



The comments and concerns expressed during the Town Planning workshop revealed some important issues regarding future development within the Village. The issues stated are as follows:

- Future growth areas to support a well-planned mix of commercial and residential growth
- Parks, pedestrian corridors (hiking, biking and walking trails), and open-space should be developed in conjunction with new residential and commercial growth. These preservation areas and recreational venues need to be established prior to development and not as an after thought
- Improvements to the existing infrastructure, including pedestrian safety design concepts for Highway 140
- Continued planning, including a market study and plan for promoting the community, improved ordinance requirements and better code enforcement is needed
- The Village plans should anticipate where most of the growth will occur and supply utilities and infrastructure accordingly. Unplanned growth that depletes resources beyond capacities should be avoided.
- Sporadic, scattered and leapfrog development to be avoided.
- New development, including annexation proposals must be closely reviewed by the Village, the community and any other associated agencies to avoid negative side affects.

#### **PROPOSED LAND USE CATEGORIES**

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The Future Land Use Plan for the Village of Hamel will be used as a guide for future decisions regarding zoning and land use issues (See CP Map F, located at the end of this document). The future land use recommendations were developed taking into consideration current land use practices, recommendations from the Comprehensive Plan Steering Committee, comments recorded during the town planning workshop and state of the practice land use and urban design principles.

The areas shown on the Future Land Use Map include all land within the Village plus the area around the immediate vicinity affecting current land use patterns that fall within the 1.5 mile planning area. The proposed annexation area will be discussed later in this chapter.



There are ten (10) land use categories utilized in the Future Land Use Map (See CP Map F, located at the end of this document). These categories have been chosen based on their appropriateness of scale related to the study area and the conditions that exist or are likely to exist in the foreseeable future. Under all categories listed below, areas that are unsuitable for development or need special protection, such as property within the 100-year floodplain, forests, slopes greater than 15 percent, prairie grasslands or any other environmentally sensitive areas in land use category are not recommended for development. The future land uses identified on the map are

- **Agriculture/estate**
- **Low Density Residential**
- **Med-High Density Residential**
- **Highway Commercial**
- **Downtown Main Street**
- **Neighborhood Commercial**
- **Light Industrial**
- **Preserved Land**
- **Parks and Recreation**
- **Planned Medical District**
- **Institutional/Public Utilities**

Some of the basic land use principles recommended while developing structures, in any category mentioned above are listed here:

- Slopes greater than 15% are not recommended to be developed
- Site planning structures to conform to the natural contours of the site eliminating the need for extensive cutting, filling or terracing
- Where grading is necessary, it should emulate the topography of the existing slope and should not be shaped into exaggerated slopes or flat sites
- Hydric soils<sup>1</sup> are good for draining the storm water while the cost of transforming hydric soils into compacted developable land is costly therefore these soils, when found on site, are to be documented and protected
- Valuable view sheds should not be obstructed, therefore, buildings to be sited in such a manner so as to maximize view potential

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<sup>1</sup> **Hydric soils:** Soils that are wet frequently enough to periodically produce anaerobic conditions, thereby influencing the species composition or growth, or both, of plants on those soils. Available at <http://www.dnr.state.md.us/criticalarea/glossary.html#h>, Accessed Nov 09, 2006.



- Natural and cultural resources to be protected and preserved
- Site planning to integrate mature and native trees and existing vegetation into the site plan and building design
- Indigenous species to be preferred in landscaping while invasive species are to be avoided
- Low Impact Development (LID)<sup>2</sup> techniques that allow neighborhoods to develop in a sustainable fashion to be encouraged and incentivised by the Village (LID is an approach to site design and storm water management that seeks to maintain the site's pre-development rates and volumes of runoff which is accomplished through the minimization of impervious cover, strategic placement of buildings, pavement and landscaping, and the use of small-scale distributed runoff management features that are collectively called "Integrated Management Practices" (IMPs)

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<sup>2</sup> **Low Impact Development (LID):** Refer <http://www.epa.gov/owow/nps/lid/> for detail information on site development using Low impact techniques.

## AGRICULTURE/ ESTATES

### Town planning workshop notes - Agriculture

*Good agricultural land should be preserved. Careful cost benefit analysis not only based on dollar amount but also values should be done when converting agricultural land into developable land*

*We should capitalize on the resources that the Village has - agricultural land.*

*Creating agricultural park and education tours to Co-op can make Hamel an attractive destination*

Land uses in this category may contain agricultural uses or estate type single family residences. This land use closely resembles the Village's "A" Agricultural District. The lots are to be five (5) acres of continuous land or more. Active agricultural lands, with more than twenty (20) continuous acres are to be preserved for agriculture use only.

Techniques similar to the use of "Purchase of Development Right" (PDR) as a mechanism of protecting farmland from being developed is recommended as an appropriate strategy for preservation of land. The state or other public entity is required to purchase the PDR. The intent of this procedure is to preserve farmland while allowing a cooperative land owner to make a fair market return on the sale of the land as though a private developer had purchased the property.

State Agencies, such as Natural Resource Conservation Services (NRCS), are recommended as a resource for resource planning when appropriate. NRCS along with partners including Soil and Water Conservation Districts (SWCD) use resource planning to help communities develop resource management plans that meet locally identified objectives. NRCS/ SWCD facilitate this process when called upon by local citizens, communities or municipalities<sup>3</sup>.

Organic farming systems that rely on ecologically based practices such as cultural and biological pest management, and prohibit the use of synthetic chemicals in crop production and antibiotics or hormones in livestock<sup>4</sup> production is encouraged. Agricultural products that support the production of bio-fuels<sup>5</sup> (example: ethanol), and other sources of biomass energy is to be encouraged<sup>6</sup> as well.

