

LAND USE

This Chapter outlines goals, objectives and strategies specifically for land use, defines categories of land use, and describes the desired future use for the land in and around Tuscola.

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- 4.1 Goals, Objectives & Strategies |
- 4.2 Future Land Use |
- 4.3 Future Land Use Categories |

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There are many unique uses of land across Tuscola, and many more ways to configure those uses. It is the City's responsibility to regulate where and how development occurs so that conflict between incompatible uses is minimized, land and infrastructure are used as efficiently as possible, and Tuscola continues to grow as a pleasant, attractive place to live, work, shop, play and stay. This chapter features goals, objectives, and policies that apply to land use in general, and also strategies and guidelines for specific types of land use and their location within the City and its extraterritorial plat review area.

L1 | Tuscola will have an adequate supply of land in appropriate places to accommodate growth in all sectors.

Objective L1.1: The supply of land to accommodate new development will meet local demand.

Strategies

- The City will work to ensure availability of appropriately zoned land for various types of development, recognizing that an efficient market requires a choice of multiple suitable sites.
- The City will be proactive in efforts to increase supply for uses as necessary, including comprehensive plan amendments. If necessary and feasible, the use of financial incentives to specifically encourage an increase in supply of land or units if the market is for some reason not naturally responding to demand.

Objective L1.2: Development will use land, utilities and community services as efficiently as possible.

Strategies

- Development in growth areas will occur incrementally, outward from the existing urban edge. Leapfrog development is strongly discouraged.
- Infill development where City roads and utilities already exist is a priority for the City and is strongly encouraged.
- The City will support and assist with the redevelopment of brownfield sites, as feasible.

Objective L1.3: The City's growth area will be protected from development incompatible with the future land use map.

Strategies

- The City will collaborate with Douglas County to encourage new development within the City's 1.5-mile extraterritorial jurisdiction that is compatible with the use, density and configuration recommendations of this Plan.
- The City will continue to map the preferred routes and connection points for major streets in growth areas, and will ensure adequate and appropriate right-of-way dedication as land is divided.
- Utilities and municipal services will be provided in accordance with development needs and the comprehensive plan. New utilities and municipal infrastructure will not represent an unreasonable cost to the City.

L2 | Tuscola recognizes the importance of neighborhoods and will guide growth in ways that create or enhance balanced, pedestrian friendly neighborhoods.

Objective L2.1: Development and redevelopment in existing developed areas and growth areas will establish or enhance neighborhoods.

Strategies

- Any development with uses more intensive than neighboring residential uses will utilize siting and screening techniques to minimize a negative impact on those uses due to noise, light, traffic, etc.
- New residential uses will not be isolated from other residents, will be assigned to a specific neighborhood area, and will credibly be perceived as part of that neighborhood.
- Pedestrian and bicycle facilities will be added as necessary to improve access and close gaps in the transportation network.
- Neighborhoods will generally include a mix of residential types and densities, as well as appropriate, small-scale retail and office uses.
- The City will utilize the Planned Unit Development Process, as appropriate, to achieve projects that integrate residential and non-residential uses in creative ways not achievable with standard zoning.

