanded opportunities for large commercial uses, particularly on the north side of West Fremont Street.
4. Additional commercial or light industrial use on the west side of Linwood Road south of Losey Street.

APPEARANCE ISSUES

The following sketch highlights a vision of how this corridor could develop following the guidelines of this plan. This sketch is designed

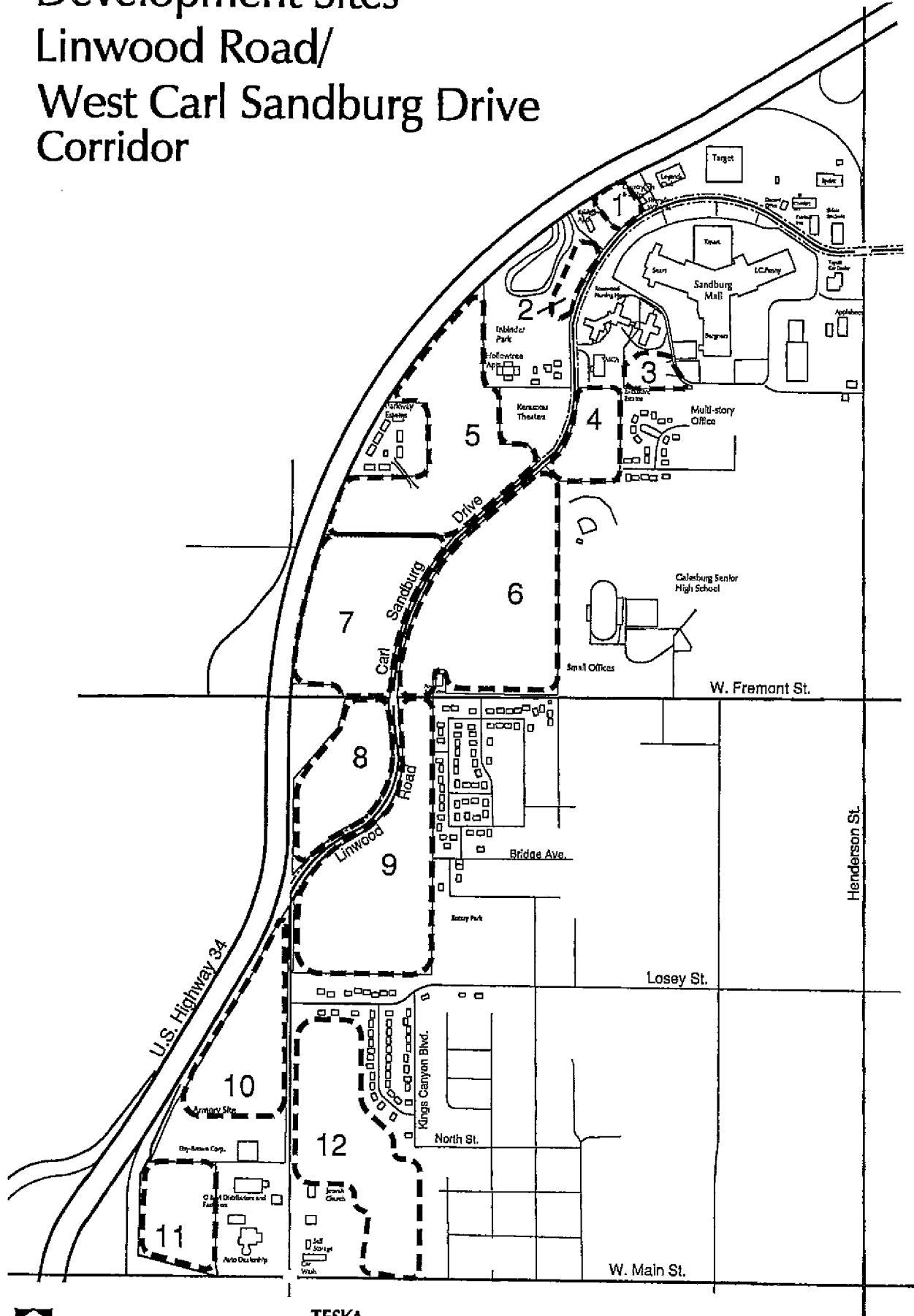
as a concept, and is not intended to dictate exactly how private property should be developed. However, this sketch does highlight issues such as important road continuations and neighborhood connectivity.

DEVELOPMENT SITES

This corridor is well positioned for growth, with ready access to needed infrastructure such as roads, water, and sewer service. The following map and table identify key development sites within the corridor. In addition to the size of each site, one or more proposed uses are listed. Where several uses are listed, they are identified in order of preference. For example, Site 4 is listed for office, senior housing, or medium to high density residential development. From a planning perspective, office use would be preferred. However, the other listed uses should be considered if creatively designed to blend in with their surroundings and market conditions suggest that the preferred office use is no longer viable.

Development Sites Linwood Road/ West Carl Sandburg Drive Corridor

FIGURE 17



0 200' 400' 800'

April, 1999

TESKA ASSOCIATES INC.

Linwood Road/ West Carl Sandburg Drive Corridor Development Sites

Site	Acres/Lot Dimension	Proposed Use
1	2.8 ac.	A. Retail uses such as sit-down restaurants, home improvement businesses B. Office (maximum 3 story)
2	27.2 ac.	A. Multi-family housing with open space around the pond and a small neighborhood park
3	6.7 ac.	A. Office (maximum 3 story) B. Senior housing C. Medium to high density housing
4	10.1 ac.	A. Open space/active recreation B. Medium density housing (townhomes, carriage homes, duplexes, etc.) C. Small office (maximum 2 story)
5	43.65 ac.	A. Medium density housing (townhomes, carriage homes, duplexes, etc.) B. High density housing (condominiums, apartments, etc.) for no more than 20% of total site area C. Public park (approximately 5 acres)
6	49.0 ac.	A. Retail use near along Carl Sandburg Drive such as shopping center, big box retail, etc. B. Medium density housing (townhomes, duplexes, etc.), particularly along West Fremont Street C. Small office (maximum 2 story)
7	33.5 ac.	A. Retail use such as shopping center, big box retail, etc. B. Office use (maximum 6 stories)
8	20.4 ac.	A. Office or bank near Linwood/Fremont intersection B. Medium density housing (townhomes, carriage homes, duplexes, etc.)
9	22.1 ac.	A. Single family housing, similar to density of adjacent neighborhoods
10	34.3 ac.	A. Office (maximum 4 stories) B. Light industrial C. Commercial service (contractor, auto repair, etc.)
11	15.2 ac.	A. Retail uses such as sit-down restaurants, home improvement businesses B. Office (maximum 6 stories)
12	37.4 ac.	A. Commercial use along West Main Street B. Single family housing, density similar to adjacent neighborhoods C. Medium density housing between proposed commercial and single family development areas

GRAND AVENUE CORRIDOR PLAN

The Grand Avenue Corridor is located on the east side of Galesburg. This 3.4 mile corridor runs in a northwest to southeast direction from East Main Street on the north to County Highway 10 on the south. Approximately two-thirds of the area within this corridor is in Galesburg, with the remaining one-third in unincorporated Knox County.

The existing land use pattern is as follows:

- A clustering of commercial uses exists at the intersection of County Highway 10 and U.S. Highway 150. These uses include a gas station with convenience stores and several contractor yards, along with the Dick Blick facility.
- Gates Rubber operates a large industrial facility just west of U.S. Highway 150, north of County Highway 10 along the Burlington Northern Santa Fe Railroad line.
- There is a mix of commercial and residential uses within the existing City limits of Galesburg. While new construction has been limited, a new Dairy Queen was recently opened at Grand Avenue and Main Street and the Dave's Auto Body shop has been improved and expanded.

GOALS

The following goals have been established to guide future development efforts within the Grand Avenue corridor:

Industrial Development - Continued expansion of industrial businesses on the southwest side of Galesburg, particularly in the vicinity of the existing Gates Rubber facility and along Interstate 74.

Land Use Transitions - This corridor serves as a minor gateway into Galesburg, and is proposed for a variety of land uses including industrial, residential, commercial and agricultural. Through careful planning and design, these varied uses should be integrated.

TRANSPORTATION ISSUES

Grand Avenue is well designed to handle current volumes of traffic, which averaged between 5,000 and 8,700 vehicles per day in 1997. As the following table indicates, traffic volumes have actually decreased along Grand Avenue since 1992. These traffic volumes are considerably less than other commercial corridors in Galesburg. For example, average daily traffic (A.D.T.) counts along Main Street are in the 10,000 to 11,000 range while Henderson Street is in the 19,000 to 20,000 A.D.T. range.

	1992	1997	Percent Change
Main to Farnham	6,000	5,000	-16.7%
Michigan to R.R. Bridge	7,700	7,100	-7.8%
R.R. Bridge to Cnty Hwy 10	5,800	5,300	-8.6%

However, several recommendations are provided below to help accommodate additional traffic anticipated by future industrial development.

1. Develop new industrial collector roadway parallel to Interstate 74, approximately midway between the Burlington Northern Santa Fe Railway and the Interstate. This roadway would intersect with County

Highway 10 approximately ½ mile west of County Highway 9, and would connect with Grand Avenue/U.S. Highway 150 near Fifth Street.

2. Create new signalized intersection at Grand Avenue near 5th Street to accommodate new industrial collector.
3. Create a new signalized intersection at Grand Avenue and Michigan Avenue.
4. Improve storm drainage system in developed areas along Grand Avenue.
5. Consider closing Mulberry Street between Whitesboro Street and Grand Avenue to reduce traffic conflicts.
6. Limit driveway openings onto Grand Avenue. Access points should be spaced a minimum of 1/4 mile (1,320') apart.
7. Driveways should be aligned across Grand Avenue or offset by a minimum of 650'.
8. A minimum right-of-way of 100' should be reserved for future roadway expansion. Such right-of-way should be dedicated to the City or County as properties are platted along the roadway. Some additional right-of-way may also be required to accommodate turn lanes at major intersections such as with County Highway 10.

USE DISTRICTS

From a land use perspective, the Grand Avenue Corridor can be divided into three distinct zones as follows:

North Grand Mixed Use

The area generally north and west of Ohio Avenue contains a variety of commercial and residential uses. A newly constructed Dairy

Queen restaurant anchors the northern tip of this area at East Main Street. A car wash, gas stations, small offices, a bakery outlet, and several other small businesses are located in the North Grand Mixed Use area.

Despite business zoning for most of the property fronting onto Grand Avenue, residential uses comprise approximately 50% of existing development in this area. Single family homes are the primary type of residential use, with a limited number of duplexes and small multi-family. Single family uses are generally clustered between South Street and Brooks Street, and then again around Indiana Avenue. Multi-family buildings are generally located between South Street and Main Street.

This area should remain a mixture of residential and commercial uses as depicted on the Grand Avenue Corridor Plan. This recommendation is made despite the existing zoning of much of the Grand Avenue frontage as B-1 or B-2. The following factors contribute to this recommendation for selected re-zoning back to residential use:

- The compact nature of existing residential development and generally good property maintenance suggest continued viability for residential use.
- Declining traffic counts reduce the potential to attract additional retail tenants.
- Competing commercial areas such as Henderson Street and East Main Street have higher traffic volumes and a stronger mix of existing businesses.

Site plan review is recommended for any new commercial developments in this section of Grand Avenue to maintain or enhance compatibility with surrounding residential development.

Mid-Grand Commercial District

The section of Grand Avenue between Ohio Avenue and County Highway 32 is dominated by small commercial businesses, including several auto service facilities, restaurants, contractors shops, and dry cleaners. An auto salvage yard and a ready-mix concrete plant are located at the southeastern end of this Mid-Grand Commercial District.

Commercial and industrial uses should continue to be the primary land uses in this section of the corridor. Effort should be made to improve the appearance of businesses within this section consistent with the recommendations noted later in this section.

Formation of a Grand Avenue Association should be considered. Composed primarily of local businesses and property owners along Grand Avenue, this organization could establish priorities for improvements, sponsor joint advertising programs, and collectively contract for such services as landscaping, signs, and general property maintenance. While some assistance from the City would be appropriate, this organization should be primarily driven by the private sector.

South Grand Growth Area

The area south and east of County Highway 32 has a much less urban character than the first two areas along Grand Avenue. Dominant land uses in this section include Dick Blick, Gates Rubber, the Country Elms manufactured home development, a large farm implement dealer, and several contractor offices and yards.

The Burlington Northern Santa Fe Railway runs parallel to Grand Avenue through much of this area. This railroad eliminates access to Grand Avenue for properties on the north side of the road generally between Gates Rubber

and the Country Elms Estates manufactured home development.

Land use recommendations for this section of Grand Avenue include continued expansion of existing industrial activities, with some additional commercial and retail activity near the intersection of County Highway 10 and Grand Avenue. Extension of municipal water and sewer service will be required prior to significant development activity in this area. Given the area's proximity and access to Interstate 74, the potential for business park development may make extension of this critical public infrastructure economically viable.

