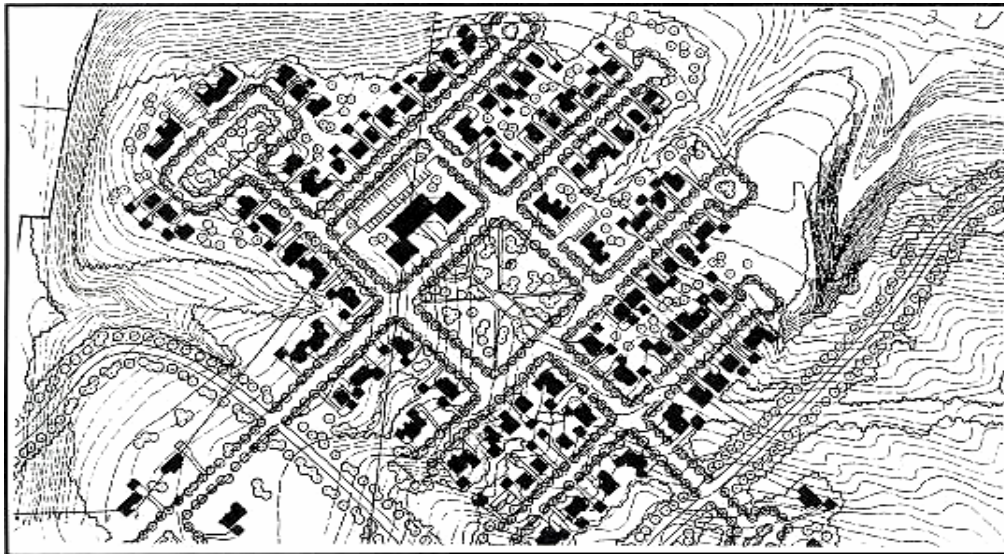




Position on Glen Oak School Siting Decision November 20, 2006

The Heart of Peoria Commission recommends that Glen Oak School be rehabilitated and used as the new K-8 grade school for the Woodruff attendance area. In the event the current Glen Oak School building cannot be reused, we recommend the new grade school be constructed on the current Glen Oak School site. Our view is based on current research and evidence showing multiple benefits when a school is physically centered in a neighborhood as envisioned by the following illustration.



A new or renovated school located at the current Glen Oak School site—when appropriately designed, landscaped, and programmed—has the potential to enhance and stabilize this troubled East Bluff neighborhood, and a stable neighborhood improves the learning environment for the children. Schools centered in neighborhoods promote socialization and healthy living patterns, and we expect to see positive results created by a reconfigured indoor and outdoor space.

The Heart of Peoria Commission's purpose is to advocate and promote the principles of the New Urbanism as stated in the "Charter for the New Urbanism" (attached) and the Heart of Peoria Plan (relevant pages attached). We recommend that the City Council of Peoria make their care of the public space (i.e., streets, alleys, sidewalks, street trees, curbs, and gutters) a top priority and make a commitment to the revitalization of the Wisconsin Commercial Corridor using sound urban design planning and proven economic development methods. We recommend that the Peoria Park Board agree to partner with the City and District 150 to create open park space located within the current school site.

Achieving these goals will require unprecedented cooperation which we feel could occur with sound community leadership. There are ample opportunities for partnerships to make the Glen Oak neighborhood and Glen Oak School successful. Broad-based community involvement, using established best-practice guidelines, will create trust leading to ownership by the various stakeholders. We urge all involved to consider the significance of the Heart of Peoria Plan while making decisions about Peoria's future.



This aerial photograph developed by Tri-County Regional Planning May 2006

- **Red outlined area**- Glen Oak School attendance area.
- **Light blue circles** - are the $\frac{1}{4}$ and $\frac{1}{2}$ mile radius pedestrian sheds around the current Glen Oak School site. Please notice this is the center of the Glen Oak neighborhood and encompasses almost the entire current attendance area- thus requiring minimal busing
- **Yellow circles** - are the $\frac{1}{4}$ and $\frac{1}{2}$ mile pedestrian sheds around the proposed new site (approximate location) in Glen Oak Park. Notice how the circles encompass much of the natural area for the future expanded Glen Oak Zoo and also of the Kingman attendance area. The proposed site leaves the majority of the Glen Oak attendance area beyond the $\frac{1}{4}$ to $\frac{1}{2}$ mile radius which will result in mandatory busing of the majority of children attending Glen Oak School.

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CHARTER OF THE NEW URBANISM

THE CONGRESS FOR THE NEW URBANISM views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one inter-related community-building challenge.

WE STAND for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

WE RECOGNIZE that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

WE ADVOCATE the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

WE REPRESENT a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

WE DEDICATE ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

(Continued on back)

We assert the following principles to guide public policy, development practice, urban planning, and design:

The region: Metropolis, city, and town

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.
2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.
3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural. Farmland and nature are as important to the metropolis as the garden is to the house.
4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.
5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.
6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.
7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.
8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.
9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The neighborhood, the district, and the corridor

10. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.
11. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.
12. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and

the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

13. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.
14. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.
15. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.
16. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.
17. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.
18. A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The block, the street, and the building

19. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.
20. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.
21. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.
22. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.
23. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.
24. Architecture and landscape design should grow from local climate, topography, history, and building practice.
25. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.
26. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.
27. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.

