



VILLAGE LOCATION

Interstate 55: The Village of Hamel is strategically located at the crossroads of I- 55 and State Route 140 in central Illinois. I-55 is a four (4) lane federal highway that links the City of St. Louis to the south of Hamel and northward to the City of Chicago. Springfield, the State Capitol of Illinois lies north of Hamel between these two urban centers.

State Route 140: State Route 140 links to Interstate I-255 on the west, approximately 13 miles from Hamel, a major circumventional highway encircling the entire metro area of St. Louis. State Route 140 extends eastward, connecting with I-55 at the epicenter of Hamel. I-55 and State Route 140 create a north to south (I-55) and east to west (State Route 140) axis at the Village of Hamel.

State Route 157: This corridor plays an important role in the overall connectivity of the Village, significant as a parallel road system running diagonal to I-55 to the west and as importantly, a remaining section of historic Route 66 presently developed as a residential and small business sector of the Village. This road also provides a vital link to Edwardsville, located approximately 8 miles south of Hamel.

Secondary and Tertiary Road Systems: The Village of Hamel is served by important secondary and tertiary streets and road systems that link the community to residential developments, the surrounding community, and to agricultural farming activities and ancillary towns.

The Village of Hamel is well positioned as a “core” community within a broader market place providing easy accessibility to major metropolitan centers such as St. Louis, Chicago, Springfield, and emerging secondary markets such as Edwardsville, Alton, and Granite City. Within the immediate “core” market, the Village of Hamel provides connectivity to surrounding communities all of which have access through the Village to Interstate 55 and State Route 140.

VILLAGE MARKET

As of 2004 census updates, the Village of Hamel has a population of 676 individuals. Although this number may have escalated since 2004, any assumptions of increased population will be speculation. It is safe to say the Village has increased in population over the years and seems to be trending toward continued increased growth patterns.



Although the trend seems to be continued growth as stated, the population today does not warrant significant opportunity for rapid commercial developer investment to serve the Village and it is not expected to attract such development for some time based on Hamel community demographics.

The Village of Hamel does however have important connectivity to larger market areas through its network of infrastructure and it is through this connectivity the Village can anticipate and plan for more rapid commercial investment with a solid and realistic implementation plan and finance strategy.

RECOMMENDED STRATEGY FOR HIGHWAY DEVELOPMENT AREA

The "Highway Development Area" consists of large parcels of land owned primarily by private individuals on both the east and west sides of I-55 along its north/south axis. These areas are ideal for traditional highway development including restaurants, hotels, office buildings, and highway services. As the portal to the Village of Hamel, the proposed development areas would benefit from a detailed master plan with the preparation of a finance strategy accompanying the document.

Due to the existing Village boundaries, planning and execution of an annexation process will insure that expendable income captured within this corridor will be allocated to the Village of Hamel contributing both jobs and tax revenue. Simultaneous to the annexation process, the Village may wish to update the existing zoning codes to assure development concepts are market driven to attract quality development while, at the same time, complying with standards acceptable to the Village and its planned growth concepts.

Upgraded infrastructure, including expansion of potable water, stormwater and sewer lines owned and managed by the Village are recommended as part of the master planning process to assure developer participation at the time property is assembled for development. It is recommended that any developer participation include pro rata contribution to utility services and long term maintenance of same.

Within the defined acres, the following uses are recommended for maximum density development opportunity within the Village:

Northwest Quadrant: (The subject sectors are shown as Area #1a NW and 2 NW on the Map 06, located on page 8-3 and proposals as shown in Map 07 located on page 8-5) The Northwest Quadrant is proposed as an ideal location for the expansion of the existing office-warehouse and distribution sites.



This property is controlled by multiple owners and the platting appears to be adequately sized for additional light industrial development. That portion of State Route 157 running from State Route 140 northward is recommended for upgrade specifically designed for heavy truck traffic and semi truck use including modified street widths, curb cuts, lighting, and standardized signage.

Planning and developer investment to include funding to provide for the design and construction of a heavily planted buffer zone on the west side of the proposed area 2NW to screen sound and visual impact of this industrial area upon any existing or planned residential development adjacent to this sector.