<sup>3</sup>For information on Natural Resource Planning refer <ftp://ftp-fc.sc.egov.usda.gov/IL/resplng/rpgfactsheets.pdf>, Accessed November 23, 2006

<sup>4</sup> **Organic Agriculture:** Organic food produced by farmers who emphasize the use of renewable resources and the conservation of soil and water to enhance environmental quality for future generations. Organic meat, poultry, eggs, and dairy products come from animals that are given no antibiotics or growth hormones. Organic food is produced with-out using most conventional pesticides, petroleum-based fertilizers or sewage sludge-based fertilizers, bioengineering, or ionizing radiation. Information available at <http://www.usda.gov/factbook/chapter1.htm#biobrief>, Accessed November 23, 2006.

<sup>5</sup> **Bio-fuels:** Fuels made from biomass resources (organic matter containing cellulose available on a renewable basis). Biomass includes forest and mill residues, agricultural crops and wastes, wood and wood wastes, animal wastes, livestock operation residues, aquatic plants, fast-growing trees and plants, and municipal and industrial wastes. Bio-fuels include ethanol, bio-diesel, <http://www.biorenew.iastate.edu/resources/glossary.php>, and methanol. Available at Accessed November 23, 2006.

<sup>6</sup> More information available at <http://www.usda.gov/factbook/chapter1.htm#biobrief>, Accessed November 23, 2006.



**Town planning workshop  
notes – Low Density  
Residential**

*Retain small town feel*

*Hamel has wide range of  
housing choices but there  
is a need for higher  
density housing is needed*

*Development should be  
responsive to the  
environment.*

*Buffer should be provided  
between commercial and  
residential land uses*

*Single family residential is  
more preferred compared  
to townhomes etc.*

*Need standardized  
building code*

*Encourage green  
buildings and Low impact  
development*

## **LOW DENSITY RESIDENTIAL**

Low density residential areas are generally denser than the preceding Agricultural/ Estate type uses and are unlikely to contain any agricultural uses. This category represents subdivisions with residential lots of varying sizes and houses of varying design quality.

The allowable density in this category is usually one (1) to two and one-half (2.5) units per acre, with most homes being the stand alone variety. This land use includes developments that currently fall under the Village's "SR-1" and "SR-2" Single Family District. The Floor Area Ratio (FAR) and Lot Area Coverage setback requirements are to follow the zoning /building code under the SR-1 and SR-2 category.

Higher density homes in this land use category (example 4 units per acre) are to be located within the medium to high density residential uses described below while lower density homes (1 unit per acre) are to gradually merge into agricultural and estate type uses described above. Development densities are not to exceed 25% of the adjacent neighborhood density and units in this category are not to be stacked vertically. Infill of vacant parcels in existing neighborhoods is to be consistent with the density and character of the neighborhood.

As stated in the existing conditions section, the Village of Hamel has witnessed a steady growth in new home construction. Most of the Village's current single family residential lots fall under this proposed land use category. While care has been taken to preserve the established neighborhoods, the newer developments planned as low density housing are expected to be developed away from the higher traffic areas such as State Route 157/ 66 and 140. It is proposed that the medium to higher density residential land uses act as a buffer between these low density neighborhoods and higher traffic commercial areas (See Drawing 05 on this page)

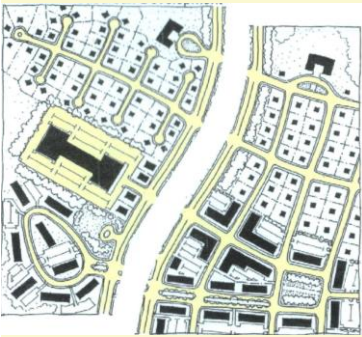
Examples of common design principles to be followed for residential neighborhoods (includes low and medium to high density residential land uses) are as follows:

- Neighborhood designs are to use modified approaches to major planning theories such as traditional neighborhood development<sup>7</sup> and conservation/ cluster development<sup>8</sup>

<sup>7</sup> **Traditional neighborhood development (TND)** - A basic unit of the New Urbanism which contains a center that includes a public space and commercial enterprise; an identifiable edge, ideally a five minute walk from the center; a mix of activities and variety of housing types; an interconnected network of streets usually in a grid pattern, high priority of public space, with



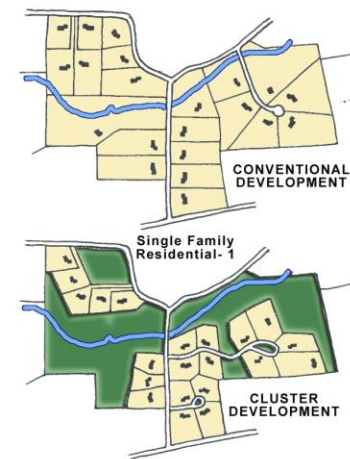
**Drawing 05: Conventional vs. Traditional Neighborhood Development (TND)**



CONVENTIONAL TND

Source: Smart Code Summary by DPZ

**Drawing 06: Conventional vs. Conservation/ Cluster Development**



**Source:** Rural by Design: Maintaining Small Town Character by Randall Arendt Arcturis

(See Drawing 06 on this page). It is recommended developers mix the positive attributes of both types of development patterns to formulate and present to the Village unique site specific designs

