



**REGULAR ZONING BOARD OF APPEALS MEETING
WEDNESDAY, OCTOBER 8, 2025
5:00 PM**

1. Pledge of Allegiance

2. Call to Order

3. Approve Agenda

4. Approval of Minutes

4.1. Minutes from the September 10, 2025 Meeting

5. City Council Action Report

5.1. Receive and File City Council Action Report From September 22, 2025

6. Unfinished Business

6.1. **Case SU 2025-07** A Special Use request submitted by Big Dog Auto for the operation of an Automobile Repair Shop with Short-Term Auto Storage at 305 North 3rd Street.

7. New Business

7.1. **Case V 2025-09** A Variance Request Submitted by Dennis Ragland for the Property Located at 3723 Grandview Ct. to Allow for the Construction of a 42-foot-wide driveway.

7.2. **Case V 2025-10** A Variance Request Submitted by Tina Gianessi for the Property Located at 1300 Henrietta Street to Allow for the Construction of a second driveway.

7.3. **Case V 2025-11** A Variance Request Submitted by Kenneth Summers for the Property Located at 1401 Henrietta Street to Allow for the Construction of a second driveway.

7.4. **Case RZ 2025-03** A Rezoning request submitted by Mike Brooks on Behalf of Wendell Good from R-2 One Family Residential to AG-Agricultural for the vacant property off of Brenkman Dr.

8. Any Other Business Before the Board

9. Public Input

10. Adjourn

**REQUEST FOR COUNCIL ACTION**

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: Minutes from the September 10, 2025 Meeting

DESCRIPTION: Minutes from the September 10, 2025 Meeting

FINANCIAL IMPACT:
 N/A

REVIEWED BY:

Nic Maquet, Chief Building Official

Final Approval - 10/3/2025



City of Pekin

**PROCEEDINGS OF THE REGULAR MEETING
OF THE ZONING BOARD OF APPEALS OF THE CITY OF PEKIN, ILLINOIS,
HELD IN ROOM 202 COUNCIL CHAMBERS OF CITY HALL
111 S. CAPITOL ST
ON WEDNESDAY, SEPTEMBER 10, 2025 AT 5:00 PM
CHAIRMAN DON HILD PRESIDING**

Pledge of Allegiance

The Pledge of Allegiance was led by Chairman Donald Hild.

Call to Order

The regular meeting of the Pekin Zoning Board of Appeals was called to order and all members were physically present. A quorum was declared by Chairman Hild.

Attendee Name	Organization	Title	Status	Arrived
Chris Deverman	Zoning Board of Appeals	Commissioner	Present	5:00 PM
Donald Hild	Zoning Board of Appeals	Chairman	Present	5:00 PM
David Huskisson	Zoning Board of Appeals	Commissioner	Absent	-:--
Kim Joesting	Zoning Board of Appeals	Commissioner	Present	5:00 PM
Mary Lanane	Zoning Board of Appeals	Commissioner	Present	5:00 PM
Kelly Madden	Zoning Board of Appeals	Commissioner	Present	5:00 PM
Amy Wilson	Zoning Board of Appeals	Commissioner	Present	5:00 PM

Approve Agenda

RESULT:	PASSED (UNANIMOUS)
MOVER:	Commissioner Madden
SECONDER:	Commissioner Joesting
AYES:	Commissioners Deverman, Hild, Joesting, Lanane, Madden and Wilson

Approval of Minutes

RESULT:	PASSED (UNANIMOUS)
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MOVER:	Commissioner Deverman
SECONDER:	Commissioner Wilson
ABSTAIN:	Commissioner Hild
AYES:	Commissioners Deverman, Joesting, Lanane, Madden and Wilson

4.1. Minutes from the August 13, 2025 Meeting

RESULT:	PASSED (UNANIMOUS)
MOVER:	Commissioner
SECONDER:	Commissioner
AYES:	Commissioners Deverman, Hild, Huskisson, Joesting, Lanane, Madden and Wilson

City Council Action Report

5.1. City Council Action Report From August 25, 2025

All cases were presented to City Council and the results of each case are as follows: Case ZTA 2025-03 was Approved and Case ZTA 2025-04 was Denied.

New Business

6.1. Case SU 2025-07 A Special Use request submitted by Big Dog Auto for the operation of an Automobile Repair Shop with Short-Term Auto Storage at 305 North 3rd Street.

RESULT:	Motion to table until October 8th, 2025
MOVER:	Commissioner Lanane
SECONDER:	Commissioner Deverman
AYES:	Commissioners Deverman, Hild, Joesting, Lanane, Madden and Wilson

Public Input Open: 5:02pm Closed: 5:02pm
Motion to table due to applicant's request.

6.2. Case SPR 2025-05 A Site Plan Review request submitted by Nexamp Inc. on behalf of Sunny Pasture Solar, LLC for the construction of the previously approved Commercial Solar Farm on the property located at 310 Hanna Drive.

RESULT:	PASSED (UNANIMOUS)
MOVER:	Commissioner Deverman
SECONDER:	Commissioner Wilson
AYES:	Commissioners Deverman, Hild, Joesting, Lanane, Madden and Wilson
ABSENT:	Commissioners Huskisson

Public Input Open: 5:04pm Public Input Closed: 5:04pm
Motion to approve was made by Commissioner Deverman and seconded by

Commissioner Wilson.

This (case) was previously approved by ZBA and City Council in 2022. Due to the lapse in time and that the previous ordinance did not have a clear site plan, it has been brought back with a set of civil plans (that staff is working through). The actual footprint has not changed. Commissioner Hild asked if the parcels were being leased and only partial acreage is leased.

Commissioner Lanane asked if there was an estimated date to start and Nic stated they plan to start as soon as possible.

6.3. Case ZTA 2025-05 Establishing Regulations for Short-Term Rentals and Updating Related Regulations Under the Pekin City Code

RESULT:	PASSED (UNANIMOUS)
MOVER:	Commissioner Lanane
SECONDER:	Commissioner Wilson
AYES:	Commissioners Deverman, Hild, Joesting, Lanane, Madden and Wilson
ABSENT:	Commissioner Huskisson

Open Public Input: 5:06pm Closed Public Input: 5:06pm

Motion to approve as amended by Commissioner Lanane and seconded by Wilson.

This case was previously before ZBA and was recommended for approval to Council. Council tabled the case with changes needing to be made. Per Nic Maquet, the majority of those changes have been made, and it is coming back to ZBA for approval. Nic said that there was some “pause” before bringing the ordinance back as there was an attempt to align this with the surrounding cities. The council has suggested a cap of fifteen (15) units and currently (within the city) there is between 12–15. The board would like to cap the allowed number of units to fifteen. The insurance requirements are in alignment and standard with other municipalities. Every unit would require a 2-day stay. Commissioner Deverman and Wilson have concerns regarding the limit of three guest rooms. Nic said that if we allow too many rooms, we will have issues with parking. Commissioner Wilson suggested that we add some language in the ordinance based on the families having a maximum number of vehicles. Commissioner Deverman agrees with Wilson. This limits the possibilities as some families do need a larger house with more than three guest rooms. Commissioner Deverman noted that there is verbiage that allows one (1) car per room. East Peoria’s ordinance states there must be a driveway for the rental and an additional space for the operator. East Peoria also limits the number of guest rooms to five (5). Chairman Hild has concerns about us being too restrictive. However, Commissioner Madden stated that we are also trying to give some guidelines. Nic noted that there would be an annual license fee of \$100.00. The board does agree that the responsible property manager/agent must be within fifty miles.

All outside activities between 10pm and 8am will change to 11pm-7am. ZBA also would like to change the allowance of three (3) guest rooms to a limit of five (5) guest rooms. The driveway accommodations will be one (1) per guest

room.

Any Other Business Before the Board

No further discussion.

Public Input

No further Public Input.

Adjourn

Motion to adjourn made by Chairman Hild and seconded by Commissioner Deverman at 5:39pm.

**REQUEST FOR COUNCIL ACTION**

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: Receive and File City Council Action Report From September 22, 2025

DESCRIPTION: City Council Action Report From September 22, 2025

FINANCIAL IMPACT:
 N/A

REVIEWED BY:

Nic Maquet, Chief Building Official

Final Approval - 9/22/2025

City Council Action Report Meeting
Date
September 22, 2025 5:30 PM

All zoning cases that were recommended for approval during the regularly scheduled Zoning Board of Appeals meeting held on Wednesday September 10, 2025 were presented to the City Council for approval at the regularly scheduled City Council meeting held on Monday September 22, 2025. The outcome of each case is listed below:

- Case ZTA 2025-05 was Approved
- Case SPR 2025-05 was Approved



REQUEST FOR COUNCIL ACTION

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: **Case SU 2025-07** A Special Use request submitted by Big Dog Auto for the operation of an Automobile Repair Shop with Short-Term Auto Storage at 305 North 3rd Street.

DESCRIPTION: Consideration of a Special Use Permit Request by Big Dog Auto for an Automobile Repair Shop with Short-Term Auto Storage

Location: 305 North 3rd Street, Pekin, Illinois

Zoning District: I-1 Light Industrial

Parcel Number (PIN): 04-04-34-415-010

Legal Description: SEC 34 T25N R5W ORIGINAL TOWN LOTS 9 THRU 12 (EXC 5' X 200') BLK 34 SE 1/4

Summary:

Big Dog Auto (The Petitioner) has submitted a request for a special use permit to operate an automobile repair shop with short-term storage of vehicles at 305 North 3rd Street. The subject property is zoned I-1 Light Industrial and was most recently used as an auto body repair facility.

Per **City Code Section 4-3-6-6-3**, a special use permit is required for:

- All automotive repair uses in the I-1 zoning district
- Any short-term storage of vehicles (up to six months), provided such storage is not for salvage purposes

The proposed use includes short-term storage of wrecked or inoperable vehicles in a designated area that will meet all required standards, including:

- Proper grading and drainage
- Pollution and erosion control
- Compliance with municipal, state, and federal regulations
- Surface composed of compacted base and coarse gravel or crushed rock
- Fully fenced and screened storage area to be obscured from public view

Staff Notes & Recommendation:

- Staff has conducted a pre-occupancy inspection of the property
- The property appears to meet all requirements for both automotive repair and short-term storage
- The site has a history of similar use as an auto body repair shop
- **Staff recommends approval** of the special use request

FINANCIAL IMPACT:
N/A**REVIEWED BY:**

Nic Maquet, Chief Building Official

Final Approval - 9/12/2025



received
8-20-25

Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Board of Appeals Application for Consideration

Type of Request (check one): ☒ A. Special Use (\$125) ☐ B. Residential Variance (\$125) ☐ C. Non-Residential Variance (\$125) ☐ D. Map Amendment/Rezoning (\$125) ☐ E. Annexation (\$125) ☐ F. Site Plan Review (\$125)	Request Property Address or PIN: <u>305 N. 3rd St.</u> <u>04-04-34-415-010</u>
	Current Zoning (if known): <u>I 1</u>
	Proposed Zoning (if rezoning request): <u>Q5 15</u>
	Current Use: <u>I 1 mech shop</u>
	Proposed Use (if different): _____

Property Owner Name:	<u>Koch st mini storage</u>
Mailing Address:	<u>1128 Koch St., Pekin, IL 61554</u>
Phone:	<u>309-347-1977</u>
Alternative Phone:	<u>309-208-5008 - Rick</u>
E-Mail Address:	<u>Kochstmini storage@hotmail.com</u>

Applicant Name (if different):	<u>Ralph Bargas (Big Dog Auto)</u>
Mailing Address:	<u>2109 Sierra Drive</u>
Phone:	<u>309.620.7897</u>
Alternative Phone:	<u>309.267.8378</u>
E-Mail Address:	<u>bigdogauto18@gmail.com</u>



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Please summarize your request and explain why it is necessary:

*We are wanting to use the building as an
auto repair shop.*

CERTIFICATION BY PROPERTY OWNER

I certify that I am the owner of the property, which is the subject of this request. I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief. If an applicant is signing below, that applicant has received my approval to proceed with this request.

Richard Adams

Owner Signature

8-18-2025

Date

CERTIFICATION BY THE APPLICANT (if different)

I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief.

Ralph Adams

Applicant Signature

8-18-2025

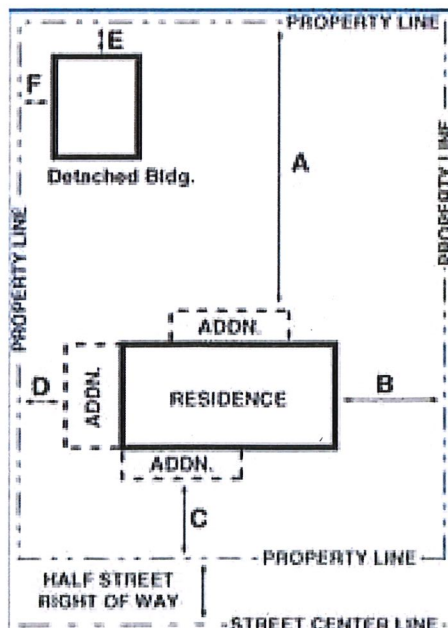
Date



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

The following attachments are required for consideration of your request:

- I. Site Plan:** An electronic copy (preferred) or two physical copies of a site plan for the proposal showing:
1. A scale of not less than one inch equals fifty feet (1" = 50') if the subject property is less than three (3) acres and one inch equals one hundred feet (1" = 100') if three (3) acres or more. Date, north point and scale.
 2. The dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties. The location of all existing and proposed structures on the subject property and all structures within one hundred feet (100') of the subject property. The location of all existing and proposed drives and parking areas. The location and right-of-way widths of all abutting streets and alleys.
 3. Attachments such as landscape plan, photograph or renderings of existing and proposed site, building layouts or elevations, etc. are commended in order to provide accurate and sufficient information for review by the Development Review Committee and consideration by the Plan Commission.
 4. The names, addresses, and phone numbers of the architect, planner, designer, engineer or person responsible for the preparation of the site plan (commercial projects only).





Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

II. Payment: Payment of the amount indicated on the first page to accompany your application. If making payment via check, please make payment payable to the “City of Pekin”.

III. Variance: If requesting a variance, you must complete and attach this page to your application:

1. Variances are intended to relieve situations involving a hardship in meeting Zoning Code requirements. What is the hardship that this variance request is intended to relieve? Examples of hardships can include the topography of the lot, unique shape of the lot or other physical conditions that prevent the request from meeting the requirements of the Zoning Code.

2. Is the variance needed due to special and unique circumstances not caused by the applicant’s or owner’s own actions?

3. Should the request be approved, will the variance negatively impact adjoining properties in any way?

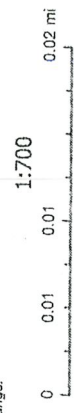
4. Will the variance be consistent with the purpose and intent of the Zoning Code and not alter the essential character of the locality?

5. Does the benefit(s) of granting the variance outweighs any anticipated negative impacts to the surrounding properties (if any)?



- I-155
- I-474
- I-74
- IL 29
- IL 98
- US 150
- US 24
- Streets
- Sections
- Ownership Parcels
- Blocks
- ROW
- Lots
- Red: Band_1
- Green: Band_2
- Blue: Band_3

Tazewell County GIS parcel and map records contained herein are for property, tax purposes only. This information has been compiled from the most accurate source data from the public records of Tazewell County. This information must be accepted and used with the understanding that the data was collected primarily for the use and purpose of creating a Property Tax Roll per Illinois Statute. The information contained herein is for reference purposes only, and should not be relied upon as a substitute for a title search. Any reliance on the information contained herein is at the user's own risk. The Tazewell County GIS assumes no responsibility for any use of the information contained herein or any loss resulting therefrom. Users of Tazewell County GIS site assume all risk and liability when accessing any third-party site linked to this site. All data is subject to change.



ArcGIS Web Map



9/7/2025, 2:28:57 PM

1:1,680
0 0.01 0.03 0.06 mi
0 0.03 0.05 0.1 km
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, ©
OpenStreetMap contributors, and the GIS User
Community, Pekin GIS Office



- | | | | |
|-------|---------|-------------------|---------------|
| I-155 | IL 98 | Sections | Lots |
| I-474 | US 150 | Ownership Parcels | Red: Band_1 |
| I-74 | US 24 | Blocks | Green: Band_2 |
| IL 29 | Streets | ROW | Blue: Band_3 |

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0 0.03 0.07 0.13 mi

**REQUEST FOR COUNCIL ACTION**

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: **Case V 2025-09** A Variance Request Submitted by Dennis Ragland for the Property Located at 3723 Grandview Ct. to Allow for the Construction of a 42-foot-wide driveway.

DESCRIPTION: Consideration of a Variance to Allow for the Construction of a 42-foot-wide driveway

Location: 3723 Grandview Ct., Pekin, Illinois

Zoning District: R-1 One Family Residential

Parcel Number (PIN): 05-05-32-107-027

Legal Description: SEC 32 T25N R4W GRANDVIEW EST SUB LOTS 16 & 17 NW 1/4

Summary:

Dennis Ragland(The Petitioner) has submitted a variance request to allow for the construction of a 42-foot-wide driveway. The current maximum allowed driveway approach width is 30 feet for parcels with frontage that exceeds 90 feet. This is a new construction home that is being built on two combined parcels with a total lot frontage of roughly 320 feet.

Per **City Code Section 4-3-9-1(2)(c)(3)** Driveway areas used as a means of ingress and egress of any residential lot, shall not exceed 24 feet in width for residential lots with less than 90 feet of frontage or 30 feet in width for residential lots with 90 feet or more of frontage, not including driveway approach flares

Petitioner Comments:

The house is under construction on .9 of an acre with over 300' street frontage. The code allows me to do a 30' curb cut. I will have a 42' wide garage with three separate overhead doors spaced equally. I am asking to be allowed to do a 42' curb cut and a 42' driveway. This will allow a person to back in and out of the garage doors safely. The 42' curb cut and driveway will not affect any neighbor's properties. With over 300' of street frontage, having a 42' curb cut and driveway will not look odd, but would actually make the driveway look proportionate with the house and property. I do believe once you see the house and property you agree that doing the 42' driveway with the 42' curb cut would make sense.

Staff Notes & Recommendation:

- **Staff recommends approval** of the Variance request

FINANCIAL IMPACT:
N/A

REVIEWED BY:

Nic Maquet, Chief Building Official

Final Approval - 10/3/2025



received
8-27-25

Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Board of Appeals Application for Consideration

Type of Request (check one): ☐ A. Special Use (\$125) ☒ B. Residential Variance (\$125) ☐ C. Non-Residential Variance (\$125) ☐ D. Map Amendment/Rezoning (\$125) ☐ E. Annexation (\$125) ☐ F. Site Plan Review (\$125)	Request Property Address or PIN: <u>3723 Grandview Ct.</u> Current Zoning (if known): <u>R1</u> Proposed Zoning (if rezoning request): _____ Current Use: <u>Residential</u> Proposed Use (if different): _____
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Property Owner Name:	<u>Dennis Ragland</u>
Mailing Address:	<u>1405 S. Capitol St. Pekin, Ill. 61554</u>
Phone:	<u>309. 360. 4345</u>
Alternative Phone:	
E-Mail Address:	<u>rbuilder91@hotmail.com</u>

Applicant Name (if different):	
Mailing Address:	
Phone:	
Alternative Phone:	
E-Mail Address:	



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 477-2300

Please summarize your request and explain why it is necessary:

The house is under construction on .9 of an acre with over 300' street frontage. The code allows me to do a 30' curb cut. I will have a 42' wide garage with three separate overhead doors spaced equally. I am asking to be allowed to do a 42' curb cut and a 42' driveway. This will allow a person to back in and out of the garage doors safely. The 42' curb cut and driveway will not affect any neighbor's properties. With over 300' of street frontage having a 42' curb cut and driveway will not look odd, but would actually make the driveway look proportionate with the house and property. I do believe once you see the house and property you agree that doing the 42' driveway with the 42' curb cut would make sense.

Thank you

CERTIFICATION BY PROPERTY OWNER

I certify that I am the owner of the property, which is the subject of this request. I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief. If an applicant is signing below, that applicant has received my approval to proceed with this request.

Dennis Ragland

Owner Signature

8-27-25

Date

CERTIFICATION BY THE APPLICANT (if different)

I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief.

Applicant Signature

Date



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 477-2300

II. Payment: Payment of the amount indicated on the first page to accompany your application. If making payment via check, please make payment payable to the “City of Pekin”.

III. Variance: If requesting a variance, you must complete and attach this page to your application:

1. Variances are intended to relieve situations involving a hardship in meeting Zoning Code requirements. What is the hardship that this variance request is intended to relieve? Examples of hardships can include the topography of the lot, unique shape of the lot or other physical conditions that prevent the request from meeting the requirements of the Zoning Code.

I have app. .9 of acre and over 300' of street frontage. Have a 42' wide garage. To be restricted to a 30'

curb cut would make difficult and unsafe to back in and out of the garage.

2. Is the variance needed due to special and unique circumstances not caused by the applicant's or owner's own actions?

No

3. Should the request be approved, will the variance negatively impact adjoining properties in any way?

No adjoining properties be affected

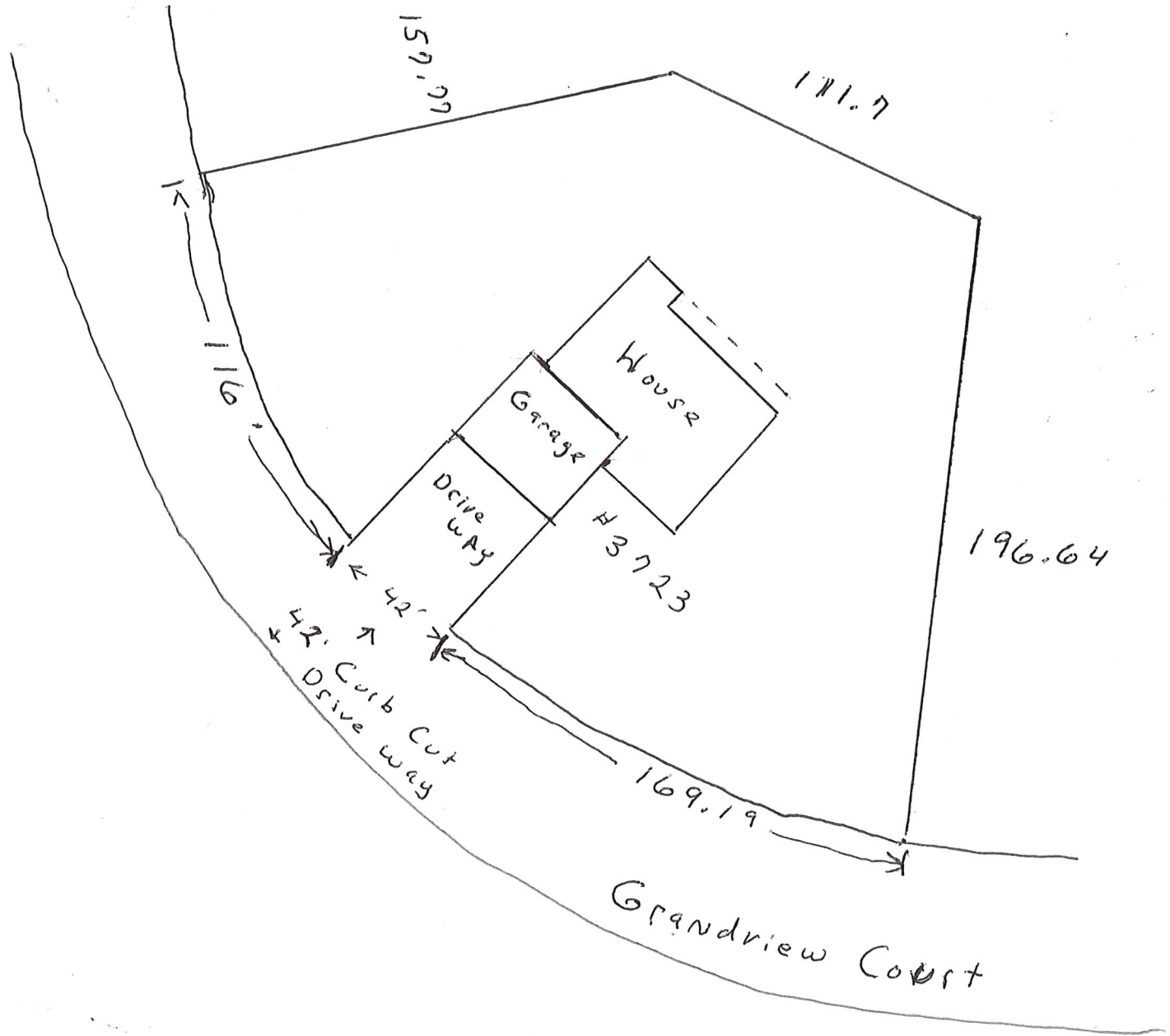
4. Will the variance be consistent with the purpose and intent of the Zoning Code and not alter the essential character of the locality?

Yes

5. Does the benefit(s) of granting the variance outweighs any anticipated negative impacts to the surrounding properties (if any)?

There will be no negative impact to any surrounding properties

1" = 50'



Dennis Ragland
309-360-4345

ArcGIS Web Map



- | | | |
|-------------------|-------|----------|
| Ownership Parcels | I-474 | US 150 |
| ROW | I-74 | US 24 |
| Hydrography | IL 29 | Streets |
| I-155 | IL 98 | Sections |

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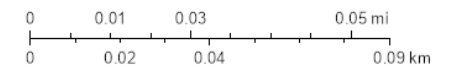
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0 0.02 0.04 0.08 mi

ArcGIS Web Map

10/3/2025, 6:36:17 PM

1:1,541



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Pekin GIS Office

**REQUEST FOR COUNCIL ACTION**

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: **Case V 2025-10** A Variance Request Submitted by Tina Gianessi for the Property Located at 1300 Henrietta Street to Allow for the Construction of a second driveway.

DESCRIPTION: Consideration of a Variance to Allow for the Construction of a second driveway

Location: 1300 Henrietta Street, Pekin, Illinois

Zoning District: R-4 One Family Residential

Parcel Number (PIN): 04-04-35-419-001

Legal Description: SEC 35 T25N R5W CASEYS ADDN LOT 1 BLK 10 SE 1/4

Summary:

Tina Gianessi (The Petitioner) has submitted a variance request to allow for the construction of a second driveway. The City code currently only allows one driveway to be constructed on this property.

Per **City Code Section 4-3-9-1(2)(c)(4)**, only one driveway approach shall be permitted for any single-family residential lot, except that residential lots with alley access and through lots that have frontage on two parallel streets may have no more than two driveway approaches, provided that each such driveway approach and curb cut provides egress and ingress to a garage on such properties and no two driveway approaches shall be placed on the same street or alley.

Petitioner Comments:

We are requesting a 24ft dual driveway for apartment 3 and apartment 2 so that they have off-street parking. We are aware by doing this we will be putting in sidewalk on the Henrietta Street side of the property.

Staff Notes & Recommendation:

- The property is zoned R-4 One Family Residential but has been continuously used as a multi-family property prior to being zoned one-family residential and is considered a non-conforming use of the land. The use of the property as multi-family has not ceased for more than 180 days. The property owner has been working very well with the city to make the much-needed property maintenance repairs to the structures and the property as allowed by the city code. These repairs have not expanded the nonconformity of the structures. The addition of off-street parking would increase the nonconformity of the property but would essentially take parked cars off the street and put them in a proper parking area.
- **Staff recommends approval** of the variance request.

FINANCIAL IMPACT:

N/A

REVIEWED BY:

Nic Maquet, Chief Building Official

Final Approval - 10/5/2025



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Board of Appeals Application for Consideration

Type of Request (check one): ☐ A. Special Use (\$125) ☒ B. Residential Variance (\$125) ☐ C. Non-Residential Variance (\$125) ☐ D. Map Amendment/Rezoning (\$125) ☐ E. Annexation (\$125) ☐ F. Site Plan Review (\$125)	Request Property Address or PIN: <u>04-04-35-419-001</u> Current Zoning (if known): <u>R4</u> Proposed Zoning (if rezoning request): _____ Current Use: <u>hilled yard.</u> Proposed Use (if different): <u>driveway for 2 vehicles</u>
---	--

Property Owner Name:	<u>Tina Gianessi</u>
Mailing Address:	<u>1300 Henrietta apt. 2</u>
Phone:	<u>309-663-8146</u>
Alternative Phone:	<u>815-690-2561</u>
E-Mail Address:	<u>William C Steffes @ comcast.net</u>

Applicant Name (if different):	
Mailing Address:	
Phone:	
Alternative Phone:	
E-Mail Address:	



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Please summarize your request and explain why it is necessary:

We are requesting 24ft for a dual driveway for apartment 3 and 2 at 1300 Henrietta Street so my address and apartment 3 can have off street parking. We are also aware that in doing this we will be putting sidewalk on Henrietta Side of my property at 1300 Henrietta St. Pekin Ill.

