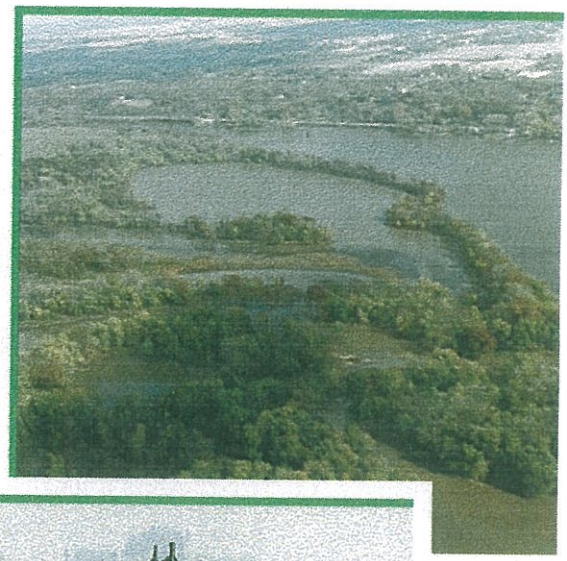
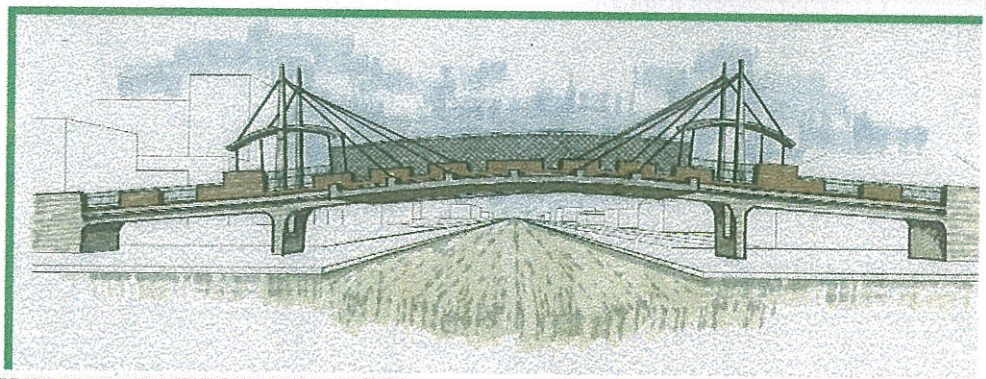
# QUINCY GREENWAY & TRAILS PLAN





## FOR CITY OF QUINCY AND QUINCY PARK DISTRICT

KLINGNER & ASSOCIATES, P.C.
Engineers / Architects

# QUINCY GREENWAY & TRAILS PLAN

## FOR CITY OF QUINCY

## AND QUINCY PARK DISTRICT

## AND PARTICIPATING ENTITIES

Quincy Park Foundation, Inc.

Quincy University

John Wood Community College

Quincy Bicycle Club

July 30, 1999
Project 94-301-06

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## CITY OF QUINCY

| | |
|---|---|
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| Janet Hutmacher | City Clerk |
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| Virgil Goehl | Alderman |
| Steve Duesterhaus | Alderman |
| Eugene Mueller | Alderman |
| Robert Klingele | Alderman |
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| Dave Hummel | Alderman |
| Charles Fitch | Alderman |
| Raymond Vahlkamp, Jr. | Alderman |
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| Richard Reis | Alderman |
| Kenneth Sparrow, Jr. | Alderman |

## QUINCY PARK DISTRICT

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| J. Kent Nelson | Commissioner |
| Ben Bumbry, Jr. | Commissioner |
| John LaTour | Commissioner |
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| | |
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# *EXECUTIVE SUMMARY*

The Quincy Greenways & Trails plan is part of an on-going effort to preserve green space and promote biking and walking trails within the City of Quincy jurisdictional limits. The City and the Quincy Boulevard and Park Association, predecessor to the Quincy Park District, has a rich history of green space preservation along the Mississippi River Bluffs. The first suggestion for a park north of the Burlington railroad was made in 1908, about the same time that land was bought for Gardner Park. Quincy Boulevard & Park Association President, E. J. Parker, strongly promoted preservation of the tract north of Gardner Park along Cedar Creek. The scenery along Cedar Creek is wonderfully picturesque and striking, considered by many to be one of the most unique and attractive parts of the present park system.

**Cedar Creek**

The 1946 City of Quincy Comprehensive Plan by Harland Bartholomew & Associates recommended a parkway surrounding the City, concluding at South Park and Indian Mounds Park along the South Quincy Bluffs. The plan specifically called for continuation of the Cedar Creek Corridor to 36th Street. The 1976 Schneidman Industrial Park Plan, located between 18th & 24th Street, designed by W. H. Klingner & Associates, followed the comprehensive plan and maintained large green space and flowage easements. However, it was not until 1994 when Mayor Chuck Scholz approached the Quincy Park District, that a

coordinated effort and funding was allocated to actively pursue preserving the remaining green space along Cedar Creek.

The City of Quincy and the Quincy Park District have worked together since 1994 to obtain fee simple title and conservation easements along Cedar Creek, primarily in the existing floodplain. Numerous land tracks have been donated to date. Other local bike trail efforts include Adams County Highway Department bike paths along Columbus Road and South 24th Street. Unfortunately, activities to date have been fragmented. The City of Quincy does not have a current plan that addresses area-wide bike trail needs, or a plan to tie in the Quincy Park District and the Adams County Highway Department efforts.

To meet the overall planning needs, the IDNR Greenways and Trails Program was applied for in May of 1998. The IDNR program encourages linear parks, trails and other greenways as part of an ecosystem approach to the protection of natural resources, open space, historic sites, and scenic views. Greenways and Trails provide a multitude of benefits for people, wildlife, and the economy.

In addition to the City of Quincy and Quincy Park District, four (4) other entities have expressed strong interest and are participating financially with the development of a Greenway & Trails Master Plan. The Coalition includes: The Quincy Park Foundation, Inc.; John Wood Community College Foundation; Quincy University; and The Quincy Bicycle Club.

The planning process included several steps: 1) identification of existing natural resources such as green spaces and floodplain within the jurisdictional limits of the City; 2) identification of cultural and historic points of interest; 3) identification of major attractors and generators for biking and walking routes as well as potential safety problems; 4) development of goals, policies and objectives, including public input and one public meeting; 5) development of a corridor rating system and rating of proposed segments/corridors; 6) continuation of on-going efforts to obtain land along Cedar Creek; and 7) development of a Greenway & Trail Master Plan for the Quincy Coalition.

What we discovered during the planning process was outstanding public support for preserving green spaces and the need for bike and walking routes throughout the community. As part of the public input activities, new groups such as the Wellness Coalition (Adams County Health Department, Blessing Hospital, etc.) became strong supporters of the plan. Unfortunately, little undeveloped green spaces remains within the 1.5 mile jurisdictional limits. The existing parks and Cedar Creek Floodplain are the primary remaining green spaces. Fortunately, the City has an outstanding urban forest, with numerous tree-lined streets and four historic districts: East End Historic District, North End Historic District, South End Historic District, and Downtown Historic District. The rapid commercial development along Broadway has divided the community, making pedestrian and bike access from the north sides and south sides difficult. The trail system, as developed, is a combination of City streets, at-grade crossings and overpass improvements, park roads, and new Cedar Creek parkway trails.

The master plan recommends twelve (12) primary corridors, many with spur routes to specific points of interest. The corridors provide access from primary residential areas including the newer subdivisions along the city limit perimeter (north, east and south) and link to the existing Mississippi Riverfront Parkways. Attractors such as Quincy University, John Wood Community College, Schneidman Industrial Park, Junior High School, and most of the City parks, are linked. A proposed pedestrian bridge at 16th & Broadway links the older residential area at the City's center, and provides safe access to Junior High.

Implementation is recommended as part of a 5 year plan, constructing the highest priority corridors first; or as local funding/grants allow. Matching funds are available from IDNR on land donated along the proposed greenways. Numerous funding sources and supporting entities exist to make the Master Plan a reality.

# I PURPOSE OF THE PLAN

The plan was developed to assist the City of Quincy and Quincy Park District in identifying and preserving potential greenways and integrating existing bike and walking paths into a city-wide network. City of Quincy growth and urban sprawl appears inevitable. However, the loss of community character, historic residential and downtown districts, and natural resources, that so often accompanies growth, is not inevitable. Proper planning can help protect natural resources, promote awareness of the economic and social values of open space, historic sites, scenic views, and native plants and animals.

Limited work, consisting primarily of coordinating land donations and easements along Cedar Creek, has been in process since 1994. No city-wide planning effort, specifically addressing greenspace and trails, is in place. In 1998, the Quincy Park District and City of Quincy requested a search of available grants to assist in planning efforts. The Quincy Park Foundation, Inc., a newly formed not-for-profit organization, assisted in grant applications, including the McKnight Foundation and planning grants from Illinois Department of Natural Resources (IDNR).

As part of the IDNR planning grant application, numerous local and regional organizations and government entities were contacted for support. Letters of support included the Quincy Park Foundation; Office of Mayor, City of Quincy; John Wood Community College Foundation; Quincy University; Quincy Bicycle Club, Inc.; Senator Laura Kent Donahue; Representative Art Tenhouse; Gardner Museum of Architecture & Design; Great River Economic Development Foundation; County Board of Adams; Natural Resource Conservation Service; Quincy Convention & Visitors Bureau; Adams County Soil & Water Conservation District; Quincy Area Chamber of Commerce; Ameren; and Two Rivers Regional Council of Public Officials.

Financial support for the plan, in addition to the City of Quincy and Quincy Park District, included the Quincy Park Foundation, John Wood Community College Foundation, Quincy University and the Quincy Bicycle Club, Inc.

The plan, in accordance with IDNR requirements, includes the following:

- Prioritization of implementation actions.
- Identification of priority greenways and trails in the planning area that are feasible and have apparent sponsors.
- Identification of priority activities or projects within the identified greenways (trails, linear parks, land acquisition, etc.), some of which may be eligible for funding through the IDNR's existing grant programs.
- Consideration of greenway & trail linkages to attractions and designations, including IDNR, other state sites, major existing or planned trails, within and near the immediate planning area, as applicable.

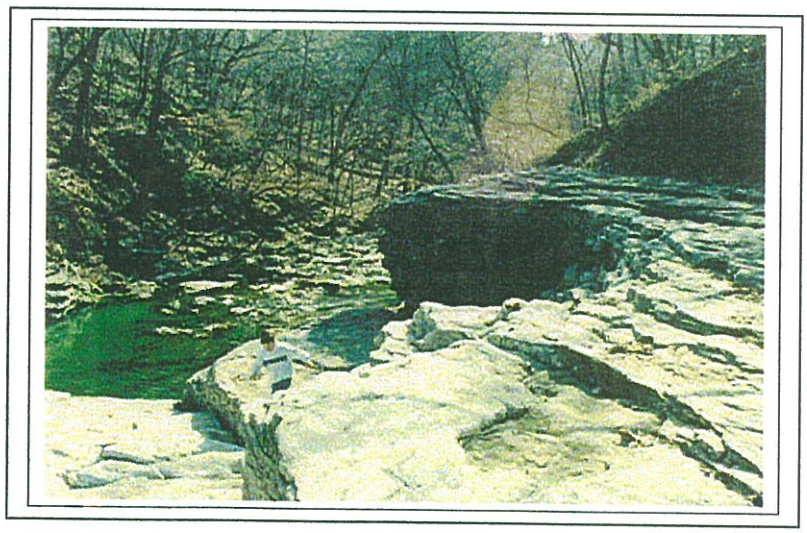
# II ANALYTICAL APPROACH

The planning process involved seven (7) basic steps:

1) Identification of existing natural resources such as green spaces and floodplains within the jurisdictional limits of the city,
2) Identification of cultural and historic points of interest,
3) Identification of major attractors and generators for biking and walking routes as well as with potential safety problems,
4) Development of goals, policies and objectives, based in part on input by plan participants and public meeting/questionnaires,
5) Development of a corridor rating system and rating of proposed segments/corridors,
6) Continuation of the on-going efforts to obtain land along Cedar Creek, and
7) Summarization of planning results and recommendations in a Greenway & Trail Master Plan for the Quincy Coalition.

## ❒ Natural Resources

The identification of natural resources, both woodland and floodplain, were developed by overlaying FEMA floodplain data over Adams County Geographic Information Systems (GIS) digital ortho photography (See Appendix A). Quincy is fortunate to have many bluff parks containing natural creek areas with significant creek segments preserved. Other creek and floodplains exist along Quincy's perimeter.



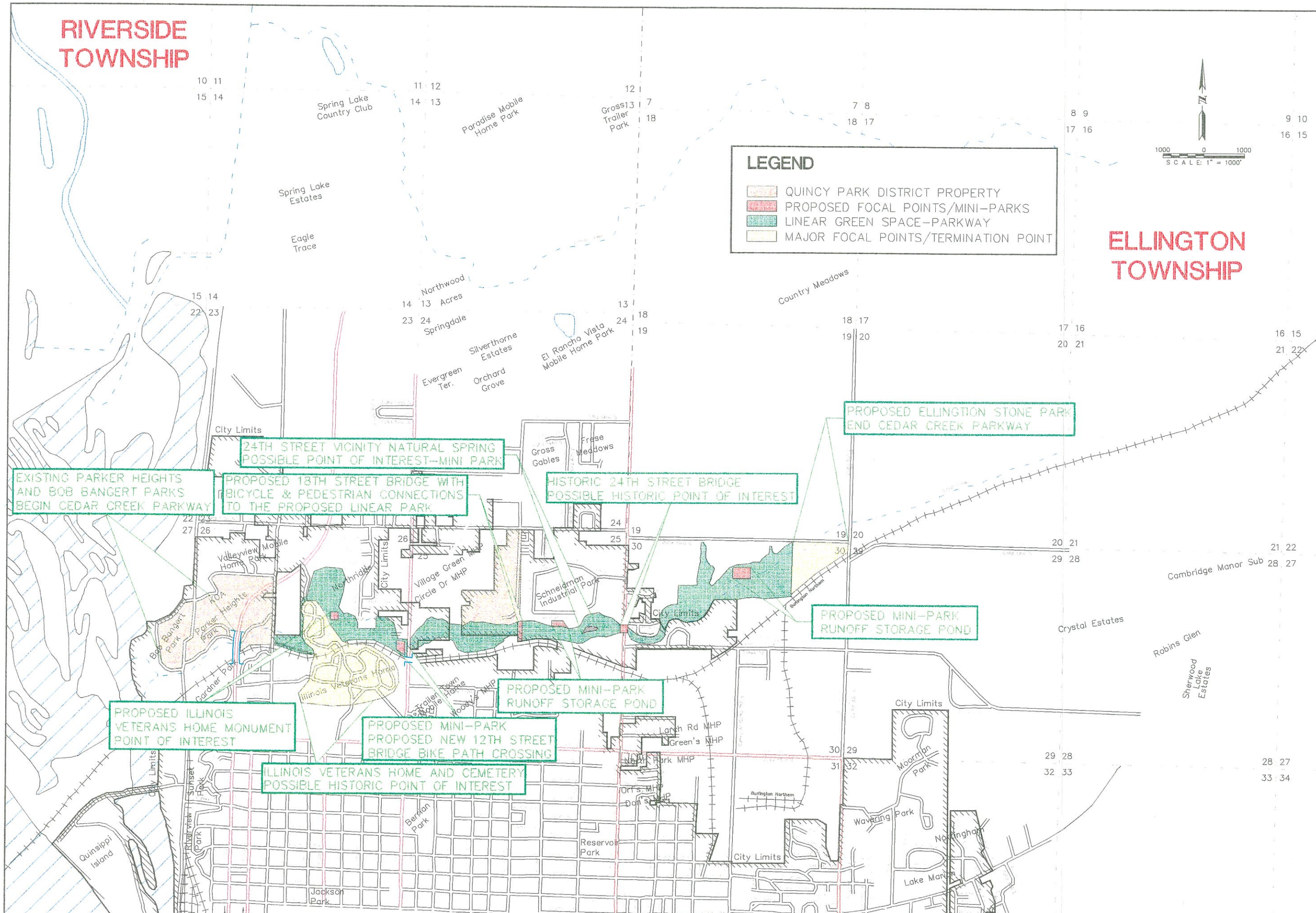
**Homan Creek Falls**

Homan Creek, in the northernmost area of the planning area, has outstanding rock falls at the Mississippi Valley bluff. The creek drains approximately 5000 acres. The outlet at the bluff is part of Spring Lake Country Club. The natural area includes a large spring, which is preserved by the private club. The Homan Creek reach from Spring Lake Country Club to 24th Street has very few modifications and is tree lined, averaging approximately 200' wide (See Appendix B). Tight residential construction on the east side of 24th may hamper extension beyond 24th. However, continuation of the corridor could potentially extend to Spring Lake Road. No apparent sponsor currently exists for Homan Creek Corridor.

The Cedar Creek watershed, also approximately 5000 acres, has several well preserved segments. The mouth of Cedar Creek is one of the few natural, unchanneled creek outlets to the Mississippi. Cedar Creek outlet at Bob Bangert Park (formerly Sid Simpson State Park) is preserved through Parker Heights Park to 5th Street. Preservation of Cedar Creek's outlet through the bluff was promoted by the Quincy Boulevard & Park Association President, E. J. Parker, in 1908. The 1946 City of Quincy Comprehensive Plan by Harland Bartholomew & Associates, recommended a parkway around the City, and specifically called for preserving Cedar Creek to approximately 36th Street. Much of the eastern segments of the creek are zoned for manufacturing (M). Fortunately, the industrial developers have been strong supporters of maintaining wide easements and have donated land along the creek for future park use. (See Figure 1)

Two major creek segments were promoted by former Park Commissioner, Bob Mays. The future Bob Mays Park includes much of the Cedar Creek area between 12th & 18th Street. Cedar Creek is also the location of the Ellington Stone discovery. Researchers speculate, in 1671, Robert de LaSalle may have predated Father Jacques Marquette in the discovery of the Upper Mississippi. The Quincy Park Foundation, Inc. is sponsor for Cedar Creek parkway. (See Appendix C).

Curtis Creek, in the south part of Quincy, is also well preserved along the bluff and is a scenic feature in South Park. Although tight development exists near 18th & Dummond Drive & Fairmont St., a segment from 12th to 24th could be preserved (See Appendix D). East of 24th, close residential construction and

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CONCEPTUAL PLAN

CEDAR CREEK LINEAR PARK

SHEET NO. 5

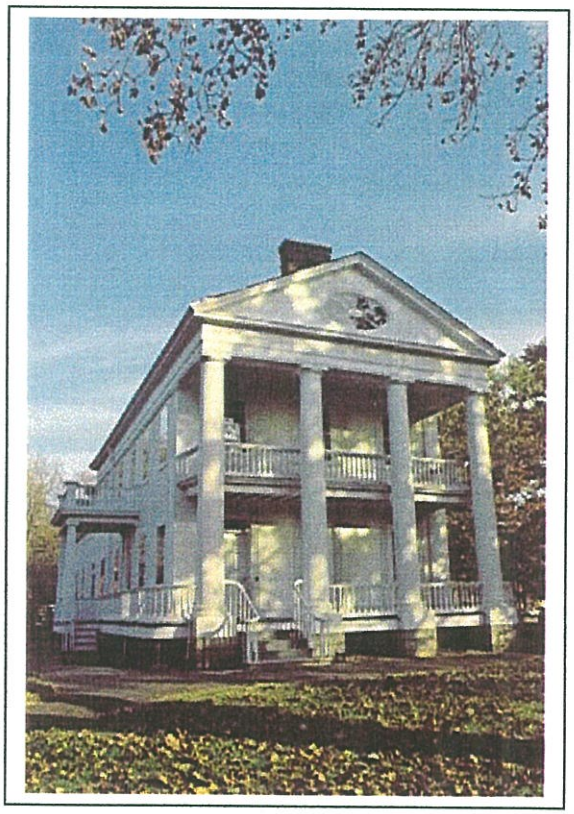
FIGURE 1 PAGE 8

Curved Creek Drive practically prevent extension. A tributary to Curtis Creek, Emery Creek, has some remaining greenspace from 33rd to 48th. However, no apparent sponsor currently exists for Curtis Creek or Emery Creek.