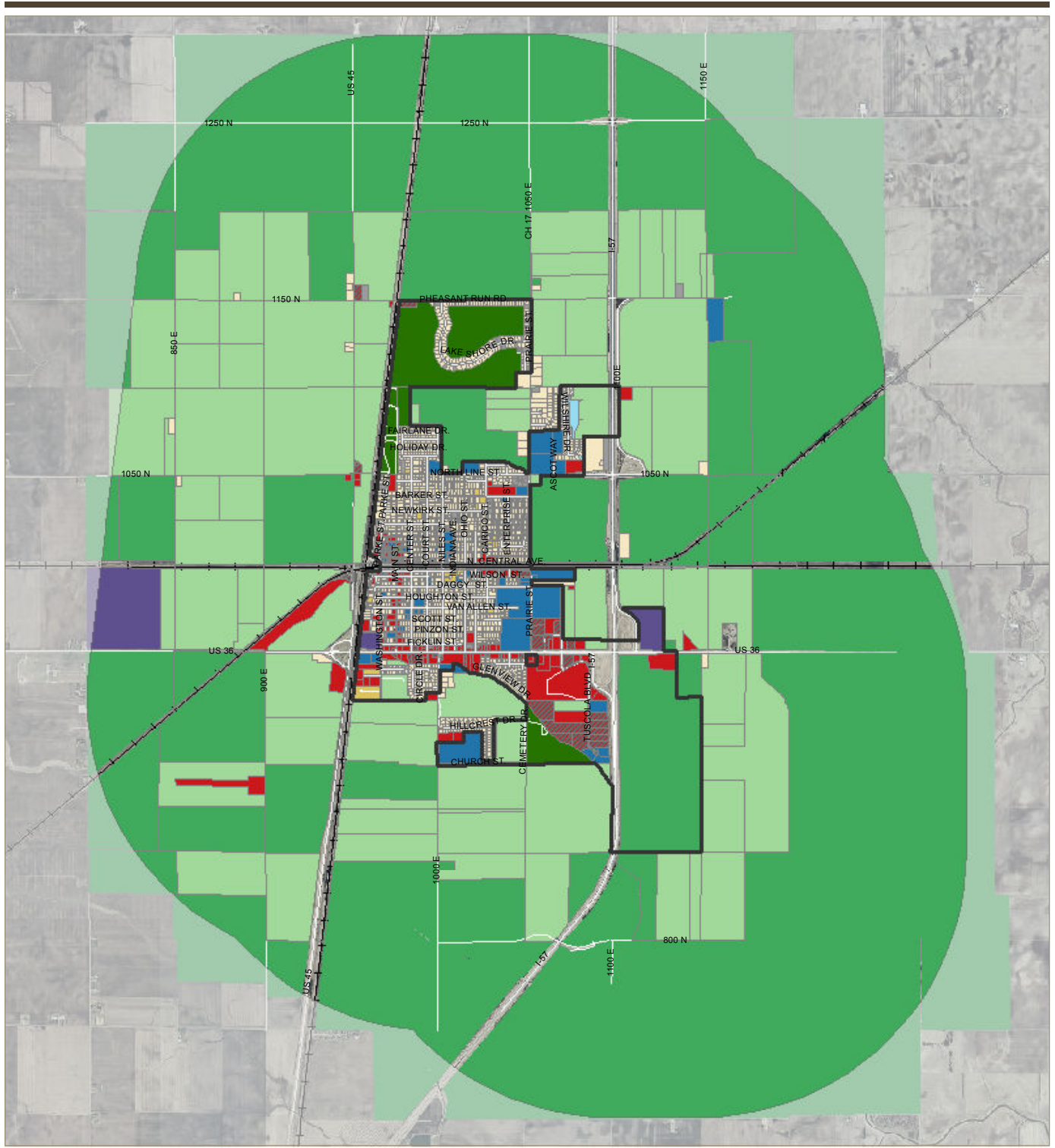


Land Use Action Items

- ✓ Continually analyze existing and future land use maps to ensure land use needs are being accommodated and met.
- ✓ Continually strive to make transportation and mobility network connections.
- ✓ Continually ensure land uses are compatible and functioning in harmony.



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EXISTING LAND USE CITY OF TUSCOLA
DOUGLAS COUNTY, ILLINOIS

PLANNING AREA (1.5-MILE BUFFER OF THE CITY)	WATER	VACANT RESIDENTIAL
CITY OF TUSCOLA	AGRICULTURAL	VACANT RESIDENTIAL; PLANNED DEVELOPMENT
PARCEL	AGRICULTURAL/CONSERVATION	COMMERCIAL
	PARKS & RECREATION	VACANT COMMERCIAL
	SINGLE FAMILY RESIDENTIAL	PUBLIC/CIVIC/INSTITUTIONAL
	MULTI FAMILY RESIDENTIAL	INDUSTRIAL

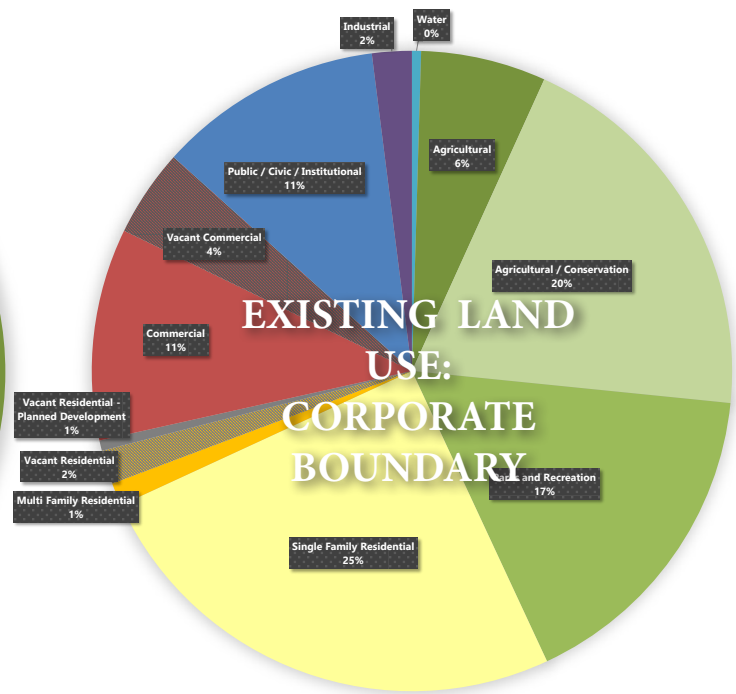
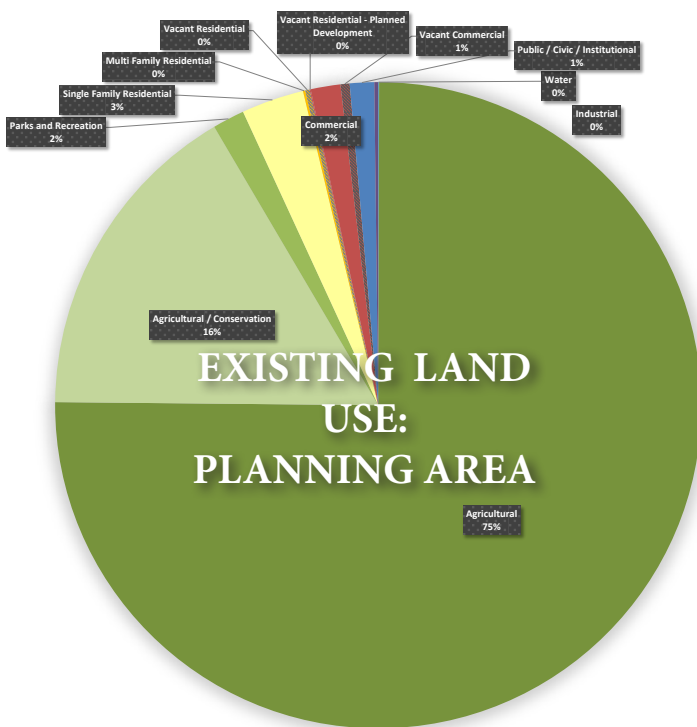
DATA SOURCES:
BASE DATA PROVIDED BY DOUGLAS COUNTY, ILLINOIS;
AERIAL IMAGERY PROVIDED BY THE UNIVERSITY OF ILLINOIS AT URBANA-CHAMPAIGN,
PRAIRIE RESEARCH INSTITUTE, ILLINOIS GEOSPATIAL DATA CLEARINGHOUSE,
2011 ILLINOIS DEPARTMENT OF TRANSPORTATION ORTHOPHOTOGRAPHY



