



5

Land Use & Community Form

Future Land Use & Community Form

The purpose of the land use and community form section is to direct the location, type, quantity, and quality of growth and development over the next 20 years. The City wants to ensure that adjacent development is compatible, with a supportive transportation network that encourages multi-modal connections and access throughout the City. This section expands upon the needs of the community and directs the future growth pattern of Spring Valley.

The pinnacle of economic growth, transportation, housing, and community services come together in this section to meet the future conditions stated in the vision. Spring Valley has underutilized land and needs that are not being met. By focusing development that attract more residents, professionals, businesses, stakeholders, and investors to the area, this can begin to change and economically benefit the community. Critical components and questions to ask and answer within land use and community form are:

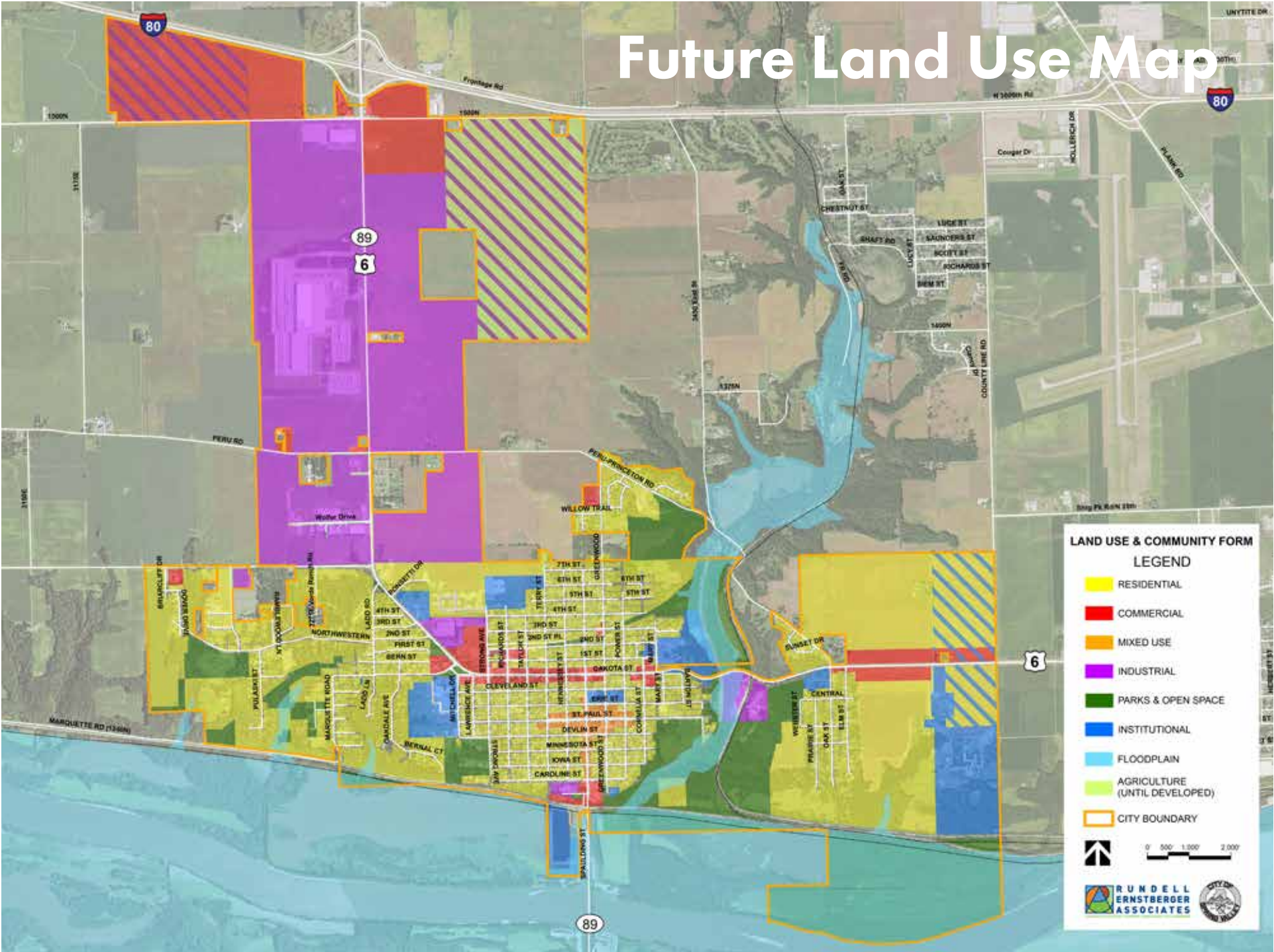
- Is there enough development to meet the demand needs?
- How do we ensure quality development occurs in the future?
- How do we ensure the right type of development occurs in the future?
- Is the new development in the right location?

The following recommendations focus on the future development patterns of the City while addressing design concerns within each specified land use. Additionally, job opportunities and housing options are addressed for people of all ages, income, and skill levels. Ultimately, the goal of this is to ensure quality development that aligns with the existing character and expectation of the quality of development. After all,, quality development acts as a catalyst for more diverse and quality development.

This section is a guide, to be used by elected and appointed officials and property owners, to determine if a project is consistent with the land use map and adds to the overall vision for the community. For key revitalization areas, such as in the downtown, public-private partnerships will likely play the largest role in funding. However, most development will be private investors which Spring Valley must attract to the area. In order to do that, Spring Valley must not only address the land use and community form but also work towards increasing quality of life (see Chapter 8).

Many of these recommendations incorporated into this section and within the plan are long-term, on-going recommendations. Specific development projects will be completed over the 20-year horizon and attracting businesses to locate in Spring Valley should always be the long-term sought-after goal. Smaller infill or rehabilitation projects, policy changes, and additional programming will likely happen in the short-term, however, updates to any documents, ordinances, and policies will be a continuous process that the City should keep up with as needs arise. It is possible to require quality development and still have efficient processes and promote a business-friendly climate.

Future Land Use Map



LAND USE & COMMUNITY FORM LEGEND

- RESIDENTIAL
- COMMERCIAL
- MIXED USE
- INDUSTRIAL
- PARKS & OPEN SPACE
- INSTITUTIONAL
- FLOODPLAIN
- AGRICULTURE (UNTIL DEVELOPED)
- CITY BOUNDARY

0 500 1,000 2,000

Future Land Use Classifications

Residential

The Residential classification is designed primarily for single-family homes, but can accommodate other housing types as desired including townhomes and multifamily, that vary in lot and dwelling sizes. The character of new development may vary from neighborhood to neighborhood, but new developments should include primarily single-family housing within a neighborhood and transition from the existing development patterns in adjacent neighborhoods. New neighborhoods should have walkable and a well-connected street system to connect to surrounding amenities and destinations.



Multifamily residential development should be of high-quality architecture and small-scale development. Duplex housing and limited apartment communities may be included in the residential classification at appropriate locations. New development at these appropriate locations should transition from existing development patterns nearby, including similar design styles to adjacent properties. Parks, schools, religious institutions, and other community facilities may be included in the residential classification at appropriate locations as well.





Commercial

The Commercial area designation is intended for activity centers including office, retail, restaurants, and professional service businesses. These areas have high potential to be employment and tax revenue generators for the community. Neighborhood scaled commercial centers contain a mix of active uses at key intersections that serve surrounding residential concentrations. These centers should be compatible with adjacent neighborhood development and contribute to the character and livability of the community. Commercial use buildings should be defined by building frontage and an activated street, not by parking lots. Parking should be located to the side or rear of buildings. Neighborhood commercial centers should be pedestrian friendly places with high-quality architecture, plazas, outdoor dining, sidewalks, and other pedestrian and bicycle amenities that create active, connected gathering spaces.

Regional commercial districts can include higher intensity retail and office developments that attract users from a wider area. These areas should be located near the I-80 interchange and along major thoroughfares that can handle the higher traffic volumes that may be generated. New developments should have integrated designs with coordinated accesses, amenities, and cohesive architecture that fits within the context of the larger corridor. Buildings should be designed so that they frame the street network. Internal drives should resemble streets rather than parking lot drive aisles. Large expanses of surface parking, particularly between the building front and street, should be avoided. Landscape plantings should be used to create more attractive developments and buffer adjacent residential areas. A coordinated pedestrian system should be provided throughout the commercial area, connecting uses on the site and between the site and adjacent properties.

Future Land Use Classifications

Mixed Use

Mixed Use areas are designed for the combination of high-activity uses within a connected and walkable block layout. These areas may be characterized by individual buildings that contain a mixture of uses or by single use buildings with contain different uses in close proximity to each other. Appropriate uses include restaurants, small-scale retail and professional services, offices, multifamily apartments or condominium, townhomes, and recreational amenities. Building height typically ranges from two to four stories, with active commercial uses on the first floor and office or residential on the upper floors.

Mixed use centers should have coordinated development patterns at a pedestrian scale, with high-quality architecture, plazas, sidewalks, and pedestrian and bicycle amenities to activate the street and connect with nearby residential neighborhoods. Building setback in a mixed use center should be minimal. All buildings should have entry oriented to the primary street. First floor non-residential uses should include large windows to allow views into and out of the space to better activate the adjacent streetscape.





Industrial

The Industrial use classification provides locations for manufacturing, warehousing, office, and research and development uses, with some supporting local commercial businesses. Although these uses may produce some adverse impacts to the community in terms of traffic or aesthetics, they are incredibly important to the employment and economic base of the City. Industrial building types may include both large footprint users with multi-story buildings on large parcels or groups of smaller structures in a business park setting. Some of these uses involve extensive exterior storage or movement of goods and require measures to control adverse environmental and visual impacts. When conflicts occur, buffering and landscaping should be used to minimize these impacts.

Industrial areas may include limited commercial support uses, but these should be as a secondary element that follows the industrial or office development. These areas should be located along rail and roadway corridors with the capacity to handle the necessary volumes of truck traffic and be built out in a planned manner as to maximize investments in public infrastructure systems.

