

**City of Quincy, Illinois
Comprehensive Plan
1986**



**Office of Planning
and Community Development**



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INTRODUCTION

HISTORY

The westernmost city in Illinois, Quincy is located along the eastern shore of the Mississippi River atop 100-foot limestone bluffs which overlook a wide expanse of the river and a natural harbor.

John Wood founded Quincy in 1822, settling on land that was part of a large area set aside as a Military Bounty Tract for the War of 1812. The little settlement was first called The Bluffs, but was renamed Quincy in 1825 when Adams County was incorporated. The county, the city, and what is now Washington Park were named in honor of the then current President of the United States, John Quincy Adams.

A few of the events that were important to Quincy's history in the early years were: the Blackhawk War, the Mormon involvement, the Lincoln-Douglas debate in 1858, and the anti-slavery movement. Quincy was a stop on the underground railroad. Prosperous industries and commercial establishments including breweries, stove manufacturers, steamboat construction companies, farm implement businesses, and wholesale and retail stores helped in the development of the community. Quincy's growth encouraged German, English, Scotch, and Irish immigrants to settle in the city. Since that time, over one hundred years ago, many changes have taken place in Quincy, but the pride in this All-America City and its rich heritage still runs strong.

PRIORITIES

It is the intent of this plan to provide the opportunities that will foster the economic growth and prosperity in Quincy that is so vital to the future of any city. Therefore, furthering the economic well-being of Quincy residents is a high priority. Other priorities include providing for the health and safety of the local population, assuring that adequate housing at affordable rates is available, that future development is planned for and takes place in an orderly manner, that a transportation network and system is sufficient to meet the needs of the people, that educational opportunities are diverse and readily available, and that adequate and convenient open space and recreation facilities for all segments of Quincy's population be provided. These priorities, when considered collectively, have as their goal providing the opportunities for a higher quality of life and an increased standard of living for all the citizens of Quincy. The priorities of the comprehensive plan as outlined above were obtained from the document, Goals for Community Development, Quincy, Illinois, prepared by Lawrence and Associates, Inc., and appear in paraphrased form.

The priorities listed above will be addressed in the body of the comprehensive plan but before so doing, the existing conditions and characteristics of the City of Quincy and its residents should be touched upon. Areas to be addressed include the topography of the city's location,

the demographics of the population, projections on population growth, the present economic climate, and the existing and future land use plan element.

TOPOGRAPHY

Much of the development of Quincy has been influenced by the topography of the city's site. The original settlement was located on high and fairly steep bluffs above the Mississippi River with industry locating in the relatively narrow band of flat ground along the river. The downtown developed on the bluff and overlooked the industries and the river. Residential areas for many years spread out fairly evenly to the north, south and east of the downtown area; however, somewhat over a mile to the north of the downtown area is found a major drainage channel, Cedar Creek, which for many years bounded the urban development to the north. A similar tributary channel, Curtis Creek, enters the Mississippi River an equivalent distance south of the downtown area. The creek formed a fairly effective barrier to southward growth. The floodplain of the two creeks and the Mississippi River area posed the problem to continued development in these areas. Because of these topographic conditions, much of the past development went primarily in an eastward direction. However, with the construction of sanitary sewer interceptors in the Cedar and Curtis Creek channels, development has begun to shift to the north and south as well as continuing to the east. South of Quincy, a one hundred year flood levee has been constructed to control any possible flooding or overflows by the river. The construction of a five hundred year flood levee has been proposed for this section of the river and is presently under consideration by the Corps of Engineers. Another development which has an impact on the topography of the region is the Quincy By-Pass (Route 336) located to the east of the city.

DEMOGRAPHICS

The City of Quincy covers 12.4 square miles and has a population of 42,554. A breakdown of the population and housing characteristics is presented in Table I, "Summary of Quincy Demographics." The city's population decreased by 6% between 1970 and 1980. Quincy has a very small minority population equaling less than 4-1/2% of the total population. Another interesting fact is that women outnumber men by over 2,700. The age of residents is fairly well distributed amongst the various classifications.

The statistics on housing in Quincy indicate there is a total of 17,944 year round housing units of which 16,718 are occupied. Of the units occupied, 64% are owned with a median value of \$35,000. The type of housing units is broken down into three categories - single unit, multi-unit, and mobile home. There is 9,852 owner occupied single-family households (1 unit at address). There is a total of 661 multi-unit owner occupied households (2 or more units at address) in Quincy with 287 remaining owner occupied units being mobile homes. There is 5,918 occupied rental units with a median rent of \$179. The majority of the housing occupied by renters is multi-unit for a total of 3,519 households. Single units account for 2,339 households with the remaining 60 renters occupying mobile homes. Over half of the housing stock in Quincy was built prior to 1940. The city's public water system serves over 99% of the households and the public sewer system serves just under 98%.

Table No. 1

SUMMARY OF QUINCY DEMOGRAPHICS*

POPULATION		HOUSING UNITS		INCOME/EDUCATION		
Total in 1980	42,554	Total in 1980	17,944	HOUSEHOLDS	Households	16,654
Total in 1970	45,288	Total in 1970	15,988		Less than \$5000	2,684
% Change	-6.0	% Change	10.9		\$5,000 - \$7,499	1,590
BY RACE	White	40,571	units occupied 1980	16,718	\$7,500 - \$9,999	1,571
	%	95.3	Units	10,800	\$10,000 - \$14,999	2,930
	Black	1,674	% of total occupied	64.6	\$15,000 - \$19,999	2,546
	%	3.9	Single unit	9,852	\$20,000 - \$24,999	2,133
	Spanish origin	215	Multi-unit	661	\$25,000 - \$34,999	1,934
BY SEX	%	.5	Mobile Home	287	\$35,000 - \$49,999	777
	Male	19,917	Median Value	\$35,000	\$50,000 or more	489
	%	46.8	Units	5,918	Per capita	\$6,829
	Female	22,637	% of total occupied	35.4	Families	10,930
	%	53.2	Single unit	2,339	Median Income	\$18,235
BY AGE OF RESIDENT	0 - 4	2,824	Multi-unit	3,519	Mean Income	\$20,738
	5 - 9	2,642	Mobile home	60	% below poverty level	9.0
	10 - 14	2,829	Median gross rent	\$179	Unrelated persons	7,401
	15 - 19	3,914	1970 - 1980	1,956	Median Income	\$6,060
	20 - 29	7,324	1960 - 1969	1,939	Mean Income	\$8,098
	30 - 39	4,742	1950 - 1959	2,590	% below poverty level	24.5
	40 - 49	3,702	1940 - 1949	1,628	Total Enrollment	9,346
	50 - 59	4,735	Before 1940	9,834	Grades 1-8	4,434
	60 - 64	2,303	% on Public Water	99.4	Grades 9-12	2,740
	65 & over	7,539	% on Public Sewer	97.9	% Private GI-12	21.7
Median	33.1	Median Household Size	2.41	College	2,172	

*All information presented in Table 1 was obtained from the 1980 census

The statistics on household income in 1980 for the residents of Quincy indicate there are 5,845 households whose income was below \$10,000 and of those households, 2,684 had incomes of less than \$5,000. The largest number of households in any one category is 2,930 which have incomes in the \$10,000 to \$14,999 bracket. The smallest number of households in any one category is 489 which have the highest incomes and are in the \$50,000 or more bracket. The three income brackets - \$10,000 to \$14,999; \$15,000 to \$19,999; and \$20,000 to \$24,999 have the highest concentration of households. These three brackets contain 45.7% of the total number of households. In Quincy, median family income is \$18,325 with 9% of all families having incomes below the poverty level. For unrelated individuals, the median income is \$6,060 with almost 25% of all unrelated individuals having income below the poverty level. The per capita income figure for Quincy is \$6,829.

Total enrollment in school for grades 1-12 and college is 9,346 and equals 22% of the total population. For grades 1-12 the total enrollment is 7,174 of which almost 22% is enrolled in private schools. The information presented in Table I and described above provides a general overview of the existing population characteristics.

POPULATION PROJECTIONS

The population projections presented in Table 2, "Quincy Population Projections" are based on past trends experienced by Quincy and the three outlying townships. The methodology applied is referred to as the Linear (straight-line) Model but was slightly modified for use here. Two projections are plotted - one for the City of Quincy and the other for what is referred to as the Quincy "Community."

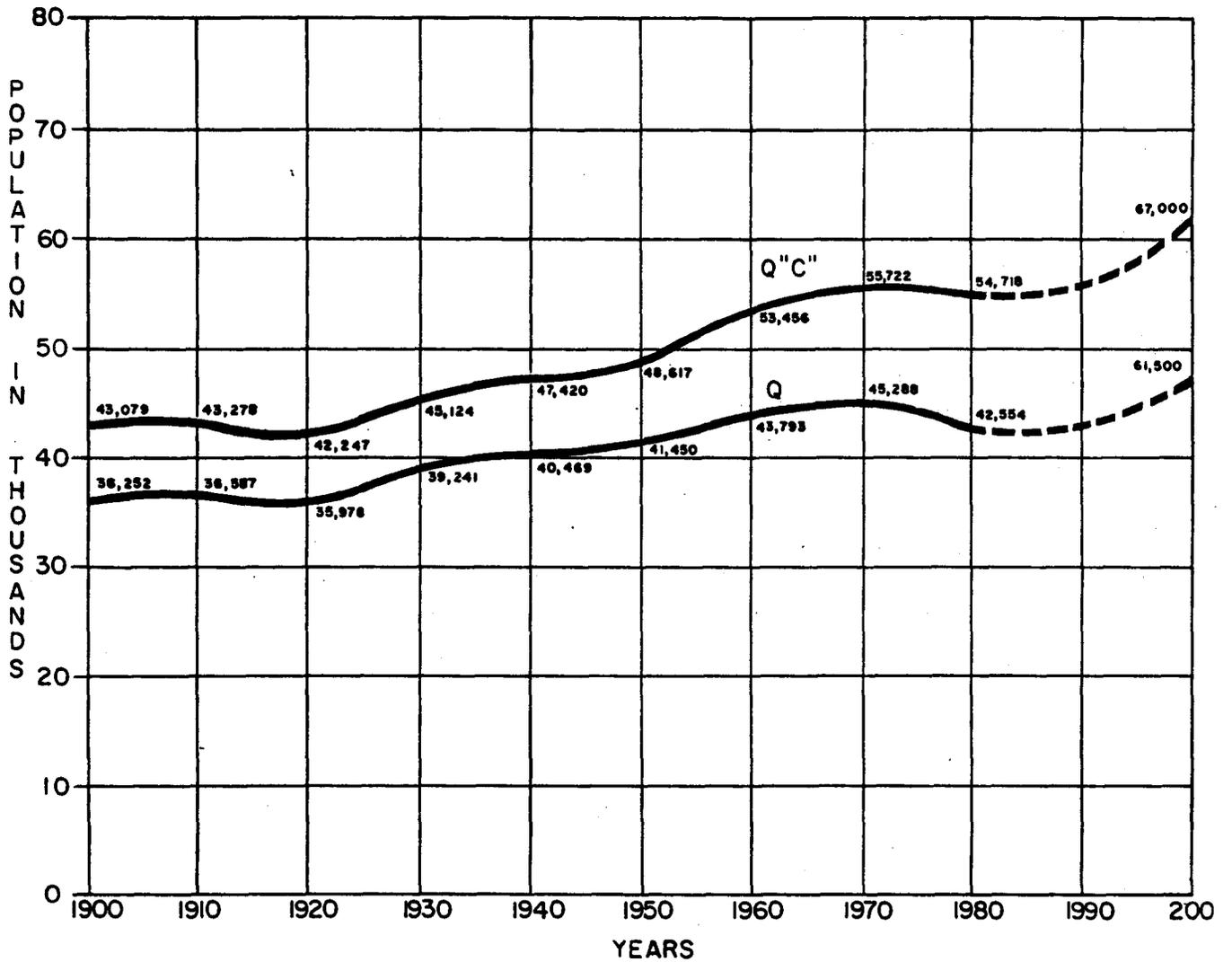
The Quincy "Community" includes the following townships: Quincy, Riverside, Ellington, and Melrose. The "Community" in 1980 had a total population of 54,718. Of that number, 2,252 individuals reside in Riverside Township; 6,616 live in Melrose Township; and 3,296 in Ellington Township; and the remainder being the 42,554 residents of Quincy.

The projection for Quincy indicates an increase in population of 4,446 persons for a total population of 47,000 in the year 2000. The outlying townships are estimated to grow by 2,336 over the same period. The Quincy "Community," therefore, is expected to grow from 54,718 in 1980 to 61,500 in the year 2000.

The projected rate of growth for Quincy is 5% per decade and for the Quincy "Community" 6% per decade. The higher growth rate for the "Community" is a result of past trends - especially over the last 20 years which indicates the townships are experiencing greater percentage increases in population than the city as a whole. One explanation for the higher growth rate percentage in the "Community" is the out-migration of Quincy residents to the other townships. The localized out-migration can result from a desire for lower property tax rates, the availability of services from organizations other than the municipality, i.e., the Mill Creek Water District and the development of subdivisions just outside the city limits. Some of the residents who have relocated outside of Quincy may eventually be

TABLE 2

POPULATION PROJECTIONS
 QUINCY vs. QUINCY "COMMUNITY"*



EXISTING AND PROJECTED POPULATION

Q = CITY OF QUINCY POPULATION 1900-1980/1980-2000
 Q"C" = QUINCY "COMMUNITY " POPULATION 1900-1980/1980-2000
 Q PROJECTION = 47,000 BY YEAR 2000, INCREASE OF 4,446 (5% PER DECADE)
 Q"C" PROJECTION = 61,500 BY YEAR 2000, INCREASE OF 6,782 (6% PER DECADE)

*COMMUNITY: INCLUDES QUINCY AND RIVERSIDE, ELLINGTON, AND MELROSE TOWNSHIPS

brought back in through annexation agreements. Both projected rates of growth are higher than what has been typically experienced in the past.

Projecting an increase in population, after a decade in which a loss was experienced, has several premises. The decrease in population from 1970 to 1980 as indicated in Table 3, "Population," was a result of economic hardships experienced by Quincy, the region and the nation in the late seventies. As the local economy rebounds out of the recession and economic conditions improve, employment opportunities will increase. With more jobs available to local residents, the out-migration from the city and region to other parts of the nation will decrease and is expected to eventually reverse itself bringing new residents into the city and outlying townships. Another factor affecting population growth is family size. Today, many people are choosing to marry and start families later in life. Such a trend has been a characteristic of the "baby boom" generation. As this group ages, then, the city should experience some growth in the zero to fourteen year old age groups and a corresponding increase in school enrollment. Another national trend of late has been a gradual shift of the population from heavily urbanized areas to the less populated rural sections of the country. If this shift continues, it could have a positive impact on the city's future growth. Quincy also has the potential to grow as a retirement community for the elderly. This potential is expected to play a role in the expansion of the city's population base too. The most important factor to influence the city's population growth is an improved economy and the creation of jobs but the other factors touched upon above will also play a role in meeting the year 2000 population projections.

The year 2000 projections, when compared to the population forecasts made in the 1960 plan, appear to be more appropriate. The 1960 plan based the population projections for the Quincy "Community" on maintaining approximately the same percentage of the national population through the year 1985. The Quincy "Community" was to reach 77,000 in 1985 based on that analysis. This was not the case. When this projection is compared to what actually occurred, the argument for using historical population trends as a guide for predicting future population growth is supported. In the past, the population in Quincy has grown by small increments, not leaps and bounds, and can be expected to maintain this trend in the future.

ECONOMIC CHARACTERISTICS

According to the 1980 Census of Population, the City of Quincy has 33,555 residents who are considered of working age - 16 years old and over. The census also indicates Quincy has a labor force of 20,044. In order to be considered part of the labor force, a person must be sixteen years of age and either currently employed or actively seeking employment. Quincy has 13,511 people who, while of age, are not considered part of the labor force. This category would include such people as retirees, housewives, the physically disabled, and the discouraged job seeker. A breakdown by age of the labor force is presented in Table 4, "Economic Characteristics."

The size of the labor force will fluctuate with changes in the economy. People will enter or exit the labor force depending on the job market and their perception of it.

Table No. 3

POPULATION

City of Quincy

	1970*		1980**	
	Total	Female	Total	Female
Total pop.	45288	23894	42554	22637
By age group				
0 - 4	3463	1702	2824	1319
5 - 9	3848	1880	2642	1267
10 - 14	3796	1787	2829	1369
15 - 19	4170	2145	3914	1998
20 - 24	3568	1994	4135	2091
25 - 29	2597	1339	3189	1632
30 - 34	2103	1073	2685	1388
35 - 39	2023	1057	2057	1093
40 - 44	2403	1251	1841	944
45 - 49	2624	1363	1861	1010
50 - 54	2535	1339	2293	1218
55 - 59	2380	1273	2442	1317
60 - 64	2418	1287	2303	1273
65 - 69	2124	1234	2105	1245
70 - +	5236	3170	5434	3473
Median age	32.9		33.1	

* Statistics obtained from the 1970 census

** Statistics obtained from the 1980 census

Table No. 4

ECONOMIC CHARACTERISTICS*

Labor Force		
	Persons 16 and over	33,555
L A B O R	In labor force	20,044
	Not in labor force	13,511
F O R C E	Persons 16 to 19	3,308
	In labor force	2,162
S T A T I S T I C S	Persons 20 to 24	4,031
	In labor force	3,240
	Persons 25 to 54 years	13,683
	In labor force	2,961
	Persons 65 and over	7,564
	In labor force	1,859

*Statistics on labor force and employment by industry are from the 1980 census.

There were 18,386 people employed in 1980. This equals 91.7% of the 1980 labor force. Table 5 breaks the total employment figure down by industry, listing the number of people employed by each classification. The three largest areas of employment are in manufacturing, professional and related services, and in wholesale and retail trade. The manufacturing sector of Quincy's economy employs 5,033 people and is equal to 27.4% of the labor force. The manufacturing category includes the production of both durable and nondurable goods. The professional and related services classification employs 4,602 people and is equal to 25% of the labor force. This category includes such groups as lawyers, doctors and teachers. The wholesale and retail trade classification, while listed separately in Table 5, has a combined employment total of 4,086 and is equal to 22.2% of the labor force. These three classifications account for almost 75% of the employment in Quincy. It is evident from these statistics that Quincy has a diverse employment base. The percentages indicate not only the importance of industrial and manufacturing jobs to Quincy, but also of those in retail and wholesale businesses as well as those associated with the hospitals and the courthouse.