Map 06: Northwest Quadrant

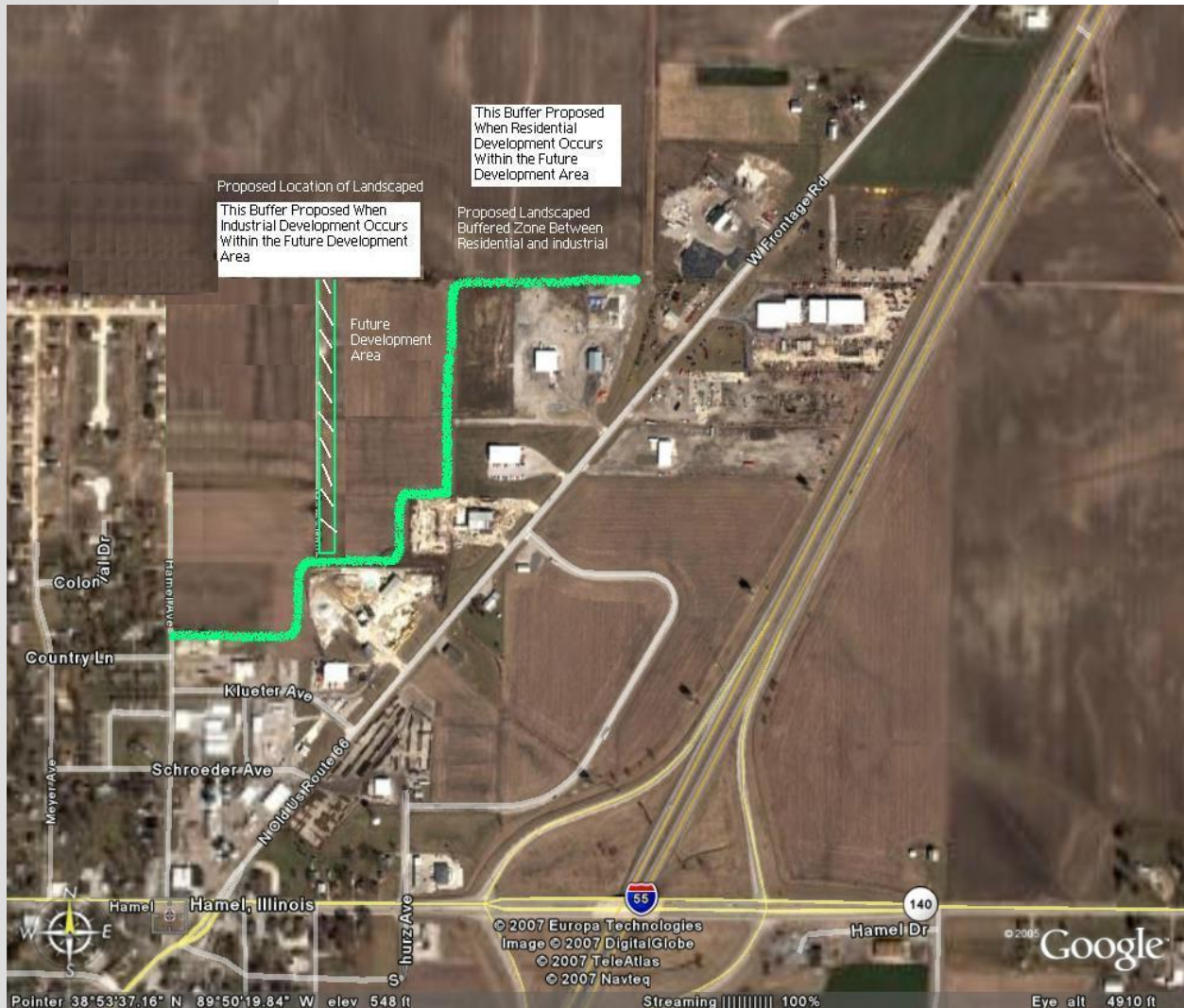


Source: Madison County GIS Dept
Arcturis

Additional office and warehouse development may be stimulated by increased highway commercial development driven by the need for distribution of goods to retailers and commercial users that may locate within the Highway Commercial development areas. Given its strategic location along I-55, Hamel may market this area as a regional distribution center serving retailers and commercial users between St. Louis and Springfield. Increased job opportunities can attract specialized funding sources and tax credits for employers and infrastructure enhancements as well.

Targeted marketing of this opportunity area is advised, including the establishment of an “owner organization” willing to assist the Village in the creation and management of a website that can be used to promote the industrial park. Additionally, the owner group can agree upon a strategy for the marketing and disposition of property to new investors that will benefit the entire area, including the granting of easements for future infrastructure enhancements at the time any property is conveyed to a new owner. This process eliminates the need to seek right of way easements and utility corridor easements at the time new improvements are implemented.

Map 07: Sector 1a NW and 2NW – Proposed Enhancement of Existing Office Warehouse



Map 08: Southwest Quadrant



Source: Madison County GIS Dept
Arcturis

Southwest Quadrant: (The subject sector is shown as Area #1a SW, 2 SW and 3 SW on the Map 08 on this page and Map 09: Sector # 1a SW, 2 SW, and 3W Central. The Southwest Quadrant is proposed as a location for transition into mixed residential and commercial development areas. Of all areas discussed within the quadrants, this sector is the most critical requiring special attention related to the transition between existing residential development and any new highway investment that may become available for Village consideration. The preservation of existing residential land values and the safety of those living in this area are issues to be considered in any future planning and development rights granted in this sector. This quadrant has the greatest potential to leverage the Villages connection with both the I-55 Corridor and the adjacency of Edwardsville.