REDEVELOPMENT SITES

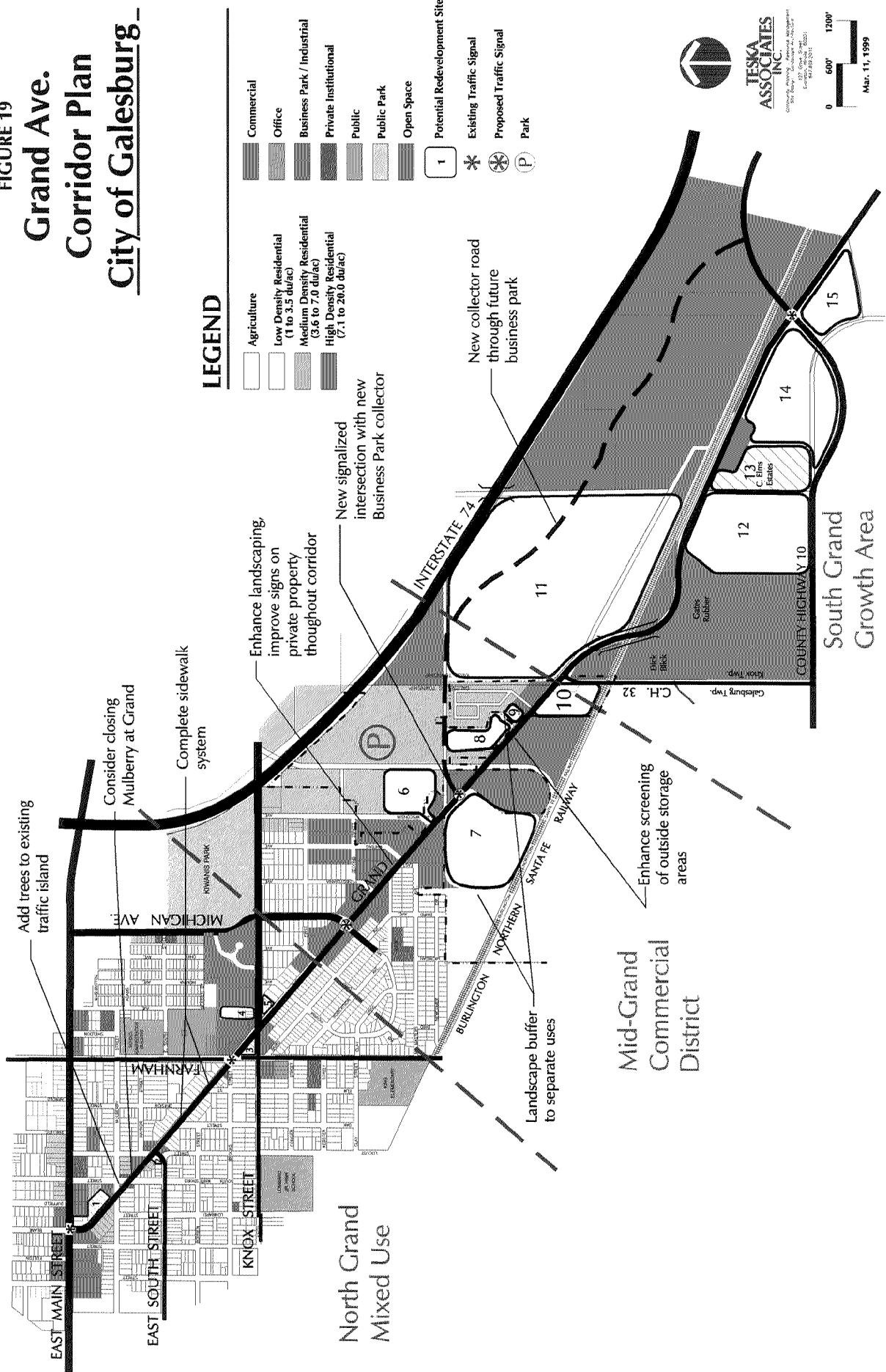
The following table and map identify key development sites within the Grand Avenue corridor. In addition to the size of each site, one or more proposed land uses are listed. Where several uses are listed, they are identified in order of preference.

Grand Avenue Corridor Development/Redevelopment Sites

Site	Size	Parcels	Existing Use	Proposed Use
1	2.29 ac.	8	Auto service, tax service, single family homes	a) Retail b) Office c) Commercial d) Medium density residential
2	.34 ac. 14,800 sq. ft.	1	Underutilized commercial building (Seamless gutter)	a) Office b) Convenience retail c) Duplex
3	.78 ac. 34,000 sq. ft.	4	Vacant Dairy Queen, auto repair shop, and bus garage	a) Park - passive open space with attractive landscaping and no vehicular access b) Retail (no restaurants due to limited space for parking) c) Office
4	2.1 ac. 91,450 sq. ft.	6	Vacant lot	a) Commercial b) Office
5	.93 ac. 40,600 sq. ft.	4	Thrifty Motel	a) Office b) Commercial c) High Density Residential (new, senior, or combined units to balance parking with density)
6	8.0 ac.	1	Vacant land	a) Medium density residential, including possible expansion of adjacent manufactured home development
7	30.9 ac.	1	Vacant land	a) Industrial b) Commercial
8	7.3 ac.	1	Farm house, agriculture	a) Medium density residential, including possible expansion of adjacent manufactured home development
9	1.0 ac.	1	Vacant land	a) Office b) Commercial - with buffer to rear
10	7.6 ac.	2	One single family home, vacant land	a) Commercial b) Industrial
11	144.6 ac.	2	Agriculture	a) Business park/industrial
12	40.8 ac.	1	Agriculture	a) Industrial
13	16.3 ac.	1	Manufactured home park	a) Industrial b) Manufactured homes until property owner petitions to redevelop land
14	35.0 ac.	Multiple	Contractor offices and yards, vacant, agriculture	a) Retail, commercial, or office for Grand Avenue frontage b) Industrial for remainder
15	12.6 ac.	1	Agriculture	a) Retail b) Commercial c) Office

FIGURE 19

Grand Ave. Corridor Plan City of Galesburg



LEGEND

- | | | | |
|--|--|--|------------------------------|
| | Agriculture | | Commercial |
| | Low Density Residential
(1 to 3.5 du/ac) | | Office |
| | Medium Density Residential
(3.6 to 7.0 du/ac) | | Business Park / Industrial |
| | High Density Residential
(7.1 to 20.0 du/ac) | | Private Institutional |
| | | | Public |
| | | | Public Park |
| | | | Open Space |
| | | | Potential Redevelopment Site |
| | | | Existing Traffic Signal |
| | | | Proposed Traffic Signal |
| | | | Park |

TESKA ASSOCIATES INC.

CONSULTING ARCHITECTS, PLANNERS AND ENGINEERS

1000 East Main Street, Galesburg, IL 62401

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 Mar. 11, 1999

Add trees to existing traffic island

Consider closing Mulberry at Grand

Complete sidewalk system

Enhance landscaping, improve signs on private property throughout corridor

New signalized intersection with new Business Park collector

New collector road through future business park

Mid-Grand Commercial District

Landscape buffer to separate uses

Enhance screening of outside storage areas

North Grand Mixed Use

South Grand Growth Area

EAST MAIN STREET

EAST SOUTH STREET

KNOX STREET

FARNHAM

MICHIGAN AVE

KNOX PARK

GRAND

BURLINGTON

NORTHERN

SANTA FE RAILWAY

INTERSTATE 74

CH 32

CH 32

CH 32

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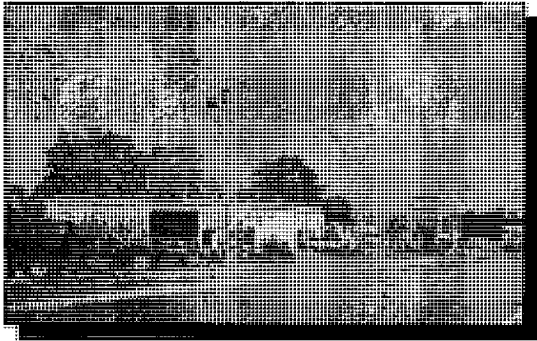
CH 32

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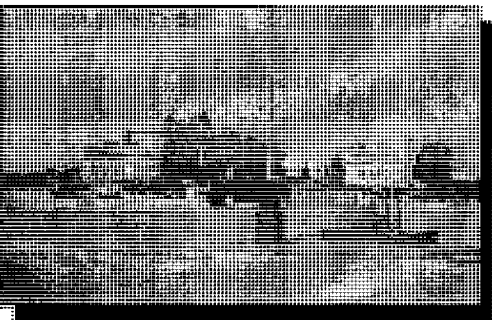
APPEARANCE ISSUES

As development occurs within this corridor, a number of design guidelines should be followed to improve the overall appearance of this important economic development corridor. These guidelines include:

- Provision of directional signs to downtown Galesburg and Knoxville along County Highway 10 near the intersection with Grand Avenue.
- Creation of landscape requirements within the future business park along Interstate 74, including a minimum 75' landscape buffer along the Interstate and a 25' front yard landscape easement.



Commercial Use at South End of Corridor



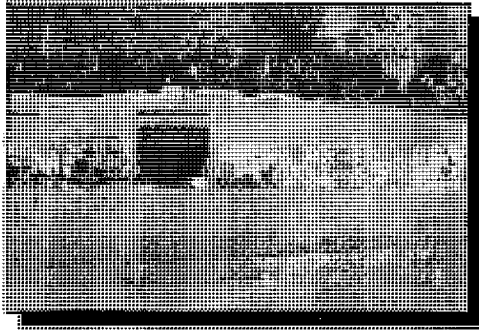
Gates Rubber - South Section

- Provide a minimum 50' landscape easement in front of new industrial development along Grand Avenue and at the rear of such development when it backs to existing or future residential areas.

The following photographs and attached notes highlight additional appearance issues which should be addressed within the Grand Avenue Corridor.

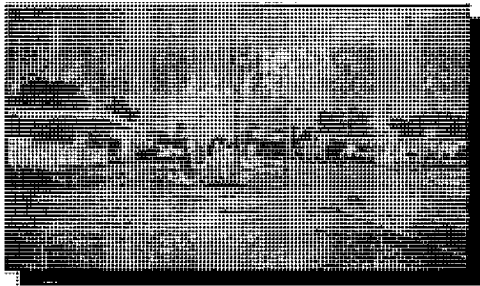
- Promote additional uses which celebrate the area's agricultural heritage.
- Encourage landscape screening of car parking lots, but permit open display of for-sale vehicles and equipment.

- Provide additional landscaping around parking lot. Prairie grasses and wildflowers should be considered for easy maintenance and to blend with surrounding rural landscape.



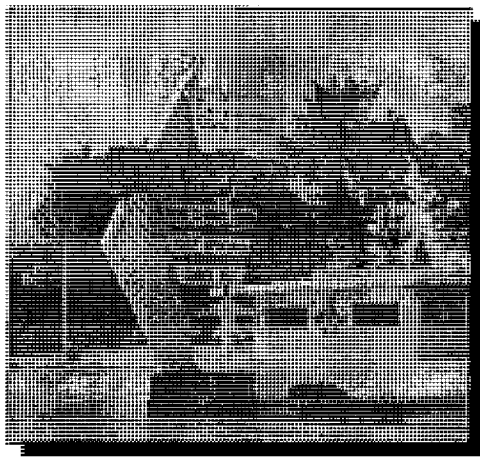
Salvage Yard - Southern Section

- Landscaping should be added to break-up visual monotony of long sections of screening fence.
- Fencing and or landscaping should be tall enough to actually screen material stored outside, taking into consideration changes in topography.



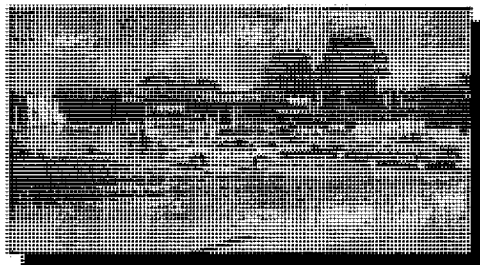
Commercial Use - Central Section

- Parking lots should be curbed for commercial uses to improve drainage, maintain structural integrity of pavement, and to enhance project appearance.
- Low trees and shrubs in private parkways would provide an economical means to improve the overall image of the corridor.
- Cleaning of drains and review of storm sewer system capacity is suggested along curbed sections of Grand Avenue.



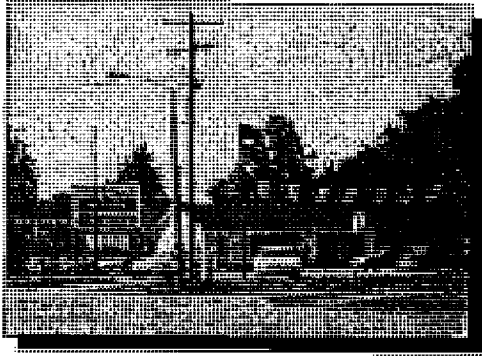
Sign - Central Section

- Continue to permit signs with interesting shapes, but encourage such signs to be in scale with land use and blend with building architecture.
- Parking lot lighting fixtures should be on separate poles and be designed to minimize glare with light directed down, not out.



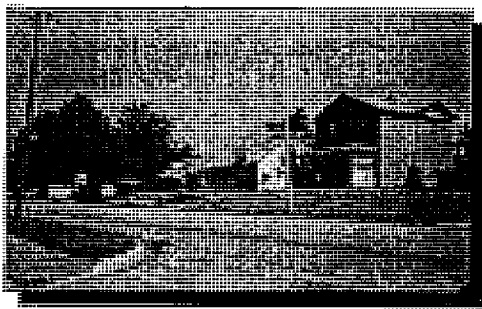
Outside Storage - Central Section

- Require screening for uses which require extended outside storage of vehicles and equipment.
- Enforce property maintenance regulations to require removal of junk or abandoned vehicles.