Tuscola's Land Use

Tuscola's existing land use conditions as of 2015 are shown on the Existing Land Use Map on the opposite page (a full size map can be found in **Appendix C**). The Tuscola planning area extends 1.5 miles from the current city limits. Much of this planning area 91% is currently in Agricultural, Conservation or Open Space use, as indicated by the pie chart below and on the left. The next largest portion is Residential with 3%.

The second pie chart, below right, shows the mix of uses for the area only within the City's municipal boundary. A significant portion of the city (25%) is currently dedicated to Residential. Agricultural/ Conservation land also uses about a quarter (26%) of the land. Refer to **Appendix C** for more information regarding existing land uses, including *Productive Agricultural Areas*, and *Development Limitation Areas*.



Future Land Use

The Future Land Use (FLU) Map (opposite) identifies categories of similar use, character and density. These use categories are described in the preceding pages, including an explanation of the City's intent along with design and development strategies for each.

The FLU map and the corresponding text are to be consulted whenever development is proposed, especially when a zoning change or land division is requested. Zoning changes and development shall be consistent with the use category shown on the map and the corresponding text.

Where uses in this map differ from the current use, it is not the general intent of the City to compel a change in zoning or a change in use. Except in rare instances when the City may actively facilitate redevelopment of a priority site, the City's use of this map will be only reactive, guiding response to proposals submitted by property owners.

Amending the Future Land Use Map

It may from time to time be appropriate to consider amendments to the Future Land Use Map. See **Chapter 5** for a description of the procedural steps for amending any aspect of this plan. The following criteria should be considered before amending the map.

Agricultural

The land does not have a history of productive farming activities, does not contain prime soils (see *Prime Agriculture Map* in **Appendix C**), or is not viable for long-term agricultural use. The land is too small to be economically used for agricultural purposes, or is inaccessible to the machinery needed to produce and harvest products.

Compatibility

The proposed development, or map amendment, will not have a substantial adverse effect upon adjacent property or the character of the area, with a particular emphasis on existing residential neighborhoods.

A petitioner may indicate approaches that will minimize incompatibilities between uses.

Natural Resources

The land does not include important natural features such as wetlands, floodplains, steep slopes, scenic vistas or significant woodlands, which will be adversely affected by the proposed development. The proposed building envelope is not located within the setback of Floodplain zones (raised above regional flood line). The proposed development will not result in undue water, air, light, or noise pollution. Petitioner may indicate approaches that will preserve or enhance the most important and sensitive natural features of the proposed site.

Emergency Vehicle Access

The lay of the land will allow for construction of appropriate roads and/or driveways that are suitable for travel or access by emergency vehicles.