Although adjacent to the highway with excellent visibility, this sector does not enjoy immediate access to the I-55 corridor or secondary road systems in the area presently. Due to IDOT stacking requirements at the I-55 and State Route 140 interchange, access will not be easily negotiated and in view of existing residential development near the highway, commercial access may need to pass through presently developed residential neighborhoods to access open land adjacent to the highway.

An alternative access point requires acquisition or at a minimum road alignment easements to be granted at the interchange. These parcels, located on the south side of State Route 140 near the I-55 interchange, are improved with structures presently; therefore, this alternative is not considered viable at this time. In the future, if this option seems credible, the owners' cooperation will be necessary in order to create a new road entrance and interior road system from State Route 140 southward into the open, undeveloped land adjacent to the highway.



Source: Arcturis and Google Earth

Map 09: Sector #1a SW, 2 SW, and 3 W-Central



Map 10: Northeast Quadrant



Source: Madison County GIS Dept
Arcturis

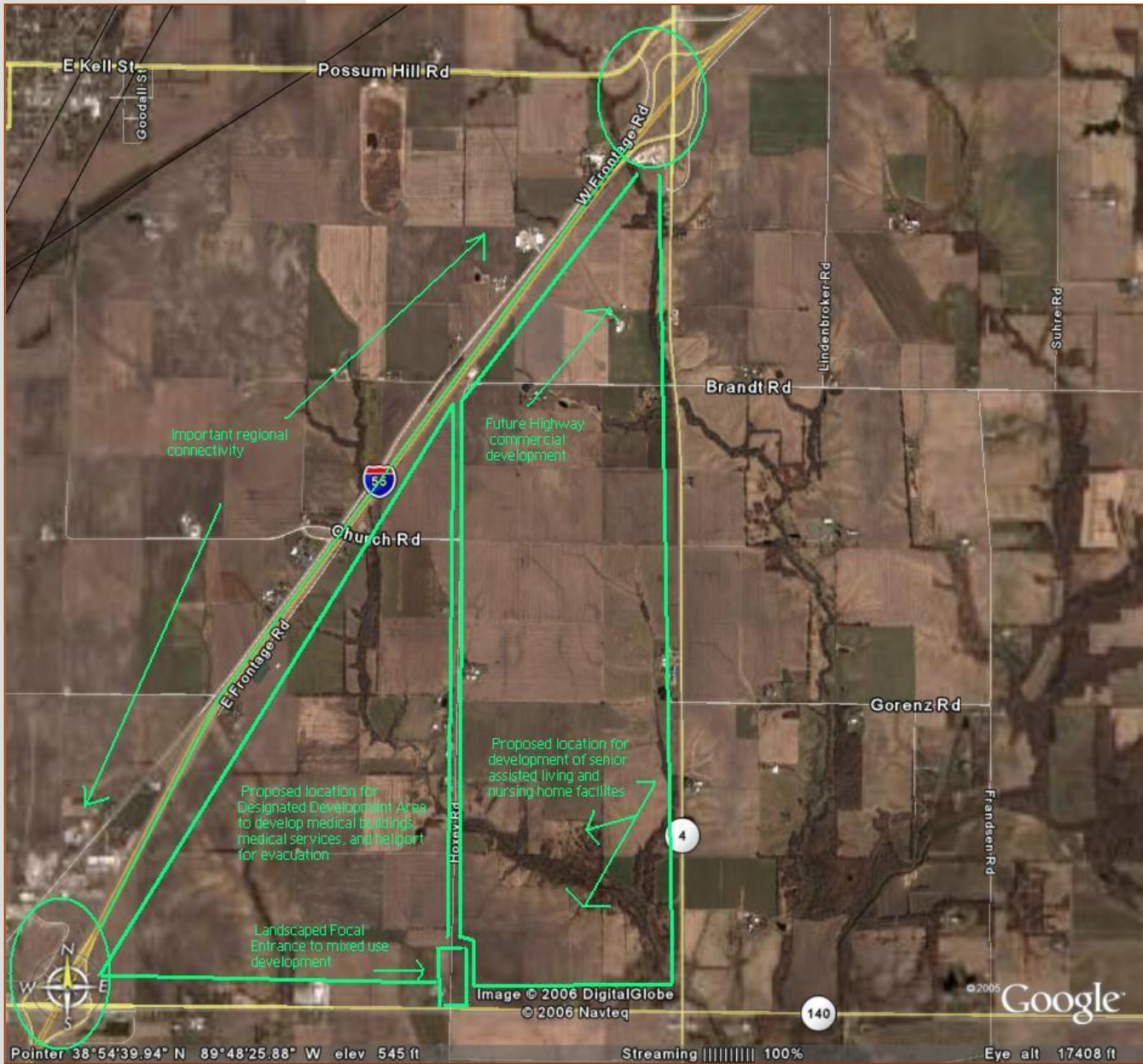
Northeast Quadrant: (The subject sectors are shown as Area #1a NE and #2 NE on the Map 10, shown on this page and proposals are shown on Map 11: Sector #1a NE and #2 NE, located on page 8-9. The Northeast Quadrant is proposed as a location for medical office, commercial office, small shopping, restaurant services, heliport for emergency evacuation and greenway, landscaped buffers and park set asides, all transitioning into elderly residential care including assisted living and nursing home facilities. This area is well suited for specific, targeted medical services that may be overlaid with a State of Illinois designated development area similar to existing legislation contained in the “Medical District Act” area legislated specifically for the City of Chicago. With a market-driven plan, Hamel can qualify for a specifically design district through approval by the State of Illinois.