CERTIFICATION BY PROPERTY OWNER

I certify that I am the owner of the property, which is the subject of this request. I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief. If an applicant is signing below, that applicant has received my approval to proceed with this request.

Dina F. Piacenti

Owner Signature

9-15-25

Date

CERTIFICATION BY THE APPLICANT (if different)

I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief.

Dina F. Piacenti

Applicant Signature

9-15-25

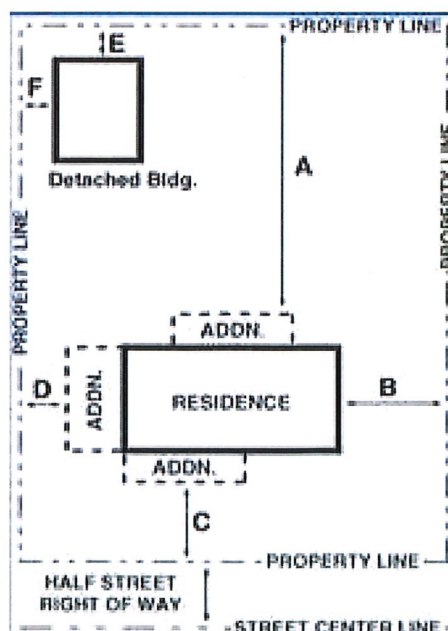
Date



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

The following attachments are required for consideration of your request:

- I. Site Plan:** An electronic copy (preferred) or two physical copies of a site plan for the proposal showing:
1. A scale of not less than one inch equals fifty feet (1" = 50') if the subject property is less than three (3) acres and one inch equals one hundred feet (1" = 100') if three (3) acres or more. Date, north point and scale.
 2. The dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties. The location of all existing and proposed structures on the subject property and all structures within one hundred feet (100') of the subject property. The location of all existing and proposed drives and parking areas. The location and right-of-way widths of all abutting streets and alleys.
 3. Attachments such as landscape plan, photograph or renderings of existing and proposed site, building layouts or elevations, etc. are commended in order to provide accurate and sufficient information for review by the Development Review Committee and consideration by the Plan Commission.
 4. The names, addresses, and phone numbers of the architect, planner, designer, engineer or person responsible for the preparation of the site plan (commercial projects only).





Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

II. Payment: Payment of the amount indicated on the first page to accompany your application. If making payment via check, please make payment payable to the “City of Pekin”.

III. Variance: If requesting a variance, you must complete and attach this page to your application:

1. Variances are intended to relieve situations involving a hardship in meeting Zoning Code requirements. What is the hardship that this variance request is intended to relieve? Examples of hardships can include the topography of the lot, unique shape of the lot or other physical conditions that prevent the request from meeting the requirements of the Zoning Code.

Requesting of these driveways are needed to have a safe place to park off the road for both addresses and safer for a center to also park off the street.

2. Is the variance needed due to special and unique circumstances not caused by the applicant's or owner's own actions?

Yes. and both.

3. Should the request be approved, will the variance negatively impact adjoining properties in any way?

I believe the request should be approved and in no way would it negatively impact the neighborhood

4. Will the variance be consistent with the purpose and intent of the Zoning Code and not alter the essential character of the locality?

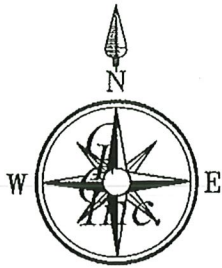
Yes it will be consistent. NO

5. Does the benefit(s) of granting the variance outweighs any anticipated negative impacts to the surrounding properties (if any)?

Yes the benefits outweigh the negative (there would be no negatives)

PLAT OF SURVEY

LOT 1, IN BLOCK 10 IN CASEY'S ADDITION TO THE,
CITY OF PEKIN, TAZEWELL COUNTY, ILLINOIS.
PIN 04-04-35-419-001



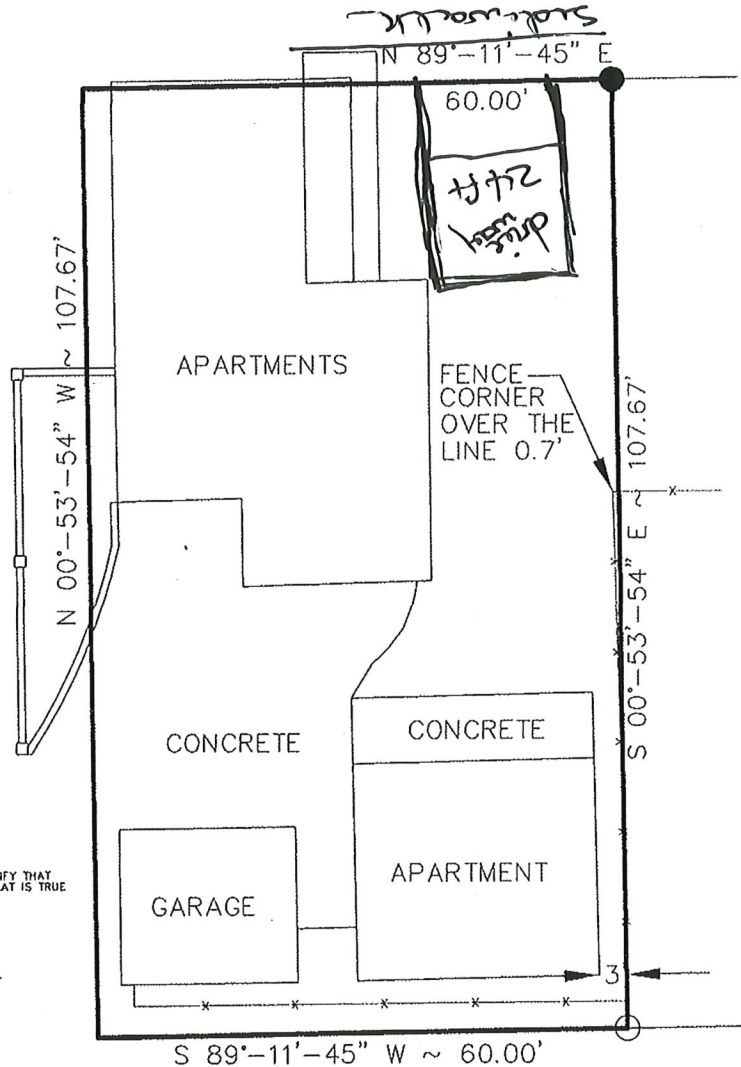
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SCALE FEET

Scale: 1"=20'

- SET IR
- FOUND MONUMENT
- FENCE

N 13TH STREET

HENRIETTA STREET



SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS
COUNTY OF WOODFORD) SS

I, JESSICA M. YOUNGMAN, PROFESSIONAL LAND SURVEYOR NUMBER 3806, DO HEREDY CERTIFY THAT I HAVE CAUSED A SURVEY TO BE MADE OF THE LANDS HEREON SHOWN AND THAT THIS PLAT IS TRUE AND CORRECT REPRESENTATION OF THAT SURVEY

DATED THIS 10 DAY OF Sept 2025.

BY: JESSICA M. YOUNGMAN
ILLINOIS PROFESSIONAL LAND SURVEYOR #3806
MY LICENSE EXPIRES: NOVEMBER 30, 2026



THIS PROFESSIONAL SERVICE CONFORMS TO THE
CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE
APPLICABLE TO BOUNDARY SURVEYS

FIELD WORK COMPLETED: 09/05/2025

Central Illinois
Consulting, Inc.
Land Surveyors
Washburn, IL 61570
Tel. 309-383-3156

Sheet Info:

PLAT OF SURVEY

1300 HENRIETTA STREET
PEKIN, ILLINOIS

Remarks:

Drawn By:

JMY

Approved By:

JMY

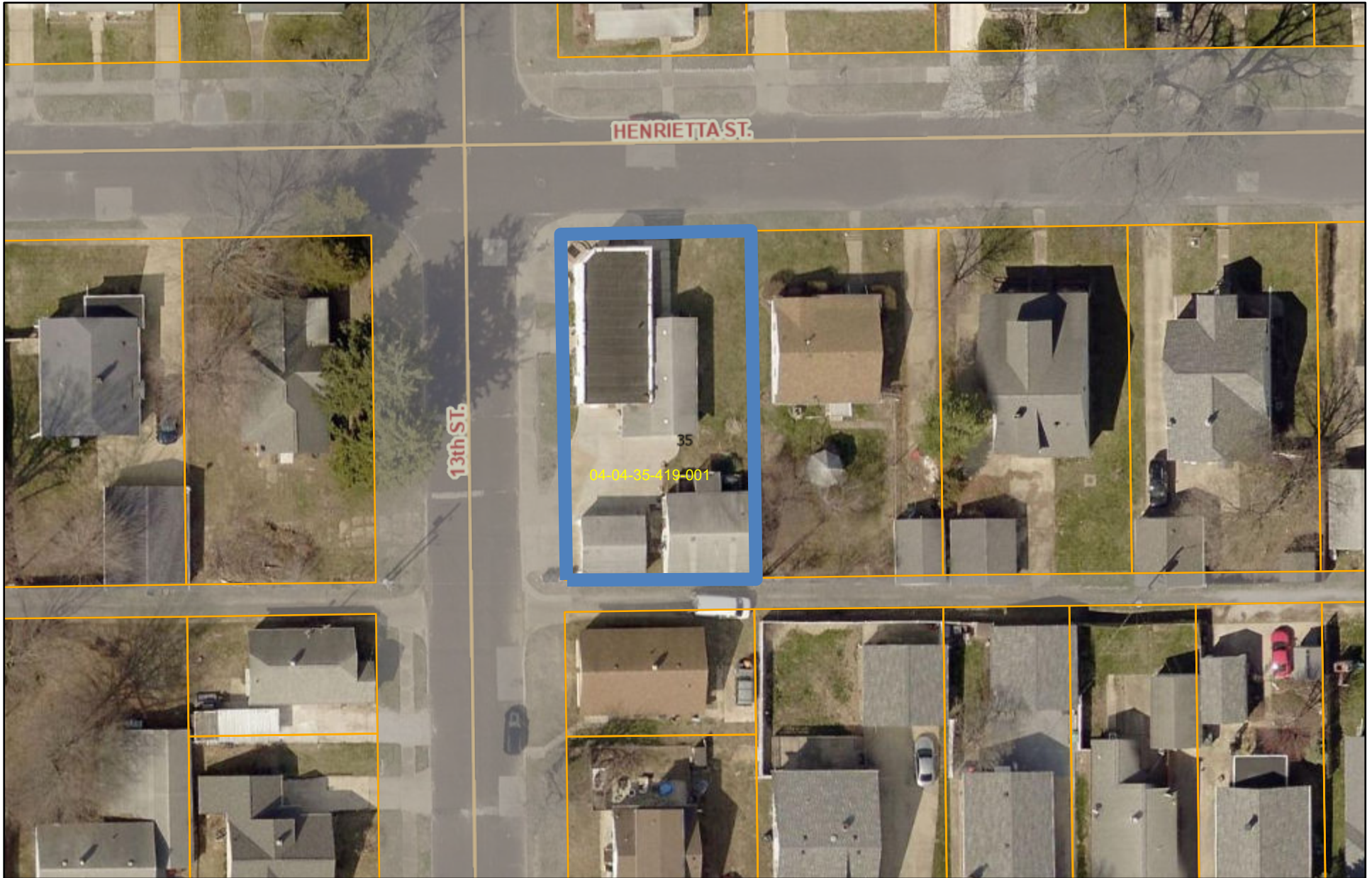
Date:

8/9/2025

Project No.:

835.001

ArcGIS Web Map



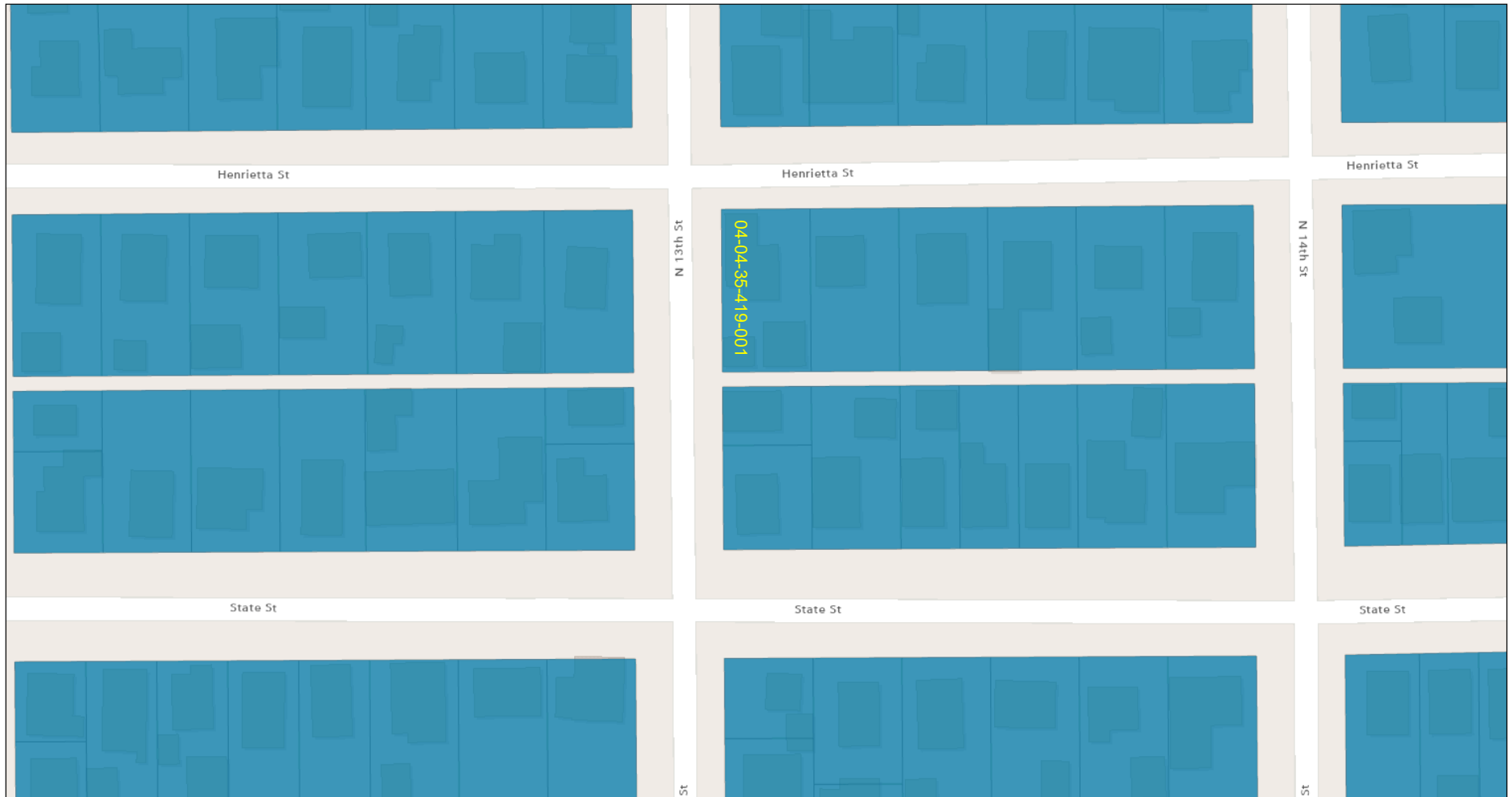
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| Ownership Parcels | I-474 | US 150 |
| ROW | I-74 | US 24 |
| Hydrography | IL 29 | Streets |
| I-155 | IL 98 | Sections |

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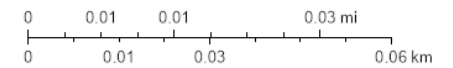
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ArcGIS Web Map



10/5/2025, 11:14:52 AM

1:1,016



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Pekin GIS Office

**REQUEST FOR COUNCIL ACTION**

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: **Case V 2025-11** A Variance Request Submitted by Kenneth Summers for the Property Located at 1401 Henrietta Street to Allow for the Construction of a second driveway.

DESCRIPTION: Consideration of a Variance to Allow for the Construction of a second driveway

Location: 1401 Henrietta Street, Pekin, Illinois

Zoning District: R-4 One Family Residential

Parcel Number (PIN): 04-04-35-415-009

Legal Description: SEC 35 T25N R5W MILLERS ADDN LOT 12 BLK 7 SE 1/4

Summary:

Kenneth Summers (The Petitioner) has submitted a variance request to allow for the construction of a second driveway. The City code currently only allows one driveway to be constructed on this property.

Per **City Code Section 4-3-9-1(2)(c)(4)**, only one driveway approach shall be permitted for any single-family residential lot, except that residential lots with alley access and through lots that have frontage on two parallel streets may have no more than two driveway approaches, provided that each such driveway approach and curb cut provides egress and ingress to a garage on such properties and no two driveway approaches shall be placed on the same street or alley

Petitioner Comments:

It is very dangerous getting in and out of the driveway. There is a lot of traffic because of the school, hospital and park. I've almost been hit backing out.

Staff Notes & Recommendation:

- **Staff recommends careful consideration** of the variance request.
- The property owner has been parking in the side yard often and has commenced construction of this new driveway without approvals or permits and has already laid non-compliant gravel in the yard and has been utilizing it for parking.
- If the Zoning Board of Appeals does recommend a variance, staff recommends that conditions be put in the variance that reinforce the City Code standards for construction of the driveway, including the improvement of the need to install ADA-compliant sidewalk on that side of the property.

FINANCIAL IMPACT:

N/A

REVIEWED BY:



received
9-17-25

Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Board of Appeals Application for Consideration

Type of Request (check one): ☐ A. Special Use (\$125) ☒ B. Residential Variance (\$125) ☐ C. Non-Residential Variance (\$125) ☐ D. Map Amendment/Rezoning (\$125) ☐ E. Annexation (\$125) ☐ F. Site Plan Review (\$125)	Request Property Address or PIN: 04-04-35-415-009 <u>1401 Henrietta St.</u>
	Current Zoning (if known): <u>R4</u>
	Proposed Zoning (if rezoning request): _____
	Current Use: <u>Residential</u>
	Proposed Use (if different): _____

Property Owner Name:	<u>Kenneth Summers</u>
Mailing Address:	<u>1401 Henrietta St.</u>
Phone:	<u>916 708-6656</u>
Alternative Phone:	_____
E-Mail Address:	<u>kenny66summers@gmail.com</u>

Applicant Name (if different):	_____
Mailing Address:	_____
Phone:	_____
Alternative Phone:	_____
E-Mail Address:	_____



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Please summarize your request and explain why it is necessary:

*It is very dangerous getting in and out of drive way.
There is a lot of traffic because of school, hospital, park
I've almost been hit honking and cussing at me sometimes I
have my grandkids with me*

CERTIFICATION BY PROPERTY OWNER

I certify that I am the owner of the property, which is the subject of this request. I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief. If an applicant is signing below, that applicant has received my approval to proceed with this request.

Henny Summers

Owner Signature

9-17-2025

Date

CERTIFICATION BY THE APPLICANT (if different)

I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief.

Applicant Signature

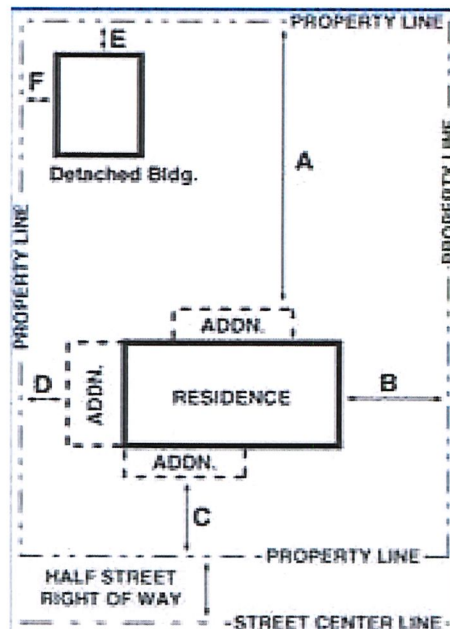
Date



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

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- I. Site Plan:** An electronic copy (preferred) or two physical copies of a site plan for the proposal showing:
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 2. The dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties. The location of all existing and proposed structures on the subject property and all structures within one hundred feet (100') of the subject property. The location of all existing and proposed drives and parking areas. The location and right-of-way widths of all abutting streets and alleys.
 3. Attachments such as landscape plan, photograph or renderings of existing and proposed site, building layouts or elevations, etc. are commended in order to provide accurate and sufficient information for review by the Development Review Committee and consideration by the Plan Commission.
 4. The names, addresses, and phone numbers of the architect, planner, designer, engineer or person responsible for the preparation of the site plan (commercial projects only).





Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

II. **Payment:** Payment of the amount indicated on the first page to accompany your application. If making payment via check, please make payment payable to the “City of Pekin”.

III. **Variance:** If requesting a variance, you must complete and attach this page to your application:

1. Variances are intended to relieve situations involving a hardship in meeting Zoning Code requirements. What is the hardship that this variance request is intended to relieve? Examples of hardships can include the topography of the lot, unique shape of the lot or other physical conditions that prevent the request from meeting the requirements of the Zoning Code.

It's very dangerous getting in and out of driveway I've almost been hit many times coming and going hawking and cussing I have grandkids in vehicle

2. Is the variance needed due to special and unique circumstances not caused by the applicant's or owner's own actions?

There is a lot of traffic on 14th as everybody knows There is a school down the street creates a lot of traffic and a hospital & park & store

3. Should the request be approved, will the variance negatively impact adjoining properties in any way?

not at all my neighbor is OK with the driveway

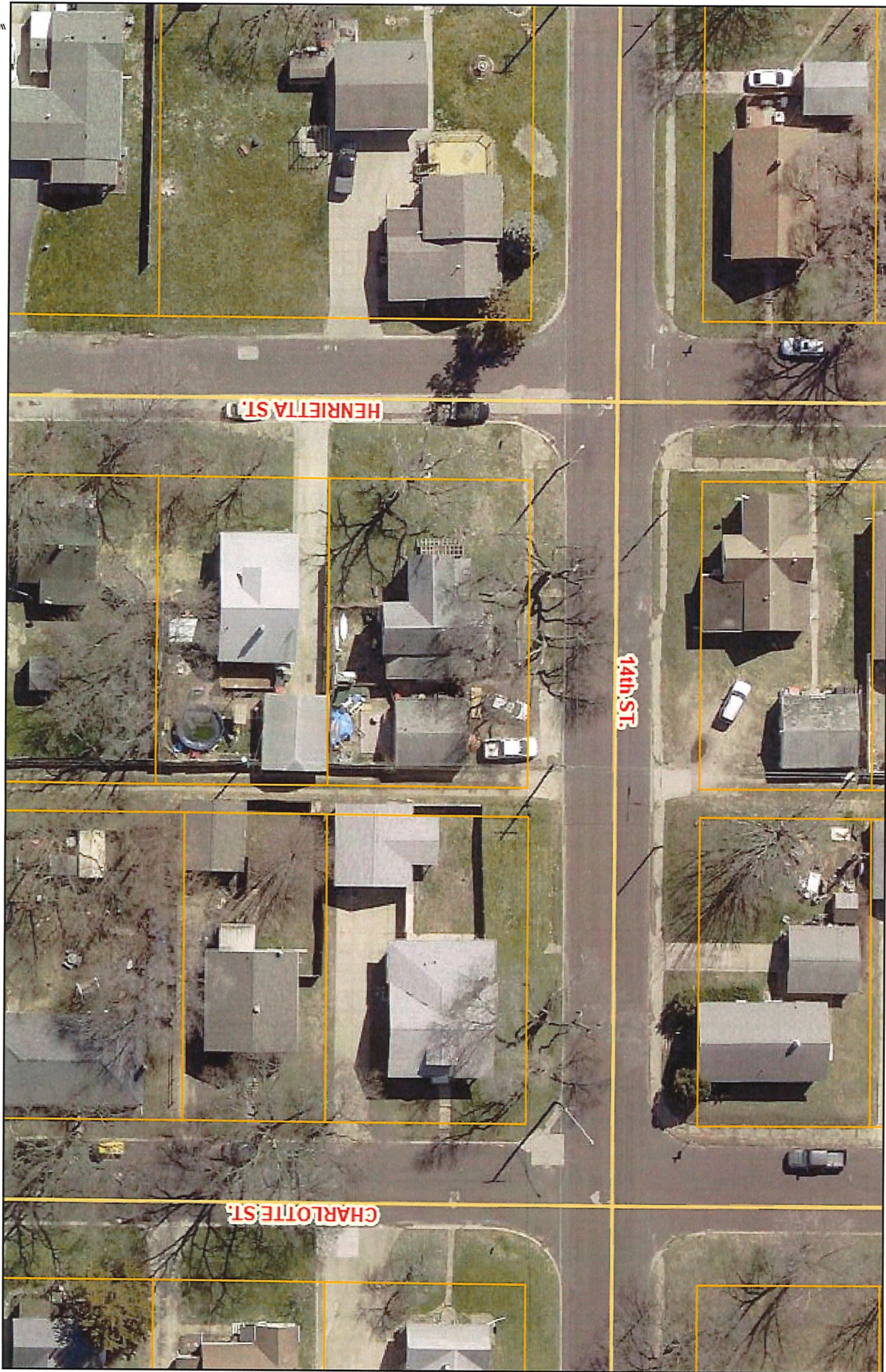
4. Will the variance be consistent with the purpose and intent of the Zoning Code and not alter the essential character of the locality?

yes it will be done professionally to code

5. Does the benefit(s) of granting the variance outweighs any anticipated negative impacts to the surrounding properties (if any)?

