



CITY OF QUINCY NEIGHBORHOOD LAND USE PLAN 2013



**DEPARTMENT OF
PLANNING AND DEVELOPMENT**

ADOPTED APRIL 1, 2013

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1. Introduction

This neighborhood land use plan compares today's city with a community vision of the future. The plan assesses policies and actions recommended to achieve that vision. The planning process itself has produced a better understanding of Quincy and a readiness to deal with future issues. The residents who directly participated in the plan's development, as well as the community's leaders and elected officials, are better prepared to take advantage of unanticipated opportunities and confront unexpected challenges.

The following community profile section includes projections based on recent trends. It provides some idea of what Quincy can expect if these trends continue. In some cases, that picture is acceptable and few changes are recommended. In other cases, changes are required to deliver on the community vision for the city. The pattern of growth around Quincy is also reviewed, since the city can hardly be understood without placing it in the context of the surrounding townships and Adams County.



2. Community Profile

2.1 Location and Setting

The westernmost city in Illinois, Quincy is located on the east bank of the Mississippi River on 90-foot limestone bluffs overlooking a natural harbor.

John Wood and Willard Keyes purchased the first parcels of land in 1822 with the object of founding a town to take advantage of river commerce. The site was in the Illinois Military Tract, one of three districts set aside for volunteer soldiers in the War of 1812. The little settlement was first called The Bluffs, but it was platted as Quincy in 1825, when Adams County was formed out of Pike County. The county and city were named in honor of then President John Quincy Adams.

A few examples of events important to Quincy's history in the early years were the Blackhawk War, the Mormon Involvement, one of the Lincoln-Douglas Debates of 1858, and the anti-slavery movement. Quincy was an abolitionist center and a stop on the Underground Railroad.

Even before the Civil War, rapid economic growth encouraged English, Irish, Scottish, and especially German immigrants to settle here. Prosperous industries and commercial establishments included breweries, stove and wagon manufacturers, steamboat construction companies, farm implement businesses, and wholesale and agricultural distribution companies.

In the modern era, manufacturing and agriculture remain important, but the city has developed specialized commercial and service sectors to diversify the economy and help shield it from national crises. Quincy's pleasant riverfront, fine historic architecture, extensive park system, and biking and walking trails add up to a highly desirable quality of life. There have been many changes since the early settlement period, but Quincy's sense of community and pride in its distinctive heritage are as strong as ever.



2.2 Environmental Conditions

The area within the Quincy city limits is about 15.9 square miles.

Soils

An evaluation of soil types in Quincy was conducted to determine environmentally sensitive areas. The rating of each soil type was based on information contained in the most recent Adams County Soil Survey, published in 1996 by the U.S. Department of Agriculture, Soil Conservation Service.

Most of the soils along the riverfront and in river and stream bottomlands are within designated floodplains and have some combination of the following characteristics:

- Flooding
- Unstable organic material
- Subject to shrinking and swelling
- High water table

Floodplains

Land areas located within the 100-year floodplain include the Quincy riverfront east to 4th Street. Areas south of this area, such as the Gardner-Denver Expressway, are included as well. A 100-year floodplain is defined as an area within which there is a one percent chance in any year of a flood occurring. Floodplains serve as water recharge areas and natural water retention basins during periods of spring thaws or heavy rainfall. Development within the 100-year floodplain requires a permit from state agencies and a separate permit from the City of Quincy. A floodplain map appears on the following page.

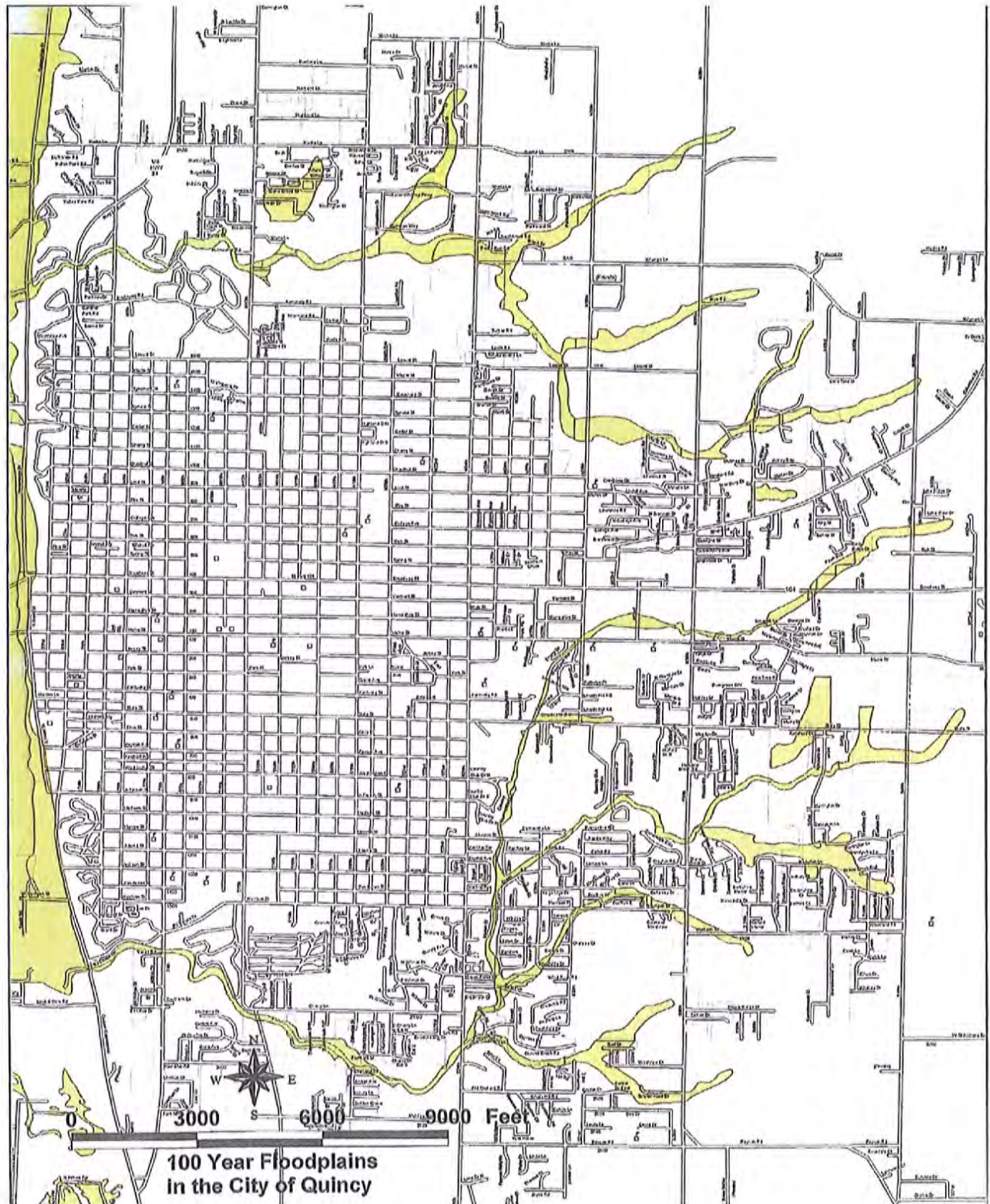
Significant Vegetation

Vegetation, along with other natural features, contributes to the high quality of life and beauty of Quincy. Existing mature vegetation should be preserved as development occurs, and additional plantings should be made at locations that do not meet aesthetic standards established elsewhere in the community. Other areas with significant vegetation in Quincy include:

- Quincy Parks (27)
- Quinsippi Island
- Rural areas along Interstate 172
- Valley View Campground



Figure 1 100-Year Floodplains





2.3 Socioeconomic Conditions

Population

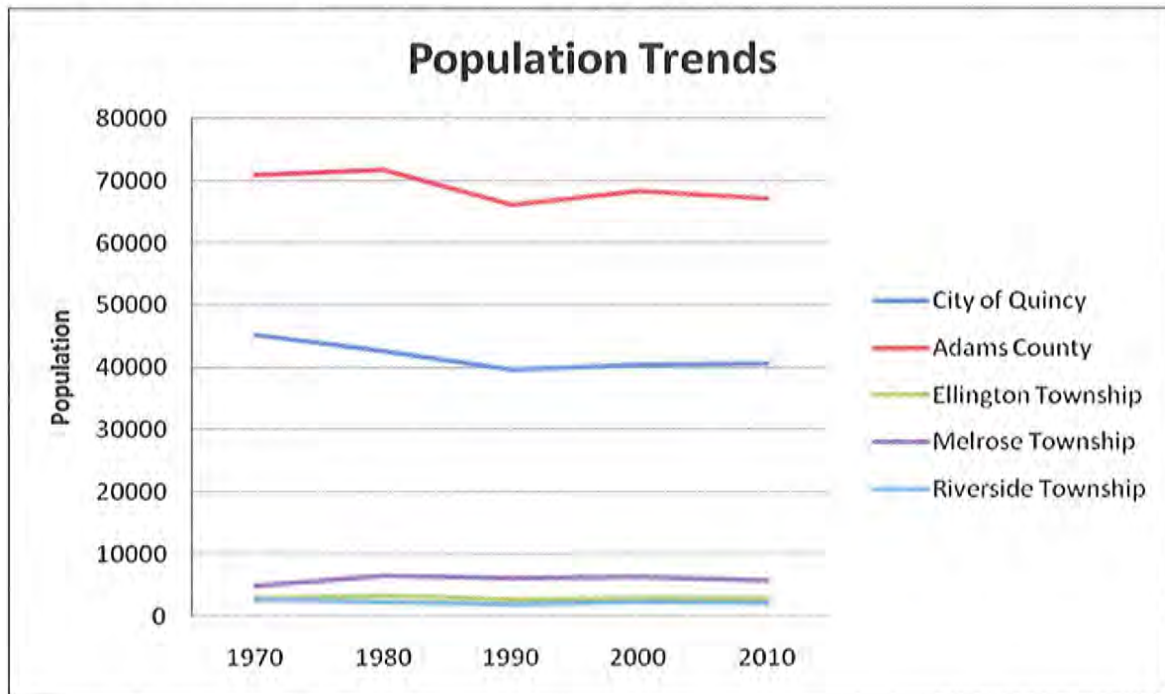
Quincy’s population continues to hover at just over 40,000 persons. While marginal growth of .66% occurred in Quincy, the population of Adams County experienced a 1.72% decrease from 2000 to 2010.

Table 1 Quincy Area Population Change

	1970	%	1980	%	1990	%	2000	2010	%
Quincy	45,288	-6	42,554	-12.4	39,681	+1.7	40,366	40,633	.66
Adams County	70,861	+1.1	71,622	-7.7	66,090	+3.3	68,277	67,103	-1.72
Ellington Township	2,848	+14.8	3,269	-14.5	2,796	+4.1	2,911	2,855	-1.92
Melrose Township	4,907	+34.8	6,616	-7.8	6,098	+3.4	6,305	5,746	-8.87
Riverside Township	2,679	-15.9	2,252	-10.5	2,016	+18.9	2,397	2,151	-10.26

Source: U.S. Census

Figure 2 Population Trends





COMMUNITY PROFILE

Quincy’s population is predominately (90.8%) white. Most residents are over 35 years of age. African-Americans accounted for 5.4 % of the population. Hispanic residents comprise 1.4% (548) of the population. In the 2010 Census, the median age of Quincy residents was 39.1 years, compared to the state median age of 42.2 years. Females were 52.1% (21,168) of the population and males were 47.9% (19,465) of the population. The age distribution of residents appears in Figure 3 below. Twenty-three percent of Quincyans were under 18 years of age, and 19% were age 65 or older.

Figure 3 Population by Age

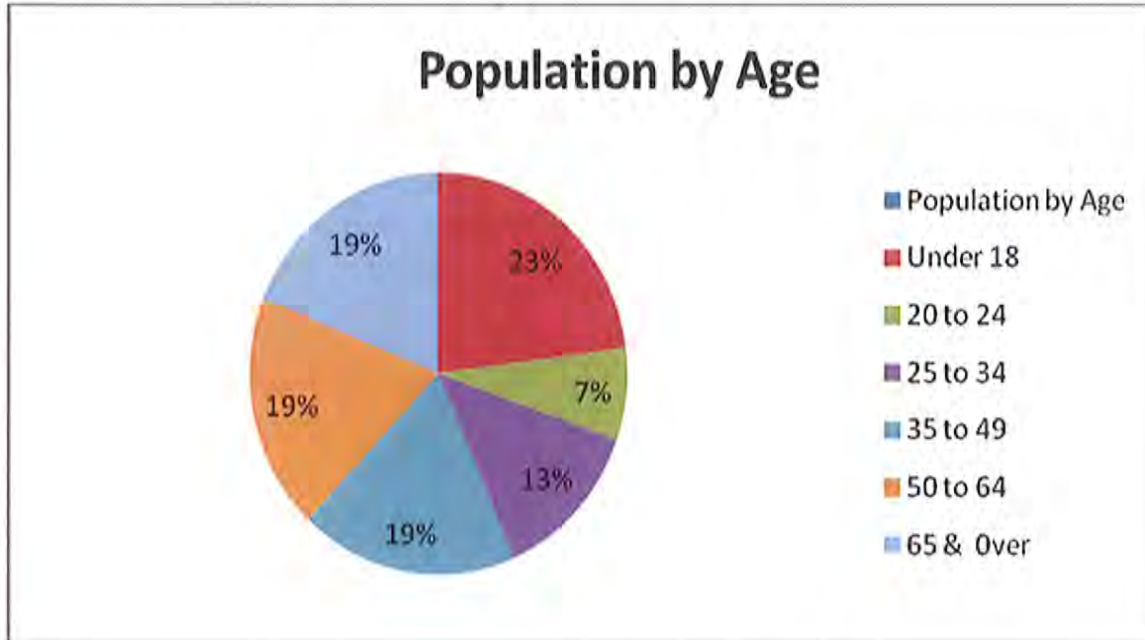


Table 2

**Population by Race
City of Quincy, 2010**

White	36,904	90.8%
African American	2,197	5.4%
Asian	368	.9%
American Indian	75	.18%
Hawaiian/Pac. Islander	9	.02%
Other	178	.44%
Identified by two or more races	902	2.2%
Total	40,633	

Table 3

**Population by Age
City of Quincy, 2010**

Under 18	9,047
19 to 24 years	4,141
25 to 34 years	5,159
35 to 49 years	7,350
50 to 64 years	7,491
65 years and over	7,445
Total	40,633

Source: 2010 U.S. Census

Source: 2010 U.S. Census, 2006-2010 American Community Survey (ACS) 5-year estimates



Projections and Forecasts

A land use plan is intended to provide long-term guidance for public policy decisions. Accomplishing this necessitates anticipating future trends. The table below projects population trends for Quincy, Adams County, and Ellington, Melrose and Riverside Townships. Quincy’s population increased by 0.66% from 2000 to 2010. Assuming this growth rate continues, population is projected to increase to 40,901 by the year 2020 and to 41,171 by the year 2030. This is a conservative projection, but it should be borne in mind that population increased only by about 1.7% from 1990 to 2000, and declined in earlier decades.

**Table 4
Population Projections for City, County, and Tri-Townships**

	2000	2010	2020	2030
0.66% increase (2000-2010)	40,366	40,633	40,901	41,171

	2000-2010 % Change	Population		Estimated
		2000	2010	2020
Quincy	0.66%	40,366	40,633	40,901
Adams County	-1.7%	68,277	67,103	65,928
Ellington Township	-1.9	2,911	2,855	2,799
Melrose Township	-8.7	6,305	5,746	5,187
Riverside Township	-10.3	2,397	2,151	1,905



Income

Table 5

**Quincy and Illinois
Household Income, 2005**

	Quincy	Illinois
Less than \$10,000	9.1%	6.9%
\$10,000 to \$14,999	8.5%	4.8%
\$15,000 to \$24,999	15.0%	10.1%
\$25,000 to \$34,999	13.5%	9.7%
\$35,000 to \$49,999	15.6%	13.5%
\$50,000 to \$74,999	17.3%	18.8%
\$75,000 to \$99,999	11.3%	13.2%
\$100,000 to \$149,000	6.1%	13.5%
\$150,000 to \$199,000	1.6%	4.8%
\$200,000 and more	2.0%	4.7%

Source: U.S. Census, 2006-2010 ACS 5-year estimates

Table 6

Median Household Income

	1990	2000	2006-10 (est.)
Quincy Township	\$21,325	\$30,956	\$39,024
Adams County	\$23,317	\$34,784	\$43,824
Ellington Township	-	\$49,665	\$56,806
Melrose Township	-	\$45,459	\$59,889
Riverside Township	-	\$48,831	\$55,573
Illinois	-	\$46,304	\$52,006

Source: US Census, 2006-2010 ACS 5 year estimates

Table 7

Per Capita Annual Income

	Adams County	Ellington Township	Melrose Township	Quincy	Riverside Township	Illinois
2000	\$17,894	\$19,310	\$19,878	\$17,479	\$27,486	\$23,104
2006-10 (est.)	\$24,308	\$22,668	\$28,871	\$23,736	\$37,608	\$28,782

Source: U.S. Census, 2006-2010 ACS 5-year estimates



Poverty

In 2006-2010, 16 percent of Quincyans were estimated to have been in poverty. Twenty-three percent of related children under 18 were below the poverty level, compared to 9% of people 65 years old and older. Eleven percent of all families and 34% of families with a female householder and no husband present had incomes below the poverty level. Table 8 presents 2000 Census poverty data and 2006-10 American Community Survey poverty estimates for persons in Quincy, Adams County and the adjacent townships.

Table 8 Persons with Incomes below Poverty in the Past 12 Months

	Quincy		Adams County		Ellington Township		Melrose Township		Riverside Township	
	#	%	#	%	#	%	#	%	#	%
1999	4,615	12.2	6,558	10.0	82	2.1	507	8.0	135	5.6
2006-10	6,203	16.0	7,954	12.3	168	5.9	414	7.2	86	4.1

Source: 2000 U.S. Census, 2006-2010 ACS 5-year estimates

Economy

Regional Trends: Diversity has been the key to Quincy’s economic success. A strong manufacturing base along the riverfront and in the northeast quadrant of the city, coupled with the principal commercial corridor along Broadway and a large health services sector have tended to protect the community from extreme boom-and-bust cycles.

Labor Force: Quincy had an annual average labor force of 21,566 in 2005 and 22,064 in 2011, a 2.2% increase. According to the Illinois Department of Employment and Security, Quincy has one of the lowest unemployment rates in the state for a city of its size. In 2011, Quincy had an annual average unemployment rate of 7.1% with 1,573 persons unemployed.

Types of Employers: In 2008 -2010, 84% of persons employed were private wage and salary workers, 11% were federal, state, or local government workers; and 5% were self-employed.

Table 9 Occupational Distribution, City of Quincy

Employed persons 16 years of age and above	Number	Percent
Management, business, science, and arts	5,188	26.9
Service	4,702	24.4
Sales and office	5,040	26.2
Natural resources, construction and maintenance	1,106	5.7
Production, Transportation and material moving	3,231	16.8

Source: U.S. Census, 2006-2010 ACS 5-year estimates



Table 10 City of Quincy Employment by Economic Sector, 2000 and 2010

Employed persons 16 years of age and above	2000		2010	
	Number	Percent	Number*	Percent
Agriculture, forestry, fishing and hunting, and mining	176	0.9	77	0.4
Construction	946	5.0	828	4.3
Manufacturing	3,124	16.4	2,831	14.7
Wholesale trade	761	4.0	500	2.6
Retail trade	2,621	13.7	3255	16.9
Transportation and warehousing, and utilities	699	3.7	712	3.7
Information	540	2.8	404	2.1
Finance, insurance, real estate, and rental and leasing	1,120	5.9	982	5.1
Professional, scientific, management, administrative, and waste management services	913	4.8	1,117	5.8
Educational, health and social services	4,596	24.1	5,066	26.2
Arts, entertainment, recreation, accommodation and food services	1,873	9.8	2,119	11.0
Other services (except public administration)	986	5.2	1,020	5.3
Public administration	716	3.8	385	2.0
Totals	19,071		19,263	

Sources: 2000 U.S. Census, 2010 U.S. Census, Percent by Industry in 2008 -2010 *Numbers of Employed Persons in 2010 calculated from percentages of total labor force

Trends in Quincy and Adams County: Quincy and Adams County have a diverse economic base of more than 100 manufacturers, along with abundant commercial services and a growing retail sector. The industrial segment is made up of a number of century-old companies along with a refreshing mix of hi-tech and small businesses. Adams County’s three largest industrial categories are electronics, agribusiness and industrial machinery. A number of local firms specializing in tool and die, metal fabrication and other industrial support services help meet the needs of the area’s larger companies. Health care service providers were the largest providers of employment with Blessing Hospital providing 2,680 jobs and Quincy Medical Group employing 731 persons.

Table 11 Quincy and Adams County Major Employers

Company Name	2012 Local Employees	Product/Service	2012 Employees, All Locations
Adams County	350	Governmental unit	
ADM	540	Livestock feed, soybean processing	
AMCON Distributing	140	Wholesale distributor	
Blessing Hospital	2,680	Regional hospital	2,900
Blue Cross / Blue Shield	725	Data processing center	

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Company Name	2012 Local Employment	Product/Service	2012 Employees, all Locations
Chaddock	220	Social service institution	
City of Quincy	315	Municipality	
Gardner Denver	360	Petroleum equipment	
Good Samaritan Home	346	Nursing home	
Harris Broadcast Division	380	Radio and TV equipment	
Hollister Whitney	243	Elevator parts	
Illinois Veteran's Home	554	Healthcare facility	
John Wood Community College	408	Community college	
Kirlin's Hallmark Inc.	77	Hallmark retailer	1,300
Knapheide Manufacturing	850	Truck bodies and equipment	
Kohl Wholesale	300	Wholesale food distributor	
Manchester Tank	198	Pressure vessel manufacturing	
McNay	175	Trucking facility	
Niemann Foods, Inc.	377	Grocery chain	4,167
Prince Agri	100	Mineral processing	180
Quincy Herald-Whig	119	Daily newspaper	
Quincy Medical Group	731	Regional clinic	
Quincy Public Schools	984	Primary and secondary education	
Quincy University	268	Post-secondary education	
Refreshment Services Pepsi	125	Beverage distributor	
Sunset Home	220	Nursing home	
Titan International Inc.	1,000	Rim and wheel manufacturing	3,700
Transitions of Western Illinois	180	Mental health service agency	
Wis-Pak	160	Beverage distributor	

Source: Great River Economic Development Foundation, 2012



COMMUNITY PROFILE

Commercial Development

Quincy is the largest city within a 100-mile radius. It serves as a commercial center for over 600,000 persons within a 75-mile radius.

25 miles—111,269

50 miles—254,607

75 miles—615,625

Commercial development in Quincy serves three consumer groups: 1) residents of the city and nearby communities, 2) visitors to the city, and, 3) motorists traveling through the area on I-172 and Illinois Route 104 (Broadway).

As noted, the Quincy area experienced modest population growth and, at least through 2010, stable employment. With the city as the commercial center for much of the developing areas around it, there has been corresponding growth in commerce to meet the everyday needs for goods and services. Quincy's accessibility and recreational features have also engendered tourism-related commercial uses. Most tourism is focused around the riverfront and downtown areas. In response, Quincy has developed lodging, dining, and entertainment options that add to the area's overall quality of life. Finally, motorists traveling through the city have helped spur demand for highway-related developments such as convenience stores, motels, fast-food restaurants, and strip centers, particularly along Broadway.

Quincy is the county seat of Adams County and serves as the regional center for West-Central Illinois, Northeast Missouri, and Southeast Iowa. The image below illustrates the numbers of Adams County workers who commute to work from the surrounding counties, Missouri and Iowa.

Figure 4 Adams County Workforce Commuters



Source: 2000 Census



COMMUNITY PROFILE

Consumer Spending Patterns

Table 12 Taxable Retail Sales 2007–2011

	2007	2008	2009	2010	2011
Gen. Merchandise	\$169,392,913	\$178,588,932	\$189,997,023	\$187,742,782	\$167,789,187
Food	\$109,627,349	\$117,638,643	\$114,875,897	\$117,043,171	\$124,837,730
Eating & Drinking	\$74,195,031	\$76,026,928	\$76,122,207	\$77,890,899	\$77,804,835
Apparel	\$21,646,470	\$21,476,896	\$20,935,964	\$21,116,140	\$43,324,167
Furniture HHS	\$40,665,271	\$44,434,604	\$43,601,867	\$43,939,433	\$42,536,330
Lumber	\$67,968,459	\$69,391,651	\$64,018,512	\$79,848,983	\$81,360,994
Automotive	\$155,291,063	\$158,120,397	\$147,280,842	\$157,004,177	\$158,080,051
Drugs & Misc Retail	\$76,268,461	\$82,440,278	\$85,357,598	\$81,485,573	\$88,023,799
Agricultural	\$73,627,154	\$76,200,486	\$68,834,447	\$77,302,804	\$75,402,359
Manufacturing	\$9,314,856	\$10,420,137	\$8,872,648	\$11,414,408	\$10,713,971
TOTAL	\$797,997,027	\$834,738,952	\$819,897,005	\$854,788,370	\$869,873,423

Source: Quincy Comptroller's Office

Business District Classification

Classifying Quincy's commercial areas into traditional categories provides a way to analyze the role of each in meeting the needs of both residents and visitors. The commercial areas are classified as either regional, community, neighborhood, or highway centers.

None of Quincy's commercial districts fits ideally into one category or another. Each district, however, does exhibit predominant characteristics of a single commercial type. The particular characteristics of the Central Business District will be discussed below.