Other natural features, of course, include the Mississippi River. Access along Quincy Riverfront parks, Quinsippi Island, and IDNR's Triangle Lake Conservation Area is available and currently well preserved. A bike path to Triangle Lake, as a spur route off the existing bike path along the riverfront could access Triangle Lake. An observation area and/or habitat interpretation center may be a future possibility. Triangle Lake is maintained by IDNR.

## ❒ Cultural & Historic Resources

Cultural and Historic points of interest have been identified throughout the community. Preliminary planning with the City of Quincy identified twelve primary corridors. The Gardner Museum of Architecture & Design provided research on each corridor. Detailed surveys of Points of Interest are described in Appendix E.



**John Wood Mansion**

## ❒ Major Attractors & Generators

Major attractors were identified, including Cultural and Historic points of interest, parks, schools, and business parks. Generators include the original city block grid and the newer residential areas around Quincy's perimeter. Safety problems were discussed with biking and walking groups, such as the Wellness Coalition. Several significant safety problems were identified. The rapid commercial growth along Broadway, and the widening of the street to 5 lanes has divided the community for easy pedestrian and youth biking. Other problems include crossing Highway 57/Gardner Expressway and dangerous intersections at Payson Road and Deer Ridge. Traffic attractors and generators are listed in Table 1.

***TABLE 1***

***Intermodal Travel Connectors:***

- Quincy Railroad Depot, 30th & Wismann Lane
- Quincy Squaw Chute Marina, Quinsippi Island
- Bus Stops, Quincy Transit Lines
- Quincy Civic Center (Holiday Inn, Days Inn, Ramada Inn and Fairfield Inn.)

***Traffic Attractions (along potential corridors):***

- Baldwin Intermediate School
- Boots Bush Park
- Cedar Creek Parkway/Bob Mays Park
- Deer Park (Illinois Veterans Home)
- Gardner Museum of Architecture & Design/Ells House
- Historic Districts
- Indian Mounds Park/Swimming Pool
- John Wood Campus & Arboretum
- John Wood Mansion
- Kerasotes Theaters (33rd & Maine)
- Lock & Dam 21
- Madison School
- Monroe School
- Moorman/Wavering Park and Aquatic Center
- Quincy Art Center
- Quncy Civic Center
- Quincy Junior High
- Quincy Mall
- Quincy Museum
- Quincy University
- Quinsippi Island
- Riverfront
- Schneidman Industrial Park
- South Park
- Triangle Lake
- Washington Park/Downtown
- Westview Golf Course

***Traffic Generators:***

- Residential Areas
- Intermodal Connections

## ❒ Goals, Policies & Objectives

Questionnaires were distributed to key groups such as the Wellness Coalition, Quincy Bicycle Club, and interested citizens. Goals, policies and objectives were identified (See Appendix F). Other previous Greenway & Trail Plans, including Sangamon County, Illinois and references such as AASHTO Guide for the Development of Bicycle Facilities were reviewed for successful strategies.

As part of the policy review, desired design criteria was developed. Existing roadways, often with relatively inexpensive improvements, must serve as the base system to provide for the travel needs of bicyclists. Bicycle paths and lanes can augment this existing system in natural, scenic corridors, or places where access is limited. In general, separation of bicycles and pedestrian use is desired.

Planning for bicycle facilities must be conducted in conjunction with planning for other transportation needs. Often an improvement, which enhances bicycle travel, will also benefit other modes of travel. City and County highway improvements, through appropriate planning and design, can enhance bicycle travel. Plans for implementing bicycle projects must be in harmony with the community's overall goal for transportation improvements, which in turn, should be consistent with overall community goals.

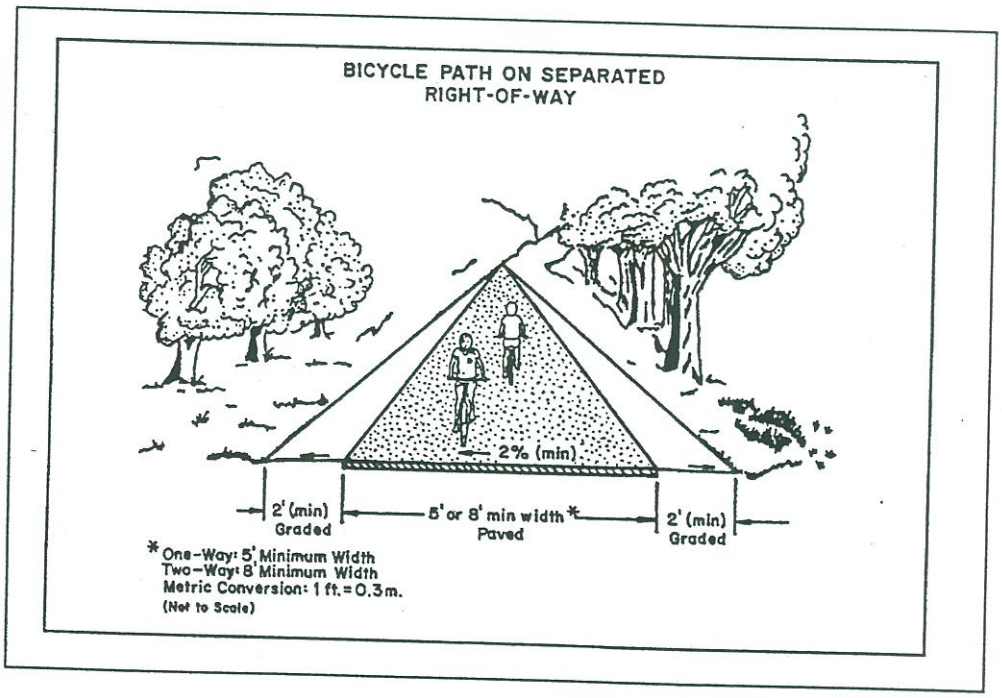
Community goals include skateboarding areas throughout the residential areas of town. The need for in-line skating and skateboard facilities have been heightened over the last few years, both in the recent planning of Bob Mays Park and in this Greenways and Trails planning effort. (See Appendix F, Questionnaire). Community input also highlighted the need for sidewalks and pedestrian-friendly improvements.

In general, bicycle trip purposes can be divided into two broad types - utilitarian and recreational. For a bicyclist on a utilitarian trip, the primary objective is reaching a specific destination quickly with few interruptions. The bicycle is simply the chosen mode of transportation. On the other hand, a bicyclist on a recreational trip is riding for pleasure. The destination is of less importance. Local promotion of tourism and historical/cultural points of interest may increase recreational trips in our community. For many trips,

these purposes are not absolute or mutually exclusive. That is, most trips will have some utilitarian and some recreational purposes. New bicycle facilities, therefore, should be designed to accommodate the needs of the anticipated mix of bicyclists, as well as pedestrian and skateboarder needs.

Bicycle lanes, wide curb lanes or shared roadways may be the best way to accommodate bicycle traffic along highway corridors, depending on traffic conditions. On separate bike baths, the American Association of State Highway & Transportation Officials (AASHTO) recommend a width of 10 feet, or a minimum of 8 feet paved with 2 feet stone shoulders on each side (See Figure 2). A one directional lane should be 5 feet wide. A clearance of 8 feet and a minimum design speed of 20 mph is recommended. Grades are generally recommended to be less than 5% on paved surfaces, and less than 3% for crushed stone surfaces. Signage and markings are required. Lighting between 0.5 to 2 foot candles are desirable at roadway intersections and in areas used in evenings by college students or commuters.

**Figure 2**




- ***Multi-Use***:

According to AASHTO, multi-use paths are generally undesirable; bicycles and pedestrians do not mix well. Wherever possible, separate bicycle and pedestrian paths should be provided. If

not feasible, additional width, signage and stripping should be used to minimize conflicts. Bicycle parking facilities are an essential element, both at trip origin and trip destinations. Long term parking should be considered at employment centers, such as the Schneidman Industrial Park, Quincy Amtrak Station and multi-family dwellings. Short term parking at schools, shopping centers, libraries, recreation areas, and post offices should be provided.

- ***Rest Areas:***

Rest areas may be considered. Where possible, existing park shelters and restrooms will be used. However, new parks such as Bob Mays Park along Cedar Creek Parkway should be designed for bicycle, pedestrian and skating access with specific facilities for these uses. Several mini-skating parks may also be considered throughout the community.

- ***Maps:***

AASHTO recommends maps showing the community routes, rules of the road and bicycle safety tips. Maps are a high benefit – low cost effort. Interfacing bicycle routes and bus routes has been successful in other communities. Bicycle racks have been placed on buses to promote intermodal transit.

- ***Operation & Maintenance:***

Assignment of responsibilities for control, maintenance, and policies of bicycle facilities should be established prior to construction. A central contact person, for purposes of maintenance, should be identified. Responsibilities include coordination of regular sweeping, vegetation control, lane painting and signage maintenance.

## Development of Corridor Rating System

Meetings with City Officials, Quincy Park District and Community organizations identified twelve primary corridors for ranking. Numerous city street loops were first identified, along with several remaining greenway segments. Greenway segments include: Homan Creek, U.S. 24 to Spring Lake Road (Appendix B); Cedar Creek Front Street to Cannonball Road; Emery Creek, 48th to 36th Street (Appendix C); Curtis Creek tributary, 36th to 48th; and Curtis Creek, 24th to 12th-South Park (Appendix D). A potential extension of Moorman Park (Cedar Creek Tributary) between

Moorman park and Future 48th Street is also feasible. Although Cedar Creek is the only segment with current sponsorship, other green corridors should be pursued in the future. Through city planning, including increased drainage easement widths, these corridors could be preserved for habitat protection and future trail development.

- **Corridors** – Twelve (12) main corridors are currently proposed. These corridors are as follows:

1) **LaSalle Trail** – This trail is the proposed linear park along Cedar Creek from Bonansinga Drive to the intersection of 36th Street and Cedar Creek. This trail would include a spur north through an existing greenway within Schneidman Industrial Park connecting to the residential neighborhoods to the north.

**LaSalle Trail**

2) **Cannonball Trail** – This trail is an extension of the LaSalle trail along Cedar Creek to Cannonball Road then south to Wisman Lane. The trail would then connect to the existing bike path along Columbus Road. This connects the trail system to the Moorman/Wavering Park complex via the existing Columbus Road trail.

3) **John Wood Trail** – Connecting at approximately the mid point of the existing Columbus Road trail, this trail would proceed south along 48th Street to Payson Road. A spur would access Spring Valley Arboretum and proposed trail system through John Wood Community College grounds. A spur would continue south and connect to Deer Ridge Road.

4) **Payson Trail** – This trail would proceed west from 48th and Payson Road and connect to the existing bike path on south 24th Street.

5) **South Park Trail** – The South Park Trail would provide a connection from 24th and Melview Road to 12th and Harrison Streets via 12th Street. This would provide a bike path connection to the historic South Park.

6) **Indian Mounds Trail** – This trail would proceed along R.J. Peters Drive (South Park), through Indian Mounds Park and north on 5th and 6th Street to Jefferson Street. A spur to Lock & Dam 21 would be included in this trail, providing a designated bike access to this recreational and eagle viewing area.

7) **Riverfront Trail** – This trail would traverse from 6th & Jefferson Street to South Front Street via Ohio and Delaware Streets. As the trail proceeds north along Front Street, it would connect to the existing bike path along Bonansinga Drive, proceeding to Bob Bangert Park. A spur to Quinsippi Island would also be included.

8) **University Trail** – This trail would be a main north/south corridor along 16th Street from Harrison to Sycamore. The trail would then proceed east along Sycamore to 18th Street then north to the LaSalle Trail and Bob Mays Park.

9) **Historic District Trail** – This would be a major east/west corridor from South Front Street via Delaware Street then north to Kentucky Street. The trail would then proceed east on Kentucky to 16th Street. As the trail proceeds north on 16th Street through the east end historic district, it would connect at Maine Street. The trail would then proceed east along Maine to 48th Street.

10) **Ellington Township Trail** – This trail would be a northern connection from 36th and Cedar Creek to Spring Lake Road.

11) **Spring Lake Trail** – This trail would proceed west along Spring Lake Road from 36th Street to the North Bottom Road, then south to Bob Bangert Park. A spur to the Triangle Lake Wildlife Area would be included on this corridor.

**Triangle Lake**

12) **Westview Trail** – This would be another east/west corridor along Harrison Street from 12th to 48th Streets. A spur connecting to Westview Golf Course would be included.

## ❑ Corridor Rating

Upon identification of the proposed corridors, we chose to rate the corridors by using a system to identify each corridor as "high", "medium", or "low" priority. Each category was rated using a 10, 5, 0 point system. A high priority item was assigned 10, medium priority 5, and low priority 0. Therefore, the corridors yielding the greatest number of points should be considered a higher priority than lower scoring corridors. The following characteristics were included in the rating system:

1) Acquisition Factors

- Type of Ownership – Three (3) types of ownership were considered – Private, Public, and Semi-Public. A corridor owned by the Public or within public right-of-

way was assigned a low priority, as the possibility of the corridor experiencing a property transfer would be unlikely. Likewise,semi-public was assigned a medium priority and private ownership assigned a high priority, as privately owned land may be sold or transferred frequently.

- Number of Owners – The number of owners was considered because the more owners involved along a corridor, the more difficult it could be to acquire land and/or right-of-way. Therefore, single ownership was assigned a low priority, 2 to 4 owners – medium priority, and 5 or more owners – high priority.
- Likelihood of Corridor Loss – This considered the potential time frame within which the proposed corridor ownership could change. Within 1 year was assigned a high priority, 2 to 5 years – medium priority, and more than 5 years-low priority.

2) Physical Factors

- Corridor Length – Longer corridors can be associated with broader recreational experiences and opportunities. Long corridors would also provide connections to more locations within the community. Therefore, long corridors of four or more miles were given a high priority, 1 to 4 mile corridors were given medium priority, and less than 1 mile corridors were given low priority.
- Unique Characteristics – Since few greenways (separate from streets and roads) are found within the community, potential linear parks and greenways were given a high priority. Separate bike paths (parallel to existing streets or roads) were given a medium priority and shared pavements were given a low priority.
- Ease of Accessibility – If a corridor is currently accessible, there would be no urgent need to address accessibility. Therefore, easily accessible corridors were given a low priority, semi-accessible corridors a medium priority, and non-accessible corridors a high priority.

3) Corridor Use

- Rural vs. Urban – Urban corridors (within the current city limits) would be at the most risk to be altered due to development. Rural corridors (outside of city limits) would have a lesser risk resulting from development. Therefore, urban corridors were given a high priority and rural corridors a low priority.
- Connections/Proximity to Cultural/Historical Points of Interest – This category was rated as follows:

  High Priority – National Register Sites, Historic Districts, and Regional Parks or sites.

  Medium Priority – Community Parks, Neighborhood Parks, or Wildlife Areas.

  Low Priority – Minimal Points of Interest

- Connection to Existing Trails –

  Yes - High Priority

  No – Low Priority

- Public Input – A questionnaire was provided at the public input meeting for this project. Respondents were asked to rank the proposed corridors as high, medium, or low priority. If the majority of respondents ranked a corridor as high priority, it was assigned a high priority. Likewise medium and low priorities were assigned based upon the majority of respondents.

| CHARACTERISTIC | POINTS AVAILABLE | CORRIDOR NUMBER 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ACQUISITION | | | | | | | | | | | | | |
| **Type of Ownership** | | | | | | | | | | | | | |
| Private | 10 | 10 | 10 | | | | | | | | | | |
| Semi-Public | 5 | | | | | | 5 | | | | | | |
| Public | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| **# of Owners** | | | | | | | | | | | | | |
| 5 or more | 10 | 10 | 10 | | | | | | | | | | |
| 2 to 4 | 5 | | | | | | 5 | | | | | | |
| one | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| **Liklihood of Corridor Loss** | | | | | | | | | | | | | |
| within 1 year | 10 | 10 | | | | | | | | | | | |
| 2 to 5 years | 5 | | 5 | | | | | | | | | | |
| more than 5 years | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHYSICAL | | | | | | | | | | | | | |
| **Corridor Length** | | | | | | | | | | | | | |
| > or equal to 4 miles | 10 | 10 | | | | | | | | 10 | | 10 | |
| 1 to 4 miles | 5 | | 5 | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | | 5 |
| < one mile | 0 | | | | | | | | | | | | |
| **Unique Characteristics** | | | | | | | | | | | | | |
| Greenway | 10 | 10 | 10 | | | | | | | | | | |
| Adjacent but Separate from Street or Road | 5 | | | | 5 | | 5 | | | | | | |
| Shared Pavement | 0 | | | 0 | | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ease of Accessibility** | | | | | | | | | | | | | |
| Low Accessibility | 10 | 10 | 10 | | | | | | | | | | |
| Medium Accessiblity | 5 | | | | | | 5 | | | | | | |
| High Accessiblity | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| CORRIDOR USE | | | | | | | | | | | | | |
| **Rural vs. Urban** | | | | | | | | | | | | | |
| Urban | 5 | 5 | | 5 | 5 | 5 | | 5 | 5 | 5 | | | 5 |
| Rural | 0 | | 0 | | | | 0 | | | | 0 | 0 | |
| **Connection/Proximity to Cultural/Historical Points of Interest** | | | | | | | | | | | | | |
| National Register Sites, Historic Districts, | 10 | 10 | | | | | | 10 | | 10 | | | |
| Regional Parks or Sites | | | | | 0 | | | | | | | | |
| Community or Neighborhood Parks or Wildlife Areas | 5 | | | 5 | | 5 | 5 | | 5 | | | 5 | 5 |
| Minimal Points of Interest | 0 | | 0 | | | | | | | | 0 | | |
| **Connection to Existing Trails** | | | | | | | | | | | | | |
| Yes | 5 | 5 | 5 | 5 | 5 | 5 | | 5 | | | | 5 | |
| No | 0 | | | | | | 0 | | 0 | 0 | 0 | | 0 |
| **Public Input** | | | | | | | | | | | | | |
| High Priority | 10 | 10 | 10 | 10 | | | | 10 | 10 | 10 | | | 10 |
| Medium Priority | 5 | | | | 5 | 5 | 5 | | | | 5 | 5 | |
| Low Priority | 0 | | | | | | | | | | | | |
| TOTAL | | 90 | 65 | 30 | 25 | 25 | 35 | 35 | 25 | 35 | 10 | 25 | 25 |

4) Based upon the above described rating system, the proposed corridors rate as follows (high priority 67-100 points, medium priority 33-67 points, low priority 0-33 points):

- <u>High Priority</u>

  LaSalle Trail (Corridor 1)

  Cannonball Trail (Corridor 2)

- <u>Medium Priority</u>

  Indian Mounds Trail (Corridor 6)

  Riverfront Trail (Corridor 7)

  Historic District Trail (Corridor 9)

- <u>Low Priority</u>

  John Wood Trail (Corridor 3)

  Payson Trail (Corridor 4)

  South Park Trail (Corridor 5)

  University Trail (Corridor 8)

  Ellington Township Trail (Corridor 10)

  Spring Lake Trail (Corridor 11)

  Westview Trail (Corridor 12)

These priorities do not necessarily reflect importance, but the priority in terms of suggested sequence of development.