No negative impacts at all

ArcGIS Web Map

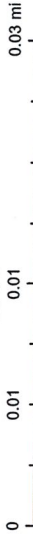


- Ownership Parcels
- Hydrography
- I-155
- I-474
- I-74
- IL 29
- IL 98
- US 150
- US 24
- Streets
- Sections

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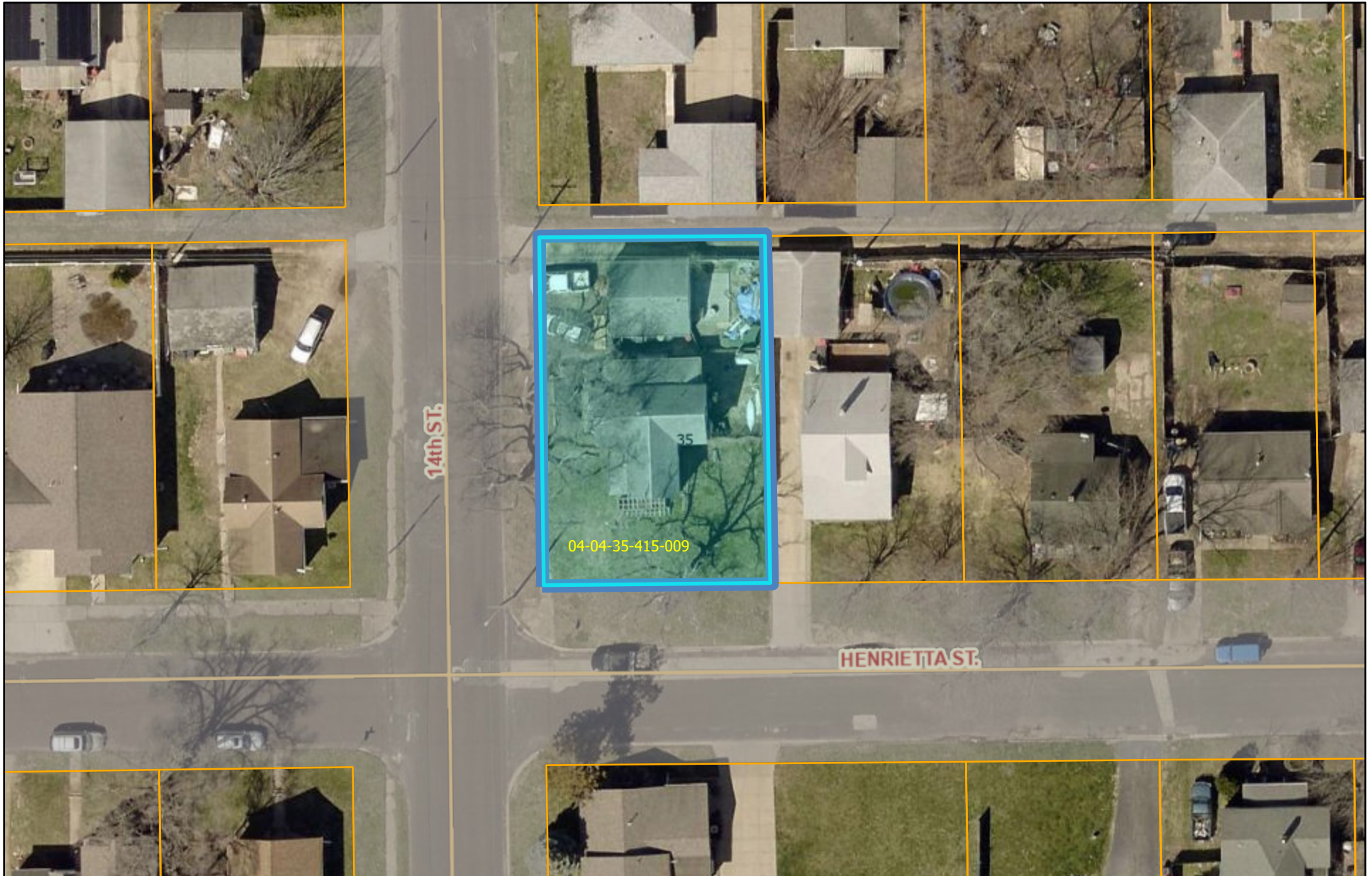


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ArcGIS Web Map



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| ROW | I-74 | US 24 |
| Hydrography | IL 29 | Streets |
| I-155 | IL 98 | Sections |

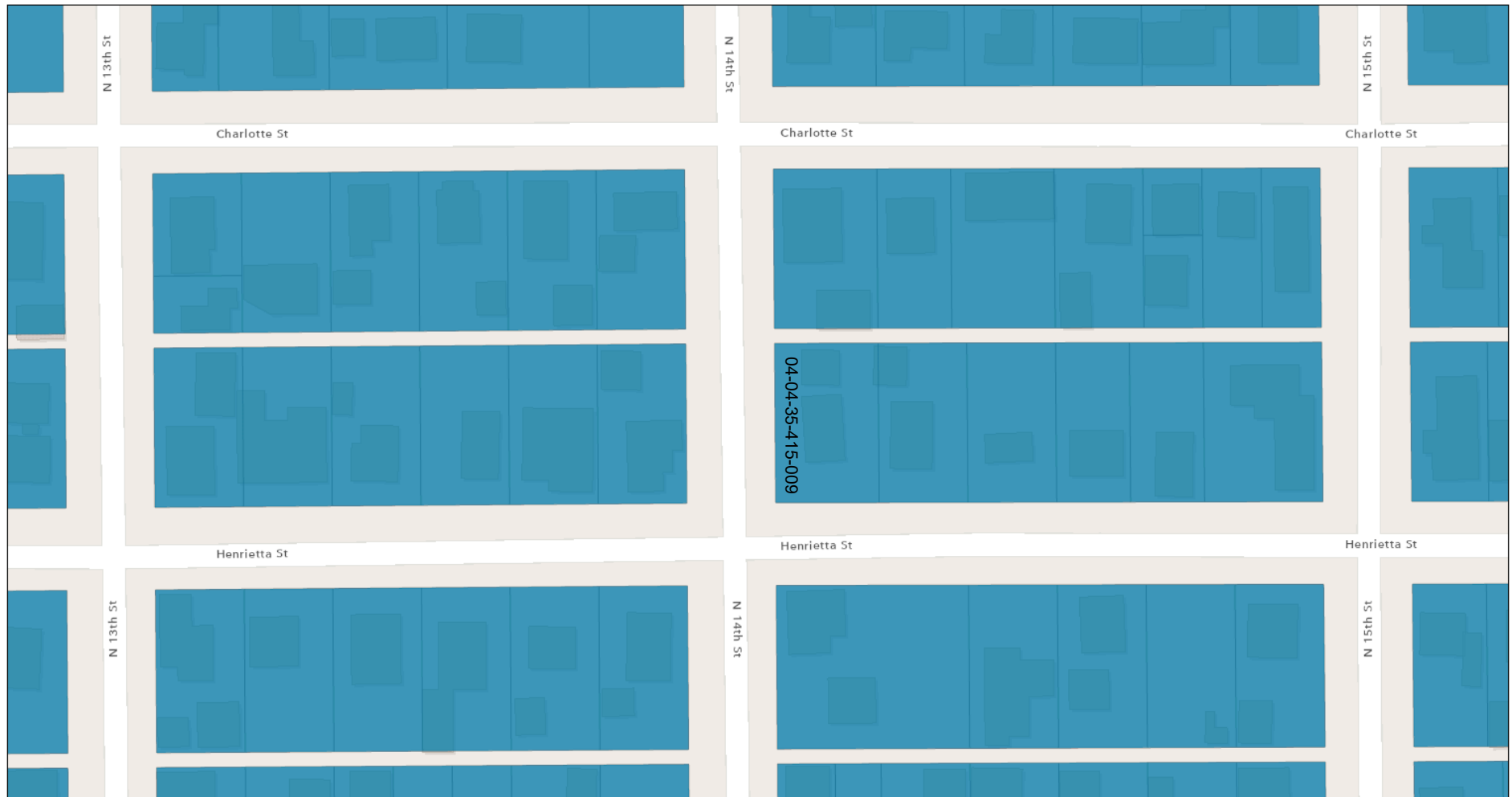
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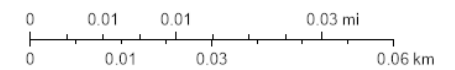
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ArcGIS Web Map



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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Pekin GIS Office

**REQUEST FOR COUNCIL ACTION**

Agenda Date: October 8, 2025
To: Members of the Zoning Board of Appeals
From: Nic Maquet, Chief Building Official

AGENDA ITEM: **Case RZ 2025-03** A Rezoning request submitted by Mike Brooks on Behalf of Wendell Good from R-2 One Family Residential to AG-Agricultural for the vacant property off of Brenkman Dr.

DESCRIPTION: Consideration of rezoning 15 acres of vacant property from R-2 One Family Residential to AG-Agricultural

Location: Vacant property off of Brenkman Dr., Pekin, Illinois

Zoning District: R-2 One Family Residential

Parcel Number (PIN): 04-04-25-100-016

Legal Description: SEC 25 T25N R5W N 920' (EXC NLY TRACTS) OF NW 1/4 OF NW 1/4 15.00 ACRES

Summary:

Mike Brooks (the Petitioner), on behalf of Wendell Good, has submitted a request for a Map Amendment. The subject property is currently vacant and zoned R-2 One Family Residential and the petitioner is requesting the property be rezoned to Agricultural. The property is currently being farmed as a legal nonconforming use of the land as it was farmland prior to being zoned as residential and the use of the land as farmland has not ceased for any period of time exceeding 180 days. The petitioner intends to continue to farm the property but would like to improve the property with more agricultural items such as a building for storing his tractors. Due to the use of the property currently not conforming with its current zoning as one-family residential, the addition of new agricultural buildings or the expansion of the farming would not be allowed as it would increase its nonconformity.

Staff Notes & Recommendation:

- **Staff does not recommend approval** of the proposed map amendment
- Staff does not believe that rezoning the property as agricultural follows the City's 2006 Comprehensive Plan for future growth and development.
- The petitioner did not provide the city with receipt of notification to all property owners within 150 feet of the subject property.

FINANCIAL IMPACT:
N/A

REVIEWED BY:

Nic Maquet, Chief Building Official

Final Approval - 10/3/2025



received
9-17-25

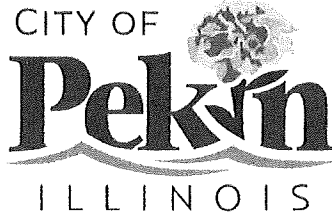
Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Board of Appeals Application for Consideration

Type of Request (check one): ☐ A. Special Use (\$125) ☐ B. Residential Variance (\$125) ☐ C. Non-Residential Variance (\$125) ☒ D. Map Amendment/Rezoning (\$125) ☐ E. Annexation (\$125) ☐ F. Site Plan Review (\$125)	Request Property Address or PIN: <u>04-04-25-100-016</u> Current Zoning (if known): <u>R2</u> Proposed Zoning (if rezoning request): <u>Ag</u> Current Use: <u>AG - Hay Field</u> Proposed Use (if different): _____
---	---

Property Owner Name:	<u>Wendell Good</u>
Mailing Address:	<u>26759 Acorn Rd</u>
Phone:	<u>309-854-2670</u>
Alternative Phone:	
E-Mail Address:	<u>wgood@mmstteam.com</u>

Applicant Name (if different):	<u>Mike Brooks</u>
Mailing Address:	<u>5413 S. Gray LN Peoria, IL 61607</u>
Phone:	<u>309-635-4891</u>
Alternative Phone:	
E-Mail Address:	<u>mbrooks1986 (A) hotmail.com</u>



Planning and Zoning Department
111 S. Capitol Street, Pekin, Illinois 61554 – (309) 478-5364

Please summarize your request and explain why it is necessary:

I am writing to formally request a zoning reclassification for Parcel ID: 04-04-25-100-016, currently designated as R2 (Residential). I respectfully request that the property be reclassified as Agricultural (AG) land. This parcel has historically been used for Agricultural purposes, and I intend to continue utilizing it as farmland. Additionally, I would like to preserve the option of constructing a farm building on the property for the storage of Agricultural equipment. Thank you for your consideration of this request.

CERTIFICATION BY PROPERTY OWNER

I certify that I am the owner of the property, which is the subject of this request. I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief. If an applicant is signing below, that applicant has received my approval to proceed with this request.

Wendell J. Good

Owner Signature

9-16-25

Date

CERTIFICATION BY THE APPLICANT (if different)

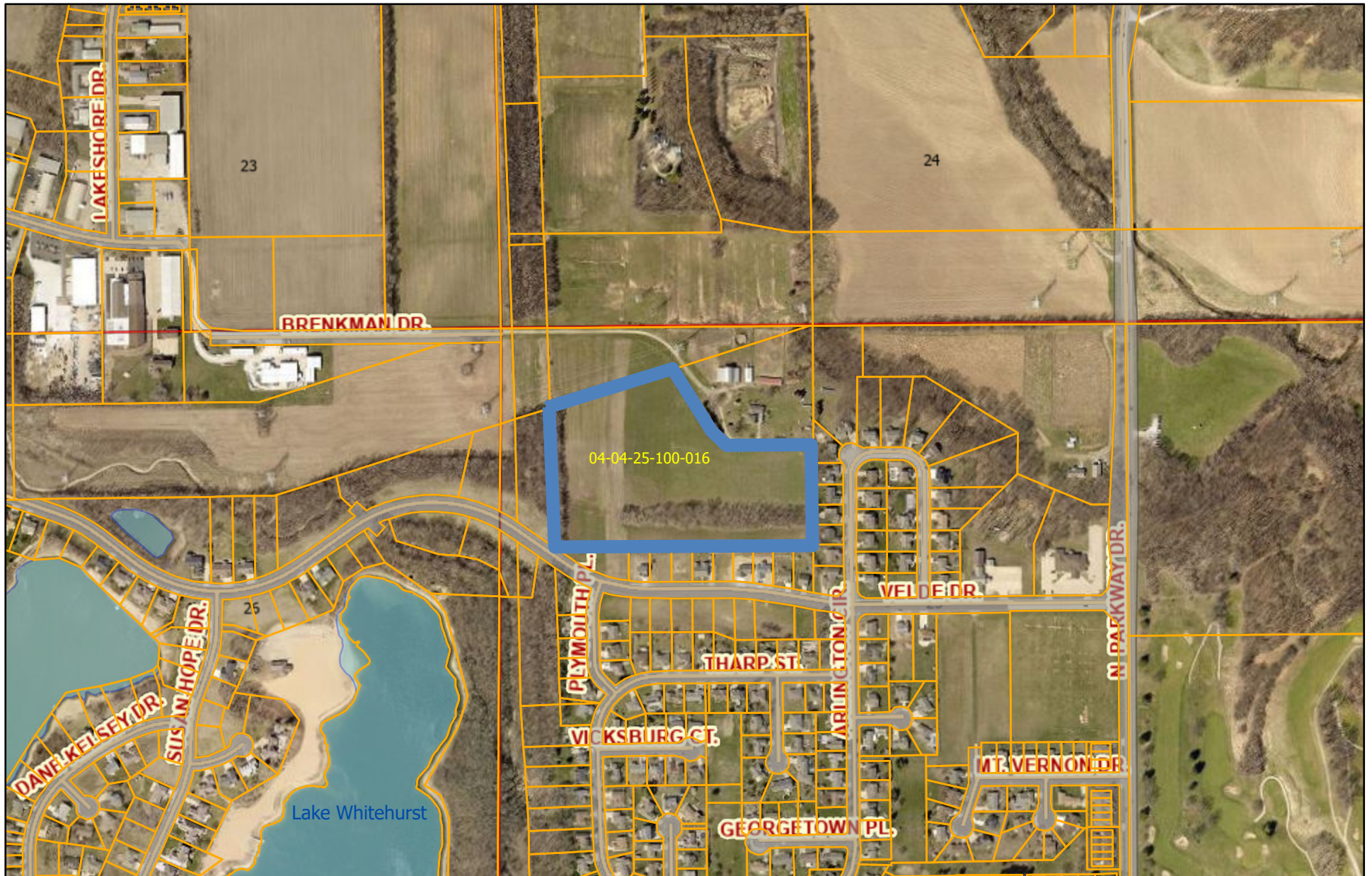
I certify that all the information contained in this application form or any attachments, documents, or plans submitted herewith are true to the best of my knowledge and belief.

[Signature]

Applicant Signature

9/16/25

Date



- | | | |
|-------------------|-------|----------|
| Ownership Parcels | I-474 | US 150 |
| ROW | I-74 | US 24 |
| Hydrography | IL 29 | Streets |
| I-155 | IL 98 | Sections |

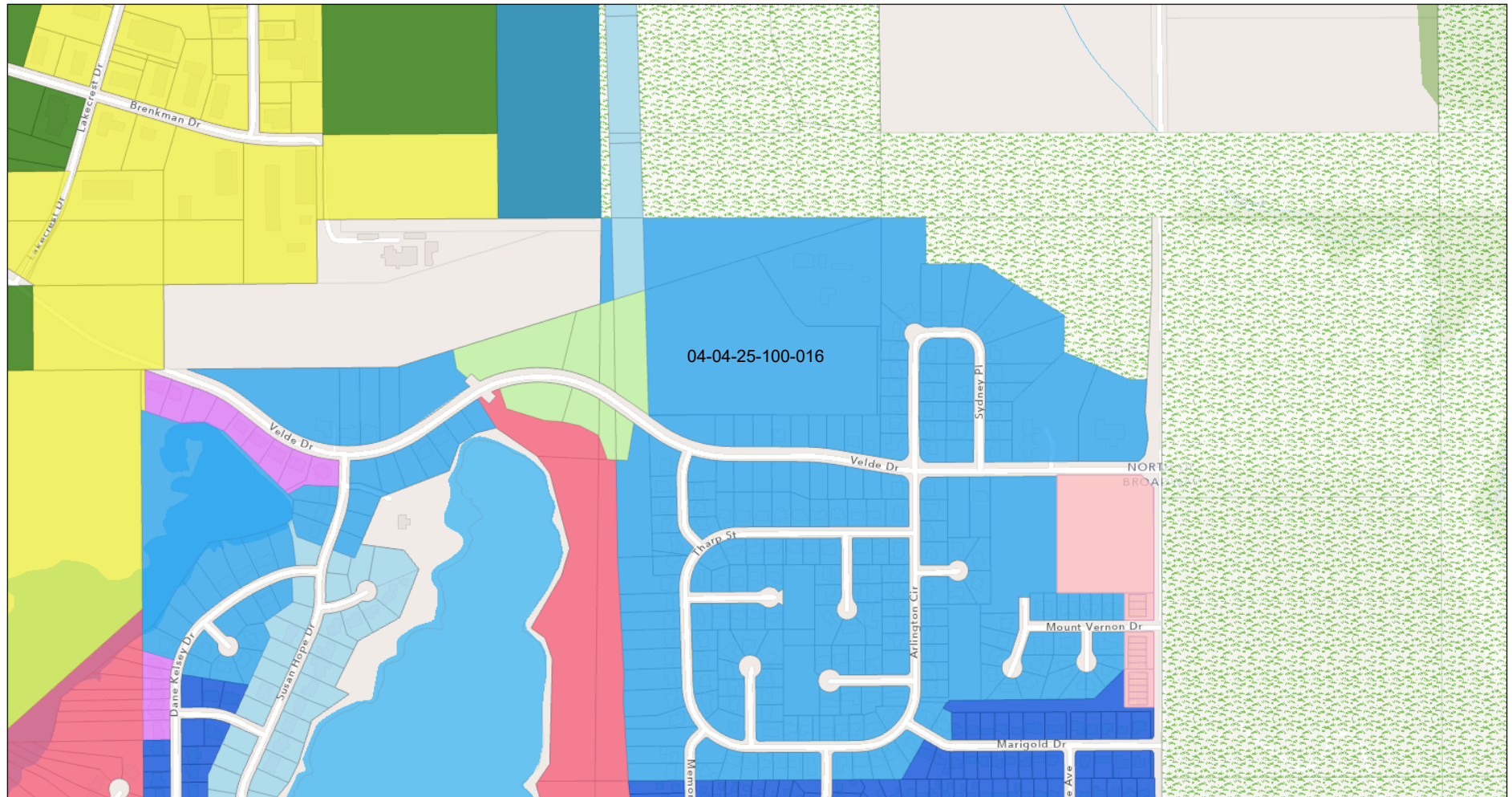
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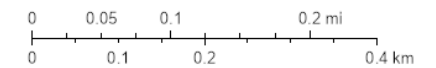
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ArcGIS Web Map



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Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community, Pekin GIS Office

CITY OF PEKIN ILLINOIS



COMPREHENSIVE PLAN 2006

CITY OF PEKIN, ILLINOIS COMPREHENSIVE PLAN 2006



**This Report Prepared By:
Tri-County Regional Planning Commission
411 Hamilton Blvd., Suite 2001**

Peoria, IL 61602

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I. INTRODUCTION

BACKGROUND

Pekin's first comprehensive plan was developed in 1966. At that time, the City recognized that growth and development occur with or without a plan. City leaders came together to create a guide for the future.

Guiding growth in an orderly manner continues to be important to the City. While state statutes provide the tools to achieve orderly growth in terms of zoning and subdivision review and approval, orderly development does not occur automatically.

PURPOSE OF A COMPREHENSIVE PLAN

Comprehensive Planning is a process by which a community can guide its future development. Growth can be encouraged to take place where the necessary services can be reasonably provided. Conflicts between uses can be minimized. Financial and other resources can be more effectively used.

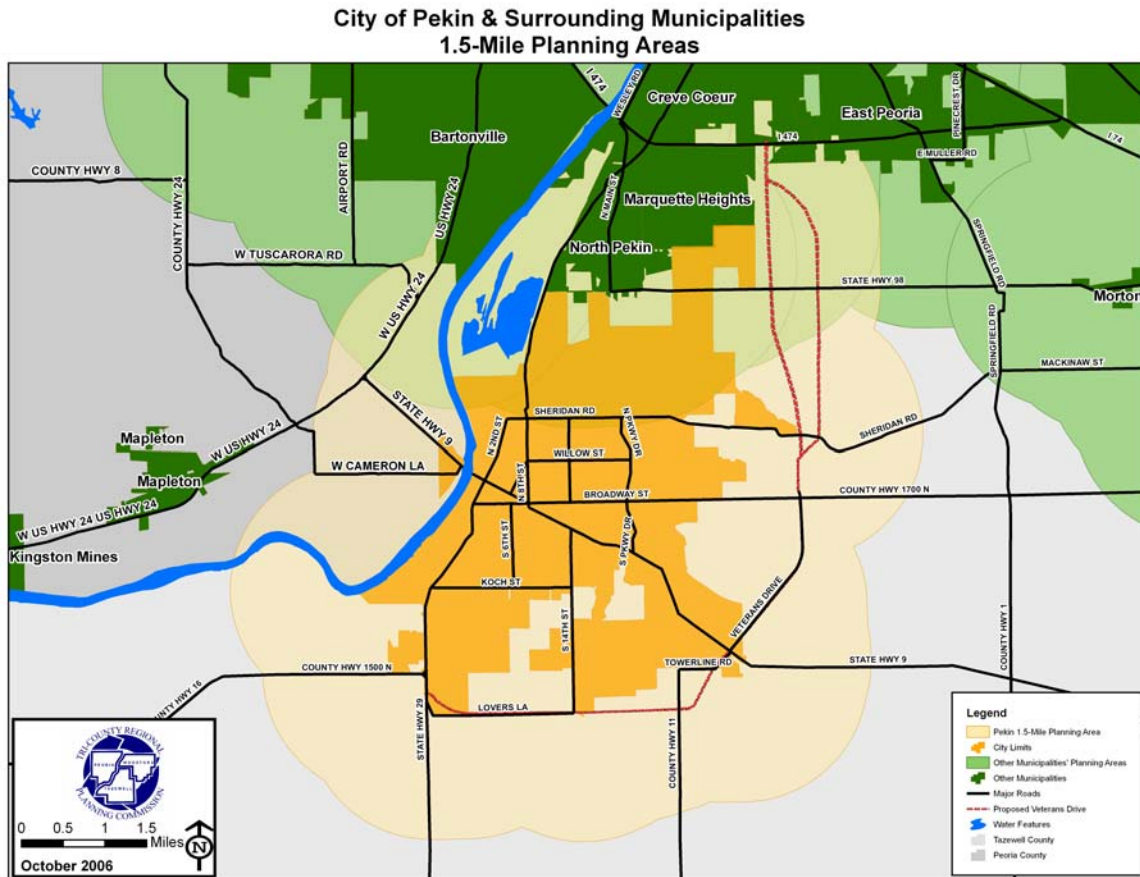
The Comprehensive Plan is a *guide*. It is not an ordinance, although changes to the City's Zoning or Subdivision Ordinances may be a result of the Plan. This Comprehensive Plan looks twenty years into the future. However, the Plan is not a static document and should be reviewed and updated every three to five years.

With a Comprehensive Plan, a community can choose and design its own future. The future will come, and local officials will make decisions about it whether or not they have a plan. Only through planning, however, can a community make rational choices for a sustainable future.

One of the features of a Comprehensive Plan is the inclusion of all land subject to the planning jurisdiction of a community. In Illinois, that area has been defined as all land within a mile-and-a-half of the corporate limits. Illinois law gives communities with a Comprehensive Plan specific regulatory controls within that area. This allows the community to influence land use decisions outside their corporate boundaries.

This plan for Pekin will address the City as it exists today and the mile-and-a-half planning area that surrounds it. See Figure I-1.

Figure I-1.



Pekin's mile-and-a-half planning area overlaps with the mile-and-a-half planning area of other communities. To the northeast, the planning areas of Pekin, East Peoria, Marquette Heights, and Creve Coeur all overlap in an area to the north of Route 98. Because of topography, it will be expensive for Pekin to serve that area with sanitary sewer. Therefore, Pekin does not have development plans for this area.

Across the Illinois River, the planning boundary of Pekin overlaps with that of Bartonville north of Route 9. At this time, Pekin has plans to develop the area south of Route 9, but has no plans to develop north of Route 9.

PREVIOUS COMPREHENSIVE PLANS

This is not the first Comprehensive Plan for the City of Pekin. Pekin's first comprehensive plan was developed in 1966. At that time, the population was approximately 30,000. A new comprehensive plan was prepared in 1996.

The 1996 Comprehensive Plan was the second plan for the city. There had been significant changes to the city between 1966 and 1996. Some of them were:

- Industrial and commercial development on Route 29 north including Pekin's "Auto Row"
- Residential development on the southeast side of the city (Sunset Hills)
- South 14th Street commercial and residential development
- Continuing commercial development of East Court Street on the east side of Pekin, particularly on north side of street
- Mixed use zoning and development on the north side of East Broadway, east of Parkway Drive
- Substantial residential development east of Parkway between Sheridan and Broadway
- Continuing residential development on the north side of the City west of Parkway, including Holiday Hills and Marigold Estates
- Substantial expansion of an industrial area south of the City, and east of Route 29 to accommodate the Federal Bureau of Prisons and Riverway Business Park

By 1996, Pekin's population had increased to 33,050, an increase of 10%. However, during that time the land area of Pekin increased by over 50%. The major issues addressed in the 1996 plan were the need for highway improvements, provision of infrastructure, in particular wastewater needs, and achieving orderly growth through effective use of development policies and ordinances.

An update to the 1996 Comprehensive Plan was undertaken in 2001. During the period from 1996 to 2001, the city continued to expand in land area, yet the population increased only slightly. It was during this time that Pekin annexed McNaughton and Dirksen Parks, adding over 1,300 acres of parkland to the city.

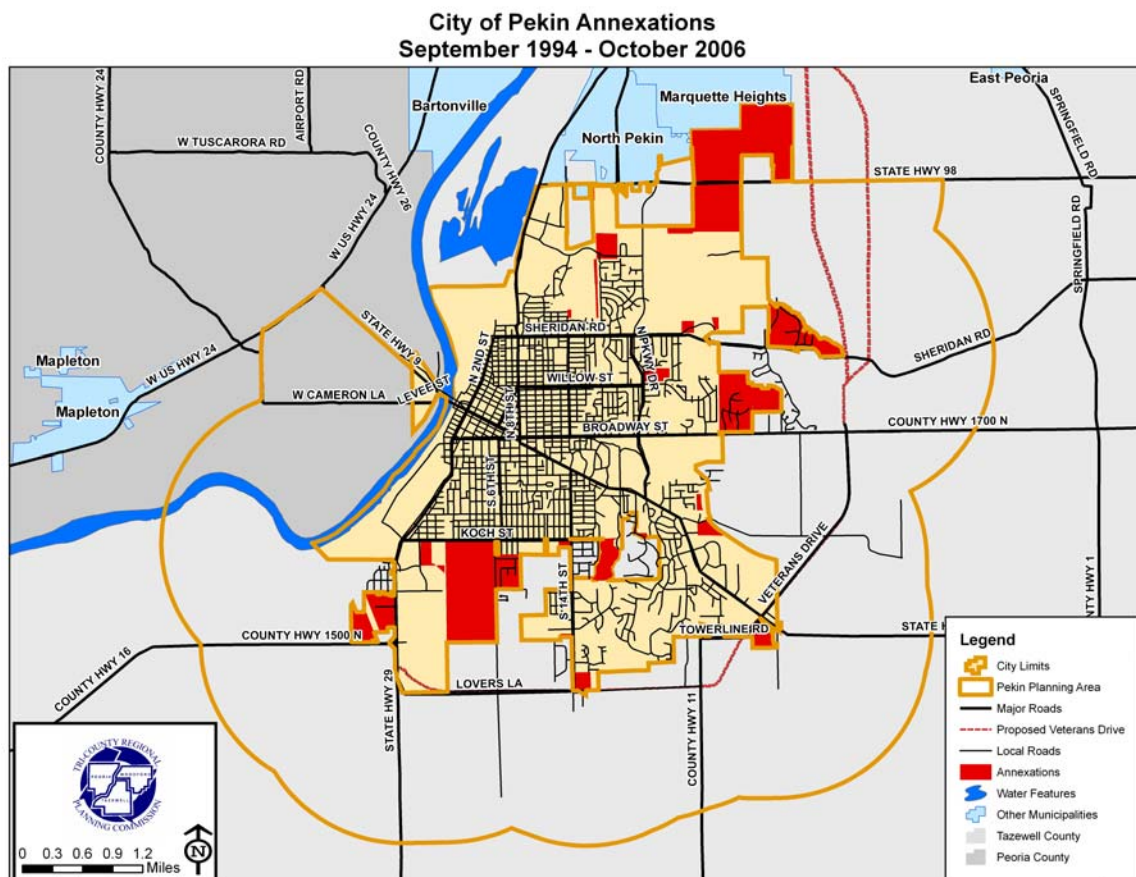
Some of the major developments that occurred from 1996 to 2001 were:

- Continuation of Sunset Hills #30 & #31 and Bay Point Estates residential development to Pekin's Southeast
- South 14th Street commercial and residential zoning and development
- Continuing commercial development of East Court Street on the east side of Pekin, particularly on north side of street
- Mixed use zoning and development east of Broadway
- Continuing residential development on the north side of the City west of Parkway, including Marigold Estates and Whitehurst Cliffs. In addition, to the east of Parkway are Lutticken's Cove, Hickory Hills and Dawn on the Lake
- Deerfield Estates Subdivision development on south end of Pekin
- Substantial expansion Riverway Business Park, most notably Hanna Steel
- Acquisition of ADM land along the Illinois River for development
- Construction of a new City Hall and County Jail as part of a "Civic Center" campus in downtown Pekin

City expansion now precludes certain improvements recommended in 1996 including the original proposed alignment of a highway around the city. The limits of future growth due to present sanitary sewer and highway limitations were also discussed in the 2001 plan.