The industrial areas identified to the north near the interchange is envisioned to have a different character to the rest of the industrial areas bordering SR 89/Route 6. This will be further outlined within the goals and objectives section.

Future Land Use Classifications

Institutional

Institutional uses include schools, libraries, museums, religious institutions, and government facilities. These uses may vary in scale and impact to the transportation system. Larger facilities should be located along thoroughfares with capacity to handle and increase in traffic flow. Often times institutional uses will be located within a residential classification due to a central location to allow residents to access the facility more easily.

Parks & Open Space

The Parks & Open Space classification is established to protect recreational areas, public parks, and general open space. Uses in this classification may include passive open spaces, ball fields, play equipment, golf courses, conservation areas, and environmentally sensitive land. Public parks and open space further increase the overall quality of life for residents. Recreation areas and parks should be used as a break from urban development and link to one another through bicycle and pedestrian facilities.



Hall High School



Park and open space within a community



Kirby Park in Spring Valley



Floodplain

The floodplain (and floodway) are not specifically a recommended future land use, but have been identified on the Future Land Use map to help inform planning decisions regarding responsible development. The floodway includes the Illinois River to the south and Spring Creek to the east. The floodplain, which is shown on the map, is a flood hazard area which means that land is the most susceptible to flooding. There is a one percent chance of that area being equaled or exceeded in any given year, also known as the base flood or 100-year flood. Future development should not

be permitted within the floodway and floodplain; however, these areas may be protected and incorporated into open space on a development site. Existing structures within the floodway and floodplain present a danger to those property owners as well as those downstream. Any existing structure within flood hazard areas should be physically moved, raised, or demolished as funding becomes available.



Flooding at the Spring Valley Boat Club along the Illinois River



Trail next to a creek

Recommendations

Housing & Neighborhoods

The bulk of Spring Valley's land is devoted to housing, and specifically single family residential. Spring Valley has many different neighborhoods that have developed with specific types of residential character within the core over the many decades. The core of the residential areas could be defined as 7th Street to the north and Caroline Street to the south, Mitchell Drive to the west, and Barton Street to the east. These areas are traditional neighborhood lots which are set on a standard street grid system, and in most cases with long narrow lots. There typically is a standard front setback on blocks and a front yard with a sidewalk in most cases. The lots in the core of the community are older in nature, more obsolete with many only having two bedrooms and one bathroom. Outside this core, the residential pattern changes which is mostly due to the natural environment the location of heavy vegetation, floodplain, street or railroad tracks, or river and stream. These lots may be larger in size, may have a smaller grouping of lots together, and incorporate these natural features. These homes are typically newer and are more modern, meeting the needs of today's families.

Infill Development & Rehabilitation

The housing in core is predominately stable condition. Houses are generally well maintained. In many areas, there is at least a sidewalk on one side of the street and vacancy is still relatively low throughout the core but there are certain streets that have higher vacancy. There are a few pockets that could use additional attention regarding home maintenance and sidewalk repair. The City should work with property owners and local neighborhood advocates to strengthen and beautify these existing neighborhoods. One way the City can do this is by promoting and incentivizing infill on vacant lots and rehabilitation of outdated or unkept housing stock. Infill activity presents an opportunity to improve existing neighborhoods while creating housing for new residents. It is important that infill development reflects the context and scale of the existing neighborhood. This does not mean replicating adjacent structures is required, but new development should be compatible with the scale, style, materials, etc. Residential infill development should not be considered the only solution. This is because it can be challenging at times because of the scattered nature and potentially low number of lots, outdated infrastructure, or increased construction costs. Additionally, on average, home



Lot sizes are smaller and setbacks are reduced for much of the housing near downtown



Newer housing development in Spring Valley has larger lots and increase setbacks

sizes have increased significantly, since many of these houses were first built. These older houses are not in line with current market preferences, and the smaller narrower lots may not fit a larger ranch configuration while also meeting all the development standards present in the zoning ordinance. This may require a change to some of the zoning standards to allow two story houses and reduced setbacks to fit a slightly larger scale house, that still represents the character of the surrounding houses.

Another challenge is that home buyers who may be willing to take on a significant rehabilitation project cannot navigate the more complex lending requirements for the necessary loans. This makes rehabilitation difficult in some areas and occasionally demolition and new construction of some properties maybe more cost-effective in the long run. This maybe an opportunity for a partnership with a foundation or a bank for low-interest loans for rehabilitation, lot assemblage, or demolition.

New Construction

Any new construction of neighborhoods should be developed with the intention to create connectivity to other neighborhoods and community destinations and amenities. Sidewalks should be required on both sides of the street as well as allowing enough space for bicyclists and vehicles. Sidewalks and access to trails contributes to the quality of life (Chapter 8) that people desire when they move into a community. It allows a community to begin shifting from a primarily vehicular-centric community to a multi-modal community which encourages connectivity and healthy living. Multi-modal communities increase safety when walking or biking to any area of the community including the downtown, parks, and schools. Safety for pedestrians and bicyclists was one of the top issues identified during the public input of the comprehensive planning process.



Infill development should be compatible with the surrounding context of the land; revisions to the existing ordinance might be necessary to allow specific development patterns to occur

Recommendations

Affordable Housing

Development of affordable housing is an important factor to consider in any community. Housing prices across the country have continued to increase due to the increase in the cost of materials to build a house and the increase in the cost of land prices. While Spring Valley has an abundance of land, their taxes are higher than surrounding jurisdictions, which impacts the cost of living, including the cost of housing. Spring Valley has an abundance of single-family housing, and some multi-family housing in the form of apartments. Most people think of apartments when thinking of affordable housing.

However, there is a segment of housing that is missing from many communities, including Spring Valley. Additional housing options such as duplexes, townhomes, and small scaled apartments could diversify the housing options within Spring Valley, providing products that are not found in other nearby communities, which would make Spring Valley more attractive in this sense. With additional housing options, the goal is to attract a wider audience of prospective residents of all ages. In the land uses areas identified for residential, mixed-use development also allows for residential uses, which is further expanded on in Chapter 7, but provides

additional housing in an area where people might want to relocate and live. Additionally, any developments that provide a mix of housing with a mix of income are going to be far more successful than those subdivisions that are the traditional residential subdivision.





Landlords, Tenants & Rental Registration

During this process, the renting of single-family dwelling units was identified as an issue. The perception was that rental properties were not as well maintained since the owner did not live in the house and therefore led to a destabilization effect along a street or in a neighborhood. Spring Valley's owner occupied (63.6%, U.S. Census Bureau, American Community Survey, 2017) housing versus renter occupied (26.8%, U.S. Census Bureau, American Community Survey, 2017) housing percentage is relatively consistent with Midwest. Most Midwestern communities have between 70

to 80% owner occupied housing and 20% to 30% renter occupied housing. Renting is generally a transition period for many people of all ages, whether someone is just starting to live on their own, or looking for a house to buy because they just moved into a community and are trying to find a permanent house, or an elderly person has decided they don't want to take care of a house and let it go anymore.

A solution to encourage maintenance and enforcement is a Renter's Registration Program. It would require that all landlords within Spring Valley register their property with the City, along with additional contact information, and proof of property inspection. They would also be required to submit the information of any tenant(s) who would be living in that property, along with their contact information as well. This program should cover all rental properties including single-family houses, multifamily houses, townhomes, apartment units, etc. Registration of that property should be completed every two years to ensure that the property is up to code and safe to live in. Enforcement of these properties should be easier for the City to maintain based on having landlord, tenant, and inspection information at all times. If not done properly, action should be taken by the City.



Heather Apartments provides residents with the option to rent instead of invest and buy



Rental housing can be more than just traditional apartments; townhomes and duplexes are additional options

Recommendations

IL-89 / US 6 corridor

The IL-89 corridor, between the interchange area and IL-29, will be a key employment district for the City. This is the only area in the City large enough and with the appropriate infrastructure to accommodate large scale, job-creating uses. This area is already home to the Walmart Distribution Center which employs nearly 800 people, Marmon Keystone, and Wolfer Industrial Park. There are still many available sites for development, but most will require subdivision of land and additional transportation or utility infrastructure. While this corridor is under the control of IDOT, the City should work with the State to ensure future driveway cuts are limited and access is managed along this corridor, to ensure traffic flow to the interstate. Additionally, land has also been identified to the east of IL-89 and South of 1500 North to be developed as future commercial and industrial use after the land along the interchange and IL-89 has completely built out.

The industrial land use will primarily be used for larger-scale development, with more intense uses. Light industrial manufacturing, warehouses and office space has the most potential to be located in this area. It is important that the City set standards for development, and work with IDOT to address access management to these future sites. Curb cuts should be limited so as to not impact the flow of traffic. With additional development in this area, more jobs will be created and truck traffic along IL-89 will also increase. Expanding the transportation network to create frontage roads, and cross-access between developments will be vital.

IL-89 is one of the gateways to Spring Valley; driving down an industrial lined road may not be the most visually appealing. Encouraging landscaping treatments along IL-89 to buffer the line of site from large expansive warehouses, loading docks, and parking lots is one way of increasing the overall aesthetic of the road. The City should also encourage design of these warehouses

and industrial buildings to locate their loading bays and parking lots away from the direct sightline from the road. Locating these bays in the back or side of the building or providing some type of screening, fence, or buffer can create a more attractive aesthetic. Additionally, if offices were necessary, they could be located in the front of a building and better architectural design could be used for the front which could include window treatments, door treatments, window transparency, wall undulation, various types of materials, etc. from the rest of the building.