Table No. 5

ECONOMIC CHARACTERISTICS*

Employment by Industry		
E M P L O Y M E N T B Y I N D U S T R Y	Total Employed Persons	18,386
	Agriculture	174
	Mining	140
	Construction	544
	Manufacturing	5,033
	Transportation, Communication, Other Public Utilities	924
	Wholesale Trade	474
	Retail Trade	3,612
	Banking/Credit Agencies	387
	Insurance, Real Estate, Other Finance	424
	Business and Repair Services	672
	Private Households	175
	Other Personal Services	489
	Entertainment/Recreation Services	177
Professional/Related Services	4,602	
Public Administration	559	
% O F T O T A L	Manufacturing	27.4
	Professional/Related Services	25.0
	Wholesale/Retail Trade	22.2

*Statistics on labor force and employment by industry are from the 1980 census.

LAND USE PLAN

The Year 2000 Land Use Plan has its foundation in the existing land uses found in the City of Quincy. The "plan" referred to in the Year 2000 Land Use Plan is intended to assure that growth takes place in an orderly manner. The growth management is particularly directed at changes in the types of land use at the city's edge. Wherever possible, compatible uses are planned in accord with the existing use. Therefore, in order to understand the "plan," a description of the existing land uses is necessary.

Quincy's development has in the past been influenced by the topography of the region. The Mississippi River forms the western boundary of the city. The original development of the city quite naturally began at the river's edge and spread eastward. Prior to 1960, the drainage channels of Cedar and Curtis Creeks to the north and south of the city, formed natural barriers to development funneling growth to the east. Since the construction of sanitary sewer interceptors in the two creeks during the early sixties, development has occurred to the north and south of the city as well as to the east.

Since the adoption of the last official comprehensive plan in 1960, much of the growth that has occurred has been in accordance with the land use pattern outlined in the plan. New development over the last twenty-five years has been scattered to the north, east and south of the city. Residential development has happened in each direction with the heaviest concentration to the southeast around Westview Golf Course. New commercial development has had its heaviest concentration along Broadway east of 30th Street. Industrial development has taken place to the north-northeast and to the southwest. The growth of public and semi-public uses has formed a semi-circular pattern about the city's perimeter. All of the new development has been located primarily outside of the city or at its perimeter.

The corporate limits have expanded through the annexation of development at the city's edge. Typically, the land annexed is already entirely developed. While the city continues to grow, its expansion is dependent upon an annexation process that only brings in existing development. This kind of growth process indicates the value of the city's power to zone out to a mile-and-a-half past the city limits. This power is granted through Illinois law to home-rule communities in counties where no county-wide zoning is in existence. The 1.5 mile zoning limit exercised by the city provides the means to plan for growth and to exercise control over what type of land use development occurs in a given area outside of the city.

Today, the city encompasses over 12 square miles. The densest development can be found in and around the central business district or "uptown" area as it is better known. This is the oldest part of the city and is one reason for the intense development associated with the area. Moving away from the uptown area the density of development lessens. Beyond the corporate limits, development is only found along main streets and

thoroughfares. One exception is to the south where several subdivisions have been developed.

The existing land use map completed in December 1984, indicates the type and location of the different land uses found in and around the city. The existing land uses were determined through a "windshield inspection" survey. Residential development is the largest categorical land use found in Quincy. And within that classification, single-family residences account for a very significant amount of that land use. Single-family dwellings are found throughout the city, again with the intensity of development decreasing moving farther away from the city's core. The older areas of the city have much more intense residential usage due to the smaller lot sizes. The small lot sizes are a result of the "grid" type of street layout used in the past and is characterized by frequent cross-streets which create shorter city blocks making more frontage space available which allows for the intense development found in these areas of the city. Single-family development is much more spacious at the outer edges of the city limits and outside the city. The largest concentration of two-family and multi-family dwellings are in the older sections of the city and these dwellings are primarily in older structures as a result. It should be noted that almost two-thirds of the housing stock found in Quincy was built prior to 1950. Two and multi-family residential use is scattered with a high concentration located to the north and south of the central business district as well as within it. These types of dwellings can be found in other parts of the city interspersed among the single-family residences. However, this is a characteristic of the older neighborhoods and does not occur near or in the newer, large-lot subdivisions built over the last twenty-five years. These newer subdivisions, while scattered outside the city, have their heaviest concentration to the southeast around Westview Golf Course. Multi-family housing can be found in the newer parts of the city but have been developed as complexes using an entire block rather than one building in a single-family neighborhood. Several mobile home parks are located outside the city limits; however, there are a few such developments located within the city's boundary.

A majority of the commercial enterprises are located in two particular sections of the city. The uptown area is one location and the other is along Broadway Street east of 30th Street. The uptown district is located on the bluff at the city's western edge whereas the Broadway district is located at the eastern edge of the city. Both districts are easily accessible to the public. The commercial district on Broadway is a very large area which includes several shopping centers as well as an enclosed mall. The uptown area has lost some of its former retail commercial strength as a result of the construction of these newer developments. While still having a large commercial sector, the central business district has also become a prime office location for those in professional occupations. The close proximity of the central business district to Quincy City Hall and the Adams County Courthouse as well as the city's two hospitals makes it a very good location for lawyers and doctors which provides an impetus for other professionals to locate there. Commercial uses are also scattered throughout the older sections of the city and along the main traffic routes. Some small commercial centers are also located at key street intersections. The State and Eighth Plaza and the 18th and Broadway sites are good examples

of this. Commercial development is almost nonexistent in the newer residential areas.

Industrial land use is concentrated in two locations. One is along Front Street by the river and runs south from Memorial Bridge to Jefferson Street where it then follows Gardner Expressway (Rt. 57) for approximately four miles. This industrial district is a strip development due to the narrow amount of land available along Front Street. South beyond Jefferson Street along Rt. 57 additional land is available away from the highway but development continues to run right along it. One explanation for this continued strip development is the fact that the land west of Gardner Expressway is part of the Mississippi River floodplain. Also, to the east of the expressway are the bluffs which block any development in that direction. The other industrial area is to the north and northeast of the city. To the north at 24th Street and Kochs Lane is the Schneidman Industrial Park which is ideally suited to smaller-sized industries. The industrial park is less than five years old and is served by all utilities. The park is approximately 100 acres in size and at the present time 22% of it is occupied. To the east of the industrial park there is a large amount of land used for industrial purposes. The newest addition to this industrial area is the conversion of the 900,000 square foot Cummins engine plant to an industrial mall complex in 1984. The mall complex is located at North 30th Street and Katherine Road. Some light industrial uses can be found scattered throughout the city and along the rail spurs contiguous to the central business district uptown area.

There are a large number of public and special purpose uses in the Quincy area. These uses include a fine park system as well as the Illinois Veterans Home, the golf courses (both public and private), and various churches and cemeteries.

The description above provides a general overview of the types of land uses found in Quincy and where they are located and further, "sets the stage" for the premises of future land use. But before beginning a discussion of the "plan," the amount of land in each classification needs to be presented. This information appears in Table 6, "1985 Existing Land Use." The table presents the information by total acreage, within the city limits, and out to the mile-and-a-half zoning limit exercised by the city.

A second table entitled "Existing Land Use Comparison 1985 and 1960" is also included. This table indicates the changes by amount and percentage for each category. What is important here is the changes in the percent of land in use. Typically, each categorical percentage will not deviate more than one or two points from the past percentage. In Quincy this was true for the retail, industrial, undeveloped land and street classifications, but there was a dramatic shift in the residential use and public/semi-public use percentages. The public/semi-public use total acreage amount increased by 175% between 1960 and 1985. The amount of land in residential use increased by approximately 35% over the same period. The high growth rate in public/semi-public land use can explain the 7% increase in its 1985 percentage of total acreage over the 1960 total and why residential use declined by 8% in 1985 from the 1960 total acreage percentage. Some of the developments contributing to the surge in public/semi-public use include the

TABLE 6

1985 EXISTING LAND USE

LAND USE CATEGORY	TOTAL ACREAGE BY CATEGORY	WITHIN CITY CORPORATE LIMITS	% OF CATEGORY TOTAL	OUT TO 1.5 MILE LIMIT	% OF CATEGORY TOTAL
Single-Family Residential	3,735	2,400	64%	1,335	36%
Multi-Family Residential	370	260	70%	110	30%
Retail/Service	465	355	75%	110	25%
Office	60	55	90%	5	10%
Light Industrial	435	145	33%	290	67%
Heavy Industrial	595	135	23%	460	77%
Public	1,375	1,120	82%	255	18%
Semi-Public	750	490	65%	260	35%
Agricultural	10,045	280	3%	9,765	97%
Undeveloped	4,375	470	11%	3,905	89%
Streets, Other R-O-W	--	2,205	--	--	--

TABLE 7

EXISTING LAND USE COMPARISON 1985 TO 1960*

City of Quincy, Illinois

Land Use Category	1985 ACREAGE	1985 % OF TOTAL	1960 ACREAGE	1960 % OF TOTAL
Single-Family Residential	2,400	31%	1,928	42%
Multi-Family Residential	(2,660) 260	(34%) 3%		
Retail/Service Office	355 55	4% 1%	178	4%
Light Industrial	145	2%	286	6%
Heavy Industrial	(280) 135	(4%) 2%		
Public	1,120	14%	600	13%
Semi-Public	(1,610) 490	(20%) 6%		
Agricultural	280	3%	—	—
Undeveloped	470	6%	261	6%
Streets, Other R-O-W	2,205	28%	1,350	29%
TOTAL	<u>7,915</u>	<u>100%</u>	<u>4,600</u>	<u>100%</u>

(*1960 land use statistics prepared by Harland Bartholomew and Associates)

establishment of John Wood Community College, the addition to Westview Golf Course, as well as the creation of Wavering Park and the adjoining Moormans Park. Some clarification of the industrial land use percentages and acreage amounts for 1985 and 1960 should also be made. The 1960 statistics include the land used for railway transportation whereas in the 1985 statistics, this data is included as part of the streets and other R-O-W information.

No standards exist as to what percent of land should be in use for each classification. A comparison to an average of six cities of similar size can give an indication as to how well Quincy fares in terms of development, but to imply that Quincy should attempt to replicate these categorical percentages is misleading. A city's development is unique unto itself due to differences inherent to each city. The six city averages are for comparison only and should not be viewed as setting any kind of development goals. The land use comparisons are presented as a percentage of developed area rather than total acreages as in the tables above. For Quincy, then the percentages do not directly correspond to those presented in the tables previously mentioned. The amount of land in residential use is 37% for Quincy as opposed to 46% for the selected communities. Commercial use in Quincy is 6% and is 5% in the selected communities. Industrial land use in Quincy is about 4% with almost 8% in use for the six city average. Land in public and semi-public use equals 23% in Quincy and 14% for the six selected cities. Streets account for approximately 30% of the developed area in Quincy and 26% for the selected cities. The six communities used to compute the land use area percentages for comparison were Danville and Elgin, Illinois; Elkhart, Kokomo, and Lafayette, Indiana; and Oshkosh, Wisconsin, and are all in the 40-50,000 population range. The six city average information was provided by W.V.P. Corporation.

The information presented in the tables on Quincy land use serves as a guide for determining the amount of land that will be needed in the future. These percentages coupled with the population projection can provide an estimate as to how much additional land will be required for each category. Residential use is estimated to increase by approximately 300 acres. The amount of land for use as retail or service establishments is projected at 25 acres and for office space it is 6 acres. New industrial development is projected to increase by 25 acres in addition to land currently under option by existing industries. Land for use in the public and semi-public classification is presented at half the amount calculated due to the phenomenal growth experienced over the past 25 years. Such a rate cannot be expected to continue and, therefore, new public/semi-public development is estimated at 75 acres. The estimates on additional acreage is based on the continuation of the present rate of growth, however, a change resulting from, for example, the location of a large industrial manufacturing firm or the completion of the Central Illinois Expressway could have a dramatic effect on the city and skew the acreage projections presented. Such developments would influence all of the land use categories with only minor changes in the percent of land in use but would drastically increase the amount of land in use. This kind of change would then necessitate a review of certain elements of the plan - i.e., transportation, water, sewer, land use.

With the information on the location of the existing types of land use and the statistics on the amount and type of land in use, the "plan" for the city of Quincy can be addressed. The plan does not propose any significant alteration or deviation from the existing land use structure found in Quincy. The land use plan map indicates where and what type of future land use can be expected in Quincy and the surrounding area. The residential development tiers are spread about the perimeter of the city limits. The primary commercial zone targeted for new development is along Broadway and runs from 28th Street to the Broadway interchange with Rt. 336. The focus of the Central Business District is on redevelopment. As for industrial development, the zones continue to be to the northeast and southwest. All of the zones are in keeping with past development trends and are intended to maintain those directions.

The pattern of residential land use will continue in much the same way as it has in the recent past. The older residential neighborhoods will continue to have a mix of single and multi-family residential uses especially around the central business district uptown area where the use changes from house to house and block to block. As for the newer residential areas such mixed residential use will be more controlled. Areas are targeted for both single-family and multi-family development and while both types are located in predominantly residential areas, the intermingling of use found around the uptown area will not occur. New residential development is regulated by zoning and subdivision ordinances. These ordinances are the means by which all new development can be controlled. Entire areas are available for either single-family or multi-family development and are targeted for such use due to the availability of city utilities requiring moderate or little additional expense for service extensions as well as the close proximity of the sites to main traffic routes. Also, all of the areas targeted have experienced residential development over the last twenty-five years. The location of these areas are between Columbus Road and Waverling Park, near 48th and Maine Streets, north of the intersection at Harrison and 36th Streets, and along Cherry Lane between 12th and 18th Streets. Additional land is available and targeted for residential use to the north of the city west of 24th Street. The various locations should provide ample space for residential development and is more than enough to accomodate the projected growth in population.

The pattern of commercial development will also parallel the existing structure of commercial land use. The two main commercial areas will remain the central business district and along Broadway east of 30th Street. Eventually, Broadway Street is expected to become entirely commercial and would then serve as a link or "corridor" between the two commercial districts. But based on the projected acreage required to meet expected demand and the amount of vacant and undeveloped land available in the uptown area and on Broadway east of 30th Street, all of Broadway need not become entirely commercial over the next fifteen years. Sections of Broadway will continue to expand commercially. For example, the blocks near the hospitals and courthouse can be expected to continue to be converted to office space and small shops. Much of this section of Broadway is already a mix of uses. The 18th and Broadway area may see some additional development but not to any great extent. While the land use trend indicates the residential blocks between 20th and 24th Streets to have potential for commercial use, a

lot-by-lot rezoning may be a better approach to controlling development there than an across-the-board rezoning to a commercial classification. Again, due to the availability of other sites in existing commercial areas, the amount of new commercial land that will be necessary is minor. The Broadway commercial "district" will eventually run to the Quincy By-Pass and beyond. The potential for redevelopment in and around the uptown area is considerable. The renovation of the Lincoln-Douglas Hotel and the completion of the Holiday Inn Holidome are two prime examples of this potential. These two projects give recognition to the opportunities that exist for the revitalization of the Central Business District and the adjoining blocks through either new development or the restoration of existing structures. Other commercial areas are planned to serve outlying neighborhood developments. These would be located along main traffic routes between residential areas and major employment centers and would provide the "convenience-quick stop" type of shopping and services. An example of such a location is North 24th Street and Kochs Lane.

As for industrial land use no changes in the location is projected. The main industrial areas will remain to the northeast and southwest of the city. Additional land to the northeast is targeted for use as an industrial district but would only be made available if no other suitable location could be found. It should be noted that this is not likely to develop except by large industrial users.

The amount of changes in the public and semi-public classifications is hard to predict. The development of North Park, located east of the industrial park, by the park district is expected. Also, another public golf course is possible. This, too, would be a result of actions by the park district. The new railroad station at 30th Street and Wismann Lane was recently completed. Other possible additions to public land would include expansions by John Wood Community College and the Quincy School District, but none are planned at this time. Semi-public land used for churches and cemeteries may also contribute to the increases in this classification.

Due to the dense development found in Quincy, little, if any, new development is possible within the city's corporate limits. Quincy can expect to grow and experience new development but, as alluded to above, such growth will take place at the city's perimeter and the outlying areas. At the same time, redevelopment within the city will also continue. The adaptive re-use of historic structures is a good example of this. The annexation process, the conversion of existing undeveloped and agricultural land, and changes in existing uses will all continue to contribute to the city's growth.

CITY SERVICES ELEMENT

Plans by city departments for the maintenance of the city's infrastructure and the provision of city services through the year 2000 is the next element of the comprehensive plan. This section encompasses city utilities such as water and sewer, and city services such as police and fire protection. Other services like parks and education which have their own governing boards and taxing districts play an integral role in the city's future and therefore, the city should plan in conjunction with these groups on projects and development affecting their services. First to be addressed are those services for which, typically, a user fee is assessed. These include water, sewer and sanitation. Following sanitation will be a review of the street and traffic patterns which leads into a discussion of the transportation network and emergency services. An analysis of the housing stock will follow the discussion on emergency services.

Many of the priorities outlined in the introduction will be addressed in this element. The activities of the Water and Sanitation Departments as well as that of the Police and Fire Departments all address in one way or another the city's obligation to provide for the health and safety of the local population. That sufficient roads and transportation be available is another priority addressed here. The housing conditions and the public/private attempts to improve them while also trying to make them more affordable will also be discussed. The priority for economic development will be approached in the economic element. As for planning for the city's growth and future development, this priority is divided between the land use and zoning elements. Addressing the priority to provide for the health and safety of the local population begins with a discussion of the Water Department, its services, and plans for the future.

CITY WATER DEPARTMENT AND SERVICES

The Mississippi River is the city's source of water and provides an abundant supply. Today's public water system can be traced back over one hundred years to 1872 when the first pumping station was constructed at Front and Maine Streets. A timetable listing important dates in the water system's history from its inception in 1872 to the present is presented on the following page.

The city's public water system is extensive serving over ninety-nine percent of the city. The system also provides water to areas outside the city. The Annual Report for the Water Department, the most recent of which is dated October 31, 1984, provides an overview of the department's operations over the last year. Income generated through water sales is broken down into three categories, namely, metered, fire protection and miscellaneous. The water rates are based on a cost per 100 cubic feet. Other information provided by the Water Department indicated 46% of all water used and 59% of the department's revenue collected comes from residential customers. Additional income is listed under "other income" and pertains to those funds received through interest payments, connection fees,

CITY OF QUINCY WATER DEPARTMENT HISTORY
Timetable of Significant Events

- 1872 - The first mains and pumping station were built by the city.
- 1873 - The plant was sold to a private corporation operating under franchise. Raw water was pumped into the mains.
- 1882 - Open reservoir constructed at 22nd and Chestnut.
- 1891 - First filters built.
- 1904 - Citizen's Water Works Company formed. A holding company organized to operate the utility and preparations for its purchase by the City of Quincy.
- 1911 - New high service pumping station built.
- 1914 - New low service pumping station and new purification and filter plant built.
- 1916 - City of Quincy purchased utility.
- 1919 - 300,000 gallon elevated and booster pumping station built at 22nd and Chestnut Street.
- 1925 - Reservoir lined and covered with concrete.
- 1931 - Softening plant addition to purification plant construction.
- 1957 - 1958 - New one million gallon storage tank and booster pump station constructed at 11th and Vermont Street. New meter shop and service building constructed at 11th and Vermont Street and additions made at purification plant doubled treatment capacity from 6 to 12 mgd.
- 1969 - One million gallon standpipe constructed at 39th and Wismann Lane.
- 1975 - New flood wall completed to protect main pump station. Sections 1, 2 and 3 of alternate 24" transmission line installed.
- 1979 - Final sections 4, 5 and 6 of alternate 24" transmission line completed in June. New sludge disposal system completed. Comprehensive engineering study of present water treatment initiated by W. H. Klingner & Associates Consulting Engineers.
- 1980 - Hydrogeological study conducted by Ranney Corporation to evaluate the potential for an alternate water supply for the City of Quincy.
- 1981 - Engineering evaluation study completed in January.
- 1982 - 1.63 million dollar bond anticipation note issue approved by Quincy City Council on December 27, 1982, to fund rehabilitation projects named in comprehensive engineering report.
- 1983 - Present - Completion of eight (8) major rehabilitation projects associated with the Quincy municipal water supply.

sales of old equipment, etc. Per capita consumption was approximately 132 gallons per day in 1984.