Since 2001, the city has continued to increase in land area. Approximately 441 acres have been added since that time. See Figure I-2. A large percentage of the increase was for park land; although a significant portion was for commercial or industrial developments.

Figure I-2.



The primary issues today are transportation and quality of life. The completion of Veteran's Drive is a high priority, as is providing decent and affordable housing for the low and moderate income residents of Pekin.

LOCATION

Pekin, Illinois is located in the west central portion of the State. The area is known as a region rich in both agricultural and industrial heritage. City topography is marked by river bluffs, gently rolling terrain and mature wooded areas. The City is the county seat

of Tazewell County. Situated just 10 miles to the south of the City of Peoria, Pekin is considered the southeastern leg of the Peoria-Pekin MSA, containing a total population of approximately 350,000.

Pekin is equidistant from the Chicago and St. Louis market centers, being about 165 miles from each. The city is also less than 500 highway miles from a number of other major mid-America markets. Ideally situated, it has ready access to all forms of transportation – highway, rail, air, and water.

HISTORY

Jonathan Tharp is officially recognized as the community's first resident, although French explorers spent the winter of 1680 at a site in the southeastern section of Pekin Township. In 1824, Tharp built a small log cabin and began farming. When he determined that the local Pottawatomis were friendly, he encouraged other members of his family to join him. The following year, Tharp's father and brother came to the area. The Tharps laid out a town they called Cincinnati.

In 1829, a County Surveyor named William Hodge laid out what was to become Pekin. He called it "Town Site", indicating the land was suitable for settlement. He then took his plot to Springfield for auction. The auction, according to Tharp's journal, involved some chicanery, but in the end, the prize went to Major Isaac Perkins, Gideon Hawley, William Haines and Major Nathan Cromwell. It was Cromwell's wife who named the place Pekin, after China's City of the Sun – Pekin(g).

Commercial development had begun as early as 1827, when John Tharp opened a smokehouse. In 1829, a general merchandise store opened, followed by a store offering groceries, notions and dry goods. That same year, Gideon Hawley obtained a Tazewell County liquor license and opened a combination hotel and tavern.

Pekin built its first school in 1831 and the Pekin post office opened in 1832. By 1837, the community had a school and post office, three stores, two taverns, a church, a ferry service and a railroad, the Pekin and Terminate. Steamboat trade was also a growing factor in the local economy.

By 1849, the population of Pekin had swelled to 1,500 and residents unanimously agreed to organize under a City charter. That year, voters elected their first mayor and four aldermen. In the 1850's, industry took root in the community with a wagon maker, a manufacturer of reapers, a packing plant and a distillery.

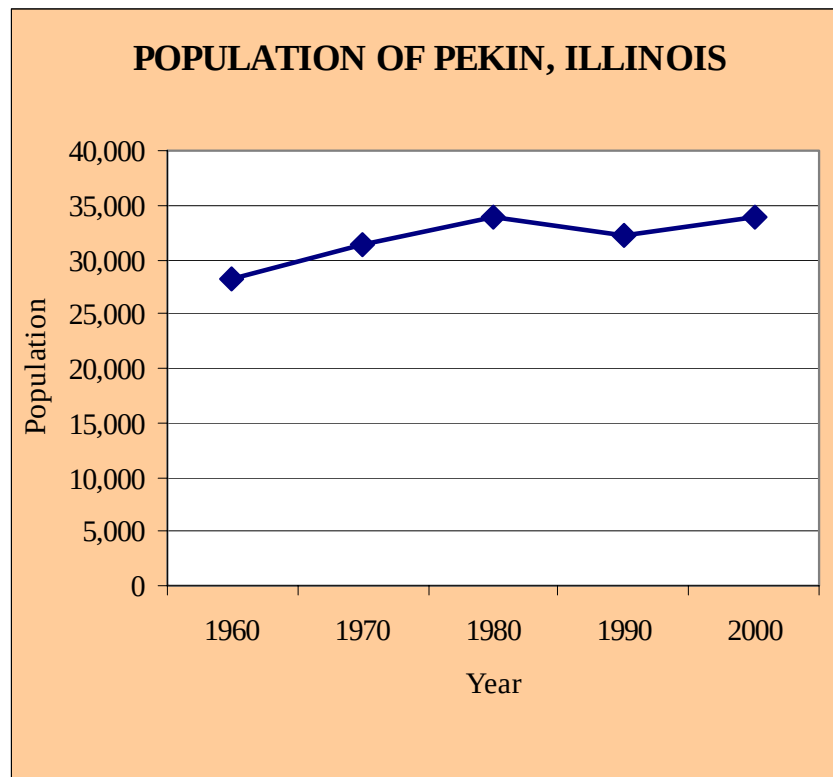
II. POPULATION AND HOUSING

POPULATION

Background

The City of Pekin was incorporated in 1849 and had 1,500 residents. In the last forty years, the population has ranged from 28,000 persons in 1960, to a high of 33,967 in 1980. The population decreased during the 1980's, but has since rebounded to its 1980 level. See Figure II-1.

Figure II-1.



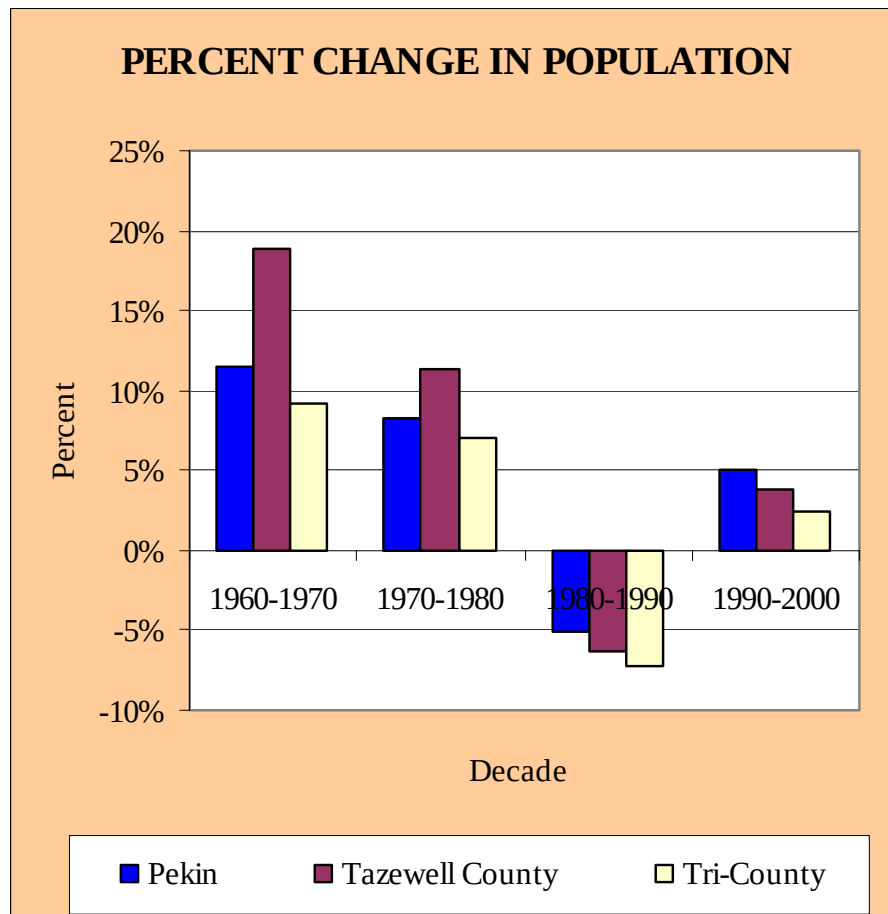
Source: US Bureau of the Census

The population of Pekin is a part of a larger metropolitan area, and the growth of Pekin is inter-connected with the growth of the larger area. Figure II-2 on the next page compares the population change in Pekin with the population change in Tazewell County and the Tri-County region as a whole.

From 1960 until 1980, the growth rate of Pekin was slower than the rate of growth in Tazewell County, although it exceeded the rate of growth in the metropolitan region as a whole. During the decade of the 1980's, when the entire region lost population, Pekin lost less population than Tazewell County or the region. In the decade from 1990 to

2000, the growth rate of Pekin exceeded the growth rate of Tazewell County or the region.

Figure II-2.



Source: US Bureau of the Census

Age of Residents

Information about the age of residents provides important knowledge about the composition of a community. The median age of the population gives us a snapshot of the population. (Median age means one-half of the population is below that age, and one-half is above.) For Pekin, the median age has been increased significantly over the last thirty years. See Figure II-3.

Figure II-3.

MEDIAN AGE 1970-2000	
1970	29.1
1980	30.3
1990	34.7
2000	37.1

Source: US Bureau of the Census

Figure II-4.

MEDIAN AGE IN 2000	
Pekin	37.1
Tazewell County	38.1
Tri-County Region	37.0
State of Illinois	34.7

Source: US Bureau of the Census

Again, a comparison to the larger region is in order. Figure II-4 indicates that the median age of the population in Pekin is comparable to that of Tazewell County and the Tri-County region. Further, it is only slightly higher than the state of Illinois as a whole.

Although the age of the population is comparable to the other areas, the comprehensive plan must take into account this age-related phenomenon. As people live longer, services for this segment of the population must be planned for.

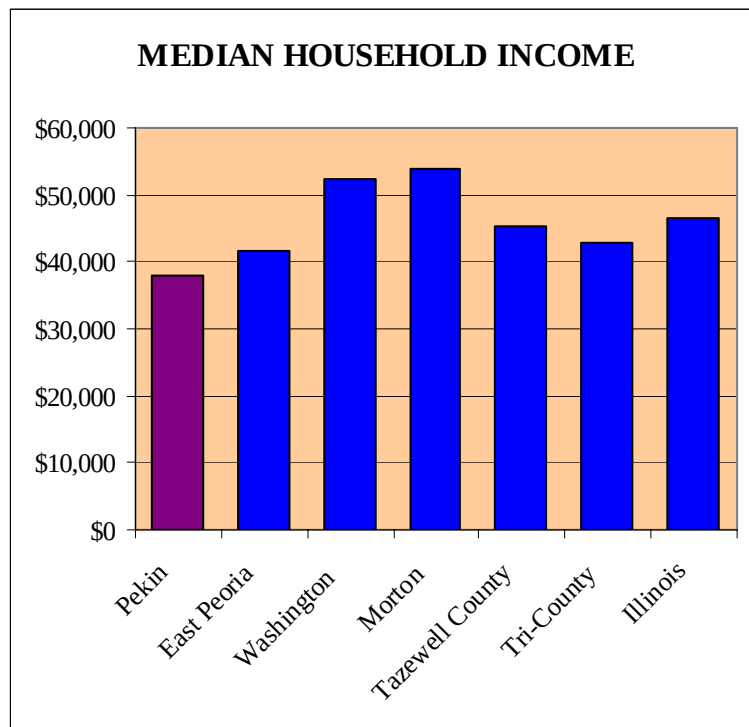
Income

Income is another factor that describes a population. Two factors have been analyzed – Median Household Income and Poverty Status.

The income of a population is studied in order to properly plan for city services and housing.

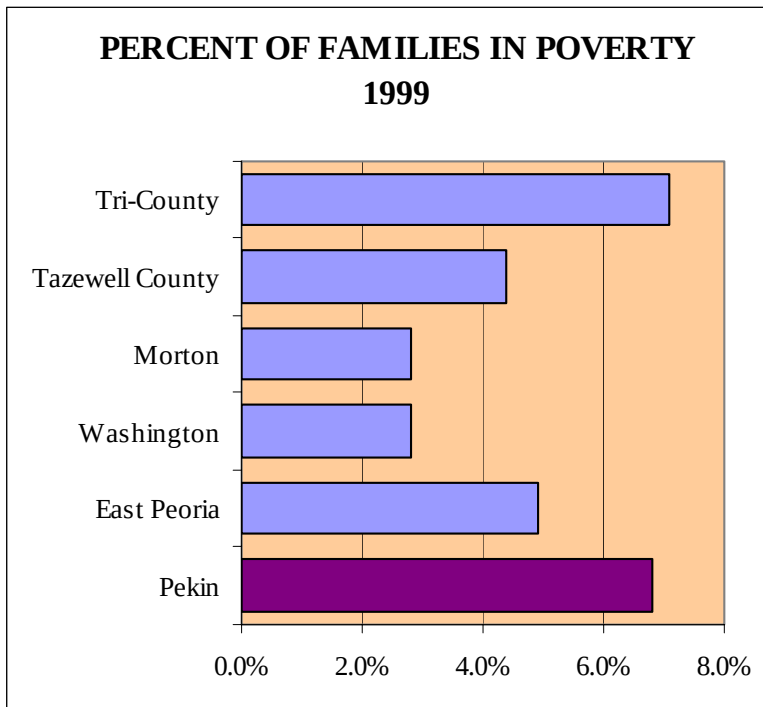
Median Household Income (MHI) is the point at which once-half of the households are above this point and one-half are below. For Pekin, the Median Household Income is just under \$38,000. A comparison of the MHI of Pekin to other nearby communities shows that the MHI is much lower in Pekin, especially in comparison to Morton and Washington, which are each over \$50,000. Further, the MHI is lower in Pekin than in Tazewell County, the Tri-County region, or the state of Illinois. See Figure II-5.

Figure II-5.



Source: US Bureau of the Census

Figure II-6.



Another method of analyzing income is to look at the poverty rate of an area. The graph to the left indicates that approximately seven percent of the families in Pekin live in poverty. This is significantly higher than the poverty rate of other Tazewell County communities. It is slightly lower, however, than the poverty rate of the region as a whole. See figure II-6.

The U.S. Department of Housing and Urban Development (HUD)

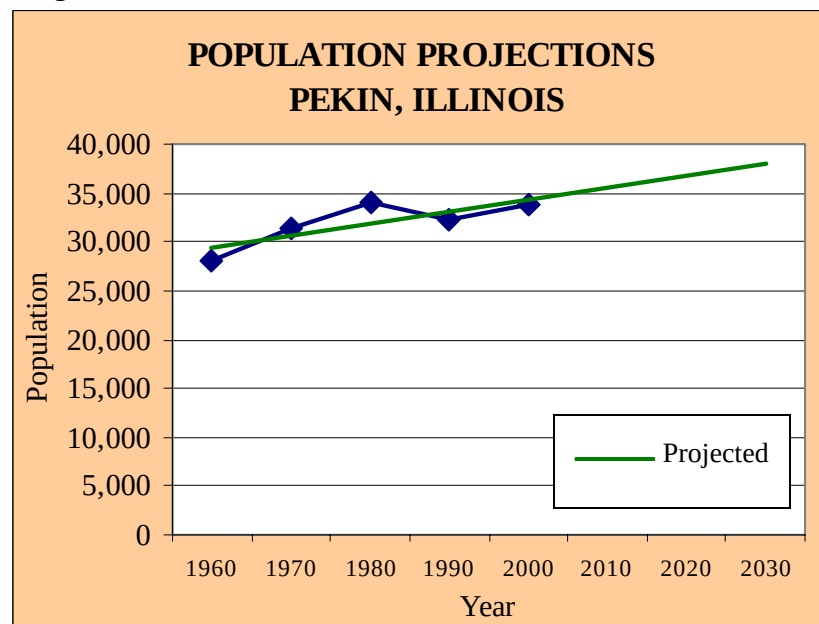
tracks low and moderate income residents of jurisdictions. In the City of Pekin, HUD estimates that 39% of the residents are of low or moderate income.

Issues and Trends

What does the future hold for the population of Pekin? In order to plan for the future, it is important to estimate the amount of growth in the next twenty to twenty-five years.

There are numerous methods of projecting the future population of a community. One of the most common methods is a linear regression model. Figure II-7 uses this method, which projects a population of just under 40,000 persons by 2030.

Figure II-7.



HOUSING

Background

Pekin is a mature city, having been incorporated in 1849, and its housing stock reflects its age. Over twenty percent of its homes were built before 1939, and over fifty percent before 1960.

From the 1960's to the 1980's, Pekin was adding over 2,500 new homes a decade. However, during the economic downturn of the 1980's, housing starts dwindled in the entire region. See Figure II-8.

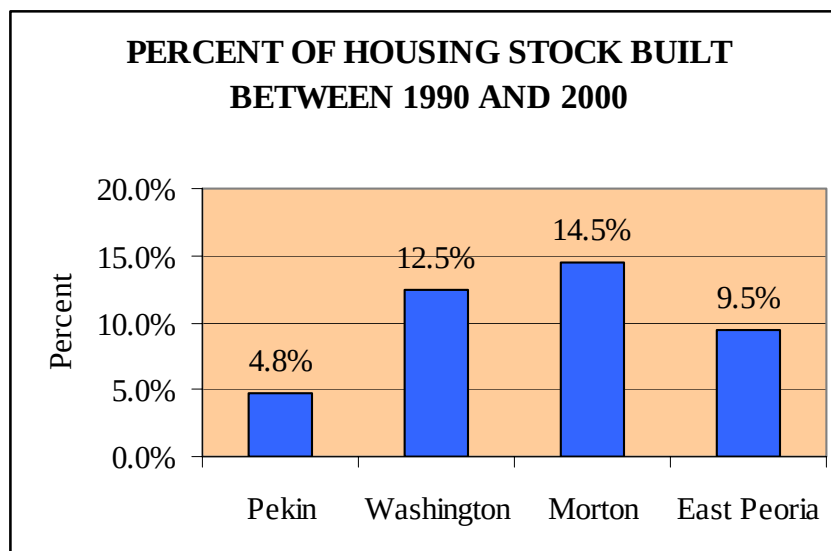
Figure II-8.

NEW HOME CONSTRUCTION	
Decade	Number of Housing Starts
1960 - 1970	2,613
1970 - 1980	2,608
1980 - 1990	730
1990 - 2000	666

Source: US Bureau of the Census

When compared to other Tazewell County communities, housing starts in Pekin are lacking. Only 4.8% of the Pekin housing stock was built during the decade of the 1990's, compared to almost ten percent or more in neighboring communities. See Figure II-9.

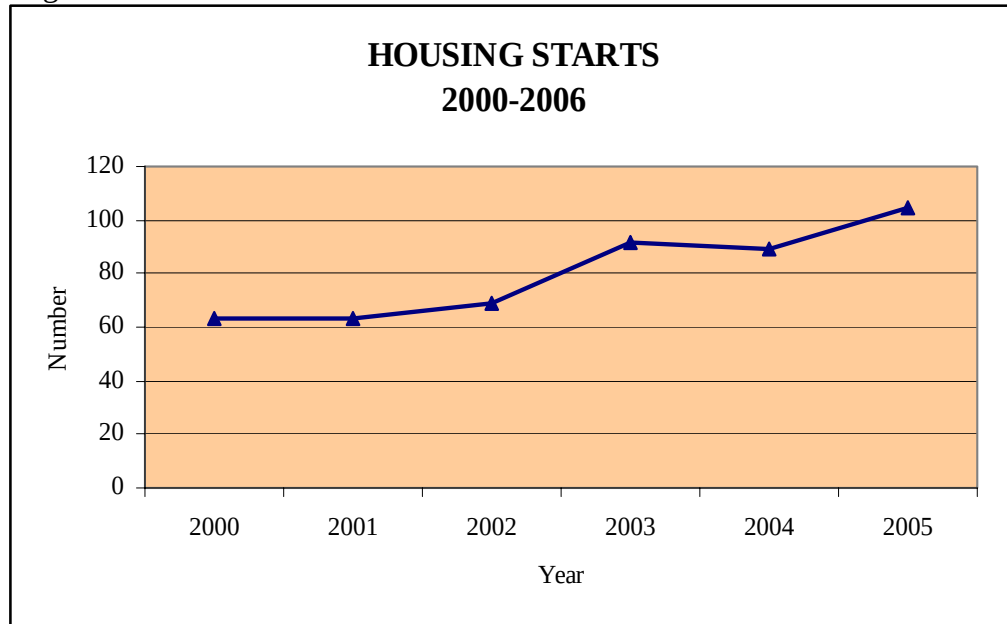
Figure II-9.



Source: US Bureau of the Census

Pekin has seen an increase in the rate of new housing starts since 2000. According to Building Permit data provided by the City, over 400 permits for new homes were obtained between 2001 and 2005. See Figure II-10.

Figure II-10.



Source: Pekin Planning and Zoning Department

The housing starts that have occurred in Pekin have been for single-family homes. There have been no multi-family developments built since the 1970's.

Issues and Trends

The primary challenge for the Pekin housing market is finding safe and affordable housing for both owner-occupants and renters. To this end, the City participates in the U.S. Department of Housing and Urban Development Community Development Block Grant Program. The focus of the program is to rehabilitate owner-occupied homes for low and moderate income residents of the city. However, as the need for housing rehabilitation continues to increase, the city's funding has been falling. See Figure II-11.

Figure II-11.

COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING	
Year	Amount
2000	\$545,000
2002	\$542,000
2004	\$492,000
2005	\$472,290
2006	\$427,053

The City of Pekin also has a Public Housing Authority to assist low and moderate income families who live in rental units. The Pekin PHA has 196 subsidized housing units. However, the need is much greater than can be met with this number of units. In March of 2006, the waiting list for the subsidized units consisted of over 400 families.

GOALS AND OBJECTIVES

GOAL 1: Plan for population growth in twenty-five years

Objective: Manage growth so that it is consistent with the city's ability to service existing and new developments

Objective: Improve and expand transportation system to keep pace with new growth

Objective: To prevent sprawl, locate new developments adjacent to existing developments and close to sanitary sewer lines

Objective: provide new and improved parks, recreation areas, natural areas and open space to meet the future needs of the city

GOAL 2: Provide decent and affordable housing for all socio-economic groups in Pekin

Objective: Encourage the construction of new multi-family units

Objective: Balance the amount of market-rate and affordable housing

Objective: Institute a rental inspection program

Objective: Find new/additional sources of funds from HUD or other agencies to provide housing for low and moderate income persons

III. UTILITIES

WASTEWATER TREATMENT AND COLLECTION

Background

One of the most important services a city provides is wastewater collection and treatment. Because extensions of sanitary sewer systems can take years to implement, it is important that they are planned for before they are actually needed.

This section of the report will discuss three aspects of wastewater: treatment, collection, and combined sewers.

Pekin's wastewater system serves the City of Pekin and the Village of North Pekin. Together, the population of the two communities is 35,430.

Wastewater Treatment

The original wastewater treatment plant on Front Street near the Illinois River was constructed in 1939. Seven different phases of construction and improvement of treatment facilities at that location have occurred since that time, the most recent being in 1992 to accommodate additional wastewater from the Federal Prison. The 1992 improvements to the treatment plant raised the capacity to an average flow of 4.3 MGD (million gallons per day) and a design maximum flow of 8.74 MGD.

At one time, Pekin had a second wastewater treatment plant, located on the south side of Route 98 midway between Parkway Drive and Route 29. This plant has been out of service since 1988, and is used only as a holding facility during high rainfall when the combined sewers would otherwise overflow into the Illinois River.

In 2001, a study of the City's wastewater system was undertaken. Based on projected growth, the flow capacity of the plant will need to be expanded from 4.3 MGD to 6.8 MGD by 2015. The peak hourly flow capability of the plant will need to be expanded from 8.7 MGD to 15.4 MGD by 2015. Current plans call for this work to be done in phases through 2010. The first phase, to be completed in 2007, will expand the capacity from 4.3 MGD to 4.9 MGD.

As the loading to the plant surpasses 50,000 population equivalents, additional treatment for removal of ammonia is required by state regulations. The City could be placed on a compliance schedule to meet new ammonia removal limits in the not too distant future. New ammonia removal limits were imposed by the 2002 NPDES (National Pollutant Discharge Elimination System) permit. The City is currently at less than 40,000 population units.

Wastewater Collection

The City of Pekin's wastewater collection system is a series of pump stations and interceptor sewers. There are five interceptor sewers that carry wastewater from smaller diameter pipes to the city's treatment plant. They are:

- Southeast Interceptor
- North Side Interceptor
- South Side Interceptor
- Northeast Interceptor
- Lick Creek Interceptor

According to the 2001 facilities plan, the wastewater collection interceptor sewers are adequate for the planning period based upon the projected growth areas.

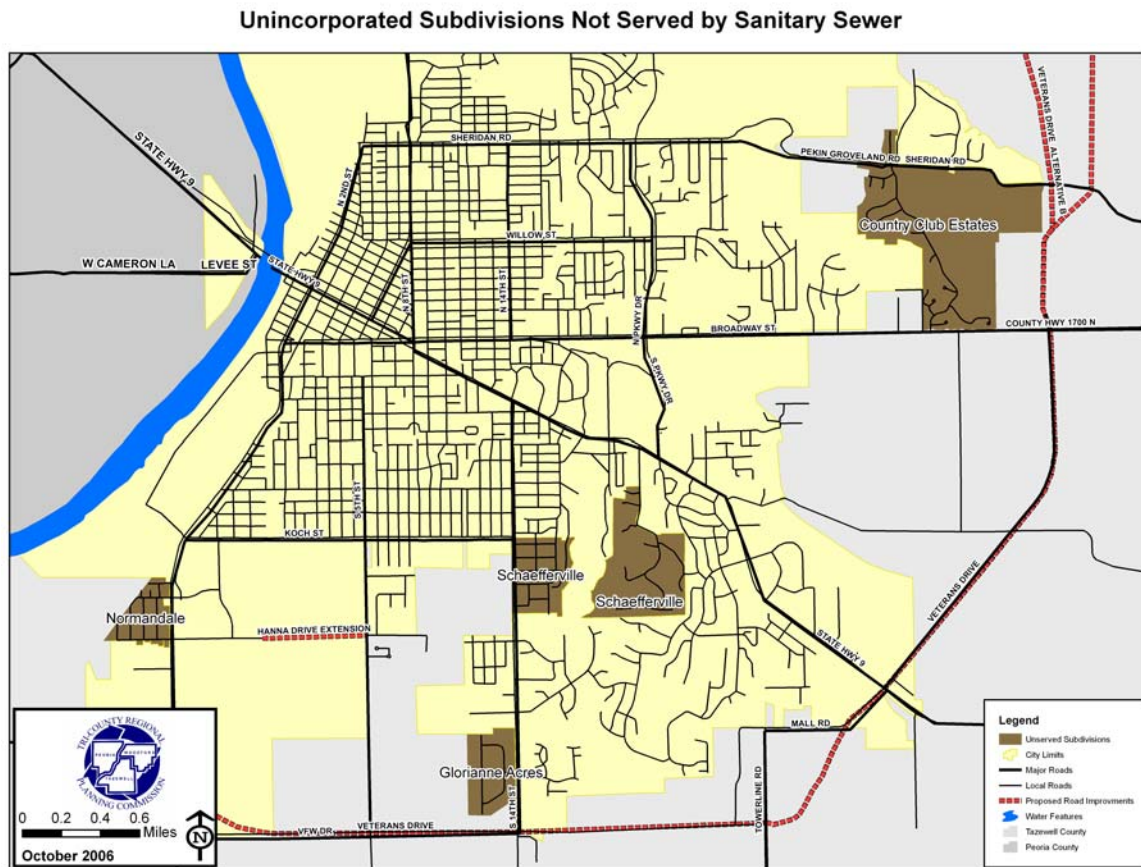
The City has twelve pumping stations to move wastewater to the interceptor sewers. The city has recently upgraded the stations as required for future growth and operational dependability.