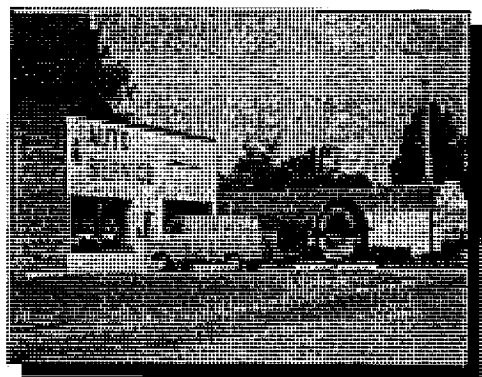
Commercial Use - Central Section

- Require signs to be in scale with related use.
- Prohibit long-term use of banners and streamers.



Northern Residential Area

- Work with private property owners to plant trees in front yards where street trees are not possible.
- Install sidewalks on both sides of Grand Avenue to link residential and commercial uses.



Commercial Use - Central Section

- Require grass/landscape parkway between street and parking areas.
- Limit each use to a maximum of one free standing sign.
- Concrete sidewalks should punch through asphalt drives to indicate a clear pedestrian zone.
- Foundation plantings should be provided to blend functional buildings to their site.

MAIN STREET/ DOWNTOWN CORRIDOR PLAN

The Main Street/ Downtown Corridor is bounded by Interstate 74 on the east and Henderson Street on the west. The corridor generally includes properties fronting on Main Street. It also includes an expanded area downtown, extending north to the railroad and south to approximately Berrien Street.

Galesburg's leadership has long recognized the importance of downtown to the overall community. Galesburg was one of three original participants in the National Main Street program sponsored by the National Trust for Historic Preservation. Downtown has many positive attributes including:

1. Over 100 retail stores and 300 businesses.
2. Educational, cultural and governmental resources including Knox College, the Educational Technology Center, the Orpheum Theatre, City Hall, Galesburg Public Library, and the Knox County Courthouse.
3. Good accessibility via local and state roadways and public transportation.
4. Ample free parking.
5. Many historic structures with unique architectural features not found in modern construction.

Despite these attributes, downtown is faced with many challenges, including:

1. Competition from Carl Sandburg Mall and the increasing concentration of retail businesses along North Henderson Street.
2. At-grade railroad crossings which often block primary vehicular access routes into downtown.

3. Vacancies and underutilization of upper story space in many downtown buildings.
4. Several ground floor vacancies along Main Street.

East Main Street serves as a major community entry point, and provides visitors with their first impression of Galesburg. The appearance of this area does not currently project a positive image or add to Galesburg's sense of place or sense of community.

Strengths of this area include:

1. Commercial redevelopment near Interstate 74, including a new Holiday Inn Express hotel and a Hy-Vee grocery store.
2. A new visitors center to welcome and inform travelers of local attractions and resources.
3. Solid residential neighborhoods which can add distinction to this gateway area.

Weaknesses to this East Main Street area include:

1. Overhead utility lines and excessive commercial signs which detract from the visual character of the corridor.
2. Underutilized properties which suffer from neglected maintenance.
3. Lack of consistent or effective landscaping both in the public right-of-way and on private property.

GOALS

The following goals have been established to guide future development efforts within the Main Street/ Downtown Corridor:

Economic Vitality - financial success, high productivity and quality performance related to public and private sectors alike.

Sense of Place - an attractive and memorable physical image, based on the City's historic character.

Spirit of Community - that which brings people together for a common good and to share common experiences.

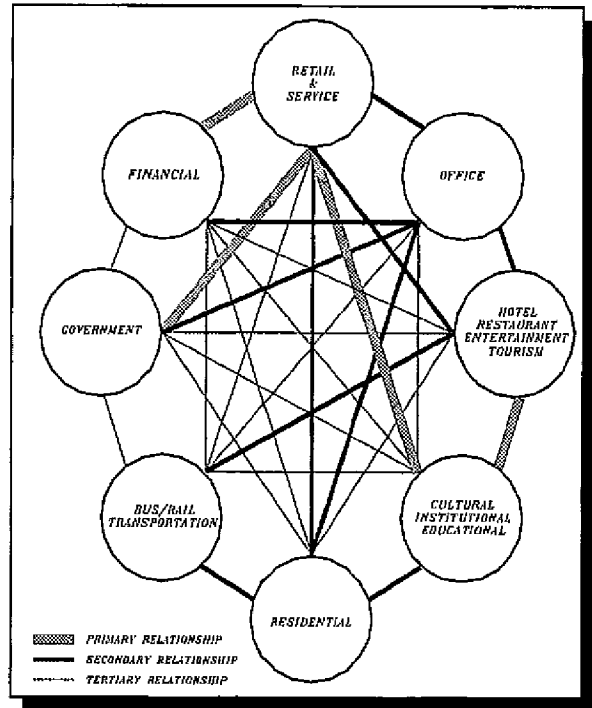
Housing - Provide opportunities for additional housing in proximity to the concentration of shopping, cultural, educational and employment opportunities available downtown.

Each of these four goals is interrelated. For example, if Downtown is to maintain its economic vitality it must maintain a physically appealing image (sense of place), it should attract potential customers via special events or civic activities (spirit of community), and it should have a ready source of nearby customers who live and work in the area (housing).

Appropriate land uses within the Downtown area are also closely linked to these interrelationships. The following illustration highlights key functional land use relationships in Downtown Galesburg.

USE DISTRICTS

From a functional standpoint, the Main Street corridor can be divided into eight distinct districts.



Downtown Functional Relationships

1. Eastern Gateway District

At the far eastern end of Main Street is the Eastern Gateway. This area serves as a major entrance into the community as residents and visitors exit Interstate 74 and enter Galesburg. While much of this area originally had a residential focus prior to construction of the Interstate Highway, that focus is now shifting to a more highway oriented commercial land use pattern.

The Galesburg Plan Commission and Community Development Department recently completed an East Main Street Corridor Study which examined land use and zoning issues between Interstate 74 and Farnham Street. Key recommendations of this study were to create two new zoning districts. A new B-4, Restricted Commercial District was created to provide better regulation of landscaping, buffering, signs, and other site design issues where commercial uses are planned within an otherwise residential neighborhood. A Restricted Commercial Overlay Zone was also developed to place similar restrictions over all

existing commercial zones in the designated area.

2. Eastern Transitional District

The second district along Main Street is the Eastern Transitional District. This area includes a mixture of land uses including single and multi-family residential, commercial, and institutional uses.

Consideration should be given to extending the Restricted Commercial Overlay Zone within this Eastern Transitional District where commercial use is suggested on the Future Land Use Plan.

3. Central Main Street District

The third district includes Main Street through the downtown between the Burlington Northern Santa Fe line on the east edge of downtown and West Street. As the name suggests, Main Street through the downtown area has historically been the hub of commercial activity in Galesburg.

4. Downtown North District

The fourth district has been labeled the Downtown North area. This area is bound by the Burlington Northern Santa Fe Railway to the north, the alley along the north side of Main Street to the south, Linneus Avenue to the east and West Street to the west. Dominant features in this area include several large churches and a National Guard Armory which is proposed to

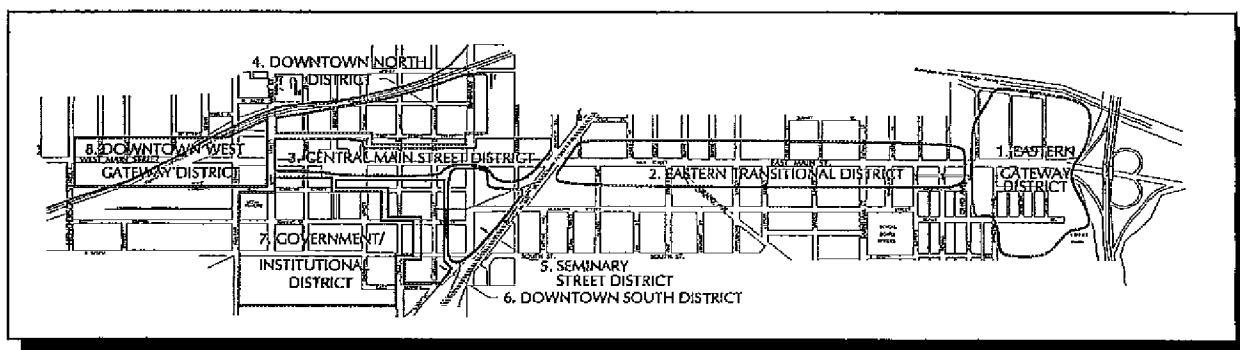
be relocated to the Linwood Road corridor in the future. In addition to these institutional uses, this area also contains a variety of commercial uses and a mixture of single family and multi-family housing.

5. Seminary Street District

The fifth district, Seminary Street, lies south of Main Street. This area is one of the City's primary tourist attractions, with many interesting shops and restaurants housed in renovated buildings. This area also contains a very active Amtrak train station, the Galesburg Railroad Museum, and Colton Park. A children's museum is also planned at the northwest corner of Chambers Street and Mulberry Street.

6. Downtown South District

The Downtown South District is located south of Main Street, west of Seminary Street, and generally east of Cherry Street. This area contains a wide mixture of uses, including retail, office, commercial, and the Kensington Apartments. The Orpheum Theatre is a major attraction in this part of downtown. The Theatre has a rich history, having hosted many famous stars such as the Marx Brothers, Harry Houdini, Jack Benny and George Burns. The theater was renovated in 1988 courtesy of an extensive local fund raising effort and a grant from the State of Illinois. Today, both local and national acts regularly take the stage.



Main Street/ Downtown Use Districts

7. Government/Institutional District

The Government/Institutional District, is south of Main Street and generally west of Cherry Street. Knox College is the dominant land use in this portion of downtown. In addition, the Knox County Courthouse, Galesburg City Hall, and the Galesburg Library are all located within close proximity.

8. Downtown West Gateway District

The eighth district is generally along Main Street between Henderson Street and West Street. This area contains primarily commercial uses. Businesses west of the BNSF Railway (former Sante Fe line) appear to be service related establishments such as an auto repair shop and a veterinarian. These service uses which require some visibility and good accessibility are an appropriate focus for this area.

LAND USE

Two maps are provided in this section which detail suggested land use within the Main Street/Downtown corridor. In addition, suggested land use alternatives for redevelopment sites are also provided.

To be successful, both Main Street and downtown need the right mix of land uses and businesses. In addition to the recommendation for additional housing, new attractions should be developed to continue to draw people to downtown Galesburg. Projects already under consideration include:

- *National Railroad Hall of Fame.* Galesburg has been selected for this new facility, but a specific site has not yet been selected. Depending on the physical requirements of the Hall of Fame, an ideal location would be near the existing Amtrak train station and Colton Park. This would allow the facility to build on the existing

Galesburg Railroad Museum and be near supporting shops and restaurants.

- *Children's Museum.* Located at the northwest corner of Chambers Street and Mulberry Street, this facility will offer interactive exhibits which are both fun and educational.
- *Indoor Ice Rink.* This facility could be funded and operated jointly by the City and local Colleges. However, discussions on this facility are only at the conceptual stage. No specific funding or operations plan is currently in place. Several similar private facilities have been built in suburban locations. Developers of these facilities should be contacted regarding a possible Galesburg facility.

HOUSING

The size and building mass of downtown Galesburg evolved over time to serve the community and regional needs as a center of commerce. However, with a shift of many retail activities to automobile oriented locations such as Henderson Street, significant vacant space exists in many downtown buildings. This is particularly true of upper story space. This space was originally designed for office, storage, and even retail use. However, conversion of this space is often difficult based on market demand, cost of required building modifications, and availability of financing.

The following techniques may make the conversion of underutilized structures to residential use more attractive, financially feasible, and legally permissible:

Provide Incentives

1. Give density bonuses downtown if housing is provided. For example, the minimum lot area per family could be

reduced from 1,500 square feet to 1,000 square feet.

2. Encourage homeowners in historic districts to apply for property tax abatements. Homeowners who rehabilitate historic homes may receive property tax abatements for up to 8 years if an application is made at the beginning of the rehabilitation process.
3. Encourage homeowners who undertake substantial improvements to their property to apply for the Homestead Improvement exemption. This exemption, valid for four years, abates increases in property tax assessments up to \$45,000 in market value.
4. Offer no or low interest loans to owners for conversion of vacant space to housing.
5. Offer Tax Increment Financing incentives to developers who rehabilitate old structures for residential use, or Enterprise Zone property tax abatements for new or rehabilitated housing.

Remove Legal Obstacles

1. Allow sharing of light and ventilation between interior rooms and those rooms with a direct source of light or air, using windows or openings between rooms.
2. Permit artificial light to substitute for natural light in long buildings that are enclosed on either side.
3. Allow screen or Dutch doors to contribute to ventilation requirements.
4. Modify B-3 zoning regulations in limited commercial areas to prohibit businesses to which new residents might object, such as bars without significant food service and drive-throughs.