- At least twenty (20) percent of units for new or infill type residential developments to fall under the affordable housing category<sup>9</sup>
- Street connectivity is required to reduce pressure on collector streets
- Cul-de-sac street configurations to be avoided except in those areas where topography or other existing civil conditions require such design (for example- hilly terrains, heavily wooded areas, and environmentally sensitive areas)
- Use of efficient parcel shapes that reduce street length per parcel is recommended to maximize the number of units per acre and lower infrastructure cost. Rectangular and elongated rectangular parcel shapes that result in small street frontages per parcel may be more efficient compared to square shaped or irregular shaped parcels
- Provisions for multiple entries off collector streets into neighborhoods are recommended to reduce congestion at single ingress and egress points
- Promote efficient site layout in terms of vehicular and pedestrian circulation patterns
- Within each neighborhood, a mix of housing types is recommended
- Housing types are to vary by lot size and form thus breaking up monotonous streetscape patterns and creating design diversity in the neighborhood

prominently located civic buildings and open space that includes parks, plazas, squares. Available at <http://commpres.env.state.ma.us/content/glossary.asp>, Accessed Nov 09, 2006.

<sup>8</sup> **Conservation/ Cluster Development:** A development pattern - for residential, commercial, industrial, institutional, or combination of uses, in which the uses are grouped or "clustered", through a density transfer, rather than spread evenly throughout the parcel as in conventional lot-by-lot development. The local jurisdiction may authorize such development by permitting smaller lot sizes if a specified portion of the land is kept in permanent open space to provide natural habitat, agricultural or open space uses through public or private dedication. Available at <http://www.dnr.state.md.us/criticalarea/glossary.html#h>, Accessed Nov 09, 2006.

<sup>9</sup> **Affordable housing:** The generally accepted definition of affordability is for a household to pay no more than thirty (30) percent of its annual income on housing. Available at <http://www.hud.gov/offices/cpd/affordablehousing/index.cfm>, accessed November 23, 2006.



- Designs are to be well integrated and share some commonality in aesthetic elements
- Strategies that create diversity in housing while maintaining a homogenous neighborhood character are encouraged including:
  - Modulating building mass to minimize boxiness
  - Partial story addition
  - Setbacks for upper story volume
  - Varied roof designs
  - Use of porches and extended roof designs
- Buildings are to relate appropriately to surrounding developments and streets are to create a cohesive visual identity for the neighborhood and attractive streetscape patterns (Refer to the recommendation for local streets in the transportation section for more information on street design)
- Adequate provisions to be made for parks and recreational activities within neighborhood developments
- Insure occupants' privacy through careful site layout of buildings within residential developments (e.g., address sightline from sidewalks, orientation of including attention to windows between adjacent structures
- All new infill development or developments adjacent to existing uses are to be designed to achieve a reasonable level of continuity with the existing structures with regard to setbacks, density, building height and massing
- The quality of the exterior materials and details and their application are to be consistent on all sides of the building
- All new construction is to include durable, high quality exterior building materials
- The use of primary colors and highly reflective surfaces on residential property should be limited to accent feature only
- Each residential building to contain street-facing architectural features which provide human scale to the facade, enhances the "curb appeal", and reinforces local building traditions including architectural features such as bay windows, covered porches, second floor balconies, dormers or cupolas



- Alleys are recommended to enhance streetscapes in small lot neighborhoods in that they eliminate the need to interrupt residential streetscapes with driveways and the clutter of street facing garages, as well alleys are to be designed to encourage landscaping and other aesthetic amenities that promote safety and curb appeal





**Town planning workshop  
notes- Housing**

*There is a need for providing condominiums, multifamily, midrange Single family, and low maintenance apartments for seniors and youngsters*

*While apartment and condominiums are needed, very large complexes should be prohibited as they will diminish the small town charm of Hamel.*

## **MEDIUM TO HIGH DENSITY RESIDENTIAL**

Developments falling into this land use category may include townhouses, duplexes, multi-story apartments or condominium style planned unit developments. More compact than low-density developments, these subdivisions produce higher volumes of commuter traffic. The allowable density in this category is to be two and a half (2.5) to fifteen (15) dwelling units per acre. It is recommended that these dwelling units be stacked vertically. However, the overall buildings are not to be more than three (3) stories high. This height may include parking provided on the ground floor.

Design quality and amenity levels can vary quite widely. This land use would include developments that currently fall under the Village's "MR-1" and "MR-2" zoning category. The Floor Area Ratio (FAR) requirements to follow the zoning code under the MR-1 and MR-2 category.

Developing a mix of housing types creates greater housing choices for residents including first time home buyers and seniors as well as creating diversity within a community. Developers are to be encouraged to provide a range of housing types to promote diverse community characteristics including, family-types and income levels.

It is recommended that the modulations in density not be abrupt. An increase of 25% of adjacent density is to be allowed to ensure that the changes in density are gradual. Higher density (example 15 units per acre) residential uses are to be located closer to the highway or major road carrying heavy traffic and medium density homes (example 4 units per acre) located away from the highway, gradually merging with the low density residential land use described above. This will allow for the gradual merging of low to higher density developments enabling pyramid type development.

Each neighborhood is to have a mix of housing types such as stand-alone construction, zero lot line, duplexes, town homes, triplexes, four-plexes, courtyard and garden type apartment or condominium units (See Drawing 07 on this page). Housing types are to vary by lot size and form. However, it suggested that homes be well integrated and share some commonality in design elements. This diversity in housing types breaks the monotony of singular design patterns and makes walking through neighborhoods an enjoyable experience.