Regional Commercial

Includes areas that attract large numbers of patrons from outside the Quincy area. A regional center provides for a range of comparison shopping and includes such uses as department stores, clothing, furniture, appliances, specialty stores, some auto-related establishments, and higher-quality restaurants. The aggregate effect of these establishments extends the market area of individual stores. The Quincy Mall, and the so-called East Broadway area with its big-box retail fall into this category.

Highway Commercial

Includes establishments that rely on pass-through traffic for a large percentage of their business, such as motels, gas stations, car dealerships, and restaurants along major transportation arteries. Most of Broadway west of North 52nd Street is a good example.



Community Commercial

These areas primarily exist to serve the day-to-day needs of a market area within a 30-minute drive. Typical uses include gas stations, grocery stores, restaurants, and some retail establishments. Office space may be mixed with retail in this kind of commercial area. In Quincy, this includes any commercial area centered on a larger grocery outlet, two of which are in "Highway Commercial" areas as well.

Neighborhood Commercial

Includes commercial centers whose primary purpose is to serve residents and/or employees, generally within walking distance. Typical uses in these centers include convenience stores, banks, laundries, beauty shops and barber shops. Three such areas are the 18th and State area, North 24th Street, and the State and Eighth area south of the Central Business District.

Central Business District

The 1996 *Teska Study* listed several subareas within the CBD, with each noted as having a separate identity: The *Third and Fourth Street Corridor* represents the "crossroads" of Quincy, being connected to Broadway and the Bayview Bridge, and to Maine Street and U.S. Rte. 24. The corridor accommodates the city's official visitors center (the Villa Kathrine) and the Oakley-Lindsay Civic Center. On the *Riverfront*, stockyards, abandoned industrial buildings, and rail spurs gradually have been replaced by parks, new restaurants and taverns, and a new motel to reorient the area more toward services and entertainment. The *Business Core* is the traditional retail center. The area focuses on Washington Square and extends east along Maine and Hampshire Streets, linking to City Hall and the medical services area to the north. This area generally has held its own during the recent recession, but some buildings remain vacant or underused. The *Healthcare* area between 9th and 12th Streets and along Broadway includes the Quincy Medical Group buildings, the Blessing Hospital campus, and nearby support services. Blessing recently completed three medical office buildings on the north side of Broadway between 9th and 10th Streets. The *German Village Business District* extends south of the core area along 8th Street and parts of 9th Street to Ohio Street. Here, offices and retail outlets are interspersed with occasional residential uses. A bright spot has been the redevelopment of the State Theater into a venue for performances and private events.

Economic Development

The City, the Great River Economic Development Foundation (GREDF) and the Historic Quincy Business District (HQBD) offer many business services and incentives. The City's partnerships with these organizations have helped the community post modest growth and development in the face of the national recession. Between 2000 and 2011 the city issued 1,329 permits for new structures and realized an investment of \$418,637,132. The annual value of permits fluctuated between \$11,613,431 (2004) and \$59,066,340 (2003).



Table 13 Value of Building Permits, 2000-2011

Year	Building Permits Issued	Value of Permits
2000	109	\$48,029,230
2001	126	\$23,013,244
2002	123	\$21,324,786
2003	129	\$59,066,340
2004	127	\$11,613,431
2005	151	\$29,527,228
2006	130	\$46,506,990
2007	113	\$37,201,771
2008	89	\$45,078,750
2009	93	\$33,249,771
2010	77	\$42,579,769
2011	62	\$21,445,822
Total	1,329	\$418,637,132

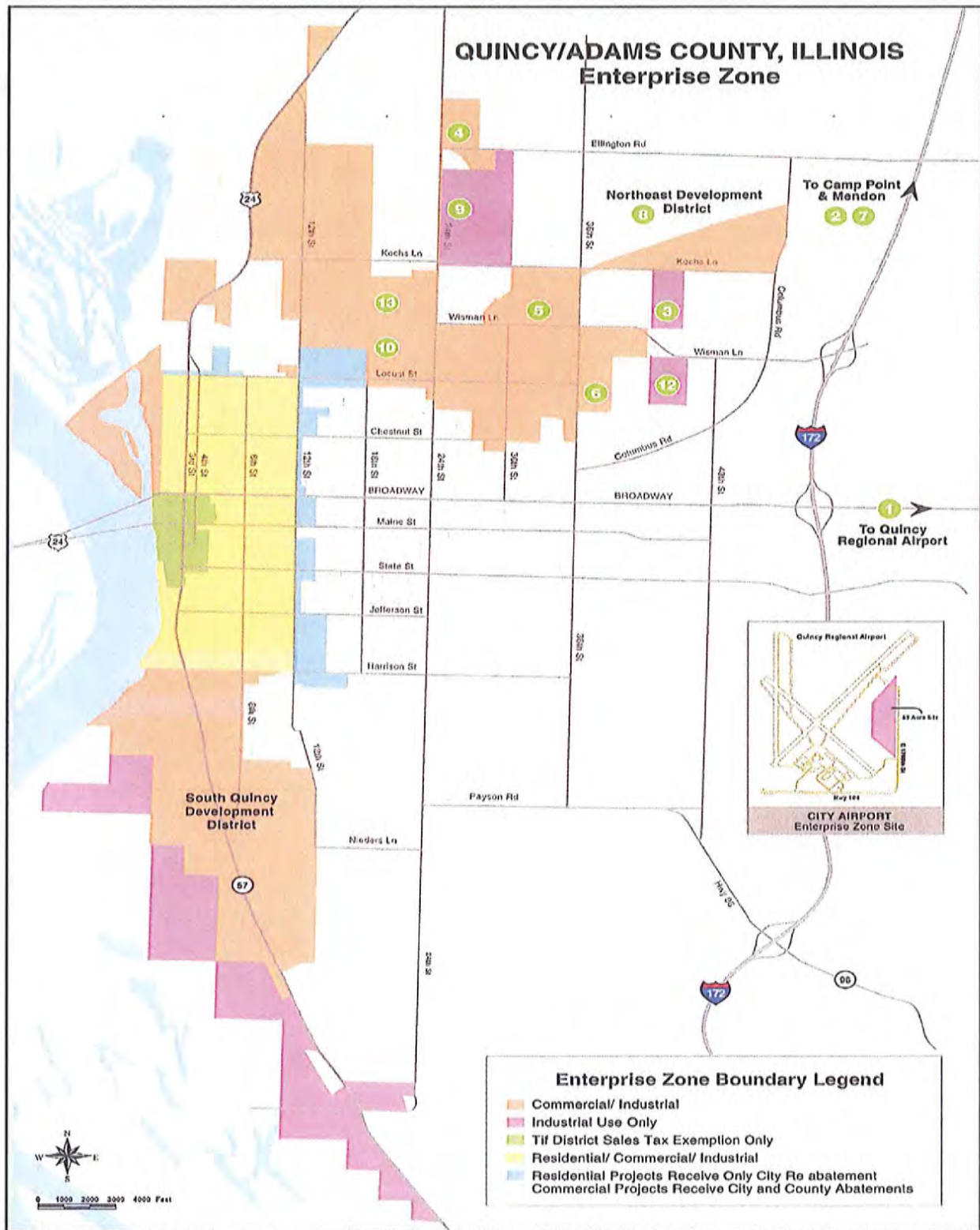
Source: City of Quincy Building Inspection Reports, 2000-2011.

Quincy/Adams County Enterprise Zone

The Quincy/Adams County Enterprise Zone was established in 1984 under state legislation. Incentives in the original territory of the zone apply to industrial, commercial or residential projects. Additional territory was added in 1995. Within these areas, zone incentives apply only to parcels zoned for manufacturing or used for manufacturing or industrial purposes. The Enterprise Zone program designation and all benefits will cease on December 31, 2015. The State of Illinois has reauthorized the Illinois Enterprise Zone Program and the city and county will have to seek re-certification from the State to renew the Zone. The local Enterprise Zone incentives include Property Tax Abatement, Building Materials Sales Tax Exemption, and Reduced Permit Fees.



Figure 5 Quincy/Adams County Enterprise Zone





City of Quincy Tax Increment Financing (TIF)

TIF incentive assistance is contingent upon compliance with the City of Quincy CBD Revitalization Plan, the Downtown Design Guidelines, and the Central Business District Redevelopment Project and Plan Reports. The amount of TIF assistance is based on private investment in the project and the rate of return for the city. Eligible-cost activities for TIF assistance include:

- Building Facade Restoration
- Demolition and Site Preparation
- Interest Rate Reduction
- Off-street Parking Facilities, Landscaping and Open Space Development
- Architecture and Engineering Plans
- Environmental Site Remediation
- Public Infrastructure Improvements
- Burial of Overhead Utilities
- Land Write-down
- ADA Compliant Elevators
- Fire Suppression Systems

The city has focused TIF revenues on improving downtown infrastructure. Below is a summary of city public infrastructure investment, project cost and TIF participation.

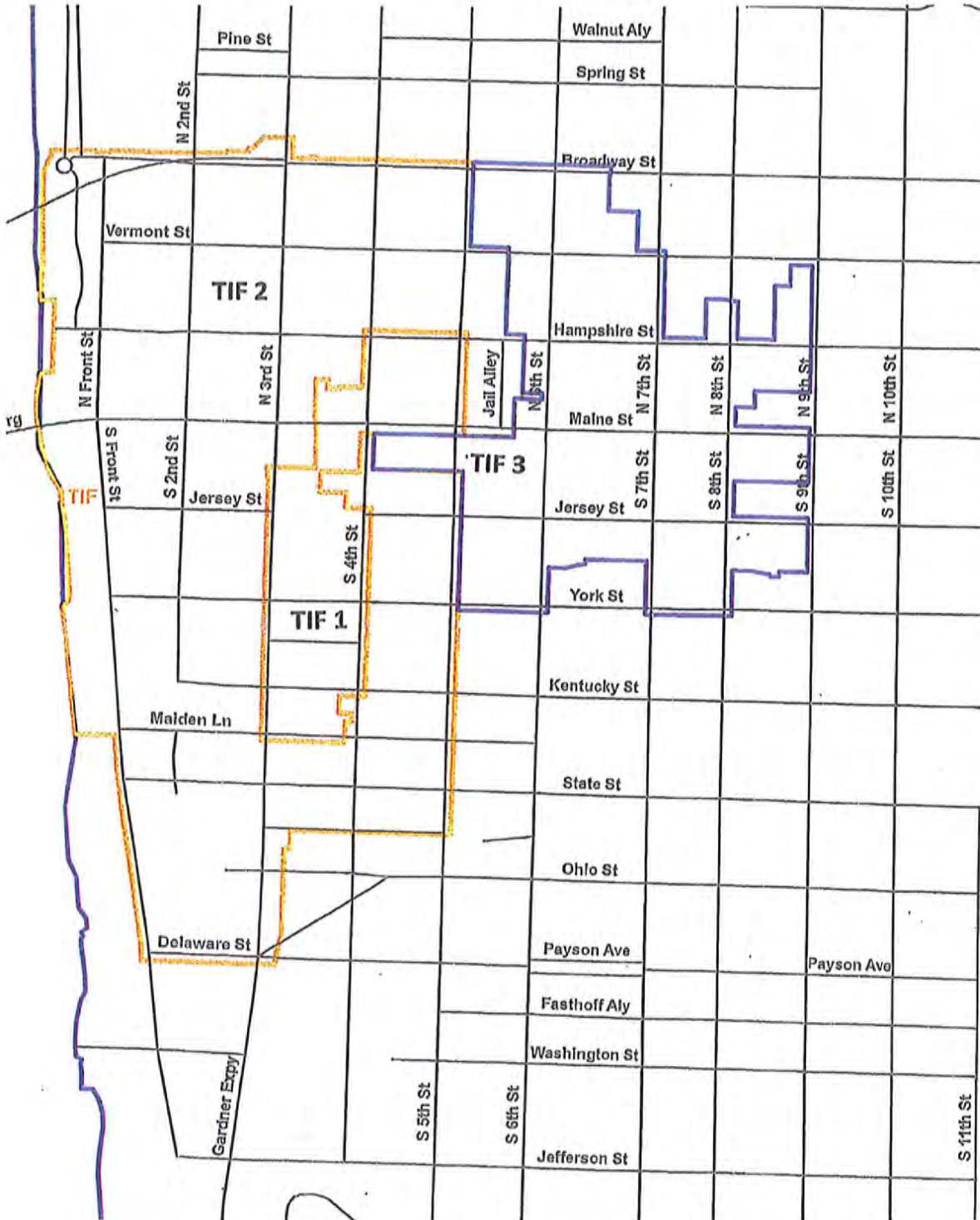
Table 14 TIF Public Infrastructure Investment, 1999-2013

DATE	PUBLIC INFRASTRUCTURE IMPROVEMENTS	PROJECT COST	CITY TIF	PERCENT TIF
1999	Parking Lot H 3 rd and 4 th on Maine	\$350,000	\$250,000	71
2000	Maine Street Streetscape 3 rd and 4 th	\$250,000	\$100,000	40
2001	Front Street Streetscape at Hampshire	\$26,000	\$20,000	76
2003	Hampshire Street Streetscape 4 th to 5 th	\$198,000	\$120,000	60
2003	Maine Street Median 2 nd to 3 rd	\$28,000	\$28,000	100
2003	Richard Eels Carriage House/Alley Renovation	\$163,000	\$64,683	40
2004	Jersey Street 2 nd and 3 rd	\$459,153	\$104,834	23
2005	Hampshire Streetscape Front and 3rd	\$459,000	\$184,000	40
2005	5 th Streetscape Maine and Hampshire	\$250,000	\$228,367	91
2008	Health Dept (land acquisition)	\$128,000	\$128,000	100
2008	Maine Streetscape 5 th to 10 th Street	\$1,960,000	\$153,000	7.8
2010	Jersey Street Rebuild, Front to 2 nd	\$384,000	\$20,000	5.2
2010	York Street Rebuild, 2 nd to 3 rd	\$379,000	\$243,000	64
2011	Franklin Sq. Apartments Streetscape	\$131,268	\$131,268	100
2012	Kroc Center/Health Dept Streetscape	\$1,460,185	\$114,145	7.8
2012	Parking Lot I Rebuild	\$306,228	\$306,288	100
2013	Riverfront Connector Trail	\$629,753	\$122,293	20
	TOTAL	\$7,561,359	\$2,317,878	30



Figure 6 Quincy Tax Increment Finance Districts

QUINCY TAX INCREMENT FINANCE DISTRICTS





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City of Quincy Economic Development Loan Program

Any new and/or expanding manufacturing business, distributing, warehousing, packaging and processing facilities, office industries (including corporate, professional and technical) that create or retain permanent jobs and demonstrate a significant payroll and other long-term economic benefits to the Quincy area may be eligible for a low interest loan from the city. A financial institution must participate with matching loan funds.

Land or building acquisition, structural rehabilitation, expansion, machinery and equipment, furniture and fixtures and, working capital are eligible project costs. Loan terms and interest rates are structured to provide the borrower a lower blended interest rate. A summary of loans from 1984 to 2011 is provided below:

Loans	Companies Assisted	Job Creation	Jobs Retained	Total Loaned
100	74	2,966	2,589	\$31,740,013

Quincy Central Business District Commercial Revolving Loan Fund

The Quincy Central Business District Commercial Revolving loan Fund (CBD-RLF) Program was established to stimulate the preservation and revitalization of the city's historic downtown. Low Interest loan funding is provided to purchasers of commercial/residential properties for business purposes in the downtown area. Loan proposals are reviewed and acted upon by the CBD-RLF Committee.

Loans funds can only be used to acquire commercial property and requires bank participation. Loan funds may not be used for renovation, demolition, operating funds, inventory or machinery purchase, to refinance existing debt, or to purchase property for speculative purposes.

Any prospective purchasers of property in the Central Business District are eligible to apply. The Central Business District is defined as the area bounded by the riverfront, 12th Street, Oak Street and Payson Avenue. Properties on both sides of the boundary streets are eligible. The loan minimum is \$50,000. A summary of loans from 1995 to 2011 is provided below:

Number of Loans:	37
Combined Loan Amount:	\$5,386,660
City Loan Participation:	\$1,269,650
Bank Loan Participation:	\$4,117,010
Owner Investment:	\$2,227,233
Total Project Costs:	\$7,613,393



Table 15 **EAV and Tax Rates**

Tax Year	Equalized Assessed Valuation	% Change	City Tax Rate	Total Tax Rate	City Rate as Percentage of Total Rate
1990	\$173,560,605		1.81246	7.44614	24.7
1995	\$253,885,815	31.6	1.61841	7.56522	21.1
2000	\$340,173,995	25.4	1.38803	7.03428	19.7
2005	\$426,168,969	20.2	1.07310	7.14349	15.0
2010	\$558,987,577	23.8	1.01213	6.98816	14.5

Source: Adams County Assessor’s Office

The city’s equalized assessed valuation for real estate has grown consistently, with value increasing by at least 20% in each five-year interval since 1990.

2.4 Housing

Twenty-nine percent of all housing units in the city were built prior to 1940. Consistent with the age of the housing stock and average incomes, housing values are relatively modest. In 1990, the median value of a single-family home in Quincy was \$41,800. The average house sold in 2000 was valued at about \$68,900, a 65% increase over the decade. Quincy’s median home value in 2010 rose to \$91,800, an increase of 27% in ten years. The percentage increases for Adams County were similar. The county saw a 68% increase in median home value, from \$43,400 in 1990 to \$73,000 in 2000. In 2010, the Adams County median home value was \$98,400, a 26% increase from 2000.



Table 16 Value of Housing

	Adams County		Ellington Township		Melrose Township		Riverside Township		Quincy	
	#	%	#	%	#	%	#	%	#	%
Less than \$10,000	398								185	1.6
\$10,000 to \$24,999	806	2.0							409	3.6
\$25,000 to \$49,999	1,586	4.0							883	7.9
\$50,000 to \$79,999	4,285	7.9							10,417	25.6
\$80,000 to \$124,999	5,856	21.3							3,678	32.7
\$125,000 to \$199,999	4,036	29.2							1,978	17.6
\$200,000 to \$399,999	2,540	20.1							1,023	9.1
\$400,000 to \$999,999	433	12.6							149	1.3
\$1,000,000 or more	96	2.2							57	.5
Total Units	20,036	.47							11,232	
		Change		Change		Change		Change		Change
2010 Median Value	\$98,400	+25.8							\$91,800	+24.9
2000 Median Value	\$73,000	+68.2	\$92,400	+74	\$96,700	+40.3	\$111,100	+57.8	\$68,900	+64.8
1990 Median Value	\$43,400		\$53,100		\$68,900		\$70,400		\$41,800	

Sources: 1990, 2000 U.S. Censuses, 2006-2010 ACS 5-year estimates

Table 17 Number of Housing Units

	Adams County	% Change	Ellington Township	% Change	Melrose Township	% Change	Riverside Township	% Change	Quincy	% Change
2010	29,842	+1.5							18,655	+3.3
2000	29,386	+4.9	1,052	+6.7	2,473	+10.3	1,076	+16.6	18,043	+3.0
1990	28,021	-2.0	986	-7.4	2,243	+0.7	923	+0.5	17,530	-2.5
1980	28,584		1,065		2,227		918		17,986	

Sources: 1980, 1990, and 2000 U.S. Censuses, 2006-2010 ACS 5-year estimates



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Table 18 Number of Buildings by Construction Date

Period Built	Quincy		Adams County	Ellington Township	Melrose Township	Riverside Township
	Number	Percent				
1939 or earlier	6,992	38	9,726	125	187	88
1940 to 1949	2,048	11	2,609	30	42	50
1950 to 1959	2,795	15	3,885	189	143	126
1960 to 1969	2,178	12	3,632	165	547	137
1970 to 1979	2,037	11	4,490	270	755	253
1980 to 1989	738	4	1,712	102	207	107
1990 to 1999	1,081	6	2,945	170	529	321
2000 to 2004	310	2	387	10	55	28
2005 or later	332	2	664	---	---	---
Totals	18,511		30,050			

Source: 2006-2010 ACS 5-year estimates

Table 19 Housing Characteristics

Housing Tenure	Adams County		Quincy		Illinois
	2000	2010	2000	2010	2010
Owner-occupied	68%	73.8%	61%	66.3%	69.2%
Renter-occupied	23%	26.2%	31%	33.7%	30.8%
Vacant	9%	9.2%	8%	8.5%	9.4%
Median Mortgage	---	\$984	---	\$938	\$1,692
Median Rent	\$314	\$552	\$323	\$564	\$834

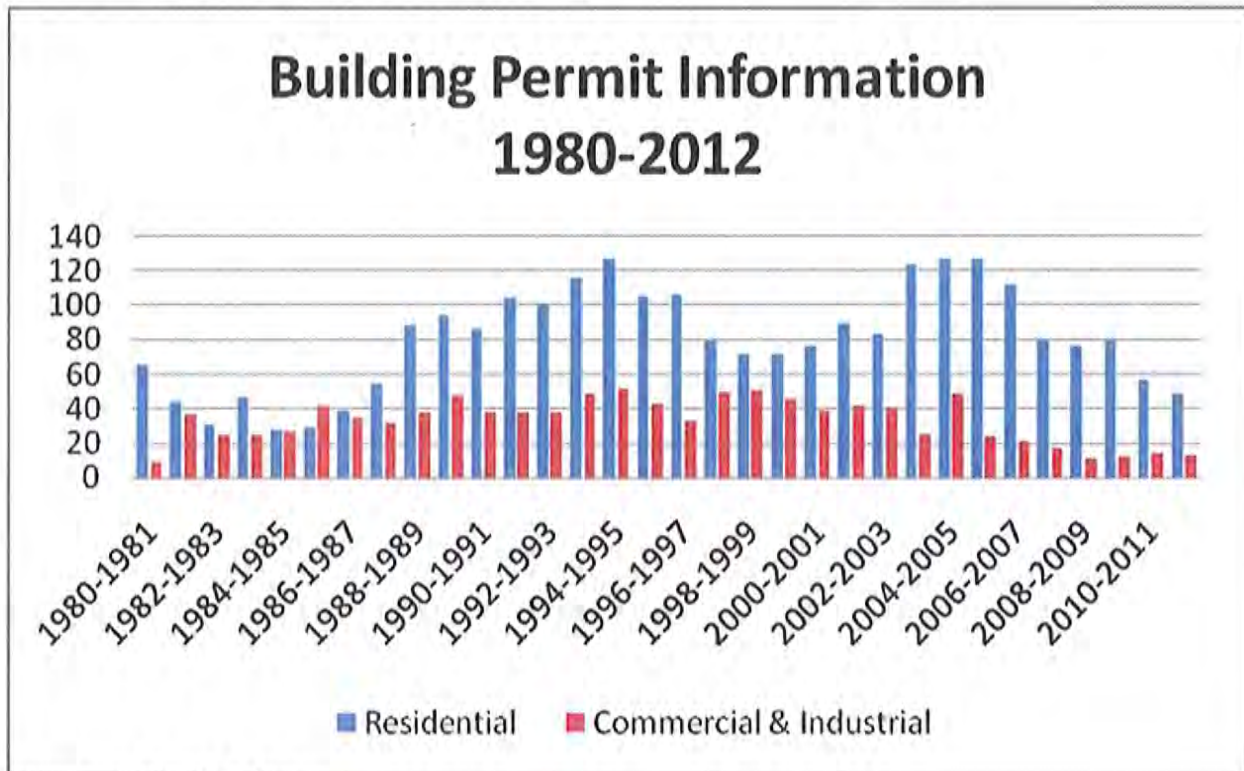
Source: 2006-2010 ACS 5-year estimates

Building Activity

Building permits issued for residences within the city’s planning jurisdiction have followed a cyclical pattern, with over 120 permits issued in 1994-95, about 70 permits in 1998-99, over 120 permits in 2004-05, and 45 to 80 permits issued in 2008-09 and 2010-11. Annual commercial permits ranged from about 40 to about 50 from the late 1980s through the mid-2000s. Fewer than 20 commercial permits were issued in the fiscal years 2007 to 2010-11.



Figure 7 Building Permits, 1980-2011



Source: City of Quincy

2.5 Community and Recreational Facilities

Quincy is renowned for its community events and for the remarkable number and high quality of its community facilities, many of which are relatively new or recently remodeled.

Quincy is home to America’s first Community Arts Council. The Quincy Society of Fine Arts was founded in 1947 and continues to sponsor a wide range of cultural events, including fine arts festivals, opera productions, arts classes, and theater productions.

Among the city’s most impressive facilities are the John Wood Mansion, the Oakley-Lindsay Civic Center, the Quincy Museum, and Quincy’s numerous beautiful parks. With nearly 1,000 acres of land, the Quincy Park District provides a full range of year-round activities. Park District services include 11 playground sites, athletic fields, golf and miniature golf, and walking and jogging trails. Several more community facilities are described below.

Community Facilities

Quincy City Hall

The Quincy City Hall and the City Hall Annex are located at the southwest corner of 8th and Maine. Most city offices, including the Police Department, are housed in City Hall itself or in the City Hall Annex building at 706 Maine. The two buildings are separated by a small parking plaza.

***Adams County Courthouse***

The Courthouse building is located at 521 Vermont Street. It is used by the Adams County Courts, the County Clerk and Recorder of Deeds Offices, the Sheriff's Office, and other officials. The County Health Department moved to a new building at 330 Vermont Street in 2010.

Quincy Public Library

Quincy Public Library provides its patrons with materials, facilities, and programs to meet lifelong learning, cultural, and recreational needs. The building, located at 526 Jersey Street, was renovated in 2011.

Quincy Museum

The Quincy Museum is located in an imposing Richardsonian Romanesque residence built by Richard Newcomb in 1891. Harvey Chatten was the architect. The building is listed on the National Register of Historic Places. The first floor is restored to 1890s period style. The museum features traveling exhibits, a gift shop, and a discovery center for children.