5. Allow offsite parking as a special use.
6. Encourage creation of parking spaces in rear of lots by carving a garage out of the structure, removing rear additions, etc.

Undertake Physical Improvements, to make the area more habitable for residents.

1. Maintain and improve infrastructure in the area, including drainage improvements and enhancement of the streetscape.
2. Allow plantings and street trees in sidewalks, to mark the transition between private and public spaces.
3. Improve safety and appearance of alleys by providing any of the following: new paving, fencing, landscaping, lighting, or trash enclosures.
4. Encourage supportive retail, entertainment, and services in tandem with housing, so that the area becomes a viable neighborhood.

KNOX COLLEGE

Knox College has been a major component of downtown Galesburg since it was founded in 1836. The College currently has an enrollment of approximately 1,200 students, up from approximately 850 students in 1992. The maximum enrollment envisioned for the College is 1,250 students. The College's focus is on undergraduate liberal arts education. The College brings many visitors to downtown Galesburg, including approximately 450 new residents each year.

The College has been very active in planning for the future. One such planning effort was the completion of a Campus Land Use Plan in 1996. While primarily focused on internal issues, this master plan also addressed many issues which will have an impact on

downtown Galesburg. These recommendations would all be very positive for downtown, and should be incorporated into future City redevelopment efforts.

- Maintain a “soft edge” between the College and the community, including development of an improved streetscape along South Street. The College has proposed improvements include adding brick paving and diagonal parking on the south side of the street to slow vehicles and enhanced street tree plantings. Any addition of parking must be carefully evaluated based on overall impact to the transportation system and emergency vehicle access.
- Utilize Cherry Street as the College’s new front door, with a new Welcome and Orientation Center next to the Old Jail near the intersection of Cherry Street and South Street.
- Replant trees that will mature to recreate the “Way to Knox” between Standish Park and the County Courthouse.
- A new natatorium is planned south of Memorial Gym, with a proposed bell tower at the foot of the Cherry Street axis near Knox Street.
- Gateway features into the College campus are proposed for the intersection of Cherry Street and South Street, West Street and South Street, West Street and Berrien Street.

PUBLIC/PRIVATE PARTNERSHIP

As illustrated on the attached plan, Galesburg leaders have shown foresight in creating several areas within the Main Street/Downtown corridor where special funding mechanisms are in place to encourage redevelopment. These areas include:

- Tax Increment Financing (TIF) District Number 1 was created in 1985 and expanded in 1986. This District covers a portion of downtown, and was used to assist in the redevelopment of the former Custer Hotel into the Kensington Apartments, a new bank, redevelopment for the Dollar General Store, and the development of a new public parking lot. This District will expire in 2008. To take full advantage of this funding mechanism, new projects within this area should be completed by 2001. This schedule would provide time for incremental property tax revenues to increase to provide funds to pay back any bonds required to upgrade infrastructure or to provide other financial assistance.

- Tax Increment Financing District Number 2 was created at the east end of Main Street on the west side of Interstate 74. It has been used to promote development of the Holiday Inn Express and the new Hy-Vee grocery store. While no direct assistance was required for the Hy-Vee project, the City did provide approximately \$200,000 for intersection improvements at the intersection of East Main Street and Michigan Avenue.

Like TIF District Number 1, this district has been in existence since the late 1980's and has a limited life. To take full advantage of this funding mechanism, new projects within this area should be completed by 2001. This schedule would provide time for incremental property tax revenues to increase to provide funds to pay back any bonds required to upgrade infrastructure or to provide other financial assistance. A developer recruitment program is recommended to encourage short-term redevelopment within TIF District No. 2.

- The Galesburg Enterprise Zone also covers much of the Main

Street/downtown corridor between Henderson Street and the BNSF railway line on the east side of downtown. The Enterprise Zone provides opportunities for tax credits for job creation and other financial incentives for new development.

In addition to these public sector incentives, a Special Service Area (SSA) has also been established by downtown property owners. It was originally created in 1975. This separate taxing district was formed to promote downtown revitalization. Two separate funds exist within the SSA, a Capital Improvement Fund and a Maintenance Fund. The Capital Improvement Fund was used to pay for streetscape improvements completed in the late 1970's. The cost of these improvements has been paid-off. The Maintenance Fund is used for landscaping, banners, and other on-going maintenance activities. This fund is financed through a one dollar per Equalized Assessed Value tax. In addition, a separate \$1.50 per EAV is available for maintenance, capital improvements or administration within the SSA.

REDEVELOPMENT SITES

The following map and table identify key development sites within the corridor. In addition to the size of each site, one or more proposed uses are listed. Where several uses are listed, they are identified in order of preference.

Main Street/Downtown Corridor Redevelopment Sites

Site	Size	Parcels	Existing Use	Proposed Use
1	104,500 sq. ft. (2.4 ac.)	1	Motel	a) commercial b) medium or high density housing
2	119,600 sq. ft. (2.8 ac.)	4	1 single family home, metal scrap yard, vacant land	a) relocated institutional use such as County offices, courthouse, or jail b) office c) hotel/convention center
3	118,900 sq. ft. (2.73 ac.)	12	Motel, 3 single family homes, several small commercial structures	a) high density or senior housing b) hotel/convention center c) relocated institutional uses
4	29,600 sq. ft.	3	Parking garage, vacant gas station, OSF Medical Offices	a) office b) high density residential c) commercial
5	39,600 sq. ft.	1	Vacant land	a) office b) high density residential c) commercial
6	67,950 sq. ft. (1.56 ac.)	2	County annex	a) new county offices b) office c) commercial d) institutional e) high density residential
7	18,300 sq. ft.	2	Bus station/vacant two story building	a) high density residential b) commercial c) office
8	21,000 sq. ft.	1	Vacant land	a) office b) institutional c) commercial
9	76,700 sq. ft.	5	Printers	a) retail b) office
10	132,400 sq. ft. (3 ac.)	4	Vacant commercial building	a) retail b) office c) senior housing d) medium density residential
11	30,900 sq. ft.	4	Auto repair business, office	a) retail b) office
12	70,700 sq. ft.	7	Single family residential	a) office b) institutional
13	1,007,850 sq. ft. (23.14 ac.)	48	Single family residential, vacant land	a)retail/ restaurant b) hotel c) office
14	37,300 sq. ft.	6	Vacant land	a) office b) commercial
15	99,150 sq. ft. (2.27 ac.)	1	Vacant land	a) retail/ restaurant b) hotel or office
16	933,900 sq. ft. (21.44 ac.)	34	Single family residential and vacant land	a) hotel b) office c) commercial
17	90,800 sq. ft. (2.08 ac.)	8	Goodyear tire, several other commercial businesses	a) bus station b) institutional c) office d) commercial
18	107,800 sq. ft. (2.47 ac.)	7	Industrial	a) office b) hotel/convention center c) high density residential d) commercial
19	53,160 sq. ft. (1.22 ac.)	7	Industrial/warehouse	a) office b) high density residential c) commercial
20	34,160 sq. ft.	4	Industrial (scrap yard)	a) office b) commercial

FIGURE 20

Main Street/ Downtown Corridor Plan City of Galesburg

Sheet 1 of 2

LEGEND

	Low Density Residential (1 to 3.5 du/ac)		Mixed Commercial Ground Level With Office or Residential Above
	Medium Density Residential (3.6 to 7.0 du/ac)		Mixed Office Ground Level With Office or Residential Above
	High Density Residential (7.1 to 20.0 du/ac)		Potential Redevelopment Site
	Public Park		Existing Traffic Signal
	Public		Public Parking Lot
	Private Institutional		Enhanced Shade Tree Planting
	Industrial		
	Commercial		

PARKS

A	Central
B	Standish
C	Carbon Train Station
D	Park Plaza
R	Attingham

PUBLIC BUILDINGS

E	City Hall
F	Knox County Courthouse
G	Library
H	County Jail
I	Post Office

CULTURAL/EDUCATIONAL FACILITIES

J	Civic Art Center
K	Knox College
L	Railroad Museum
M	Proposed Children's Museum
N	Proposed Theater
O	Orpheum Theatre
Q	Educational Technology Center