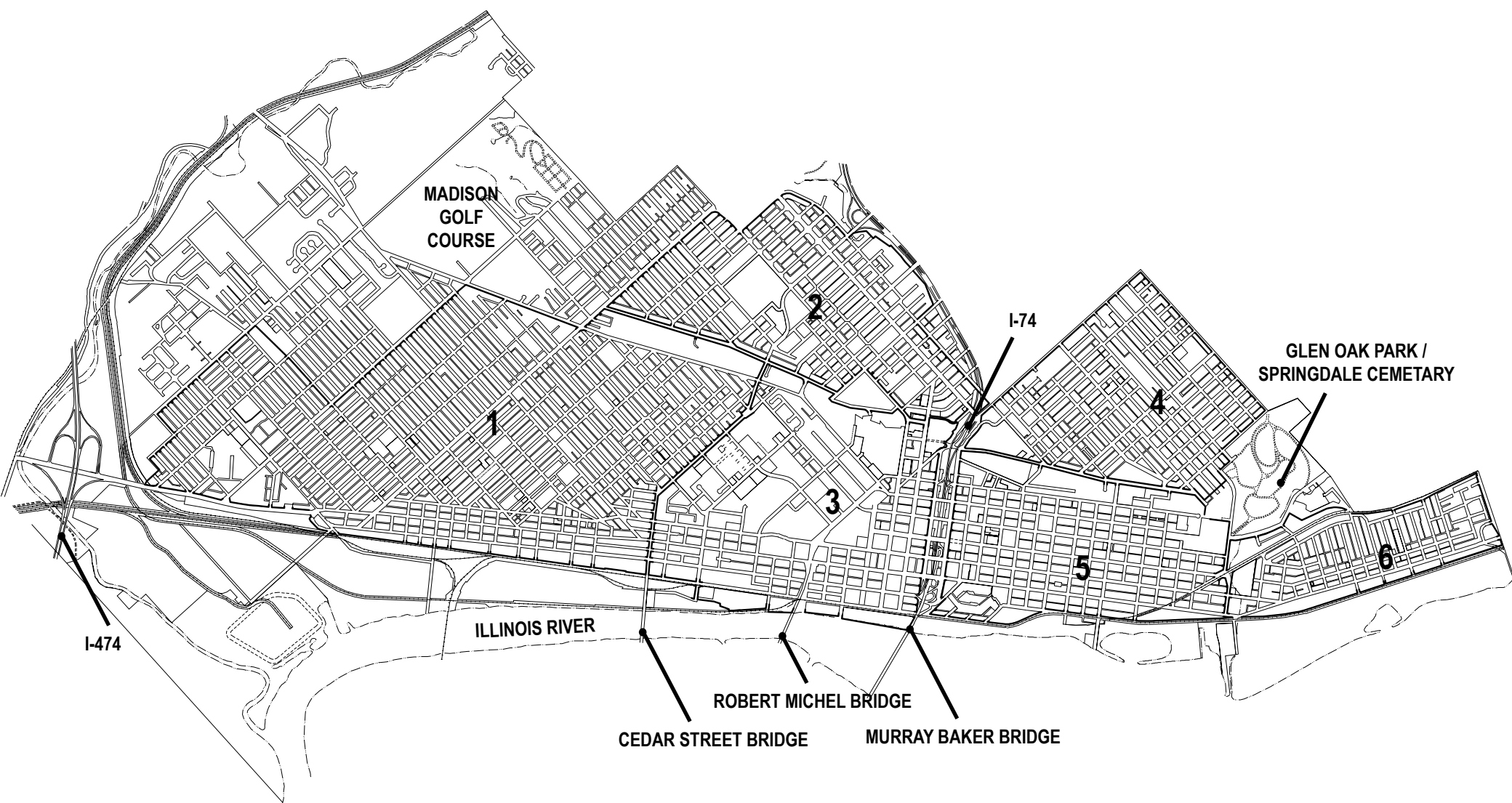
For information: Congress for the New Urbanism; 140 S. Dearborn St., Suite 310, Chicago, IL 60603; 312 551-7300 phone; www.cnu.org

The Neighborhood Structure

Although the study area includes some of Peoria’s most beautiful historic homes, it also includes neighborhoods characterized by the highest concentrations of poverty, the highest concentrations of violent and drug-related crime, and the most persistent problems of absentee landlords and code enforcement. The strategy for these neighborhoods has to be a combination interventions aimed at enhancing the urban quality of these neighborhoods and increasing the value of near-downtown residential property, with a full arsenal of techniques for addressing the social and economic problems of these communities.

The map locates the areas covered by existing neighborhood associations, which are listed at the bottom of the map. The actual areas of jurisdiction claimed by these associations vary in size from whole neighborhoods to portions of a single block, and the purposes of these associations vary similarly in scope from limited neighborhood beautification or historic preservation efforts to more broad ranging interests in neighborhood revitalization. In recent years, the city has made a valiant effort to bring some unity to the neighborhoods, with efforts like the Neighborhood Development Commission.

Although this list represents the neighborhoods for political purposes, it actually bears only slight relationship to the underlying physical geography of Peoria’s neighborhoods. Traditional neighborhoods are defined in terms of something called a pedestrian shed: the distance that people will walk in order to fulfill their daily needs. Historically and by convention, the standard pedestrian shed is ¼ mile in radius, or a five minute walk from center to edge. In some cases, neighborhood centers might draw from a larger pedestrian shed—a circle ½ mile from center to edge. These major centers would be appropriate locations for uses that draw on both vehicular and pedestrian traffic, and which serve more than daily needs (for example, a major grocery store).