The site is enhanced by connectivity between two interchanges along I-55, the southern interchange at State Route 140 and the northern at Possum Hill Road. It is suggested that this area be planned with a focused and landscaped entrance connecting to an internal circulation system. Although this entrance may be part of the public infrastructure system, the entrance needs to clearly define the uses and services so general highway traffic does not interfere with the function and use within the development area.

Existing natural creeks and vegetated areas are recommended for use in their present condition to define the residential area and to create greenways with trails and other recreational venues for the use of the elderly living community and their guests. Further, it is recommended that these natural areas be specifically set aside as preservation areas. Trails and other recreational venues are appropriate for this land. Adjacent property is ideal for development of small inns, restaurants, trail heads, and a hunting lodge to attract transient markets to Hamel. These natural creek and tributary areas are part of an aquifer that extends throughout most of central Illinois and may qualify as conservation areas.

Long term, future planning may include land around the northern interchange at I-55 and Possum Hill Road. Any development that occurs here needs to be a natural extension of medical uses, small retail, and elderly living complexes in order to maintain property values and to provide additional resources to the elderly living in the area.

Map 11: Sector #1a NE and #2 NE



Source: Arcturus and Google Earth

Map 12...: Southeast Quadrant



Source: Madison County GIS Dept
Arcturis

Southeast Quadrant: (The subject sectors are shown as #1a SE and #2 SE on the Map 12: Southeast Quadrant and proposals are shown on Map 13: Sector # 1a and #2 SE located on page 8-11..The Southeast Quadrant is proposed as a location for traditional highway development including restaurants, hotels, and office buildings defined by an internal circulation system that creates parcels and utility corridors conducive to multiple developer land use. Development options will range from hotels and motels as mentioned to various restaurants and dining establishments to larger box type development. Master planning and development strategies defined for this sector can dictate the size of structures, quantity of parcels, and overall environment created here. Assuming this type of investment is desired by the Village, the master planning for the area will require market-driven strategies that can attract investment while following standards agreeable to the Village related to mixed use development.

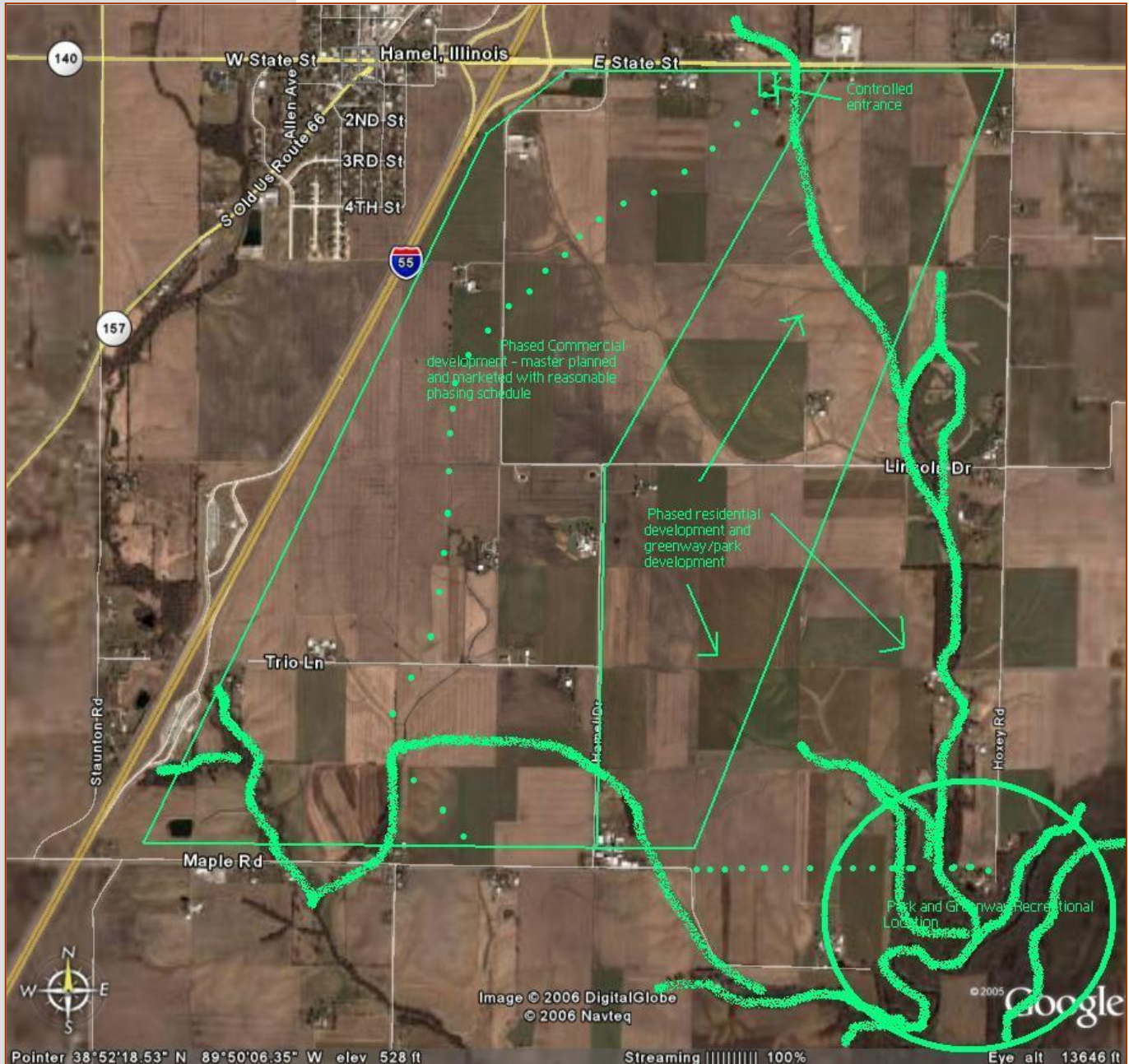
This sector at the highway interchange enjoys exceptional visibility and accessibility both of which are important site selection parameters for developers. The master plan therefore needs to look at development standards that may include street width and lighting, landscaping and green space and other developer guidelines that can positively set this sector apart while continuing to attract investment. Any tax incentives granted to the developer through Village resources from the State of Illinois need to specifically address public infrastructure investment. Careful consideration of the designed development area can provide off-site infrastructure included within the designed development area so connector roads can be upgraded at the time new development is being constructed.