Ronken Industries Inc. at Wolfer Industrial Park



Marmon Keystone along IL-89 near the interchange

Interchange Area

The I-80 Interchange is the front door to Spring Valley. This will be the first area that many visitors to the community see before arriving in the downtown or other areas of the City. Currently, the interchange area is relatively undeveloped. The City has a unique advantage compared to other communities along the I-80 corridor to manage the interchange image and the types of land uses nearby. A Dollar General was recently built and opened on a small lot on the southeast corner of the interchange, but a vast amount of undeveloped land still exists. The City should focus on locating commercial uses adjacent



Existing conditions at the interchange in Spring Valley



Highway commercial development often includes fast food restaurants and convenience retail businesses.

to the interchange where visibility is the highest. Differing retail, restaurant, and hospitality uses should be targeted to avoid replication of other nearby interchanges, thereby reducing competition, and ensuring a longer duration of the business. Signage, lighting, and landscape plantings should be managed, and site design and access control considered when development occurs. This area should promote a higher quality image than other areas of the City. Additionally, signage and other gateway features are needed to direct visitors to Spring Valley's downtown and other attractions. The areas just east or west of the immediate interchange, still north of 1500 North, could be a combination of industrial or commercial uses, but should be oriented more towards job creation rather than retail or service businesses.

Recommendations

Dakota Street Corridor

Dakota Street continues as the main corridor taking visitors into the core of the City on a state managed roadway. This corridor is transitional in use, containing a variety of different businesses and homes as you travel from one end to the other. While the southwest side of the corridor between Ladd Road and West Dakota Street is predominately residential, the land on the northeast side of Dakota Street is in transition and provides a key opportunity for redevelopment. Since many residents must leave the community for shopping needs, the site on the northwest corner of Strong Avenue and Dakota Street, provides an opportunity for something like a larger grocery store or other retail anchor. Because of the varied use and character of the corridor, the City needs to be mindful of preserving the remaining residential character, filling in missing sidewalks, limiting the teardowns of housing for development of businesses, and focusing any new business conversions to key nodes at Strong Avenue, Spalding Street, Greenwood Street, Cornelia and Mary Street. No businesses should have driveway access directly onto Dakota Street, unless it already exists, and signage should be limited to protect residential values.



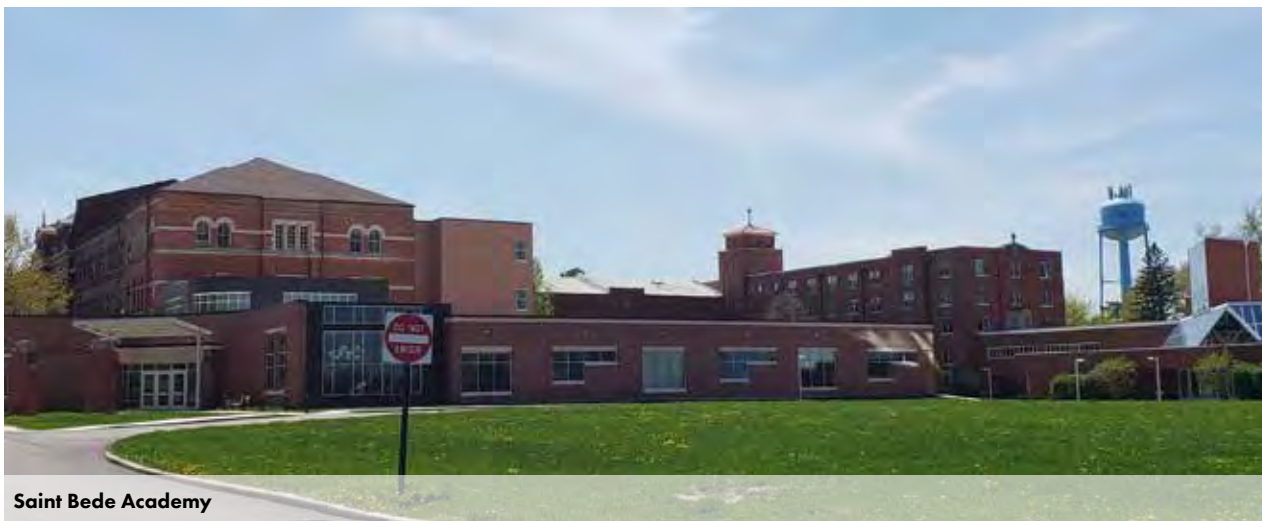
Dakota Street



Entrance to Spring Valley along SR6/Dakota Street



Existing businesses along Route 6



Saint Bede Academy

6/30 Saint Bede Academy Area
Saint Bede Academy and the area surrounding it is primarily undeveloped. Future expansion recommendations encourage more residential, expansion of institutional, and commercial development along Route 6. The area around St. Bede Academy is anticipated to remain institution for the foreseeable future. The future land use map shows that the area directly north of Saint Bede Academy could be used for possible expansion of the academy or the potential relocation of St. Margaret's hospital. This area would offer the City a strong anchor on the east side of the City on SR 6 if the hospital relocates to this area. This area is a key gateway into the City, is a prime location between the City of Spring Valley and Peru, and some infrastructure is available to support this future development. Additionally, there is a significant amount of land surrounding the Academy and this potential hospital site where future residential development could be considered that would be compatible and consistent with the growth of Spring Valley. If the hospital locates here and as residential

Recommendations

growth develops, a smaller commercial node to support the workers and visitors to the hospital as well as the residents would be appropriate. This could include a coffee shop, sandwich shop, small grocery or quick mart, gas station, etc.

Transportation facilities and utilities will need to be expanded to allow for more growth north of Saint Bede Academy and Route 6. Water and sewer capacity can accommodate for this growth after the recent expansion of the sewage treatment facility was finished in 2017. The water treatment facility also has ample room to accommodate for

additional development and water usage. Similar design principles should apply in along SR6 as the interchange and along IL-89. Access management should be addressed consciously as commercial development builds out. Neighborhood entrances should be at least 150 feet apart; and neighborhood entrances and any curb cuts to commercial development should not prohibit the flow of traffic and general rule of thumb is between 100 to 150 feet of distance between curb cuts and intersections. As commercial develops, the City should require businesses have shared parking to reduce curb cuts, the amount of access points,

and the amount of pavement. In general, many commercial developments have too much parking as it is, and as technology changes, the for flexibility in development standards will become greater. Signage should be kept at an appropriate scale for businesses. Since Route 6 is a direct entrance into Spring Valley, a welcome sign that is larger and made of higher quality should be incorporated in this area.



A small commercial node along SR6 could include a coffee shop, sandwich shop, or quick mart

S. Spalding Street & the Riverfront

South Spalding Street and along the riverfront of the Illinois River needs more attention. South Spalding Street is a major gateway for the community, so additional landscaping, signage, and maintenance should be addressed. A gateway monument, piece of art that represents the City, or welcome sign should be designed for this area since the bridge takes the user directly through the downtown. Additionally attention should be given to the permitted commercial uses at this intersection as this is one of the first impressions visitors will see. Development must be kept outside of the

floodway and only limited recreational uses should be within the floodway. Uses that work best in the floodway are things that require low maintenance and will not be damaged by continuous flooding; uses like parks and open space are ideal. If any development like housing, office, commercial, industrial, and institutional development is located in the floodplain, the City should work with the property owner to relocate the development where it will not be affected. Water damage to buildings is an expensive cost for property owners to maintain. Ensuring that development happens appropriately near the river front and is developed

in order to accommodate flooding hazards should be required.

The riverfront is planned to house a 15-mile trail extension from Peru to Bureau Junction. This would be the extension of the I & M Canal Extension and provide new opportunities for the City to attract more residents and people, as well as connect people from one community to the next through a larger greenway. This could be used as an amenity to promote a healthy, active lifestyle and provide an amenity that is not currently offered. This trail opportunity is very expensive and would be a long-term effort to implement and collect funding for. However, the City could begin to examine possible connection paths to the trail from the downtown, neighborhoods, and Coal Miner's Park. Additionally, this comprehensive plan would provide the support and basis for the City to acquire funding to help design and construction a portion of this regional trail connection.



S Spalding Street looking south over Veterans Memorial Bridge

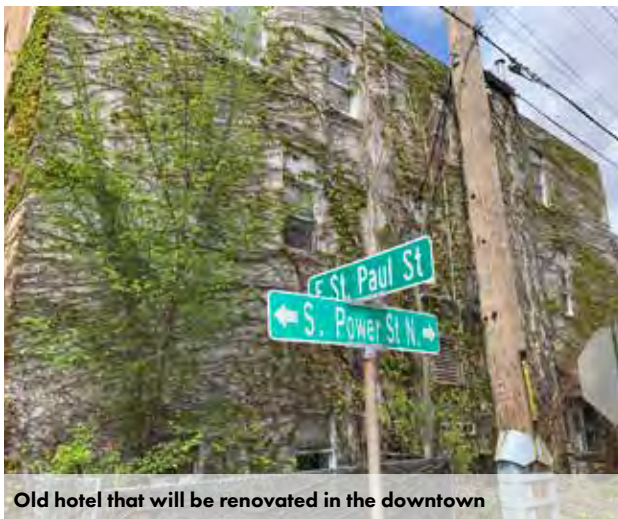


Barto Boat Landing

Recommendations

Downtown

Due to the importance of the downtown to Spring Valley, downtown recommendations are located in a separate chapter. Please see Chapter 7 for information regarding development types and strategies.



Old hotel that will be renovated in the downtown



Existing conditions in downtown Spring Valley



Immaculate Conception Catholic Church across from the library and police station



John F. Kennedy Elementary School

Institutional Anchors

Institutional anchors are a large defining factor for why people might move into a specific community. Spring Valley is a family-oriented community, and throughout the process many comments were made about people moving back to their hometown to start a family. For families who are not from the area and are looking to move, schools play a very large role in this decision. Having a good school system, and additional institutions such as Saint Margaret's Hospital, and St Bede Academy, increases the quality of life and allows Spring Valley to attract new families.