NEIGHBORHOOD ASSOCIATIONS. This diagram shows the boundaries of the proposed consolidation of the territories covered by the neighborhood associations into six major neighborhoods, the definition of which is clearly suggested by geography and the structure of the urban fabric. While maintaining the existing associations, recognizing their particular purposes, these more encompassing divisions might counterbalance some of the fragmentation of effort and provide a basis for collaboration between neighborhood associations, as well as a basis for more effective interactions between the neighborhood associations and the City. The major neighborhoods include, but are not limited to, the neighborhood associations listed as follows.

1. SOUTHSIDE:

 - Trewyn Neighborhood Association
 - Southside Pride
 - Logan Park West
 - Common Place Neighborhood Association
 - Olde Towne South Residents Association
2. WEST BLUFF

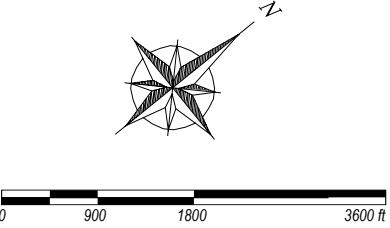
 - Columbia Terrace North
 - Armstrong Ellis Neighborhood Association
 - The Uplands Residential Association
 - University East Neighborhood Association
 - Flora Ellis Association
 - Midtown Bluff Neighborhood Association
2. WEST BLUFF (continued)

 - Randolf-Roanoke Residential Association
 - Moss Bradley
 - Arbor District Neighborhood Association
 - Franklin School Neighborhood Partnership
 - Western Avenue Greenway
 - College District
 - West Bluff Council
 - West Bluff Neighborhood Housing Services
 - High Wine Homeowners Association
3. DOWNTOWN
4. EAST BLUFF

 - East Bluf NHS
 - Kansas Street, 600 Block
 - Hillcrest Place Neighborhood Association
 - United Neighborhoods
 - East Bluff Serenity Neighborhood
 - Glen Oak Park Neighborhood Association
 - Glen Oak Improved Neighborhood Group
5. NORTHSIDE

 - Northside Action Council
 - Olde Towne North Residents Association
 - Northside/Averyville Coalition
6. AVERYVILLE

 - Northside/Averyville Coalition
 - Averyville Improvement Assication
 - Harvard Area Homeowners Association



In order to understand the neighborhood structure of Peoria, the charrette team identified a series of locations in which it is possible to see at least the traces of what were once neighborhood centers. The team began by identifying probable locations on the map, at points where it was possible to see the intersection of major streets. These expectations were then checked by direct field observation and adjusted accordingly. The team rarely found it necessary to adjust the location of neighborhood centers by more than a block or so. Once the centers had been identified, the team then mapped the neighborhood structure in terms of the pedestrian sheds defined around them.