Illinois Veterans Home & All Wars Museum

The Illinois Veteran's Home of Quincy is one of the nation's largest and oldest such facilities. It generates its own electrical power and owns and maintains its own water, sewer, gas, phone and data network systems. The Home also maintains the All Wars Museum, which exhibits artifacts from the American Revolution to the Desert Storm campaign. A deer park on the grounds is popular with children.

Quincy Free Public Library Building

The building at 4th and Maine Streets originally housed the Quincy Free Public Library. After the library moved to new quarters in 1974, the Gardner Museum of Architecture and Design maintained important local collections here until 2012, when the Historical Society of Quincy and Adams County assumed temporary control of the facility.

Granite Bank Gallery

This Romanesque Revival building was built in 1892 as the State Savings Loan & Trust Company. The richly decorated lobby area features a mosaic tile floor, wood paneling and the original metal teller cages. The building presently houses a coffee and gift shop on the first level.

John Wood Mansion

The mansion is the restored home of Quincy's founder and 12th Illinois Governor. The mansion is recognized by historians and architects as one of the Midwest's finest examples of Greek Revival architecture. An 1835 log house is also located on the grounds.

Dr. Richard Eells House

Dr. Eells, a prominent Quincy abolitionist, operated a documented Underground Railroad station at the house. Eells was tried before Circuit Court Judge Steven A. Douglas in 1843 for harboring a slave named Charley who had escaped from Missouri. The case was appealed all the way to the U.S. Supreme Court, which found against Eells. Parts of the restored house date to 1835.

***Quincy Art Center***

The Quincy Art Center, a museum of the visual arts, was started in 1923 and is located on the grounds of the former Lorenzo Bull mansion. An award-winning addition with galleries and studio space opened in 1990.

Quincy University

Founded in 1860, this Catholic Franciscan liberal arts school enrolls 1,200 undergrad and graduate students. St. Francis Hall (1872 with later additions) has long been a symbol of the University and attracts visitors with its “Germanic Gothic Revival” façades and 140-foot tower.

Quincy University Stadium

The QU Stadium was built under the Works Progress Administration (WPA) for the Quincy Public Schools in 1939. The stadium has been used by minor league baseball teams and farm clubs since the early 1940s, and now hosts the Quincy Gems Collegiate Team each summer.

Quincy Mall

This enclosed shopping mall is the main retail center in Quincy. The mall anchors are Sears, Bergner’s, and J.C. Penny. The building’s exterior was recently renovated.

Oakley-Lindsay Civic Center

The Oakley-Lindsay Civic Center at 3rd and York Streets provides venues for performances, conferences, and trade shows. The building also houses facilities of the popular Quincy Community Theatre.

Villa Kathrine

The Villa Kathrine is an unusual example of eclectic Moorish architecture. Quincy native and world traveler George Metz had this private residence built on a bluff with a striking view of the Mississippi Valley. The building now houses Quincy’s Tourist Information Center.

Recreational Facilities—Quincy Park District

The Quincy Park District offers a wide variety of classes, programs, and special activities in many locations, some of which are described below:

Washington Park

Washington Park is the city’s original central square laid out by Quincy’s founder, John Wood, in 1825. The square was formerly called John’s Square in honor of President John Quincy Adams. In 1875, brick sidewalks were installed over cow paths which crisscrossed the square. The park’s stone bandstand dates to 1917. In 1908, a granite boulder was placed on the site of the 1858 Lincoln-Douglas Debate site. In 1936, the boulder was moved only a few feet to make way for Laredo Taft’s bas-relief panel depicting the debate. The park was recently improved with new restrooms and a renovated fountain.

Clat Adams Park

This modern riverfront park with a gazebo and fountain was built across Front Street from the original location of the C. L. “Clat” Adams General Store.



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Quinsippi Island

This island park is reached by a one-lane auto bridge that served railway traffic as early as the 1860s. The park has picnic areas, sandy beaches, recreational equipment, and log houses relocated from elsewhere in the County.

Westview Golf Course – 2150 S. 36th St.

The irrigated 27-hole public course has white sand bunkers, ponds, and hundreds of mature trees.

Wavering Aquatic Center – 1200 N. 36th St.

This modern swimming facility is equipped with a 250-foot water slide and a sand volleyball court.

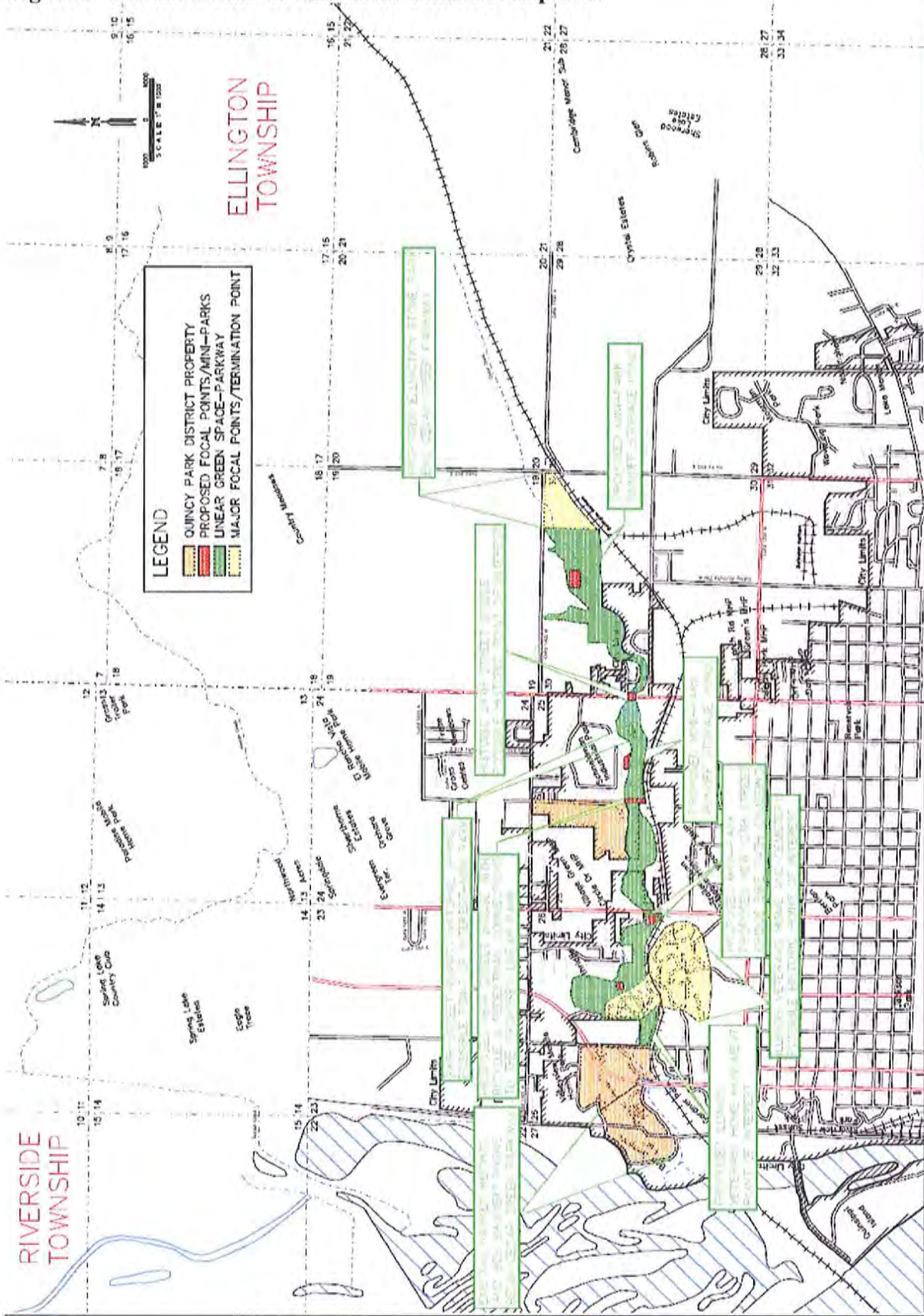
Indian Mounds Pool – 1500 S. 5th St.

Indian Mounds Pool reopened in 2003 after reconstruction. The grounds have water slides, diving boards, geysers, and a sand volleyball court.

Bob Mays Park – Largely completed, the park is slated to have biking and walking trails, athletic fields, picnic areas, shelters, playgrounds, and a small pond.



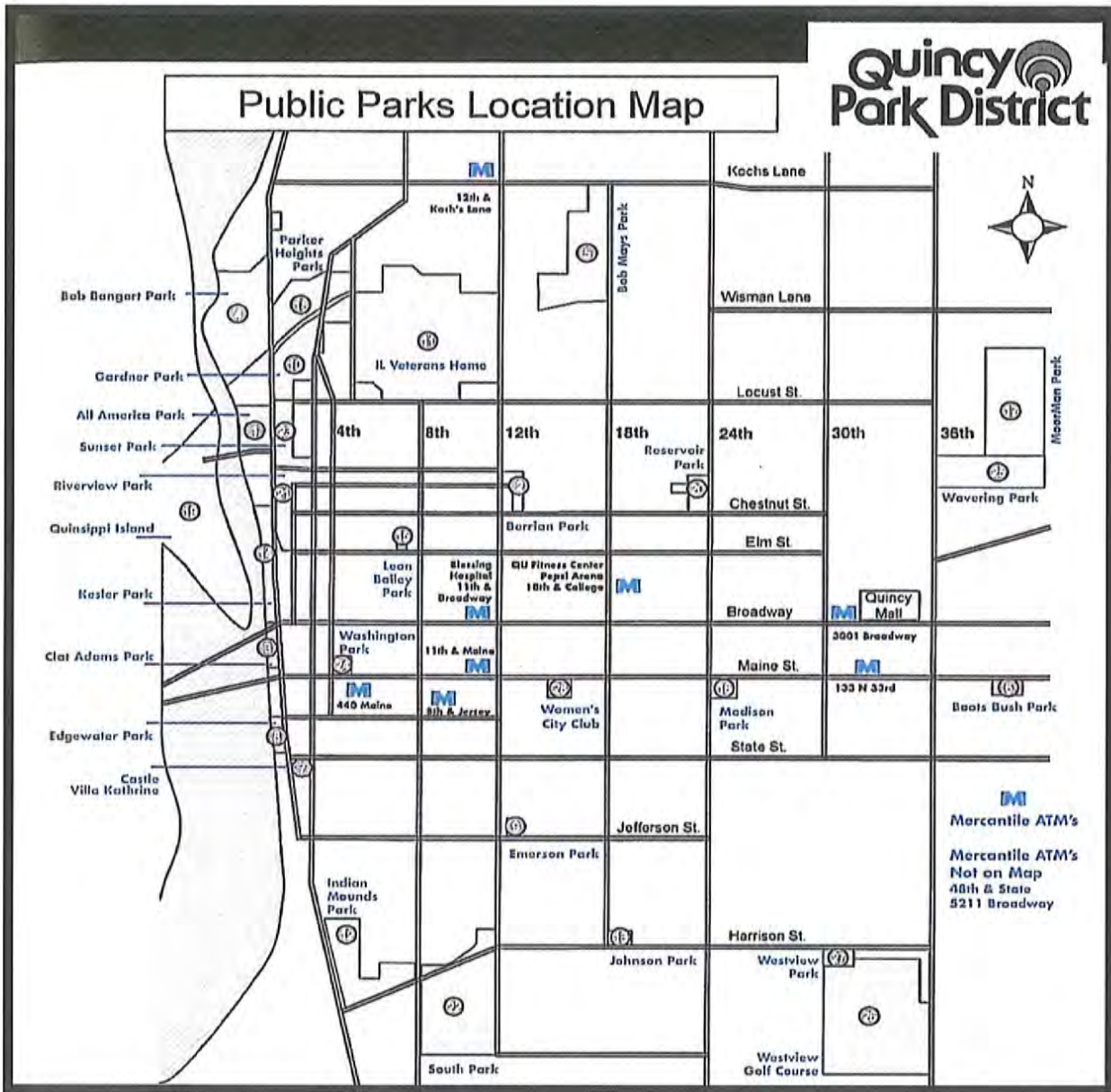
Figure 8 Future Cedar Creek Linear Park Development





COMMUNITY PROFILE

Figure 9 Public Parks





COMMUNITY PROFILE

Table 20 Quincy Park Amenities

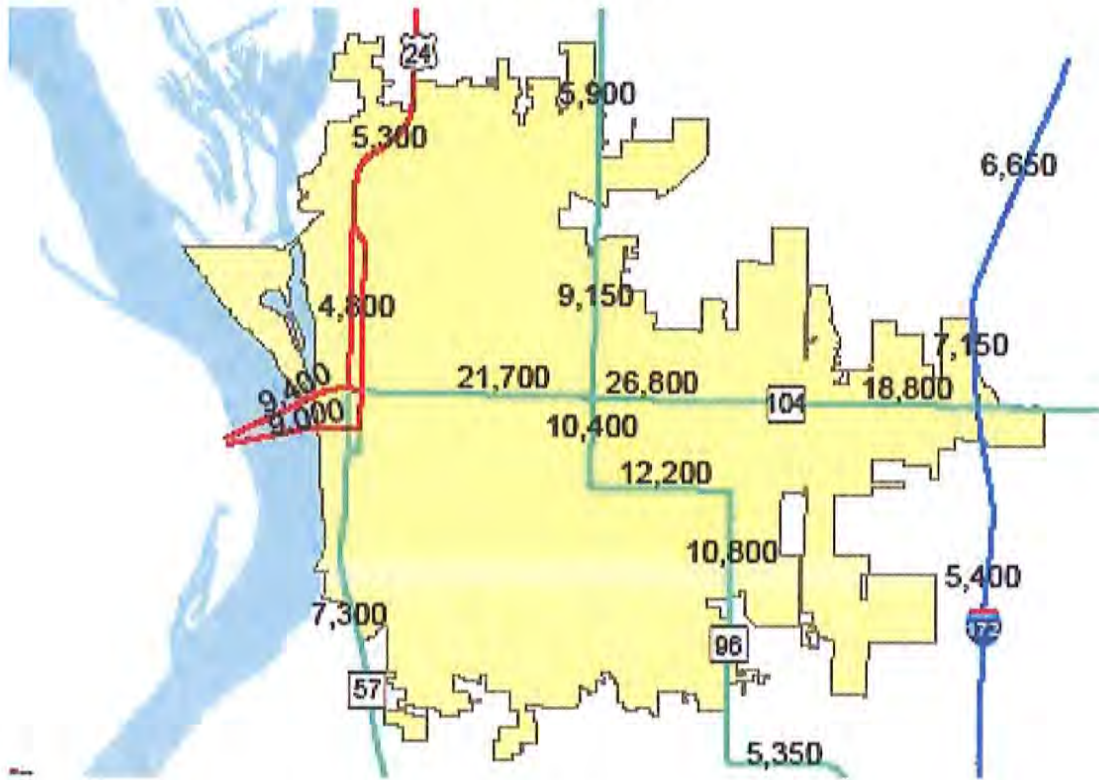
All America Park	Auto Museum, Fishing, Shelters, Tables/Electric/Water/Restrooms
Berrian Park	Basketball, Horseshoes, Playground, Soccer, Softball/Baseball, Sledding, Tennis, Shelters, Tables/Electric/Water/Restrooms, Grills
Clat Adams Park	Boat Launching, Fishing, Water, Restrooms and Scenic View
Bob Bangert Park	Boat Launching, Fishing, Soccer, Shelters, Tables, Restrooms
Bob Mays Park	Biking/Walking trails, Picnic area, Shelter, Athletic Field
Boots Bush Park	Soccer, Softball/Baseball, Restrooms and Water
Castle/Villa Katherine	Historic Site, Scenic View, Picnic Tables/Restrooms/Water
Edgewater Park	Scenic View, Bike and Walking Trail
Emerson Park	Basketball, Playground, Softball/Baseball, Soccer, Tables/Water/Restrooms
Gardner Park	Basketball, Playground, Shelters, Tables/Electric/Water/Restrooms, Trailer Dumping Station, Scenic View
Indian Mounds Park	Pool, Biking & Walking Trails, Sand Volleyball, Scenic View, Ancient Indian Burial Mounds
Johnson Park	Basketball, Horseshoes, Soccer, Softball/Baseball, Tennis, Playground, Shelters, Tables/Electric/Water/Restrooms and Grills
Kesler Park	Boat Launching/Docking, Fishing, Playground, Historic Scenic View, Shelters, Tables/Electric/Water/Restrooms
Leon Bailey Park	Playground
Madison Park	Tennis, Playground, Shelters, Tables/Electric/Water/Restrooms
Moorman Park	Paddleboats, Batting Cages, Miniature Golf, Disc Golf
Parker Heights Park	Picnic Tables, Scenic View
Quinsippi Island	Boat Docking, Marina, Fishing, Playground, Historic Scenic View, Shelters, Tables/Electric/Water/Restrooms
Reservoir Park	Tennis, Playground, Horseshoes, Shelters, Tables/Electric/Water/Restrooms, Grills, Historic Site.
Riverview Park	Basketball, Playground, Shelters, Tables/Electric/Water/Restrooms, Grills, Historic Scenic Site
South Park	Tennis, Softball/Baseball, Soccer, Sledding, Horseshoes, Playground, Fishing, Shelters, Tables/Electric/Water/Restrooms and Grills
Sunset Park	Scenic View
Washington Park	Picnic Table, Water, Historical Site
Wavering Park	Paddleboats, Batting Cages, Miniature Golf Course, Disc Golf
Westview Golf Course	Golf Course, Pro Shop
Westview Park	Soccer, Restrooms and Water
Women's City Club	Historic Site



2.6 Transportation

Broadway (Ill. 104) traverses east-west through the middle of the city and carries the highest volumes of regional and local traffic. Broadway’s average daily traffic count east of Ill. 104 is about 26,800 vehicles. Interstate 172 is an extension of Interstate 72, the principal connection to I-55 and the Chicago area. I-172’s average daily traffic volume near Broadway is just over 7,000 vehicles.

Figure 10 Average Daily Traffic Volumes, 2012



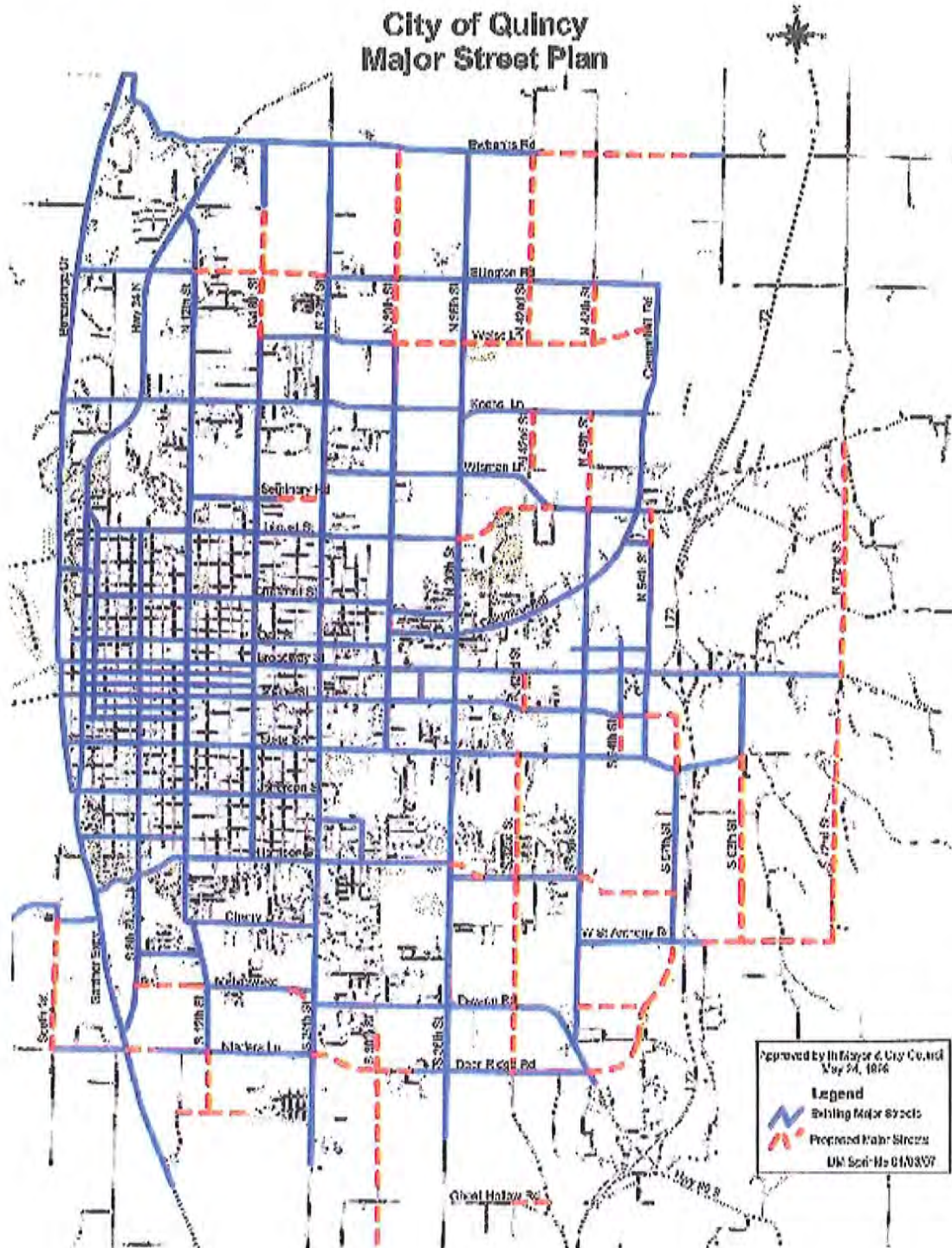
Source: Illinois Department of Transportation, 2012

Quincy has about 190 miles of streets. For the most part, the street system follows an east-west/north-south grid pattern. A number of subdivisions in the southeast part of Quincy have been developed with less-than-ideal connections to the street system. Interconnecting subdivisions and stub streets into the overall street grid is highly desirable to moderate traffic bottlenecks on arterials and provide alternate routes during emergencies. A revised subdivision ordinance will be proposed to improve residential street “connectivity.”

The City Council adopted a Major Street Plan in 1999 (Figure 11). Proposed major streets are shown in red.



Figure 11 Major Street Plan





Major Street Categories

Principal Arterials

Interstate 172

Interstate 172 is the north-bound extension of I-172. In turn, I-172 is linked to IL 336, a four lane route to the northeast that connects to the Interstate system west of Galesburg. The Prairie Trail shopping center and various big box developments have been installed close to the interchange with Broadway to take advantage of this regional access.

Broadway (IL 104)

Broadway (IL 104), a four-lane road that serves as the major link between Quincy and other communities in Illinois and Missouri. Several new roads and road extensions are proposed to help alleviate high traffic counts on Broadway during the early evenings and holidays:

- Columbus Rd. connection to Oak St. between N. 30th St., and N. 36th St.
- South 42nd St. between Broadway and Maine St.
- Maine St. east to 54th St. then south aligned with 57th St.
- North 54th St. extension to Wisman Ln.

U.S. Highway 57/Gardner-Denver Expressway

The Gardner-Denver Expressway serves as an important access route to the manufacturing and processing plants located along the riverfront and in the South Quincy Drainage District. The expressway starts north of Marblehead and eventually connects to Interstate 172.

U.S. Highway 24

U.S. 24 is one of Quincy's extensions to the north. The highway joins North 3rd St. and runs northeast to Mt. Sterling. It crosses the Mississippi River at Quincy and links to Kansas City via U.S. 61 and U.S. 36. It is an important commuter route for Quincy employees.

Minor Arterials

State St. – (3rd St. to 36th St.)

State St. runs east-west four blocks south of Maine St. State St., providing access to residential subdivisions in the southeast part of the city.

Maine St.

Maine St. runs east and west four blocks south of Broadway. Maine is an artery for the Historic Quincy Business District and serves as an alternative to Broadway.

12th St.

12th St. runs north and south. It connects to U.S. 24 on Quincy's north side.



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24th St.

24th St. runs north and south. Its busiest intersection is at N. 24th and Broadway.

36th St.

36th St. runs north and south. Its busiest intersection is at 36th and Broadway. It provides access to Moorman Park and a manufacturing center.

48th St.

48th St. runs north and south. It provides access to John Wood Community College from IL 96. It also intersects at Broadway.

Collector Streets

8th St.

8th St. extends north from IL 57/ Gardner Denver Expressway through the city's German Historic District and Central Business District. It continues north and ends at Locust St. at the Illinois Veterans Home.

18th St.

18th St. runs north and south from Kochs Ln. to Harrison St. It provides access to Quincy University.

30th St.

30th St. is a north-south street terminating at State Street. It provides access to the Quincy Mall

Kochs Ln.