The city has 200 miles of distribution mains in service with just under one mile having been added over the last year (1984). The mains vary in size from 6" to 36" in diameter. The system has approximately 14,900 water services and 1,084 fire hydrants on line. Under normal operating conditions, the water purification plant is capable of treating up to 12 million gallons of water a day which can be exceeded by 50% if necessary. On average, the plant treats 7 to 8 million gallons a day but on several occasions in the plant's history, demand has exceeded its normal treatment capacity by almost one million gallons. The pumping capacity of the plant is 24 million gallons. Because of the large capacity of the plant, any new industry locating here is assured an adequate supply. In fact, the water plant would have been able to meet the needs of as large of a facility as the G.M. Saturn plant. When treating the water prior to its distribution to customers, conventional water treatment processes are employed which include chlorination, coagulation, sedimentation, lime softening, stabilization, filtration and flouridation. At present, the city has three separate pressure districts in the system. The reservoir district serves the city from the Mississippi River to about 8th Street. Water is provided by either direct pumping from the main pump station or from the reservoir at 22nd and Chestnut. The reservoir was renovated in 1925 to provide a clean 19.5 million gallon storage facility to protect the water from contamination. This reservoir is one of the system's greatest assets. It provides an approximate three day water reserve for use in an emergency and/or disaster. Covering the reservoir along with the use of the chlorination process has ended any possible threat of water borne disease epidemics in the city. The second district is the intermediate and is bordered by the reservoir district to the west and 18th Street to the east. The intermediate district provides service to the downtown commercial area. A one million gallon elevated tank serves this district. The third district is the high level pressure district and is bounded by 18th Street on the west and services the remaining eastern portion of the city. This district serves the growth areas of the city and has a one million gallon standpipe at 39th and Wismann Lane for storage.

An extensive rehabilitation of the present water treatment facilities is currently underway. This renovation is the result of a comprehensive engineering study completed by W. H. Klingner & Associates Consulting Engineers. These improvements do not solve all of the problems associated with the water purification plant but are considered necessary for the effective operation of the plant through the year 2005. At that point, a new water treatment plant will have to be constructed as no further rehabilitation of the existing plant will be feasible. Planning by the Water Department for the new water treatment facilities should begin after 1990. This would provide ample opportunity for changes in the EPA regulations to be incorporated into the plans and for alternative funding sources to be investigated and secured.

A prime concern at the time the engineering study was undertaken was proposed Environmental Protection Agency regulations for potable water. Due to the likelihood of increased organic compound regulatory laws and the

quality control limitations of the existing water supply, the use of a groundwater source was studied. The Ranney Corporation of Westerville, Ohio conducted the hydrogeological study, the results of which indicated a groundwater source on Quinsippi Island could provide enough water to meet the needs of the city in the year 2005 and that it contained less organic contaminants than the present river supply. This study coupled with the engineering evaluation of the existing treatment plant indicated that a new treatment facility using a groundwater source would cost between one-half to two-thirds the cost of a surface water treatment plant. Therefore, as plans are made for the construction of the new treatment plant, these plans should include the use of a groundwater source for the city's water supply.

In addition to completing the rehabilitation of the present water treatment plant and planning for a new plant, the Water Department also operates a meter maintenance program and a capital improvement program. The meter maintenance program is concerned with the efficient operation of the city's water meters. A water meter's accuracy in registering water usage deteriorates over time and can result in overcharges to the customer or in under-registration resulting in lost revenues for the city. The meter maintenance program was established in 1979 and operates on a schedule where all meters should be replaced or repaired every ten (10) years. Additional savings (increased revenues) may be possible through the implementation of a modern unit replacement schedule. The intent of the maintenance program is to ensure that the city's water users are charged for what they use lessening the need for future water rate increases.

The Water Department capital improvements program (CIP) is divided into two broad categories: 1) maintenance of the existing system, and 2) future extensions to the water distribution system. The maintenance portion of the CIP is intended to increase the efficiency of the system's operation and to continue to provide for the health and safety of Quincy residents. In order to increase the efficiency of the system serving the southwest section of the city, a 16" main on Front Street from Maine to State and State to 5th Streets needs to be cleaned and relined. This is one of the oldest mains in use and at present periods of peak demand, water must be diverted from the intermediate district to the reservoir pressure district serving this area.

Another element of the maintenance program is valve replacement and maintenance. It is estimated that over 40% of the valves in the system today are over 50 years old and need to be either replaced or repaired. A broken or inoperable valve that cannot be located can result in service interruptions and have a serious effect on fire flow in times of emergency. Another element of the maintenance program which can have a positive effect on the protection provided by the city to its residents is upgrading the fire hydrants on the existing system. Approximately 25% of the hydrants are obsolete and have no replacement parts available. These should be replaced with new fire hydrants along with adding an additional 80 others to the system. This would bring the city into complete compliance with the American Insurance Association spacing requirements resulting in better fire protection and reduced fire insurance rates for Quincy residents. Periodic maintenance of the water distribution system is done in conjunction with the city's street improvement program.

The capital improvements program service extension element provides service to new sections of the city. To the south of the city a water main extension is planned and will connect the main at 15th Street and Melview Road with Old Orchard Road. A standpipe should also be constructed at 44th and Harrison Street to reinforce the distribution system serving the southeastern section of the city's water service area. The auxiliary pump station located at the 23rd and Chestnut Street reservoir would supply the standpipe. The possibility of additional service extensions to the south and east of the city is limited due to the establishment of the Mill Creek Water District. The Mill Creek Water District not only places a limit on the water department's service area, but may also limit the expansion of the city's corporate limits, thereby defining the extent of the city's corporate growth to the east and south.

No such constraints exist to the north of Quincy with city water service extending out as far north as Spring Lake Estates. Some extensions are planned to increase service to areas bordering the city limits. These projects include a water main extension on Koch's Lane from 15th to 23rd and providing service to Bell Echo subdivision.

The following is a list by priority of the capital improvement projects planned by the Water Department:

1. Fire hydrant additions and rehabilitation
2. Water meter replacements
3. Water valve maintenance and rehabilitation
4. Water main extension Bell Echo subdivision
5. Water main extension 15th Street to 23rd on Koch's Lane
6. Melview Road - Old Orchard Road main extension
7. Construct one million gallon standpipe at 44th and Harrison
8. Reline 16" main - Front Street.

This list does not include the ongoing water plant rehabilitation nor planning for a new plant but does indicate those projects and programs that are needed to maintain the quality of service and the health and safety protection the citizens of Quincy have come to expect and deserve.

SANITATION DEPARTMENT AND SERVICES

A primary responsibility of municipal government is to provide a safe and healthy environment for its inhabitants. This goal can be attained, in part, through the operation of a municipal water and sewer system. While the previous section of this element outlined the plans of the Water Department of maintaining a safe and efficient water treatment and distribution system, the following section will review the functions of the Sanitation Department and how it plans to maintain the sewage collection and treatment facilities it operates.

The Sanitation Department has four divisions under its jurisdiction. The office division oversees the general administration of the operating divisions. The three operating divisions are sewer, water pollution control and solid waste collection. Each division will be discussed separately with a review of its general functions and expected operations through the year 2000. The office division will be reviewed first, followed by a discussion of the sewer division and then the division for water pollution control will be examined and includes a review of the sludge disposal program. A review of the solid waste collection division will be done in conjunction with the discussion on the city's landfill operation in order for the scope of the city's refuse collection and disposal operations to be presented in a coherent manner.

The primary purpose of the Sanitation Department's office division is to perform the department's administrative functions. The office division along with the sewer and water pollution control divisions are funded by a user charge revenue system whereas, the solid waste collection division is financed through property tax revenues. The office division maintains the payroll records for the department and handles all personnel matters as well. This division also does the bookkeeping and purchasing for the sewer and pollution control divisions. The office maintains direct communications with the Sanitation Committee and the City Council to keep them informed of the department's activities. The office division is responsible for creating and maintaining records of work accomplished by the operating divisions. These records include the use of over 15,000 index cards for each manhole, each inlet to the sewer system, and for each of the individual sewer segments. The cards are used to record maintenance and rehabilitation work as it is completed as well as planning preventive maintenance and future major reconstruction projects. In 1984, additional information on the 5,000 manholes and approximately 2,500 inlets on the sewer system were entered into a computer. This information has been used to assist the office division in scheduling the preventive maintenance work. The use of the computer has saved considerable time and money and its use therefore should be expanded where possible. The office division continues to update the sewer location maps for the field crews as part of its recordkeeping responsibility. In 1982, the office division took on two more administrative responsibilities. The new sludge disposal program began operating with the office division overseeing its administration as well as the internal television inspection program of the city sewer system.

The sewer division is the first of the operating divisions to be discussed. This division is responsible for the operation and maintenance of all sanitary, storm and combination sewers within the Quincy service area. The service area includes the City of Quincy and the immediate surrounding area but does not at this time extend as far out as the city's water service area does. Within the city, service is provided to just under 98% of its residents. The sewer service area has over 200 miles of sewers and includes 9,000 sewer segments, 2,500 inlets, and 5,000 manholes. The sewer division's responsibility includes ensuring that all of the sanitary and storm sewer lines are free flowing minimizing the possibility of backups into homes and businesses and the unhealthy conditions associated with such backups. The division also works to keep the storm and combination sewers operating properly to handle as much rain as possible and eliminate any

possible overflows. Of the 711 complaints received in the 83-84 fiscal year, 22 involved sewer backups that resulted from obstructions in the main sewer.

The sewer division operates several programs to ensure the efficient operation of all the lines on the city's sewer system. Two of these programs are the preventive maintenance and the sewer system rehabilitation. The two programs work at preserving aspects of the existing system. The preventive maintenance program is done on a two year cycle and entails hydraulically cleaning all sewers 12 inches and less in diameter. Over the course of the two year program, approximately 99 miles of sewer lines are cleaned. As part of this cleaning process, any root buildup within the lines is noted and the identified line segments are then foamed to kill the root intrusion. In addition to cleaning these sewers, the main Front Street interceptors are also cleaned regularly to remove the large quantities of gravel and cinders that accumulate. The cleaning process uses a winch and bucket to remove the debris and in 1984 approximately 260 tons of debris were removed. The removal of the large quantities of debris that continually accumulate in these interceptors is an ongoing process that will be continued as will the cleaning and foaming of the 12 inch lines. The rehabilitation program is designed to keep the multitude of inlets and manholes on the system in good working order. The program involves inspection of the manholes and inlets, their repair and sealing, and if need be, the installation of steps inside the manholes. The inspection and step installation is currently done in the winter months with the repair and sealing done during the warmer construction season. Using the department's computer, schedules have been developed, based upon the inspection reports, to complete the necessary rehabilitation work.

Beside the preventive maintenance and rehabilitation programs, the sewer division makes extensive repairs to segments of the system as well as new construction extending lines to unsewered sections of the city and surrounding area. The repairs entail the excavation and rehabilitation of sanitary, storm, and combination sewers. To determine which sewers need repair, the department instituted a television inspection program in 1983. This program is used on sewers that are 36 inches or less in diameter; lines larger than that can be physically inspected by department personnel. Over two-thirds of the lines in the system are 36 inches or less in diameter and of these only about 5% have been televised to date. At the present rate, the television inspection program is expected to take approximately 26 years to inspect the entire system.

Of the lines that have been inspected so far, about 25% have been found to be defective and in need of repair. This percentage is very high and is felt not to accurately reflect the condition of the entire system. Rather, it is expected that approximately 5% of the system will require some kind of work. The projected cost to either repair or rehabilitate 5% of the entire system (approximately 135 blocks) is estimated at eight million dollars. If the expected repairs were funded at \$300,000 a year, it would take 27 years to rehabilitate or replace the lines found to be defective and would coincide with the television inspection program schedule.

The inspection program revealed problems with some segments of the system that will need work in the near future. A priority list of the sewers found to be defective is on the next page. Some of the projects listed are located under streets proposed for reconstruction in the near future. The list is marked tentative because the ongoing inspection program may find other sewers in more urgent need of repair.

In order to resolve drainage problems that currently exist throughout the city, the sewer division has also scheduled a series of storm sewer projects to be completed over a ten year period. A priority list of these projects has been prepared and follows the inspection program project list.

Another priority list is also included and is for the extension of sanitary sewers to unsewered sections of the city. Although there is no emergency for providing the service, the projects listed are scheduled to be completed over a ten year period as well.

In summary, the sewer division operates several programs. The maintenance and rehabilitation programs are intended to keep the system free of the debris that collects within it and to maintain easy access into the system by the crews. The other programs are designed to address larger problems that occur and where possible are coordinated with other plans through scheduling. The link between the television inspection program and sewer repair schedule and its relation to street reconstruction is a prime example of this. The sanitary sewer program, while on a ten year schedule at present, may need to be expanded in order to provide service to areas outside the city. Sewage problems requiring such service could easily develop in those sections experiencing residential development and therefore, the cost effectiveness of the city providing service as opposed to the installation of individual septic systems should be studied. Also, in relation to economic development, the availability of sewers as well as other infrastructure services is a necessity. This can be done as development occurs to assure that the costs incurred will be recouped through user fees. Also, securing state financing for the extension is more readily available when tied directly to a particular development which will create a significant number of jobs. For residential development sewer extensions are the most cost effective to the southeast where usage is still below service line capacities and extensions could be made with only a moderate expense to the city.

The sewer division is responsible for the collection of rainwater and sewage and its movement through the sewer lines to the wastewater treatment facility where it then becomes the water pollution control division's responsibility to assure that it is adequately treated. In addition to treatment, this division is also responsible for the monitoring of industrial waste discharges into the system and the operation of the sludge disposal program.

Some of the statistics on the operation of the wastewater treatment facility merit attention, one of which is the fact the plant operated with no significant violations to its Illinois Environmental Protection Agency (IEPA) discharge permit during the 83-84 fiscal year. Although there was one exception which was easily corrected. Many facilities do violate their

Table No. 8

PRIORITY LIST FOR
SEWER REHABILITATION PROJECTS
(TENTATIVE)

Priority No.	Location	Type Work
1	Jersey-S. 16th to S. 18th	Replace
2	S. 11th-Jefferson, North $\frac{1}{2}$ block	Replace
3	Jefferson-S. 17th to S. 18th	Replace
4	Washington-S. 21st to Btwn S. 22nd & S. 23rd	Replace
5	S. 10th-Jackson to Harrison	Replace
6	S. 12th-Monroe to Btwn Madison & Jefferson	Rehabilitation
7	Jefferson-S. 16th to S. 17th	Rehabilitation
8	Washington-S. 24th to Btwn S. 23rd & S. 22nd	Rehabilitation
9	Jefferson-S. 18th to S. 19th	Replace
10	Jefferson-S. 19th to S. 20th	Rehabilitation
11	Jefferson-S. 20th to S. 21st	Rehabilitation
12	Broadway-N. 24th to N. 18th	Rehabilitation
13	Broadway-N. 15th to N. 16th	Replace
14	Broadway-N. 6th to N. 7th	Rehabilitation
15	S. 12th-Jefferson to Washington	Rehabilitation
16	S. 12th at Park Place	Rehabilitation
17	Locust-N. side-N. 12th to 13th	Rehabilitation
18	Hampshire-N. 29th to N. 30th	Rehabilitation

Table No. 9

PRIORITY LIST FOR
STORM SEWER PROJECTS

Priority No.	Project Description
1	College Avenue, 27th West to Oakland and 25th Oak, South to Alley
2	28th and Chestnut
3	North 26th-Lind to Elm, and Elm, 27th to 26th
4	Edgewood Drive at Lots #17 and #19
5	13th and Monroe
6	Adams to Jackson and 24th & Madison to Monroe to Emery Creek
7	Maine Street-25th to 30th
8	17th-Adams to Monroe

Table No. 10

PRIORITY LIST FOR
SANITARY SEWER EXTENSION

Priority No.	Location	Homes Served	
		City	Total
1	1400 Block S. 27th St.	3	3
2	3400 Block Maine	3	3
3	Bel Echo Area	70	70
4	Cherry Lane 2300 Block	4	4
5	Harrison, 15th to 16th	10	10
6	Cardinal Terrace	4	4
7	Maine, 32nd to 35th	8	8
8	N. 12th, 2300 to 2800 Blk & Northern Estates	8	28
9	Larch & Turner Rds & N. 24th, Wismann to Locust	27	53
10	State, 30th to 34th	11	11
11	4209 Broadway & #3 Aden Drive	2	2
12	Prairie Ridge	6	41
13	Koch's Lane, 12th to 16th	6	6
14	1422 N. 17th	1	1
15	3905 State	1	1
16	N. 5th, 2600 & 2700 Blk, Bluff Rd 400-700 Blk	14	14
17	North 12th, 1700 Block	2	2
18	#47 Christopher Court	1	1
19	2411 Van Buren	1	1
20	1405 Harrison	1	1
21	301 S. 36th	1	1

discharge limitations and in fact, national statistics indicate that at least half of the plants do not meet their discharge limitations which indicates the significance of the city's plant operations having only one minor violation during the year.

The statistics on the flow rates of the wastewater treatment facility and its design capacity also indicate how efficiently the plant can operate. The plant can manage an average daily flow of 13.5 million gallons per day. It also has the ability to treat peak flow rates, over a short period, of 34 million gallons per day utilizing the main secondary portion of the plant and another 44 million gallons per day through the storm water treatment section for a total of 78 million gallons per day. The average flow rate for the 83-84 fiscal year was 9.75 million gallons per day with monthly averages ranging from 13.7 million gallons in March 1984 to 6.7 million gallons during July 1983. The March average was above the design capacity of the plant. These statistics indicate the facility is operating well within the regulations established by the Illinois Environmental Protection Agency. This is also true for those occasions, specifically after long and heavy rains, when the facility operates at or above its design capacity.