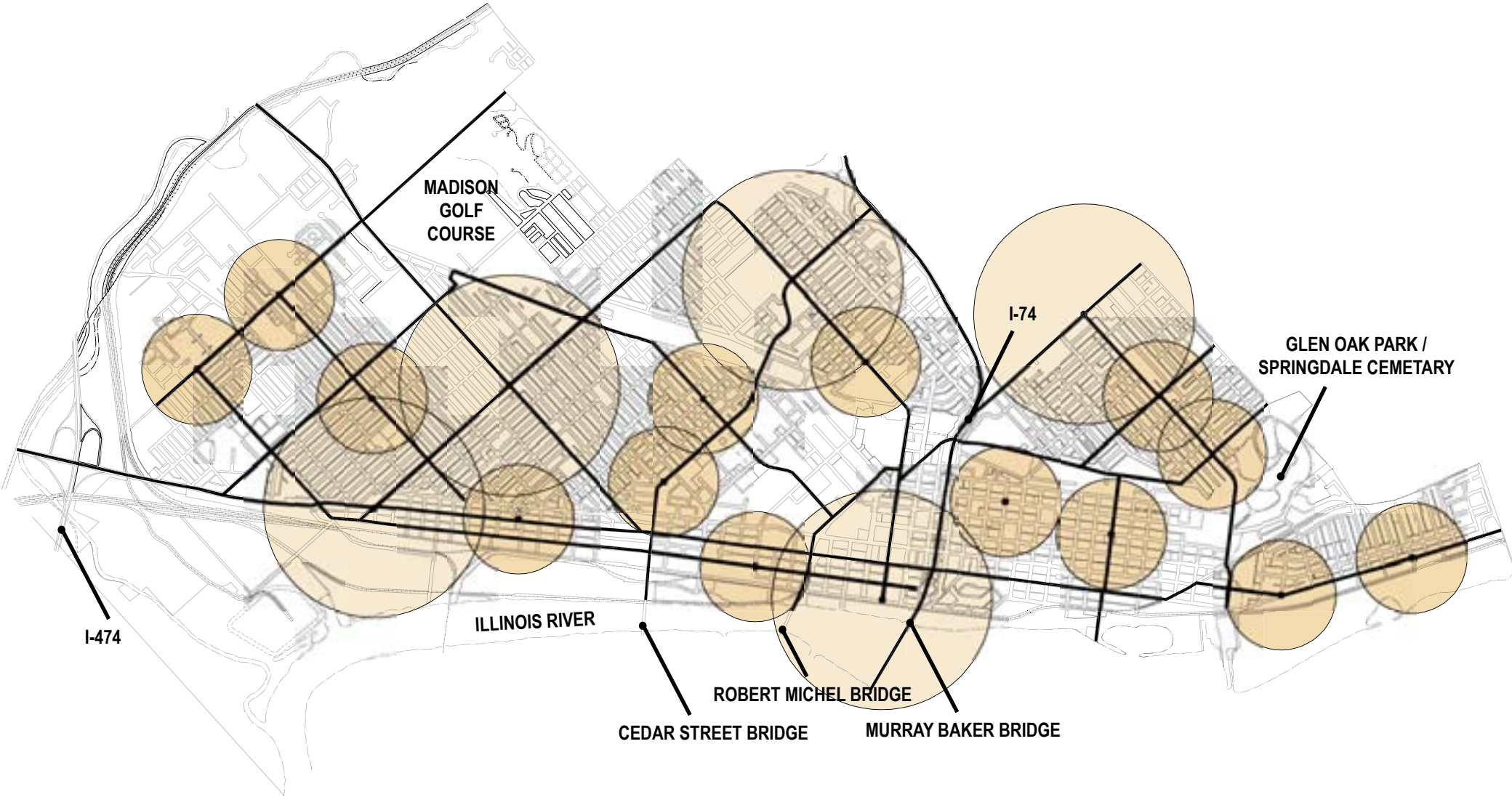


NEIGHBORHOOD CENTERS, EXISTING CONDITIONS. Throughout the older neighborhoods, one can find the traces of what used to be neighborhood centers, in the form of buildings like the ones pictured above, with corner entrances to first-floor commercial space. Many of the commercial uses have disappeared, or in many cases the corners have been converted to more automobile-oriented commercial uses (see below).



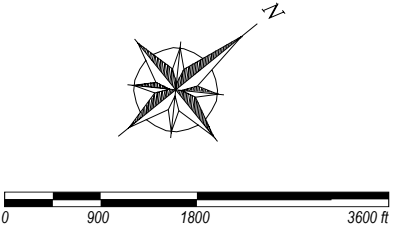
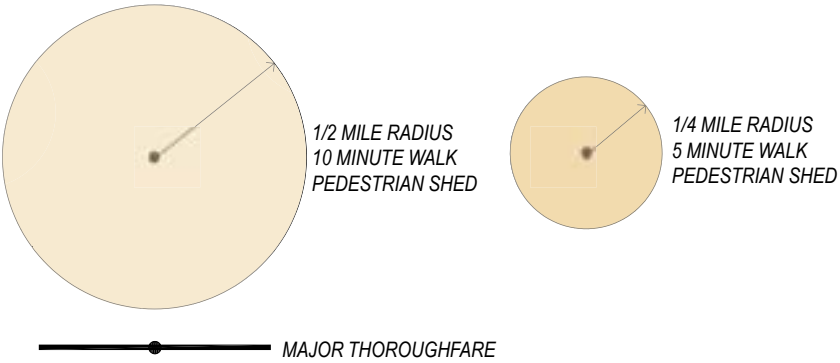
In the map of neighborhood centers, we can see the historic structure of Peoria as an interconnected system of walkable neighborhoods, joined by major corridors. The functioning of this neighborhood structure has been damaged by the decay of the traditional centers, and by allowing a mix of urban and non-urban types of development to occur side-by-side. The restoration of this structure is a key to revitalizing the inner city.

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THE NEIGHBORHOOD STRUCTURE AND THE URBAN FABRIC. Analysis of the existing urban fabric reveals a clear structure of neighborhood centers with their associated pedestrian sheds. Typical pedestrian sheds are defined by a ¼ mile walk from center to edge. Major neighborhood centers are capable of drawing from a ½ mile pedestrian shed. Within each pedestrian shed, the block pattern provides a good basis for walkable neighborhoods. The long sides of the rectangular blocks create increments of residential streets conducive to a sense of neighborhood, while the block dimensions are generally at a scale that makes it easy to walk from block to block or to the neighborhood center. This diagram also emphasizes the network of major and minor streets that provide impressively consistent connections between neighborhoods.