With the five interceptor sewers in place, there is capacity in the wastewater collection system to serve undeveloped land in and around Pekin. These areas are the South 5th Street Area, the South 14th Street area to VFW Road, an area north of Allentown Road, and the area south of Broadway to California Road.

The City is in the process of planning an extension of the Lick Creek Interceptor Sewer. This extension will be able to serve Country Club Estates, and an area east of California Road between Allentown and Broadway Roads. Country Club Estates is a development with a private sewer system in the unincorporated Tazewell County but adjacent to Pekin's corporate boundaries. The private sewer system may need to be replaced in the not too distant future.

Pekin has a number of unincorporated subdivisions either adjacent to or within its corporate boundaries where the lots are on individual septic systems. The three primary developments of this type are Schaefferville, Glorianne Acres, and Normandale. At some point in the future, these lots will need to be converted to a public sewer system. Services to such areas would require cost sharing and annexation to the city of Pekin. See Figure III-1 for a map of these areas.

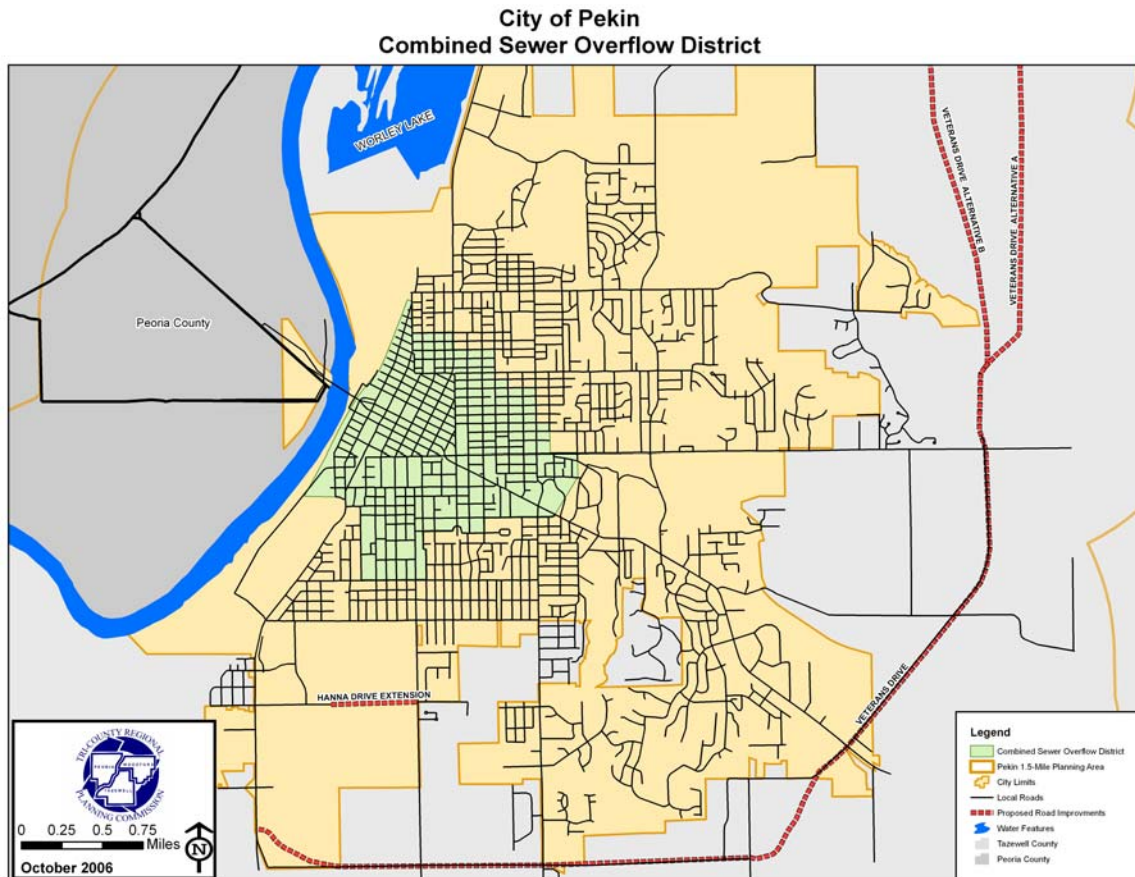
Figure III-1.



Combined Sewers

As with many cities, the older sections of Pekin have combined sanitary and storm sewers. See Figure III-2. Approximately thirty percent of the city has combined sewers. The proper operation of the combined sewer outfalls (CSOs) is critical to protect the City's combined sewer system and treatment plant. The city's four CSO structures serve as the gate to allow storm water, combined with sanitary sewer water, to discharge to the Illinois River during times of significant storm events. They also serve as a gate to prevent high Illinois River waters from entering the combined sewer system and potentially flooding the treatment plant.

Figure III-2.



During sustained periods of significant rainfall, the combined sewer system overflows directly to the Illinois River. These CSOs are allowed by the Illinois Environmental Protection Agency (IEPA) as long as certain requirements are met.

The city is in the process of completing a Combined Sewer Overflow Assessment Study. Results of this study will facilitate future improvements in the CSO system, and be used in the design of the treatment plant expansion discussed earlier in this report.

As the city makes road improvements in areas served by CSOs, they attempt to separate the storm sewers from the wastewater system. This was done when the city constructed Jane Street/3rd Street and Court Street/3rd Street in the early 1990s.

Issues and Trends

The city's wastewater treatment system is in satisfactory condition, and the planned improvements to the facility will serve the city for the well for the next five to ten years.

The collection system is also adequate. The most pressing need is the extension of the Lick Creek Interceptor to allow development to the east of the city. In addition, the city



must plan for the eventual replacement of private sewers in unincorporated areas throughout the community.

The Combined Sewer Overflow system, which is regulated by the IEPA, is currently in conformance with all requirements. However, there is the possibility that IEPA will develop more stringent guidelines in the future. In the past, the city has separated storm sewers from the wastewater system during major road construction/reconstruction projects. This practice should be followed in the future.

The city also has numerous sanitary sewers that currently discharge into the combination sewer system, due to the fact that no interceptor sewers are available. In the future, the city should construct connections from sanitary sewers directly into interceptor sewers whenever possible.

Figure III-3.



Pekin Wastewater Treatment Facility

STORMWATER DRAINAGE/EROSION CONTROL

Background

The City of Pekin has experienced a number of drainage and erosion problems. Those problems were compounded by land developments which increase the rate of runoff and otherwise alter the natural drainage patterns resulting in increased erosion and flooding. The City's runoff is primarily collected by its storm sewer system. Most of the runoff is discharged to the Illinois River, Brentwood Ditch, Lake Arlann, Sunset Lake, and other receiving streams.

Since 2000 the City of Pekin, most all urbanized areas in the nation, must now comply with the U.S. EPA NPDES Stormwater Phase II requirements. Each community must implement a storm water management program that includes the following:

- Public education and outreach on stormwater impacts
- Public involvement and participation
- Illicit discharge detection and elimination
- Construction site stormwater runoff control
- Post-construction stormwater management in new development and redevelopment
- Pollution prevention/good housekeeping for municipal operations

Since 1986, the City has had in place a "Storm Water Control" ordinance which requires that new development provide on-site stormwater retention and/or detention. With the existing storm sewers and drainage ditches exceeding their hydraulic capacities, areas of peak stormwater runoff need to be held during the peak flows on site and then gradually released back into the storm sewer or drainage ditch when those flows subside.

At the present time, the City is investigating the "Soil Erosion and Sedimentation Program" utilized by some neighboring counties and municipalities. The City should continue to be an active supporter of both permanent and temporary stormwater control measures. The City of Pekin is taking the appropriate steps to comply with the EPA's Storm Water Phase II Regulations.

In 1985, a "Drainage and Erosion Study" was prepared for the City. That drainage study concentrated on the eastern portion of the City because the western portion is primarily served by the combined sewer system which was discussed earlier in this report. The 1985 study revealed that of the many drainage-related problems in the City of Pekin, the most serious problems exist along the Brentwood - Windsor Ditch and its tributary areas. Stormwater detention is the key to solving future problems and holding in check existing problems in this drainage basin. The other major area of concern is the discharge from the lake in Sunset Hills. This has the potential for being a very serious problem if additional runoff is added to the area in the future by new developments upstream of the lake. In addition, the spillway energy dissipation problem at the discharge of the Sunset Lake needs to be rectified. The capacity problem with the Brentwood - Windsor Ditch could be alleviated by following the recommendations from the 1985 study. The City



should retain stormwater in subsystems prior to introduction into the major waterways such as the Brentwood - Windsor Ditch. The efforts to construct retention and/or detention facilities should continue. In addition, the City needs to pursue the construction of the retention and detention sites described in the 1985 report.

The City implemented a Stormwater ordinance in 2006 to establish rules, regulations, guidelines, and Best Management Practices (BMP's) in order to comply with NPDES. This ordinance will provide for the health, safety, and general welfare of the citizens of the City of Pekin through regulation of non-stormwater discharges to the stormwater drainage systems to the maximum extent practicable as required by federal and state law. Through the implementation of this ordinance, many of the issues addressed in the 1985 report have been rectified.

Another area of drainage concerns in the City has been Lake Arlann. In 1991, the "14th Street Drainage Study" was prepared to address the concerns in that area. Lake Arlann functions as a large retention facility with its water level fluctuating with the intensity of the rainfall events. For years, the outfall from the lake was inadequate, resulting in the lake rising to flood levels. Recent construction (1995) provides for a better overflow system from Lake Arlann to Lake Remington to a receiving stream. The most critical flood prone areas within the Lake Arlann watershed are the ditches between Glorianne Acres and 14th Street and between 14th Street and VFW Road. The primary source of present and future runoff to these ditches is generated downstream of Lake Arlann and Sunset Lakes. The importance of runoff control for this area cannot be overstated. Examples of detention/retention control are located at Pekin Manor and Sunset Hills Extension 25 which is the type of control needed in this area. Upstream of the lakes, runoff, sedimentation and erosion control are very important. Continued enforcement of the storm water control ordinance in this area will help preserve the positive effect the lakes have on the watershed. An overflow system of pipes was constructed between Lake Arlann, Lake Remington and the ditch near Glorianne Acres. This retention scheme should reduce flooding in those areas.

Issues and Trends

The City has several existing storm sewers that are approaching capacity. Similar to the situation with the ditches, the City needs to construct retention and detention sites to divert runoff into these facilities instead of a storm sewer that is currently at or near capacity.

As development has continued, runoff was often discharged downstream into a storm sewer with limited capacity. The City is looking at replacing undersized sewers with those of greater capacity and looking at alternative routes for the storm runoff. The City works with developers in over sizing storm, as well as sanitary sewers, to accommodate future runoff.

PRIVATE UTILITIES

Background

The following utilities are provided by private companies:

Figure III-4.

PRIVATE UTILITIES	
Utility	Provider
Electricity	Ameren/Cilco
Natural Gas	Ameren/Cilco
Water	Illinois American Water Company
Telephone	Gallatin River Communications
Cable	Insight Communications
Cable/Phone/Internet	OMNILEC

Source: City of Pekin

The City currently has franchise agreements with all of the private utility companies with the exception of Illinois-American Water Company. Coordination has been and will continue to be important between the City and the private utilities.

Utility coordination meetings are held on a regular basis to coordinate the work of all of the utilities and to avoid potential conflicts.

Issues and Trends

In Pekin, the water treatment and distribution system is owned by a private company, Illinois American Water Company. In the state of Illinois, this is the exception rather than the rule, with only 15% of the population of the state serviced by a private water utility.

The City of Pekin has considered purchasing the privately-owned Illinois American Water Company Pekin facility. Public ownership of the water company would be valuable in controlling the future growth of the City, and would also limit rate increases.

In March 2002, Pekin voters approved an advisory referendum for the city to pursue the purchase of the utility. However, the project stalled when the Illinois Commerce Commission, which controls private utilities, ruled in 2004 that Pekin could not purchase the company by eminent domain. In July of 2006, the Illinois Legislature approved a bill that would allow municipalities to purchase their water systems without Illinois Commerce Commission approval.

At this time, the City Council has decided not to pursue the purchase of Illinois American Water Company.



GOALS AND OBJECTIVES

GOAL 1: Provide safe and efficient wastewater treatment and distribution to current and future residents of the city.

Objective: Construct the planned extension to the Lick Creek Interceptor Sewer

Objective: Plan for the extension of sanitary sewers to areas of the city not currently served by sewer

Objective: Increase the flow capacity of the wastewater treatment plant to 6.84mgd and peak hourly flow capability to 15.39mgd by 2010.

Objective: Disconnect storm sewers from sanitary sewers when improving roads in areas served by Combined Sewer Overflows (CSOs).

Objective: Encourage the development of areas than can be served by the current wastewater collection system.

GOAL 2: COMPLY WITH U.S. ENVIRONMENTAL PROTECTION AGENCY NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PHASE II REGULATIONS

Objective: Reduce the amount of erosion due to stormwater drainage

Objective: Implement stormwater maintenance plan and budget.

GOAL 3: Provide safe and efficient water, natural gas, electricity, telephone and cable to current and future residents of the city.

Objective: Continue to coordinate with all private utilities on a regular basis concerning present and future needs of the residents of Pekin.

IV. ECONOMIC DEVELOPMENT

An important part of any community is its economic activity. Existing commercial and industrial uses must be kept vibrant while new commercial and industrial growth is needed to maintain and increase economic opportunities and potential.

The economic base of a community is the primary economic development driver. The economic base is that part of the local economy that brings in dollars from outside the community in the form of wages. Wages are then spent throughout the community for everyday goods and services.

Base industries can be manufacturing plants, tourism, a university, or a regional hospital, among other businesses. In Pekin, the two primary economic base industries are manufacturing and tourism. Each will be discussed in turn.

THE ECONOMIC CYCLE

A base industry hires local residents to work in its manufacturing facility. The products they make are sold outside of the community. Wages are paid to the employees from the revenue the company receives when it sells its products.

The employees take their wages and buy everyday good goods and services in the community. They purchase retail products such as groceries and gasoline, and services such as banking and auto repair.

Both parts of the economy are necessary to a city. It has been estimated that every job in a base industry

MANUFACTURING

Background

The products manufactured in the Pekin area are wide ranging. They include ethanol, concrete products, industrial gases, agricultural chemicals and fertilizers, animal food, seasonings, bronze bushings, hunting accessories, paperboard, aluminum castings and field seed and hybrid corn.

In addition to manufacturing, there are numerous service industries in Pekin that bring in a significant part of their revenue from outside the community. Figure IV-1 lists the major employers in Pekin.

Figure IV-1.

MAJOR EMPLOYERS IN PEKIN	
Employer	Employees
Pekin Hospital	680
Pekin Insurance	584
Super Wal-Mart	400
Pekin School District #108	395
Tazewell County Government	370
Federal Bureau of Prisons	300
Pekin School District #303	250
Aventine Renewable Energy	240
City of Pekin	200
Midwest Generation	188
MGP Ingredients	140
PAL	120
Continental Carbonic	120
Tazewell Machine	125
Hanna Steel	100

Source: City of Pekin

The City of Pekin has had numerous annexations for commercial or industrial projects since 2000.

Figure IV-2.

COMMERCIAL AND INDUSTRIAL ANNEXATIONS SINCE 2000		
Date	Business	Acreage
January 2000	United Ready Mix	9.5
December 2002	Super Wal-Mart	30.26
December 2005	Riverway Business Park	160
July 2006	Riverway Business Park	160

Source: City of Pekin

Economic Development Strategy

Economic development incentives have been utilized to encourage, attract, and hold development in Pekin. Pekin has had an economic development program for some years, initially through projects in tax increment financing (TIF) districts and more recently through projects in an Enterprise Zone. Projects in both types of districts provide financial incentives.



A successful economic development program of a community has the following characteristics;

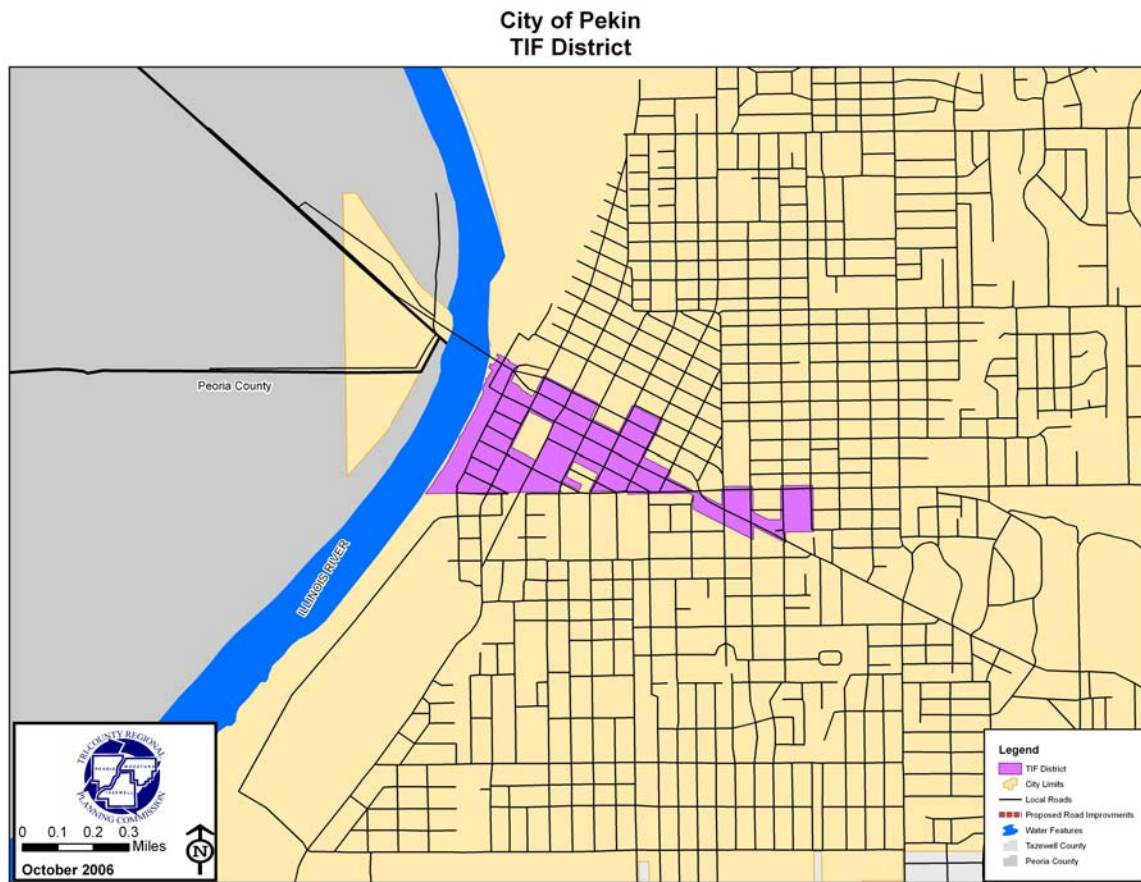
1. Incentives for serving both existing business and industries and potential prospects considering locating in Pekin.
2. Community understanding and support of the use of economic development incentives, including tax deferrals or abatements in the short term to increase return over the long term in jobs, real estate taxes, and retail sales and other positive aspects of community growth and development.
3. Good working knowledge of incentives commonly used and willingness to explore less common incentives which may be tapped from other sources.
4. Ability to understand the particular needs of a business or industry and to tailor incentives to what is necessary to meet those needs.
5. Ability to respond quickly and cooperatively to business and industry development or expansion interests.
6. Availability of good promotion and marketing material and an effective program for using those materials so as to inform both existing and prospective businesses and industries of Pekin's interest and assistance in business development and expansion.
7. Ongoing networking with regional and state economic development personnel.

Tax Increment Finance

In a Tax Increment Finance District (TIF), bonds are issued to make a site ready for development with the higher real estate taxes after the development (the tax increment) then used to pay off the bonds. In this instance the tax supported bodies do not receive additional taxes due to increased assessment until the bonds are retired.

The city currently has one TIF District – the Central Business District. See Figure IV-3 on the top of the following page.

Figure IV-3.



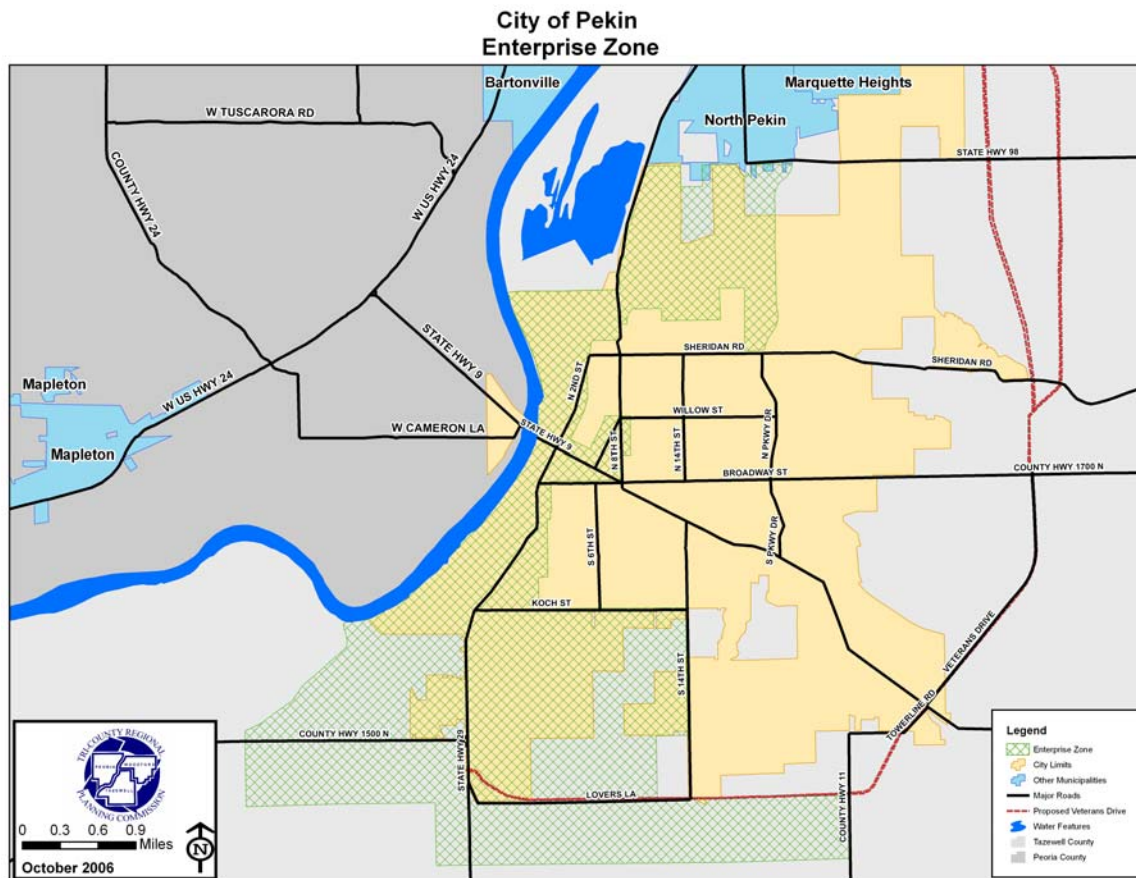
Enterprise Zone

The City of Pekin and Tazewell County jointly created an Enterprise Zone in 1986. The zone encompasses almost ten square miles and includes the Riverway Business Park and a federal medium/minimum security prison, among other uses. (See Figure IV-4.) The Zone is due to expire in 2016.

In 2004, the Enterprise Zone reported total project investment of \$160M, and the creation of 1,244 jobs and the retention of 1,806 jobs.

The following incentives are offered in the Enterprise Zone: property tax abatement, building materials sales tax exemption, and a waiver of building and inspection fees.

Figure IV-4.



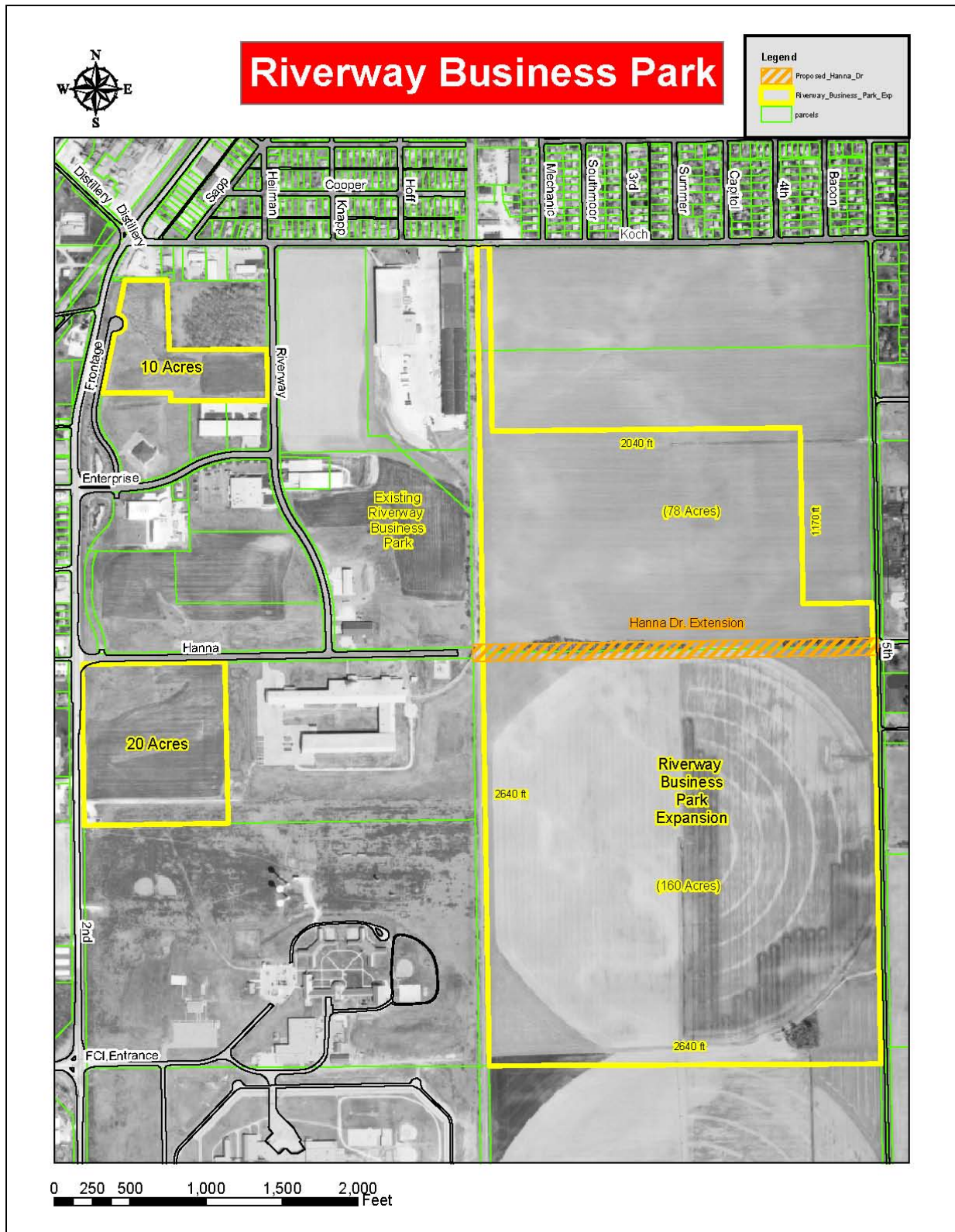
Current Economic Development Projects

Riverway Business Park

The Riverway Business Park is a 395 acre industrial park being developed by the City of Pekin. Phase I of the Business Park, consisting of 165 acres, has been developed with streets with curb and gutter, underground utilities, telecommunication switching facilities, street lighting, and landscaping. Only 35 of the 165 acres remains available.

