



CITY OF GALESBURG **COMPREHENSIVE PLAN**

January 2019



ACKNOWLEDGMENTS

The following individuals and groups are recognized for their contributions to the development of the Comprehensive Plan.

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INTRODUCTION

This document presents the Comprehensive Plan for the City of Galesburg, Illinois. It sets forth a long-range guide for the maintenance and enhancement of the City's existing areas, and for improvement, development and redevelopment within the City and its planning jurisdiction. As a long-range planning and policy guide, Galesburg's Comprehensive Plan provides assistance and direction for future investment and serves as a decision-making framework for the City, residents, developers, and other stakeholders. The Plan establishes a vision for the community along with goals and objectives that serve as the foundation for the Plan's policies and recommendations. Recommendations and policies are organized by chapter/topic, including land use and development, transportation, community facilities, and environmental features and open space. The Comprehensive Plan is a product of considerable community input and represents the culmination of a 12-month planning process.

COMPREHENSIVE PLAN PURPOSE

The Galesburg Comprehensive Plan is a detailed policy document that guides land use, development, capital improvements, community investment, growth, and overall quality of life for 15 to 20 years. The Plan is comprehensive both in breadth and scope, with recommendations for areas that encompass land use, housing, parks and recreation, transportation, and community facilities, and more. The Plan provides the framework for regulatory tools like zoning, subdivision regulations, annexations, and other City policy. Galesburg's Comprehensive Plan promotes the community's vision, goals, objectives, and policies; establishes a process for orderly growth and development; addresses both current and long-term needs; and provides for a balance between the natural and built environment.

COMPREHENSIVE PLAN ADVISORY COMMITTEE

A Comprehensive Plan Advisory Committee (CPAC) consisting of Galesburg community leaders and residents was established to guide and assist the Planning Team throughout the process. The CPAC convened on June 20, 2017, and met periodically throughout the planning process, serving as a "community sounding board" as the Plan was developed.

USING THE PLAN

The Galesburg Comprehensive Plan should be used for the following:

A basis for regulatory actions: The plan serves as a foundation and guide for the provisions of zoning regulations, subdivision regulations, the official map, flood hazard regulations, annexation decisions and other decisions made under these regulations.

A basis for community programs, budgeting, and grant applications: The plan is a guide and resource for the recommendations contained in a capital budget and program, for a community development program, the basis and rationale for grant applications, and for direction and content of other local initiatives, such as for water protection, recreation or open space land acquisition and housing.

A source for planning studies: Few plans can address every issue in sufficient detail. Therefore building on the comprehensive plan, further/future studies and plans may be needed to develop more specific actions or study.

A standard for review at the local, County, and State level: The comprehensive plan is the standard for review for development proposals and applications for state and federal funding and support. Comprehensive plans should be used to develop regional plans or intermunicipal programs, such as a regional trail networks, transit programs, and economic development initiatives.

A source of information and marketing: The Plan is a valuable source of information for local boards, commissions, organizations, citizens, and businesses. It is also a powerful marketing tool that can be used to promote Galesburg and highlight opportunities for investment.

A long-term guide: The Plan is a long-term guide by which to measure and evaluate public and private proposals that affect the physical, social, and economic environment of the community.

STATE PLANNING ACTS

Several Illinois statutes contain general descriptions of what a comprehensive plan is, and what it should contain. The Illinois Municipal Code (65 ILCS 5/11-12-5(1)) dictates that a city or village plan commission must prepare and recommend a comprehensive plan to serve as a tool for guiding future development or redevelopment within the municipality. These plans cover the entire incorporated area of the municipality and can extend to land up to one-and-a-half miles beyond its corporate limits. Elected bodies (i.e. village and city councils) charge their appointed planning or zoning commission with the task of preparing a plan and once it is complete, they vote on its adoption as a guiding document for the municipality.

The Illinois Local Planning Technical Assistance Act (Public Act 92-0768, Sec. 5) provides additional guidance as to what elements a comprehensive plan should address, including land use, natural resources and the environment, transportation, economic development and housing/residential development. In addition to these essentials it is suggested that a comprehensive plan consider additional elements, adjusting to suit unique community issues, including: parks and open space, historic preservation, urban design, subareas/key focus areas, agriculture and forestry, and technology.

PLANNING PROCESS

The Galesburg Comprehensive Plan is the product of a 12-month planning process that included the following 11 steps:

Step 1: Project Initiation. The project kicked-off with meetings with City staff, officials, and the CPAC to discuss the overall direction of the Comprehensive Plan and any policy issues facing the City. This step laid the initial foundation for further research and analysis.

Step 2: Community Outreach. Outreach is considered one of the most important steps of the Plan. Members of the Galesburg community shared their recommendations, concerns, and opinions with the Planning Team via in-person meetings, workshops, charrettes, and a variety of online tools. Chapter 3 summarizes the results of the community outreach conducted as part of the planning process.

Step 3: Market & Demographic Analysis. The Planning Team conducted research and analysis on housing, employment, and development conditions, providing a foundation for future recommendations. The analysis revealed the trends, supply, demand, and potential for residential, commercial, and industrial uses.

Step 4: Existing Conditions Analysis. Using data gathered from the City, community service providers, local agencies, organizations, and on-the-ground reconnaissance and observation, the Planning Team reviewed and analyzed Galesburg's conditions as they existed at the time of the planning process. The results were presented in an Existing Conditions Report, produced in August 2017.

Step 5: Vision, Goals & Objectives. This step included a “hands-on” planning charrette, and tasked community residents to craft their long-term vision for Galesburg. The results of the workshop provided focus and direction for subsequent planning activities, including the Plan's Vision Statement, and Goals and Objectives.

Step 6: Plan Framework & Key Recommendations. Using the community input and comprehensive analysis gathered and conducted in the previous five steps, the Planning Team prepared an overall framework for the Plan along with its key recommendations.

Step 7: Draft Subarea Plans. This step included the preparation of detailed subarea plans for Downtown Galesburg, Grand Avenue, and both the north and south Henderson Street Corridors. The Subarea Plans provide more specific recommendations for these critical areas of the City.

Step 8: Citywide Plans & Policies. This step included the preparation of plans and policies that address growth and annexation, land use, transportation, open space and environmental features, community facilities, urban design, and community sustainability. This step was the core of the Comprehensive Plan, reflecting the collective community vision for the City.

Step 9: Draft Plan, Presentation, Review & Feedback. Collecting the results of the previous steps, a draft Comprehensive Plan document was prepared and presented to City Staff, the CPAC, City Council, the Planning and Zoning Commission, and the public for review and comment.

Step 10: Revision to Draft Plan. Based on draft Plan feedback from all parties, all revisions were made and brought back to the Planning and Zoning Commission for review.

Step 11: Final Comprehensive Plan & Adoption. The final Comprehensive Plan was presented to City Council for consideration and adoption.

PLAN ORGANIZATION

The Comprehensive Plan is organized into 13 chapters:

- 1. Introduction** – Presents the purpose Comprehensive Plan, how it should be used, the process to complete the Plan, and its organization.
- 2. Community Profile** – Details a variety of important background information, such as the City’s history and demographics.
- 3. Community Outreach Summary** – Summarizes all the input received from community outreach events including in-person and online.
- 4. Vision, Goals & Objectives** – Establishes the community vision that guides the Comprehensive Plan document and describes what Galesburg will be in 2033.
- 5. Land Use** – Illustrates and describes the type and location of future land uses within Galesburg. This section also addresses growth management.
- 6. Housing & Neighborhoods** – Outlines policies and recommendations for the City’s neighborhoods including infill development, code enforcement, historic preservation, aging in place, and more.
- 7. Economic Development** – Provides an economic development strategy for Galesburg, with recommendations regarding attracting, retaining, and growing businesses; attracting new residents; and supporting workforce development, education, and entrepreneurship.
- 8. Transportation & Mobility** – Includes recommendations for the City’s roads, trails, sidewalks, and more, and identifies opportunities to increase community connectivity.
- 9. Community Facilities** – Identifies future need for community facilities and offers long-range recommendations for future facility locations and improvements to ensure that residents are adequately served by providers.
- 10. Parks & Open Space** – Highlights key recommendations from the Parks and Recreation Master Plan, which was developed in conjunction with this Comprehensive Plan.
- 11. Subarea Plans** – Establishes a vision and site-specific recommendations for Downtown Galesburg, Grand Avenue, and both the north and south Henderson Street Corridors.
- 12. Sustainability** – Illustrates the vision, goals, and objectives to strategically plan for Galesburg’s prosperity now and in the future through economic, environmental, and social means.
- 13. Implementation** – Presents specific actions, as well as potential funding sources, that the City should pursue as it seeks to implement the recommendations of the Comprehensive Plan.

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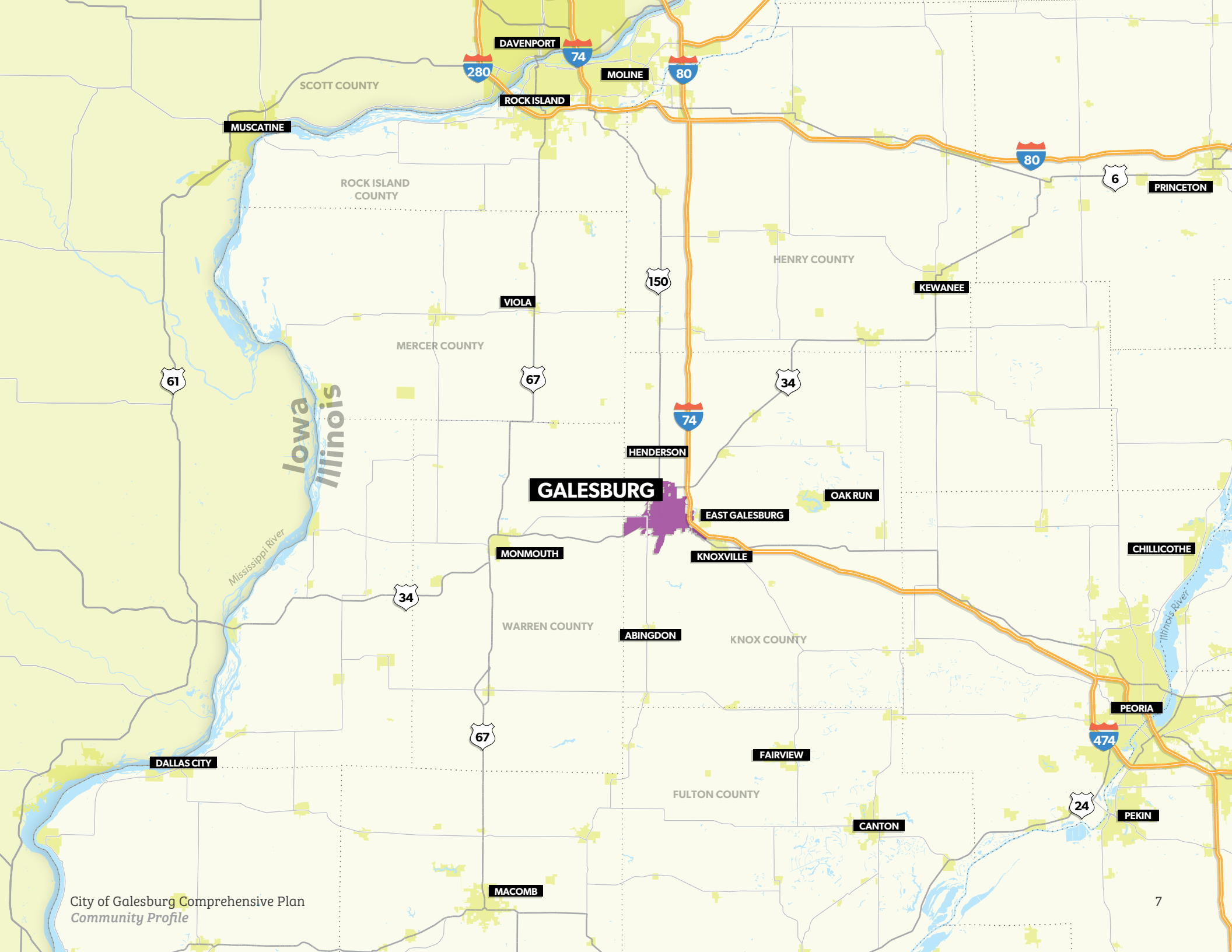
COMMUNITY PROFILE & ASSESSMENT

Long-range planning is founded upon an understanding of the community in the present. As a mature community, a detailed assessment of Galesburg's existing conditions is critical to creating informed recommendations. This chapter provides important background information about the community, including the regional position and history of Galesburg, an overview of the City's demographics, and an inventory of existing land use. Collectively, this information creates a profile of the Galesburg community and the influences that shaped the development of the Comprehensive Plan. For more detailed information and analysis refer to the Existing Conditions Report that was completed as part of the planning process.

REGIONAL SETTING

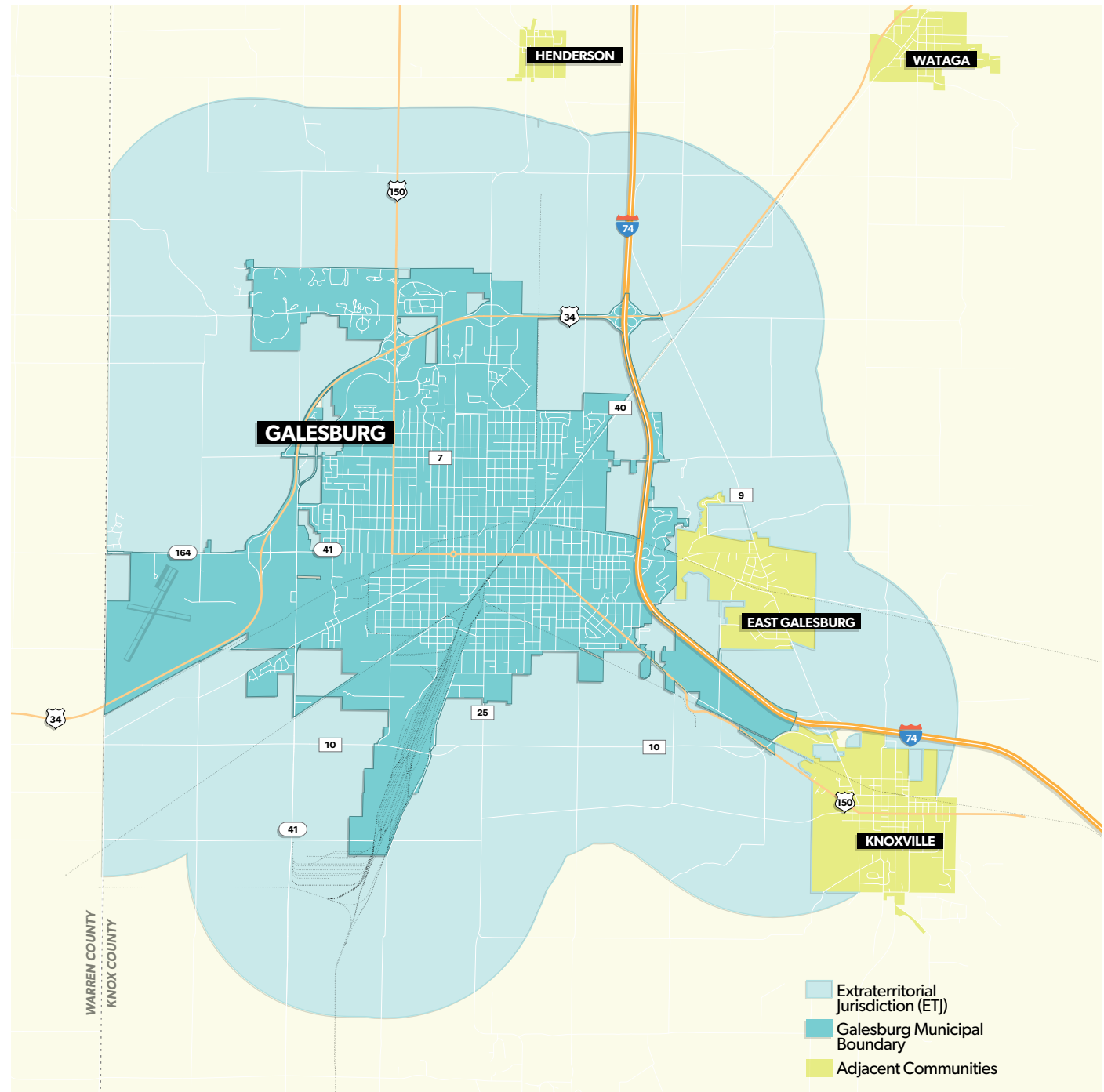
The City of Galesburg is approximately 45 miles northwest of Peoria in western Illinois. It is the Knox County seat and principal city of the Galesburg Micropolitan Statistical Area, which is comprised of Knox and Warren Counties. Major highways to the City include US-34, US-150, and I-74. Galesburg is also served by Amtrak and BNSF Railway for both freight and passenger rail. The City is about 35 miles east of the Iowa border with neighboring communities such as Monmouth to the west, East Galesburg to the east, Henderson to the north and Knoxville to the south.





JURISDICTIONAL SETTING

A Comprehensive Plan addresses issues within the municipal boundaries of the City as well as unincorporated areas adjacent to the City. Illinois State Statute (65 ILCS 5/11-12-5) allows a Comprehensive Plan to cover an area extending 1.5 miles from the current corporate boundary. The vast majority of Galesburg's Extraterritorial Jurisdiction (ETJ) is actively used for agriculture or has been developed by adjacent municipalities, such as Knoxville. Although the ETJ abuts and overlaps areas within the project boundary, recommendations from the Comprehensive Plan will predominantly focus on areas within the City limits as well as potential areas for growth near the US-34 and I-74 exits and entrances.





COMMUNITY HISTORY

In 1835, Reverend George Washington Gale of Whitesboro, New York purchased nearly 11,000 acres in Knox County to build a school – Knox College. In June of 1836, the first settlers arrived at the settlement but erected temporary housing on the outskirts until formal living quarters could be built. Just one year later, residents established one of the first anti-slavery societies in Illinois and began construction of the first building for Knox Manual Labor College.

In 1841, Galesburg became a city and the population continued to grow into the thousands with the completion of the Chicago, Burlington and Quincy Railroad line. Galesburg became incorporated through an act of the Illinois Generally Assembly on February 14, 1857 and became the county seat 16 years later. By 1885, the City had brick-paved streets,

telephones, delivered-mail, electric street lights, and public transportation. Shortly after the turn of the twentieth century, the City Council approved bond issuance for the construction of City Hall, a police station, and a fire station. At this time, the character of the City was reflected in its Victorian-style homes and economic prosperity via the railroad.

The City continued to grow through the 20th Century thanks to major employers like Maytag, Butler, and BNSF Railroad. Maytag was Galesburg's largest employer for over half a century until the manufacturing plant closed in 2004. For the past couple of decades, the City has experienced a slight decline in population but this has not altered its strong historical identity.

PAST PLANS, STUDIES & REPORTS

The planning process included a full review of past plans, studies, and reports impacting policy, planning, and development within the City of Galesburg. These prior planning efforts serve to inform the planning process and, where applicable, were built upon as a component of the community's new vision.

Below is a list of reviewed plans, studies, and reports (the Existing Conditions Report contains a full summary of each document):

- ♦ Knox County Blueprint of Action (2017)
- ♦ Design Development of Downtown Public Spaces (2016)
- ♦ North Seminary Street Business District Plan (2013)
- ♦ Galesburg Housing Memo (2013)
- ♦ East Main Street Corridor Plan (2009)
- ♦ Downtown Strategic Plan (2008)
- ♦ Comprehensive Plan (1999)

DEMOGRAPHIC OVERVIEW

An analysis of Galesburg's demographic conditions was conducted to guide the planning process and provide the necessary background information for developing market-viable policy recommendations.

This section presents and assesses current trends, notes important market implications, and to the extent possible, makes projections for future growth and development opportunities. When possible and where necessary, data for the City of Galesburg is compared with data for the Galesburg Micropolitan Statistical Area. All data in this section are the most recent available at the time of the analysis.

Collectively, this information provides a snapshot of Galesburg's current and projected competitive position within the region.

Individual chapters within the Plan, such as the Chapter 6: Housing and Residential Areas Plan and Chapter 7: Commercial and Industrial Areas Plan utilize findings from these analyses to make recommendations.

DECLINING POPULATION

Galesburg's population is declining, which reduces the labor force and impacts a business's decision to locate in the City. The 2016 population was estimated at 31,454 and is projected to decrease to 30,907 by 2021, while median age is projected to remain stagnant.

DEMOGRAPHIC SUMMARY

City of Galesburg

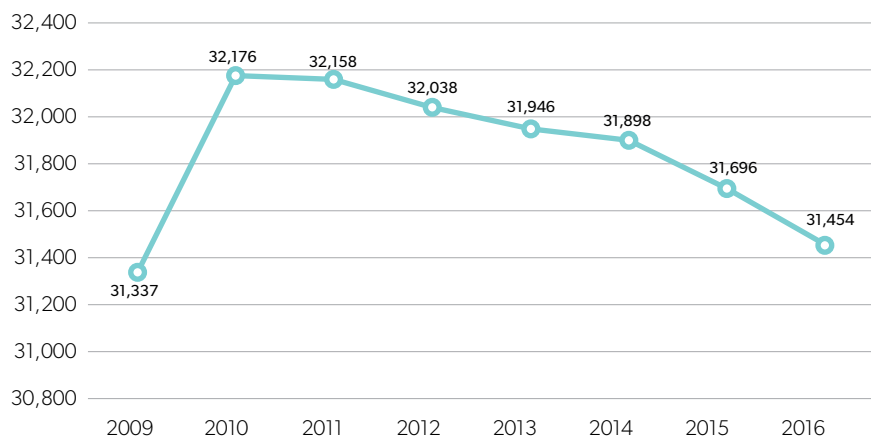
	2010	2016	2021	Projected Change (2010-2021)	
Population	32,186	31,454	30,907	-1,279	-4.0%
Households	13,005	12,641	12,379	-626	-4.8%
Average Household Size	2.18	2.20	2.20	0.02	0.9%
Median Age	39.6	40.5	40.6	1.00	2.5%
Median Household Income		\$37,453	\$38,667	1,214	3.2%

Galesburg Micro SA

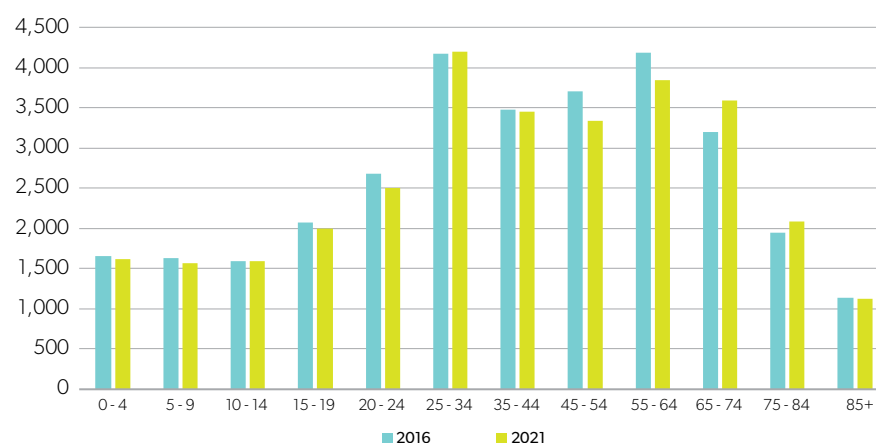
	2010	2016	2021	Projected Change (2010-2021)	
Population	52,919	52,632	52,094	-825	-1.6%
Households	21,535	21,353	21,089	-446	-2.1%
Average Household Size	2.27	2.28	2.28	0.01	0.4%
Median Age	42.0	43.1	43.6	1.60	3.8%
Median Household Income		\$42,895	\$45,428	\$2,533	5.9%

Source: ESRI Business Analysis; Houseal Lavigne Associates

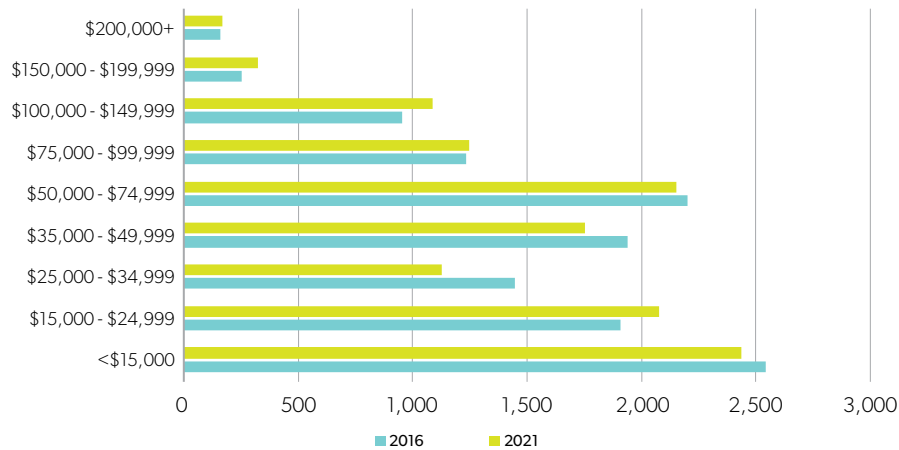
Population Trend
(2009 - 2016)



Population Distribution
(2016 and 2021)



Income Distribution



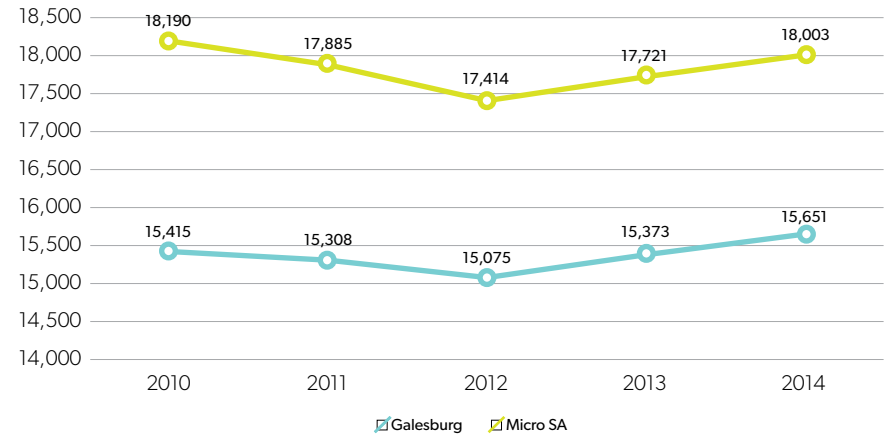
INCOME DISPARITY

While median household income is projected to increase in coming years, the group expected to add the most households (170) is the \$15,000 - \$24,999 category. Depending on the number of members, households within this range are at or below the national poverty level. As such, these households may need additional social and financial services.

EMPLOYMENT GROWTH

Galesburg's employment is growing faster than that of the micropolitan statistical area (a geographic area with at least one urban cluster and a population greater than 10,000 but fewer than 50,000) and it is projected to do so through 2024 with the addition of over 800 jobs. Growing employment is an opportunity for the City to expand its economy and, subsequently, its services. More than a quarter of employment expansion has, and is projected to continue, in the healthcare and social services sector. Galesburg should take steps to encourage diversification, to avoid over reliance on this sector, should it experience a downturn.

Employment Trend
(2010 - 2014)



DAYTIME POPULATION

More people enter Galesburg for work than leave it (9,865 to 6,032) meaning that it has an increased daytime population with a potentially greater spending power. Again, the largest industry is health-care with over 4,200 workers entering Galesburg followed by retail with nearly 2,600. The City should take advantage of this opportunity by marketing existing businesses to the daytime population and leveraging the population to recruit new businesses.

RETAIL POTENTIAL

The City's median household income is rising, which correlates to an increase in disposable income. Meanwhile, Galesburg's local and regional retail markets are over-supplied by 640,000 and 575,000 square feet of space respectively. Comparatively the Micros SA is over-supplied by 269,000 square feet and the State of Illinois is under-supplied by 23.6 million square feet. Galesburg should take advantage of this opportunity to capture the increased spending power. At the same time, the City should be cautious in recruiting additional retail businesses that might displace existing ones.

EXISTING LAND USE

A review of the existing land uses was conducted as part of the Planning Process and is recorded on the Existing Land Use Map on page 15. Land uses in the City is typical of mature urban communities, with commercial land uses stripped along its busier corridors, and industrial areas situated adjacent to its railroads. Based on field reconnaissance and research conducted in September 2017, all parcels within the City have been categorized into 15 different land use classifications, each described in this section.

EXISTING LAND USE		
Land Use	Acres	%
Agriculture	796.3	8%
Single-Family	2,968.5	31%
Single-Family Attached	104.3	1%
Manufactured Homes	77.9	1%
Multi-Family	132.2	1%
Commercial	711.0	8%
Office	87.7	1%
Light Industrial	370.0	4%
Heavy Industrial	228.5	2%
Public/Semi-Public	817.6	9%
Parks	768.3	8%
Open Space	120.4	1%
Airport	719.1	8%
Railroad/Utility	1,028.3	11%
Vacant/Undeveloped	542.9	6%
Total	9473.1	100%

SINGLE-FAMILY DETACHED

The Single-Family Detached land use areas consist of detached homes. This designation is the predominant land use in Galesburg. Throughout the central portion of the City, single-family homes are generally found on smaller lots (averaging one-third of an acre), arranged in compact blocks in a grid pattern. Single-family residential areas in the far southern, northern, and eastern portions of the City are arranged on slightly larger lots on longer blocks and developed in a curvilinear street pattern.

SINGLE-FAMILY ATTACHED

Single-Family Attached uses consists of towns homes, duplexes, and other dwellings that share a common wall with an adjacent housing unit. Single-Family Attached is scattered intermittently throughout Galesburg with small concentrations located on the edges of the City.

MULTIFAMILY

Multifamily housing units are stacked vertically and horizontally, with common entrances and shared amenities. Multifamily areas includes apartments, condominiums, and senior housing, as well as single-family homes that have been converted into multifamily units (typically rental properties) located within Galesburg's older residential neighborhoods in the southwest and central area where single-family residences have been converted.

MANUFACTURED HOMES

The Manufactured Homes land use designation includes homes that are constructed on a permanent chassis, allowing for transportability. Galesburg's manufactured home communities exist on the far southwest and far southeast sides of the City.

COMMERCIAL

The Commercial land use designation includes commercial areas (local and regional) that provide retail and commercial services that meet the needs of the Galesburg community as well as the larger region. Commercial uses include big box stores, standalone retailers, small retail centers, auto repair shops, restaurants, and hotels. Galesburg busy corridors are predominantly commercial, including Main Street, Henderson Street, Grand Avenue, and Knox Square.

OFFICE

Office land uses included professional services as well as medical office uses. Most of Galesburg's office uses are scattered throughout along commercial corridors, however some can be found within Galesburg's residential areas. The largest cluster of office uses exist around Windish Drive in the northern part of the Galesburg.

HEAVY INDUSTRIAL

The Heavy Industrial land use designation includes uses that are larger in scale, such as facilities involved in the processing of chemicals and plastics, refineries, and industrial machinery. These uses typically have environmental, noise, and visual impacts on adjacent areas. Heavy industrial areas within Galesburg are in the far southwest quadrant of the City along US Highway 34 and around rail lines.

LIGHT INDUSTRIAL

Light Industrial uses includes areas/facilities involved in the manufacturing, processing, storage, and distribution of goods and materials. The majority of the City's light industrial uses exist in southwest Galesburg along Monmouth Boulevard and Louisville Road. Light industrial uses typically have less of an impact on surrounding areas (if well managed) and are generally clustered together within established industrial parks.

PUBLIC/SEMI-PUBLIC

The Public/Semi-Public designation includes facilities for government public agencies, and other service providers including schools and places of worship. Galesburg's public/semi-public uses include, but are not limited to Community Unit School District 205, Knox College, Carl Sandburg College, the Galesburg Public Library, police and fire stations, Galesburg Cottage Hospital, and OSF St. Mary Medical Center.

PARKS

The Parks land use designation is comprised of parkland maintained by the Parks and Recreation Department. The Galesburg Parks and Recreation Department operates and maintains 28 parks and recreational facilities throughout the City.

OPEN SPACE

The Open Space land use designation includes natural areas and environmental resources that contain heavily wooded areas, lakes, rivers, wetlands, and detention ponds. These areas include land that is not appropriate for development.

AGRICULTURE

The Agriculture land use designation is comprised of land that is actively being used for the production of crops, livestock, and farming-related activities. Within Galesburg, over 796 acres of land is used for agriculture, most of which exists around the eastern border of the City.

VACANT/UNDEVELOPED

The Vacant/Undeveloped land use designation is comprised of parcels that can reasonably be considered available for redevelopment. The majority of vacant land falls within single-family attached (R1C) and general business (B2) zoning districts as well as multifamily (R3A) and office (O) districts. Large areas of vacant land exist along the rail line near Linwood Road. This category does not include the vacant areas that are part of a larger parcel. For example, while more than half of the former Butler manufacturing site is vacant, the site lies on a single parcel, therefore the parcel is designated as industrial.

VACANT/UNDEVELOPED LAND BY ZONING DISTRICT			
Zoning District	Total Land (Acres)	Vacant (Acres)	% of District
AG	33.1	0	0%
ER	83.4	7.8%	9%
R1A	904.3	37.8	4%
R1B	1,490.0	41.6	3%
R1C	11.2	4.8	43%
R2	412.5	25.9	6%
R3A	530.9	80.2	15%
R3B	22.5	1.9	9%
B1	123.2	7.7	6%
B2	421.5	119.3	28%
B3	57.5	3.7	6%
I	1,311.8	12.6	1%
O	4.7	0.7	15%
M1	125.0	2.9	2%
M2	2,078.07	191.6	9%
CPD	186.4	4.8	3%

RAILROAD/UTILITY

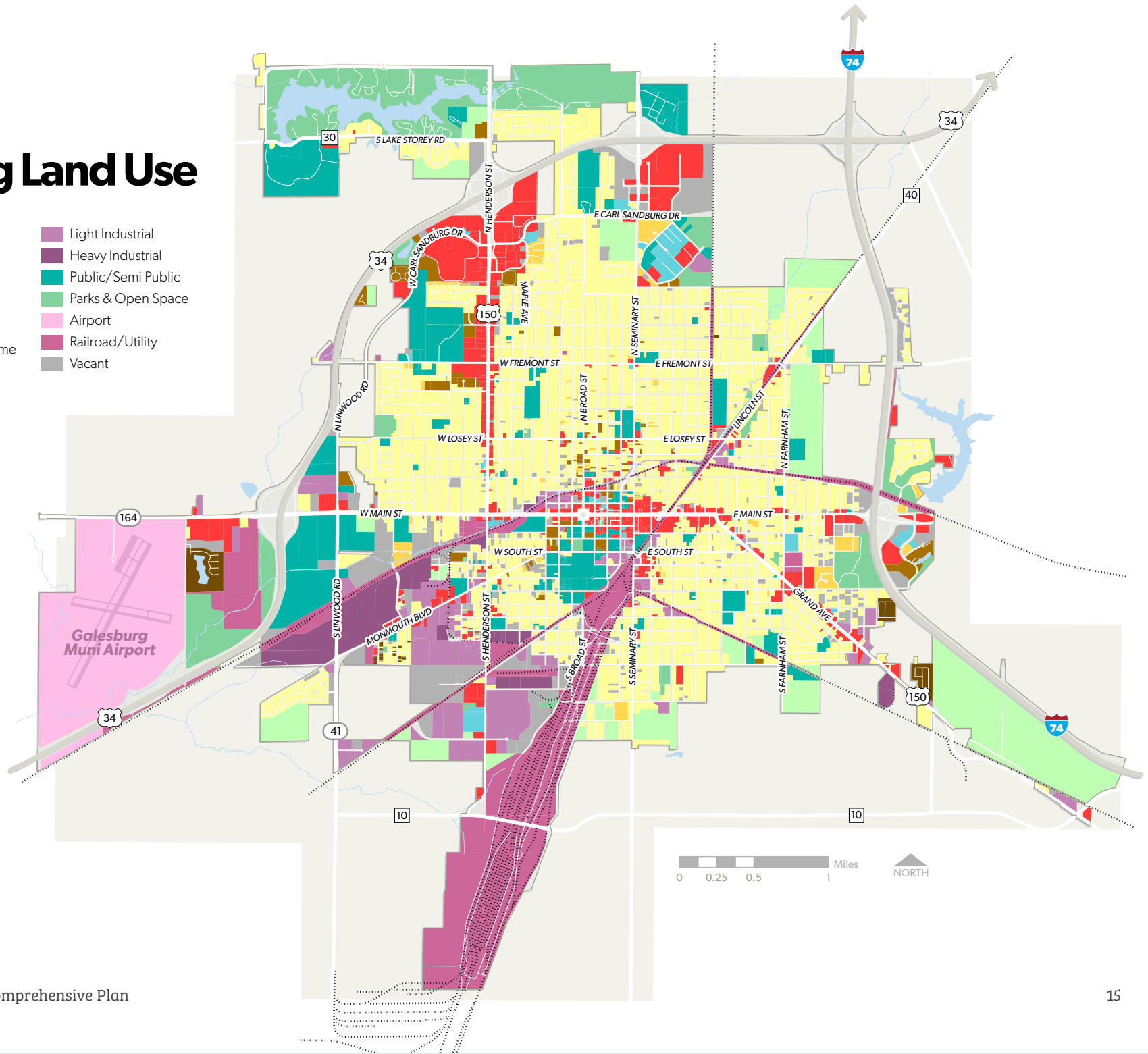
The Railroad/Utility land use designation includes transportation and utility infrastructure, such as railroads, electrical substations, power line rights-of-way, and water treatment facilities. The Amtrak and BNSF Railway contribute to a large portion of the City's Railroad/Utility land uses.

AIRPORT

The Airport land use designation includes land on the west side of Galesburg dedicated to the use and operation of the Galesburg Municipal Airport. This airport is a city-owned, public-use airport.

Existing Land Use

- | | |
|---|---|
| ■ Agricultural | ■ Light Industrial |
| ■ Single-Family Detached | ■ Heavy Industrial |
| ■ Single-Family Attached | ■ Public/Semi Public |
| ■ Multifamily | ■ Parks & Open Space |
| ■ Manufactured Home | ■ Airport |
| ■ Commercial | ■ Railroad/Utility |
| ■ Office | ■ Vacant |





COMMUNITY OUTREACH SUMMARY

Community outreach and engaging residents, civic and business leaders, and other key stakeholders is critical to understanding the needs, concerns, issues, and opportunities within the community. The engagement process for the Galesburg Comprehensive Plan consisted of both in-person and online outreach, including resident and business workshops, key person interviews, a project website, online surveys, and an interactive mapping tool.

The process also relied on support from Galesburg Heart & Soul and its use of social media to further provide input during the Comprehensive Plan engagement activities. Input received from community outreach helped shape the direction of the Comprehensive Plan by informing key goals, objectives, and recommendations. This section provides a summary of the community outreach activities undertaken. A more detailed write-up of the community outreach activities is provided in the Existing Conditions Report.

The following outreach efforts and initiatives were conducted:

- ♦ A Kickoff Meeting was held with City Council and Department heads on April 24, 2017 at City Hall.
- ♦ A workshop was held with the Comprehensive Plan Advisory Committee (CPAC) on June 20, 2017.
- ♦ After the CPAC meeting, about 10 residents attended a Community Workshop at City Hall on June 20, 2017.
- ♦ A Business Workshop was held with five business owners and operators on the morning of June 21, 2017 at City Hall.
- ♦ City Council and the Planning and Zoning Commission convened for a joint workshop on July 24, 2017 at City Hall.
- ♦ Seven Key Person Interviews were conducted July 2014 with representatives from prominent stakeholder organizations.
- ♦ A Visioning Workshop was held on September 9, 2017 at the Kensington Ballroom. Residents worked in teams and drew their visions for the community on large maps.
- ♦ A Subareas Visioning Workshop was hosted on January 31, 2018 and participants created a detailed vision for the City's three subareas: Downtown Galesburg, Grand Avenue, and north and south Henderson Street. This included recommendations for a few specific catalyst sites.
- ♦ Online Questionnaires were completed by 228 residents and 12 business owners.
- ♦ Participants that used map. social (formerly sMap), an interactive, online mapping system, generated 19 distinct maps with 204 points of interest.

GALESBURG HEART & SOUL

Galesburg Heart & Soul, which was branded as Galesburg On Track, is a two-year community engagement program actively working with the community members to identify the City's most beloved features and core values. The intended outcome of engagement efforts is to establish a guide that will strengthen the cultural, social, and economic vitality of the community.



Galesburg On Track began its process by gathering partners and volunteers and establishing a plan of coordinating with one another. Activities were then established to attract a diverse mix of people to identify issues, opportunities, and assets in the community. A list of available options was created from the information gathered during engagement, which eventually will transform into an action plan. Finally, a Stewardship Team was established to keep track of how actions are progressing, coordinate work, and communicate progress with community members and accountable decisionmakers.