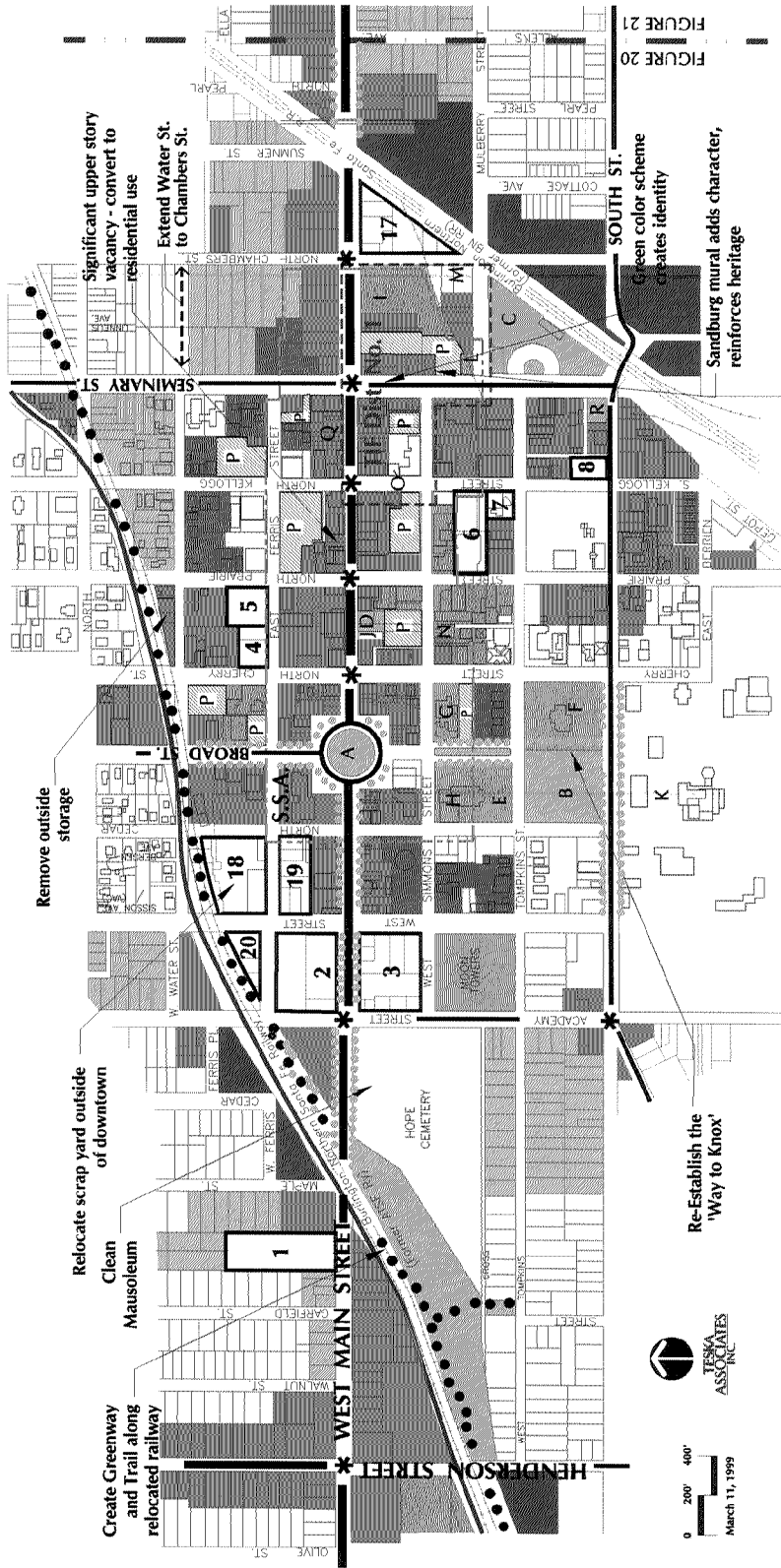


FIGURE 20

FIGURE 21

FIGURE 21 Main Street/ Downtown Corridor Plan City of Galesburg

Sheet 2 of 2

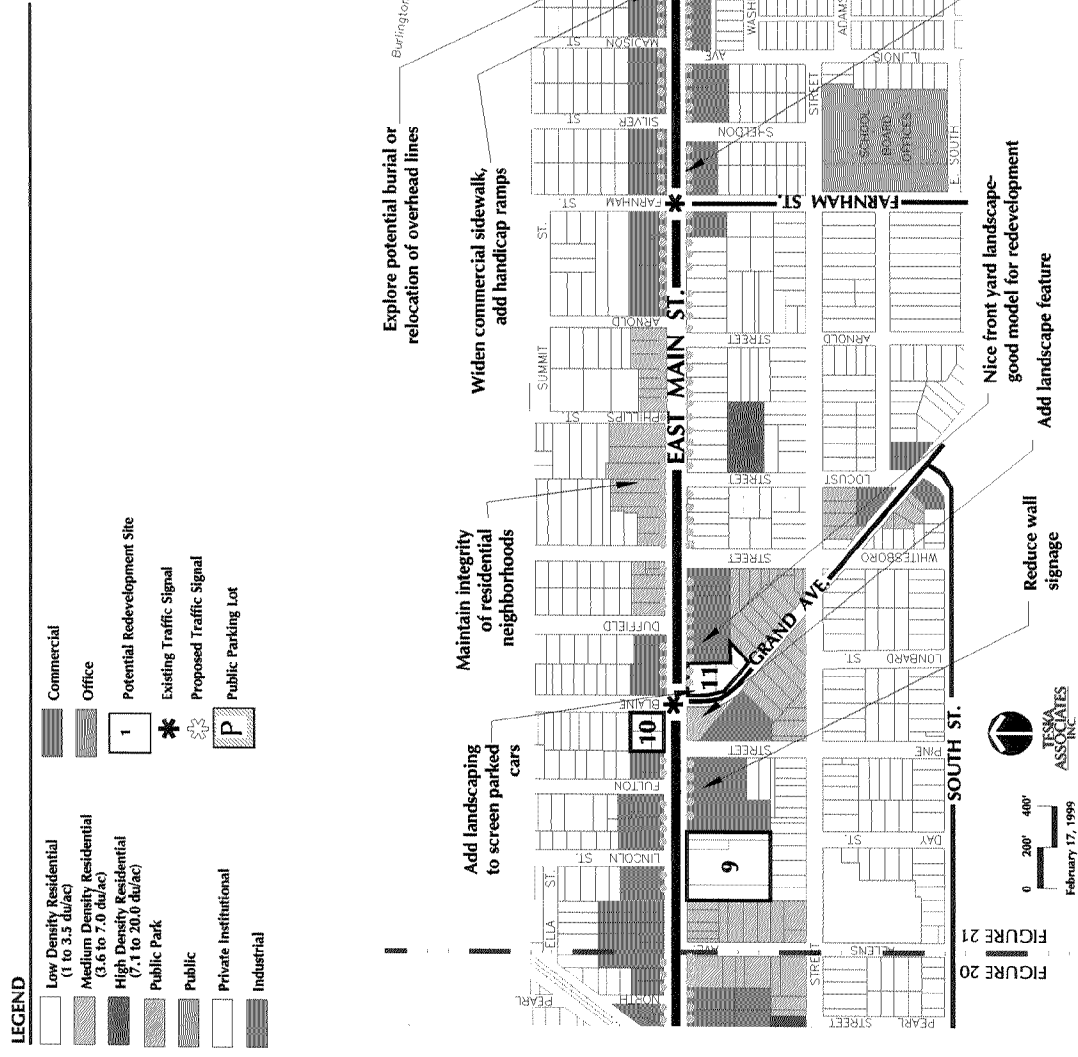
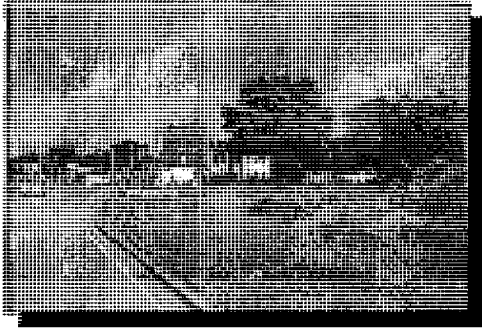


FIGURE 20

FIGURE 21

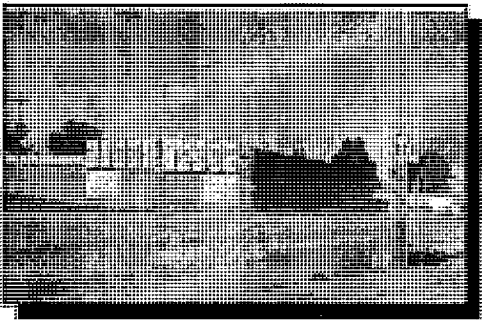
APPEARANCE ISSUES

The following photographs and attached notes highlight some of the appearance issues which should be addressed within the Main Street/Downtown Corridor.



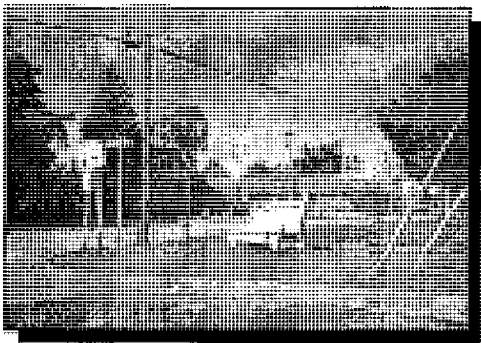
Eastern Gateway/ Int. 74 & Main

- Landscaping of interchange should be enhanced to create unique sense of arrival.
- Landscaping of Main Street median should be enhanced with seasonal plantings.
- New community entry sign is recommended with careful consideration given to the visibility and setting of the sign, including accent landscape improvements.



West View - Main & Grand

- Signs should not extend over buildings.
- Buildings east of the railroad should be setback a minimum of 10' to provide some front-yard landscaping.
- Weeds should be removed from public right-of-way.



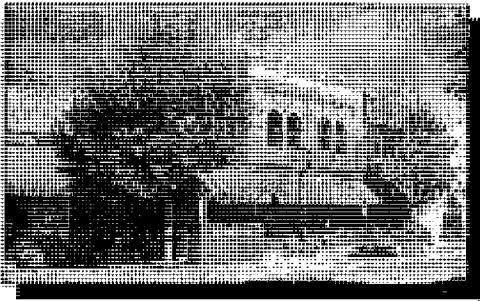
West View - Main & Whitesboro

- Consider removal of advertising from benches to reduce visual clutter.
- Ramps for disabled individuals should be provided at all intersections, and sections of deteriorated sidewalk should be replaced.
- Overhead power lines should be relocated to rear lot lines or buried to enhance corridor appearance.



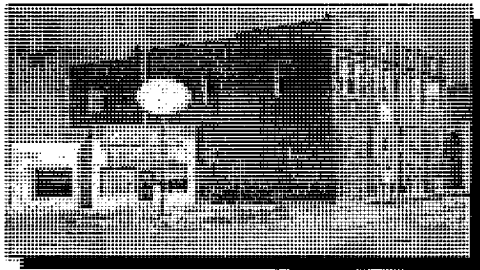
New Dairy Queen at Grand & Main

- Attractive unique signs which add to the character of the corridor.



West side of Seminary south of Main

- Model section of downtown featuring reuse of older structures, common awning treatments, consistent accent colors, common sign styles, and good use and maintenance of seasonal flowers.



Northwest view - Kellogg & Tompkins

- Signs no longer in use should be removed.
- Vacant multi-story buildings should be considered for conversion to residential use.



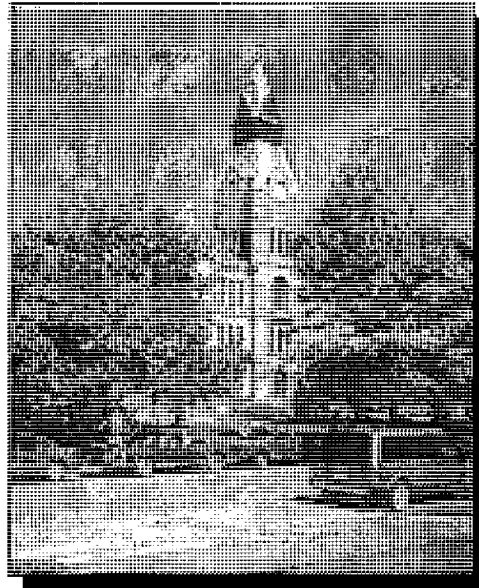
Southwest corner of Main & Broad

- One of many outstanding churches in downtown Galesburg which can serve important historic and tourism functions.



Knox College

- Improve link between campus and downtown through enhancement of South Street and Cherry Street streetscapes.



Knox County Courthouse

- Develop a public facilities plan which addresses all County needs for office, courthouse, and jail needs.
- Maintain Knox County courthouse and offices within downtown Galesburg.



North Entry on Seminary

- Focus facade improvements on key downtown approach routes such as Main Street and Seminary Street.
- Continue to permit projecting signs with interesting shapes, but encourage such signs to blend with building architecture similar to signs along Seminary Street between Main Street and Simmons Street. Internal illumination is discouraged for this type of sign.
- Consider adding pedestrian scale lighting and permanent banners to key entry corridors.
- Clean and restore historic building facades to enhance overall appearance of the corridor.
- Provide additional landscape improvements and a more decorative fence around Hope Cemetery, which serves as a western entrance into downtown Galesburg.

IMPLEMENTATION PLAN

Annexation Policies

Zoning Authority

Only eight of Knox County's twenty communities have local zoning authority. Remaining communities rely on the County to provide zoning control. In addition, the unincorporated area of Oak Run is also under Knox County's zoning authority although this area has extensive private covenants and restrictions which are controlled by a local association.

Incorporated Municipalities With Local Zoning Control	Incorporated Municipalities Without Local Zoning Control
1. Galesburg 2. Knoxville 3. East Galesburg 4. Abingdon 5. Wataga 6. St. Augustine 7. Maquon 8. Victoria	1. Altona 2. Henderson 3. Oneida 4. Rio 5. Williamsfield 6. Yates City

In addition, the following unincorporated communities rely on Knox County for zoning control:

3. Dahinda
4. DeLong
5. Douglas
6. Gilson
7. Hermon
8. Rapatee

Planning Coordination

In Illinois, land use and transportation planning is a shared responsibility between municipalities, townships, and counties.

Several policies are recommended to encourage joint planning and cooperation between governments in Knox County to promote the efficient use of land and other resources.

- Publicize and update County plans to encourage their use in the decision-making process. The Comprehensive Plan should be reviewed annually and updated every 5 to 10 years to remain consistent with current local conditions.
- Ensure compliance with the intent of the Comprehensive Plan as a prerequisite to development within the County's jurisdiction.
- Conduct a joint meeting of the County Board and Zoning Board of Appeals each January to review past decisions, explore current issues, and update the Comprehensive Plan. Township and Municipal officials should be invited to participate in this joint meeting and encouraged to share planning issues of common concern.
- Update County zoning and subdivision regulations to assure consistency with the Plan, and work to implement County goals and objectives.
- Encourage the adoption of consistent building codes and other regulatory processes for both the County and individual municipalities.
- Establish a rational balance and coordination of municipal, township and county authority over the use and development of land.
- Coordinated and cooperative agreements between municipalities and other public agencies that lower the cost of providing

processes. In particular, consider development of a Land Resource Management Plan between Knox County and the communities of Galesburg, Knoxville and East Galesburg. This plan, to be approved by all four local governments, would outline proposed land use, transportation, and boundary agreements. This Comprehensive Plan would provide an excellent starting point for development of such a plan.

- Open direct channels of communication between County agencies, townships and municipal authorities that promote the exchange of ideas and meaningful dialogue on important issues. Conduct annual meetings between the County Planning Commission, Township Planning Commissions, and Municipal Planning Commissions.
- Require, before the decision-making process, conspicuous public notices to residents and surrounding government agencies that provide relevant information about proposed developments, potential impacts, and the ability to participate.
- Encourage the development and enactment of additional State legislation that would provide incentives to land owners for retaining farmland in agricultural uses.
- Cooperate with municipalities and utility providers in controlling development and preventing land uses that would hinder the orderly provision of utilities.

Education and Involvement

- Promote public review and discussion throughout the process of the development of the Comprehensive Plan, and future comprehensive planning efforts.
- Strengthen the public hearing processes for county, township, and local review of development proposals, with notice to residents and surrounding government agencies that provide adequate and timely information about proposed development and potential impacts during the decision making process.

- Raise the standard of development by educating developers about good planning and design standards for subdivision layout, site planning, landscaping, building and sign appearance, highway access, parking capacity and storm water management.

Information

- Maintain up-to-date and easily accessible records of information regarding land-use conditions, environmental conditions, jurisdictional boundaries, public facility capacities, and local and regional land-use plans.
- Coordinate data collection and data sharing between municipalities, townships and County agencies to provide the most efficient and least expensive source of commonly used data.

Municipal Annexation

- Annexation to the north, east and west of Galesburg should be focused on land between the existing municipal limits and U.S. Highway 34 and Interstate 74. This area has the best access to municipal services such as police and fire protection. In addition, extending the developed portion of the community out to these major highways will increase the communities overall visibility and identity. Property owners in these areas should be contacted and encouraged to enter into annexation or pre-annexation agreements with the City. Now that the City has a current Future Land Use Plan and the economy is good, annexation and zoning will increase the marketability of the property. While normal line extensions would be needed, it appears that the City has adequate water and sewer capacity to serve any additional development to serve these annexation areas.
- Additional annexation by Galesburg may also be appropriate for new industrial development to the southwest and southeast. In particular, annexation to County Highway 10 east of Route 41 would permit expansion of Galesburg's existing industrial base. Annexation to the southeast could allow for

development of a new business park with visibility and good access to Interstate 74.

- There is considerable undeveloped land within the existing municipal limits of both Knoxville and Abingdon. Additional annexation around these communities should be limited until new development “fills-in” the existing municipal limits. This approach minimizes conflicts with agriculture and preserves farmland, while also providing for the most efficient extension of municipal services. The one exception to this policy would be near the County Highway 9/Interstate 74 interchange where additional annexation by Knoxville may be appropriate as opportunities for non-residential development arise.
- Additional annexation by other municipalities in the County should be focused on areas identified as Contiguous Growth areas on the Knox County Future Land Use Plan. As above, it is recommended that most new development occur within existing municipal boundaries prior to additional annexation.