## ❑ Conclusions

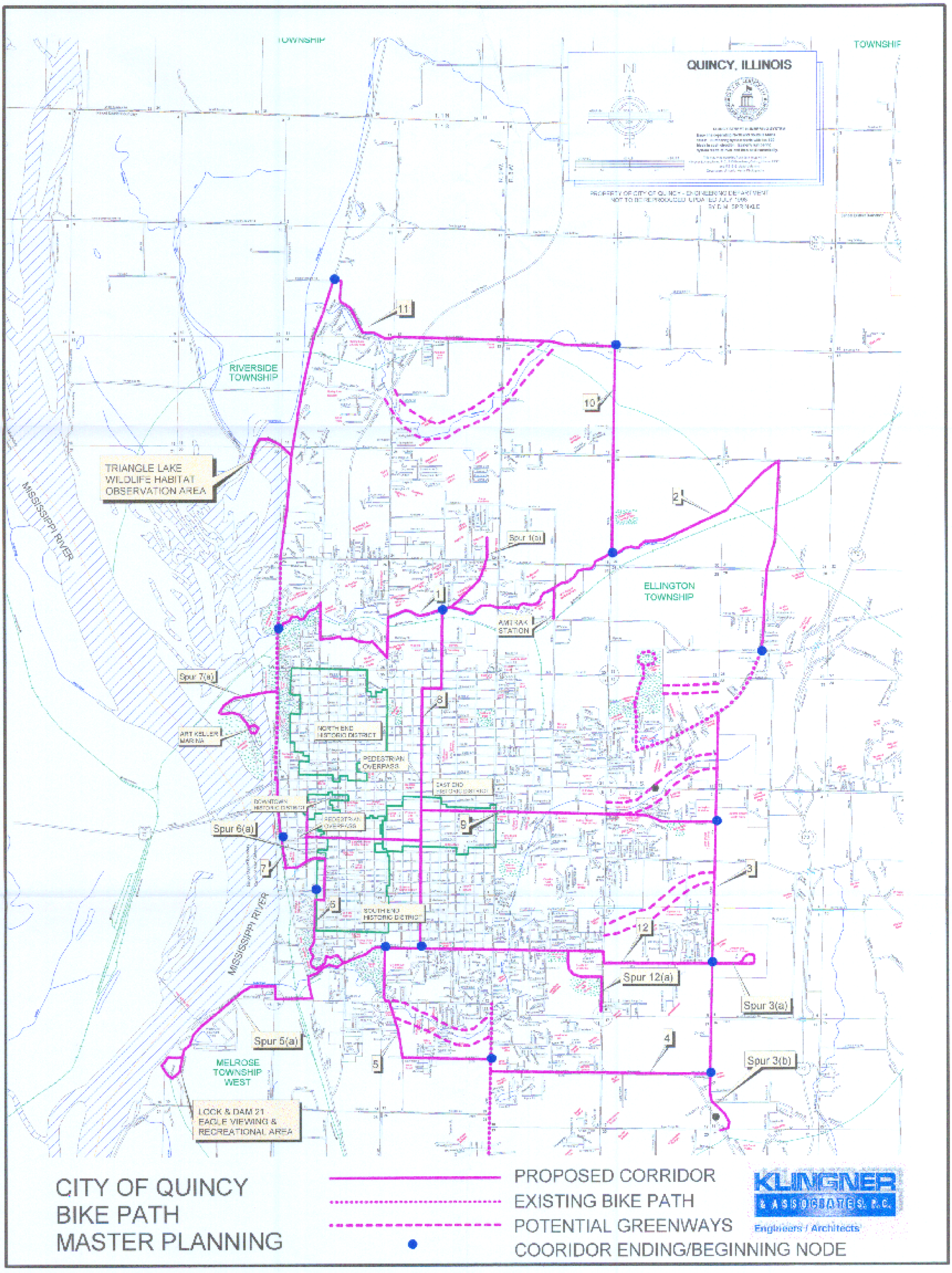
Based upon the informal public survey (13 organizational and individual respondents) and the rating system, the following conclusions should be considered:

1) Designated bike and walking trails on existing pavements are desirable, but separate bikeways and greenways are more desirable for producing unique recreational experiences.
2) Interior city spurs targeting specific cultural and historical points of interest may be desirable. These could utilize the existing city street grid.
3) Public safety is highly desirable.
4) Community connections are desirable.
5) All planned corridors should provide facilities for both walkers and bikers.
6) A pedestrian overpass at 16th and Broadway is desirable.
7) Corridors 1 and 2 involve property owned by private landowners and easements or land acquisition should be considered immediately.

A major part of the plan effort has been the on-going work of obtaining conservation easements and fee simple title along the floodplain. Current status of acquisition is shown in Appendix G.

## ❑ *Recommendations:*

The plan recommends twelve (12) corridors, along with spur routes to specific points of interest, to be developed as part of a Five-Year Implementation Schedule. The High Priority Trails (LaSalle & Cannonball) should proceed as soon as land easements and/or contributions can be coordinated. The medium and Low Priority Trails are primarily on public right-of-way and can proceed when City/County/ Park District funding is allocated. Work on medium and low priority trails consists mainly of signage, pavement markings, completion of sidewalks (pedestrian access on existing right-of-way) and public safety improvements at intersections and highway crossings. (See Figure 3)


QUINCY, ILLINOIS
TOWNSHIP
TOWNSHIP
RIVERSIDE TOWNSHIP
ELLINGTON TOWNSHIP
MELROSE TOWNSHIP WEST
TRIANGLE LAKE WILDLIFE HABITAT OBSERVATION AREA
MISSISSIPPI RIVER
MISSISSIPPI RIVER
AMTRAK STATION
ART KELLER MARINA
NORTH END HISTORIC DISTRICT
PEDESTRIAN OVERPASS
EAST END HISTORIC DISTRICT
DOWNTOWN HISTORIC DISTRICT
PEDESTRIAN OVERPASS
SOUTH END HISTORIC DISTRICT
LOCK & DAM 21 EAGLE VIEWING & RECREATIONAL AREA
Spur 1(a)
Spur 3(a)
Spur 3(b)
Spur 5(a)
Spur 6(a)
Spur 7(a)
Spur 12(a)
1
2
3
4
5
6
7
8
9
10
11
12
CITY OF QUINCY
BIKE PATH
MASTER PLANNING
PROPOSED CORRIDOR
EXISTING BIKE PATH
POTENTIAL GREENWAYS
COORIDOR ENDING/BEGINNING NODE
KLINGNER & ASSOCIATES, P.C.
Engineers / Architects

# III. GOALS, POLICIES & OBJECTIVES

Goals, policies and objectives can be divided into six (6) planning elements:

1) Greenway/Trail Acquisition
2) Government Policies and Regulations
3) Recreation-Park District Projects
4) Resource Management
5) Economic Development – Tourism & Business Development
6) Transportation Coordination

## ❒ Greenway/Trail Acquisition

- Continue effort of voluntary land donations and conservation easements.
- Apply for matching grants on land donated to date.
- Budget trail acquisitions and development money in the City's Capital Improvement Plan
- Budget trail acquisition and development more in the Quincy Park District Plan.
- Budget trail acquisition and development in the County Highway Department Capital Improvement Plan.
- Use conservation easements (75 to 100 feet each side of stream) to preserve the floodplain, and promote future corridors: Homan, Emery and Curtis Creeks as land develops.
- Assign maintenance responsibility to Park District or independent conservation department.

## ❒ Government Policies & Regulations

- Amend subdivision ordinance to require sidewalks.
- Use stormwater management practice to create greenways.
- Amend the City and County Subdivision Ordinances to promote a connected greenway and trail system.

- Preserve identified greenways in new development.

## ❒ Recreation

- Continue intergovernmental cooperation in acquisition and management of trails throughout the area.
- Provide several "mini-skateboarding areas" in downtown and neighborhood parks.
- Provide in-line skating along separated trails (Cedar Creek/Bob Mays Park).
- Improve "visiting boaters" access to Quinsippi Island and the intermodal connections to the trail system.

## ❒ Resource Management

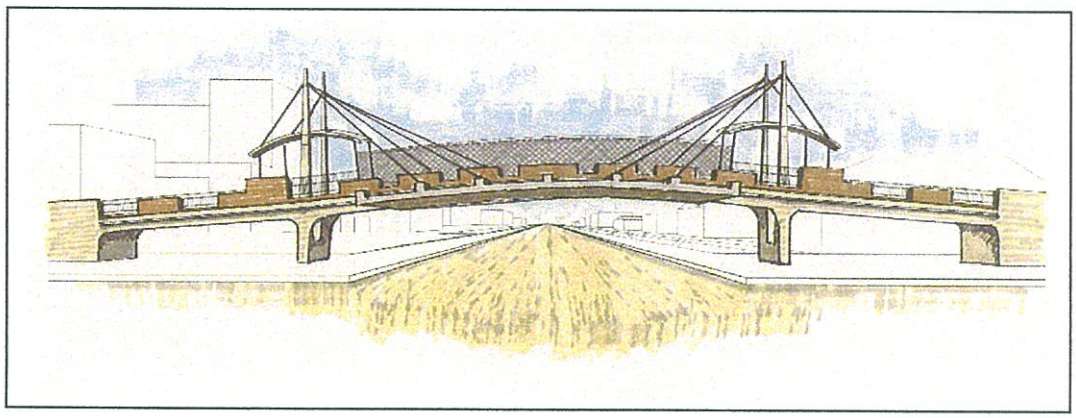
- Develop a joint IDNR/City of Quincy/Quincy Park District bike spur and observation interpretative center at Triangle Lake Conservation Area.
- Preserve the 100 year flood plain as a natural area in new subdivisions.
- Educate landowners about tax advantages and personal benefits of greenway preservation.
- Encourage preservation of greenways through voluntary efforts on private property. Private landowners adjacent to potential greenways, should be exposed to forestry and fishery programs to create greenways, including the Conservation Reserve Program (CRP).

## ❒ Economic Development

- Complete maps and brochures of trail system as part of tourism development.
- Use trails to promote increased, longer, and return visits to the Quincy area.
  - ➢ Bike/hike corridor connecting to Quincy's Riverfront
  - ➢ Bike/hike corridor to Quincy's Historic Districts.
- Encourage trail related business. Develop and measure key indicators of economic contributions of trails such as: new business, increased property values, sales time of houses, trail related tourism, etc.

## ❒ Transportation Coordination

- Trails should be an important part of the area's transportation network. Adopt Greenway & Trail Master Plan as a part of Quincy's Highway Master Plan.
- City and County improvements along the 12 corridors should be planned for both pedestrian and bike traffic.
- Sidewalks should be built on both sides of all new roads and in conjunction with major improvements.
- Variances of the subdivision ordinance to eliminate sidewalks should be carefully assessed and rarely granted.
- Bicycle racks should be included in parking requirements within the City of Quincy Jurisdictional Limits.
- Pedestrian improvements along residential zoned areas of Broadway (22nd to 24th) should be enhanced by increasing greenspace and tree plantings. Landscaping improvements from 14th to 17th could tie into a pedestrian and bike crossing at 16th Street (See Appendix H).



**Bike/Pedestrian Bridge**
**16th & Broadway**

# IV. IMPLEMENTATION

Citizens are the driving forces in any governmental initiative. The Wellness Coalition and the Quincy Bicycle Club, as well as the Quincy Park Foundation, Inc., Quincy University, and John Wood College have taken a proactive stance to support City of Quincy and Quincy Park District action. Numerous funding opportunities exist as described in Appendix I. A recommended timeline for implementation is as follows:

2000 - Complete acquisition and/or easements along Cedar Creek and make initial property owner contacts on Cannonball Road. Complete trail design from Riverfront to 36th Street. Preliminary plan for all remaining eleven (11) corridors. Construct and implement segment from 12th to 24th Street.

2001 - Complete land acquisition along Cannonball Trail. Construct remaining segments along Cedar Creek (5th to 12th & 24th to 36th).

2002 - Complete Medium Priority Trails along existing roadways.

2003 - Initiate Low Priority Trails and planning for 16th Street Bridge

2004 - Complete Cannonball Trail. Obtain sponsorships for other greenways.

2005 - Complete Low Priority Connections and 16th & Broadway Bridge. Update Master Plan to meet on-going needs.

# APPENDIX A

# FLOODPLAIN AREAS

N

1"=5000'

CITY OF QUINCY
FLOODPLAIN AREAS
OUTSIDE JURISDICTIONAL LIMITS

KLINGNER & ASSOCIATES, P.C.
Engineers / Architects

**APPENDIX B**

**HOMAN CREEK**

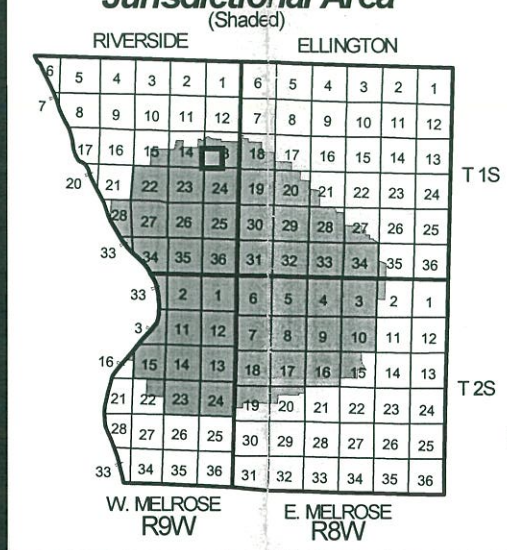
**SPRING LAKE (NORTH 12$^{TH}$ )**

**to**

**SPRING LAKE ROAD**

# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 1 South
Range: 9 West
Section: 13
Quartersection: Southwest

N

300 0 300

SCALE: 1" = 300'

## Legend

Zoning Boundaries

RU1 Zoning Labels

Text Street/Subdv. Names

## Sources:

City of Quincy - Dept. of Planning & Development
Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

Klingner & Associates, P.C.
Consulting Engineers
616 North 24th Street
Quincy, Illinois 62301

## Zoning Descriptions

RU1 - Rural District
RE1 - Resort District
RS - Single-Family District
R1A - Single-Family District
R1B - Single-Family District
R1C - Single-Family District
R2 - Two-Family District
R3 - Multi-Family District
NR1 - Neighborhood Residential District
NR2 - Neighborhood Residential District
C1A - Limited Local Commercial District
C1B - Limited Local Commercial District
C2 - Commercial District
C3 - Planning Commercial District
D1 - Downtown Retail District
D2 - Downtown General Business District
D3 - Downtown Riverfront District
D4 - Downtown Office & Medical Facility Dist.
D5 - Downtown Industrial District
M1 - Light Industrial District
M2 - Heavy Industrial District
M3 - Planned Industrial District

GIS ADAMS COUNTY 2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
1S9W-13SW

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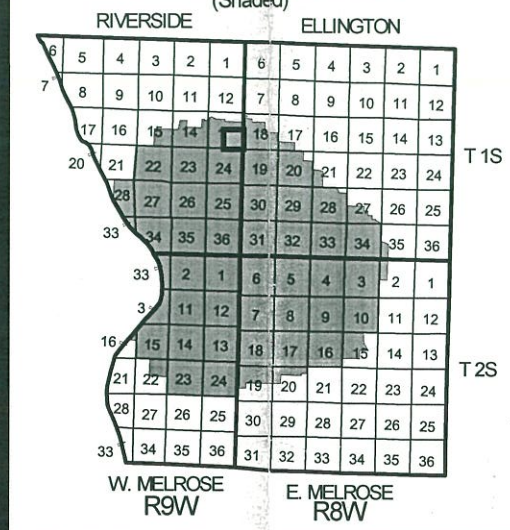
# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 1 South
Range: 9 West
Section: 13
Quartersection: Southeast

N

300 0 300

SCALE: 1" = 300'

## Legend

RU1 Zoning Boundaries
Text Zoning Labels
Street/Subdv. Names

## Zoning Descriptions

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## Compiled & Updated By:

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Consulting Engineers
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Quincy, Illinois 62301

GIS
ADAMS COUNTY
2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
1S9W-13SE

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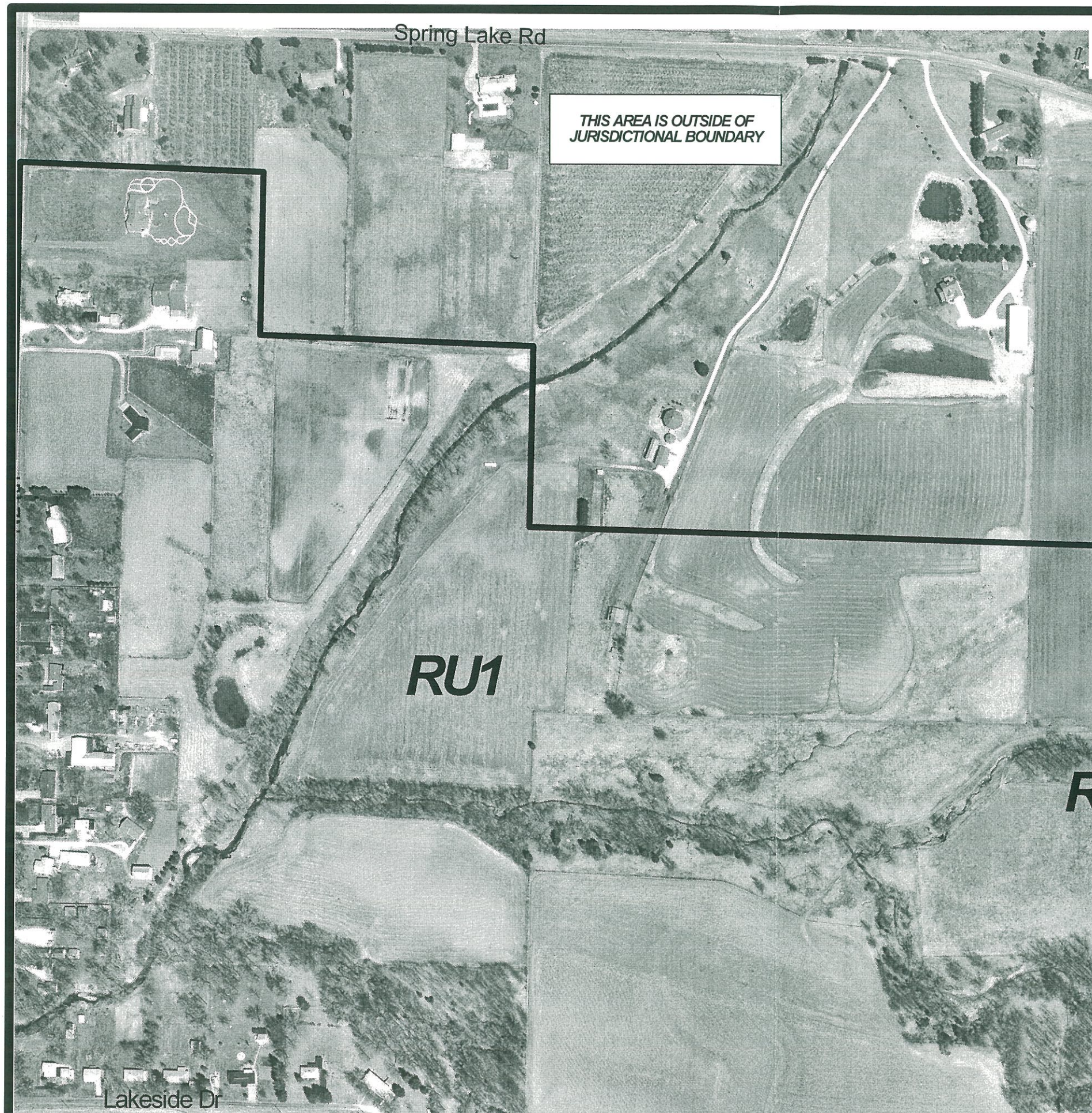
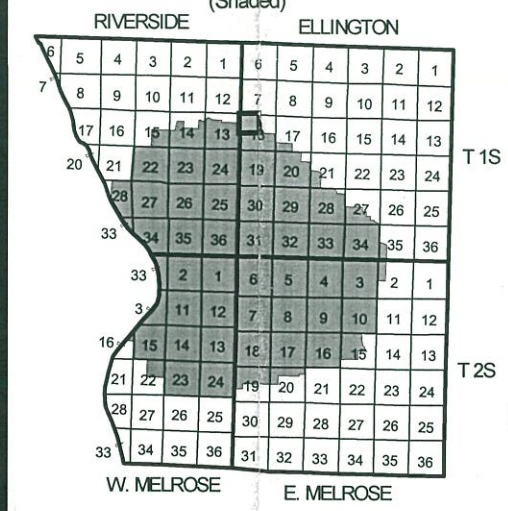



# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 1 South
Range: 8 West
Section: 18
Quartersection: Northwest

N

300 0 300

SCALE: 1" = 300'

## Legend

RU1 Text — Zoning Boundaries; Zoning Labels; Street/Subdv. Names

## Sources:

City of Quincy - Dept. of Planning & Development
Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

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C3 - Planning Commercial District
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D2 - Downtown General Business District
D3 - Downtown Riverfront District
D4 - Downtown Office & Medical Facility Dist.
D5 - Downtown Industrial District
M1 - Light Industrial District
M2 - Heavy Industrial District
M3 - Planned Industrial District

GIS ADAMS COUNTY 2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
1S8W-18NW