John F. Kennedy Elementary School

John F. Kennedy Elementary School is a diverse school which strives to ensure underprivileged students receive a good education. Though the largest percentage of students attending this school are White (61%), the next leading demographic is Hispanic and make up 32% of the student body. About 66% of the families who send their children to this school are low-income, making education here of major importance for the community. The elementary school has classes for all students in pre-school through 8th grade. Students, starting in kindergarten, can participate in sports. Once

Recommendations

students reach junior high (6th grade) the sports become more competitive. Extracurricular activities include basketball, volleyball, track, Scholastic Bowl, band, choir, and speech competition.

The elementary school has grown since a school was first established in Spring Valley back in 1886. Starting as Murray School, the building was located in the northeast corner of what is now Mount Olivet Cemetery and was a one-room schoolhouse taught by one teacher. It closed in 1886 and students moved to Lincoln School which finished construction in 1888. There were eight classrooms and it was located north of Coal Miner's Park, at Mary and East Erie Streets. The building was later demolished in 1935 and a new school, still called Lincoln School, was finished in 1936. An expansion that included a gymnasium and additional classrooms was completed in 1956. Eventually, John F. Kennedy School was built in 1966 and saw additions in 1968 and 1970. The school has 30 classrooms, a computer lab, gym, music room, and media center for students to use. The school added an additional expansion in 2014 which created 29 more classrooms, an art room, computer lab, library, choir room, a second gym, and a multi-purpose room. Extensive renovations to the original building began in 2019 and will last through 2021.

Hall High School

Hall High School is a newly constructed building that was completed in late August 2015. The new school replaced the existing high school which was a 100-year-old facility that no longer served the needs of the community and students. The high school is three stories and includes a main academic building, athletic complex, and performing arts center. Science, technology, engineering, and mathematic (STEM) classrooms, a resource center, and administrative offices are located in the academic buildings. Two gymnasiums, a weight training and fitness room,

locker rooms, and a concession stand make up the athletic complex. The arts center has a stage with a sound and recording systems, art and food labs, kiln room, and a set design area. Construction was thought out to help allow students to get a well-rounded education and encourage creativity. Arts and athletics are important for schools to incorporate and allow students the freedom to express themselves, try new things, and get involved.



Hall High School

Saint Bede Academy

Saint Bede Academy is a Catholic high school that works to prepare students for college and life. As a college preparatory school, they aim to help students continue their education by preparing them for post-secondary education. St. Bede is a very small school with about 300 students. Nearly every student in the senior classes intends on continuing their education, and 98% of students participate in extracurricular activities. It was founded in 1890 by a group of Benedictine Monks and started as an all-boys school and offered boarding services to students. It became co-ed in 1973



Saint Bede Academy

but boarding was still only available to males; the boarding school closed in 1981. Boarding option are available for students today, males and females are kept in separate living quarters and are supervised at all times. Each house has eight student bedrooms with furnishings, Wi-Fi, a communal kitchen, living room, laundry, and bathroom facilities. Extracurricular activities are offered, and students are encouraged to participate. Students also are involved in the Spring Valley community and encourage to spend time volunteering.

Saint Margaret's Hospital

Saint Margaret's Hospital is the second highest employer in the City behind the Wal-Mart distribution center. They employ roughly 650 people. The hospital was founded in 1903 by seven sisters from the Sisters of Mary of the Presentation from France. Due to Spring Valley's history of being a coal mining town, laws that protected miners were few and accidents and deaths were much higher, so it was determined that for the best interest of them, residents, and others in neighboring communities, that a hospital should be created. The original hospital was a two-story frame house that was donated by Reverend John Power, had five beds, and one private room. Over time, the facility grew and received a new building that has 69 beds and acts as the community care center.



Saint Margaret's Hospital

Recommendations

Parks

Parks create a sense of place within a community. They are vitally important to the mental and physical health of residents and allow an escape from everyday life. Parks are attractive for young families, especially if there are additional amenities provided such as picnic tables, trails, and benches. Spring Valley has a few parks including Coal Miner's Park and the Mini Park in the downtown. Additional expansion across the community such as trails (see Chapter 6 Transportation and Utilities for more recommendations on connectivity within Spring Valley) and within the parks and open space will attract more people to the area. Young families want direct or close and safe access to a park. As the City looks at housing incentive programs, identifying areas of investment adjacent or near trails, parks, and school would have a greater impact on attracting young families to the area. Parks play a large role in creating quality of life for residents. The importance of parks and open space is further outlined in the Quality of Life section, Chapter 8, with additional recommendations and development strategies.





Gateways

Gateways are the first points that a visitor or resident first enters into a City. Many communities do not have anything marking the entrance. Several communities have elaborate displays. The key is to find something that represents Spring Valley. This could be anything from a welcome sign, to a piece of art that represents the history of Spring Valley, to a building or development, to a landscaped area. Either way, Spring Valley needs something at each entryway into the community. Spring Valley has

four gateways including IL-89/Route 6 and IL-89/Spalding Street heading north/south and Route 6 and IL-29 heading east/west.

Several of these gateways could have some type of placemaking aesthetic such as a sign. The sign should be large, made of high-quality materials, lighted, and well-landscaped. This is one way of implementing placemaking strategies into the community, and these welcome signs signify pride in a community. Scale of these signs should be determined by location and surround context. Near the I-80 interchange, a larger sign would be more appropriate than along Spalding Street near the bridge. When creating signage, including wayfinding signage, scale needs to be appropriate and not overwhelming. Signage in this case should be somewhat consistent in design and color, not dimension. Wayfinding signage should be consistent in size across the community. The overall goal of signage is to help people navigate the community and know where they are. Since signage is a large part of placemaking, wayfinding signage should direct people to parks, schools, and other larger community amenities like government buildings and the downtown.



Spring Valley Gateway Sign



Brothers

Valley
BANK & TRUST

NOW HIRING
Apply Online

30



6

Transportation & Utilities

Transportation & Utilities

The goal of the transportation and utilities section of the plan is to address concerns brought up by the public in multiple public engagement opportunities while also identifying improvements needed to support desired growth and development. The City has a well-defined vehicular transportation network that adequately serves existing development. Few new routes or connections were identified during the engagement process and no major intersection modifications were specifically called out. Overall best practices, connectivity improvements, and maintenance of existing facilities will be addressed in this section.

In general, a community's transportation and utility networks play a central role in supporting and maintaining economic success and quality of life. As a part of the planning process, the transportation network has been viewed as a key component to the ongoing success of the City of Spring Valley. As such, the transportation system should be balanced to provide for all means of travel cooperatively and in a manner that serves the needs of all users. The transportation recommendations on the following pages seek to create a more balanced transportation system and effectively allocate the

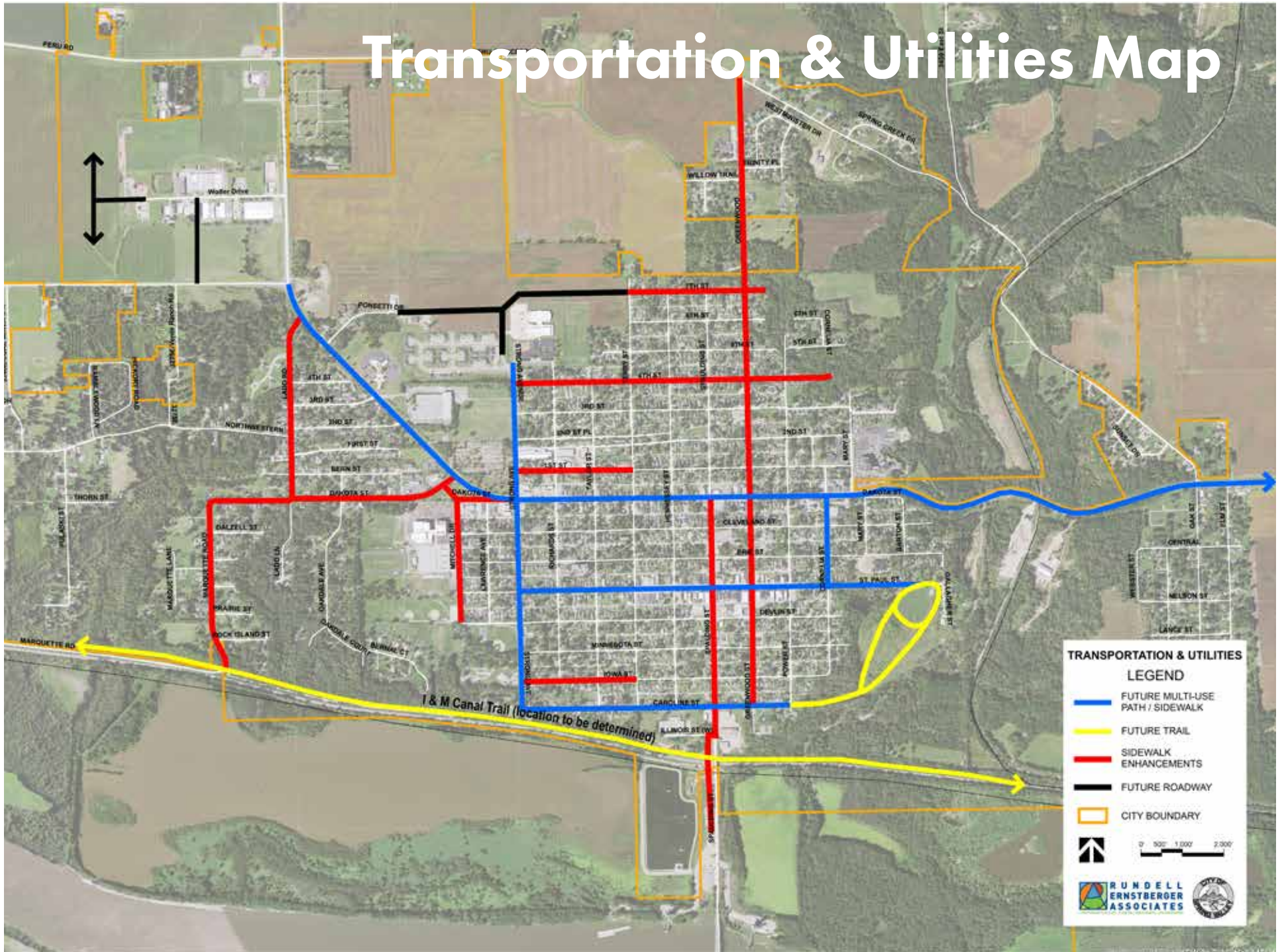
existing right-of-way to accommodate plan goals. Through effective planning and thoughtful design, new transportation improvements can contribute to the overall community aesthetic and play a part in reinforcing the Spring Valley's identity.