Existing natural wooded areas and creeks form a network of potential greenways that can enhance the proposed commercial and residential development areas within this quadrant and add real value to the property while creating a natural buffered area between the commercial developments, multi-family, single-family, estate homes and agricultural land. As stated above, the value of the aquifer area cannot be overstated. The conservation and recreational opportunities associated with these areas is an outstanding asset to Hamel. The funding that may be available for the conservation of this area may also work to extend infrastructure and provide other public services not otherwise available to the Village.

In order to create increased circulation within this and other sectors around Hamel, it is recommended that an extension of Maple Road be considered running approximately from its present terminus eastward to Hoxey Road. This extension provided

improved circulation and extends the boundaries of the Village eastward to a defined secondary circulation corridor.

Map 13: Sector #1a SE and #2 SE



Source: Arcturis and Google Earth

Sensitivity to Transitional Sectors- Areas consisting of land adjacent to and near dense development locations along major and secondary corridors represent opportunities to soften density and phase into smaller mixed use and multi-family development.



Beyond these mixed use areas, land use may then transition into single family development, estate homes and agricultural uses.

DESCRIPTION OF STATE ROUTE 140 - RETAIL AND COMMERCIAL

Development along State Route 140 at its intersection with State Route 157 westward to its intersection with Staunton Road represents an opportunity for local-regional development needs that may include larger retail/commercial investment as well as services and supplies. Today the Village has attracted a new grocery store, and that investment along with more regional traffic generated by the post office and existing smaller retail in the area warrants implementation planning for this corridor to facilitate additional retailer presence. This road represents an important linkage between Interstate 255 approximately thirteen (13) miles to the west and I-55 located in the heart of the Village of Hamel. A continued increase in traffic can be expected and more regional development is anticipated.

The State Route 140 corridor creates an east west axis through the Village and its configuration significantly bifurcates the Village layout. Communication between the north and south sides of State Route 140 needs to be planned carefully and safety designs are recommended that allow for increased traffic while providing retail commercial development the ability to attract vehicular and pedestrian movement within development layouts as well as movements that access both sides of the corridor. Consideration to be given to signalization at the State Routes 140 and 157 intersections along with a pedestrian island that allows walkers and bikers to stand in safety during light changes. The median concept being proposed occurs at the intersection only and does not extend farther. Any road median placement in this area is to be designed so as not to restrict turning movements in and out of retail and commercial areas. Long term investment success will depend in part upon the design of this corridor and intersection.

STATE ROUTE 140 - TRANSITION TO MULTI-FAMILY AND SINGLE-FAMILY

State Route 140 is proposed as a regional development area and therefore successful planning for multi-family and single-family development adjacent to retail and commercial sites will need to include safe, aesthetically designed entrances to any internal circulation roads within residential areas.



Access to this sector may be obtained north of the State Routes 140 and 157 intersections extending into to the office warehouse development area, although this is not the preferred access point.