More than 200 people helped draft eight Galesburg On Track value statements, which represent comments made by hundreds of people who answered the question: “What do you LOVE about Galesburg?” Community members are then asked, on a scale from 1-10, how well they think the following statements represent their community values as Galesburg was 20 years ago; as the City is today; as it might be 20 years from now if nothing but the “status quo” is maintained; and as it might be 20 years from now with intentional planning and actions.

VALUE STATEMENTS

- ♦ We value and take pride in our history and cultural heritage.
- ♦ We value our welcoming community.
- ♦ We value a healthy business climate.
- ♦ We value quality education.
- ♦ We value our town's image.
- ♦ We value our town's services and amenities.
- ♦ We value easy accessibility.
- ♦ We value having things to do (arts, entertainment, recreation).

Results from Galesburg On Track have helped inform the goals, objectives, and recommendations of the Comprehensive Plan.



PRIORITY ISSUES & CONCERNS

The following summary presents a synthesis of all input received through the various comprehensive plan workshops, focus groups, and interviews. While a wide variety of topics were discussed by members of the Galesburg community, this summary highlights several of the key themes that emerged from discussion and written comments. A summary of comments related to each theme is provided below.

ECONOMIC & WORKFORCE DEVELOPMENT

Many community members emphasized the issue of educated, young individuals leaving the City and the need for a trained work-force. The limited supply of a skilled workforce as well as the lack of high-paying jobs has negatively impacted economic development in the City. In addition, participants noted that there should be more communication between the City and businesses as well as more cooperation between the City and the County

Solutions identified by participants included marketing Galesburg to retain and attract a larger educated, skilled workforce; establishing and encouraging more internships with the City; and encouraging more people to study in Galesburg. Participants would like to have a multi-trade school developed for high school graduates and a youth skills program initiative created, where high school students are paid to learn skills that will allow them to be employed upon graduation. Participants also suggested building a Ferris Wheel to help market the City by attracting tourists and businesses. It would also contribute to community pride.

DIVERSITY & PRIDE

Apathy and a lack of community pride were commonly cited as concerns from workshop participants. A need for increased representation of diverse populations in City leadership was also cited. Participants suggested that under-represented members of the community should be actively recruited to serve in leadership positions to be more representative of the community they serve. Participants were also concerned over the pessimistic view of the City, and would like to see a shared vision for the future established. Participants shared that they would like to see the City beautified, particularly the East Main Street Corridor, and gateway signage and features added at entrances to the City.



Additionally, participants would like to see more large-scale community events created to bring the public together and foster a stronger sense of community pride. Many residents felt that there are not many options to entertain and enrich children and would like to see, in general, more development occur within the City. They stated that development should build on the community's strengths, such as its arts and colleges, to appeal to young adults and recent graduates.

COMMUNITY HEALTH & FOOD SOURCES

Issues regarding physical and mental health were a shared concern among participants. Many felt that access to healthy food across the City was also a problem. In addition, many were concerned over the limited amount of available mental health services and resources within the community. Community members discussed the need to offer more fun, free events that promote healthy physical activity and eating habits, such as a "Pack the Track" night, running clubs, and healthy cooking classes.



Marketing and promoting physical fitness through incentives, such as offering participation points; healthy, reduced rate meals offered at restaurants; and school credit provided for students who exercise beyond school hours was also a suggestion among participants.

Participants would also like to see the City recruit and support the provision of stable and effective mental health services. Finally, to promote healthy eating habits, participants would like to see fruit trees and vegetable gardens planted in parks and public spaces, allowing community members to harvest food at no cost, as well as the support and promotion of urban agriculture throughout the community.



PARKS & RECREATION

The creation of a free or very inexpensive summer program that caters to low-income residents was suggested among participants. The quality of parks in lower income residential neighborhoods was also a shared concern among participants. Expanding parks in lower income residential neighborhoods and enhancing parks with more benches, pavilions, lawn game rentals, public grills, and interactive sculptures were common suggestions.

The perception of the quality of parks in lower-income neighborhoods was also a shared concern among participants. Expanding parks in lower-income neighborhoods and enhancing parks with more amenities were common suggestions. Cleaning up Lake Storey and improving regulations regarding fishing were also suggestions by participants. Participants also would like to see additional staff support in parks and recreation, which would help with programming and upkeep, and provide more jobs. The community would eventually like to see the City create an outdoor sports complex that would allow Galesburg to compete in youth sports tournaments, similar to Rockford and Peoria.

BLIGHTED PROPERTIES & MAINTENANCE

Blighted properties and poor property upkeep were frequently discussed among participants. Participants were concerned over the lack of property maintenance and the number of abandoned properties., and mentioned that the City was slow to respond to inquiries regarding them. In addition, participants noted the inconsistency in code enforcement as well as the lack of resources, funding and information available to assist them with property maintenance.

Participants would like to see the City incentivize people to improve their properties and would like to see property maintenance, repair, and renovations exist as more of a joint effort between the City and property owners. Participants would like to see more derelict, abandoned properties demolished, and deteriorating properties and neighborhoods renovated and redeveloped.



TRANSPORTATION & INFRASTRUCTURE

Aging infrastructure and limited walkable areas of the City were shared concerns among participants. Suggested solutions included adding more bicycle trails and bicycle parking, and connecting the entire community with bicycle and walking paths, sidewalks, and trails from Lake Storey to King School. Participants suggested that the City focus more on improving sidewalks, curbs, and streets, and extend and enhance sidewalks and bicycle paths to parks, creating a more interconnected system with added wayfinding signage.

Participants would also like the City to create policies that establish more walkable communities when pursuing projects, especially around schools and bus stops. Participants would like to see deteriorating roadways repaired. Participants would also like to see sidewalks improved and expanded.

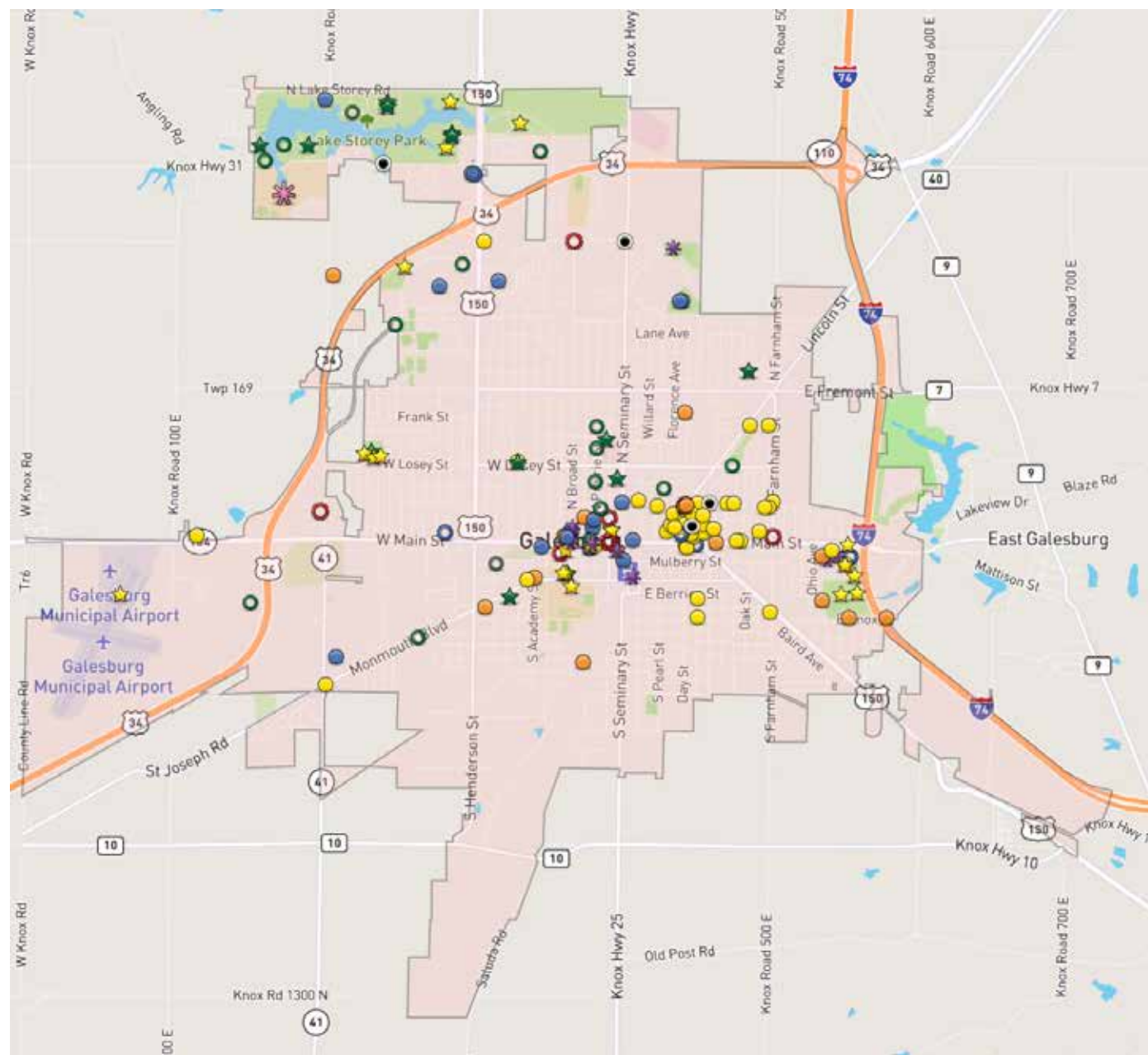
PRIMARY STRENGTHS & ASSETS

All workshops concluded with a discussion of the strengths and assets that Galesburg should preserve and build upon. Responses generally highlighted the City's strong sense of community, parks, railroad, and schools. The most frequently identified strengths and assets included the City's historic community identity, friendly people, and strong sense of community. Comments also highlighted Galesburg's parks and natural features, churches, schools, colleges, and public health and human services. Finally, participants valued the City's railroad, brick streets, airport, low cost of living, strong downtown, and growing restaurant and retail scene as important community assets to build upon.

MAP-BASED OUTREACH

Map.social (formerly sMap) is an online mapping platform that allows community members to actively participate in the planning process. Map.social enables participants to create their own community maps, placing points to note issues and opportunities while providing comments on specific locations. Participants are able to identify elements such as community assets, desired uses and developments, key transit destinations, areas with poor appearances, problematic intersections, and public safety concerns.

Nineteen user maps were created with a total of 204 points. The following provides a summary of points placed on the map, organized by topic.



Community Asset

Assets that should be preserved and enhanced are mainly concentrated in the Downtown, the Galesburg Municipal Airport, and the City's parks. Twenty-six sites were identified as assets, including Lake Storey Park, the Galesburg Farmers' Market, Central Congregational Church, the Park Plaza, and Kiwanis Park.

Development Priority Site

Sites that participants would like to see developed or redeveloped in the short term are concentrated in the Downtown. Twelve sites were identified as development priority sites, including Main Street, the northeast part of the square at Central Park on Broad Street, Veterans Drive, the Amtrak Station, and far east Main Street near I-74.

Desired Use

Sites identified as areas and uses that participants would like to see developed are concentrated in the Downtown. Twenty-three sites were identified as desired uses or developments, such as a new library, public bathrooms, and the Sandburg Mall.

Problematic Intersection

Intersections that participants identified as a safety concern or an impact on the smooth flow of traffic are primarily concentrated within central Galesburg. Nine sites were identified as problematic intersections, such as Main Street and N Kellogg Street, E Water Street and N Seminary Street/N Kellogg Street, North Street and Lincoln Street, and N Farnham Street just north of E Main Street.

Public Safety Concern

Participants identified areas that they felt pose a concern to public safety, pedestrians, and park users, most of which are concentrated around the Downtown and near Kiwanis Park. Seventeen sites were identified as public safety concerns, including the bicycle route on Log City Trail, the northwest corner of Public Square near the hotel, near the intersection of South Street and Academy Street, and the bridge on W 3rd Street near the railroad.

Undesirable Use

Eight sites are identified as undesirable uses, including empty commercial buildings and schools, overgrown vacant areas, and public places with discarded industrial debris.

Poor Appearances

Participants identified areas that they felt were unsightly or could benefit from additional landscaping and aesthetic improvements. Seventy sites were identified, most of which are concentrated in east and central Galesburg. Identified areas include litter near the Lincoln Street and Main Street intersection and other areas of the community, dilapidated buildings along the railroad, abandoned buildings, and Bateman Park.

Key Transit Destination

Participants identified areas in the community that should be better served by public transit. One site, Carl Sandburg College, was identified as an area that should be served by night buses for students taking evening classes.

New Park or Park Amenity

Areas where a new park should be located or where an existing park should have additional amenities were largely identified around Lake Storey and close to the Downtown. Fifteen points were identified as new park or improvement areas, including Rotary Park, northeast of the Monmouth Boulevard and W Brooks Street intersection, the old Veterans Affairs building at the northwest corner of the N Seminary Street and E Grove Street intersection, and at the southwest corner of the E Mary Street and Kellogg Street intersection near the Galesburg Cottage Hospital.

4 COMMUNITY VISION, GOALS & OBJECTIVES

VISION

The Vision Statement is written as a retrospective, reflecting on the Galesburg community 15 years in the future. It is a narrative that paints a picture of what the City can achieve following the adoption of the **Comprehensive Plan**. The narrative is intended to be ambitious and inspirational, depicting the community's collective desires, and serving as the foundation for the **Plan's** goals, objectives, and recommendations.

IN 2033...

Following the recommendations and policies of the City's 2018 Comprehensive Plan, the City of Galesburg has seen dramatic change. The City's industries and businesses are thriving, residential neighborhoods are reinvigorated, Downtown has been revitalized, parks and trails are well used, and the City continues to invest in its streets and critical infrastructure.

One of the most noticeable changes can be seen in Galesburg's diverse and vibrant neighborhoods. Thanks to the City's Single-Family Owner Occupied Rehabilitation Grant and consistent code enforcement, blight has almost been eliminated and the appearance of the City's residential areas has greatly improved. Not long ago, the City's historic districts were expanded, and the Historic Property Tax Assessment Freeze has helped incentivize the rehabilitation and restoration of many of Galesburg's historic homes.

Although single-family residential homes are still the predominant type of housing in Galesburg, the City has worked to promote the development of a mix of housing types to provide housing options for everyone, in all stages of life. Throughout the City, one can find housing designed for seniors, residential units for young professionals, and stable, healthy neighborhoods for families with young children.

Since the adoption of the Comprehensive Plan, the City has prioritized connecting each neighborhood to not only one another but the necessary services and desired amenities that create a high quality of life. Such connections have been made through a complete transportation network of well-managed streets, safe bike lanes, sizeable sidewalks, and frequent public transit. Galesburg was able to save many of its eclectic red-brick roads, helping to maintain the City's historic nature.

Per direct recommendations from the 2018 Parks and Recreation Master Plan, a comprehensive paths and trails network was developed that now links cyclists and pedestrians throughout the City, particularly to and within parks and recreation areas as well as Knox College and Carl Sandburg College.

Over the last 15 years, the parks and recreation system in Galesburg has seen an increase in visitors and users due to increased programs, such as outdoor concerts and sports leagues for all ages, and updated equipment that allow people of all abilities to enjoy these amenities year-round. The most popular destination, Lake Storey, has been updated with an enhanced trails system, refurbished campgrounds, expanded boat ramps, and more. Lake Storey continues to not only connect citizens to recreation but also nature and the environment for passive engagement. As a result of hard work from City staff and officials, a new mini golf course was built and now provides another family-friendly activity for Galesburg residents and visitors.

Overall quality of life in Galesburg has greatly improved for all residents. Through implementation of recommendations laid out in the Comprehensive Plan, the City has been able to provide an abundance of, and improve access to, important services and entertainment amenities that has increased activity throughout Galesburg. For example, the Galesburg Public Library has been relocated into a larger facility on West Main Street and now provides complete access to all residents, not only to books but updated technology services as well.

Similarly, a new recreation center now provides extensive indoor space for public and private meetings, activities, and events for both youths and adults. In partnership with the City and in an effort to be more involved, Galesburg's two postsecondary educational institutions, Knox College and Carl Sandburg College, have expanded their roles in the community to host regular public events and help address local issues, particularly regarding job training and education.

Galesburg's police force has grown over the years to continue to ensure that every member feels safe in every part of the City. The Public Works Department and the Sanitary District have embraced green infrastructure practices, which has ensured safe drinking water through various actions and strategies, including removal of all lead water service lines.

Other sustainable practices in stormwater management have been implemented to remediate and reduce flooding while improving water quality and the environment. For example, the ecological renovation of Lake Storey heightened the beauty and popularity of the beach and surrounding woodlands. Similarly, the water has become so pristine it supports an increased diversity of fish species.

Galesburg has experienced an influx of skilled workers due to technical training and education spurred by industry partnerships with the City and the local colleges, which has in turn significantly bolstered the local economy. With help from the Knox County Area Partnership for Economic Development, the Galesburg Logistics Park has been filled with major employment industries that use Interstate 74 and Highway 150 to move goods in and out of the City multiple times a day. The addition of businesses in this area has been one of the most noteworthy projects of the past 15 years. The formerly vacant buildings along Monmouth Boulevard such as OMC have been repurposed as various uses, including a business incubator, as overall supportive services for Galesburg's economy.

Vacant buildings in Downtown Galesburg have been converted to a variety of uses including restaurants, galleries, shops, maker spaces, and learning centers with the above floors renovated as office and residential spaces. The transformation of buildings to mixed-use has increased activity Downtown with people shopping and eating at various stores and restaurants or attending an event. The façade improvement program has been utilized by many business and property owners to restore most of Downtown’s buildings to their historic nature. Street trees, landscaping, and gateway improvements throughout the City and Downtown along with the completion of Park Plaza renovations have also attributed to its overall beautification. Crosswalks, signal lights, and sidewalks have helped to improve access to and throughout Downtown Galesburg.

Since the adoption of the ***Galesburg Comprehensive Plan***, the City has continued to rank as one of the most desirable places to live in western Illinois. It is a place where young professionals and families are excited to build their lives, and where established residents can thrive. It is an inclusive community whose diverse and quality housing, natural features, strong heritage and history, recreational amenities, entertainment, shopping, and restaurants provide all residents with a high quality of life. Galesburg has prioritized positive health outcomes and inclusivity by ensuring that all residents have access to transit and attainable housing and the opportunity to be physically active. The City’s commitment to sustainability, community health, equity, and diversity has fostered a strong and inclusive community where all residents, regardless of age, income, race, ethnicity, identity, or ability, not only feel welcome but may also pursue their aspirations and dreams.

GOALS & OBJECTIVES

The City of Galesburg’s Comprehensive Plan, through its goals and objectives, and other recommendations and policies, provides a flexible policy guide for decision-making and community action. Driven by community and stakeholder input, this section details the Plan’s goals and objectives, which provide the framework for planning recommendations, policies, projects, and actions expressed within the Comprehensive Plan.

Goals describe desired results toward which planning efforts should be directed. They are broad and long-range. They represent an end to be sought, although they may never actually be fully attained.

Objectives describe more specific actions that should be undertaken in order to advance toward the overall goals. They provide more precise and measurable guidelines for planning action.

The goals and objectives presented below are based on input from City staff, community workshops, key person interviews, and from feedback and discussions at various public meetings.

The goals and objectives have been categorized by the following topics:

- ♦ Housing & Neighborhoods
- ♦ Economic Vitality
- ♦ Transportation & Mobility
- ♦ Parks, Recreation & Open Space
- ♦ Community Services
- ♦ Image & Identity

HOUSING & NEIGHBORHOODS

When discussing affordable housing, it is important to note the difference between affordable housing and market-rate housing. For the purposes of the Galesburg Comprehensive Plan “affordable housing” is defined as properties that provide below-market rates for households. Naturally occurring affordable housing (NOAH) is comprised of market-rate housing that is affordable to all households within their income means. This has recently been referred to as attainable housing.

Goal 1: Restore Galesburg’s homes and neighborhoods to their historic character.

Objectives

- ♦ Coordinate with property owners to ensure all units meet the most recent housing standards to protect neighborhoods, occupants, and property values by controlling blighting influences.
- ♦ Explore the creation of a vacant buildings registry and inspection program to identify priority properties for redevelopment or demolition.
- ♦ Promote the Single-Family Owner Occupied Rehabilitation Grant program to provide financial assistance help renovate the City’s older housing stock.
- ♦ Utilize the Historic Property Tax Assessment Freeze to encourage the renovation and restoration of the City’s historic homes.
- ♦ Promote the use of high-performance building practices to improve energy and water savings for renovated homes.

- ♦ Establish a demolition strategy for dilapidated properties throughout the City, particularly in the southern and central areas of Galesburg.
- ♦ Continue to support community gardens, rooftop gardens, and indoor urban farms in residential neighborhoods to help improve direct access to healthy food.
- ♦ Likewise, support restorative agricultural practices in nearby farms to produce a diversity of products to build soil health.

Goal 2: Provide high-quality, safe, and attainable housing options for both owners and renters.

Objectives

- ♦ Maintain the community’s existing attainable housing stock, while providing incentives to facilitate the development of new attainable housing, particularly rental units, to ensure all households have quality housing they can afford.

- ♦ Promote infill development on vacant parcels throughout the City, prioritizing parcels closer to Downtown.
- ♦ Promote the integration of rental housing throughout Galesburg to connect all residents to necessary services and desired amenities.
- ♦ Promote residential development of a variety of housing types and densities in accordance with the Land Use Chapter.
- ♦ Ensure that the Zoning Ordinance and other regulatory tools are updated according to recommendations in the Land Use Chapter.
- ♦ Continue to provide helpful information and resources to the community to on how to access attainable housing.

ECONOMIC VITALITY

Goal: Create a skilled workforce through education and training programs to recruit and retain new businesses that generate local employment opportunities and expand the City's overall economy.

Objectives

- ◆ Encourage partnerships between local businesses and Knox College and Carl Sandburg College to develop workforce education initiatives.
- ◆ Collaborate with business incubators to develop opportunities for businesses leaving the incubators to remain and continue to grow in Galesburg.
- ◆ Prioritize development of the Galesburg Logistics Park to expand the City's opportunity for attracting industrial use businesses, which require large lot sizes and easy access to major transitways.
- ◆ Encourage mixed-use developments, particularly in Downtown Galesburg, to make efficient use of empty buildings, reduce the City's vacancy rate, and increase activity.
- ◆ Pursue desired entertainment and destination businesses to help attract residents, visitors, and other businesses to the City, and consider locating them in Downtown Galesburg where appropriate. Continue to partner with the Galesburg Chamber of Commerce and the Knox County Area Partnership to improve business development in Galesburg.
- ◆ Use various funding tools including Tax Increment Financing (TIF) districts, an Enterprise Zone, the Downtown Special Service Area, and Historically Underutilized Business Zones (HUBZones) to spur and establish business development throughout Galesburg.
- ◆ Establish a clear vision for the Sandburg Mall property to organize and direct its potential development opportunities in the future.
- ◆ Explore and embrace high-performance green building and site practices to improve energy and water efficiency, build upon Knox College's reputation for sustainability, and create a competitive advantage for local business and investment.

TRANSPORTATION & ACCESS

Goal: Improve transportation access and mobility throughout Galesburg to effectively and efficiently transport people and goods.

Objectives

- ♦ Continue updating and expanding the sidewalk system throughout Galesburg to improve pedestrian mobility and access, particularly along auto-dominated corridors.
- ♦ Continue partnering with Galesburg Transit to enhance the bus transit system to ensure all residents have access to necessary services and desired amenities, especially those without cars.
- ♦ Assess options for removing at least one of the four through-travel lanes on Main Street in Downtown to provide additional opportunities for pedestrian improvement in the area.
- ♦ Work closely with existing business owners to consolidate or remove unnecessary, obsolete, or unsafe curb cuts by providing cross access between and shared access into businesses wherever possible.
- ♦ Expand the bike lane network across the City to provide complete access for cyclists to everywhere in Galesburg.
- ♦ Work with BNSF to evaluate the City's numerous at-grade railroad crossings to determine if any should be upgraded or removed to enhance travel efficiency and safety throughout Galesburg.
- ♦ Enhance the wayfinding system across Galesburg to improve access to key commercial, industrial, and community facility destinations for drivers, bikers, pedestrians, and public transit riders.
- ♦ Establish an evaluation and prioritization strategy for updating and/or replacing brick streets to improve mobility and maintain the City's historic qualities; consider high-performance permeable pavement system for durability, stormwater management benefits, and compatibility with historic neighborhood character.

PARKS, RECREATION & OPEN SPACE

Goal: Maintain and enhance the parks, recreational facilities, and natural areas to provide quality recreation and access to nature that promotes active and healthy lifestyles as well as protects environmentally susceptible areas for future generations.

Note that more detailed goals, objectives, and recommendations are contained within the Galesburg Parks and Recreation Master Plan, which is being produced in conjunction with the Comprehensive Plan.

Objectives

- ♦ Identify opportunities to expand and enhance parks and facilities, and provide additional programs and opportunities for emerging recreational sports and activities, including those targeted toward seniors.
- ♦ Investigate opportunities, such as outreach and events, to increase the diversity and inclusivity of programming within parks and recreational facilities.

- ♦ Expand the trails system to and within all City parks to provide better access and recreation opportunities to users.
- ♦ Identify other areas for conservation.
- ♦ Partner with local environmental groups to provide public education about environmental responsibility and sustainability.
- ♦ Consider drafting a tree preservation ordinance to protect and manage existing trees, and increase the quantity, and diversity of trees in Galesburg's public spaces; Assess existing street trees city-wide; develop a plan to improve urban tree canopy on every block for shade, air quality, stormwater management, and improved property values.
- ♦ Use infiltration-based green infrastructure (permeable pavement, bio-retention/ rain gardens, urban trees, etc.) in public spaces and all public properties to manage stormwater runoff and provide other benefits.
- ♦ Analyze the existing greenspaces in Galesburg to determine the needs and opportunities for greenway corridors throughout the City; linkages could be made in existing right-of-way and publicly-held properties as well as vacant/underutilized properties.

COMMUNITY SERVICES

Goal: Provide efficient, effective, and responsive services to Galesburg residents and visitors.

Objectives

- ♦ The City should perform a study to assess the potential for a recreation center development.
- ♦ Ensure adequate infrastructure exists to meet the needs of current and future residents and businesses, including telecommunications, water, wastewater, energy, and (green) stormwater management.
- ♦ Regularly communicate with educational institutions in the City to identify areas for collaboration on all future projects.
- ♦ Partner with local health and social services providers, Galesburg's largest employment industry, to identify opportunities to attract skilled candidates to apply for their available jobs.

- ♦ Maintain regular communication with the police and fire departments to ensure optimal levels of fire and police protection.
- ♦ Support the Galesburg Public Library through its upcoming transition to a new facility to ensure residents continually have access to its services.
- ♦ Work with the Galesburg Sanitary District to discover funding sources to help with increasing costs for lower discharge limits for nutrients in wastewater and disinfecting discharge; explore green infrastructure practices to reduce operating costs and improve performance of storm and wastewater systems.
- ♦ Continue removing privately owned lead water service lines in the City as funding allows.

IMAGE & IDENTITY

Goal: Maintain and promote a positive image and identity for the City that is distinct and reflective of Galesburg's unique heritage and history.

Objectives

- ♦ Work with other agencies and organizations to develop and share the story of Galesburg's history including that of Carl Sandburg and the railroad.
- ♦ Encourage compatible and high-quality design and construction for all development/redevelopment with an emphasis on site design, building orientation, architecture, buildings materials, and site improvements.
- ♦ Preserve, reuse, and take advantage of the city's historic character. For example, promote the Downtown Façade Grant Program and the Downtown Strategic Plan's design guidelines.
- ♦ Support the rehabilitation of older industrial buildings in areas that are becoming functionally obsolete or undesirable, including improvements to loading docks, technology infrastructure, access, building facades, signage, streetscaping, landscaping, and parking areas to accommodate more appropriate and market-viable uses.
- ♦ Use appropriate design tools such as screening, buffering, and site design to minimize the negative impacts of industrial uses on adjacent areas.
- ♦ Enhance the idea of public art across the City through strategic partnerships and collaborations with local artists and businesses.
- ♦ Use the "Design Development of Downtown Public Spaces" plan while ensuring it matches the community-desired character for Galesburg.
- ♦ Consider adding gateways to additional points of entry into the City such as on Seminary Street, North Henderson Street, and West Main Street all along US-34 to better welcome residents and visitors to Galesburg.
- ♦ Install streetscape elements along prominent corridors and districts that strengthen the unified theme of the community such as benches, landscaping, trash cans, streetlights, bike racks, wayfinding signage, and other amenities.

5

LAND USE

The Land Use Plan builds upon the existing land uses and development patterns within the City and is an extension of the Comprehensive Plan's vision, policies and recommendations. The Land Use Plan is a guide for future land use and development that is respectful of the fact that the City is a developed and mature, established community, with some opportunities for infill development and outward expansion. It strives to maintain and enhance the traditional form, character and distinguishing features of Galesburg while accommodating high-quality and compatible improvements and new development in selected locations.

In addition, the Land Use Plan attempts to address land use conflicts that may have arisen as the community has evolved. The Land Use Plan accomplishes this by identifying which land uses should remain for the future and which areas should be considered for new uses.

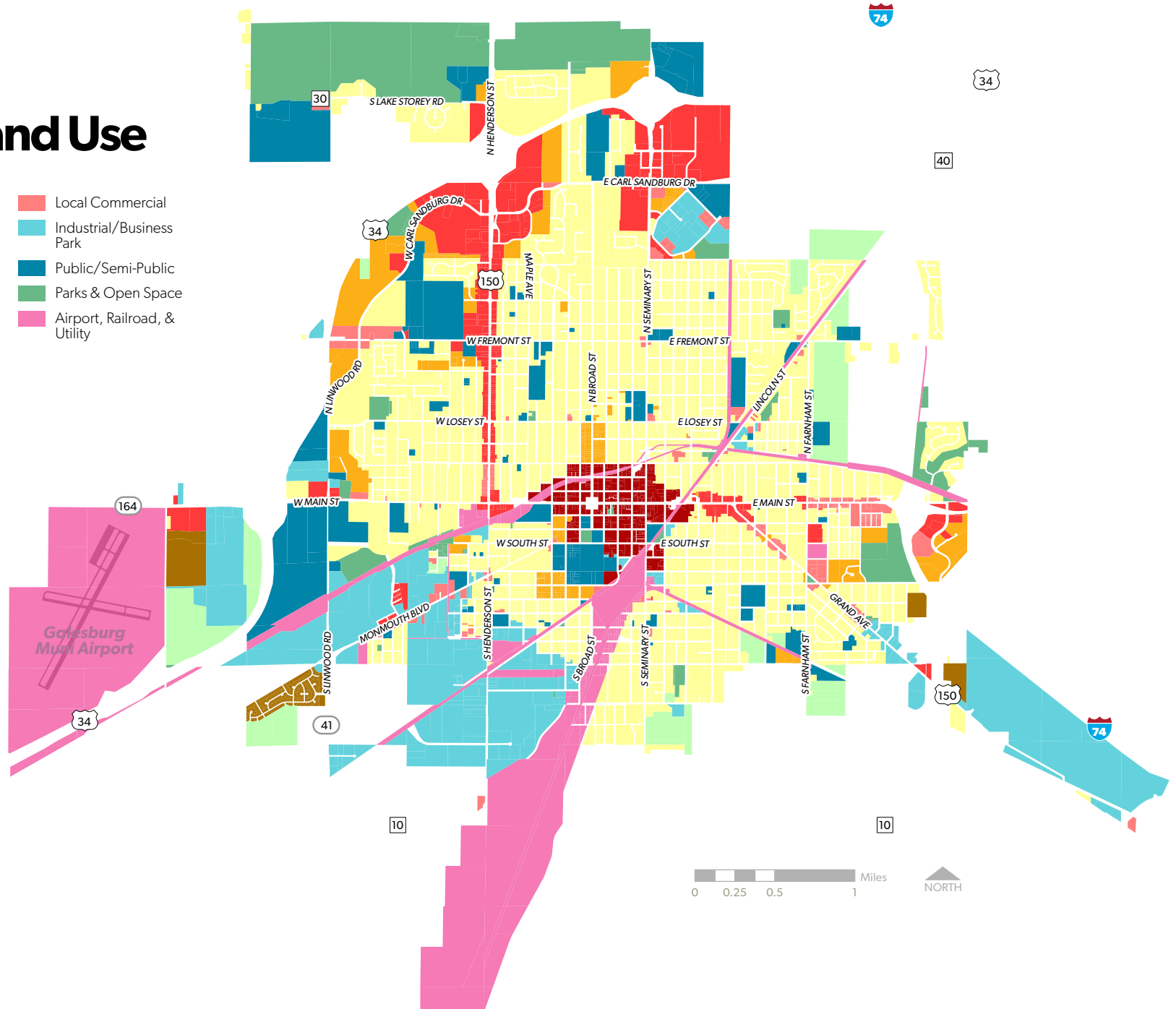
It should be emphasized that the Land Use Plan is a general guide for growth and development within the City and provides a foundation for further decision-making and is not a site development plan. While it is a detailed document that provides specific guidance on land use decisions, it is also intended to be sufficiently flexible to accommodate unique or compelling circumstances and the consideration of creative approaches to development that are consistent with the overall policies and guidelines in the Comprehensive Plan.

LAND USE DESIGNATIONS

This Plan identifies 12 distinct categories of future land use. The subsequent chapters, including Chapter 6: Housing and Residential Areas Plan, Chapter 7: Commercial Areas Plan, build on the Land Use Plan and provide specific policies and recommendations to each pertinent land use. Additionally, subarea plans for three key areas of Galesburg (Downtown, Grand Avenue, and Henderson Street) have also been prepared as part of the Comprehensive Plan and provide more specific recommendations for these key areas.

Future Land Use

- | | |
|--|---|
| ■ Agriculture | ■ Local Commercial |
| ■ Single-Family | ■ Industrial/Business Park |
| ■ Multifamily | ■ Public/Semi-Public |
| ■ Manufactured Homes | ■ Parks & Open Space |
| ■ Downtown Mixed-Use | ■ Airport, Railroad, & Utility |
| ■ Regional Commercial | |





RESIDENTIAL USES

The Land Use Plan classifies Galesburg's residential areas into three (3) residential categories: Single-Family Residential, Multi-family Residential, and Manufactured Homes. An expanded discussion of the City's residential areas, along with detailed policies for residential development are located in Chapter 6: Housing and Residential Areas Plan.

Single-Family

The Single-Family residential land use designation includes areas for both detached and attached single-family homes. Single-family detached is the predominant residential land use in Galesburg, however some townhomes are scattered throughout the city. Most residential areas are within mature, well-defined neighborhoods that are well served by schools and parks, within some infill lots available for new residential development.

Infill lots throughout the city are well suited for single-family detached homes, but also provide an opportunity for duplexes/attached single-family which can help increase density and diversify the city's housing stock. Where parcel sizes can accommodate, larger townhome/townhouse development should be promoted.

Multifamily

Multifamily Residential areas should consist of condominiums, apartments, and senior housing developments. Multifamily housing plays an important role in diversifying the city's housing stock and ensuring all residents have a place to live that they can afford. Presently, a significant portion of Galesburg's multifamily land uses are within or near Downtown, or around Henderson Street. It is recommended that the City promote additional multifamily development to occur in a more coordinated and organized fashion, in areas identified as multifamily residential in the land use plan. The City should continue supporting the development of multifamily homes to promote affordable, diverse housing options available to residents of various incomes as well as density around commercial corridors and bus routes.

Manufactured Homes

Manufactured and/or mobile homes are structures built on a semi-permanent chassis or foundations and transportable in one or more sections. These homes contain all necessary plumbing, heating, air conditioning and electrical systems, and often designed to be used as a dwelling with, or without, a permanent foundation, when connected to all required utilities. Unlike conventional homes, these types of housing products have limited investment capabilities, and unlike houses, which appreciate in value, most mobile and manufactured homes depreciate over time similar to an automobile. The Land Use Plan identifies areas for mobile home parks/communities in the far southwest and southeast sides of the City.



COMMERCIAL USES

The Land Use Plan identifies four (4) categories of commercial land uses: Regional Commercial, Local Commercial, Downtown Mixed-Use, and Industrial. An expanded discussion of the City's commercial areas, along with detailed policies for commercial development and improvement are provided in Chapter 6: Commercial Areas Plan, along with detailed subarea plans for three important commercial areas of the City.



Downtown Mixed-Use

Downtown Galesburg, the “core” of the City, is an important community focal point. Downtown Galesburg should flourish as with a vibrant, pedestrian oriented, mixed-use district – both vertically and horizontally, meaning the City should promote a variety of uses throughout Downtown, mixed within the same building (i.e. commercial on the ground floor, with residential above) where appropriate.

To maintain its vibrancy and importance to the City, Downtown should continue to contain a mix of land uses that reinforce its unique character. Appropriate uses within the Downtown include commercial service, retail, entertainment, residential, civic, institutional and other public amenities, including public parking. Mixed-use buildings should be encouraged to accommodate first floor retail/restaurant/commercial uses with office or residential above.



Regional Commercial

The Regional Commercial land use designation provides opportunities for commercial uses that provide goods and services at a scale and density capable of drawing patrons from within, and beyond, the City. Appropriately, the Land Use Plan identifies the areas around the interchange of Henderson Street and US-34 for Regional Commercial. Suitable uses within these areas include large shopping centers, “big box” retail, auto dealerships, restaurants, and hotels.



Local Commercial

Local Commercial areas are intended to provide residents with convenient, day-to-day goods and services within a short walk or drive from their homes. Local commercial areas should host a mix of less intense commercial uses consisting of retail, service and office that cater to a local population. Henderson Street and Grand Avenue, Galesburg's busier corridors, are mostly identified as local commercial. Additionally, there are several other areas spread throughout the city.



Industrial/Business Park

Industrial and business park uses should continue to play an important role in the local economy. Accordingly, the Land Use Plan designates large areas of land for industrial and business park uses in the southwestern portions of the City, adjacent to local railroads and within close proximity to the Galesburg Municipal Airport.

The Industrial/Business Park designation provides flexibility for a number of different uses of varying intensity, including manufacturing, processing, storage, and distribution of goods and materials, processing of chemicals and plastics, refineries, and industrial machinery. Lighter industrial uses with more minimal impact on surrounding areas should be considered more desirable for areas adjacent to non-industrial uses. Heavier industrial uses capable of environmental, noise, and visual impacts on adjacent areas should be located away from the City's established residential neighborhoods.



PUBLIC/SEMI-PUBLIC

The Public/Semi-Public land use designation is comprised of uses that include facilities for government public agencies, and other service providers. Such facilities include schools, colleges, and other educational institutions as well as places of worship. Galesburg's public/semi-public uses include, but are not limited to Knox College, Carl Sandburg College, the Galesburg Public Library, police and fire stations, Galesburg Cottage Hospital, and OSF St. Mary Medical Center.

PARKS AND OPEN SPACE

The Parks and Open Space land use designation is comprised of parkland maintained by the Parks and Recreation Department as well as natural areas and environmental resources that contain heavily wooded areas, lakes, rivers, wetland, and detention ponds. These areas include land that is not appropriate for development. The Galesburg Parks and Recreation Department operates and maintains 26 parks and recreational facilities throughout the City.



RAILROAD/UTILITY

Utilities/Railroad include property owned by the railroad and parcels of land dedicated solely to municipal infrastructure, including lift stations, water towers, and electric substations. These infrastructure facilities allow the City of Galesburg to function, and the operation of the railroad provides freight service for the City's industrial areas. Utilities/Railroad uses can be unsightly and noisy and should be well buffered from adjacent residential properties whenever feasible.



AIRPORT

The Airport land use designation includes only the Galesburg Municipal Airport on the west end of the city. This airport is a city-owned, public-use airport.

AGRICULTURE

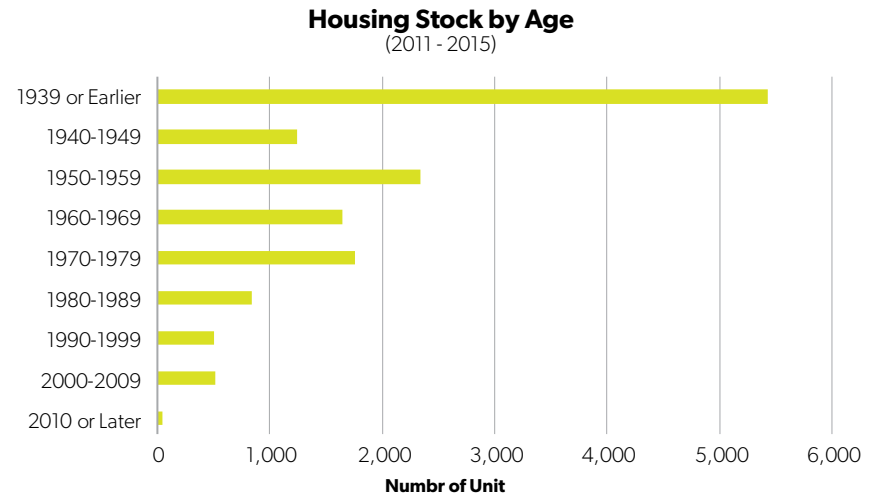
The Agriculture land use designation is comprised of land that is actively being used for the production of crops, livestock, and farming-related activities. Within Galesburg, over 796 acres of land is used for agriculture, most of which exists around the eastern border of the City.