KEY



Schools

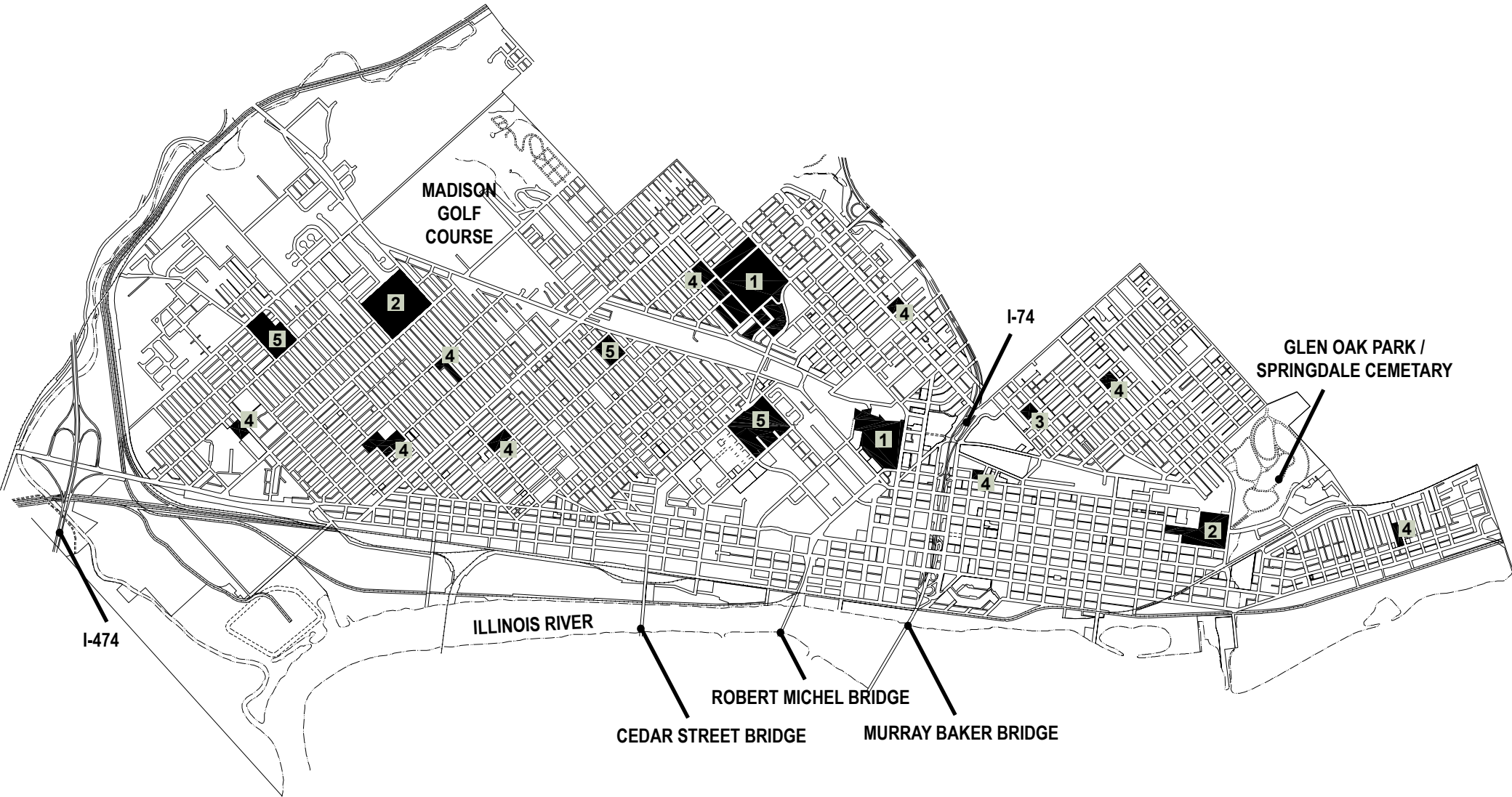
This diagram shows the location of schools, showing that the schools in Peoria’s older neighborhoods are not only older buildings, but also date from a time when schools were given prominent locations in neighborhoods. This legacy of an earlier age is an important asset in these neighborhoods.

One of the most significant factors in making inner city neighborhoods competitive with suburban neighborhoods is the quality of the schools. If the schools are suffering from problems of poor performance, crime, and physical decay, families with a choice will move to another district. The decline of inner city schools is often a central part of the self-reinforcing cycle of neighborhood decay. As problems in the schools encourage families to leave, the lack of population makes it difficult to justify continued investment in those schools and the declining tax base makes such investment difficult anyway.

The school buildings sprinkled throughout the study area were one of the first features noted by the *charrette* team. The buildings are not only beautiful, but well located from the standpoint of maintaining the neighborhood structure of the city. This makes the city’s schools even more important as components of Peoria’s neighborhoods. It was also noticed, however, that many of these buildings had solid panels instead of glass in some of the windows, probably installed as part of an economizing or modernizing program at some point, but giving the impression of a building under siege. (For the plan’s recommendation in this regard, see N-13 below).



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SCHOOLS. One of the most important attributes of the kind of traditional neighborhood structure found in Peoria is the location of schools at the heart of the neighborhoods. In addition to its primary and secondary schools, Peoria has both a university and a medical school campus located within the study area.

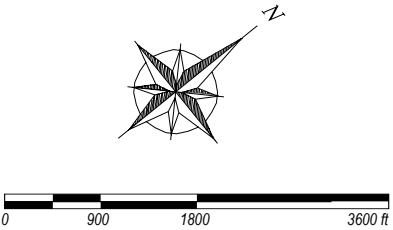
KEY

- 1 UNIVERSITY:**
Bradley University
University of Illinois College of Medicine at Peoria

2 HIGH SCHOOL:
Manual High School
Woodruff High School

3 MIDDLE SCHOOL:
Trewyn Middle School
White Middle School
Blaine-Sumner Middle School
- 4 PRIMARY SCHOOL:**
Harrison Primary School
Garfield Primary School
Tyng Primary School
Whittier Primary School
Irving Primary School
Kingman Primary School
Franklin Primary School
Glen Oak Primary School

5 SPECIALTY SCHOOL:
Roosevelt Magnet School
Valeska Hinton Early Childhood



Parks and Squares

This diagram illustrates the locations of the existing parks and squares. There is a healthy sprinkling of parks and public squares throughout the study area, but this pattern could be more complete - especially in the neighborhoods to the south and the far north. The gaps in the distribution of small neighborhood parks and squares is most evident when one compares this diagram with the diagram of the neighborhood structure.

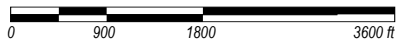
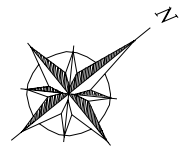
The most striking aspect of this diagram, however, is the fact that Peoria's urban heart is ringed with a nearly complete belt of green. A number of the proposals in this plan are intended to complete this ring, and to provide continuous green corridors connecting the system of parks and public spaces on the urban waterfront to a regional system of greenways. To the north, the plan proposes completion of a green corridor linking existing parks and green space along the southern edge of the city to the heart of the riverfront. This would also provide access to the riverfront for the network of bike trails approaching the city from the north. To the south, the plan proposes reserving riverfront land that is currently taken up with industrial uses for future inclusion in the greenway system (see CR-1 below).