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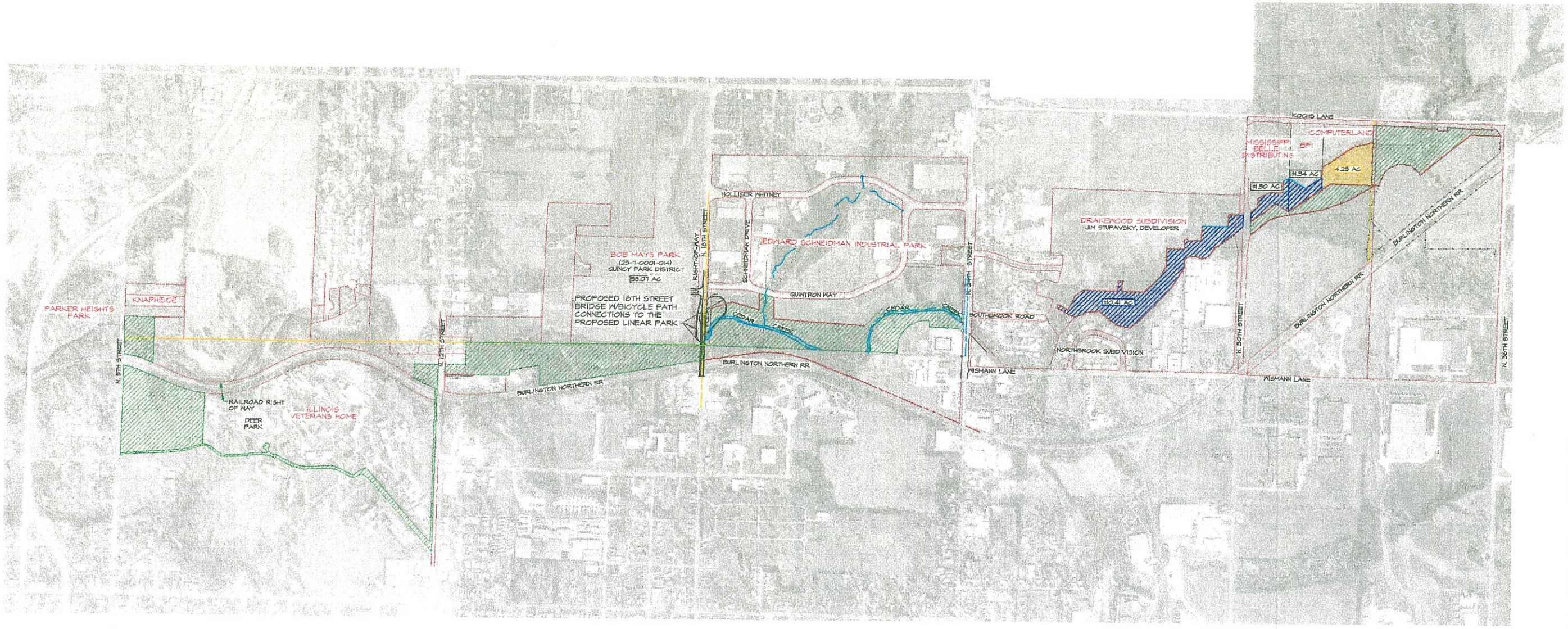
# APPENDIX C

# CEDAR CREEK PLAN

# (LaSALLE TRAIL)




# QUINCY PARK DISTRICT
# CITY OF QUINCY
# CEDAR CREEK LINEAR PARK

## LAND/EASEMENT ACQUISITION UPDATE
## DECEMBER 17, 1998

Quincy Park District

LEGEND

- SIGNED EASEMENT ACQUIRED
- FEE SIMPLE DONATION ACQUIRED
- POSSIBLE LINEAR PARK ROUTE

N

500 250 0 500
SCALE: FEET

KLINGNER & ASSOCIATES, P.C.
Consulting Engineers
616 North 24th Street (217) 223-3670
Quincy, Illinois 62301 FAX: 223-3603

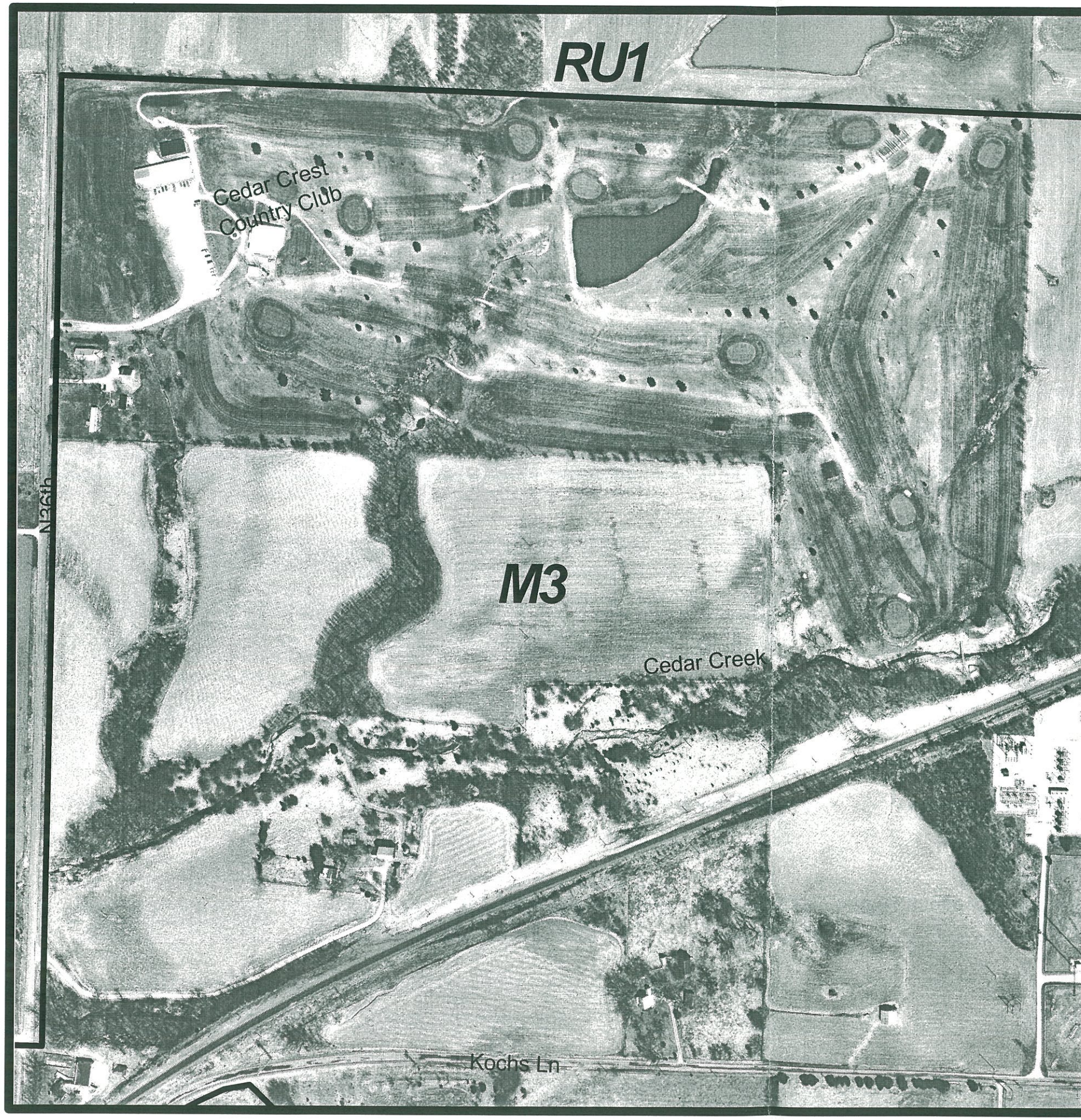
| DESIGNED | DRAWN | CHECKED |
|---|---|---|
| - | DCD | - |
| FIELD | FIELD BOOK | DATE |
| - | RECORDS | 12/17/98 |
| PROJECT NO. | FILE NAME | SCALE |
| 94-301-06 | 11X17EX | GRAPHIC |

| NO. | APPR. | REVISION DESCRIPTION | DATE |
|---|---|---|---|
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |
| - | - | - | - |

LAND/ESMT. ACQUISITION
CEDAR CREEK LINER PARK
STATUS – DEC 17, 1998

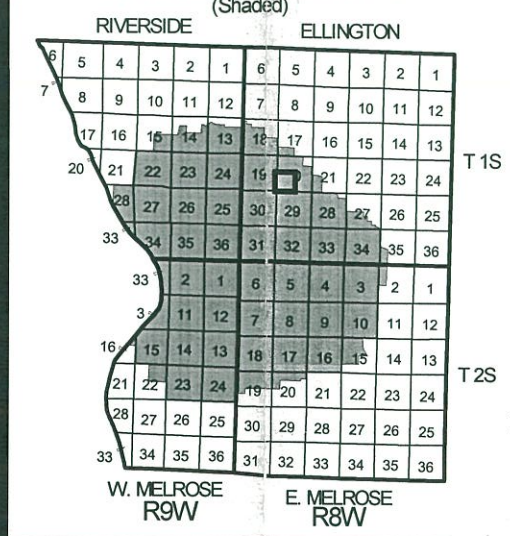
QUINCY PARK DISTRICT
CITY OF QUINCY
QUINCY, ILLINOIS

SHEET NO.
1-1




# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 1 South
Range: 8 West
Section: 20
Quartersection: Southwest

N

300 0 300

SCALE: 1" = 300'

## Legend

| | |
|---|---|
| | Zoning Boundaries |
| RU1 | Zoning Labels |
| Text | Street/Subdv. Names |

## Sources:

City of Quincy - Dept. of Planning & Development
Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

Klingner & Associates, P.C.
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616 North 24th Street
Quincy, Illinois 62301

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ADAMS COUNTY
2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
1S8W-20SW

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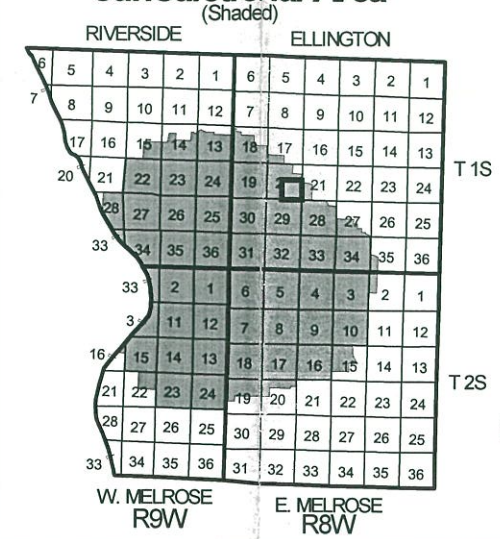
# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 1 South
Range: 8 West
Section: 20
Quartersection: Southeast

N

300 0 300

SCALE: 1" = 300'

## Legend

Zoning Boundaries

RU1 Zoning Labels

Text Street/Subdv. Names

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September 1, 1998

File Name:
1S8W-20SE

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**APPENDIX D**

**CURTIS CREEK**

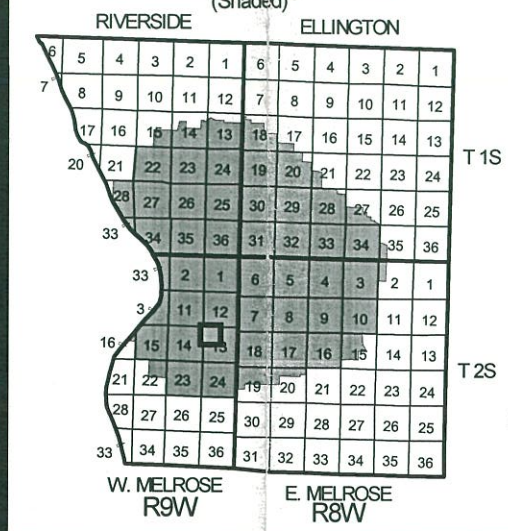
**SOUTH PARK (12TH STREET)**

**to**

**24TH STREET**

# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 2 South
Range: 9 West
Section: 13
Quartersection: Northwest

N

300 0 300

SCALE: 1" = 300'

## Legend

RU1 — Zoning Boundaries
RU1 — Zoning Labels
Text — Street/Subdv. Names

## Sources:

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Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

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Consulting Engineers
616 North 24th Street
Quincy, Illinois 62301

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R3 - Multi-Family District
NR1 - Neighborhood Residential District
NR2 - Neighborhood Residential District
C1A - Limited Local Commercial District
C1B - Limited Local Commercial District
C2 - Commercial District
C3 - Planning Commercial District
D1 - Downtown Retail District
D2 - Downtown General Business District
D3 - Downtown Riverfront District
D4 - Downtown Office & Medical Facility Dist.
D5 - Downtown Industrial District
M1 - Light Industrial District
M2 - Heavy Industrial District
M3 - Planned Industrial District

GIS
ADAMS COUNTY
2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
2S9W-13NW

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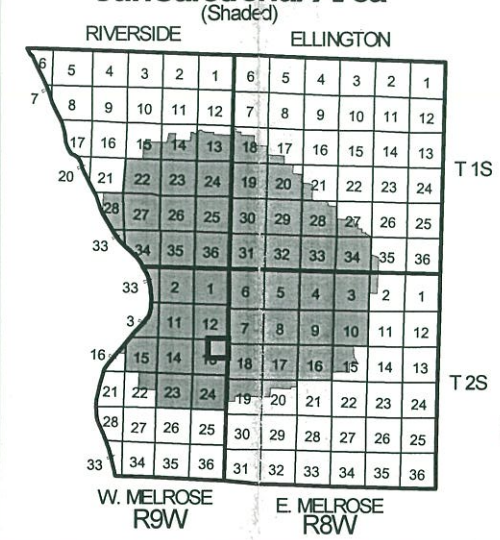
# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 2 South
Range: 9 West
Section: 13
Quartersection: Northeast

N

300 0 300

SCALE: 1" = 300'

## Legend

RU1 Text

Zoning Boundaries
Zoning Labels
Street/Subdv. Names

## Zoning Descriptions

RU1 - Rural District
RE1 - Resort District
RS - Single-Family District
R1A - Single-Family District
R1B - Single-Family District
R1C - Single-Family District
R2 - Two-Family District
R3 - Multi-Family District
NR1 - Neighborhood Residential District
NR2 - Neighborhood Residential District
C1A - Limited Local Commercial District
C1B - Limited Local Commercial District
C2 - Commercial District
C3 - Planning Commercial District
D1 - Downtown Retail District
D2 - Downtown General Business District
D3 - Downtown Riverfront District
D4 - Downtown Office & Medical Facility Dist.
D5 - Downtown Industrial District
M1 - Light Industrial District
M2 - Heavy Industrial District
M3 - Planned Industrial District

## Sources:

City of Quincy - Dept. of Planning & Development
Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

Klingner & Associates, P.C.
Consulting Engineers
616 North 24th Street
Quincy, Illinois 62301

GIS ADAMS COUNTY 2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
2S9W-13NE

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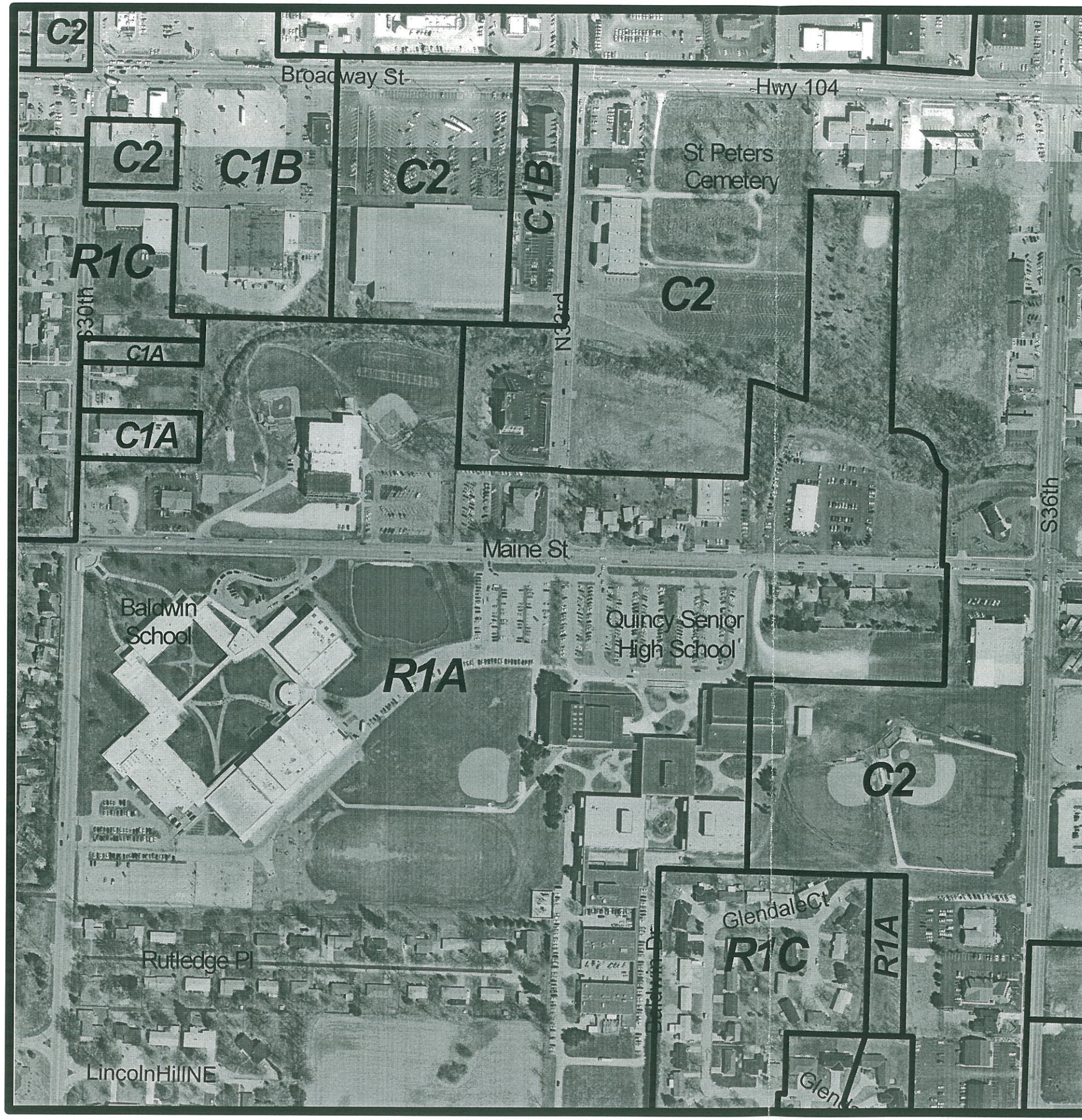
**EMERY CREEK**

**Tributary to**

**CURTIS CREEK**

**33rd to 48th STREET**

# City of Quincy Zoning Districts

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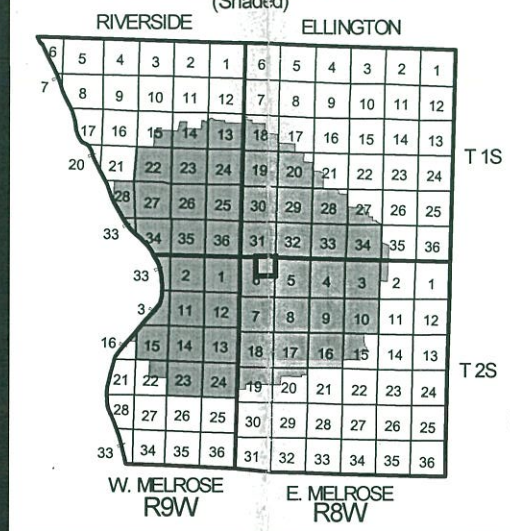


Township: 2 South
Range: 8 West
Section: 6
Quartersection: Northeast

N

300 0 300

SCALE: 1" = 300'

## Legend

| | |
|---|---|
| | Zoning Boundaries |
| RU1 | Zoning Labels |
| Text | Street/Subdv. Names |