6

HOUSING & RESIDENTIAL AREAS PLAN

The City of Galesburg is predominantly a residential community, with unique residential neighborhoods that contribute to the City's "small town" atmosphere and character. Building on the three residential land use categories established in the Land Use Plan (Single-Family Residential, Multifamily Residential, and Manufactured Homes), the Housing & Residential Areas Plan strives to strengthen, enhance, and preserve Galesburg's residential assets.

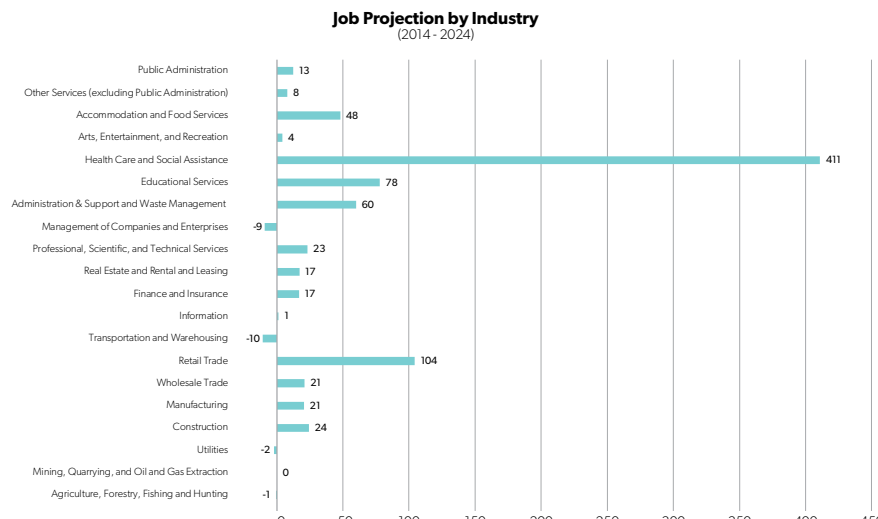
The Housing & Residential Areas Plan identifies specific objectives and policies to accommodate development, investment, rehabilitation and other actions within Galesburg's residential areas. Some of the recommendations are general, and have broad applicability to the entire City, although the issues these policies address are not necessarily present in every single one of the City's residential neighborhoods. Accordingly, the application of citywide policies should be tailored to the needs and conditions of Galesburg's various neighborhoods and residential areas.



NEIGHBORHOOD STABILIZATION

The City of Galesburg is most notably characterized by single-family neighborhoods consisting primarily of traditional detached houses. Many of these neighborhoods consist of homes on large lots with ample yard space. Several of the City's neighborhoods have numerous vacant structures or lots interspersed between occupied homes.

These characteristics not only create a level of separation among residences within the same neighborhood, but as well as between individuals and the community as a whole. Many neighborhoods, specifically to the south and west, are also experiencing high instances of blight.



BLIGHTED PROPERTY

Vacancy rates are increasing from 11 percent in 2016 to 13 percent in 2021. Vacant and unmaintained housing strains a neighborhood, socially and financially. Fewer homes means reduced property tax revenue, which also affects the economy. Galesburg's housing stock is decreasing. It is projected to lose 81 units by 2021, a half percent decrease in the City's total housing stock.

On the other hand, a declining housing supply matches the declining population, helping to reduce the vacancy rate. The City should monitor these trends and projections to determine when and where to support housing development and where not to do so.

HOUSING CONDITIONS

Galesburg's housing stock is fairly old with more than 62 percent built before 1960 and nearly 38 percent built before 1940 (5,430 units). Only a small portion (less than 10 percent) was built after 1989. This indicates that new home development is not occurring in the City and that age of the housing stock is likely to continue to increase.

Blighted homes were identified as a key issue by community members, noting that it was a problem throughout the City. The intensity of the degradation of certain areas is concerning to neighboring residences, as dilapidated houses are not only decreasing their own value, but also the values of the surrounding homes.

Additionally, this creates an unattractive living environment for nearby residents, can foster crime, and decreases the community's overall quality of life. Rectifying these issues of unsightliness and vacancy to reinvest in and reaffirm the small-town quality that describes Galesburg will require an openness to utilizing a variety of options and actions.

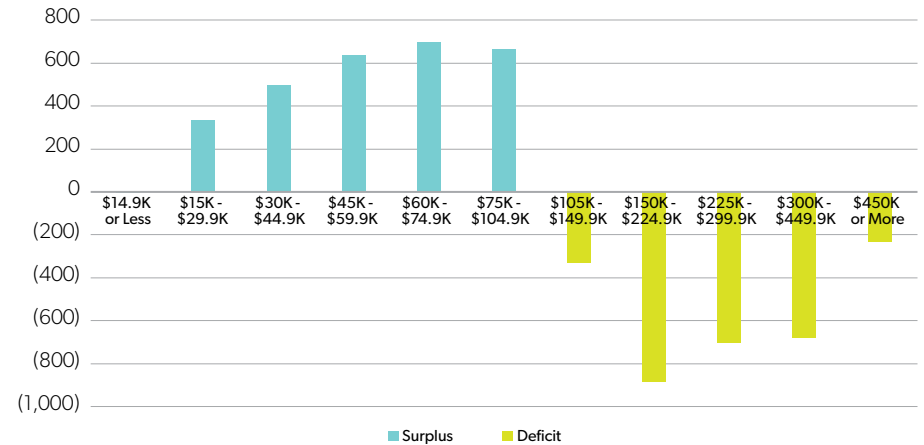
HOUSING AFFORDABILITY REVITALIZATION

For owner-occupied households, there are indications of a surplus of low-to-middle-value housing compared to the number of households with income levels that can afford those units. These are the houses with a value ranging from \$15,000 to \$104,999. Inversely, there is a lack of high-value units, particularly the \$105,000 to \$450,000 homes. There is a high demand for households with income that correlates to these housing values to purchase a unit in those cohorts. For example, there are only 640 units in the \$150,000 to \$224,999 range but there are 1,523 households with a demand for that value of unit. Thus, only 42 percent of those households can be deemed to be in an affordable home.

The case is similar for rental housing, except low-income households are also experiencing a disparity. The units with lower rental rates, especially in the \$0 to \$124 per month range, are lacking the appropriate number of units to meet the demand by the households. This is also the case for the high-rent units of \$875 or more per month. Units in the rental ranges from \$375 to \$875 have a surplus of units, particularly from \$625 to \$874.

Overall, affordability comparisons indicate that there are disparities between household income and housing supply, particularly for low-income renters. Galesburg lacks a sufficient number of rental units affordable to low-income households, nearly 900 units for households earning less than \$15,000 a year. Many of these households are experiencing a housing cost burden, defined as spending more than 30 percent of their income on housing. This burden is not only a detriment to their financial security but also reduces their spending capacity.

Owner Housing Unit Supply Discrepancy
by Household Income



Renter Housing Unit Supply Discrepancy
by Household Income





RECOMMENDATIONS & POLICIES

- ◆ Use tax credits to help developers build affordable units to meet the demand of lower-income households. Potential credits are described further in the section below.
- ◆ Increase funding available for the demolition of blighted homes to help quicken community revitalization.
- ◆ Provide incentives for developers to purchase lots or blighted homes within Galesburg's mature neighborhood and other developable properties, such as an increased or extended property tax abatement.
- ◆ Utilize middle housing options such as duplexes, triplexes, multiplexes, courtyard apartments, and townhouses, to provide more affordable housing options throughout Galesburg.
- ◆ Promote the missing middle housing options (attached single-family and multifamily) on infill parcels within single-family neighborhoods to increase density and maintain neighborhood character.
- ◆ Prioritize the rehabilitation of vacant housing over its demolition to demonstrate the City's commitment to neighborhood improvements and to avoid increasing the amount of vacant land in neighborhoods.

TAX CREDITS

Low-Income Housing Tax Credits (LIHTC)

LIHTC are dollar-for-dollar federal tax credits for the creation of multi-family, affordable housing units. A developer could receive either a four or nine percent credit to cover the costs of redeveloping a multi-family building. This credit helps to increase the housing stock of livable housing units in neighborhoods. In addition, it provides affordable options for low-income families and helps them to access better neighborhoods.

Historic Rehabilitation Tax Credit (HTC)

HTC are subsidies used for the preservation of historically significant buildings and/or neighborhoods. A developer could receive up to a 45 percent tax credit for the rehabilitation and maintenance of a historic property. The Federal Historic Tax Credit provides a 20 percent federal income-tax credit to renovate income-producing, historic buildings. The State's Historic Preservation Tax Credit allows developers to obtain up to a 25 percent state income-tax credit on the rehabilitation of a historic property. Qualifying housing could be saved and properties of significance preserved.

ANNEXATION & INFILL

Galesburg is a mature, “built-out” community and its boundaries are well defined, however there are unincorporated areas that, in most instances, are surrounded by the City. Although there is limited opportunity for annexation and growth, there are specific actions the City can take to maximize remaining development opportunities.

ANNEXATION AND INFILL RECOMMENDATIONS & POLICIES

- ♦ Encourage new development and infill development that is complementary to the scale and character of surrounding residential neighborhoods.
- ♦ Consider infill development sites as an opportunity to promote development that can strengthen, elevate, and contribute to, the city’s mature neighborhoods.

- ♦ Identify and market sites for priority infill or redevelopment that will contribute to the vitality and character of Galesburg.
- ♦ In accordance with Illinois State Statute, consider the use of forced annexation to better control properties that threaten the quality and character of incorporated neighborhoods and commercial areas.
- ♦ Where annexation is not immediately beneficial, implement annexation agreements with unincorporated property owners in order to ensure that the long-term goals and objectives of this Plan can be attained.
- ♦ Work with property owners and developers to annex adjacent unincorporated areas as they are developed, using annexation agreement negotiations to achieve other Plan recommendations.

NEIGHBORHOOD CHARACTER

Galesburg was established with neighborhoods of large-lot, multi-story, single-family homes and has maintained that character to date. This neighborhood character still includes homes built in the mid-19th century and brick roads built shortly after. These properties and roadways greatly contribute to the City’s small-town charm and many are in need of significant repair and restoration.

BRICK STREETS

Some of Galesburg’s older neighborhoods feature original brick pavers. Although these streets are more difficult and costly to maintain, they contribute significantly to character of the neighborhoods and areas where they are located, specifically Broad Street north of Losey Street and south of Fremont Street. Provided safety is not compromised the City should consider maintaining brick streets wherever possible.

HISTORIC HOMES

As discussed earlier in this chapter, Galesburg’s housing stock is old. And while old does not necessarily mean historic, there are a number of homes in Galesburg within the Galesburg Historic District (added to the National Register of Historic Places in 1976) or are in fact designated as local historic landmarks. Unfortunately, a number of Galesburg’s older and potentially historic housing stock has fallen into disrepair or is suffering from deferred maintenance. The community has expressed a desire to restore these homes to celebrate the City’s history and to improve the character of the City’s existing neighborhood.

MANUFACTURED & MOBILE HOMES

The Land Use Plan identifies areas for mobile home parks/communities in the far southwest and southeast sides of the City. In addition, there are currently mobile homes scattered throughout the City, and while they provide affordable housing options for residents, they can detract significantly from a traditional neighborhoods' appearance and character. Throughout the City there are many mobile homes that are in disrepair, and their poor condition creates an unattractive and in some cases an unsafe atmosphere.

Whether the City continues to permit manufactured and mobile homes within its corporate limits is a policy decision beyond the scope of this Comprehensive Plan and warrants careful consideration by City officials. At a minimum, mobile homes should be limited to formalized and planned mobile home parks which are subdivided, platted, and sites owned by the owner of the mobile home.

The City should also establish minimum sizes for the mobile home units; require running gear, tongue, axles, and wheels be removed; require skirting on all sides of the homes; and strictly regulate maintenance and upkeep. Should these, and other desired requirements, fall beyond the City's police powers, the City work with mobile home park operators/developers to establish strict covenants, conditions and restrictions (CCRs) which they would administer and police to ensure the areas remain safe, healthy and attractive.

NEIGHBORHOOD CHARACTER RECOMMENDATIONS & POLICIES

- ♦ Consider limiting manufactured homes/mobile homes to Galesburg's formalized and planned mobile home parks.
- ♦ Work with the City's mobile home park operators to ensure mobile home parks remain safe, healthy and attractive.

- ♦ Utilize the Single-Family Owner Occupied Rehabilitation Grant to help single-family homeowners restore their property to its original historic character.
- ♦ Promote the use of the Property Tax Assessment Freeze for historic-home rehabilitation to assist property owners reinvest in their home and their neighborhood.
- ♦ Encourage owners of historic properties to apply for the National Register of Historic Places to further enhance and market Galesburg rich history.
- ♦ Encourage building the City's tree canopy by planting trees in residential neighborhoods.

SENIOR HOUSING

It is important for senior housing to be a component of the Galesburg's residential offerings. Although no area within the City is specifically designated as "Senior Housing", it is important for the City to accommodate senior housing opportunities throughout the City to allow residents to remain in Galesburg as they progress through all stages of life.

SENIOR HOUSING RECOMMENDATIONS & POLICIES

- ♦ Recognize the importance of developing additional senior housing within the community to accommodate the City's existing and future senior population.
- ♦ Support the development and use of all types of housing, including single-family detached, attached, or multifamily dwellings for senior housing.
- ♦ Promote the development of senior housing in areas within close proximity to transit, goods, and services, such as Downtown.

INCOME & UNITS COMPARISON

This analysis shows the comparison of existing, assessed housing stock values and prices to household incomes delineated by occupancy tenure (owner or renter). For-sale home values and rental rates for owner- and renter-occupied units, are categorized to align with income ranges that can afford those units without experiencing a housing cost burden (defined as an expenditure of 30 percent or more of annual income on housing). Price points are separated into low-, mid-, and high-value ranges. The discrepancy between income and price determines the existence of a surplus or an indication of unmet demand. If there are more homes than potential households then there are excess units (oversupply) and the inverse indicates a demand for units (undersupply).

OWNER

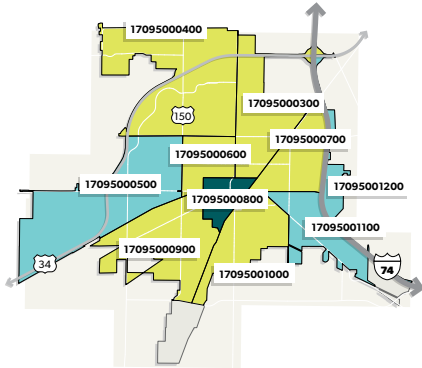
When analyzing owner-occupied housing within each tract, availability reconciles with demand, except for Tract 5 where a surplus of 350 units exists. However, that analysis is the summation of all household income and home valuation comparisons rather than the individual ranges. The individual comparisons show greater discrepancies, particularly for households earning \$35,000 or more annually.

Housing demand within individual tracts show discrepancies. Each tract averages five income ranges that are not meeting housing needs. Nearly half of the income ranges require additional units to meet the needs of their households. Lack of housing options for households earning \$35,000 or more annually is not a significant issue because lower-value homes (developed for households earning incomes less than \$30,000 a year) are readily available.

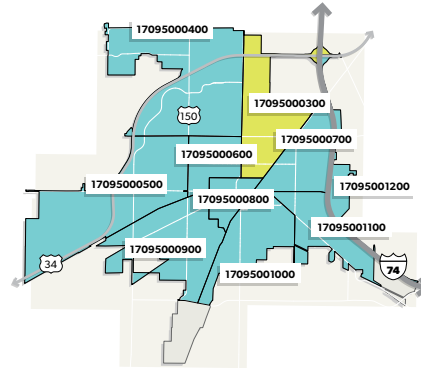
UNMET HOUSING DEMAND FOR OWNER HOUSEHOLDERS

Census Tract	Income (\$)										
	<5K	5K-9.9K	10K-14.9K	15K-19.9K	20K-24.9K	25K-34.9K	35K-49.9K	50K-74.9K	75K-99.9K	100K-149.9K	150K+
17095000300	-17	-13	90	189	183	184	-95	-235	-154	-70	-62
17095000400	-15	32	17	-19	28	52	129	26	-65	-132	-54
17095000500	40	31	9	-50	1	-61	-190	-165	-146	259	-61
17095000600	-9	1	37	98	113	169	30	-190	-124	-88	-36
17095000700	-15	10	73	147	49	28	-79	-131	-68	-13	0
17095000800	0	15	-4	5	8	15	-29	-35	1	25	0
17095000900	-8	155	36	9	-13	-29	-47	-72	-18	-12	0
17095001000	-17	168	96	188	129	13	-249	-163	-83	-70	-12
17095001100	59	43	8	34	56	49	-71	-113	-44	-21	0
17095001200	2	4	7	2	4	2	6	-10	3	-10	-10
Total	20	446	368	601	557	420	-595	-1086	-698	-132	-235

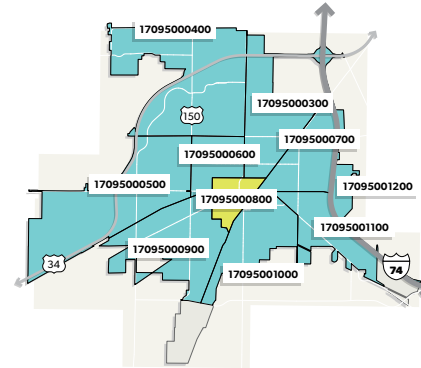
However, the total demand for units in the undersupplied income ranges (2,843) is greater than the oversupply in the lower income ranges (2,493) by 350 units. However, the vacant units in Galesburg would be able to cover additional units, not considering housing quality and cost of those vacant units. The adjacent maps identify a surplus or demand for units within each census tract across the City for each income range.



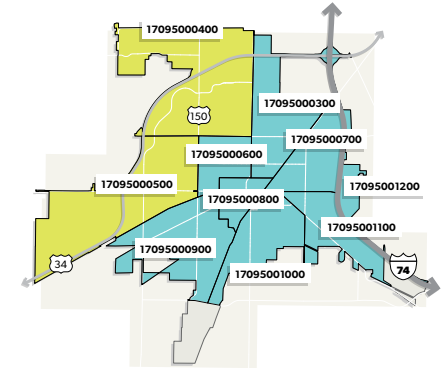
Income: \$0 - \$5K



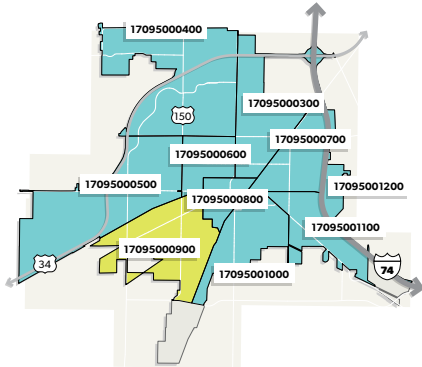
Income: \$5K - \$9.9K



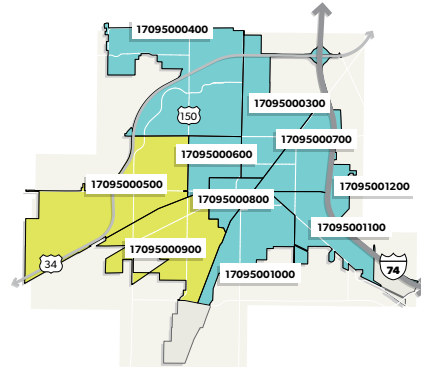
Income: \$9K - \$14.9K



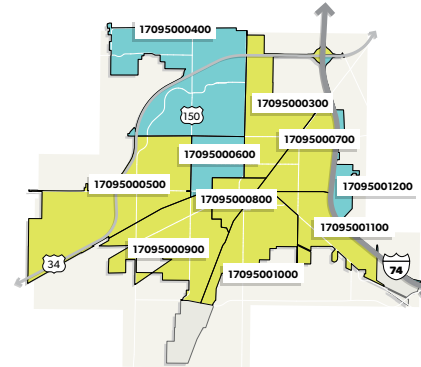
Income: \$15K - \$19.9K



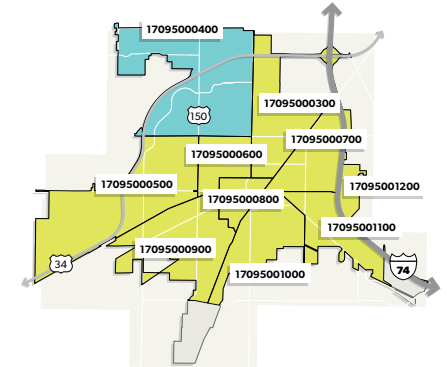
Income: \$20 - \$24.9K



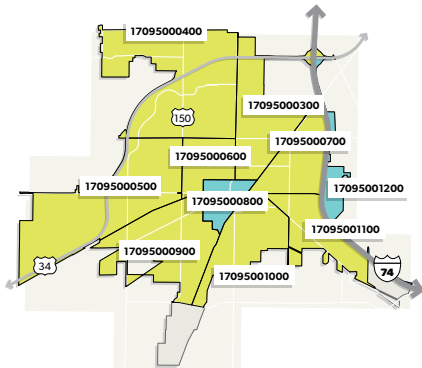
Income: \$25K - \$34.9K



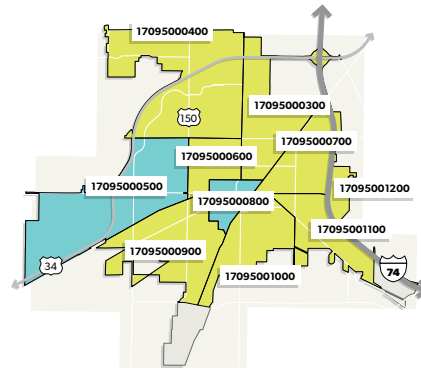
Income: \$35K - \$49.9K



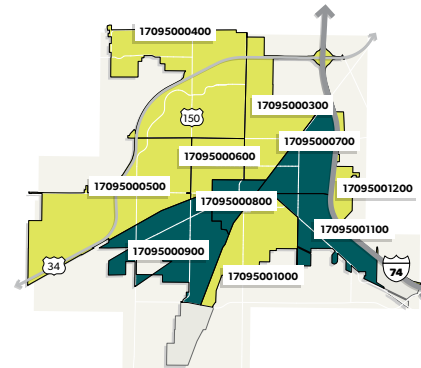
Income: \$50K - \$74.9K



Income: \$75 - \$99.9K



Income: \$100K - \$149.9K



Income: \$150K or More

Owner Supply/Demand Per Census Tract

- In Demand
- Supply Meets Demand
- Over Supplied

RENTER

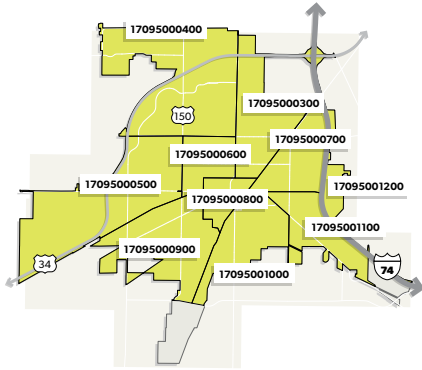
Unlike owner-occupied housing, aggregated rental housing supply does not match the demand across the majority of the tracts, with no tract experiencing an oversupply. The majority of income ranges are undersupplied over 150 each, specifically households earning less than \$15,000. Those earning \$35,000 or more are undersupplied as well. When analyzing specific tracts within income ranges, the less than \$5,000 range requires 459 additional units among all ten census tracts. The \$10,000-\$14,999 range requires 279 additional units among nine census tracts to meet need.

Each tract for rental housing averages six income ranges that currently do not meet housing needs. As with owner-occupied housing, nearly half of the income ranges require additional units to meet the needs of households. Again, households earning \$35,000 or more annually can afford lower-rent units with a surplus, such as those ranging from \$375-\$874, which are currently oversupplied by more than 1,300 units. Lower-income renter households do not have the option of renting a lower-cost unit due to significant undersupply.

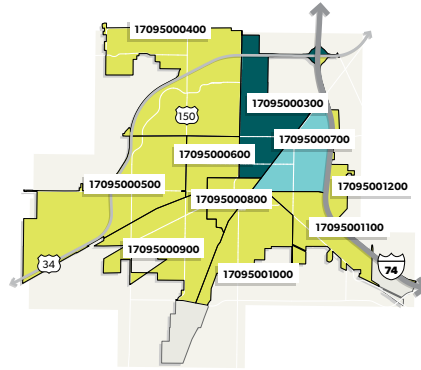
UNMET HOUSING DEMAND FOR RENTER HOUSEHOLDERS									
Census Tract	Income (\$)								
	<5K	5K-9.9K	10K-14.9K	15K-19.9K	20K-24.9K	25K-34.9K	35K-49.9K	50K-74.9K	75K+
17095000300	-28	0	-71	5	32	99	-21	11	-64
17095000400	-32	-49	-83	91	102	41	71	-100	-68
17095000500	-40	-3	-25	13	53	44	-39	-19	-13
17095000600	-34	-25	-94	32	8	202	-17	-31	-55
17095000700	-20	6	-18	-36	49	95	-25	-49	-25
17095000800	-35	-5	88	77	-90	-1	-29	43	-48
17095000900	-61	-14	-15	22	88	62	-60	-33	-9
17095001000	-51	-70	-29	81	78	34	-22	-38	-50
17095001100	-154	-32	-25	-42	145	80	-27	-38	-8
17095001200	-4	-6	-8	-3	13	24	-1	-10	-12
Total	-459	-198	-279	241	477	681	-170	-263	-351

INCOME & UNITS COMPARISON RECOMMENDATIONS

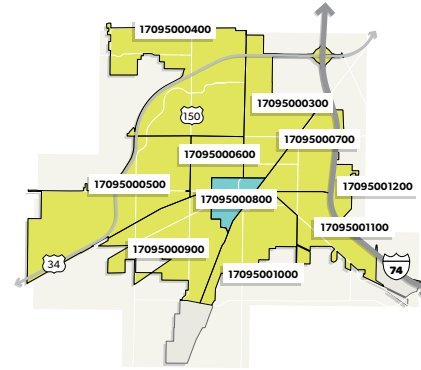
- ♦ Prioritize for-sale and renter units at prices affordable for households with lower incomes.
- ♦ Utilize the Unmet Housing Demand tables and maps to determine the number of housing units that can be built at specific value and rental rate ranges in certain areas of the City.
- ♦ Create a development brochure to give to potential developers when they inquire about housing projects in Galesburg as a starting point for what the City needs for residential development.
- ♦ Promote the development of lofts on upper floors above businesses in Downtown Galesburg. Chapter 10 Subarea Plans provides detailed recommendations for Downtown.



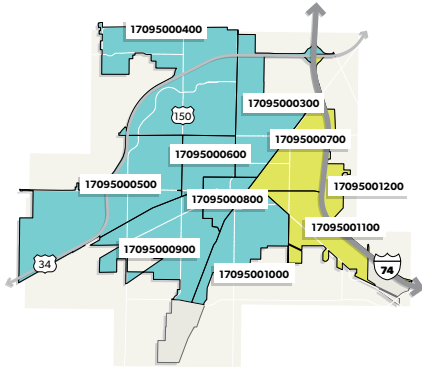
Income: \$0 - \$5K



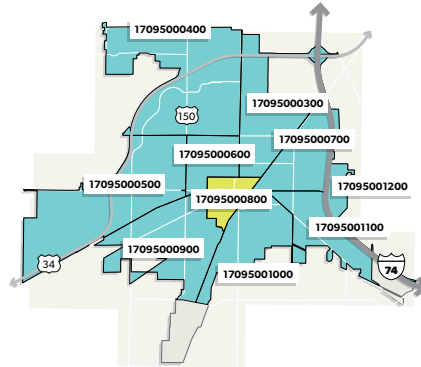
Income: \$5K - \$9.8K



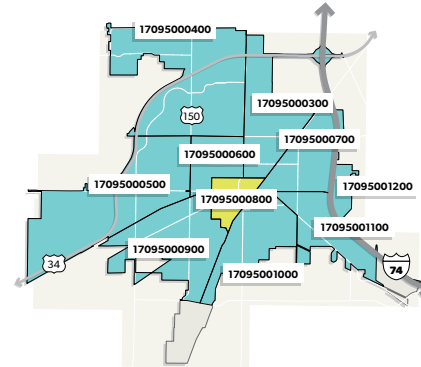
Income: \$10K - \$14.9K



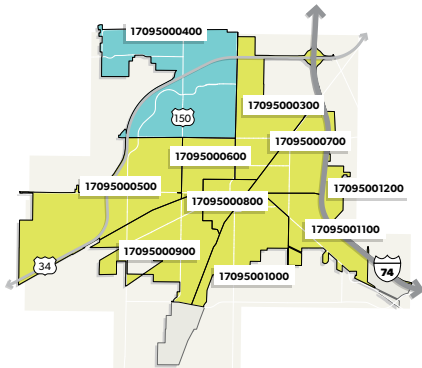
Income: \$15 - \$19.9K



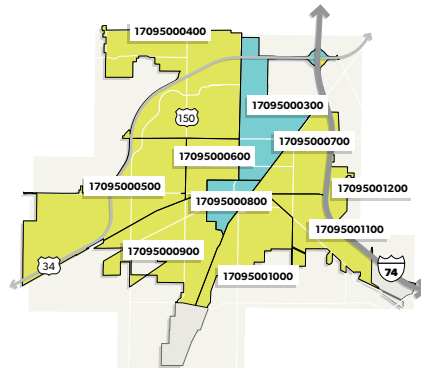
Income: \$20K - \$24.9K



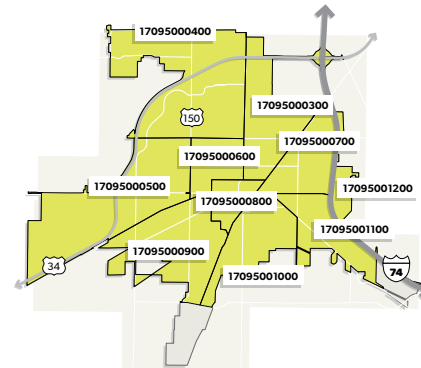
Income: \$25K - \$34.9K



Income: \$35 - \$49.9K



Income: \$50K - \$74.9K



Income: \$75K or More

Renter Supply/Demand Per Census Tract

- In Demand
- Supply Meets Demand
- Over Supplied



COMMERCIAL AREAS PLAN

Economic development is critical to Galesburg's existing and future success and it includes many factors including well-paying jobs, workforce training and education, invested and engaged employers, and an entrepreneurial spirit. Each of these components requires individual development and attention along with targeted strategies to ensure the work together. This chapter provides key goals, priorities, and recommendations that can help Galesburg's economy grow while improving the overall business climate and encouraging reinvestment in the community's established commercial and industrial districts.

The City of Galesburg's location can be considered both an asset and a liability. With access from Walter Payton Memorial Highway (U.S. 34), U.S. 150, and I-74, some commercial areas are highly visible and accessible to interstate traffic in addition to local residents in the community. However, the City is located in an area of Western Illinois that is more rural and not as densely populated, which can reduce the number of visitors.

Vibrant, attractive, accessible, inviting, and competitive commercial areas are important for the City. They provide the Galesburg community with access to goods, services, and employment, while serving to diversify Galesburg's tax base and provide revenue for the City. The Commercial Areas Plan builds on the Land Use Plan, and provides objectives, policy recommendations, and specific guidance for the City's three distinct commercial classifications: Neighborhood Commercial, Regional Commercial, and Downtown Mixed Use.

The Objectives, Policies, and Recommendations in the Commercial Areas Plan are intended to:

- ♦ Keep Galesburg competitive
- ♦ Improve the appearance and function of regional commercial areas
- ♦ Promote compatible close-to-home shopping
- ♦ Improve Downtown and maintain it as a community focal point

RETAIL GAP ANALYSIS BY RETAIL CATEGORY

Galesburg - 10 & 20 Minute Drivetime (2016)

Industry Group	10 Minute Drivetime		20 Minute Drivetime	
	Retail Gap	Potential ¹	Retail Gap	Potential ¹
Motor Vehicle & Parts Dealers	-\$45,982,778	(114,957)	-\$35,511,113	(88,778)
Automobile Dealers	-\$33,838,598	(84,596)	-\$24,390,058	(60,975)
Other Motor Vehicle Dealers	\$1,143,017	2,858	\$1,345,770	3,364
Auto Parts, Accessories & Tire Stores	-\$13,287,198	(33,218)	-\$12,466,826	(31,167)
Furniture & Home Furnishings Stores	\$1,706,042	4,265	\$4,009,117	10,023
Furniture Stores	\$3,719,277	9,298	\$5,142,386	12,856
Home Furnishings Stores	-\$2,013,235	(5,033)	-\$1,133,269	(2,833)
Electronics & Appliance Stores	\$1,818,182	4,545	\$5,137,098	12,843
Bldg Materials, Garden Equip. & Supply Stores	-\$41,376,932	(103,442)	-\$52,267,516	(130,669)
Bldg Material & Supplies Dealers	-\$26,253,770	(65,634)	-\$35,584,369	(88,961)
Lawn & Garden Equip & Supply Stores	-\$15,123,162	(37,808)	-\$16,683,146	(41,708)
Food & Beverage Stores	-\$70,490,567	(176,226)	-\$61,245,790	(153,114)
Grocery Stores	-\$73,041,708	(182,604)	-\$65,560,422	(163,901)
Specialty Food Stores	\$836,006	2,090	\$1,597,421	3,994
Beer, Wine & Liquor Stores	\$1,715,135	4,288	\$2,717,210	6,793
Health & Personal Care Stores	-\$17,618,267	(44,046)	-\$11,708,923	(29,272)
Gasoline Stations	-\$7,793,710	(19,484)	-\$7,146,092	(17,865)
Clothing & Clothing Accessories Stores*	\$827,925	2,070	\$4,983,058	12,494
Clothing Stores	\$4,550,039	11,375	\$7,397,670	18,494
Shoe Stores	-\$2,131,874	(5,330)	-\$1,627,062	(4,068)
Jewelry, Luggage & Leather Goods Stores	-\$1,590,239	(3,976)	-\$787,551	(1,969)
Sporting Goods, Hobby, Book & Music Stores	-\$10,096,661	(25,242)	-\$11,028,708	(27,572)
Sporting Goods/Hobby/Musical Instr Stores	-\$8,055,730	(20,139)	-\$6,526,399	(16,316)
Book, Periodical & Music Stores	-\$2,040,932	(5,102)	-\$4,502,309	(11,256)
General Merchandise Stores	-\$30,776,973	(76,942)	-\$35,455,065	(88,638)
Department Stores Excluding Leased Depts.	-\$40,148,448	(100,371)	-\$48,658,091	(121,645)
Other General Merchandise Stores	\$9,371,474	23,429	\$13,203,026	33,008
Miscellaneous Store Retailers	-\$4,295,776	(10,739)	-\$3,375,816	(8,440)
Florists	-\$645,003	(1,613)	-\$415,491	(1,039)
Office Supplies, Stationery & Gift Stores	-\$1,599,106	(3,998)	-\$2,255,837	(5,640)
Used Merchandise Stores	-\$2,920,503	(7,301)	-\$2,676,875	(6,692)
Other Miscellaneous Store Retailers	\$868,835	2,172	\$1,972,387	4,931
Nonstore Retailers	\$4,534,020	11,335	\$7,036,876	17,592
Electronic Shopping & Mail-Order Houses	\$6,258,745	15,647	\$8,177,907	20,445
Vending Machine Operators	\$225,783	564	\$293,075	733
Direct Selling Establishments	-\$1,950,508	(4,876)	-\$1,434,106	(3,585)
Food Services & Drinking Places	-\$36,400,692	(91,002)	-\$33,674,064	(84,185)
Full-Service Restaurants	\$688,180	1,720	\$926,481	2,316
Limited-Service Eating Places	-\$2,239,854	(5,600)	-\$2,205,512	(5,514)
Special Food Services	-\$34,849,018	(87,123)	-\$32,395,032	(80,988)
Drinking Places - Alcoholic Beverages	-\$1,024,761	(2,562)	-\$583,106	(1,458)

¹ Square footage potential based on an average annual sales per-square-foot of \$400.

*Analysis was conducted when Bergner's and JCPenney were still open at the Sandburg Mall.

Source: ESRI Business Analyst; Houseal Lavigne Associates

COMMERCIAL MARKET OVERVIEW

Galesburg has 1,338 retail businesses including 88 bars and restaurants. Many of these are found along major corridors including Main Street, Henderson Street, and Grand Avenue. The Sandburg Mall is the only major shopping center within a 20-minute drive from Galesburg, located in the northern part of the City. It has over 520,000 square feet of leasable space, all of which are completely vacant. In October 2017, Council approved a five-lot subdivision that will separate portions of the existing mall into new property available for redevelopment/reuse.

A retail gap analysis is a comparison of retail supply and demand within a defined market area. Its findings help establish what types of new retail may or may not be supported. The analysis was conducted using drivetimes to establish a local market (10-minute drivetime) and a regional market (20-minute drivetime). Galesburg's local and regional retail markets are over-supplied by 640,000 and 575,000 square feet of space respectively. Comparatively the Micros SA is over-supplied by 269,000 square feet and the State of Illinois is under-supplied by 23.6 million square feet. Galesburg should take advantage of this opportunity to capture the increased spending power. At the same time, the City should be cautious in recruiting additional retail businesses that might displace existing ones. Also, the City's median household income is rising, which correlates to an increase in disposable income.

EMPLOYMENT CONDITIONS

Galesburg employment has steadily risen since 2012 from 15,075 to 15,651 primary jobs in 2014. This is roughly a four percent increase in primary jobs. The City's employment is trending similar to the Micro SA's but at a slightly greater rate. During the same period the Micro SA's employment increased by three percent. Three industries account for more than 96 percent of the employment growth in Galesburg from 2012-2014: Healthcare and Social Assistance (195), Manufacturing (194), and Retail Trade (165). Galesburg's employment is growing faster than the Micro SA, which indicates that it is getting the majority of the Micro SA's new jobs.

Galesburg is projected to gain 829 jobs by 2024, a five percent growth from 2014 to 2024. The Illinois Department of Employment Security (IDES) issues employment projections for the state as well as for 26 Local Workforce Investment Areas (LWIA). The LWIAs are groups of contiguous counties in Illinois. Galesburg is in Knox County, which is part of LWIA 14 along with eight other counties: Adams, Brown, Hancock, Henderson, McDonough, Pike, Schuyler, and Warren. From 2014 to 2024 IDES estimates that LWIA 14 will gain 4,640 jobs and subsequently, Galesburg will gain 829 jobs. The top five industries projected to see the greatest job growth are Healthcare and Social Assistance (411); Retail Trade (104); Educational Services (78); Administration and support, Waste Management, and Remediation (60); and Accommodation and Food Services (48). The Healthcare and Social Services industry provides more than 27 percent of the primary jobs in Galesburg and is projected to grow the most through 2024.

Nearly 10,000 people commute to Galesburg for work each day while just over 6,000 commute out to other municipalities. In total, 63 percent more people enter Galesburg for work than leave it. This significant influx suggests Galesburg has desirable jobs. The next step for Galesburg is to capture those commuters and get at least a percentage of them to become City residents. This would help address recent population decline and have more individuals spending round the clock rather than just during working hours.

