

---

*Report*

# City of Washington: Comprehensive Plan



Prepared for  
**City of Washington, Illinois**

April 2001

**CH2MHILL**  
8501 W. Higgins Road, Ste. 300  
Chicago, IL 60631-2801

---

*Report*

# **City of Washington: Comprehensive Plan**

Submitted to  
**City of Washington, Illinois**

April 2001

---

**CH2MHILL**

# Preface

---

Washington has a small town atmosphere with a historic, vibrant downtown square. It is also a growing community with diverse shopping and dining and many other big-city amenities readily available. Washington boasts a strong school system. Washington Community High School's Leadership Challenge program won the Governor's Hometown Award in 2000. People in Washington live in a blend of new subdivisions and established neighborhoods, in both new homes and renovated historic dwellings dating back to the mid-1800s. The city has an extensive park and recreation system, including walking and biking trails and community-wide recreation programs. Washington residents enjoy the use of two local golf courses.

The city of Washington has a good economic base. Retail shopping includes unique downtown gift and specialty stores as well as auto and furniture dealers and large discount and grocery retailers. Industries range from plastics to welding, from transformers to railway and fire equipment.

Washington is a community that is both an appealing place to visit and a place that many have chosen to call home. It has a blend of numerous churches of varied types. The citizens' community involvement is reflected in the number and work of the town's many civic organizations and veterans groups. Washington's status as a home rule city reflects the public's choice for flexible, responsive government. When residents are asked what makes Washington special, many respond "It's the people."

Washington has evolved over the decades from a small agricultural town. While maintaining its independence as it has expanded, Washington is now more suburban, with strong links to the regional commercial and industrial economy. Washington continues to grow while maintaining the high quality of life in a small town setting that its people enjoy.

## Comprehensive Plan

The Washington Comprehensive Plan is a long-range guide to assist public officials in directing future growth and development in the community. The Comprehensive Plan is not an ordinance but a reflection of the community goals and objectives as expressed by the people of Washington. Through numerous planning advisory committee meetings and workshops, and with feedback from individuals representing many interests of the community, the City developed the Comprehensive Plan as a statement for Washington's future.

The Washington Comprehensive Plan should be consulted regularly by public officials and staff, municipal boards and committees, developers, local agencies and organizations, land owners, business people, and all residents of the community as they consider actions which may impact the future of Washington. The plan seeks to:

- Establish long-range goals and objectives to guide decision-making processes regarding site-specific issues

- Guide future development and redevelopment of Washington in a manner consistent with the ongoing changes in economy and society
- Establish policies guiding future annexation decisions
- Guide decisions regarding development approval and infrastructure and community service investment

The plan is presented in six parts. The first chapter, the background report, is a compendium of background information regarding the city of Washington. Chapter 2, Community Goals and Objectives, defines the basic principles under which the plan has been prepared and which will guide the City of Washington in implementing its recommendations. Chapter 3 is the land use recommendations chapter. Chapter 4 discusses the transportation recommendations. Chapter 5 covers public facilities and services (which includes water, sewer, stormwater management, and government and institutions), and also recommendations on aesthetic considerations at the gateways, or entrances, to Washington. Chapter 6 contains recommendations for annexation and extraterritorial policies. Meeting summaries and findings of the planning advisory committee are provided in Appendix A.

## **Future Plan Amendments**

Comprehensive plans of this nature generally have a life span of 10 to 20 years; however, the City should be prepared to make minor amendments to the plan as necessary. Dates or events that may cause the City to reconsider or update parts of the plan include:

- A change in the decision on the preferred corridor between Peoria and Chicago so that the U.S. 24 Bypass is reconsidered;
- Any changes by Illinois Department of Transportation regarding interchange or roadway connections to I-74;
- Any changes that may occur with the Ring Road alignment location; or
- Additional Census 2000 information that could affect the plan's recommendations.

# Contents

---

<b>Preface.....</b>	<b>III</b>
<b>1. Background Report .....</b>	<b>1-1</b>
General Description .....	1-1
Demographic Profile .....	1-1
Environment.....	1-9
<b>2. Community Goals and Objectives .....</b>	<b>2-1</b>
<b>3. Land Use Recommendations .....</b>	<b>3-1</b>
Residential .....	3-1
Commercial .....	3-8
Industrial .....	3-12
Agricultural .....	3-16
Land Use Plan .....	3-16
<b>4. Transportation Plan.....</b>	<b>4-1</b>
Functional Classification of the Roadway System.....	4-1
Major Roadway Improvements.....	4-5
Other Roadway Improvements .....	4-9
<b>5. Public Facilities and Services .....</b>	<b>5-1</b>
Water .....	5-1
Sewer .....	5-2
Stormwater Management.....	5-8
Government / Institutional.....	5-9
<b>6. Annexation and Extraterritorial Policies .....</b>	<b>6-1</b>
Extraterritorial Area Policies.....	6-1
Annexation Policies.....	6-1

## Appendixes

- A Planning Advisory Committee Meeting Notes
- B City of Washington 2020 Population Forecast

## Tables

1-1	Population Trends .....	1-2
1-2	Racial Breakdown, 1990.....	1-2
1-3	City of Washington Racial Breakdown, 2000 .....	1-5
1-4	Age Composition, 1997.....	1-5
1-5	Household Formation, 1990.....	1-5
1-6	Household Income .....	1-6
1-7	Housing Occupancy and Value, 1990.....	1-7
1-8	Housing Type, 1990.....	1-7
1-9	Employment of Washington Residents, by Occupation, 1990 .....	1-8
1-10	Major Employers in Washington .....	1-8

3-1	Existing Land Use .....	3-1
3-2	Recreation Facilities .....	3-14
4-1	Existing Arterials.....	4-2
4-2	Existing Collector Streets .....	4-2

**Figures**

1-1	Historical Growth
3-1	Existing Land Use
3-2	Platted Subdivisions
3-3	Washington Park District Masterplan
3-4	Community Trail System
3-5	Land Use Plan
4-1	Thoroughfare Plan
5-1	Water Facilities
5-2	Sanitary Sewer Facilities
5-3	Fire Protection Districts
5-4	School Districts

# Background Report

---

The Background Report is a compendium of information about the City of Washington, Illinois used as a database during the comprehensive planning process. The information in the report was obtained from the City of Washington, Tazewell County, the Tri-County Regional Planning Commission, and various state and federal agencies.

## General Description

The city of Washington is within the Peoria/Pekin metropolitan area in northern Tazewell County. It is located about 5 miles from Peoria and about 35 miles from Bloomington/Normal. Communities nearest to Washington are Germantown Hills and Metamora to the north; East Peoria to the west; Eureka to the east; and Morton to the south.

Washington's rich history began with William Holland, who first settled there in 1825. According to the *Early and Continuing History of Washington, Illinois and Vicinity*, the U.S. Government hired him "as a blacksmith for the Indians." In 1834 Mr. Holland laid out the original town east of present day Main Street. By 1839, the town board passed a resolution extending the corporate boundary 0.5 mile each way from the center of Commercial Square. In 1857, Washington was incorporated as a town under a special act of the State of Illinois Legislature. According to the *History of Washington, Illinois, Sesquicentennial 1825-1975*, Abraham Lincoln visited Washington as a young lawyer, chatting with local Republicans around the Square. Stephen Douglas, Lincoln's rival in the debates, also visited the Square in Washington, which the *Chicago Times* described "a thriving town in Tazewell county."

First incorporated as the City of Washington in 1878, the citizens for the first time elected a mayor and council. By 1900, the population stood at 1,459. Washington's land area did not increase significantly from 1873 to 1910. It was roughly the same size when Ronald Reagan traveled through in the 1920s during his college days.

## Demographic Profile

### Population History and Forecasts

From the 1900 population of 1,459, the population count remained under 2,000 until 1940, by which time it had grown by almost 70 percent to 2,456. Including the period immediately following World War II, the population then jumped by over 70 percent in just 10 years, to 4,285 in 1950. Washington's greatest population increase took place between 1970 and 1980, when more than 3,500 residents were added to the city, representing a 52 percent increase in population. However, the recession of the early 1980s affected the metropolitan area, whose economy was heavily dependent on manufacturing. Between 1980 and 1990, Washington's population declined slightly. As the region recovered and diversified its economy, the city of Washington regained population lost in the previous decade. Census 2000 indicates that Washington's population was 10,841 (see Figure 1-1, Historical Growth).

**TABLE 1-1**  
Population Trends

	Washington	Tazewell County	Peoria MSA
1940	2,456	58,362	162,566
1950	4,285	76,165	250,512
1960	5,919	99,789	313,412
1970	6,790	118,649	341,979
1980	10,364	132,078	365,864
1990	10,099	123,692	339,172
1994	10,393	126,420	343,534
1997	10,505	NA	NA
2000	10,841	128,485	347,387
2020 Forecast	13,700	139,528	370,456

Sources: U.S. Census; Illinois Bureau of the Budget (1994 data); Tri-County Regional Planning Commission (Tazewell County and Peoria MSA 2020 forecasts); CH2M HILL (Washington 2020 forecast). Some Census 2000 information was being released as this plan was adopted.

To estimate future population in Washington, historic population and relationships between Washington, Tazewell County and the Peoria Metropolitan Statistical Area (MSA) were reviewed. Using U.S. Census population data (1940–1990), 1994 Illinois Bureau of the Budget population estimates, and Tri-County population forecasts for Tazewell County and the MSA, a regression analysis<sup>1</sup> was performed. Based on past trends and growth relationships between Washington, Tazewell County, and the metropolitan area, Washington’s 2020 population forecast is 13,700, or an increase of about 3,600 residents.

## Race

According to the 1990 census, Washington and Tazewell County are 99 percent white, compared to the MSA which is 91 percent white (Table 1-2). According to Census 2000 for Washington, racial composition changed only slightly since 1990 (see Table 1-3).

**TABLE 1-2**  
Racial Breakdown, 1990

	Washington	%	Tazewell Co.	%	Peoria MSA	%
White	10,018	99.2	122,673	99.2	309,440	91.2
Black	18	0.2	187	0.1	25,252	7.4
Asian or Pacific Islander	42	0.4	620	0.5	3,157	0.9
Other Race	21	0.2	212	0.2	1,323	0.4
Hispanic Origin*	28	0.3	802	0.6	3,494	1.0
Total Population	10,099		123,692		339,172	

\* Are counted in other categories






<sup>1</sup>Regression analysis is a method that examines the relationship between one or more independent variables and a dependent variable. It is used to identify and weight analytical factors and make forecasts. See Appendix B for detailed information.

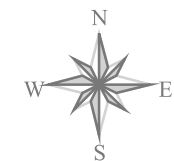


# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### HISTORICAL GROWTH

-  1834 Boundary (Original Town)
-  1873 Boundary
-  1910 Boundary
-  1961 Boundary
-  2001 Boundary



SCALE: 1 INCH = 3200 FEET

2000 0 2000 4000 Feet



0.5 0 0.5 1 Miles



Washington Comprehensive Plan  
April 2001

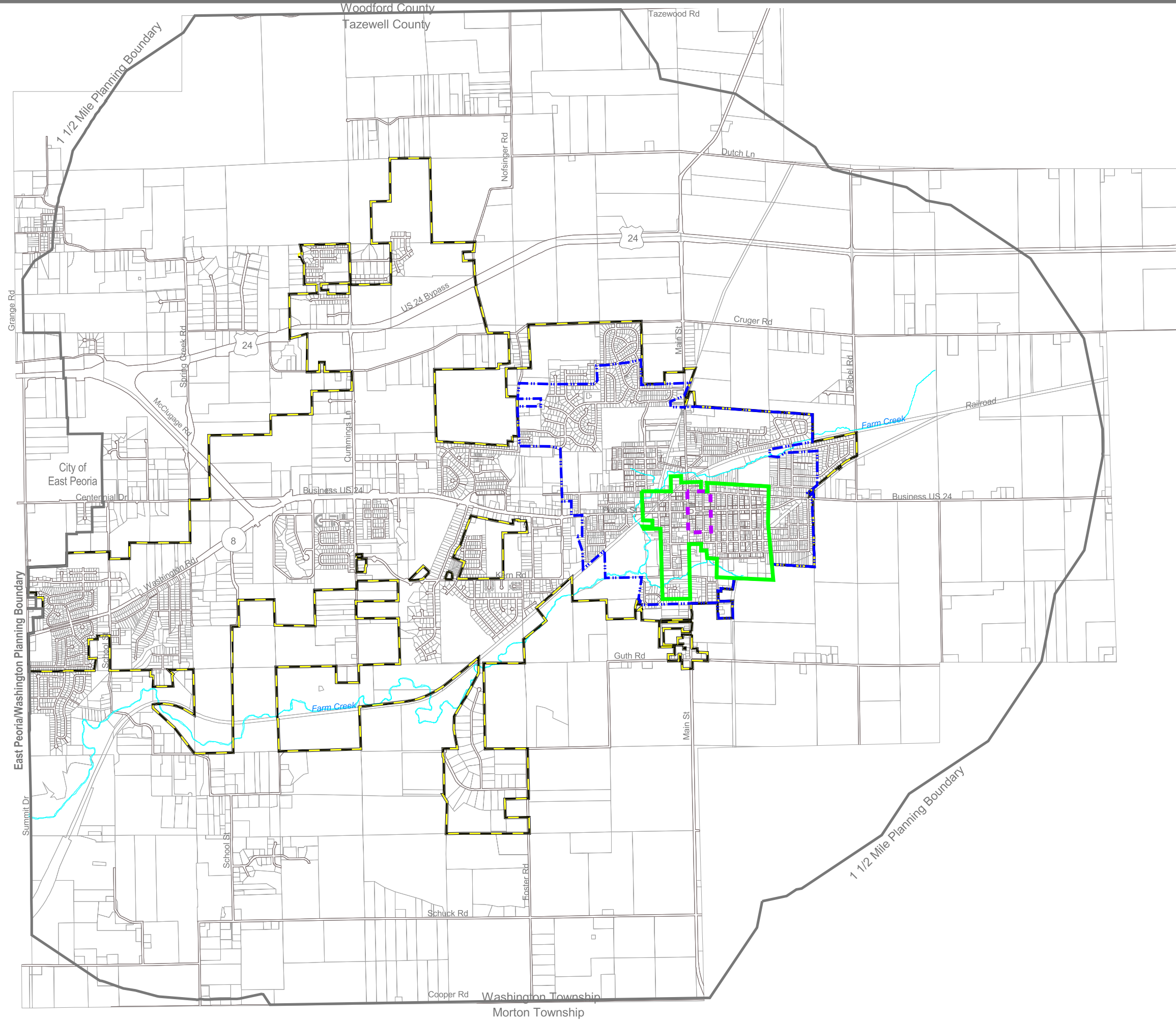


FIGURE 1-1

**TABLE 1-3**  
City of Washington Racial Breakdown, 2000

	Number	%
White	10,620	98.0
Black	28	0.3
Am Indian, Eskimo, or Aleut	9	0.1
Asian or Pacific Islander	46	0.4
Other/Two or more races	65	0.6
Hispanic origin of any race*	73	0.7
Total Population	10,841	100.1

Source: U.S. Census, 2000

Note: Total 100.1% due to rounding

\* Are counted in other categories

**TABLE 1-4**  
Age Composition, 1997

Age	Total	%
0–4	636	6.1
5–9	776	7.4
10–14	816	7.8
15–19	753	7.2
20–24	610	5.8
25–34	1,403	13.4
35–44	1,786	17.0
45–54	1,381	13.1
55–64	897	8.5
65+	1,447	13.8
TOTAL	10,505	

Source: U.S. Census, 1997 Special Census

## Age

Washington's age composition, as shown in the table below, reflects the older population of the community. Nearly 75 percent of the population is 18 years or older, with more than 14 percent of the population over 65 years of age.

## Households

The average household size in Washington is larger than Tazewell County and the metropolitan area. Washington has a higher percentage of married couple families (i.e., households in which both parents are present) than the county or MSA (nearly 90 percent, compared to 86 and 82 percent).

**TABLE 1-5**  
Household Formation, 1990

	Washington	%	Tazewell Co.	%	Peoria MSA	%
Total Population	10,099		123,692		339,172	
Total Number of Households	3,784		47,234		129,511	
Average Household Size	2.67		2.62		2.62	
Family Households						
Married Couple Family	2,570	89.0	30,201	86.0	75,995	82.4
Female Householder, no spouse	264	9.1	3,751	10.7	13,039	14.1
Male Householder, no spouse	65	2.2	1,176	3.3	3,216	3.5
Total Families	2,889	100.0	35,128	100.0	92,250	100.0

Source: US Census, 1990

## Income Characteristics

Per capita and household incomes in the city of Washington are greater than Tazewell County and the Peoria MSA. Per capita income in Washington in 1989 was \$14,908. By comparison, per capita income in Tazewell County was \$13,681, and in the Peoria MSA was \$13,796. The median household income in the city of Washington was \$34,417, compared to \$30,993 in Tazewell County, and \$29,837 in the Peoria MSA.

Generally, Washington residents are more affluent than residents in Tazewell County or the MSA. The city of Washington has a lower percentage of residents within the income categories below \$20,000 than the county or MSA, and has a greater percentage of residents with incomes within the income categories above \$20,000 than the county or MSA.

**TABLE 1-6**  
Household Income

	Washington	%	Tazewell Co	%	Peoria MSA	%
Median. Household income	\$34,417		\$30,993		\$29,837	
Per Capita Income	\$14,908		\$13,681		\$13,796	
Less than \$5,000	45	1.2	2,199	4.7	8,047	6.2
5–9,999	203	5.4	3,806	8.1	11,599	9.0
10–14,999	303	8.0	4,645	9.8	11,995	9.3
15–19,999	222	5.9	4,195	8.9	11,562	8.9
20–24,999	363	9.6	3,998	8.5	11,403	8.8
25–29,999	396	10.5	4,022	8.5	10,459	8.1
30–34,999	398	10.5	3,681	7.8	9,810	7.6
35–39,999	311	8.2	3,594	7.6	9,258	7.1
40–44,999	250	6.6	3,374	7.1	8,723	6.7
45–49,999	212	5.6	2,625	5.6	6,844	5.3
50–59,999	507	13.4	4,590	9.7	11,390	8.8
60–74,999	330	8.7	3,626	7.7	9,458	7.3
75–99,999	178	4.7	1,864	3.9	5,324	4.1
100–149,999	37	1.0	774	1.6	2,550	2.0
150,000 +	29	0.8	241	0.5	1,089	0.8

Source: U.S. Census, 1990

## Housing

Washington's housing stock is characterized by wood frame houses. Wood, brick, and aluminum exteriors are common in Cape Cod, ranch, and two-story dwellings. Roughly 16 percent of Washington's housing was built before 1935; 31 percent was built between 1940 and 1960; 44 percent was built between 1960 and 1980; and 9 percent was built during

the 1980s. The 1990 median home value in Washington was just over \$53,000 and the median monthly rent was \$375, as shown in Table 1-7. These numbers are higher than median home values and median monthly rents in both the County and MSA.

The median home values from the 1990 U.S. Census will show an increase when Census 2000 figures are released. While not likely to be the same as U.S. Census median home values, local sales records indicate an increase since 1990 in the value of homes in and around Washington. According to local real estate records for the area that includes Washington and its outlying areas, the median sale price for existing and new homes ranged from \$88,500 to \$104,000 between 1998 and 2000.

Housing stock in the region is dominated by single family homes (see Table 1-8). About 16 percent of Washington's housing stock is contained in multi-dwelling units containing 3 or more units, compared to 13 percent for Tazewell County. Washington has a higher percentage of single family attached homes and multi-family dwelling structures with the category of 5 to 9 units than the county or the MSA.

**TABLE 1-7**  
Housing Occupancy and Value, 1990

	Washington	Tazewell Co.	Peoria MSA
Housing Units	3,903	49,315	136,458
Occupied	3,793	47,171	129,363
Vacancy Rate	3%	4%	5%
% Owner occupied	72%	72%	68%
% Renter occupied	28%	28%	32%
Housing Cost			
Median Home Value	\$53,300	\$48,400	\$49,300
Median Monthly Rent	\$375	\$337	\$349

Source: US Census 1990

**TABLE 1-8**  
Housing Type, 1990

Units in Structure	Washington	%	Tazewell Co.	%	Peoria MSA	%
1	3,107	79.6	39,647	80.4	104,510	76.6
2	161	4.1	1,616	3.3	6,127	4.5
3 or 4	126	3.2	1,576	3.2	4,199	3.1
5 to 9	311	8.0	2,107	4.3	5,778	4.2
10 or more	176	4.5	2,711	5.5	11,572	8.5
Other	22	0.6	1,658	3.4	4,272	3.1
Total housing units	3,903		49,315		136,458	

Source: US Census, 1990

## Employment

### Occupation of Washington Residents

Compared to the county and Peoria MSA, a higher percentage of Washington residents are in managerial and professional, and technical sales and administrative support occupations,

as indicated in Table 1-9. In general, the mix of the Washington residents' occupations may be characterized as more white collar than the MSA and County.

**TABLE 1-9**  
Employment of Washington Residents, by Occupation, 1990

	Washington	%	Tazewell Co.	%	Peoria MSA	%
Managerial & professional	1,379	26.8	13,008	22.5	38,894	25.1
Technical sales & administrative support	1,877	36.5	18,612	32.2	50,008	32.3
Service	630	12.2	7,746	13.4	21,870	14.1
Farming, forestry & fishing	43	0.8	1,373	2.4	3,257	2.1
Precision production, craft & repair	499	9.7	6,965	12.0	16,852	10.9
Operators, fabricators & laborers	720	14.0	10,135	17.5	23,936	15.5
TOTAL	5,148	100	57,839	100	154,817	100

Source: US Census, 1990

### Employment in Washington

Table 1-10 details major employers in Washington. Four of the largest employers are in the retail industry (Wal-Mart, Uftring Chevy-Olds-Saab, and K-Mart), and account for about 470 of the jobs in Washington. Several other large employers are manufacturing concerns, and account for about 280 jobs. All Washington public and private schools combined employ over 400 people. The numbers listed below are estimates.

**TABLE 1-10**  
Major Employers in Washington

Employer	Type of Service	No. of Employees
Wal-Mart	Discount department store	140
Uftring Chevy-Olds-Saab	Auto sales/service	120
Washington Christian Village	Nursing home	120
Kroger	Grocery store	110
K-Mart	Discount department store	100
Illinois Valley Plastics	Molded components	90
WICC, Ltd.	Manufacturer of transformers	90
Miller Welding and Iron Works	Iron product fabrication	70
Sullivan's	Grocery store	70
American Allied Railway Co.	Rebuild railroad wheels	50

Source: City of Washington, Department of Planning and Development, 3/00 and 1/01

# Environment

## Topography

Most of Washington is dominated by nearly level to sloping soils that are moderately permeable. Land to the north and east is relatively level. Prior to conversion to urban use, the lands were in agricultural production. The land to the southwest of the city constitutes the upper reaches of the Illinois River Valley, and contains small tributary streams and drainageways creating a system of valleys and ridges, steep slopes, and heavy vegetative cover. This area has more varied topographic character. These areas are dominated by nearly level to very steep soils.

## Surface Waters and Floodplains

Water resources consist of Farm Creek and the smaller tributaries that drain to Farm Creek. There are two lakes within the community, West Lake, and Bowen Lake.

Floodplains are lands subject to inundation by 100-year frequency floods. Floodplain areas are important because they protect surrounding lands by retaining and storing water during times of floods. However, floodplains can be hazards if not dealt with appropriately.

Within and around Washington, the major floodplain areas are located along Farm Creek and its tributaries. Some floodplains have been developed with residential uses, particularly in the older, more established parts of the city. It is important that further development of these areas be discouraged to reduce the potential property damage from river flooding.