## Zoning Descriptions

RU1 - Rural District
RE1 - Resort District
RS - Single-Family District
R1A - Single-Family District
R1B - Single-Family District
R1C - Single-Family District
R2 - Two-Family District
R3 - Multi-Family District
NR1 - Neighborhood Residential District
NR2 - Neighborhood Residential District
C1A - Limited Local Commercial District
C1B - Limited Local Commercial District
C2 - Commercial District
C3 - Planning Commercial District
D1 - Downtown Retail District
D2 - Downtown General Business District
D3 - Downtown Riverfront District
D4 - Downtown Office & Medical Facility Dist.
D5 - Downtown Industrial District
M1 - Light Industrial District
M2 - Heavy Industrial District
M3 - Planned Industrial District

## Sources:

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Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

Klingner & Associates, P.C.
Consulting Engineers
616 North 24th Street
Quincy, Illinois 62301

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ADAMS COUNTY
2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
2S8W-06NE

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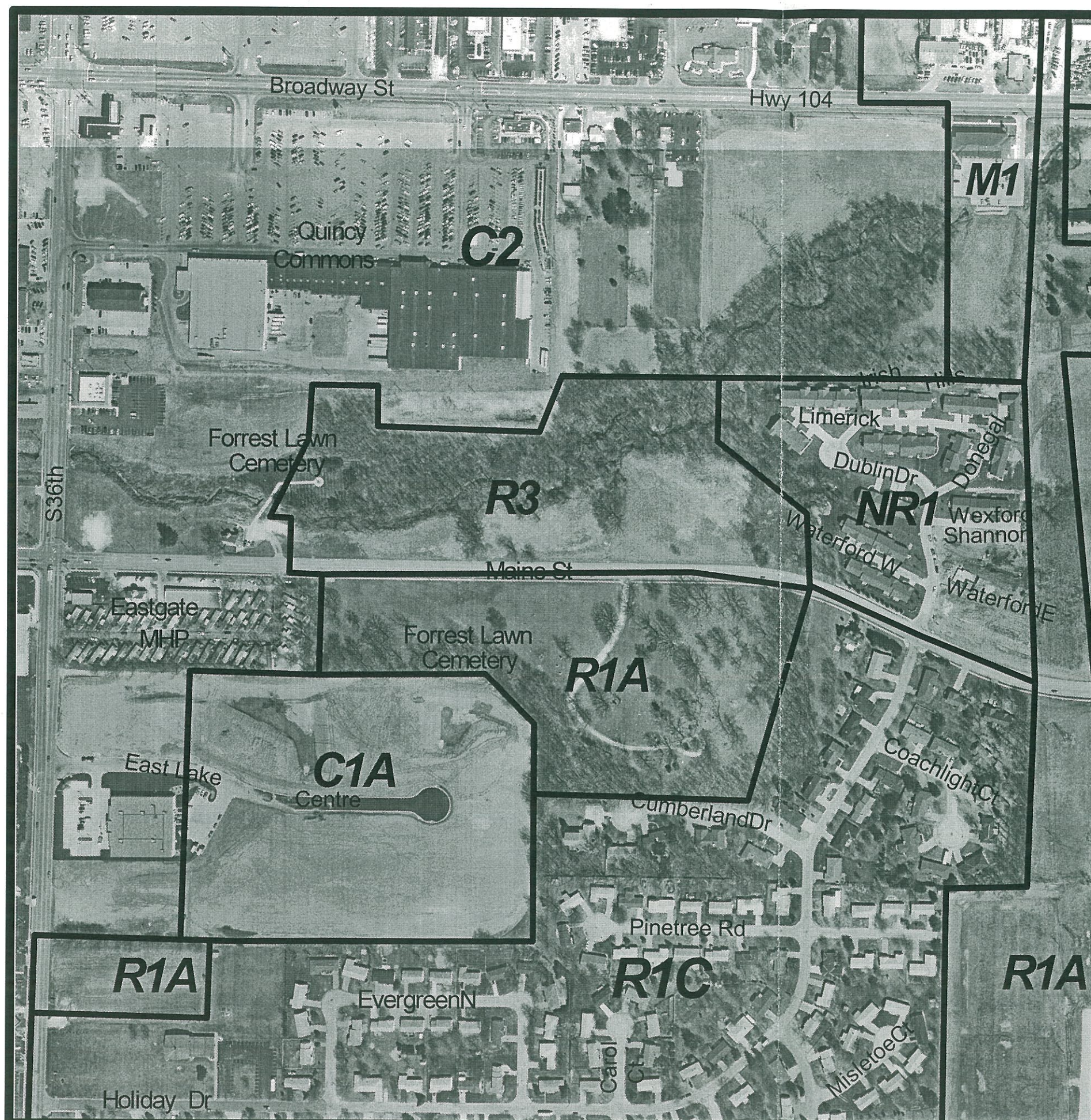
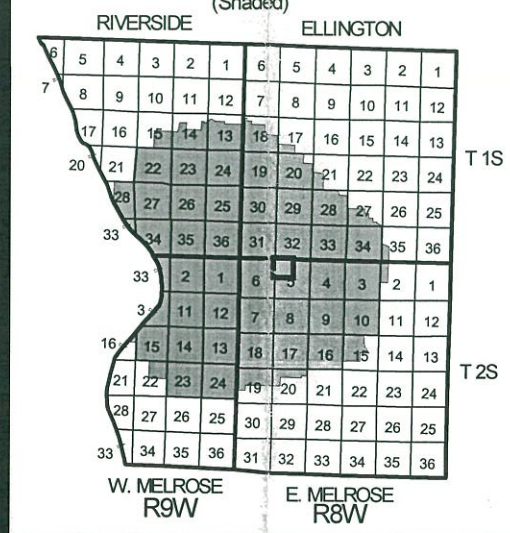



# City of Quincy Zoning Districts

## Jurisdictional Area
(Shaded)




Township: 2 South
Range: 8 West
Section: 5
Quartersection: Northwest

N

300 0 300

SCALE: 1" = 300'

## Legend

RU1 — Zoning Boundaries
RU1 — Zoning Labels
Text — Street/Subdv. Names

## Sources:

City of Quincy - Dept. of Planning & Development
Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

Klingner & Associates, P.C.
Consulting Engineers
616 North 24th Street
Quincy, Illinois 62301

## Zoning Descriptions

RU1 - Rural District
RE1 - Resort District
RS - Single-Family District
R1A - Single-Family District
R1B - Single-Family District
R1C - Single-Family District
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C1B - Limited Local Commercial District
C2 - Commercial District
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GIS
ADAMS COUNTY
2002

CITY of QUINCY, ILL. INCORPORATED A.D. 1840

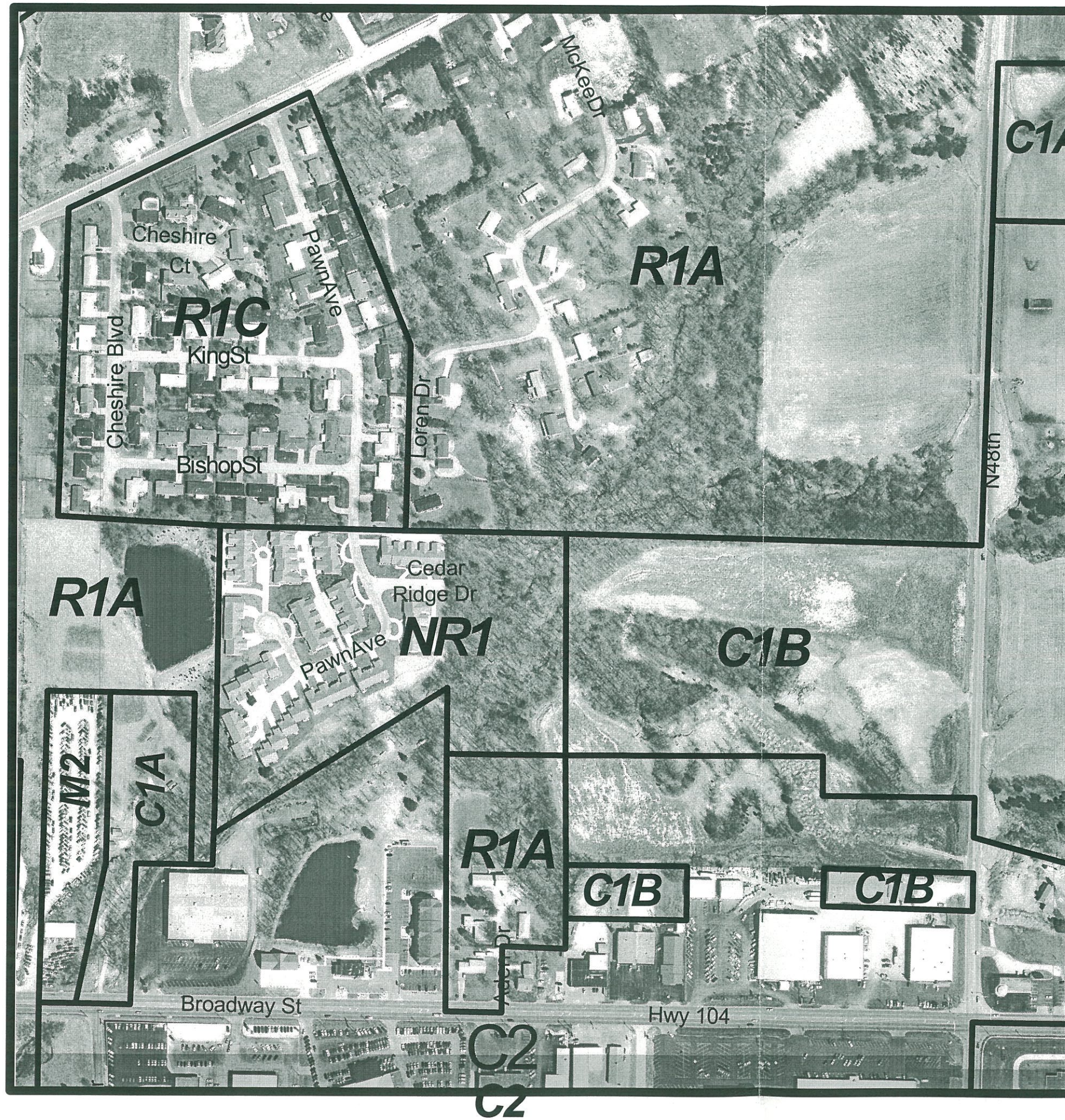
*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

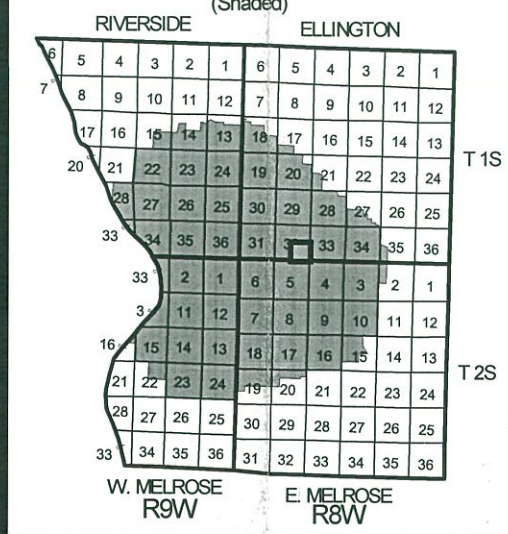
File Name:
2S8W-05NW

p:\92files\92051\92051-19\zoningup\cla_1998\qcy_zoning98.apr

# City of Quincy Zoning Districts




## Jurisdictional Area
(Shaded)




Township: 1 South
Range: 8 West
Section: 32
Quartersection: Southeast

N

300 0 300

SCALE: 1" = 300'

## Legend

RU1 — Zoning Boundaries
RU1 — Zoning Labels
Text — Street/Subdv. Names

## Sources:

City of Quincy - Dept. of Planning & Development
Teska & Associates - Downtown Zoning Map
Klingner & Associates - Survey Plats & Archives
Adams County Digital Orthophotography
United States Geological Survey Digital Topoquads

## Compiled & Updated By:

Klingner & Associates, P.C.
Consulting Engineers
616 North 24th Street
Quincy, Illinois 62301

## Zoning Descriptions

RU1 - Rural District
RE1 - Resort District
RS - Single-Family District
R1A - Single-Family District
R1B - Single-Family District
R1C - Single-Family District
R2 - Two-Family District
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NR1 - Neighborhood Residential District
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CITY of QUINCY, ILL. INCORPORATED A.D. 1840

*Department of Planning and Development*

Jurisdictional Limit Boundary
Effective Date: September 1, 1998
Last Amendment Date:
September 1, 1998

File Name:
1S8W-32SE

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# APPENDIX E

# CULTURAL & HISTORIC RESOURCE (BY CORRIDOR)

Route 1

**Cedar Creek Linear Parkway (LaSalle Trail)**

The Cedar Creek Linear Parkway trail begins with a series of parks along Quincy's riverfront. Bob Bangert Park is the location of boat ramps, picnic areas and soccer fields. Parker Heights and Gardner Park are much older being established in the late 1890s as part of Quincy's celebrated park system. Gardner Park was named for Robert W. Gardner and his family who established the Gardner Governor Company, one of the largest industries in Quincy history. Parker Heights was named for a prominent supporter of the Quincy Park System, E. J. Parker. It is situated on one of the highest points in Quincy and affords an excellent view of the Mississippi River. This park was the site of a major excavation of an Indian burial mound in 1929.

The trail the leads through the grounds of the Illinois Soldiers and Sailors Home. Dedicated in 1886, the Illinois Soldiers and Sailors Home has provided living spaces and medical care for Illinois Veterans. On the grounds of the Home are Deer Park, a small zoo, a collection of military vehicles and equipment and the All Wars Museum.

The next location on the route is the proposed Bob Mays Park. This park was dedicated to Bob Mays, a prominent realtor, businessman and community leader. Mr. Mays has been a very strong supporter of the Quincy Park System and he has been recently honored with a park in his name. The park, one of the newest, will contain a lake; pavilion, trails and a skating ramp for skate boarders and roller skaters.

One of the most recognized features of Quincy's location was the ready supply of freshwater springs. Cedar creek is fed with numerous springs of the sort that percolated out of the earth in many locations in the area. Many of the other springs in Quincy have stopped flowing yet those along Cedar Creek still remain.

One of the most enigmatic pieces of local history from the Quincy area is the Ellington Stone. Found in Cedar Creek by Ellington Township farmer Sam Cook, the stone has perplexed scholars for decades. The stone is inscribed with the date 1671, a symbol commonly used by the Jesuits in North America and a fallen cross. The existence of these markings opens the possibility that French explorer Robert de La Salle may have ventured this way on one of his many forays into the American wilderness. La Salle was notorious for not taking notes or making his discoveries public lest he should lose any rights of exploitation to his competitors. For this reason he is known to have "disappeared" several times through the course of his explorations. One such period occurred between 1670 and 1672.

If La Salle did leave the Ellington Stone behind as a marker as some scholars suggest, it would place him as the first white man to see the Upper Mississippi River, a full two years before French explorers Louis Jolliet and Father Jacques Marquette were known to have visited the area.

Route 2

**Cannonball Road Corridor (Cannonball Trail)**

In 1836 the Illinois Legislature approved the "Internal Improvements Program." This bill provided for the improvement of roads in the state and the construction of two railroads. The first, the Illinois Central was to run north to south. The second was to link the Mississippi River at Quincy with existing railroads in Indiana. This east-west route was known as the Northern Cross Railroad. Work began on the railroad in the Quincy area in 1838. By 1847, the Northern Cross Railroad had run into serious financial difficulty. To make matters worse, the line had not yet been completed any further west of Meredosia, IL. Quincy, for all its efforts was left with only partially complete grading of the rail bed.

In 1850, Quincyans took matters into their own hands. They purchased the incomplete section of the Northern Cross Railroad between Quincy and Meredosia and immediately set out to complete the track with private money. It was during that year that the Illinois State Legislature granted Quincy the right to build its line northward towards Chicago where it could terminate at the Illinois-Michigan Canal. To facilitate the project, Nehemiah Bushnell was elected as the line's president. Between 1851 and 1852, the grading for the railroad was set between the intersection of 12th and Broadway to 24th Street, and from there in a northwesterly direction towards Columbus, Illinois.

Shortly thereafter, Nehemiah Bushnell and the Northern Cross R.R. joined forces with a new railroad being built out of Chicago. This new road was completed in 1856 and became known as the Quincy and Chicago Railroad, and later the Chicago, Burlington and Quincy Railroad. As the railroad neared completion, the planned route to bring the railroad into the Quincy along Broadway was abandoned in favor of a more gradual route north of town. As a result, the grading for the Northern Cross was abandoned.

At the beginning of the 20th Century, a movement began in Iowa, Missouri and Illinois to build a reliable roadway through those states. This roadway was to connect portions of southern Iowa, northern Missouri and central Illinois with Kansas City and Indianapolis. This roadway was called the Cannon Ball Road and was marked with signs at intersections and utility poles with a large black dot or "cannon ball." The road reached Quincy in 1912 from the Missouri side of the river. From there, the route of the Cannon Ball Road followed the old grading for the Northern Cross Railroad northeast of Quincy. The present Cannon Ball Road in Quincy gets its name from that early effort to build an interstate highway.

Route 3

**48th Street/Columbus Road Corridor (John Wood Trail)**

This corridor follows the old grade of the Northern Cross Railroad for a time. A spur continues southwest along the old road to Columbus, Illinois to Moorman and Wavering Parks. These parks offer the community excellent picnic grounds, swimming pools, softball fields, paddle boat rides, miniature golf, a batting cage, and an archery range. Moorman and Wavering Parks ("Activity Parks") were designed by Park District Engineer William H. Klingner, P.E. and received awards for design excellence from the Consulting Engineers Council of Illinois (CECI). From there the route of the corridor heads south on 48th Street. At 48th and Maine, cyclists will pass by John Wood Community College. This community asset, located in a former elementary school, has provided excellent education opportunities for traditional and non-traditional students for many years.

As cyclists continue south, they will encounter the John Wood Community College Science building and the new Spring Valley Arboretum. This space has been purchased by John Wood Community College as an open-air laboratory for its biology students. The grounds of the Spring Valley Arboretum offer many wilderness trails that will allow visitors a unique walking experience.

The route then continues south to join with the Payson Road Corridor.

Route 4

**Payson Road Corridor (Payson Trail)**

This corridor takes cyclists along Quincy's traditional route to Payson, Illinois. On this route they will see one of the many rural settings around our community. One of the high points on the tour is at the intersection of South 36th Street and Payson Road.

It was here that Quincy built its first airport called Monroe Field. The airfield was constructed during the Great Depression by grants and workers from the CWA and PWA. The airfield was located west of S. 36th Street on 100 acres of land. The runway ran north to south from the airport's two hangars, one of the hangars is still visible from the roadway. An unusual feature of the airport is that it had 54 ft. letters made from crushed stone laid out on the ground. This was to help pilots recognize their location from the air. On the opening day October 28, 1934 the airfield was visited with 13 aircraft and numerous guests. Among the guests were Governor Henry Horner, Congressman Leroy Adair, and long distance record setter Jimmy Doolittle who represented the Air National Guard. After opening ceremonies, an air show with stunt flying and skydiving followed. 10,000 people attended the event.

In 1931, renowned Round-the-world flier Wiley Post crashed his famous plane "Winnie Mae" at Monroe Field. The crash happened when Mr. Post attempted to take off after a brief visit to Quincy. Upon takeoff, the engine quit with the plane a mere fifty feet above the ground. Post hit the ground at 90 mph, and skidded for three hundred feet. Mr. Post suffered a cracked skull and an injured arm from the incident while the plane was a total loss. (Mr. Post was later killed along with Will Rogers in Fairbanks, Alaska when their plane crashed).

In the 1940s, Monroe field was abandoned in favor of Baldwin Field east of town. The new field was constructed because Monroe Field was considered too small to handle anything more that small personal craft. Many Quincyans, however, recall that their first airplane rides took place at this small airfield aboard a visiting Ford tri-motor plane called "The Fly" which was brought to the area by local dealerships.

Route 5

**12th Street and Melview Road Corridor (South Park Trail)**

This corridor links the existing north-south bike trail on S. 24th Street with South Park. South Park was established and opened to the public on May 18, 1895. Covering 135 acres, South Park is the second largest park in the city. This large park boasts ball fields, playgrounds, an exceptional Prairie style pavilion designed by Quincy architect George Behrensmeyer. Ernest Wood, another Quincy architect, designed two other landmarks in South Park. The first is a bandstand, also done in the Prairie style, and the other is the stone bridge over Curtis Creek. The park contains a woodland trail and two ponds one of which is spring fed.