Meyer Avenue is another access point into this sector, however existing residential development may be interrupted by use of this road therefore, a traffic pattern and circulation study is recommended to evaluate this access location.

Finally, Staunton Road represents another access point in need to careful study. Using Staunton Road as a major access point requires owners and tenant living in any multi-family development to drive through the regional retail commercial development along State Route 140 to access their homes when approach from I-55 traveling westward. Also, Staunton Road intersects with State Route 157 south of the existing boundaries of Hamel, this intersection allows traffic from north of Hamel to access Edwardsville via Route 157.

DESCRIPTION OF STATE ROUTE 157 - RETAIL AND COMMERCIAL

Existing residential development east of State Route 157 is defined by existing land uses including small commercial areas along this secondary transportation corridor and housing stock ranging from 1940 to present day structures. Within this sector, recent housing development has occurred near the highway without attention being given to buffering sight and sound from the Interstate 55 corridor. Presently there is a strip of land along the highway (as discussed above) that is ideal for commercial development due to its highway visibility and yet limited in desirability due to its lack of access to the land.

Assuming sound development planning and land use standards are established, it is unlikely that any additional new housing will be built within this “strip” therefore, assuming the access issue can be resolved; it is recommended that a dense landscape buffer be constructed between the new, existing single family housing and any commercial development that may occur in the future. To facilitate transition from single-family residential to highway commercial, placement of interior circulation and landscaped areas can add value to both residential and commercial development in this area. If adequate access cannot be constructed, this prime commercial area may remain undeveloped for some time.