In addition to design principles listed for low density residential land use, medium to high density residential neighborhoods are to follow the principles listed below:



- Developments of more than fifteen (15) acres but less than forty (40) acres to provide at least two (2) housing types
- Developments of more than forty (40) acres but less than seventy (70) acres to provide at least three (3) housing types
- Developments of more than seventy (70) acres but less than one hundred (100) acres to provide at least four (4) housing types
- Developments above one hundred (100) acre to be encouraged to be developed as mixed density and mixed use planned development

## PARKS AND RECREATION

### Town planning workshop notes- Parks and Recreation

*Area by prairie is good place for additional parks*

*Movies and other activities in parks for kids with some other activities for adults*

*Winter uses for community center such as Trivia nights*

*Agricultural Park and education tours*

*Need more parks, soccer fields, softball fields, ball parks*

These use recommendations include locations for future parks, trails, recreational facilities, and natural resource areas. Parks and recreational facilities are not precisely located in the future land use plan, however it is recommended that these facilities be distributed throughout the Village in locations that provide both active and passive recreational opportunities to citizens and visitors to the Village.

Designs such as mini-parks, neighborhood and community parks are to be available for residents in locations that are easily accessible and that ultimately add value to the neighborhoods within the Village, both existing and planned. The Village currently has no mini-parks and presently there is only one neighborhood park named Hamel Community Park<sup>10</sup> located along State Route 140.

The Village size and population currently does not warrant a community park but as the Village grows the need for more park hierarchy will arise. The development of hiking, biking, and walking trails not only connects the neighborhoods but also provides cross generational recreation. The Village currently has 1000 feet of trail systems along the existing park facility. Future proposed trails are shown in the Future Land Use map and is explained in greater detail in the Transportation Enhancements Section. The following levels of park development<sup>11</sup> to be met for any future developments include:

- **Mini-Parks** addresses limited, isolated or unique recreational needs (dog parks, children's parks etc). These parks are to be disbursed throughout neighborhoods within a five (5) minute walk from the majority of homes in the neighborhood or within ¼ mile radius .The size of Mini-Parks range from .5 to 1.0 acres
- **Neighborhood Parks** serve as recreational and social focus points for neighborhoods and are accessible within a ten (10) minute walking distance of the majority of homes in the neighborhood or within ½ mile radius .The size of Neighborhood Parks range from 5.0 to 7.0 acres
- **Community Parks** serve broader purposes and serve community-based recreational needs while preserving unique landscapes and open spaces. Community Parks serve

<sup>10</sup> While it is a neighborhood park by size and function per NRPA guidelines, it is called Community Park by the Village

<sup>11</sup> These recommendations are based on National Recreation and Park Association Guidelines. Mertes James D, James R. Hall. 1995. *Parks, Open Spaces and Greenway Guidelines*. NRPA.



multiple neighborhoods or larger portions of the community and are to be serviced by arterial/collector streets. Community Parks are generally owned and maintained by municipalities. These parks to be accessible within ½ to 3 mile radius and range from 30 to 50 acres in size. Such parks are generally available in communities with populations greater than 5000 individuals

- **Greenways**<sup>12</sup>, hiking, bike paths, and walking trails link park system components together to form a continuous park environment and help make neighborhoods more walkable. These components help improve connectivity and enhance multimodal transportation options for the community. Madison County Transit Authority has proposed extending the existing Quercus Grove Trail from Jerusalem Road to State Route 140 at State Route 157. When extended, this trail will link Hamel to Edwardsville. The Illinois Department of Natural Resources is planning a trail that will extend from Springfield, Illinois to the City of St. Louis. This trail will pass through Hamel as well. Additional trails are also proposed in the Future Land Use map. These trail locations will provide planning opportunities in Hamel related to the placement of future parks along trail corridors and at trailhead locations that can add interest and economic benefit to the Village.

<sup>12</sup> **Greenways:** A network of largely car-free off-road routes, connecting people to facilities and open spaces in and around towns, cities and to the countryside. For shared use by people of all abilities on foot, bike or horseback, for car-free commuting, play or leisure. Available at [www2.cheshire.gov.uk/countryside/prow/other\\_terms.html](http://www2.cheshire.gov.uk/countryside/prow/other_terms.html). Accessed on Nov 09, 2006.



**Town planning workshop notes – Downtown Main Street**

*Take advantage of State and federal Grants- for route 66, and other transportation needs.*

*Implement TIFF or Increase sales tax to finance future developments.*

*Small retail stores with some anchor stores in the downtown business district.*

*Town Center (Intersection of State routes 140 and 157 needs beautification*

*Future development suggestions: Laundry, Restaurants, Library, Daycare, Antique stores, Bed and breakfast, Ice-cream, Pizza, Tea rooms, possible pharmacy*

*Prohibit uses like: Hooters, Adult uses, or anything that will change the character of small town, liquor store, Wal-Mart, packaging, truck sales, Used car sales, Pawn shops, check cashing facilities and storage*

## **PRESERVED LAND**

Preserved Land Areas are natural resources such as unique water features, remnant landscaping, wetlands, floodplains, forests and streams for the purposes of environmental protection and visual/aesthetics buffering are to be preserved. Natural resource areas provide passive recreation and are not counted towards park or greenway development (mini-parks, neighborhood and community parks etc). However, they may be used in conjunction with facility development. They service the entire community and their availability is based on natural resources, locations that can provide economic stimulus, and accessibility to neighborhoods, tourist areas, and connectivity to existing and planned trail systems. The preservation of natural areas insures that the community values open space that is functional and contributing to the natural systems of the environment.

Currently in Madison County, Edward J. Weilbach Director of the Southwestern IL Resource Conservation and Development Group is aggressively working for environmental protection.