Route 6

**R.J. Peters & 5th Street Corridor (Indian Mounds Trail)**

This corridor takes cyclists past two of Quincy's most interesting parks. South Park was established and opened to the public on May 18, 1895. Covering 135 acres, South Park is the second largest park in the city. This large park boasts ball fields, playgrounds, an exceptional Prairie style pavilion designed by Quincy architect George Behrensmeyer. Ernest Wood, another Quincy architect, designed two other landmarks in South Park. The first is a bandstand, also done in the Prairie style, and the other is the stone bridge over Curtis Creek. The park contains a woodland trail and two ponds one of which is spring fed.

Indian Mounds Park was established in 1897 to preserve several Mississippian burial mounds located there. The park offers excellent opportunities to view seven of these ancient monuments, one of which has a staircase built atop of it for a view of the Mississippi River. A large Olympic sized swimming pool is also located in the park.

Continuing on the trail cyclists will pass Woodland Cemetery. Established in 1846, Woodland cemetery is the oldest surviving cemetery in the city. Built on land donated by the city's founder, John Wood, the cemetery grounds are the last area of Quincy's bluffs that look as they did when John Wood and Willard Keyes established the city. Buried on the grounds are several of Quincy's most prominent people including John Wood, Orville H. Browning (a U.S. Senator and friend of Abraham Lincoln), Sarah Denman (founder of Blessing Hospital), General Henry Root Hill and many others. The southeast corner of the cemetery was the location of Army Hospital No. 3 during the American Civil War. It was later the location of a pest house and Quincy's first hospital.

The trail then continues on Monroe Street to Sixth Street. This takes cyclists into Quincy's South End Historic District. This area was a center for Quincy's German community and several homes in this area reflect the German heritage of its neighborhoods. Some of Quincy's oldest homes are located in this area. The South End Historic District has often been referred to by locals as "Calf-Town." This was due to the fact that German immigrants shared their back yards for growing vegetables and small orchards. Cattle were also kept behind the buildings for meat and milk, thus giving the community its name. Occasionally one would find its way out into the roadway.

The trail continues to Ohio Street where cyclists will pass through one of the oldest industrial districts of the city. This area was the location of numerous iron foundries and the first Gardner Governor Company Building. Robert W. Gardner, a Scottish immigrant, invented the first practical steam governor, an important safety feature that kept volatile steam engines from exploding. His old factory is located at the corner of 5th and Ohio. Cyclists may also notice what appears to be a sidewalk running down the center of the street. This is the old rail right-of-way for the Wabash Railroad. In 1902, the Wabash Railroad moved the first train on these rails to its downtown depot at the corner of 6th and York Streets. This railroad line continued to be used until the 1970s.

This corridor also includes a spur line to Lock and Dam #21 and the Quincy Eagle Viewing and Recreational Area. The Army Corps of Engineers has an observation platform constructed next to the Lock and Dam which allows visitors to view its daily operations. On the route to the Lock and Dam, cyclists will pass the Gardner/Denver Company (a continuation of Robert W. Gardner's Governor Company) and the Quincy Soybean Company, one of the largest soybean processing plants in the country.

Route 7

**Front Street Corridor (Riverfront Trail)**

This corridor passes through one of the most historic and important areas in the city. It begins at the corner of 4th and Delaware Streets. Cyclists will follow Delaware Street down to the riverfront where John Wood is said to have established the community of Quincy and built his first home. Cyclists may also notice what appears to be a sidewalk running down the center of the street. This is the old rail right-of-way for the Wabash Railroad. In 1902, the Wabash Railroad moved the first train on these rails to its downtown depot at the corner of 6th and York Streets. This railroad line continued to be used until the 1970s. An interesting home of note is the trapezoid house located just west of the intersection of 4th and Delaware. This unusual house conforms to the shape of the lot formed by Delaware Street. It is the only home in the area that has these unusual angles.

From the intersection of Delaware and Front Streets, cyclists can see the Villa Katherine dominating the bluffs. Villa Katherine was built in 1901 by George Metz who wanted a house unique to Quincy. Metz traveled North Africa and Spain before settling on a final plan. The home was designed by local architect George Behrensmeyer and is listed on the National Register of Historic Places. It is the only Moorish-style building in the area and is presently serving as Quincy's tourist and information center.

Cyclists will pass through Quincy's riverfront industrial district where several parks are located including Edgewater Park, Bicentennial Park, Clat Adams Park (named for a well known ferry owner and riverfront shop keeper here in Quincy), and Kesler Park. This series of parks designed by Park District Engineer, William H. Klingner, P.E., highlights Quincy's tie with the Mississippi River. Quincy for many years was one of the great ports on the Upper Mississippi River for steamboat traffic north of St. Louis. The sheltered bay and ideal location made it a favorite stopover for steamers plying their wares up and down the Upper Mississippi River. The importance of the city as a transportation center grew when the C.B. & Q. railroad came to the city in 1856. Quincy's first depot was erected in the present location of Bicentennial Park in 1864. When the railroad bridge across the Mississippi River was completed in 1868, the economy of the city nearly doubled as it was the central point on the main rail route between Kansas City and Chicago. Quincy's importance had grown so significantly that the C.B. & Q. developed major facilities here for the maintenance of its steam engine fleet. Another major improvement brought by the railroad was the construction of two bridges across Quincy Bay to create a loop to its new depot at 2nd and Oak Streets, completed in 1899. The remains of the Lower Bay Bridge can be seen supporting the structure of the Pier Restaurant and across the bay at the southern tip of Quinssippi Island. The Upper Bay Bridge, by far the oldest surviving bridge in the city, still stands and is the only roadway to Quinssippi Island and All American Park. Ice harvesting was an important industry on the Mississippi River before the days of mechanical refrigeration. Several ice houses were constructed along Quincy Bay and many thousands of tons of ice were harvested from the river and were shipped by boat and rail throughout the United States from Quincy.

Quinssippi Island supports many of the city's fine boat marinas and has a special park with numerous examples of log buildings. These structures are some of the oldest buildings in Adams County. The roadways on Quinssippi Island are built on the old railroad-right-of ways. Cyclists through the park may want to stop by the Mississippi Valley Historic Automobile Club Antique Car Museum where several vintage automobiles are on display.

Also located along the route are Sunset Park, Riverview Park, Parker Heights and Bob Bangert Park. Near these parks is the North End Historic District. This district contains some of Quincy's oldest and most elegant homes whose ages range from before the Civil War through the turn of the 2Oth Century. This district is an excellent example of a historic Midwest urban neighborhood. From Bob Bangert Park, cyclists will be able to access the Cedar Creek Linear Parkway.

A spur off the Front Street Corridor takes cyclists up Fourth Street to Washington Park at the heart of Quincy's Downtown Historic District. This route follows the planned Arts Corridor. The spur passes through the oldest neighborhood in Quincy, and passes by the Quincy Civic Center.

As riders head north, a home of interest near their route is the Dr. Eells House. Dr. Eells was a leading abolitionist in Quincy from the 1830s to his death in 1846. In 1842 Dr. Eells was arrested for assisting an escaped Missouri slave. Eells was trying to secret the fugitive out of the city when he was stopped by the slave owner's men. Both Eells and the slave escaped only to be captured a short time later. The case was tried by circuit court judge Stephen A. Douglas. Eells was found guilty of harboring an escaped slave and was fined $400.

The Gardner Museum of Architecture and Design is also on this spur. Housed in the first public library of Quincy, this museum offers an excellent chance to explore the rich architectural heritage of the Quincy community and surrounding area. The Gardner Museum is only one of many historic buildings surrounding Washington Park.

Washington Park, originally known as "John's Square" was planned as a community centerpiece since the town's founding. It was here that the Mormons stopped during the winter of 1839-1840 while fleeing from Missouri to Nauvoo, Illinois. It was also here that Steven Douglas and Abraham Lincoln held one of their famous debates about the issue of slavery on October 13, 1858. The Quincy Whig newspaper reported that 20,000 persons were in the area for the event. "John's Square" was renamed in 1857 as

"Washington Square" which in turn eventually became "Washington Park." Since 1872, Washington Park has been the location of several performances by community bands and special festivals.

Route 8

**16th Street Corridor (University Trail)**

The 16th Street Corridor runs north to south from Harrison Street to Bob Mays Park. Cyclists will pass through the East End Historic District, the location of some of Quincy's largest and most significant historic homes. Home of many of Quincy's most affluent and influential citizens, the East End Historic District is a showcase of the architectural styles that swept the nation from the mid 1850s to the 1920s.

The intersection of 16th and Maine Streets was once termed the "most beautiful intersection in America." Located on or near this intersection is the Quincy Art Center, the Women's City Club (respectively the carriage house and home of Lorenzo Bull, one of the most prominent bankers and community leaders in Quincy history) and the Quincy Museum. The Quincy Museum is located in the Newcomb/Stillwell House, the largest Richardsonian Romanesque style home in western Illinois. Constructed in 1890-91, this building served as a residence and also as a dormitory for Quincy University for several years. The building was purchased in 1980 by the Board of Directors of the Quincy Museum and has served as a museum since that time.

The next site of interest is Quincy University. Originally known as Fr. Solanus College, Quincy University was established in 1859 by the Franciscan Order in the first floor of the old Mast house at the corner of 8th and Maine Streets. The friars soon needed more space and moved the school to its present location on 18th and College. This placed the new school in the middle of a prairie which was swiftly developed. The first section of the college, the eastern most wing of the main building, was completed in 1870. The west wing was completed in 1894-5 with the central and largest part of the

structure completed in 1898. Done in the Victorian Gothic style, these buildings have formed the core of Quincy's largest advanced educational institution. Ever since its construction over 100 years ago, this building has been used continuously in its original purpose. Interior modifications have been made, but these were made in the interest of strengthening and maintaining the structure and adapting it for effective learning and teaching.

Just to the west of Quincy University stands Fr. Solanus Church, named after a Franciscan saint who dedicated his life to the care and conversion of the Peruvian natives. This church was completed in 1886 and is one of the finest examples of Victorian Gothic ecclesiastic architecture in Quincy.

The next point of interest is Q.U. Stadium. Originally known as "Eagle Park," a wooden baseball stadium was built on this site in 1923 to house Quincy's semi-pro baseball team the "Quincy Eagles." This venture lasted only a brief time. The stadium was purchased by the Quincy School District shortly thereafter for school athletics. In 1938 a grant from the Works Progress Administration allowed the present stone stadium to be built. This new stadium, known as "Q. Stadium," was a center for minor league baseball activity with farm teams from the Chicago Cubs, the New York Yankees, the San Francisco Giants and the New York Mets all playing games here. In the 1960s and 70s, activities in the stadium declined to the point that the School District no longer could maintain the facility. It was then sold to the City of Quincy who in turn gifted the stadium to Quincy College who owns it still. Quincy College, now known as Quincy University, continues to hold collegiate activities in the stadium and a minor league baseball team, the "Quincy Gems," plays out its season here. In 1993 Q.U. Stadium played a central roll in Quincy's efforts to stem the advance of the devastating floodwaters that year. Q.U Stadium became a giant sandbox in which thousands of volunteers filled sandbags to put the Mississippi River in check. A small plaque is located on the grounds commemorating the efforts of these dedicated volunteers.

Another point of interest along the route is the North Campus of Quincy University. The building was constructed in 1965 and was originally known as Our Lady of Angels Seminary. It had 10-25 students for the priesthood for several years. In mid-1980s, Quincy University took over the building for its science laboratories, dormitories and retreat center. The chapel on the interior was designed by Fr. Tom Brown.

The next location on the route is the proposed Bob Mays Park. This park was dedicated to Bob Mays, a prominent realtor, businessman and community leader. Mr. Mays has been a very strong supporter of the Quincy Park System and he has been recently honored with a park in his name. The park, one of the newest, will contain a lake, pavilion, trails and a skating ramp for skate boarders and roller skaters.

Route 9

**Kentucky/Maine Corridor (Historic District Trail)**

This corridor runs west to east from Quincy's riverfront to 48th Street. It begins by passing the Quincy Civic Center, location of one of the finest performance centers in the Tri-State area. From the Civic Center, cyclists will be passing through the oldest neighborhoods of the city. Many of the homes that are seen along the next two blocks were built near the beginning of Quincy's history. The older homes were built very close to the roadway and are done in the Federalist style. This house style is typical of the New England settlers who were the first to come to Quincy. Upon reaching Sixth Street, cyclists will see many large commercial buildings. The structures immediately northwest of the intersection belonged to the Koenig and Luhrs Wagon Company. At one time, Quincy was home to 7 companies that made carriages, wagons or wagon parts. Across the street is the present location of Amerin CIPS. This large area contained the rail yards and depots for the Wabash Railroad. Cyclists can see other evidence of the rail yards with the large open field to the south, the several warehouses still existing along that yard and the cement trail up the center of 6th Street, which was the old railroad right of way.

Passing the old Wabash yards, cyclists enter the South End Historic District. This area was a center for Quincy's German community and several homes in this area reflect the German heritage of its neighborhoods. Some of Quincy's oldest homes are located in this area. The South End Historic District has often been referred to by locals as "Calf-Town." This was due to the fact that German immigrants shared their back yards for growing vegetables and small orchards. Cattle were also free to roam behind the buildings and occasionally one would find its way out into the roadway.

At 10th Street, cyclists will notice a collection of large buildings to the north. This is the location of the Dick Brothers Brewery. Begun in 1856 by the three Dick brothers, Matthew, John and Jacob. They left their father's vineyards in Germany in 1852 and migrated to America. The operation continued as a family business after the last of the founders passed away in 1890. By 1895 the Dick Brothers Brewery was the largest operation of its kind in Illinois. However, by 1953 the firm was no longer able to compete with the massive breweries in St. Louis and elsewhere. Its assets were liquidated on 15, July 1953. Most of the buildings for the brewery still stand. Tours of the brewery are given by the German Village Society during the annual celebration of National Preservation Week.

As cyclists arrive at 12th street, they are only two blocks from the John Wood Mansion and the Historical Society of Quincy and Adams County, one of the oldest cultural organizations in Illinois. The society maintains a large collection, the centerpiece of which is the John Wood Mansion, built by Quincy's founder in 1835. Done in the Greek Revival Style, this home originally was located facing State Street between 10th and 11th Streets. In 1864 the home was moved to its present location to make way for Wood's even grander octagon mansion (now demolished). To make this feat even more amazing is that the home had to be raised high enough so as not to destroy Wood's favorite osage orange hedgerow.

Once past 12th Street, cyclists will be entering the East End Historic District, the location of some of Quincy's largest and most significant historic homes. Home of many of Quincy's most affluent and influential citizens, the East End Historic District is a showcase of the architectural styles that swept the nation from the mid 1850s to the 1920s. There are many fine examples of Gothic, Italianate, Queen Anne, Richardsonian Romanesque, Prairie Style and Tudor Revival homes in this area.

The intersection of 16th and Maine Streets was once termed the "most beautiful intersection in America." Located on or near this intersection is the Quincy Art Center, the Women's City Club (respectively the carriage house and home of Lorenzo Bull, one of the most prominent bankers and community leaders in Quincy history) and the Quincy Museum. The Quincy Museum is located in the Newcomb/Stillwell House, the largest Richardsonian Romanesque style home in western Illinois. Constructed in 1890-91, this building served as a residence and also as a dormitory for Quincy University for several years. The building was purchased in 1980 by the Board of Directors of the Quincy Museum and has served as a museum since that time.

From 16th Street cyclists will ride east along Maine Street. This roadway is lined on either side by magnificent homes. Just north of the intersection of 20th and Maine Streets lies the old street car barn that housed and maintained Quincy's streetcars. This service was discontinued in 1931 and the building is presently being used for the maintenance of Quincy's school buses.

When cyclists reach East Avenue, lying south of Maine Street, they have the opportunity to explore one of the most architecturally significant neighborhoods in the city. The Lawndale district was established in 1895 and swiftly became the location of some of the boldest residences in Quincy history. In this district cyclists will find some of the finest examples of Late Victorian, Prairie, Tudor and Craftsman style homes in Western Illinois. Many of these homes were designed by four of Quincy's most renowned architects, Harvey Chatten, George Behrensmeyer, Martin Geise and Ernest Wood.

As cyclists continue east on Maine Street they will arrive in the vicinity of Baldwin Junior High School and Quincy Senior High School. The intersection of 30th and Maine Streets was at one time the location of Baldwin Park. Originally donated by a group of Quincy businessmen to attract the Illinois State Fair, the park had a number of buildings including a large Floral Hall and a figure 8 race track. The Illinois State Fair was held at the park in 1867 but failed to turn a profit and thus did not return. The grounds then became known as Baldwin Park and was a favorite destination for Quincyans for several years.

Beyond the intersection of 36th and Maine Streets lies The Quincy National Cemetery. This cemetery is filled with the remains of soldiers from the Civil War to the present day. Originally located at the north end of Woodland Cemetery, the cemetery was relocated to this area in 1899.

Further along Maine Street cyclists will pass the Boots/Bush Park, location of the football and baseball stadiums for the Quincy Public Schools. At the intersection of 48th and Maine is John Wood Community College. This community asset, located in a former elementary school, has provided excellent education opportunities for traditional and non-traditional students for many years.

Route 10

**36th and Spring Lake Road Corridor (Ellington Township Trail)**

This roadway heading north of the Cedar Creek Linear Parkway heads into Ellington Township. Ellington Township was first settled in the 1820s by veterans of the War of 1812 who took advantage of the free land given them in the Illinois Military Tract. There are several old family farms in this area which are a stark contrast to the two huge communications towers for KHQA Channel 7 TV and WTJR TV which dominate the landscape. Cedar Creek Country Club is located on this route and offers excellent

golfing to the community. Cyclist will also pass the Ellington Presbyterian Church. The cemetery nearby predates the church by several years. The first woman buried in this cemetery was Mrs. Mary Anne Putnam who died in 1839. Her husband expressed a hope that a church would be built at that location sometime in the future. In the late 1860s a large group of Irish Immigrants who settled in the area worshiped in an old stone school. From this group the Ellington Presbyterian Church grew. A church was built on this site in 1871-72 and the first services were held here on November 1, 1872. The stone for the church was quarried nearby. The church was significantly expanded in 1956 and was reopened in 1958. The trail then heads west on Spring Lake Road to 18th Street.

Route 11

**North Bottom Road Corridor (Spring Lake Trail)**

The corridor begins at the intersection of 36th Street and Spring Lake Road. The corridor heads west along Spring Lake road past the vicinity of the Spring Lake Country Club. This area was first settled by Capt. Luther Leonard in the vicinity of what was known as Leonard's Spring. Leonard, a veteran of the War of 1812, erected a large flour mill at the spring and was to be powered with its currents. Leonard was a poor businessman and his interests were quickly bought out. The mill operated for a time as the 'Alto Mill' and was known to be in service prior to the Civil War. Time took its toll and only ruins of the mill remained by 1899. Interest in the springs, however, continued to grow after the 1860s. During that decade several doctors declared that springs of that area contained water of good medicinal value. Many Quincyans came out to the former site of Leonard's Mill to sample the spring waters and to see Homan Falls, named after the landowner where the falls were located. This spot was a favorite picnic destination for early motorists. In 1916 a group of local entrepreneurs collected enough resources to build a $35,000 resort nearby. Construction began in 1916 and by 1923 a golf course had been added. The Spring Lake Country Club has been in continuous operation since that time. From the Spring Lake Country Club, cyclists will head down

the bluffs to North Bottom Road. From there they will proceed south. Access to the Canton Chute boat launch and recreation area is possible from here. Further south, cyclists will be able to access the new Triangle Lake Wildlife Habitat Observation Area.