BALANCE

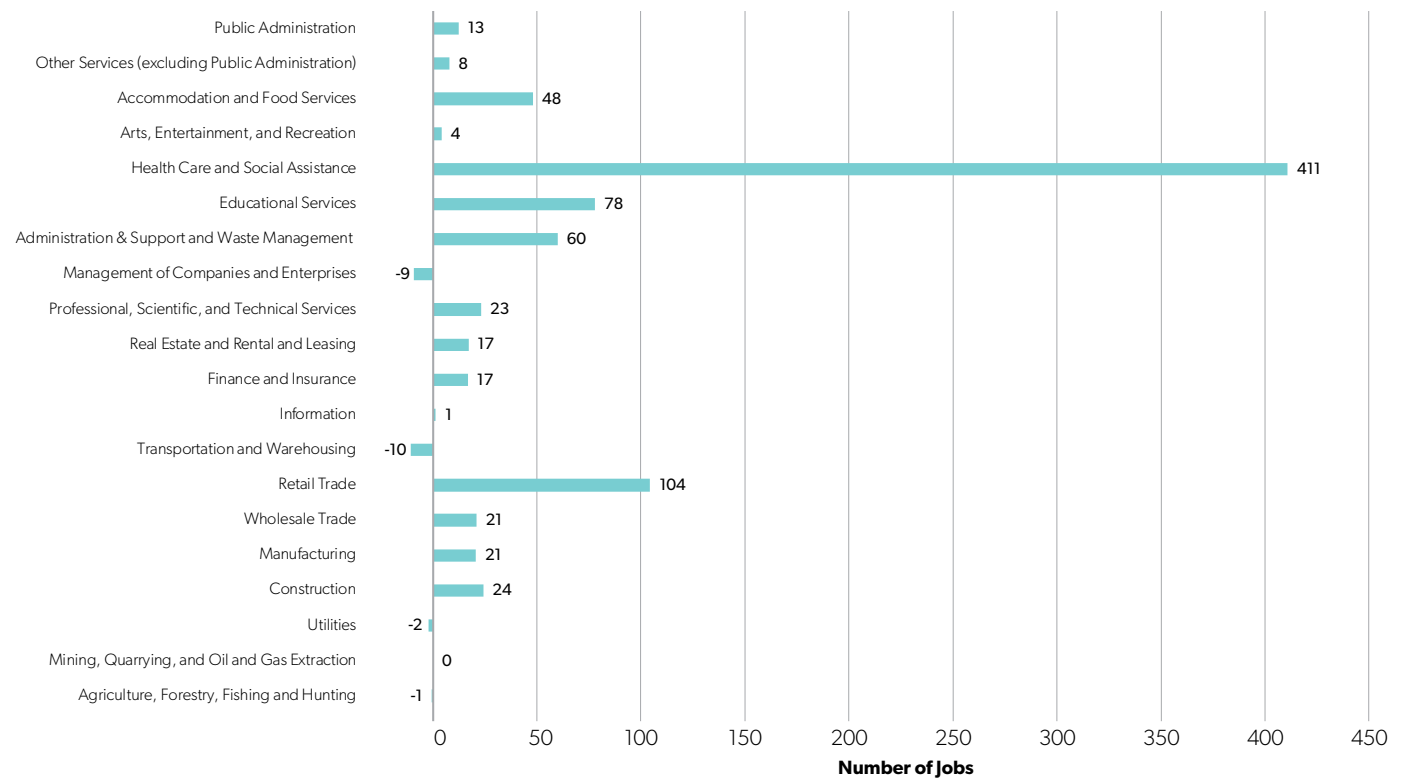
A majority of Galesburg's commercial business is located in the northern part of the City. New commercial development is also primarily occurring in this area. This growth has the potential to impact investment and commercial growth in other areas of the City, such as the Downtown and southern Galesburg. There is a need to balance commercial growth and investment to ensure that the City as a whole prospers.



OFFICE

According to LoopNet there are eleven available office properties in Galesburg, one of which is categorized as flex space that can be used for office, industrial or even retail. There's a total of 273,000 square feet among the buildings with an average cost of \$48.85 per square foot. The largest available property is the former Walmart on National Boulevard at 106,213 square feet. One-third of available office properties are located on Main Street above retail spaces. Galesburg has significant office space available for a few large-scale companies or several smaller companies. Office spaces are in marketable locations along Main and Henderson Streets with easy consumer access.

Job Projection by Industry
(2014 - 2024)





RECOMMENDATIONS

- ◆ Healthcare and Social Assistance is the largest employment industry in Galesburg. Community outreach determined that healthcare and social service providers are having difficulty recruiting qualified candidates to fill their growing number of job opportunities. Work with these providers to create a marketing campaign to direct potential employees to apply to them and bring people to Galesburg.
- ◆ Communicate regularly with business and property owners to understand their issues and needs and how the City can help address them.
- ◆ Foster a partnership between businesses, especially healthcare and social service providers, and local colleges and universities to create a technical training program to develop a skilled workforce to meet employers' needs.
- ◆ Utilize this same partnership to develop more internship programs in Galesburg.
- ◆ Redevelop the Sandburg Mall property as mixed-use residential, convention center, or institutional campus to utilize its prominence in the area. Chapter 10 Subareas Plan provides detailed recommendations for the Sandburg Mall.
- ◆ Work to ensure that employment is spread evenly throughout industries to help prevent large-scale job loss.
- ◆ Redevelop unused and underused parking lots in commercial areas to reduce dead space and provide greater development opportunities in Galesburg.
- ◆ Continue to partner with the Galesburg Downtown Council (GDC) to provide Downtown businesses with the Downtown Facade Redevelopment Grant. Consider expanding it to other commercial businesses outside of Downtown when appropriate.
- ◆ Develop new housing options identified in Chapter 5 Housing and the commercial options identified in Chapter 10 Subarea Plans to make Galesburg an attractive place to live for new residents.
- ◆ Create a marketing campaign about the benefits of moving to Galesburg to incentivize workers commuting into the City to become residents.
- ◆ Provide new retail and entertainment opportunities in Galesburg to capitalize on the increasing incomes across the City.
- ◆ Promote the development of lofts on upper floors above businesses in Downtown Galesburg to increase density and have more people Downtown to patronize its businesses. Chapter 10 Subarea Plans provides detailed recommendations for Downtown.

REGIONAL COMMERCIAL AREAS

The areas along the northern end of Henderson Street at the interchange of U.S. 34 are identified in the Land Use Plan as Regional Commercial, which should include retail and services capable of drawing consumers from a larger region. Galesburg's regional commercial areas benefit from an advantageous location with direct access and visibility to U.S. 34, U.S. 150, and I-74.

Regional Commercial Recommendations & Policies

- ♦ Modify zoning regulations to require parking lot screening and interior landscaping.
- ♦ Consider parking maximums to avoid large expanses of parking allowing for denser areas of commercial development.
- ♦ Minimize conflict points along Henderson Street by reducing or consolidating curb cuts, enhancing on-site circulation between adjacent sites, and using intersecting streets for access to commercial sites.
- ♦ Create design guidelines for regional commercial areas to elevate their appearance.
- ♦ Ensure that regional commercial areas are well connected to transit by expanding stops and lengthening hours of operation to include evenings and weekends.
- ♦ Consider connections from transit stops to the front entrances of regional commercial uses with safe and direct paths for pedestrians.

LOCAL COMMERCIAL

Local commercial areas provide retail, service, office, and other day-to-day amenities for residents of Galesburg. As these uses are generally located near or adjacent to residential areas, intensity and residential compatibility are important considerations. Within Galesburg, Local Commercial areas are primarily located along Henderson Street and Grand Avenue, with other nodes and areas are located throughout the community. Below are recommendations, policies and actions that will help ensure these areas have minimal impact on Galesburg's neighborhoods and the safe and efficient flow of traffic along Galesburg's corridors, while ensuring local commercial uses provide necessary goods and services to the community.

Some of Galesburg's local commercial, particularly Henderson Street and Grand Avenue, areas carry large volumes of traffic, around, and through the City. Many highly visible buildings, parking areas, and business signs along these corridors are unattractive and detract from the community's appearance and reputation. Many building façades are outdated or unsightly, and most parking areas lack sufficient landscaping (perimeter and interior). Inconsistent lighting and deteriorating pavement also contribute to the negative appearance of these areas.

Local Commercial Recommendations & Policies

- ♦ Appropriately manage access to sites along local commercial corridors through curb cut consolidation, cross-access easements, and access from side streets and alleys.
- ♦ Evaluate current parking requirements to the amount of on-site parking that can be accommodated, taking into account lot size and configuration, required landscaping, and the relationship to surrounding uses.
- ♦ Amend zoning regulations to require parking lot screening and landscaping to improve residential compatibility and enhance the appearance of local commercial corridors.
- ♦ Require commercial development to be fully accessible for all users, including motorists, pedestrians, cyclists, and transit riders.
- ♦ Modernize the City's aging shopping centers through improved signage, landscaping, access and circulation, modern tenant spaces/layouts, building orientation and visibility, outlots, and parking lot maintenance.
- ♦ Carefully review proposals for businesses interested in locating in the neighborhood commercial designation, carefully examining hours of operation and intensity of use.
- ♦ Amend zoning ordinances to regulate the size, scale, and design of business signs to improve visibility and maintain neighborhood character.
- ♦ Establish design guidelines for local commercial uses to help maintain the character of a neighborhood.
- ♦ Explore implementing a façade improvement program for businesses outside of Downtown to assist other key businesses in making appropriate improvements that meet City requirements and guidelines.
- ♦ Consistently enforce codes and ordinances to ensure Galesburg is attractive and welcoming to residents and visitors alike.

DOWNTOWN

Downtown Galesburg should consist of a mix of goods, services, activities, and housing that include eating/drinking establishments, smaller niche retailers, professional office space, multifamily housing, and civic uses and a walkable setting. Galesburg's Downtown is the historic commercial core of the community and is viewed as a key component in defining its character and identity, and the community has voiced a desire to preserve it and improve upon it through reinvestment, redevelopment and rehabilitation.

As for many midwestern cities, Downtown Galesburg was once a bustling central business district. However, similar to many downtowns across the Nation, Downtown Galesburg experienced disinvestment, due largely in part to the introduction and proliferation of the automobile. Newer, more "convenient" commercial development was more easily accommodated in areas outside of the Downtown, where businesses could cheaply provide ample and convenient parking.



Parking in Downtown on the other hand, was limited to small lengths on the street or in public lots, requiring longer walks to businesses.

Today, Downtown is comprised of a mix of businesses, most of which are locally owned. Over the last decade or so, a national trend of downtown revitalization is occurring with the realization that pedestrian-oriented shopping districts and downtowns offer character and atmosphere that cannot be provided in other commercial areas or easily manufactured. Although Downtown Galesburg is not as vibrant as it once was, it too is experiencing increased attention and reinvestment. The Galesburg Downtown Council is continuing to attract and retain businesses along with assistance from the City.

Downtown Recommendations & Policies

- ◆ Consistently regulate permitted uses within the CBD zoning district to maintain active storefronts on the ground floor and public spaces throughout Downtown.
- ◆ Located Downtown development at, or near, the front property lines fronting the street to create a “street wall” that encourages walkability and help establish a safe and attractive pedestrian environment.
- ◆ Utilize existing alleys as a way of providing access to parking areas and assisting with circulation throughout Downtown.
- ◆ Continue to provide centralized parking areas that meet the demands of local businesses and reduce the need for intermittent lots that compromise the character of the Downtown.
- ◆ Encourage the development of an appropriate intensity and character in surrounding neighborhoods that supports an active and vibrant Downtown environment.
- ◆ Install wayfinding signage along Main Street to improve the prominence of Downtown.
- ◆ Install gateway signs on Main Street before the I-74 overpass and at the intersection of Main Street and West Street to welcome visitors and mark the entrance of Downtown.
- ◆ Host more community and special events in Downtown to help reinforce the area as a community focal point.
- ◆ Acquire and assemble parcels within Downtown as opportunities present themselves to facilitate larger, more catalytic, redevelopment.
- ◆ Utilize the Downtown Façade Redevelopment Grant Program to help improve storefronts of Downtown business.
- ◆ Eliminate curb cuts and drive-thrus on Main Street to prevent disruption of the pedestrian environment.
- ◆ Locate wayfinding signage throughout Downtown, particularly at the railroad station to direct residents and visitors to key places throughout the area.
- ◆ Continue working with the Galesburg Downtown Council to revitalize Downtown Galesburg.

INDUSTRIAL MARKET

The Land Use Plan for the City of Galesburg identifies a considerable amount of land dedicated to industrial uses. Industrial areas including business parks and heavy industry are critical components of the local economy. They provide tax revenue to the City and more importantly, jobs to residents. The Land Use Plan designates the following types of industrial in the City: Light Industrial/Business Park.

Maytag and Butler were once the City of Galesburg's largest employers and most prominent manufacturing companies. These companies relocated from Galesburg in the early 2000s leaving large-scale buildings vacant and available for use. The manufacturing industry in Galesburg, as well as across the country, has been declining prior to the turn of the century. However, recent years have shown an increase in Galesburg's manufacturing jobs.

There are six industrial spaces available in Galesburg including an 86,000 square-foot flex space. The buildings comprise 743,000 square feet, averaging a cost of \$11.93 per square foot. The largest available property is the one of the former Maytag buildings on Monmouth Road at 451,000 square feet. The City also owns a 350-acre development site known as the Galesburg Logistics Park. This undeveloped site is set in the southeastern edge of Galesburg along US Highway 150, a couple of miles from an Interstate 74 interchange. It is zoned heavy industrial and has built-in Enterprise Zone incentives.

Similar to office space, the City has significant industrial space available for both large and small companies. Industrial buildings are also in optimal locations along the edges of town with easy truck access to Interstate 74, US Highway 150, and Route 41. Both are incentives for new business recruitment. The Logistics Park, which is a large ready-to-develop space in an Enterprise Zone, is an incentive tool to industrial companies. For future growth and development, the City should leverage its relationship with the Partnership for Economic Development, site selection, etc. Many industrial areas are not buffered or screened from residential areas, and in some cases, residences abut industrial properties.

KNOX COUNTY AREA PARTNERSHIP FOR ECONOMIC DEVELOPMENT

The Knox County Area Partnership for Economic Development is a nonprofit organization that monitors economic development practices and provides support services in Knox County, including Galesburg. The Partnership manages a property database of available spaces in the county for all commercial property types. It also advertises these spaces and other opportunities to potential businesses in the region, including the Galesburg Logistics Park.

RAIL

Galesburg is served heavily by Burlington Northern Santa Fe rail lines with multiple freight trains stopping in the City every day. The City acts as a hub in western Illinois for freight rail traffic with lines materials coming from all over the country. The industrial and light industrial uses in Galesburg, located primarily in the south, all have direct access to rail lines for shipping purposes if necessary. The same is true for access to key interstates and highways.

RESIDENTIAL AREAS

Some industrial uses are located within single-family residential neighborhoods, particularly in the south side of the City, near the rail lines. Many of these industrial businesses have outdoor storage, repair bays, and fuel whose appearance, light, noise, and odors make them incompatible with residential uses. This unaesthetic appearance for the neighborhoods can detract from quality of life and impact home values. In addition, these industrial businesses attract heavy truck traffic through residential neighborhoods which results in an increased deterioration of local streets and safety concerns.

RECOMMENDATIONS

- ♦ Continue to work closely with the Knox County Area Partnership to market Galesburg's available, high-quality industrial spaces.
- ♦ Market vacant industrial properties to startups and small businesses, particularly in the technology sector to take advantage of growing trends and industries.
- ♦ Work with property owners and developers to identify industrial buildings that could be adaptively reused as residential and other commercial property as well.
- ♦ Ensure that existing and future industrial areas have direct, uninhibited access to rail lines and major highways for material reception and product distribution.
- ♦ Screen industrial areas from differing adjacent uses and enforce stricter buffering requirements to address this issue.
- ♦ Plan for the long-term separation of incompatible land uses, working cooperatively with existing industrial businesses which operate within/or adjacent to residential neighborhoods to relocate to more suitable industrial sites elsewhere in Galesburg.

8

TRANSPORTATION

The City of Galesburg has a well-developed transportation network for all modes of travel. In addition to the extensive street network, Galesburg Transit operates four fixed routes, and Amtrak has a passenger station in Downtown. The Transportation and Mobility Chapter is intended to provide a summary of the City's existing transportation facilities and travel options, public services, and infrastructure. In addition to existing conditions, the chapter outlines regulations, individual actions, and investments that can be made to enhance the overall viability of Galesburg's transportation networks.

EXISTING ROADWAY NETWORK

There are many key travel corridors within the City that are essential to Galesburg's functionality and mobility, with Main Street being perhaps the most important. Main Street, an east-west arterial route, provides access to and from the eastern side of the City via the I-74 interchange and from the western side via the US 34 interchange. US 34, the Chicago – Kansas City Expressway loops the northern and western portions of Galesburg, with interchanges at I-74, Seminary Street, and Henderson Street (US 150).

The Henderson Street interchange provides excellent regional access to the previous Sandburg Mall, which is an opportunity area for new development. Speed limits vary from 25 miles per hour (MPH) within most residential portions of the community and along Main Street through Downtown to 35/45 MPH along major and minor arterial routes, such as Henderson Street (US 150).



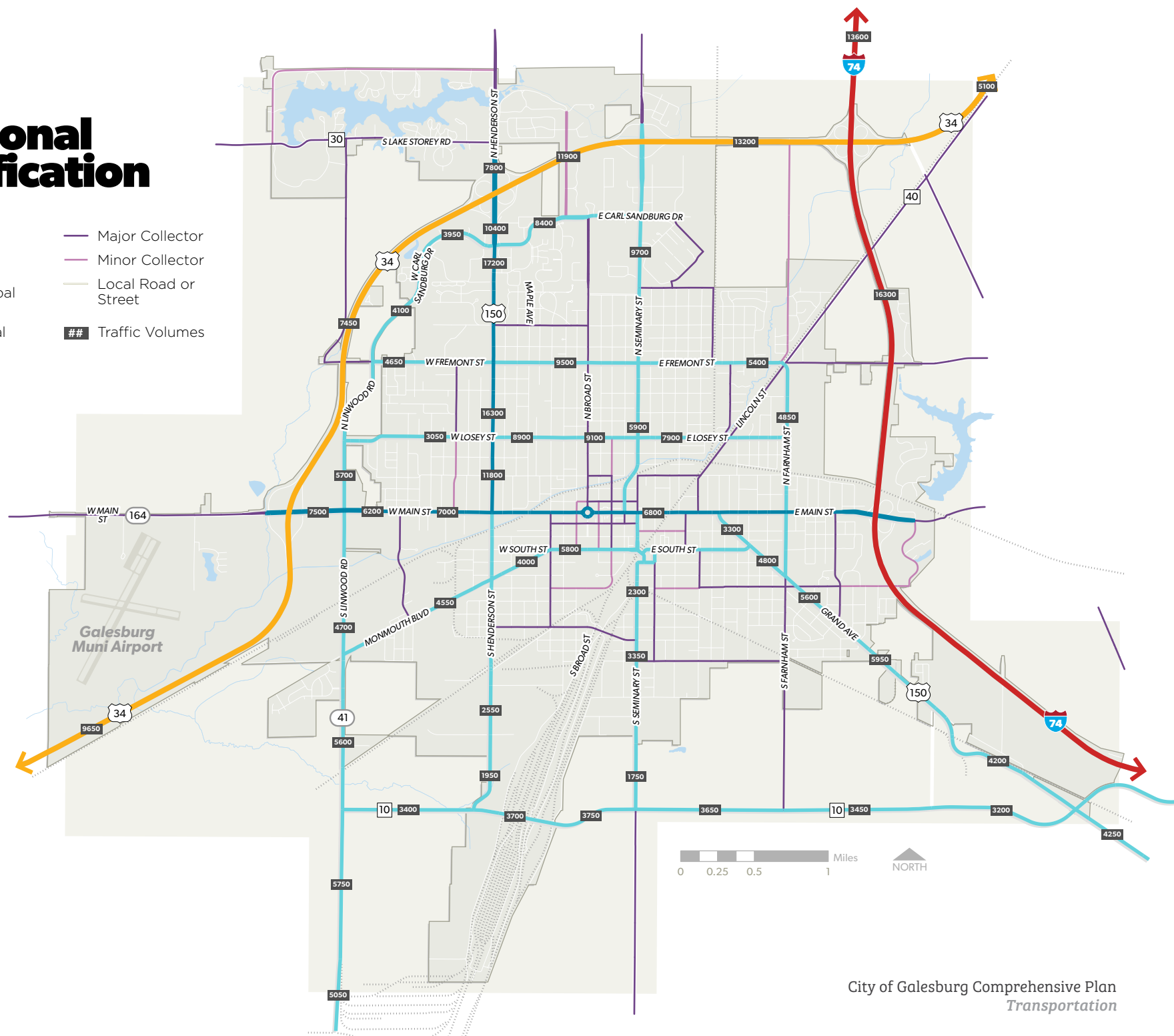
FUNCTIONAL CLASSIFICATION

The roadways within the City are classified according to the character of service they are intended to provide. This functional classification process recognizes a hierarchy of roadways and the fact that they do not function independently, but as a system-wide supportive network. Functional classification is often used as a measuring tool for roadway maintenance and snow plowing.

These hierarchy classifications are defined by the Illinois Department of Transportation (IDOT). The Map illustrates the City's functional classification system. Representative streets include:

- ◆ Interstate
 - ◆ I-74
- ◆ Freeway
 - ◆ US 34
- ◆ Other Principal Arterial
 - ◆ Main Street from I-74 to US 34
 - ◆ Henderson Street from Main Street north to US 34
- ◆ Minor Arterial
 - ◆ Knox County Hwy 10
 - ◆ Fremont Street
 - ◆ Losey Street
 - ◆ Grand Avenue (US 150)
 - ◆ South Street / Monmouth Boulevard
 - ◆ Seminary Street
 - ◆ Carl Sandburg Drive
 - ◆ Henderson Street from Main Street south to Knox County Hwy 10.
- ◆ Major and Minor Collectors
 - ◆ Numerous local East-West and North-South routes provide support for the arterial routes

Functional Classification



TRUCK ROUTES

The City of Galesburg has a well-defined truck route plan that tends to direct heavy vehicles along roads outside of Downtown and the many residential neighborhoods. Illinois has three classes of routes, and truck drivers should be aware of how speed and weight limits may vary on these roads.

Class 1: This is an interstate type of route, and it is approved for load widths of eight-and-a-half feet or less.

Class 2: This is a major roadway, and it is approved for load widths of 8'6" or less. Trucks may be longer on Class 2 routes, but they may not have a base greater than 55 feet.

Class 3: This is a local road, and the maximum allowable load width is 8'0". Also, the wheel base may not be greater than 55 feet.

As can be seen, the major Class 1 trucks routes are along US-34 and IL-74 which run along the outer western, north, and eastern edges of the City. US-34 experiences an average of 2,200 and 2,750 trucks daily, whereas IL-74 sees between 4,025 and 4,700. Both Henderson Street and South Lynwood Road act as the City's main north/south Class 2 truck routes, which carry between 425 and 700 trucks daily. The east/west Class 2 truck routes are Knox Highway 10 and Main Street west of Henderson Street, both of which have noticeably less truck traffic.

Grand Avenue and Main Street east of Henderson Street experience on average roughly 500 daily truck trips, despite not being designated truck routes. Presumably this traffic is exiting IL-74 and then utilizing Grand Avenue to gain access to Main Street for deliveries along the corridor. It is recommended that truck traffic is discouraged along Grand Avenue and that these trucks be rerouted to Knox Highway 10, which still has access to both Henderson Street and South Lynwood Road.

Henderson Street is one of the main corridors that serves Galesburg. It is recommended that truck deliveries along this corridor occur during off peak times to further reduce any congestion that occurs.

TRAFFIC VOLUMES

Traffic volume is a key factor that helps define roadway operations. Volume measurements are taken in a number of ways, one standard being Average Daily Traffic (ADT). Available IDOT published volume data was obtained for roads and streets throughout the City. The table depicted summarizes the ADT data. The highest ADT volumes are found on I-74 at about 17,000 vehicles per day (VPD) and Henderson Street in the I-74 influence area again with about 17,000 VPD. The ADT on Main Street ranged from 6,500 at the west side of the City near the US 34 interchange to a high of 9,200 VPD at the I-74 interchange influence area. Throughout Downtown, the ADT on Main Street was fairly consistent at about 7,700 VPD. As a north-south arterial route, Seminary Street also had a relatively high ADT with 9,700 VPD near the US 34 interchange.



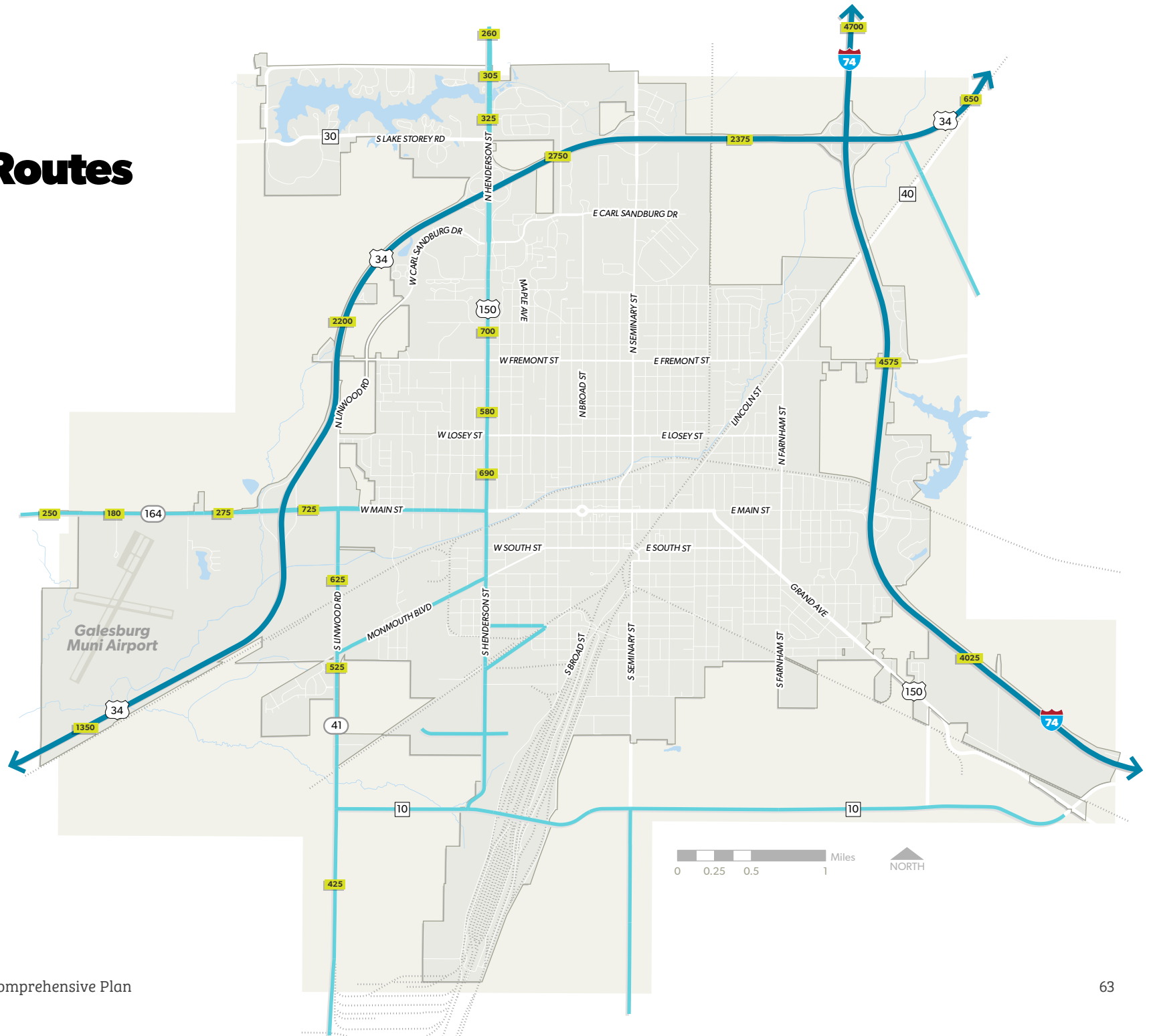
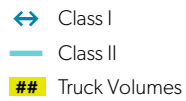
The City of Galesburg has two heavily traveled routes that run in the north/south direction, Henderson Street and Seminary Street. Adding an additional north/south route on the east side of the City may help alleviate the high volumes both Henderson Street and Seminary Street are experiencing. The City has expressed interest in extending Carl Sandburg Drive east, thus connecting the route with Farnham Street. This connection would provide motorists with more options for both north/south and east/west mobility. One example may be for a high school student who lives on the east side of the City; this connection would provide a more direct route. If this recommendation is taken into consideration, Farnham Street north of Bluebird Street should be reconstructed to match the “urban” (e.g. curb and gutter) pavement section south of Bluebird Street.

As explained in the Issues and Opportunities section, the traffic volumes along Main Street warrant a “road diet”, which would effectively reduce the amount of travel lanes down from two in each direction to one in each direction with a center left-turn lane. West Main Street, Main Street throughout Downtown, and East Main Street all stand to benefit from this recommendation. Recapturing extra pavement width will allow for the addition of potential bicycle lanes along West Main Street and East Main Street. If on-street parking is angled to increase the supply, Main Street throughout Downtown should implement shared bicyclist/motorist pavement markings. However, if parallel parking is to remain on Main Street throughout Downtown, bicycle lanes are preferred over shared pavement markings.

It should be noted that both West and East Main Street experience some truck traffic. If bicycle lanes are to be striped along these roadways, it would be beneficial that a buffer zone be placed between the outside lane striping and bicycle lane striping. As mentioned in the “Truck Routes” section above, East Main Street truck traffic should ideally be rerouted along Knox Highway 10 to the south, thus eliminating the conflict between bicyclists and trucks. One main factor that prevents this option from being a possibility is the width of right-of-way along these routes. Another street that would benefit from this type of traffic calming approach is Seminary Street.

The current average daily traffic (ADT) volumes along Main Street range from approximately 7,000 to 8,500, which are volumes that can be adequately accommodated by the “road diet” cross section. However, it is important to understand that these volumes may be understated due to the previous underpass construction at the intersection of Sumner Street and Main Street. Traffic that normally would use Main Street was forced to reroute along parallel running east/west streets, potentially reducing the ADT number. The City should remonitor the ADT value in order to ensure that reducing the cross section on Main Street would not create unreasonable congestion.

Truck Routes



LEVEL OF SERVICE

Another key consideration regarding roadway operations is congestion and its impacts on level of service (LOS). Average delay and speed, as well as other factors, are key components used in determining the LOS for a roadway. The LOS for various links of a roadway are determined based on the type of roadway, cross section, number of signalized intersections, ADT, and several other factors. A “link” is a section of roadway in between intersections and does not include the intersections. The various stages of LOS, as defined by the Highway Capacity Manual (HCM), the prominent industry standard for evaluating congestion and capacity, are as follows:

Level of Service A can be described as free-flow operations. Traffic is generally travelling at or above the posted speed limit. There is complete mobility between travel lanes.

Level of Service B is described as reasonably free-flow operations. Traffic is travelling at average speed, about 70 percent of the free-flow speed. Complete mobility between lanes is generally available.

Level of Service C can be described as at or near free-flow operations. Mobility between travel lanes is more restricted in midblock locations. Travel speeds are generally maintained around the posted speed limit. This is the design LOS for most suburban and urban arterials.

Level of Service D is described as decreasing free-flow levels. Speeds decrease as the volume and delay increase. Mobility between lanes is much more reduced and driver level of comfort decreases.

Level of Service E is described as operations capacity. Flow is irregular and speed varies rapidly, but rarely reaches the posted speed limit. There are virtually no useable gaps in traffic, making mobility between lanes challenging.

Level of Service F is described as a breakdown in vehicular flow. Flow is forced, and every vehicle moves together, and frequent slowing is expected. Travel speeds are extremely low and significant queuing at signalized intersections is expected. Roadways operating at LOS F often have more demand than capacity.

Level of Service for the arterial links within the City of Galesburg were determined using a method prepared by the Florida Department of Transportation (and allowed for use by IDOT) in conjunction with the Highway Capacity Manual. The LOS is based on the type of roadway, number of signalized intersections per mile, number of lanes, ADT, median presence and turn lanes.

Typically, a roadway is designated as beginning to become congested if the level of service falls below LOS C. As noted above, LOS C is often used as the “design” standard and LOS D is considered the lower threshold of providing “acceptable” operations. Based on the ADT volumes shown on Functional Classification Map all roads and streets in Galesburg operate at or better than the “acceptable” LOS D.

However, there are locations within the City that experience congestion, in particular during the busiest morning and evening peak periods when overall volumes are highest and significant numbers of turns occur at signalized intersections. Main Street throughout Downtown, Henderson Street, and Seminary Street tend to experience the most congestion throughout the day. Main Street, in particular, is congested when north/south intersecting streets introduce turning movement conflicts to and from Main Street. There are also conflicts between motor vehicles and pedestrians.



CRASH HISTORY

Safety is a key transportation component that should be addressed within the Comprehensive Plan for all modes of travel. The IDOT database was obtained for crash history over the latest three available years, from 2013-2015. As anticipated, the most crashes tended to occur along the roads that have the higher ADT volumes, such as Main Street, Henderson Street, and Seminary Street. There were two areas that experienced the most crashes; Main street in Downtown and along the Henderson Street commercial corridor south of US 34.

In addition, southbound traffic on South Street has a long queue with poor sight lines into the viaduct. Additional signage would be helpful. Eastbound and westbound traffic speeds are often too fast, as traffic is traveling downhill. Again, signage would provide a visual cue to help motorists slow down.

Furthermore, one potential reason for the high level of crashes along Henderson Street is the large number of access drives currently present. It is recommended that access drives be consolidated and more inter-access connections between business be provided. This will help reduce the amount of potential turning movements from Henderson Street into and out of businesses and will reduce the number of pedestrian conflict points. Also, if a “road diet” is implemented along Main Street, it will help to reduce the amount of conflicting movements between east/west through movements and motorist turning onto/off Main Street, which may reduce the amount of crashes along the corridor.

ROADWAY JURISDICTION

Roadway jurisdiction is an important factor with regard to roadway function and maintenance. Some of the major roadways serving the City are under the jurisdiction of the Illinois Department of Transportation (IDOT) and the Knox County Highway Department. The two primary routes under IDOT jurisdiction are US 150 and US 34. US 34 provides a bypass route around the north and west sides of the Galesburg. Conversely, US 150 traverses throughout the heart of Galesburg, leading into Downtown from Grand Avenue, then traveling along Main Street, before heading north on Henderson Street. Numerous County routes are located on the fringes of the City, but then tend to transfer to local jurisdiction once inside the City limits.

With major roads outside of the City's jurisdiction, its ability to make improvements, control access, or unify roadway character is a challenge and requires cooperation and coordination between agencies. These agencies should be further involved in the planning process moving forward to ensure that plan recommendations reflect the needs of the City as well as the partner agencies responsible for implementation.

PLANNED IMPROVEMENTS

The IDOT multi-year highway improvement program focuses on resurfacing roads within the Galesburg vicinity, such as the US 150, Henderson Street, Main Street, and Grand Avenue corridor and IL 41 south of Monmouth Street. The US 150 bridge just east of Galesburg is on the plan for replacement. Over \$12,000,000 of IDOT funding is anticipated to the Year 2022.

The City's multi-year capital improvement program (CIP) also focuses on roadway maintenance and resurfacing. Of the approximate \$48,000,000 of transportation improvements earmarked till the Year 2022, about \$43,000,000 is funded. Over \$27,000,000 was funded to construct the East Main Street underpass.

PARKING

Parking is, in general, prohibited along the major arterial roadways within the City, such as Henderson Street. However, on-street parking is provided throughout Downtown Galesburg and businesses are also supported by fifteen public parking lots. Parking along the local, residential roadways is generally provided along both and/or one side of the street. Within most of the major retail shopping centers (Target, Lowes, Hy-Vee), parking is, in general, underutilized with opportunities for potential out-lot development. The ability to implement shared parking opportunities should be explored to help make the most efficient use of existing facilities.

If the implementation of a "road diet" occurs along Main Street in Downtown, parking spaces could be repurposed to angled instead of the existing parallel spaces. This will increase the prime parking supply, which has been a problem voiced by the residents and patrons of Galesburg. Not only will angled parking provide more spaces, but it also increases safety as people do not have to walk out onto the roadway to enter or exit their vehicle.



ROADWAY CROSS SECTIONS

The roadway widths, or cross sections, are generally determined by volumes, available right-of-way (ROW), and safety measures. Conversely, roadway widths and geometry are important in determining traffic capacity.

Generally, there are two types of cross sections found throughout the City - rural and urban. These cross sections are located along all roadway types. Urban cross sections are found mostly along arterial roadways such as Henderson Street, as well as most residential neighborhoods. Rural cross sections are more prominent on the outskirts of the City boundaries. Definitions of these types of cross sections are as follows:

Urban: An urban cross section generally contains the traveled way, curb and gutter, a parkway, and a sidewalk. Urban cross sections can be manipulated in many ways to fit into the surrounding area. Streetscape is an important feature of urban cross sections. Streetscape consists of anything from trees, lighting, pedestrian accommodations, as well as other features.

Rural: A rural cross section does not contain curb and gutter and provides a ditch that is used for necessary drainage. A rural cross section contains the traveled way, a paved shoulder, and unpaved shoulder, and a ditch.

Major Arterials

Along the major arterial corridors (Main Street and Henderson Street), the cross section is typically urban. Most intersections throughout Galesburg have an urban cross section. The cross section is typically two through lanes in each direction with turn lanes (five lane cross-section). The five-lane cross-section is generally seen near all major intersections along Henderson Street and Main Street.

Main Street is a major arterial that traverses Galesburg from east to west. This road has an urban five-lane cross-section, with two lanes in each direction and left-turn lanes at most key north-south streets, with the exception of a few blocks in the heart of Downtown.

Throughout the Downtown area, parallel parking is also provided along both sides of the roadway. The construction of a viaduct for the freight and Amtrak rail line that intersects the roadway just east of Downtown was recently completed. This viaduct will help reduce congestion and delays throughout the Downtown area.

Henderson Street is the major arterial that intersects the western half of the City from north to south. This arterial is generally a five-lane section until you reach the southern portion of the City, where it tapers to a two to three-lane cross section.

Residential Streets

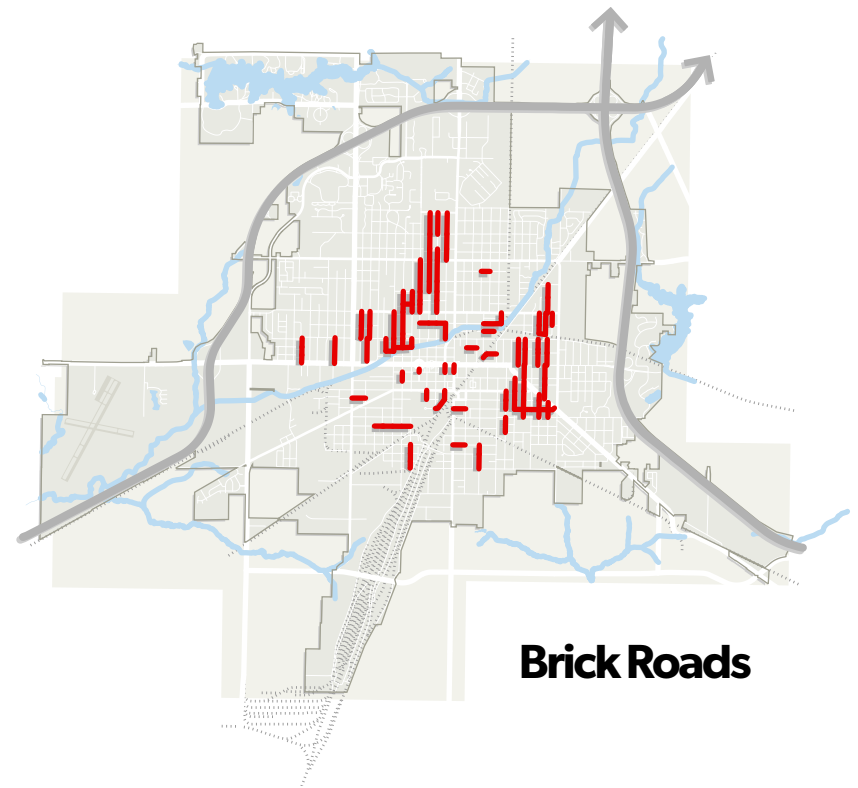
Sections along residential streets are mixed between urban and rural. Generally, neighborhoods further towards the outskirts of the City have rural pavement sections.



BRICK ROADS

A sizeable number of streets within Galesburg are constructed with brick pavers. While these streets are generally more difficult to maintain, they contribute to the character of the City and provide a greater sense of place as compared to asphalt or concrete. Broad Street north of Losey Street and south of Fremont Street is roughly half a mile of brick paving.

Additionally, Broad Street is designated as one of the two main north/south bike routes that traverse Galesburg. It is imperative that this stretch of roadway, as well as all other brick roadways, be maintained to provide motorists with safe conditions of travel.



NON-AUTO TRANSPORTATION MODES

Galesburg residents, employees, and visitors have the opportunity to use a variety of non-motorized transportation to provide access to neighborhoods, jobs, shopping, and services. This section summarizes the bus, train, bicycle, and pedestrian systems throughout the City. Non-Auto Transportation Map illustrates the non-auto transportation facilities.

During the public outreach process of this plan, feedback was gathered from residents regarding their thoughts and visions on non-auto transportation facilities. Some of the notable takeaways from this exercise were as follows: more walkable streets, increased bike path/lane connectivity, easier to use bus system, and repair of both sidewalk and roadway infrastructure. The following section will seek to address these pertinent issues, while also keeping in mind the recommendations being proposed must be prudent from both implementation and cost standpoints.