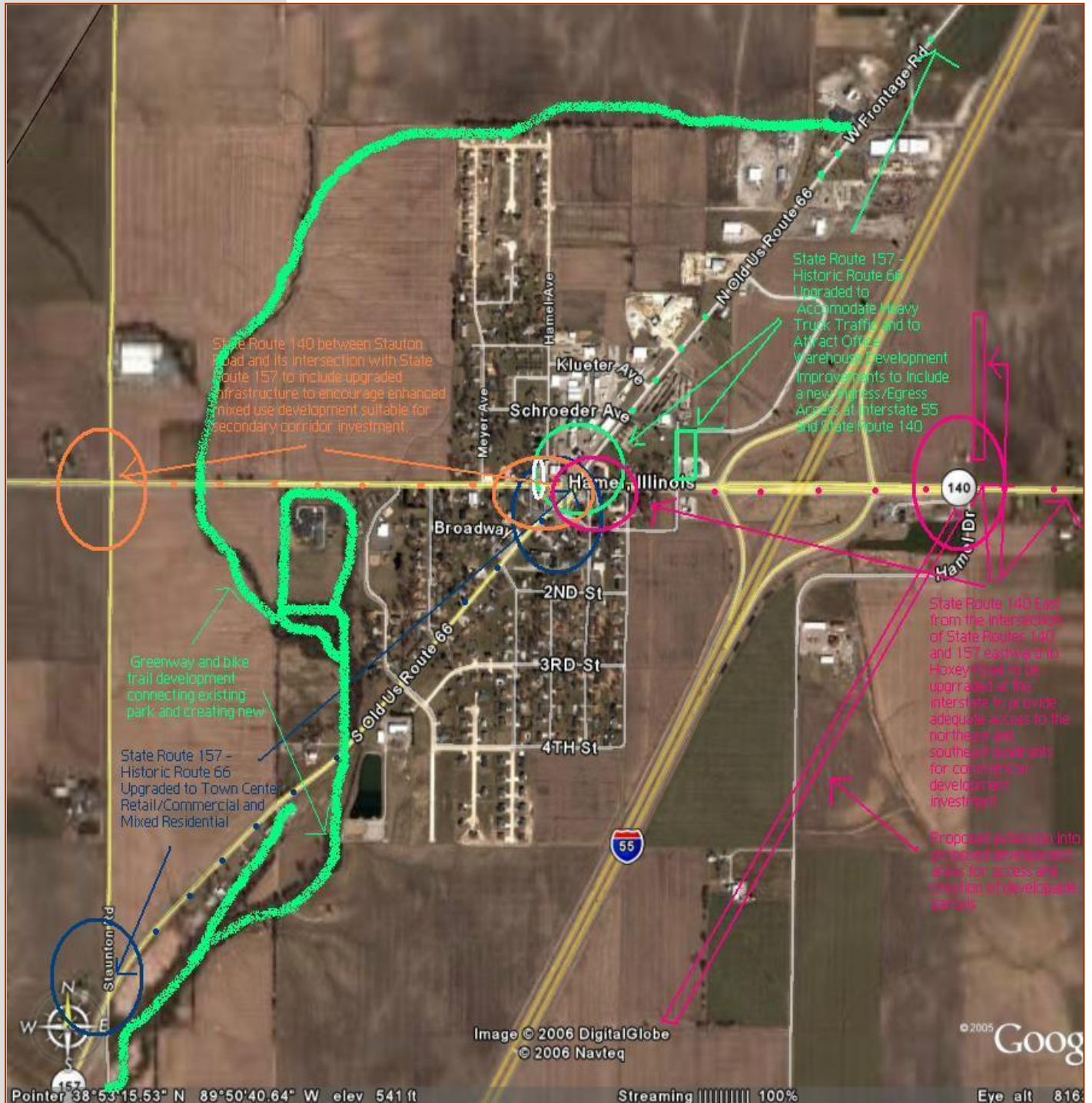
ALL ROADS LEAD TO HAMEL

Map 14: Phase I Infrastructure Recommendations, illustrates the primary, first phase infrastructure projects to be considered, planned, marketed, and finance for Hamel growth. As the map indicates, from an economic development standpoint, the intersection at State Routes 140 and 157 is the very heart of Hamel and consideration needs to be given to this intersection in any planning process.

Finance strategies, based upon significant infrastructure needs to include the following elements based upon economic development opportunity and safety:

- Planning, traffic study and funding of enhancements (SAFETEA and State Economic Development Sources) 140/157 intersection based upon future growth needs and safety

Map 14: Phase I Infrastructure Recommendations



Source: Arcturis and Google Earth

- Planning, traffic study and funding of enhancements along State Route 157 (Historic Route 66) with attention to focal intersection at Staunton Road and 157 using SAFETEA – Scenic Byways sources



Note

Any preliminary discussions with federal and state funding sources need to occur within the context of a specific and well thought out plan with specific graphics illustrating funding request areas and with background regarding the status of Village interest and future economic development plans. Random calls and meetings without content will dilute the request and the impact of a well planned and executed strategy.

Note 2: Final finance availability and access will be determined by a process of communication and follow up which usually takes about six (6) months to orchestrate. Appendix III provides examples of some of the types of statutes provided by the State of Illinois, however, it should be clearly stated here that final economic development overlays and funding sources will be “created” or “designed” for the Village of Hamel through the process of tapping into available resources. Therefore, the information contained within Appendix III is for reference only.

- Planning, traffic study and funding of enhancements along State Route 157 north of State Route 140 related to heavy truck traffic to encourage economic development of office warehouse investment (SAFETEA, State Economic Development, State Environmental Protection and State Jobs Incentive sources)
- Planning, traffic study and funding of separate truck access west of Interstate 55 and State Route 140 (SAFETEA and State Economic Development sources)
- Streetscape planning, traffic study and enhancements (SAFETEA and State Economic Development sources) along State Route 140 for upgrade of a secondary connector road, linking Interstate 255 with Interstate 55 with attention to focal intersection at Staunton Road and 140
- Planning and traffic study to include proposed entrance location off State Route 140 east of Interstate 55 to accommodate future investment in both the northeast and southeast quadrants (SAFETEA)
- Planning and traffic study to include proposed interior circulation within the quadrants (All interior circulation infrastructure to be borne by Developer(s)) however, the planning of these quadrants may include other state development overlay tools such as a Mid-America Medical District, Tax Incremental District, or Transportation Districts the funds of which will pay for a portion of the infrastructure within the boundaries of the designated development site
- Planning and implementation strategy related to acquiring easements and land for the development of a greenway, hiking biking and walking trail system, and future park locations to be funded through SAFETEA, State Department of Natural Resources, Local Parks Department and other related sources.

PRIORITIZED AREAS OF DEVELOPMENT

It is not being suggested here that these priorities be presented one at a time to any funding source. It is recommended that the entire area shown above be presented to funding sources as a single project, the priorities are established to review activities related to each sector that will enhance the process:



Priority # 1- State Route 157/ Historic Route 66: State Route 157 / Historic Route 66 represents a unique opportunity for the Village to plan a revitalization area within the municipality that can attract not only local patronage but regional and national visitors as well.

At the present time the Federal government has expressed an interest in the preservation of remaining Route 66 alignment across the country. Their goal is to encourage the enhancement of existing investment and the creation of new economic development opportunities associated with this route. Within the SAFETEA transportation funding allocations, there are specific funds, known as the Scenic Byways Program, set aside for such planning and implementation purposes. The "National Scenic Byways Program – FY 2006 Grant Guidance and Information for Grant Applications" is attached to this section. Due to the relationship of the Scenic By-Way proposed area to the intersection at the down center, it is proposed that the intersection be incorporated into any planning related to the Route 66 corridor.