The industrial monitoring program is another function of the wastewater treatment facility. The monitoring program entails gathering wastewater samples from all of the industrial customers and having the samples analyzed. The frequency of the testing depends upon the amount of waste the industry discharges into the sewer system and therefore, many of the industries must be monitored once a month.

The industrial monitoring program serves two purposes. One concerns IEPA regulations requiring the city to keep records on the quality of the waste discharged by local industries and to send quarterly reports to the IEPA summarizing the data collected. The other purpose of the program is to use the information to determine if additional charges should be made to an industry. If the strength of the waste is higher than the strength of normal domestic waste, the industry is then subject to the surcharges.

In 1982, a new program was added to the responsibilities of the water pollution control division which is called sludge disposal. This program disposes of the sewage sludge generated by the wastewater treatment plant and coagulation sludge generated by the water purification plant. The sludge disposal program consists of the removal of the different kinds of sludge from the plant's basins which is then stored till it can be transported and spread on farmland. The application of the sludge to farmland is done using either an injection system or a spray system. The land application program is contracted out to a private company which provides the labor and management for this portion of the sludge disposal program. The first two year contract was awarded to the Quincy Sludge Company which began applying the sludge to farmland in September of 1982. In 1984, bids were accepted on a new two year contract and was awarded to Ad+Soil of Chebanse, Illinois. Ad+Soil specializes in the land application of sludges and has contracts throughout the United States.

Even though the application program is contracted out, the city still has a responsibility to ensure the contractor is performing up to the

specifications of the contract. Therefore, it is necessary for the city to supervise the contractor's operation. The city is also responsible for providing the necessary sludge mix and pumping it to an overhead loading tank where it is loaded into the tanker trucks at which time the contractor assumes responsibility for the material and its application. During the 83-84 fiscal year, almost 11 million gallons of sewage sludge and lime sludge were removed and spread on farmland. The other sludge-coagulation is a result of changes instituted by the Water Department at the water purification plant. Ferric ion is now used rather than alum as a coagulation aid at the plant. This change has allowed the land application of the coagulation sludge to occur as opposed to dewatering and burial at the landfill.

The application of the sludge on area farms has been well received by the local farmers. There has been no difficulty whatsoever in obtaining the necessary farmland for the program. As long as the quality of the sludges is good and the quality of the contractor's work remains good the program will continue to be a success.

The water pollution control division performs some very important functions for the city as does the entire department. Some innovative approaches have been taken in order to provide the city with the best possible service at the least cost. Such steps should continue to be taken and encouraged.

SANITATION: REFUSE COLLECTION AND DISPOSAL

The proper disposal of solid waste is another mechanism a community has available to help protect its citizens from an unhealthy environment. Through the regular collection and disposal of trash and garbage the environment in which disease and its carriers can thrive is eliminated and the health and general safety of the population at large is preserved. The operation of the City of Quincy's refuse collection and disposal program eliminates these unhealthy conditions associated with solid waste and promotes a clean living environment.

Although the collection and disposal of refuse are interrelated activities, the two are viewed as separate functions and managed by two different city departments. As a result, discussion on the activities will be divided into two sections - refuse collection and disposal.

Refuse collection is a function of the Sanitation Department and is the first step towards its proper disposal. At present, the city operates a fleet of eight solid waste packer disposal units. The trucks' replacement schedule provides for replacing two at a time and running those trucks for approximately seven years. The city's collection service is only provided to residences within the city limits. Rubbish is picked up twice a week from all of the single-family and multi-family residences of six units or less. At present, there is no charge to the households for this service. The city is divided into eighteen collection routes with six routes serviced each day and the crews working six days a week. The collection operations are currently funded through the general property tax levy.

While the city provides water and sewer service to locations outside the city limits, it does not do so for trash collection. All residences outside the city must contract with private solid waste haulers. All of the commercial and industrial enterprises, whether located within the city or not, must also contract with the private collection companies for trash removal. There are several companies that operate trash collection and disposal services in Quincy and Adams County. There are also several recycling centers operating in the city as well.

The present operation of the city's refuse collection system is expected to be maintained over the next fifteen (15) years, although the installation of a user fee may be necessary to finance the service and cover additional costs that may be incurred as a result of stricter EPA regulations pertaining to the collection and proper disposal of solid wastes. In an attempt to cut costs associated with the system's present operation, the use of a private contractor was considered. Specifications for this kind of operation were developed and bids were sought. The one bid received was from Browning Ferris Industries and was rejected by the City Council with the matter referred back to the Sanitation Committee for further study. This may prove to be a more viable alternative as costs continue to increase as opposed to instituting a user fee.

The Quincy Adams County Landfill is the disposal site for all of the trash collected by the city. The landfill also accepts solid wastes collected from the remaining areas of Adams County as well as from a small section of Missouri across the river from Quincy. The landfill is owned and operated by the city under the jurisdiction of the Illinois Environmental Protection Agency. The disposal site is located within a mile of the Village of Burton which is situated approximately eight miles east of Quincy. This landfill is the only EPA approved site in the county. In addition to handling solid waste, the landfill also accepts industrial waste but by special permit only. No hazardous or toxic waste is accepted or handled at the landfill. A disposal fee is charged to all trucks entering the landfill. In the past, these fees have been reasonable especially when compared to those charged by other sites of similar size. However, if the EPA institutes stricter guidelines on how a landfill must operate and dispose of wastes it accepts, the fee may need to be increased.

The means of disposal currently used at the site is called the below-grade trench method. The site itself is located on privately owned land which is leased to the city for the landfill operation. The lease expires in 1996, at which time several alternatives are possible, such as, the lease could be extended through its renewal or a new site could be located and developed utilizing the same disposal method. But because of the growing concern nationwide over the need to conserve our resources, to develop alternative energy systems, and for the proper disposal of the small quantities of hazardous wastes found in the average household, significant changes in the future solid waste disposal process can be expected. At the very least, the existing landfill operation can expect changes to occur in the regulations under which it presently operates which will provide better protection to the groundwater below the site. Eventually, the landfill could become the last resort disposal method because of the growing concern over preserving our resources and environment. The alternative being the

construction of a waste-to-energy plant and accompanying transfer station which could possibly happen before the year 2000.

Under present law, the refuse collection and disposal system are sufficiently in place and properly operating to ensure an environmentally sound system until the year 2000. However, the current methods used, especially in regards to disposal, can expect substantial changes to occur nationwide in the near future with a corresponding increase in costs.

HIGHWAYS, STREETS AND BRIDGE

For many years the Quincy community has been promoting the construction of modern highways to serve the area. In recent years the State of Illinois through its Department of Transportation is making large advancements to provide the area with a modern highway system.

The Central Illinois Expressway which will connect the Quincy East Bypass south to Hannibal and east to Jacksonville and Springfield is, again, under construction. Construction on this four-lane freeway was stalled by legal action which has prevented the construction of bridges at the Illinois River. The legal requirements have been met and the funding appears to be very good. The completion of the Central Illinois Expressway could be completed as early as 1992.

The community needs to continue to promote a four-lane highway that connects us to Macomb and Peoria. The State of Illinois is taking steps now to upgrade US Route 24 to a four-lane highway south of Peoria. A four-lane roadway north from Quincy will help to complete the community's transportation needs.

The State of Illinois and the State of Missouri, in cooperation with the Federal Highway Administration, are now constructing a two-lane bridge across the Mississippi River. The new bridge, Quincy Bayview Bridge, will act as a one-way couple with the existing Memorial Bridge to carry traffic to and from Missouri. This improvement will help to connect our highway system to Missouri's Route 61 which connects our community to Hannibal and south to St. Louis. Sections of that highway have been upgraded to four-lanes and our area should continue to promote the upgrading of Route 61.

The new Bayview Bridge will be connected to the proposed improvement of Illinois Route 104 from 4th to 24th. The proposed improvement, now funded from 4th to 7th, will include widening the existing roadway from four to five lanes. The middle lane will act as an exclusive left turn lane for vehicles along the length of the improvement. Broadway is the major east/west arterial street in Quincy and its upgrading will help to handle the expanding traffic for several years.

The State of Illinois is also taking steps to improve Illinois Route 104 from the Quincy Bypass east to the Quincy Municipal Airport with a four-lane roadway. Sections of that improvement are now under contract and the funding for the remaining section should be available from the State in upcoming fiscal periods. The upgrading of this section of Route 104 from two to four-lanes will greatly improve the safety of this now narrow and

hazardous roadway. The new four-lane roadway to the Municipal Airport will also be a corridor for development for businesses that need quick access to the airport.

The City of Quincy street pattern is a grid system with arterial and collector streets regularly spaced. Table No. 11 indicates the functional classification and maintenance of centerline miles located within the municipality.

The arterial street system links the major traffic generators to each other and to residential areas. The northeast industrial area, including the Schneidman Industrial Park, the Quincy Mall and the Broadway commercial area are the traffic generators that exhibit the largest potential for new growth and development. The southwest industrial area and central business district will continue to be major traffic generators in the community. Please refer to the major street and traffic generator map, Map No. 1.

Currently, the city has 52 intersections with traffic signals. Traffic problems around the city are relatively minor with delays occurring only during certain periods of the day. Traffic flow on the arterial and collector street system can be improved by parking removal and improved intersection design. The capacity of intersection can be improved by increasing the size of radii and the creation of left turn lanes.

The city is using two major funding sources for improving major streets under its jurisdiction, that being, Motor Fuel Tax and Federal Aid Urban Funds. Motor Fuel Tax Funds are expected to be funded at a level of about \$700,000 per year and the Federal Aid Urban Funds at \$200,000 per year. Funding for local street construction is expected to come from other local sources such as City's One Percent Sales Tax.

The priorities for the Major Street Improvements are as follows:

1.	Harrison, Curtis Creek Road to 34th New 44' wide roadway curb and gutter, sidewalk one side	\$1,000,000
2.	Chestnut, 12th to 18th Street resurfacing - wider radii and concrete pavement at 12th and concrete pavement at 18th Street.	350,000
3.	Uptown Sidewalks (yearly). Sidewalk, curb replacement and street resurfacing	150,000
4.	State Street, 9th to 12th Resurface roadway, new curbs, replace sidewalk as needed, widen radii at 12th	550,000
5.	Front Street, Broadway to Jefferson Resurface roadway, adjust or remove rail crossings	450,000
6.	State Street, 6th to 9th Resurface roadway, new curbs, replace sidewalk as needed	300,000
7.	12th, Vermont to Jersey Widen roadway, new curb, sidewalk, resurface pavement	250,000
8.	24th & Chestnut Intersection (1/2 State) Concrete pavement, wider radii, signal modernization	400,000
9.	Monroe, 24th to 28th New pavement, curb & gutter, and storm sewers	650,000
10.	Chestnut, 18th to 24th Pavement resurfacing, new curb as needed	250,000
11.	State Street, 3rd to 6th Pavement resurfacing, new curb and sidewalk as needed	250,000
12.	Seminary Road, 18th to East Concrete pavement with necessary drainage structures	300,000
13.	Jefferson, 12th to 18th Pavement resurfacing, curbs replacement as needed	500,000
14.	24th, Harrison to Cherry Lane Pavement rehabilitation, new curb & gutter, drainage facilities	850,000
15.	South 8th Street Bridge New roadway with stone arch to be retained	1,000,000
16.	Chestnut, 8th to 12th Resurface roadway, curbs replacement as needed	300,000
17.	Chestnut, 24th to 30th Resurface roadway, curb replacement as needed	400,000
18.	State Street, 12th to 17th Resurface roadway, curb replacement	300,000
19.	8th and Jefferson Intersection Improve radii, pavement replacement	300,000
20.	Vermont, 12th to 18th New curb, widen street, street resurface	450,000

In addition to the major streets listed for improvements within the city's jurisdiction priorities for funding street improvements in the Northeast Industrial Area are prioritized as follows:

- | | | |
|----|---|-------------|
| 1. | Kathrine Road, 26th to 36th
Widen to 4-lanes, concrete pavement with curb and gutter, storm sewers. Includes an overpass near 28th Street for railroad crossing. | \$1,600,000 |
| 2. | Wisman Lane, 24th to 30th
Widen to 4-lanes with curb | 472,000 |
| 3. | 30th, Kathrine Road to Wisman Lane
Widen to 4-lanes | 600,000 |
| 4. | 30th, Kathrine Road to Chestnut
Repair existing pavement | 270,000 |

The design criteria for the improvement of major and local street construction will depend upon the amount and type of traffic, neighborhood characteristics including land use and the source of funds that will be available for the project. Any street construction project not only must consider the roadway design but also the utilities that share the right-of-way. Utility adjustments, installations or replacement and their funding must be considered as a part of a street construction project.

For many years it appears that the priority for street construction will be to maintain and upgrade the existing street system.

Table No. 11

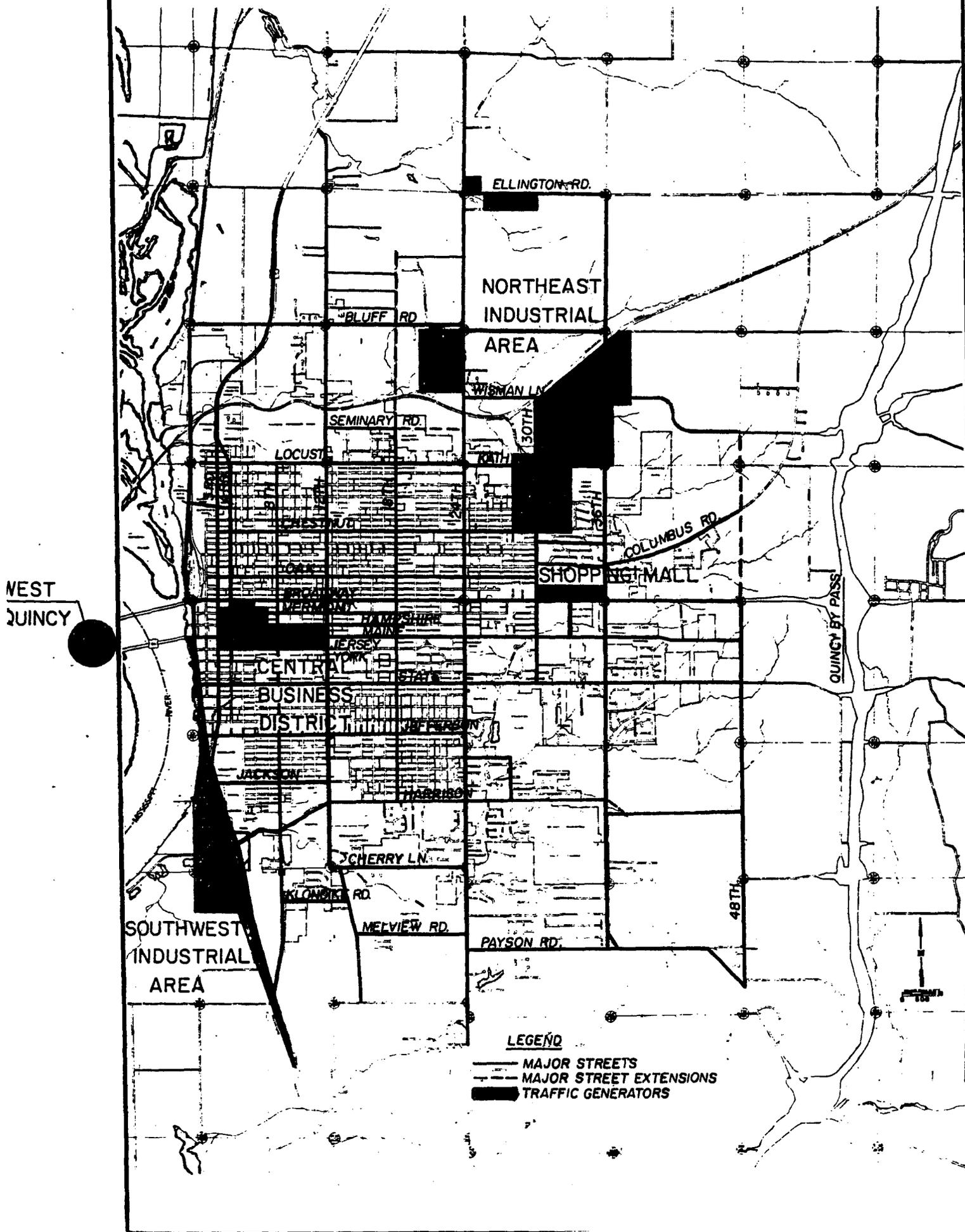
CENTERLINE MILES LOCATED WITHIN THE MUNICIPALITY OF QUINCY BY
FUNCTIONAL CLASSIFICATION AND MAINTENANCE

<u>FUNCTIONAL CLASS</u>	<u>MAINTENANCE</u>	<u>CENTERLINE MILES</u>
30 MAJOR HIGHWAY	01	2.36
30 MAJOR HIGHWAY	14	1.54
	TOTAL	3.90
<hr/>		
40 AREA SERVICE	01	3.11
40 AREA SERVICE	14	2.61
	TOTAL	5.72
<hr/>		
70 MINOR ARTERIAL	01	2.50
70 MINOR ARTERIAL	03	1.18
70 MINOR ARTERIAL	04	12.98
70 MINOR ARTERIAL	09	.16
70 MINOR ARTERIAL	14	1.37
	TOTAL	18.19
<hr/>		
80 URBAN COLLECTOR	01	1.29
80 URBAN COLLECTOR	03	3.23
80 URBAN COLLECTOR	04	27.04
80 URBAN COLLECTOR	09	.24
	TOTAL	31.81
<hr/>		
90 LOCAL STREET	02	.02
90 LOCAL STREET	04	104.59
90 LOCAL STREET	07	.18
	TOTAL	104.79
<hr/>		
	FINAL TOTALS	164.41

MAINTENANCE CODE BREAKDOWN

01=STATE	14=STATE & MUNICIPAL
03=COUNTY	02=OTHER STATE AGENCY
04=MUNICIPAL	07=PRIVATE

CITY OF QUINCY, ILLINOIS AND ENVIRONS



WEST QUINCY

LEGEND
—— MAJOR STREETS
- - - MAJOR STREET EXTENSIONS
■ TRAFFIC GENERATORS

EMERGENCY SERVICES ELEMENT

The public safety of local residents is the responsibility of the City of Quincy's Police Department and Fire Department. Both departments play an integral role in providing the basic services necessary for the safety and protection of those who live and work in this city. The programs of each department, plans for their continued operation and other departmental needs to be addressed in the coming years will be reviewed in this section of the comprehensive plan.

QUINCY POLICE DEPARTMENT

The Quincy Police Department operates a variety of programs for the protection of the citizens, visitors, and businesses in Quincy. To meet this important responsibility the department is staffed with 71 officers and 15 civilian personnel and has a fleet of 16 vehicles plus a specialized command unit van used for field supervisory functions. The department has an Administrative Services Division, an Investigation Division, and a Patrol Division, each headed by a Division Commander who reports directly to the Chief of Police.