These classifications are as follows:

<u>Abbreviation</u>	<u>Classification</u>
ADM	Administrative
APP	Appearance
CF	Community Facilities
DEV	Development
INF	Infrastructure

The third column is a short description of the specific action step. The fourth column summarizes the parties responsible for implementing each action step, and the fifth column is the estimated cost of the improvement, where known. These cost estimates are very preliminary and are not based on any detailed engineering. Costs are for construction only, and do not include any estimate for land acquisition where required.

Implementation Matrix

The following table provides a summary of key implementation tasks outlined within the Comprehensive Plan. This table is designed to provide a starting point for prioritization and budgeting of actions needed to implement the community vision outlined in the Comprehensive Plan. Further refinement of this table will be needed as details of cost and staff resources become available. This table can be used as a starting point for development of a capital improvement program.

The first column in the table represents the priority of the task on a scale of A to C, with A being the highest priority. These priorities are the average response based on a survey of members of the Comprehensive Plan Steering Committee. The second column provides a classification system of the type of improvement or action.

1999 Comprehensive Plan Capital Improvement Program Project List

Priority	Classification	Recommendation	Responsibility	Cost
A	ADM	Amend Knox County Zoning and Subdivision regulations for consistency with Comprehensive Plan and to reflect modern development practice	Knox County, Consultant	\$ 50,000 - \$60,000
A	ADM	Amend City of Galesburg Zoning and Subdivision regulations for consistency with Comprehensive Plan and to reflect modern development practice	City of Galesburg, Consultant	\$ 80,000 - \$100,000
A	ADM	Develop Land Resource Management Plan and intergovernmental agreement for area between Galesburg and Knoxville	City of Galesburg, City of Knoxville, Village of East Galesburg, Knox County	\$15,000
A	ADM	Formulate strategy to create and promote permanent scenic routes	Citizens committee, County Board	\$1,500
B	ADM	Create Grand Avenue Association	Grand Avenue property and business owners, Chamber of Commerce	\$ 1,500
B	ADM	Reconfigure Oak Run school district boundaries	Districts # 208 (ROWVA), #202 (Knoxville), and #210 (Williamsfield)	\$10,000 (survey, legal work)
B	ADM	County Farm/Nursing Home Land Utilization Study	Knox County Board, consultant	\$ 6,500
A	APP	Relocate or bury overhead utility lines along North Henderson Street	Illinois Power, IDOT, City of Galesburg, Property Owners	\$ 5,000,000 - \$15,000,000
A	APP	Add landscaping and community entries at East and West Main Street	Private property owners, City of Galesburg	\$250,000 - \$500,000
A	APP	Add landscaping and enhance signs throughout Henderson Street Corridor	Private property owners, City of Galesburg	\$250,000 - \$500,000
A	APP	Upgrade downtown streetscape with new lighting, landscaping, etc.	Downtown Association, City of Galesburg, TEA-21 grant(s)	\$ 4,800,000
B	APP	Develop automobile pull-offs with informational markers on County Highway 10 highlighting rail yards.	BNSF, Knox County, City of Galesburg	\$ 15,000
B	APP	Install directional signs to downtown Galesburg and Knoxville just east of the intersection of County Highway 10 and U.S. Highway 150.	IDOT, County Highway Department, cities of Galesburg and Knoxville	\$1,000
B	APP	Add color and texture to planned center turn lane along North Henderson Street	IDOT, City of Galesburg	\$400,000 - \$650,000

Priority	Classification	Recommendation	Responsibility	Cost
A	CF	County Jail Expansion or new facility	Knox County	\$ 7,000,000
A	CF	Develop new fire station west of Sandburg Mall to replace Maple Street Station	City of Galesburg	\$1,500,000
A	CF	Enhance existing parks in Galesburg	City of Galesburg, Ill. Bikeway or TEA-21 grants (see Park Master Plan update for priorities)	\$ 200,000 per year
A	CF	Expand Trail system in Galesburg	City of Galesburg, Ill. Bikeway or TEA-21 grants (see Park Master Plan update for priorities)	\$ 150,000 per year
B	CF	Health Clinic for low income residents	The health care community, including both Cottage Hospital and OSF St. Mary's	\$1,000,000
B	CF	County administrative center	Knox County	\$ 1,500,000 - \$ 3,000,000
A	CF	Additional Northeast or Southwest Fire station	City of Galesburg (fire department, architect)	\$1,800,000
A	DEV	Rehabilitate deteriorated housing	Non-profit groups such as the Carver Community Action Agency, City of Galesburg through CDAP	\$ 200,000 per year
A	DEV	Recruit developers for key sites in TIF No. 1 and TIF No. 2 by 2000	Property owners, City of Galesburg	\$5,000
A	INF	Improve Henderson Street north of Main Street	IDOT	\$12,000,000
A	INF	Create grade separated crossing of BNSF crossing on Route 41 between Galesburg and Abingdon	BNSF, IDOT, County Highway Department	\$3,500,000
A	INF	Conduct feasibility study to relocate former Santa Fe railway	BNSF, ICC, Knox County, City of Galesburg	\$500,000
A	INF	Create grade separated crossing at Main Street and BNSF railway west of downtown ⁴	City of Galesburg, BNSF	\$3,800,000

⁴Need for improvement is contingent on possible relocation of former Santa Fe line noted in preceding feasibility study

Priority	Classification	Recommendation	Responsibility	Cost
A	INF	Create grade separated crossing at Main Street and BNSF railway east of downtown	City of Galesburg, BNSF, property owners, IDOT	\$5,500,000
A	INF	Create grade separated crossing at former Santa Fe railway and North Seminary Street*	City of Galesburg, BNSF, property owners, IDOT	\$2,000,000
B	INF	Extend Michigan Ave. north to Fremont Street, with grade separated crossing at BNSF railway	Developer, City of Galesburg	\$3,400,000
B	INF	Improve Henderson Street south of Main Street, including Henderson/County Highway 10 intersection	City of Galesburg, County	\$4,000,000
B	INF	Construct new interchange at County Highway 12 and Interstate 74	IDOT, federal government, County Board	\$1,600,000
B	INF	Extend Knox Street to the east to connect with California Ave. in East Galesburg	Developer, City of Galesburg, Village of East Galesburg, Knox County	\$270,000
B	INF	Close Mulberry Street between Whitesboro Ave. and Grand Ave.	City of Galesburg, utility companies, adjacent property owners	\$50,000
B	INF	Extend Carl Sandburg Drive east to Farnham Street	Developer, City of Galesburg	\$900,000
B	INF	Extend Michigan Ave. north from Fremont to connect with extended Carl Sandburg Drive at Farnham St.	Developer, City of Galesburg	\$3,500,000
B	INF	Reduce traffic along Kellogg Street adjacent to Cottage Hospital or vacate a portion of the right-of-way	City of Galesburg and Cottage Hospital	\$5,000 (survey and legal work)
B	INF	Realign south Lake Storey Road	Knox County	\$600,000
B	INF	Install stop light at the intersection of County Highway 10 and State Route 41	IDOT, Knox County, City of Galesburg	\$80,000
B	INF	Relocate Santa Fe railroad	BNSF, City of Galesburg, Knox County	\$16,800,000
B	INF	Shift intersection of Log City Trail and W. Fremont Street west and reconstruct roadway on new alignment	Developer, property owner, City of Galesburg	\$750,000
B	INF	Create grade separated crossing at former Santa Fe line and South Henderson Street*	City of Galesburg, BNSF	\$1,800,000
B	INF	Create grade separated crossing at West Street and BNSF Railway	City of Galesburg, BNSF	\$1,800,000

Priority	Classification	Recommendation	Responsibility	Cost
B	INF	Widen and straighten County Highways 12 and 15 to Oak Run	Knox County Highway Department	\$2,000,000
B	INF	Add traffic signal at Carl Sandburg Dr. and W. Fremont St.	Developer, City of Galesburg	\$80,000
B	INF	Extend Enterprise Avenue across BNSF Railway to Route 41	City of Galesburg, BNSF, property owners, IDOT	\$1,600,000
C	INF	Construct new industrial collector parallel to Interstate 74 between Fifth St. and County Highway 10	Developer	\$700,000
C	INF	Extend Log City Trail south between Fremont St. and West Main St.	Developer	\$1,200,000
C	INF	Add traffic signal at Grand Ave. and Fifth St.	Developer, IDOT, City of Galesburg	\$80,000
C	INF	Add traffic signal at Grand Ave. and Michigan Ave.	City of Galesburg, IDOT	\$80,000

Capital Improvement Plan

A capital improvement plan is an estimate of capital projects that will be required by the community over a given time period. Through the implementation of the projects on the capital improvement plan, the recommendations of the Comprehensive Plan are accomplished. The following steps should be undertaken:

1. Begin with "A" items listed in the Capital Improvement Project List.
2. Determine available funds.
3. Seek grants, where available.
4. Add the desired improvements to the City's existing Capital Improvement Plan and create a County Capital Improvement Plan.

Sources of Funds

The capital improvement budget outlined above indicates a need for substantial funds in order to implement the recommendations of this Comprehensive Plan. Funds may be raised internally, through property tax levies and bond issues, or through external sources.

City of Galesburg

The City of Galesburg may choose to finance capital improvements through a capital fund in the

annual budget, or through the issuance of bonds. As a home rule municipality, the City of Galesburg is not subject to any debt limits. As of the fiscal year ending in April, 1999, the City has \$4.8 million in bonds outstanding, for a debt of approximately \$144 per resident. According to the City Treasurer's office, a healthy bond ratio is considered to be as high as \$1,000 per resident, meaning that the City of Galesburg currently has significant bond capacity.

Knox County

Knox County may choose to finance capital improvements through a capital fund in the annual budget, or through the issuance of bonds. According to the County Treasurer, the current bond capacity of the County is \$11.1 million. Pending approval from voters and the bond market, this bond capacity could be utilized to fund some of the identified capital improvements.

Other Sources of Funds

Numerous external funding sources exist to assist Knox County and Galesburg with capital improvement needs.

Illinois Transportation Enhancement Program (ITEP). This program, administered by the Illinois Department of Transportation, is funded through the federal Transportation Equity Act for the 21st

Century (TEA-21). The program helps communities finance projects that enhance the transportation system by serving a transportation need or providing a transportation use, or both. Project sponsors must secure matching funds from another source. The following ten types of projects are eligible:

1. provision of facilities for pedestrians and bicycles
2. scenic or historic highway programs
3. landscaping and other scenic beautification
4. historic preservation
5. rehabilitation of historic transportation buildings, structures, or facilities
6. provision of safety and educational activities for pedestrians and bicyclists
7. acquisition of scenic easements and scenic or historic sites
8. preservation of abandoned railway corridors for the conversion and use thereof for pedestrian and bicycle trails
9. control and removal of outdoor advertising
10. establishment of transportation museums

Enterprise Zones. The Illinois Enterprise Zone Program is designed to stimulate economic growth and neighborhood revitalization at the local level. Zones must meet qualifying criteria relating to poverty, low-income, unemployment, or population loss. Businesses that locate or expand in enterprise zones are offered a combination of state and local tax incentives, regulatory relief, and improved government services. Incentives include: tax credits, income tax deductions, sales tax exemptions, financing, or other local incentives. The City of Galesburg has already established one Enterprise Zone.

Tax Increment Financing. Tax Increment Financing (TIF) enables a community to finance public investments in the TIF district using revenue from increased property taxes within the area. Rising property values occur as a result of private investment that would not come about without the public improvements. To date, the City of Galesburg has established two TIF districts, one in the East Main Street - Kiwanis Park area and a second in downtown Galesburg. Funds from these or additional districts may be used to finance improvements in the respective districts.

Open Space Land Acquisition and Development (OSLAD) Program. This grant program assists

communities with financing for land acquisition and development costs of parks and other open space areas. The Galesburg Park and Recreation Master Plan describes the program in more detail.

State of Illinois Bicycle Trail Grants. These grants can be used to establish bicycle trails. The Galesburg Park and Recreation Master Plan describes the program in more detail.

Affordable Financing of Public Infrastructure Program. This loan program, administered by the Illinois Department of Commerce and Community Affairs (DCCA), provides funds for infrastructure improvements that address health, safety and economic development needs, and which support economic and community development. Program funds may be used for acquisition, construction and improvements of local public facilities and sites and associated equipment. The maximum amount of funds invested in any one project is \$100,000.

Business Development Public Infrastructure Program. This DCCA loan program helps local governments finance public infrastructure needed to support economic development and private sector job creation and retention. Funding is available only for infrastructure projects which lead directly to private sector expansion or retention activities. General infrastructure construction and renovation activities – those which lead only indirectly to job creation and retention – are not eligible for consideration. Funds may be used for a wide variety of public infrastructure improvements needed to induce job creation and retention. For this program, at least one private sector job must be created or retained for every \$10,000 awarded by the department. Typically, DCCA will limit its assistance to \$500,000 or less.