GALESBURG TRANSIT

Galesburg Transit operates four bus routes daily that have widespread coverage throughout the City. The hours of operation are 8:00 AM to 6:00 PM Monday through Saturday. The bus routes include:

1. Blue – East Loop
2. Green – Central Loop
3. Red – West Loop
4. Gold – Express Loop

The route locations are depicted on the following page. As can be seen, the four provided routes offer coverage throughout the City. However, it is important to consider other factors outside of route coverage, such as speed, reliability, and frequency.

Residents have expressed difficulty using the bus transit to return home from work during the evening hours. The current bus routes run from 7:00 AM – 6:00 PM on Monday through Saturday. Many people may not leave their place of employment till 6:00 PM, which denies them access to bus transit that they may otherwise use. It is recommended that all bus routes increase their operating hours by one hour, from 7:00 AM – 7:00 PM. However, before implementing this change, ridership numbers should be analyzed and a future demand study should be explored to ensure riders would utilize this extended timeline. Furthermore, as alluded to in the Issues and Opportunities section, bus stops should be placed on the “far side” of intersections to reduce congestion. The bus stops that provide covered waiting areas should also have the bus schedule and route location map posted inside of them for convenience.

AMTRAK

Amtrak has a train station in Downtown Galesburg, as part of the route that connects Chicago, Quincy, and Kansas City. There are about 100,000 riders a year on the Galesburg route, with four trains stopping each day in both directions. The Galesburg station is within the top ten busiest Amtrak communities in Illinois. The Amtrak routes include the California Zephyr, the Illinois Zephyr, the Carl Sand Berg, and the Southwest Chief. Amtrak Thruway Bus Company also has service in Galesburg.



PEDESTRIAN INFRASTRUCTURE AND BIKEWAYS

As a mostly established urban area, the vast majority of City streets have sidewalks, at least on one side. There are several locations that have sidewalk disconnects and / or carriage walks that do not meet current subdivision standards. The City CIP has \$375,000 scheduled and budgeted for curb and gutter and sidewalk replacement through the Year 2020. The areas that are in the most need of improvement should be targeted first, which then should be followed by community facilities and points of interest.

The bike route system tends to loop a significant portion of the western side of the City with twenty-one points of interest along the way. Parks, the public square, schools, and the Amtrak depot are all linked by the designated bike routes. The major north/south routes that are designated for bicycle travel are Broad Street and Log City Trail. These routes offer connections mainly between the Lake Storey recreational area on the north side of the City and Knox College on the south side of the City. The City is lacking in east/west bicycle route connections that are safe and efficient, with Fremont Street being the exception to this as bicycle lanes are striped along the route. As mentioned in the “Traffic Volumes” section, bicycle lanes along West Main Street and East Main Street would help to improve the number of east/west bicycle route connections throughout the City.








Additionally, the City should explore upgrading Log City Trail to a full width hard surface roadway that also provides bicycle lanes or an off-street trail. This upgrade would help in handling the traffic in the area, while also providing a connection to the proposed Carl Sandburg Trail via Fremont Street.

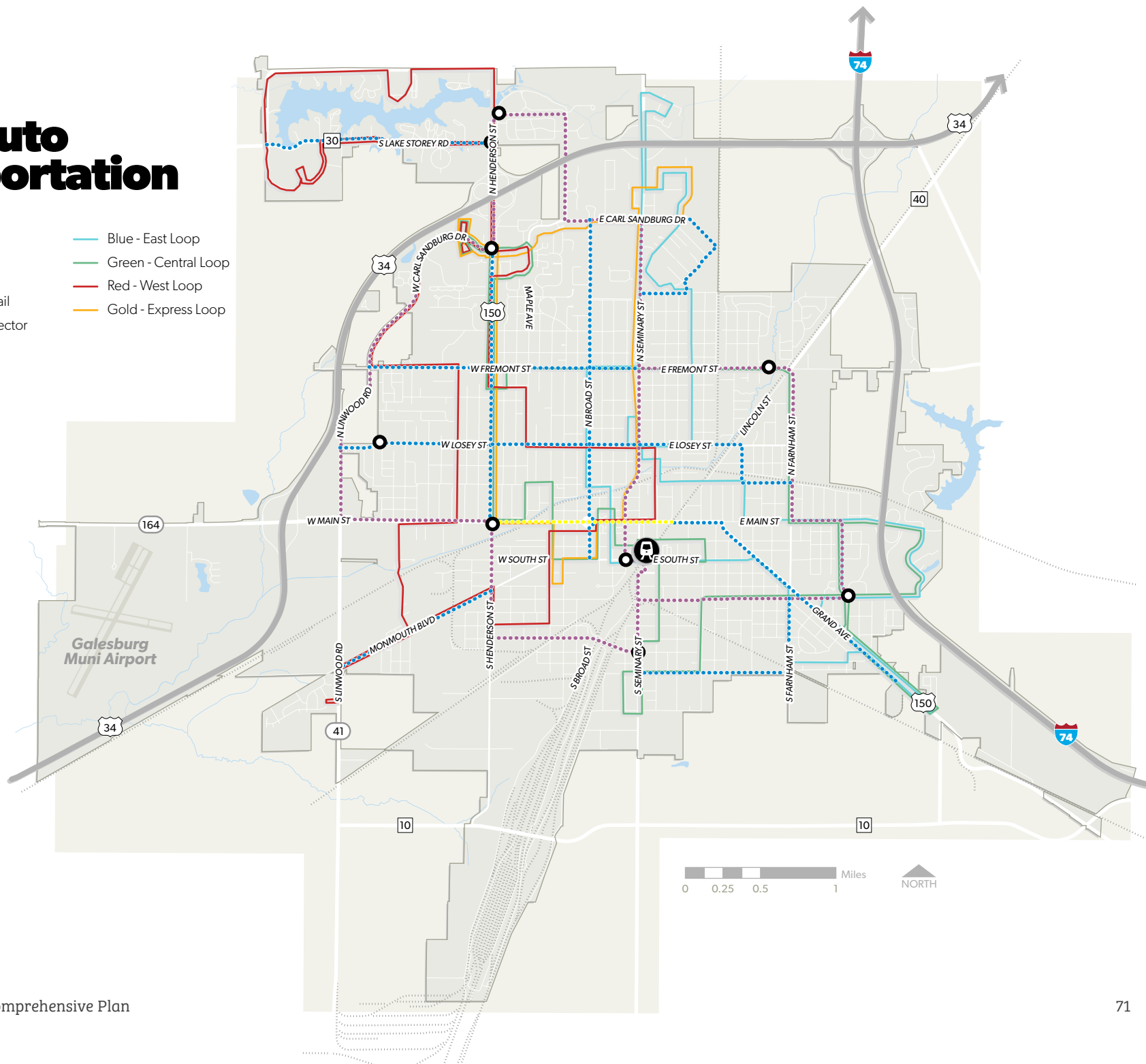
The proposed trail map depicts areas that off-street trails will offer great benefits to the residents of Galesburg. The 10-12 foot wide Carl Sandburg Trail would provide a “loop” around the City with smaller 6-8 foot connector trails that traverse east/west and north/south. Generally, off-street trails are more likely to be utilized by bicyclists and pedestrians because of the increased safety they offer. However, it is important to note that both right-of-way (ROW) and property easements will affect the possibility of constructing any given off-street trail.

Through public outreach, the team has learned that residents have expressed interest in citywide pedestrian and bicycle infrastructure. If this type of infrastructure were to take form, it would then be possible to explore a bike-share program, which was another interest brought forward by residents. All of the proposed locations for both types of trails should be explored, as this type of network would greatly improve the pedestrian/cycling environment of the City, while simultaneously improving safety for all involved as crossings at intersections outside of the trail network would be minimized.

Non-Auto Transportation

-  Amtrak Station
-  Trail Head
-  Carl Sandburg Trail
-  Galesburg Connector
-  Main Street Walk

-  Blue - East Loop
-  Green - Central Loop
-  Red - West Loop
-  Gold - Express Loop





COMMUNITY FACILITIES

Community facilities and infrastructure provide Galesburg's residents and businesses with services and resources that contribute to the City's high quality of life. Community facilities include educational and cultural institutions, police and fire protection, City administration and government, utilities, health institutions, and community organizations. This chapter provides an overview of the City's community facilities and infrastructure.

EDUCATION

Galesburg has one school district and a handful of private schools that provide courses of study ranging from Pre-K through high school. The City also houses two colleges, which were cited by residents as key assets throughout the public outreach process.

GALESBURG COMMUNITY UNIT SCHOOL DISTRICT 205

The Galesburg Community Unit School District 205 (CUSD 205) provides public education from early childhood through high school. The District has an enrollment of 4,542 students, which has increased since 2012 (4,369). The District has an average daily attendance of 94%, which has remained relatively constant since 2012, and is consistent with the State average.

As part of a joint agreement within Knox and Warren Counties, the District offers specialized educational services for children with disabilities. The District also offers an alternative high school program, Galesburg High School North, that offers at-risk students the ability to earn the credits needed to complete their high school education. In addition, the District houses the Galesburg Area Vocational Center (GAVC), which offers vocational classes to high school students within the Delabar CTE System, training them to work in fields where jobs are available.

Programs offered by GAVC include Auto Mechanics, Building Trades, Early Childhood Education, Engineering Design, Fire Science, Culinary Occupations, Health Occupations, Law Enforcement, and Welding.

CUSD 205 SCHOOLS

Bright Futures Preschool

Gale Elementary School

King Elementary School

Nielson Elementary School

Silas Willard Elementary School

Steele Elementary School

Churchill Junior High School

Lombard Middle School

Galesburg High School

Additional Facilities

Galesburg Area Vocational Center

PRIVATE SCHOOLS

Residents in Galesburg are also served by three private schools, providing education from Pre-K through Grade 12, and a handful of private daycare centers. Galesburg's private schools include Mt. Calvary Lutheran Pre-School, Costa Catholic School (PK-8), and Galesburg Christian School (PK-12).



KNOX COLLEGE

Knox College is a four-year liberal arts college that offers many distinctive academic programs and promotes state-of-the-art undergraduate research. The college was founded by anti-slavery social reformers and was one of the first colleges in the United States to admit women and students of color. Knox College faculty is comprised of over 120 professors who are committed to providing their students with high-quality education. Students are also very active in the community and have donated more than 82,341 hours of service in 2016.

CARL SANDBURG COLLEGE

Carl Sandburg College is a two-year community college that provides associate degree education for students. The college serves the west-central Illinois region, with its main campus located in Galesburg, a branch campus located in Carthage, and an off-campus site in downtown Galesburg. Carl Sandburg College also offers as over 50 occupational programs as well as continuing education and adult learning. The College enrolls 2,400 students annually, 90% of which are from the district and others that are international students or have come for its well-known dental hygiene and mortuary science programs.

The Carl Sandburg College plays a significant role providing educational opportunities for area employers. It offers several specialized programs, such as industrial welding technology, locomotive mechanical, locomotive electrical, and security technology. The program is designed to produce skilled employees that will fill the existing gap in the City's manufacturing sector. While the program is effective, it is struggling to enroll candidates as students are taking preference to other careers paths. As such, the College is working with Galesburg High School and the junior high schools to provide career exploration for the trades.

RECOMMENDATIONS

- ♦ Foster collaboration between CUSD 205, Carl Sandburg College, and Knox College to develop educational initiatives and programs for CUSD students to help them remain in Galesburg.
- ♦ Partner with the GAVC to work with local employers and students to identify programs and skills that should be improved and expanded to meet their needs.
- ♦ Utilize Galesburg Heart & Soul's "Trains, Planes & Ferris Wheels" theme developed in the organization's action plan to promote City pride in Galesburg schools.



GALESBURG PUBLIC LIBRARY

The Galesburg Public Library began in 1858 as a reading room for the Young Men's Literary and Library Association, which was established as a Free Public Library and Reading Room in 1874. The first public library building, the Carnegie Library, was constructed and opened to the public in 1902, until it burned down in 1958. The opening of a new library in 1961 marked the birth of the present-day Galesburg Public Library. Currently, the Public Library Board is interested in relocating the library to Main Street.

RECOMMENDATIONS

- ♦ Begin and complete construction of the new public library to be located on Main Street.
- ♦ The library should consider an adaptive reuse of its old facility.

CITY GOVERNMENT

The City of Galesburg has nine departments that provide municipal services to residents and businesses.

CITY HALL

Galesburg City Hall, located on Tompkins Street, provides space for various governmental functions, such as City Administration, the Planning and Public Works Department, and the Finance Department.

PLANNING AND PUBLIC WORKS

The Galesburg Planning and Public Works Department manages the operation, maintenance, and improvement of the City's infrastructure and coordinates the efforts of its various divisions.

Water Division

The City of Galesburg Water Division ensures that residents have access to clean, safe drinking water. The City's water is sourced from an aquifer near Oquawka, Illinois. Water from the aquifer is pumped approximately 32 miles to Galesburg through a 36- and 42-inch transmission line via a collector well and three gravel-pack wells. There are nine million gallons of storage capacity at the Galesburg Water Plant and two million gallons of overhead storage in three towers throughout the City. The distribution system consists of approximately 1,400 fire hydrants with 12,500 water users.

The City is working to address issues of elevated lead levels for homes that have a privately-owned lead water service line by improved water treatment and offering free water testing for all Galesburg customers with a lead service line. The City is also in the process of replacing lead service lines. Over 650 lines have been replaced since 2017 with an additional 500 to be replaced in 2018 as well as another 500 anticipated in 2019. It is estimated that there will be 2,200 lead service lines remaining at the end of 2018. The Water Division uses filtration, chlorination, fluoridation, and corrosion control to treat the City's water supply.

The relatively new water treatment facility in Oquawka is a great example of forward thinking that helps provide Galesburg residents with clean and safe water. Sustainable/green infrastructure is an emerging practice that can help create more efficiencies for providing water to residents, while also removing the environmental impacts incurred inherent to that process.

Engineering Division

The City of Galesburg Engineering Division issues permits to contractors and citizens working in the City's rights-of-way, reviews subdivision and drainage plans for compliance with local ordinances, and designs and inspects construction projects, such as bridges, streets, sidewalks, and sewers, with contractors, the state government, and other entities.

Street Division

The Street Division's equipment facility is aging and in need of significant repair. Currently much of the Division's equipment must be stored outside due to lack of space. This degrades the equipment faster and shortens their useful life by up to 15 percent. An updated storage building would be able to house all of the equipment safely and barricades. It would also update office space for Division employees.

RECOMMENDATIONS

- ♦ Continue replacing lead water service lines across the City.
- ♦ Implement green infrastructure practices as a more sustainable way to provide water to residents and businesses. For example, the City is looking to install a two mega-watt solar array.
- ♦ Rehabilitate the existing Street Division building with a new roof, siding, insulation, heating, electrical, and sprinkler system to provide a better space for equipment and offices.



EMERGENCY SERVICES

POLICE

The Galesburg Police Department, founded in 1841, is recognized as one of the top police agencies in the region. The department employs 49 full-time police officers, 26 staff, and is housed in the Public Safety Building on South Broad Street. In 2016 to 2017, the Galesburg Police Department Public Safety building was renovated. The \$800,000 project included new windows, locker rooms, restrooms, floors, painting, roofing and exterior repairs.

The department is comprised of a Field Operations Division as well as the Staff and Services Division, and offers a variety of teams, such as the Accident Response, Bicycle, and Canine teams.

According to the 2015 Annual Report, reported crime in Galesburg has gradually declined since 2005, and there has been a slight increase in motor vehicle accidents since 2011. Issues impacting the Galesburg Police Department are that there are more calls received than officers available to respond. In addition, incidences of crime are perceived as a threat to public safety. The Police Department is prioritizing attracting and retaining quality employees and obtaining adequate funding to meet the Department's needs.

FIRE

The Galesburg Fire Department is committed to providing professional emergency and medical fire suppression services to the City. The department is comprised of 42 full-time firefighters, 3 stations, and a training site. The training site would be the potential location of a fourth station if expansion were needed. The department offers programs to the students, such as Risk Watch, an injury prevention program offered to Pre-K to 8th Grade students. The Galesburg Fire Department has an Insurance Service Organization (ISO) ranking of 3, meaning that the City maintains adequate fire protection.

RECOMMENDATIONS

- ♦ Consider opportunities to expand the police force to help address the increase in emergency calls and provide equitable and complete service to all community members.
- ♦ Research funding sources to hire additional police officers.
- ♦ Regularly monitor the need for an additional fire station throughout the life of the Comprehensive Plan.

HILL CORRECTIONAL CENTER

Opened in October of 1986, the Hill Correctional Center is a medium-security prison for adult males located on the southwest side of the City. The facility is comprised of 71 acres of land, 38 of which are within security fences, and houses approximately 1,704 inmates. Inmate programs include academic programs (Adult Basic Education, General Education Development, and Pre-General Education Development), vocational (custodial maintenance, career technologies), industries (milk, juice, meat), volunteer (religious, Alcoholics Anonymous), and other specialized programs. Aside from the possibility of replacing watchtower guards with security cameras, there are no current plans to modify the location or operation of this facility.

RECOMMENDATIONS

- ♦ Assist the Correctional Center in the appropriate capacity as the need arises, such as permitting for the replacement of watchtowers or a general expansion of the facility.

SANITARY DISTRICT

The Galesburg Sanitary District maintains the sanitary sewer collection system to ensure quality public health, and is responsible for approximately 50 percent of the storm sewers in the City. The sewer system is comprised of approximately 160 miles of mains that direct wastewater to the sewer plant. The facility is in the process of adding treatment processes at the wastewater treatment plant as well as routine sewer replacements and upgrades. A consistent major concern of the Sanitary District is flooding due to infiltration or inflow, which can significantly affect the level of service that they are able to provide. The Sanitary District is also concerned with anticipated lower discharge limits for nutrients in the wastewater as well as the requirement to disinfect the district's discharge.

Both of these issues will bring with them significant expenses, as the Sanitary District struggles to accomplish these tasks as they presently exist. Sanitary District improvements are necessary to ensure the public health and safety of residents, businesses, and the environment. However, as treatment costs rise there will be increased costs to Galesburg's residents and business owners. In 2016, the City implemented a utility tax, one third of which is used for storm sewers.

Green infrastructure techniques include stormwater BMPs, which are used to help ensure longevity and improve the health of the City's watersheds. BMPs can be implemented by homeowners, businesses, organizations and the City. They can be integrated before, during, and after development, and will not only help the environment but they will also save time and money.

RECOMMENDATIONS

- ♦ Support the additional treatment processes at the wastewater treatment plant.
- ♦ Continue routine sewer line replacements and upgrades.
- ♦ Research funding sources to help address flooding due to infiltration and the anticipated low discharge limits for nutrients affecting the stormwater and wastewater systems.
- ♦ Utilize green infrastructure techniques to help improve the City's watersheds.
- ♦ Intergovernmental cooperation between the Sanitary District and the City to grease traps that are too large

UTILITIES

The City of Galesburg obtains its natural gas and electric energy from Ameren Illinois. Ameren Illinois has recently completed upgrading residential and business customers' electric and natural gas meters in 2017. Galesburg residents are also served by Stratus Networks, Comcast, and CenturyLink for internet and cable.

RECOMMENDATIONS

- ♦ Continue to work with the various utility providers in the City to ensure all Galesburg residents and business have high-quality access to their services.

HEALTHCARE GALESBURG COTTAGE HOSPITAL

The Galesburg Cottage Hospital is a community healthcare provider for western Illinois. The facility has 173 beds, over 70 medical staff members, and provides inpatient, outpatient, and emergency care services. The hospital received The Joint Commission seal of accreditation and has been named the Top Performer hospital in west-central Illinois. At present, Galesburg Cottage Hospital is undergoing ongoing hospital renovations to update outdated infrastructure. The hospital is also concerned with the limited candidate pool available for job growth and the limited amount of internal resources for marketing and promoting the facility as a place for service and employment. In addition, the hospital is hoping to add a walk-in clinic within the next 12 months.

BRIDGEWAY

Bridgeway is a Commission on Accreditation of Rehabilitation Facilities (CARF) accredited organization that focuses on mental health, employment, and family services.

Formed in 1993 by merging McDonough County Rehabilitation Center (MCRC), Spoon River Incorporated (SRI), and Harrington Family Services and Spoon River Center, it's global mission is "Creating Solutions for Everyone." Bridgeway, which is funded in part through contributions from United Way, United Fund, and Community Chest, is essentially 15 nonprofit companies working as one entity to provide services and employment to those in need, regardless of race, ability, national origin, or age. The organization provides employment services for individuals with disabilities, developmental disability services, mental health recovery services, supported housing services, and business services. The organization serves over 9,000 individuals annually and has served 9,952 individuals in 2016.

OSF ST. MARY MEDICAL CENTER

OSF St. Mary Medical Center is an acute care hospital serving Knox, Warren, Henry, Mercer, Henderson, McDonough, and Fulton counties. The facility has 81 beds and provides therapeutic, diagnostic, medical, and surgical support services. They range from emergency care and mobile services to neuroscience and clinical research. The hospital's campus is home to several medical offices, such as OSF Home Care

Services, OSF Medical Group, Heart-Care Midwest, and OSF Galesburg Clinic.

RECOMMENDATIONS

- ♦ Partner with Bridgeway and other mental health service providers to enhance and expand these services for all Galesburg community members.
- ♦ Work with all healthcare providers to develop a healthy food program to educate residents about the importance of good nutrition and healthy food options.
- ♦ Support the expansion and renovation of Galesburg Cottage Hospital as needed to help improve and increase its services in the City.
- ♦ Collaborate with the Galesburg Cottage Hospital to identify strategies for marketing the City and the Hospital to potential employees both locally and nationally.

Community Facilities

Schools and Universities

- 2** Carl Sandburg College
- 3** Costa Catholic School
- 4** Gale School
- 6** Galesburg Area Vocational Center
- 7** Galesburg High School
- 8** Silas Willard Elementary School
- 9** Galesburg Christian School Association
- 10** Galesburg Christian School Junior/Senior High School
- 11** Churchill Junior High School
- 13** Lincoln Elementary School
- 14** Nielson Elementary School
- 15** Steele School
- 21** Knox College
- 23** Lombard Junior High School
- 24** King School

Fire Prevention

- 5** West Fremont Street Station
- 16** Central Fire Station
- 22** Brooks Street Station

Libraries

- 19** Galesburg Public Library

City Hall

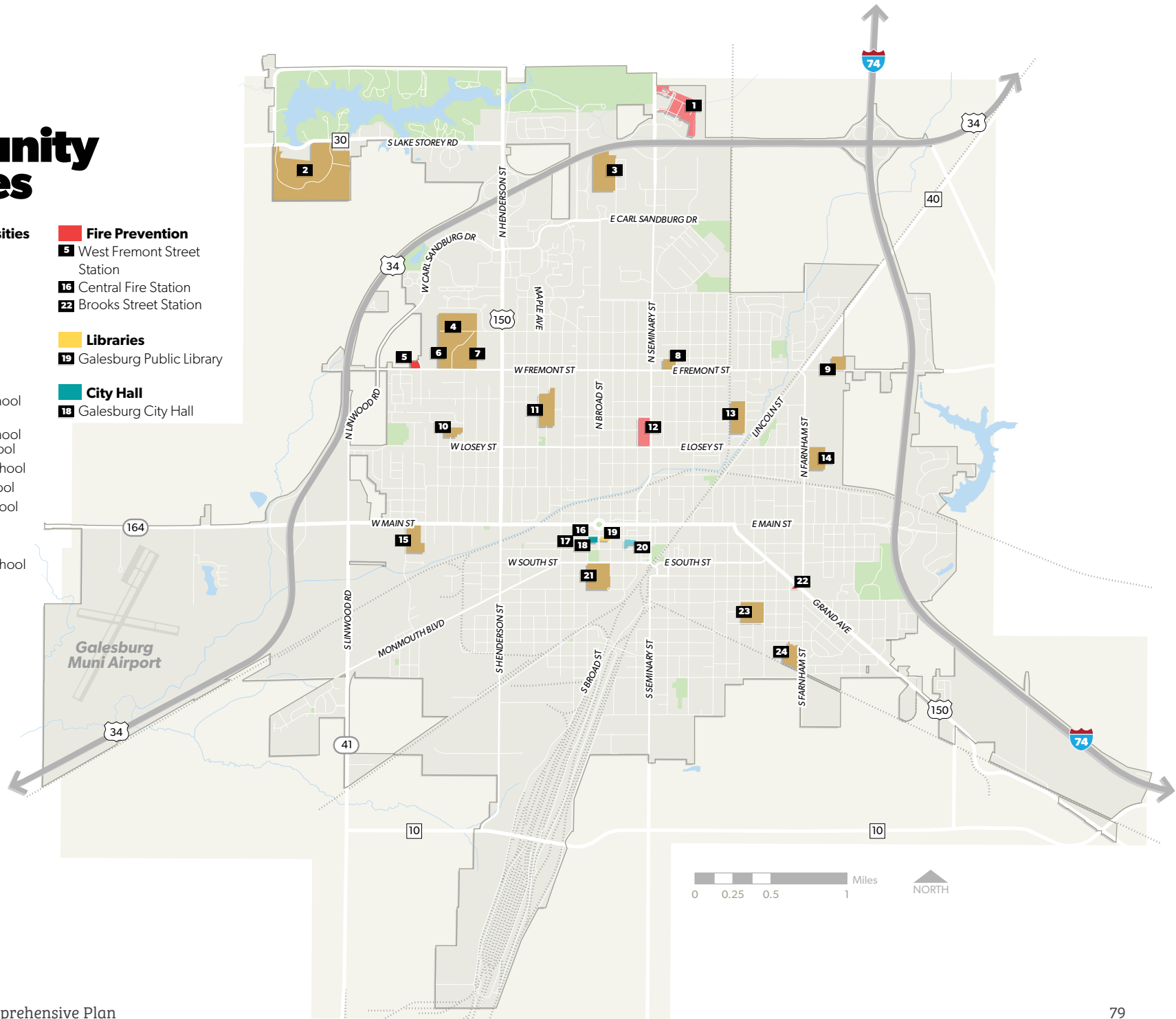
- 18** Galesburg City Hall

Hospitals

- 1** OSF St. Mary Medical Center
- 12** Galesburg Cottage Hospital

Law Enforcement

- 17** Police Department
- 20** Knox County Sheriff's Department



10

PARKS & RECREATION

In conjunction with the Comprehensive Plan, the City of Galesburg also commissioned the development of a Parks and Recreation Master Plan. The Master Plan was adopted July 2018 and serves as the guide for the Galesburg Parks and Recreation Department's future endeavors. This Chapter is a brief summary of the Master Plan highlighting high-level analysis, strategies, and recommendations. The detailed Parks and Recreation Master Plan is available at City Hall.

DEMOGRAPHIC ANALYSIS & TRENDS

An analysis of existing conditions and trends was conducted to provide context and validation to the recommendations within the Galesburg Parks and Recreation Master Plan. The following are key implications identified through public engagement and existing conditions analysis. They represent the key issues which were explored and addressed through the planning process, and have helped to guide goals, objectives, and specific recommendations found throughout the Plan.

- ♦ An issue noted during outreach was the lack of a centralized community center for public use by all residents for active recreation and other programming.
- ♦ Residents also highlighted the need for more trails in Galesburg, particularly to connect parks to one another, and completing and expanding the trail at Lake Storey Park.
- ♦ Only 27 percent of residents surveyed participate in recreational programs, citing a lack of awareness and access to park services and programs as barriers to use.
- ♦ Galesburg's population is declining and is projected to continue, meaning there will be fewer people to use the parks and participate in programming. This will affect the Parks and Recreation Department's budget and ability to maintain and update the parks and recreation system.

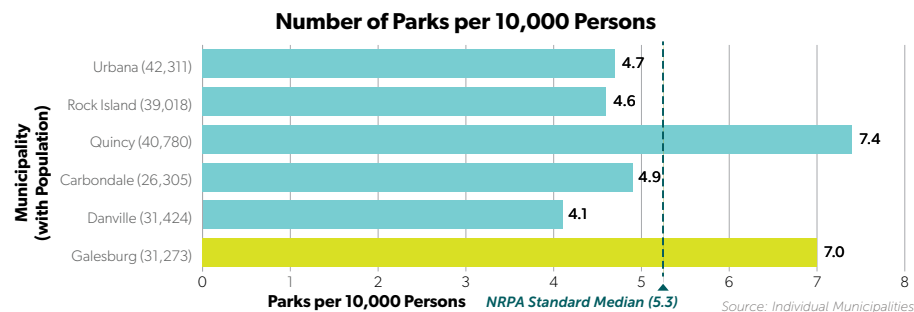
PARKS & OPEN SPACE

This section provides the Parks and Recreation Department with the necessary direction to improve park-land facilities and support quality of life through access to well-maintained parks. It includes direct recommendations for each classification within the parks system.

PARKS CLASSIFICATION & RECOMMENDATIONS

Parks can be characterized by several different factors and appropriately classified based on those factors. These factors include function, size, accessibility, and service areas. Galesburg has five classifications that are outlined in the adjoining table.

A service-area analysis was used to determine service accessibility of the City's parks system by quarter- and half-mile intervals. Based on this analysis, the majority of residents are within a half-mile walk either a mini, neighborhood, or community park. However, some residents in the northwest and southeast are outside of a half-mile walk from a park. These residents are located primarily in Wards Two, Three, and Seven. Parks within each classification were also analyzed against various service metrics. The recommendations based on these analyses, listed below, are divided by classification.



PARK CLASSIFICATIONS

Classification	Use	Service Area	Location	Facilities	Size
Mini Park	Isolated or unique recreational needs such as tot lots.	1/4 mile	Easily accessible to the neighborhood residents within safe walking distance.	Playground, benches, walking path, etc.	2 Acres or less
Neighborhood Park	Serves as a recreational and social focus of the neighborhood.	1/2 mile radius, free of major barriers such as highways or waterways.	Easily accessible to the neighborhood residents by foot, bike, and cars.	Playground, benches, walking path, small fields, restroom, parking, courts.	2-10 Acres
Community Park	Serves community with programmed activities. Generally has major improvements.	1/2 to 3 miles or some uses community-wide.	Accessible to community and take advantage of natural amenities and convenient location. Accessible by automobile or regional trail system.	Neighborhood park facilities, basketball, aquatics, multi-purpose facilities, skate park, disc golf, trails, natural areas, large picnic shelter, etc.	10-50 Acres
Special Use Park	A broad range of facilities intended for single use.	Community-wide	Accessible by automobile or regional trail system.	Miscellaneous.	-

Mini Parks

- ♦ Identify opportunities for mini parks for the residential location which are segregated from other residential areas. Focus should be on the neighborhood parks.
- ♦ Implement the Park Plaza Master Plan along Main Street to establish an updated urban recreation place for Downtown Galesburg.
- ♦ Update and/or fix amenities in mini parks including the playground equipment at Dale Kelley Park and the benches at Lancaster Park.
- ♦ Enhance maintenance and upkeep in all mini parks to ensure safe use year-round.
- ♦ Work collaboratively with community volunteer groups to clean up a minimum of one park per year.

Neighborhood Parks

- ♦ Identify opportunities for new neighborhood parks in the underserved residential areas of Galesburg.
- ♦ Ensure that all neighborhood parks have a playground, park shelter, drinking water fountain, restroom, and parking (dedicated or on-street).
- ♦ Improve maintenance and upkeep in all neighborhood parks to ensure safe use year-round.
- ♦ Continue to work with School District 205 to provide public access to its playground facilities during evenings and off-school days.

Community Parks

- ♦ Develop a comprehensive master plan for Lake Storey Park to include an improved aquatic park, trail connectivity, water access, ecological preservation, fishing area, marina for non-motorized watercraft, and improvements to existing facilities.
- ♦ Charge a user fee for certain amenities to nonresidents to help offset maintenance costs within the parks system.
- ♦ Add new and renovate existing shelters in community parks.
- ♦ Update the skate park at Kiwanis Park.
- ♦ Improve the park safety and security of community parks by adding new lighting fixtures and well-defined walking paths, especially at Kiwanis Park.
- ♦ Maintain and regularly update community parks to ensure year-round access by all residents.

- ♦ Keep pursuing the expansion of Lake Storey Park to acquire additional parkland to accommodate more regional, water-based recreation.
- ♦ Work with Galesburg Transit to align transit schedule to Department's major recreational programming schedule or align recreational programming schedule to Galesburg transit schedule. This will help in providing equitable access of parks and recreation facilities to all residents who do not have regular access to cars.

Parks, Open Space & Environmental Features

Mini Parks

- 10 Peck Park
- 11 Dale Kelley Tot Lot
- 15 Full Viewpoint Park
- 19 Swing Park
- 20 Lancaster Park
- 21 Rogers Park

Neighborhood Parks

- 3 Inbinder Park
- 4 Optimist Park
- 5 Jason Wessels Park
- 6 Debbie Klapp Park
- 8 Bateman Park
- 9 O.N. Custer Park
- 22 H.T. Custer Park

Community Parks

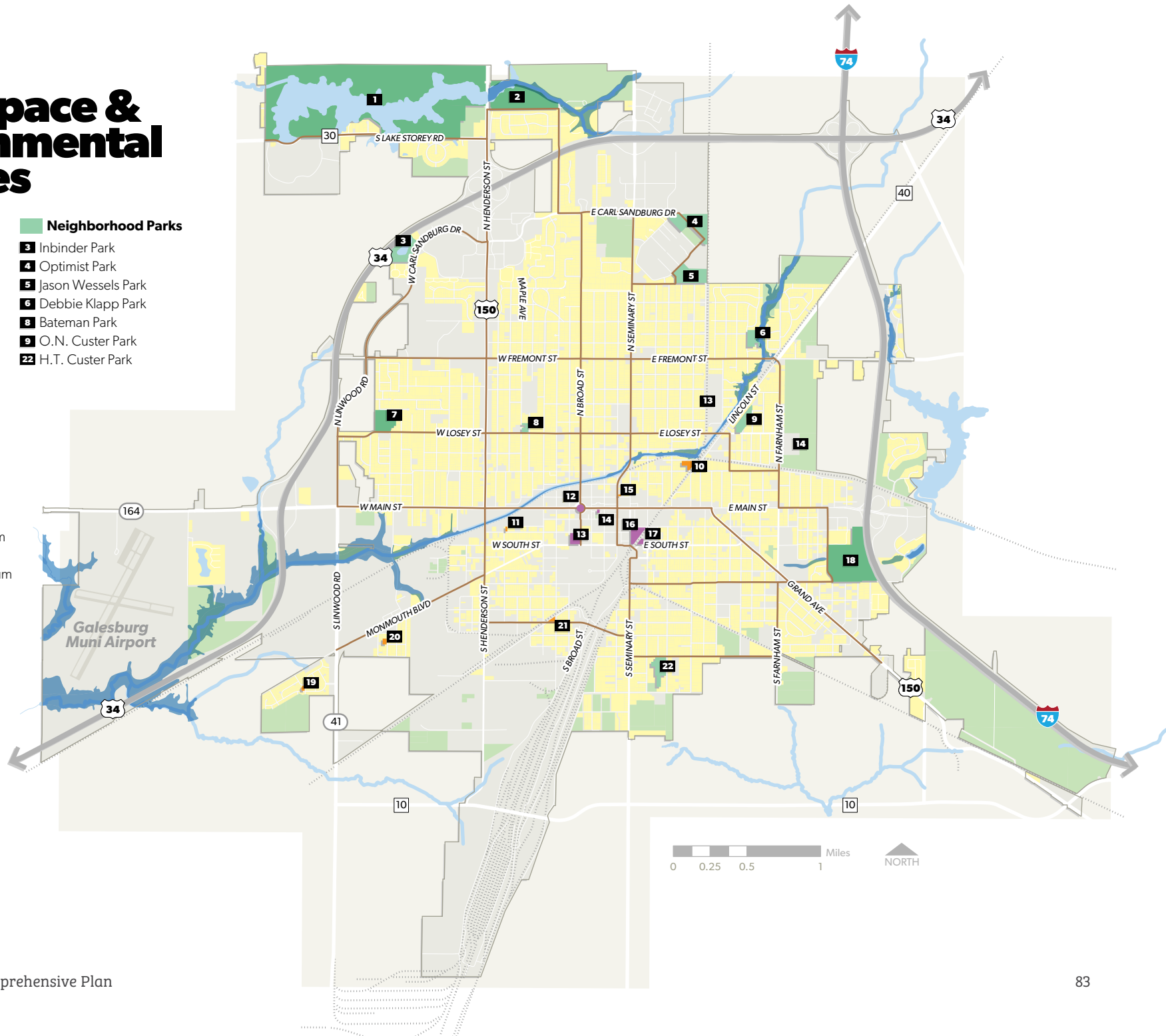
- 1 Lake Storey Park
- 2 Lincoln Park
- 7 Rotary Park
- 18 Kiwanis Park

Special Use Parks

- 12 Central Park
- 13 Standish Park Arboretum
- 14 Park Plaza
- 16 Colton Park & RR Museum
- 17 Icehouse Park

Other Features

- Open Space & Agricultural Uses
- Residential Uses
- Floodplain
- Trails





Special Use Parks

- ◆ Enhance maintenance and upkeep in all special use parks to ensure safe use year-round.
- ◆ Expand programming and amenities in special use parks such as Standish Park and Icehouse Park to incentivize residents to visit them.
- ◆ Coordinate with local arts and culture organizations to conduct events at these parks to increase participation.

Operations & Maintenance

- ◆ Centralize maintenance facilities to optimize maintenance equipment and resources.
- ◆ Centralize recreational amenities to help the City save funds related to maintenance and staffing.
- ◆ Design parks and facilities with future maintenance requirements in mind and implement a life-cycle cost analysis before implementation of any capital project.
- ◆ Ensure adequate access for maintenance vehicles in all existing and future parks and facilities.
- ◆ Provide an adequate number of staff and maintain their training and certifications to ensure the quality and timely maintenance of parks and recreation facilities

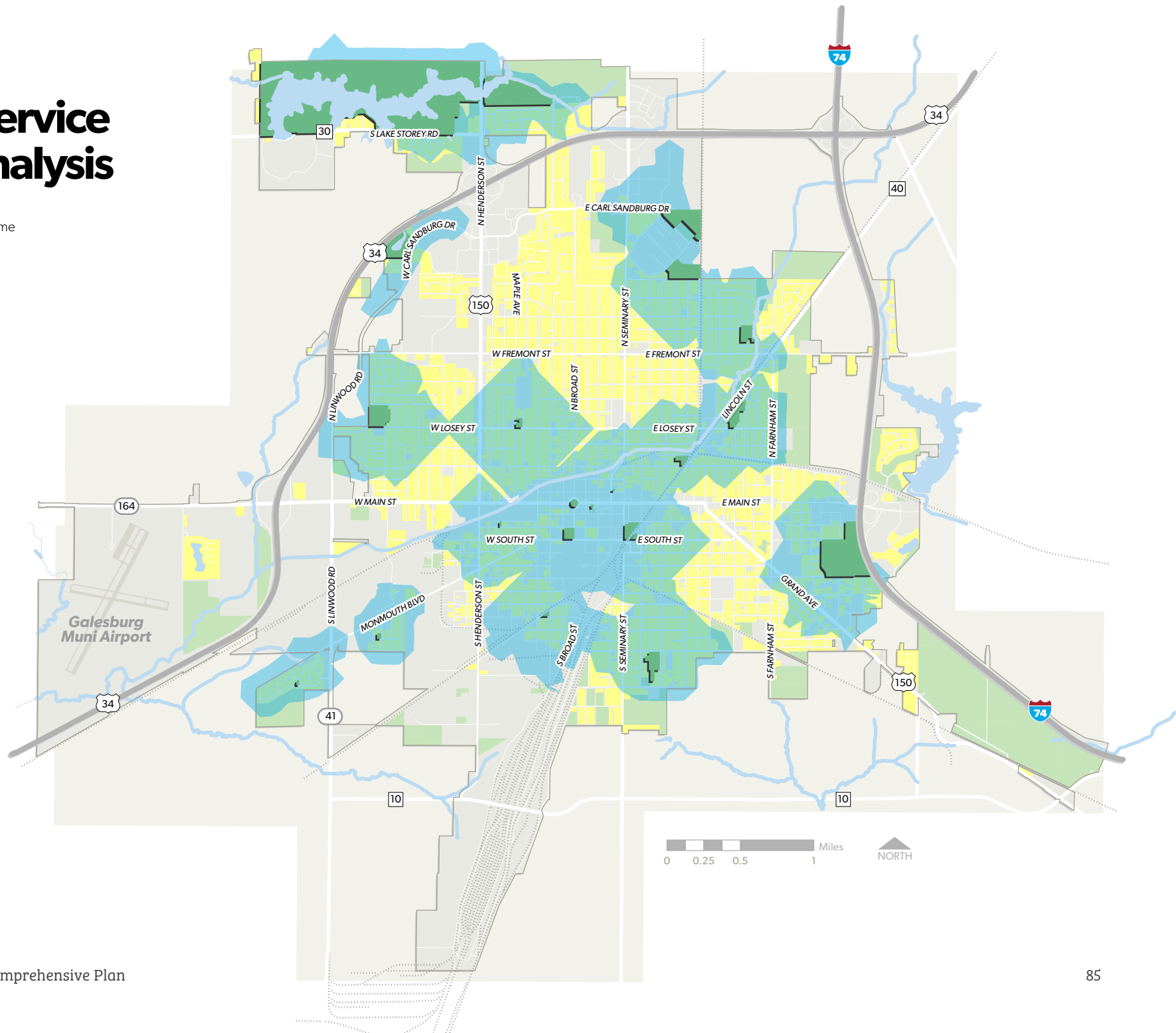
and equipment.