In addition to the recommendations presented later in this section, the following guiding principles should be used to direct future transportation planning and decision making. The principles are:

- Safety is the main priority for all travelers.
- Pedestrian and bicycle facilities should be a consideration with every roadway project.
- The transportation system must be integrated with adjacent existing and planned land uses.
- Connectivity between neighborhoods, existing and proposed trails, parks, and other community destinations is essential.
- Congestion should be minimized to provide a safer and more efficient vehicular transportation system.
- Continued coordination with the Illinois Department of Transportation (IDOT) will be vital in realizing the transportation goals of the City.

In addition to transportation improvements, utility systems are necessary to facilitate growth and development. These systems are costly to create, extend, and maintain. As such, additional utility planning will need to occur in coordination with development proposals.

Transportation & Utilities Map



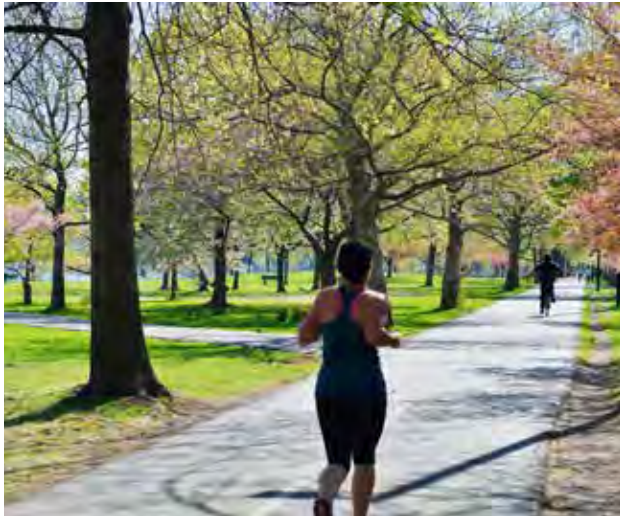
Recommendations

Road maintenance

The condition of roadways was identified as a major concern throughout the public engagement process. To help better plan for roadway maintenance and repair, the City should create a 5-year capital improvements plan (CIP). The CIP aids in plan implementation by allocating the necessary funding for short-range infrastructure and capital improvement projects on a 5-year basis. The plan states the City Council's prioritization of the financial resources available for capital project spending by identifying which projects should be included, when they should be constructed, and how they will be financed. As projects are completed, they are removed from the CIP and new priorities are added.

Another program to identify roadway issues and facilitate repair would be creation of a Mayor's Action Center, where residents could report concerns, request services, or provide other input. The Action Center should include multiple methods for communication including email, phone, and through the City website. Whether it's reporting a pothole, heaved sidewalk, or general property maintenance concern, the Action Center provides a clear mechanism for input without having to call the City Clerk's office. While not all issues can be addressed immediately, it helps to identify a list of issues, prioritize improvements, and communicate back to residents when items are resolved.





Trails & Multi-use Paths

Improvements to the bicycle and pedestrian system have been a frequent request by residents of Spring Valley. Multi-use paths and trail facilities can be designed in a multitude of ways. When planning for these facilities, it is important to consider the context within which the trail or path will be located and the design standards that are offered by organizations such as the National Association of City Transportation Officials (NACTO). For instance, within parks or greenway corridors with limited vehicular traffic, a simple asphalt path may be appropriate. In more urban areas, where there



is a lot of activity and potential for conflict between trail users and vehicles, it may be more appropriate to consider a facility such as a raised cycle track or protected multi-use path.

Trails and multi-use paths should be used to connect parks, schools, downtown, and other community destinations. Most notably, Coal Miner's Park should have a set of trails to connect the parking area to the pond, up the hill, and ultimately to E. Caroline Street. Other loops could also be created within the park. The City should also work with IDOT and advocate for a multi-use path along Dakota Street/US-6 from Ponsetti Drive to the county line. Providing a safe path physically separated from traffic would be beneficial for all members of the community and encourage multi-modal use across the City.

Recommendations

Sidewalks

Ideally, sidewalks should be present on both sides of every street, and all new sidewalks and sidewalk reconstructions should contain ADA compliant curb ramps. Existing curb ramps that are not compliant should be replaced as resources become available. However, the City does not have the financial resources to install sidewalks everywhere they do not currently exist.

More sidewalks throughout the neighborhoods and commercial corridors are important for creating connectivity from place to place. This is a concern that residents have brought up consistently in public forums. A few areas have been determined as priorities, where efforts should be focused on

either new construction or upgrading existing sidewalks. Those areas are along St. Paul Street, Dakota Street, Greenwood Street, and Spalding Street. The City does offer a cost share program to property owners interested in installing or replacing the sidewalk along their property. Residents must fill out a short application, after which the City will evaluate the property and determine if the request is approved or denied. The City Council should continue to fund this program.

The City's subdivision standards should also be updated to require sidewalks with any new development. Promoting connectivity and providing sidewalks would begin to change the dynamic of the City and create a more walkable community.





New Road Connections

Few new roadways are recommended on the future transportation map. Residents overwhelmingly valued better maintenance of existing roadways versus construction of new ones. Going forward, new road construction should be driven by development with most if not all of the financial cost born by the developer. However, there may be exceptions to this when the City seeks to improve safety or access to current development, or wants to proactively provide access to properties in hopes

of attracting development interest. Two new road connections are recommended to serve these goals.

A new road connecting Ponsetti Drive to 7th Street is recommended. This connection could open new agriculture parcels to potential residential development and provide a much needed connection between Heather Apartments and JFK Elementary School. A small north-south road connection would also accompany this new roadway to create a connection at Strong Avenue. The other suggestion for new roadway construction would be at the Wolfer Industrial Park. Currently the only access point is along US-6/IL-89, which means all vehicles have one entrance and exit. The new connection could utilize existing right-of-way, south of Wolfer Industrial Drive, or extend the existing drive to the west, and then south to IL-29 or north to 1360 N Road. Creating a secondary access point would increase transportation efficiency and create additional developable parcels.



Recommendations

Plan to Serve Targeted Development Areas

Transportation and utility infrastructure are vital components of any new development. By strategically locating infrastructure investments and service extensions, the City can direct development to desired locations. Developers will be more likely to pursue opportunities at sites already served by municipal utilities and a robust transportation network, as opposed to paying for extensions to other sites.

Spring Valley has land that is ready for development. There are currently multiple developable parcels within Spring Valley city limits, many already with utility service nearby. Proactive utility extension along the IL-89 corridor to the interchange area and east along US Hwy 6 have opened significant lands to potential development. Most recently, the City designed and bid a water and sewer extension east, under IL-89 just south of the interchange, for proposed development on that site. Despite utility service to these areas, it will be important for the City to ensure adequate capacity

and supply. For example, a distribution center such as Walmart has a much lower sewer and water demand as compared to a food processing industrial use. As development progresses, the City must maintain plans to serve these targeted areas.

Currently, Spring Valley has more than enough water storage to meet the consumer's daily demands and supply water for fire protection. Roughly, 500,000-780,000 gallons of water are produced per day. There are six water storage locations: three Elevated Towers, one Standpipe, and two Ground Level Clear Well Tanks located at the water treatment facility. A tower near the Walmart Distribution center holds 1 million gallons, the second tower behind City Hall holds 150,000 gallons, and the third on St. Bede Academy's property holds 100,000 gallons. The Standpipe holds 500,000 gallons of water and the two Clear Wells hold 164,000. This adds up to 1,914,000 gallons of water storage. There is a backup emergency generator in case of any power outages and the Walmart Distribution Center has a "Fire Protection Only" storage tank that holds 300,000 gallons.





Presently, the City's daily demand for water is 0.750 million gallons per day (MGD). The current maximum treatment capacity that the facility can hold is 2.16 MGD with a maximum pumping capacity of 3.88 MGD. The sewage treatment facility finished construction in 2017. It is designed to treat 0.8 MGD as a part of its daily flow and is designed to treat 2.2 million gallons at max flow. It can hold up to 34 million gallons of storage. Spring Valley has capacity to support new development in the near future without needing additional utility upgrades at either facility. However, expansions and upgrades will likely need to happen as continued growth occurs.



Utility upgrades and extensions are costly, and as such, the City must plan them carefully. A 5-year capital improvement program is useful in prioritizing projects and identifying funding for both utility and transportation improvements. The Tax Increment Financing (TIF) district can also be used to fund infrastructure investments. The existing TIF does not expire until 2029. TIF funds can be used for transportation and utility projects within the TIF area boundary, which covers the interchange area and frontage, IL-89 corridor, Dakota Street, St. Paul Street, and much of the east side of the City surrounding St. Bede Academy.

Proposals or requests to extend municipal utility service to areas outside of the City should:

- Be consistent with service extension plans.
- Of a demand within current capacity.
- Meet City design and construction standards.
- Enhance the contiguous development area of the City of Spring Valley and not represent leapfrog development.

Recommendations

Access Management

Access management involves coordinating and balancing property access needs with the larger transportation goals along a corridor. The goal of an access management strategy is to ensure and improve safety, preserve roadway function and mobility, and manage existing and future access in a regular and consistent manner. Successful access management strategies require careful planning and anticipation of future development needs and can contribute to established community character, advance economic development goals, and protect the City's investment in local roads.