Ability to Provide Services

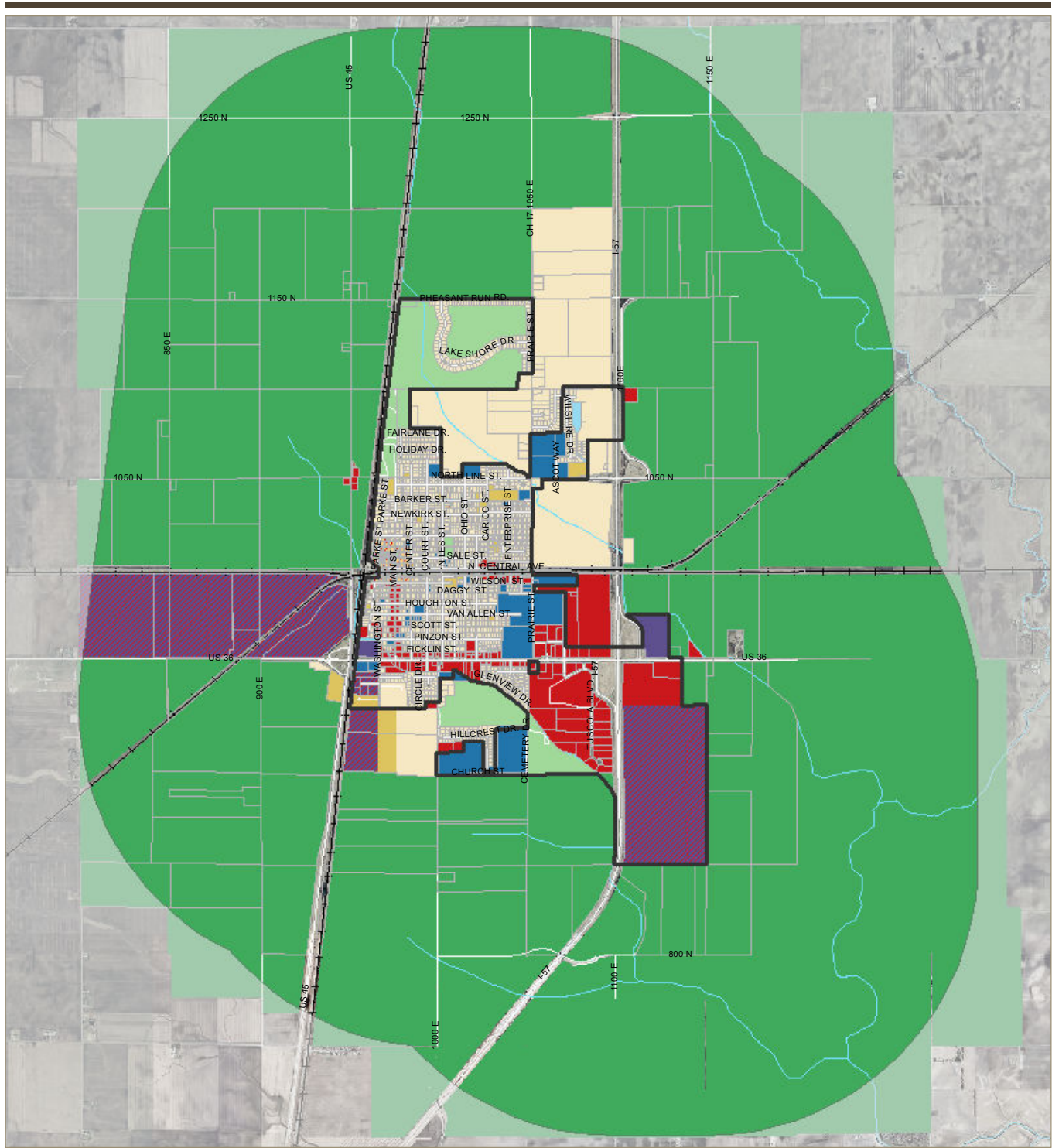
Provision of public facilities and services will not place an unreasonable financial burden on the City. Petitioners may demonstrate to the City that the current level of services in the City, or region, including but not limited to school capacity, transportation system capacity, emergency services capacity (police, fire, EMS), parks and recreation, library services, and potentially water and/or sewer services, are adequate to serve the proposed use. Petitioners may also demonstrate how they will assist the City with any shortcomings in public services or facilities.

Public Need

There is a clear public need for the proposed change or unanticipated circumstances have resulted in a need for the change. The proposed development is likely to have a positive fiscal or social impact on the City. The City may require that the property owner, or their agent, fund the preparation of a fiscal impact analysis by an independent professional.

Adherence to Other Portions of this Plan

The proposed development is consistent with the general vision for the City, and the other goals, objectives, and policies of this Plan.



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FUTURE LAND USE CITY OF TUSCOLA
DOUGLAS COUNTY, ILLINOIS

- | | | | |
|-----------------|---------------------------------|--------------------------------|-------------------------------|
| CITY OF TUSCOLA | WATER | MULTI FAMILY RESIDENTIAL | COMMERCIAL / LIGHT INDUSTRIAL |
| PARCEL | AGRICULTURE / CONSERVATION | MIXED USE | INDUSTRIAL |
| STREAM | PARKS & RECREATION | COMMERCIAL | |
| | MEDIUM-HIGH DENSITY RESIDENTIAL | PUBLIC / CIVIC / INSTITUTIONAL | |

DATA SOURCES:
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Using the Future Land Use Map

The future land use categories identify areas of similar use, character, and density. These classifications are not zoning districts - they do not legally set performance criteria for land uses (i.e. setbacks, height restrictions, density, etc.); however, they do identify those Tuscola Zoning Ordinance districts that currently fit within each future land use category. In some cases, ***potential revisions to the zoning ordinance are noted***. The strategies listed with each category are provided to help landowners and City officials make design decisions during the development process consistent with the intent of the land use category. These strategies may be used to help determine whether to approve a rezoning, which zoning district to apply, and what conditions to set, if any. Many categories also feature design recommendations.

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The ***nine*** categories designated on the Future Land Use Map are:



Agricultural/Conservation



Commercial



Parks & Recreation



Public/Civic/Institutional



Low Density Residential



Commercial/Light Industrial



Medium-High
Density Residential



Industrial



Mixed Use

Agricultural/Conservation (AG)

This land use category is intended for areas where the rural character will be preserved, primarily located in the City's extraterritorial jurisdiction and unlikely or infeasible for urban development prior to 2036. Uses allowed in this future land use category include farming, farmsteads, forestry, open space, rural residential, farm family businesses, or other agriculture-related businesses. The majority of these lands are undeveloped; however they may contain farmsteads or residential developments generally with a minimum lot size of 10 acres. To prevent potential conflicts with farm operations, new housing should locate at the edges of fields, on non-productive lands, and away from hydric (wet) soils. Developments within this category are served by private wells and on-site waste treatment (septic) systems.

Also included in this category are Open Space and Conservation areas. These are land which the City wishes to protect because they are vital to the region's ecosystem and/or they are considered an important part of the City's character and culture. Conservation areas may include land that is restricted from development due to slope or wetland characteristics, generally identified on the Development Limitations Map in this plan. Conservation areas may also include land that is otherwise developable but which the City chooses to protect by preventing such development. The intended use for Conservation land is passive recreation (bike and walking paths, cross country ski trails, etc.).