- ◆ Annually inspect all facilities and amenities.
- ◆ Develop an asset management system that tracks inventory, asset condition, critical systems maintenance, and repair and rehabilitation requirements to inform investment decisions.
- ◆ Replace outdated park equipment and materials with high-efficiency models that are made with high-quality, low-maintenance materials.
- ◆ Annually update a five-year Capital Improvement Plan.

- ◆ Plan and coordinate with other City departments to efficiently and effectively manage maintenance, repair, and construction projects.
- ◆ Explore options to maximize the use of volunteers to support park operations and programming.
- ◆ Collaborate with local groups that can oversee volunteers for specific activities such as construction, improvements, and maintenance of park amenities.

Parks Service Area Analysis

- 10 Minute Walk Time from Park
- Parks
- Open Space
- Residential Uses



PARK AMENITIES MATRIX																							
Park Name	Park Classification	Area (acres)	Amenities																				
			Backstop	Ball Field	Basketball	Beach	Camping	Disc Golf	Dog Park	Drinking Fountain	Fire Pit	Fishing	Ice Rink	Horseshoe Pit	Museum	Playground	Walking/Biking Trail	Water Play or Pool	Shelter	Restroom	Sledding	Skate Park	Tennis Court
Bateman	Neighborhood	1.49			●										●							●	
Central	Special Use	1.33																					
Colton	Special Use	4.77												●									
Dale Kelley	Mini	0.27													●								
Debbie Klapp	Neighborhood	7.06	●		●										●								
Full Viewpoint	Mini	0.15																					
H.T. Custer	Neighborhood	7.81		●					●						●	●		●	●				
Ice House	Special Use	0.73																					
Inbinder	Neighborhood	15.62			●			●	●						●		●						
Jason Wessels	Neighborhood	13.93	●																				
Kiwanis	Community	53.27		●	●			●	●						●	●	●	●	●	●	●	●	
Lake Storey	Community	431.0	●	●	●	●	●		●	●	●				●	●	●	●	●			●	
Lancaster	Mini	0.67													●								
Lincoln	Community	43.52							●		●		●		●	●	●	●	●	●			
Optimist	Neighborhood	18.41	●	●	●				●						●	●		●	●				
O.N. Custer	Neighborhood	4.88	●	●	●				●						●	●			●				
Park Plaza	Special Use	0.26																					
Peck	Mini	2.20													●								
Rogers	Mini	0.58			●										●								
Rotary	Community	12.11	●		●				●	●		●			●	●	●	●	●	●			
Standish Park Arboretum	Special Use	3.31							●									●					
Swing	Mini	0.44			●										●								

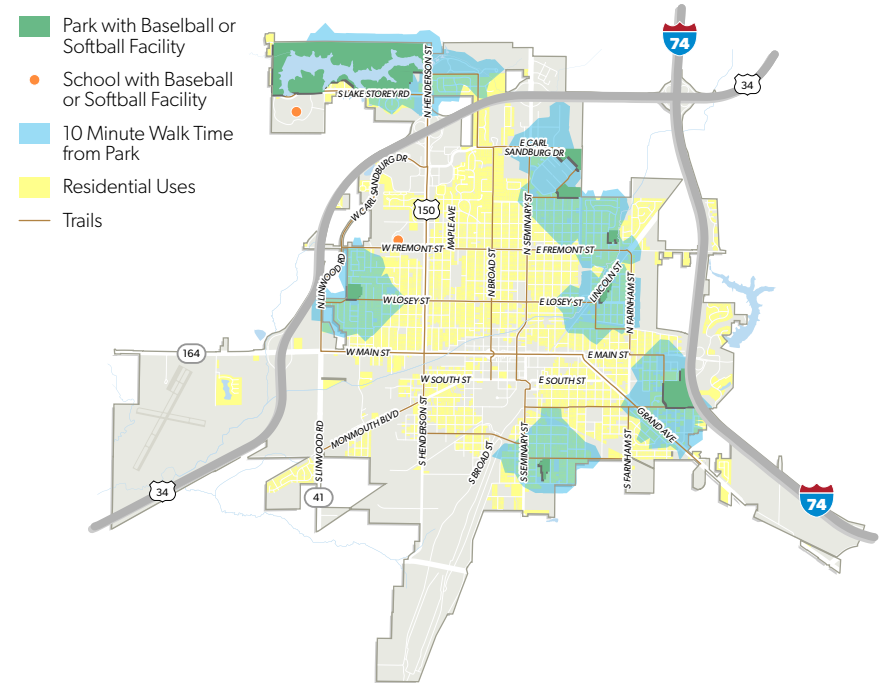
RECREATION & FACILITIES

This section examines a deeper analysis of recreation and facilities and defines specific recommendations for Galesburg's parks system. This includes programs and facilities that provide recreational opportunities for residents to get active, become involved in sports and social activities, and supplement traditional parks with unique and entertaining amenities.

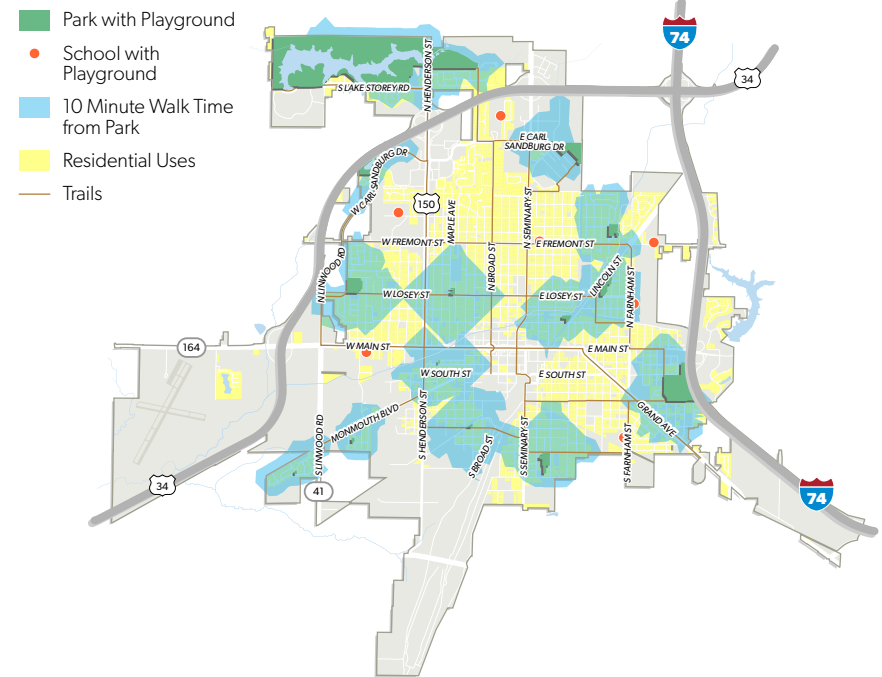
PROGRAMMED SPORTS

The Galesburg Parks and Recreation Department provides sports programs and amenities for both children and adults in the community. This includes the sports activity itself as well as the facility on which it is played. This section analyzes specific sports programs within Galesburg that includes recommendations to expand and improve them.

Baseball / Softball Service Area



Playground Service Area



Baseball & Softball

- Due to lack of ballfields in southwestern Galesburg, build a new field at Lancaster Park. Additional land purchase will be required for the new field.
- Continue to maintain existing intergovernmental agreements and work with School District 205 to provide public access to baseball/softball facilities at Galesburg High School.
- Continue to foster the partnership with the Cal Ripken organization to support tournaments that the league brings to the City and continue to work with the agency to explore the possibility of a centralized/unified complex at Optimist Park.
- Continue to ensure ball fields (infields and turf areas) are well maintained throughout the baseball/softball seasons.
- Ensure parking at parks with ball fields is adequate to accommodate players and spectators, and address parking shortages with new parking lots or on-street parking where necessary.
- Provide additional lighting to improve the safety at Kiwanis Park.
- Explore the feasibility of improvements to Lake Storey baseball and supporting facilities to better support leagues and tournaments.
- Explore the feasibility of improvements to Lake Storey baseball and supporting facilities to better support leagues and tournaments.

Basketball

- Update existing basketball courts that are aging and deteriorating, to ensure safe use by all residents.
- Develop additional full and half basketball courts, determined by appropriate site design, to expand the number of facilities available for basketball practice by various organizations.
- School District 205 has three full and nine half outdoor basketball courts. Work with the school district to provide public access to basketball courts in schools in the areas that are not within walking distance of the City's basketball facilities but are within walking distance of the school facilities.



Soccer & Football

- ◆ Continue to partner with YMCA in supporting soccer leagues in Galesburg.
- ◆ Develop additional soccer fields in the southern part of Galesburg, such as Kiwanis Park to provide better access to the sport for these residents, particularly those that do not have easy access to a car.
- ◆ In developing new soccer fields ensure that adequate parking is available for players and spectators.
- ◆ Take advantage of the regional access to Lake Storey's soccer fields and host tournaments when possible to increase funding to help maintain existing fields as well as build new ones.
- ◆ Continue to work with School District 205 to provide additional public access to soccer.

Tennis

- ◆ Renovate and restripe outdoor courts at Bateman Park to allow pickleball to be played on the same courts.
- ◆ Provide surface parking or dedicated on-street parking at Bateman Park.
- ◆ Continue to maintain partnerships with School District 205 to increase access to tennis facilities.

SPECIAL USE FACILITIES

The Galesburg Parks and Recreation Department also operates and maintains several facilities that serve special functions in the community that are unique to each individual facility. Recommendations for existing facilities as well as those most desired by Galesburg residents are below.

Playgrounds

- ◆ Renovate the remaining playgrounds that need improvements in the Galesburg parks system to ensure residents have high-quality, safe play equipment.
- ◆ Work with School District 205 to provide continued public access to the playgrounds and equipment during evenings, weekends, and off-school-days.
- ◆ Provide new playgrounds in the underserved areas of north-central and southeast Galesburg by acquiring new parkland.
- ◆ Add new, theme-based, and engaging playground equipment at Lake Storey that meets current industry trends.
- ◆ Provide water fountains in all parks with playgrounds.
- ◆ Construct direct paths from the public right-of-way to all playgrounds to provide appropriate access to residents of all abilities.

TRAILS

This section provides recommendations for the Parks and Recreation Department's role and opportunities in the development of a complete trail network throughout the City of Galesburg. They focus on getting residents active as well as providing better access to parks and facilities through nonmotorized transportation alternatives.

PROPOSED TRAIL SYSTEM

Outreach and engagement identified the need for a connected trails system. A proposed trail network has been developed to achieve this goal including four trail types: Primary Trail, Secondary Trail, Tertiary Trail, and Main Street Walk. For historical context and connection, the first two trail types have been named Carl Sandburg Trail and Galesburg Connector respectively. The following recommendations and accompanying map express the possibility of a connected trails system in Galesburg.

Recommendations

- ♦ Continue to develop the trail project that is underway on South Lake Storey Road to expand the trail network.
- ♦ Identify funding sources to help with the proposed expansion of the Lake Storey trail to improve the park itself and ensure the additional trail is developed to complete the trail loop around the lake.
- ♦ Connect parks, and other public spaces with the proposed trail network to provide better and safer access to these parks, particularly for individuals without easy access to a car.
- ♦ Conduct a more comprehensive study to plan and design for each section of the proposed trail network to allow for adjustments in the trail width based on available right-of-way.
- ♦ Establish design standards to coincide with standards adopted by the Illinois Department of Transportation (IDOT) and the American Association of State Highway Transportation Organization (AASHTO).
- ♦ Ensure all trails comply with all Americans with Disabilities Act (ADA) design criteria.
- ♦ Utilize private and/or nonprofit organizations to establish a bike path connecting the north and south sides of Galesburg.

ADDITIONAL TRAIL CONSIDERATIONS

This section outlines recommendations for additional trail elements that are necessary for easy and unrestricted access. Mindful trail design encourages residents to use trails and market them to the greater region.

Road Crossings

- ♦ Insert crossings within existing traffic-controlled intersections wherever possible to ensure drivers are forced to stop for pedestrians.
- ♦ Implement pedestrian-activated signals and refuge medians on high-traffic streets to enhance safety.
- ♦ Consider visibility and stopping distances when placing crossings to help driver and pedestrian interactions.

Railroad Crossings

- ♦ Where necessary, use six-to-eight-foot-high chain-link fence to avoid crossing railroads at undesignated locations.
- ♦ Grade-separated crossing is highly recommended in Galesburg where possible. If grade-separated crossing is not possible, implement active and passive safety devices to supplement at-grade rail crossings.
- ♦ Remove vegetation or cut it back periodically to provide appropriate sight distance. Sight distance should be kept free of parked vehicles and standing railroad cars. Care should be taken to avoid the accumulation of snow in this area.
- ♦ Utilize a 90-degree intersection as the optimal geometry crossing between railroad track and trails.

- ♦ Implement a surveillance and enforcement policy to prevent railroad trespassing.
- ♦ Educate residents on the risks of railroad crossing. Implement a railroad safety program through local schools and community organizations.

Trailheads

- ◆ Add proposed trailheads to the proposed Carl Sandburg Trail to improve the City's network.
- ◆ Incorporate additional amenities at trailheads along most utilized trails as usership becomes identifiable and measurable.

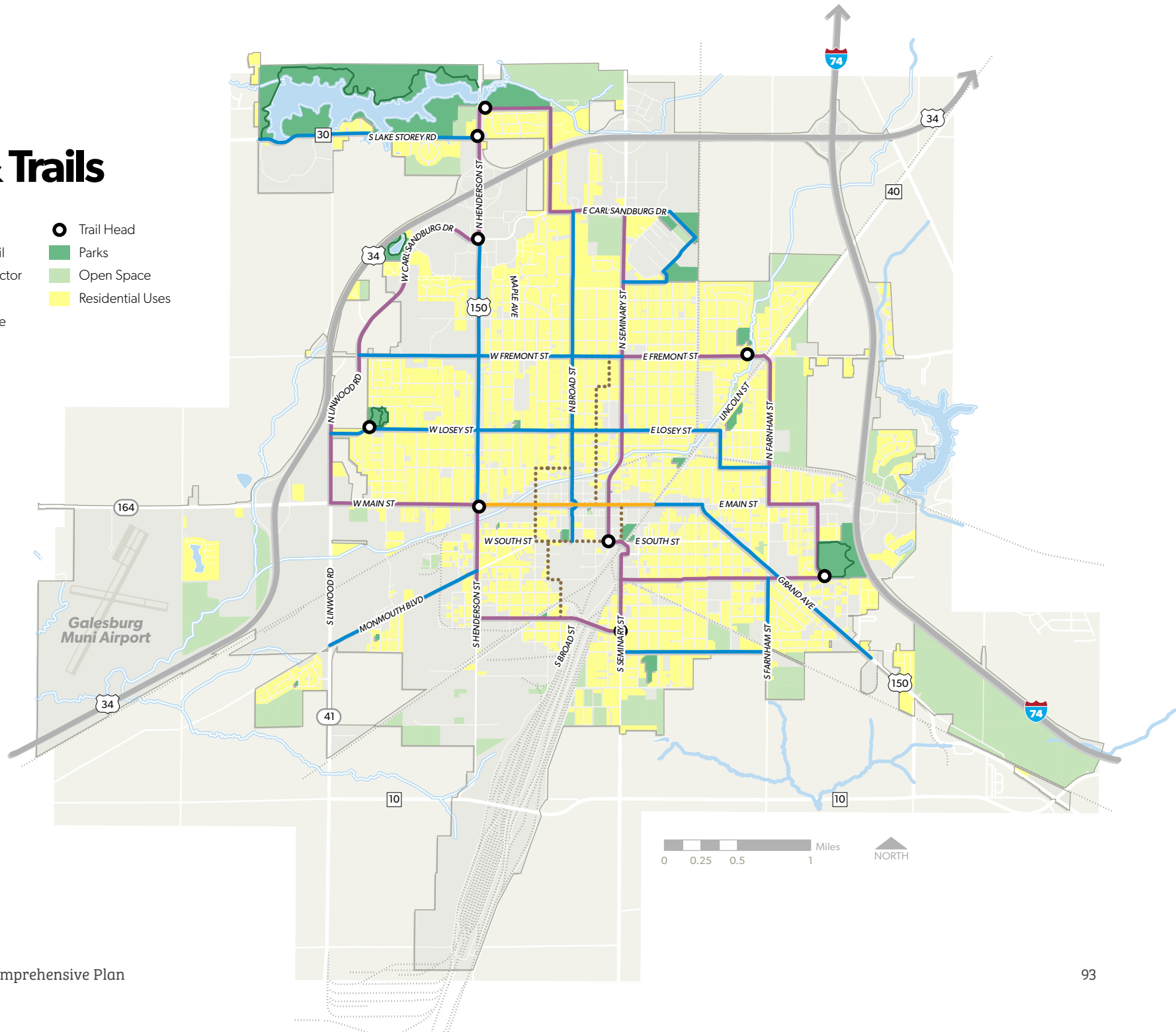
Wayfinding

- ◆ Place wayfinding signage in high-trafficked areas throughout the City, such as in parks and public spaces, to direct people to Galesburg's trails.
- ◆ Provide highly distinctive wayfinding signage to Carl Sandburg House and other key historical and cultural landmarks.
- ◆ Locate wayfinding signage along trails at key points of interest that alert users to interesting facts, safety concerns, and branching directions.



Parks & Trails

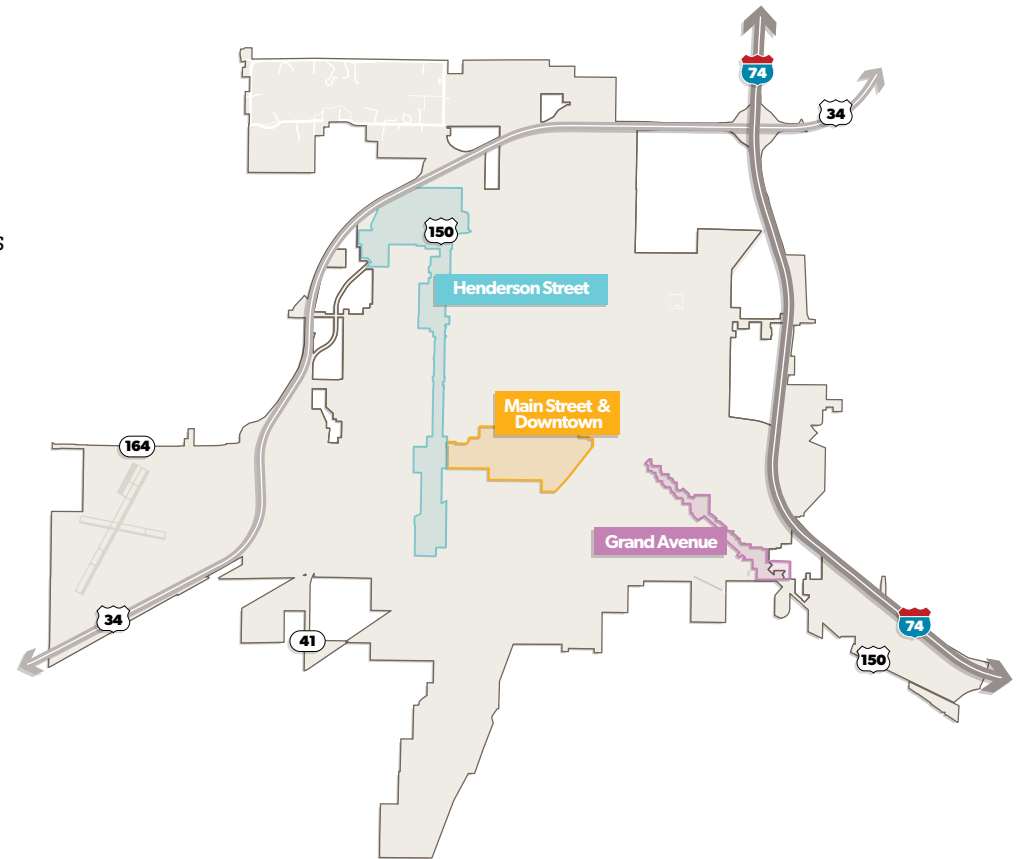
- Park Trails
- Carl Sandburg Trail
- Galesburg Connector
- Main Street Walk
- - - Proposed Heritage Trail
- Trail Head
- Parks
- Open Space
- Residential Uses



SUBAREAS

Primary goals for Galesburg are to make the city an enjoyable and profitable place to live and to operate a business. To advance these goals, four districts in the city have been selected for more in-depth study and recommendations. Between them, they cover most of Galesburg's commercial corridors and include major entry points into the city. The districts include most of Route 150 in Galesburg. They are Main Street and Downtown, Henderson Street between Route 34 and 4 Street, and most of Grand Avenue. Henderson Street is evaluated in two sections because of the difference land use, scale, and roadway configuration between the north and south ends.

Evaluation and recommendations relate to private property (including its use, development, and siting) and the public realm (notably Route 150, roadways and walkways in general, and access to property). Recommendations include short and long-term actions and those which require policy decisions or financial investments.



Henderson Street Framework Areas

The Henderson Street subarea has been divided into three functional zones: North, Central, and South. Each is auto-oriented but with varying intensities of commercial uses as you travers the corridor. Each zone includes its own unique recommendations along with some that are common across all three.

North

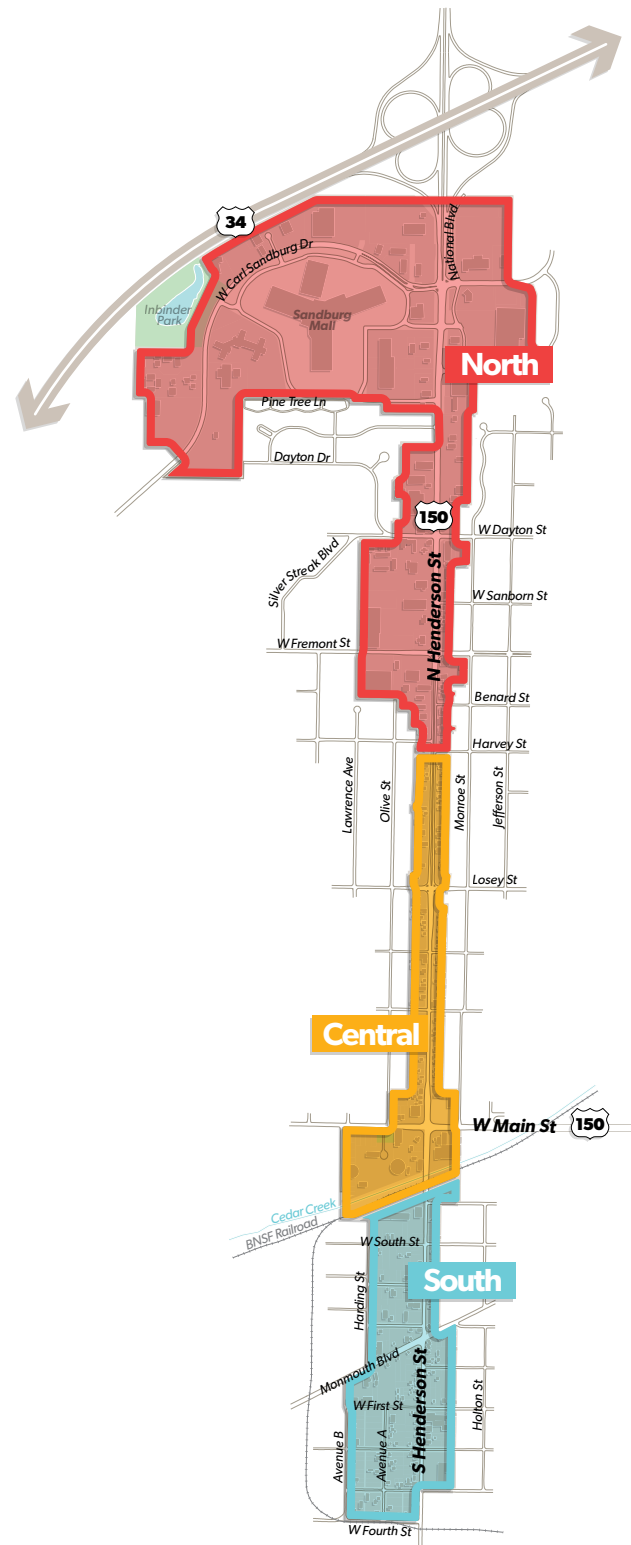
The North zone extends from the I-34 interchange south to Harvey Street. It has the most-intense commercial uses and highest level of traffic of the three zones.

Central

The Central zone has a more equal mix of residential and commercial uses as it transitions south of the North zone. It runs from Harvey Street to Monmouth Boulevard.

South

The Central zone has a more equal mix of residential and commercial uses as it transitions south of the Central zone. It runs from Fourth Street to Monmouth Boulevard.



Henderson Street Framework Area: North

The North zone is the most active of three and includes the heaviest commercial uses with stand-alone restaurants, strip malls, big-box stores, and Sandburg Mall. It has strong regional access via U.S. Route 34 and 150 that can be further capitalized on with more developments, such as the redevelopment of Sandburg Mall.

Redevelopment Sites

1 Sandburg Mall

Once a bustling example of a traditional Midwestern mall, the Carl Sandburg Mall has been vacated by all of its former stores. This presents a prime opportunity for an innovative, large-scale redevelopment project in Galesburg. For example, a large mixed-use residential project that utilizes the plethora of parking to create outdoor public spaces. Any new development should take advantage of the success of the surrounding commercial properties.

2 Carl Sandburg Drive Vacancies

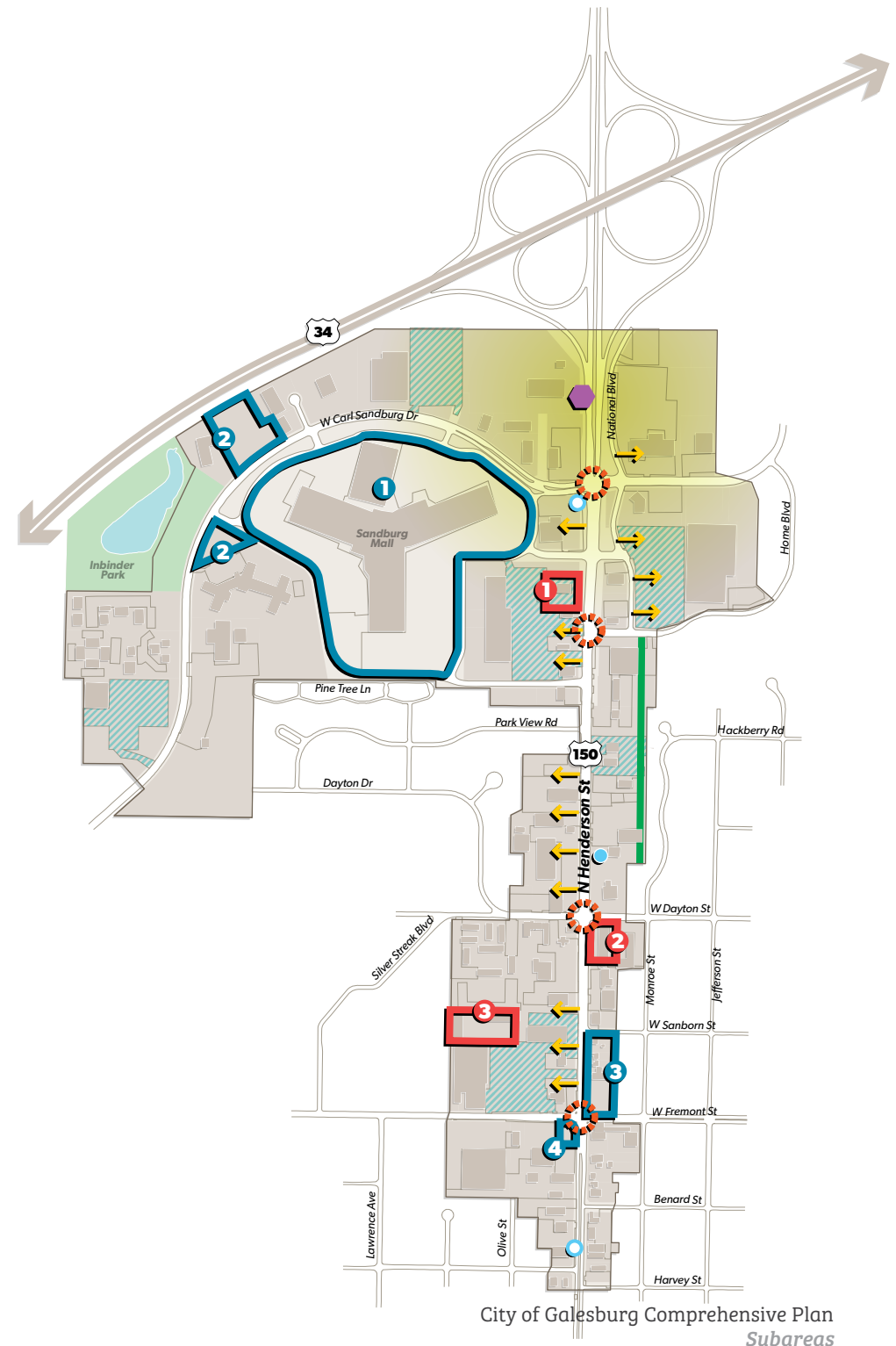
The vacant properties adjacent to the Mall to the west provide an opportunity for additional multifamily housing in this area. The new residential development should match the character and scale of the existing residential units nearby.

3 Fremont & Henderson

The properties on the entire block on east side of Henderson Street between Fremont and Sanborn are disconnected and divide the block up creating traffic access and flow issues. This block could be consolidated and developed as a strip mall or as smaller, single-use commercial or office spaces with fewer entrances and exits.

4 Walgreens Plaza

Walgreens has an open space in front of the parking lot that abuts both Henderson and Fremont streets. This space is an opportunity to create a small public plaza on Henderson Street.





Morrisville, NC - Parking Lot Landscaping



Oak Park, IL - Use of Alleys

Model Sites

1 Applebee's

The Applebee's just south of Small Street can serve as a model site for future restaurant/dining developments with its updated façade and perimeter landscaping.

2 Thorntons

With its perimeter landscaping and well-maintained façade the Thorntons gas station at the southeast corner of Dayton and Henderson Streets should be a model site for future corridor commercial developments.

3 Henderson Suites Strip Mall

The strip mall behind Tompkins State Bank can be model site for future strip mall developments along Henderson Street for its parking-lot landscaping and layout.



Oak Brook, IL - Monument Sign

Interior Landscaping

Add interior landscaping to large parking lots to break up the pavement and encourage bioswales to help stormwater runoff.

Alleys

Complete/install an alley behind the buildings on the east side of Henderson Street between Home Boulevard and Dayton Street to provide cross access for customers and service access for garbage trucks and other vehicles.

Sidewalk Connections

Create pedestrian connections from sidewalks to the front doors of business to help pedestrians safely navigate their large parking lots.

Gateway/Wayfinding

Add a gateway sign to welcome visitors to Galesburg.



Milwaukee, WI - Neighborhood Gateway





Elmhurst, IL - Sidewalk Crossing


Improve Crossings

Increase visibility of crosswalks at all intersections with striping or different materials to improve pedestrian mobility and safety. Include timed crossing signals where applicable.

Signage

 As an exception to the signage policy, the City should preserve the Arbys sign as a connection to the corridor's history.

 Remove signs that inhibit visibility of buildings and no longer match the character of Henderson Street.

 Although the general policy is to reduce the size and heights of signs along the corridor, signs near U.S. Route 34 can help attract visitors. The City should permit taller signs within this area.



Oak Brook, IL - Sidewalk Connection

Expand Executive Estates

Expand Executive Estates to the vacant parcels east of the existing townhomes to provide additional, higher-density housing in the area.

Clean Up Right-of-Way

Work with Illinois Department of Transportation (IDOT) to clean up the right-of-way (ROW) by the U.S. Route 34 Interchange and regularly mow/burn the grasses.

Fencing

Replace the chainlink fencing at El Rancherito with traditional wood-on-wood to provide better screening for adjacent single-family residences.

Henderson Street Framework Area: Central

The mix of residential and commercial uses on Henderson Street in the Central zone establishes it as more of a transition area between the North zone, which is mostly commercial and the South zone, which is mostly residential. As development along Henderson expand and pushes its way south, the Central zone can capture additional commercial uses, particularly when residential uses come offline.

Redevelopment Sites

1 Main & Henderson

The four corners of Main Street at Henderson Street is an opportunity for significant redevelopment to extend the success of businesses in the North zone to the Central zone. To establish a commercial node at this busy intersection a consolidation of properties on the south side of Main Street should be considered. Smaller commercial and office uses are appropriate on these consolidated sites. The vacant Aldi site should be relocated closer to the property line to improve the site's visibility and access. A similar business that requires a larger building footprint should be developed here. A new commercial or office business should be located in the former State of Illinois workforce development building on the northwest corner.

2 Losey & Grove Midblock

The properties north of the Circle K gas station on the northeast corner of Grove Street are prefabricated sheds either converted to business spaces or used as garages. These do not fit with the character of the zone and should be redeveloped as small-scale commercial or office uses.

Adaptive Reuse/ Commercial Conversion

Commercial Conversion/Adaptive Reuse properties are properties that currently exist as single-family homes but have the ability to convert to a commercial land use. This may include adaptive reuse of existing structures, or redevelopment of a site with a more appropriate use.

Pedestrian Linkages

Improve pedestrian linkages between the commercial area and adjacent residential areas.

Buffer

Screen residential uses directly adjacent to the Central zone with appropriate buffers to inhibit noise and site pollution.

Alley

Complete/install an alley behind the buildings on the east side of Henderson Street between Harvey Street and Losey Street to provide cross access for customers and service access for garbage trucks and other vehicles.

Downtown Wayfinding

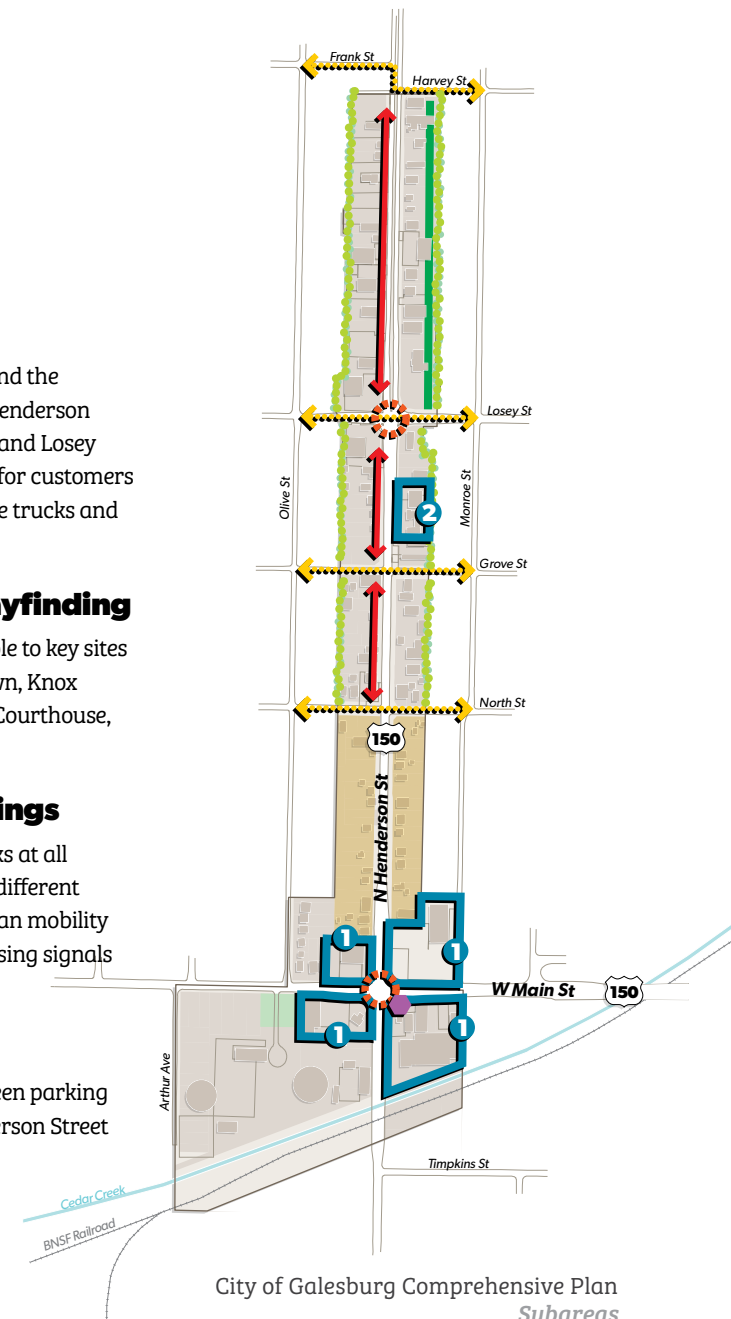
Add wayfinding to direct people to key sites including Galesburg Downtown, Knox College, City Hall, the County Courthouse, and Public Square.

Improve Crossings

Increase visibility of crosswalks at all intersections with striping or different materials to improve pedestrian mobility and safety. Include timed crossing signals where applicable.

Cross Access

Implement cross access between parking lots to reduce traffic on Henderson Street



Henderson Street Framework Area: South

With few commercial developments and scattered single-family homes the South zone possesses significant opportunities for innovative development and redevelopment. This part of the Henderson Street subarea is also bounded by heavy industrial uses to the east, south, and west. The South should be used as a catalyst for creative sustainable development utilizing large plots of land and the connection to industrial uses.

Green Innovation

Allow for “Green Innovation” uses to repurpose large vacant properties in the area to useful and innovative business uses that have the potential to expand the City’s economy. The intent is to allow an array of uses particularly related to local food production, environmental sustainability, alternative energy, and other green initiatives. Over time, if green innovation uses are not sought after, then general industrial uses should be allowed in this area instead.

Infill Residential

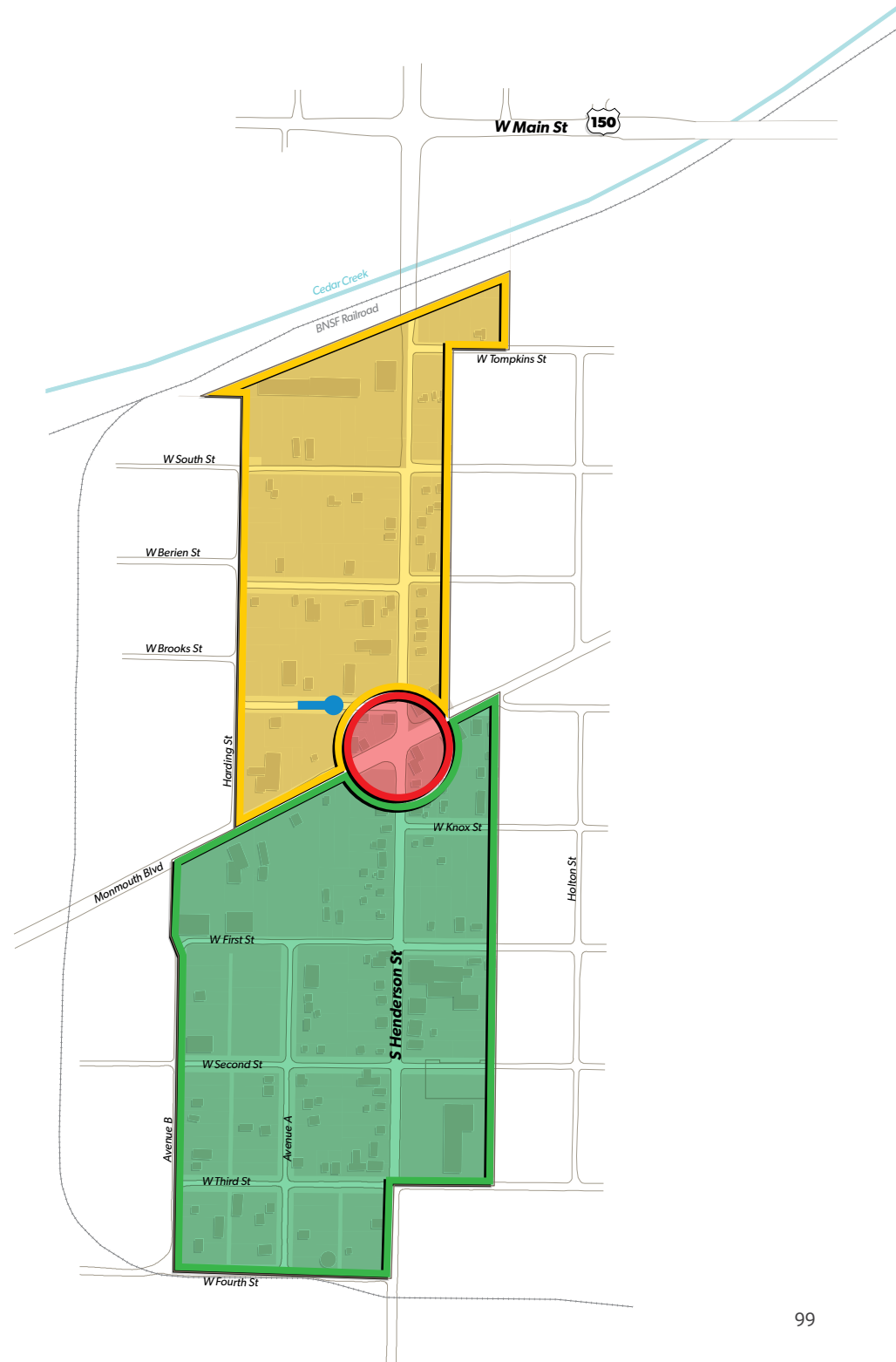
Promote infill development of single-family attached and multifamily residential to increase density and provide affordable housing options, as interest from developers arises.