Phase II of the Business Park consists of 70 acres, and Phase III consists of 160 acres. Phases II and III need an extension of Hanna Drive to make them developable. A grant has been received from the U.S. Economic Development Administration to assist with the cost of this project. See Figure IV-5 on the following page for a map of the business park.

Figure IV-5.



Riverfront

Much of Pekin's waterfront was previously relegated to heavy industrial use. Since the late 1990's, the City has been actively redeveloping the riverfront area into a combination of public and recreational uses. The city has acquired and removed three grain elevator businesses. The northerly section of the riverfront has been redeveloped into a marina, boat dock, and open space.

In 2005, the City hired URS Corporation to examine the market potential and development trends along the riverfront in an effort to maximize riverfront revitalization and development opportunities as well as increase tax revenue. URS studied a 16.5 acre area on the east bank of the Illinois River between Catherine Avenue on the north, Fayette Street on the south, and 2nd Street on the east. The URS study recommended three initiatives. They are:

- Riverfront Park
- Pekin Lake
- Boat Launch projects.

Figure IV-6.



Riverfront Park at sunset

Future Economic Development Projects

There are numerous economic development projects currently being discussed in the City of Pekin.

Veteran's Drive Commercial

The City has been planning for additional commercial development at the intersections of Veteran's Drive with Broadway, Allentown Road, and Route 98. Commercial development will most likely be in phases as different sections of the roadway are completed.

Crystal Lake

The Crystal Lake site is an eleven acre lake surrounded by 27.5 acres of industrial property. It is located to the east of Powerton Lake on the west side of Route 29. Land to the north of the lake is in the City of Pekin, and is also in the City's Enterprise Zone. Access to the Illinois River is via an approximately 1,500 foot long channel to the river. Crystal Lake is viewed as a location for grain operations, or for distribution of by-products of local ethanol plants.

West Side of Illinois River

The City of Pekin has land in its corporate limits in Peoria County on the west side of the Illinois River. The City is considering developing the area into a regional recreational facility.

Other potential projects are a Commercial TIF or Special Service Area on Derby Street, and a potential Commercial/Industrial TIF in the Rosedale Addition on Derby Street.

Issues and Trends

Pekin has effectively utilized economic development incentives to stimulate business and industrial expansion. Incentives have included short term tax deferrals or abatements, waiver of construction materials sales tax and waiver of building and inspection fees. It is strongly recommended that Pekin continue an aggressive program of marketing economic development incentives to prospective and existing businesses and industries to encourage development and expansion in both targeted enterprise districts and other areas. These incentives should be complimented by other federal and state economic incentives which Pekin has used in the past. Pekin should have a strong relationship with the area Economic Development Council groups and the Illinois Department of Commerce and Economic Opportunity which markets all communities within the region for business and industrial development and expansion and which also assists area communities in tailoring economic development incentive packages for particular needs of specific businesses.

The biggest challenge facing the economic future of Pekin is transportation. Pekin does not have a direct connection to an interstate. This issue will be discussed further in the section on Transportation.

TOURISM

Background

From 1998 to 2004 the Pekin Chamber of Commerce housed the Pekin Visitors Bureau and employed and supervised a Coordinator of Tourism. The City also created the Pekin Area Convention and Visitors Committee whose purpose was to develop a comprehensive program designed to promote the growth of tourism and convention

related business. This effort is funded by a 5% Hotel/Motel Tax, instituted in 2005, which brings in approximately \$125,000 per year.

In late 2004 the Visitor's Bureau moved into City Hall and shares office space with Pekin Main Street. Since then, the Coordinator of Tourism and the Pekin Visitors Bureau have been brought into the City's structure. This allows for better coordination between the two offices and the assistance and implementation of a heritage tourism program which enhances the economy by preserving Pekin's cultural heritage and legacy.

Tourism Grant Program

The City has a tourism grant program, funded by the 5% Hotel/Motel Tax. The purpose of the grant program is to assist organizations in hosting events that will promote a positive image to visitors and generate overnight stays and retail sales.

In fiscal 2005, which ran from May 1, 2005 to April 30, 2006, the City granted \$40,000 to support tourism. The maximum grant is \$5,000. Grants may be used to cover the costs of advertising, print materials, production of an event to attract tourists, or the development of a permanent tourism attraction.

Pekin Main Street Program

Pekin Main Street is a downtown revitalization program. The National Trust for Historic Preservation established the National Main Street Program in 1980 to address the threats on the vitality of small city downtowns. The state of Illinois, after seeing the success of this program in other states, established the Illinois Main Street program in 1993 as a preservation-based economic development program. Services are delivered in cooperation with the Illinois Historic Preservation Agency and the Illinois Dept. of Commerce and Community Affairs, to provide expertise on a variety of topics - from retail development and recruiting to building preservation and restoration.

A group of local dedicated volunteers, in cooperation with the Pekin Central Business Association, applied to become an Illinois Main Street Community to take advantage of these services, and Pekin received its official charter as an Illinois Main Street Community on April 5, 1999.

The mission of Pekin Main Street is to preserve, restore and revitalize Pekin's downtown area, both aesthetically and economically, through educating the entire community of the benefits of Pekin's downtown. This non-profit organization is made up of fifteen volunteer board members, and one paid Executive Director, who oversee this entire structure. Within this structure, the organization has four committees that represent a four-point approach, which is based on the guidelines by National Main Street when this organization was established. The four points are Organization, Design, Promotion, and Economic Restructuring.

In January of 2005, the Pekin Main Street office moved into City Hall to assist with the Pekin Visitor's Bureau services. Pekin Main Street continues to focus on the promotion and vitality of the downtown area, and the Visitor's Bureau continues to assist with guests visiting Pekin.

Issues and Trends

The tourism program in Pekin is in a transitional phase. While many efforts are taking place by numerous entities, the city needs a comprehensive tourism strategy.

GOALS AND OBJECTIVES

GOAL 1: TAKE AN ACTIVE ROLE IN ECONOMIC DEVELOPMENT PROJECTS FOR THE CITY

Objective: Continue to develop and actively market Riverway Business Park

Objective: Promote commercial nodes along Veteran's Drive in accordance with the Future Land Use Map

Objective: Pursue the redevelopment of Crystal Lake to take advantage of its access to the Illinois River

Objective: Continue to promote the manufacturing sector of Pekin through the use of Enterprise Zone and Tax Increment Financing

Objective: Continue to promote the Pekin Main Street Program

V. PUBLIC BUILDINGS AND FACILITIES

CITY HALL AND POLICE DEPARTMENT

Background

In 2002 the City constructed a new City Hall/Police Department facility, on the block bounded by Capitol, St. Mary, Third and Sabella Streets. This building is part of a governmental complex, also housing new county facilities on the adjacent block to the north. See Figure V-1.

Pekin City Hall is a 2-story building located at 111 S. Capitol Street. The Police Department occupies the entire first floor. Police Department facilities include a counter area, interrogation area, Sergeant's office, Lieutenant's office, fingerprinting room, evidence room, police records, offices for the Police Chief, the Police Chief's secretary, interrogation area, and additional offices. The building has one double bay garage for police cars.

The second floor houses administrative offices which include public works, economic development, community development, city manager, city clerk, finance, inspections, and engineering. Also on the second floor is the Mayor's office and council chambers.

The TazCom 911 Emergency Response Center has relocated to 1130 Koch Street.

Issues and Trends

The new City Hall/Police Department facility is expected to meet the needs of the City for at least the next twenty years.

Figure V-1.



Pekin City Hall/Police Department

FIRE STATION FACILITIES

Background

Three fire stations presently serve Pekin.

The Eastside Station, located at the intersection of Entrance Road and Court Street, is a brick structure constructed in 1976. The facilities include a kitchen, bunkroom, shower/bath area, two apparatus bays and office areas. A basement area provides additional office space, storage areas, a meeting room and an emergency shelter and generator. The building accommodates a fire truck, reserve apparatus and support vehicles, and the department administration offices.

The Northside Station, a brick structure located at N. 14th Street and Willow, was constructed in 1961. Facilities include a bunkroom, shower/bath area, apparatuses bay and a study/lounge area. The building accommodates two trucks. The overhead doors have exceptionally low clearance and cannot accommodate most of the modern apparatus, thus limiting the type of apparatus that can be stationed here.

The Southside Station, a brick structure located on Derby Street west of Mechanic Street, was constructed in 1961. Facilities include a kitchen, bunkroom, apparatus bay, shower/bath and a study/lounge area. The building accommodates two trucks.

Issues and Trends

The three fire stations were ideally suited for Pekin when they were constructed. However, there are significant problems with the stations at this time, primarily due to the age of the buildings and their locations within the City. Both the Northside and Southside buildings are over forty years old, and they are not capable of accommodating modern equipment. In addition, response times are inadequate to some areas of the city. Both stations need to be upgraded, at a minimum, or totally replaced.

One alternative is to replace the Southside station with a new station that has better access to the downtown, to the industrial areas of the southwest side of the city, and to the area south of Veterans Drive. A possible location might be at South 5th Street and the future intersection of Hanna Drive, approximately ½ mile south of Koch Street. New street construction in this part of town could have a significant impact on station location. One of the longest response times is from the current Southside Station to the Veterans Drive area. Preliminary ideas include the relocation of the administration offices, an Emergency Operations Center, Regional Training Center, an emergency evacuation center, a Police sub-station, a fire department museum area and a community room. This new station will be a five (5) bay station with large enough bay doors to house the larger, more modern equipment.

There are many areas on the north side of the city that are not being adequately served by the existing Northside Station. The Whitehurst Lakes area and the area north and west of Whitehurst Lakes were not in the city when the North Side Station was constructed. Since that time the city has expanded northward by more than one mile.

Another issue regarding fire protection is that many subdivisions, particularly on the southeast side of the city, have poor road circulation. Emergency vehicle movement through this area is possible only by using a variety of streets and navigating through a number of intersections in a circuitous manner.

A new station in the Sheridan/Veteran's Drive area could serve the northern parts of the city and the newly developing areas in the northeast section of the city. The city covers areas to the northeast under contract with the Brush Hill Fire Protection District, but response times from the Northside station are not acceptable. Planning now is critical; a site can be set aside now for future construction. The City of Pekin is expanding and annexing areas to the north and east areas, just north of Broadway and east of Veterans/California Road. Due to the addition of this new area there is a need, in the near future, for the additional station in this area. This is one area that is on the far reaches of the territory covered by the Eastside station at 3232 Court Street. With Veterans Drive moving to the north, it becomes possible to build a fourth station in the area of Sheridan and Veterans/California Road to ensure speedy emergency response to emergency incidents as the City of Pekin expands north and east. Insurance Services Office (ISO) evaluation in 2003 showed the need for the additional station in this area to cover proper distribution of fire apparatus and proper apparatus staffing to ensure adequate fire services for the area. Preliminary ideas include a police sub-station and/or community room for neighborhood meetings and gatherings.

The City has developed a committee to investigate the option of relocating the Northside and Southside stations instead of building a fourth fire station.

With reasonable attention to achieving a good system of through collector streets, it is expected that three stations will be adequate for a short into the future, though one or more may be ultimately relocated and an additional station added to provide better service.

TAZEWELL-PEKIN CONSOLIDATED COMMUNICATIONS CENTER

Background

The Tazewell-Pekin Consolidated Communications Center (T/PCCC) was founded in 1976 with a grant from the Law Enforcement Assistance Administration. With this grant, the T/PCCC was formed to serve/provide the emergency communications needs of the City of Pekin and Tazewell County. Since its inception, the T/PCCC (an independent agency) now serves over thirty public safety agencies.

Issues and Trends



In 2005, the T/PCCC answered over 300,000 phone calls, 25,000 9-1-1 calls and dispatched over 60,000 requests for service. With such a large volume of activity, the T/PCCC has been stretched to its limits with only 17 full time staff currently employed at the center. With future demands certain, this number will have to be carefully scrutinized before adding any further responsibilities. It is with the use of modern technologies that the center is operating at an efficient mode.

The employees of the T/PCCC must be able to continue training with the highest of standards. All employees of the T/PCCC are at this time trained by state certified training officers, including Incident Command training at the Dept. Of Homeland Security CDP in Anniston, Alabama and will all be Nationally Certified Fire and EMS dispatchers by May of 2006. Training of Emergency Communications Staff is vital in today's environment. In times past, defense attorneys questioned how evidence was collected, but today, they subpoena the 9-1-1 tapes and radio traffic which directs much more scrutiny towards the 9-1-1 dispatcher, the system they operate in and the training they receive. The first contact a victim has is with the communications center. To that victim the T/PCCC "IS" the Police Department or the Fire Department. Continuing Education of the highest caliber for both the staff and management is a vital step in maintaining a professional, efficient and modern communications center.

Technology is yet another topic that is important in the present and future operations of the communications center. At this point in time, our center is only about four years old. We maintain the latest in radio equipment, consoles, CAD and 9-1-1 features. This is due in part by funding of the Tazewell County 9-1-1 Board. The 9-1-1 Board currently provides computers in squad cars, all 9-1-1 phone equipment, mapping, and fifty percent of the dispatch consoles. We must make certain that technology is always in the forefront and therefore make certain that this communications center (the largest of four in Tazewell County) is always well represented on the Tazewell County 9-1-1 Board. While in the past there have been several attempts to consolidate from four dispatch centers to two, however these attempts have failed largely in part to politics and the feeling of "lack of control". The future shines bright for the Communications Center. Technology will not slow down nor will the need to communicate, especially in an emergency situation in a more efficient, accurate and improved manner. In the years to come we will outgrow the facility that we are at today. A good option to grow could be to join with the Pekin Fire Department in adding a communications center to one of their proposed fire stations. Grant funding is available for such a joint venture having a combination fire station, training facility and communications center would only be a win/win for both the City of Pekin and the T/PCCC.

Lastly, we must continue to upgrade our RF (radio) capabilities for several reasons. One being with new technology more bandwidth is needed to transmit and receive data from public safety units in the streets (as an example: fingerprints and photographs) also more channels are needed to alleviate congestion within our system during times of high volume use in dealing with every day emergencies or the unforeseen disaster. The ability to effectively communicate with our public safety professionals in the field in an

effective and efficient manner, is every bit as much a part of the cities infrastructure as streets, sidewalks, and sewers.

STREET DEPARTMENT

Background

The Pekin City Street Department, a concrete block building fronting on the south side of Koch Street at its intersection with 12th Street, was constructed in 1973 with an addition in 1978. The stucco and wood facade on the front of the building provides an attractive appearance.

The building interior consists of a reception area, meeting room/lounge, 5 offices and restrooms on the west side of the building. The front of the building on the east side includes a material storage area and sign shop. The balance of the building includes a large area for maintenance, storage, and repair of vehicles and equipment. A service area with service pits is located in the southwest corner of the building.

A salt barn was added in 1999, providing on-site salt storage of up to 3,000 tons for winter operations. Due to the growth of Pekin to the north, The City is currently considering a possible location on the north side of the community for an additional salt barn.

Issues and Trends

The structure is an excellent structure providing sufficient interior space for indoor storage of all City Street Department trucks and equipment. The site is ample for present uses.

SOLID WASTE COLLECTION

Background

The solid waste collection consists of garbage collection, recycling collection, and landscape waste collection. Solid waste collection is administered by the City's Public Property Division based in the Bus Operations Center located on Koch Street. Services are provided to approximately 13,000 homes in Pekin.

Garbage Collection

The garbage collection is done by the City (effective in 2004). The garbage collection is a once a week pick-up, with disposal at the Indian Creek landfill near Hopedale. The garbage collection has been monitored very closely since 1990, and many changes have been made in the program with implications for reduction in cost to the City. The City will continue to look at and exercise all of its options (including the operation of the collection and/or disposal) to assure the highest level of service at the best possible cost.

In 2004, the City entered into a ten-year contract to utilize the Indian Creek Landfill for its waste disposal.

Recycling

Curbside recycling is done by the City and has been in operation for several years. The program utilizes two trucks and two drivers and has reduced garbage volume 40%. The recycling program collects from the Federal Bureau of Prisons twice weekly. Recycling has enjoyed its success due to the cooperation from the local McDonalds for the City drop-off location; the Educational Program through School District #108 and its environmental committee; the daily reminders in the Pekin Daily Times; and also because of the hard work of the recycling drivers, and the drivers' dedication to maintaining an excellent recycling program. In July, 1996, the program was expanded to two trucks and have a weekly curbside recycling program along with garbage and yard waste programs. The goal is that the 38% reduction in garbage volume be increased to 50% at some point. The recycling program is estimated to be one of the most productive programs in the State of Illinois. The City of Pekin and the employees will continue to strive for continued effectiveness of the recycling program for resident of Pekin.

Landscape Waste Collection

The program utilizes two trucks and two drivers with weekly collection in season (April - November). Christmas trees are picked up the first and second week of January. Branches must be bundled and under four feet in length and weigh less than 50 pounds. The City has its own state permit facility, which allows Pekin to always have the capability to pick-up and regulate yard waste materials. The City also mulches all the Christmas trees as well as other tree damage that come down during the storms. This mulch material is given away and used around the City for flower beds and around trees on City owned property.

Issues and Trends

The cost of garbage collection continues to rise. As a result, the City is looking at enacting a garbage fee for the residents of Pekin to make the service self-supporting.

BUS OPERATIONS CENTER

Background

The Bus Operations Center is located at 1130 Koch Street just west of the Street Division of the Public Works Department. This location has eight acres of property along with several buildings for the maintenance of City vehicles and the daily storage of school buses. This facility is the Center for the daily operations for school bus transportation



service for School Districts #108 and #303, and Tazewell County Resource Center. This is the Center for Public Lands and Buildings (building equipment, maintenance and repairs and site maintenance). The Center also houses the Garbage, Yardwaste and Recycling Programs that service all residential areas for the City of Pekin. The garbage contract was awarded to the City of Pekin, beginning September 1, 2004, to provide residential garbage pick up service.

The facilities include 8 acres of property. There are 2 large buildings. One is used for the maintenance of City vehicles, while the other is used for vehicle maintenance and offices to supervise the public properties area of the City of Pekin. There are 72 employees who work in this facility. The Tazewell/Pekin Consolidated Communication Center (TazCom) 911 Emergency Response System is now housed at 1130 Koch Street.

Issues and Trends

The buildings at the bus operations center are in adequate condition. There is available land to build future buildings to accommodate the growth of city services, although no buildings are needed at this time. There is also adequate space for city vehicles such as school buses, city buses, trucks, cars, garbage, yardwaste and recycling trucks, and police vehicles.

PEKIN PUBLIC LIBRARY

Background

Pekin Public Library is in a one story modern style brick masonry building located in the downtown area, occupying about 34,000 square feet of the space. The building was constructed in 1974 for a cost of approximately \$1,700,000. The building consists of a separate open area for children's services and another for adult services with a common circulation and check out desk for borrowing materials. A large conference room serves as vital public space for the community.

The library houses a collection of over 130,000 items, circulating over 280,000 per year with over 12,000 visitors a month. Major functions of the library are automated and 22 computer workstations are available for public use of the Internet, word processing, and the online catalog. Wireless networking access is available for patrons with their own notebook computers.

Issues and Trends

Although well maintained over the years, the building's exterior, interior and furnishings are beginning to show signs of age and wear and tear. There are a number of problems and inadequacies in the current building. To resolve these issues, a plan to improve and modernize the building is underway.

The most obvious problem relates to the library's west entrance, which is closest to the two main parking lots for patrons. This entrance is uninviting, and is at the end of a descending ramp that does not meet the Americans with Disabilities (ADA) requirements. Public meeting rooms, which are heavily used cause considerable parking problems for patrons using the library facility. The parking lot itself is hazardous and is in desperate need of resurfacing. The roof and heating, ventilating/air-conditioning systems are original and are scheduled for upgrades and/or replacement in 2006-2007. Outside grounds need refurbishing and have the potential of providing an attractive cornerstone for the city's proposed downtown gateway area. Small landscaping projects took place in 2005 and will continue in 2006. The majority of the building's interior furnishings and carpeting are original and showing considerable wear. A number of space issues exist within the building's service area. While the children's area has newer carpet and furniture, it lacks sufficient room for programming and areas for child/parent interactions. The stacks in the adult area are crowded and some stacks are not ADA compliant. Computers were not planned for in the building's design, and have claimed considerable space due to their heavy demand by the public.

In the fall of 2003, a community focus group identified community needs and helped library board members and staff establish service priorities. The final result of their efforts was the development of a new mission statement and the long range plan. This plan called for a renovated and updated library facility to meet community expectations for the building and to address Americans with Disability Act needs. The plan reaffirms the library board's actions in recent years to acquire property and engage an architectural firm to develop plans for the remodel and expansion of the facility. The first in a series of projects as funds become available was the construction of new restrooms in 2005 thanks to a matching grant from the Illinois State Library. Other projects include a new main entrance on the south of the building, an exciting children's addition, café, and a special area for young adults.

Funding for the projects will come primarily from municipal bonds, with some private individual and corporate donations.

CITY COUNTY COOPERATION IN FACILITIES PLANNING

Background

As Pekin serves as the county seat of government, County Government has a combination of rented and owned facilities in Pekin for its various departments and functions. County Government has been and continues to be an important element in Pekin and particularly in downtown Pekin. In meeting the needs of City and County Government, the downtown area and downtown merchants, there may be areas in which intergovernmental cooperation for longer range solutions would be of mutual benefit. This may range from joint participation in projects to simple sharing of information on City or County proposed improvements. Improvements by one body could provide the incentive for a parallel improvement by the other body.



Issues and Trends

The City and County governments cooperate in discussing facility shortcomings, needs, and planned improvements so as to be aware of possible areas of cooperation. It is strongly recommended that the City Government solicit comment from County Government on changes or improvements being considered by City Government for downtown Pekin (development, parking, traffic) which may have an impact on county facilities or planning for expansion or improvement of those facilities.

A current issue is the lack of convenient downtown parking for county employees. It will be of benefit to both the city and county to resolve this issue in a timely manner.

GOALS AND OBJECTIVES

GOAL 1: PROVIDE A SAFE AND SECURE ENVIRONMENT FOR THE CITIZENS OF PEKIN AND ITS VISITORS

Objective: Undertake a comprehensive review of City fire station facilities in order to analyze existing facilities for the purpose of determining needed improvements so that all current and future citizens of Pekin are adequately served

Objective: Enhance the Tazewell-Pekin County Consolidated Communications Center by duplicating resources as a back-up to the current system

Objective: Investigate the potential for a fire training facility to be built in conjunction with a new or expanded fire station

GOAL 2: PROVIDE QUALITY LIBRARY FACILITIES FOR THE RESIDENTS OF PEKIN

Objective: Implement the long-range plan for the library developed in 2003

GOAL 3: PROMOTE CITY/COUNTY COOPERATION IN ORDER TO SPEND TAX DOLLARS IN AN EFFICIENT AND COST-EFFECTIVE MANNER

Objective: Work with Tazewell County government to discuss facility shortcomings and needs in order to find areas of cooperation

Objective: Work with Tazewell County government to identify potential areas for joint purchase of materials, equipment, and supplies.

Objective: Work with Tazewell County to resolve parking issues in the downtown area

GOAL 4: UTILIZE GRANT OPPORTUNITIES FROM STATE AND FEDERAL AGENCIES TO MAKE MORE EFFECTIVE USE OF TAX DOLLARS

Objective: Apply for state and federal grants for projects in various departments of City government

VI. TRANSPORTATION

The goal of transportation planning is to provide safe and efficient movement of people and goods throughout a community. Transportation is more than roadways for cars and trucks. It also includes mass transit, rail, and river transportation.

HIGHWAY

Background

The highway transportation system is typically composed of three types of streets, known as arterials, collectors, and local streets. Each of these street classifications has different characteristics and functions, as defined below:

STREET CLASSIFICATION DEFINITIONS

Arterial Streets

Arterial streets are major routes for traffic movement within a region, and deal with the movement of people and goods into and out of a community. They have the fastest speed limit of the three types of streets, and can typically be accessed only at specific points along their length. Route 29 is an example of an arterial street in Pekin.

Collector Streets

Collector streets connect the arterial roads to the local street system, and thus carry a higher level of traffic than local streets. Collector streets may provide direct access to adjacent land. However, they primarily route traffic from local streets to arterials. Collector Streets include Broadway, Parkway Drive, and Sheridan Road.

Local Streets

Local streets provide direct access to adjacent land and carry a relatively small proportion of the vehicle miles traveled. These streets serve primarily residential neighborhoods, and often have sidewalks on one or both sides. Speed limits on these streets are the lowest of the three types of streets, and they have the highest amount of

Arterial Streets

Pekin has several significant traffic problems primarily due to lack of alternative routings of traffic for traffic moving through Pekin and traffic moving to and from heavy trip generation locations in Pekin such as the East Court Street business development corridor.

While there have been some modifications and improvements over time leading to better and more even traffic flow, the basic high capacity corridors remain unchanged through Pekin. These include north-south State Route 29 and east-west State Route 9 both of which bisect Pekin. Route 9 runs from the eastern border of the State near Hoopeston (which is about 25 miles north of Danville) through Bloomington-Normal, then through Pekin ultimately terminating at the western border of the state near the Mississippi River crossing at Fort Madison. State Route 29 runs from the LaSalle-Peru area south through Peoria and Pekin terminating at Pana southeast of Springfield.

In the early 1990's, 2nd and 3rd Streets between Washington Street and just south of Sheridan Road were improved as a one-way couple. The southern portion of this one-way couple from the business district south serves as a portion of the routing for Route 29 through Pekin. The portion of Route 29 from the business district north utilizes 5th Street, necessitating a jog through the Business District with two right-angle turns and utilizing the one-way couple of Ann Eliza and Margaret Streets.

Veteran's Drive:

Veteran's Drive - South Route 29 to Commercial Drive

In 1994 the Pekin Chamber of Commerce Transportation Committee was formed to discuss future highway projects necessary for the growth of the Pekin area. Discussion immediately revolved around a circumferential highway that had been proposed for the City in the 1960's. In April of 1996 the VFW Road Corridor Study was completed. The project was initiated by the Illinois Department of Transportation (IDOT) and the City to study the viability of Route 9 traffic being diverted to the VFW corridor. At that time the State couldn't justify that change.

IDOT is now taking another look at that possibility and are supportive of the Route Designation Change (Route 9 moving to this section of Veteran's Drive). The 1996 corridor study recommended that the alignment closely follow the existing VFW Road from Route 29 east to Towerline Road. Since that time the City has acquired approximately half of the properties (Including a 15+ acre parcel from FCI – Pekin) as they have become available for right-of-way for the proposed improvement in that section. The Phase 1 Study of this section of the corridor is now complete, showing the preferred alignment for the improvement. With the input received at two informational meetings, the alignment was altered to address the concerns of affected property owners. The City was successful in receiving \$4.8M in the current Federal Highway Bill to be utilized on either the Southerly or Northerly sections of Veteran's Drive. The City is

working with the State in an effort to formalize the receipt of an additional \$0.5M of State funding.

Tri-County Regional Planning Commission has completed a Land Use Plan for this and all of the sections of Veteran's Drive.

Veteran's Drive - Commercial Drive to Court Street

This section also evolved from the 1996 VFW Road Corridor Study. In 1999, the City received 60% (FY 2006) Federal funding for the construction of this section. In 2000, that funding was increased to 70% (FY 2005) Federal on the eligible portions of the project. The City's Motor Fuel Tax (MFT) fund was used for the local share of the project. With the ongoing renovation of East Court Village as well as the April 2004 opening of the Super Wal-Mart on the east side of Veteran's Drive, a major intersection (to include traffic signals) was designed. The construction schedule was accelerated to 2003/2004 due to the development in the area. This section of roadway opened to traffic in November of 2003. The traffic count on this new roadway was approximately 9,900 in July of 2004, up from 5,000 on Mall Road just a year earlier.