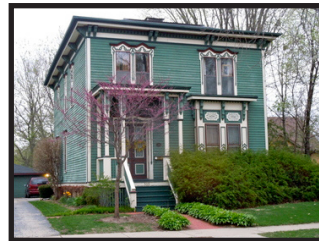
Parks & Recreation (P)

This land use category includes property where active recreation is the primary activity and where there is typically no commercial or residential use. The City, County, or State usually owns these properties. Some stormwater management or other utility/institutional uses (e.g., water towers) maybe located within these areas. These lands can be public or privately owned.



Low Density Residential (LDR)

This land use category is intended for existing and planned neighborhoods that feature a mix of housing types with the majority of homes consisting of single-family and duplex units. These neighborhoods will be served by municipal sanitary sewer and water systems. Municipal and institutional land uses (parks, schools, churches, and stormwater facilities) may be built within this district area. The preferred density range is 2-4 units per acre.



Medium-High Density Residential (MHR)

This land use category is intended for planned neighborhoods of that feature a mix of housing types. This type of development will be served by municipal sanitary sewer and water systems. Municipal and institutional land use (e.g. parks, schools, churches, and stormwater facilities) may be built within this area. The preferred density range is 4-8 units per acre.

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Mixed Use (MU)

This land use category is intended for pedestrian-oriented commercial, office, entertainment, civic/institutional, and residential uses in a “traditional downtown setting” with on-street parking and minimal building setbacks. This area will remain as the City’s focal point and activity center. Businesses that are encouraged for this area include restaurants, small grocery or specialty food shops, laundromats, hairdressers/barbers, jewelers, hardware stores, small professional/business offices uses that reinforce the City center’s “small-town” character. Several parcels within this area are under-utilized or are in disrepair and are candidates for redevelopment. The City will actively promote the rehabilitation or redevelopment of these parcels for commercial, civic, or mixed uses. Uses in the MU area are expected to be integrated both vertically and horizontally.





Commercial (C)

This land use category is intended for areas suitable for existing and planned commercial development.



Public / Institutional (PI)

This land use category includes properties owned by the City, the school district, and religious institutions. These uses are planned to remain at their present locations in and near the center of the City to continue to conveniently serve residents.



Commercial / Light Industrial (CI)

This land use category accommodates large-scale commercial, office, and light industrial uses with location requirements and operational characteristics not suitable within Community Business or Mixed Use districts. Highway Businesses / Light Industrial may include hotels/motels, high-volume restaurants and drive-thru establishments, gas stations, auto-repair, and other high-traffic uses.



Industrial (I)

This land use category is appropriate for indoor manufacturing, warehousing, distribution, office and outdoor storage usage. The intensity of industrial development is regulated by the City's zoning ordinance.





Agricultural / Conservation (AG)

The Agricultural/Conservation category is intended to preserve land and rural character in areas deemed unlikely or infeasible for urban development prior to 2036. It also protects areas vital to the region's ecosystem. Preferred uses in these areas include open space, farming, farmsteads, agricultural businesses, forestry, quarries, and limited rural residential on well and septic. Additionally, passive recreation, such as bike and walking paths, would be ideal.

Suitable Zoning Districts

At the time this Plan was created, almost all zoning districts allowed agricultural / conservation uses.

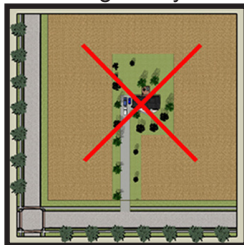
Zoning Ordinance Considerations

- In order to protect prime agricultural land, the City should consider a category specifically for these uses to help protect prime agricultural resources.



Conservation development usually attempts to hide development from the main road(s) through natural topography, landscape buffers, and setbacks in order to preserve rural character.

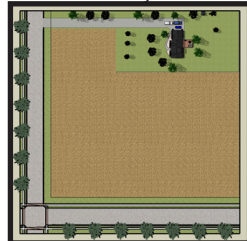
Discouraged Layout



Desirable Layout #1



Desirable Layout #2



TRADITIONAL DEVELOPMENT	CONSERVATION DEVELOPMENT
<p>DEVELOPMENT: 160 acres</p> <ul style="list-style-type: none"> - AVG LOT SIZE: 5 acres - # OF LOTS: 28 lots - DENSITY: 0.18 units/acre - BEHIND EACH LOT: Private lot <p>COMMON SPACE: 0 acres (0%)</p> <ul style="list-style-type: none"> - WOODLANDS: Private - LAKE & STREAM: Private - RECREATIONAL PATH: No 	<p>DEVELOPMENT: 160 acres</p> <ul style="list-style-type: none"> - AVG LOT SIZE: 1 acre - # OF LOTS: 44 lots - DENSITY: 0.28 units/acre - BEHIND EACH LOT: Open Space <p>COMMON SPACE: 107 acres (67%)</p> <ul style="list-style-type: none"> - WOODLANDS: Public (preserved) - LAKE & STREAM: Public (preserved) - RECREATIONAL PATH: Yes



Land Use Strategies

AG-1 | New homes should be sited on non-productive soils in ways that minimize disruption of agricultural use and avoid the creation of new access points to state highways. Small lots (e.g. 1.5 acres) are preferred, especially if the remaining land is in agricultural use.

AG-2 | Rural residential subdivisions containing 5+ homes are discouraged, except in areas where urban development is unlikely to occur, even many years from now.

AG-3 | Rural residential subdivisions are strongly encouraged to utilize conservation design strategies that minimize the disruption of natural features and rural character.

AG-4 | Limit development for at least 750 feet on either side of the Hayes Branch Creek to create a continuous “greenbelt” through Tuscola.