## Wetlands

Wetlands are areas characterized by certain soil and vegetation types and by the presence of hydrology (water) at or near the soil surface. Wetlands serve many functions, including filtering waters and runoff before entering rivers and streams, and providing habitat for a variety of wildlife and fish species, to name a few.

The most extensive wetland areas are located along Farm Creek and its tributaries, most of which are south of Business 24 and outside of the corporate boundaries of Washington. The most extensive wetland complex area along Farm Creek is south of the Sunnyland Subdivision and Beverly Manor. The wetland complex covers both the north and south sides of the railroad tracks through this area. In the east part of town, there is a wetland complex area associated with Farm Creek in the vicinity of Weaver Park. There are several scattered wetlands along a tributary between U.S. 24 Bypass and Centennial Road, west of McClugage Road.

Although the wetlands in the city are rather small, their value should not go unnoticed. Efforts should be made to protect these remaining wetlands.

# Community Goals and Objectives

---

The city of Washington is at an important juncture in its development. Like many other urban areas, the trend toward decentralization in the Peoria region has accelerated in recent years, and Washington has seen increased growth and development. Due to expanding development pressures on the periphery of Washington, attention needs to be given to the location and quality of future development within all areas of the community.

To establish a framework for addressing future growth and development issues within and surrounding the community, this plan identifies the goals and objectives for the future. The goals and objectives state basic philosophies of long-range local and government planning, which are, in turn, implemented through the specific recommendations and guidelines provided in the Comprehensive Plan. The remainder of the document builds on the goals and objectives and identifies specific policy recommendations by land use type.

Specific terms used in the following statement goals and policies are defined as follows:

**Goals** are, in general terms, broad aims, desired end situations, or ideals for achievement. They are typically broad and long-range.

**Objectives** are more specific than goals and generally represent an expanded description of a particular aspect of a goal or a more precise desired end situation.

Goals and objectives were developed after gathering input and feedback from various sources, including facilitated exercises with the Planning Committee, interviews with city leaders, and review of other recently completed plans.

## ***Goal: A Clean, Attractive City***

### **Objectives**

- Improve the appearance of entryways to the city.
- Improve the appearance of commercial areas along major arterials.
- Preserve and rehabilitate buildings of local historic merit and pursue historic district status.
- Enhance the image and character of the downtown.
- Improve the visual quality of Washington as perceived from the automobile.

## ***Goal: Improve the Physical Environment and Livability of the City of Washington***

### **Objectives**

- Discourage growth and development that is inconsistent with the comprehensive plan.
- Pursue annexation of property that is contiguous to Washington's corporate limits, especially where the city limits surround or nearly surround an unincorporated area.
- Focus development in areas where infrastructure exists, and discourage large lot and other development not served by city water, sewer, and other infrastructure.

**Goal: A Diverse, Mixed Housing Stock that Serves Residents of Different Ages, Family Sizes, and Economic Levels**

**Objectives**

- Encourage a high level of maintenance of the city’s housing stock.
- Provide adequate housing opportunities and amenities for elderly residents.
- Provide housing opportunities for young families.
- Provide for a mix of single-family, duplex, and multi-family housing.

**Goal: A Stable Economic Base of Businesses and Industries**

**Objectives**

- Enhance the economic vitality and diversify the tax base of the city through commercial and light industrial development.
- Maintain Business 24 as the primary retail spine for the city.
- Protect and enhance the unique character of Washington Square.
- Preserve the U.S. 24 Bypass and proposed I-474 Ring Road corridors for quality development at its key intersections or interchanges.

**Goal: A Safe, Convenient, and Efficient Transportation System**

**Objectives**

- Improve internal continuity of local roads within Washington.
- Preserve the potential for the U.S. 24 Bypass to serve as the route for the Chicago to Peoria freeway.
- Preserve the potential for a north-south route to connect to I-74.
- Work closely with the Illinois Department of Transportation (IDOT) regarding location and design features of the proposed I-474 Ring Road within Washington’s jurisdiction.
- Work with the Washington Park District to implement the trail plan throughout the city.

**Goal: High Quality Public Services for All Residents of Washington**

**Objectives**

- Continue efforts to increase cooperation and communications between all local governments having jurisdiction in the city.
- Work with neighboring communities and the County to address common issues related to borders, annexations, and services.
- Encourage annexation of contiguous neighborhoods into the City’s corporate limits.
- Support private fund raising for and development of a community center.



# Land Use Recommendations

This chapter presents specific recommendations associated with each land use category in the community. The proposed land use pattern for Washington is shown on the Land Use Plan exhibit. The Plan recognizes the present pattern of residential and commercial areas, with compatible development proposed to fill in existing neighborhoods and commercial areas.

The City of Washington currently encompasses approximately seven square miles of land area. The City's corporate limits are very irregular, with developed areas surrounded by the City yet not within its corporate jurisdiction. Land use in Washington has sprawled well beyond the original core of the city. This sprawl has left large tracts of undeveloped land within the city limits. This pattern of development makes community and infrastructure services more costly to provide and less efficient. In order to maintain a reasonable tax base and provide top quality services to its citizens, future development should be focused into areas where there has been an investment in infrastructure to serve that growth.

The amount of land devoted to different land use categories in the city is listed in Table 3-1 (see also Figure 3-1, Existing Land Use).

**TABLE 3-1**  
Existing Land Use

	City's Corporate Limits	Percent	City's Planning Area	Percent
Residential	1,610.6	38.6%	3,427.8	16.5%
Commercial	205.4	4.9%	241.0	1.2%
Industrial	51.2	1.2%	621.7	3.0%
Public and Parks	451.7	10.8%	859.3	4.1%
Agriculture	1,548.5	37.1%	15,035.8	72.6%
Vacant	310.1	7.4%	537.2	2.6%
TOTAL	4,177.6	100%	20,722.8	100%

Source: City of Washington Geographic Information System

Residential areas account for more than 38 percent of the land allocation in the city and 16 percent of the land in the larger planning area (including unincorporated areas within 1.5 miles of the city's boundaries). Agricultural land use accounts for 37 percent, followed by commercial and industrial land uses (6.1 percent, combined).

## Residential

Based upon Washington population projections for 2020, Washington should experience a household demand of about 500 new dwelling units during the next 20 years. This number

could vary significantly should Washington attract significant industry or business development within the community or surrounding area, should changes in national or regional economic conditions occur, or should the demographic assumptions underlying the forecast prove incorrect.

If 500 new units were built over the next 20 years, it would actually represent a decrease in the rate of single-family and duplex construction from the 1990s, which followed a period of little activity in the 1980s. Due to a regional economic downturn in the 1980s, an average of only 14 single-family or duplex units were built per year in that decade. In the 1990s, however, 404 single-family homes and 96 duplex units were built in the city.

The city's 1990s average of 50 single-family or duplex units per year was met or exceeded annually from 1996 through 2000. This contrasts with multi-family units. The 1980s saw only seven multi-family units built, with none in the 1990s. Provision should be made for duplex and multi-family construction for all ages, including graduated care facilities for seniors.

The demand for additional dwelling units will exist in both lower density single- and two-family units as well as multi-family units. In particular, housing for older residents should be a prominent and growing demand in the community based upon the aging demographics of the area. To meet this future demand, a variety of residential housing recommendations are discussed below.

### **Single-Family Residential**

About 84 percent of the residential development in Washington is single- or two-family units. Most of Washington's older neighborhoods are fully developed. Much of the newer subdivision development has been occurring on the periphery of the city. These areas include north of the U.S. 24 Bypass, near Cummings Lane, as well as other areas of town. Washington has a number of residential, commercial and industrial subdivisions that were not fully developed but with at least preliminary plat approval at the time of this plan (see Figure 3-2, Platted Subdivisions). Outside the City limits but inside the City's 1.5-mile planning jurisdiction, many homes have been built on large lots with well and septic systems. Subdivisions built without City water and sewer make future infrastructure extensions more difficult and more expensive than more contiguous compact development.

The location of future residential development strongly reflects the pattern of residential development, as there are areas adjacent to existing neighborhoods where extensions of development can occur.







#### *Recommendations:*

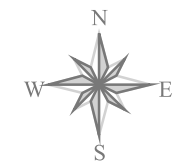
- Require new residential subdivisions to be located within areas designated on the land use map for future single- and two-family development.
- Encourage new residential development in areas where city services are available before providing public services for new residential subdivisions.
- While encouraging infill development, discourage large lot development built without access to the City's water and sewer systems, except where the plan recommends Rural Residential use.

# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### EXISTING LAND USE

-  Agriculture
-  Residential
-  Commercial
-  Industrial
-  Parks/Open Space
-  Vacant



SCALE: 1 INCH = 3200 FEET

1600 0 1600 3200 Feet



0.5 0 0.5 1 Miles

Washington Comprehensive Plan  
April 2001

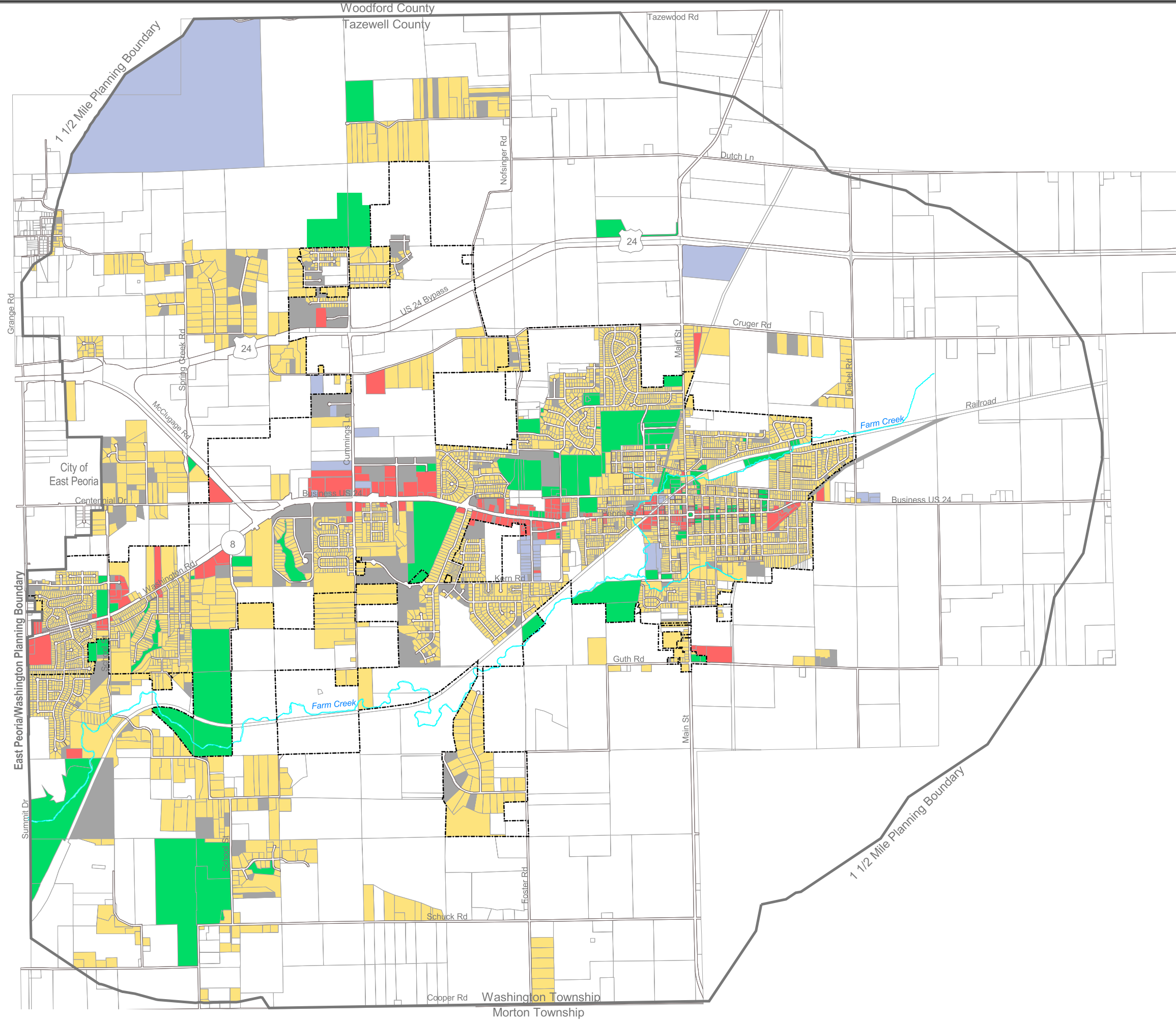





FIGURE 3-1

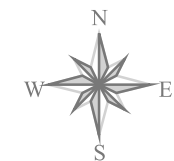
# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### PLATTED SUBDIVISIONS

Subdivisions Approved But Not Yet Fully Developed

-  Residential Subdivision
-  Commercial Subdivision
-  Industrial Subdivision



SCALE: 1 INCH = 3200 FEET

1600 0 1600 3200 Feet



Washington Comprehensive Plan  
April 2001

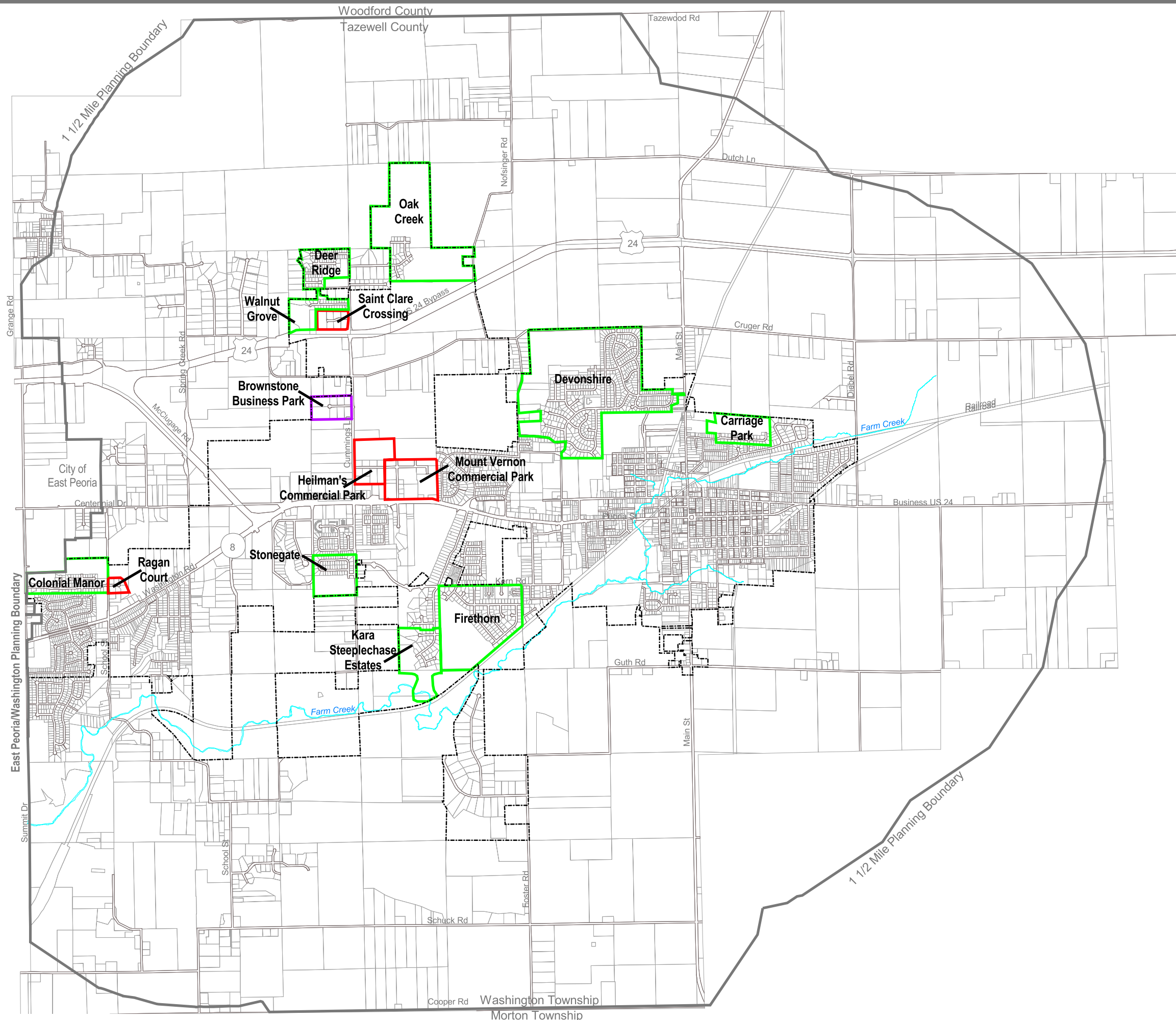


FIGURE 3-2

- Require residential developers to pay most or all of the water, sewer, and road improvement costs associated with their subdivision.
- Encourage development of affordable single-family housing (starter homes) for moderate to middle income families.
- Promote refurbishment and preservation of older homes in the community to maintain and enhance established areas of the City.
- Develop a historic preservation plan and ordinance for the square and the surrounding area. Consideration should be given to use of special streetscape features such as brick streets and ornamental lighting in the area, to name a few.
- Hold meetings with decision-makers and affected parties to discuss brick streets and other infrastructure improvements in historic neighborhoods.
- Consider smaller minimum lot sizes for residential uses, especially if public or common open space is provided elsewhere in the subdivision.
- Pursue annexation agreements actively with the unincorporated developed residential areas surrounded by Washington's corporate limits, including Parkview Subdivision and Washington Estates.

### **Multi-Family Residential**

Multi-family residential development (defined as buildings containing 3 or more units) accounts for 16 percent of all residential units. Multi-family dwellings are scattered in the older part of Washington, especially near Washington Square. More concentrated clusters of multiple-family dwellings are located in Brentwood, Georgetown, Devonshire and Lawndale. For the most part, there is no area of the city that consists primarily of multiple-family dwellings, and most of the construction has occurred in conjunction with adjacent single-family development. An exception to this is Georgetown Apartments, where the residential area consists entirely of multi-family structures.

Multi-family residential housing encompasses several different housing types: senior housing, apartments, and townhouses. Multi-family housing serves an important function in attracting and retaining a variety of residents: it allows younger families to enter the community and older residents to remain in the community after they no longer want to maintain a single-family home.

Multi-family residential housing will become increasingly important in Washington for elderly and lower income residents. The Christian Village Senior Housing Center provides the only elderly housing in Washington. With the number of elderly expected to increase, additional areas for future senior housing will need to be identified if Washington wishes to retain its aging residents. In addition to senior housing, there will continue to be demand for general apartments and townhouses for various residents. However, as noted in Chapter 1, Washington has more than its proportional share of multi-family units in Tazewell County. Therefore, some additional land has been designated for multi-family use with the understanding that undeveloped property with R-2 zoning is available.

*Recommendations:*

- Encourage development of one or more retirement villages/senior housing developments in a place where there is easy access to other services.
- Increase multi-family options (both owner- and rental-types).
- Encourage connections between multi-family developments and other amenities such as recreation trails, parks, and open space.

## Commercial

There are three principal commercial/retail areas in Washington: Washington Square, Business 24, and Route 8. Washington Square, in the city's downtown, contains specialty retail shops, such as antique and craft stores. Business 24 contains strip commercial development along the corridor and is the primary location for larger-scale shopping. Route 8, which is the western entry to Washington, contains Sunnyland Plaza and other retail and service businesses. Washington's commercial activities primarily serve the local consumer market. The one exception is Washington Square, which tends to serve a regional tourism market. More detail is included in the following subsections, followed by recommendations for each commercial area. It is expected that there will be future demand for commercial development along the U.S. 24 Bypass and the proposed Ring Road.

### Downtown Commercial

Washington Square, at the intersection of Main Street and Business 24, was the first commercial area of the city and remains an important center of activity. It is characterized by specialty shops and businesses, which primarily serve a tourism market. Specialty shops include antique and craft stores. Other businesses in downtown include a grocery store and service offices (such as real estate, law, and chiropractic offices). In the past, as with many older downtowns, this area functioned as a retail, service, and institutional center. Although downtown no longer serves a predominant retail role, its other activities have kept it an important location in the city. The downtown has several strengths including the presence of the library, a strong residential base, its historic value to the community, and the numerous specialty retail shops located there.

The 1998 Washington Economic Development Plan suggested that, while that specialty shops are a good niche for the downtown, the City should encourage a mix of stores that would serve local residents, as it is much more productive to build retail services for local clientele that will be repeat shoppers than to attract tourists who may only visit once. The Economic Development Plan noted that the long-range economic vitality of the Square will be directly related to building a non-tourism commercial base while preserving the specialty retail that attracts tourism.

There is minimal demand for office space in Washington, because Peoria is the primary office location in the metropolitan area. Most office development in Washington is user driven, such as the recent development of new medical offices to tap the growing medical services opportunities in the area. It is expected that future demand for office space in Washington will be limited.

The 1998 Economic Development Marketing Plan for Washington recommended that Washington promote redevelopment of residential properties near the square for office conversion and promote existing available sites. This would provide an opportunity to preserve older structures that may not be desirable as a residential location but are economical when developed for office space. Preserving existing buildings but permitting alternative uses would allow buildings that are compatible with the scale and character of downtown to remain. This would preserve the physical integrity of the downtown area.

While visual impacts are minimal and aesthetics generally are improved by upgrading these structures and improving grounds maintenance, converting residential structures to commercial use requires development of additional parking facilities. Proper controls on amount and location of parking facilities, signs, and incompatible uses can ensure minimal impact on surrounding residential land uses. Buffers should be required between a commercial and abutting residential use, depending on the nature of the commercial use.

An urban design program would improve the appearance of the square. Many buildings on the square are the original structures, but many of the infill or redevelopment of properties have not been compatible with the scale or character of the area. An urban design program would provide guidelines for building façade improvements and establish standards for infill development. It is important that modifications to existing structures or new structures be compatible with the historic character of the square. New development should not be required to replicate historic architecture but use materials and architectural styles and be of a scale compatible with the square's historic character. Finally, the City should use its TIF funds to enhance the appearance of the streets and sidewalks, parking areas, and the fountain at the square. These improvements are important as they serve to encourage increased use of downtown and present a favorable view of Washington to outside visitors.

To further strengthen the downtown, consideration should be given to extending the commercial area beyond its current boundaries and to encouraging commercial and office use in existing buildings along the major streets. The downtown area could be extended east and west along Walnut Street (east to about Church Street), on Peoria Street (west to Wood Street), and north and south on Main Street (between the abandoned TPW railroad tracks and Burton Street). In these areas peripheral to the downtown, a mixed zoning district or an overlay zone should be considered to promote uses that complement the downtown commercial mix, allow expansion of the commercial area, and offer alternative uses for residences or other buildings. The intent or purpose of an overlay zone or creating a mixed zoning district would be to promote flexibility in use, but not in appearance of, the existing structure.

To further support the downtown and improve streetscape aesthetics, compatible landscaping, architectural standards, and signage should be developed. The addition of other conveniences, such as shelters, waste receptacles, and benches, and such amenities as planting boxes, trees, and attractive signage would unify the area and further enhance the pedestrian-oriented shopping area.

*Recommendations:*

- Reinforce Washington Square as a retail center of specialty shops, while diversifying the commercial base to contain financial and professional offices, and business-oriented facilities that serve the local population.

- Promote reuse of residential buildings for commercial or office use on the main commercial thoroughfares surrounding the square.
- Use TIF funds for façade improvements, office conversion, design assistance, land assembly, infrastructure or parking improvements for new development.
- Improve access and aesthetics of the park in the middle of the square.
- Consider whether public restrooms might be appropriate for the square.
- Encourage accessibility between public parking lots and businesses.
- Establish urban design standards for the downtown area that promote restoration and preservation of historic architecture.
- Develop a historic preservation plan and ordinance for the square and surrounding area. Consideration should be given to use of special streetscape features such as brick streets and ornamental lighting in the area.
- Establish a downtown district overlay zone or mixed zoning district for the downtown area. This may include unique standards for building setbacks, conversion of residences to office or other commercial use, unifying design features, and parking requirements, to name a few.
- Consideration should be given to establishing a “Main Street Program” for the downtown.