PEORIA'S PARKS. This diagram indicates an almost ideal relationship between the urbanism of Peoria's downtown neighborhoods and a system of parks and natural open spaces. The "proposed additions" indicate a few crucial steps in completing this system. The existing pattern already strongly suggests the relationship between urban and natural areas appropriate to Peoria. Although the downtown and its surrounding neighborhoods have access to the natural features of the landscape in which Peoria sits, their quality as urban areas isn't blurred by confusing parks in urban neighborhoods with preserved natural landscape on the urban edge. Peoria's parks are typically well-designed and well-integrated into their neighborhoods.

KEY

- Existing Parkland: To Be Redeveloped
- Existing Parkland: To Be Maintained
- Proposed Parkland: To Be Acquired



Neighborhood Overview

Over the last decade, Peoria’s neighborhoods have been the focus of a great deal of discussion and effort. At the *charrette*, the design team was presented with an impressive stack of existing plans focused on various neighborhoods, each filled with detailed observations and recommendations. Some of the recommendations have been implemented, whereas others are still awaiting action.

Past and existing plans have focused on a myriad of large and small improvements that are specific to each neighborhood. This plan doesn’t try to replace them but instead proposes an overall strategy, organized around the idea of neighborhood centers, to help focus the work of neighborhood redevelopment and improvement. In addition, the design team has developed a set of proposals intended both to identify specific opportunities and to provide clear examples of the way the principles and goals embodied in this plan can be realized.

In general, the design team found that although the housing stock in the neighborhoods is aging, it is generally sound and attractive. In recent years, the neighborhoods below the bluffs have lost population and have seen a decline in the proportion of owner-occupied houses. In some neighborhoods, especially on the bluffs and on the north side, historic preservation interests have helped to slow and even (in specific cases) reverse the tendencies for these older neighborhoods to lose both population and value. The interventions described in this plan are intended to create a more consistent pattern of redevelopment and reinvestment, while at the same time offering some immediate improvements in the quality of life of the residents.

One crucial problem has to do with the decay of what was once a more orderly mix of building types and uses, from residential to neighborhood-oriented commercial areas, that reflected and reinforced this neighborhood pattern. Over the years, major commercial corridors have either suffered from the competition from suburban shopping centers, or have been degraded by a pattern of increasingly automobile-oriented uses. Some of the older neighborhood centers, with recognizably commercial building types, have lost most or all of their commercial uses. The uses that remain are limited and often not particularly desirable in a healthy neighborhood.

In other areas, problems are created when residential buildings on the edges of active commercial corridors have been haphazardly converted to commercial uses. A key to improving the neighborhoods is recovering the traditional structure by creating a clear order of distinctions between the predominantly residential streets and the areas that support a more varied mix of commercial activity as part of the neighborhood. This is the function of the transect-oriented revision of the zoning code discussed under General Controls.

The changes in the codes proposed in the section on General Controls are an important first step to repairing the overall pattern of neighborhood development. In order to achieve as well as regulate the finely-grained mix of uses necessary to complete a neighborhood, the Regulating Plan identifies corridors and neighborhood centers, and suggests changes in the codes necessary to guide their development.

An important part of maintaining the traditional neighborhoods of Peoria has to do with recognizing, preserving, and, when necessary, reinforcing their historic character. Peoria has a well-written historic preservation ordinance, backed by a well-organized interest and commitment on the part of many neighborhood residents. At the *charrette*, some citizens expressed concern that the ordinance might need to be enforced more strenuously than it currently is, while others were concerned that its stringent application might be an obstacle to needed renovation of older structures. This plan provides some additional ways to think about maintaining and reinforcing the character of neighborhoods, allowing for both preservation of contributing historic structures and compatible redevelopment where necessary.

It is not enough, however, to propose this repair of the physical structure of the neighborhoods. If the reinvigorated neighborhood centers are really to complete the neighborhoods with walkable destinations and access to goods and services related to daily needs, it will be necessary to provide leadership in the form of successful examples of neighborhood centers. Toward that end, this plan proposes two kinds of intervention: First, the plan outlines a “neighborhood center module,” a kit of parts for creating neighborhood centers that can serve effectively as anchors

for the community. This model is described in generic terms. Its implementation will likely require an innovative public/private partnership and creative use of available opportunities with regard to site, tenants, and financing.

Second, the plan includes several examples of neighborhood centers that might be developed in identified locations (for example, the intersection of Western Avenue and Lincoln, and Western Avenue and Adams). It also includes projects that represent examples of the kind of neighborhood development that might take place as part of these neighborhood centers. The reconfiguration of the YWCA housing development is an example of this.

Peoria is lucky to have a structure of neighborhood schools that pre-dates the more recent tendencies toward consolidation and centralization. This plan recommends that this pattern be continued and reinforced, in part by making sure that the physical condition of the schools reflects their importance as a neighborhood asset.

Finally, this section includes a series of proposals that have to do with the management and governance of neighborhoods rather than simply their physical improvement. During the *charrette*, many neighborhood residents made it clear that their most immediate and pressing concerns have to do with the problems of crime and personal safety, problems involving landlords and tenants not taking adequate responsibility for the property they control, problems involving incivility as well as violent crime in their neighborhood, and problems involving trash and traffic. All of these problems can be difficult to address, and in some cases the solutions will have to be very specific to the neighborhood. This plan proposes a few general measures that can be taken: enhanced community policing, tighter regulation of landlords, coordination of neighborhood efforts through a consolidation of neighborhood associations into broader coalitions, and a coordinated system of effective code enforcement.