AG-5 | Create passive recreational opportunities through the greenbelt such as canoeing, bicycling, walking/running, and hiking.

AG-6 | Ensure a connection of the greenbelt to other destinations, such as Ervin Park, Wimple Park, and the schools.

Parks & Recreation (P)

Parks and recreation areas are intended for active recreational uses which are open to the public and might be owned by the City, County, State, or Federal Governments.

Suitable Zoning Districts

These uses are permitted and suitable in almost all zoning districts.



Land Use Strategies

P-1 | All residents will have access to parks and recreation facilities.

P-2 | Existing natural areas identified as Parks and Recreation are to be preserved, though limited access should be provided to foster awareness and appreciation for the area.

P-3 | The development and improvement of future Parks and Recreation areas should be focused on creating/expanding/connecting a trails system.

P-4 | The development and improvement of indoor recreational opportunities should be explored.

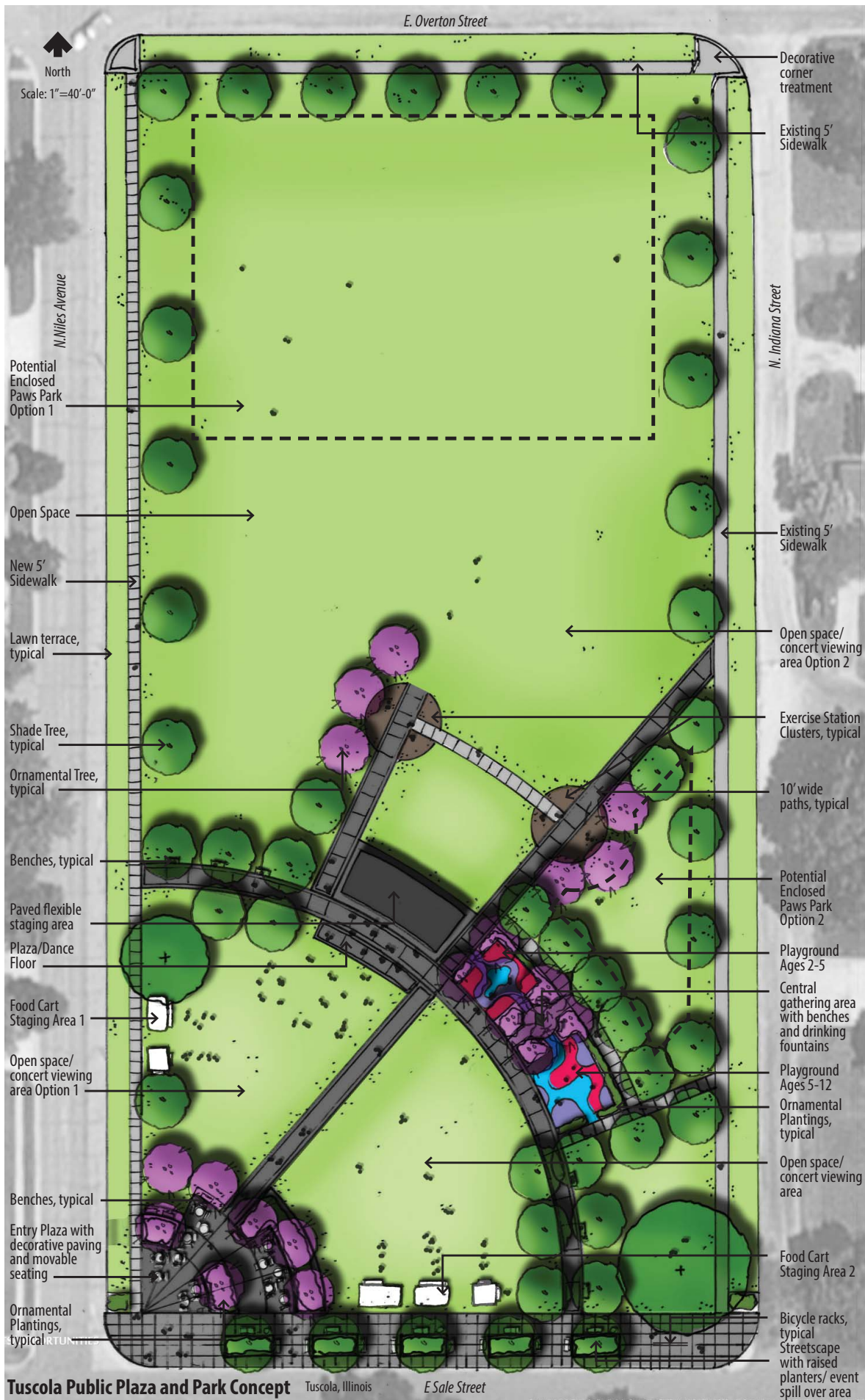
P-5 | The development and improvement of outdoor recreational opportunities should be explored.

P-6 | The public should be continuously engaged to ensure the development and maintenance of recreational facilities suit the needs of the community.

New Public Plaza / Park

The City of Tuscola owns a large tract of land which they desire to see developed in the long term. However, given current market conditions and the desire for amenities for the residents, a plan has been developed to turn the vacant lots into an outdoor public space. The majority of the activity occurs on the southern portion of the lot with a flexible entertainment space, two age group playgrounds, an exercise area, a sitting area, and space for food trucks and vendors.