Triangle Lake was created as a direct result of attempts to control the Mississippi River and make the river bottoms north of Quincy suitable for agriculture. Triangle Lake was originally part of the Indian Grave Drainage District built in 1886. The Triangle Lake was created when the Mississippi River Commission and Indian Grave District built a new cross levee in the area in 1928. This land was condemned as part of the navigation dams built in the 1930s, and taken over by the Federal Government. It was then turned over to the Department of Natural Resources for maintenance. In the 1950s, growing concern about the siltation of North Quincy Bay led to the diversion of Frazer/Homan Creek into Triangle Lake in 1956. In recent years the Quincy Park District has moved forward with its plans to expand its Quincy Bay boat marinas. The DNR, the EPA and the State of Illinois allowed for this expansion only if an equal area (Approx. 15 acres) was set aside for wildlife conservation. The selected site for the wildlife conservation area was Triangle Lake. Work has been done on this lake to ensure that it maintains a depth of 2 ft. and retains excellent living conditions for water foul, fish and other flora and fauna of the region.

The bike trail ends at Bob Bangert Park. Bob Bangert Park is the location of boat ramps, picnic areas and soccer fields. Parker Heights and Gardner Park are much older being established in the late 1890s as part of Quincy's celebrated park system. Gardner Park was named for Robert W. Gardner and his family who established the Gardner Governor Company, one of the largest industries in Quincy history. Parker Heights was named for a prominent supporter of the Quincy Park System, E. J. Parker. It is situated on one of the highest points in Quincy and affords an excellent view of the Mississippi River. This park was the site of a major excavation of an Indian burial mound in 1929.

Route 12

**Harrison Corridor (Westview Trail)**

This route along Harrison Street is an excellent connector route between the Spring Valley Arboretum and South Park. The area dedicated for the Spring Valley Arboretum has been purchased by John Wood Community College as an open air laboratory for its biology students. The grounds of the Spring Valley Arboretum offer many wilderness trails that will allow visitors a unique walking experience. The route west along Harrison will take cyclists past Westview and Johnson Parks, two important locations for picnicking, recreation and other activities. The route ends with South Park.

South Park was established and opened to the public on May 18, 1895. Covering 135 acres, South Park is the second largest park in the city. This large park boasts ball fields, playgrounds, an exceptional Prairie style pavilion designed by Quincy architect George Behrensmeyer. Ernest Wood, another Quincy architect, designed two other landmarks in South Park. The first is a bandstand, also done in the Prairie style, and the other is the stone bridge over Curtis Creek. The park contains a woodland trail and two ponds one of which is spring fed.

# APPENDIX F

# QUESTIONNAIRE

# PUBLIC INPUT

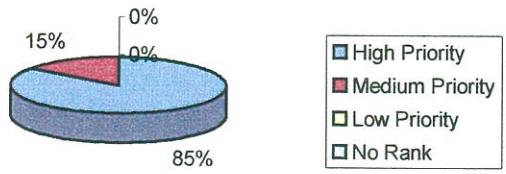
## QUESTION #1 *

Please help us prioritize the corridors by ranking each corridor H (High Priority), M (Medium Priority) or L (Low Priority).
The highest priority corridor would be ranked first for development, low priority corridor may be developed in later years, subject to funding.

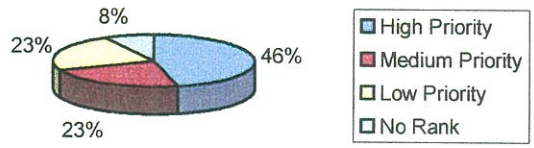
| CORRIDOR NUMBER | RESULTS | | | |
|---|---|---|---|---|
| | High Priority | Medium Priority | Low Priority | No Rank |
| 1 | 85% | 15% | 0% | 0% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 2 | 46% | 23% | 23% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 3 | 46% | 31% | 15% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 4 | 31% | 46% | 15% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 5 | 38% | 54% | 0% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 6 | 31% | 46% | 15% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 7 | 54% | 38% | 0% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 8 | 61% | 31% | 8% | 0% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 9 | 46% | 23% | 31% | 0% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 10 | 15% | 46% | 15% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 11 | 31% | 46% | 15% | 8% |
| | High Priority | Medium Priority | Low Priority | No Rank |
| 12 | 54% | 23% | 15% | 8% |

* Results for Question #1 were based upon 13 completed surveys.

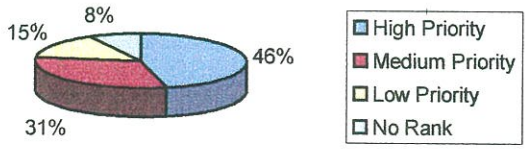
## LaSalle Trail (includes Schneidman Industrial Park spur) - CORRIDOR 1



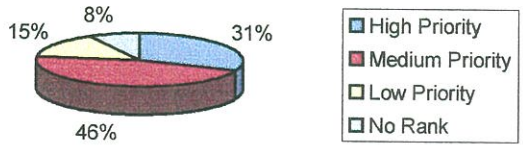

## Cannonball Trail (includes Moorman/Wavering Park spur) - CORRIDOR 2



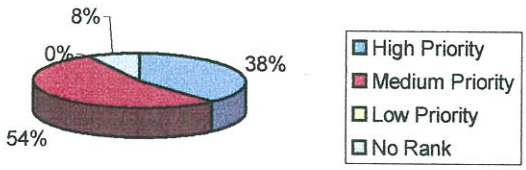

## John Wood Trail (includes connection to Spring Valley Arboretum) - CORRIDOR 3



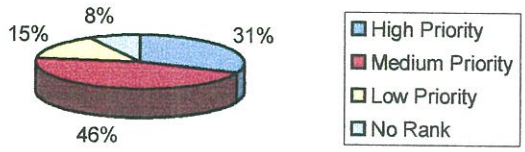

## Payson Trail - CORRIDOR 4



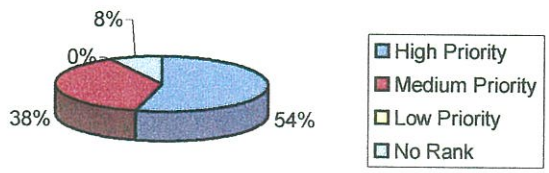

## South Park Trail - CORRIDOR 5



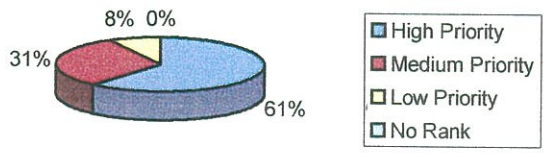

## Indian Mounds Trail (includes spur to Lock & Dam 21) - CORRIDOR 6



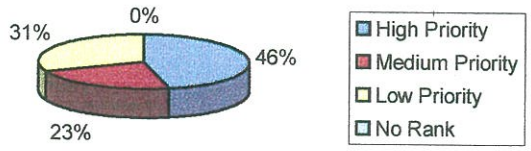
**Riverfront Trail (includes spur to Quinsippi Island) - CORRIDOR 7**



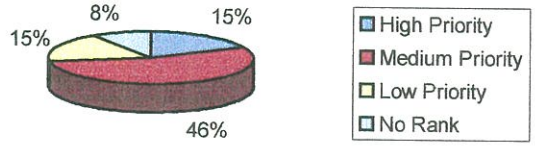

**University Trail - CORRIDOR 8**



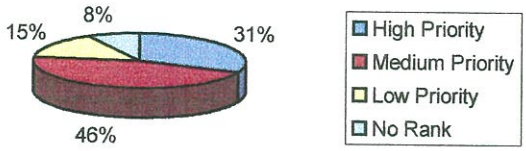

**Historic District Trail - CORRIDOR 9**



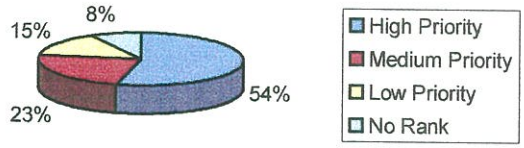

**Ellington Township Trail - CORRIDOR 10**




**Spring Lake Trail (includes spur to Triangle Lake) - CORRIDOR 11**




**Westview Trail (includes spur to Westview Golf Course) - CORRIDOR 12**



## QUESTION #2

2) Please list any other corridors you suggest should be included in the master plan, and any changes or deletions to the preliminary twelve (12) corridors (4 respondents to this question).

Respondent 1 - It would be nice to have more separate trails – trails that didn't use existing streets. The routes mapped out look fine, but it would be nicer to have an addition of more separate trails.

Respondent 2 - Priority to corridors- historical value. Priority to acquiring corridors might lose.

Respondent 3 - Are there any abandoned railroad tracks in the area that can be used?

Respondent 4 -
1) 5th Street corridor north from Woodland Cemetery to Locust and through Illinois Soldiers and Sailors Home to Cedar Creek Linear Parkway.
2) Front down College towards link with trail at Wavering Park.
3) 20th Street from Harrison North to QU campus- tied into existing 16th Street Corridor.

## QUESTION #3

3) Name your top five (5) suggested goals for this planning project (i.e., habitat preservation; budget trail acquisition and development in City, County and/or Park District Capital Improvement Plans; community connections; opportunity for exercise and fitness; enhance property values; use storm water management practices to create greenways, modify subdivision ordinances to require sidewalks, establish a system which promotes and encourages non-auto travel; modify regulatory ordinance to encourage greenway development; public safety; improve quality of life; new opportunities for tourism; recreation; points of interest signage; etc.)

Respondent 1 –

A) New pool at Harrison Hills
B) Community recreation center in Hills area
C) Development of 48th as bike, exercise areas
D) Development of river roads as bike exercise areas
E) Some way for children to cross Broadway at 5th for access to Salvation Army

Respondent 2 –

A) Safety for walkers, bikers, skateboarders
B) Beauty, attract viewers to encourage use
C) Connection to significant locations

Respondent 3 –

A) Recreational Opportunity
B) Positive for the City – help City as it grows
C) Encourage more separate trails
D) Require new developments to have sidewalks!!
E) Preserve nature and trees

Respondent 4 –

A) Improve quality of life by providing environment conducive exercise
B) Create greenways
C) Ordinance to require sidewalks in subdivisions
D) New opportunities for tourism, recreation, and points of interest

Respondent 5 –

A) Modify subdivisions ord. To require sidewalks
B) Eastablish a system – non-auto travel
C) Improve quality of life
D) Opportunity for tourism
E) Habitat Preservation

Respondent 6 –

A) Public safety
B) New opportunities for tourism
C) Habitat preservation
D) Opportunity for exercise and fitness
E) Community Connections

Respondent 7 –

A) Habitat preservation
B) Opportunity for exercise and fitness
C) Points of interest
D) Recreation
E) Community Connections

Respondent 8 –

A) Opportunity for fitness
B) Enhance property
C) Points of interest
D) Public Safety
E) Improve Quality of Life

Respondent 9 –

A) Opportunity for exercise
B) Encourage non-auto traffic
C) New opportunities for tourism
D) Public safety
E) Community connections

Respondent 10 –

A) Opportunity for exercise and fitness
B) Encourage greenway development
C) Encourage non-auto travel
D) Opportunities for tourism
E) Improve quality of life

Respondent 11 –

A) Exercise and fitness
B) Public safety
C) Improved quality of life
D) Community connections
E) Create greenways

Respondent 12 –

A) Budget trail acquisition & development in City, County, and/or Park District
B) Habitat preservation
C) Use storm water management practices to create greenways
D) Modify subdivision ordinance to require sidewalks
E) New opportunities for tourism

Respondent 13 –

A) Points of interest signage
B) Exercise & fitness
C) Greenspace preservation
D) Need sidewalks in subdivisions!
E) Improve public pride and safety

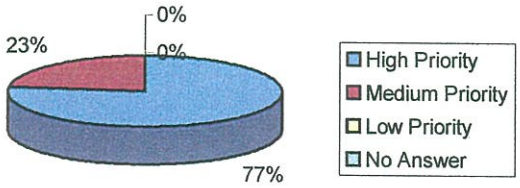
## QUESTION #4 *

4) Please check either High Priority, Medium Priority or Low Priority, based on your opinion.

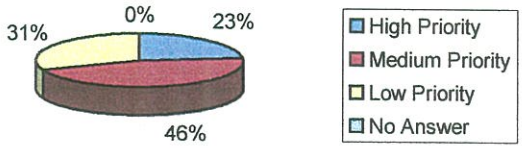
| Question/Statement | Results | | | |
|---|---|---|---|---|
| | High Priority | Medium Priority | Low Priority | No Answer |
| A | 77% | 23% | 0% | 0% |
| B | 23% | 46% | 31% | 0% |
| C | 38% | 46% | 8% | 8% |
| D | 85% | 15% | 0% | 0% |
| E | 77% | 15% | 8% | 0% |
| F | 23% | 54% | 15% | 8% |

* Results based on 13 respondents to this question.

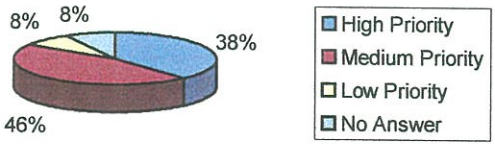
A) All planned corridors should be designed for walking and biking.



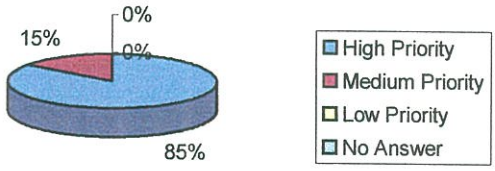

B) Along street corridors, biking should remain on street pavement.



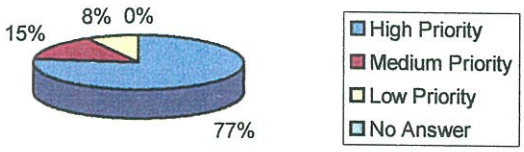

C) Where bike/walking paths are separated from streets and roadways, paved surfaces are desired (paved vs. crushed stone)



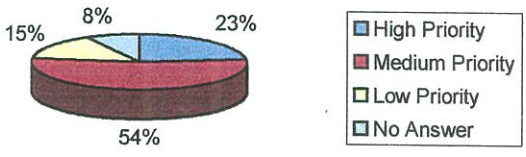

D) Where adequate pavement widths are available, bike paths should be designated by pavement striping and signage, where feasible.




E) A pedestrian overpass at 16th and Broadway is desirable.




F) A pedestrian overpass at Gardner Expressway and Kentucky Street is desirable.



## QUESTION #5

5) Please provide other comments/suggestions (there were 6 respondents to this question).

Respondent 1 – Thanks for asking! We should provide some skateboarding areas throughout the crowded areas of town.

Respondent 2 - Need to consider skaters and skateboards

Respondent 3 – This is a great project – lets make it reality!
Respondent 4 – Please consider pocket parks for skateboard- in-line skating, close to where kids are (Cedar Creek). Important to widen path 8 feet where possible

Respondent 5 – I enjoy greenage while riding the Katy Trail in Columbia. Although it may not be feasible monetary-wise, but I prefer the trail to be away from current roadways.

Respondent 6 – There will need to be lights and emergency phones available as often seen on University campuses.

# APPENDIX G

# ACQUISITION STATUS

## CEDAR CREEK LINEAR PARK EASEMENT/LAND ACQUISITION STATUS

| Number 36th Street Proceeding West | Property Owner/ID | Esmt./Land Acquisition Status | Approximate Acreage |
|---|---|---|---|
| 1 | Coltec | Verbal Commitment for Conservation Easement | 8.54 Acres |
| 2 | Computerland (Lot 3 of M.F. Adams Business Park) | Signed Written Easement Agreement | 4.23 Acres |
| 3 | Lot 2 of M.F. Adams Business Park (pending sale) | Verbal Commitment | 1.34 Acres |
| 4 | Mississippi Belle (Lot 1 of M.F. Adams Business Park) | Verbal Commitment | 2.82 Acres |
| 5 | Wis-Pak (Lot 4 of M.F. Adams Business Park) | Verbal Commitment for Conservation Easement | 11.27 Acres |
| 6 | Jim Stupavsky (Drakewood Subdivision) | Verbal Commitment for Fee Simple Donation | 10.74 Acres |
| 7 | Larson (former Moose Property) | Negotiations in Process (a) | 4.80 Acres |
| 8 | G.R.E.D.F. Schneidman Industrial Park | Signed Written Easement Agreement | 15.031 Acres |
| 9 | Saukee Area Boy Scouts | Purchased by City (b) | ±13 Acres |
| 10 | Heetco (Lewistown Heat & Gas, Inc.) | Signed Conservation Easement | ±0.11 Acres |
| 11 | Vonderhaar | To be Contacted | NA |
| 12 | Brink (Former Mohrman Property) | No Interest in Participation | NA |
| 13 | Max Hardy | Negotiations in Progress | NA |
| 14 | Illinois Veterans Home | Verbal Commitment for Easement | Linear Easement Through Grounds (c) |
| 15 | Ingram | To Be Contacted | NA |

(a) Majority of Property within 100 year Flood Plain
(b) This property was donated to the Saukee Area Boy Scouts some years ago and has been purchased by the City of Quincy.
(c) Optional joint Quincy Park District/Illinois Veterans Home Recreational Area (approx. 11.50 acres)

# APPENDIX H

# CONCEPTUAL

# PEDESTRIAN/BIKE OVERPASS

# 16TH & BROADWAY

KLINGNER & ASSOCIATES, P.C.
Consulting Engineers
616 North 24th Street (217) 223-3570
Quincy, Illinois 62301 FAX: 223-3603

| NO. | APPR. | REVISION DESCRIPTION | DATE |
|---|---|---|---|
| 1 | . | . | . |
| 2 | . | . | . |
| 3 | . | . | . |
| 4 | . | . | . |
| 5 | . | . | . |

FULL SCALE DRAWING IS 24"x 36"

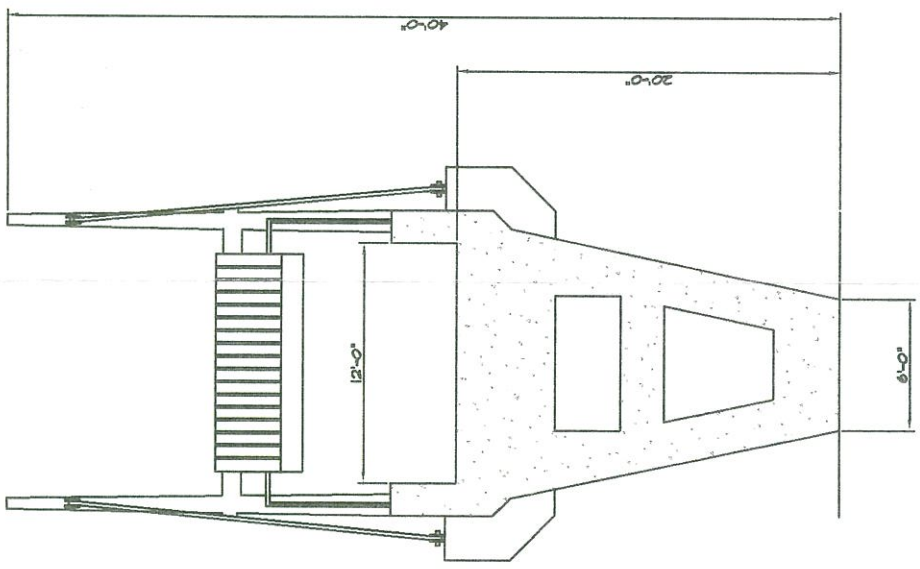
| DESIGNED | DRAWN | CHECKED |
|---|---|---|
| JLS/MDK | JLS | |
| FIELD | FIELD BOOK | DATE |
| . | . | |
| PROJECT NO. | FILE NAME | SCALE |
| 94-301-06 | PED-BRIDGE | AS NOTED |

PEDESTRIAN BRIDGE
SCHEMATIC

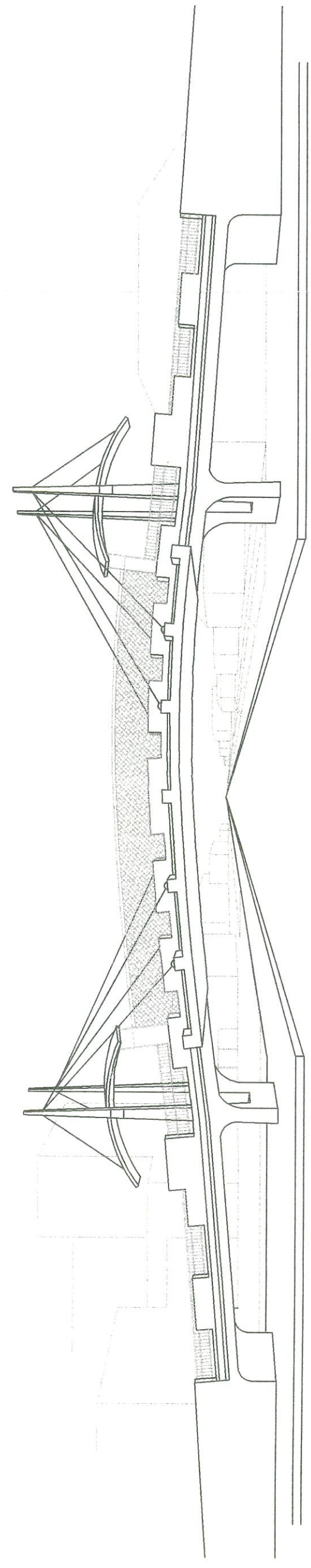
CITY OF QUINCY
GREENWAYS & TRAILS
PRELIMINARY PLAN

SHEET NO.
A1

FULL SIZED PLANS HAVE BEEN PREPARED USING STANDARD SCALES. REDUCED SIZED PLANS MAY NOT CONFORM TO STANDARD SCALES. USE GRAPHIC SCALES WHEN MAKING MEASUREMENTS ON REDUCED PLANS.