## **DOWNTOWN MAIN STREET**

This classification includes the relatively small business and service establishments along State Route 157 (Historic Route 66) which is the proposed location of a new Downtown Main Street or Central Business District (CBD). The new Downtown Main Street location will allow for a pedestrian friendly environment with slower moving traffic and less volume compared to traffic movement along State Route 140.

The neighborhood characteristics that are important to this new Downtown Main Street are<sup>13</sup>:

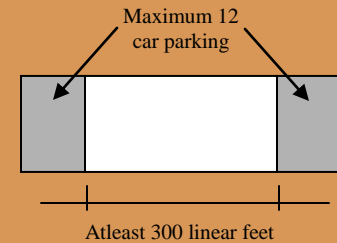
- Increased connectivity to all aspects of daily life
- A mixture of business and social activities
- A stronger sense of community
- More attention to the business environment
- The experience and enjoyment of shopping
- The opportunity to build a cohesive and economically solid business community within the Village that will sustain and grow the overall economy of the area

The uses allowed in this area are to serve the day to day needs of Hamel residents and surrounding areas. Examples of retail businesses include: dry cleaners, bakery, restaurants, wine and

<sup>13</sup> Beyard Michael D., Michael Pawlukiewicz. 2006. *Ten Principles for Reinventing America's Suburban Strips*. Urban land Institute publication.

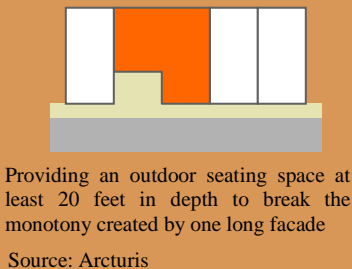
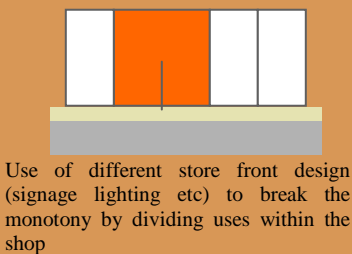
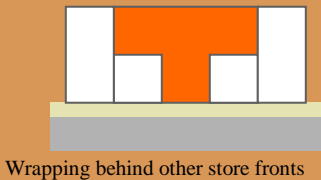
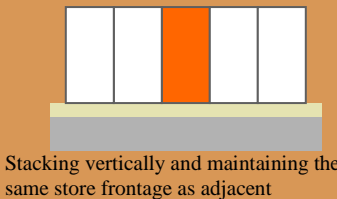


**Drawing 08: Grouped Parking**



Source: Arcturis

**Drawing 09: Plan Views of Various Retail/Office Layouts**



Source: Arcturis

cheese, boutique type stores, and the possible relocation of the post office. Such uses are typically minor traffic generators compared to large box stores and regional retail development, however any planning for such areas needs to include careful placement of vehicular parking that is augmented by pedestrian friendly circulation and connectivity. Thoughtful planning for supportive infrastructure adds to the desirability of the location and enhances potential for economic success for those who choose to invest in the Downtown Main Street.

Downtown Main Street buildings are to have little or no setbacks from property lines. The Village will need to establish standards that accommodate existing conditions and allow constructive modifications. The standards will also need to address overall architectural and signage issues to create a unified language for the Downtown Main Street and to assure branding that attracts customer participation in the area as well as adding graphic character to the defined area.

While 100% lot coverage may be allowed in the Downtown Main Street it is not to be less than 70%. The building structures are not to be less than one and half (1.5) stories high<sup>14</sup> and more than three (3) stories high. Strip commercial development, particularly single-use or pad site configuration is not recommended.

Parking is to be provided by metered off-street parking or grouping together of not more than 12 cars in a parking area. It is recommended that the parking spaces be at least 300 linear feet away from the nearest secondary street or other grouped parking space. (See Drawing 08 on this page). Such parking areas are to be separated from sidewalks by parapet walls, landscaped flowerbeds, fences etc.

A mixture of uses is recommended including retail or offices on ground floors and housing or offices above. This building style adds scale, commercial variety, and additional investment opportunities to commercial entities.

Housing units is not recommended on the ground floor of commercial buildings within the Downtown Main Street. The housing above, if provided, may have setbacks for the creation of balconies, porches, patios or other structural elements that add interest and marketability to the building.

The streetscape along the CBD is described in detail in the Transportation section of this document. Buildings within this type

<sup>14</sup> One storied structure can be allowed if the additional 0.5 storey is made as a fake floor giving a perception of 1.5 storied structures. However, such a practice shall be used in extreme conditions only





of land use are to be at least sixty (60) feet in depth to appeal to retail uses and space.

While it is expected that retail space will not be greater than three thousand (3,000) square feet in size, a maximum of fifty (50) feet frontage is proposed for the storefronts on the ground floor to provide visibility from the street and interest to the overall streetscape in the Downtown Main Street. For those retail spaces that require more than three thousand (3,000) square feet, it is suggested that one or more of the following design elements be considered for the area (See Drawing 09: Plan Views of Various Retail/Office Layouts on page 6-14)

- Stacking vertically and maintaining the same store frontage as adjacent storefronts or combining adjacent space as shown in the diagrams on this page
- Wrapping around other storefronts
- Use of different store front design (signage lighting etc.) to break the monotony by dividing uses within the shop
- Providing an outdoor seating space at least twenty (20) feet in depth

Other recommendations regarding successful planning and layout of Downtown Main Street are as follows:

- Building alignments to form a defined edge behind the sidewalk area, although structural areas of interest, such as patios for eating establishments and common area rest and public gather areas are encouraged
- When interesting building alignments are combined with sidewalks, rows of trees and other plantings, creative signage and way finding elements an environment for small commercial investment is created that adds to the overall success of the area and longevity of the investment
- A zero frontage setback from the sidewalk is to be required to achieve the above mentioned streetscape character, however, open seating spaces, entry steps to storefronts, flowerbeds along the storefronts, public gathering areas and patios used for café service are to be included as part of the structures from the zero set back
- Ground floor store frontage is to be a minimum of sixty (60) percent transparent, beginning within 24 inches from above the sidewalk, to enable visibility into the stores and/or display windows, to create a human scale to the street characteristics, and to enhance visitor



interrelationship with goods and services presented by the various retailers

- Store frontage to relate to human scale in terms of building proportion, signage, and all common area elements including seating, planting, and other decorative amenities
- Matching, retractable, fire retardant awnings are suggested to provide thematic character within the Downtown Main Street as well as shelter from climatic conditions. The awnings are to be mounted at a consistent height of seven (7') to seven and one half (7.5') feet above the sidewalk and awnings are temporary structures and are exempt from setback requirements although their placement, material, and color to be approved by CBD and or Village regulations
- The signs of individual establishments are to be centered above each respective storefront, two (2') feet above the awnings and any monument signs appropriately approved for the CBD to be no higher than five (5') feet above the ground and set back from the sidewalk area at least five (5') feet
- Monument signage will be installed within common area spaces and open lawned areas adjacent to restaurants
- Signs at storefronts are to be installed perpendicular to the building under the canopy
- Neon signs are discouraged but are not to be restricted and carved wood and similar traditional signs are desirable with all signage to be approved by the Village Board or Downtown Main Street Board

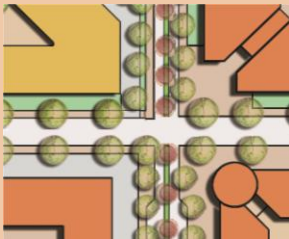


**Town planning workshop  
notes- Neighborhood  
Commercial**

*Retain small town feel.*

*Town Center (Intersection  
of State routes 140 and  
157 needs beautification.*

**Drawing 10: Examples  
of Neighborhood  
Commercial**



## NEIGHBORHOOD COMMERCIAL

Neighborhood Commercial areas are nodes that are economic development opportunity locations created by the intersection of major streets. Businesses prefer locating at major intersections or nodes due to ease of access and high visibility. Buildings enjoying corner retail and commercial space provide an opportunity to improve the character and continuity of retail and commercial areas and streetscapes and are to be designed so visibility is not obstructed. Commercial nodal opportunity areas are labeled "Neighborhood Commercial" on the Future Land Use map at the following intersection locations:

### State Route 157

- At Staunton Road
- At Maple Road

### State Route 140

- At Staunton Road
- At Quercus Grove
- At Hoxey Road
- At Route 4
- At Worden Road

### Staunton Road and Green Hedge Road

Neighborhood commercial development will include public right-of-way improvements necessary for safe, convenient pedestrian accessibility and infrastructure access to economic development opportunity sites available for commercial and retail development at these locations. It is recommended that a mix of diverse yet compatible land uses be planned and implemented around the Nodal Districts. These developments are designed essentially to serve the residential areas surrounding them and commercial/mixed use characteristics of the locations and desired density will vary from node to node. (See Drawing 10 on this page) The following recommendations apply to all nodal developments including the town center shown in the Future Land Use map:

- The character of the nodal development is to respond to the economic development characteristics of existing development surrounding each location in terms of building height and proportion



- Nodal developments are to have zero setback from sidewalk
- Density of the nodal developments are to be at least 150% but not more than 175% of the average density in a ¼ mile radius area from the center of the node
- Ground floor development is to be strictly used for retail and commercial purposes while upper floors are to be finished for office or residential uses
- Streetscapes are to be similar to the neighboring areas and there are to be no abrupt discontinuity in the streetscape (Refer transportation section for streetscapes recommendations)
- The recommendations for storefronts related to transparency, awnings and signage are to be as recommended the Central Business District (CBD) explained above



**Town planning workshop notes- Commercial**

*Very large big box type developments should be prohibited*

*Prohibit adult uses, or anything that will change the character of small town.*

*Encourage anchor stores*

*Implement TIF or Increase sales tax to finance future developments.*

*4-way stop sign, cross walks and speed limits are necessary for pedestrians to cross State Route 140*

*Interstate access is opportunity for future development*

*Vacant lot by shell station- opportunity for future development*

*Medical facilities like dental, hospital, nursing and senior living are needed.*

*Encourage green buildings and Low impact development*

**HIGHWAY COMMERCIAL:**

This land use is typified by stand alone, service commercial businesses. These areas generate higher traffic and require accessibility and visibility from interstate-55. Development proposed in this land use category depends on transient market access generated by traffic traveling along interstate-55 between Chicago and St. Louis. Also, traffic generated along the State Route 140 and Interstate 255 connection will serve as an additional market generator for highway development locations.

Any development of highway commercial investment is to include careful consideration of dense land use characteristics and its impact on the Village, its residents and its secondary and tertiary infrastructure corridors. Examples of highway commercial include:

- Large grocery stores
- fast food restaurants
- fine dining
- banks and ATMs
- office buildings
- retail stores
- pharmacy
- hotels and motels
- filling stations
- entertainment venues

It is anticipated that this type of investment will bring important sales tax generation to the village however, developers often seek tax incentives for infrastructure improvements in open, unimproved Greenfield areas including the need for adequate ingress and egress to development sites and other essential utility services needed to implement such investment. It is recommended here that the Village develop an implementation strategy that allows for significant investment within "Highway Commercial" areas while enjoying some return to the municipality in the form of immediately tax benefits.