## **Business 24 and Route 8**

Washington’s principal commercial corridor is located along Business 24 between Wilmor Road and Cummings Lane. Scattered commercial uses are located along other parts of Business 24, often in residential structures that have been converted to commercial use. Business 24 is the primary location for larger-scale shopping, and commercial centers are oriented to local and regional shoppers. Typical businesses along this corridor include grocery stores; discount shopping centers (K Mart, Wal Mart); and fast food restaurants. Most of these centers provide parking in front of the business, with the buildings set back from the road, which is in keeping with its orientation as a major arterial roadway.

The principal commercial center along Route 8 east before it joins Business 24 is Sunnyland Plaza on Summit Road. A large area along Route 8 that is presently undeveloped will be a key location along the proposed Ring Road. It is important to note that the U.S. 24 Bypass allows no direct commercial access drives, nor does McClugage Road from the U.S. 24 Bypass to Business 24. Therefore, special care will need to be taken to establish an internal traffic and travel system for commercially-planned properties adjacent to those facilities. It is important to maintain Business 24 and Route 8 as the primary retail spine for the community, and focus future commercial growth in this area.

Driveway access to businesses along the corridor is somewhat confusing in certain locations. Each shopping complex has its own point of access from the roadway. The high frequency of access drives makes it difficult to gain access to adjacent businesses. Consolidating access drives through this commercial area would greatly improve accessibility to the businesses as well as allow Business 24 to operate more efficiently. Requiring access from side roads at



major intersections, rather than from Business 24, would also alleviate traffic congestion along the route.

The lack of site landscaping and fully paved parking lots in front of buildings detract from the appearance of the commercial corridor. Streetscape improvements and parking lot landscaping with common lighting, landscaping, and amenities could tie the area together to make it appear as a unified commercial strip. Some issues should be addressed through landscaping requirements in the city's zoning ordinance. Streetscape improvements could be used as a unifying element to make the environment more appealing.

*Recommendations:*

- Plan for and encourage mixed-use development at the proposed interchange of Business 24 and the proposed Ring Road.
- Concentrate commercial development in and around existing commercial areas along Route 8 and Business 24 as much as possible. This includes redevelopment as well as expansion of the existing commercial shopping area.
- Allow consolidated, planned commercial development at key signalized intersections on Business 24, including the intersection with School Street, McClugage Road, the Wal Mart traffic signal, North and South Cummings Lane, and Main Street.
- Require site landscaping and design standards for new commercial development.
- Encourage the use of shared drives between developments, and access between commercial developments. This cross circulation system will reduce the number of access drives and reduce the trips on the major roadway.
- Encourage the use of cross streets to provide access drives to businesses on Business 24. This will allow the channelization of turning movements at designated roadway intersections.
- Enhance the appearance of Sunnyland Plaza and nearby properties with new signage, screening, landscaping, and renovation.

## **U.S. 24 Bypass**

Development has been slowly occurring in the vicinity of the U.S. 24 Bypass, and it is expected that there will be demand for commercial uses through this corridor, including both highway-oriented commercial uses as well as services for local shoppers needs. Since opening several years ago, the area has begun developing. The first major commercial development included the OSF Healthcare Facility. Other properties are vacant at this plan.

*Recommendations:*

- Focus commercial development at the major intersections along U.S. 24, including Cummings Lane and Main Street.
- Adopt strict land use and development standards for the U.S. 24 Bypass, at present an undeveloped corridor and an entryway to the City.
- Establish a special zoning district for development along the highway.

## Industrial

Areas for industrial growth are important for providing new jobs, diversifying the economy, and providing a suitable location for future industrial relocations within the community. Industrial development within the City of Washington is located in three main areas: (1) an area near downtown, adjacent to the railroad; (2) along Muller Road, south of Business 24; and (3) along North Cummings Lane between Business 24 and U.S. 24 Bypass.

### Cummings Lane Area

Cummings Lane represents the principal corridor in a larger area in which industrial and commercial development should be focused. The area generally encompasses the north side of Route 8/Business 24 between School Street and Gilman Street; the south side of U.S. 24 Bypass between McClugage Road and Nofsinger Road; and all lands between U.S. 24 Bypass and Route 8/Business 24.

This represents Washington's premier location for future industrial and commercial development, and the city should focus its primary business development activities on this corridor. While in the near term it is not expected that there would much demand for industrial space, this corridor will become even more desirable for industrial/commercial uses if IDOT constructs a proposed interstate corridor (discussed in the Transportation section of this document) and required public utilities become readily available.

The Cummings Lane corridor is already partly developed with a mix of commercial and industrial uses. Deciding between commercial and industrial zoning for individual parcels may need to be addressed on a case-by-case basis, with consideration of adjacent zoning and land use. Some scattered residential development has occurred in the area, making it less attractive for anything other than clean, light industries. The types of uses that would likely be attracted to this location are consistent with the 1998 Economic Development Marketing Plan for Washington, which found that the best business attraction opportunities for Washington included distribution, warehousing, and light manufacturing.

#### *Recommendations*

- Seek opportunities to annex parts of the area that are currently unincorporated.
- Rezone undeveloped land within this area to industrial/commercial.
- Establish and maintain land use restrictions along Cummings Lane to preserve available property for the desired light manufacturing and distribution facilities and ensure consistent construction standards.
- Preserve lands throughout this area for industrial/commercial development. Discourage residential development in this area as it would be incompatible with commercial uses.
- Reserve the most visible and accessible (major intersection) land on the Cummings/Cruger/U.S. 24 Bypass corridor for commercial uses, and encourage industrial use further south of the intersection of Cummings and Cruger, south nearly to Constitution.
- Consider sharing in the cost for extension of utilities in the targeted industrial and commercial areas of North Cummings (between U.S. 24 Bypass and Business 24) and on

Business 24 (between Route 8 and Centennial Drive). Participation in utility extensions should occur only if the proposed uses are compatible with the Comprehensive Plan and the City is able to meet the expense through grant funding or other means.

- Consider public-private partnerships in projects such as a speculative industrial building.
- Establish aesthetic standards for nonresidential buildings.

## **Downtown Industrial Area and Muller Road Industrial Area**

Industrial uses in the downtown area have become landlocked with little or no room for expansion. In addition, the area has poor accessibility for truck traffic. These locations, over time, have evolved into less suitable locations for industrial uses. The City should work with these businesses to ensure that they are able to operate their businesses adequately in their present locations. They should further assist existing users in relocating to other areas within the community that are more compatible with industrial use, if that businesses is contemplating a move to a location with improved access and room for expansion.

The Muller Road area is nearly fully developed with office and commercial uses. There is a small amount of undeveloped farmland to the west of Muller Road that may allow some industrial expansion. This area is well established and adequately buffered from other uses. While there is little expansion potential, industrial use in the area should be preserved and nurtured.

### *Recommendations*

- Work closely with industrial uses that may have outgrown their facility needs to assist them in relocating to other industrial areas within Washington during the next 10 to 20 years. Pursue state and federal funding to assist in relocating industries.
- Following relocation of an industry, encourage the redevelopment of those sites and structures to uses that are more compatible with the surrounding neighborhoods.
- Work closely with the businesses in this area to ensure that they are adequately able to operate their businesses in their present location.

## **Parks and Recreation**

### **Public Parks**

Information for the parks and recreation section is from the “Washington Park District Masterplan” (1997) by Scruggs and Hammond. Changes that have occurred since the publication of that report are noted in this Comprehensive Plan. However, it must be noted that this section of the Comprehensive Plan is intended to summarize and build upon, rather than replace, that report.

Parks and recreation facilities provide areas for recreation and leisure, and serve as gathering sites for community activities and other special events. These areas also help define and contribute to a community’s “sense of place” and quality of life.

Most public parks and recreation sites in the City of Washington are owned and maintained by the Washington Park District. Public park and recreation sites in the city range from neighborhood playgrounds to large, multi-use community facilities. An inventory of park and recreation sites is listed in Table 3-2.

**TABLE 3-2**  
Recreation Facilities

<b>Name</b>	<b>Size (acres)</b>	<b>Location</b>	<b>Facilities</b>
Washington Park	60.0	Lincoln Street	Community park; ball fields, playground, shuffleboard, volleyball court, restrooms, picnic shelters. Park District headquarters location
Oak Ridge Park	47.0	North Cummings Lane, north of U.S. 24 Bypass	Community park; primarily sports fields (soccer, ball fields)
Meadow Valley Park	90.0	Ernest Street, south of Washington Road	Specialized facilities; a large area is maintained as a natural area and contains trails, shelters. Picnic areas, playgrounds, restrooms, and sand volleyball court are also provided.
Birchwood Park	1.5	Hilldale and Lawndale streets	Neighborhood park; picnic tables and playground.
Bowen Lake Park	13.8	North Main Street and U.S. 24 Bypass	Specialized facilities; 6 acre lake which is stocked with fish, fishing pier and boat ramp, picnic shelter, playground, wildlife area, trail around the lake.
Candlewood Park	2.7	Candlewood Lane	Neighborhood park; nature trail, shelter, playground.
Grant Park	1.0	Grant Street	Neighborhood park ; basketball court.
Sweitzer Park	3.0	Hilldale and North Main Street	Neighborhood park; shelter, picnic table, and playground.
Weaver Park	7.0	Lawndale Avenue and TP&W RR	Neighborhood park; nature trails.
Washington Park Pool	5.0	Westgate Road	Community park; competition pool, splash pool, and two wading pools.
Westgate Park	1.0	Westgate Road	Neighborhood park; 25-yard lap pool, diving pool, kiddie pools, picnic areas, sand volleyball court, playground.
Trails	2.5 miles	--	Specialized facilities; 2 segments of trails have been completed. From behind McDonalds to Wilmor Road, to the high school, to Washington Park; and Kern Road.

Several schools have recreation facilities, including Washington High School, Washington Middle School, Lincoln Grade School, Central Grade School, and Beverly Manor School. Finally, there is Hillcrest Golf Course and driving range in Washington, located at Hillcrest and Business 24, and Pine Lakes Golf Course just south of the City limits.

Washington has 230 acres of park and recreation land. The National Recreation and Parks Association recommends a standard of 10 acres of park and recreation land for every 1,000 residents. Washington well exceeds this standard, with more than 45 acres per 1,000 residents. However, while the acreage is met cumulatively, several observations can be made relative to the size of various types of neighborhood and community parks. While Washington, Meadow Valley, and Oak Ridge parks are amply sized and developed to meet community park standards, the neighborhood parks are undersized. The Park District's

Master Plan noted that almost all of Washington’s neighborhood parks are under the suggested size, and many are not ideally located to serve its population service area. Further, there are residential areas that are not within service areas of existing parks (see Figure 3-3 , Washington Park District Masterplan ) and include:

- Washington Estates
- Parkview Subdivision
- Hillcrest Drive Area
- Felker’s Addition
- Brentwood Estates
- Westlake Subdivision
- The combined area of part of Beverly Manor, Rolling Meadows North and Rolling Meadows South

There are several ways in which the City can assist the Park District in achieving its goals for parks and recreation for Washington.

*Recommendations:*

- Where feasible, design stormwater detention basins to permit use as an “undeveloped” passive recreation park with defined safety standards. This or other creative use of detention areas as amenities should be encouraged.
- Consider modifying the City’s subdivision ordinance to require or provide incentives to developers of residential subdivisions to provide park space and dedicate lands to the Park District.
- Consider modifying the zoning ordinance to permit smaller lots or cluster development to allow for more open space or parkland, which would be dedicated to the Park District or owned by a homeowners association.
- Continue cooperation between the City and the Park District in improving the quality of parks and opens space in the community.

## **Trails**

The Park District’s Master Plan identifies a trail system that links parks and schools. The Park District also has a more specific community trail system plan (see Figure 3-4, Community Trail System). The trail system plan proposes off-road trails, on-road trails with designated lanes or widened shoulders, and on-road trails that share the roadway with autos. Several segments of the trail have been implemented. The plan for trails should be flexible enough to permit locations and connections to be revised due to the addition of traffic signals or other system changes.

*Recommendations*

- Work closely with the Park District in establishing, planning, building, and maintaining a trail system.
- When development is proposed in areas where a future trail is designated, require that an easement for the trail be provided to the City or Park District.

- Consider providing developer incentives in the subdivision codes in locations where the proposed trail is located.
- Seek funding for trail development.

## Agricultural

There are numerous areas within the City limits currently in agricultural use. These land uses are generally between McClugage Road and Cummings Lane, north of Business 24. Another area is between North Cummings Lane and Nofsinger Road, north of Constitution Street extending north of U.S. 24 Bypass. Finally, agricultural land use exists at the end of South Cummings Lane, near the railroad tracks. For the most part, these areas are surrounded by development. Therefore, it is expected that agricultural use is an interim use and that these areas would be converted to other land uses in the future.

Within the 1.5-mile planning area of the north, east, and south of Washington's corporate limits, agricultural activities are the predominant land use. Washington should encourage continued agricultural use of these lands for several reasons. First, it would be very difficult and expensive to provide City utilities in this area. Second, as most development pressure is occurring between Peoria and Washington, supporting and encouraging development east of Washington would lead to inefficient land use and leapfrog development, or sprawl. Third, some of the best farmland in the area is found in the areas east of Nofsinger and north of Cruger; east of Diebel; and east of Foster and south of Guth.

### *Recommendations:*

- Allow agricultural use within the 1.5-mile planning area northeast, east, and southeast of Washington. The only likely amendment to this recommendation would be due to the decision by IDOT to designate a highway through these areas.
- Permit only agricultural or agricultural related land uses within areas designated as agricultural on the land use plan.
- Advise developers that existing and future residential lots in areas designated as agricultural on the land use map should not soon expect to be served by public sewer or water.
- Work to rezone agriculturally zoned areas within the City limits to uses designated on the Comprehensive Map.

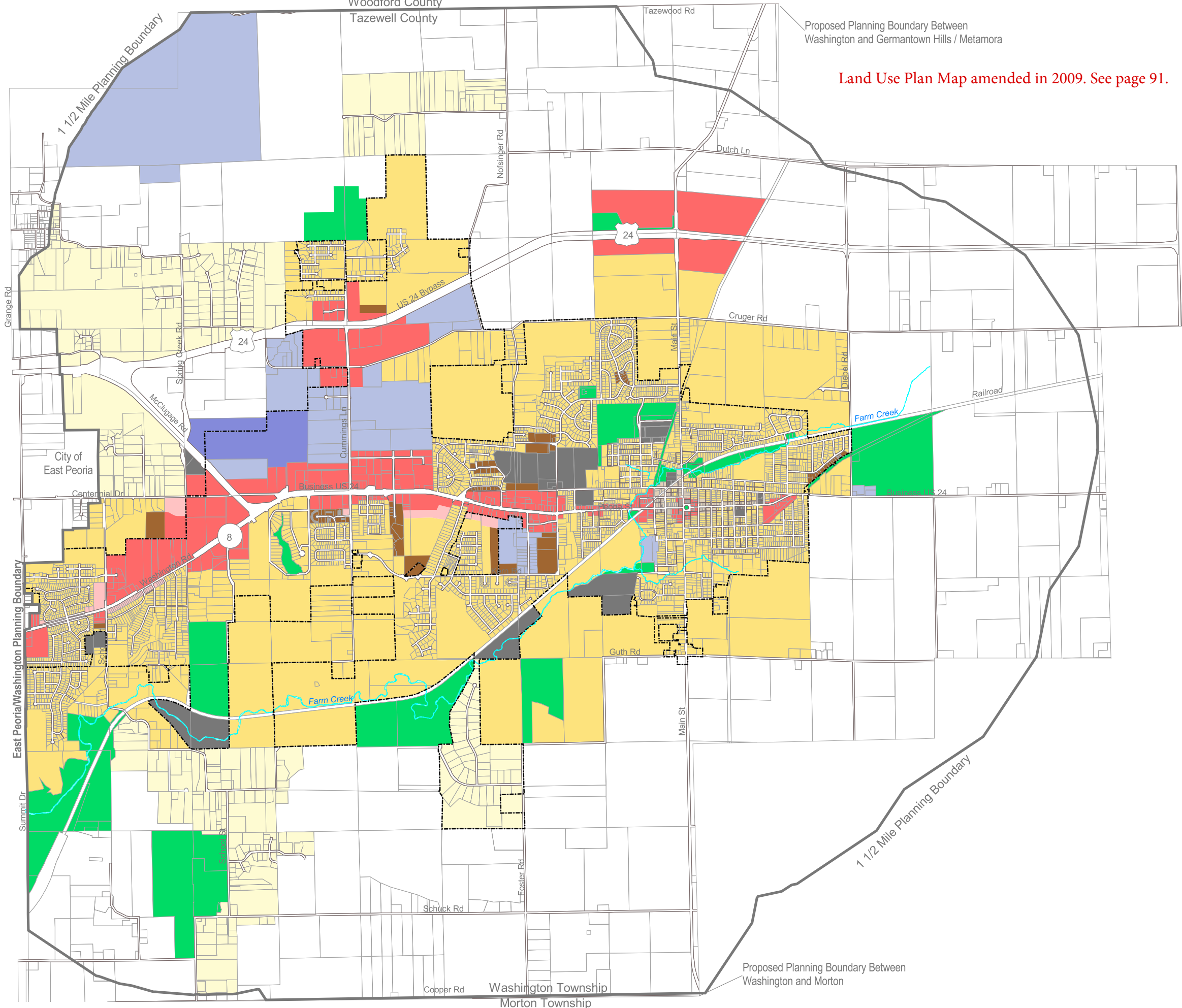
## Land Use Plan

The land use plan map that is a part of this plan contains the official land use recommendations for future development and land use in the City of Washington and the City's 1.5-mile planning jurisdiction (see Figure 3-5, Land Use Plan).

Figure 3-3, Washington Park District Masterplan (for hardcopy call 309-444-9413 )

Figure 3-4, Community Trail System (for hardcopy call 309-444-9413 )
















Land Use Plan Map amended in 2009. See page 91.

# CITY OF WASHINGTON

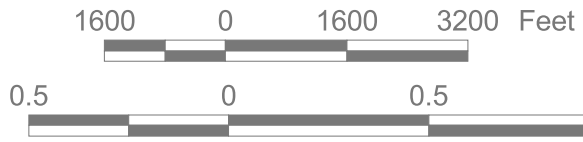
## TAZEWELL COUNTY, ILLINOIS

### LAND USE PLAN

-  Agriculture
-  Rural Residential
-  Single & Two-Family Residential
-  Multifamily Residential
-  Mixed use: Downtown Comm/Res
-  Office & Service Commercial
-  General Commercial
-  Light Industrial
-  Heavy Industrial
-  Public & Institutional
-  Parks/Open Space



SCALE: 1 INCH = 3200 FEET



Washington Comprehensive Plan  
April 2001



FIGURE 3-5

# Transportation Plan

---

The predominant form of transportation in Washington is the highway and street system, which consists of expressways, arterials, and collector streets and local roads. Figure 4-1 presents roadway jurisdictions and their classifications in Washington. Roads within and around the boundaries of Washington are under the jurisdiction of IDOT, Tazewell County, Washington Township, and the City of Washington. Because of these different entities, it is necessary for the City to coordinate its efforts with the state and the county.

The TPW Railroad traverses the southern edge of Washington's corporate jurisdiction. The rail line serves freight traffic only; there is no passenger service. No freight yard exists within Washington. Although Washington has a grass runway used for small private planes, no public airport facilities exist within Washington's jurisdiction.

This section describes existing and proposed facilities by roadway classification type. Proposed improvements are intended to provide adequate access to development areas; provide continuity between the existing and proposed street system; and provide a collector system to collect traffic from local streets and distribute it to the major street system.

## Functional Classification of the Roadway System

Establishment of a system whereby different streets are engineered to handle varying traffic volumes is essential in circulation planning. The purpose of having a designated street system is not only to recognize existing patterns, but also to reinforce and control them so that there is some established order in the community's traffic flow. If a system cannot be established and allowed to function smoothly, then traffic will constantly be diverted through neighborhoods on streets that are not designed to handle heavy traffic flows by drivers seeking short cuts or less congested routes.

The existing and proposed street system map for Washington is shown in Figure 4-1, Thoroughfare Plan.

### Expressways / Freeways

Expressways and freeways are roads of regional continuity, designed primarily to carry through traffic or high volumes of traffic. These facilities are generally "no-stop" highways with controlled access. Freeways are fully access-controlled highways that permit access only at interchanges. An expressway is a partially access controlled highway that permits at-grade access at minor crossroads and private driveways. Access at major crossroads is provided either by grade-separated interchanges or a limited number of intersections.

Only one expressway passes through Washington: U.S. Highway 24, commonly referred to as the U.S. 24 Bypass. The bypass, which generally forms Washington's northern boundary, is an east-west route that connects Peoria to the west and I-55 to the east. Construction of the bypass to a connection with old U.S. 24 near Cruger was completed in 1996. It serves as a

principal transportation route for residents in the region traveling to I-55 and the Chicago area. In 1999, the average daily traffic (ADT) volume on the U.S. 24 Bypass near Washington was 9,500 vehicles per day.

### Arterials

Arterial streets and highways serve the through movement of fast and heavy traffic, generally linking population areas, surrounding communities, and agricultural areas with commercial and employment centers. Arterial street systems can be broken into principal (or major) arterials, which contain larger traffic volumes, and minor arterials, which also carry greater volumes of traffic but serve primarily as connectors to the major arterials. Table 4-1 lists the designated arterials in Washington.

Other roads such as Diebel, Guth and Nofsinger, are shown as arterials in Figure 4-1 as well, because they will need to carry more traffic in the future.

### Collector and Local Streets

Collector streets and local roads function primarily as connections between the arterial system and residential neighborhoods. They collect traffic from local streets and delivers traffic, within a relatively short distance, to the arterials. Collector streets also provide direct access to property and are likely to be every bit as residential in character as local roads. Table 4-2 lists the designated collector streets in Washington.

Local roads primarily serve the residents that reside within a subdivision or neighborhood. All remaining roads not identified in Tables 4-1 and 4-2 are local roads that provide access to abutting property. These carry the lowest traffic volumes.

### Summary of Existing System

While Washington is accessible to Peoria from the U.S. 24 Bypass expressway, the city does not have direct access to the interstate system (I-74 and I-474) serving the Peoria metropolitan area. Washington’s lack of direct access to a major interstate puts it at a disadvantage when attempting to attract business and industry.

**TABLE 4-1**  
Existing Arterials

East-West Arterials	North-South Arterials
Cruger Road	School Street
McClugage Road	Cummings Lane
Centennial Drive	Main Street
Business 24	
Route 8	

Source: IDOT 5-Year Classification Map, Peoria Urban Area, 12/94

**TABLE 4-2**  
Existing Collector Streets

East-West Collector Streets	North-South Collector Streets
Santa Fe	Grange
Westminster	Spring Creek
Devonshire	Hillcrest
Gillman`	Dallas/Nofsinger
Hilldale	Wilmor/Westgate
Jefferson	Elm
Holland	Lawndale
Kern	Lynn





Source: IDOT 5-Year Classification Map, Peoria Urban Area, 12/94, City of Washington

Thoroughfare Map amended in 2009. See page 92.

# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### THOROUGHFARE PLAN

Existing	Proposed
	
	
	
<b>Expressway</b>	<b>Arterials</b>
<b>Arterials</b>	<b>Collectors</b>

#### East-West Connections

##### Arterials

- 1 - Cruger Road
- 2 - Guth Road

##### Collectors

- 3 - Santa Fe to Nofsinger
- 4 - Westminster to Dallas
- 5 - Extend Winchester to Main Street
- 6 - Clarebrook Road from Diebel to Main Street/Devonshire
- 7 - Kingsbury to North Cummings Lane and Spring Creek
- 8 - Jefferson from Wilmor to Eagle
- 9 - Linsley from Felker's Addition to South Cummings
- 10 - East-West Connection for the Area Northeast of Parkview Estates
- 11 - Morris from Court to Wilmor
- 12 - Extend Kern Road to South Cummings

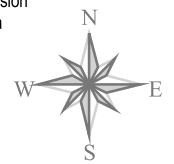
#### North-South Connections

##### Arterials

- 13 - Grange - Summit Connection
- 14 - McClugage Road from Business 24 to Guth Road
- 15 - Dallas-Nofsinger Connection and Extension
- 16 - Diebel from Business 24 to Guth Road

##### Collectors

- 17 - Spring Creek from Centennial to Washington Road/Ernest Road
- 18 - Mount Vernon to Stoneway at North Cummings Lane
- 19 - Grandyle from South of Kingsbury to Cruger
- 20 - Connection from Hillcrest to Guth
- 21 - Evergreen Drive from Kern to Guth
- 22 - Eagle Extension from Business 24
- 23 - Kensington/Coventry to Cruger
- 24 - Foster Road Extension to Wilmor Road
- 25 - Terrace Extension
- 26 - Elm Extension



SCALE: 1 INCH = 3200 FEET

1600 0 1600 3200 Feet



0.5 0 0.5 1 Miles



Washington Comprehensive Plan  
April 2001

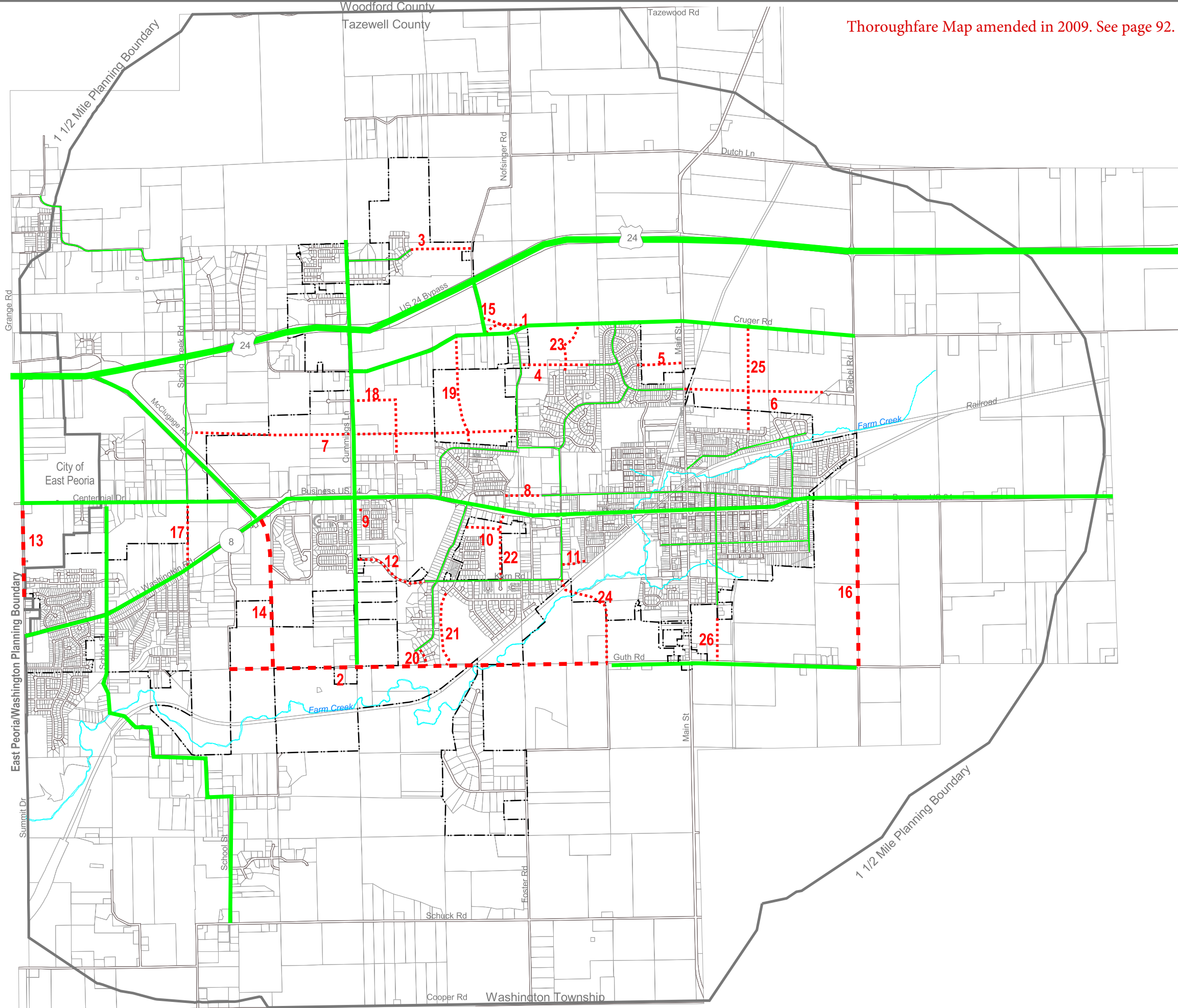


FIGURE 4-1

Other than the U.S. 24 Bypass and Business 24, the east-west road network in Washington is disjointed. Further, north-south access is not extensive within the community. North-south arterials are best between U.S. 24 Bypass and Business 24; further north or south of either of those roads, north-south travel is less efficient. Traveling within Washington is not always easy. Traffic often is funneled to single points of access from the collector system to the arterial system; many residential developments have only one means of access to their neighborhoods; there are long cul-de-sacs; and some subdivisions lack interconnection.

## Major Roadway Improvements

One of the most important community facilities that must be provided is an adequate street and highway system that forms the necessary framework for continued growth and development. In the case of major facilities, it is important that these facilities be constructed or right-of-way for them be preserved in advance of development, so that the development does not close options for facility improvements.

The Land Use Plan focuses future growth in the following key commercial and industrial areas:

- The North Cummings Lane commercial/industrial area, between Business 24 and U.S. 24 Bypass.
- U.S. 24 Bypass corridor, between McClugage Road and Nofsinger and at Main Street.
- Business 24 corridor from near the McClugage Road intersection to the Cummings Lane intersection.

In the years preceding this Comprehensive Plan adoption, IDOT studied two expressway/freeway projects routed through the targeted growth areas. The Ring Road corridor and alignment study was put on hold in the fall of 1999, in lieu of a Peoria to Chicago highway study. In March 2001, Central Illinois elected officials announced a decision that an improved U.S. 29 west of the Illinois River would serve as the Peoria to Chicago highway connection. Because the timing of the announcement coincided with the adoption of this Comprehensive Plan, the following discussion and recommendations on the project reflect the announcement.

### U.S. 24 Bypass / Peoria to Chicago Corridor / Heart of Illinois Highway

Although the U.S. 24 Bypass has been in place for 4 years, only recently has development begun to occur sporadically in and around the corridor in Washington. At North Cummings Lane, single-family residential development has been taking place north of the U.S. 24 Bypass. Recently, a healthcare facility was developed at the northwest corner of the intersection of North Cummings Lane and U.S. 24 Bypass. The other location along the U.S. 24 Bypass where some development has occurred is at the Main Street intersection, where the southwest quadrant of that intersection has been approved for construction of a church. An asphalt plant on the southeast quadrant of that intersection will operate until 2002 and then be shut down. The land use plan designates lands south of the U.S. 24 Bypass, from west of North Cummings Lane to Nofsinger Road, primarily for commercial and industrial

development. The City needs to work closely with IDOT on development at these intersection areas to ensure future options for access.

In 2000, IDOT began a 2-year study of the Peoria to Chicago (Heart of Illinois) highway. Several corridors were under consideration, including one west of the Illinois River and two using the U.S. 24 Bypass for part of the alignment. The potential upgrade of the U.S. 24 Bypass to a freeway or expressway was considered an important opportunity for the City of Washington. Such highways provide high-type facilities that improve accessibility, the attractiveness of the area as a business location, and a way for residents to gain easier access to other parts of the Peoria region and areas to the east. From the City's perspective, either alternative that would have used the U.S. 24 Bypass corridor for part of the Peoria to Chicago corridor alignment was desirable. Such a corridor could have included a new connection to I-74. Two possible locations for this I-74 connection were (1) roughly following the corridor known as B-5; and (2) a route east of the Washington City limits, for which the City Council has stated its preference. These two I-74 connections are discussed in the "Ring Road Corridor" section below. Both I-74 connections were under consideration by IDOT for the Peoria to Chicago/Heart of Illinois Highway.

Interchange spacing requirements are generally one mile apart. It appears that two interchanges could have been provided on the Peoria to Chicago highway through Washington. The preferred interchange locations were Cummings Lane and Main Street. An interchange at Nofsinger Road would have been a third choice if an interchange were not feasible at Cummings Lane.

One of the biggest dilemmas for a community is preserving a corridor and not allowing development to foreclose road improvement options. Development along a corridor can preclude the possibility for its being upgraded due to the difficulty and expense involved in right-of-way acquisition. If the U.S. 24 Bypass or other selected route is considered for potential upgrading to a freeway, the City of Washington should establish an expressway/freeway corridor zone. Such a zone would include requirements for development adjacent to the U.S. 24 Bypass. This could be in the form of an overlay zone that would apply in addition to the underlying zoning district requirements. Items to be included in such a zone include:

- Lot size requirements
- Setback requirements
- Façade treatment on the side of building that faces the expressway/freeway
- Landscaping

## **Ring Road Corridor**

A second major roadway facility that could alter the City and development patterns within the City is the Ring Road Corridor. IDOT has been studying corridor locations for the Ring Road, which would complete the interstate loop around the Peoria metropolitan area. In 1999 there was a decision to delay the Ring Road Study, based on mixed support and opposition to the project. Although the project has been set aside for the short term, it appears that the project has merit and will resurface either in whole, or in part, in the future.

Based on IDOT's most recent studies, Corridor B-5 was selected as the preferred location for the route. This location would be routed through Washington west of Cummings Lane, on the west side of the City (generally following the McClugage Road right-of-way). Prior to IDOT's selection of the B-5 corridor, the City Council expressed its support for the Ring Road in principle. At that time, the Council stated its preference for a corridor east of town over the proposed B-5 corridor. Accordingly, we discuss the merits of each corridor route and identify interchange locations that would best serve Washington.

## **B-5 Corridor**

Corridor B-5 would be routed through Washington west of Cummings Lane, on the west side of the City (generally following the McClugage Road right-of-way). This location offers both opportunities as well as challenges for the community of Washington. First, a freeway in this location is adjacent to the area that Washington has targeted for business development (North Cummings Lane). Depending on access issues, this could greatly enhance Washington's proposed commercial/industrial corridor. This location would also likely lead to infill development in the area, which would create a more cohesive land development pattern for the community. The challenge of this corridor location is that, over the years, Washington's leadership has been divided on the best location for the Ring Road, with many preferring a farther east location around the edge of the city.

There are two locations along this proposed B-5 corridor where interchanges would be most desirable and would support the City's proposed land use development plans: at Business 24 and at the U.S. 24 Bypass. However, the location of the Peoria to Chicago corridor could impact the potential to provide interchanges at either or both of these locations.

If the Peoria to Chicago corridor would interchange with the Ring Road near Washington, then on/off access at the U.S. 24 Bypass would not be feasible as it would be the location for a system interchange (that is, an interchange connecting the two freeway facilities). An interchange at Business 24 may still be feasible, but access would have to be planned so that the ramps do not conflict with the system interchange. In this case, the City would need to work closely with IDOT to ensure that access is provided along this corridor.

If the Peoria to Chicago corridor did not use the U.S. 24 Bypass corridor as the Peoria to Chicago freeway, there would be more flexibility in providing on/off access along the Ring Road corridor. An interchange could be provided at Business 24, the U.S. 24 Bypass, or a combination that provided access at both roadways. Along with a more traditional interchange system, one possible combination would be a "split diamond" interchange, which could provide off ramps at Business 24, frontage roads paralleling the Ring Road, and on ramps at the U.S. 24 Bypass. This would provide access to properties along that corridor. The greatest problem for land use planning for the City is that IDOT has not made any official decision regarding the location of the Ring Road. The current preferred corridor (Corridor B-5) bisects an important area of the City, where it has focused commercial/light industrial development. To have no official decision regarding this roadway creates a situation where the City does not know whether to preserve the corridor. If it allows development that erodes the ability to construct a new highway, that corridor will become less feasible to build from IDOT's standpoint because of the difficulty and expense involved in right-of-way acquisition. The City needs to work closely with IDOT to determine the options available for either

preserving the corridor or implementing part of the corridor between Business 24 and the U.S. 24 Bypass. This would then allow the City to proceed with its development plans.

## **East Corridor**

During IDOT's Ring Road study as well as during the more recent Peoria to Chicago/Heart of Illinois Highway study, Washington's City Council went on record supporting a corridor location east of the City of Washington. The reasons that the City preferred this location included: it went through an area that was not as developed; fewer home displacements would result; and it had less difficult terrain. Benefits of the corridor being located east of the City include: (1) an easterly route gives Washington better access to the BloomingtonNormal area via the connection to I-74; (2) lack of development in the area gives flexibility to interchange locations and configuration; and (3) this provides access to Business 24 on the east side of town, where development has been slow over the years. Further, North Cummings Lane (where the City has focused its commercial and industrial development) would still be accessible via the U.S. 24 Bypass corridor. Finally, this option does not involve the terrain or existing development issues of the southern portion of the B-5 corridor, and the B-5 corridor could prove more and more difficult to use as development continues to occur there. This is not the case with the eastern I-74 connection.

There are several locations along an eastern corridor where interchanges would be desirable from the City's perspective and would support the City's proposed land use development plans: where the freeway heads south from the U.S. 24 Bypass; at Business 24 east of town; at Cooper Road (south of town); and at I-74 in the area of the Washington Blacktop. These interchanges would improve access to Washington, and could direct additional traffic to town, including the Square.

## **I-74 Interchange**

I-74 is located six miles south of Washington. Presently the nearest I-74 interchange is in Morton, at North Morton Avenue. From this interchange, to travel north to Washington as well as other communities is an indirect and circuitous route. In order to provide better access from Washington to I-74, consideration should be given to upgrading of the Washington Blacktop, and constructing an interchange at the Washington Blacktop and I-74. Washington Blacktop becomes Main Street in Washington, which provides a logical north-south roadway link in the system; or there may be another location acceptable to the City of Washington with a connector road leading to Washington. The City of Morton also supports construction of an interchange at the Washington Blacktop location. This would be one possible location for an interchange and link to I-74. Extending Guth Road to connect with arterials to the west will be very important when an I-74 interchange is constructed, to permit traffic to the west.

## **Business 24 and Route 8 Improvements**

Major improvements and widening are expected for Route 8 in the future. In addition, the City should consider planning for improvements on Business 24. The improvements to both roads could include improved access, lighting, landscaping, signage, aesthetics and sidewalks.



## Other Roadway Improvements

There are various collector and local streets that need to be improved to enhance the roadway system throughout the community. Many improvements involve constructing connectors between facilities. Other improvements involve construction of facilities that will serve new areas. Because the City has limited funds to build roads, one of its roles will be serving as coordinator of roads being built by the private sector in new development. The City will require new developments to build and dedicate collector and local roads as shown on the future Transportation Plan Map. Developers are encouraged to incorporate the alignment of these roads into their development plans. The City's role in new road construction will focus on building links and connectors between developments, in crossing creeks and railroads, and in adding small links to complete cross-town streets. Specific roadway connection or extension recommendations are detailed below.

### East-West Arterials and Connectors

#### Arterials

**Cruger Road Connection.** An improvement straightening Cruger Road is planned as part of the work on Cruger Road from Nofsinger to just east of Dallas Road. This will improve some dangerous curves.

**Guth Road.** An extension of Guth Road between Main Street and South Cummings Lane is proposed. This will provide a new east-west arterial south of Business 24. Guth Road as an east-west arterial becomes even more important if, in the future, there is an interchange at I-74 and Washington Blacktop. Assuming that the Eastern Ring Road is not built in the B-5 corridor, Guth Road should be extended farther west to connect to Legion Road and McClugage Road should be extended to the south to meet Guth Road. If the Ring Road were constructed in the B-5 corridor, the Guth Road extension would only extend as far west as South Cummings Lane.

#### Collectors

**Santa Fe from North Cummings Lane to Nofsinger.** Santa Fe Street would be extended from North Cummings Lane east to Nofsinger.

**Westminster to Dallas.** Westminster should be completed to the west to Dallas as another means of access to and from Devonshire Subdivision.

**Extend Winchester to Main Street.** Winchester Road stubs into a vacant field. A connection of Winchester east to Main Street is proposed to provide improved access and entrances to Devonshire Subdivision.

**Clarebrook Road from Diebel to Main Street.** Clarebrook Road is a short, residential street off Diebel Road. An extension of Clarebrook Road further west to Main Street is proposed to eventually serve property developed north and south of the proposed roadway.

**Kingsbury to McClugage Road.** An extension of Kingsbury from Dallas to North McClugage Road is proposed. This would provide a western access to and from proposed new residential areas north of Washington Estates. It would also provide commercial and industrial access to North Cummings Lane and McClugage Road. This will also include a

realignment of Centennial Drive, providing a secondary route connecting west Washington to East Peoria. (rev. 10/7/02 ord. 2410)

**Kingsbury Road to Spring Creek Road.** A new road is proposed that would be located between Kingsbury Road extended and Spring Creek Road. This road will provide access to a large development area and will provide an east-west access to Spring Creek Road. (rev. 10/7/02 ord. 2410)

**Jefferson from Wilmor to Eagle.** This would provide a second connection between the area, including the community center and the high school, and the Washington Estates/Central School area.

**Linsley from Felker's Addition to South Cummings.** This short connection could provide another means of access to Felker's Addition. The intersection point at South Cummings should be coordinated with regard to development west of Cummings Lane.

**East-West Connection for Area Northeast of Parkview Estates.** A connector road is proposed that would extend north from Kern Road and then west to Hillcrest. If Eagle were extended south of Business 24, it would be the north-south street extension from Kern Road. This would provide a logical street network once the area is developed.

**Morris from Court to Wilmor.** A connector street is proposed to extend from Court on the east to Wilmor on the west to permit better movement into and out of the neighborhood east of Court Street.

**Extend Kern Road to South Cummings Lane.** An extension of Kern Road between Hillcrest and South Cummings Lane is proposed to improve east-west access in the area south of Business 24.

## North-South Arterials and Connectors

### Arterials

**Grange-Summit Connection.** Connecting Grange on the north to Summit on the south will alleviate some of the pressure on School Street, which is used now to reach the signal at Grange and the U.S. 24 Bypass from Summit and Route 8/Washington Road.

**McClugage Road from Business 24 to Guth Road.** If the Ring Road is not built in this corridor, McClugage Road should extend south from Business 24/Washington Road to meet the proposed Guth Road.

**Dallas-Nofsinger Connection and Extension.** Between Cummings Lane and Main Street, another north-south arterial is needed between U.S. 24 Bypass and Business 24. Because of the recreation fields east of Central Grade School, the only way left for this to occur in some way is by connecting Nofsinger to Dallas Road at Cruger. Dallas Road would then connect to Newcastle and Wilmor before going south to intersect Business 24. This is planned for a future phase of Cruger Road improvements.

**Diebel from Business 24 to Guth Road.** Extension of Diebel Road south from Business 24 to Guth Road is proposed. This will provide improved access on the east side of the City. This will be even more important if an additional I-74 interchange is built at the Washington Blacktop, increasing the importance of east-west access east and south of the City.

## Collectors

**Spring Creek from Centennial to Washington Road/Ernest Street.** Spring Creek is proposed to connect to Ernest between Centennial Road and Washington Road, allowing better traffic movement in an area planned for commercial use.

**Mount Vernon to Stoneway at North Cummings Lane.** This proposed road connects the Mount Vernon Commercial Park on the south to North Cummings and Stoneway on the north, as well as connecting with the east-west extension of Kingsbury.

**Grandyle from south of Kingsbury to Cruger.** A north-south street is proposed from south of Kingsbury on the north side of the Washington Estates neighborhood to Cruger Road.

**Connection from Hillcrest to Guth.** This short connector would permit access to a future Guth Road extension from the KaRa Steeplechase Subdivision. It is included in the preliminary plat of the KaRa Steeplechase Subdivision.

**Evergreen Drive from Kern to Guth.** This should be extended south from Kern Road to Bayberry, as shown in the preliminary plat. An alternative is to connect Evergreen directly to the future Guth Road extension.

**Eagle Extension from Business 24 to Kern.** The City may wish to work with IDOT to put in a signal at Eagle and extend Eagle to Kern to open the area south of Business 24 to development.

**Kensington/Coventry to Cruger.** Kensington is a north-south residential street in Devonshire. Extending Kensington north to Cruger Road would give this neighborhood a second entrance to the subdivision and would connect future residential development with this neighborhood. This extension is shown in the preliminary plat for Devonshire Subdivision.

**Foster Road Extension to Wilmor Road.** Extension of Foster Road north (from where it stubs or turns east) to connect to Wilmor Road is proposed. This would require extending the road over or under the railroad tracks. This would provide a second direct north-south access route to areas south of Business 24 west of Main Street. (School Street provides circuitous north-south access.)

**Terrace Extension.** Terrace is a street east of Main Street, off Hilldale Drive that extends through Carriage Park Subdivision. Terrace should be extended north to Cruger Road. This would provide a more logical road network for the northeastern area of the city.

**Elm Extension.** This extension from Oakland to Guth Road would provide a connection to Guth Road from the neighborhood east of Elm.

### *Recommendations*

- In case a freeway similar to the Peoria to Chicago Highway were to be considered in the future, support the U.S. 24 Bypass corridor for eventual upgrade as part of the highway, as well as interchanges in appropriate locations, and consider preserving the corridor.
- If the Peoria to Chicago Highway or a similar highway were considered in the future, support the connection to I-74 just east of Washington. If IDOT selects this corridor,

amend the land use plan map to include additional commercial, residential, and other uses near the corridor and its proposed interchanges or major intersections.

- Monitor the Ring Road study and, if it or another connecting road to I-74 should be considered, work with IDOT on a route most advantageous to the City.
- Support and preserve the Ring Road corridor as part of the interstate loop completion around Peoria, preferably on the east side of the City.
- If IDOT selects a highway corridor, establish an expressway/freeway corridor zone to protect the corridor from development encroachments. It should contain setback requirements, aesthetic features, and landscaping requirements.
- Support the construction of a new interchange at I-74 and the Washington Blacktop east of Morton, and improvements to the Washington Blacktop from the interchange to the City of Washington to provide enhanced access to I-74.
- Consider installing highway lighting at the major entrances to the community.
- Support the various extensions and improvements of arterial, collector, and local roadways as detailed under “Other Roadway Improvements.”
- Require subdivision plans to address interconnections as a part of the review and approval process.
- Require all new developments that have a proposed roadway crossing their property, as shown on the Transportation Map, to dedicate the ultimate right-of-way and build the roadway adequate to handle the trips generated from their development. In locations where the City desires a higher capacity roadway than what a new subdivision would require or need, the City should require the full right-of-way, but consider funding the difference for the upgraded improvement.
- All new developments should be required to connect to existing streets. The City should require new developments to stub to adjoining properties whenever practical. The stub should be placed to best provide for a continuation of the road network.
- Require new developments that have a proposed path crossing their property, as shown on the Transportation Map, to construct such paths and dedicate the pathway corridor to either the City or Park District. The City supports construction of the bicycle trail system plan as developed by the Park District, and has incorporated the proposed system into its Plan.
- The number of driveway access points on arterial roadways should be limited. Where possible, the frontage roads should be used to provide property access (driveways), or, when frontage roads are infeasible, drives should be provided from collector or local streets rather than the main arterial.