In order to prepare for and attract development to this area, the following activities need to occur with the coordination and leadership of the Village of Hamel:

- Establish a small committee to coordinate all activities associated with this process
- Read and understand the SAFETEA legislation regarding Scenic By-Ways
- Prepare a "master plan" of the designated development area including creative land use concepts, policy guidelines, and required infrastructure enhancement to be included within the request for funding
- Upon completion of plan, schedule a meeting with the federal senator that represents Hamel and present the plan to this individual(s)
- Establish a coordinated follow up of activities required by the legislators to assure compliance with SAFETEA and the process of acquiring the funds through federal resources
- Present the plan to the public through a series of public engagement meetings to acquaint the public with the plan and to receive letter of support for final submittal
- Prepare and submit final application for funding through the federal office of political advocate(s)



The website for application preparation and submittal follows here:

<http://www.bywaysonline.org/grants/application/>

See below:

10/12/05

National Scenic Byways Program - FY 2006 Grant Guidance and Information For Grant Applications

Grant applicants should view this document as the primary source for information on the National Scenic Byways Program funds administered by the Federal Highway Administration (FHWA). Those of you who are familiar with the grant guidance will recall that in FY 2005 we consolidated information into this single document.

This year we incorporated changes resulting from the enactment of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU Public Law 109-59):

- Indian tribes or tribal governments may submit grant applications for National Scenic Byways Program funds directly to FHWA.
- National Scenic Byways Program funds may be used for the planning, design, or development of an Indian tribe scenic byway program and for projects on an Indian tribe scenic byway.
- Local governments may donate services as an in-kind contribution towards the nonfederal share of a project.

The Table of Contents displayed below outlines the main elements of this document. It is organized to recognize the importance of the Grant Guidance while providing additional information an applicant can find useful when planning for or drafting applications. Once a project is selected, this document also provides information on implementing projects. The Supplementary Grant Information Chapter includes information useful to current applicants or to byway leaders planning for future projects. In addition, information outlining the primary structure of the online application is included. Byway leaders can use some of the information provided in the Considerations Section when developing proposals for future grants or as part of your development of a multi-year work plan.

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Federal Highway Administration
Planning, Environment & Real Estate Services

Priority #2- Interstate 55, west, at State Route 140: Interstate 55, west, at State Route 140 is prioritized as the second location to begin implementation due to its obvious importance as a major infrastructure connection and the time involved to get development opportunities organized and finalized. In order to prepare for and attract development to this area, the following activities need to occur with the coordination and leadership of the Village of Hamel:

- Identify possible annexation of additional property to be commenced by the Village, this process to proceed immediately pursuant to the following activity



- Determine phase 1 development areas based on real, market driven land development options for northeast and southeast quadrants – this determination needs to include an analysis of future infrastructure needs and traffic study
- Research State of Illinois Statutes to determine specific, applicable statutes related to finance and development finance options including statutory development tools and funding source
- Prepare detailed finance strategy based upon land use options and availability of funding sources
- Meet with appropriate state and federal representatives to make presentations regarding the economic development opportunities available to the Village of Hamel
- Prepare a detailed spreadsheet of land owners within the designated development area and coordinate meetings with these owners
- Proceed with establishing relationships between the Village and land owners to implement development plans.

Priority # 3- State Route 157 north of State Route 140: State Route 157 north of State Route 140 is presently developed as office warehouse and storage yards creating a job source for the Village. The comprehensive plan suggests that this quadrant remain as presently developed including enhancements to the area related to upgrade of existing facilities, marketing to attract new investments.

Any development planning for other quadrants of the highway to include this section of proposed industrial ingress and egress:

- Identify possible annexation of additional property to be commenced by the Village, this process to proceed immediately pursuant to the following activity
- Determine phase 1 development areas based on real, market driven land development options for northwest – this determination needs to include an analysis of future infrastructure needs and traffic study
- Research State of Illinois Statutes to determine specific, applicable statutes related to finance and development



finance options including statutory development tools and funding sources

- Prepare detailed finance strategy based upon land use options and availability of funding sources
- Meet with appropriate state and federal representatives to make presentations regarding the economic development opportunities available to the Village of Hamel
- Prepare a detailed spreadsheet of land owners within the designated development area and coordinate meetings with these owners
- Proceed with establishing relationships between the Village and land owners to implement development plans

Implementation Activities:

- *Determine Village commitment to pursuing specific funding requests from Federal and State agencies*
- *Concentrate on Village growth and infrastructure enhancement, it is where money is available and it provides important value to land that will attract developers*
- *Land owners are key to the process, include them in the implementation strategy process and if necessary enter into public/private agreements or at least have their concurrence to plan infrastructure on their land*
- *Prepare documents and appropriate graphic to present to various agencies*
- *Talk through the strategy and identify those agencies that may have funding available for desired enhancements*
- *Concentrate energy on political contacts, including local, state and federal resources considering that the largest funding amounts for infrastructure will probably come from federal sources and will be directly related to highway and access needs while state funding will probably be directly related to sewer, water, and other such infrastructure*
- *Let the politicians lead the Village as far as contacts, however, the Village and its consultants need to make the presentations assuring that there is no misunderstanding related to the financial needs of the Village and the timing associated with the funding needs*

All political contacts are to be made through a single point, person or committee of authority, representing the interest of the Village. The committee is requested to work with and garner the support and communication of other supportive entities.