A significant factor contributing to poor roadway function, appearance, and safety is the number of curb cuts along the road. It is recommended that primary access to new development sites be from existing collector roads or consolidated access points along arterials. Where sites can only be accessed from an arterial, driveway spacing should be maximized so motorists have time to address one set of potential conflicts before worrying about another. Driveways should also be properly set back from intersections so as not to impair intersection function.

Access management strategies will be easier to implement in yet to be developed areas, such as along IL-89 towards the interstate and US Hwy 6 towards Peru. As part of the development review process, access easements should be provided and dedicated so that future, adjacent developments can share access driveways. This may not be possible for larger industrial users, but should be required for retail, restaurant, or convenience businesses, especially closer to the interchange.

Along already developed corridors, such as Dakota Street through the City, retrofit of access management strategies will take longer. Because most of these properties were originally, or still are, single family dwellings, many have an individual driveway or curb cut. As properties transition from residential to commercial use and as commercial properties redevelop, opportunities will exist to implement access best management approaches. This should include promoting or requiring alley access wherever possible, requiring shared access and cross access easements so that multiple properties may share one curb cut, and removing unnecessary or redundant curb cuts to a site.



Corner with many wide driveways (Credit: Michele Weisbart)



Reconstructed corner with fewer, narrower driveways (Credit: Michele Weisbart)



Coordinate Utility Improvements with Road Work

The City of Spring Valley is the primary public facility and service provider for water, sewer, stormwater, and transportation infrastructure within the municipal boundaries. Other providers include the Illinois Department of Transportation, Ameren Illinois, Frontier Communications, and others. When the City or another provider is undertaking a capital improvements project, such as a road reconstruction

or sewer line replacement that requires disturbance to the right-of-way, other potential improvements should be considered to create time efficiencies and cost savings. By working to allow for coordinated construction of multiple projects at the same time, public exposure to the working zones and traffic congestion will be reduced, the overall cost of the projects will be reduced, and increased collaboration will allow for future planning to remain cohesive.







7

Downtown

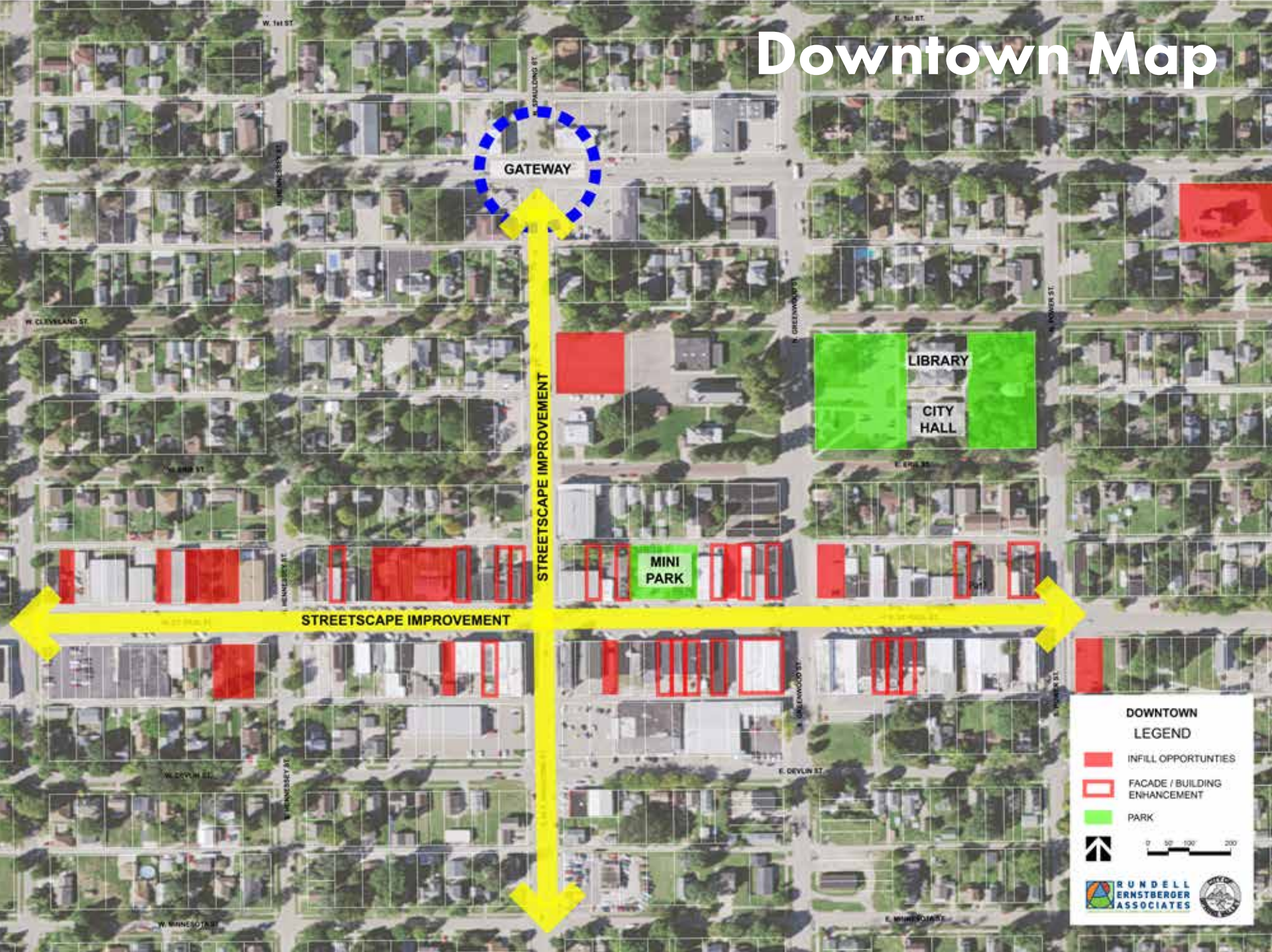
Downtown

In the simplest form, the goal of the downtown recommendations is to bring people downtown; bring them downtown for living, shopping, dining, entertainment, recreation, and working. While Spring Valley has a tremendous collection of cultural and historic resources, the downtown is lacking key amenities to attract families, young professionals, and other residents that will be the key to the future success of the city. Residents of all ages desiring a more urban living environment, entertainment and evening attractions, and activities for children seek a package of amenities that support active and healthy living, arts and culture attractions and events, walkable environments, and interactive gathering and play spaces.

The following recommendations focus on the amenities and design elements needed to attract new development and ultimately, more residents and visitors to the downtown area. Many of the recommendations in this section will be implemented by the city or local non-profit groups and will require significant public investment. Public investment in these projects helps to exhibit the city's commitment to the downtown and will then help to attract developers and stimulate private investment in the area.

Some of these recommendations are on-going or can begin immediately with small investments and programming of existing spaces in the downtown. Other more substantial infrastructure projects include construction of a revitalized St. Paul Street streetscape and a multi-use trail connecting downtown attractions, the riverfront, neighborhoods, and other community destinations. In addition, city participation in public/private partnerships can elevate the quality of the built environment and help alleviate potential concerns with parking, open space, and other amenities. Given the cost and long-term nature of these recommendations, it is unreasonable to think that the city can undertake them all at one time. For this reason, a series of short and long-term action items is detailed in the implementation section.

Downtown Map



Recommendations

Desired Uses

Downtown Spring Valley and St. Paul Street specifically, contains a diverse mix of retail and service businesses, restaurants, and offices. There are also several residential dwellings in the form of lofts and apartments on the upper floors of buildings with ground level offices and retail. Historically, downtown has been the commercial center of the community. However, with improvements to the US Hwy 6/IL-89/Dakota Street corridor, business activity is moving away from St. Paul Street and downtown is no longer the commercial driver it once was. This has resulted in downtown businesses that serve a more niche market rather than everyday convenience needs.

The mixed use nature of downtown is encouraged to continue, with an understanding that restaurants, service businesses, and destination retail shops not dependent on high automobile traffic volumes, will be the most likely uses. Additionally, office uses should be encouraged on both the ground floor and upper floors. Downtown housing, discussed in more detail later in this section, is strongly encouraged, but only on upper floors. By developing a wide range of uses, downtown can become more vibrant with more activity happening

throughout the day. Diverse businesses, residential dwellings, and recreation amenities will all combine to create an environment that is interesting and activated for a majority of the day, 7 days a week.



Existing downtown buildings show office and restaurant uses with the potential for residential dwellings on the upper floors.



Existing street conditions at St. Paul Street and S. Spalding Street.



Downtown streetscapes with landscaping and pedestrian-scale lighting create a more enjoyable environment

Streetscapes

The term streetscape refers to the collection of elements that make up a street's character. This includes not only the road itself, but sidewalks, building facades, landscape plantings, open spaces, multi-modal trail systems, and amenities like art, lighting, signage, and site furniture. A well thought-out and designed streetscape reinforces a sense of place and improves the economic vitality of an area by promoting visual continuity and making a more comfortable space for residents and visitors. Streetscapes that are designed to accommodate multiple modes of transportation including automobiles, bicycles, and pedestrians create activity in front of stores and businesses which can lead to increased sales, higher property values, and improved safety and security.

St. Paul Street currently functions as a pedestrian oriented, mixed-use district with a relatively wide right-of-way, low traffic speeds, and on-street parking. As roadway maintenance and improvements become necessary, St. Paul Street should be redesigned to narrow the overly wide travel lanes thereby creating additional space that can be dedicated to pedestrians, bicyclists, outdoor dining, landscape plantings, and/or amenity

areas. The primary goal for all St. Paul Street improvements should be to create a complete street that is functional and attractive to business owners, residents, and visitors alike.