## Public Facilities and Services

---

### Water

Washington's water supply comes from deep wells tapping the San Koty aquifer. The City operates two water treatment facilities that provide 2.1 million gallons per day (mgd). Plant No. 1, located just north of the City Hall Building, and treats 1.3 mgd. It generally serves the area east of Hillcrest Drive. Plant No. 2, located north of Business 24 and east of Mt. Vernon Drive, treats 0.8 mgd. It generally provides water for the area west of Hillcrest Drive and east of School Street. The two treatment facilities have adequate capacity to accommodate future growth in Washington.

There are overlapping water service areas between East Peoria, North Tazewell, and Washington. Areas in Washington served by other water systems include:

- Rolling Meadows: The North Tazewell Public Water District serves this area.
- Washington and Parkview Estates: These areas are not within the corporate limits of Washington and are served by the Washington Estates Water Company (also known as the Spurgeon water system).
- East side of Hillcrest Drive, north of Kern Road: Although within the corporate limits of Washington, residences are served by the Spurgeon water system.
- Pine Lakes County Estates: This area is served by private wells.
- Other areas outside the City's corporate limits are served by private wells.

One water resource issue of concern in Washington is water quality/water taste for residents served by Treatment Plant 2. Water quality varies in the community, and there are some odor and taste problems with drinking water, particularly the water from Treatment Plant 2. The City is working to improve water quality. The City's intention is to investigate the drilling of new wells to serve the water treatment plant, so that the water from the new source will cause fewer problems in reaching full treatment capacity. In addition to improving water quality, there is the capability to increase capacity of Plant No. 2 from 0.8 to 1.3 mgd, which would increase overall capacity to 2.6 mgd. When the City solves these issues, it will have sufficient capacity through 2020 continued growth is moderate.

Washington is served by two water towers, providing a combined 1 million gallons of water storage for the City. The towers are located near the treatment plants, and the well fields are located near the water towers. The towers provide adequate water storage for the city.

The water distribution system, particularly the sizes of water mains, varies throughout the community (see Figure 5-1, Water Facilities). The system consists of various pipe sizes and materials installed over decades as areas of the community developed. The water mains vary from 10 inches to 4 inches in diameter. In the City's water distribution system, there are

more than 35 miles of pipe of 4 inches or greater. Of those, over 15 miles of pipe are 4 inches in diameter or smaller.

The average water consumption in Washington is roughly 1 million gallons per day, whereas peak consumption is 1.5 million gallons per day. Washington has an excess water capacity of 1.1 gallons per day.

Washington is able to supply adequate water for domestic consumption at safe water main pressures. However, the City there are difficulties in supplying recommended fire flows to areas of town where 4-inch mains are used. Also, expansion of water service to large residential areas or new commercial areas not currently served poses certain problems. Moving large volumes of water at adequate pressure is impeded by the fact that 72 percent of the water mains are 6-inch and smaller. Smaller water mains may limit development potential, in the short term, for areas around the City. For the combined purposes of moving water for fires, serving new development, and connecting fire hydrants, 6-inch water mains are inadequate. Therefore, the City's Subdivision Code, while permitting 6-inch lines within developments, permits the City Engineer to require the preferred 10-inch mains for water system extensions and other instances where larger lines are preferable.

#### *Recommendations*

- The City should continue to invest in upgrading its infrastructure and resolving water supply and distribution issues by replacing small diameter lines and looping water mains.
- The City should extend public water main only to areas designated for future development on the land use map.
- Where new development is approved and water service is to be extended, the development should pay the cost and be required to provide 10-inch or greater water mains.
- All water mains internal to subdivisions may continue to be eight-inch diameter.

## **Sewer**






The City of Washington has two sewerage treatment plants with a combined capacity of 2.1 million gallons per day (mgd). Treatment Plant 1, on the south side of the railroad tracks at the end of Woodland Trail, has a capacity of 0.6 mgd. Treatment Plant 2, located south of the railroad tracks and south of Meadow Valley Park, was recently upgraded to 1.5 mgd. The two plants operate at about two-thirds capacity (1.4 mgd), leaving 0.7 mgd of excess capacity. Overflow from Treatment Plant 1 goes to Treatment Plant 2. These numbers are approximate, because heavy rains can cause flows more than 10 times greater than average (see Figure 5-2, Sewer Facilities).

Washington Estates and Parkview Subdivision are not within the corporate limits of Washington. These areas and part of Hillcrest Drive are served by a private sanitary system (Washington Estates Water Company, or Spurgeon water system). In the past, this system has been in violation of Illinois Environmental Protection Agency (IEPA) requirements; however, upgrades and improvements have been made to bring it into compliance.

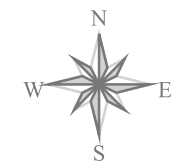
# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### WATER FACILITIES

-  Water Tower
-  Water Treatment Plant
-  Well
-  Hydrant
-  Water Main

*Note: Not all information is available for the Washington Estates Service Area, and the North Tazewell Public Water District*



SCALE: 1 INCH = 3200 FEET

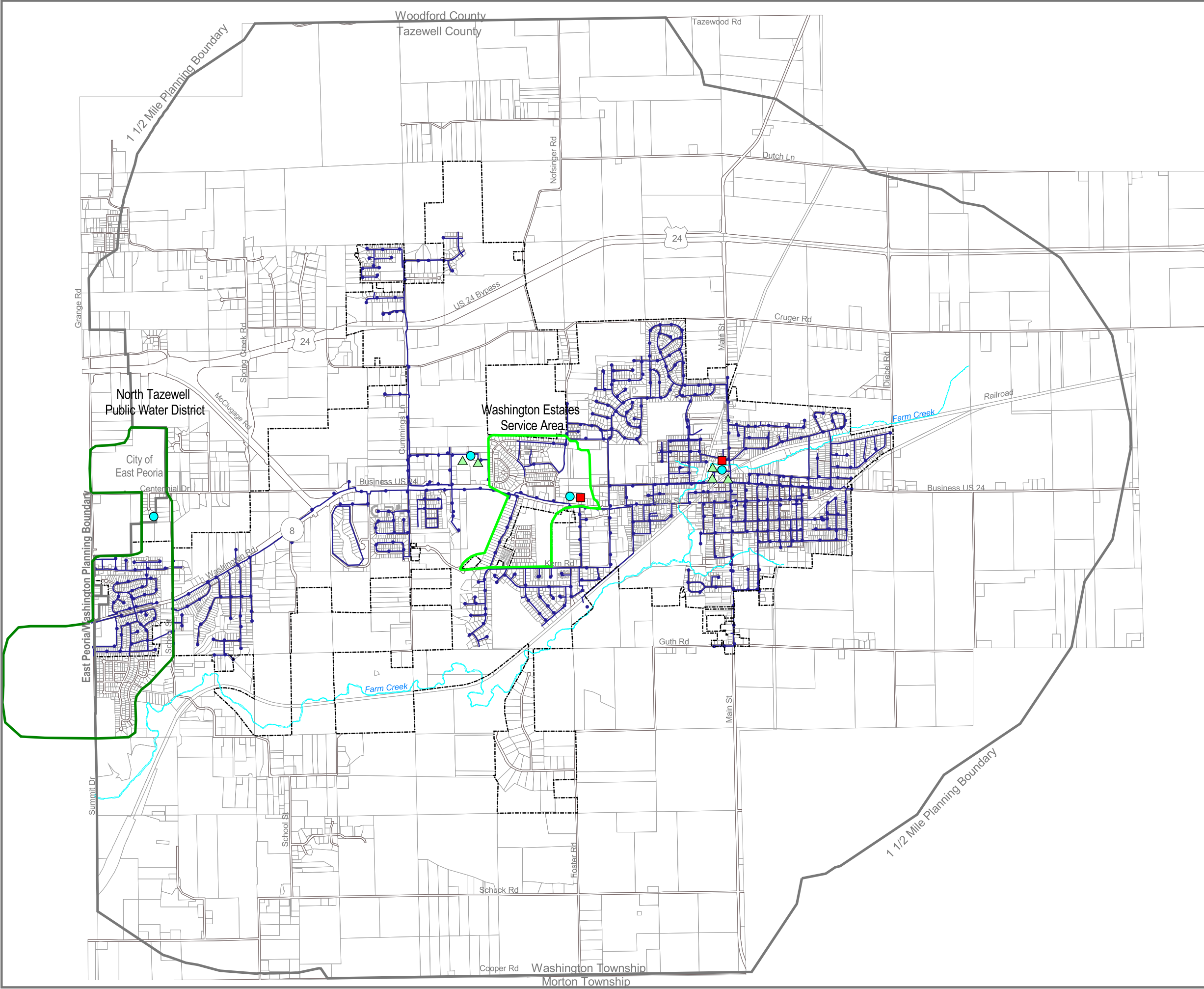
1600 0 1600 3200 Feet



Washington Comprehensive Plan  
April 2001








FIGURE 5-1



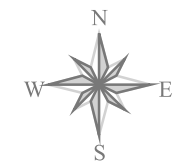
# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### SANITARY SEWER FACILITIES

-  Sewage Treatment Plant
-  Pump Station
-  Manhole
-  Force Main
-  Sanitary Main

*Note: Not all information is available for the Washington Estates Service Area.*



SCALE: 1 INCH = 3200 FEET

1600 0 1600 3200 Feet



0.5 0 0.5 1 Miles

Washington Comprehensive Plan  
April 2001

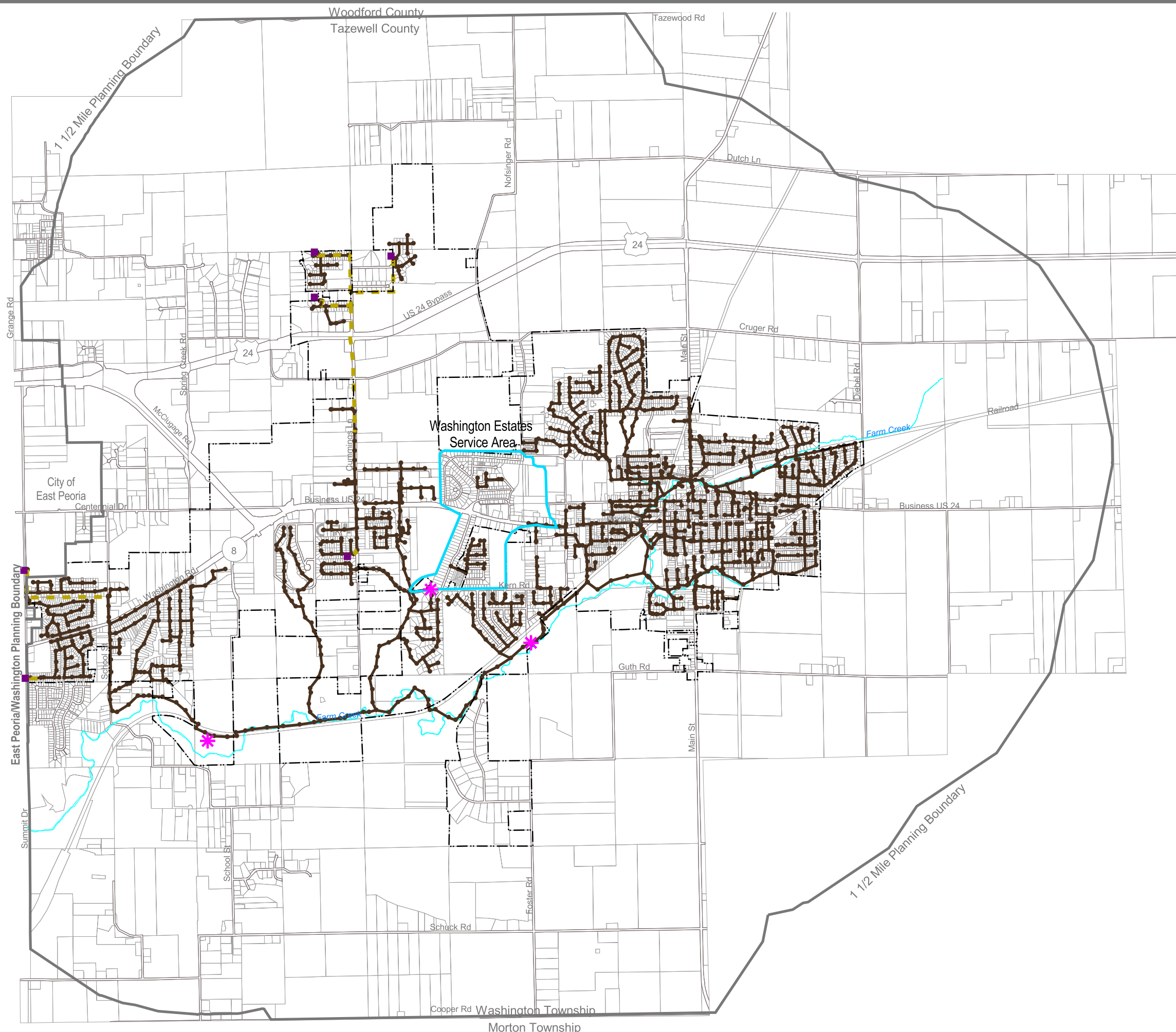


FIGURE 5-2



Septic systems (both within the City’s corporate limits and outside) are regulated by the Tazewell County Health Department. The City also permits residential lots to have well and septic systems (with “Country Estates” zoning), but the county regulates the facilities.

According to the EPA, a population equivalent of 10,000 may generate roughly 1.0 mgd. Based on this standard, Washington’s sewage treatment plants have adequate capacity for continued moderate growth. The current system can serve an additional loading of 7,000-population equivalent. (The term “population equivalent,” besides estimating loading from residential development, also provides a consistent measure for expected commercial or industrial loading.) Washington averages more than 50 residential units per year, reaching more than 80 in 1999 and 2000. Average household size is about 2.5 persons. Using the conservatively high 80 units per year and considering only new residential development, the treatment plants should have adequate capacity through 2020 and beyond. The steps below show how capacity could be determined:

1. 80 units per year  $\times$  2.5 persons per unit = 200 persons per year
2. 200 persons  $\times$  100 gallons per day per person = 20,000 gallons per day added per year
3. 20,000 gallons per day per year into 700,000 mgd capacity remaining = 35 years

Commercial and industrial loading will use additional capacity, which will shorten the time within which the plants would reach capacity. Similarly, if the City were to annex some existing developments and provide sewer service using the City’s system, the treatment plants would use more of the excess capacity. For instance, if the City were to provide sewage treatment to existing homes in Washington Estates and Parkview Estates in the future, around 100,000 gallons per day of the excess capacity would be used.

There are several areas where the City’s ability to provide sewer service is constrained. In the northwest and southwest parts of Washington Township the City’s ability to provide sewer is constrained due to terrain of the area. Pump stations would be required to provide sewer service because of the lack of downhill, or gravity, flow. Northeast of the City, the sewer pipes are small. To serve growth in that area, either the collection system would need to be expanded and upgraded, or development would need to be restricted to large lot residential with septic and well systems.

Other problem areas exist in the older areas of the City, where collection lines are old and it is difficult to serve existing let alone new development. Combined with size of lines, there are problems with infiltration of water due to the age of the collection system in the older part of the city. In addition, downspouts and drainage lines are connected to the sanitary sewer, creating much greater loading of the sanitary sewer pipes during rains. This reduces system capacity and has a significant affect on the system during storm events.

Washington has placed a high priority on encouraging commercial and industrial development in the areas along its business corridors, such as Cummings Lane, Route 8, and Business 24. To make this happen, the City needs to invest in infrastructure to encourage the development that they have deemed most appropriate for the area. Accordingly, this should be an area where the City invests in infrastructure. The resulting commercial and industrial development in the long run should pay for the cost of improvements.

The extension of future public sewer mains will have significant impact on the location of growth and new development within the community. The following recommendations define locations of primary sewer main extensions and facility improvements.

*Recommendations:*

- Permit public sewer extensions only to areas designated for future development on the land use map.
- Provide public sewer extensions only to areas where financially feasible or if environmental concerns mandate public sewer. The cost of any such extensions should be borne by the property owners that benefit from the upgrade.
- Establish a method to recapture the cost of infrastructure improvements. Then sewers can be extended if appropriate, to accommodate development and other property owners that may benefit can share in the cost of the improvement, when they develop.
- As feasible, the City should share in the cost of extending utilities in the targeted commercial and industrial areas of Cummings Lane, Route 8, and Business 24. The capacity of the sewer main should be sufficient to support extensive industrial and commercial development.
- New residential development should be required to pay for costs associated with sewer extensions as well as onsite sewer improvements.
- Consider investment in downstream sewer capacity to encourage residential growth in areas that are contiguous to the city limits and to existing infrastructure.
- Through revisions in the subdivision code discourage development from occurring on large lots without water or sewer service except in areas recommended for Rural Residential use. This will help make future infrastructure extensions less difficult and expensive.
- Create and implement policies to solve sewer infiltration problems.

## **Stormwater Management**

Stormwater issues are important to the City of Washington in several ways. First, flooding from the tributaries of the Farm Creek watershed affect property values, and flood insurance raises annual housing costs for affected areas. Second, storm detention basins have been built on small individual lots of subdivisions and dedicated to the City, increasing the City's operational costs to maintain each of these. Very few detention basins are maintained by the developers or homeowner associations.

Stormwater management has been a continuing concern for local officials and residents, particularly in the residential areas east of Lawndale Avenue and in the Crestview Drive and Birchwood Drive areas, which suffer from regular flooding due to the lack of sufficient stormwater management measures. The City has commissioned various studies and established goals to begin to solve the flooding problems in various parts of Washington. The goals are to (1) solve sanitary sewer inflow and infiltration problems; (2) reduce the

incidence of overland flooding; (3) reduce the risk of flash flooding; and (4) identify funding mechanisms for implementing stormwater controls.

The City is pursuing development of stormwater detention basins east of town to capture water before it enters Farm Creek. Subdivision regulations require reservation of drainage ways for transmission of stormwater over private land via drainage easements.

One part of the Farm Creek watershed east of town offers the potential for developing a greenway/conservation area within areas of natural drainage. Some benefits of detention in this area may include reduced flooding to the west within the City limits; reduced soil erosion from farm fields; reduced stream bank erosion in Farm Creek; reduced sediment entering the Illinois River and Peoria Lakes; increased property values of areas in the floodplain; and creation of wetland areas with native prairie grasses and wildlife habitat.

*Recommendations:*

- Prohibit development within areas designated for natural drainageways or stormwater detention basins, except for passive recreational uses such as picnic and trail areas.
- Continue to require new developments to comply with City stormwater detention regulations.
- Consider a policy to permit transfer of development density within a proposed subdivision to create incentives to provide open space or preserve natural drainage ways for stormwater management.
- Create flexibility in regulations to locate basins where they will maximize effectiveness of a detention facility. Promote mitigation banking that will allow offsite development (or funds in lieu of developing a detention basin).
- Consider long-term solution of converting areas below flood level to open space. An example is the housing in the area immediately west of the railroad tracks and south of Peoria Street, which was built in the floodplain prior to City floodplain codes and where residences are regularly flooded.
- Create and implement policies to solve sewer infiltration problems.

## **Government / Institutional**

### **City Government**

#### **Administrative Services**

City Hall is near the downtown. As the city's center of population continues to shift with additional growth occurring west, towards Peoria, the desirability of a more centrally located site for certain public services will increase.

#### **Police Service**

Washington employs 17 police officers, providing 24-hour on duty service. In addition, there are 11 auxiliary officers (volunteers). The City has mutual aid agreements with

Tazewell County and the State Police for support, and agreements with Tazewell County, East Peoria, Pekin, and Morton for backup assistance, if necessary.

The City police department is located in the lower level of the municipal building. The number of police officers in the City of Washington is slightly less than the national standards for a community of 10,500. However, since there is no shortfall in terms of police protection, the level of service is adequate for the community. In the future, as the city grows and if development continues to occur on the edges of town, this will lead to greater dispersion of the population and could eventually lead to reduced response times.

### **Fire Service**

The Washington Fire Department provides fire protection service to all areas of the City of Washington except Rolling Meadows North, Rolling Meadows South, and Beverly Manor. The North Tazewell Fire Protection District serves these areas. In addition, two rural fire protection districts (Central and Pleasantview) provide service to areas just outside Washington's corporate limits (see Figure 5-3, Fire Protection Districts).

The Washington Fire Department maintains a volunteer fire department (paid, on call service) of about 37 members, of more than 30 volunteer members. There are two fire station facilities. The city owns the land and buildings; and the fire department owns the equipment, which includes two ambulances, one rescue truck, pumpers, an aerial ladder, and a tanker. The City maintains a Class 5 Fire Protection Classification Rating.

The Washington Fire Department provides full-time emergency medical service. The Fire Department is not part of city staff but is privately funded through ambulance fees and annual fees. (The City of Washington pays 75 percent of the department's annual budget, Central Fire Protection District pays 20 percent, and Pleasantview Fire Protection District pays 5 percent.)

The Washington Fire Department has two facilities: the main firehouse is at Wilmor Road and Jefferson Street; and the training facility is at Washington Street (Route 8) and Legion Road. These facilities appear to be sufficient for existing and future needs of the fire department. There are areas in the community where water flow is insufficient to provide adequate fire protection.

### *Recommendations*

- Consider adding on or relocating City Hall administrative services to a location more centrally located for Washington residents. The Washington Area Community Center (discussed below) is an ideal location for focusing various services.
- As the need for expanded facilities arises, consideration should be given to relocating the Police Department to a location that is more central to the entire community. This could potentially occur at the Washington Area Community Center site.
- The City should continue to install and upgrade water mains in residential areas of Washington where water pressure is insufficient to provide adequate fire protection. Specific areas include the area near Georgetown Apartments and on Walnut Street, east of Cedar Street, but the problem is found generally in the older parts of the City.