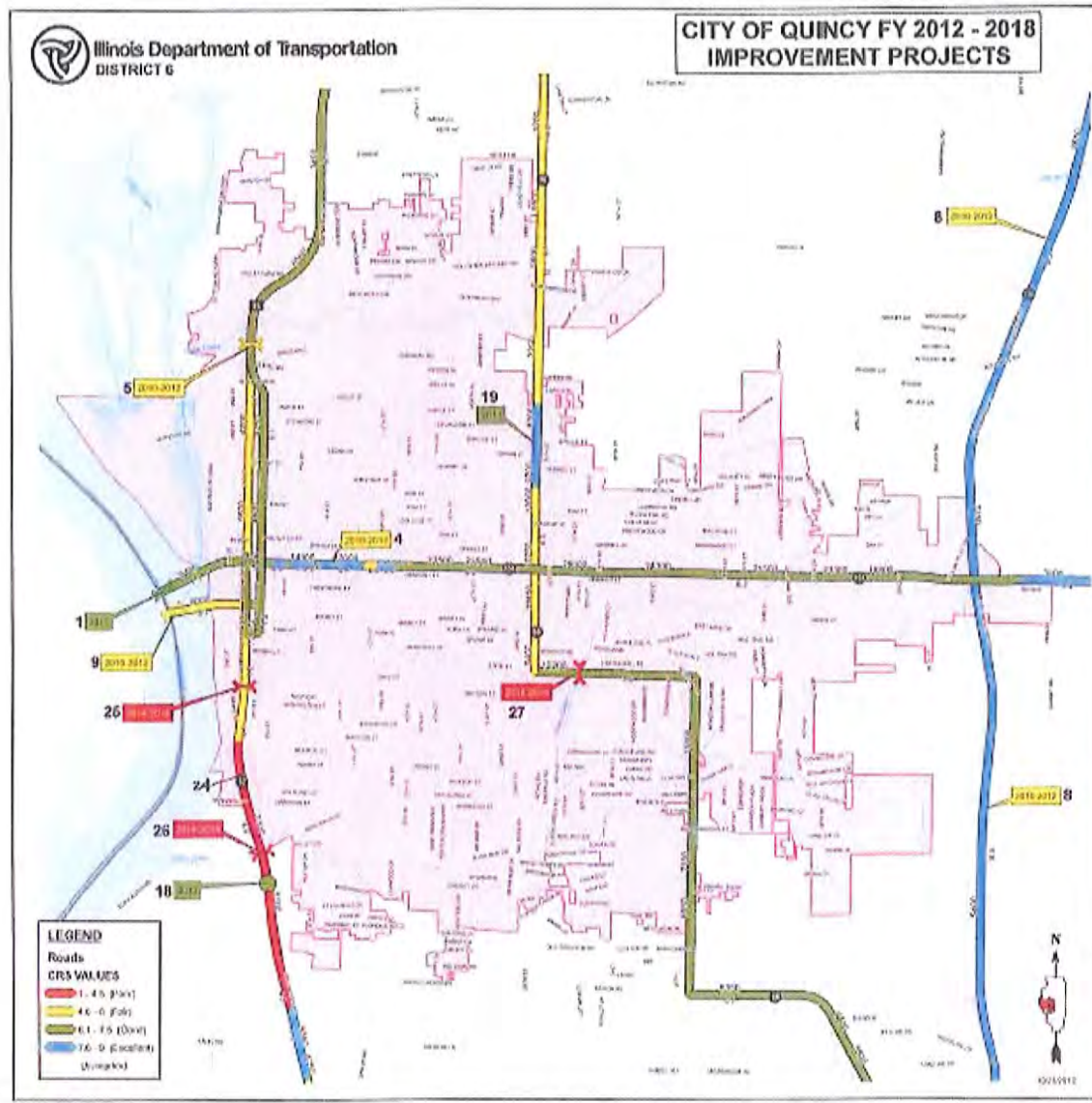
Kochs Ln. runs east-west and connects to some of the city's newer business parks.

Wisman Ln.

This east-west route connects to I-172 and is heavily used by cartage firms and manufacturing employees.



Figure 12 IDOT Street Improvements



The Illinois Department of Transportation’s five-year (FY 2012 -2018) transportation plan for state routes is presented in Figure 12. The color coding shows the condition of road surfaces, with red being poor and blue being excellent. Resurfacing of 24th Street from Chestnut to Locust Streets is planned in 2013. In 2014 to 2018, Ill. Rte. 57 is to be resurfaced from York Street south to Marblehead. Also during this period, the Ill. Rte. 57 bridge over Payson Avenue and the State Street bridge over Emery Creek are to be repaired. The planning process to replace Memorial Bridge over the Mississippi is scheduled to begin in 2014.



Other Transportation Modes

Quincy Regional Barge Dock

Quincy is the northernmost port on the Mississippi River for 12-month barge traffic. Four barge lines serve the Adams County ports. The City’s municipal barge dock serves multiple industries in the South Quincy Development District. The Mid-America Intermodal Port Commission is working to secure funding for an additional multi-million dollar port facility. Quincy Municipal Dock services include a 900-ton dry dock, cranes, open storage, barge cleaning, repair, and tug work.

Table 21 Barges Unloaded, Quincy Municipal Barge Dock

Year	No. Barges Unloaded	Tonnage
2005	114	182,423
2010	188	270,587
2012	165	244,162

The Municipal Barge Dock unloaded 165 barges and 20 different products in 2012. Each barge equates to approximately 65 semi loads. Products unloaded include coal, trace elements, fertilizer, limestone, feed, and grains.

Rail Service

Both Burlington Northern Santa Fe and Norfolk Southern Railroad lines offer multiple freight trains daily. The Burlington Junction Railroad offers short-line service to many individual sites. The primary commodities moved include soybean products, limestone, fertilizer, animal feed, metallic ores, and scrap iron. Burlington Junction’s customers served and freight moved is presented in Table 22.

Table 22 Freight Transported, Burlington Junction Railroad

Year	2005	2010	2012
Customers	13	15	16
Tonnage	485,234	630,230	670,456

Quincy Greenway & Trails Plan

The Quincy Greenway & Trails Plan is part of a continuing effort to preserve green space and promote biking and walking trails. Proper planning can help protect natural resources and promote awareness of the economic and social values of open space, historic sites, scenic views, and native plants and animals. Implementation of the





plan will encourage tourism, attract new residents, and encourage exercise. The plan includes the following twelve trails:

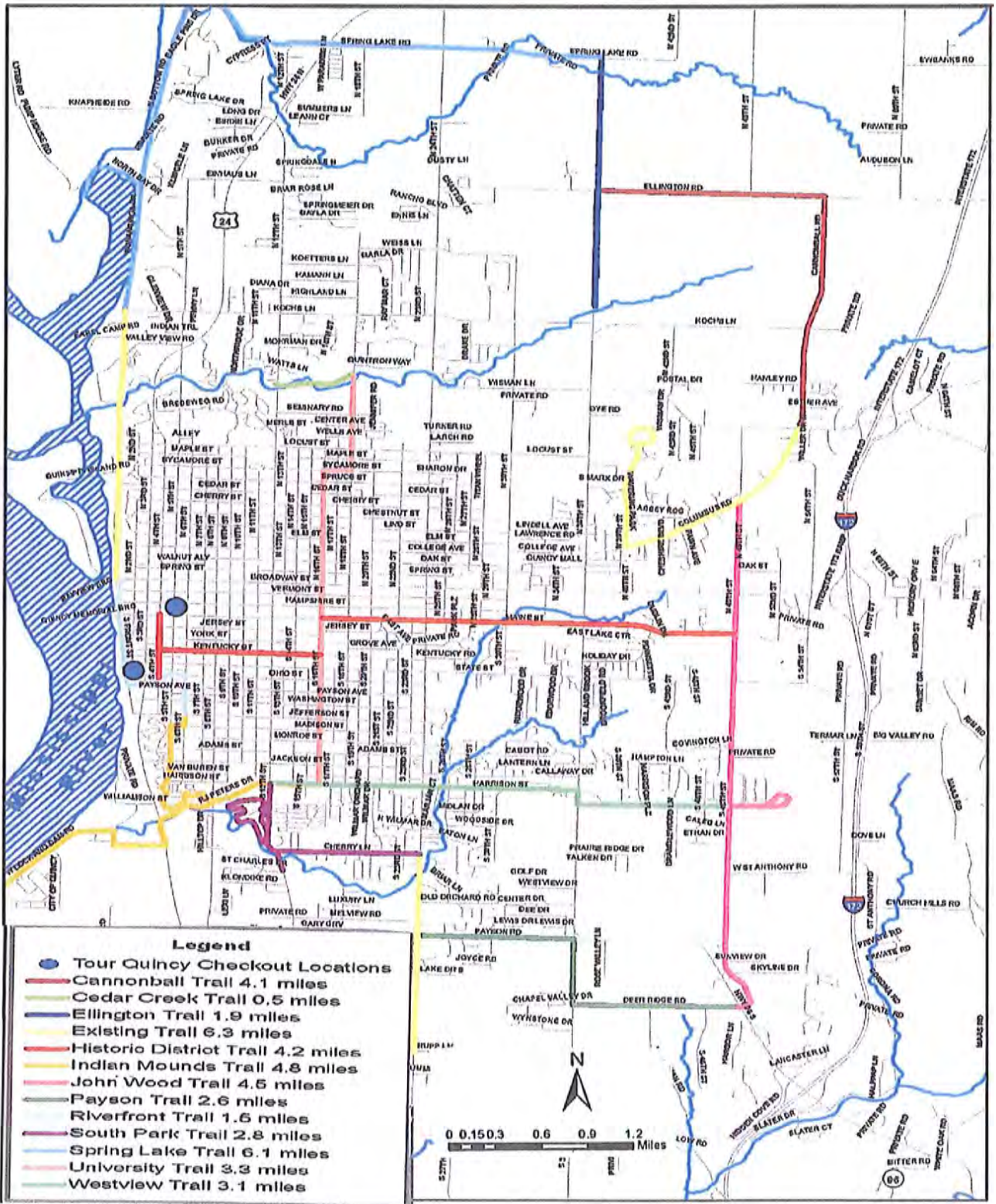
- 1) **Cedar Creek Trail:** Cedar Creek Trail is proposed from Bonansinga Drive to the intersection of 36th Street along Cedar Creek and is approximately 3 miles in length. The 0.5 mile span from 12th to 18th Street is complete. Friends of the Trails and the Quincy Park Foundation are currently securing funds to complete the trail.
- 2) **Cannonball Trail:** 4.1 miles of an extension from the Cedar Creek Trail to Cannonball Road, south to Wisman Lane, continuing on to Columbus Road, and through the Moorman/Wavering Park complex via the Columbus Road trail.
- 3) **John Wood Trail:** 4.5 miles connecting to the Columbus Road trail and proceeding south along 48th Street to Payson Road. A spur also accesses Spring Valley Arboretum and a trail through the John Wood Community College grounds.
- 4) **Payson Trail:** 2.6 miles proceeding west from 48th and Payson Road to a bike path on south 24th Street.
- 5) **South Park Trail:** 2.8 miles connects 24th Street and Melview Road to 12th and Harrison, leading into South Park.
- 6) **Indian Mounds Trail:** 4.8 miles proceeding along R.J. Peters Drive (South Park) through Indian Mounds Park and north on 5th and 6th Street to Jefferson Street. A spur to Lock & Dam 21 is included in this trail, providing access to this recreational and eagle-viewing area.
- 7) **Riverfront Trail:** 1.5 miles from 6th & Jefferson Street to South Front Street, connecting to a bike path along Bonansinga Drive to Bob Bangert Park. A spur to Quinsippi Island is also included. The summer of 2013 will see approximately 900 feet of Riverfront Trail improved with hard surface, parking and trailhead signage.
- 8) **University Trail:** 3.3 miles from 16th and Harrison to Sycamore and east to 18th Street to the LaSalle Trail and Bob Mays Park.
- 9) **Historic District Trail:** 4.2 miles from South Front Street to Delaware Street, north to Kentucky Street, east to 16th Street, through the East End Historic District, and east on Maine Street to 48th Street.
- 10) **Ellington Township Trail:** 1.9 miles connecting 36th Street and Cedar Creek to Spring Lake Road.
- 11) **Spring Lake Trail:** 6.1 miles west along Spring Lake Road from 36th Street to the North Bottom Road, then south to Bob Bangert Park. A spur to the Triangle Lake Wildlife Area is also included.
- 12) **Westview Trail:** 3.1 miles along Harrison Street from 12th to 48th Streets with a spur connecting to the Westview Golf Course.

The entire trail system is known as the Dogwood Trail. When completed, the 46.9-mile trail will loop around the city and link many of the city's parks and historic sites.

The **Lincoln Heritage Trail**, part of a statewide "Looking for Lincoln" heritage program, is an on-road bike trail that begins and ends at Washington Park. The trail includes 18 wayside exhibits that describing the president's connections to the city.



Figure 13 Quincy Greenway & Trails Map





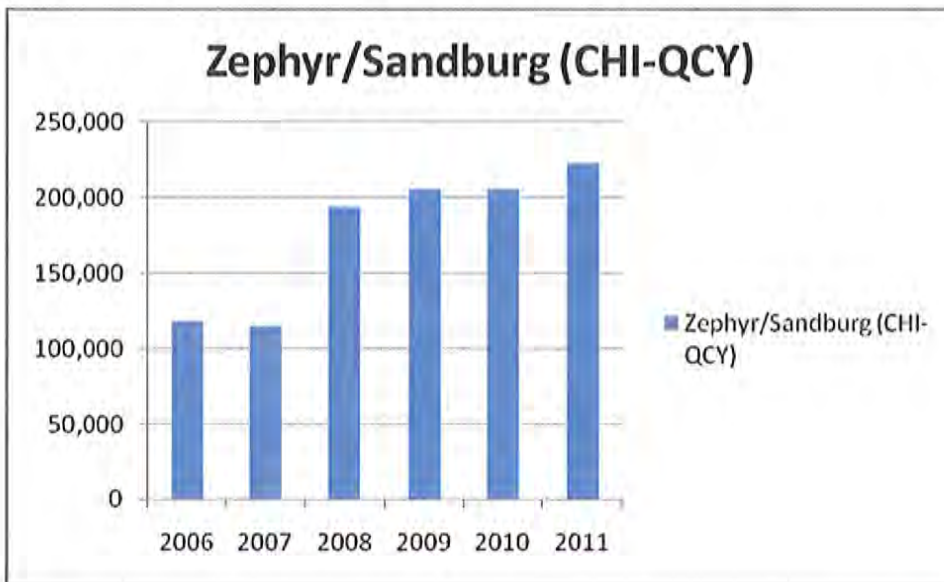
Quincy Amtrak

The Quincy Amtrak station is located at North 30th St. and Wisman Lane. Two daily trains, the Illinois Zephyr and the Carl Sandburg, provide convenient daily service between Quincy and Chicago with stops at Macomb, Galesburg, Kewanee, Princeton, Mendota, Plano, Naperville, and LaGrange.



Figure 14 presents trends in ridership for the Illinois Zephyr and the Carl Sandburg trains. Ridership on the Illinois Zephyr and the Carl Sandburg has grown from 118,502 in 2006 to 222,419 in 2011, representing a 87.7% increase.

Figure 14 Quincy-Chicago Amtrak Ridership



Public Transit (Quincy Transit Lines)

Quincy’s public transit system provides fixed-route bus service and on-call door-to-door para-transit service.

There are four fixed routes designed to provide optimum service to Quincy residents. Each route is traveled by two buses. The buses run at 30-minute intervals from 6:00 a.m. to 11:00 p.m. five days a week, with shorter Sunday and holiday hours.

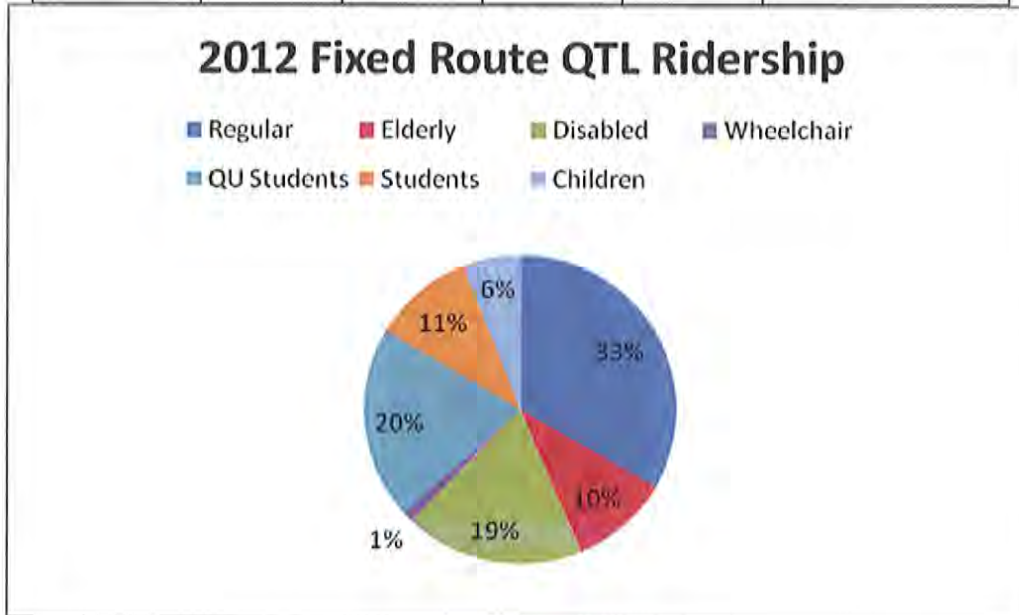


Table 23 presents annual ridership from 2008 to 2011. Ridership has increased every year for the past four years. Between 2008 and 2011, fixed route ridership increased by 27%, while pass ridership declined by 25% and para-transit ridership declined by 5%.



Table 23 Quincy Transit Lines Ridership

	2008	2009	2010	2011	Change, 08-11
Fixed-Route	268,665	261,495	335,802	368,538	27%
Pass Riders	145,846	127,583	109,410	108,338	-25%
Para-Transit	33,993	38,754	37,480	32,235	-5%
Totals:	448,504	427,832	482,692	509,111	12%



Quincy Regional Airport (Baldwin Field)

The airport is located about seven miles east of I-172 on Illinois Rte. 104. Owned and operated by the City of Quincy since 1946, it offers daily commercial service to St. Louis with multiple flight times. The airport has three runways with the longest, at 7,100 feet, capable of landing airliners. Two helicopters and about 50 airplanes are based at the airport. There are 28 leased hangars. The airport is the site of a 55-acre business park featuring a 40,000-square-foot spec building equipped with hangar doors. The Airport has eleven businesses with 26 full-time and 12 part-time employees. Cape Air offers 36 weekly connecting flights to St. Louis International Airport. Great River Aviation is the fixed-base operator, providing fueling service, rental cars, and aircraft maintenance and restoration. The airport averages about 70 daily aircraft operations, with general aviation representing 67% of operations, transient aviation 15%, commercial 12%, air taxi 3%, and military 2%.





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A June 2012 IDOT Division of Aeronautics, Illinois Statewide Economic Impact Study reported that Quincy Regional Airport had an impact of 128 airport-related-jobs, an airport-related annual payroll of \$4.5 million, and annual economic activity that amounted to \$13.8 million.

Annual commercial boardings have steadily increased since 2009. An important milestone was reached in 2012. Municipal airports with annual boardings of at least 10,000 persons qualify for \$1 million in federal improvements funding.

Table 24 Quincy Regional Airport Commercial Boardings, 2005-2012

Year	2005	2006	2007	2008	2009	2010	2011	2012
Passengers	8,942	7,893	2,182	1,996	1,735	7,927	9,248	10,120

2.7 Utilities

Water

Wastewater Treatment Plant

The Wastewater Treatment Plant serving Quincy has an average load of 11,500,000 gallons per day. The design capacity is 13,500,000 gallons per day. The basic user rate of \$.91 per unit of 100 cubic feet is applied to all users. A charge of \$0.1414/lb. of BOD in excess of 200 mg/l and a charge of \$0.1374/lb of suspended solids in excess of 250 mg/l are also applied as surcharges to all wastewaters that exceed these concentrations.

Water Filtration Plant

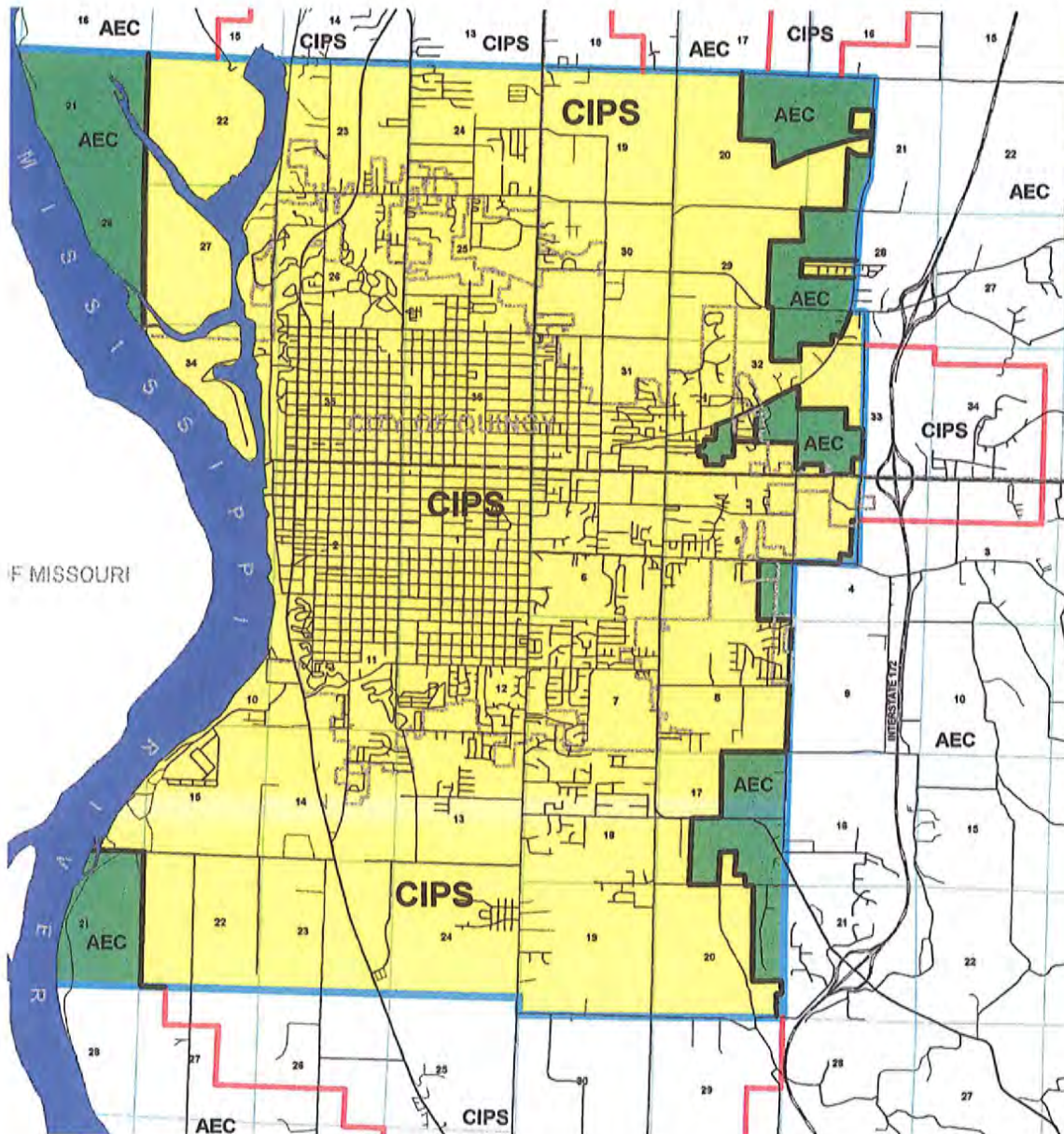
Quincy’s water filtration plant serves the city and Ellington, Riverside, and Melrose townships. The plant’s elevated storage capacity is 27,500,000 gallons. The capacity of the plant is 12,000,000 gallons per day. Its peak consumption is 10,800,000 gallons per day, and it draws its supply of water solely from the Mississippi River.

Electricity

Two providers serve the Quincy area. Adams Electric Cooperative provides service to Adams, Brown and Schuyler counties. Based in Camp Point, Illinois, Adams is owned by 7,700 members and offers economic and interruptible rates to qualifying companies. St. Louis-based Ameren Corporation is the parent company of Ameren Illinois. Ameren Illinois provides electric and natural gas service to Quincy and 66 counties over a 43,700-square-mile area of central and southern Illinois. A supplier of electrical power since 1902, the company now serves about 1.2 million electric customers and 840,000 natural gas customers. The Ameren (“CIPS”) and Adams (“AEC”) service territories are shown in Figure 15 below.



Figure 15 Ameren Illinois and Adams Electrical Cooperative Service Territories



Waste Collection

The city Central Services Department collects residential garbage weekly on Mondays through Fridays, depending upon location. The city requires residents to purchase and place stickers on trash bags. Table 25 presents the annual tonnage of solid waste collected within the city. The city conducts an annual city-wide clean up. In 2012 the city-wide clean up disposed of 405 tons of material.



Table 25 Solid Waste Collection (Tons)

2006	2007	2008	2009	2010	2011
6,184	6,146	6,026	6,140	6,207	6,264

Recycling

The City of Quincy has a weekly recycling program with curbside pickup for city residents. The program collects cardboard (corrugated and chipboard), paper products (newspapers, magazines and junk mail), steel, tin, aluminum, and plastic containers. Table 26 presents the annual tonnage of recyclables collected. Recyclable material is sorted by fiber (paper) and non-fiber (cans, plastic, etc.). From 2007 to 2011, the average annual fiber and non-fiber recyclable waste diverted from the waste stream was 1,831 tons. The city’s recycling program does not accept glass.

Table 26 Recyclable Collections (Tons)

Product	2007	2008	2009	2010	2011
Fiber	1,483	1,405	1,475	1,515	1,451
Non Fiber	337	333	390	403	366
Total	1,820	1,738	1,865	1,919	1,817

Yard Waste

The present yard waste recycling site is owned and operated by Evans Recycling. The site is located at 711 West Radio Road, approximately one mile west of Highway 57. Evans provides weekly curbside pick up to residents. The program typically processes over 160,000 cubic yards of yard waste annually. In 2011, Quincy experienced a severe wind storm that more than doubled the waste collected in that year.