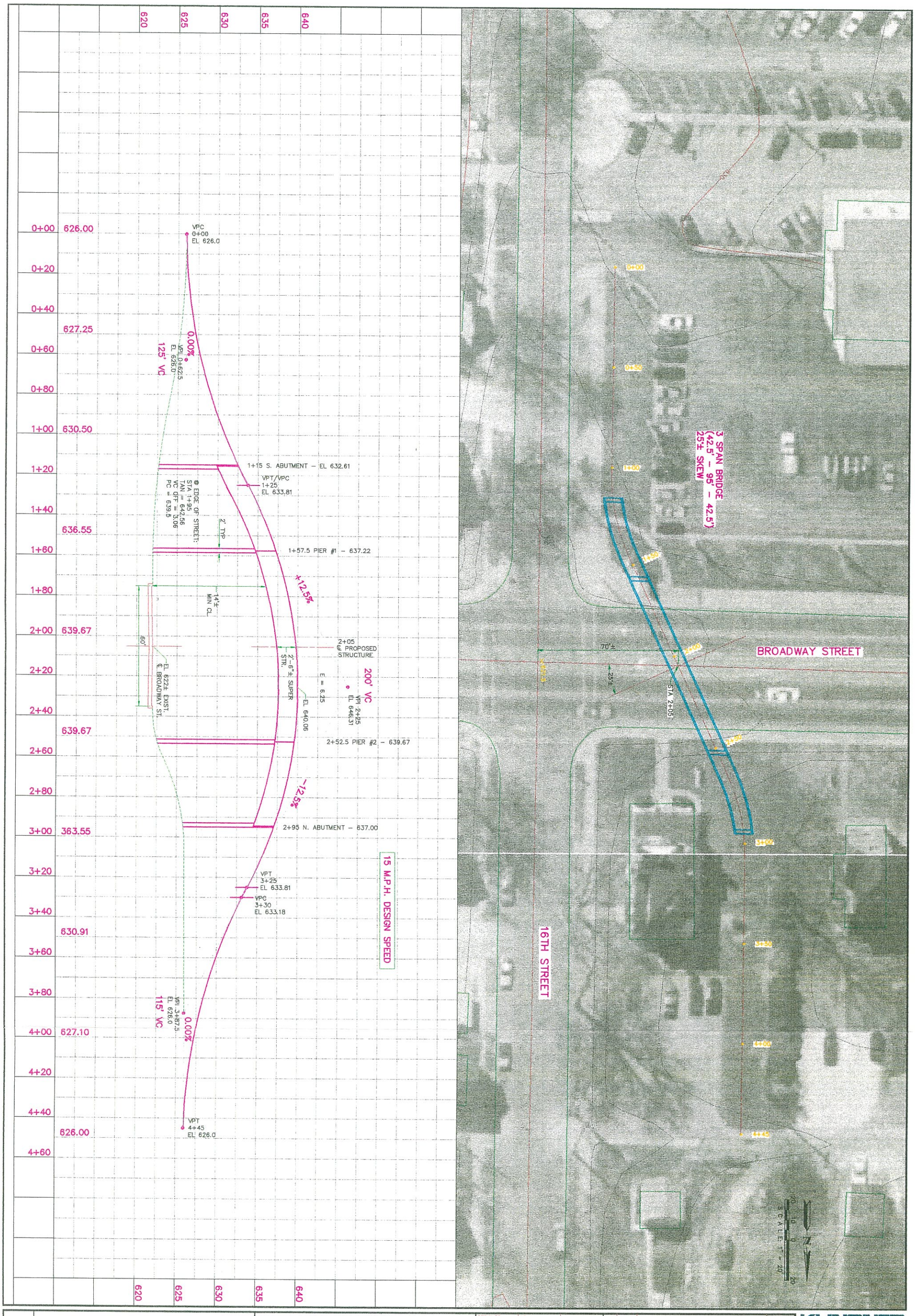



A/A1 SECTION



A/A1 CROSS-SECTION
N.T.S.

P:\94files\94301\9430106\94301pp.dwg Wed Jul 07 10:10:07 1999




| | | | | | | |
|---|---|---|---|---|---|---|
| EXHIBIT A | CITY OF QUINCY<br>GREENWAYS & TRAILS<br>PRELIMINARY PLAN | PLAN AND PROFILE<br>BICYCLE BRIDGE OVER<br>BROADWAY @ 16TH STREET | DESIGNED: WLW<br>FIELD: .<br>PROJECT NO.: 94-301-06 | DRAWN: CLA<br>FIELD BOOK: .<br>FILE NAME: 94301PP | CHECKED:<br>DATE: .<br>SCALE: 1"=20' | NO. APPR. REVISION DESCRIPTION DATE |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616 North 24th Street (217) 223-3670
Quincy, Illinois 62301 FAX: 223-3603

# APPENDIX I

# GRANTS/FUNDING OPPORTUNITIES

# SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

## Fee Simple Acquisition

| Method | Explanation | Advantages | Disadvantages |
|---|---|---|---|
| Fee Simple Purchase | Outright purchase of full title to land and all rights associated with its use. | New landowner has full control of land. Allows for permanent protection and public access. | Cost of purchase may be outside local ability. Removes land from tax rolls. |
| Donations and Gifts | A donation by landowner of all or partial interest in the property. | Provides permanent protection without public expenditures. Tax benefits to donor - charitable gift. | Receiving agency must be able to accept donation and be capable of managing land. |
| Purchase and Lease Back | Purchase of full title, then lease back to previous owner subject to restrictions. | Essentially land banking. Income derived from lease payments. Owner is not displaced. | Lease may restrict public access. Land must be leased for appropriate uses. |
| Bargain Sale | Part donation/part sale because property is sold at less than fair market value. | Tax benefits to seller, difference in sale price is considered charitable gift. | Seller must be agreeable to terms of sale. Bargain price may be inflated. |
| Condemnation/Eminent Domain | The right of government to take private property for public purpose upon payment of just compensation. Can be exercised for recreational purposes in some states. | Provides tool for acquiring essential or endangered properties, if other techniques not workable. | Costly. Also creates a negative attitude about government and potentially the greenway concept. Only recommended as last resort. |
| Installment Sale | Allows buyer to pay for property over time. | If seller-financed, can lower taxes for seller, buyer can negotiate better sale terms. | Long term financial commitment (30 years). Mortgage lien. |
| Land Exchange | Swapping of developable land for property with high conservation value. | Relatively cost-free if trade parcel is donated. Reduces capital gains tax for original owner. | Owners must be willing to swap. Property must be of comparable value. Can be time consuming. |

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112
McLean County Regional Greenways Plan

# SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

## Acquisition of Partial Interest

| Method | Explanation | Advantages | Disadvantages |
|---|---|---|---|
| Purchase of Development Rights | Local or state government purchases the rights of more intensive land use from current landowner. | Landowner derives financial benefit from selling rights and has reduced taxes. Government pays only for the rights it needs. | Can be costly to purchase development rights. |
| Management Agreements | Agreements between agency and landowner for a specific purpose. | Avoid purchase and other options, gain desired rights with minimal red tape. | Only applicable with current landowner, and could be revoked at any time. |
| Land Leases | Short- and/or long-term rental of land. | Low cost use of land. Landowner receives income and retains property control. | Lease doesn't provide equity and affords limited control. Does not assure protection. |
| Right of Public Access Easements | Provides the public with the right to access and use of a parcel of land for a specified purpose, limited to defined land area. | Can avoid need to purchase land from owner, may provide right of public access and use. Excellent for greenways. | Can be time limited, usually restricts other uses, doesn't prevent owner from exercising other property rights. |
| Conservation Easements | A partial interest in property generally for expressed purpose of protecting natural resources. Public access is not always a component. | Inexpensive method for protection of natural resources. Landowner retains all other property rights, land remains on tax rolls. | Public access is usually restricted. Easement must be enforced. Easement may lower resale value. |
| Preservation Easements | Same as conservation easement, most useful for historic landscapes. | Defines protection of historic elements of landscape. | Can restrict public access. Must be enforced. |
| Joint Use Easements | Accommodates multiple uses within one easement type: for example, sanitary sewer routing and public access. Should be one of the preferred methods for many greenways. | Provides opportunity to combine several public interests with one agreement. Easier for landowner to understand complete request rather than several different requests. | Can be difficult for all landowners to agree to multiple uses along an entire greenway corridor. If one objects, the entire multiple use potential can be jeopardized. |

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112
McLean County Regional Greenways Plan

# SUMMARY OF ACQUISITION AND PRESERVATION STRATEGIES FOR GREENWAYS

## Regulatory Control

| Method | Explanation | Advantages | Disadvantages |
|---|---|---|---|
| Exaction | As a condition of obtaining subdivision approval, local government requires developers to pay a fee or dedicate land to a municipal trust for open space. | New construction and development pays for its impact on open space. Good method during high growth periods. | Acquisition funds dependent on specific development. Difficult to calculate fair costs. Not effective during recessionary periods. |
| Transfer of Development Rights | Under legally established program, owner can transfer development rights from one property to another property designated to support increased density. | Cost of preservation absorbed by property owner who purchases rights. Allows local government to direct density and growth away from sensitive landscapes. | Difficult to implement. Very controversial. Often hard to identify areas where increased density is desirable. Must be established by legislation. |
| Cluster Development | Permits higher density development in parts of subdivision to protect sensitive lands. | Flexible and negotiable with landowner-developer. Can reduce construction and infrastructure costs. | Open space may not be linked. |
| Performance Zoning | Zoning district uses defined by permitted impacts as opposed to permitted uses. | Development occurs based on comprehensive, environmentally based strategy. | Criteria are hard to establish. Development plans more expensive to prepare. |

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 112
McLean County Regional Greenways Plan

# NATURAL RESOURCE MANAGEMENT INCENTIVES APPLICABLE TO GREENWAY PRESERVATION

| Program | Contact | Term | Minimum Acres | Purpose | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Natural area, habitat preservation | Open space, recreation | Forestry | Wetland, water resource protection | Soil conservation | Farmland preservation |
| **Cost Share Programs** | | | | | | | | | |
| Ag Conservation Program | ASCS | 10 years | 1 acre | | | X | | X | |
| Ag Loans | State Treasurer | | | | | | | X | |
| Conservation Reserve | ASCS | 10-30 years | 1 acre | | | X | | X | |
| Forest Stewardship | IDNR | 10 years | 5 acres | | | X | X | X | |
| Forestry Incentive Program | ASCS | 10 years | 10 acres | | | X | | | |
| Ill. Forestry Dev. Act | IDNR | 10 years | 5 acres | | | X | X | X | |
| Partners for Wildlife | USFWS/IDNR | 10 years | 1 acre | | | | X | | |
| Stewardship Initiatives | IDNR | 10 years | 5 acres | X | X | X | X | | |
| Trees, Shrubs, Seedlings | IDNR | | | | | X | | X | |
| Wetland Reserve | ASCS | permanent | 2 acres | | | X | X | | |
| **Technical Programs** | | | | | | | | | |
| Emergency Conservation | ASCS | | | | | | | X | X |
| Forest Mgmt. Assist. Program | IDNR | | | X | | X | X | X | |
| Natural Heritage Landmark | IDNR | | | X | | | | | |
| Private Land Habitat | IDNR | | 1 acre ● | X | | | | | |
| Private Waters | IDNR | | | X | | | X | | |
| Register of Land & Water Reserves | IDNR | | | X | | | | | |
| **Tax Incentives** | | | | | | | | | |
| Assessment with Easements | SA | | | X | | | | | |
| Conservation Easements | IDNR | | | X | | | | | |
| Forestry Mgmt. Plan | IDNR | 10 years | 5 acres | | | X | X | X | |
| Illinois Nature Preserves | IDNR | permanent | | X | | | | | |
| Open Space Assessment | SA | | 10 acres | X | X | | X | X | |
| Preferential Assessment of Farmland | SA | | | | | | | | X |
| Tax Cert. for Livestock Waste Mgmt. | IEPA | | | | | | X | | |

Abbreviations:

| | |
|---|---|
| ASCS | Agricultural Stabilization and Conservation Service |
| IDNR | Illinois Department of Natural Resources |
| USFWS | United States Fish and Wildlife Service |
| SA | Supervisor of Assessments |
| IEPA | Illinois Environmental Protection Agency |
| ● | minimum of one acre for rural areas, 1/4 acre for urban area |

Source: Illinois Department of Natural Resources
McLean County Regional Greenways Plan

# COMPARATIVE OWNERSHIP STRATEGIES FOR GREENWAYS & TRAILS

| Method | Explanation | Advantages | Disadvantages |
|---|---|---|---|
| Private Ownership | | | |
| Individual Landowners | Adjacent landowners retain full title to land and provide for greenways through easements. | Property owners retain title to land. Large amount of funds for land purchase not needed. Land remains on the tax rolls. | Easements can restrict certain types of greenway activities, depending on the landowner's wishes. |
| Land Trusts and Nonprofit Organizations | A national or regional non-profit organization can acquire and hold land until a local land trust has been established or is able to finance acquisition. | A nonprofit organization can finance an immediate acquisition and hold property until a land trust has been established or has acquired necessary funds for purchase. | If a land trust does not exist, a community must establish one. A land trust needs solid support, funding, and the ability to manage land. |
| Corporate Landowners | A corporation may provide for greenways as part of the development of a corporate site. | Greenway is provided at no expense to local taxpayer. Managed by corporation. | Corporation may restrict use of greenway to the public or may choose to deny access. |
| Public Ownership | | | |
| Local Governments | Acquisition by county or municipality. | Local government can be more flexible about the type of open space it acquires. | Limited local funds and expertise limit the number and type of acquisitions. |
| State Government | Acquisition by state agencies. | Statewide bond acts can provide significant funding resources for important open space acquisitions throughout a state. Provides revolving loan funds to leverage nonprofit activity. | Government may miss acquisition opportunities due to long time frame for acquisition approvals. |
| Federal Government | Acquisition by National Park Service, Forest Service, U.S. Fish and Wildlife Service or Bureau of Land Management. | Acquisition is at federal level, eliminating financial obligation for locality. | Acquisitions are limited due to agencies' specific criteria for acquisition. Needs congressional authorization. |

## COMPARATIVE OWNERSHIP STRATEGIES FOR GREENWAYS & TRAILS (cont.)

| Method | Explanation | Advantages | Disadvantages |
|---|---|---|---|
| | | Mixed Ownership | |
| Private-Public Ownership | A private nonprofit organization can help to implement government programs by acquiring and holding land until a public agency is able to purchase it. | A nonprofit organization can enter the real estate market more easily than government and can often sell to government at less than fair market value if property was acquired through bargain sale. | Must have public agency willing and able to buy within reasonable time frame. |
| Public-Public Ownership | Multi-jurisdictional partnership between local, state and federal agencies. Inter-agency projects. | Combining strengths of agencies enables greenway development to occur. | Development and management structure can be cumbersome. Partnership may not be equal. |
| Public-Private Ownership | Government works with private sector to implement greenway. | Private sector can realize tax benefits from participation. Cost share good for public. | Cost equity and management could be cumbersome. |

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 113
McLean County Regional Greenways Plan

# FEDERAL AND STATE FUNDING SOURCES FOR TRAILS & GREENWAYS

| FEDERAL PROGRAM | INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT (1) | | | | | LAWCON | N/A | HISTORIC PRESERVATION FUND |
|---|---|---|---|---|---|---|---|---|
| STATE ADMIN AGENCY | IDOT | | | | IDNR | | | IHPA |
| FUNDING PROGRAMS<br>ISTEA ENHANCEMENT CATEGORIES | ITEP<br>Illinois Transportation Enhancement Program (2) | STP<br>Surface Transportation Program | SCENIC BYWAYS | FTA<br>Federal Transit Act (3) | SYMMS<br>National Recreational Trails Funds | LAWCON<br>Land and Water Conservation Program (W/OSLAD) (4) | Illinois Bicycle Path Grant Program | Certified Local Governments Program (5) |
| Provision of Facilities for Pedestrians and Bicycles | 80% Fed $<br>20% Loc $ | 80% Fed $<br>20% Loc $ | 80% Fed $<br>20% Loc $ | 80% Fed $<br>20% Loc $ | 100% Fed $<br>FFY93 | 50% Fed $<br>50% Loc $ | 50% State $<br>50% Loc $ | |
| Acquisition of Scenic Easements and Scenic or Historic Sites | 80% Fed $<br>20% Loc $ | | | | | | | |
| Scenic or Historic Highway Programs | 80% Fed $<br>20% Loc $ | | 80% Fed $<br>20% Loc $ | | | | | |
| Landscaping and Other Scenic Beautification | 80% Fed $<br>20% Loc $ | | | | | | | |
| Preservation of Abandoned Railway Corridors (Including Conversion and Use for Pedestrian or Bicycle Trails) | 80% Fed $<br>20% Loc $ | 80% Fed $<br>20% Loc $ | | | 100% Fed $<br>FFY93 | 50% Fed $<br>50% Loc $ | 50% State $<br>50% Loc $ | 60% Fed $<br>40% Loc $ |

(1) Reauthorization of ISTEA
(2) Excludes land acquisition
(3) Bicycle and pedestrian facilities related to transit projects only
(4) State OSLAD program follows LAWCON guidelines
(5) Program restricted to Historic Register Properties only

# PRIVATE SECTOR FUNDING SOURCES

| Method | Explanation | Advantages | Disadvantages |
|---|---|---|---|
| Foundation Grants | Foundations, usually private or corporate, provide grant money for greenway related projects. | Variety of foundations creates a wealth of possible funding opportunities. | Foundation grants may have strict guidelines regarding use of funds and project scope. |
| Company Grants | Corporations provide grants of funds and resources for greenway related projects. Corporations provide financial support and often volunteer employee time as well. | Many corporations love community service projects such as greenways. | Corporate giving funds are often committed quickly, and there may be competition for funds. |
| Individual Donors and Memberships | Funding derived from individual fund-raising campaigns or through membership drives through nonprofit organizations which solicit members as a way to raise money and support projects. | Excellent method for raising funds and building support for a greenways organization and its projects. | Membership or nonprofit organizations may require a great deal of time and effort on the part of its members in order to succeed. |
| Planned Giving, Life-Income Gifts, and Bequests | Planned giving and life-income gifts allow the donor to give away some land, receive some continued use privileges and benefit financially through charitable tax write-offs. | These techniques can be useful in protecting private land that has important greenway features. In addition, these techniques can offer tax and investment advantages to the donor and recipient nonprofit organizations or land trust. | Can be complex issues. Require financial and legal expertise. |
| Service Clubs | Organizations that perform community service activities or sponsor projects such as greenways. Examples of service clubs include the Lions Club, Rotary Club or Kiwanis organization. | Service clubs can sponsor fundraising activities and provide volunteers and publicity. | Getting commitment from service club to help in a greenways project can be difficult. |
| Special Events and Fundraisers | These events are designed to raise funds through activities such as benefit dinners, races, tours and related activities. | Special events and fundraisers can be very successful in raising money and creating publicity for greenways. | These activities can require significant time and resources and may not provide a significant return. |

Source: The Conservation Fund, Greenways: A Guide to Planning, Design, and Development, 1993, p. 91-94
McLean County Regional Greenways Plan