# CITY OF WASHINGTON

## TAZEWELL COUNTY, ILLINOIS

### FIRE PROTECTION DISTRICTS

 Fire Protection District (FPD) Boundaries



SCALE: 1 INCH = 3200 FEET

1600 0 1600 3200 Feet



0.5 0 0.5 1 Miles



Washington Comprehensive Plan  
April 2001

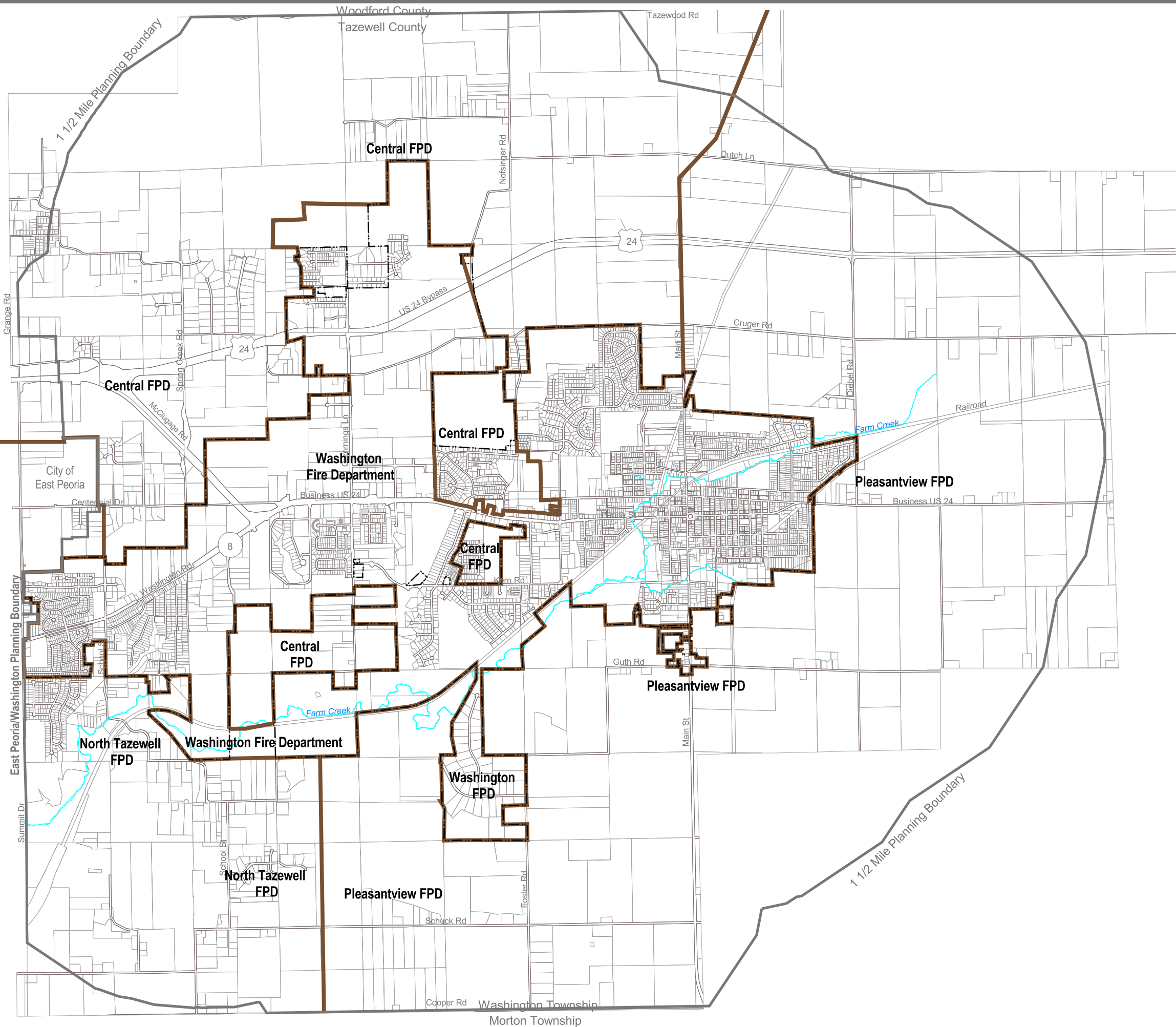


FIGURE 5-3

- The City should be prepared to expand police services in the near future to accommodate new growth in the community.

## Library

The Washington Public Library serves all of Washington Township. The main library is on Walnut Street, near Washington Square. There is also a branch library location in Sunnyland Plaza. The Library District recently purchased land for a new library at Cummings Lane and Business 24, and its long-range plans include building a new facility at this location. However, the library district has been unsuccessful in getting passage of a bond referendum for construction of the new library. The library district has been reconsidering its options, including relocating to the Washington Area Community Center site on Wilmor Road.

### *Recommendations*

- Ensure that any new library facility site design accommodates pedestrians and bicyclists.
- Work with the library district to secure a new user for the downtown facility that eventually will be vacated.
- Encourage and support relocating the library to the Washington Area Community Center site or other non-prime commercial land.

## Schools

There are three elementary school districts and one high school district providing public education for the children of Washington residents (see Figure 5-4, School Districts). In addition, Illinois Central College, the community college for the Peoria area, is located just west of Washington and has more than 3,500 full-time students and nearly 6,000 part-time students.

District 308, Washington Community High School, serves all of Washington Township. Current enrollment of the district is about 1,050. The original high school was constructed in the early 1900s. Three additions to the building have been made since the 1940s. Maintenance, modifications for ADA accessibility, and life safety improvements have also been undertaken throughout the years.

Three elementary school districts (50, 51, and 52) serve Washington. District 50 has two elementary schools: John L. Hensey School (serving kindergarten through 3rd grade) and Beverly Manor School (serving 4th through 8th grades). The enrollment in this district is roughly 800. District 51 has two schools within the district: Central Grade School (serving 1st through 8th grades) and Columbia School (serving kindergarten). Enrollment in this district is roughly 620. District 52 has two schools in this district: Lincoln School (serving kindergarten through 5th grade) and Washington Middle School (6th through 8th grades). District 52 absorbed the student population from Pleasantview School District a few years ago, so its boundaries have expanded. The current enrollment is about 830. St. Patrick's is a parochial school in town, with a student population of about 210.

The grade school and high school district all indicate that the age of their facilities are limiting factors for future growth. Many of the schools were built 20 or more years ago and have been expanded over the years. Further, the high school lacks an auditorium for student activities, such as band and theater productions, which could be used by all Washington Township

districts. District 51 indicated that it has land available at the existing school site (Central School) to expand if necessary. District 50 has facility space to accommodate moderate growth in the future.

District 52 presently has concerns over the age of two existing buildings. Parts of Washington Middle School were built in 1912, 1934, and 1952. The original section of Lincoln Grade School was built in 1948. District 52 is studying future needs of the district, ranging from building renovation to building replacement. The current site of Lincoln Grade School does not offer sufficient land to add an additional middle school building.

*Recommendations:*

- Support the addition of a multi-purpose facility to serve Washington High School. This could either be at the school itself, or part of the Washington Area Community Center site. This could meet the need for a school auditorium.

## **Washington Area Community Center**

The Washington Area Community Center Community Foundation was established in 1998 as a not-for-profit foundation. The intent of the foundation is to provide a vehicle for residents to contribute to the community. Washington 2000 teamed with the Washington Area Community Center Foundation to assist in the development of an 11-acre site on Wilmor Road. The site is planned to include a community center facility. The “Washington Area Community Center” organization was established to oversee development of a multi-purpose community center. The center could potentially include a gym, with the possibility of a performing arts center, city offices/police station, and the library nearby. In addition, a performing arts auditorium at the site has been proposed. The performing arts facility could fulfill the needs of the high school and grade schools, as well as create the opportunity for other cultural events to be held in Washington.

*Recommendations:*

- The City should support the Washington Area Community Center Community Foundation in whatever way it can in helping to create the Washington Area Community Center.
- Encourage the location of other community facilities at this site.

## **Community Entrances**

There are several locations that serve as gateways to the City of Washington. Because the visual image a person sees upon entering the city forms their first impression, establishing a positive visual image is important. Major entranceways to Washington include:

- North Main Street
- South Main Street
- Nofsinger Road
- North Cummings
- McClugage Road
- Business 24 (from both the east and the west approaches)

# CITY OF WASHINGTON

TAZEWELL COUNTY, ILLINOIS

## SCHOOL DISTRICTS



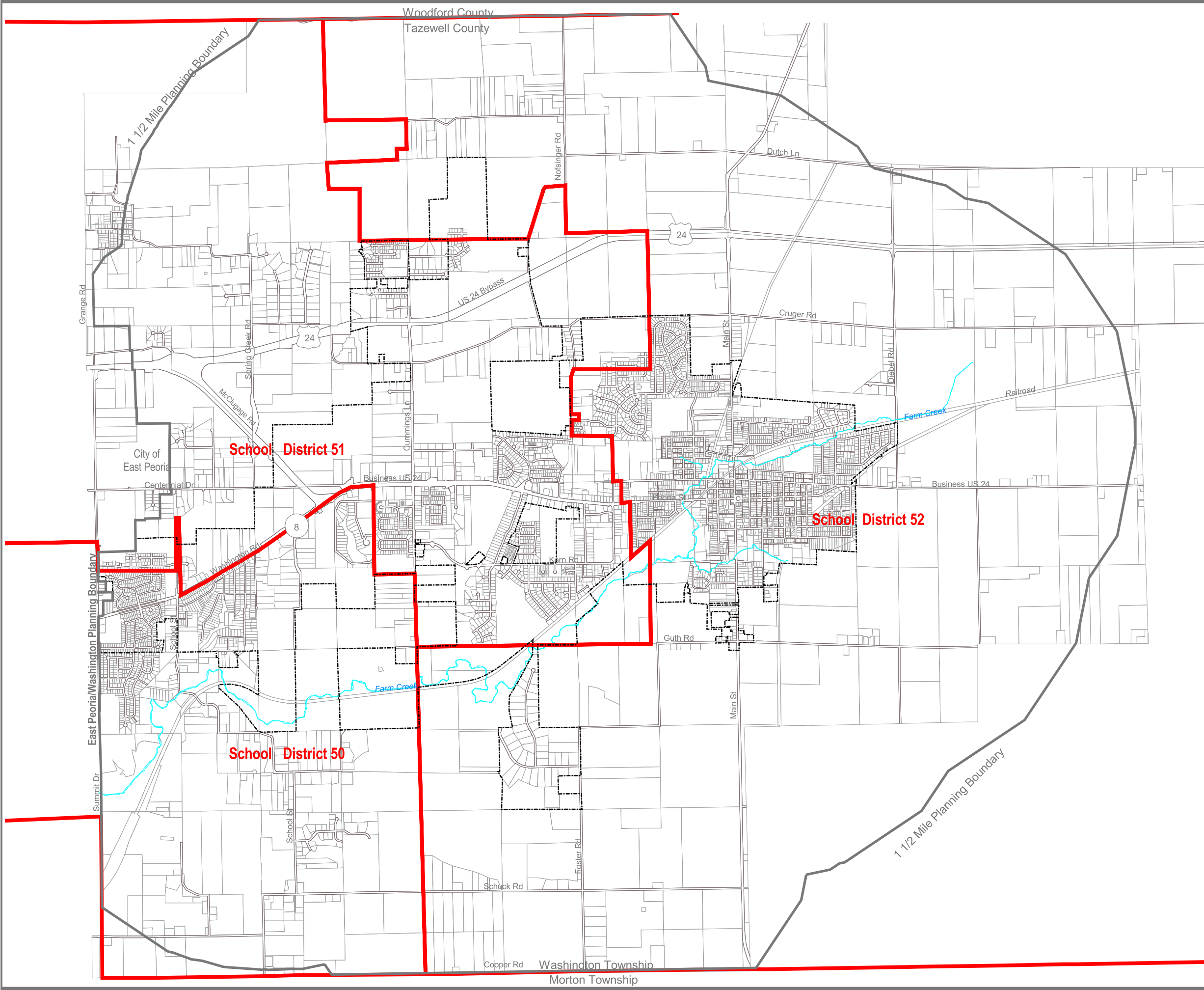
SCALE: 1 INCH = 3200 FEET



Washington Comprehensive Plan  
April 2001



FIGURE 5-4





At each entrance point, the City should be especially careful in the appearance of land uses and facilities. Community entrance signage, landscaping, and possibly lighting (if feasible and where appropriate) should be installed at each location to provide a sense of city identity. There are several architecture or design themes within the City that can provide a basis for an integrated theme of community development. One theme is the “Colonial” theme. Although this architectural style is not truly part of the City’s history, there has been development in Washington that is colonial style, building on the community’s name. A second theme, one that might be more in keeping with the early development of the community, could be defined as “turn of the century architecture.” A third theme could capitalize on the square and unique features found there (such as the fountain).

At most community entrances, extensive development has not yet occurred, so there is opportunity to initiate development control. Further, the City can encourage tree plantings, reserve strip plantings, and require design review of new development to control signing and require plantings. The one entrance that is more intensively developed is the west entrance of Business 24. While it would be difficult to establish development controls for land uses through this area, all other design measures could still be established and implemented.

*Recommendations:*

- Develop “community entrance” design standards for the gateways of the community. These standards should establish a unified design theme, lighting, landscaping requirements, and parkway tree planting initiatives for the entranceways to Washington.
- Establish development control and design standards for new development that locates along the entranceways to Washington.
- Develop an entrance design feature for the major gateways to the community. It should include signage, landscaping, and potential accent lighting. Signs should be consistent at each entrance.

# Annexation and Extraterritorial Policies

---

As Washington continues to grow and develop, there will be need and demand for new homes, businesses, and industries. Because most new growth requires municipal services, such as sanitary sewer and public water, there will be requests to annex into the City of Washington. In addition, several developments not within Washington's jurisdictional limits have experienced problems with onsite water and sewer facilities and may soon require public sewer and water.

Related to annexation policy are the City's policies with respect to extraterritorial development. Illinois State Law enables municipalities to guide growth and development beyond the City limits through extraterritorial powers. Zoning control is provided within 1.5 miles of city boundaries. Cities may also extend the Official Map and Master Plan into the extraterritorial jurisdiction.

The City needs to adopt general policy statements to serve as a guide for future growth. The following policies relate to both annexation and the exercise of extraterritorial powers.

## Extraterritorial Area Policies

- The City of Washington should work jointly with Washington Township and Tazewell County to encourage sound land use planning. Such planning should extend to such issues as the proper layout and design of streets and roads, assuring that proposed lots have adequate soils for proper onsite septic systems, and assuring proper stormwater management which prevents soil erosion and excessive runoff.
- The City should continue consistently to exercise extraterritorial plat review as established in the Illinois State Statutes for any development proposed within the 1.5-mile extraterritorial area.
- The City should amend its subdivision and fee policies to encourage contiguous development.
- The City of Washington should not extend municipal water or sanitary sewer service beyond its corporate boundaries. If properties contiguous to the City of Washington desire such services, the owners may submit petitions for annexation.

## Annexation Policies

- The City of Washington's Comprehensive Plan should serve as a guide to areas proposed for future annexation. As Washington continues to grow and develop, it may be necessary from time to time to amend the Comprehensive Plan to reflect changing conditions.

- The City of Washington should approve no annexation until a thorough review has been made to determine feasibility and methods for providing public services.
- In cases where an annexation agreement cannot be reached and forced annexation is possible, the City should annex areas determined to be assets to the City.
- The City of Washington should develop intergovernmental agreements with Tazewell County regarding annexation and development of land on the fringe of the community.
- The City of Washington should continue its cooperative agreement with the City of East Peoria regarding annexation and the development of land along the shared boundary of the two communities.
- The City of Washington should develop a cooperative agreement with the Village of Morton regarding annexation and the development of land along the shared boundary of the two communities.
- The City of Washington should develop a cooperative agreement with the Villages of Metamora and Germantown Hills regarding annexation and the development of land along the shared boundary of the two communities.
- The City of Washington should pursue annexation agreements with subdivisions or areas not incorporated but using City services.

Appendix A

**Planning Advisory Committee Meeting Notes**

# Planning Advisory Committee Meeting Notes

---

Many volunteers contributed to the development of the Comprehensive Plan for the City of Washington. Dozens of Washington citizens served on the Planning Advisory Committee, a group that met to help update the 1981 Comprehensive Plan for Washington. The volunteers' expertise, feedback and commitment to Washington helped create a plan of which their community can be proud.

The Planning Advisory Committee first met in 1997, when planning consultants at CH2M HILL kicked off the meetings. The attendees helped develop the basis for further plan study and preparation. CH2M HILL worked on the study, but complete development of the plan was put on hold for two years. Delays were due primarily to uncertainty surrounding the study for the Ring Road Corridor and its potential route through Washington. The proposed route of the road would have significantly affected land use and transportation recommendations. When the Ring Road study was put on hold indefinitely in late 1999, CH2M HILL and the City soon picked up the Comprehensive Plan process where they had left off.

Planners at CH2M HILL developed the plan text, working under the direction of the Washington Planning Commission and with City planning staff. When a draft text was ready for review, the Planning Advisory Committee began to meet with City planning staff to review the text, page by page and map by map. The Planning Advisory Committee held meetings monthly from July 2000 through November 2000. Staff and consultants responded with revisions to the draft plan text and maps, until a draft text and maps were complete. About 150 members of the public attended an open house on the draft Comprehensive Plan on January 17, 2001. Following that, the Planning Advisory Committee met in February 2001 to review the public's comments and make final recommendations. The Washington Planning Commission then reviewed the plan, sending its recommendation to the City Council. On April 16, 2001, the Washington City Council approved the updated Comprehensive Plan.

The following Planning Advisory Committee meeting notes demonstrate the many hours of thinking and discussion that went into the making of this Comprehensive Plan. Items included in the meeting notes are *not* the final plan recommendations, but reflect comments made by one or more participants in the meetings. Following the meeting notes is the two-page handout that was distributed at the January 17, 2001 public open house.

## Planning Advisory Committee Meeting Notes

ATTENDEES: SEE ATTACHED

MEETING DATE: February 27, 1997

The meeting began with an overview of the planning process, schedule and introductions of the planning committee members.

The role of the planning advisory committee was explained. The committee represents a cross section of the community. The committee consists of members from city departments, business, citizens, and other organizations. A key role of members of this committee is to communicate the ideas and direction developed by the committee with other members of the community which they represent.

The purpose of the Washington Comprehensive Plan is to establish policies regarding future land use patterns, infrastructure investment, and annexation. A definition of comprehensive planning is as follows:

- Comprehensive planning investigates the past and present condition of the community, projects it into the future, determines what is to be accomplished, and programs the action to be taken.

A packet of community information was reviewed. An overview of the information indicates that there are no major social or economic trends that negatively affect Washington. Demographic data indicate that the community is stable. The City is poised to grow. The primary factors that will influence growth include:

- Access within and to the community.
- Good schools and park facilities.
- Efficient access to employment locations and unique housing sites.

During introductions the committee members were asked to provide thoughts on the future of the community, or "vision" for Washington. The following is a synopsis of these thoughts. Washington should be a community that:

- Has a nice mix of residential and business land uses
- Is dependent on roads/highways
- Has a good base of jobs, infrastructure, and environment
- Maintains its single family residential character
- Attracts young families and is family oriented
- Balances its tax burden by attracting business
- Develops a strong business base that compliments the residential community
- Manages stormwater issues as the community expands
- Maintains its small town feel
- Provides parks and green space
- Has a strong education system

- Maintains prosperity through growth and diversity
- Is safe and secure
- Capitalizes on its specialty retail
- Develops a diverse workforce and diversity in business
- Maintains its character as an active bedroom community, and even becomes an aggressive bedroom community. It is a popular place that families want to move to

The committee was divided into three work groups. Each group was given the task of discussing and developing a list of community issues and concerns. (The definition of an issue is a problem that is occurring or imminent. The definition of a concern is something with the potential of occurring, based on current conditions or trends). The following is a summary of the information developed by each group:

### **John Boyle's & Lisa Bruns' Group; Issues & Concerns**

#### Housing Issues

- Loss of "quality" housing
- Housing is tied to the land use concerns
- Lack of intermediate priced housing
- Lack of housing for senior citizens
- Difficulty in development approval
- Standards are too rigid

#### Infrastructure Issues

- Need more thoroughfares
- Need water and sewer extensions beyond current area.

#### Community Amenities Issues

- Lack of activities for senior citizens
- Lack of recreation activities for teens
- Lack of transportation for seniors
- Lack of day care

#### Economic Development Issues:

- Lack of development options (this links to housing)

#### Economic Development Concerns

- Weakened tax base due to lack of land use diversity

#### Government Issues

- Lack of intergovernmental cooperation
- Competition between school districts
- Annexation Parkview and Washington Estates
- Sunnyland versus Washington
- Annexation competition with East Peoria
- Weakened tax base (link to economic development)
- Loss of residential due to increase in taxes

### Education Concerns

- School capacity
- Ability to maintain school quality
- Competition link to government issues

### **Larry Martin's Group; Issues and Concerns**

This group determined that the major issues facing the community include (1) land use, (2) utilities, (3) community facilities, (4) education, and (5) transportation. The following broad concerns were discussed:

#### Housing

- Preserve existing housing stock in older neighborhoods.
- Provide housing stock for all income groups
- Provide housing to attract or maintain empty nesters.

#### Community Assets

- Quality of life
- Park systems
- Church base
- Social structure
- Shopping facilities

#### Image

- Manage development and aesthetics on Highway 24 Bypass
- Manage architectural and signing in commercial area along old 24
- Improve entrance to community at Sunnyland

#### Economic Development Issues include:

- Improving the Square shopping
- Retaining small business diversity
- Attracting professional office space
- Attracting light industry

#### Infrastructure Concerns

- Need to improve road connections both east/west and north/south
- Need to coordinate Washington's plan into regional transportation plans
- Need to expand planning beyond traditional boundaries. . . plan to meet community needs
- Need to improve the connection/link between Sunnyland and Washington
- Stormwater management
- Additional issues and observations:
- Washington's direction of growth is west; towards Peoria
- Plan and control development in the community's surrounding buffer area
- Ring Road on the "C" corridor could push growth east.
- Consider human social needs
- Need for hospital/medical facilities
- Need for public transit
- Need for civic auditorium



## **Christine Washburn's Group; Issues and Concerns**

The third group concluded that the primary theme should be titled "Washington's quality of life." The issues and concerns identified include:

### City Beautification

- We say we want green space, but approve dense development.
- Entrances to the city should be nice.
- How does the community compare with respect to national open space standards?
- Peoria Street needs a facelift.

### Infrastructure Concerns

- Over time the infrastructure (streets, schools, and sewer/water treatment) is aging. The community needs to plan for maintenance/upgrades.
- Infrastructure extension and expansion needs to keep up with new development.
- Unincorporated areas need better water service.
- The location of the proposed interstate highways (ring road, Heart of Illinois) will affect the community.
- Stormwater control is a critical issue today.
- Most of the streets are in good shape, but some are in bad condition (Zinser, Kern, and part of Catherine) there are also problems with some sidewalks.
- The less septic the better.
- The City should take the initiative in extending infrastructure (water/sewer).

### Annexation

- Annexing the holes would bring cohesion to Washington.
- How do we reconcile differences in codes when annexation occurs?
- Washington Estates should be in the city.
- The City should annex developing areas.
- Unincorporated areas located within the city create fragmentation.
- The City should seek to establish intergovernmental relationships.

### New Development/Incentives

- Lot size of new developments (proposed development near Kmart had too small lots)
- City has no incentives for attracting business
- We need affordable housing and/or a mix of price ranges for housing.
- Washington lacks an incentive program for businesses to locate here.
- Washington retail is a regional draw (from Germantown Hills etc.).
- "Perception" of the right type of growth
- To attract growth, the city could provide infrastructure.

### Business Enrichment

- Fragmented business community due to geography

### School and Education

- 3 general school districts/1 parochial – tax issue with various districts.
- Separate grade schools is an advantage
- Do schools have room for future growth?
- Central School (elem.) serves fastest growing area. Is capacity adequate?

### Marketing

- Washington lacks cohesiveness – needs to tie itself together.
- Washington needs to toot its own horn.
- East Peoria decided to change its image and took a proactive role.
- Downtown Washington banded together to “toot its horn” and it has helped (bus tours etc.).
- Need to link Sunnyland to Washington – it is part of community.

## ATTENDEES:

Terry Hillegonds	City Council
Estel Vaughn	City Council
Jim Newman	Planning Commission
Al Howerter	ZBA
Dave Thornburg	Washington EDC
Kirk Johnson	Business Leader
Bob Brown	Community Leader
Joe Hart	Community Leader
Jeanette Pritchard	Realtor
Marilyn Klekamp	Citizen
Mary Tunnel	Citizen
Pam Tomka	Citizen
Don Dempsey	Community Leader
Arlys Hunt	Citizen
Joe Russel	Business Leader
Charlie Fuller	Developer
Mike Kuhns	Washington Chamber of Commerce
Brian Lammers	Washington Park District
Lisa Bruns	City of Washington
Dale Claus	City of Washington

## Planning Advisory Meeting Notes

MEETING DATE: May 23, 1997  
SUBJECT: Summary notes from group's brainstorming session on Community Goals and Objectives

### Christine's Group

Goal: Provide for managed growth of the community.

#### Objectives

1. Encourage contiguous growth (infrastructure – water, sewer, frontage roads).
2. Unify community (between Sunnyland and Washington).
3. Encourage cooperative relationship between city of Washington and E. Peoria (focus on boundaries and adjacent zoning).
4. Update zoning ordinance.