In general, the proposed interventions might be integrated with the City’s existing Target Neighborhood Program. The key to success lies in establishing a focused and consistent pattern of effort fitted to the specific needs of each neighborhood.

In the City of Peoria’s Affordable Housing Plan, it is noted that there is generally sufficient housing affordable for those who wish to become owners, but a potential gap in the market for rental housing that is affordable by lower income residents. If this is the current situation, the problem could be exacerbated by neighborhood redevelopment of the sort that reduces the stock of relatively low rent housing opportunities. Overall, the proposals outlined in this plan are intended to respond to the challenge of maintaining a balance between the need to attract more affluent households (typically headed by middle-aged and empty-nester householders) in order to sustain the economic vitality of the city’s neighborhoods, while at the same time insuring that patterns of neighborhood redevelopment are also responsive to the needs of those lower income residents, younger households with children, and elderly residents who currently comprise much of the population of these neighborhoods. Much will depend on the way these proposals are implemented in specific neighborhoods.

N-1
Project Name: Neighborhood Centers.

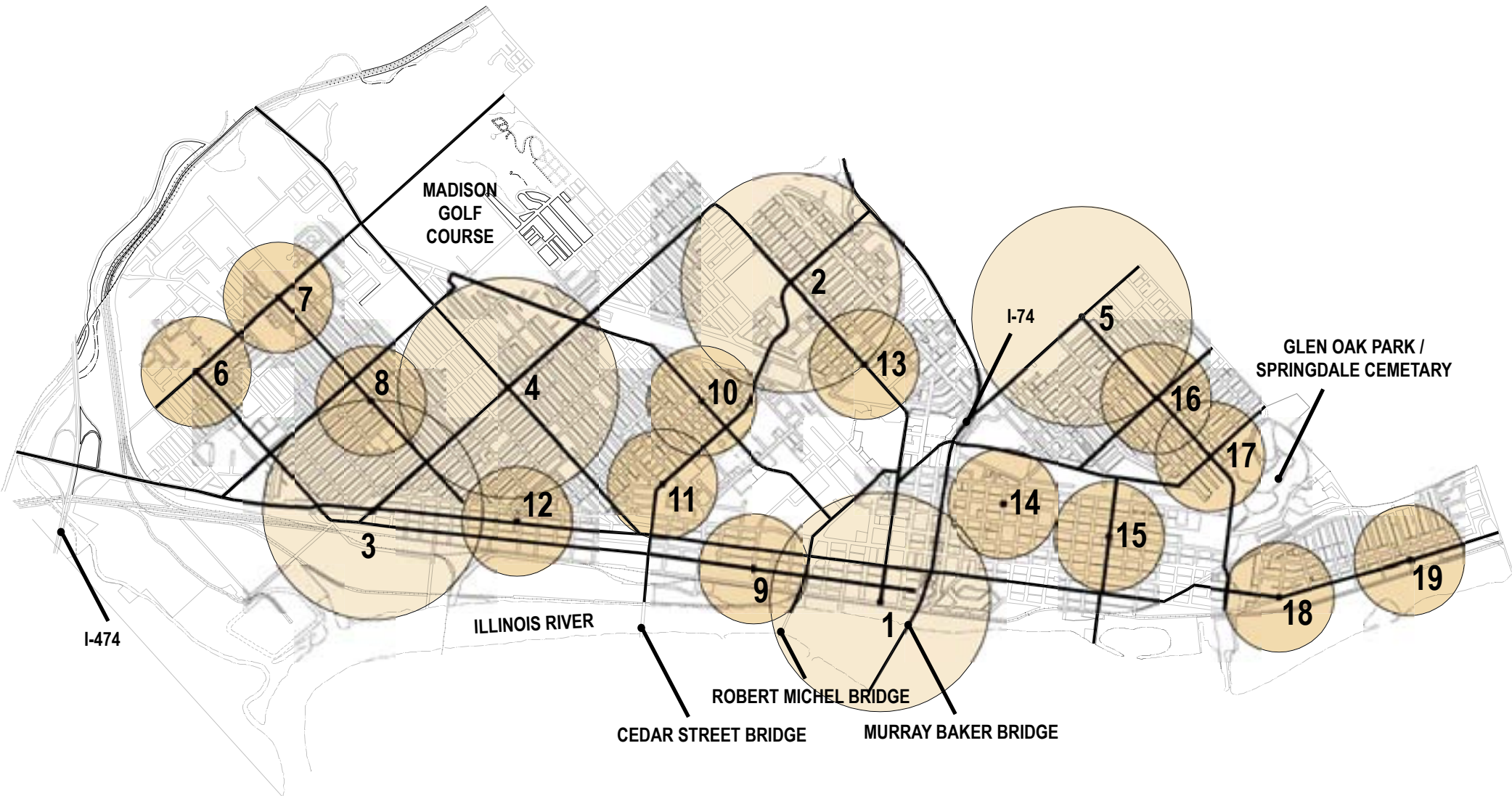
Finding: The historic street grid of Peoria reveals a strong underlying structure of walkable neighborhoods.

Discussion: Although the neighborhood structure of Peoria is still clearly apparent, many neighborhoods have been weakened as a result of the deterioration of what had once been mixed-use neighborhood centers.