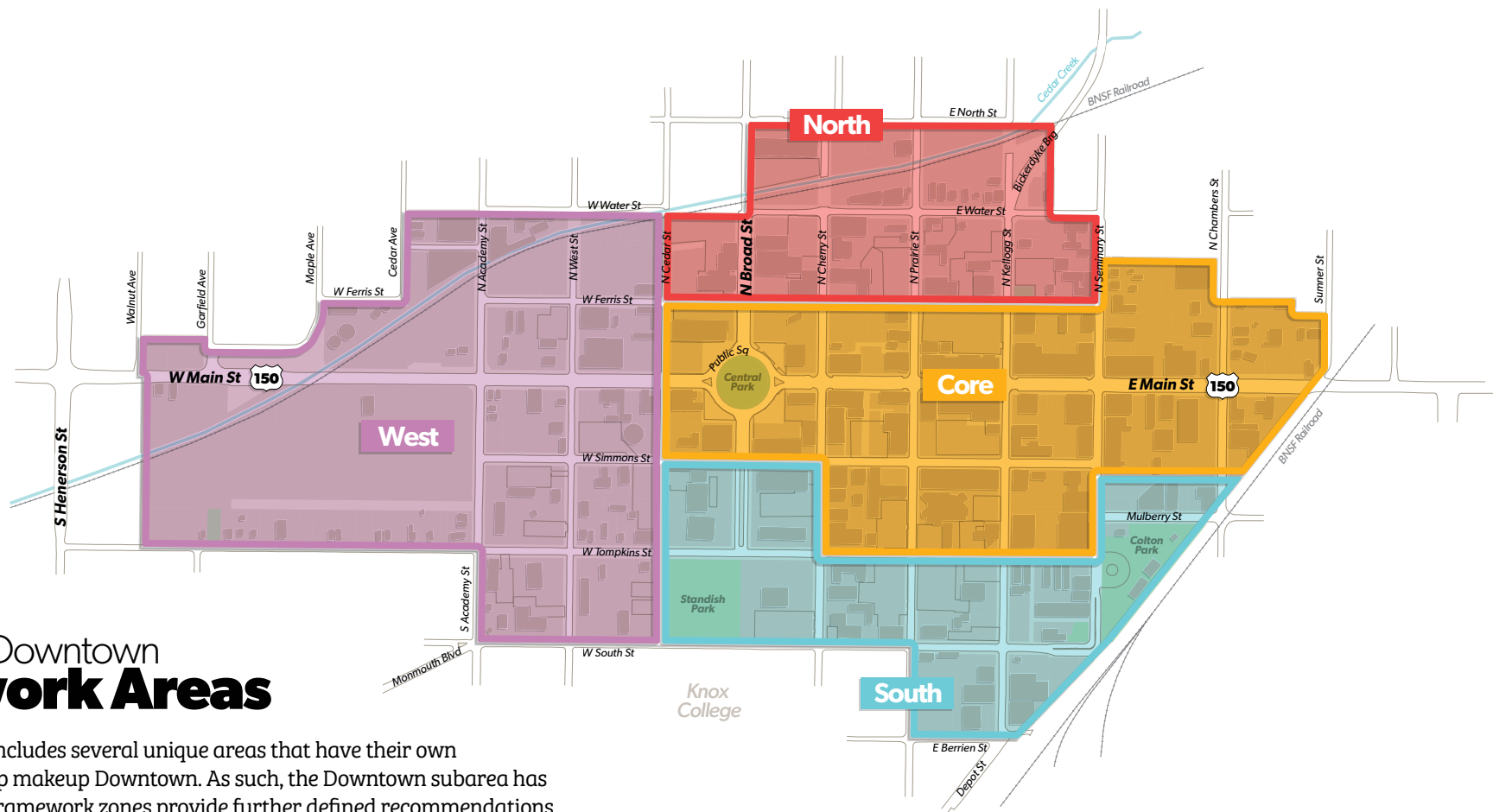
Neighborhood Center

Establish a neighborhood center to provide some necessary and desired commercial uses for residents in the South Zone.

Cul-de-Sac

Create a cul-de-sac on Brooks Street between Harding and Henderson Streets to separate the residential neighborhood from the commercial uses along Monmouth and prevent cut-through traffic.





Main Street & Downtown Framework Areas

Downtown Galesburg includes several unique areas that have their own characteristics that help make up Downtown. As such, the Downtown subarea has been divided into four framework zones provide further defined recommendations that will be incorporated into the overall subarea. The four zones are the West, North, South, and Core.

North

Seminary and Cedar streets bound the North zone to the east and west and North and Ferris streets bound it to the north and south. This area is characterized by rustic warehouses primed for redevelopment. Some multifamily apartments and smaller antique shops are an existing foundation from which to build.

Core

The Core zone runs the length of Main Street from Cedar Street to the railroad overpass. It extends south to Simmons Street and north to Ferris Street. It also includes the three blocks between Simmons and Tompkins streets from Cherry Street to Seminary Street. The Core is the heart of Downtown Galesburg with a majority of the shops and restaurants along with some upper-floor office and residential spaces.

West

The boundaries of the West zone are Water Street to the north, Cedar street to the east, South Street to the south and Walnut Avenue to the west. This area is the western entrance to Downtown and includes the majority of the existing residences in the subarea.

South

The South zone is anchored by the Whitcomb Art Center, the home of Knox College's art and art history departments. Cedar, Simmons, Seminary, Mulberry, and Berrien streets and the railroad mark the boundaries for this zone.

Main Street & Downtown Framework Area: North

This area is characterized by rustic warehouses primed for redevelopment as both commercial and residential uses. Some multifamily apartments and smaller antique shops are an existing foundation from which to build. As Downtown grows and the Core becomes built-out, the North zone should be utilized to accommodate additional shops, cafes, and multifamily housing.

Redevelopment Sites

1 Ferris & Broad

The empty building and parking lot on the northwest corner of Ferris and Broad streets is a large parcel of land that needs to be utilized. The City should redevelop this property as a mixed-use residential or office building to provide supportive uses for the businesses on Main Street.

2 Historic Space

The vacant lot on the northwest corner of Ferris and Prairie streets was once the site of a historic building in Downtown Galesburg. This building has been demolished for several decades and should now be developed as a mixed-use residential building with a restaurant or café on the ground floor to provide an amenity for residents in adjacent multifamily buildings.

3 Bank

The vacant bank at the southwest corner of Water and Prairie streets serves as an impromptu parking lot for area residents and Downtown visitors. This property should be developed as multifamily residential to match the style and character of the model multifamily building across Prairie Street.

Model Site

Prairie Street Apartments

The multifamily apartment building at the southeast corner of Water Street and Prairie Street exhibits a character that matches rustic appearance of the historic warehouses. It should be used as a model site for future developments in the North zone.

Modify Channel

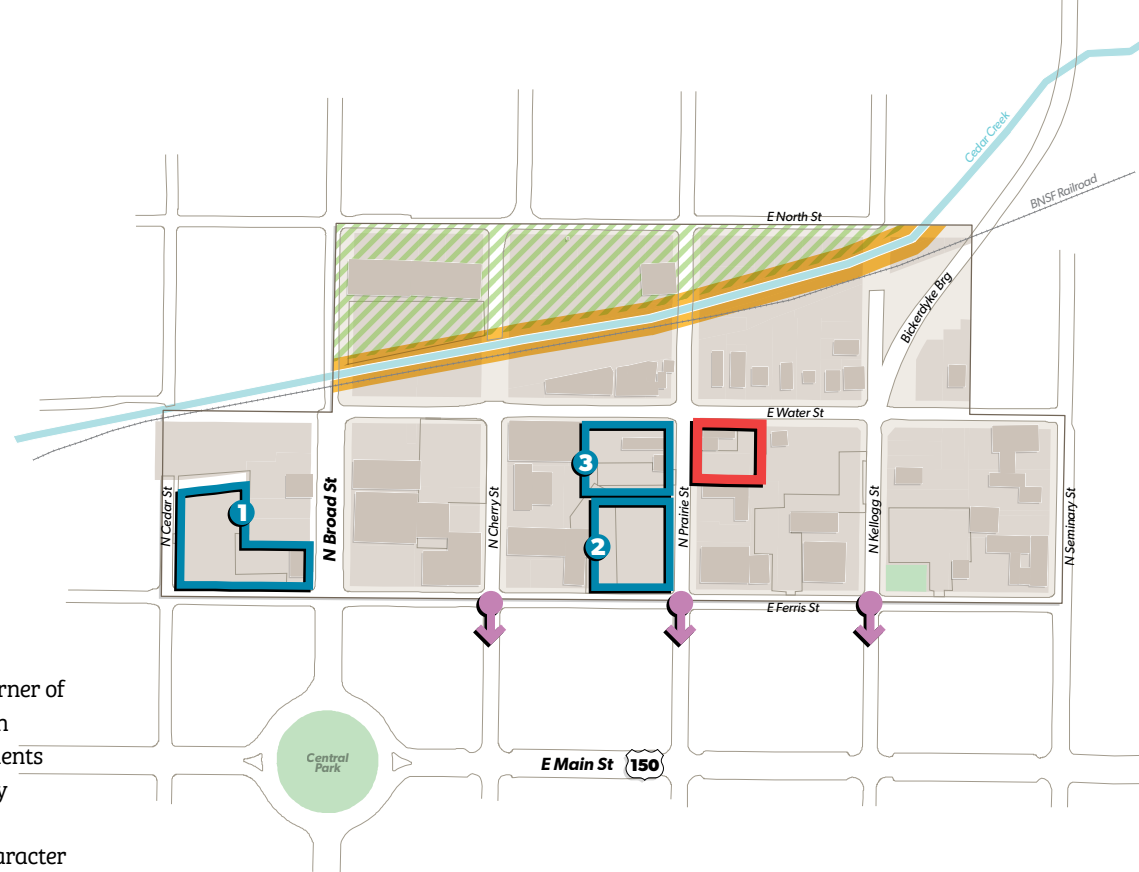
Modify the Cedar Creek channel to prevent accidents, improve its appearance, and create an outdoor recreation space in Downtown Galesburg.

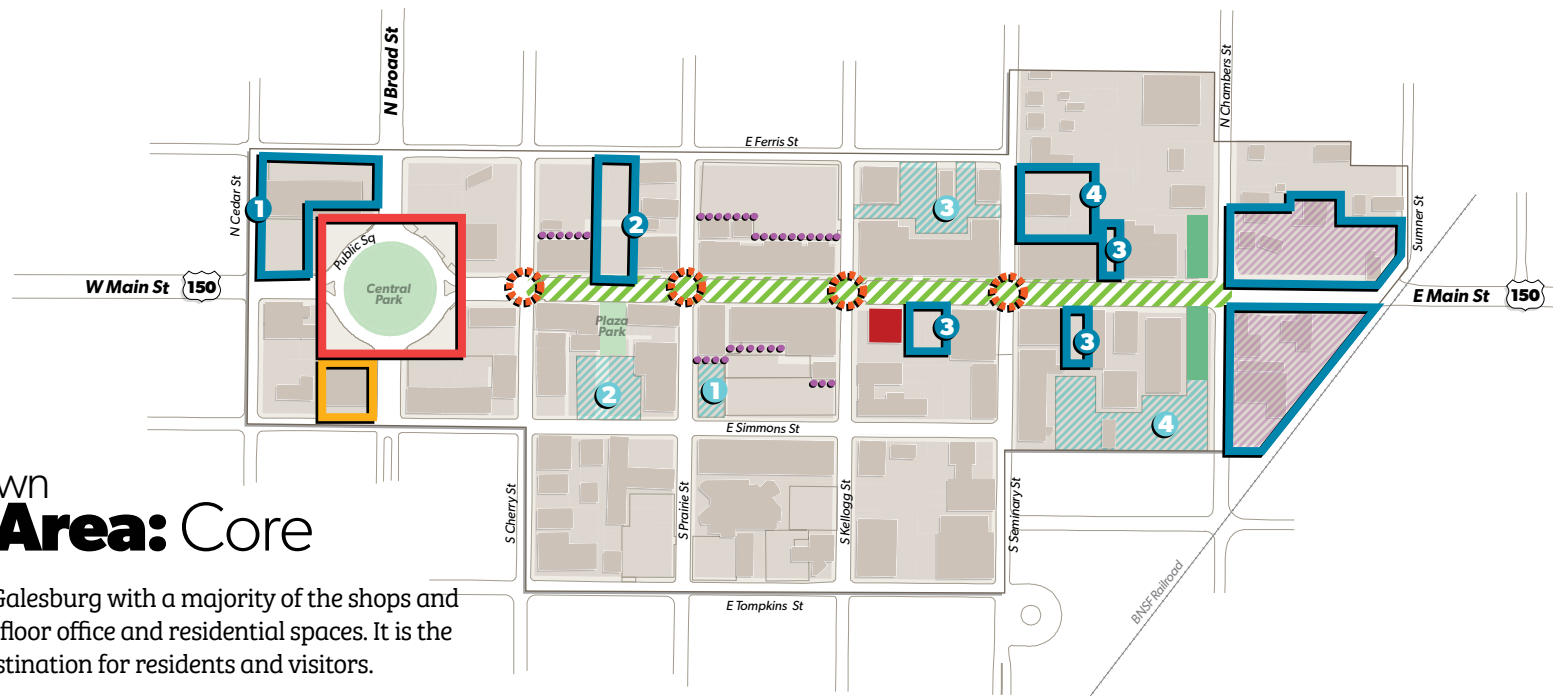
Railroad Separation

While included in the Downtown Subarea Plan, this area is separated from Galesburg Core by the BNSF Railroad and Cedar Creek. Given the area's location, the City should promote uses that can complement and/or support Downtown uses.

Connections

Create connections to the Core/Main Street along Ferris Street at adjacent intersections via wayfinding signage, pedestrian crossings, and public art.





Main Street & Downtown Framework Area: Core

The Core is the heart of Downtown Galesburg with a majority of the shops and restaurants along with some upper-floor office and residential spaces. It is the shopping, eating, and socializing destination for residents and visitors.

Redevelopment Sites

① Broad & Main

The Broadview Inn and Restaurant is an older building that is in need of significant repair and is an inappropriate development on a prominent corner of Public Square. To enhance the visual appearance of Downtown and provide a more appropriate use for the area, the property should be redeveloped.

② Cherry & Prairie Midblock

Open spaces in Downtown can provide public gathering and/or recreation spaces to patron. However, Downtown Galesburg already has this space with Park Plaza and thus any other open space is a misuse of property. The City should prioritize mixed-use infill development on the vacant lot adjacent to Statham & Long to increase density Downtown.

③ Kellogg & Seminary Midblock

Parking lots fronting Main Street is also a misuse of property by breaking up the street wall and disrupting pedestrian traffic flow. Mixed-use infill development should be prioritized for any parking lots fronting Main Street.

④ 63 N Seminary Street

While a beneficial and successful business, a flooring retailer is not an appropriate commercial business in the Downtown Core. It should be moved to a vacant warehouse building in the North zone and redeveloped as a more pedestrian-friendly business.

Priority Adaptive Reuse

Repurpose Central Congregational Church as a public use to increase public space in Downtown and retain a significant and attractive historic building.

Square Enhancement

Consider a comprehensive redesign of Public square to improve traffic flow, enhance pedestrian mobility, and provide additional high-quality public space for Downtown.

Relocation Assistance

Encourage the relocation of the auto-oriented businesses between Chambers Street and the overpass to the east side of the overpass as they are not compatible with the Downtown character. Provide technical assistance to the owners to help with relocation. Redevelop the buildings as mixed-use residential or office buildings.

Rear of Buildings

Many buildings on Main Street have rear entrances, particularly for customers parking in the back. Rear facades of buildings should be enhanced to make them attractive and inviting.

Activate Sidewalks

Take advantage of the wide sidewalks along Main Street by encouraging businesses to utilize the space. Section 111.115 of the City's Code of Ordinances allows the establishment of a sidewalk cafés with the appropriate permit in the B3 Central Business District, which encompasses the entire Downtown Core zone. Sidewalk cafés for restaurants and sidewalk sales for stores should be promoted at businesses along Main Street.



Elmhurst, IL - Downtown Streetscape



Oshkosh, WI - Downtown Plaza



Carbondale, IL - Active Sidewalk



First Midwest Bank Building

Add landscaping, seating, and other amenities to activate the open space in front of the building facing Kellogg Street.

The large sign on the north wall of the Orpheum Theater is uncharacteristic of a pedestrian-oriented downtown. The City should have unique sign standards for Downtown and seek to eliminate this and other large signs.



Plazas

Develop plazas on both sides of Main Street as pedestrian entryway into Downtown Galesburg.



Parking

1 Prairie & Simmons

Incorporate the parking lot on the northeast corner of Simmons and Prairie streets into the adjacent City lot to improve efficiency.

2 Cherry & Prairie Midblock

Reconfigure the two parking lots behind Park Plaza to avoid confusion and congestion.

3 Kellogg & Siminary

Add striping to the parking lot shared by Trinity Lutheran and Mount Zion Missionary Baptist churches to create designated parking stalls and cleanup the lot overall.

4 Chambers

Consolidate the parking lots that face the streets for development of buildings. Remaining parking should be behind the buildings with a single-lane entrance and exit.



Improve Crossing

Increase visibility of crosswalks at all intersections with striping or different materials to improve pedestrian mobility and safety. Include timed crossing signals where applicable.

Streetscape Improvements

Encourage midblock bumpouts along Main Street to control traffic and increase pedestrian safety.

Remove cobra-head street lights from Downtown per the recommendation from the Galesburg Design Development of Downtown Public Places Plan.

Add street trees/planters to break up the sidewalk and enhance the natural beauty of Downtown.

Downtown Signage

Add wayfinding throughout the Downtown Core to direct people to key sites including Knox College and City Hall.

Some the City's parking areas have new, attractive signage. The City should replicate these new signs for all parking lots.

Main Street & Downtown Framework Area: West

This area is the western entrance to Downtown and includes the majority of the existing residences in the subarea. As it grows, it should serve as a higher-density neighborhood for Knox College students, faculty, and staff.

Fencing

Update the fencing at the Mary Allen West Tower apartments to match the fencing at William H. Moon Towers.

Replace the chainlink fencing at Hope Cemetery to improve its appearance.



Relocate Light Industrial Uses

As a long-term objective, relocate light industrial uses out of downtown to provide space for additional multifamily developments, particularly for Knox College residents.

Improve Crossings

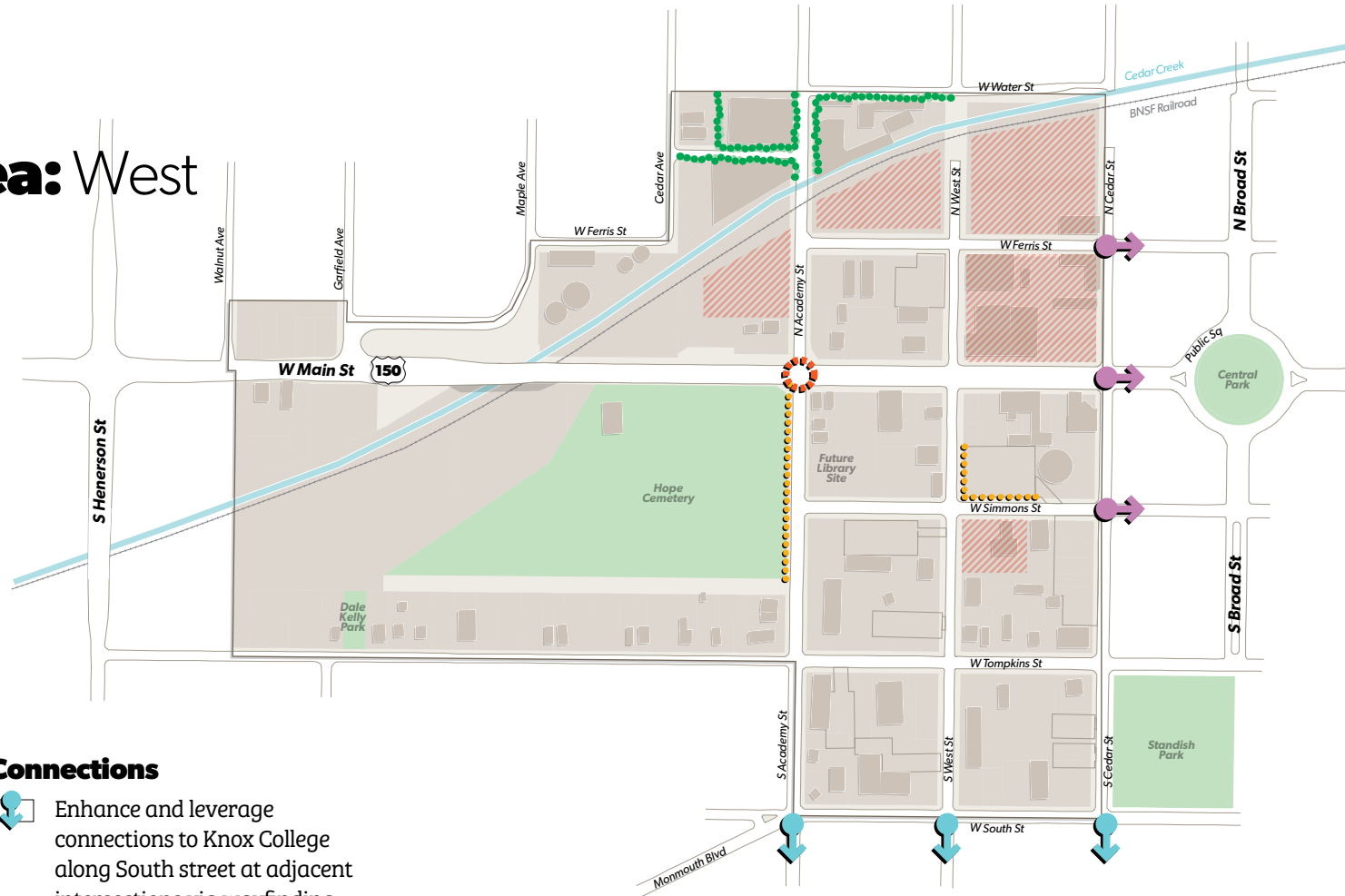
Increase visibility of crosswalks at all intersections with striping or different materials to improve pedestrian mobility and safety. Include timed crossing signals where applicable.

Connections

-  Enhance and leverage connections to Knox College along South street at adjacent intersections via wayfinding signage, pedestrian crossings, and public art.
-  Create connections to the Core/Main Street along Cedar Street at adjacent intersections via wayfinding signage, pedestrian crossings, and public art.

Buffer Light Industrial

Buffer the light industrial uses north of Cedar Creek/BNSF Railroad to screen them from adjacent residences.



Main Street & Downtown Framework Area: South

The South zone is anchored by the Whitcomb Art Center, the home of Knox College's art and art history departments. The Center should be the foundation for future development in this zone characterized by its connection to the Galesburg arts community and Knox College.

Redevelopment Sites

1 Prairie & Tompkins

St. Mary's Square, a former medical campus, includes a vacant historical building in a desirable location adjacent to the County Courthouse, Knox College, and Main Street. This property should be redeveloped as mixed-use residential with coworking and/or gallery space for artists to help enhance the art-centric character of the area.

2 Seminary & Mulberry

The Enterprise Rent-A-Car provides a needed service for commuters and visitors arriving by train. However, it should be moved to the parking lot across Mulberry Street to expand Colton Park. Also redevelop the parking lot adjacent to Appliance Parts Depot as a new commercial space.

3 Kellogg & Tompkins

The Galesburg Mini Storage site and the vacant lot adjacent to it are not appropriate uses for the Downtown. They should be redeveloped as one-to-two-story mixed-use office buildings to better utilize the property.

Church Campus

Encourage the Corpus Christi Catholic Church to plan for their campus by adding landscaping and pedestrian walkways throughout to improve the appearance of the entire block, and to strengthen the site as an amenity to Downtown.


Galesburg Station Area Enhancement

For daily train passengers to Galesburg, the Galesburg Station and Colton Park are the face of the City. It should be a true public space that serves the community. The station area should utilize its proximity to both Colton Park and the Galesburg Railroad Museum with sponsored events and activities. The City should consider moving the car rental facility so that it can use the entire block.

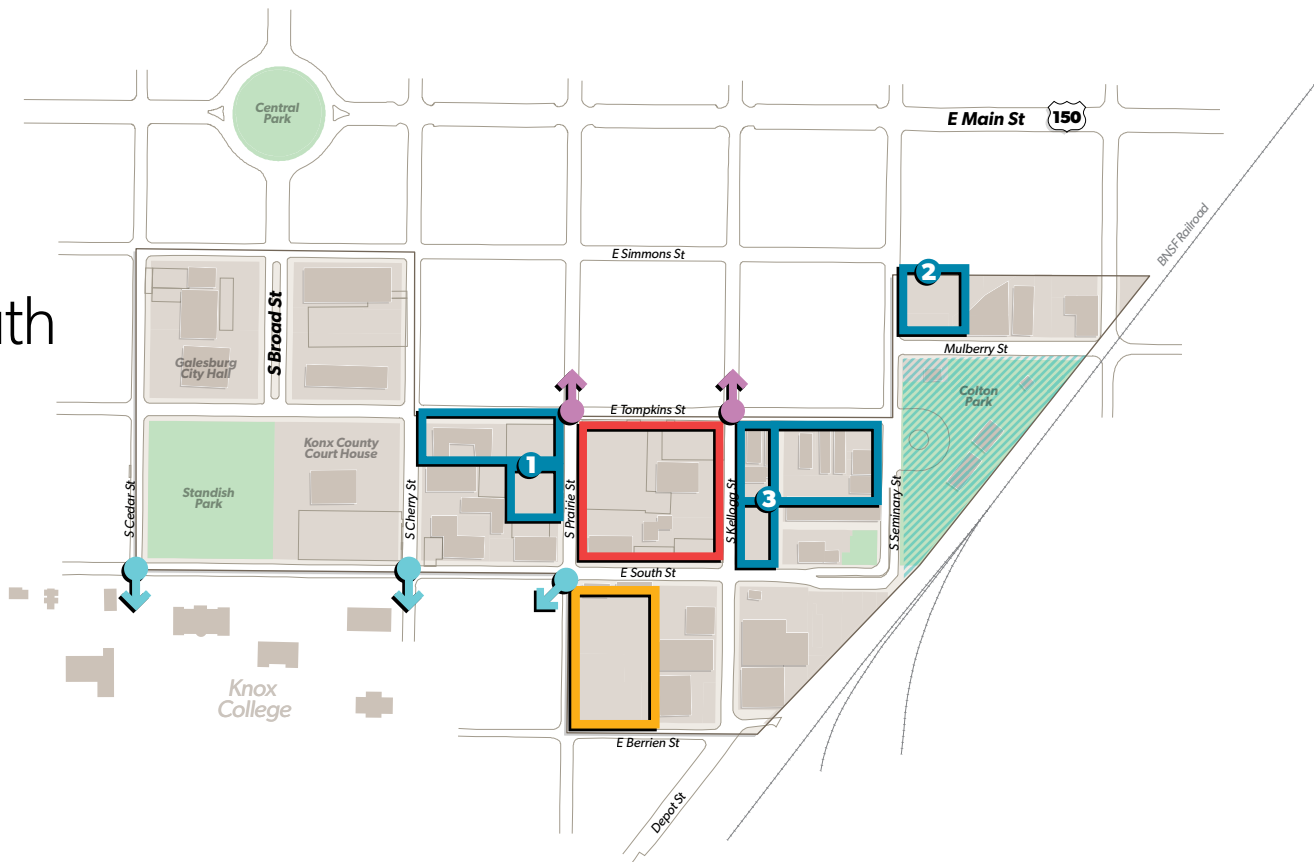
Whitcomb Art Center

Capitalize on Whitcomb Art Center's connection to Knox College and the overall Galesburg art community to establish an arts district in the South zone.

Connections

 Enhance and leverage connections to Knox College along South street at adjacent intersections via wayfinding signage, pedestrian crossings, and public art.

 Create connections to the Core/Main Street along Tompkins Street at adjacent intersections via wayfinding signage, pedestrian crossings, and public art.



Grand Avenue Framework Plan

Grand Avenue is a former gateway to Galesburg via U.S. Route 150. It is still a major route to the City, but it now acts as a connector to Downtown instead of its own destination corridor. The Grand Avenue Subarea is divided into three types of zones that appear multiple times in different locations along the street: Neighborhood Center, Transition, and Light Industrial.

Neighborhood Center

Neighborhood Centers act as commercial nodes along Grand Avenue to serve to area with commercial uses not available on Main Street. They can also include higher-density residential as a supportive use.

Residential Transition Areas

Transition nodes are areas identified for no substantive changes within the Grand Avenue subarea. These nodes include lower-density residential along with some public/semipublic uses such as a fire station.

Light Industrial Zone

The Light Industrial Zone is the entry into the subarea from U.S. Route 150 and serves as a local hub for light industrial uses in the southeastern part of Galesburg.

Move Light Industrial

Move the autobody shop at the western corner of Locust and Grand to the Light Industrial zone as a long-term objective to help establish the desired character the Grand Avenue subarea.

Improve Crossings

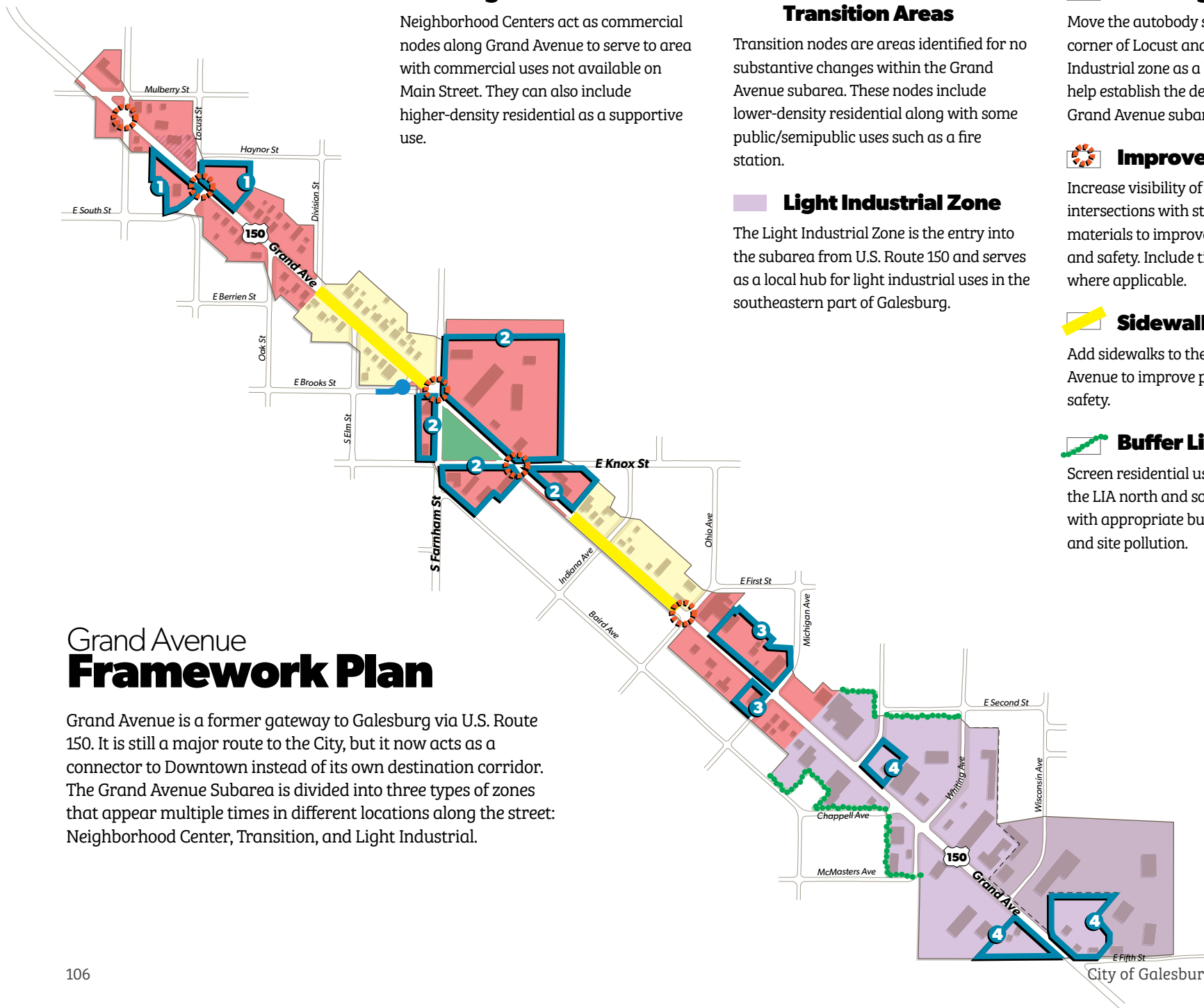
Increase visibility of crosswalks at all intersections with striping or different materials to improve pedestrian mobility and safety. Include timed crossing signals where applicable.

Sidewalks

Add sidewalks to the north side of Grand Avenue to improve pedestrian mobility and safety.

Buffer Light Industrial

Screen residential uses directly adjacent to the LIA north and south of Grand avenue with appropriate buffers to inhibit noise and site pollution.





Carbondale, IL - Parkway Sidewalk



Hinsdale, IL - Buffer for Residential Uses

Redevelopment Sites

1 *Locust & Grand*

Redevelop Grand Liquor and the adjacent vacant parcel to the north as commercial-goods businesses. Consolidate the four vacant lots at the corner of Haynor and Locust streets and Grand Avenue and develop them as a larger multifamily building to help support the new commercial uses in Neighborhood Center 1.



West Bloomfield, MI - Shopping Center

2 *Knox & Grand*

Neighborhood Center 2 will be the largest of the three neighborhood centers, which will require the largest amount of redevelopment. Consolidate the largest group of parcels in NC 2, to the north and west of Farnham Street, Knox Street, and Grand Avenue, to be developed as a larger commercial shopping center. Redevelop the properties on the southeast corner of the Knox and Farnham intersection to one or two stand-alone commercial properties. Consolidate the parcels south of Grand Avenue and west of Farnham street to develop multifamily apartments. Likewise, redevelop the parcels south of Knox Street and north of Grand Avenue as additional multifamily. Repurpose the triangular piece of land bounded by all three streets as open space for the area.

3 *Michigan & Grand*

In Neighborhood Center 3, redevelop the vacant RJ's Pub and additional properties north to Ohio Street as new commercial uses, that should include a restaurant. Also redevelop Grand Tap as a commercial goods or service use.

4 *Single-Family in Light Industrial Zone*

Redevelop all of the single-family homes in the Light Industrial Area to provide more space for additional industrial uses, particularly those identified for removal from other subareas.



Downers Grove, IL - Historic Homes

Street Trees

Plant street trees to break up the sidewalk and enhance the appearance along Grand Avenue for residents and visitors.

Historic Homes

Restore historic homes where possible to maintain the City's historic character, and demolish and rebuild where necessary to improve the residential areas.

Adaptive Reuse/ Commercial Conversion

Commercial Conversion/Adaptive Reuse properties are properties that currently exist as single-family homes but have the ability to convert to a commercial land use. This may include adaptive reuse of existing structures, or redevelopment of a site with a more appropriate use.

SUSTAINABILITY FRAMEWORK

SUSTAINABILITY

Incorporated throughout Galesburg's Vision, Goals, and Objectives is the notion of sustainability. In community planning, the term "sustainability" typically means that the plan proposes strategies and tactics that together will allow the community and its citizens to thrive both now and long into the future. This concept is often described with three interrelated and equally important facets: economic, environmental, and social sustainability.

Economic: Provide fair-wage employment opportunities and support a climate of investment within the community while avoiding negative impacts to essential natural resources and landscapes;

Environmental: Protect, preserve, and steward natural resources including water, soil, and landscapes to provide a healthy habitat for people, plants, and animals; support and maintain biodiversity and ecology; reduce/minimize carbon emissions and other climate-related impacts;

Social: Provide a sense of community, foster interaction, welcome visitors, and address basic health and human service needs for all citizens.



An approach that addresses all three simultaneously and symbiotically is underlying many of the land use recommendations in this plan:

- ♦ housing choices and affordability;
- ♦ walkable, bikeable neighborhoods;
- ♦ recreational opportunities for citizens of all ages, incomes, and levels of mobility;
- ♦ preservation and management of natural lands;
- ♦ healthy local food production;
- ♦ rebuilding streets, sidewalks, and utilities with green, water and energy-efficient practices.

The term “resiliency” is related to sustainability and goes one step further, ensuring that the community retains these qualities over time in the face of rapid change. To support a sustainable and resilient Galesburg both near- and longer-term, the recommended approach is to incorporate “green infrastructure” practices into each land use and redevelopment scenario.

GREEN INFRASTRUCTURE PRACTICES

In support of the City’s Vision, Goals, and Objectives, some of the key elements and recommendations of the Comprehensive Plan suggest or imply the integration of Green Infrastructure (GI) practices for land use development/redevelopment, community/public infrastructure and facilities, and building/site development practices. GI encompasses a range of strategies and techniques from planning scale to site/building scale.

From a planning scale, GI strategies preserve and expand a network of multiuse open spaces as a framework to connect commercial, institutional, and residential uses to green space. At the site/building scale, GI includes assorted methods to slow, cool, cleanse, and infiltrate surplus rainwater as local to the source as possible. Green roofs, permeable pavement, bioretention/rain gardens, urban trees, and other site-specific practices each provide a range of benefits and values while supporting a water agenda. At every scale, GI relies on soil, vegetation, and natural processes to effectively manage water resources and to provide a wide range of other benefits and values at the same time.

GI strategies are essential tools to help achieve some of the key goals and objectives articulated in the Comprehensive Plan and is a fundamental component of Conservation Development or Low Impact Development practices. Through a holistic, integrated application of GI strategies and techniques, renovated and new site, building, or infrastructure development can do more than minimize negative impacts associated with development, and instead be restorative to ecological functions in a very cost-effective manner.

Properly designed, engineered, and managed GI site practices as a part of a larger GI greenway network offer the ability to provide a wide range of benefits. Green site/building development practices support and optimize the ability for open spaces to provide the greatest range of functions and values, including:

- ♦ Water conservation, improved water quality in downstream aquatic resources, including wetlands, streams, and Lake Storey
- ♦ Reduced flooding and more stable, localized hydrology
- ♦ Cleaner air and water
- ♦ Improved urban ecology and biodiversity
- ♦ Increased connection to recreational opportunities
- ♦ Improved community and individual health and wellbeing
- ♦ Higher property values
- ♦ Reduced long-term maintenance and operations costs for public infrastructure

- ♦ Overall improved performance and quality of life for residents and business owners
- ♦ Enhancement and beautification of the natural character of Galesburg
- ♦ Local authenticity that will strengthen and reinforce the City's unique identity
- ♦

The core focus of GI centers upon treating all water (stormwater, wastewater, potable water) as a valuable resource, while accomplishing other measurable performance benefits as well. Additionally, green practices should also address:

- ♦ Reduced energy use and higher reliance upon renewable energy sources
- ♦ Solid waste reduction and recycling/composting of waste
- ♦ Healthy local food as part of resiliency and community health

PROPOSED PRACTICES

Expand, protect, and restore the City's existing network of open spaces, natural areas, and aquatic resources.