Veteran's Drive - Court Street to Broadway

This 5-lane section of roadway opened to traffic in September of 2003. The traffic count on this new roadway was approximately 4,700 in July of 2004. Total cost (engineering, land acquisition and construction) of this improvement was \$6.1M. Federal Funding was \$3.7M, State \$500,000, County \$200,000 and the remainder City (revenue from \$0.02/Gallon Gas tax.)

Veteran's Drive - North (Section 1) Broadway to Route 98

In 1997, a Preliminary Corridor Study was conducted for the extension of Veteran's Drive from Broadway to I-474. The section from Court to Broadway was established as the highest priority. The City of Pekin, with the support of the Village of Creve Coeur, received approval of a request through PPUATS for an "Illinois Tomorrow" grant to expedite the Phase 1 and Land Use Planning of the Veteran's Drive Corridor from Broadway to I-474 (and north ½ mile to Fischer Road in Creve Coeur). The City of Marquette Heights has also expressed support for this project. A Public Meeting on potential alignments of this section was held October 10, 2002. The attendance was good and there were informative comments received by property owners, proponents of the corridor, etc. Congressman Ray Lahood secured \$500,000 in National Corridor Planning and Development (NCPD) funds for the Phase 1 Study (including Interchange Justification Study) from Broadway to Interstate 474. This study began in the Fall of 2003 and was completed in 2006.

Veteran's Drive - North (Section 2) Route 98 to Interstate 474

This section was also a part of the Preliminary Corridor Study that was conducted on the extension of Veteran's Drive from Broadway to I-474. The connection to the interstate is an important link for Pekin. Due to the size of the project and the availability of funding, it is very possible that the northerly section of Veteran's Drive will be constructed as two separate projects.

FigureVI-1.

Veteran's Drive Timetable

SECTION	YEAR(S)
Veteran's Drive South 2ND STREET (ROUTE 29) TO COMMERCIAL DR = 20,000' @ \$14.0M	
Phase 1	2002-2005
Right of Way Plats	2006
Right of Way Acquisition	2006-2007
Design and Plans	2007
Construction	2008-2009
Veteran's Drive North (Section 1) BROADWAY TO ROUTE 98 = 14,000' @ \$14M	
Phase I	2004-2006
Right of Way Plats	2007
Right of Way Acquisition	2008
Design and Plans	2007-2008
Construction	2008-2009
Veteran's Drive North (Section 2) ROUTE 98 TO I-474 = 9,500' @ \$16M (includes Interchange)	
Phase I	2004-2006
Interchange Evaluation	2004-2006
Right of Way Plats	2008
Right of Way Acquisition	2008-2009
Design and Plans	2008-2009
Construction	2009-2011
Broadway Road SCHRAMM TO VETERAN'S DR = 7,700' @ \$2.0M	
Phase I	2004-2006
Right of Way Plats	2007
Right of Way Acquisition	2007
Design and Plans	2006-2007
Construction	2008-2009

When Interstate 474 was constructed, property was acquired for a potential interchange along the east side of Marquette Heights. During the development of the Veteran's Drive Corridor it has always been the intent for this to be the northerly terminus of Veteran's Drive. As the northerly alignments of Veteran's Drive are finalized, there is the



possibility that the ideal location of the interchange could shift slightly to the east. Although property is there for an interchange, the approval to actually have an interchange was never granted. The City is pursuing that approval process. The Interchange Justification Study is being coordinated with IDOT as a part of the NCPD funds mentioned above.

See Figure VI-1 on the preceding page for a timetable of Veteran's Drive Improvements.

Broadway Road:

With the completion of Veteran's Drive from Court to Broadway, the section of Broadway west to the intersection at Parkway is carrying 50% more traffic. In response to that additional traffic, that intersection will be improved in 2007. Improvement plans include new turn lanes and traffic signals.

Broadway is currently a five-lane facility from Parkway Drive east to Schramm Drive. From that point east to Veteran's Drive, the roadway will be widened to three lanes in 2008.

With there being an interchange on Broadway five miles east on Interstate 474, there should be some consideration to improving that section of roadway west to Veteran's Drive.

Illinois Route 9 East:

Easterly access to Interstate 155 would be significantly improved by the widening of Illinois Route 9 from the Veteran's Drive intersection easterly to I-155. Although the current traffic volumes do not justify four lanes at this time, growth projections may justify the project within the next 5 to 10 years.

See Figure VI-2 on the following page for a map showing the major highways in Pekin.

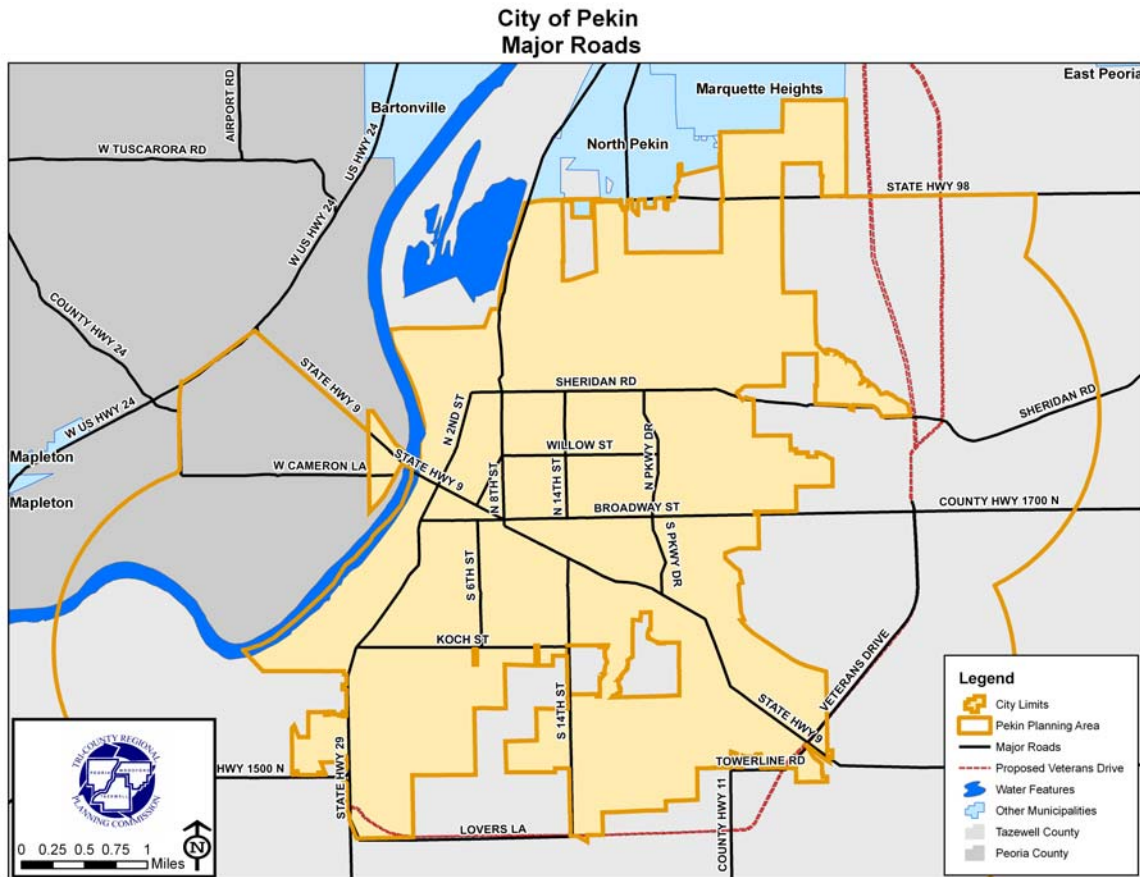
Collector Streets

It is essential that future development consider present and proposed collector streets as well as local streets. Aside from their function of helping traffic move more efficiently, collector streets become the primary road network for emergency vehicle movement. It is noted that in the southeast of the city, extensive areas of subdivision development provided for no through collector streets.

Issues and Trends

In addition to the difficulty of vehicular movement through the southeastern portion of the community, it is noted that neither north-south connections nor east-west through connections exist in the area bounded by Sheridan, Route 29, Route 98, and Parkway Drive. With the development along Route 29 to the west of this area, the continuing

Figure VI-2.



residential development along Parkway to the east of this area, and Whitehurst Lakes and Marigold Estates being developed in the middle of this area, it is essential that a system of through collector streets be planned. It is recognized there are considerable areas of difficult terrain in Whitehurst Lakes. However through collector streets can be routed to follow a more acceptable alignment, yet still providing for continuous through traffic movement.

In 1999, the City instituted a plan of doing maintenance on every city street at least every 5th year. The major street improvement in Pekin is the development of the Veteran's Drive Corridor. A status report on that project is an appendix to this report. As major streets extend beyond present City with development, the major street designation will also extend. Several additional major streets are proposed as collector streets and the City will have to protect alignments for these streets through its review and approval process:

- Extension of El Camino Drive from 14th to 5th Street
- Extension of Airport Road south to Route 24
- Widening of Broadway from Schramm Dr. to Veteran's Dr. (2008 construction)

- Broadway @ Parkway Intersection Improvement (2007 construction)
- Improved alignment of Stadium Drive & Coal Miner's Park Entrance

El Camino Drive:

It would be desirable to have an additional east-west collector street between South 5th Street and South 14th Street in the area between Koch Street and VFW Road. As residential development proceeds on the west side of 14th Street opportunities will become limited for a through connection between 5th Street and 14th Street. It would appear that a westerly extension of El Camino is currently a viable option which provides continuity both east and west of 14th Street and providing an additional connection through Riverway Business Park to Route 29. This connection has been shown on the Development Plan and Major Streets Plan. The City should work with developers so that an extension of El Camino to the west is not blocked by development and that developers provide collector street right-of-way width for this road. A related project, Hanna Drive should be extended east to 5th Street by 2007.

Hanna Drive:

Hanna Drive is an important street in the Riverway Business Park. In 2003, the first ½ mile of Hanna Drive was constructed from Route 29 east to Route 17. The City has recently received a grant from the U.S. Economic Development Administration to extend Hanna Drive another ½ mile east to 5th Street. Construction will take place in 2007.

Central Business District:

Through the Pekin Center Reinvestment Plan, it was suggested that Margaret Street could be realigned to connect with Ann Eliza Street and then to Court Street north of St. Paul's Church. Such an approach will allow for the vacation of a number of street segments in the area and their conversion to parking lots which would support adjacent development and establish more campus-like settings. The change would also eliminate a number of intersections, improving through traffic flow and providing a better connection to Downtown via Court Street.

Other Recommended Improvements – Short Term:

A prior traffic study included recommendations for short-term improvements. These projects still have merit and can be considered for implementation.

1. Improve intersections on Court Street with and Parkway Drive and Valle Vista, which are currently operating near capacity.
2. Traffic flow at the Parkway at Broadway intersection will be improved when that intersection is improved in 2007.

Arterial and Collector Streets Beyond the Present City Limits:

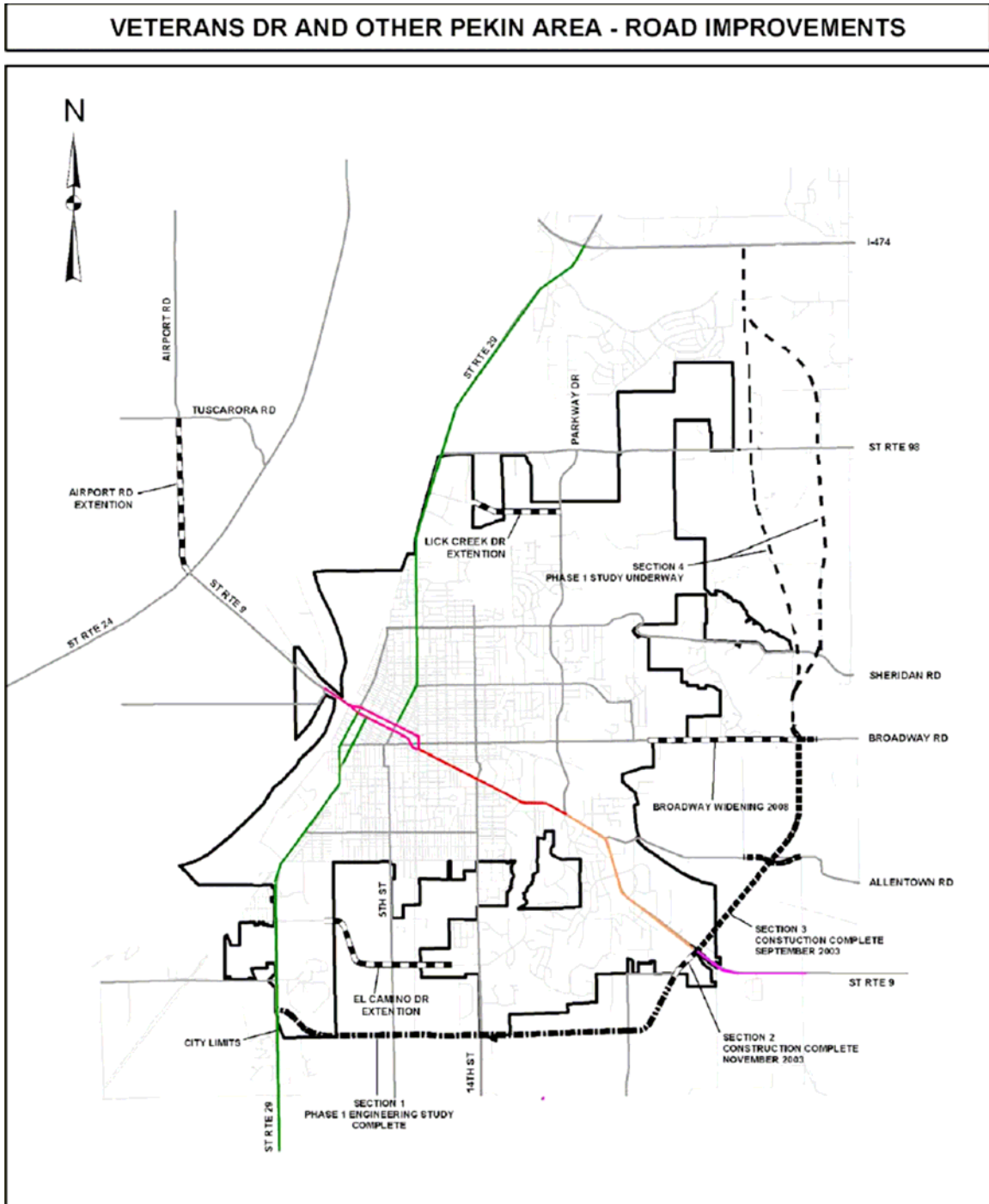
Pekin has development review authority up to 1.5 miles beyond its corporate limits and one of the City's responsibilities is to see that rural roads as they evolve into future urban collector streets have adequate rights-of-way and building setbacks to allow for future road improvements. Therefore, it is necessary to classify those streets and roads which go beyond city limits

Generally, these roads carry the same designation extending beyond the city as they carry within the city. Then, as future development occurs adjacent to such roads, additional road width can be required to be dedicated or building setbacks can be adjusted to increase the distance between present rights-of-way and new buildings to ensure adequate width for future road improvements.

Since some developments may prefer to remain outside the city limits, coordination with other highway jurisdictions (such as the County Highway Department) is essential so that in situations where additional right-of-way is to be dedicated for future road widening it would be accepted by the responsible jurisdiction.

Figure VI-3 on the following page shows Veteran's Drive and other road improvements.

Figure VI-3.



MASS TRANSIT

Background

Daily bus service is provided throughout the community. The City of Pekin provides ADA transportation, if desired. There is also daily bus service from Pekin to Peoria, including Illinois Central College.

Issues and Trends

A study is currently underway in the Tri-County area to study a regional mass transit system. The results of this study, due in the summer of 2007, will offer recommendations for improving mass transit between jurisdictions.

RAIL

Background

Pekin is served by numerous rail lines. The riverfront area is bisected by the Tazewell and Peoria Railroad (T&P), an active rail line that follows the base of the river bluff west of Front Street. As of November 1, 2004, Tazewell & Peoria Railroad, Inc (T&P), a subsidiary of Genesee & Wyoming, Inc, operated these tracks. As done previously under the name of Peoria & Pekin Union Railway, this line runs between Peoria and Pekin as a traditional terminal switching railroad. The line provides a key switching service for local industry,.

Further south of the riverfront, the tracks following the east bank river bluff split into two separate lines. The Illinois & Midland Railroad (I&M) continues south-southwest, running through Havana to Springfield; this line is controlled by Genesee & Wyoming. The second spur continues south-southeast to connect with Lincoln; this line is controlled by Canadian National. Immediately west of the riverfront, there are tracks running along 3rd Street controlled by Genesee & Wyoming. These tracks run parallel with the T&P tracks and converge to share right-of-way space with the T&P tracks just north of the riverfront near Hamilton Street.

Issues and Trends

Although the number of railroads and the mileage of tracks in Pekin has diminished over the years, rail transportation is a very viable transportation mode in Pekin. A number of businesses are and will continue to be dependent upon the continuation of rail transportation here. The extension of spur lines should be a consideration when trying to attract new businesses to the community.

RIVER

Background

The utilization of the Illinois River by barge traffic continues to justify the river as a major traffic mode in the City. Barges serve the ethanol plants and grain elevators that are located along the river in the City's southwest section.

Issues and Trends

With the formation of the Heart of Illinois Regional Port District in 2003 and its goal of improving intermodal transportation in the local area, the City has begun looking at Crystal Lake as a possible port. Because of its close proximity to the Riverway Business Park, a port could lend itself to any number of opportunities for businesses that could utilize the river as a means to move raw materials and finished products.

AIR

Background

The Pekin Municipal Airport is located 4.8 miles south of Pekin on the west side of Route 29. Buildings include: three large hangars, five private hangars that were constructed by individuals but will become City property at the end of their leases, 20 rental "T" hangars, an administration building, and a two station aircraft fueling station on the ramp. Presently Byerly Aviation utilizes two of the large hangars and two "T" hangars for their aircraft refurbishing operation. The main runway is 5000 feet in length and was rebuilt in 2002. Access to the runway is over the 3800 foot taxiway which was repaired and overlayed placed in 2005. Presently there are 30 aircraft in the hangars.

Byerly Aviation manages the airport for the City and has a contract that runs through 2008. Buildings utilized for their aircraft refurbishing are under a lease agreement which is included as part of their managerial contract. The 120 acres of farmland that are on the north and east boundaries of the airport are farmed through an agreement with a local farmer. The airport is used by local businesses as a means of transporting personnel, equipment, and parts to other locations throughout the Midwest. The Federal Bureau of Prisons also uses the airport for inmate transfers.

Pekin Municipal Airport is the only general utility airport in Tazewell County which is listed in the National Plan of Integrated Airport Systems, and as such is eligible for receipt of federal funds for improvements. This funding as allowed for the improvements to both the runway and taxiway and future funds are earmarked for improvements to the facilities and ramp areas.

Presently, the airport is considered to be in good condition. With the recent improvements to the runway and taxiway, aircraft operations should continue for many years. Buildings are being maintained in a manner to keep them operational with



minimal upgrades required at this time. Plans are underway to replace the hangar doors on the “T” hangars and future improvements to the ramp. The airport layout plan is scheduled to be updated within a year that will detail what future projects will be necessary to keep the airport in operational status.

Issues and Trends

The only commercial airport in close proximity to Pekin is the Greater Peoria Regional Airport (GPRA), located just west of I-474 in Peoria. The GPRA currently has two runways with an annual capacity of one million passengers, and is served by several commercial passenger and cargo carriers.

The airport authority has proposed long-range master plans to make the airport a regional transportation hub for freight service. This would include extending one runway (no. 31/13) and the construction of an additional runway to the northeast and parallel to existing runway 31/13. However, this would require the closure and relocation of a portion of IL-116. Also proposed are improvements and additions to the existing roadway network in order to facilitate this type of inter-modal transportation development. This would include the development of a direct connection from Interstate 474 to IL-116 and providing for a connection from IL-116 to access the freight facility from the north and west.

GOALS AND OBJECTIVES

GOAL 1: PROVIDE AN EFFECTIVE AND EFFICIENT ARTERIAL HIGHWAY TRANSPORTATION SYSTEM FOR THE CITY

Objective: Complete the Veteran’s Drive

Objective: Encourage the Illinois Department of Transportation to construct Veteran’s Drive from Route 29 to Towerline Road as Route 9

Objective: Promote the widening of Route 9 from Veteran’s Drive to I-155

Objective: Support the extension of Airport Road to Route 29 in Peoria County

GOAL 2: PROVIDE A COLLECTOR STREET SYSTEM THAT ALLOWS FOR SAFE AND EFFICIENT CIRCULATION OF CARS, TRUCKS, AND EMERGENCY VEHICLES

Objective: Require developers to provide for inter-connectivity between subdivisions

Objective: Develop a Master Plan of collector streets to serve future development so that right-of-way can be preserved

Objective: Continue to study providing another east-west collector street between S. 14th

and S. 5th through extension of either El Camino or Petri/Rosemary.

GOAL 3: PROMOTE THE ILLINOIS RIVER AS A VIABLE INDUSTRIAL TRANSPORTATION MODE

Objective: Create a redevelopment plan for Crystal Lake to take advantage of its location near the Illinois River

Objective: Support the establishment/expansion of barge loading and unloading facilities south of the City's Riverfront Park

GOAL 4: SUPPORT INTERMODAL TRANSPORTATION FOR BUSINESS AND INDUSTRIAL USE

Objective: Investigate creating a rail/truck/barge hub in the Riverway Business Park

Objective: Support the improvement/expansion of the Pekin Municipal Airport

GOAL 5: SUPPORT NON-MOTOTIZED MODES OF TRANSPORTATION

Objective: Provide a safe and efficient mass transit system for the residents of Pekin

Objective: Work with the Park District to provide walking/bike paths throughout the City

VII. PARKS AND RECREATION

The Pekin Park District operates most parkland, recreation facilities, and recreation programs in the City of Pekin. However, schools and not-for-profit organizations also contribute to parks and recreation opportunities in the community. The Park District is an independent unit of local government, separate from the City of Pekin, with its own taxing and financing ability. The Park District includes the entire corporate limits of the City of Pekin, plus some unincorporated areas in Tazewell County.

PARK FACILITIES

Background

The Park District operates sixteen separate park locations with a total acreage of approximately 2,241 acres. See Figure VII-1. The Park District is committed to the establishment of “neighborhood” parks to serve the basic play needs of each residential enclave of the community. Additionally, larger “community” parks provide for preservation of open space and specialized recreational opportunities. The four large “outer” parks are carefully managed to maintain their natural character and as conservation areas.

The Park District has developed and maintains a 4.3 mile recreational trail. This section of trail links the Pekin riverfront and the Pekin Lake Conservation Area, then travels east through the community, connecting to Mineral Springs Park and Coal Miners Park, and continues east to a terminus at Allentown Road.

Park Standards

Park standards regarding acreage and location have long been used as a guide for evaluating adequacy of park facilities. Standards are also utilized to indicate desirable or optimum size of new parks. Standards must be used with care since a community’s park system has developed over time and today’s standards reflect more recent values.

Communities generally provide two types of recreation areas serving the community. Community parks, which have facilities oriented to the entire community, and neighborhood parks, which are to serve primarily the neighborhood in which they are located.

Neighborhood parks often provide court games, playground, a limited open space area and a natural area of lawns, trees, walks, and benches. If there were an elementary school in the neighborhood, a site adjacent to the elementary school would be of advantage. Neighborhood parks should be 10 acres, although a site adjacent to a school providing park-like setting or outdoor play facilities on its own site could be somewhat smaller. Neighborhood parks are primarily to serve elementary school children and care should be exercised that such children are not pre-empted from neighborhood parks by adult sports activities.



Figure VII-1

PEKIN PARKS INVENTORY	
Neighborhood and Community Parks	Number of Acres
Mineral Springs Park	202
Coal Miners' Park	47
Kiwanis Park North	6.7
Kiwanis/SSBA Park South	6.5
Pekin Riverfront Park	4.5
Rotary Park	1.9
Blenkiron Park	.25
Southside Business Assoc. Park	1.25
Willow Park	.25
Pekin Recreational Trail	18.0
City Boat Launch Facilities	15
James Field	2
P.C.H.S.	10
Shade Youth Camp	10
TOTAL	334.65
Outer Park Natural Areas	
McNaughton Park	850
Dirksen Park	459
Independence Park**	340
Tante Park**	43
TOTAL	1692.0
Other Public Recreation Areas	
Parkview Golf Course	101
Lick Creek Golf Course	160

**Located outside the corporate limits of the Pekin Park District and the City of Pekin

A community park is a larger area (25 acres or more) which provides more extensive and varied indoor and outdoor sports facilities plus facilities for picnicking and if a lake is available, fishing and boating. A portion of a community park may be developed as a neighborhood park provided again that priority usage of the neighborhood playground and sports field area is not precluded by adult sports activities.

Standards for the total acreage for community and neighborhood parks (combined) adapted from those of Pekin's community and neighborhood parks contain 334.65 acres as indicated in the following listing.

Issues and Trends

The National Park and Recreation Association suggests that a community have 15-20 acres of community and neighborhood parks per 1000 population. This translates to 525 to 700 acres to serve the 2005 estimated Park District population of 35,000 residents. The current total of 334.7 acres of community type park land and neighborhood parkland suggests a need for the acquisition and development of an additional 190 acres of these types of parklands. The additional community park and neighborhood park acreage is necessary for the development of athletic fields for community youth programs, and neighborhood parks in areas currently not served.

The Pekin Park District owns and maintains 1,692 acres of public natural park area. 1,309 acres of natural areas are located within the corporate boundaries of Pekin Park District and the City of Pekin. Most of this property has been registered with the State of Illinois as the Dirksen-McNaughton Woods Land and Water Reserve (830 acres). The natural areas of Independence Park (340 acres) and Tante Park (43 acres) are located in unincorporated areas of Tazewell County. It is anticipated that these acres will also be registered as Land and Water Reserves in the next few years. It should be noted that there are no Forest Preserve Districts in Tazewell County. Therefore, the Pekin Park District has accepted the traditional model of Forest Preserve Districts owning and maintaining public natural areas.

RECREATIONAL FACILITIES

Background

The Pekin Park District operates most of the public recreational facilities and programs in the City of Pekin. However, the Pekin YWCA, Pekin Union Mission, Pekin Boys & Girls Club and Shade Memorial Youth Camp also contribute to parks and recreational opportunities in the community. Additionally, Pekin School Districts 108 and 303 have limited outdoor facilities that are available for public use when school is not in session. The City of Pekin provides public boat launch facilities on both sides of the river, and has partnered with the park district on a new riverfront park.

The Park District has a cooperative agreement/relationship with both school districts for the exchange of use of recreational areas and facilities. The Park District provides athletic fields for Pekin Community High School softball, baseball, soccer, tennis and golf teams. Park District facilities are also utilized for youth baseball programs, youth soccer programs, Boys & Girls Club programs, Junior Football League programs, and Senior/Special Olympic programs. Both Pekin High School District #303 and Pekin Elementary District #108 have recreation or sports facilities appropriate to the age of the school population at those schools. In some cases, facilities usable by the schools are provided by adjacent Park District neighborhood or community parks.

See Figure VII-2 on the next page for a listing of recreational facilities.



Figure VII-2.

INVENTORY OF RECREATIONAL FACILITIES AND PROGRAMS

Facility Name	Type of Facility	Location
Memorial Arena/Recreation Bldg.	Ice skating rink, Gymnastics and Programs	Mineral Springs Park
Parkside Athletics	Tennis, Racquetball Aerobic and Strength Fitness Center	Mineral Springs Park
Park Pavilion	Public events/activities	Mineral Springs Park
Miller Center	Senior Citizen Facility And Programs	Mineral Springs Park
Sunken Gardens	Fountain, Sun Dial	Mineral Springs Park
Park Lagoon	Fishing, Boat Rentals	Mineral Springs Park
Dragonland	Water Park	Mineral Springs Park
Putt the Magic Dragon	Miniature golf course	Mineral Springs Park
Skate Park	Ramps and Streetscape Course	Mineral Springs Park
Parkview Golf Course	18 hole course	Broadway Road
Lick Creek Golf Course	18 hole course And Driving Range	Parkway Road
Pekin Park Trail	4.3 mile paved recreational trail	Riverfront to Allentown Rd
Cal Hedden Field	Archery range	Dirksen Park
Herman Lowery Field	RC Airplane Field	Dirksen Park

Disc Golf Course	18 hole course	McNaughton Park
Rockin' P Stables	Horse Riding Stables	McNaughton Park
Tazewell County Jr And 4H Fair	Fair Buildings	Mineral Springs Park

Other community public recreational facilities and programs include:

Pekin YWCA	Indoor pool, Programs
Pekin Union Mission	Gymnasium, Programs
Pekin Boys & Girls Club	Gymnasium, Programs
Shade Memorial Youth Camp	Youth baseball, Facilities

Privately owned recreation facilities include:

Pekin Country Club – 18 hole golf course

Sunset Hills Club – 18 hole golf course

Dragons Dome – indoor softball, soccer, golf range, and outdoor softball.