Table 27 Yard Waste Collections (Cubic Yards)

Material	2008	2009	2010	2011	2012
Brush	95,921	87,932	92,351	218,116	91,761
Leaves	31,447	32,728	29,905	28,471	31,833
Grass	24,384	21,028	24,813	23,326	22,722
Chips	14,472	13,088	14,060	24,723	15,336
Total	166,224	154,776	161,129	294,636	161,652



2.8 Existing Land Use

Development Trends

Scattered remnants of Quincy's rail-based industrial past are still to be seen on land use and zoning maps. For example, the industrial uses along Delaware, South 5th and South 6th Streets north to State Street trace the route of the former Wabash Railroad, which once had a depot at 6th and State. Manufacturing and large-scale agricultural processing remain important, but the proportions of Quincyans employed in the retail, commercial, and service sectors has increased in recent years.

Generally over the past 20 years, redevelopment of parts of the Central Business District has allowed Quincy to offer greater variety to its retail service region. Manufacturing in the northeastern and southern sections of the city has strengthened, with industry locating in planned business parks. Commercial expansion, including "big box" development close to Interstate 172, also has made Quincy more attractive as a regional retail center. Finally, new housing in the form of small-lot condominiums and large-lot single-family subdivisions has been built on the northern and southeastern fringes of the community.

Existing Land Use

The city contains a wide range of housing types, commercial developments, established industries, new business parks, and redeveloped areas. The city's development has resulted in a pattern of increasingly homogeneous neighborhoods, distinct commercial areas, and more dispersed industrial uses. A survey of 2005 zoning percentages provides an overview of the current land use pattern.



Figure 16 Existing Land Use and Zoning

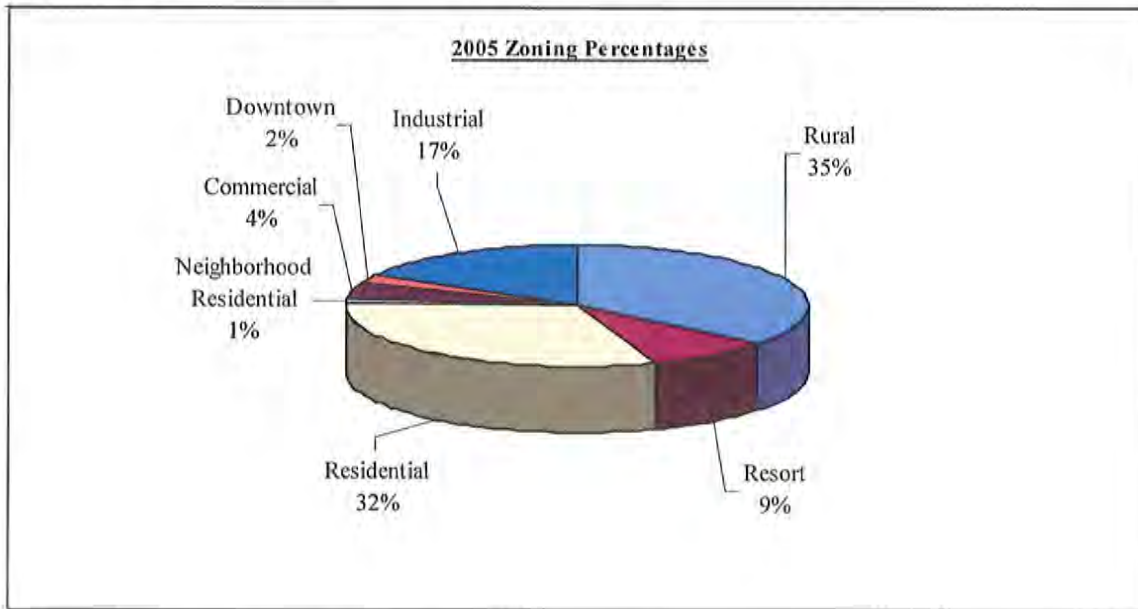


Table 28 Land Use and Zoning Classifications

District	Use	Code	Percentage
RU Districts	Rural	RU1	35.78%
RE Districts	Resort	RE1	8.54%
R Districts	Residential	RS, R1A, R1B, R1C, R2, R3	31.58%
NR Districts	Neighborhood Residential	NR1, NR2	0.88%
C Districts	Commercial	C1A, C1B, C2, C3	4.26%
D Districts	Downtown	D1, D2, D3, D4, D5	2.12%
M Districts	Industrial	M1, M2, M3	16.84%



Table 29 Zoning Distributions

Residential

Code	Use	Percentage
RS	Single-Family District	2.18%
R1A	Single-Family District	15.03%
R1B	Single-Family District	-
R1C	Single-Family District	9.46%
R2	Two-Family District	3.00%
R3	Multi-Family District	1.91%
NR1	Neighborhood Residential District	0.88%
NR2	Neighborhood Residential District	-

Commercial

Code	Use	Percentage
C1A	Limited Local Commercial District	.21%
C1B	Limited Local Commercial District	1.42%
C2	Commercial District	1.93%
C3	Planned Commercial District	.70%

Downtown

Code	Use	Percentage
D1	Downtown Retail District	.20%
D2	Downtown General Business District	.63%
D3	Downtown Riverfront District	.71%
D4	Downtown Office & Medical Facility District	.19%
D5	Downtown Industrial District	.39%

Industrial

Code	Use	Percentage
M1	Light Industrial District	4.11%
M2	Heavy Industrial District	8.43%
M3	Planned Industrial District	4.30%

Zoning Classifications

RU1 – Rural District

This district includes large-lot (one-acre minimum) residential and agricultural uses in rural or undeveloped areas. RU1 is the default zoning district in the city’s 1.5-mile planning and zoning jurisdiction outside of corporate limits.



R – Residential Districts

RS - represents single-family residential uses on sites intended for recreational use. RS is primarily located south of Broadway near Westview Golf Course and Payson Heights, and north of Broadway along I-172.

R1A, R1B, R1C – represent single-family residential uses throughout the community. These districts are distinguished by differing lot width, lot area, and yard setback regulations. See tables of minimums below. R1A is dispersed throughout the city, with most of the district located southeast of Broadway and northwest of Locust and 18th Streets. Occurrence of the R1B District is unusual due to its similarity to the R1C District. R1C is heavily concentrated to the north and south of Broadway.

R2 – represents two-family dwellings. It includes duplexes and single-family homes converted into two-unit residences. The R2 District is sparsely distributed northwest of Broadway and North 20th St. and to the south and west of Broadway and South 20th St.

R3 – represents multi-family dwellings. It includes single-family conversions into three or more units, and mobile home parks. R3 is located throughout the city, with the main concentration being in the area northwest of North 12th St. and Broadway.

NR – Neighborhood Residential Districts

NR1 – represents a residential district allowing up to six dwelling units per building. Buildings are sited according to density restrictions (lot area per dwelling) rather than by yard setbacks. NR1 is dispersed over the northern, southern, and eastern quadrants of the city. The zoning classification is often used for “cluster home” developments.

NR2 – represents a second neighborhood residential district that also allows selected commercial uses.

RE1 – Resort District

RE1 – represents resort uses in the city’s limits. RE1 is found mostly along the northwestern limits of the city along the Mississippi River and Bonansinga Dr. This zoning district includes the Art Keller Marina and several of Quincy’s riverfront parks.

C – Commercial Districts

The commercial zoning classification has four categories: C1A and C1B – both titled Limited Local Commercial District, C2 – Commercial District, C3 – Planned Commercial District

C1A – represents primarily office commercial uses. C1A is sparsely located throughout the city. The main concentration is east of 48th St. along Maine St.

C1B – represents commercial uses primarily limited to office, service, and retail uses, but excluding auto-related uses and uses involving the consumption of alcoholic beverages. C1B is located throughout the city primarily along Broadway and North 12th St.



C2 – the most inclusive commercial district, allowing auto-related establishments and those involving consumption of alcoholic beverages. C2 is located throughout the city with the main concentration along Broadway east of 24th Street.

C3 – represents planned commercial uses on larger properties, developed as a unit with an integrated design approved by the City Council. The Quincy Mall and more recent big-box developments are zoned C3.

M – Industrial Districts

Quincy’s industrial zoning classification has three categories: M1 – Light Industrial District, M2 – Heavy Industrial District, and M3 – Planned Industrial District.

M1 – Uses permitted in the district are typically light manufacturing, distribution, and warehousing activities compatible with residential and commercial uses in the area. M1 is located on Quincy’s North Side from North 12th St. east to I-172.

M2 – Includes heavy industrial uses such as mineral and natural resource extraction and processing, fenced junk and salvage yards, adult uses, other uses by separate approval of the City Council. M2 is located along the Quincy riverfront along 3rd St. and the Gardner Denver Expressway.

M3 – Represents future planned industrial uses developed as a unit with an integrated design approved by the City Council. M3 is strategically planned for Northeast Quincy east of 38th St. and south of Kochs Lane.

Table 30 Minimum Lot Widths and Lot Areas per Family

District	Lot Width in Feet	Lot Area in Square Feet	Single-Family Dwellings	Two-Family Dwellings	Multiple Dwellings
RU1	150	43,560	43,560	*	*
RE1	50	5,000	5,000	*	*
RS	100	20,000	20,000	*	*
R1A	90	10,000	10,000	*	*
R1B	75	8,000	8,000	*	*
R1C	60	6,000	6,000	*	*
R2	60	6,000	6,000	3,000	*
R3	60	5,000	5,000	2,500	1,500
C1A	None	None	5,000	2,500	*
C1B	None	None	5,000	2,500	1,500
C2	None	None	6,000	3,000	1,500
C3	None	None	10,000	10,000	10,000
M1	None	None	*	*	6,000
M2, M3	None	None	*	*	*



D – Downtown Districts

The downtown is classified into five zoning categories: D1 – Downtown Retail District, D2 Downtown General Business District, D3 – Downtown Riverfront District, D4– Downtown Office and Medical Facility District, D5 – Downtown Industrial District.

D1 – The D1 downtown retail district is intended for a wide range of retail uses, including those which attract shoppers from a larger market area. Residential uses are encouraged on the upper floors of buildings to provide pedestrian activity in this retail core area after business hours.

D2 – The D2 downtown general business district is intended to accommodate a wide variety of traditional downtown commercial uses including retail, office, institutional and service uses.

D3 – The intent of the D3 downtown riverfront district is to accommodate a concentration of entertainment, hospitality and tourism uses while accommodating the existing industrial uses.

D4 – The D4 downtown office and medical facility district is intended to provide for the specific needs of medical centers and uses associated with them.

D5– The D5 downtown industrial district is intended to accommodate traditional downtown river uses--light industrial, manufacturing and warehousing historically located in the downtown area.

Historic Preservation

The City Council created the Quincy Preservation Commission in 1982 to identify buildings, structures, districts, landscapes, and similar historic resources worthy of designation as local landmarks or as local historic districts. After reviewing applications for proposed landmarks or local districts, the Commission recommends designation to the City Council. The designating ordinances list protected exterior features that are subject to Commission review if any changes to them are proposed. Property owners typically consent to landmark or district status prior to designation. The protections of designation run with the property. By 2012, 101 local landmarks and four local historic districts had been designated.

Separate from local landmarks and districts, Quincy has 14 properties and four districts listed on the National Register of Historic Places. National Register nominations are reviewed at the local and state levels and designations are made by the National Park Service. The Northwest National Register District, with 1,478 contributing structures, lies between Locust St., Broadway, North 2nd St., and North 12th St. This district has fine examples of vernacular and high-style residences, and some of Quincy’s earliest commercial buildings. The Downtown National Register District (95 contributing structures) is located between 4th, 8th, Hampshire, and Jersey Streets. This area has good examples of almost every commercial architectural style, beginning with the Greek Revival. The South Side German National Register District (1,598 contributing



structures) is located between Jersey St., Jackson St., South 5th St. and South 12th St. It includes the city's most concentrated area of nineteenth century German vernacular housing. The East End Historic District (491 contributing structures) lies between South 12th, South 24th, Hampshire, and State Streets. It includes Quincy's most important residential "display street" and many of the city's most significant architect-designed homes. A map of Local Landmarks, Local Historic Districts, and National Register Districts is reproduced as Figure 17.

Land Use Categories

The land use maps in this plan use nine standard use categories described as follows:

Single-Family Residential – Land used for single-family dwellings.

Multi-Family Residential – Land used for single-family dwellings and for dwellings with more than one living unit. Includes mobile homes when sited in mobile home parks.

Institutional – Includes not-for-profit institutions, private educational uses, hospitals, clinics, religious uses, cemeteries, private utilities

Public – Includes governmental and public service uses, public educational uses, public parks

Mixed Use – Includes multi-family residential uses together with office and retail commercial uses. Does not include uses related to vehicle sales or service or alcoholic beverage sales

Commercial – Office and retail uses including vehicle sales and service, alcoholic beverage sales

Industrial – Warehousing, fabrication, assembly, raw materials mining or processing, junk yards

Undeveloped/Agricultural – Non-urban or agricultural uses or land not used for economic purposes (e.g., unharvested woodland, land in heavy slope)

Vacant – Includes land once developed but no longer used for an economic purpose

Land Use Plan Implementation

A land use plan improves the factual basis for making land use decisions recommended by the Plan Commission and Zoning Board of Appeals and adopted by the City Council; however, implementation of the plan relies upon regulatory mechanisms such as zoning, special permits, and other measures as applied to specific properties.

Zoning review is an essential means of ensuring that land uses are properly situated in relation to one another, incompatible land uses are separated, and that adequate space for



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each type of development is provided. Zoning review also helps to ensure that properties can be adequately served by streets, schools, recreation, and utility systems.

The city employs other types of land use regulation: special use permit review, review of special permits for "planned developments," subdivision review, site plan review, and controls over off-street parking facilities and signage. These measures enable elected officials to help control the quality, type, and density of development to the benefit of the public.

There have been numerous amendments to the city's zoning ordinance since adoption of the 1986 Comprehensive Plan. The entire zoning ordinance should be reviewed following adoption of the neighborhood land use plan.

Figure 17 Local Landmarks, Local Historic Districts, and National Register Districts



Quincy Local Landmarks

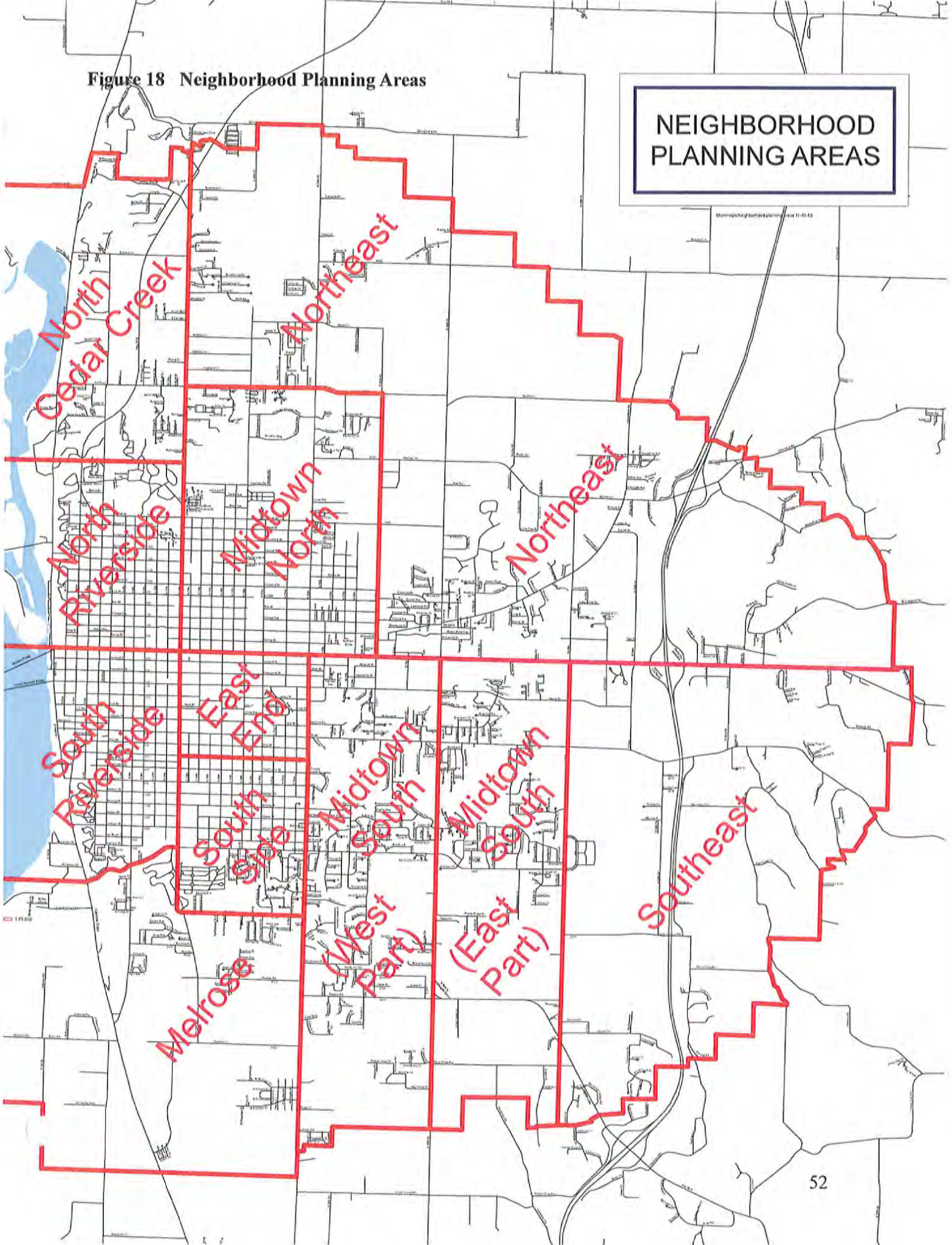
1. 1001 N. 5th St. (1906)
Heidbreder Hagemann Drug Store
2. 319 Spruce St. (1908)
R. M. Walter & Maggie Heiderich House
3. 3201 N. 12th St. (c.1850s)
Frank Speckhart Farmhouse
4. 1003 N. 8th St. (1911)
St. Rose of Lima Roman Catholic Church
5. 822 N. 6th St. (1886)
Samuel & Jane E. Brown House
6. 819 N. 5th St. (1879)
James & Sarah Margaret Bradshaw House
7. 734 N. 4th St. (c.1866)
Dr. Hebern Claflin House
8. 332 Elm St. (1868)
William Cramer House
9. 317 College Ave. (1894)
Gustav & Mary Poetsch House
10. 323 College Ave. (1866)
George T. Meyer House
11. 331 College Ave. (1866)
Fries/Kespolff House
12. 1431 Spring St. (1879)
Henry & Josephine Freiburg House
13. 437 N. 9th St. (1898)
Albert & Amalie Evers House
14. 613 Broadway (1873)
Robert W. Gardner House
15. 135-37 N. 3rd St. (1871)
S. J. Lesem Building
16. 332 Maine St. (1888)
Quincy Free Public Library & Reading Room
17. 428 Maine St. (1892, 1906)
State Savings Loan & Trust Co.
18. 421 Jersey St. (c.1853)
Norwood/Morgan/Wells House
19. 421-23 Hampshire St. (1854, 58, 71)
George Schultheis Building
20. 415 Jersey St. (c.1835)
Dr. Richard Eells House
21. 425 Hampshire St. (1924)
Washington Theater
22. 701 Hampshire St. (1853)
St. John's Episcopal Church
23. 126 N. 8th St. (1912)
Ernest M. Wood Office & Studio
24. 909 Maine St. (1927)
George Keller & Sons Implement Co.
25. 917 Maine St. (1897)
Lubbe Building
26. 1020 Kentucky St. (1917)
August (Manny) Dick House
27. 1100 State St. (1889)
Albert & Anna Dick House
28. 425 S. 12th St. (1835)
John Wood Marston
29. 238 S. 12th St. (1889)
Ezra & Florence Best House
30. 1200 Park Place (c.1888)
Cruttenden/Tibbetts House
31. 1224 Park Place (1897)
August R. Dorkenwald House
32. 1401 Maine St. (1876)
Henry E. Dickhut House
33. 1422 Maine St. (1876)
Morris & Lebrá Felsenheld House
34. 1444 Maine St. (1867)
James T. Baker House
35. 1449 Maine St. (1890)
Isaac & Ellen Lesem House
36. 1469 Maine St. (1876)
Dricus & Fanny Snitjer House
37. 1477 Maine St. (1866)
David W. Miller House & Carriage House
38. 1627 Maine St. (c.1895)
Edward A. Rogers House
39. 1651 Maine St. (1856-57)
Charles Henry Bull House
40. 1656 Maine St. (1894)
Dr. Grant Irwin House
41. 1680 Maine St. (1889)
Colonel Edward Prince House
42. 1617 Hampshire St. (1861)
Mathew & Electa Finlay House
43. 1479 Hampshire St. (1913)
Unitarian Church of Quincy
44. 403 S. 16th St. (1879)
John Quincy Adams House
45. Alley (16th, 18th; Kentucky, State) (1881)
"H" Plan Alley
46. 300 S. 18th St. (1895)
George & Marie Stahl House
47. 210 S. 18th St. (1883)
Joanna Wallace House
48. 1843 Grove Ave. (1897, 1907, 1915)
Ernest M. Wood House
49. 333 East Ave. (c.1917)
George P. Behrensmeyer House
50. 2150 Maine St. (1897)
Otho C. Poling House
51. 2203 Maine St. (1887-89)
DeLafayette Musselman House
52. 2531 Prentiss Ave. (1840)
Benjamin & Electa Terrel House
53. 230 S. 24th St. (1913)
Ray & Kate Oakley House
54. 405 S. 24th St. (c.1890)
Samuel & Lida Scott House
55. 2210 Aldo Blvd. (1939)
Clarence & Octavia Gerdes House
56. 3130 State St. (c.1840s, 1864-65)
Benjamin Burroughs/Gustav Klarner House
57. 1037 S. 16th St. (1892)
Henry Bauch House
58. 635 S. 13th St. (1925)
St. Peters Evangelical Church-Hall
59. 929 Monroe St. (1874)
St. Paul's Kirche
60. 1700 Block of S. 8th St. (1899)
Stone Arch Bridge
61. 1112 S. 9th St. (1901)
Jacob & Maria Young House
62. 237 N. 6th St. (1889)
Blackstone Building
63. 1539 N. 8th St. (1885)
Lorenz & Suzanne Woelfel Saloon
64. 1001-1003 State St. (1881)
C. D. Behrensmeyer Store
65. 327 S. 12th St. (1873)
Sarah A. Baker House
66. 1269 Kentucky St. (1891)
Robert C. Gunther House & Carriage House
67. 310 S. 16th St. (1916-17)
Joseph VandenBoom, Sr. House
68. 1443 Maine St. (1868)
Tilden Selmes House
69. 1641 Hampshire St. (c.1886)
Jesse E. Weems House
70. 1621 Vermont St. (1897)
William & Ella Dwire House
71. 1677 Maine St. (c.1880)
Baldwin/Dayton/Emery House
72. 1801 Maine St. (1902)
George & Sadie Dashwood House
73. 2000 Jersey St. (1907)
Charles H. Appleton House
74. 2020 Maine St. (1904)
John S. Cruttenden House
75. 125 East Ave. (c.1897)
James & Florence Nielson House
76. 300 East Ave. (1917)
Martin J. & Frances Geise House
77. 900 Madison St. (1887)
Herman H. & Mary Wilke House
78. 200 S. Front St. (1909)
North Side Boat Club
79. 2328 Hawthorne Hill Rd. W. (1955-1960)
James/Mallory House
80. 2102 Jersey St. (1892)
Thompson/Hill House & Carriage House
81. 234 S. 16th St. (1909)
Robert & Leila Turner Christie House
82. 502 N. 28th St. (1935)
Warren & Helen King House
83. 2409 Country Club Dr. S. (1954)
Aladar & Magdalene Kuna House
84. 133 East Ave. (1892)
Martin/Rogers House
85. 205 S. 16th St. (1887)
Edward & Catherine Pfanschmidt House
86. 228 S. 18th St. (1894)
John Willis & Helen Gardner House
87. 1111 N. 8th St. (1896)
St. Rose of Lima Rectory
88. 221 N. 24th St. (1914)
Albert C. & May King Fischer House
89. 1124 S. 9th St. (1937)
Gertrude A. Peters House
90. 1805 Maine St. (1922)
Arthur O. & Roberta H. Lindsay Sr. House
91. 1809 Maine St. (1922)
William & Florence B. Baker House
92. 1673 Maine St. (1880)
Bushnell/Parker House
93. 613 N. 12th St. (c. 1885)
Anton B. and Emma Wichmann Jr. House
94. 614-618 Maine St. (c. 1901)
W.W. Benton/W.T. Duker Co. Building
95. 608 Adams St. (c. 1868)
John and Anna Neumann House
96. 532 Gardner Expressway (1900)
Villa Kathrine/W. George Metz House
97. 1401 N. 8th St. (1905)
John P. & Julia A. Arnold House
98. 222 S. 16th Street (1887)
William B. & Mary Bull House
99. 813 S. 15th Street (c. 1924)
Henry C. and Marie Arp House
100. 1845 Jersey St. (1909)
Otto and Anna Mohrenstecher House
101. 200 Chestnut St. (c. 1908)
Clatworthy "Clat" L. Adams House

Local Historic Districts

- A. 2428, 2432, 2436, 2440, & 2444 College Ave. (1939)
Zwick Row Local Historic District
- B. 1015-23, 1025-27, & 1030-33
Kentucky & 415 S. 10th St. Brewery Area Local Historic District
- C. 1200 Block of Park Place
Park Place Local Historic District
- D. 1501, 1503, & 1505
Kentucky Street Southside Bungalow Local Historic District



Figure 18 Neighborhood Planning Areas





3. Future Land Use and Neighborhood Planning Areas

The last overall revision of the Quincy Comprehensive Plan was approved in 1986. The City Council approved amendments to the plan for the Central Business District in 1996 and for the Broadway Corridor in 1997. The city encouraged a high level of public participation in developing each of the amendments.