Community Development Assistance Program (CDAP). CDAP is a federally-funded grant program that provides grants to local governments for economic development projects, public facilities and housing rehabilitation. The program is targeted to assist low-to-moderate income people by creating job opportunities and improving the quality of their living environment. Several types of grants are available, including:

1. Economic Development: Grant funds of up to \$500,000 may be available for loan by a

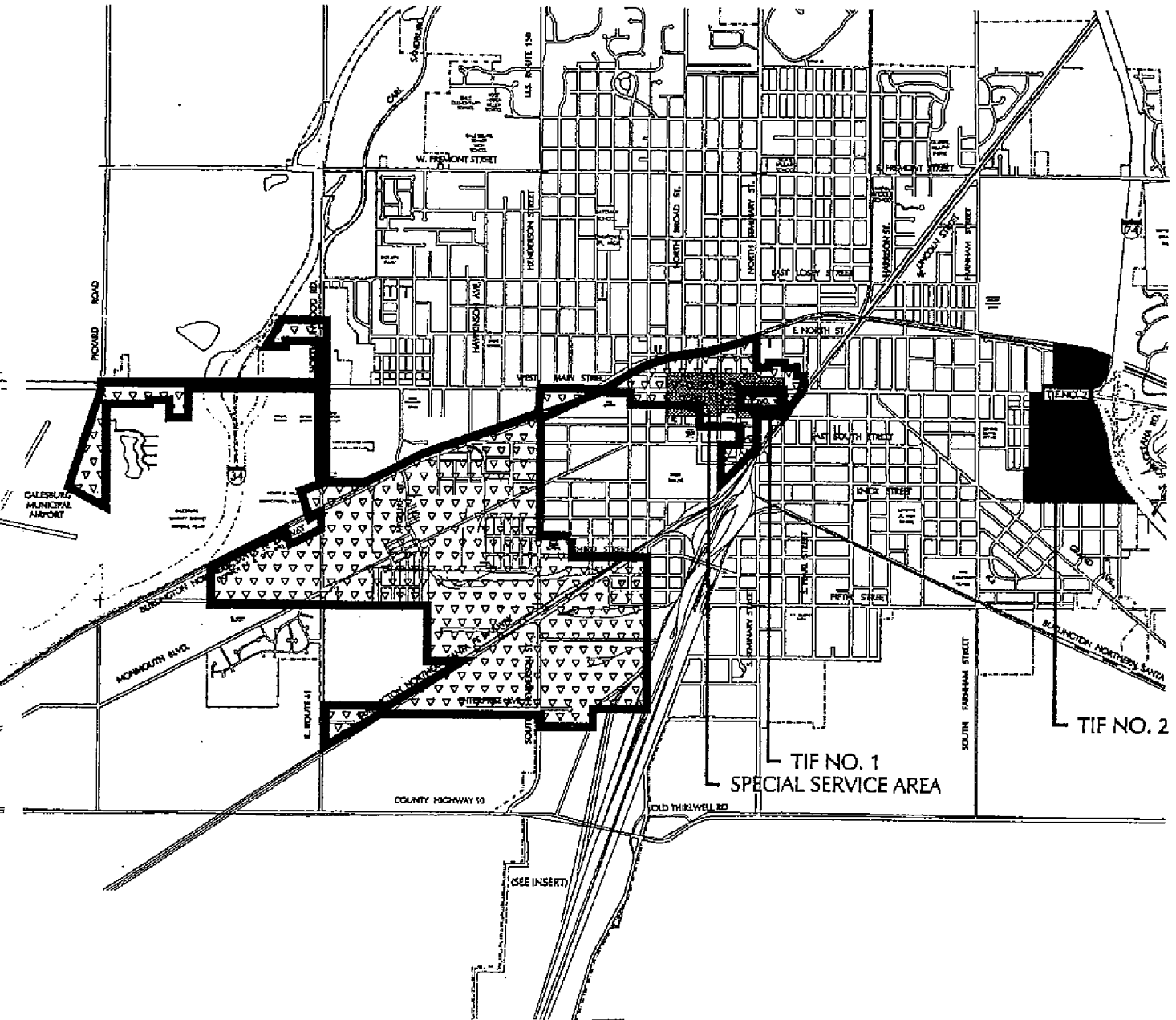
local government to businesses locating or expanding in the community. Funds may be used for machinery and equipment, working capital, building construction and renovation, and improvements to public infrastructure that directly support this development.



2. **Housing:** To provide safe and sanitary living conditions for low-to-moderate income residents of their communities, local governments may request grant funds up to \$400,000. These grants are used to upgrade and expand housing stock in communities.
3. **Public Facilities Construction and Design Engineering:** Local governments needing to improve public infrastructure and eliminate conditions detrimental to public health, safety and public welfare may request grants up to \$100,000 for Design Engineering and \$400,000 for Public Facilities to undertake projects designed to alleviate these conditions.
4. **Removal of Architectural Barriers:** Grant funds up to \$150,000 are available to assist local governments in the removal of architectural barriers that restrict accessibility to publicly-owned buildings for people with disabilities.

The above sources should be pursued by Galesburg and Knox County. Individually or in combination, these sources can help provide the funds to turn the recommendations of the Comprehensive Plan into reality.

FIGURE 22

**CITY OF
GALESBURG
ILLINOIS
SPECIAL
DISTRICTS**



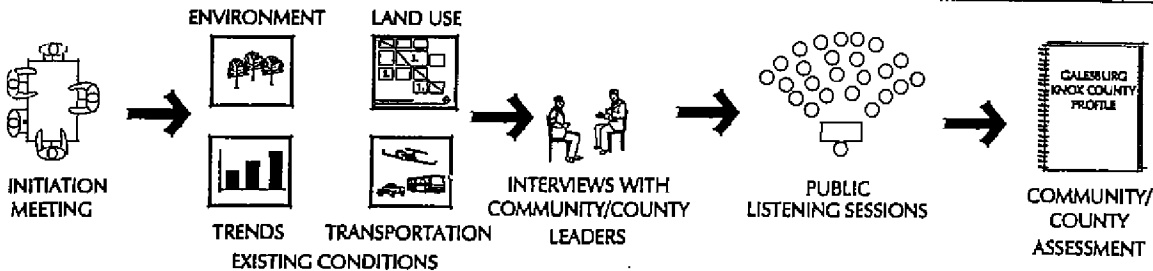
-  ENTERPRISE ZONE
-  TIF DISTRICT
-  SPECIAL SERVICE AREA



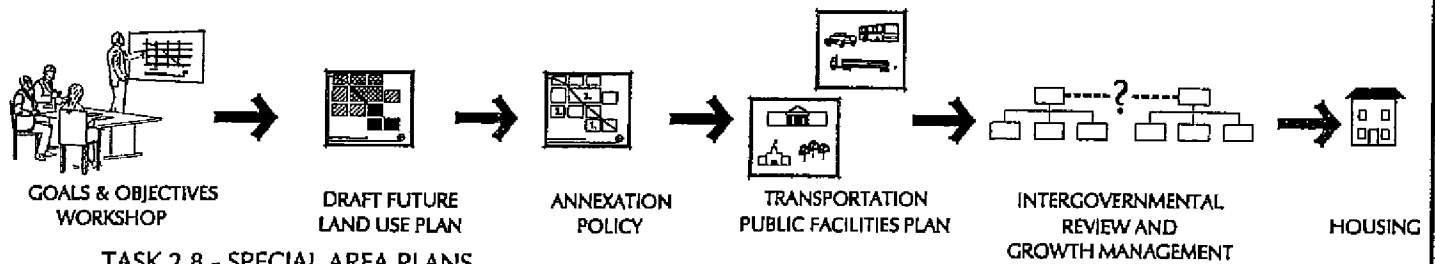
APPENDIX

PLANNING PROCESS PROPOSED BY TESKA ASSOCIATES, INC FOR
GALESBURG/KNOX COUNTY COMPREHENSIVE MASTER PLAN

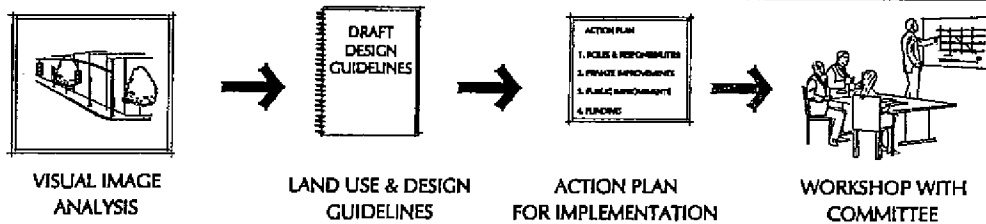
PHASE 1 - CITY/COUNTY ASSESSMENT



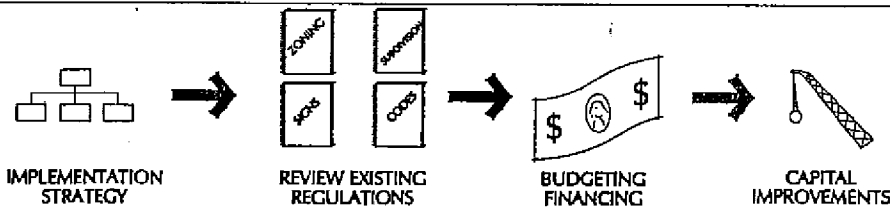
PHASE 2 - DRAFT COMPREHENSIVE PLAN



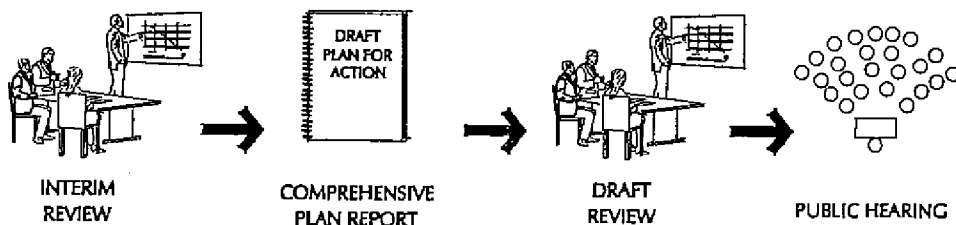
TASK 2.8 - SPECIAL AREA PLANS



TASK 2.9 - IMPLEMENTATION/BUDGETING/CAPITAL IMPROVEMENT

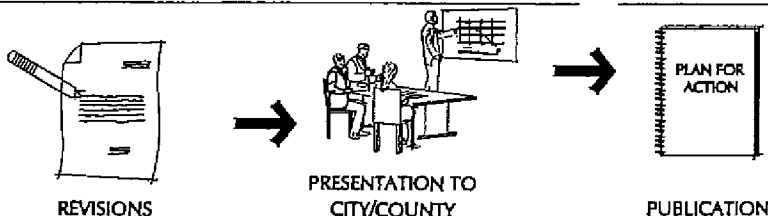


PHASE 3 - PRESENTATION AND REVIEW



PHASE 4 - REVISIONS & APPROVAL

PHASE 5 - FINAL PLAN



Private Contributors

City Leaders

F & M Bank
Galesburg School District 205
Maytag Galesburg Refrigeration Products

City Engineers

Barash & Stoerzbach, Attys.
Galesburg Clinic
Galesburg Cottage Hospital
Maddrell, John, DDS
NAIER
Norwest Bank

City Planners

First Bank
First Midwest Bank
Fisk, Sandra and Don
Fox Construction
Hansen Lumber Company
Illinois Power Company
Knox County Farm Bureau
Tucker's Printing Company, Inc.
West, Tom
WGIL/WAAG

City Coordinators

Galesburg Lincoln Mercury
Hy-Vee Food Store
Community Bank of Galesburg
Miller Dredge Insurance
Bondi Building Corporation
Butler Manufacturing
Cherry Street Brewing Co.
Dickinson, Phil
G & M Distributors, Inc.
Johnson Building Systems
Drs. Kaspar & Bobofchak
McGladrey & Pullen, Public Accountants
Sandburg Mall
Seminary Street

Contributing Friends

Boynton, Pete
Burgland Health Mart
Campbell, Leon & Mary
Century 21/Tucker Swanson
Citizens Against Super Max
Denker, Perry & Juanita
Dick Blick Company
Galesburg Order Buyers, Inc.
Grant Bullis Agency
Holmes, Deborah
James, Rick & Mary
Juergens, Martha
King, Becky
Klinck, Jeff & Suzy
Lakis Ford Dodge
Lethem, David & Cheryl
Lind, Carol
Miskell, Mark & Marla
Pacheco, Gayla
Sundberg, Rick & Lori
Tunzi, Scott & Jeanie
Watts, Steve
Wilcox, Kit & Pam

Key Person Interviews

Jane Johnson, Citizen/Activist
Paul L. Mangieri, Knox County State's Attorney
James Baird, Farmer, Former County Board Chairman
Bob Sheehan, Mayor of Galesburg
Joe Krupps, Knox County Zoning Board of Appeals
Marty Anderson, Grain Store Elevators
Victor Rhea, USDA
Pete Holmes, Knox County Farm Bureau President
Chris Mowrer, USDA Rural Economic Community Development
Greg Chance, Knox Co. Health Dept. Director
Chuck Westbay, Farm Implement Dealer
Ron Hall, USDA Natural Resource Conservation Service
Andy Anderson, Banker/Community Leader
Bob Johnson, Regional Superintendent of Schools
Natalie Hemmer, Illinois Power Co.
Dr. Ron Cope, School District 205
Norm Winick, Zephyr Newspaper
Rick Nahm, Knox College
Pam Faria, Knox College
Bill Johnson, Builder
Bill Stieren, Business Leader
Chuck Ross, Realtor
Jim Browning, Sanitary District
Steve West, Cottage Hospital
Bob Maus, Chamber of Commerce
Norm Myer, Presbyterian Church
Shard Hansen, Business
Jay Matson, Seminary Street
Alice Egan, Knox County Housing Authority
Don Crist, Carl Sandburg College
Perry Denker, Galesburg 2000
John Pritchard, WGIL-WAAG
Joe Conklin, Burlington Northern/Santa Fe Railway
Alan Moore, YMCA
Kit Wilcox, Realtor
Don Cooper, Register Mail
Rick Foltz, Maytag
Alan Johnson, Streets & Highways Committee
Lyman Jensen, Galesburg Dir. of Public Works
Ron Zuck, Weber, Hillemeier & Zuck, Inc.
Linda Utsinger, Streets & Highways Committee

Galesburg/Knox County Comprehensive Plan Survey

November 3, 1997

Dear Resident:

We need your help. The City of Galesburg and Knox County are jointly developing a Comprehensive Plan to guide future growth and development. As Co-Chairman of the Comprehensive Plan Steering Committee, we are asking that you and the members of your household take a few minutes to help us plan for the future growth of our region by completing this survey.