The Illinois River provides many recreational opportunities to local residents. The Park District and the City have cooperated in developing river-oriented facilities. In 2001, an overlook facility was installed at the riverfront for viewing and fishing. The existing park was expanded to create the Pekin Riverfront Park which was completed in 2005. In conjunction with the Pekin Park District, the new park offers an expanded and modern playground area, a fishing pier, interactive water feature, overlook viewing area, and event meadow. The park is tied into the existing bike trail and future expansion of the trail is expected. The City is constructing boat launch facilities. Another project being planned that would connect to this area is the Pekin Lake rehabilitation (see discussion below). This project is being designed by the U.S. Army Corps of Engineers and involves dredging the lake to restore fish and wildlife habitats. Work is expected to be completed within a few years.

Issues and Trends

While passive recreation needs (the visual enjoyment of greenery and open space) are often satisfied in a park setting, the community's active recreational interests can only be realized by an extensive selection of scheduled programs and activities such as offered by the Park District and other not-for-profit organizations. To ensure the success of a variety of low cost community recreation programs, all organizations must coordinate their efforts to avoid duplication and competition of programs. It is the Park District's goal to provide facilities for not only Park District programs, but also for youth programs operated by other not-for-profit organizations that serve the community. The Park District also provides extensive programming and services for seniors at the Miller Center, and programs for persons with disabilities (Illinois Valley Special Recreation Association). The Park District currently offers over 100 recreation programs for

participants of all ages and abilities. Additionally, the park system serves annually as the host for several community festivals and numerous other community events.

PEKIN LAKE PROJECT

The Pekin Lake area is currently being studied by the U.S. Army Corps of Engineers for restoration projects to benefit both aquatic and aviary habitats. This study has been ongoing since 2000 with input from the Illinois Department of Natural Resources (IDNR), City of Pekin, Park District, and various wildlife clubs. The plan calls for two distinct sections separated by the existing CILCO transmission line causeway.

The northern section will be constructed to provide a wetlands habitat for birds and other animals that will incorporate water control structures. The first structure will provide a means to add water to the area in dry years and another to allow water to be removed when the level gets higher than desired. Excavated materials will be utilized to fill in low areas along the river to prevent water flow into the area. The release structure will be built into the causeway to allow the water to exit through the southern section. Tentatively, construction is expected to start on the northern portion in 2007 and take about a year to complete.

The southern section will consist of two channels dredged in from the Illinois River. The material from this initial dredging operation will be used to build a berm on the land between the two. Once the berms have been completed, the dredging will then start deepening the channels and creating an area in each channel to form small lakes for fish habitat. Dredged material will be placed inside the berms to complete the formation of an island. Trees and other vegetation will be planted on this island that over time will provide nesting areas for birds and other wildlife. Work on this section is tentatively scheduled to start in 2008 and will take about two years to complete.

It is the hope of the City of Pekin and the Pekin Park District to be able to establish an extension of the bike trail to this area once the work has been completed. This will allow residents and visitors the opportunity to view the area close up.

RECOMMENDATIONS

The following recommendations are not meant to serve as a Comprehensive Plan for the future development of parks and recreation in the community. They are, however, intended to anticipate elements of future park and recreation development that may have an impact on the City of Pekin's comprehensive planning process.

Need for Additional Youth Sports Athletic Fields

The Park District currently provides athletic fields for local not-for-profit youth organizations. Based on the current needs of youth soccer programs, youth baseball programs, and youth football programs, there is a significant shortage of athletic fields for all three sports. The Park District does not have property available or suitable for the development of the necessary number of fields to address this shortage. The Park District



has recently acquired 80 acres of property by donation for development of a community youth sports complex. The Park District hopes to develop the sports complex for park use and use by the not-for-profit youth organizations. A study is in progress to determine the number of fields required by each sport. The Park District intends to serve all local youth not-for-profit organizations and youth school teams at the sports complex.

Need for Additional Neighborhood Parks

New neighborhood parks need to be developed in Schaefferville, Normandale and Sun Valley. As existing neighborhoods expand or new residential areas emerge, it may be desirable to develop additional neighborhood parks for these areas also. For example, the developments at Lake Whitehurst Estates, Hickory Hills, Deerfield Estates, and Lutticken's Cove should have included planning by the developer for future construction of neighborhood parks.

To ensure the establishment of a local park for each neighborhood of the community, the City of Pekin should adopt a Subdivision Ordinance that requires developers of new residential areas to donate property for the public's use as a park. Upon consideration of its usability and need, the Park District could accept ownership of such donated land for the purpose of development of a future neighborhood park, or the property could serve as "open space" for the neighborhood. Whenever possible, neighborhood parks should be developed in conjunction with elementary schools to reduce duplication and complement programs of both the School Districts and Park District through joint usage of grounds and facilities.

Need To Expand Recreational Trail System

The success of the Park Trail (4.3 miles) has generated interest for trail expansion. The logical extensions of the existing trail are east from Allentown Road, north from the Pekin riverfront, and south from the Pekin Riverfront.

Allentown Road East – Using the old Conrail R.O.W. to extend the trail to Veteran's Drive may be an efficient option for this trail extension. The City and Park District should attempt to either purchase or obtain an easement for this trail corridor. This connection would facilitate future trail development parallel to the City's Veteran's Drive project, and provide the potential for future sewer improvements under the right-of-way. The City of Pekin should continue to purchase additional road right-of-way for future trail construction parallel to the Veteran's Road project.

Pekin Riverfront North – Planning and construction of a bicycle/recreational trail parallel to the Illinois River between the City of Pekin and the Robert Michel bridge in East Peoria may be a longer term project. Even though a significant portion of this trail would be constructed on properties outside the corporate limits of both the City and the Park District, the economic and recreational impact on the community of Pekin by becoming an integral part of the extensive Regional Trail System would be extremely positive. This trail would interconnect the City of Pekin with the established trail systems of East Peoria, Morton, Washington, Peoria and the Rock Island Trail, which presently combine for 61 miles of bicycle/recreational trail opportunities. As part of this extensive trail

system, particularly with the advantage of connection by the very scenic route along the river, Pekin would be a significant attraction for both tourists and local trail enthusiasts.

Since the community of Pekin at large would benefit from significantly increased trail use resulting from construction of this connection section of trail, the City of Pekin and the Park District will need to cooperate in acting jointly as a catalyst and facilitator to encourage other communities along the trail to support and assist in completing this project. The Illinois Department of Natural Resource owns a substantial portion of land over which this proposed trail would be routed. The City and Park District should jointly attempt to procure state funding for trail construction through the State's own conservation areas as well as grant funding to Pekin and other local communities for trail development on non state-owned properties. The fact that most bicycle/recreational trails in other metropolitan areas have been sponsored jointly by the cities and their respective park districts is credited with the pace of grant and planning approval.

Pekin Riverfront South – Construction of the new Pekin Riverfront Park included a connection to the existing Park Trail (4.3 miles) and a new short extension south to the new fishing pier. The City of Pekin owns the property along the river's edge, extending south to Fayette Street. An extension south on this property would be very scenic, and would serve to link the south side of the community to the new Riverfront Park and the Pekin Trail. The city and park should work together to fund the local "match" of funds necessary to receive a grant for construction of this trail extension. Due to public ownership of the necessary property, and the significant impact of a connecting trail along the river's edge, this trail extension might be considered as an earlier priority than other trail extensions.

Need for Future Recreational Riverfront Development

At this time it appears that additional recreational riverfront development will take place in the future. Future development plans at the riverfront should include extension of the public "green space" to the south. This park-like corridor would not be intended as a recreation area, but as a public connection of the Riverfront Park and private development. A public walkway with planned seating areas and riverfront park furnishings, would serve to "tie" riverfront development together. The property along the river's edge (west of the railroad tracks) should be reserved for public purposes. If commercial development of the riverfront is not successful in the future, then an extension of the Pekin Riverfront Park may be the best use of this public property.

Need for Preservation of Open Space

The preservation of open space needs to be an absolute priority in all areas of the community. This is particularly critical in established (developed) areas of the community such as James Field. New subdivision planning should require developers to reserve property for neighborhood parks or public open space.

Need for Protection of Natural Areas

Natural areas such as McNaughton Park, Dirksen Park, Independence Park and Tante Park must be restored to their natural state and protected against negative impacts. Independence and Tante parks should also be registered through the State of Illinois as “Land and Water Reserves.”

Need for Pekin Lake Conservation Area Improvements

The Park District and City of Pekin need to continue to work together with the Department of Natural Resources and other State/Federal Agencies to promote improvements at the Pekin Lake Conservation Area. The primary goal of these improvements must be to provide an increased and consistent water depth in the southern lakes of the conservation area. Additionally, recreational trails and improved public access are important improvement issues.

Need for West Campus Gymnasium Building Preservation

The Park District may have an interest in preserving the West Campus Gymnasium building for public recreational use. The Park District would consider cooperating in developing partnerships with other groups to preserve and utilize this historic building for public purposes.

Need for City – Park District Cooperation

The residents of Pekin place great value in the positive impact parks and recreation have on the community’s quality of life. Therefore, citizens have supported the development of an extensive and multi-faceted park system governed autonomously from other governmental units. The City of Pekin and Park District have separate functions in, and different responsibilities to the community. However, these two separate jurisdictions often share common objectives for enhancing the quality of life for Pekin residents. Even when these objectives are not shared, it is possible that independent actions by the City or the Park District will have an impact on the other’s endeavors. It should also be remembered that the City of Pekin and the Pekin Park District represent essentially the same taxpayers.

The City and Park District have cooperated in many areas in the past. It is important that this intergovernmental cooperation be continued and expanded in the future. In addition to the issues and recommendations already identified, the following important areas of City-Park District cooperation should be investigated and/or adopted:

1. Protection of the integrity and environment of existing park areas.
2. Joint review and full discussion of all Park District and City acquisition and development plans to ensure consideration for each other’s future needs.
3. Expanded exchange of equipment, services, expertise, and information when practical and to the taxpayer’s advantage.
4. Cooperation on drainage and storm sewer improvements for Mineral Springs Park.

5. Continued assessment of short-term impact versus long-term economic benefits on the Park District resulting from TIF and Enterprise Zone activities and projects.
6. An awareness and sensitivity to the responsibilities of each unit of government.
7. Continued cooperation on community enhancement projects such as the Pekin Riverfront Park and recreational trail extensions.

Need for Park District Cooperation with Other Groups

The Park District has an extensive exchange of facility practice with Pekin Community High School District #303. Additionally, the Park District shares property with the High School, leases property from the High School, and maintains property for the High School. The Park District has developed and maintains several neighborhood parks on property leased from Pekin Grade School District #108. The Park District and the Tazewell County Fair Board have jointly constructed Memorial Arena and the Indoor Tennis Facility. This cooperative lease agreement provides County Fair usage one week each year and Park District recreation usage the balance of the year. The Park District has developed several neighborhood parks with funding from local service clubs. The need for Park District cooperation with other governmental, not-for-profit, and private groups must continue in the future. It will be particularly important to attempt to form partnerships with other groups that share similar missions in the community.

Need for Additional Park District Facilities and Programs

The community's recreational needs and interests are constantly changing. Accepted trends today indicate a greater interest in health/fitness activities and a need for increased programs for both older adults and younger children. Continuing societal shifts to an aging population, one parent families, and families with both parents working are expected to be long term trends that will necessitate additional facilities and programs.

Currently, the Park District is in the planning stage for expansion of the existing Racquet and Health Facility located in Mineral Springs Park. It is anticipated that at some point in the future, the demand for expanded recreation programming will necessitate construction of a new recreation center. This major facility would most likely be located within the existing Mineral Springs Park, and therefore, should have a minimal effect on the City's comprehensive planning process.

GOALS AND OBJECTIVES

Note: The above discussion was provided courtesy of the Pekin Park District. Future modifications to park facilities and programs are more appropriately identified and described as part of the continuing Park District's Goals and Objectives Plan, and

therefore, have not been identified or discussed here as part of the City's Comprehensive Plan.

CITY OF PEKIN GOALS AND OBJECTIVES:

**GOAL 1: WORK WITH THE PARK DISTRICT TO PROVIDE QUALITY
PARKS AND RECREATIONAL OPPORTUNITIES FOR THE CITIZENS OF
PEKIN**

Objective: Amend the subdivision ordinance to require land set-asides for open space in new subdivisions

VIII. EDUCATION

The school system in the Pekin area is organized into Pekin Community High School District #303 and five elementary school district which are “feeder school districts” to the Pekin High School. Among these districts are Pekin Elementary School District #108, Spring Lake Elementary School District #606, Rankin Community Elementary District #98, South Pekin Grade School District #137, and North Pekin - Marquette Heights Elementary School District #102.

Based on data from September 2005, 76% of the 5099 combined enrollments of the feeder schools (or 3874 students) are in Pekin Elementary School District while 14% (687 students) are in North-Pekin - Marquette Heights School District. Lesser number of students 230 (5%), 208 (4%) and 100 (2%) are in South Pekin, Rankin Community, and Spring Lake Elementary School Districts respectively.

This document will focus on Pekin Elementary School District #108 and Pekin Community High School #303

ELEMENTARY SCHOOL DISTRICT #108

Background

Pekin Public Schools Elementary District 108 is a pre-Kindergarten through 8th grade school system that has a current enrollment of 3,874 students housed in one Pre-Kindergarten facility [Pre-School Family Education Center], six primary [K-3rd grade] schools, two intermediate [Grades 4-6] and two junior high schools [Grades 7-8]. According to the 2005 School Report Card, District 108 has the following class size averages: KDG-22.9, 1st Grade-21.7, 3rd Grade-20.9, 6th Grade-24.7, and 8th Grade-23.2.

While the enrollment in the elementary schools had been declining since the early 1980’s, it appears that enrollments have stabilized in the last few years.

Based upon data collected for the 2005 Illinois School Report Card, 43.8% of District 108’s students are eligible to receive public aid and eligible for the district’s federally funded free/reduced lunch program. The overall state average is 40.0%.

The district has an average daily attendance rate of 94.8% compared to the state’s average attendance rate of 93.9%. Mobility rate for the district is 16.1% compared to the state’s average mobility rate of 16.1%. The district’s 0.5% chronic truancy rate is compared to the state’s average of 2.2%. In terms of racial/ethnic backgrounds, the district is 96.0% white, 1.0% black, 1.1% Hispanic, 0.9% Asian, and 0.4% Native American.

The district provides a comprehensive Early Childhood through Grade 8 Special Education program, an extensive Grades 1-8 TITLE I Reading/Math support program, services for gifted students, and after-school tutorial programs and services. The district



partners with the County Health Department to offer a before and after-school PEAK (Pekin Education Academy for Kids) Program that serves the needs of over 850 students. The after school programs are supported and collaboratively staffed by personnel from various social services agencies/organizations as well as the public library and public park district.

In 2001, District 108 constructed a new \$12 million school that houses over 700 grades 4-6 students and completed an \$8.5 million renovation project at Washington Intermediate School. These construction projects were completed with the help of a State of Illinois 75/25 construction match grant. District 108 is also in the process of completing a comprehensive life-safety and renovation project that includes upgrading the infrastructure of almost all schools in the elementary district.

Issues and Trends

Budget reductions are an ongoing challenge for District #108. In spite of budget reductions that exceeded over \$4 million in four years, however, the district continues to offer a comprehensive education for all students and the students perform very well when compared to districts across the state with similar demographics and expenditures per child. This success has been recognized by other agencies such as SchoolSearch when the district was granted a Bright Star Award for high student achievement and below average expenditures per student. The district has also been recognized by the Association of School Business Officials International for its business practices and by the Lincoln Foundation for Educational Excellence for its continuous improvement processes and efforts in systemic improvement cycles.

PEKIN COMMUNITY HIGH SCHOOL

Background

Pekin Community High School District 303 serves students in grades 9–12 from the communities of Pekin, North Pekin, Marquette Heights, South Pekin, Spring Lake and Rankin. All students attend at facilities located on 1903 Court Street. The single building, with a total of 550,000 square feet of space, includes the original building constructed in 1963, with additions in 1975 and 1998. The entire facility is climate controlled and includes a 95,000 square foot vocational center.

Figure VIII-1

PEKIN COMMUNITY HIGH SCHOOL 2006-2007
2,272 Students (90 more than 2005-2006)
250 Staff Members
229 Courses
12 Sports
27 Clubs & Activities

There are four (4) primary district goals that focus on student achievement, technology, community and staff. They are as follows:

1. Student Achievement: To provide a learning environment that will increase all levels of student achievement.
2. Technology: To provide technology for use as an instructional tool and to advance the students, community, faculty, staff, administration and Board of Education technological skills and usage.
3. Community: To cultivate positive school-community partnerships.
4. Staff: To promote an environment that fosters collegiality and professional growth.

Figure VIII-2.



Montage of Pekin Community High School

Figure VIII-3.

PEKIN COMMUNITY HIGH SCHOOL CHANGES 1995-2005		
	1995	2005
Graduation Rate	70.0%	81.0%
Dropout Rate	8.2%	4.1%
Attendance Rate	93.3%	92.0%
Average Years of Experience – Faculty	17.8	14.9
Teachers Holding Master’s Degree	30.5%	53.1%

Issues and Trends

There are three challenges facing the Pekin School District. They are compliance with the ‘No Child Left Behind’ initiative, an increase in the costs of Special Education, and the need to consolidate school districts.

The ‘No Child Left Behind’ laws require a school to make Adequate Yearly Progress (AYP). One of the factors in AYP is an increase in the graduation rate of students. Failure to make AYP as dictated by the state may result in corrective action and/or budget reductions.

The District has seen a continuous increase in the population of students in the Special Education population. The number of teachers required to meet the needs of the District have doubled in the last ten years. In addition, there has been a decrease in state reimbursements, with the result being an added burden on District resources.

Pekin Community High School is considering consolidating with Elementary District #108, one of the five feeder schools to the high school. Proponents believe consolidation will provide a more consistent curriculum for students, and provide savings to the taxpayers.

GOALS AND OBJECTIVES

GOAL 1: PROMOTE CITY/SCHOOL DISTRICT COOPERATION

Objective: Continue to provide school districts with plans for all new subdivisions

IX. LAND USE

Background

Land Use is a term that is used to describe man-made uses of land. Typical land uses are residential, commercial, and industrial. Other land uses are schools, parks, churches, and public uses such as City Hall.

The City of Pekin has a traditional mixture of residential, commercial, and industrial uses. The mile-and-a-half area is predominantly agricultural, although there are some residential subdivisions in this area.

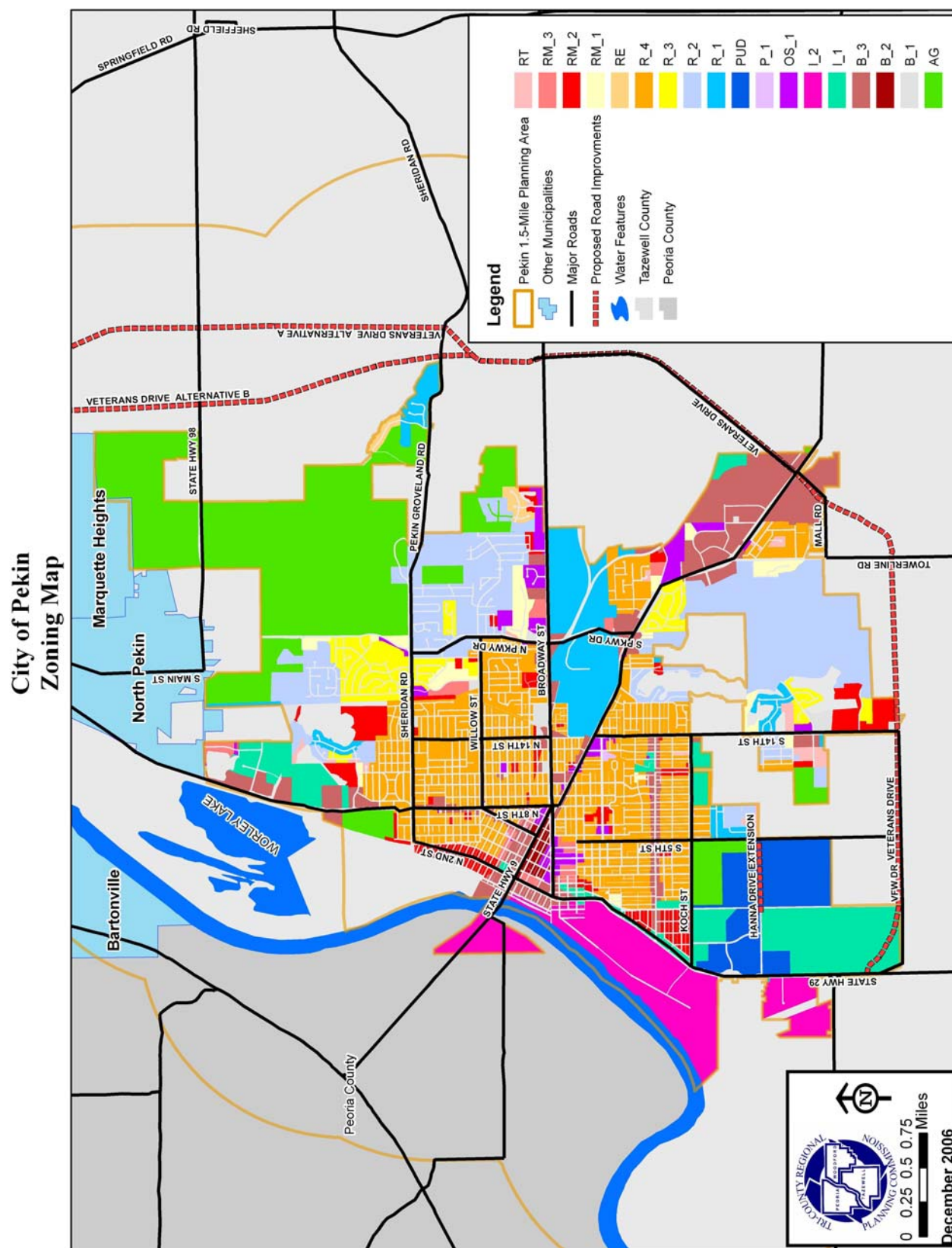
As with most communities, the predominant land use in Pekin is residential. Within the residential areas can be found land uses that support the neighborhoods, such as schools, parks, libraries, public buildings such as governmental buildings and churches.

Local businesses support the residents of the community with everyday goods and services. Pekin has several business districts. The primary ones are downtown, Route 29 north of the City, Broadway and Court Street.

An important land use in any community is that used for industry. It is the industries that provide employment for the residents of a community. In Pekin, industries are primarily located along Route 29 and the riverfront.

See Figure IX-1 on the following page for a representation of land uses in the City of Pekin. Figure IX-1 is actually the zoning map for the city; however, land use closely follows zoning districts.

Figure IX-1.



Issues and Trends

Most land within the corporate boundaries of the City of Pekin has been developed. There are very few large parcels within the corporate limits for substantial development. The only exception to this is Riverway Business Park on the southwest side of the city, which has city has annexed in recent years and is promoting for industrial development.

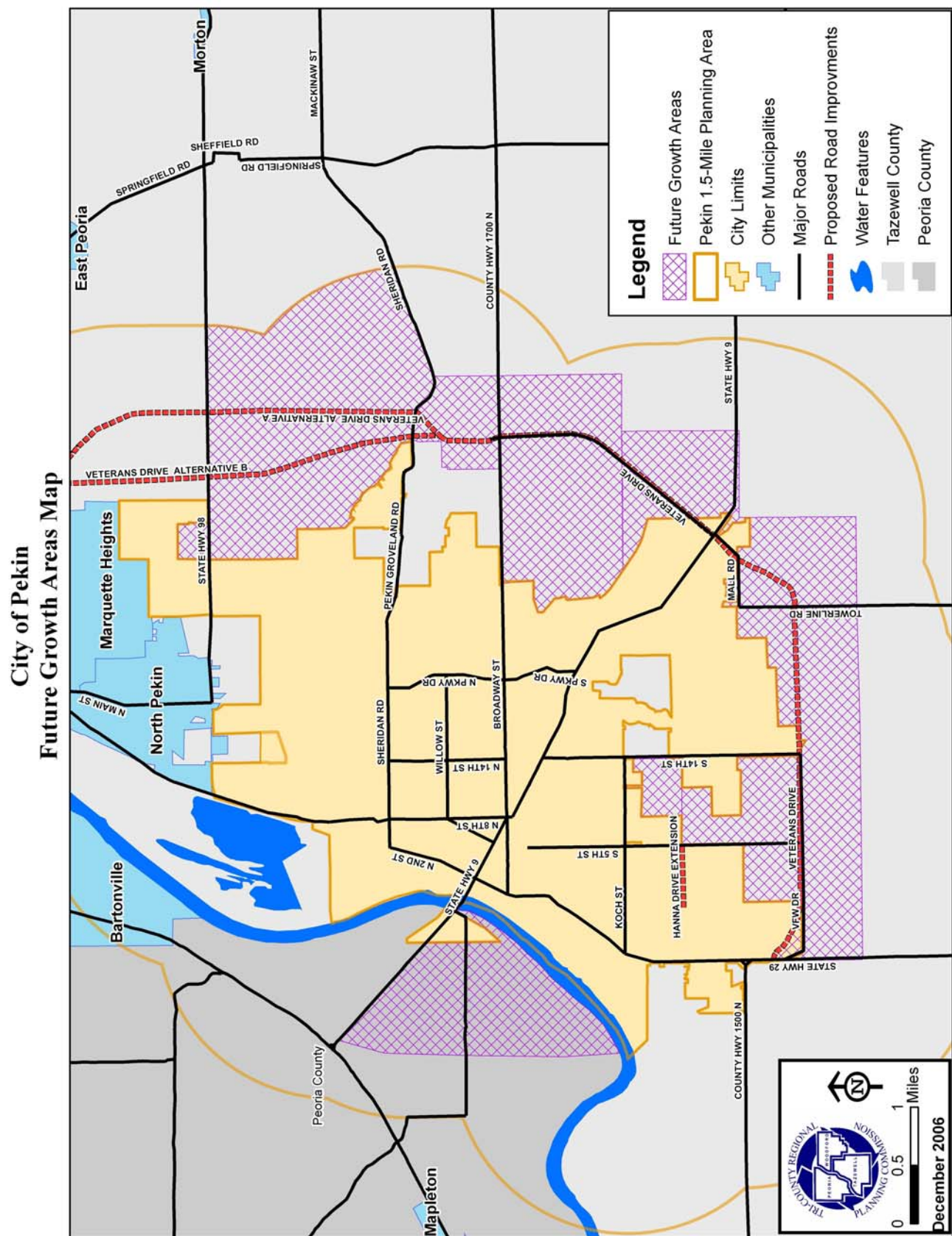
Growth in the City of Pekin is along its east and southeast boundaries. The most recent annexation was for Lutticken's Cove north of Sheridan Road and west of California Road.

Commercial development continues to occur, primarily along Broadway Road and Court Street.

The Veterans' Road project will create new locations for commercial development as it is completed. In particular, a commercial node is planned for the intersection of Veterans Drive and Broadway road. There are already signs of commercial development along the completed portion of Veterans Road north of Broadway.

Map IX-2 on the following page shows the Future Growth Areas. These are the areas that the City is planning for development in the next twenty years. Map IX-3 on Page IX-5 is a Future Land Use Map. This map is more detailed in that it designates the proposed uses of land as it is annexed into the City of Pekin.

Map IX-2.



Map IX-3.