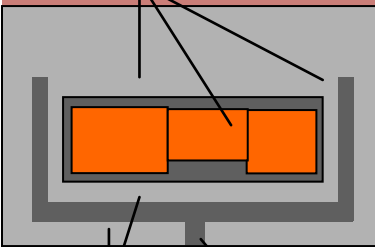
Areas depicted by the Future Land Use map as suitable Highway Commercial type development are:

- State Route 140 on east and west side of Interstate 55
- Four quadrants of Interstate 55 and State Route 140

Proposed development may include the redevelopment of existing structures and the incorporation of existing owners into any larger development opportunities. As a priority, initial development planning and implementation is to be concentrated within the Village limits and its growth areas as depicted on the Future Land

**Drawing 11: Preferred Parking Configuration**

Shared extra parking can be provided on the side or rear of the building

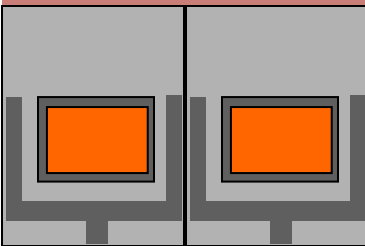


Front parking (Maximum two rows of cars)

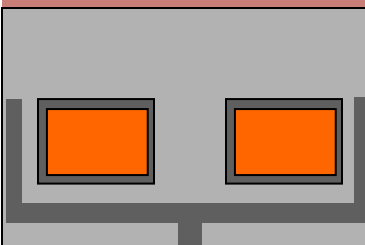
Single Ingress/ Egress point shared by two commercial uses

Source: Arcturis

**Drawing 12: Side Set back Configuration**



Individual parcels having side roads and entry



Shared entry & parking reduces infrastructure and is an access management tool

Source: Arcturis

Use Map (CP Map F). Although significant areas adjacent to the Village limits will remain as agricultural land, this type of planning will allow for development investment to be driven by market demand rather than extensive front-end infrastructure development within an unfulfilled market demand.

As development outgrows municipal limits, the Village may wish to annex additional property and provide utilities, roads, and services to ensure development through public or public/private partnerships. In general, commercial land uses are to be concentrated within predetermined and carefully defined limits to consolidate the level of services and infrastructure needed to support these high intense uses. This consolidation will result in more efficient traffic circulation and protection of open space and residential areas. To assure expansion areas become vital commercial destination that also support the Village's central business district, future planning of street improvements and capital investments linking Highway Commercial areas to the Village's new CBD will become necessary. Refer to recommendations for streetscape improvements for State Route 140 in the transportation section.

Additional recommendations (See Drawings 11 and 12 on this page) that apply to Highway commercial development areas are:

- The set back from the sidewalk is to be not less than forty (40') feet nor more than eighty (80') feet from the street serving as the point of ingress and egress to buildings along the interior circulation road of the development areas
- The major point(s) of ingress and egress off State Route 140 into development areas is to include wide curbs cuts designed to accommodate truck traffic
- Points of ingress and egress are to be landscaped and may be a location for water retention designed to serve as an aesthetic visual feature complimenting the Village image
- Extra parking areas are to be provided at the side or back of the building
- A maximum of one hundred (100') feet of continuous façade is necessary before providing access to the rear parking area(s) and this width is to be the side setback of the buildings.
- Continuous façade is to be determined by one building façade or by joining two (2) or more commercial uses



**Town planning workshop  
notes- Industrial**

*Co-op                      needs  
enhancements        like  
screening*

*Use        Co-op        for  
educational tours    along  
with Agricultural tour*

*North of Route 66 should  
remain Industrial*

- Side set back is to be not more than eighty (80') feet allowing for 2 rows of parking; this is to be combined with the adjacent commercial setbacks resulting in a maximum one hundred sixty (160') feet between structures
- Shared side and rear parking, points of entry, and exits are highly encouraged resulting in the reduction of infrastructure costs and efficiency in long term management of the development
- Drive-through windows are to be allowed within setback requirements
- Zoning requirements related to acceptable parking requirements and are to be applied to the development area
- Adaptive reuse of existing buildings is encouraged
- Commercial retail uses are to be buffered from residential development by a transition consisting of green space and the use of greenways, trails and heavily landscaped areas, higher density housing, and infrastructure placement

#### **LIGHT INDUSTRIAL**

Industrial areas (light industrial) are to be separated from residential and retail commercial areas by a landscaped buffer zone which may include greenway and trail development.

Industrial developments typically consist of single story structures either of tilt up or pre-engineered building quality, outside storage of material and equipment and employee parking. Due to their use and purpose, industrial development areas may produce conditions that are incompatible with adjacent uses.

Heavy truck traffic resulting in high traffic volumes, increased vehicular traffic during shift changes, and increased customer and vendor traffic common to industrial areas is additional reasons to isolate these areas through infrastructure placement and aesthetic elements. Proposed development intended for this land use currently falls under the Village's "LI-1" Light Industrial District.