Goal: Provide for an array of land use types that compliment existing development as well as accommodate future growth.

#### Objectives

1. Encourage office park development.
  - be the leader in this, city should be proactive and actively promote commercial dvpt
  - desired location – along Cummings Lane/US 24 Bypass
2. Promote/provide diverse housing options within community.
  - revisit zoning categories for residential uses
  - promote/seek to attract a retirement village/senior housing for community (maybe up to 3 developments, catering to different income levels and levels of care; “progressive” or continuum of care concept)
  - increase multi-family options (both owner- and rental-types)
  - encourage or designate areas for development of starter homes (smaller, “affordable”)
  - promote refurbishment/preservation of existing housing stock (older homes)

Goal: Enhance the economic vitality of the community.

#### Objectives

1. Establish a promotion program to attract commercial (office) development and actively seek development.

Goal: Improve internal continuity of roads within Washington .

Objectives

1. Enhance east-west access through community.
  - extend Guth Road (issues to contend with – water and rail crossings)
  - extend Kern Road
  - Connect Gilman to Dallas
  - Extend Jefferson and Wilmer Rd
2. North -south improvements.
  - Improved access via one of the township roads to I-74 (Dee Mack, others?) (many Washington residents commute to Bloomington-Normal)
  - Extend Cummings south to Schuck Rd

Goal: Improve community access by connecting the highway network.

Objectives

1. Endorse ring road rather than stifle it.

*Larry's Group*

**Provide For Managed Growth of The Community**

- Preserve the unique character of Washington through historic preservation.
- Focus community development on residential growth.

**Manage Growth**

- Identify where we want to develop and establish advance planning for the roads.
- Establish planning boundary agreements with East Peoria.
- Establish cost/benefit analysis for supporting annexation agreements.
- Improve the real estate tax base through broadening the mix of land uses.
- Build flexibility into zoning regulations.
- Promote developer participation in sewer and water extension as a precursor to project approval.
- Predominantly residential nature (preserve it!).

- Establish a shared, City/County review process within the planning boundaries including consistent subdivision standards.
- Establish an advanced plan for major community streets and roads that will guide development for road extensions associated with new subdivision development.
- Coordinate with neighboring communities that result in compatible growth management.
- Establish or maintain growth boundary agreements.
- Establish cost benefit analysis procedures for annexation approvals.
  - Be pro-active in annexation.
  - Establish procedures for reactive annexation policy.
  - Develop appropriate objectives that consider annexation issues. Does the present zoning ordinance constrain, or provide for adequate land use opportunities.

### **Land Use Mix**

- Reduce dependence on residential real estate taxes.

### **Housing Diversity**

- Maintain or create flexibility in zoning.
- Promote planned urban development within Washington.
- Zoning classifications are general - too broad.
- This allows for broad interpretation and application.

### **Transportation**

Establish access to the highway network (regional connections)

- |          |                 |
|----------|-----------------|
| • US 24  | • Morton Road   |
| • IL 116 | • Metamora Road |
| • I-74   | • IL RTE 6      |

### **Infrastructure**

- Develop a master plan for sewer and water.
- Develop a detailed master plan for stormwater.
- Developer participation in a community wide stormwater control network vs. individual control on a site by site basis.
- Water - Develop a system that provides for system reliability and good engineering practice...no dead end lines.

## John's Group

- Provide for an array of land uses.
- Promote light industrial, warehouse/distribution, and telecommunication/telemarketing industries within Washington.
- Promote office and back office uses within the city.
- Coordinate utility expansion with development.
- Focus on priorities.
- Maintain cooperative development approval agreements with Tazewell County.
- Update subdivision ordinance.

### **Transportation**

- Improve internal connections.
- Maintain City/County/Township cooperation for transportation improvements.
- Establish subdivision agreements for transportation.

# Planning Advisory Committee Meeting Notes

July 13, 2000  
St. Mark's Lutheran Church  
6:30–8:30 p.m.

## CHAPTER 1

- ◆ Aging community, affluent
  - Housing: try to attract younger residents as well.
- ◆ Could us more housing for younger people (young adults)
- ◆ Apartments: opposition in past
  - Need for apartments at a moderate cost.
  - Resistance has been because of concerns about lower income residents, crime, and burden on schools.
- ◆ Housing: not much in \$60 - \$70,000 range
  - New homes are all over \$100,000.
  - Effect of new homes is to lower existing home prices.
  - Subdivisions: we should be careful with “country estates” (large lots, well/septic).
  - There are important issues with all well/septic development.
  - Large lots are a less efficient use of agricultural land.
  - Unwillingness of some to develop prime land has pushed some development farther out.
  - As development occurs farther out, it leads to difficulty of extending infrastructure.
  - Development on country roads can be done at a lower cost.
- ◆ Compare data in Chapter 1 with other data
- ◆ We should have more updated data (non-census) on topics such as median housing cost
- ◆ We could use some projections
- ◆ We may be able to update floodplain info with stormwater improvements

## CHAPTER 2

- ◆ Where is Washington going?
  - We could use more definition here – we have a need for growth.



- ◆ Business 24
  - Should this corridor be all commercial or should we consider the use and rehabilitation of existing housing on the corridor?
- ◆ Expand zoning categories for commercial areas
- ◆ Attractive buildings
  - We should plan for how to keep them up through incentives and enforcement.
- ◆ We need to address business uses next to residential uses
- ◆ The City's image has been that we are negative toward change – we should build on current success
- ◆ An issue is where we get the money to spend on infrastructure
- ◆ We need to answer where are we and what do we want
  - Commercial: We need to improve Route 8. Should Business 24 still serve as our primary retail area. What about residential on Walnut & Peoria streets - do we want existing residential to remain so?
  - Industrial: We still want it.
  - Residential: There is a lot of demand.
- ◆ We should encourage infill development to the west
- ◆ Fill in area in and near Washington Estates
- ◆ Consider residential for parts of Business 24
- ◆ There is no great demand for office use – consider how much to encourage conversion to office
  - We can handle some office conversions with zoning.
  - We may need to look at variances for business on small lots, because parking space regulations limit office conversion areas. We may also wish to look at down zoning in areas where we want residential to stay.

ATTENDED: Planning Advisory Committee – Arlys Hunt, Jim Newman, Tom Gerend, Pam Tomka, Gary Moehle, Arnold Wiltz, Kirk Johnson, Bill Bradle, Jim Gee, John Christian, David Weaver, Alan Howerter, Dennis Hermann, Mark Lee, Don Gronewold; City staff – David Plyman, Jay Getz

# Planning Advisory Committee Meeting Notes

August 17, 2000  
OSF Outpatient Center  
6:30–8:30 P.M.

## CHAPTER 2 (cont.)

- ◆ Public transportation (City Link)
  - Shopping: Washington → East Peoria, nothing to Washington except Sunnyland Plaza.
  - Last time in 1980's
  - Can we get into Washington past Summit?
  
- ◆ Visual quality
  - Weeds along thoroughfares, in catch basins.
  - Entrances to City: clean up.
  - Buildings (Peoria St.)
  
- ◆ Annexation
  - Washington Estates
  - Parkview
  - Cruger; Diebel

## CHAPTER 3

- ◆ Building Permits
  
- ◆ Eureka – No development of homes on less than 20 acres within 1½ miles of City limits
  - Reduces septic and wells.
  - Ex.'s: Beverly Manor, Felker's.  
Subd: Min. lot size, 1 acre, 2 acre  
Urban vs. rural section  
Hard to go around large lot development with utilities.  
Distance to sanitary sewer could be included in Subdivision Code.
  - Address large lot size.
  
- ◆ Retirement/senior housing
  - Little of this in town.
  - City could encourage.

- ◆ Multi-family housing for younger people
  - Very little multi-family since 1970's.
  - Place for grown kids to afford.
  - City or community should try to get CDAP grants in extending utilities.
  - Look at planned unit developments with open space.
  
- ◆ Creative use of detention areas in residential areas
  
- ◆ Historical preservation
  - Small area plans
    - S. Main Street
    - Square
    - Brick streets, etc. could be addressed.
  
- ◆ Commercial
  - Consolidating access drives would be difficult.
  - Remove medians?
  - Extend Eagle?
  - Walnut Street – look at commercial zoning on north side (office).
  
- ◆ Industrial
  - Develop industrial on N. Main Street?
  - Entrance into Washington
  - Growth Cells?
    - Include residential (multi-family) along with commercial and industrial.
    - Selective
    - Work cooperatively
    - Strategic planning regarding activity, use.
    - CDAP

ATTENDED: Planning Advisory Committee – Jim Newman, Arnold Wiltz, Alan Howerter, Jim Gee, Pam Tomka, Jeanette Pritchard, Tom Gerend, Mike Kuhns, Mel Moehle, Mark Lee; City planners – Jay Getz, Shawn Christ

# Planning Advisory Committee Meeting Notes

September 21, 2000  
OSF Outpatient Center  
6:30–8:30 P.M.

## CHAPTER 3 (cont.)

### ◆ Industrial

- N. Main – not industrial in long run (entrance to community)
- Commercial use not objectionable on N. Main
- Limit Main St. uses
- Peoria-Chicago highway will impact N. Main & N. Cummings
- Muller – West toward Parkview
- Expansion West of Muller
- Eagle St. extension south of Business 24
  - divide uses on two sides of street
  - mixed uses in vacant area east of Parkview and west of Muller

### ◆ Parks

- Recreation trail – cooperative
- Parks – limited income
  - additional parks
    - detention basins – open areas (homeowners association)
  - Washington Park District may annex with City
    - Pleasant View Park District east of Diebel, north of Guth, north of Cruger
- City wouldn't have to annex east of Diebel, if don't want to expand within P.V.P.D.
- City and Park District need to continue to cooperate
- Open space in subdivision
- Recreation trail – continue to add – very popular, huge acceptance
- Capital – work on gravel/white rock, make chip & seal – pool maintenance
- Consider relationship with Washington Recreation Association
- Community Center operations
- Long-term trail plan – connect to East Peoria (Route 8 improvements)
- Annexation – discuss annexation of Parkview (logical)

### ◆ Agricultural

- Annexing agricultural areas on outside

- More definite limits in 1½ mile area
- Contiguous development community
- Areas tied up by owners who don't want to sell
- 3-acre large lots cost later
- Agricultural land use east and south of town
- Controls on lot size (subdivision code)
- IDOT decision regarding highway east and southeast
  - interchanges at U.S. 24, Busn. 24, Cooper Road
- Area west of east "loop" of Peoria-Chicago corridor C less desirable farm land
- How to address land use in comprehensive plan, not knowing outcome of road
- Road east of Washington may go ½ mile to east to avoid Blumenshine land
- Should mention possible land uses for interstate interchanges in plan – How roads would affect land use – Designate area that would be open to change (inform IDOT)
- Agricultural areas:
  - agricultural preservation district – County zoning
  - outside boundaries
  - federal restrictions – storm detention
  - natural areas – Farmdale, CAT proving grounds, School/Summit
  - floodplain (Farmdale Creek)
  - old growth
  - not developing/plowing river bottoms, draws (Prairie Restoration)
  - soils
- Instead of showing more intense uses now, show agricultural use unless Peoria-Chicago corridor goes in east of town
- Check with County and other resources in Pekin

◆ Transportation

- Peoria to Chicago
  - Officially in favor of: B-C combination or C corridor and connection to I-74
  - Corridor A – negative press
  - Positive statements are needed for B and C corridors
  - Tentative plans for greater (commercial) development of road happens
- Eastern Ring Road
  - Speak in positive light
  - Plans for arterial roads if it's chosen – N. Main, Nofsinger

- Counteract negative image
  
- ◆ Roads
- Consider connections for these roads in plan
  - Kern
  - Ernest
  - Summit

ATTENDED: Planning Advisory Committee – Alan Howerter, John Christian, Doug Wilson, Mel Joos, Arlys Hunt, Bill Bradle, Jim Newman, Arnold Wiltz, Mel Moehle, Pam Tomka, Mark Lee, Jeanette Pritchard, Bryan Lammers, Jim Gee; City planners – Jay Getz, Shawn Christ

# Planning Advisory Committee Meeting Notes

October 19, 2000  
OSF Outpatient Center  
6:30–8:30 P.M.

## CHAPTER 4 – Transportation (cont.)

- East connection to Foster - delete
- Required R-O-W in subdivision code to match 4<sup>th</sup> bullet on page 4-9
- ◆ Priorities
  - Cruger Road improvements phases 1 & 2
  - Guth as east – west
  - Route 8 (State Funds) – joint chambers
    - add to list
  - Look at with aeriels and road overlays
  - Look to connect:
    - to south
    - from Beverly Manor, Sunnyland, etc.
    - Summit

## CHAPTER 5 – Public Facilities and Services

- Drilling wells for WTP #2
- WTP #1 – water quality fine
- Water needs of Washington Estates
- WTP #2 water quality
  - 1.0 M.GPD (million gallons per day)
  - ± .65 M.GPD
  - ± .35 M.GPD short of capacity
    - Drill to south and run water to WTP #2
    - Get depth correct for H<sub>2</sub>O quality
- Are Spurgeon well(s) worth using (buying)?
- Goal: to get water to the same quality on WTP #2 as WTP #1 so they can be connected
- Discourage residential development that does not have sewer
- Look to upgrade existing sewer system
- 33% of STP is metered sewers – reduce infiltrer cross connection

ATTENDED: Planning Advisory Committee – Dave Weaver, Gary Moehle, Mel Joos, Bill Bradle, Kirk Johnson, John Christian, Jeanette Pritchard, Mark Lee, Pam Tomka, Bryan Lammers; City planners – Jay Getz, Shawn Christ

# Planning Advisory Committee Meeting Notes

November 9, 2000  
OSF Outpatient Center  
6:30–8:30 P.M.

## INTRODUCTION

Arnie Wiltz suggested including more about Washington's character in the introduction. The group held a brainstorming session for this.

- ◆ Blend of new subdivisions and established neighborhoods.
- ◆ Schools – Governor's Hometown Award.
- ◆ Park System.
- ◆ Unique Churches.
- ◆ Blend of religions.
- ◆ A lot of shopping – Cherry Tree & Downtown.
- ◆ Good economic base.
- ◆ Industry – Miller Welding, IVP, and GFE.
- ◆ Recreation – golf course.
- ◆ Unique Square.
- ◆ Historical Society – Zinser Home.
- ◆ Good blend of historical & new homes.
- ◆ Good blend of civic groups – Senior Center, WRA, Rotary, Civic Club, WHIP, Lions Club, Jaycees.
- ◆ Friendly people.
- ◆ Form of government.
- ◆ Veterans groups – VFW & American Legion.

## CHAPTER 5

- ◆ Adherence to floodplain studies.
- ◆ Funding for Farm Creek detention.
- ◆ Study use of railroad bed for detention east of Diebel, with set of culverts to northeast to help contain stormwater.



- ◆ Washington Area Community Center
  - - Consider “adding on” to City Hall.
  - Water – move bullet point to water section and consider 8” minimum size for new mains.
  
- ◆ Library
  - Less about “failed referendum”
    - Provision for facility for future
  
- ◆ Washington Area Community Center Site
  - City presence is not as likely in near future
  - Library location:
    - Good progress by Washington Area Community Center
    - Shared parking & meeting rooms
  - City Hall – Could be more attractive
  - Public Works to Legion Road?
  - Look for additional office space

## **CHAPTER 6**

- ◆ Update this section. Community entrances should not be a separate section, but should be combined with Chapter 5.

## **CHAPTER 7**

- ◆ Cooper Road as Township boundary, School boundary, and Library boundary.
- ◆ This should become Chapter 6 when Chapters 5 and 6 are combined.

## **THOROUGHFARE PLAN**

- ◆ Reviewed some of the initial proposals on arterial streets and street extensions and connections, for Thoroughfare Plan map.

ATTENDED: Planning Advisory Committee – Dave Weaver, Alan Howerter, Don Gronewold, Arnold Wiltz, Pam Tomka, Jeanette Pritchard; City planners – Jay Getz, Shawn Christ

# Planning Advisory Committee Meeting Notes

November 30, 2000  
OSF Outpatient Center  
6:30–8:30 P.M.

## LAND USE

The committee reviewed the proposed land use plan map of City's entire 1½-mile extra-territorial planning jurisdiction and the area within the City limits. The committee discussed a number of areas:

- ◆ Planning boundary on north should be Tazewood Road, at the Tazewell/Woodford County line.
- ◆ Caterpillar proving ground (n.w. of City) is zoned for industrial use and should be light industrial.
- ◆ Land southeast of U.S. 24/McClugage Road intersection should remain under an AG recommendation. It is hard to serve with utilities, and there is plenty of vacant industrial land.
- ◆ Plan for some heavy industry. Local industries may need to expand. The best location may be Spring Creek at McClugage Road. McClugage Road gives good access and a route for trucks under state jurisdiction. Also, the site has little frontage on McClugage Road, so it is more hidden from view. Industrial and commercial uses are planned to the northeast, east and south.
- ◆ The area northeast of the Nofsinger/Cruger intersection is not contiguous to the City's developed subdivisions, and has no access to utilities. It should be planned for AG use.
- ◆ North Main/U.S. 24 intersection should be commercial use, except for Bowen Lake. This includes area now the site of the United Methodist Church. The church is expected to stay, but if it ever becomes a different use, the site could be office or retail.
- ◆ The spokes leading from the Square, as well as other areas near the Square, should be mixed use development. Various types of residential use, as well as shops and offices, could adaptively re-use the existing residential buildings, which might otherwise decline as residences.
- ◆ The old landfill off of Foster Road and the City's land purchased for storm water detention east of Diebel should be open space. Other uses on the landfill site would face development limitations.
- ◆ The southern boundary of Washington's planning area should be Cooper Road, which is also the southern boundary of Washington Township and WCHS District 308.

## THOROUGHFARE PLAN

The committee reviewed the Thoroughfare plan proposals and determined how to address future roadway projects, connections and extensions.

- ◆ Continue to support the combination B-C or C corridors for IDOT's Heart of Illinois (Peoria-to-Chicago) Corridor study. Either would bring an interstate connection to I-39 or I-55 from U.S. 24 to the east and possibly a connection to I-74 near the Washington Blacktop.
- ◆ The committee decided on future road connections:

- Connect Grange between Route 8 and Centennial
- Connect Spring Creek to Ernest between Route 8 and Centennial
- Extend McClugage Road to south to connect with Guth Road
- Connect Linsley from stub to S. Cummings
- Connect Kern from Hillcrest to S. Cummings
- Connect Guth from Foster to Legion—better to go to Legion than to stop at S. Cummings or at McClugage
- Connections to Guth extension from KaRa Steeplechase and Firethorn Subdivisions
- Connect Jefferson from Eagle to Fire Station
- Connect Eagle from Business 24 to Kern
- Connect east-west road to Eagle extension (north of Parkview Estates)
- Connect Morris to S. Wilmor
- Connect Kingsbury past Dallas, Grandyle and N. Cummings, on to Spring Creek
- Extend Stoneway Drive east of N. Cummings then south to Mount Vernon at Constitution
- Proposed Dallas extension to Wilmor from 1981 plan will no longer work
- Connect Kensington to Cruger as shown in preliminary plat of Devonshire
- Extend Winchester stub from Westminster to N. Main
- Connect Clarebrook from cul-de-sac west of Diebel to Devonshire Drive at N. Main
- Connect Terrace from North to Cruger
- Extend Diebel from Business 24 to Guth
- Extend S. Wilmor from Kern to Foster – prefer possible extension to Foster/Guth intersection to the east (southwest of cemetery) over possible extension to Guth Road extended to the west (through old landfill) to Foster

◆ Improvements:

- Improve and widen Route 8 to McClugage Road
- Straighten curves and improve intersection at Nofsinger and Cruger

- ◆ Consider the location of the Peoria-to-Chicago connecting interstate road from U.S. 24 to I-74 – Start east of Diebel, possibly east of Pleasantview, then swing southwest to South Main Street south of Guth.

The City will hold a public meeting, probably in January, to review the Comprehensive Plan text and maps. The Planning Advisory Committee will receive notice of this meeting.

ATTENDED: Planning Advisory Committee – Mel Joos, Arnold Wiltz, Alan Howerter, Jim Gee, John Christian, Mel Moehle, Arlys Hunt, Don Gronewold; City planners – Jay Getz, Shawn Christ

# Planning Advisory Committee Meeting Notes

February 20, 2001  
OSF Outpatient Center  
6:30–8:30 P.M.

## CHAPTER 1

- ◆ MSA – Spell out first time.

## CHAPTER 3

- ◆ Commercial – Main & Bypass – The amount of land shown is OK.
- ◆ Burton Street – Don't extend commercial too far south.
- ◆ Uses around Square – Encourage retail.
- ◆ Mixed use – Allow for other uses on and near the Square.
- ◆ Post Office – Commercial use in the future?
- ◆ Parking – Accessible on Square.
- ◆ Encourage accessibility between public parking lots and businesses.
- ◆ Set up committee on brick streets and other infrastructure improvements in historic neighborhoods.
- ◆ Public/private partnerships.
  - Consider in areas such as a speculative industrial building.
- ◆ Land use north & south of Guth Road – OK as is.

## CHAPTER 4

- ◆ I-74 connection to Main – Bypass is east/west Guth Road; strengthen language.
- ◆ Route 8 – Major improvements for the future should be noted.

## CHAPTER 5

- ◆ School districts: Discuss unified grade school district? No.
- ◆ Library district: Include recommendations on location? No.

ATTENDED: Planning Advisory Committee – Gary Moehle, Jim Gee, Michael Godar, Mel Joos, Alan Howerter, Dave Weaver, Jim Newman, Bill Bradle, Roger Stevens, Pam Tomka, Pat Essig, Glenn Essig, Jeanette Pritchard, Steve Maxheimer; City planners – Jay Getz, Shawn Christ

# Comprehensive Plan Highlights

---

## **January 17, 2001 - Welcome to the Open House for the City of Washington Comprehensive Plan.**

The Comprehensive Plan has a 20-year time frame. The Plan takes into account past trends, existing conditions and future possibilities. The Planning Advisory Committee has been meeting regularly to review and comment on the draft text and map since last summer. The draft plan is on display from 11:00 to 1:00 and from 4:00 to 7:00 today for public review and comment. Please feel free to:

- look over the draft plan maps and historical Washington maps\*;
- review the Draft Comprehensive Plan text (and sign up if you would like to receive a copy);
- chat with City Planning and Development staff and public officials; and
- make any comments on the back of this form.

*We're glad that you could come!*

**Goals** – *As stated in the preface of the plan, Washington continues to grow while maintaining the high quality of life in a small town setting that its people enjoy. This updated Comprehensive Plan builds on the past success of the citizens of Washington. While many of the goals below are being carried out to a great extent already, they remain standards that the plan recommends continue.*

- ***A Clean, Attractive City***
- ***Improved Physical Environment and Livability of the City of Washington***
- ***A Diverse, Mixed Housing Stock that Serves Residents of Different Ages, Family Sizes, and Economic Levels***
- ***A Stable Economic Base of Businesses and Industries***
- ***A Safe, Convenient, and Efficient Transportation System***
- ***High Quality Public Services for All Residents of Washington***

### **Next steps:**

1. Planning Advisory Committee will meet to review the Plan draft and public comment.
2. City staff and CH2M HILL, the City's consultant, will make any necessary revisions and final exhibits for the Plan.
3. Planning Commission will hold a public hearing to review and make a recommendation on the Plan.
4. City Council will review the Plan, make any final revisions it deems necessary, and adopt the Plan as the City's official Comprehensive Plan.
5. The City will begin to implement the plan.