To encourage public involvement in developing a land use plan for the remaining areas of Quincy, the Planning and Development Department divided the city into eleven planning areas or neighborhoods. These neighborhoods are shown in Figure 18. Two public meetings were held in almost all of the neighborhoods. The meetings were advertised by newspaper notices and direct mailings to property owners' addresses as shown by tax records.

The first meetings involved the North Riverside Neighborhood located north of Broadway, south of Cedar Creek, and west of North 12th Street. Subsequent meetings, held in the remaining ten neighborhoods, proceeded "clockwise" around the city, from west to east on the north side of Broadway, then from east to west on the south side of Broadway.

Public comment at the meetings was elicited by dividing residents into small groups of up to 12 people. City staff asked each of the groups to respond to the following five general questions:

1. What are the most pressing issues facing your neighborhood?
2. What kind of development would you like to see in the area?
3. What can be done to enhance the area and its overall appearance?
4. What "special places" would you like to see preserved in your neighborhood?
5. Where are the best locations for multi-family housing, including townhouses or cluster homes?

Staff recorded responses from each group on posters. The posters were displayed so that all residents could review the responses. The residents were then asked to "vote" for the five responses they felt were the most important, using five signal dots that had been issued to them at the beginning of the meeting.

The tabulated results appear in the following neighborhood sections. The information was used to compile policy guidelines and more specific goals and objectives for each neighborhood. Taken together, the neighborhood policies, goals and objectives form the city's Future Land Use Plan.

Aerial photos and present land use maps were available at each meeting. The maps displayed existing land uses in nine standard categories—Single-Family Residential, Commercial, Industrial, etc. Based on the information gathered at the meetings, the neighborhood maps were adjusted to establish the recommended locations of land uses in the future. Together, the neighborhood maps form the city's Future Land Use Map.



North Riverside Neighborhood

General Comments:

1. Residents were concerned about the large number of vacant and rental properties in poor condition, and they wished to protect single-family housing. A large portion of the study area is zoned R3 Multi-Family Residential, and residents thought parts of this area should be rezoned to encourage single-family residential uses. The Future Land Use Map recommends that an area roughly limited by North 3rd St., Cherry St., North 9th St., and Spring St. continue to be developed with multi-family uses.
2. Many responses expressed concern over Blessing Hospital's plans for expansion and its history of tearing down existing housing. Setting a recommended growth area can encourage reinvestment in the properties surrounding the hospital facilities. Blessing Hospital will be encouraged to expand and develop in the area bounded by North 9th St., Elm St., and North 12th St.
3. Residents said that non-residential planned development projects should be limited to discourage the encroachment of high-traffic uses.
4. Residents saw a need for small-scale retail and office developments, including neighborhood grocery stores, restaurants, hardware stores, pharmacies, etc. To permit low-impact uses in corner commercial buildings, they felt a Neighborhood Commercial Zoning District should be established.
5. Residents would like to retain existing businesses and maintain the existing commercial nodes at North 5th and Locust, North 6th and Riverview, North 4th and Cedar, North 5th and Cherry, and on Broadway west of the Blessing campus.

Policy Guidelines for the Study Area, Including Corresponding Issues or Concerns

Community consensus was developed through identification of issues or concerns at public meetings held on June 20, 2000 and June 29, 2000. Over 75 residents attended the meetings.

Issues or Concerns Identified: Residential

- Maintain and protect primary residential character
- Limit additional multiple-family uses
- Encourage owner-occupied housing
- Respect historic character of neighborhood
- Enforce minimum housing codes
- Market the neighborhood and instill neighborhood pride
- Provide quality affordable housing

Vision:

The predominant land use pattern has been single-family residential. Commercial uses dot the area mainly on corners and provided neighborhood services. With economic decline of the area, a number of large single-family residences were converted to multiple-family use. The residents have stated they would prefer their neighborhood to retain its historic single-family, owner-occupied uses. Initially, the neighborhood can be enhanced by consistent enforcement of the minimum housing code.



The city can assist homeowners to purchase and rehab homes by using grant programs and mortgage funds from the Illinois Housing Development Agency (IHDA).

New development should respect historic structures as much as possible to protect the original character of the area.

Growth plans for the Blessing campus should be made explicit to help guide policy for the area. In the past, property acquisition without a defined geographic limit has tended to limit reinvestment, and the value of housing stock has tended to decline. Residents at both meetings noted that owners were reluctant to improve their homes if they thought they were going to be bought out. The hospital is urged consider rehabilitation of existing structures for office uses where possible. Consideration should be given to building a parking structure to moderate the need for more surface parking.

In addition, the City would like to work with Blessing Hospital and the Redmond and Lee Board to establish a housing renovation program for the properties near the hospital to stabilize property values and foster redevelopment.

Goals and Objectives:

- Goal: Promote a land use pattern to maintain owner-occupied, single-family residential uses.
- Objective: Develop a land use map that emphasizes single-family residential uses, with multiple-family uses provided in locations that transition to commercial uses.
- Objective: Continue to apply for owner-occupied housing rehab grants from the Illinois Housing Development Authority (IHDA).
- Objective: Continue use of mortgage funds from IHDA to assist first-time home buyers or those who have not owned a home for three years.
- Objective: Develop a revolving loan program for owner-occupied, single-family residential rehabilitation or new construction.
- Objective: Use zoning as a tool to achieve the desired land use pattern. Promote quality building design and encourage property maintenance.
- Objective: Minimize the encroachment of high traffic uses into the area through zoning controls including minimizing the Planned Development procedure for uses other than residential.
- Objective: Encourage Blessing Hospital to limit development to North 9th St. on the west, Elm St. on the north, and North 12th St. on the east.

Issues or Concerns Identified: Commercial

- Commercial services are limited in the neighborhood.
- Corner commercial stores are in need of rehabilitation and tenants.
- Low impact uses need to be permitted in existing commercial structures.
- Limit uses within the commercial areas to prohibit taverns.
- The Planned Development process needs to be limited.

Vision:

The neighborhood has been dotted with commercial buildings since it was initially developed prior to 1900. The commercial buildings served the neighboring residential uses by providing goods and services within walking distance of home. The invention of the automobile lead to larger stores with



more variety of goods, and almost all of the neighborhood stores closed. The city is eager to find uses for commercial structures that will complement the neighborhood.

Goals and Objectives:

- Goal: Promote small-scale commercial development to enhance the neighborhood.
- Objective: Establish Local Commercial Districts that permit low-impact uses for corner-commercial buildings.
- Objective: Encourage the redevelopment of commercial structures with grants and financing options for new businesses.
- Objective: Work with owners to convert properties to a residential use while maintaining the building's character.

Issues or Concerns Identified: Parks and Recreation, Direct City Services

- A recreational center or teen center is needed to provide something to do year round.
- Put playground equipment in neighborhood parks, such as Berrian Park.
- Provide better amenities in neighborhood parks.

Vision:

The public consensus was that the number of parks is adequate to serve the neighborhood. General comments asked that the Park District provide additional services in the existing parks. Residents are concerned that there are not enough opportunities for teenagers. The Park District will address these concerns through its long-range planning process.

Citizens frequently mentioned the problems of drug and alcohol abuse, problems that are outside the scope of a neighborhood planning document. Increased policing targeted at problem locations is probably the most effective city response.

On the topic of neighborhood crime, the Chief of Police indicated that calls to the police are ranked by the type of call, with urgent calls handled immediately by the officers on the beat. The Police Department periodically studies the beats and realigns them to best meet the needs of an area.

Whipple Creek and alley repairs were also brought up at the neighborhood meetings. Whipple Creek is an overflow area for the combined storm and sanitary sewers. The amount of sewage discharged at that location is within state and federal guidelines. Enclosing the creek to move the discharge to a point closer to the Mississippi River has been discussed but is prohibitively expensive at a cost of millions of dollars. Funding to extend that sewer will be sought. Relative to alley repairs, the alleys in this neighborhood are in relatively good shape. All alley repairs are through Ward funds that are prioritized by the ward aldermen. Citizens with alleys in disrepair were urged to contact their aldermen.

Goals and Objectives:

- Goal: Provide the current level of services to residents while working to expand services should funding become available.
- Objective: The Police Department will continue to study its beat areas and modify them as needed.
- Objective: The Police Department will continue to look for additional funding to increase the number of officers.



- Objective: The city will reevaluate the city-wide clean-up and the recycling and garbage sticker programs as needed.
- Objective: Additional funding will be sought to enclose Whipple Creek to a point west of North 3rd Street.
- Objective: The city will continue to study transit fixed routes and evaluate the need for evening bus service.
- Objective: The Department of Planning and Development will continue to provide inspection and planning services. Care will be taken to include all citizens when evaluating grant needs and policy issues.

North Cedar Creek Neighborhood

General Comments:

1. Residents were concerned about multi-family developments under construction or proposed in the area. To help maintain owner-occupied, single-family residential use, the land use map was drawn to recommend that use in much of the area. Multi-family uses were identified for future development at the intersection of Kochs Lane and U.S. 24 and at locations where multi-family uses presently exist or are under construction. The multiple-family uses envisioned at the intersection of U.S. 24 and Kochs Lane should mirror the uses on the east side of this intersection, providing attached single-family uses as a transition away from U.S. 24. There are two other locations noted for multiple-family development; one just to the north of the 12th Street Apartments and the second south of the intersection of U.S. 24 and North 12th St.
2. The primary concern is to preserve the residential, single-family character of the neighborhood. There are many large nodes of commercially zoned property developed with single-family uses located along North 12th Street. The proposed Future Land Use Map will recommend limiting commercial development to major intersections. The commercial development at North 12th and Kochs Lane is appropriate and will be filled in with neighborhood uses over time.
3. Residents expressed a desire to have a grocery or drug store locate in the area, but they did not want it to overwhelm residential uses. One of the study groups suggested more commercial development at the North 5th and U.S. 24 intersection. The area to the south of this intersection is currently zoned C3 and is developed with a large industrial use. The study group decided that Valley View Road should be the northernmost boundary of commercial land uses in the area.

Policy Guidelines for Study Area, Including Corresponding Issues or Concerns

Community consensus was developed through identification of issues or concerns at a public meeting held in the neighborhood on April 19, 2001. Sixty-four area residents attended the meeting.

Issues or Concerns Identified: Residential

- Maintain and protect single-family residential character
- Limit additional multiple-family uses
- Provide consistency in the size and quality of homes



Vision:

Land use has been predominately agricultural, mixed with single-family residential, multiple-family residential, commercial, and industrial development. Commercial and industrial uses are located along North 12th St. and at the intersection of North 5th St. and U.S. 24. Much of the area remains in the RU1 Rural District, which has a minimum lot area of one acre.

About 45% of the planning area is undeveloped or in agricultural use with homes on the acreages. Additionally, 39% of the area is in the Mississippi floodplain and has only limited development potential. Thirteen percent of the study area is currently developed with single family residences, with 2% developed as commercial or industrial land, and only about 1% with multi-family development or mobile home use.

Residents were very concerned about government-subsidized housing in the neighborhood. The federal rent subsidies used in the former Section 8 program have been discontinued. Today, tax credits are available to developers and owners of multi-family dwellings who rent no more than 80% of units to residents meeting income guidelines. All tenants have an income and rents paid are based upon that income. The numbers of tax credit units in multi-family developments are fairly evenly distributed throughout the city. Including the Cedar Creek Apartments, this neighborhood will have 110 tax credit apartments (72 at the Cedar Creek Apartments and 38 at the 12th Street Apartments). This number is in keeping with other areas in the city. By comparison, the area east of 24th Street and south of Broadway has 140 tax credit units.

The oldest housing stock is found along North 12th and North 5th Streets with estate homes developed on large lots overlooking the Mississippi. One of the oldest subdivisions in the area is the Lyn-Mar Subdivision, which was platted in 1956. This development was followed by the Northridge Subdivision in 1964 and the Bluff Road Subdivision in 1972. Other developments have been small in scale with the exception of the 25 lots in the Westpointe Subdivision (1996).

Goals and Objectives:

- Goal: Promote a land use pattern to maintain owner-occupied, single-family residential uses.
- Objective: Develop a land use map that emphasizes single-family residential uses with multiple-family uses provided in locations to transition land uses.
- Objective: Use zoning as a tool to achieve the desired land use pattern and promote high-quality building design and maintenance.
- Objective: Ensure adequate buffering between land uses.

Issues or Concerns Identified: Commercial

- Commercial services such as a grocery store are not available.
- Separate new commercial developments from existing residential areas.
- Limit further commercial encroachment into the area.

Vision:

Prior to the designation of North 3rd and North 4th Streets as U.S. 24, the route followed North 12th Street. Most commercial development is confined to North 12th. A few nodes of commercial zoning



were established when the 1.5-mile jurisdictional limit was established in 1964; for example, the C1B zoning north of Hutmacher Road and the C1B zoning north of North Lyn-Mar Drive.

Opinion regarding more commercial development was mixed. Some residents saw a need for a grocery store or a drug store. Residents in this area drive to locations on east Broadway to shop at a grocery with a full line of products. However, when residents were asked where more commercial zoning should be allowed, the overwhelming response was "Nowhere."

Goals and Objectives:

- Goal: Limit commercial development in the area.
- Objective: Seek to down-zone commercially-zoned properties in residential use.
- Objective: Review effectiveness of setbacks between Residential and Commercial Districts.
- Objective: Promote commercial development at the intersection of North 5th St. and U.S. 24.

Issues or Concerns Identified: Parks and Recreation

- Provide ample security in all park facilities.
- Institute public policies to ensure adequate open space.

Vision:

Citizens said they were concerned about the safety of the Cedar Creek Linear Park. However, communities with such parks and trails have found that crime is not imported and that trails enhance residential property values.

Another concern was with a lack of green space being provided within developments. Developers generally will dedicate green space in exchange for greater density allowed elsewhere in a proposed development. Cities generally accept this practice to provide green space without driving up home prices. The Neighborhood Residential Districts provide some of this flexibility in Quincy.

Goals and Objectives:

- Goal: Encourage dedication of green space to enhance the current park system.
- Objective: Explore methods of encouraging dedication of green space in single-family developments.
- Objective: The Quincy Park District will monitor security of the Cedar Creek Linear Parkway.

Issues or Concerns Identified: Direct City Services

- Good drainage is needed to protect existing homes.
- Fire protection is insufficient in the area.
- Sewer extensions needed in areas with septic service, specifically in the Homan Creek area.

Vision:

Fire protection was a great concern. Tri-Township Fire officials have estimated that response times for this area have not increased greatly due to the District's relocation to South 54th St.



Residents were concerned that many area of the neighborhood do not have sewer service. Unless sewers are part of a development package they are prohibitively expensive to extend with local public funds alone. A state grant for part of the expense to extend sewer to Homan Creek could be sought.

Relative to storm water drainage, the city is considering development of a storm water management ordinance.

Goals:

- Goal: City departments will continue to explore all possible funding mechanisms to extend sewer service as needed.
- Goal: Develop a storm water management ordinance.

Midtown North Neighborhood

General Comments:

1. Residents stressed maintaining the single-family residential character of the neighborhood as a priority. The land use map has been drawn with single family residential uses occupying most of the study area. Multiple-family uses have been identified for future development along N. 12th Street and Locust Street. Multiple-family uses along Locust Street should be in keeping with the residential character of the neighborhood. Building heights should be no more than 1½ stories or 20 feet, and the materials used should also be consistent with the neighborhood. An additional area identified for multiple family development is on the east side of 12th Street between College Avenue and Lind Street.
2. To further maintain the residential character of the neighborhood, the Future Land Use Map should reflect minimizing industrial areas where the land use pattern has developed residentially, particularly along North 26th and North 27th Streets north of Spruce Street. A pocket of single family residences in that area is zoned M1. Many of the properties have received Special Permits to remain since residential uses are not permitted in the M1 District. This area should be rezoned from M1 to RIC, Single-Family Residential.
3. Residents said commercial development should remain along N. 12th Street and N. 24th Street. The land use map reflects this pattern. Along the N. 24th Street corridor, commercial uses have been expanded to include the east side of N. 24th Street between Elm and Lind Street to the alley. Areas north of this have had the proposed commercial area narrowed to the mid-block location (alley) between Lind and Cedar Streets.
4. Quincy University plans additional expansion. The main campus growth area is roughly bounded by North 17th Street on the west, Oak Street on the south, the quarter-block line of North 20th Street and North 22nd Street on the east, and Cherry Street on the north.
5. Areas in this neighborhood within the Broadway Corridor Land Use and Access Management Plan are shown on the future land use map as previously recommended in that plan.

Policy Guidelines for Study Area, Including Corresponding Issues or Concerns

Consensus was developed through identification of issues or concerns at a public meeting held on January 29, 2002. Ninety-three residents attended the meeting.

Issues or Concerns Identified: Residential



- Preserve present single-family residential areas
- Limit subsidized housing
- Hospital and college property acquisition and street closings devalue properties and cause access problems
- Residential enterprise zone benefits new construction rather than restoration of older homes.
- Preserve schools, churches and adjoining properties

Vision:

The land use in most of the neighborhood is single-family residential. Commercial development is found along North 12th, North 24th, and Broadway. Industrial development is found along the Burlington Northern-Santa Fe Railroad, North 30th St., and in the Schneidman Industrial Park. With the exception of the housing north of the railroad, most development occurred before the Second World War. The oldest housing stock is found along North 12th Street and just north of Broadway.

Residents seemed to have few complaints about the development pattern of the neighborhood. There was concern to retain residential character by limiting commercial uses to North 24th and Broadway. Along these lines, it is appropriate to encourage small-scale multi-family infill projects on the north side of Locust St. Any new multi-family dwellings should be in keeping with the existing housing, with heights of no more than 1½ stories or 20 feet.

Goals and Objectives:

- Goal: Promote a land use pattern to maintain owner-occupied, single-family residential uses.
- Objective: Develop a land use map that emphasizes maintenance of existing single-family residential uses and encourages multi-family residential infill where desired.
- Objective: Use zoning and the planned development permit process to achieve the desired land use pattern and promote good building design and maintenance.
- Objective: Ensure adequate buffering between residential and commercial uses.

Issues or Concerns Identified: Commercial and Industrial

- Limit commercial development to North 12th St., North 24th St., and Broadway
- Provide a grocery store at North 24th St. and Kochs Ln.
- Separate new commercial from existing residential areas.

Vision:

Residents agreed that North 24th and Broadway should be maintained as the major commercial areas, but concern about commercial uses impinging on residential areas were not as strong as in the other neighborhoods surveyed thus far.

Goals and Objectives:

- Goal: Limit commercial development to North 24th Street and Broadway.
- Objective: Seek to down-zone commercial- and industrial-zoned properties used residentially.
- Objective: Review existing residential/commercial buffer regulations to ensure minimal commercial impact.
- Objective: Promote commercial uses near the North 24th Street and Kochs Lane intersection.



Issues or Concerns Identified: Parks and Recreation

- Preserve wooded areas along Cedar Creek area.
- Develop/improve Berrian Park and Reservoir Park.

Vision:

The consensus was that the park system served the area well. Some residents asked for additional services. Some residents said the park system was adequate "as is."

Citizens said the wooded areas along Cedar Creek should be preserved. This goal should be met through development of the Cedar Creek Linear Park. Vegetation in the area will be preserved to the fullest extent possible to create an interesting and safe trail.

Goals and Objectives:

- Goal: Encourage public participation in planning for park amenities.
- Objective: The Park District will engage residents in planning Bob Mays Park and considering additional amenities in Berrian and Reservoir Parks.
- Objective: Retain green space around the Cedar Creek Linear Park.

Issues or Concerns Identified: Direct City Services

- Maintain streets and alleys, add curb and gutter where needed to help control runoff.
- Provide more city-wide clean-up events.
- Remove junk cars.
- Minimize cutting and notching trees.

Vision:

Streets and sewers were the top concern of residents. Citizens suggested widening North 12th Street and that a bike or walking path be provided along that roadway. There were general requests that curbs, gutters and sidewalks be provided along streets in the neighborhood. There is little funding available for major road projects, but as redevelopment occurs along 12th Street, sidewalks such as those required for the Westpointe Subdivision and Cedar Creek Apartments will be installed. Additional funding sources need to be developed for the street improvements requested in this neighborhood.

Residents said they would like to see the popular city-wide clean-up program expanded. Relative to inoperable or abandoned vehicles, if a vehicle is not licensed, city inspectors can work with the property owner and Police Department to remove the vehicles. However, if a vehicle is properly licensed, the city has little recourse in removing it.

A final request by citizens was to control tree cutting and notching. This program is carried out by Ameren Illinois to prevent branches from interfering with power lines. It is not a city program.

Goals and Objectives:

- Goal: City departments will continue to explore all possible funding mechanisms available for road improvements.
- Goal: City departments will consider expansion of the city-wide clean-up if funding allows.



Northeast Neighborhood

General Comments

1. This is Quincy's largest planning area, extending in a broad arc from North 12th Street on the northwest to the Hickory Grove neighborhood on the southeast. It is also very diverse.
2. The Quincy Mall and the densely developed commercial strip on the north side of Broadway are included, along with the built-up residential areas flanking Columbus Road. The area also takes in industrial sites such as the Knapheide and Wis-Pak plants and manufacturers between North 30th and North 36th Streets, distribution and warehousing operations east of North 36th Street, and newer business parks north and south of Wisman Lane. The predominant land uses further to the north and east are open agricultural land interspersed with larger residential tracts.
3. The Northeast area is very diverse when considered as a whole. However, land use conflicts are not as frequent as in older neighborhoods because industrial development is usually isolated in business parks or reserved to large "campuses." Parcels tend to be relatively large and zoning districts were established before development occurred. Conflicts usually arise along major traffic corridors where commercial uses have been recently introduced among established residential uses.
4. The most important overall land use goal, expressed frequently and vigorously during the public forum, was to maintain the character of residential areas in the planning area. The Future Land Use Map will be drafted to minimize industrial or commercial encroachments where the land use patterns are primarily residential. It should be pointed out that land use or zoning designations guide broad land use trends, but reversing the intensity of development—for example by "downzoning" a commercial tract to a residential classification—is very rare.
5. Consensus for the planning area was developed during a public meeting held June 27, 2002.

Issues or Concerns Identified: Residential

- Lower property taxes. (31)
- Provide residential Enterprise Zone incentives for economically distressed areas only. (24)
- Provide full city services when residential annexation takes place (37) or limit residential annexations. (20)
- Comments mentioning specific locations included: Maintain the residential quality of Chatten Court and the St. Ludgerus Road-Tolton Drives area; Preserve Wisman Lane; Keep cul-de-sacs in Cross Gables and Northern View subdivisions disconnected.

Summary:

With the exception of nuisance issues (trash, junk, and abandoned vehicles), participants said that residential annexation without the provision of full city services was the most pressing issue confronting the planning area. High property taxes and the preservation of residential character were also significant concerns. On another taxation topic, residents accepted the enterprise zone program as it has been applied to Quincy's older housing stock, but opposed the program's subsidy of new residential subdivisions.



Residents clearly enjoy the dispersed residential character found in much of the planning area and wish to protect it. Echoing sentiments expressed in the North Cedar Creek and Midtown North neighborhood meetings, citizens expressed a very strong desire to preserve existing residential and rural uses, often mentioning industrial and commercial encroachments near single-family housing. Nineteen residents indicated disagreement with the City Council's override of Plan Commission recommendations in certain cases. Although the particular land use issues that prompted these responses cannot be known, commercial development close to single-family housing has been a concern in the area.

In contrast to other north side neighborhoods, residents did not express great uneasiness over new multi-family developments or new group facilities such as elderly housing centers. Most of the recent multi-family projects have occurred near existing multi-family developments (e.g., Pine Ridge) or have been fairly isolated from single-family residential uses. A planned development for new duplexes in the 800 block of North 36th Street recently drew concern from the immediate neighborhood, but most issues were resolved when the developer lowered the number of proposed units from 10 to eight.

Participants wished to maintain the residential areas of Wisman Lane and Columbus Road, and mentioned several other residential areas they felt were threatened.

With respect to development north of the new commercial cluster near Wal-Mart, the city has supported commercial uses on both sides of North 54th St. to about 2,540 feet north of Broadway. In the ideal pattern, a transitional area of multi-family or cluster housing would be situated between the commercial uses on and near Broadway and the single-family residential area south of the Wisman Lane--Columbus Road intersection, and there is an area of cluster homes established on the east side of North 48th Street.

Financing public service upgrades in residential areas annexed into the city is sometimes a concern for residents. Newly annexed areas may have infrastructure that falls below city standards. Rural water networks and private septic fields often need to be upgraded or replaced for connection to city water and sewer systems. Streets may need to be rebuilt to municipal standards to avoid high future maintenance costs. Buyers in new city subdivisions typically have the costs of water, sewer, streets and sidewalks passed onto them by the developer. It is city policy that any costs of upgrading water or sewer service should be borne by newly annexed property owners.

Goals and Objectives:

- Goal: Promote owner-occupied, single-family residential uses near locations where this use has been developed.
- Objective: Use zoning as a tool to achieve the desired land use pattern.
- Objective: Ensure adequate buffering between residential and other land uses.
- Goal: Promote a land use pattern that uses multi-family residential use as a transitional use between single-family residential and commercial uses.
- Objective: Develop a land use map with multi-family residential development permitted north of the commercial areas along North 48th and North 54th Streets.
- Objective: Use planned developments to minimize multi-family development impacts and encourage clustered units in such developments.