Unfortunately, the idea of a “neighborhood center” can be confused by common and often imprecise usage of the word “center.” It is important to understand that a “neighborhood center” is not the same thing as either a “shopping center” or a “community center,” as commonly understood. Shopping centers are a conventional suburban form, but one can generally ask of them: the center of *what*? They are typically not the center of a neighborhood, and are characterized by their orientation almost exclusively to access by automobile. A “community center” is usually a specific facility intended for common use by members of a community. A “neighborhood center” is not a single facility but a central area (commonly defined by an intersection of main streets) in which one finds a mix of uses that support the quality and comfort of life within what is called the “pedestrian shed” (a five or ten minute walk from the edge of the neighborhood to the center).

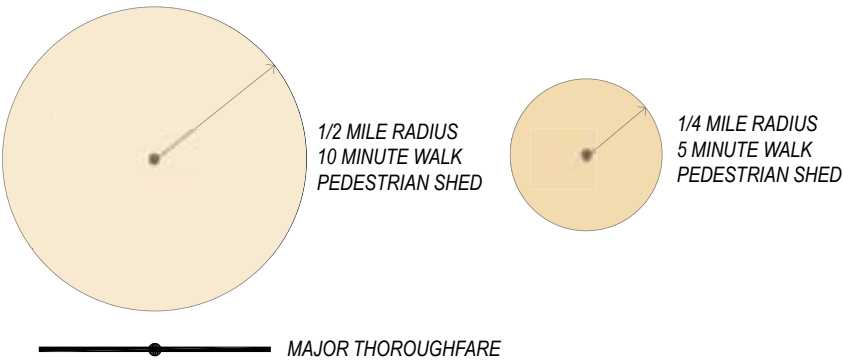
A crucial part of maintaining the walkability and livability of neighborhoods is insuring that each neighborhood is complete, in the sense that it is possible to take care of most of one’s daily needs within the neighborhood. In addition, it is important that each neighborhood have its share of public spaces and “third places” (informal gathering places) where neighbors can encounter each other in their daily round. This is especially important for lower income neighborhoods, where people tend to rely more heavily on the resources immediately available in their neighborhood.

Two tendencies have contributed to the decay of neighborhood-oriented retail and services in the past several decades. First, there has been a general trend toward exclusively automobile-oriented retail, associated with a movement away from the centers of urban neighborhoods and onto arterial roads or to more suburban locations. Second, problems of poverty and crime have helped to make

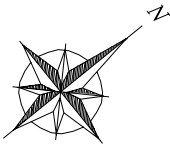


NEIGHBORHOOD CENTERS AND PEDESTRIAN SHEDS. This diagram shows the structure of neighborhoods in terms of five or ten minute walking distance from a neighborhood center. Each neighborhood center was located by analyzing the street map and then confirming by field observations of existing neighborhood commercial locations. With the development of mixed-use neighborhood centers, it becomes possible to acquire one’s daily needs without a car.

KEY



- ADDRESSES:
- | | |
|--------------------------------------|---|
| 1. Riverfront (Water St. & Main St.) | 10. John H. Gwynn Jr. Ave. & Charlton St. |
| 2. University St. & W. Main St. | 11. McArthur Highway & Brotherson St. |
| 3. Adams St. & Western St. | 12. Jefferson St. & Western Ave. |
| 4. Lincoln Ave. & Western Ave. | 13. Sheridan Rd. & W. Main St. |
| 5. Frey St. & Knoxville Ave. | 14. Green St. & Perry Ave. |
| 6. Laramie Ave. & Krause Ave. | 15. Monroe St. & Spring St. |
| 7. Laramie Ave. & Starr St. | 16. Frey St. & Wisconsin St. |
| 8. Starr St. & Arago St. | 17. Frey St. & Prospect Rd. |
| 9. Adams St. & Garden St. | 18. Jefferson St. & Camblin Ave. |
| | 19. Adams St. & Sloan St. |



corner stores and other neighborhood gathering places into liabilities rather than assets for their neighbors—often not only a locally unwanted land use, but a real threat to the safety of the residents.

One of the results of the decline of inner city neighborhoods has been the increasing loss of the public areas (streets, parks, and even playgrounds) to a fear of crime that leaves residents effectively imprisoned in their homes much of the time. In Peoria, residents of many of the neighborhoods encompassed by this plan report that they are afraid even to take their garbage cans to the curb at certain times of the day. Clearly a key component of improving these neighborhoods would be empowering the residents to take back the streets of their neighborhoods as public space. The revival of neighborhood centers would mean expanding services and amenities available to the residents without having to drive out of the neighborhood. Perhaps more importantly, however, it would both require and facilitate enhanced collaboration of residents and law enforcement in policing of the streets of the neighborhood. The re-development of neighborhood centers would imply making it safe for residents to walk to them, and by enhancing the reasons for law-abiding citizens to walk through the neighborhood, would help to reinforce efforts to make the streets safe.

The design team identified likely locations of neighborhood centers on the map, and then confirmed these locations with field observations. Some locations were adjusted based on these observations, but in all cases, the team was able to identify at least the traces of what had once been neighborhood-related commercial activity. Based on these observations, the team developed a map of neighborhood centers and their surrounding “pedestrian sheds.” Some locations are suited for a more intensive mix of uses, capable of serving a broader neighborhood with a greater selection of goods and services. These locations fall at the center of a wider pedestrian shed, defined by a ½ mile radius or a 10 minute walk.

The resulting map identifies specific opportunities for completing and strengthening the neighborhoods.

Recommendations:

- Adjust zoning code to support and encourage development (or re-development) of locations for neighborhood-oriented retail and services, organized at the center of an appropriate pedestrian shed.
- Link redevelopment of neighborhood centers closely with community-based solutions to neighborhood problems and to the enhancement of community policing.