\* Historical maps courtesy of Steve Hullcranz



**Appendix B**  
**Population Forecast Memorandum**

---

# City of Washington 2020 Population Forecast

---

The 2020 population forecast for the City of Washington was estimated by developing a multiple regression equation based upon historic population data of the Peoria MSA, Tazewell County and the City of Washington, as well as 2020 forecasted population for Tazewell County and the Peoria MSA.

**TABLE 1**  
1940 to 1994-Data Observations to Estimate 2020 Washington Population

Year	Washington	Tazewell Co	Peoria MSA
1940	2,456	58,682	162,566
1950	4,285	76,165	250,512
1960	5,919	99,789	313,412
1970	6,790	118,649	341,979
1980	10,364	132,078	365,864
1990	10,099	123,692	339,172
1994	10,393	126,420	343,534
2020 Forecast	NA	139,528	370,456

Sources:

US Census (1940, 1950, 1960, 1970, 1980, 1990)

Illinois Bureau of the Budget (1994)

Tri-County Regional Planning Commission (released July 1996)

NA: Not Available; Tri-County RPC does not develop forecasts below the county level

Regression analysis is a method that examines the relationship between one or more independent variables and a dependent variable. It is used to identify and weight analytical factors and make forecasts. Using historic population for the Peoria MSA, Tazewell County, and the City of Washington, a linear relationship was established between the values in order to develop a line that described the relationship between the three variables. These values were used to estimate the 2020 population for the City of Washington.

By stepping through the multiple regression procedure with the values identified in Table 1, Equation 1 was developed. This equation describes the relationship between the dependent variable – the City of Washington--and the independent variables--Tazewell County and the Peoria MSA. With this equation, the 2020 population value can be solved for the City of Washington by using the known 2020 population values for Tazewell County and the Peoria MSA. In this equation, the “Year ID” is 81, as 1940 is year 1, 1950 is year 11, 1960 is 21, etc. (see Equation 2).



**EQUATION 1**

Y (City of Washington) =

$$-51.03197 + (96.63187 * \text{Year ID}) + (0.05852 * \text{Tazewell Co.}) + (-0.00602 * \text{Peoria MSA})$$

**EQUATION 2**

Estimated 2020 Population for the City of Washington =

$$-51.03197 + (96.63187 * \text{Year ID}) + (0.05852 * 139,528) + (-0.00602 * 370,456) = \mathbf{13,707}$$

(or 13,711 with the rounded values identified here)

**Confidence Interval**

If we assume that the future will closely resemble the past, we can forecast with confidence. A confidence interval indicates that one is X percent sure, or in this case 95 percent sure, that the estimate falls within the interval. The following range identifies the 95 percent confidence interval for the 2020 population estimate. This interval is based on the standard error of the estimate.

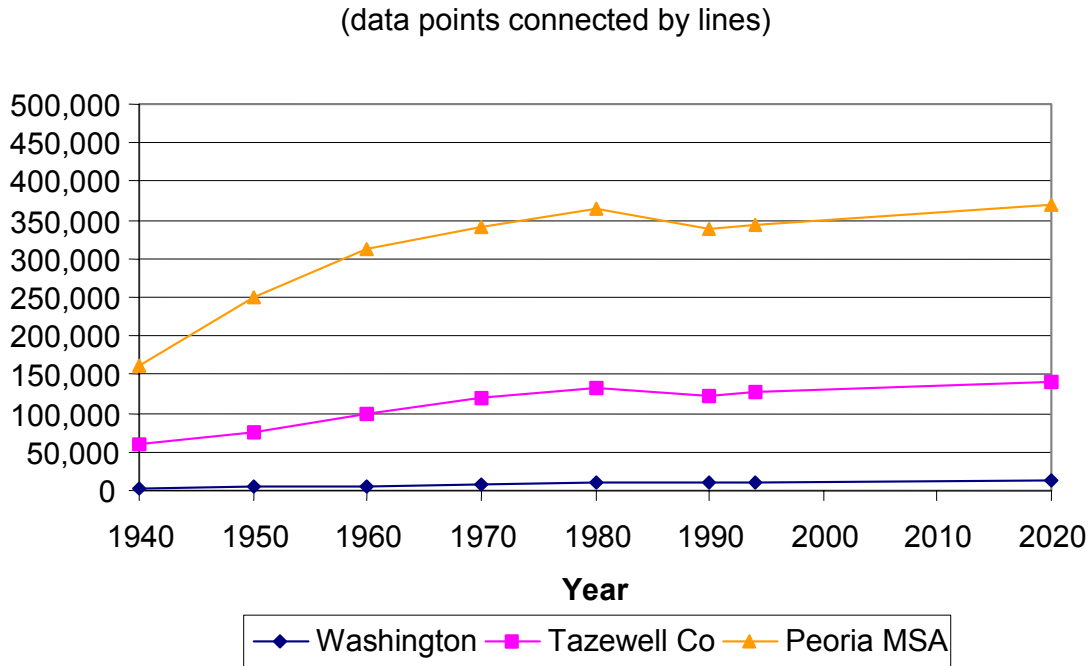
$$11,664 \text{ to } 15,750^2$$

This range is fairly large because there are so few comparable data observation points for these three values. However, it should be noted that the multiple regression equation had a very high R<sup>2</sup> (this is the symbol for multiple regression) value, or coefficient of determination, of .966. R<sup>2</sup> measures the “goodness of fit” or relationship between the variables. The value ranges from zero (the data do not fit the line or equation at all) to one (the data fit the line perfectly). The R<sup>2</sup> value of .966 indicates that there is a strong relationship between the values. A plot of the population values over time illustrates this (see Figure 1).

---

<sup>2</sup> Determined by the equation *Student's t Distribution X Standard Error = Confidence Interval*, or 2.45 X833.89 = ±2,043. The t distribution has been used because the sample size is small. If the sample size was fairly large (greater than 30), then the t distribution resembles the normal distribution and z scores can be used. The normal distribution is a bell-shaped curve that describes the distribution of many phenomena. The t distribution is flatter than the normal distribution, and therefore the range will be larger.

**FIGURE 1**  
Plot of Population Values Over Time



**SUMMARY OUTPUT**

<i>Regression Statistics</i>	
Multiple R	0.982870788
R Square	0.966034986
Adjusted R Square	0.932069971
Standard Error	833.8988624
Observations	7

	<i>Coefficients</i>	<i>Standard Error</i>
Intercept	-51.03196636	2261.680877
X Variable 1	96.63187317	52.8618236
X Variable 2	0.058519483	0.080920412
X Variable 3	-0.006029987	0.022485489

**Estimated 2020 Population for the City of Washington**

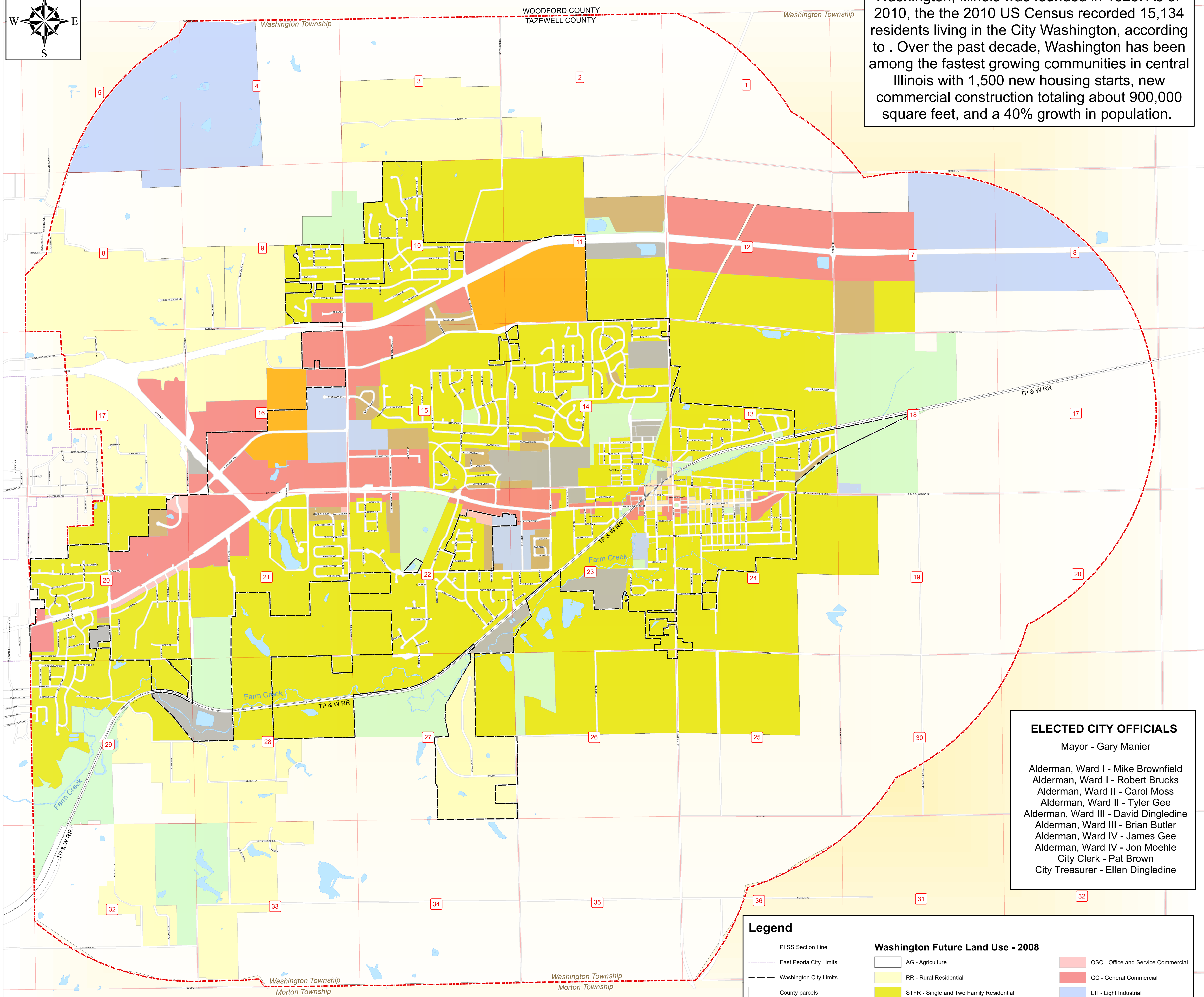
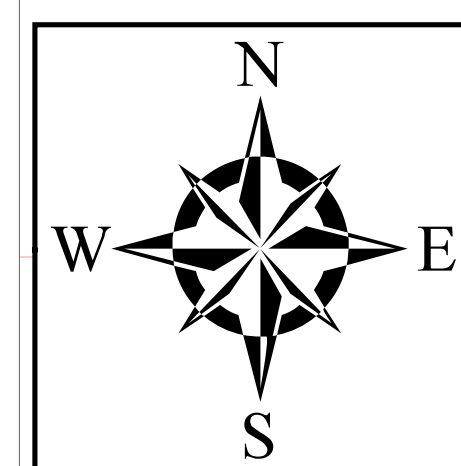
$$13,707 = \text{Intercept} + (X1 * \text{YearID } 2020) + (X2 * \text{Tazewell}2020) + (X3 * \text{Peoria}2020)$$

**95% Confidence Interval (which is a plus or minus value)**

$$2,043 = (2.45 * \text{Standard Error})$$

11,664 **Low**

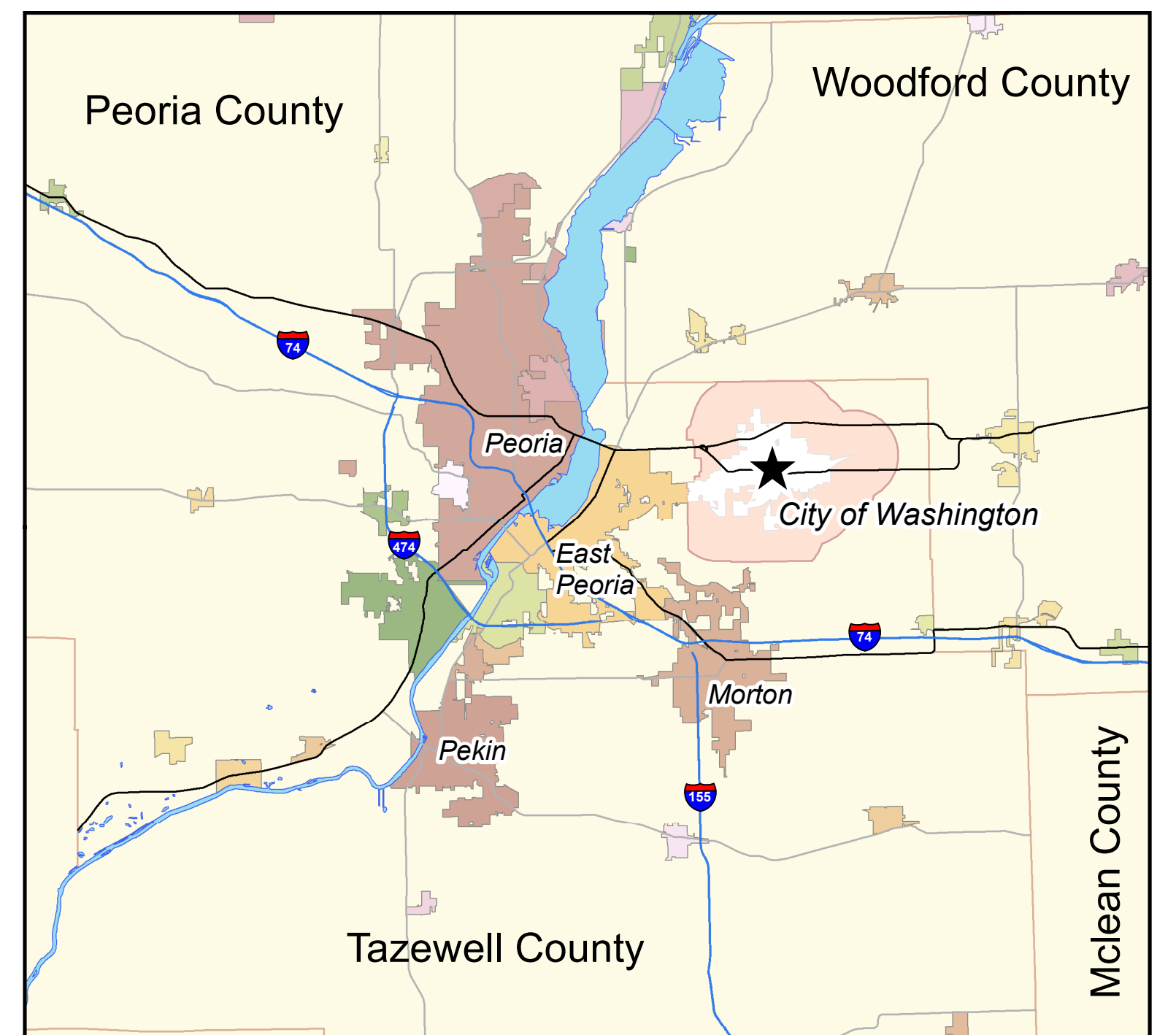
15,750 **High**



Washington, Illinois was founded in 1825. As of 2010, the the 2010 US Census recorded 15,134 residents living in the City Washington, according to . Over the past decade, Washington has been among the fastest growing communities in central Illinois with 1,500 new housing starts, new commercial construction totaling about 900,000 square feet, and a 40% growth in population.

# CITY OF WASHINGTON

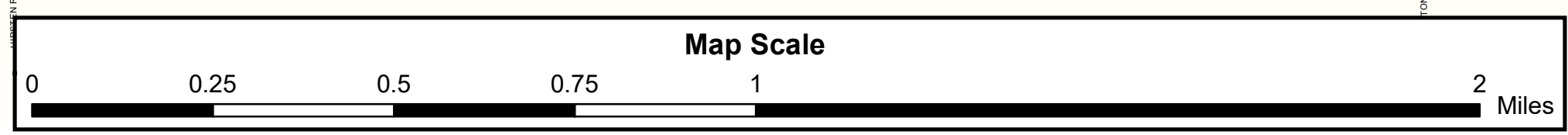
TAZEWELL COUNTY, ILLINOIS  
COMPREHENSIVE PLAN



**ELECTED CITY OFFICIALS**  
 Mayor - Gary Manier  
 Alderman, Ward I - Mike Brownfield  
 Alderman, Ward I - Robert Brucks  
 Alderman, Ward II - Carol Moss  
 Alderman, Ward II - Tyler Gee  
 Alderman, Ward III - David Dingledine  
 Alderman, Ward III - Brian Butler  
 Alderman, Ward IV - James Gee  
 Alderman, Ward IV - Jon Moehle  
 City Clerk - Pat Brown  
 City Treasurer - Ellen Dingledine

**Legend**

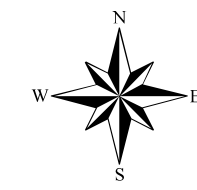
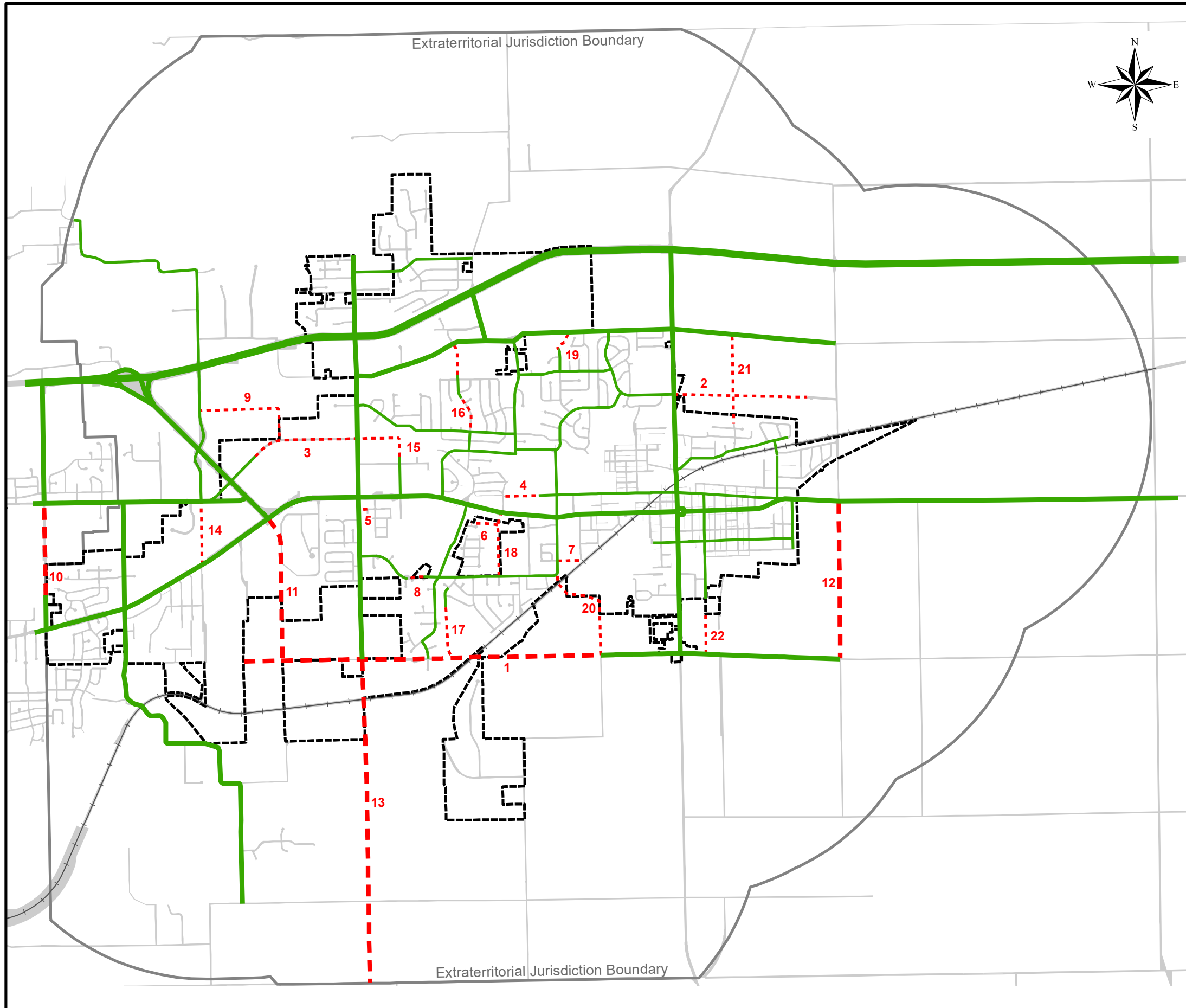
— PLS Section Line	AG - Agriculture	OSC - Office and Service Commercial
— East Peoria City Limits	RR - Rural Residential	GC - General Commercial
— Washington City Limits	STFR - Single and Two Family Residential	LTI - Light Industrial
— County parcels	MFR - Multifamily Residential	HVI - Heavy Industrial
— PLS Township	MXD - Mixed Use: Downtown Commercial and Residential	PBI - Public Institutional
— 1.5 Mile Extra Territorial Jurisdiction	UV - Urban Village	PKOS - Parks and Open Space
— Water Feature		



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

Printed: Date: 3/30/2017

Prepared by the City of Washington, Department of Planning & Development & As-Built Mapping, Inc. For Planning & Development information contact Washington's Planning & Development Director, Jon Oliphant, AICP.



# CITY OF WASHINGTON

## Tazewell County, Illinois

### Thoroughfare Plan

- |                   |                 |
|-------------------|-----------------|
| <b>Existing</b>   | <b>Proposed</b> |
|                   |                 |
| <b>Expressway</b> |                 |
|                   |                 |
| <b>Arterials</b>  |                 |
|                   |                 |
| <b>Collectors</b> |                 |

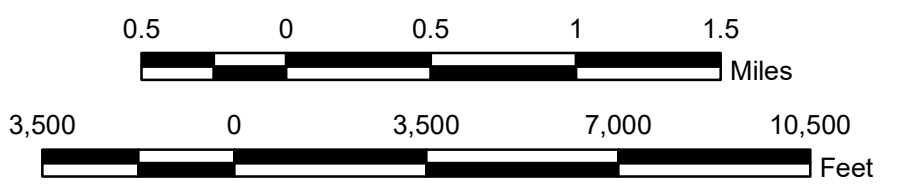
#### Proposed East-West Connections

- Arterials**
- 1 - Guth Road
- Collectors**
- 2 - Clarebrook Road from Diebel to Main Street/Devonshire
  - 3 - Extend Freedom Parkway to North Cummings Lane
  - 4 - Jefferson from Wilmor to Eagle
  - 5 - Linsley from Felker's Addition to South Cummings
  - 6 - East-West Connection for the area Northeast of Parkview Estates
  - 7 - Morris from Court to Wilmor
  - 8 - Extend Kern Road West of Hillcrest
  - 9 - East-West Connection from Spring Creek Road to Freedom Parkway

#### Proposed North-South Connections

- Arterials**
- 10 - Summit Drive from Grange Road to Washington Road
  - 11 - McClugage Road from Business 24 to Guth Road
  - 12 - Diebel from Business 24 to Guth Road
  - 13 - South Cummings from Guth Road to Cooper Road
- Collectors**
- 14 - Spring Creek from Centennial to Washington Road/Ernest Road
  - 15 - Mount Vernon to Freedom Parkway at North Cummings Lane
  - 16 - Grandyle from North of Kingsbury to Cruger
  - 17 - Evergreen Drive from Kern to Guth
  - 18 - Eagle from Business 24 to Kern Road
  - 19 - Kensington to Cruger
  - 20 - Foster Road Extension to Wilmor Road
  - 21 - Terrace to Cruger
  - 22 - Elm Street to Guth

1 inch = 3,500 feet



Washington Comprehensive Plan  
 April 2001  
 Thoroughfare Plan revised December 23, 2008

Figure4-1