Issues or Concerns Identified: Commercial and Industrial

- Limit industry/preserve farmland (23)



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- Limit further commercial development on North 54th St. north of Broadway. (8)
- Avoid spot zoning. (6)
- Limit commercial or manufacturing encroachments at Chatten Court (5), between North 60th St. and I-172 (3), North 24th St. & Ellington Rd. (3), and North 24th St. & Wisman Lane. (2)
- Put retail stores in one place. (3)
- Encourage a convenience store at Broadway and I-172. (3)
- Provide adequate buffers between commercial/industrial and residential uses. (3)

Summary:

The concern to limit commercial and industrial development near concentrations of single-family housing is another expression of the desire to preserve residential and farmland uses in this part of the community. The most strongly expressed view under this heading was the general comment that retail, commercial and industrial enterprises should be sited only in areas zoned for those purposes.

This issue is being partially addressed by the trend to build manufacturing, warehousing, and commercial facilities in business parks such as the Slough and Mississippi Valley developments, and, further north, in the Northwood, Adams, and East Quincy developments. The Prairie Crossing project at 60th and Broadway has primary access from a signalized drive and a common parking area set back behind a series of outlots along Broadway. These measures will help to visually shield the development from the Hickory Grove residential area and manage the increased traffic from the development.

Goals and Objectives:

- Goal: Encourage new commercial and industrial developments near existing developments, restricting such uses near residential areas through zoning. Where this is difficult or impossible or due to the pattern of established growth, provide adequate physical buffering between residential uses and more intensive uses.
- Objective: Promote redevelopment of underused commercial uses along Broadway, North 24th Street, North 36th Street, and North 48th Street where zoning is appropriate.
- Objective: Seek to downzone commercially and industrially zoned properties that are used residentially.
- Objective: Review existing buffer ordinances between commercial and residential development to minimize the impact of the higher intensity uses on adjoining residences.

Issues or Concerns Identified: Parks and Recreation

- Keep farmland, woodlands and creeks (30)
- Avoid extending Locust St. west to split Moorman and Wavering Parks. (5)
- Consider establishing a public lake several acres in size. (4)
- Provide a park or green space in the Hickory Grove area (3)
- Provide effective policing of the proposed Cedar Creek Linear Park (3)
- Convert parcels of vacant land in neighborhoods to park use. (3)
- Preserve parks along Quincy Bay. (2)

Summary:

The goal of keeping natural features intact received very strong citizen support. Much of the area's appeal as a residential area stems from its rural character. Residents see the area's remaining



FUTURE LAND USE AND NEIGHBORHOOD PLANNING AREAS

agricultural vistas and “undisturbed” creeks and woodlands as important defining resources. In the familiar pattern of disbursed location, some of this rural character is being obliterated as major city streets and county highways are widened, consumer services are relocated to the north and east, and settlement becomes more crowded. For the time being, however, undeveloped areas and farmland provide visual relief from congestion, performing some of the same functions as the formal park system does closer to the city.

When mentioning particular locations, three citizens advocated establishing parkland closer to the Hickory Grove neighborhood. Residents also saw a need to protect Moorman and Wavering Parks from being split by any future extension of Locust Street. Three residents indicated concern with how well the future Cedar Creek Linear Park would be policed. Three attendees recommended converting vacant residential parcels to park use.

Specific park and recreational issues (as opposed to general open space protection) drew few comments from this part of the community. Perhaps this reflected general satisfaction with nearby park services. Sentiment to locate additional parks to the north and east is likely to become stronger as urbanization progresses.

The Quincy Greenway & Trails Plan (1999) pointed out that the Cedar Creek floodplain is the last “primary green space” remaining within the city’s 1.5-mile jurisdictional limits. The plan recommends development of 12 linked walking and biking corridors in a city-wide trail system. The plan suggests giving the Cedar Creek Linear Park and the Cannonball Trail segments the highest priority for implementation because of the need to coordinate easements and land donations. The Cedar Creek Linear Park runs from Bonansinga Drive to Kochs Lane. The Cannonball Trail runs from Kochs Lane north to Ellington Road before continuing southwest along Cannonball Road to Wisman Lane.

Goals and Objectives:

- Goal: Retain natural features where possible.
- Goal: Encourage park planning for amenities to enhance existing parks in the planning area.
- Objective: Encourage the Park District to preserve Moorman and Wavering parks as a continuous development.
- Objective: Retain green space along the route of the Cedar Creek Linear Park.
- Objective: Encourage land easements or donations along the route of the Cannonball Trail.

Issues or Concerns Identified: Streets and Traffic

- Install a stoplight at North 36th St. and Columbus Road. (19)
- Widen North 12th St. between Hamann and Highland Lanes. (11)
- Install additional sidewalks on North 12th St. (10)
- Control traffic congestion and speeding on North 36th St. (7)
- Extend North 18th St. to U.S. Route. 24. (7)
- Provide better marking and lighting near Kochs Lane and North 36th St. (6)
- Provide a four-way stop at 36th and Ellington Road. (5)
- Traffic controls needed at College St. intersections north of Quincy Mall. (5)
- Caution light needed at North 12th St. entrance to Veterans’ Home. (5)
- Repair potholes. (5)
- Reevaluate speed limits on Kochs Lane, Cannonball Road, Columbus Road, Wisman Lane, and North 54th St. (4)



- Provide traffic light at North 24th St. and Weiss Lane. (3)
- Provide a bike crossing at Columbus Road and Wisman Lane. (3)

Summary:

Most of the responses in this category referred to the need for a traffic signal at the North 36th and Columbus Road intersection. The 18th Street extension mentioned at the forum is included in the city's Major Street Plan (1999). New north-south streets identified in the plan are:

- North 18th between Weiss Lane and Summers Lane
- North 30th between Weiss Lane and Spring Lake Road.
- North 42nd between Weiss Lane and Spring Lake Road and between Wisman Lane and Kochs Lane
- North 48th between Wisman Lane and Kochs Lane and between Weiss Lane and Ellington Road
- North 54th between the Locust St. spur and Columbus Road
- North 72nd St. between Broadway and Columbus Road

Planned east-west streets include:

- College Avenue from 48th to 54th Sts.
- Locust St. from North 36th St. north and east to connect to Wisman Lane at Wisman Drive
- Seminary Rd. from Jennifer Road to North 24th
- Locust St. would connect to Wisman Lane at Wisman Drive. Weiss Lane would extend east from North 30th to Cannonball Road
- Einhaus Road from North 12th to North 24th
- Spring Lake Road would be extended from North 42nd to west of Eubanks Road

Priorities have not been assigned to these street extensions.

- Goal: City departments will continue to research all possible funding mechanisms for street improvements and traffic controls.
- Goal: Continue to encourage shared parking, driveway access, and cross-access in commercial areas to minimize traffic disruption.

Issues or Concerns Identified: Direct City Services

- Address nuisances: abandoned cars in yards, litter, junk and garbage. (37)
- Provide water service to the North 36th and Ellington Road area. (13)
- Provide water and sewer service to Highland Lane. (11)
- Improve cooperation among local government units. (10)
- Provide water service to unspecified locations. (8)
- Correct drainage problems at Esther Avenue area. (8)
- Provide water and sewer service to Hickory Grove neighborhood. (5)
- Enforce ordinances restricting R.V., camper and semi-trailer parking on streets. (5)
- Provide fire hydrants in Country Meadows subdivision. (4)
- Clean up the landfill. (3)
- Extend Ameren service. (3)



Summary:

By wide margins, nuisance issues were brought up more often than any other topic at the forum. Trash, refuse, and illegal dumping are apparently all too common over much of the planning area. The city-wide cleanup is an extremely popular approach to help correct this problem, but budget constraints will probably limit the cleanup to an annual event for the foreseeable future. The cleanup will be reevaluated with each year's budget in an attempt to maintain the service. Citizens may have to hire private haulers to dispose of large items during the rest of the year.

Abandoned vehicles were another major concern. The city police and inspection departments can work with property owners to remove unlicensed vehicles. However, the city has little recourse in removing properly licensed vehicles left on private property.

Goal: The city will seek to expand the city-wide clean-up program as financing permits.

Southeast Neighborhood

General Comments:

1. This is Quincy's most rural planning area, extending in a broad arc bounded by Broadway, South 48th St., roughly Hwy 96 South, St. Anthony Rd., and the 1 ½ mile jurisdictional limit. This area contains Prairie Crossing and other commercial uses in the north. South along 48th Street are light commercial uses and John Wood Community College. Nearly everything else within the bounded area is either large-lot residential use or agricultural/undeveloped use. A public meeting was held on October 27, 2005 to develop consensus on planning issues.

Issues or Concerns Identified: Residential

- Residential and commercial mixed with architectural planning (20)
- Keep everything residential south of State St. (18)
- Keep family farms (14)
- Desire assisted living facilities (10)
- Prohibit trailer parks (10)
- Comments mentioning specific locations included: Keep Meyer Road residential; Maintain single-family residential north of State Street.

Vision:

Regarding the issue of residential development, the forum said that the preservation of the single-family residential and large-lot residential family farms should be the top priority. Some participants embraced the idea of mixed commercial and residential planning, where some submitted a request for this type of development to only occur north of State Street. Assisted living establishments were recommended, but trailer parks and student housing were criticized. Those comments gathered in favor of multi-family housing suggested the areas: North of State Street, east of 54th Street to I-172; and State Street towards 48th Street. A slight preference was placed on up-scale town homes as an option for allowing multi-family residential development.

Citizens expressed a very strong desire to maintain existing residential and rural uses, often mentioning industrial commercial encroachments near single-family housing. Comments were made



that suggested that the city should provide public notification for rezoning requests within one mile of a proposed development. A large number of responses suggested the planning area should have an aldermanic representative.

Since this area is primarily residential and agricultural, the citizens have accepted the residential subdivision development that has occurred in recent years. Preparing for future growth, participants have indicated the areas, which they wish to preserve. Overall, the area south of State Street and east of I-172 should be maintained as residential and agricultural use. Participants were open to the idea of commercial, single-family, and multi-family development north of State Street to Broadway. However, some would prefer to maintain all areas south of Prairie Crossing as residential.

The area north of State Street between 48th Street and 54th Street will be planned for multi-family residential development, due to its proximity to commercial development and John Wood Community College and access to public sewer. The frontage along State Street at I-172 will be planned multi-family residential. More importantly, the area south of State Street between 48th Street, east will be reserved for single-family residential. This was made based on the neighborhoods consensus of the need to preserve the area's rural setting.

Goals and Objectives:

- Goal: Promote owner-occupied, single-family residential uses near locations where this use has been developed.
- Objective: Use planning and zoning as a tool to achieve the desired land use pattern.
- Objective: Ensure adequate buffering between residential and other land uses.
- Goal: Promote a land use pattern that uses multi-family residential as a transitional use between single-family residential and commercial uses.
- Objective: Develop a land use map with multi-family residential development permitted north of State Street and west of 54th Street.
- Objective: Promote single-family residential development for the area south of State Street from 48th to 54th.

Issues or Concerns Identified: Commercial and Industrial

- Limit industry/preserve farmland. (32)
- State Street, 48th to 54th should have commercial uses on both sides. (21)
- Residential and commercial mixed with architectural planning. (20)
- No Industrial (4)
- Storage use (3)

Vision:

The concern to limit commercial and industrial development near concentrations of single-family housing is another expression of the desire to preserve residential and farmland uses in this part of the community. A strongly expressed view under this heading was the general comment that only areas north of State Street should be considered for future commercial development.

The area north of State Street has been suggested as a potential development area for both residential and commercial development, with the area outside of this boundary remaining residential and agricultural. However, opposition exists from other residents about the land use proposed by other residents. In addition, the participants suggested that industrial development is not needed in the



planning area. However, the area at the corner of 59th Street and W. St. Anthony Road will be zoned as industrial.

Planning for this area is based on the future development trends foreseeing that all commercial development can be contained in the area north of State Street, east of 48th Street, and west of 52nd Street. Currently, this area has 50 acres of undeveloped commercially-zoned land. Limiting commercial development to the area north of State Street also helps to prevent sprawl into the rural areas, which was a main concern of the neighborhood residents.

The area east of I-172, behind Prairie Crossing and bounded by 63rd Street will be planned for mixed-use development. Reasoning for this decision is based on 1) the access to 63rd Street and Maine Street; 2) the presence of C3 acreage to the west of I-172; 3) the availability of city sewer. However, any future commercial development south of Prairie Crossing must adhere to architectural design and planning standards. The area east of 63rd Street to Acorn Drive should be commercially zoned to remain consistent with present land use.

Goals and Objectives:

- Goal: Encourage new commercial development near existing developments, restricting such uses near residential areas through zoning. Where this is difficult or impossible or due to the pattern of established growth, provide adequate physical buffering between residential uses and more intensive uses.
- Objective: Promote planned commercial development at the corner of 54th Street north of State Street, while encouraging the remaining area to the west to remain available for multi-family residential development.
- Objective: Promote mixed use development in the area north of State Street, from I-172 to 63rd Street.
- Objective: Review existing buffer ordinances between commercial and residential development to minimize the impact of the higher intensity uses on adjoining residences.

Issues or Concerns Identified: Parks and Recreation

- Bike Path on State Street (23)
- Bike/Pedestrian Lane on 48th Street (9)
- Walking Trails (3)

Comments included: Preserve greenspace; Develop parks, including strip parks, trails or bike paths; Add a golf course

Vision:

The goal of keeping natural features intact received very strong citizen support. Much of the area's appeal as a residential area stems from its rural character. Residents see the area's remaining agricultural vistas and "undisturbed" creeks and woodlands as important defining resources.

When discussing particular locations for recreational enhancement, State Street and 48th Street were cited as areas where bike paths were desired. Biking and walking trails were a high priority at the forum. The residents of this area enjoy the natural beauty of the neighborhood and suggested that biking and walking trails be developed to utilize the JWCC Arboretum, 48th Street, and State Street as a recreational pathway.



By zoning the area south of State Street as single-family residential, we will be able to preserve the desired rural setting. In regards to park development, any future parks have not been mentioned outside of a collaborative effort to design an area around JWCC's new athletic facility.

The city is collaborating with the Friends of the Trails to develop the Quincy Dogwood Trail that was created in the Quincy Greenway & Trails Plan (1999). The bike trail desired along 48th Street is currently one of 12 designated corridors in the plan. The Friends of the Trails have been very active in pursuing grants and private donations to complete the trail system. The city has contributed an amount from its budget to the efforts of the group. The city has also proposed a potential trail spur that would serve the residents of the neighborhood by connecting the JWCC Arboretum to Maine Street and the Dogwood Trail. In addition to trail development, street widening and sidewalk development is also underway along State Street.

Goals and Objectives:

- Goal: Retain natural features where possible.
- Goal: Encourage bike trail development to create more recreational and transportation opportunities.
- Objective: Retain green space at desired locations outside of the agreed development area.
- Objective: Encourage the development of a biking\walking trail between Maine Street and State Street along a utility easement.
- Objective: Develop a collaborative effort with the Friends of the Trails to create the needed trail corridor.
- Objective: Encourage land easements or donations along the route of the John Wood Trail Corridor of the Quincy Dogwood Trail.

Issues or Concerns Identified: Streets and Traffic

- Extend 54th Street south behind JWCC to meet Harrison and extend east to meet 57th St. for better traffic flow. (20)
- Extension of Maine Street to 63rd and continuing to Meyer Road. (9)
- Organized road design. (5)
- Improve streets and traffic control. (5)
- More streets. (4)
- Need 4-lanes on State Street to Highway 96. (2)
- Need shoulder on State Street east of 48th Street. (2)
- Sidewalks on State Street. (2)

Vision:

Most of the responses in this category referred to the need for improvements made to State Street, 48th Street, Harrison Street, and 54th Street. Residents of this area expressed a desire to have State Street widened and made more accessible to pedestrian and bicycle traffic. The same improvements are desired for 48th Street. Participants also expressed their interest in having both 54th Street and



Harrison Street extended to improve traffic flow. A connection of this magnitude would require JWCC approval. Concern was also expressed about the intersection at Harrison Street and 48th Street, and the JWCC entrance. Essentially, residents are looking for more route options in and around JWCC. The theme of the comments indicated more roads would make it easier to travel into the city.

The city's Major Street Plan (1999) identifies the following street improvements for the planning area:

- The extension of 52nd Street south to State Street.
- A connection from Maine Street to 57th Street.
- The extension of Harrison Street east to meet 57th Street.
- The extension of 57th Street south to meet Highway 96
- The extension of Payson Road west to connect with the future 57th Street extension.
- The extension of West St. Anthony Road to the future Rim Road/Meyer Road connector.
- The extension of 63rd Street south to the future extension of St. Anthony Road.
- The creation of a road stretching from N. Meyer Road south to Rim Road with a connection point at the future West St. Anthony Road extension.

Priorities have not been assigned to these street extensions.

Goal: The City as well as the County Highway Department and Township will continue to research all possible funding mechanisms for street improvements and traffic controls.

Issues or Concerns Identified: Direct City Services

- JWCC should pick up trash along 48th St. (11)
- No parking should be allowed on corner of St. Anthony Rd and 59th Street. (7)
- Need street light at 48th and Highway 96. (6)
- Enforce zoning regulations. (6)
- Improve intersection of 48th and State. (5)
- Connect water and sewer to existing subdivisions. (4)
- No billboards; limits on signs. (2)
- Speed enforcement concerns: Speed limit enforcement on State, 54th St., Skyline Dr., 57th St., St. Anthony Road
- Traffic flow concerns: 48th St. and 54th St.
- Road width concerns: State Street, 48th Street
- Installation of traffic signs or signals at 48th and Highway 96; Visibility at 63rd and State, 48th and State, 54th and State, and Rim Road & State.

Vision:

By wide margins, nuisance issues were brought up more often than any other topic at the forum. Litter seems to be a major problem along 48th Street and State Street. A host of other issues were mentioned as well, and they may be viewed in Appendix A.

Regarding trash on 48th Street, this problem could be best alleviated by contacting JWCC or the Adams County Solid Waste Department with complaints. The other issues mentioned in this section will be examined and reported to the appropriate departments.



Midtown South-East Part Neighborhood

General Comments:

1. This is one of Quincy's more rapidly growing planning areas; it is bounded by Broadway, South 36th Street, South 48th Street, and the 1 ½ mile jurisdictional limit south of Deer Ridge Road. The widest range of uses (residential, public, institutional, and commercial) is found on the north side between Broadway and State Streets. Between State and Harrison Streets, former agricultural land has been converted to extensive residential subdivisions. Nearly everything else within the bounded area is in large-lot residential use, residential subdivision, or agricultural/undeveloped use.
2. This area is not diverse when considered as a whole. Commercial uses are located near Broadway, but most of the area is either residential or agricultural. The public made recommendations both for and against commercial development south of State Street between 36th and 48th Streets.
3. The public made several comments that some streets in the planning area need to be widened.
4. The public desired more bike paths and walking trails in the area.
5. Consensus for the future planning in this area was developed during a public forum held on April 13, 2006.

Issues or Concerns Identified: Residential

- No multi-family homes (17)
- State Street to Highway 96 should remain Single-Family Residential (9)
- Single-family homes should be developed at 48th and State (5)
- 36th and Harrison should be residential only (4)
- West of 42nd St. and State would be a good location for NR1 zoning (condominiums) (4)

Summary:

Participants expressed interest in keeping the area south of State Street single-family residential. This area includes the area south of State Street and the Harrison St. realignment area. Not many participants were in favor of multi-family housing. Those in favor of multi-family residential suggested the area west of 42nd and State with a slight preference for condominiums.

Citizens expressed a very strong desire to maintain existing residential and rural uses, often mentioning their distaste for industrial or commercial encroachments near single-family housing. Participants felt the city should encourage buffer zones to transition between residential and more intensive development.

Since the land uses in this area are primarily residential and agricultural, residents have tended to accept the single-family subdivisions that have grown up in recent years. Preparing for future growth, participants in the forum indicated those areas they wish to preserve. The area between Broadway and State, 36th Street and 48th Streets will be planned for a mix of multi-family residential, commercial, and single-family residential development. The area south of State Street between 36th and 48th will be planned for single-family residential use. The area between Maine and State will thus



serve as a broad transition zone between development areas. The triangular area south of the Harrison Street realignment should be reserved for NR1-type multi-family housing.

Financing public service upgrades in residential areas is a concern for residents. Newly annexed areas may have infrastructure that falls below city standards. Rural water systems and private septic fields often need to be upgraded or replaced when connected to city water and sewer systems. Streets may need to be rebuilt to municipal standards to avoid high future maintenance costs. Buyers in new subdivisions typically have all the costs of water, sewer, streets and sidewalks incorporated into the lot cost. It is City policy that any costs to upgrade water, sewer or streets also should be borne entirely by newly annexed property owners.

Goals and Objectives:

- Goal: Promote single-family residential use near existing single-family housing.
- Objective: Use planning and zoning as a tool to achieve the desired land use pattern.
- Objective: Ensure adequate buffering between residential and other land uses.
- Goal: Promote a land use pattern that uses multi-family residential as a transitional use between single-family residential and commercial uses.
- Objective: Develop a future land use map with multi-family residential developments in approximate locations

Issues or Concerns Identified: Commercial and Industrial

- Restrict commercial uses south of State Street and west of 48th Street (21)
- 48th and State (north side only) should be commercial (14)
- Widen 48th Street to better accommodate commercial traffic (7)
- Site commercial uses at 36th and Harrison St. (new intersection) (6)

Summary:

The concern to limit commercial and industrial development near concentrations of single-family housing is another expression of the desire to preserve residential uses in this part of the community. Conversely, forum participants also felt that only the areas at the corners of 48th and State and 36th and Harrison should be considered for future commercial development.

The participants did agree that additional industrial development is not desired in the planning area. The owners of a 40-acre tract southwest of State Street and the proposed South 42nd Street said they preferred commercial development for a strip on the south side of State. However, other residents stated they wished single-family residential developments to continue all the way south to the Wyndham Estates Subdivision.

The area south of State Street and Deer Ridge Road will be planned for single-family residential. There is ample commercially zoned land north of State Street and no need to expand commercial development southward into undeveloped and residential areas at this time. The area on the north side of State Street has been almost completely built out, and the uses shown on the plan simply reflect existing development. The small tract southeast of South 36th and Harrison (between Harrison Street's old and new alignments) will be designated as multi-family residential.



Goals and Objectives:

- Goal: Encourage new commercial development near existing commercial developments, restricting such uses near residential areas through zoning. Where this is difficult or impossible due to the pattern of established growth, provide adequate physical buffering between residential uses and more intensive uses.
- Objective: Promote multi-family and single-family residential development as a transitional buffer south of State Street from 36th to 48th Streets.
- Objective: Promote multi-family development at the 36th and Harrison realignment.
- Objective: Enforce maintenance of existing buffer areas between commercial and residential development to minimize the impact of the higher intensity uses on adjoining residences.

Issues or Concerns Identified: Parks and Recreation

- Install bike trails and walking paths (14)
- Ponds – detention basins, sidewalk maintenance, trees and lights (4)
- Need for parks (4)

Summary:

The goal of protecting natural features received very strong citizen support. The participants also were curious about future park development in the planning area. In the overall scheme of developing and preserving aesthetically pleasing neighborhoods, participants saw a need for parks, biking and walking trails, and improvements to sidewalks and street lighting.

Biking and walking trails were a high priority at the forum. Harrison Street, 36th Street, and 48th Street were cited as particular locations where bike paths were desired. Harrison Street and 48th Street are two of the 12 designated corridors in the Quincy Greenway & Trails Plan (1999). In regard to park development, the Quincy Park District is in discussions with John Wood Community College officials to determine the feasibility of a traditional public park on the Harrison Street campus. Essentially, a new park could be under construction in this planning area within the next ten years.

Goals and Objectives:

- Goal: Retain natural features where possible
- Goal: Encourage bike trail development to create more recreational and transportation opportunities
- Objective: Retain green space at desired locations
- Objective: Encourage development of biking and walking trails along Harrison, 36th, and 48th Streets
- Objective: City and county governments should collaborate with the Friends of the Trails to create needed trail corridors
- Objective: Encourage land easements, property donations, and sidewalk development along the routes of the John Wood Trail segment and Westview Trail segment of the Quincy Dogwood Trail.

Issues or Concerns Identified: Streets and Traffic

- Widen arterial streets (15)
- Traffic lights and turning lanes needed at 48th and State intersection (8)



- Widen South 36th Street to four lanes south to Payson Road. Install sidewalks where needed on Maine Street (7)
- Improve South 48th Street and Illinois Rte. 96 intersection (5)
- Extend streets to connect subdivisions and neighborhoods (3)
- Traffic lights needed at 48th and Harrison (2)

Summary:

Participants suggested lighting and traffic management enhancements at several intersections in the planning area. However, most of the responses in this category referred to the need to widen 36th Street and 48th Street and make the streets accessible to pedestrian and bicycle traffic. The city's Major Street Plan includes developing South 42nd Street to connect State Street and Deer Ridge Road

Issues or Concerns Identified: Direct City Services

- Sidewalk needed on one side of Payson Road from 36th to 48th Streets (10)
- Lack of sewer service east of 36th Street and south of Harrison Street (5)
- Traffic congestion on Payson Road (Illinois Rte. 96) and 36th and Payson. (4)

Summary:

Participants expressed concern about enforcing speed limits in the planning area. In response, the city police department will be notified of needed enforcement in this area. Participants also suggested a need to extend sewer service to parts of the planning area. Progress in this area can be viewed in the City Sewer Plan.