In order to provide better police protection to the Quincy area, the department also coordinates activities and provides assistance to the Adams County Sheriff's Department and state and federal agencies as needed. The department's computer aided dispatch system (C.A.D.) is a shared system with the Adams County Sheriff's Department and has helped to improve the coordination efforts between the two departments. The C.A.D. system also provides valuable support services to the departments through its computer files and its ability to interface with other local, state and federal computer systems further enhancing existing coordination efforts at all law enforcement levels.

Since 1981, the Quincy Police Department has experienced an increase in the number of calls for service. For example, in 1981 the department responded to 42,386 calls whereas in 1984 it handled over 48,100 calls. In contrast, however, is the decline in the city's index crime and traffic accidents statistics over the same period. The total number of index crimes reported to the city in 1980 was 2,686 and had decreased to 1,877 by the end of 1984. Index crimes include murder, criminal sexual assault, robbery, burglary, battery, assault, theft, vehicle theft, and arson as defined by the FBI. Property crimes declined the most during that period with crimes against persons also declining but at a slower rate. Traffic accidents and injuries resulting from traffic accidents have also been on the decline. In 1981 there were 1,465 reported accidents and 577 injuries and in 1984, both categories had fallen to 1,278 and 409 respectively. It should be noted that the decline in these statistics is consistent with national and state trends. The increase in service calls during a period of decreasing crime and accident rates is a result of the department's expanding role in crime prevention and community service activities. These types of service calls are not reflected in the crime and traffic indexes and have obviously

increased dramatically over the past several years. The department anticipates the growth in public service calls to continue into the future.

As the city's population increases over the next fifteen years and retail and industrial development continues and the expected influx of visitors for tourism and conventions occurs, the department's ability to perform its daily functions will be affected. As residential and other forms of development continue at the city's perimeter and the annexation of these developed properties takes place, a review and realigning of the department's patrol beats will become necessary. The Police Department has three basic criteria to consider when revising the patrol beats. The three criteria are the number of service calls from a geographic area, the size of the area which affects response time and the frequency of patrols, and finally, the predominant type of land use in the area patrolled. Therefore, as the city boundaries expand, the Police Department will need to re-examine the affected patrol beats considering the size, response time, and land use associated with the area and make the necessary adjustments which could require the addition of personnel or merely a realignment of the police beats. The projected annexation of residential areas to the southeast of the city would necessitate some realignment of the police beats and directed patrols as well as an increase in the services associated with the public education and crime prevention programs.

The department's programs will also be affected by the city's continued development. Development will increase the daily flow of people in and out of the city. This daily influx from workers, shoppers and even tourists will increase routine service calls and the use of the public service and crime prevention programs of the department. The growth in retail trade and industrial employment will also account for some of the increase in demand in the department's traffic control and traffic related services. The department does expect an increase in calls for assistance as a result of the increased trade and employment projected for the city regardless of the growth of the residential population.

In the coming years, the Police Department is faced with certain problems that will have to be addressed. All of the problems, quite naturally, are related to the city's financial situation and its inability to fund all the needed improvements. This lack of financial resources affects the operation and plans of all the city departments. With respect to the Police Department, the problems it is currently faced with concern inadequate space available at the present facility, difficulties with communication equipment and the need to continually train and retrain officers. In order to alleviate some of the demand on the city for increased funding of the department, the department has investigated other sources of funding and alternative means of purchasing equipment.

Concerning the problems faced by the department, the police facility is viewed as the most serious. The department is located on the ground floor of City Hall which does not provide adequate space or security for the needs of a modern police force. Some of the problems include the lack of available room to accommodate the department's equipment, the safe storage of evidence and files, and the work space for personnel. Temporary work areas have been constructed but has further complicated the work flow process in

the agency as well as its security. Security is a problem throughout the agency especially with respect to evidence processing. The facility problems are well known to city officials and studies have been undertaken, the most recent having been completed in early 1986 which outlined alternatives to address the need for additional space in all of City Hall. One of the alternatives was for the construction of a joint Police and Fire Department facility. This particular alternative would also resolve some of the Fire Department's needs. But, again, due to the demand on this city's finances from increased operating costs and the fiscal situation being further exasperated by the actual and proposed cuts in federal programs to the nation's cities, the ability of the City of Quincy to finance such a project in the near future is doubtful. However, the problems associated with the present facility cannot be allowed to continue through the year 2000 and therefore, it is recommended that a plan of action be prepared and implemented to address this need within the next decade.

The department's communications equipment needs to be upgraded in order to maintain the reliability of the equipment and to increase coordination efforts between the department and other law enforcement agencies. Many of the other agencies have purchased equipment which utilizes frequencies beyond the capability of the department's existing communication equipment. To address this problem the Police Department is looking into the different types of equipment available which meet its needs and any alternative means of funding the equipment purchase.

The training and education of police officers is a continual process. As new laws are passed and interpreted by the courts and new technology and investigative procedures are developed, the need to keep abreast of such changes requires the department to assure that its police officers are informed and adequately trained to maintain the high level of efficiency associated with the Quincy Police Department.

The department's fleet of police vehicles was replaced in the summer of 1985. On an average, the cars accrue between 4,200 and 5,000 miles per month. The department has indicated that a replacement plan needs to be developed which includes a maintenance program and adequate financing to ensure that the fleet is kept in proper working order.

These have been some of the issues that the Police Department feels should be addressed in the coming years. Other objectives have also been developed and include: upgrading the general operations and fiscal management of the department through the further development of the administrative services division, continuing to upgrade the crime prevention endeavors through the public awareness programs, improving the effectiveness of the criminal investigative division, and continuing to improve the youth services offered by the department.

QUINCY FIRE DEPARTMENT

The Quincy Fire Department is responsible for providing fire protection and related services to residents and property within the city limits and also assists the surrounding fire districts upon request. To accomplish this the city maintains five engine houses throughout Quincy and the

necessary firefighting equipment which includes six pumper units, an aerial truck, a rescue truck, a hazardous materials truck and an incident command van. An Apparatus Replacement Schedule appears at the end of this section for planning future equipment expenditures. The type of equipment would remain basically the same over the next fifteen years with one possible exception - the straight ladder truck being replaced by a combination aerial platform ladder truck.

The location of the department's engine houses and the equipment assigned to each are: Central Fire Station (Engine Houses #1 and #2), at 906 Vermont Street, has two front line pumpers, a rescue squad, a ladder truck, an incident command van and a reserve pumper; Engine House #3, at 338 South 36th Street, contains one front line pumper and the hazardous materials truck; Engine House #4, at 11th and Locust Streets, holds one front line pumper and the Fire Prevention Bureau office and car; Engine House #5, at 12th and Jackson Streets, has one front line pumper; and Engine House #6, at 24th and Cedar Streets, also holds one front line pumper.

The engine houses serve a specific geographic area of the city with each area overlapping into another. This fire response plan is known as "overlapping districts." What this refers to is when equipment is dispatched to a fire, the two closest engine houses respond along with the rescue squad, the ladder truck and the incident command van from Central Station. For example, a call comes in that a house is on fire at an address in Holiday Hills subdivision. This would be a 3-6 zone general alarm meaning Engine Company #3 from 338 South 36th Street and Engine Company #6 from 24th and Cedar Streets respond to the call. The rescue squad, ladder truck and incident command van are also dispatched from the Central Station at 906 Vermont Street. Over the course of 1985, the department received approximately 1,250 actual emergency calls.

The department currently operates with a staff of 71 firefighters. Each firefighter receives training in accordance with state mandates and becomes state certified upon completion of the program. A Quincy firefighter's training does not stop there however, because firefighters are required to be recertified based on the Fire Marshal Office program. As a result, periodic review and training occurs throughout the persons service in the department in order to keep abreast of new firefighting techniques and to maintain the high level of efficiency the department has demonstrated in the past.

The Quincy Fire Department is active in fire prevention and community service in addition to performing its primary purpose of fire protection. The department operates a public education program on how to prevent fires and what to do in the case of a fire. This includes conducting school fire drills, fire extinguisher demonstrations and lectures on specific topics such as the value of smoke detectors in the home. Pre-fire surveys is another program and is designed to locate potential fire hazards in a business and explain how to correct them. This program also allows firefighters an opportunity to familiarize themselves with the building's layout. A window board service, home lock-out service and equipment loan program are some of the other community service programs the department operates.

Within the Fire Department it is the Quincy Fire Prevention Bureau that is responsible for the prevention and community service programs as well as the city's code enforcement, fire inspections and fire investigations. The bureau, on a regular basis, using the city ordinances and the state and city fire codes, inspects existing buildings and new buildings under construction. These inspections help to prevent fires from starting or spreading if one does occur by assuring that the necessary safeguards have been taken. In those cases where violations are found and not corrected, enforcement then becomes necessary. Enforcement is the legal means for correcting the problems and is implemented when other methods fail. Fire investigation is done to determine the origin of a fire. The bureau was established in 1980 and is staffed by a Fire Marshal and one inspector.

A new fire prevention code - the 1984 Building Officials and Code Administration (BOCA) building and fire prevention code was adopted by the city in early 1986. The section of the ordinance on fire prevention formally authorizes the Fire Prevention Bureau as an inspection unit of the city.

Each city receives a fire rating by the Insurance Service Office (ISO). The ISO is a rating agency established by the Independent Insurance Companies. After careful inspection of the Fire Department and Water Department, a numbered rating from one to ten is given to a city with one (1) being the highest possible rating and ten (10) the lowest. The better the fire rating the less a home owner, business or industry will pay for insurance protection. Quincy is currently rated a class four (4) but is only seven points away from a class three (3) rating which is expected in the near future. The cost savings are considerable as a city's rating improves. The department has estimated that savings of approximately \$250,000 was realized by the citizens of Quincy when in 1983 the city went from a class 5 to a class 4 rating.

As the city continues to grow through the annexation of property at its perimeter the responsibility of the Quincy Fire Department to provide effective protection to these outlying areas will increase. How this increase in demand will be met is just one of the issues the department has to address in the coming years.

The annexation of property into the city creates problems in response time and manpower for the department. As residential development continues to the southeast, the closest engine house is six to eight minutes (response time) away from some residents in the area. In order to shorten the response time a new fire station may be required in the vicinity of 24th Street and Payson Road. The construction of a new station would also require additional manpower as the department is already operating with two-man engine crews. Other outlying sections of the city where growth is expected are already adequately served.

Areas outside the city have fire protection provided by the Tri-Township Fire Department. As Quincy grows, the Tri-Township Fire Department will experience a decrease in its tax revenues, which ultimately could affect its ability to provide adequate protection.

Another issue that needs to be addressed in the near future is the rehabilitation of the Central Fire Station. While some work has been done on the building in the last three years, it is still in need of major repairs and additions. An alternative to the rehabilitation project is the construction of a combined Police and Fire Department facility. In the long run, this could prove to be more cost-effective than to continue to repair and maintain the existing structure.

Currently under review is the possible development of a county-wide communication center which would combine the separate dispatching centers of the Quincy Police and Fire Departments and the Adams County Sheriff's Department. The Sheriff's Department also dispatches the ambulance service. The communication center would serve to streamline operations and be more cost-effective. Such an operation would, in all probability, also foster the establishment of a 911 emergency telephone system.

The Fire Department could develop an emergency medical service for the city. This would entail training firefighters in first-aid and would enable them to assist ambulance crews in emergency situations. The Fire Department has nine emergency medical technicians and two paramedics at the present time.

In the past, the Fire Department has been responsible for fire protection at the Quincy Municipal Airport. A station was built and manned at the airport by the department but was discontinued when "type II" carrier service was lost. FCC regulations require fire protection be provided at airports with type II carrier service available and therefore if such service is returned - which is a distinct possibility over the next fifteen years - the station would have to be brought back into operation. Regardless of the type of service available at the airport, the department is responsible for protecting the buildings and grounds and provides this necessary service.

Over the next fifteen years the department will continue to provide effective protection and promote fire prevention as the best means for saving lives from fire. Much of what the department intends to do continues to promote the priority for providing a safe living environment for the citizens of Quincy.

Table No. 12

QFD APPARATUS REPLACEMENT SCHEDULE

<u>VEHICLE</u>	<u>PROJECTED REPLACEMENT DATE</u>	<u>18-YR REPLACEMENT CYCLE</u>
Engine Company #6	1984	2002
Engine Company #3	1987	2005
Engine Company #5	1990	2008
Engine Company #2	1993	2011
Engine Company #1	1996	2014
Engine Company #4	1999	2017

AERIAL LADDER REPLACEMENT SCHEDULE

<u>VEHICLE</u>	<u>PROJECTED REPLACEMENT DATE</u>	<u>20-YR REPLACEMENT CYCLE</u>
Ladder Truck #1	1992	2012

QFD RESCUE REPLACEMENT SCHEDULE

<u>VEHICLE</u>	<u>PROJECTED REPLACEMENT DATE</u>	<u>15-YR REPLACEMENT CYCLE</u>
Rescue Chassis	1998	2013

QFD STAFF VEHICLE REPLACEMENT SCHEDULE

<u>VEHICLE</u>	<u>PROJECTED REPLACEMENT DATE</u>	<u>6-YR REPLACEMENT CYCLE</u>	<u>6-YR REPLACEMENT CYCLE</u>
I.C. Van	1985	1991	1997
Chief Car #10	1986	1992	1998
Chief Car #8	1988	1994	2000
Fire Prevention Car	1989	1995	2001

HOUSING

Residential development is by far the most predominant type of land-use found in Quincy. Single-family residences account for a very significant amount of the land in use in the residential classification. The predominance of single-family housing is not a characteristic unique to Quincy but rather is typical of many communities. Another characteristic of the housing stock found in this city is that almost half of the buildings in existence are over fifty years old or more.

While many of these older buildings have deteriorated and are in need of repair, others have continued to be maintained and serve as prime examples of the various architectural styles popular in the late nineteenth and early twentieth centuries. The most striking examples of such styles are located in the East End Historic District which was recently listed on the National Register of Historic Places. The district also has historical significance for having been home to many of Quincy's most distinguished citizens. The East End Historic District as well as the Downtown Quincy Historic District, which showcases many of the fine buildings found in the central business district, provide an important link to the city's past and rich heritage.

Due to the abundance of open space on the city's perimeter, the pattern of residential development has tended to be in the form of new development occurring at the city's edge rather than the redevelopment of existing neighborhoods within the city. This pattern of development continues in the city today although interest in restoring the older homes has begun to grow.

The central business district and the neighborhoods around it contain some of the oldest buildings in the city. As you move eastward through the city the decrease in the age of the housing stock is obvious. This observation is reflected in the statistics presented in the chart entitled, "Statistics On Housing In Quincy By Block Group." The chart is preceded by a census tract map which includes the enterprise zone boundary. The enterprise zone provides incentives for the rehabilitation of buildings in the older sections of Quincy. This is just one of many programs and organizations that will be reviewed following a brief discussion of the statistical information presented in the chart.

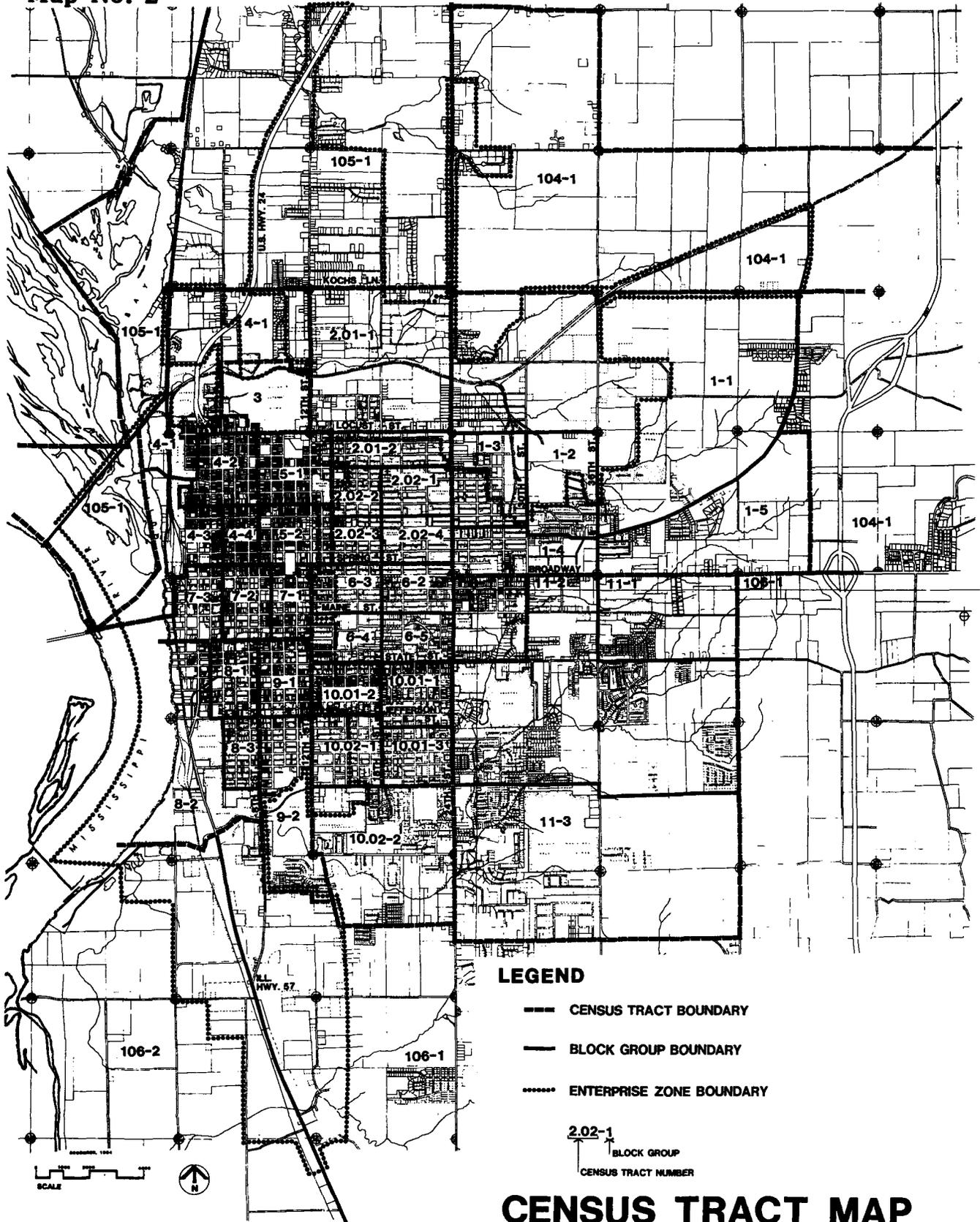
In order to better understand and interpret the data, some clarification of the headings used on the chart is needed. The first heading is Tract/BG which refers to the census tract number (appearing first) and then the block group number (appearing second). Using the map each area under study can then be located. The next heading, "Total # of Housing Units" includes all residences both occupied and unoccupied either year round or seasonally. The heading, "# (%) Built Before 1940" indicates the age of the housing. All numbers appearing in parenthesis throughout the chart are percentages. The heading, "# of Occupied Housing Units" is self-explanatory. The next heading, "# (%) Rental" indicates the amount of occupied units paying rent. The "# (%) Substandard" heading refers to the number of occupied units which either lack complete plumbing for exclusive

use or are classified as overcrowded. Overcrowded is defined as having 1.01 or more persons per room in the residence. "Female Headed Households" refers to those families with no husband present. The next heading, "Total Persons" is self-explanatory. "Elderly" is defined here as those persons sixty-five years of age or older. The "Minority" heading is self-explanatory. The heading, "L/M Inc." refers to those persons having income classified as low to moderate. Low and moderate income is defined as those persons earning 80% or less of the median income for the county of residence. In Adams County, these figures are \$10,403 for one person living alone and \$14,862 for a family of four. The heading, "Pov." stands for poverty and is narrowly defined to include only a family's monetary income. The 1980 Census of Population and Housing is the source of all the statistical information used in the chart on Quincy's housing stock.