The Comprehensive Plan Steering Committee approved this plan with intent for City Council to implement the design in the near future. (See potential new park on the opposite page)



Tuscola Public Plaza and Park Concept Tuscola, Illinois E Sale Street

Residential: Low Density (LDR) & Medium - High Density (MHR)

Residential areas are intended for existing and planned neighborhoods that feature a mix of housing types with the majority of homes consisting of single-family and duplex/twin home units with some multiple units mixed in. Low Density Residential areas are intended for single-family and duplex/twin units on typical sized lots. Medium - High Density Residential areas are intended for multiple units (multi-family buildings, rowhouses, townhomes, senior housing and small- to medium-sized multi-family buildings of 3-20 units) or areas with a higher floor area ration.

In all growth areas designated for “Residential” it may be appropriate to consider some non-residential uses, as described in the strategies below.

Suitable Zoning Districts

At the time this Plan was created, D-1, D-2, and D-3 zoning districts were most suitable; however, the residential zoning districts should be amended to more accurately reflect the intentions of the Residential category, as described below (see **Chapter 5** for more information) *more dense or multi-family units outside of the current D-2 General Dwelling District.*

Land Use Strategies

R-1 | Urban services will be required for all new development, including municipal water, wastewater and stormwater management systems.

R-2 | Though low density housing is the predominant use in most neighborhoods, healthy, balanced neighborhoods may also include other uses that support the needs of residents, including:

- Parks and recreational facilities
- Small municipal and institutional facilities
- Community centers
- Places of worship
- Day care centers

- Small commercial that serves neighborhood needs

R-3 | Infill development will protect the character of existing residential neighborhoods.

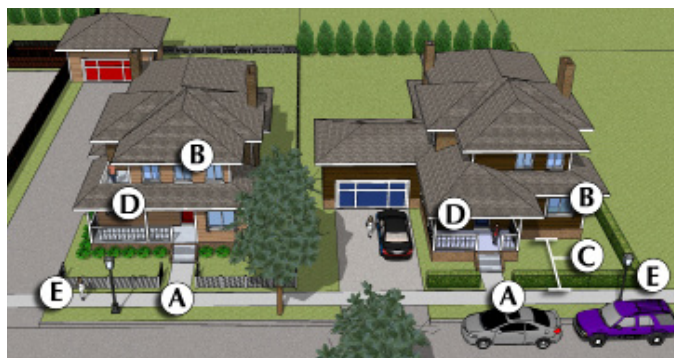
R-4 | Consider higher-density residential building formats, in areas that have the following:

- *Access to multiple transportation modes, including the bike and pedestrian network and transit services.*
- *Convenient access to restaurants, and retail and service businesses.*

R-5 | Higher-density residential building formats are an appropriate transitional use between commercial areas and lower-density residential.

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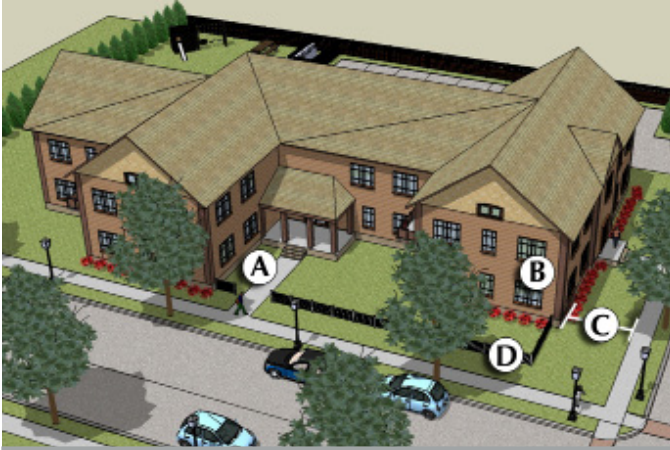


This graphic illustrates how a single-family homes can use varying techniques to create a relationship with the street.

Design Strategies

The City encourages residential projects (new construction and remodeling) to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood. These designs should also reflect the charm and character of the surrounding area and City.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the home, with layers of increasingly private space in between.



This graphic illustrates how a multi-family building can use varying techniques to create a relationship to the street.

Consider the following techniques (See graphic on previous page):

A | The front door should face the street and there should be a clear route to the door from the street or sidewalk.

B | There should be windows on the street facade

C | Building setbacks will vary according to building type, lot size, and surrounding setbacks, but should generally not exceed 50 feet.

D | Incorporate a covered front porch, or at least a raised stoop, preferably covered.

E | Utilize low fences, hedges, or other landscaping to establish a layer of privacy behind the sidewalk.

Relationship among buildings: Buildings within a neighborhood should be both cohesive and varied.

Consider the following techniques:

- Homes along a street should utilize similar setbacks to establish a consistent “street wall”.
- Home sizes may vary along a street, but should utilize design techniques such as similar roof line heights and deeper setbacks for portions of wider houses to minimize apparent size variations.
- When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/or variation in the depth of setback along the building facade.

- The mix of architectural themes or styles should generally be consistent within a neighborhood, but repeated use of identical floorplans or colors is strongly discouraged, especially for adjacent buildings.

Remodeling and Additions: Changes and additions to existing structures should complement the design of the existing structure.

Consider the following techniques:

- Select window types and proportions that match the rest of the house.
- New exterior materials should match, or be complementary, to existing materials.
- Avoid enclosing covered porches, when possible. If enclosing a covered porch, maintain the appearance of a porch, rather than attempting to blend the porch seamlessly with the rest of the house.

Garages: Consider garage location and scale to avoid a “garage-scape” street appearance, such as setting back the garage door at least 5 feet behind the front façade .