Midtown South-West Part Neighborhood

General Comments:

The West Part of Midtown South is bounded by Broadway, South 36th Street, South 24th Street, and the mile and a half jurisdictional limit. Land uses in this planning area were surveyed in two separate sections, based on the number of addresses in the planning area. Because the public meeting for the planning area north of Harrison Street was not well attended, it was decided to combine the results from the two sections into a single area report.

The widest range of uses (residential, public, and institutional) is found on the south side of Maine Street. The planning area's commercial uses are limited to the area between Broadway and Maine Street. South of Harrison Street, the majority of the area is currently planned for single-family residential and agricultural uses.

This area is not particularly diverse. Commercial uses are located near Broadway, but most of the area is residential or undeveloped. The public made several comments about keeping the area predominately in single-family use and commented on the need for more sidewalks, bike trails, and green space. A public meeting for the area north of Harrison Street was held on January 18, 2007. A second meeting for the area south of Harrison took place on February 22, 2007.



Issues or Concerns Identified: Residential

- Keep development as Single-Family Residential (33)
- Multi-Family Residential should be kept north of Broadway – difficult for streets here to handle more traffic (21)
- At NW corner of 36th & Payson Road – change from Commercial to Single Family (6)
- Multi-Family around golf course (needs to be done correctly) (4)
- 36th & Harrison NW corner should be planned Single-Family Residential (4)
- Multi-Family Residential at 36th & Harrison (realignment), but needs to transition to less density by Calloway Dr. (1)

Summary:

Participants in the planning session expressed interest in keeping the area north of Harrison Street and west of 36th Street single-family residential. Comments were collected in favor of the area at the Harrison Street realignment area (south of Harrison and east of 36th) to be planned multi-family residential, with a slight preference for condominiums or upscale townhouses. However, residents did not feel the need for additional multi-family development in the planning area. Participants also expressed their interest to keep single-family residential development prevalent in the area south of Harrison Street. A majority of the land south of Payson Road is currently planned for agricultural use. Residents felt that in the future, single-family use in this area might help to preserve the area's value. Residents also expressed an interest in changing the northwest corner of 36th and Payson Road from commercial to single-family.

The Planning Department recommends that the area at the Harrison Street realignment be planned for NR1 – Neighborhood Residential, with a preference for condominiums or upscale townhouses. This decision is based on 1) the need for multi-family housing in this planning area, and 2) the location of the parcel. In regard to the area south of Payson Road, the Planning Department recommends that the agricultural use parcels south of Payson Road to Chapel Valley Drive between S. 24th St. and S. 36th St. be planned single-family residential. Planning this area for single-family residential will allow the landowners to continue their use of the land and protect against development of undesirable agricultural uses, such as hog confinement systems, while still allowing residential development.

Goals and Objectives:

- Goal: Promote single-family residential use near existing single-family housing.
- Objective: Use planning and zoning as a tool to achieve the desired land use pattern.
- Objective: Ensure adequate buffering between residential and other land uses.
- Goal: Promote a land use pattern that uses multi-family residential as a transitional use between single-family residential and commercial uses.
- Objective: Develop a future land use map with multi-family residential developments in appropriate locations.

Issues or Concerns Identified: Commercial and Industrial

- Change the northwest corner of 36th and Payson Road from commercial to single-family (6)
- No industrial in the planning area (4)
- Desire commercial at 36th & Payson Road (2)
- Change zoning on North side of Maine north of QHS to reflect office use development (1)
- SE-SW corner of 36th & State should be developed commercial (1)



Summary:

Since most of the planning area is residentially developed, few comments were made supporting commercial and industrial uses. Overwhelmingly, residents felt there was not a need for industrial development. One participant suggested that the zoning north of Maine Street between 33rd and 36th be changed from residential use to office use development. Another participant suggested that the southeast and southwest corner of 36th & State, which is state right-of-way, should be developed as commercial. Participants also suggested that the zoning north of Maine Street between 33rd and 36th be changed from residential use to reflect office use development. In the area south of Harrison Street, residents commented both for and against a zoning change at the northwest corner of 36th & Payson Road. The Planning Department recommends that the parcel should remain commercial, based on the potential need to serve the pattern of residential growth in this area.

Goals and Objectives:

- Goal: Encourage new commercial development near existing commercial developments, restricting such uses near residential areas through zoning. Where this is difficult or impossible due to the pattern of established growth, provide adequate physical buffering between residential uses and more intensive uses.
- Objective: Promote multi-family development at the 36th and Harrison realignment.
- Objective: Enforce maintenance of existing buffer areas between commercial and residential development to minimize the impact of the higher intensity uses on adjoining residences.

Issues or Concerns Identified: Parks and Recreation

- Developers must include greenspace in subdivisions (17)
- Maintain trees and wooded spaces in neighborhoods (13)
- Preserve green space (6)
- Neighborhood parks (4)
- Need sidewalks and bike paths on Payson Road (4)
- As expansion moves south there is a need for another park in this area (3)
- Lack of sidewalks and bike paths on major streets and in subdivisions (2)

Summary:

In the overall scheme of developing and preserving aesthetically pleasing neighborhoods, participants saw a need for more parks and green space in this area. As residential growth occurs here, residents feel a park should accompany it. The residents also requested biking and walking trails and sidewalks numerous times for various areas throughout the planning sessions. Biking and walking trails are planned for the area along Harrison Street, Maine Street, Payson Road and 24th Street as approved in the Quincy Greenway & Trails Plan.

Goals and Objectives:

- Goal: Retain natural features where possible
- Goal: Encourage bike trail development to create more recreational and transportation opportunities
- Objective: Retain green space at desired locations
- Objective: Encourage development of biking and walking trails along Harrison Street



Objective: City and county governments should collaborate with the Friends of the Trails to create trail corridors

Objective: Encourage land easements, property donations, and sidewalk development along the routes of Westview, Payson, and South Park Trail segments of the Quincy Dogwood Trail, as approved in the Quincy Greenway & Trails Plan (1999).

Issues or Concerns Identified: Streets and Traffic

- No through traffic in subdivisions (9)
- Need 4-way intersection at 36th and Payson Road (6)
- Parking lot or traffic control at Westview Park (6)
- Blinking light in school zone for Monroe School (4)
- Traffic problems at 36th and Payson Road (2)
- A center lane is needed for the retirement homes on 36th Street (Curtis Creek and Harvest Hills) (2)
- 36th Street should be three lanes (2)

Summary:

Participants expressed a desire for 36th Street to have three lanes from Payson to State Street to better accommodate future development along the corridor. Comments were also made about the inconsistency of speed limits in the planning area. Residents feel there is a great need for traffic enforcement in this area. Participants also commented that they did not wish existing subdivisions to be connected with additional streets. The intersection of 36th and Payson Road is in the IDOT Road Improvement Plan. The Engineering Department reported that there are plans to make this a four-way intersection, but this is not currently a priority for IDOT.

Goal: The City as well as the Adams County Highway Department will continue to research possible funding mechanisms for street improvements and traffic controls.

Issues or Concerns Identified: Direct City Services

- Sidewalks needed on north side of State Street (5)
- Sidewalks and bike paths (5)
- Speed on Harrison, 24th to 36th needs to be enforced (4)
- Parking control on street for Westview Park (off street parking needed) (4)
- Enforcement of speed limit on Harrison, 24th – 36th (30 mph) (4)

Summary:

Participants expressed concerns about enforcing speed limits. In response, the city police department and county sheriff's department will be notified of needed enforcement in this area. Participants also mentioned a need for more off-street parking at Westview Park, and on a need for more sidewalks and bike paths.



East End Neighborhood

General Comments:

1. This is one of Quincy's more completely built-up areas, bounded by Broadway, South 12th Street, South 24th Street, and Payson Avenue. The widest range of uses (residential, public, institutional, and commercial) is found on the south side of Broadway. The planning area's commercial uses are limited to the areas bordering Broadway, South 12th, State, and Maine Streets.
2. Few changes to existing land uses are suggested in the draft of the future land use map. In the area of the R3 Multi-Family Zoning District southeast of the 12th Street and Broadway intersection where multi-family residences now predominate—from 12th Street east to 16th Street—future land use is shown as entirely multi-family. Similarly, properties east of 12th Street on the south side of Broadway with C1A and C2 Commercial zoning are shown in commercial land use.
3. Regarding the area of R2 zoning south of State Street between South 18th and South 20th Streets, property owners may wish to consider "downzoning" this area to the lower-intensity R1A Single-Family District, since there is only one two-family property at the eastern edge of this R2 area and one commercial property at the southwest corner of 20th and State Streets.
4. A public meeting to develop consensus for the East End area was held on April 25, 2007. A subsequent meeting of a steering committee to review the draft plan for the area was held on October 23, 2007.

Issues or Concerns Identified: Residential

- Keep development single-family residential (24)
- No additional multi-family housing (16)
- Discourage expansion of Broadway commercial onto Vermont Street (6)
- Housing stock on south side of Broadway is getting run down as owners wait for buyouts (5)
- Properties are not kept up. (5)
- Change the R2 District between Jersey and State Streets to R1A. (2)

Summary:

Participants wished to keep the area predominately single-family residential. Residents enjoy the character of the neighborhood and wish to preserve it for the future. Several comments suggested a need to regulate future commercial development, particularly on Broadway. Residents saw no need for additional multi-family development in the planning area beyond that allowed by existing zoning. In addition, some residents said they did not favor allowing commercial uses in residential neighborhoods through the planned development permit process. Other comments recommended more incentives for historic preservation to enhance the neighborhood's character and deter special uses in this area.

Goals and Objectives:

- Goal: Promote single-family residential use near existing single-family housing.
- Objective: Use planning and zoning as a tool to achieve the desired land use pattern.
- Objective: Ensure adequate buffering between residential and other land uses.
- Goal: Promote a land use pattern that uses multi-family residential as a transitional use between single-family residential and commercial uses.



FUTURE LAND USE AND NEIGHBORHOOD PLANNING AREAS

Objective: Develop a future land use map with multi-family residential developments in appropriate locations.

Issues or Concerns Identified: Commercial and Industrial

- No new commercial on Vermont St. (9)
- No commercial or industrial – no special permit businesses in residences (5)
- No industrial (2)
- Keep existing commercial—no additional commercial (1)

Summary:

Residents overwhelmingly felt there was no need for more commercial or industrial development. A number of residents repeated that commercial encroachment into neighborhoods south of Broadway should be prohibited. Current commercial developments on major thoroughfares and intersections should not expand further into residential areas.

Goals and Objectives:

- Goal: Encourage new commercial development near existing commercial developments, restricting such uses near residential areas through zoning. Where this is difficult or impossible due to the pattern of established growth, provide adequate physical buffering between residential uses and more intensive uses.
- Objective: Enforce maintenance of existing buffer areas between commercial and residential development to minimize the impact of the higher intensity uses on adjoining residences.

Issues or Concerns Identified: Parks and Recreation

- Developers need to include green space in subdivisions (17)
- Maintain trees and wooded areas in neighborhoods (13)
- Preserve green spaces generally (6)
- Neighborhood parks (4)
- Lack of bike paths on major streets (2)

Summary:

In the overall scheme of preserving aesthetically pleasing neighborhoods, participants saw a need for more parks and green space in this area. Residents are proud of the mature trees in the parkways and want to maintain them. Residents also requested biking and walking trails and sidewalks for various locations in the planning area. In the East End area, biking and walking trails are planned for South 16th Street, for Maine Street east of South 16th and for Kentucky Street west of South 16th, all as approved in the 1999 Quincy Greenway & Trails Plan.

Goals and Objectives:

- Goal: Retain natural features where possible.
- Goal: Encourage bike trail development to create more recreational and transportation opportunities.
- Objective: Retain green space at desired locations.
- Objective: City and county governments should collaborate with the Friends of the Trails to create needed trail corridors.



FUTURE LAND USE AND NEIGHBORHOOD PLANNING AREAS

Objective: Encourage land easements, property donations, and sidewalk development along the routes of Westview, Payson, and South Park Trail segments of the Quincy Dogwood Trail, as approved in the Quincy Greenway & Trails Plan.

Issues or Concerns Identified: Streets and Traffic

- Install historic lighting on Maine Street from 12th to 24th Streets. (11)
- Poor storm drainage on Aldo Boulevard between 22nd and 23rd Streets (8)
- Install curb and gutter where absent. (5)
- Install curbing on 17th Street between State and Ohio, on 21st Street between State and Aldo Boulevard, and on 23rd Street between State and Ohio. (4)
- Traffic congestion at 18th and State Streets during peak periods (lights needed) (2)
- Truck traffic on residential streets (2)

Summary:

A number of residents expressed interest in maintaining or installing curb and gutter on various streets around the neighborhood. Traffic in the area raised some concerns as well.

Goal: The City will continue to research all possible funding mechanisms for street improvements and traffic controls.

Issues or Concerns Identified: Direct City Services

- Need pre-inspections of properties prior to change of occupancy/use (6)
- Zoning enforcement (residential, commercial, and industrial) (5)
- Enhance property maintenance ordinances (3)
- Need enhanced preservation incentives (3)
- Implement public programs to encourage property maintenance (painting) (3)

South Side Neighborhood

General Comments:

1. Just as with the East End Neighborhood, few changes to existing land uses are suggested in the draft of the future land use map. The planning area's commercial uses are limited to South 12th, State, and Harrison Streets. The public made several comments about keeping the area predominately in single-family residential use. A consensus for area planning was developed at a public meeting held on November 19, 2007.

Issues or Concerns Identified: Residential

- Senior-oriented multi-family homes north of Vance Chiropractic (1)
- Possible C1A or C1B uses on the north side of Harrison and south side of Vance Chiropractic (1)
- Re-zone Good Samaritan property and the strip east to 24th and south to 12th appropriately (1)
- Install sidewalks along Good Samaritan Home from 24th Street (South Side) to 22nd Street (1)
- Down-zone 19th and Jefferson (south side) to RIC
- Leave the southeast corner of 12th Street and Jefferson in Limited Local Commercial use



Summary:

Participants wished to keep the area predominately single-family residential. Residents enjoy the character of the neighborhood and wish to preserve it for the future. Several comments suggested a need to regulate future commercial development.

Goals and Objectives:

- Goal: Promote single-family residential use near existing single-family housing.
- Objective: Use planning and zoning as a tool to achieve the desired land use pattern.
- Objective: Ensure adequate buffering between residential and other land uses.
- Goal: Promote a land use pattern that uses multi-family residential as a transitional use between single-family residential and commercial uses.

Issues or Concerns Identified, General:

- Install curbs, gutters and street approaches along sections of Harrison. (3)
- Deterioration of homes on South 12th Street, Adams to Harrison (3)
- Drainage out of Grandview-need for storm sewer (1)
- Homes on the 1600 block of Harrison still on septic (1)

Summary:

Overwhelmingly, residents felt that the present commercial developments on major thoroughfares and at intersections should not expand further into residential areas.

Goals and Objectives:

- Goal: Encourage new commercial development near existing commercial developments, restricting such uses near residential areas through zoning. Where this is difficult or impossible due to the pattern of established growth, provide adequate physical buffering between residential uses and more intensive uses.
- Objective: Enforce maintenance of existing buffer areas between commercial and residential development to minimize the impact of the higher intensity uses on adjoining residences.

Issues or Concerns Identified: Direct City Services

- Signalize 24th and Harrison and possibly 18th and Harrison and/or install left turn lanes to reduce problems with commuter traffic (3)
- Developing a partnership with the Park District to promote the German Heritage, implementation of decorative lighting and/or signage in the neighborhoods (2)
- Speeding on Adams Street from 18th-22nd and Jackson as well as Wilmar Drive (2)
- Site lines at 18th & Harrison (eastbound) and installation of a right turn lane (2)
- 12th-24th Street on Harrison needs reconstruction-elimination of parking on Harrison? (1)
- Speeding at 19th -20th & Jefferson (1)
- Litter from fast food, school kids and auto traffic and the possibility of City incentives for groups to police litter (1)



FUTURE LAND USE AND NEIGHBORHOOD PLANNING AREAS

Summary:

A number of residents expressed interest in maintaining or installing curb and gutter on various streets. Speeding and traffic backups during peak periods also raised concerns. Three residents said they would like to see traffic signals installed at 18th and Harrison and 24th and Harrison.

Goal: The City will continue to research all possible funding for street improvements and traffic control.

Issues or Concerns Identified: Parks and Recreation

- Install a skateboard facility at Johnson Park or somewhere in the area (3)
- Plantings like "Trees for Tomorrow Campaign" along Cherry Lane to restore the tree canopy (1)
- Maintain Johnson Park and South Park (1)

Goals and Objectives:

- Goal: Investigate installation of a skateboard attraction at Johnson Park or elsewhere.
- Objective: City and county governments should collaborate with the Friends of the Trails to create needed trail corridors.
- Objective: Encourage land easements, property donations, and sidewalk development along the routes of Westview, Payson, and South Park segments of the Quincy Dogwood Trail.

Melrose Neighborhood

General Comments:

1. The Melrose area is bounded by R. J. Peters Drive, South 12th Street and Cherry Lane on the north, South 24th Street on the east, the city's one-and-a-half mile planning and zoning jurisdictional limit on the south, and the Gardner Expressway on the west. This is one of Quincy's more heterogeneous areas in terms of land use, with Indian Mounds Park South Park, and mature single-family subdivisions in the northern third of the area, agricultural land in the center, and wooded areas along creek bottoms and the Mississippi bluff line. A string of industrial uses lies between the Gardner Expressway and the bluffs. A large area excavated into the bluffs for limestone mining extends to the west beyond 12th Street. Although continued agricultural use is permitted on the surface, this area is restricted from additional residential, commercial and industrial development.
2. A consensus for planning in the area was developed at a November 19, 2008 public meeting. The meeting was attended by about 35 residents.

#1 "What kinds of development would you like to see in the planning area? Where?"

- No Industrial.
- Maintain the area from Cherry Lane out to Sheridan as farmland and single-family residential.
- No multi-family housing
- Develop a park or golf course above the mining areas
- Maintain rural buffer on South 24th Street south of the of the city limits
- Single-family residential on South 24th Street
- Let additional residential be determined by private developers.



FUTURE LAND USE AND NEIGHBORHOOD PLANNING AREAS

- No trailer and/or mobile home parks unless expanded to the south from their current location
- Keep green-space—no expansion at all

Summary:

The most popular response to this question was “no additional industrial development.” Sentiment was strong to maintain the lightly developed character of South 24th Street, with no more than a scattering of additional single-family houses. Several residents favored installation of a park or golf course somewhere in the area restricted by underground excavation.

Goals and Objectives:

Encourage new commercial development only adjacent to or near existing commercial uses. In locations where this is impossible because of the pattern of established uses, provide physical buffering between residential uses and more intensive uses.

#2 “What are the most pressing issues facing the planning area?”

- Pollution from industrial companies along riverfront
- Sewer issues by Melview Road and in Rich Haven Subdivision.
- Lack of sewer systems
- More checks/balances for the Plan Commission
- Noise from current industrial
- Enforce speed limits on Cherry Lane
- Parking issues on Cherry Lane
- Lack of sewer systems at 24th & Cherry Lane
- Backups of combined sewers in Richhaven
- Develop a master sewer plan
- No annexation
- Need to limit truck traffic and enforce speed limits
- Lack of street lights
- Drainage issues on Brookmeade/Cherry Lane Estates
- Street improvements from South 12th Street to Melview Road
- Install sidewalks on 12th Street south of Harrison and on 24th Street south of Cherry Lane.
- Repair South 24th Street bike path

Summary:

Comments in response to this question centered on three issues: noise and odor pollution from industrial firms located in the river bottom, inadequate sewer service or the lack of public sewer altogether over much of the area, and problems related to streets and sidewalks such as poor maintenance, lack of sidewalks or failure to enforce speed limits.

Goals and Objectives:

State and federal agencies are responsible for enforcing industrial environmental standards, but the City of Quincy can certainly call local problems to the attention of these authorities. Odors associated with soybean processing seem to have been better controlled in recent years.

Residents were provided with a map of the master plan for sewer improvements in this part of the community. It will not be possible to serve all parts of the planning area because of the natural



topography. The city has not adopted a schedule for installation of the sewer lines identified in the master plan.

#3 “What can be done to enhance this area and the overall appearance of the neighborhood?”

- Stone Arch Bridge on South 8th Street—overgrown with trees and shrubs
- Address resurfacing and cracking issues on Melview Road and South 8th Street
- Extend South 18th Street to Cherry Lane
- Plant more trees, both ornamental and regular (canopy)
- Golf course
- Add more bike trails
- Add curb, gutter, and sidewalks
- Add street lights
- Keep development close to Gardner Expressway

Summary:

Some of the responses to this question were very specific. Views of the Stone Arch Bridge from R. J. Peters Drive were noted as being obscured by overgrown foliage. This can be brought to the attention of the Quincy Park District. Both Eighth Street south of the bridge and Melview Road were mentioned as being overdue for resurfacing. The southern part of the planning area was seen as underserved by parks (and perhaps a golf course), and several residents said that major streets could benefit from a concerted tree planting program like the one recently undertaken along Maine Street from 12th to 24th Streets.

#4 “What are the special places in your neighborhood?”

- Niemann Pony Farms
- Maintain rural character (farm, open space, residential)
- Harrison Pub
- Open farm areas

Summary:

Residents seemed to be very pleased with the overall rural and residential character of the area. While some problems were identified, most participants observed that they “lived in an ideal middle-class area,” and that the location was “quiet and rural, but convenient to services.” Most residents wished to change nothing.

#5 “Where are the best locations for multi-family housing, including townhouses or cluster homes?”

- South 8th Street
- Along South 24th Street at Nieders Lane

Summary:

Public comment was overwhelmingly in favor of restricting multi-family housing to locations near the existing mobile home park on South 8th Street or to a location on South 24th Street isolated from existing residential subdivisions.



South Riverside Neighborhood

General Comments:

The area is bounded on the north by Kentucky, South 7th, and State Streets, on the west by South 12th Street, on the south by R. J. Peters Drive, and on the west by the Gardner Expressway and the riverfront north of Madison Street.

A consensus for planning in the area was developed at a March 12, 2009 public meeting attended by 32 residents.

#1 “What kinds of development would you like to see in the planning area? Where?”

- Restrict nightclubs. The former Stipps Restaurant at 6th and Adams is an eyesore. (6)
- Recycling center should be moved to a different location (3)
- Fast food outlets. Could former hardware store at 7th and Monroe be redeveloped?
- Woodland Cemetery needs improvements and clean-up (1)

Summary:

As residents pointed out, development or redevelopment on any kind of large scale is difficult due to the fact that the physical built out is nearly complete. The redevelopment issue with the most votes under this heading was the former Stipps Restaurant property. Three persons voted to relocate the 6th and State recycling facility.

#2 “What are the most pressing issues facing the planning area?”

- Noise and nuisance issues at Quincy Recycle (12)
- Control oversized truck traffic in residential areas (7)
- Catholic Charity store--no dumping needs to be enforced (suggest usage of bins with city to supply bins) (6)
- Add second stop sign at South 8th & Harrison (4)
- Midwest Block and Brick property at 6th and State should remain commercial only (2 votes)
- Four-way stop needed at South 4th and State (2)
- Gardner Expressway in poor condition (1)
- Speed enforcement on Gardner Expressway (1)
- Jefferson, Jackson and Ohio infrastructure improvements (1)
- Poor drainage at 7th and Monroe (1)
- Lack of grates at storm water inlets allow wild animals to enter sewers (1)

Summary:

By a wide margin, problems associated with noise and nighttime truck traffic at Quincy Recycle Paper were identified as the most pressing issue in the neighborhood. Over the road semi trucks using residential streets are a continuing problem where commercial and industrial uses are close to residential areas. Drop-offs at the Catholic Charities store south of State Street persist despite posted “no dumping” signs. A number of locations where traffic control is seen as inadequate were brought up, and drainage is a problem on Monroe Street.



#3 “What can be done to enhance this area and the overall appearance of the neighborhood?”

- Need new or maintain existing infrastructure (sidewalks, roads, curbs and gutters sewers, etc.). Is there any way to divert more funds to the older wards that need the most work? (13)
- Property maintenance enforcement (nuisance properties, garbage from the public housing areas) (4)
- Remove junk in alleyways and junk cars (2)
- Clean up trash on 6th Street and add more street sweeping (2)
- Increased police presence to reduce speeding on 8th and 6th Streets (2)

Summary:

Residents expressed a widely held sentiment in response to this question: a general feeling that the neighborhood is taken for granted as an old, established part of city. Because the area is not growing, and because it can trace its beginnings back to the first half of the nineteenth century, public works—particularly streets, alleys, sidewalks, and the sewer system, have been in place for decades and need to be upgraded or replaced at many locations.

#4 “What are the special places in your neighborhood?”

- Quincy Public Library
- Neighborhood groceries
- Payson Ave. median between 6th and 7th Streets
- Woodland Cemetery
- Historic homes and neighborhoods
- Churches and schools
- South Park and Indian Mounds Park

Summary:

This one of Quincy’s oldest and most distinctive neighborhoods. Residents appreciate that the original business buildings and German immigrant-built nineteenth century housing can be found nowhere else. Residents were also pleased with the neighborhood’s close proximity to the public library, large parks, and shopping.

#5 “Where are the best locations for multi-family housing, including townhouses or cluster homes?”

- Third St. and Maiden Ln.
- This is a high-density area and there is no room for multi-family housing
- Bluff area
- Reuse old larger buildings (Dick’s Brewery, Paper Box, etc.)

Summary:

Again, the fact that the area is almost totally developed limits the locations where multi-family residential use can be sited. The half-block site of the old Franklin School (now being demolished) on the Gardner Expressway between State Street and Maiden Lane is a viable location. Parts of the Dick’s Brewery complex (outside of the planning area on York Street between South 9th and South 10th Streets) have been marketed by GREDF as a possible site for loft apartments.