The graphic on the following page depicts an existing and proposed right-of-way configuration for St. Paul Street. Currently, the 100-foot wide right-of-way is mostly dedicated to automobiles with two angled parking aisles and two travel lanes comprising approximately 80 feet of the overall width. The remaining 20 feet is dedicated to pedestrians in the form of a 10-foot wide sidewalk on either side. The proposed St. Paul Street right-of-way widens the parking aisle but significantly reduces the width of the travel lanes, from 25 feet each to 12 feet each. This reduction creates space for a new separated bike path or multi-use trail, in addition to buffer space and a landscape plant bed of tree lawn. This design allows the existing sidewalk and curb line to be maintained on one side of the street. Sidewalk replacement and accessibility improvements are still recommended where the curb line does not move, but stormwater infrastructure would not need to be relocated. Given the cost of these potential improvements,

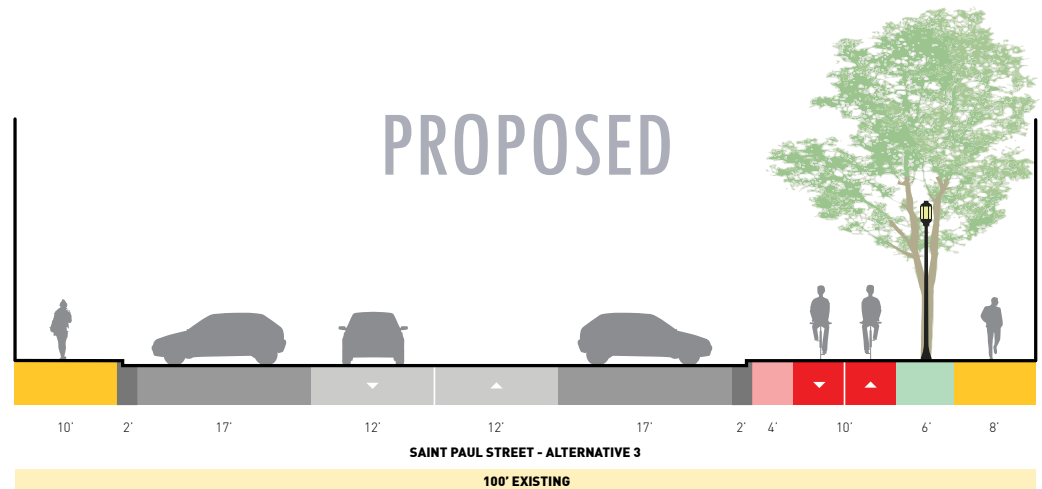
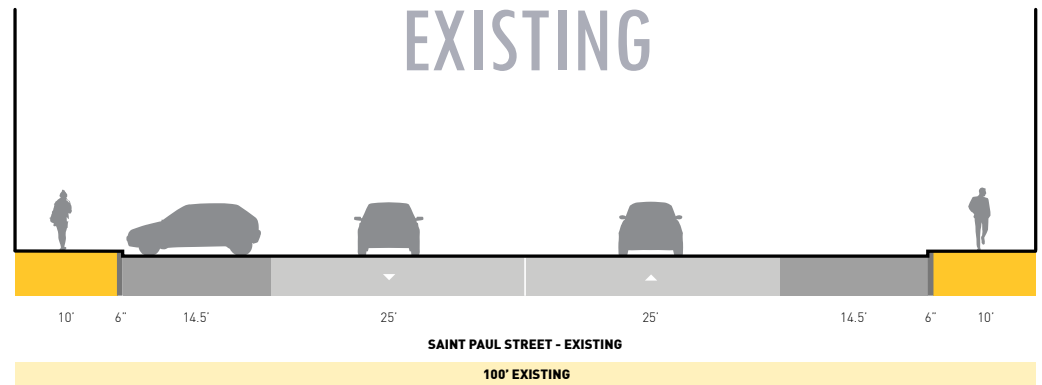
Recommendations

implementation may need to happen one or two blocks at a time. St. Paul Street between N. Spaulding Street and N. Greenwood Street would likely be first for implementation.

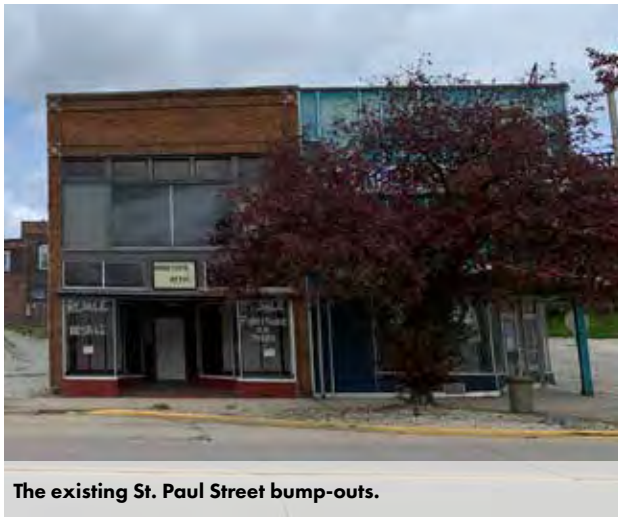
In addition to St. Paul Street, right-of-way improvements along Spaulding Street will strengthen the connection to the riverfront and establish the framework for redevelopment of the larger downtown area. Improvements to streetscapes in the downtown area should include:

- Construct new curbs and correct accessibility issues.
- Install high visibility crosswalks to improve safety at crossing locations.
- Implement stormwater planters to capture and cleanse storm runoff.
- Add new street lighting, trees, benches, litter receptacles, and landscape planters.

Currently, landscape plantings along St. Paul Street are limited to the curb extension areas or bump-outs at each end of the two center blocks. Concerns were voiced during the public engagement process regarding maintenance and upkeep. In the short-term, the City is exploring modification of the bump-outs to result in lower maintenance requirements



Existing and proposed cross sections for the St. Paul Street right-of-way.



The existing St. Paul Street bump-outs.

and subsequently less plant material. However, street plantings are important in that besides providing color and interest, they serve functional purposes including:

- Creating shade to lower temperature and create a more pleasant pedestrian experience.
- Improved air quality by absorbing carbon dioxide and producing oxygen.
- Slow and capture stormwater, increasing infiltration and evapotranspiration.
- Creating a buffer between pedestrian spaces and adjacent vehicular travel ways.

Plantings can be provided in a variety of ways that include above-grade planters, depressed stormwater planters, hanging baskets, and at curb bump-outs. Stormwater planters are basically depressed landscape boxes, typically located along a roadway, where runoff is channeled or directed into them with curbs. They then temporarily store the runoff, allowing for infiltration into the groundwater while also filtering out debris and pollutants. They also typically have an overflow into the storm sewer system so as not to back up and flood the roadway.



An example of a street adjacent stormwater planter with additional landscape plantings and a multi-use sidepath.

Long-term, these landscape elements should be incorporated with roadway design and stormwater management systems when proper maintenance can be ensured. The full life cycle costs, including maintenance, should be analyzed when considering landscape installations. Specific recommendations include:

- Select perennials and annuals that are relatively low maintenance.
- When using above-grade planters, select planters that complement other downtown site furnishings and that are movable in lieu of fixed constructions. Movable planters offer more flexibility in the design and use of the streetscape for festivals and other activities.
- When using trees, select trees that have an upright branching habit to minimize the need for pruning and to minimize conflict with pedestrians and vehicles. Select trees that do not bear nuts or fruit as they become a nuisance when maintaining downtown sidewalks and they also attract birds and other wildlife.

Recommendations

Downtown Housing

An important component to better activating the downtown is to increase the number of people living downtown in lofts and apartments. This will not only fill the underutilized upper-story floors of many buildings, it will also create around-the-clock customers for downtown restaurants, shops and services. Historically, mixed-use was commonplace in downtowns with shop owners or others living in residences on the upper floors of buildings. Unfortunately, as zoning codes were developed or amended in the second half of the 20th century, commercial districts prohibiting residential use were often applied to downtowns. While residential use is permitted on upper floors in the B-1 district, which covers most of St. Paul Street, other development standards such as minimum parking requirements, may make rehabilitation or redevelopment unfeasible.

Creating upper floor residences and increasing the downtown population results in more customers for downtown retailers and restaurants, more leased space for building owners, and more tax revenue for the local government. Additionally, there may not be a market for the first floor retail space but there could be a market for upper floor apartments

and the build out of apartments could be a way to save the building and achieve reinvestment on the property. At minimum, Spring Valley should remove barriers to upper floor residential redevelopment and conversion. In order to realize the full potential of downtown buildings, the City may even offer incentives for projects in targeted redevelopment areas. Common barriers to downtown housing include:

- Code compliance: the cost to retrofit older buildings with sprinkler systems, and compliance with other codes that do not differentiate between new construction and rehabilitation can be exorbitant without really providing an increase in safety. Under-trained or inconsistent inspectors may further exacerbate these issues with delays and confusion.
- Permit and impact fees: regulatory fees are necessary to help finance municipal services, however, building permit, inspection, traffic impact, park impact, and fire impact fees can disproportionately impact small business and property owners when trying to redevelop downtown buildings for new uses and tenants.
- Minimum parking requirements: on-site parking is often impossible without partial building demolition and securing off-site parking may



be difficult, cost prohibitive, or too far away to meet the code or be useful.

- Financing: local lending institutions often lack comparable projects with which to gauge the risk of investment and are therefore unlikely to provide loans. Additionally, long-term neglect and deferred maintenance can lead to underestimated rehabilitation costs.
- Public perceptions: perceptions may exist that downtown is unsafe.

To overcome these barriers, the City should consider the following potential incentives:

- Reduced parking requirements: reduction or waiver of parking requirements for projects that meet city-defined objectives, such as meeting a certain rental price point or making other investments in the building or site.
- Zoning amendments: city initiated zoning ordinance amendments to ensure density, lot size and/or width, floor area, building height, and landscaping requirements can be met for intended redevelopment uses without a long list of variances or other approvals that would complicate and delay the development review process.
- Reduced fees: reduction or waiver of permitting fees for projects that meet city-defined objectives.
- Loan programs: grants, low-interest loans, and revolving loan programs.
- Tax incentives: TIF funds for eligible activities as defined by the Illinois Tax Increment Allocation Redevelopment Act.
- Improved communication: a downtown liaison to keep building owners, tenants, and trade professionals informed about codes, ordinances, and other regulatory issues and help them through the development process.