Please answer all questions and return the survey in the enclosed postage-paid envelope by November 24th. You may also drop off completed surveys at Galesburg City Hall. Your participation in this survey will allow us to develop a plan which matches the desires of City and County residents.

Sincerely,

Tom West, Co-Chairman
Comprehensive Plan Steering Committee

Phil Dickinson, Co-Chairman
Comprehensive Plan Steering Committee

1. Rank the following transportation issues facing local communities/rural Knox County, with 1 being a high priority and 7 being low.

Rural Knox County		City or Village
70.5	a) Condition of roads	69.1
33.6	b) Bulk equipment movement (where? _____)	26.6
48.9	c) Delays at railroad crossings (where? _____)	62.6
13.5	d) Need for additional roads (where? _____)	13.4
20.0	e) Need for enhanced public transportation (where? _____)	30.2
41.6	f) Hazardous conditions other than at railroad crossings (where? _____)	39.2
	g) Other (Specify? _____)	

2a. Farms with 2,500 animals or more should:(circle one)

- 49.9 a) be evaluated on a case-by-case basis, considering proximity to residential uses, environmental controls, etc.
- 30.9 b) be considered as any other agricultural use and permitted as long as minimum health and safety regulations are followed such as waste treatment and mitigation of odors
- 19.2 c) be banned (Why? _____)

2b. Should regulation of such large farms be regulated locally or by the state? (circle one)

- a) Locally 28.2 b) State 21.6 c) Both 50.2

3a. Do you feel there are adequate public recreational facilities in rural Knox County?

- Yes 54.9 No 45.1

3b. If no, what facilities are needed? (Check all that apply)

- 40.8 1. Additional parks within municipalities
- 52.2 2. State, County or Township regional parks
- 52.3 3. Enhanced existing parks
4. Other (Specify) _____

4. Snake Den Hollow is a State of Illinois Recreation Area within Knox County. Have you ever visited this facility?

- Yes 33.7 No 66.3

5. Where do you do most of your non-grocery shopping? (Check one)

- 6.4 a) Galesburg Downtown
- 60.2 b) Galesburg (Sandburg Mall/ Henderson Street)
- 20.0 c) Galesburg (other)
- 2.9 d) Other community/location in Knox County
- 10.6 e) Outside of the County

6. Do you anticipate the following communities will experience expanding, stable, or declining population in the next 10 years: (check those you are familiar with)

	Expanding 1	Stable 2	Declining 3
a) Abingdon	22.5	62.9	14.7
b) Altona	7.0	64.7	28.4
c) East Galesburg	25.8	53.2	21.0
d) Galesburg	67.7	24.4	7.9
e) Henderson	15.4	63.2	21.4
f) Knoxville	63.3	34.1	2.6
g) Maquon	12.3	56.3	31.4
h) Oak Run	57.9	38.3	3.8
i) Oneida	14.7	72.7	12.6
j) Rio	6.1	64.8	29.1
k) St. Augustine	2.2	55.9	41.9
l) Victoria	5.8	55.9	38.3
m) Wataga	26.0	61.0	13.0
n) Williamsfield	18.5	66.5	15.0
o) Yates City	13.8	62.4	23.8

7. Realizing that there is a cost involved, how active should local communities and Knox County be in attracting new business? (Check one box for each level of government)

Knox County		City or Village
59.1	Very active (a)	61.8
30.5	Somewhat active (b)	28.1
7.8	Neutral (c)	7.2
1.7	Not very active (d)	1.4
.9	Not at all active (e)	1.4

8. Rate how important each of the following is to Knox County's quality of life:

	Very Important 1	Important 2	Neutral 3	Unimportant 4	Very Unimportant 5
a) Rural character	84.9		13.0		2.2
b) Heritage/history	74.0		22.1		3.8
c) Safety/security	97.7		2.0		.2
d) Appearance of the County	90.5		8.6		.8
e) Commercial architecture	58.7		35.8		5.5
f) Residential architecture	63.1		32.2		4.7
g) Recreation	83.1		15.4		1.5
h) Schools (K-12)	96.8		3.1		.1
i) Continuing education	94.0		5.8		.3
j) Municipal services	85.6		13.0		1.3
k) County services	84.9		14.2		.8
l) Travel time to destination	63.4		31.8		4.7
m) Economic vitality/jobs	94.7		4.6		.7
n) Retail stores and services	88.2		10.9		.8
o) Cultural opportunities (arts, music, etc.)	65.0		29.5		5.5

9. Please rate the availability of housing within the County, based on the following categories.

	Good 1	Adequate 2	Shortage 3
a) Rental Housing	7.6	38.2	54.1
b) Senior Housing	14.1	47.7	38.2
c) Owner Occupied Multi-family Housing (townhomes, condominiums, etc.)	10.5	57.7	31.8
d) Single Family Housing (\$60,000 or less)	14	37.1	48.9
e) Single Family Housing (\$60,001 to \$90,000)	12.6	59.9	27.5
f) Single Family Housing (\$90,001 to \$125,000)	24.9	65.6	9.6
g) Single Family Housing (\$125,001 or more)	29.5	63.3	7.2

9b. Please note any specific housing concerns which should be addressed in the plan _____

10. Which types of business should be encouraged to locate or expand in Knox County? (Check all that apply)

- 65.3 a) Small owner operated retail
- 30.5 b) Large retail (Target, Lowes, etc.)
- 8.7 c) Fast food restaurants
- 39.1 d) Family restaurants
- 36.7 e) Fine dining restaurants
- 17.6 f) Hotels and motels
- 31.9 g) Small business offices (attorney, insurance, etc.)
- 44 h) Large business office (regional center)
- 76.5 i) Light manufacturing (electronics, high tech)
- 49.6 j) Warehousing and trucking
- 67 k) Medium industrial (machine shop, metal working)
- 51.1 l) Heavy industrial (cement manufacturing, heavy equipment manufacturing, etc.)
- 39.8 m) Commercial recreation (bowling, theater, etc.)
- 28.8 n) Non-profit agencies (churches, government, etc.)
- o) Other (Specify) _____

11. Do you feel tax dollars are spent efficiently for the following services? (Circle yes or no for each service and each level of government)

Knox County			City or Village	
Yes	No		Yes	No
38.7	61.3	Roads (a)	48.7	51.3
66.6	33.4	Police Protection (b)	74.0	26.0
84.8	15.2	Fire Protection (c)	90.3	9.7
67.2	32.8	Parks (d)	70.8	29.2
58.7	41.3	Schools (K-12) (e)	60.0	40.0
66.3	33.7	Drinking Water (f)	72.1	27.9
71.3	28.7	Sanitary Sewers (g)	74.1	25.9
58.4	41.6	Storm Water Management (h)	54.6	45.4

DEMOGRAPHICS

To help us analyze the replies on this survey, we need to know a little about the members of your household.

12. How many members of your household are: (Write a number for each)

- _____ a) Children 5 or under years of age
- _____ b) Children between 6 and 18 years of age
- _____ c) Adults over 18 years of age
- _____ d) Total number of people living in household

13. What is your zip code?

14. How long have you lived in Knox County? (Circle one)

- 8.4 a) under 10 years
- 10 b) 11 to 20 years
- 13.3 c) 21 to 30 years
- 68.4 d) more than 30 years

15. What is the age of the: (Check answers for both if applicable):

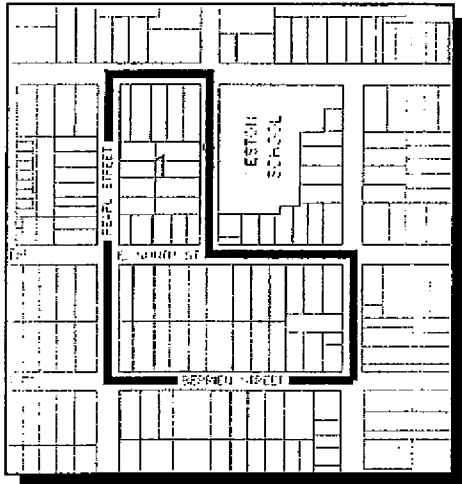
Male Head of Household/Husband	Age	Female Head of Household/Wife
1	18 to 24 (a)	.8
26.7	25 to 44 (b)	26.3
43.7	45 to 64 (c)	45.7
28.6	65 or over (d)	27.3

16. Is your total yearly household income: (check one)

- 14.2 a) Under \$20,000
- 36.1 b) \$20,001 to \$40,000
- 26.3 c) \$40,001 to \$60,000
- 13.3 d) \$60,001 to \$80,000
- 5.5 e) \$80,001 to \$100,000
- 4.6 f) Over \$100,000

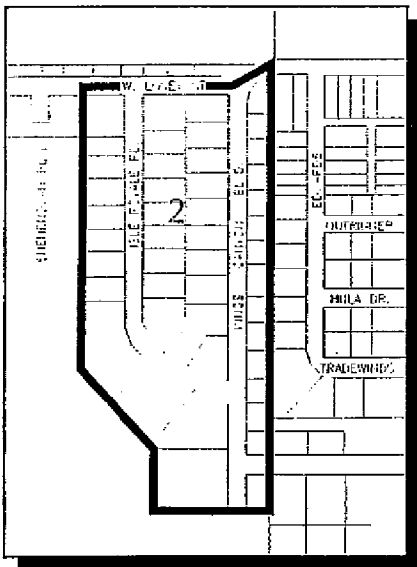
17. Please share any additional comments you have regarding future growth and development in Knox County below.

Neighborhood 1



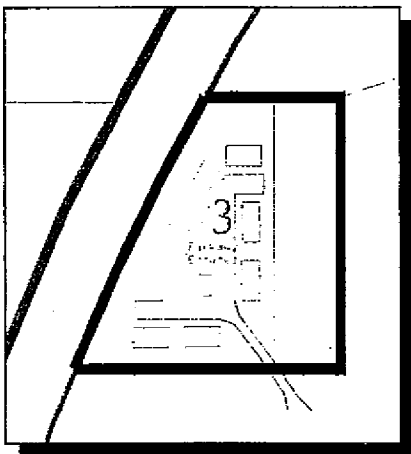
Total Area: 15.31 acres
Dwelling Units: 50
Gross Density: 3.3 d.u./ac.
Housing Type: Predominately single family, some duplex
Zoning: R2

Neighborhood 2



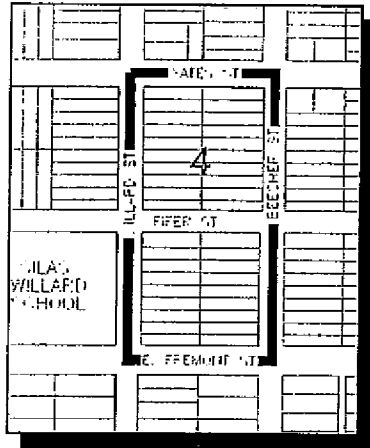
Total Area: 21.99 acres
Dwelling Units: 50
Gross Density: 2.3 d.u./ac.
Housing Type: Single family
Zoning: R-1A

Neighborhood 3



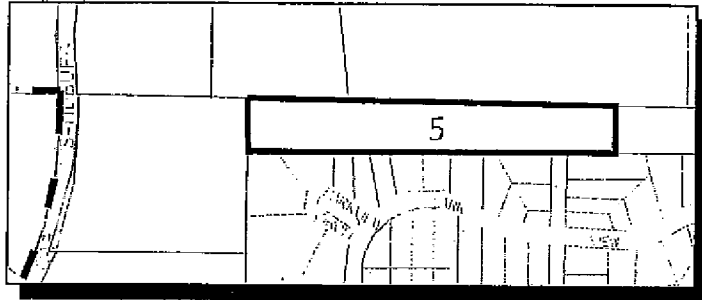
Total Area: 5.1 acres
Dwelling Units: 64
Gross Density: 12.5 d.u./ac.
Housing Type: Apartments
Zoning: R-3A

Neighborhood 4



Total Area: 9.32 acres
 Dwelling Units: 16
 Gross Density: 1.7 d.u./ac.
 Housing Type: Single family
 Zoning: R-1B

Neighborhood 5



Total Area: 4.78 acres
 Dwelling Units: 24
 Gross Density: 5.0 d.u./ac.
 Housing Type: Attached single family
 Zoning: RS