The information presented in the chart provides an overview of the condition of the housing stock in any section of the city. The information also provides an indication of where housing programs and assistance are needed the most. Using the two census tract/block groups 4/4 and 11/1 will help to illustrate this. The information for block group 11/1 indicates the area to be primarily new development with very few rental properties. Only six of the properties were built before 1940 and may include those five classified as substandard. The area contains a low percentage of elderly and no minority population. The low and moderate income and poverty statistics are some of the lowest found in the city. The statistics for this area indicate an ability on the part of the residents to purchase their homes. The low percentages in the population related categories indicate the residents to be young and middle aged, white, and having good incomes. The statistics for block group 4/4 paints a different picture. The residences are primarily older structures with almost nine out of ten having been built before 1940. Rental properties account for two-thirds of the buildings in the area and one out of four of the homes is headed by a woman. The elderly population is over ten percent and the minority population is the second highest by percentage and real numbers. But more important than the elderly or minority statistics is the very high percentages of low and moderate income persons and for those living in poverty. The high percentage of buildings built before 1940, of rental properties, of substandard units, of female headed households, as well as the low income factors, all indicate a need for an ongoing housing program. Neighborhood Housing Services of Quincy (NHS) is working to fill that need. The area targeted on the city's north side for housing rehabilitation assistance by NHS includes this particular section of the city.

Neighborhood Housing Services is a not-for-profit organization working to stem decline in a neighborhood which has experienced deterioration but has a sound housing stock. The neighborhood targeted by NHS is bounded by 2nd Street to the west and 12th Street to the east, with Sycamore Street forming the northern boundary and College Avenue serving as the southern boundary. NHS operates a \$170,000 low interest loan program for homeowners within this 70 block area. This revolving loan program provides direct loans to those unable to secure financing through conventional sources and is offered at favorable rates and terms for the rehabilitation of the individual's home. In the summer of 1985, NHS was able to secure a grant from the State of Illinois to finance a rental rehabilitation program.

Map No. 2



LEGEND

- CENSUS TRACT BOUNDARY
- BLOCK GROUP BOUNDARY
- ENTERPRISE ZONE BOUNDARY



**CENSUS TRACT MAP
ENTERPRISE ZONE
CITY OF QUINCY / ADAMS CO.
ILLINOIS**

Table 13

STATISTICS ON HOUSING IN QUINCY BY BLOCK GROUP

Tract/BG	Total # of Housing Units	# (%) Built Before 1940	# of Occupied Housing Units	# (%) Rented	# (%) Sub- Standard	# (%) Female Headed Households	Total Persons	# (%) Elderly	# (%) Minority	# (%) L/M Inc.	# (%) Pov.
1/1	161	6 (4)	157	11 (7)	4 (2.5)	6 (4)	414	61 (14)	2 (.5)	186 (45)	32 (8)
1/2	339	7 (2)	336	24 (7.5)	3 (1)	24 (7.5)	884	108 (12)	10 (1.2)	340 (38)	23 (3)
1/3	464	213 (46)	453	56 (13)	10 (2.2)	35 (8)	999	239 (24)	10 (1)	438 (44)	102 (10)
1/4	491	128 (26)	482	92 (19)	5 (1)	32 (7)	1,046	305 (29)	3 (.3)	422 (40)	140 (13)
1/5	182	9 (5)	179	6 (3.5)	3 (1.7)	14 (8)	556	67 (12)	3 (.6)	195 (35)	18 (3)
2.01/1	346	108 (31)	328	87 (27)	8 (2.5)	30 (9)	743	138 (18)	26 (3.5)	357 (48)	54 (7)
2.01/2	422	171 (41)	414	43 (11)	8 (2)	26 (6)	1,059	154 (15)	85 (8)	363 (34)	47 (4.5)
2.02/1	349	255 (73)	341	76 (22)	10 (3)	32 (9)	1,210	140 (12)	96 (8)	707 (58)	104 (8.5)
2.02/2	267	95 (36)	257	35 (14)	8 (3)	22 (9)	672	105 (16)	88 (13)	346 (51)	64 (9)
2.02/3	268	222 (83)	260	60 (23)	11 (4)	28 (11)	749	118 (16)	22 (3)	357 (48)	53 (7)
2.02/4	350	248 (70)	333	72 (22)	4 (1.2)	29 (9)	977	168 (17)	20 (2)	542 (56)	74 (8)
3/1	9	9 (100)	6	4 (66)	1 (17)	0 (0)	585	432 (74)	20 (3.5)	4 (.6)	2 (.3)
4/1	395	180 (46)	374	95 (25)	21 (6)	41 (11)	1,016	105 (10)	82 (8)	500 (49)	142 (14)
4/2	735	472 (64)	667	309 (46)	39 (6)	95 (14)	1,903	232 (12)	152 (8)	954 (50)	463 (24)
4/3	428	338 (79)	377	232 (62)	45 (12)	56 (15)	909	121 (13)	61 (6.5)	560 (62)	194 (21)
4/4	558	487 (87)	475	316 (67)	72 (15)	116 (24)	1,197	138 (12)	250 (21)	915 (76)	320 (27)
5/1	542	359 (66)	524	155 (30)	13 (3)	54 (10)	1,548	385 (25)	96 (6)	524 (34)	107 (7)
5/2	742	544 (73)	649	327 (51)	53 (8)	133 (20.5)	1,605	262 (17)	592 (37)	1,005 (63)	483 (30)
6/1	386	151 (39)	372	70 (19)	3 (.8)	26 (7)	1,026	179 (18)	41 (4)	305 (30)	54 (5)
6/2	412	335 (81)	389	112 (29)	7 (2)	39 (10)	1,000	169 (17)	17 (1.7)	324 (32)	31 (3.1)
6/3	581	474 (82)	533	379 (71)	36 (7)	44 (8)	1,026	194 (19)	33 (3.2)	538 (52)	141 (14)
6/4	442	423 (96)	414	140 (34)	4 (1)	27 (7)	1,038	169 (16)	9 (.9)	282 (27)	11 (1)
6/5	221	166 (75)	216	36 (17)	1 (.5)	15 (7)	548	104 (19)	12 (2.2)	97 (18)	6 (1)

Table 13
 Cont.
 STATISTICS ON HOUSING IN QUINCY BY BLOCK GROUP

Tract/BG	Total # of Housing Units	# (%) Built Before 1940	# of Occupied Housing Units	# (%) Rented	# (%) Sub-Standard	# (%) Female Headed Households	Total Persons	# (%) Elderly	# (%) Minority	# (%) L/M Inc.	# (%) Pov.
7/1	435	380 (87)	364	286 (79)	22 (6)	41 (11)	645	98 (15)	29 (4.5)	454 (71)	150 (23)
7/2	851	523 (61)	654	599 (92)	51 (8)	53 (8)	1,006	290 (29)	60 (6)	782 (78)	298 (30)
7/3	276	257 (93)	206	184 (90)	21 (10)	20 (10)	351	77 (22)	11 (3)	222 (63)	82 (23)
8/1	778	651 (84)	673	406 (60)	54 (8)	100 (15)	1,741	426 (25)	15 (.8)	1,146 (66)	442 (25)
8/2	341	197 (58)	301	232 (77)	26 (9)	75 (25)	796	107 (14)	14 (2)	564 (71)	270 (34)
8/3	435	353 (81)	418	110 (26)	11 (2.6)	35 (8.5)	1,003	152 (15)	4 (.4)	521 (52)	86 (8.6)
9/1	686	581 (85)	642	341 (53)	25 (4)	77 (12)	1,432	215 (15)	17 (1.2)	721 (50)	296 (20)
9/2	648	379 (59)	631	138 (22)	19 (3)	56 (9)	1,636	257 (16)	16 (1)	677 (41)	79 (5)
10.01/1	534	331 (62)	527	71 (14)	5 (1)	35 (7)	1,286	264 (21)	7 (.6)	382 (30)	85 (6.5)
10.01/2	572	459 (80)	549	157 (29)	13 (2)	60 (11)	1,353	232 (17)	6 (.4)	527 (39)	50 (4)
10.01/3	440	104 (25)	423	38 (9)	7 (1.5)	32 (8)	997	228 (23)	9 (.9)	231 (23)	22 (2.2)
10.02/1	458	157 (34)	442	54 (12)	5 (1.2)	30 (7)	1,147	148 (13)	0 (0)	236 (20)	36 (3)
10.02/2	545	20 (4)	535	76 (14)	5 (1)	40 (7.5)	1,567	424 (27)	10 (.7)	244 (16)	63 (4)
11/1	267	6 (2)	257	19 (8)	5 (2)	10 (4)	746	54 (7)	0 (0)	139 (19)	12 (2)
11/2	1,042	22 (2)	1,003	332 (33)	11 (1.1)	77 (7.7)	2,621	329 (13)	26 (1)	623 (24)	86 (3.3)
11/3	397	6 (1.5)	373	124 (33)	3 (1)	10 (3)	989	102 (11)	27 (2.7)	147 (15)	14 (1.4)
105/1	94	6 (6)	89	7 (8)	0 (0)	5 (6)	260	16 (6)	0 (0)	153 (60)	11 (4)
106/1	97	0 (0)	95	7 (7)	2 (2)	7 (7)	268	27 (10)	0 (0)	116 (43)	21 (8)

Table No. 14

HOUSING CHART
Totals for Each Category

Total # Housing Units	# (%) Built Before 1940	# Occupied Housing Units	# (%) Rented	# (%) Sub-Standard	# (%) Female Headed Households
17,944	9,834 (55)	16,718	5,918 (35.5)	654 (4)	1,753 (10.5)

Total Population	# (%) Elderly	# (%) Minority	# (%) L/M Income	# (%) Poverty
42,554	7,539 (17.7)	1,889 (4.4)	18,146 (42.6)	4,768 (11.2)

While the revolving loan program is targeted for use by homeowners, the rental rehab program is for landlords owning properties on certain blocks within the neighborhood, specifically, the blocks between Chestnut and Elm Streets on 5th and 6th Streets. These particular blocks were targeted because they remain structurally sound while quite old and show potential for being architecturally significant once restored. The \$250,000 available through the program can be used for simple restorations of the building's facade to major renovations of both the inside and outside of the building. In addition to the two loan programs, Neighborhood Housing Services provides counseling and referral services to its clients. NHS also sponsors a "paint party" once a year where an individual's house is selected and is painted by volunteers from throughout the community. All of the programs and services provided by NHS are intended to stimulate reinvestment into the neighborhoods it targets and increase the quality of life while maintaining the affordability of the homes and residences.

The City of Quincy also operates a housing program through the Quincy Housing Authority (QHA). This organization operates several different facilities from its offices at 540 Harrison and is intended to provide affordable housing rather than the restoration and renovation of individual homes and apartments like NHS does. The QHA also places an emphasis on providing living quarters for the elderly as well as the low income. The locations of the housing projects are spread throughout the city. The Frederick Ball Housing Project at 815 Elm Street has 49 units available which range from one bedroom apartments to four bedroom apartments. The Indian Hills complex is located at 540 Harrison Street and has 200 units also ranging from one to four bedrooms. Both of these housing projects are available to low income persons as well as the elderly. The Quincy Housing Authority also operates several facilities which are only available to the elderly. This includes a five-unit structure at 7th and Cherry Streets but there the selection is limited to either efficiencies or one bedroom units. Another of the elderly complexes operated by the QHA is located at 29th and Broadway and has a total of 45 units available ranging from efficiencies to two bedroom apartments. The Lampe High-Rise at 527 Broadway is also operated by the QHA. This is an eleven-story high rise with 103 one bedroom units. The Quincy Housing Authority operates a considerable number of elderly and low income units which are spread throughout the city providing a good variety of locations to choose from.

The Quincy Housing Authority is not the only organization providing subsidized housing to elderly, low income, or developmentally disabled persons. Several organizations including the Lincoln-Douglas Apartments located at 101 North Fourth Street, the Cardinal Apartments at 135 Stadium Drive, and the Country Club Heights Apartments at 740 Country Club Heights have subsidized housing available to the elderly. The Adams County Mental Health Center operates facilities for the handicapped and developmentally disabled. Housing for the developmentally disabled is available at two group homes located at 2407 Maine Street and 2015 Chestnut Street with a third facility planned for the 6th and Spruce Streets area. Housing for the handicapped is available at 1711 Spring Street.

The City of Quincy, in addition to providing subsidized housing to low income and elderly residents through the Quincy Housing Authority, also

provides incentives to homeowners and landlords within a targeted area to assist them in building and renovating structures. This targeted area is known as the Quincy/Adams County Enterprise Zone. Within the enterprise zone any residential project is eligible for a five year tax abatement on the increased assessed valuation resulting from the work done on the building. A sales tax exemption is also available for any building materials purchased in Adams County and used on the project. Within Quincy, the enterprise zone boundary includes the older sections of the city. The boundary of the zone is indicated on the census tract map and includes the neighborhoods to the north and south of the central business district. It was this section of the city that the residential incentives were designed for in order to assist local residents in improving their homes.

To encourage the restoration of buildings in the central business district, a low interest loan program has been initiated. There are actually two programs, one for use in renovating street level commercial property and the other, of interest here, to renovate a building's upper levels to apartments. The central business district rental rehabilitation program has \$250,000 available. The program is a cooperative effort among the City of Quincy's Community Development Department, Uptown Quincy, and several financial institutions. The loan program's boundary runs from the riverfront to 12th Street and from Fasthoff alley to the south to the Oak Street/College Avenue alley to the north.

For those properties in the central business district which are also contained in the Downtown Quincy Historic District, any renovation must be approved by the Illinois Historic Preservation Agency and follow the Secretary of Interior's Standards for Rehabilitation. While this may appear to be a burden, it can provide considerable savings to the owner of the property through the use of the investment tax credits for the rehabilitation of historic buildings. The 25% investment tax credit is only available to income producing properties but does include rental property and would therefore apply to any rental property restored in the Downtown Quincy Historic District. To qualify for the tax credits, the project must be a certified rehabilitation of a certified historic structure. A certified historic structure is any property listed on the National Register of Historic Places, the Illinois Register of Historic Places, or that has received designation as a local historic landmark or district by the Quincy Preservation Commission. A certified rehabilitation is any project which has been reviewed and approved by the State of Illinois. The current 25% tax credit would be reduced to 20% if the House-passed tax reform bill becomes law but would still provide considerable savings for the restoration of rental housing.

While the tax credits are available only to income producing properties, the State of Illinois has passed tax incentives to encourage homeowners to restore the historic buildings in which they live. Again, state review and approval of the project are necessary and the property must be listed on either the National Register, the Illinois Register, or have received local designation. The incentive is in the form of a tax freeze for eight years at the assessed valuation of the property prior to the project. After the eight year period, the valuation of the property is increased over a four year period to the current fair market value of the

property. The preservation of Quincy's historical and architectural assets is promoted through the use of these programs while improving the living conditions of its residents and the appearance of the city's oldest neighborhoods.

The German Village Society of Quincy is an organization that is interested in preserving the integrity of the older neighborhoods found on the city's south side. Quincy has a strong German heritage and it is the intent of the German Village Society to rekindle that link with the city's past. The society has available a free design service for proposed improvements to homes and buildings and also encourages participation in a voluntary German Village district.

Quincy's housing stock is a blend of old and new. The newer homes are concentrated to the eastern sections of the city as well as about its perimeter. The older sections tend to be in close proximity to the central business district. Much of what is happening in the city with respect to housing programs and financial assistance is targeted to the areas that are most in need and to the people who need them most. The priority for providing affordable housing and good living conditions is being addressed at present but should continue to be promoted and supported in order to keep the efforts moving forward.

ECONOMIC ELEMENT

The economic element of the comprehensive plan is based on the 1986 Overall Economic Development Program Report (OEDP) for Adams County. This report is an update to a similar document prepared in 1978, both of which are intended to direct economic development efforts in the county. The 1986 report was used extensively in the preparation of the economic element and serves as an excellent resource for additional information relating to the economy of Adams County. Quincy, being the largest city in the region, is the center of economic activity and employment for the area. The relationship between the health of the city's economy and that of the county is recognized and is evident throughout the text as is the link between the OEDP and this element of the comprehensive plan. One difference, however, is that the OEDP addresses the needs of rural Adams County and this element does not, concentrating instead on the expansion of the city's economy and employment base in finding solutions to the economic hardships the area is currently faced with.

The economic element begins with a discussion of some of the indicators of the economic hardships the city and Adams County are faced with and then identifies some of the problem areas that need to be addressed. That discussion is then followed by a development strategy that attempts to resolve these problems in a satisfactory manner by outlining specific programs to address those needs identified.

CHARACTERISTICS OF THE ADAMS COUNTY ECONOMY AND EMPLOYMENT STRUCTURE

The Adams County economy and employment structure remain largely the same as outlined in the 1978 OEDP. Problems still exist in comparing data pertaining to the region's economy and employment figures. However, using available statistics from 1980 through 1985, some comparison is possible. During the 1980's, unemployment rates increased to double-digit figures and have remained there for a sustained period.

Total industrial employment in Adams County peaked in 1974 at 13,523 and has declined steadily since. In 1977, according to the Joint Industrial Commission of Adams County, industrial employment had decreased to 9,155. The downward trend has continued into the 1980's. The 1980 census indicated the figure to be 8,178, and according to the County Business Pattern publications, was as low as 6,615 in 1983. Caution is urged in accepting the data at face value as each source used different definitions and methodologies in calculating the final figures. But, whichever figures are used, it is quite evident that industrial employment has suffered a substantial loss in jobs over the last ten years.