Residential dwellings in the downtown can encourage activity and make it more lively.

Recommendations

Infill and Redevelopment

Infill development refers to the construction of new buildings on vacant or underutilized land in previously developed areas of the City. It is in contrast to greenfield development, where new construction occurs on the periphery of the City on lands that had been used for agriculture or open space. For communities that are fully built out with no room to expand, infill is the only opportunity to create new businesses and uses. For communities like Spring Valley that have room to grow, infill is still incredibly beneficial because it can utilize land, infrastructure, and municipal services more efficiently and without the need for service extensions. Additionally, it results in more active streets and neighborhoods by filling in spaces of inactivity.

There are challenges inherent to redevelopment and infill on vacant sites. Most of these sites are surrounded by existing development and as such, are inflexible in terms of size. The cost of development may also be higher because of the need for demolition, replacement of outdated infrastructure, or remediation of past environmental contamination. Furthermore, many development regulations are written to address greenfield

development where there are fewer constraints. For these reasons, it is important that the City proactively encourage infill and redevelopment.

Incentives may be used to make infill more feasible or attractive to developers. Potential incentives include reduced application or utility connection fees; flexible development standards for items such as lot size, setbacks, or parking requirements; City-led infrastructure upgrades; or tax abatement. Ultimately, incentives should be discussed on a case-by-case basis between City departments, elected and appointed officials, and the property owner or developer.

Specific opportunities for downtown infill and redevelopment include:

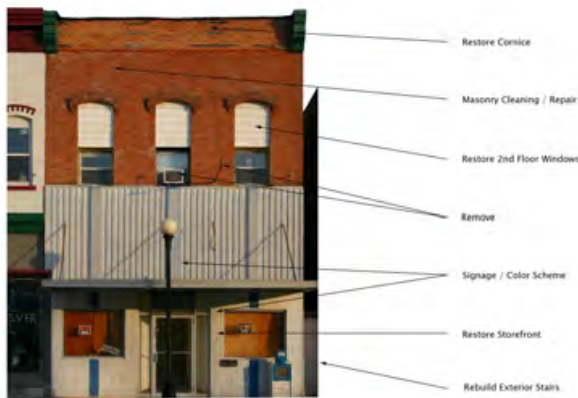
- 200-202 E. St. Paul Street
- 228-230 E. St. Paul Street
- 124-126 E. St. Paul Street
- 110-120 W St. Paul Street



Existing infill opportunity at 124/126 E. St. Paul Street.



Infill development should reflect the scale of surrounding buildings to encourage cohesive massing along the street.



- Restore Cornice
- Masonry Cleaning / Repair
- Restore 2nd Floor Windows
- Remove
- Signage / Color Scheme
- Restore Storefront
- Rebuild Exterior Stairs

122 E. ST. PAUL STREET
SCALE: 1/4" = 1'-0"



122 E. ST. PAUL STREET
SCALE: 1/4" = 1'-0"

Sample graphics from the 2012 Downtown Strategic Plan depict an existing facade and proposed improvements.

Building Maintenance & Façade Recommendations

The four blocks of St. Paul Street between N. Power Street and N. Terry Street encompass a range of historical styles, reflecting the rich history of the City. Preserving these downtown buildings is critical to restoring the vibrancy of this district. The Downtown Strategic Plan for Spring Valley, completed in 2012, includes recommendations for downtown aesthetics, tourism enhancement, business attraction and retention, and an overall marketing campaign. Additionally, the plan details façade recommendations for twelve buildings on St. Paul Street. Analysis and renderings are included for:

- 101 E. St. Paul Street
- 120 E. St. Paul Street
- 122 E. St. Paul Street
- 123 E. St. Paul Street
- 124 E. St. Paul Street
- 219 E. St. Paul Street
- 100 W. St. Paul Street
- 101 W. St. Paul Street
- 102 W. St. Paul Street
- 107 W. St. Paul Street
- 123 W. St. Paul Street
- 126 W. St. Paul Street

Unfortunately, the building at 124 E. St. Paul Street has already been demolished. In order to prevent additional demolition of historic downtown structures and ensure better maintenance of existing buildings, the following best practices, summarized from the Secretary of the Interior's Standards for Rehabilitation, should be adhered to. For more details, visit www.nps.gov/tps/standards/rehabilitation.htm.

- Use a property for its historic purpose or place it into a new use that requires minimal change to the defining characteristics of the building and its site.
- Retain and preserve the historic character of a property, with emphasis on the historic materials, features and spaces that characterize a property.
- Recognize each property as a physical record of its time, place, and use. Therefore, avoid changes that create a false sense of historical development, such as adding architectural elements from other buildings.
- Most properties change over time; retain and preserve those changes that have acquired historic significance in their own right. Historic significance is generally considered to be 50 years old or older.

Recommendations

- Preserve distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic building.
- Repair rather than replace deteriorated historic features. Where the severity of deterioration requires replacement of a distinctive feature, match the new feature to the old in design, color, texture and other visual qualities and where possible, materials.
- Do not perform chemical or physical treatments, such as sandblasting, that cause damage to historic materials.
- Fabricate new additions, exterior alterations, or related new construction in a way to retain the historic materials that characterize the property. Differentiate the new work from the old and make it compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property.
- Address any structural damage, deterioration, or significant threats.
- Perform ongoing maintenance items such as repointing, painting, re-glazing windows, roof repairs and replacement if necessary, and other weatherization, required to mitigate deterioration.
- If a building is structurally sound, consider other improvements such as repair or replacement of architectural details which have been removed or are damaged; installation of appropriate signs, awnings, or light fixtures; and other improvements that will not compromise the historic integrity of the building.

When determining maintenance and renovation work to be performed, each building must be considered on a case-by-case basis. There is no single approach to façade improvement appropriate for every building. In order of priority, the following rules should apply:



An example of downtown facades in need of renovation.





Existing programming of the downtown mini park includes the annual Cinco de Mayo festival.



Movie screenings are one example of potential recurring programming for the downtown.

The City should consider taking the additional step of preparing an assessment and cost estimate for façade improvement and enhancement for focus buildings in the downtown. This may be the same buildings analyzed as part of the 2012 strategic plan or others. This will help existing property owners prioritize needed improvements to their buildings as well as provide some estimate of work needed to potential new owners when considering property purchases. In many instances, existing or potential property owners might not know where to start or may be overwhelmed by the needs of a structure. If the City can be proactive in helping to answer some of these questions, it should result in more investment in the downtown. The City should continue to fund the façade improvement program and consider raising the maximum funding amount, in addition to seeking State grants and other funding sources for downtown building enhancement. The resulting effects and energy generated from successful renovation and restoration projects will provide the impetus for further downtown improvements.

Public Space Programming

While the importance of parks and gathering spaces can't be overstated, it is not enough to simply have those spaces. They must be programmed with activities that draw people to them. Programming refers to the activities and events facilitated at a space as a function of its design and amenities. This may be regularly occurring events, one-off events, or informal activities. Downtown Spring Valley needs to feel active and vibrant, and programming of the mini park and other spaces can get more people to come downtown, stay longer when they're there, and have a reason to come back again.

A robust programming schedule should include a wide array of activities that appeal to different groups and ages happening throughout the year. Obviously, it is easier to attract participants in warmer months, but a lack of year-round activities was cited as an issue during early public engagement efforts. Not all programming events and activities should be organized or led by the City. To truly be successful, partnerships with local businesses and organizations need to be developed. These organizations can provide programming to attract people to the downtown, while getting marketing exposure to further their business or non-profit mission.

Recommendations

Code Enforcement

One of the most effective means of stabilizing property values and creating a quality downtown is by ensuring the good maintenance of buildings and lots. Unfortunately, when properties are not adequately maintained, the City may have to get involved through code enforcement. This is typically a resource intensive process that involves City staff and legal counsel. Some communities employ full-time code enforcement personnel that actively look for violations. To help create a more successful and efficient code enforcement process, the City should create a code enforcement hotline and online portal where citizens can go to report code violations they have seen in the community. In all cases, City staff will first have to determine if a violation is present; the City should then seek cooperation from property owners to fix issues before proceeding with official enforcement. The end goal of the program should be compliance and a more attractive community, and code enforcement should not be looked at as a potential revenue stream for the City. More active code enforcement will show property owners that the City is serious about its appearance and hopefully elevate property maintenance city-wide.

As opposed to trying to pursue all code violations at all times, it may be more efficient and effective to target code enforcement efforts to specific issues for a set period of time. For example, inoperable vehicles may be one focus, and then move on to high grass/weeds, unsafe buildings, or illegal signage. The City should first conduct an outreach and education campaign informing residents and property owners of the code provisions and indicate that enforcement regarding that topic will begin on a specified date. On that date, enforcement notices should be sent out to those determined to be violating the code. The notices should state a



An example of poor facade maintenance in the downtown.

period of time in which the property has to come into compliance. After that time, monetary fines will be applied. Typically, each day a violation remains uncorrected, it is a distinct and separate code violation, subject to penalty. One of the benefits to this targeted approach is that no one can claim unfair treatment by the City because multiple similar notices will be sent at the same time. Similarly, when dealing with multiple similar violations, there will likely be efficiencies realized for staff and legal counsel resources.

Additionally, the City should consider hiring a full-time building inspector/code enforcement position, create a code enforcement board, and/or delegate such responsibility to the Plan Commission as part of the zoning ordinance and their official Rules of Procedure. This group could then review potential violations, determine if enforcement is warranted, grant time extensions to correct violations, and stay or waive fines. This may help to alleviate concerns that the Building Inspector is being unfair to a particular property owner while also not burdening the City Council with individual code violations. The Council should still have a role in directing overall enforcement initiatives, such as the targeted efforts described above, but they should not be involved on a case by case basis.



Code enforcement should be conducted for not only for the building code, but also the zoning ordinance, health code, and nuisance regulations.