The City currently has substantial areas of protected open spaces, primarily to the north within Lake Storey. However, the biological integrity and overall ecological function of natural areas greatly improves to the degree that larger networks are interconnected, as well as expanding recreational potential through trails and public accessibility of these spaces.

Through proactive planning, close coordination with property owners and developers, and cooperation with other agencies, the City can build upon the foundation of natural lands within Lake Story to include other lands adjacent to the City, especially streams, wetlands, lakes, and areas immediately upstream.

Natural areas including wetlands, woodlands, and prairies, as well as flood prone areas, hydric soils (subject to high water table/inundation) and other environmental qualities, should be identified and prioritized as open space uses as development occurs in the undeveloped areas of the City. They should be linked as an open space network where possible.

In addition to identifying, protecting, and restoring more natural areas within and adjacent to the City, some existing properties, especially Lake Storey and some of the open space on the southwest side of town near the airport, may benefit from expansion. Improvement of the natural/ecological landscape through restoration and/or preservation is suggested.

Conservation-based green building and site development practices can be incorporated into all new and retrofit development to restore natural hydrology and water quality. These practices further enhance the integrity, biodiversity, and overall health of Lake Storey and water bodies. They also begin to expand a network of natural areas within the City.

Apply conservation-based green building and site development practices into renovated and new commercial, institutional, and residential developments.

There are a growing number and variety of methods to slow, cool, collect, and infiltrate rainwater as well as to improve other performance characteristics of roofs, pavement, landscapes, and other surfaces within the built environment. These include green roofs, permeable pavement, bioretention, street trees, and rainwater harvesting/reuse practices that not only mitigate the impact of stormwater runoff, but conserve water resources and reduce the need to use drinking water in the landscape and for potentially other uses. These green infrastructure practices achieve the greatest overall function and value when they are integrated into a development with a systems approach. The systems approach addresses all of a project's water, energy, waste, and materials processes as an integrated system.

This practice of high-performance, green building and site design is the basis of rating systems such as Leadership in Energy and Environmental Design (LEED), Sustainable Sites Initiative (SITES), Living Building Challenge, One Planet Communities, and others, which help facilitate and incentivize integrated design.

A Green Infrastructure Toolbox is included at the end of this section that describes these practices and associated benefits in greater detail and includes illustrations and examples.

Pursue demonstration projects to further explore the potential for the City to capitalize on green infrastructure practices.

Each investment in public infrastructure, including streets, sidewalks, parks, public buildings, and other facilities, provides an opportunity for the community to benefit from green infrastructure practices. While these practices are now widely promoted within the Northeastern Illinois region, and across the country, they are still not widely used. As with any change in standard practice, it requires a combination of policy, incentive, and local examples to gain acceptance and widespread use. To catalyze implementation, capital projects currently planned within the City could be used to demonstrate green infrastructure applications.

Knox College is an excellent resource through its sustainability program and has implemented some examples of green building and green infrastructure on recent capital projects. Experience from this and other green infrastructure initiatives as they are explored and implemented in Galesburg will be extremely beneficial to further the widespread application and integration of these systems in the City over time.

Also, private development and redevelopment should be encouraged and incentivized to incorporate these practices more aggressively. Demonstration applications should be monitored for performance and acceptance and adapted to the City's priorities.

Foster partnerships with allied agencies and organizations.

As already identified, Knox College strongly supports and encourages the same green infrastructure practices as part of their sustainability program. Partnerships are reciprocal, and many public agencies and nonprofit foundations have programs that encourage and potentially support green infrastructure practices. Potential partners include Carl Sandberg College, Galesburg Community Foundation, Growing Together, Inc., Knox Advocates for Recycling and Environmental Sustainability (K.A.R.E.S.), Knox County Area Partnership for Economic Development, KnoxCorps, and The University of Illinois Extension.

While other parts of the State have promoted sustainable practices for many years, there are fewer allied agencies in close proximity to Galesburg, which provides the opportunity to become a model for conservation-based development practices within the County and the region. Through the establishment of a green infrastructure sub-committee and/or sustainability coordinator, the City should have a voice in regional policies, programs, and incentives relative to development and land management practices enhanced through green infrastructure.

Develop and implement a long-term operations and management plan for Green Infrastructure throughout the City.

For Green Infrastructure to be most effective and achieve the greatest level of performance, it is essential that long-term maintenance and management of these systems is considered and properly planned for during the design phase. Typically, overall maintenance requirements are less than conventional practices over time, however, many GI strategies include living plants and other materials that need regular inspection and attention to ensure their ongoing performance.

The City could further capitalize upon the aggregated benefits of a green infrastructure approach through centralized maintenance and management operations. As the use of these systems is expanded throughout the City, their organization and management can be further optimized. The overall objective is to provide the greatest degree of services and benefits for the community within appropriate cost and resource parameters.

Promote, encourage, and incentivize restorative farming practices and agricultural operations within the City and adjacent areas.

Community members identified healthy local food as a priority, and the City is located in a primarily rural agricultural area with agricultural lands within City limits. There is a growing trend towards restorative, sustainable agriculture practices such as: growing crops for rainwater infiltration; minimizing the use of harmful fertilizers, herbicides, and pesticides; building soil health; and producing healthier, more valuable food, fiber, and other crops. In addition to organic local produce, which is growing in popularity and demand in markets throughout the region, there is an increasing demand for specialty crops that are used in baked goods, craft brewing and distilling, and many other products. Native grassland agriculture provides another opportunity to restore the watershed and to support the local economy. Native grassland can be used to graze cattle, sheep, and other healthy meats that are growing in popularity.

Native grasses, such as switchgrass, are being used for biofuels and offer a distinct sustainability advantage over corn (ethanol) as it is a perennial crop and does not require intensive industrial-scale agricultural practices.

By promoting and facilitating these agricultural practices, especially in critical unprotected environmental areas and open spaces, development sites can be amenitized. These practices can also spur the local economy with locally grown produce, grains, meat, and value-added, craft-food products. Further, these kinds of healthy, human-scaled farming landscapes and production facilities attract visitors and business enterprise.

Update applicable development standards, codes, ordinances, and guidelines to encourage, incentivize, and regulate conservation-based Green Infrastructure practices throughout the City.

Development methods and practices largely follow policy requirements set forth by regulatory authorities. A critical next step towards embracing and implementing green infrastructure practices in the City is to conduct a thorough review of all applicable codes, ordinances, and policies that could be elevated, modified, or augmented to implement green infrastructure throughout the City. Model conservation-based codes have been developed in other communities, and there may be additional resources and technical support available to support the City once the Comprehensive Plan is adopted.

13

IMPLEMENTATION

Implementation is essential to turn the Comprehensive Plan into physical change and action within the City of Galesburg. This process will require the cooperation of City staff, elected and appointed officials, public agencies, the local business community, property owners, developers, and residents. This chapter provides the tools and strategies to assist with achieving the City's long-term vision and applying recommendations to meet the specific goals and objectives of the plan. This includes an action plan to guide next steps in the planning process, a review of potential funding sources that will be essential to physical improvements, and an Implementation Action Matrix which reviews and provides direction on all recommendations made throughout the Plan.

ACTION PLAN

The Action Plan establishes next steps by which the City can begin implementation and continue the time-honored tradition of community planning in Galesburg. These strategies are intended to ensure the Plan becomes integrated within regular planning efforts and policy decisions for the City. Further, they assist with implementation of core recommendations and planning principles over the life of the plan.

FORM AN IMPLEMENTATION ACTION COMMITTEE

As a first step toward implementation, the City should form an Implementation Action Committee. This group would be charged with ensuring the Comprehensive Plan is implemented and continues to reflect the priorities and vision of the City in the future. The Committee would meet at specific times throughout the year to review the Comprehensive Plan, discuss completed projects and improvements, and identify opportunities for additional implementation. Working in an advisory role, the Committee will be able to provide staff with prioritized actions that are reflective of both the Plan's goals and objectives as well as changing conditions that may have been unforeseen during the development of the Plan. In this way, committee members will help guarantee that action items are responsive to City finances, economic development, and implementation progress. The Committee should be comprised of a mix of community volunteers and key City staff that can foster implementation throughout the life of the Plan.

USE THE PLAN DAILY

The Comprehensive Plan should be used on a daily basis, functioning as the official policy guide for land use, development, and community improvement in Galesburg. It should act as a 'go-to' document to assist City staff, City Council, and other boards and commissions, providing direction for the review and evaluation of future projects, development proposals, and initiatives. In addition, the City should encourage service providers and partner organizations to utilize the Plan when establishing goals and analyzing future development, new facilities, infrastructure extensions, and programming.

To ensure daily usage and further educate the community about the Plan, the City should: Make copies of the Plan document available online.

- ♦ Provide assistance to the public in explaining the Plan and its relationship to private and public development projects and other proposals, as appropriate.
- ♦ Assist City Council and other boards and commissions in the day-to-day administration, interpretation, and application of the Plan.
- ♦ Meet with key department heads and officials to explain the purpose, importance, and benefits of the Comprehensive Plan.
- ♦ Provide an 'orientation' for new staff, officials, and board members which highlights key takeaways and major goals of the Comprehensive Plan which are essential to local policy and initiatives.
- ♦ Maintain a list of current possible amendments, issues, or needs that may be the subject of change, addition, or deletion from the Plan.
- ♦ Coordinate with and assist City Council in the Plan amendment process as necessary.

DEVELOP PARTNERSHIPS

The City of Galesburg should be the primary lead for plan implementation, coordinating administrative actions and public improvement projects as identified within the Comprehensive Plan. However, the success of implementation will rely on developing and maintaining partnerships with the numerous stakeholders throughout Galesburg, including public agencies, neighborhood groups, adjacent municipalities, the local business community, and the private sector. Given the breadth and scope of the Plan, these organizations will be essential to assisting the City in reaching the established goals and vision for the future of Galesburg.

Per the recommendations of the Plan, the City should identify specific organizations and agencies to assist with implementation and explore opportunities for potential partnerships and collaborations. This should include open and regular communication with other governmental and service districts such as local school districts, the Galesburg Parks and Recreation Department, Knox County, utilities companies, and the Illinois Department of Transportation. This should include discussion following adoption of the plan regarding what goals and recommendations are most likely to affect partner agencies. Further, the City should encourage builders and developers to undertake improvements and new construction that conforms to the directives of the Plan.

UPDATE REGULARLY

Noting the City's dedication to thoughtful planning, the Comprehensive Plan should not exist as a static document, but rather the center of a continuous planning process. Following adoption of the Plan, the community will continue to move forward, change, and evolve. As such, the Plan should be updated on a regular basis to respond to these changes, addressing shifts in community aspirations and demographic trends as well as new and unexpected issues as they arise. Proposals to amend the Comprehensive Plan can be introduced by petition at any time; however, the City should regularly initiate a systematic review and analysis of the plan. In general, a full review should be completed at least every two to three years; however, the best practice would be an annual review.

This process should coincide with preparation of the City's annual budget and capital improvement program, enable recommendations and projects from the plan to be considered as part of upcoming commitments for that fiscal year. Establishing a routine for review of the Plan will ensure the document remains relevant to the needs and desires of Galesburg.

Update Related Plans

In addition to the Comprehensive Plan, the City has completed numerous other planning efforts in the past. The resulting plans, studies, and reports are essential to guiding growth and development and addressing specific issues and study areas within Galesburg. Past planning efforts were reviewed and summarized as part of the Existing Conditions Report. In addition, key recommendations, directives, and policies from past plans have been appropriately incorporated within the Comprehensive Plan to provide a coordinated approach that is inclusive of previous planning within the community.

Following adoption of the Comprehensive Plan, the City should review existing plans to identify those which remain relevant and applicable and those should be updated or replaced. Plan updates should reflect modern trends and demographics, market realities, and be aligned with the goals, objectives, and vision of the Comprehensive Plan.

INTEGRATE WITH CAPITAL IMPROVEMENT PROGRAMS

Coordination of financial resources will be essential to implementation of the Galesburg Comprehensive Plan, allowing for capital investment to be carefully and effectively organized. This is best accomplished by including the recommendations, projects, and directives of the Plan within the City's annual Capital Improvement Program. This ensures that implementation is responsive to budget realities within the City. Further, more significant projects or improvements can be spaced over multiple years due to various phases for design and construction. Inclusion within the Capital Improvement Program enables City staff and officials to plan appropriately for funding requirements across the life of these projects and spread out costs to reduce the economic burden.

As part of the City's Capital Improvement Program process, the Galesburg Comprehensive Plan should be referenced to identify and include priority projects for implementation. Examination of capital funding for implementation each year will assist with prioritization of action items and offer City staff a period to review and become familiar with the Plan annually.

MAINTAIN PUBLIC COMMUNICATION

The Galesburg Comprehensive Plan was supported by an outreach process intended to gather public input and foster a sense of stewardship and excitement for the final Plan. Through outreach events, the project website, interactive tools, and other media, residents and stakeholders were able to stay involved and informed of the Plan's development. This helps communicate the importance of planning and provide individuals with a clear understanding of ongoing efforts to better their community and quality of life.

The outreach process should act as a foundation for continued communication with members of the public throughout implementation. The City should ensure that major recommendations and the overall 'vision' for Galesburg, as defined

within the plan, are conveyed to the entire community. This should be supported by regular updates, coverage of major milestones, and additional opportunities for residents to voice their opinion.

In addition, the City should maintain avenues by which residents and stakeholders can communicate with City staff and receive information about planning and development efforts. This should include methods for residents to voice questions and concerns that are then reviewed and addressed in a timely manner. Further, the City should provide media online and in print that explain and simplify civic functions, particularly materials that offer guidance with applications for zoning, building, subdivision, or other development related permits and approvals.

POTENTIAL FUNDING SOURCES

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

- ♦ General Economic Development
- ♦ Transportation & Infrastructure
- ♦ Parks, Trails & Open Spaces

GENERAL ECONOMIC DEVELOPMENT

Incubators

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

Sales Tax Rebate

A sales tax rebate is a tool typically used by municipalities to incentivize business to locate to a site or area. The rebate is offered as a percentage of the annual sales tax revenue generated by the establishment and is often tied to benchmarks such that as sales volume increases, so too does the proportion of the rebate. Sales tax rebate percentages can range from 1% to 100% and are dependent on the goals and objectives of the local municipality. Sales tax rebates have proven effective in attracting new businesses and encouraging redevelopment and renovation.

Tax Abatement

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

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

Payment in Lieu of Taxes (PILOT)

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

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

Enterprise Zone

The Illinois Enterprise Zone program is administered by the Illinois Department of Commerce and Economic Opportunity and works to grow and diversify commercial, industrial, multifamily or upper story residential developments in the B3 zoning district. Galesburg incentives include:

- ♦ Real Estate Tax Abatement - 100% property tax abatement on any increase in the EAV due to property redevelopment or enhancement. The abatement cannot exceed \$1 million per taxing period and lasts for a 10-year period. It does not apply to projects that do not create jobs or experiences a decrease in EAV.

- ♦ State and Local Sales Tax Exemption – Applicable to any building materials bought in the State of Illinois that was used to construct the development.
- ♦ Construction Permit Fee Waiver – Waives the fee for building, demolition, electrical, sign, plumbing, or heating permits; Water Service Tap Fees; Street and Terrace Opening Fees; and Sanitary Sewer Tap Fees.

Tax Increment Finance (TIF)

The purpose of TIF funding is to incentivize and attract desired development within key commercial areas. TIF dollars are typically be used for infrastructure, streetscaping, public improvements, land assemblage, and offsetting the cost of development.

TIF utilizes future property tax revenues generated within a designated area or district, to pay for improvements and further incentivize continued reinvestment. As the Equalized Assessed Value (EAV) of properties within a TIF district increases, the incremental growth in property tax over the base year that the TIF was established is reinvested in that area. Local officials may then issue bonds to undertake other financial obligations based on the growth in new revenue.

Over the life of a TIF district, existing taxing bodies receive the same level of tax revenue as in the base year. Provisions exist for schools to receive additional revenue. The maximum life of a TIF district in the State of Illinois is 23 years, although a district can be extended beyond that through authorization from the State Legislature.

The City currently has five TIFs which include the I-74 offramp area at East Main Street, the East Main Street corridor, the villa development at South Lake Story Road and North Henderson Street, the region south of I-74 surrounding East Main Street, and the city blocks on either side of South Seminary Street between E Main Street and Mulberry Street.

The Façade Grant Program

The Downtown Façade Redevelopment Grant Program is a joint effort between the City of Galesburg and the Galesburg Downtown Council and is administered by the Planning Division. The program is meant to stimulate private investment in commercial buildings by providing financial incentives to business who update the appearance, safety, structural integrity and quality of their storefronts or entire buildings. It is reviewed by the Façade Advisory Committee (FAC) and is approved in its final stage by the Galesburg City Council.

The Façade Grant Program contributes to the economic revitalization and character of the Downtown by providing financial assistance for such façade improvements. Building façades, both individually and collectively, create a strong first impression of an area. Through this program, current property owners are provided an opportunity to improve their outdated or failing structures without having to relocate.

Historic Property Tax Assessment Freeze

This program allows for 12 years of reduced property taxes for historic owner-occupied, principal residences by freezing the property's assessed value. The freeze can last for up to eight years and is followed by a four-year period during which the residence's assessed value increases to reflect its current market value. This program is managed by the Illinois Historic Preservation Agency.

Federal Historic Preservation Tax Credit

Based on the Tax Reform Act of 1986, a commercial, agricultural, industrial, or rental residential building that goes under significant rehabilitation, is income-producing, and certified as historic, may be eligible for a 20% tax credit. The credit may be taken directly off the federal income taxes owed by the property owner. This incentive helps revitalize deteriorating neighborhoods, increases the value of surrounding properties, promotes historic preservation and the reuse of the built environment, helps close financial gaps between project cost and return on investment, and brings back properties to tax rolls. The program is administered by the Preservation Services division of the Illinois Historic Preservation Agency for Illinois properties.

Business Development District (BDD)

Authorized by Division 74.3 of the Municipal Code of the State of Illinois, a municipality may designate, after public hearings, an area as a Business Development District (BDD). A BDD would allow the City to levy up to an additional 1% retailers occupation tax, 1% hotel tax, and 1% sales tax within a designated district. Similar to a TIF district, a BDD has a maximum life of 23 years. BDD legislation also permits municipalities to utilize tax revenue growth that has been generated by BDD properties to fund improvements in the district.

Business district designation empowers a municipality to carry out a business district development or redevelopment plan through the following actions:

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

Economic Development for Growing Economy Tax Credit Program (EDGE)

The Illinois EDGE program gives annual corporate tax credits to businesses that create new employment opportunities, capital investment, and improve standard of living for their community members. The tax credit is equal to 50% of the income tax withholdings of the new business, or becomes 75% if the project is located in an “underserved area” that meets one of the following criteria:

- ♦ Poverty rate of at least 20%.
- ♦ 75% or more of the children in the area are eligible to participate in the federal free lunch or reduced-price meals program for a period of at least two consecutive calendar years preceding the date of the application.

- ♦ At least 20% of the households in the area receive assistance under the Supplemental Nutrition Assistance Program (SNAP) for a period of at least two consecutive calendar years preceding the date of the application.
- ♦ Average unemployment rate that is more than 120% of the national unemployment average, for a period of at least two consecutive calendar years preceding the date of the application.

Illinois Angel Investment Credit Program

The Illinois Angel Investment Credit Program encourages investment into early-stage, innovative businesses within the State of Illinois by offering tax credits to qualifying investors. The credits equal to 25% of the claimant’s investment made directly in a new business. The tax credit may not exceed the taxpayer’s Illinois income tax liability for the taxable year, but the credit may be carried forward for up to 5 years following the excess credit year. Tax credits are allocated on a quarterly basis throughout the year and are awarded on a first-come, first-served basis. These investments prompted by this program provide new businesses with critical funds to support their growth and success.

Brownfield Tax Incentive

The U.S. Environmental Protection Agency (EPA) offers the Brownfields Tax Incentive to help clean up former industrial or commercial areas that were abandoned due to concerns about environmental contamination. To satisfy the contamination requirement, the taxpayer must demonstrate that there has been a release, threat of release, or disposal of a hazardous substance at the property. Under the incentive, environmental cleanup costs are fully deductible in the year incurred, rather than capitalized and spread over time.

TRANSPORTATION & INFRASTRUCTURE

Fixing American's Surface Transportation Act

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

Illinois Transportation Enhancement Program (ITEP)

The Illinois Department of Transportation (IDOT) administers the Illinois Transportation Enhancement Program (ITEP) and has funded projects including bicycle and pedestrian facilities, streetscaping, landscaping, historic preservation, and projects that control or remove outdoor advertising. In the past, federal reimbursement has been available for up to 50% of the costs of right-of-way and easement acquisition and 80% of the costs for preliminary engineering, utility relocations, construction engineering, and construction costs.

Safe Routes to Schools (SRTS)

The SRTS program has provided funding for the planning, design, and construction of infrastructure related projects that will substantially improve the ability of students to walk and bike to school, including:

- ♦ Sidewalk improvements;
- ♦ Traffic calming and speed reduction improvements;
- ♦ Pedestrian and bicycle-crossing improvements;
- ♦ On-street bicycle facilities
- ♦ Off-street bicycle and pedestrian facilities;
- ♦ Secure bicycle parking system; and,
- ♦ Traffic diversion improvements in the vicinity of schools

PARKS, TRAILS & OPEN SPACES

Illinois Department of Natural Resources

The Illinois Department of Natural Resources (IDNR) administers several grants-in-aid programs to help municipalities and other local agencies provide a number of public outdoor recreational areas and facilities. The programs operate on a cost reimbursement basis to a government or non-for-profit organization. Local governments can receive one grant per program per year, with no restrictions on the number of local governments that can be funded for a given location. IDNR grants are organized into three major categories: Open Space Land Acquisition and Development (OSLAD); Boat Access Area Development (BAAD); and the Illinois Trails Grants Program.

Open Space Land Acquisition & Development (OSLAD)

The OSLAD program awards up to 50% of projects costs up to a maximum of \$750,000 for acquisition and \$400,000 for development / renovation of recreational facilities such as playgrounds, outdoor nature interpretive areas, campgrounds and fishing piers, park roads and paths, and beaches. IDNR administers five grant programs to provide financial assistance for the acquisition, development, and maintenance of trails that are used for public recreation uses.

Land & Water Conservation Fund (LWCF)

The federal Land & Water Conservation Fund program (LWCF) is a program with similar objectives to the OSLAD program that is also managed by IDNR. LWCF grants are available to municipalities, counties, and school districts to be used for outdoor recreation projects. Projects require a 50% match. All funded projects are taken under perpetuity by the National Park Service and must only be used for outdoor recreational purposes.

Illinois Bicycle Path Program

The Illinois Bicycle Path Program is a grants program administered by IDNR that provides funding assistance up to 50% to acquire and develop land for public bicycle path purposes. Funded by a percentage of vehicle title fees, maximum grants awards are limited to \$200,000

IMPLEMENTATION ACTION MATRIX

The Implementation Action Matrix offers a comprehensive list of all implementation strategies, policies, and recommendations contained within the Galesburg Comprehensive Plan. The matrix provides staff with a tool to prioritize implementation activities and projects over the life of the plan. In addition, the matrix allows the City to approve specific, actionable items on an annual basis and evaluate progress based upon completed implementation strategies. The Implementation Action Matrix offers a brief description of each project and indicates the following:

PRIORITY LEVEL

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

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

EASE OF IMPLEMENTATION

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

POTENTIAL PARTNERSHIPS

Potential partnerships identifies government bodies, civic organizations, private entities, and other associations which may be able to provide assistance with the identify strategy through coordination and cooperation.

Recommendation	Priority	Ease	Potential Partnerships
Chapter 5: Land Use			
Downtown should continue to contain a mix of land uses that reinforce its unique character, particularly mixed-use buildings.	1	A	Developers, Galesburg Chamber of Commerce
Continue to support the development of multifamily homes to promote affordable, diverse housing options available to residents of various incomes and density around commercial corridors and bus routes.	2	B	Developers, Nonprofits
Promote additional multifamily development to occur in a more coordinated and organized fashion, in areas identified as multifamily residential in the land use plan.	2	C	Developers
Promote a variety of uses throughout Downtown, mixed within the same building (i.e. commercial on the ground floor, with residential above) where appropriate.	2	C	Developers, Galesburg Chamber of Commerce
Heavier industrial uses capable of environmental, noise, and visual impacts on adjacent areas should be located away from the City's established residential neighborhoods.	2	D	
Utilities/Railroad uses can be unsightly and noisy and should be well buffered from adjacent residential properties whenever feasible.	2	D	Railroad companies
Where parcel sizes can accommodate, larger townhome/townhouse development should be promoted.	3	C	Developers
Chapter 6: Housing & Residential Areas Plan			
Utilize the Unmet Housing Demand tables and maps to determine the number of housing units that can be built at specific value and rental rate ranges in certain areas of the City.	1	A	
Identify and market sites for priority infill or redevelopment that will contribute to the vitality and character of Galesburg.	1	A	Galesburg Chamber of Commerce
Consider infill development sites as an opportunity to promote development that can strengthen, elevate, and contribute to, the city's mature neighborhoods.	1	A	
Encourage new development and infill development that is complementary to the scale and character of surrounding residential neighborhoods.	1	B	Developers
The City should monitor housing supply and population trends and projections to determine when and where to support housing development and where not to do so.	2	A	
Develop a "brick streets" plan to establish priorities, identify acceptable maintenance practices, and define areas where the City's historic brick streets should be preserved and/or restored.	2	B	Planning consultant
Consider limiting manufactured homes/mobile homes to Galesburg's formalized and planned mobile home parks.	2	B	
Support the development and use of all types of housing, including single-family detached, attached, or multifamily dwellings for senior housing.	2	B	Developers
The application of citywide policies should be tailored to the needs and conditions of Galesburg's various neighborhoods and residential areas.	2	C	
Use tax credits to help developers build affordable units to meet the demand of lower-income households.	2	C	Developers
Provide incentives for developers to purchase lots or blighted homes within Galesburg's mature neighborhood and other developable properties, such as an increased or extended property tax abatement.	2	C	Developers
Utilize middle housing options such as duplexes, triplexes, multiplexes, and courtyard apartments, and townhouses, to provide more affordable housing options throughout Galesburg.	2	C	Developers
Promote the missing middle housing options (attached single-family and multifamily) on infill parcels within single-family neighborhoods to increase density and maintain neighborhood character.	2	C	Developers
Prioritize the rehabilitation of vacant housing over its demolishing to demonstrate the City's commitment to neighborhood improvements and to avoid increasing the amount of vacant land in neighborhoods.	2	C	Developers
Where annexation is not immediately beneficial, implement annexation agreements with unincorporated property owners in order to ensure that the long-term goals and objectives of this Plan can be attained.	2	C	
Work with property owners and developers to annex adjacent unincorporated areas as they are developed, using annexation agreement negotiations to achieve other Plan recommendations.	2	C	Property owners, Developers
Work with the City's mobile home park operators to ensure mobile home parks remain safe, healthy and attractive.	2	C	Property owners/managers
Utilize the Single-Family Owner Occupied Rehabilitation Grant to help single-family homeowners restore their property to its original historic character.	2	C	Property owners

Recommendation	Priority	Ease	Potential Partnerships
Promote the use of the Property Tax Assessment Freeze for historic-home rehabilitation to assist property owners reinvest in their home and their neighborhood.	2	C	Property owners
Recognize the importance of developing additional senior housing within the community to accommodate the City's existing and future senior population.	2	C	Developers, Senior citizen organizations
Promote the development of senior housing in areas within close proximity to transit, goods, and services, such as Downtown.	2	C	Developers, Galesburg Transit
Prioritize for-sale and renter units at prices affordable for households with lower incomes.	2	D	Developers, Nonprofits
Promote the development of lofts on upper floors above businesses in Downtown Galesburg.	2	D	Property owners, Developers
Restore historic homes to celebrate the City's history and to improve the character of the City's existing neighborhood.	2	D	Property owners, Developers
Encourage owners of historic properties to apply for the National Register of Historic Places to further enhance and market Galesburg rich history.	3	A	Property owners
Create a development brochure to give to potential developers when they inquire about housing projects in Galesburg as a starting point for what the City needs for residential development.	3	A	
In accordance with Illinois State Statute, consider the use of forced annexation to better control properties that threaten the quality and character of incorporated neighborhoods and commercial areas.	3	C	
Increase funding available for the demolition of blighted homes to help quicken community revitalization.	3	D	
Chapter 7: Commercial Areas Plan			
Amend the zoning code to adjust to parking maximums that prevent excess and unnecessary parking spaces.	1	A	
Create design guidelines for regional commercial areas to elevate their appearance.	1	A	
Consistently enforce codes and ordinances to ensure Galesburg is attractive and welcoming to residents and visitors alike.	1	A	
Continue working with the Galesburg Downtown Council to revitalize Downtown Galesburg.	1	A	Galesburg Downtown Council (GDC)
Continue to work closely with the Knox County Area Partnership to market Galesburg's available, high-quality industrial spaces.	1	A	Knox County Area Partnership for Economic Development
Continue to partner with the Galesburg Downtown Council (GDC) to provide Downtown businesses with the Downtown Facade Redevelopment Grant. Consider expanding it to other commercial businesses outside of Downtown when appropriate.	1	C	Galesburg Downtown Council (GDC)
Work with healthcare and social service providers to create a marketing campaign to direct potential employees to apply to them and bring people to Galesburg.	2	A	Healthcare and social service providers
Encourage the development of an appropriate intensity and character in surrounding neighborhoods that supports an active and vibrant Downtown environment.	2	A	
Modify zoning regulations to require parking lot screening and interior landscaping.	2	A	
Amend zoning regulations to require parking lot screening and landscaping to improve residential compatibility and enhance the appearance of local commercial corridors.	2	A	
Market vacant industrial properties to startups and small businesses, particularly in the technology sector to take advantage of growing trends and industries.	2	A	Knox County Area Partnership for Economic Development
Work with property owners and developers to identify industrial buildings that could be adaptively reused as residential and other commercial property as well.	2	A	Property owners, Developers
Carefully review proposals for businesses interested in locating in the neighborhood commercial designation, carefully examining hours of operation and intensity of use.	2	A	
Consistently regulate permitted uses within the CBD zoning district to maintain active storefronts on the ground floor and public spaces throughout Downtown.	2	A	
Utilize existing alleys as a way of providing access to parking areas and assisting with circulation throughout Downtown.	2	B	
Continue to provide centralized parking areas that meet the demands of local businesses and reduce the need for intermittent lots that compromise the character of the Downtown.	2	B	
Screen industrial areas from differing adjacent uses and enforce stricter buffering requirements to address this issue.	2	B	Business and property owners

Recommendation	Priority	Ease	Potential Partnerships
Minimize conflict points along Henderson Street by reducing or consolidating curb cuts, enhancing on-site circulation between adjacent sites, and using intersecting streets for access to commercial sites.	2	C	
Require commercial development to be fully accessible for all users, including motorists, pedestrians, cyclists, and transit riders.	2	C	Property owners, Developers
Provide new retail and entertainment opportunities in Galesburg to capitalize on the increasing incomes across the City.	2	C	
Locate Downtown development at, or near, the front property lines fronting the street to create a "street wall" that encourages walkability and help establish a safe and attractive pedestrian environment.	2	C	Business and property owners, Developers
Utilize the Downtown Façade Redevelopment Grant Program to help improve storefronts of Downtown business.	2	C	Galesburg Downtown Council (GDC)
Eliminate curb cuts and drive-thrus on Main Street to prevent disruption of the pedestrian environment.	2	C	
Explore implementing a façade improvement program for businesses outside of Downtown to assist other key businesses in making appropriate improvements that meet City requirements and guidelines.	2	C	Galesburg Downtown Council (GDC)
Acquire and assemble parcels within Downtown as opportunities present themselves to facilitate larger, more catalytic, redevelopment.	2	D	
Foster a partnership between businesses, especially healthcare and social service providers, and local colleges and universities to create a technical training program to develop a skilled workforce to meet employers' needs. Utilize this same partnership to develop more internship programs in Galesburg.	2	D	Knox College, Carl Sandburg College, USD #205, Healthcare and social service providers
Work to ensure that employment is spread evenly throughout industries to help prevent large-scale job loss.	2	D	Businesses owners, Galesburg Chamber of Commerce, Knox County Area Partnership for Economic Development
Ensure that regional commercial areas are well connected to transit by expanding stops and lengthening hours of operation to include evenings and weekends.	2	D	Galesburg Transit
Establish design guidelines for local commercial uses to help maintain the character of a neighborhood.	3	A	
Create a marketing campaign about the benefits of moving to Galesburg to incentivize workers commuting into the City to become residents.	3	A	
Evaluate current parking requirements to the amount of on-site parking that can be accommodated, taking into account lot size and configuration, required landscaping, and the relationship to surrounding uses.	3	A	
Host more community and special events in Downtown to help reinforce the area as a community focal point.	3	A	Local organizations and businesses
Locate wayfinding signage throughout Downtown, particularly at the railroad station to direct residents and visitors to key places throughout the area.	3	A	
Consider parking maximums to avoid large expanses of parking allowing for denser areas of commercial development.	3	B	
Consider connections from transit stops to the front entrances of regional commercial uses with safe and direct paths for pedestrians.	3	B	Business and property owners
Install wayfinding signage along Main Street to improve the prominence of Downtown.	3	B	
Install gateway signs on Main Street before the I-74 overpass and at the intersection of Main Street and West Street to welcome visitors and mark the entrance of Downtown.	3	B	
Communicate regularly with business and property owners to understand their issues and needs and how the City can help address them.	3	B	
Modernize the City's aging shopping centers through improved signage, landscaping, access and circulation, modern tenant spaces/layouts, building orientation and visibility, outlots, and parking lot maintenance.	3	C	Shopping center businesses and owners
Redevelop unused and underused parking lots in commercial areas to reduce dead space and provide greater development opportunities in Galesburg.	3	C	Property owners, Developers
Appropriately manage access to sites along local commercial corridors through curb cut consolidation, cross-access easements, and access from side streets and alleys.	3	C	
Ensure that existing and future industrial areas have direct, uninhibited access to rail lines and major highways for material reception and product distribution.	3	C	Railroad companies
Redevelop the Sandburg Mall property as mixed-use residential, convention center, or institutional campus to utilize its prominence in the area.	3	D	Developers

Recommendation	Priority	Ease	Potential Partnerships
Plan for the long-term separation of incompatible land uses, working cooperatively with existing industrial businesses which operate within/or adjacent to residential neighborhoods to relocate to more suitable industrial sites elsewhere in Galesburg.	3	D	Business and property owners
Chapter 8: Transportation			
Consolidate access drives and provide more inter-access connections between businesses.	2	C	
Increase the operating hours of all bus routes by one hour, from 7:00 AM - 7:00 PM.	2	C	Galesburg Transit
Maintain Broad Street and other brick roadways to provide motorists with safe conditions of travel.	2	C	
Give West Main Street from Henderson Street westward to Linwood Road a "road diet," which would effectively reduce the amount of travel lanes down from two in each direction to one in each direction with a center left-turn lane and bicycle lanes.	2	D	
Post bus schedule and route location map inside bus stops that provide covered waiting areas.	3	A	Galesburg Transit
Place bus stops on the "far side" of intersections to reduce congestion.	3	B	Galesburg Transit
Implement bicycle lanes along West Main Street and East Main Street to help improve the number of east/west bicycle route connections throughout the City.	3	C	
Update Log City Trail to a full width hard surface roadway that provides bicycle lanes or an off-street trail.	3	C	Parks & Recreation Department
Consider the creation of a bike-share program.	3	C	
Construct a 10-12 foot wide Carl Sandburg Trail that would provide a "loop" around the City with smaller 6-8 foot connector trails that traverse east/west and north/south.	3	D	
Extend Carl Sandburg Drive east, connecting the route with Farnham Street, and reconstruct Farnham Street north of Bluebird Street to match the "urban" pavement section south of Bluebird Street.	3	D	
Chapter 9: Community Facilities			
Foster collaboration between CUSD 205, Carl Sandburg College, and Knox College to develop educational initiatives and programs for CUSD students to help them remain in Galesburg.	1	B	CUSD #205, Carl Sandburg College, Knox College
Continue replacing privately owned lead water service lines to residences as funding is available.	1	B	Galesburg Sanitary District
Support the additional treatment processes at the wastewater treatment plant.	1	B	Galesburg Sanitary District
Rehabilitate the existing Street Division building with a new roof, siding, insulation, heating, electrical, and sprinkler system to provide a better space for equipment and offices.	1	C	Galesburg Street Division
Partner with the GAVC to work with local employers and students to identify programs and skills that should be improved and expanded to meet their needs.	2	A	GAVC
Research funding sources to help address flooding due to infiltration and the anticipated low discharge limits for nutrients affecting the stormwater and wastewater systems.	2	A	Galesburg Sanitary District
Begin and complete construction of the new public library to be located on Main Street.	2	B	Galesburg Public Library
Continue routine sewer line replacements and upgrades.	2	B	Galesburg Sanitary District
Continue to work with the various utility providers in the City to ensure all Galesburg residents and business have high-quality access to their services.	2	C	Utility Providers
Partner with Bridgeway and other mental health service providers to enhance and expand these services for all Galesburg community members.	2	C	Bridgeway
Utilize Galesburg Heart & Soul's "Trains, Planes & Ferris Wheels" theme developed in the organization's action plan to promote City pride in Galesburg schools.	3	A	Galesburg Heart & Soul
Research funding sources to hire additional police officers.	3	A	Galesburg Police Department
Regularly monitor the need for an additional fire station throughout the life of the Comprehensive Plan.	3	A	Galesburg Fire Department
Collaborate with Galesburg Cottage Hospital and St. Mary's Hospital to identify strategies for marketing the City and the Hospital to potential employees both locally and nationally.	3	A	Galesburg Cottage Hospital
Work with all healthcare providers to develop a healthy food program to educate residents about the importance of good nutrition and healthy food options.	3	A	Healthcare providers

Recommendation	Priority	Ease	Potential Partnerships
Implement green infrastructure practices as a more sustainable way to provide water to residents and businesses.	3	C	Knox Advocates for Recycling and Environmental Sustainability (K.A.R.E.S.)
Assist the Correctional Center in the appropriate capacity as the need arises, such as permitting for the replacement of watchtowers or a general expansion of the facility.	3	C	Hill Correctional Center
Utilize green infrastructure techniques to help improve the City's watersheds.	3	C	(K.A.R.E.S.)
Support the expansion and renovation of Galesburg Cottage Hospital and St. Mary's Hospital as needed to help improve and increase its services in the City.	3	C	Galesburg Cottage Hospital
Consider opportunities to expand the police force to help address the increase in emergency calls and provide equitable and complete service to all community members.	3	D	Galesburg Police Department
Chapter 11: Parks & Recreation			
See the Parks and Recreation Master Plan for a detailed implementation procedure.			
Chapter 12: Sustainability Framework			
Update applicable development standards, codes, ordinances, and guidelines to encourage, incentivize, and regulate conservation-based Green Infrastructure practices throughout the City.	1	A	
Develop and implement a long-term operations and management plan for Green Infrastructure throughout the City.	2	B	
Through the establishment of a green infrastructure subcommittee and/or sustainability coordinator, the City should have a voice in regional policies, programs, and incentives relative to development and land management practices enhanced through green infrastructure.	2	C	
Promote, encourage, and incentivize restorative farming practices and agricultural operations within the City and adjacent areas.	3	B	K.A.R.E.S., Local farmers
Natural areas should be identified and prioritized as open space uses as development occurs in the undeveloped areas of the City. They should be linked as an open space network where possible.	3	C	Parks & Recreation Department
Use capital projects currently planned within the City to demonstrate green infrastructure applications in order to catalyze implementation.	3	C	Various City departments
Use Knox College and its sustainability program as a resource when constructing green buildings and green infrastructure in the future.	3	C	Knox College
Private development and redevelopment should be encouraged and incentivized to incorporate green infrastructure practices more aggressively. Demonstration applications should be monitored for performance and acceptance and adapted to the City's priorities.	3	D	Developers, Carl Sandberg College, Galesburg Community Foundation, Growing Together, Inc., (K.A.R.E.S.), Knox County Area Partnership for Economic Development, KnoxCorps
To support a sustainable and resilient Galesburg both near- and longer-term, the recommended approach is to incorporate "green infrastructure" practices into each land use and redevelopment scenario.	3	D	Developers, (K.A.R.E.S.)
Apply green roofs, permeable paving, street trees, bioretention, naturalized swales, naturalized detention, cisterns, water discharge reduction, and onsite wastewater treatment as means of storm water management.	3	D	Developers, Parks & Recreation Department, Planning and Public Works Department