Another indicator of the continued economic distress experienced by Adams County is high unemployment. The early 1970's found the county with an unemployment rate fluctuating between 2.7 percent and 4.3 percent. Approximately ten years later the unemployment rate, according to the Illinois Department of Employment Security, was 14.4 percent in 1983. For 1984 and 1985 the rate decreased slightly to 11.0 percent and 11.3 percent

respectively, but remains high and well above the state and national averages. The continued high rates of unemployment indicate the difficult situation faced by the county in trying to absorb or replace the lost industrial jobs of the 1970's. The economic recession of the early 1980's has contributed to this situation, as has the farm crisis which continues today. Adams County therefore finds itself having to continually fight an uphill battle for economic recovery.

TABLE 15. ADAMS COUNTY LABOR FORCE 1983, 1984, 1985*

	1983	1984	1985
Average Monthly Workforce	34,309	32,631	32,840
Average Monthly Employment	29,179	29,047	29,049
Average Monthly Unemployment	4,912	3,587	3,703
Average Monthly Unemployment Rate	14.4	11	11.3

Source: Illinois Department of Employment Security.

*Prepared by Two Rivers Regional Council staff for 1986 OEDP Report.

Economic Situation

As suggested in the opening paragraphs of this section, the economic distress of Adams County in the late 1970's has continued into the 1980's. Problems continue for the long-term unemployed, the poorly educated, and the unskilled. Attempts to retrain and educate such individuals continue. The Two Rivers Regional Council administers the Job Training Partnership Act (JTPA) programs for the region. The JTPA program replaced CETA in 1983. The Illinois Job Service is also active in job placement for these targeted groups. The lack of available positions limits how much can actually be achieved, however. Therefore, in addition to the continued use of such programs and agencies, the recruitment of new industries and the retention and expansion of existing businesses are of primary importance.

Economic Structure

The economic structure of the county has not experienced the growth envisioned by the original OEDP Committee in 1978. Manufacturing's share of total employment was estimated at 28 percent in the 1978 document, and according to the 1980 census it was 26.5 percent. Retail trade was also cited as an area where employment would increase as well, although retailing was viewed as dependent upon growth in industrial employment and population. Neither has occurred and therefore the percentage of retail employment has remained constant, hovering around 17 to 18 percent. Retail expansion was also linked to the development of a strong tourist and recreation trade which only in recent months has begun to come to fruition.

The service-oriented economy has been the most successful area for increasing employment opportunities. In 1970 it accounted for approximately 22.5 percent of total employment and had, by 1980, increased to 29.4 percent. Such growth warrants further study and promotion to replace those

jobs lost in the manufacturing sector. But it is industrial production and employment that holds the greatest potential for impacting the county's economy. Typically, industrial products are exported to markets outside the state and region to bring new dollars into the local economy, whereas, service companies are locally or regionally oriented and only serve to recycle existing dollars. It should also be noted that the wages paid in the service economy are much lower than those paid in manufacturing. Any increase in service employment could be offset by a loss in purchasing power that might otherwise have occurred if the jobs had been created by industry.

In terms of enhancing the county's chances of securing new industries, a fully serviced industrial park was considered a primary element to any redevelopment program in the 1978 OEDP. An industrial park has been developed and has attracted several industries. Further marketing of the park is the next step to fill the remaining vacancies. This is in keeping with the goal of diversifying the county's economic base. The expansion of the industrial sector's employment base remains the primary area of concentration to lower the unemployment rate and promote economic growth. The retail employment base, especially that related to the recreational and tourism trade, is also recognized. Growth in service-oriented occupations, previously overlooked as a strong employer, warrants greater emphasis due to the sector's strong increase over the last ten years and the changing nature of the economy in general. The main drawbacks to increasing service employment are the low wages paid and the lack of any multiplier effect on the local economy as previously discussed.

OVERALL PROBLEMS AND CONSTRAINTS

Recognizing the limits of the possible helps define one's role in any undertaking. Many of the limits to development in Adams County result from factors beyond the control of local initiative and action. The farm crisis, the trade deficit, and the recession of the early 1980's are all examples of economic conditions beyond local control, but which have an impact on the local economy. The retention of existing industries, the maintenance of the infrastructure, and the marketing of Quincy and Adams County are examples of local actions that can affect the local economy and must be addressed.

Lack of Sufficient Diversification of the Employment Base

The need for more broadly-based employment continues today. With sustained high unemployment, the need to recruit new business and industry takes on even greater urgency. The county's dependency upon heavy manufacturing industries affected by national and international market fluctuations points to the need to develop a more balanced economic mix. Targeting certain industries, such as those in electronics or so-called high-technology fields, for recruitment would help achieve this objective. Service-oriented businesses would also help increase employment.

Fill Industrial Park and Quincy Development Center

The Schneidman Industrial Park is only partially filled as of this writing. The former Cummins Engine plant has been converted to an

industrial mall and is now known as the Quincy Development Center. Filling this complex and the industrial park will help to expand the local economy.

Fostering small business entrepreneurs through the Quincy-Adams County Enterprise Zone and the Quincy Business and Technology Center will also increase employment and diversification.

The business and industrial sites in the industrial park and the Quincy Development Center need to be aggressively marketed to make prospective clients aware of what Quincy and Adams County have to offer.

Transportation Network Development

Quincy and Adams County still lack an adequate transportation network. To take advantage of its location, the area must improve the various methods of moving goods, supplies, people and finished products. Highways are the critical transportation mode in this region. Completion of the Central Illinois Expressway is fundamental to meet the need for improved roads. Completion is planned for 1992. Every effort should be made to ensure that the CIE is finished on schedule.

Enhancing access to areas north of the county is also important. Widening U.S. Route 24 to four lanes between Quincy and Peoria would help meet this objective. Adams County currently lacks any four-lane highways in the northern sections of the county. Upgrading Illinois Route 104 would also increase access to the county, much as the Quincy Bayview Bridge will help encourage trade in the region.

Besides the planned improvements to the highways serving Adams County, the other aspects of the transportation system need to be maintained and improved where possible. The Quincy Municipal Airport should have additional passenger and cargo carriers to increase competition and service. Any increase in service, however, would be unwarranted without sufficient demand to sustain the new as well as existing operators. The river and railroads provide an excellent means to transport commodities out of the county. A feasibility study to determine the value of a port authority to Quincy should be undertaken. This is not to imply that the municipal dock facilities are inefficient or inadequate, but rather to determine if the incentives and demand for such an operation exists. The major obstacles to the implementation of such a study are the identification of an appropriate organization to undertake such an endeavor as well as the means of financing it.

Amtrak passenger rail service is an important link to Chicago, and every effort should be made to assure its continuation.

Some intercity bus routes have been eliminated recently, prompting a search for alternative carriers to fill the void and needs to be continued. The mayor's office and Community Development Department have been active in this respect in conjunction with local bus operations personnel.

Without these improvements in transportation, the chances for economic progress in the county are severely weakened. Steps must be taken to ensure

that Quincy, as the hub of economic activity in the region, is served by a better transportation network.

Inadequate Development Efforts

To say that the lack of industrial diversification or economic growth results from inadequate development efforts would be an injustice to those involved in promoting Quincy and Adams County. Better coordination among groups and an improved marketing plan and approach are needed. The formation of GREDF, of the City of Quincy Community Development Department, and the strengthening of the Illinois Department of Commerce and Community Affairs indicate the commitment by all levels of government to economic development. Again, the next step is better communication between the various groups and better promotion of the attributes of Quincy and Adams County. The Quincy-Adams County Enterprise Zone is a prime example of what can be achieved when local organizations work together. An attempt to improve communication between those organizations responsible for economic development is reflected in the formation of the Regional Economic Development Consortium (REDC). The REDC is an informal group which meets monthly to discuss their respective organization's ongoing efforts to encourage economic development, to avoid any duplication of effort and to provide input and support as needed.

State Factors

As stated in the 1978 OEDP, "A variety of state policies and legislation has placed Illinois communities in unfavorable competitive positions with neighboring states. High taxes, high unemployment and workmen's compensation rates, stringent pollution standards and others make Illinois a relatively expensive and difficult place to do business for many industries." This statement was written eight years ago, but the cost of operating a business in Illinois remains high today. The state has instituted business assistance programs through the Department of Commerce and Community Affairs and the Governor's Build Illinois program which provide gap financing mechanisms to lower the cost and increase the viability of business expansions and start-ups in Illinois. However, those laws and policies which raise general operating costs offset the savings achieved through the lowered start-up or expansion costs. Quincy and Adams County are especially vulnerable to the effects of such laws and policies due to their close proximity to Missouri. The decision of Manchester Tank, Inc. to locate in Hannibal, Missouri instead of Quincy, Illinois, was a result of higher operating costs in Illinois according to company officials. Experiences like this one indicate the need to work with locally elected state officials for changes in those laws affecting business operating costs to make Illinois more competitive.

Manpower Development

There are a variety of vocational and career training programs in Adams County. The JTPA programs locally administered by the Two Rivers Regional Council are a prime example. The major problem continues to be a lack of sufficient job opportunities once a client has completed a program.

In order to increase the effectiveness of the training programs and to encourage job creation and business expansions, an industrial retention program is planned. The survey program would help to identify any weaknesses that might exist in the training programs, any materials that could be locally produced for use in a company's operation and to indicate any other assistance businesses are in need of.

DEVELOPMENT STRATEGY

Formulation of an Overall Development Strategy

The strategy is intended to represent the potentials and problems which face Adams County as the economic hub of a large, rural Midwestern agricultural region. The major elements are listed below. The elements are not ranked by priority but do reflect the recognized needs for the county, specifically the improvement of local employment opportunities and the diversification of the local economy.

- encourage and support those efforts designed to provide additional employment opportunities to long-term unemployed and low to moderate-income residents of the county;
- encourage and support efforts to develop additional permanent employment opportunities in all sectors of the local economy;
- encourage and support the retention of existing industries and businesses;
- encourage and support the diversification and expansion of the manufacturing sector of the economy;
- encourage and support the initiation of an adequately financed and aggressive public promotion campaign to sell Quincy and Adams County to prospective industries and visitors;
- encourage and support efforts to revitalize the Quincy central business district;
- encourage and support the development of the Mississippi riverfront for recreational purposes, and the public parks system in Quincy;
- encourage and support the initiation of a continuous system to inventory local labor needs and skills;
- encourage and support efforts to revise laws and regulations to make Illinois a more competitive place to do business;
- encourage and support the continued development and improvement of the infrastructure supporting economic development in the city and county;
- encourage and support the preservation of the historical and architecturally significant buildings, sites and structures of the city and county;

- encourage and support the development, improvement and rehabilitation of the housing stock in the county;
- encourage and support the development of small business enterprises;
- encourage and support the development of a convention-exposition center and the restoration of Washington Theatre as a civic center;
- encourage and support the agricultural community and the retention/development of related industry;
- encourage and support the efforts of the Illinois Veterans Home and other health-care organizations in Quincy to maintain and improve the level of service they provide.

Specific Programs

As investigation of the problems, potentials, and proposed actions developed, two areas of emphasis emerged: industrial development and the associated support services. Establishing specific programs to accomplish overall economic growth and development is a difficult task. The proposed projects listed under the two subheadings and the information included represents the various degrees of completion for each project considered and therefore are not listed by priority. Rather, they represent the direction of the economic development program for the city and county. As progress is made toward the attainment of each project listed and others are added, a form of ranking will naturally occur.

The following, therefore, represents a guide for future actions to encourage economic development rather than a detailed list of priorities.

Industrial Development

Addressing the problems identified earlier in this report with respect to industrial development and diversification requires a two-pronged approach. One approach is the development of a strong marketing program directed at recruiting new industries and diversifying the county employment base. The marketing program should emphasize the various programs available to industry and business and the pro-business climate in the county as well as the local amenities. The other element of the industrial development program should be targeted retention of existing industries and small business development. A survey of industry needs for financial assistance in completing expansion projects, of requirements for production materials that could be locally produced or processed, and an inventory of needed labor skills, would serve as the first step in a local retention program.

Another aspect of the marketing and retention programs relates to small business development through encouragement of local entrepreneurs to start up firms in the Quincy Business and Technology Center.

Support services for economic development should be continued. This includes infrastructure and housing stock maintenance. A brief description highlighting each element of the industrial development program follows:

Industrial Development Projects

a. Market Industrial Park Sites and Development Center Space - The availability of sites in the industrial park and of space in the Quincy Development Center necessitates the formation of an aggressive marketing program to target new and expanding industries. The Great River Economic Development Foundation (GREDF) is typically the initial contact for companies interested in Quincy and would therefore be the most logical organization to institute such a program, although other organizations could also undertake the job if GREDF were unable to do so. Financing for such a program is the major obstacle to its initiation at present. No local funds are available, but further investigation may result in funding from the state or federal level.

b. Industry Retention and BTC Development - Retaining industry is of primary importance. Again, a comprehensive survey to determine industry needs in the county should be undertaken. The survey should encompass expansion project assistance, labor skill needs and available training programs, and seek to define materials and products that companies could supply locally. The Quincy Area Chamber of Commerce and the Great River Economic Development Foundation are in the process of implementing this survey through an Industrial Retention Program. Various other groups will be assisting in this effort which is intended to be an ongoing effort repeated on an annual basis.

The creation of the Business and Technology Center is in its initial stages. Once operational, the center will require extensive promotion to ensure its success. Funding of such a promotional campaign could be linked to the marketing program discussed above. The BTC, as part of its operation, should develop a loan program to assist growing businesses to relocate outside of the BTC and become self-supporting, while opening up space in the facility for new business start-ups. Funding of a BTC revolving loan program would require state or federal financial assistance.

Projects Supporting Industrial Development

c. Infrastructure Improvements - The infrastructure serving the county and its communities needs to be maintained as well as upgraded. The continued support of the planned and/or proposed highway improvement projects for the county is one mechanism to ensure the adequacy of the area's infrastructure. Completion of the Bayview Bridge in Quincy, the construction of the CIE, the repaving of Illinois 104, and the widening of Route 24 to four lanes are all projects of importance to the economic future of Adams County. A county-wide comprehensive transportation study should also be completed to identify other areas in need of improved services, access, or maintenance. The Two Rivers Regional Council would be the appropriate agency to undertake such a project. Assistance on the city's needs could be provided to Two Rivers by the Community Development Department.

Another improvement that will encourage the economic growth of the area is the flood protection project in the South Quincy Levee and Drainage District. The project will raise the levee to where it can withstand 500

year flood levels. It will increase the protection of \$300 million worth of commercial property to the southwest of Quincy.

Water and sewer system extensions to the northeast of Quincy where continued industrial growth is targeted should also be encouraged. Such extensions may, however, be dependent upon hook-up agreements with industries locating in that area.

d. Housing Stock Development - A review of the existing housing stock is presented in the housing element. Local officials, building contractors and realtors need to be kept informed of any local, state or federal programs which can be used to improve the housing stock and create jobs for those in the housing industry. Information on these programs is available through the Community Development Department.

Rehabilitation of the existing housing stock in the older neighborhoods of Quincy should be encouraged in order to maintain the integrity of the area's historic and architectural significance. Such a policy for restoring the older neighborhoods would enhance the city's tourism potential. Grant funds are available through the Illinois Historic Preservation Agency for the development of a preservation plan by the Community Development Department.

Retail Expansion and Tourism Development

It is evident that a successful industrial development effort centering on the City of Quincy will stabilize and strengthen the entire Adams County economy. It is essential, however, that specific efforts be made to ensure that the retail sector remain stable and growth-oriented. Therefore, to complement and support the proposed industrial development efforts, several projects relating to retail trade and tourism development in Quincy have been identified.

a. Central Business District Revitalization - A specific plan and program are needed to revitalize retail business. Current efforts revolve around the mayor's Save Our Square Committee. Considerable investment and special programs targeted to Quincy's CBD have been initiated by the city. At present, Uptown Quincy does not have a full-time executive director. A new director should be hired to coordinate and address objectives of the Save Our Square Committee. Any study or plan prepared by the committee will require the services of a full-time person to ensure its proper implementation. The development of design guidelines for CBD properties which respects the integrity of the historic and architecturally significant buildings should be a consideration of any plan prepared along with a signage rebate program by the city to encourage conformance with these design guidelines. Also, the need for public restrooms in the uptown area should be addressed. But what is probably most important is to develop a promotion campaign to improve shopper's perception of the CBD as a clean, safe and interesting place to shop for quality merchandise.

b. Tourism Development - Many factors combine to make this area impossible to ignore. Encompassing the whole general area of tourism,

recreation, conventions, and associated retail trade and services, tourism imports outside dollars to the county economy.

Tourism development is considered important for two reasons. First, the Cannon Dam Reservoir in northeastern Missouri is a recreational lake development of major proportions. Several independent marketing studies estimate an excess of \$50 million will be spent in the area by visitors. Second, Quincy's location, present facilities, and significant developable resources place it in an excellent position to attract a portion of this money. Taking advantage of the situation will provide an important economic stimulus while ignoring it could cause further economic deterioration through the loss of commercial and retail leadership to other communities.

With the creation and staffing of the Convention and Visitors Bureau, Quincy and Adams County are in a very good position to take advantage of the Cannon Dam Reservoir tourist trade. However, further development of local attractions is encouraged. Quinsippi Island is a prime example of an underdeveloped, underutilized attraction. In terms of convention trade, there has been discussions of a need to develop a convention-exposition center to attract larger conventions to Quincy. The Civic Center Authority and Convention and Visitors Bureau are in the process of reviewing sites and possible means of financing to make the center a reality.

The continued restoration and rehabilitation of the historically and architecturally significant sites, buildings and structures in the county and especially in Quincy continues to be encouraged. Historic rehabilitation projects tend to be more labor intensive than new construction projects and therefore provide a dual benefit: more jobs are created while adding to Quincy's tourism potential. The planned restoration of the Washington Theatre as a civic center is an example of a preservation project that has value well beyond the saving of an old theatre.

Quincy has an extensive park system with considerable frontage on the Mississippi River which should be further developed (Quinsippi Island is part of this frontage). The Mississippi is an untapped source for development with its historic, scenic, and recreational attributes. Development of the riverfront area is therefore encouraged and should be tied into any further development of the parks, and especially Quinsippi Island.

Development Organizations and Programs

In Quincy, there are various organizations charged with the responsibility for fostering economic development and include the Quincy Community Development Department, GREDF, and the Business and Technology Center among others.

The City of Quincy Community Development Department is responsible for the city's economic development programs. This department administers the "Quincy Economic Development Loan Program" (QEDL). The program has available a six million dollar loan fund which is divided into two pools--direct loans and loan guarantees. Another program is the "Enterprise Zone." The Quincy-Adams County Enterprise Zone is an area of almost ten square

miles which has a variety of incentives available to industrial, commercial, and residential property owners. The incentives include a tax abatement program for the increased value accruing to a property as a result of a particular project and a sales tax exemption on permanent building materials purchased for a project in the zone. Other programs the department uses to assist business are those available through the Illinois Department of Commerce and Community Affairs (DCCA). The most prominent of these is the Community Development Assistance Program (CDAP). Other business assistance programs are available through DCCA such as those under the Governor's "Build Illinois" program. Specific information on the programs administered by or applied for through the Quincy Community Development Department is available upon request.