Industrial development is recommended along State Route 157 on the north side of this roads intersection with State Route 140, where industrial uses are currently located. As additional industrial land is needed, this use can easily expand into adjacent land. Close highway access, unimproved parcels for future growth potential, and the availability of utilities make this corridor



most appropriate for industrial land uses within the Village. However, without careful site design and roadway improvements, industrial development in this area may contribute significantly to the current and anticipated traffic congestion. Therefore, recommendations for future planning around industrial use of the land include the following:

- Market this area as a future industrial development area
- Define State and Local incentives that encourage investment in industrial development and job development ventures
- Encourage the use of Low Impact Design (LID)<sup>15</sup> such as pervious surfaces through innovative stormwater management and landscaping. LID is an approach to site design and stormwater management that seeks to maintain the site's pre-development rates and volumes of runoff. This is accomplished through the minimization of impervious cover, strategic placement of buildings, pavement and landscaping, and the use of small-scale distributed runoff management features that are collectively called "Integrated Management Practices" (IMPs).
- Require building and site lighting to enhance perception of safety
- Architectural design should create visual interest through the use of different textures, complementary colors, shadow lines and shapes. The use of walls in a single color, with little detailing or completely blank to be discouraged
- Monotony of design in single or multiple building projects to be avoided. Variation in detail, form, and site design to be used to provide visual interest
- Careful consideration to durable materials, proportions, and shapes, emphasizing the importance of roofs and other changes in plane as integral and embracing elements of the over-all design is particularly important
- Landscaping to be used to complement and enhance building design, color and material
- An acceptable signage package to be created by the Village to include parameter for monument signs, building signage, and interior circulation signage at points of ingress and egress

<sup>15</sup> **Low Impact Development (LID):** Refer <http://www.epa.gov/owow/nps/lid/> for detail information on site development using Low impact techniques



- Exterior mechanical, electrical, rooftop equipment and other exterior equipment are to be placed so that it is screened from State Route 157 and any residential development along adjoining streets. Screening material to be compatible with building material and installed at a height that is equal to or slightly exceeds the height of the roof mounted mechanical equipment
- Use of Greenscreen<sup>16</sup> to visually hide any unpleasant structures or equipments is encouraged
- Shared use of points of ingress and egress is encouraged and are to include streetscape improvements and access management techniques are explained in detail in the transportation section of this document.

<sup>16</sup> **Greenscreen:** Greenscreen is a landscape trellis system for fencing, wall-mounted applications or freestanding enclosures. When combined with a variety of vines, green screen becomes living wall that can provide privacy, shading cooling, security and spatial definition. The main component of this system is a 3 dimensional welded wire trellis panel. Available at <http://books.google.com/books?vid=ISBN1568985630&id=IhSfzEqb--cC&pg=PP66&lpg=PP66&ots=Yzyp1liPRz&dq=green+screen+landscape+definition&sig=rzdLU99bmPpGLm7WbbeP-pe9d3M>, Accessed November 25, 2006.

### PLANNED MEDICAL DISTRICT

The State of Illinois has created legislation for Chicago and other smaller communities related to the creation of “medical districts”. These have been designed to specifically attract medical facilities and ancillary support uses within a designated development area. The establishment of such a district includes the definition of boundaries which create a political body and corporation under the name of the development, i.e., the Hamel Medical District. A board is then established to operate the district and their purpose is to initiate and maintain the planning, acquisition, implementation and long term management of the district. The district as stated above devotes itself to hospitals, clinics, medical research facilities, educational facilities, and other medically related uses, including assisted living and other elderly living options.

The governing board may also apply for grants, loans, and other appropriations available through the State of Illinois, the federal government, and other funding sources as required. These funds are usually more easily attracted initially based upon a Master Plan of the designated development area, in this case the northeast quadrant of I-55 and State Route 140 pursuant to this document.

The open, unimproved land situated at this location and the relationship of this quadrant to the growth corridor of the Village makes this an excellent location for the establishment of such a defined district. Additionally, natural areas within what would become the designated development area act as clear and aesthetic buffering of more commercial buildings from more residential and elderly living communities.



**Town planning workshop  
notes- institutional**

*Uses like Sewer Treatment plant are not visually pleasing. They should be covered by greenscreen etc.*

*Post office is very crowded*

*Shared sheriff service, Fire dept, emergency services is a concern*

**INSTITUTIONAL/PUBLIC UTILITIES:**

Institutional uses include schools, churches and public facilities such as sewer and water treatment plants, stormwater facilities, post offices, and the Village Hall.. The locations of and potential for such services are determined by the growth of the Village physically and therefore directly relates to population and commercial needs. The expansion of school facilities depends on the decision of the school board based on the projected numbers for yearly enrollment and the age levels of the student body. Planning recommendations for future expansion of institutional facilities are given below:

- Activity centers such as the community hall, recreational areas, parks and greenway development are to be planned as pedestrian access facilities including enhanced sidewalks, common area amenities, and services
- Public utilities such as water and sewage treatment plants and storm-water facility are to be expanded to accommodate future growth when possible, rather than relocating and constructing new public facilities within other sectors of the Village
- Cost benefit analysis is recommended to understand the profitability of creating new facilities or expanding existing facilities And new facilities will facilitate the need for professional planners/ engineers to be consulted before procuring property or locating new sites
- The existing sewage treatment plant on State Route 157 is to be green screened or green buffered to create a visually pleasing view and to compliment the Downtown Main Street
- The location and visibility of existing and newly planned water towers are to be fully exploited to advertise Hamel
- The existing post office is heavily used by the Village population and while there are complaints regarding the parking at this location, it is not advised that the Village increase the parking space due to the following reasons
  - The pedestrian streetscape improvements along State Route 140 and the development of biking trails will enable people to either access the post office by foot or on bikes reducing the dependence on automobiles
  - Planning and developer investment will result in the reconfiguration of the parking in this area