The Great River Economic Development Foundation (GREDF) is responsible for recruiting new industry to Quincy and Adams County. As was mentioned earlier in this element, this organization is usually the first contact for companies interested in locating here. Staffed by a full-time director, GREDF is responsible for acquiring, developing, and managing industrial development properties. GREDF marketed the Cummins Engine plant very aggressively resulting in its purchase by a developer and its conversion to an industrial mall complex now known as the Quincy Development Center.

In addition to the industrial mall, Quincy also has a small business incubator facility known as the Quincy Business and Technology Center (BTC). The BTC, located at 301 Oak Street, is designed to assist new and existing small industrial and technology service businesses in areas such as management, marketing, financing and manufacturing, as well as providing cost-effective space and administrative services. Also at the BTC is the Small Business Development Center which is designed to "provide confidential individualized assistance for retail, wholesale, service and manufacturing firms with fewer than 500 employees," and the Procurement Outreach Program office which provides firms with the technical assistance and resources needed to actively pursue federal and state government contracts.

All of the organizations discussed above are concerned primarily with the industrial sector of the economy at the local level. Other business organizations exist that are interested in enhancing and promoting the retail sector. The Chamber of Commerce and Uptown Quincy are active in that respect. To encourage development in the central business district, Uptown Quincy operates two low interest loan programs. One for apartments (see housing element) and the other, of interest here, is the CBD commercial rehabilitation program. The program is designed to stimulate the rehabilitation of commercial structures by offering low interest loan monies for property improvements but not for the purchase of property.

The number of organizations involved in economic development is not limited to those discussed above. But those organizations mentioned focus primarily on local economic development. Others also play a role but are responsible for larger areas. The Two Rivers Regional Council covers a four county region and administers the JTPA job training programs and assisted in the preparation of the 1986 OEDP report. Another organization deserving recognition is John Wood Community College out of which the Small Business Development Center and Procurement Outreach office originated.

ZONING ELEMENT

Zoning is the means by which the land use plan for a community is implemented. The land use element and future land use map target areas for development while zoning serves to define the type of development that is appropriate within those areas and helps ensure that development takes place in a positive and orderly manner. The location and arrangement of residential, commercial, and industrial uses along with the density, open space, and other attributes of these uses basically determine the character of the city, its livability, and its efficiency of operation. Without the control over development that zoning provides a person or business may use his land in such a manner as to reduce the value of adjoining properties. A junkyard in a single-family residential neighborhood is a common example cited. By intermixing land uses, property values can be adversely affected and is one cause of the occurrence of blighted and slum districts and neighborhoods. Consequently, it is necessary that there be some measure of community control of land use and that control is by the exercise of the zoning ordinance.

Quincy enacted its first zoning ordinance on February 18, 1946, and was a major result of the first city plan. Since that time zoning and the comprehensive planning for the city's development have guided the growth of the community. The purpose of zoning in Quincy and for any community in general is very broad and all-encompassing. For Quincy, the intent and purpose of zoning is outlined in chapter 29 of the Municipal Code. Some, but not all, of the purposes include:

- Promoting and protecting the public health, safety, morals, comfort and general welfare of the city.
- Encouraging the most appropriate use of land throughout the city.
- Conserving and enhancing the taxable value of land and buildings.
- Fostering a more rational pattern of land use relationship between residential and non-residential uses.
- Protecting residential and non-residential areas from harmful encroachments by incompatible uses.
- Securing for the public adequate locations for housing, employment, shopping, education and recreation.
- Promoting the economic diversity of the community and to enhance opportunities for participation in the economic and social system of the community.
- Encouraging the construction and maintenance of a full range of housing opportunities.

-Providing for the orderly and functional arrangement of land uses and buildings.

-Preserving and protecting buildings, groups of buildings, neighborhoods, and communities of distinguished architectural character and appearance.

Other objectives of the zoning ordinance not specifically mentioned above relate to alleviating congestion in housing and on public streets, protecting the environment and amenities of Quincy and the enforcement of the ordinance. To achieve these objectives, the city has established five district classifications and within each of these subclassifications. The subclassifications serve to further define acceptable uses within the five general classifications.

The five general district classifications are RU for rural, RE for resort, R for residential, C for commercial, and M for industrial. These headings are divided into specific districts. Within the rural district classification is the RU1 category. An example of RU1 is the outlying undeveloped agricultural land. The resort district also has only one subclassification and is RE1. An example of this category is Quinsippi Island. The residential district classification is divided into eight subclassifications. Four of these, the RS, R1A, R1B, and R1C are single-family districts and are based on lot size and other development criteria. Single-family development is by far the largest type of land use in Quincy. Two of the other subclassifications under residential are R2 and R3. R2 is for two-family residential development. An example of an area zoned R2 is the neighborhood east of Woodland Cemetary. The R3 district is for multi-family development, an example of which is the County Club Heights apartment complex next to the Quincy Country Club. The last two residential categories are relatively new and are called NR1 and NR2 for neighborhood residential districts. These two subclassifications allow for mixed residential development which is limited by the density of the development. The difference between NR1 and NR2 is the NR2 category allows for up to 10% of the land to be used for the type of commercial development allowed in the C1B category while the NR1 does not. The commercial districts are divided into five subclassifications which are C1A, C1B, C2, C3, and C4. The C1A and C1B are used for limited local commercial districts. The C2 subcategory is for general commercial development including the sale of alcoholic beverages. An example of C2 zoning is Broadway east of 30th Street except for the Quincy Mall which is C3, a planned commercial district. The last commercial district is C4 for the central business district and encompasses all of uptown Quincy. The industrial district classification is divided into three subclassifications - M1, M2, M3. The M1 category is for light industrial development. Some examples of this is the Schneidman Industrial Park and the industrial area immediately adjacent to the central business district. The M2 subcategory designates heavy industrial districts, an example of which is the industrial development that exists along the riverfront. The M3 heading is for a planned industrial district and is used to designate areas for future industrial development. In addition to the specific districts reviewed above, properties may also acquire the designation of L for landmark and H for historic districts. These designations indicate the local historic or architectural significance of a

property. The city also allows for the approval of special permits and planned development into areas not accordingly zoned but the proposals must be presented to the Quincy Plan Commission for review before going to the City Council for approval.

The basic pattern of zoning districts has followed the general pattern of land use within the city. The residential districts were arranged in a general pattern of concentric bands around the downtown area with the most close-in areas being placed in the multiple dwelling district; these being surrounded by a band of two-family dwelling areas and with the remaining portions of the city being placed in the single-family districts. The neighborhood residential districts are new classifications and are expected to be used on the outskirts of the city in areas just now being developed. Commercial zoning has also followed the land use pattern with a great number of relatively small commercial districts being established at frequent intervals throughout the city in keeping with the community's pattern of "corner grocery stores, drug stores and taverns." Major concentrations of commercial zoning are within the central business district and on Broadway east of 30th Street. Much of the area utilized by industry in the Quincy community is located beyond the city limits to the northeast and southwest. The relatively small amount of industrial development found within the city is located along the river and adjacent to the central business district.

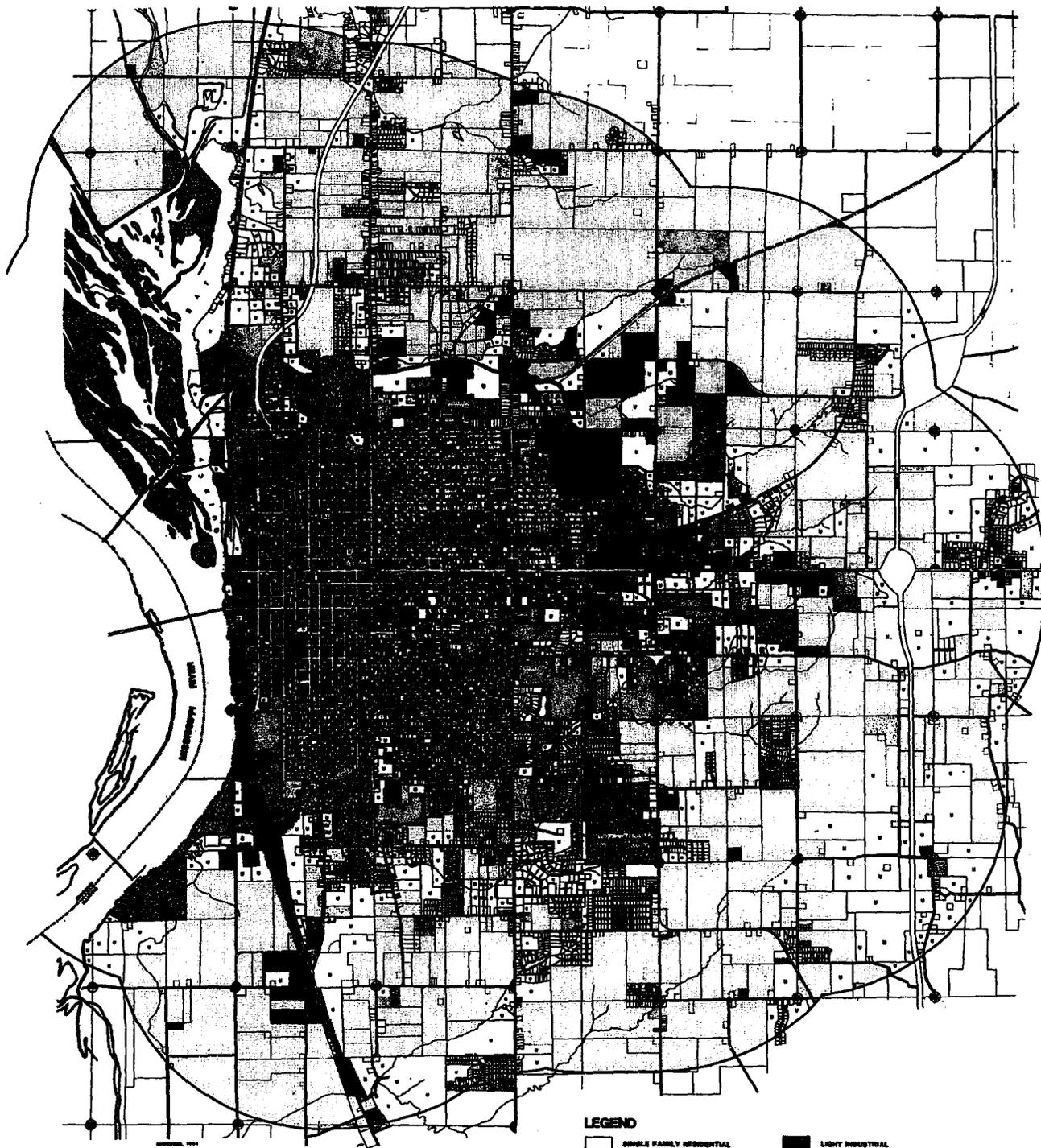
Experience with zoning indicates that its maximum benefit is obtained by applying it to land before development occurs. It is difficult to readjust or to straighten out a land use pattern after it has been established. Accepted legal protection of the vested rights of nonconforming uses make it impossible for zoning to affect material change in developed areas. Zoning can, however, have a dramatic and most beneficial effect when applied to areas before development takes place. The corporate area of cities seldom includes much, if any, of the areas of population growth and this is true for Quincy. In Illinois, communities with home-rule authority can exercise their zoning powers out to a mile-and-a-half past the city's corporate limits in the absence of any countywide zoning. The City of Quincy, in the absence of any zoning by Adams County, does exercise this power.

In order to provide for the continued orderly development of the city and the adjacent areas, all land within one-and-a-half miles of Quincy has been zoned. To better provide for the well-being of the community as a whole and its residents, some revision to the existing zoning designations is suggested. In terms of additional residential development there is ample space currently zoned for single-family housing. However, to provide for a good mix of housing available to residents it is recommended that some areas be rezoned into the neighborhood residential districts. The NR1 and NR2 zoning classifications are a good means for providing mixed residential development because they are based on the density of development and not by type of development. Suggested locations for an NR1 district is east of Wavering Park and north of Columbus Road and on the north side of Maine Street east of the Forest Lawn Cemetary. For the NR2 classification recommended locations are east of Moormans Park and south of Wisman Lane. In each of the recommended locations, the NR1 and NR2 districts serve as a buffer and transition between the different types of land uses in the area,

therefore, lessening the impact of those uses on one another. The only other area in which a change in zoning is suggested is on Broadway Street. The street has a considerable amount of existing commercial development and with the addition of a center turn lane between 4th and 24th Streets additional commercial development is inevitable. Recognizing this, it is recommended that those areas on Broadway between 4th and 20th and 24th and 30th Streets not already zoned for commercial development be rezoned to either the C1A or C1B commercial classification. Such rezoning would only extend half a block or to the alleys north and south of Broadway. The four block area between 20th and 24th Streets is the only remaining residential section intact and should not be rezoned at this time. Continuing east on Broadway from 30th Street to the Quincy Bypass and beyond, it is recommended that those areas not already zoned commercial be placed in the C2 classification as that is the predominant zoning classification on that section of Broadway.

As for industrial development, the targeted areas to the northeast and southwest are adequately zoned and therefore no changes are proposed.

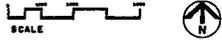
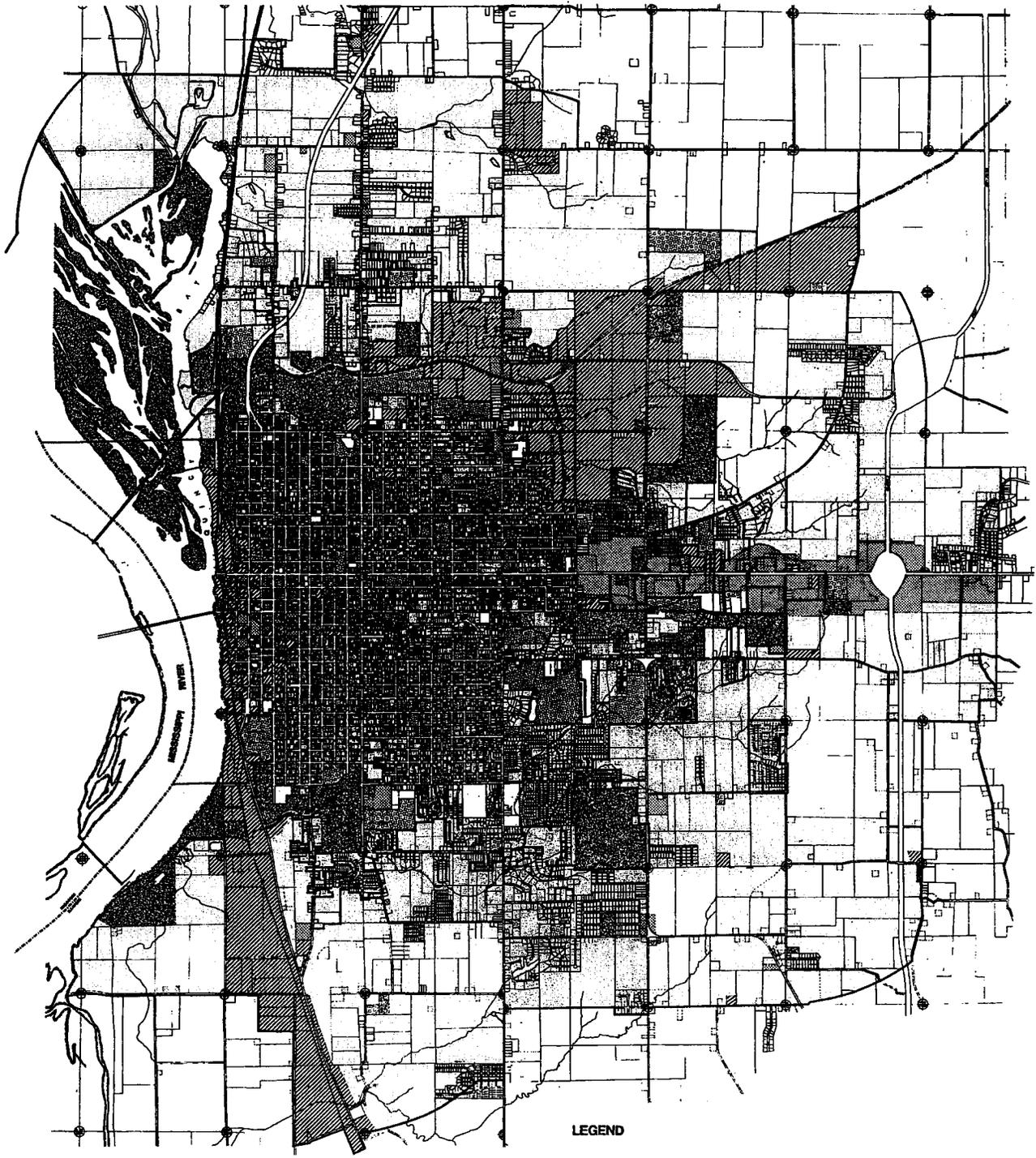
For areas that are targeted for development as indicated on the future land use map and/or described in the land use element of the comprehensive plan and are not yet zoned for the use indicated, any rezoning should be done on a request and review basis. Any development proposed in an area not targeted for such use should be discouraged and directed to the appropriately designated locations. By following the recommendations outlined in the comprehensive plan, the growth of the City of Quincy will occur in an orderly manner and enhance the environment in which we live.



EXISTING LAND USE
CITY OF QUINCY, ILLINOIS

LEGEND

- | | |
|---|--|
|  SINGLE FAMILY RESIDENTIAL |  LIGHT INDUSTRIAL |
|  MULTI-FAMILY & MOBILE HOME |  HEAVY INDUSTRIAL |
|  RETAIL/SERVICE |  AGRICULTURAL |
|  OFFICE |  UNDEVELOPED LAND |
|  PUBLIC |  VACANT BUILDING |
|  INSTITUTIONAL / SPECIAL PURPOSE |  CITY LIMIT |
| |  1 1/2 MILE LIMIT |



LEGEND

- | | | | |
|---|---------------------------------|---|----------------------------|
|  | SINGLE FAMILY RESIDENTIAL |  | INDUSTRIAL |
|  | MULTI - FAMILY RESIDENTIAL |  | AGRICULTURAL / UNDEVELOPED |
|  | RETAIL / SERVICE |  | 1/2 MILE LIMIT |
|  | OFFICE | | |
|  | PUBLIC | | |
|  | INSTITUTIONAL / SPECIAL PURPOSE | | |

**YEAR 2000 PLAN
CITY OF QUINCY, ILLINOIS**