Landscaping: Provide generous landscaping, with an emphasis on native plant species, especially along street frontages. Developments of higher-density residential building formats should use trees and low shrubs in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare, light trespass and light pollution. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Service Areas (for Higher-Density Building Formats): Trash and recycling containers, street-level mechanical, rooftop mechanical and outdoor storage, should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features by using appropriate materials.

Mixed Use (MU)

The Mixed-Use area is intended to provide a unique mix of commercial, residential, public and related uses in a pedestrian-friendly environment. In Tuscola, this area primarily centers around what is known as the Downtown. Included may be a mix of retail and service commercial, office, institutional, medium density residential, public uses and/or park and recreation uses. Uses can be integrated either vertically (*i.e. use over another use*) or horizontally (*i.e. multiple uses on one property*).

Suitable Zoning Districts

At the time this Plan was created, B-3 Central Business District is the most suitable district within the City Zoning Ordinance. It is recommended a new zoning district be created to accurately reflect the intentions of the MU category.

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Land Use Strategies

MU-1 | Commercial uses in MU areas will be smaller-scale establishments serving the local market and/or niche markets, rather than large users serving regional demand and generating significant traffic and parking needs. Businesses encouraged in these areas include restaurants, small grocery or specialty food shops, laundromats, salons, hardware stores, small professional offices, and boutiques.

MU-2 | Upper-floor residential units are strongly encouraged over a ground-floor retail space.

MU-3 | Medium density residential uses will generally be located where there is convenient access to restaurants, retail and service businesses.

Design Strategies

The City encourages all new mixed-use projects to incorporate design strategies that will maintain neighborhood property values over time and enhance the social function and safety of the neighborhood.

Height and Architectural Character: Multi-story buildings are preferred, though single-story buildings may be appropriate in low density settings. Buildings should incorporate architectural elements that provide visual interest and human scale, such as differentiation of the ground floor level, awnings or canopies over entrances, etc.

Relationship to the Street: Buildings and sites should be designed to establish visual and physical connections between the public realm of the street and the private realm of the building.

Consider the following techniques:

- *The front door should face the street and there should be a clear route to the door from the street or sidewalk.*
- *There should be windows on the street facade. Retail and service spaces should have large, clear windows that provide good visual connection between the building interior and the sidewalk.*
- *Building setbacks will vary according to building type and lot size, but should generally be as close to the sidewalk as practical. Front yard parking is discouraged.*



Relationship among Buildings: Buildings within a neighborhood, or within a single development, should be both cohesive and varied.

Consider the following techniques:

- *When adjacent to lower density residential buildings, larger buildings should incorporate strategies to minimize the apparent size of the building, including flat roofs instead of pitched roofs, deeper setbacks for upper stories, and/or variation in the depth of setback along the building facade.*
- *The mix of architectural themes or styles should generally be consistent within a neighborhood or development, but there should be variation in floorplan, facade design, and color choice to avoid monotony.*

Garages: Street-facing garage doors should be avoided whenever possible.

Parking: Front yard parking is discouraged. When necessary, front yard parking should not exceed a single double-loaded aisle. Preferred alternatives are underground/under building, side yard, rear yard, and on-street parking.



Landscaping: Street frontages should use both hardscape improvements and native plants to provide visual interest and a comfortable pedestrian environment. Use trees and low shrubs in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety (see above).

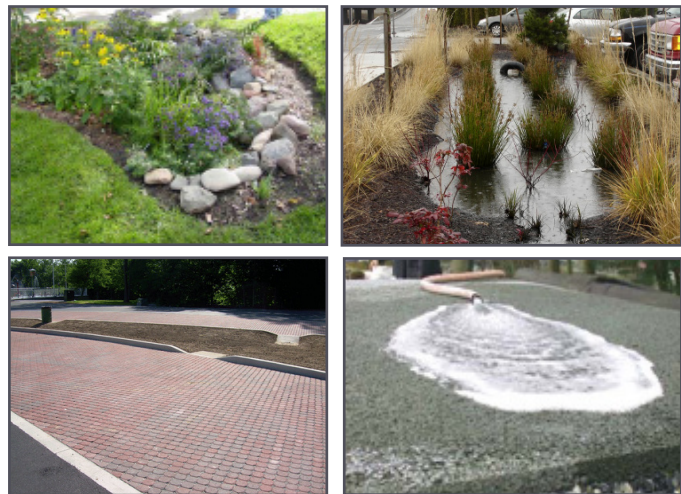
Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Building Materials: High-quality exterior finish materials are strongly encouraged on all visible sides of a building, such as kiln-fired brick, stucco, and fiber cement siding.

Signs: Signs should be pedestrian-scaled. Desired sign types include building-mounted, window, projecting, monument and awning.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Stormwater: Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff (see below).



Stormwater management techniques (from top left to bottom right): rain garden, bio-swale, pervious pavers, & porous pavement

Commercial (C)

This land use category is intended for office and retail that need large tracts of land unavailable within the small-scale downtown/mixed use area, but which can be integrated within and on the edge of residential neighborhoods. Commercial uses may include bowling alleys, supermarkets, furniture stores, banks, larger professional/business offices and similar commercial uses.

Suitable Zoning Districts

B-1 (Highway Business)

B-2 (General Business District)

Land Use Strategies

C-1 | Commercial areas should generally be served by public transit, a contiguous sidewalk network, and safe bike routes to connect to the neighborhoods and the rest of Tuscola.

C-2 | The City encourages and supports investment in small neighborhood commercial uses and sites in existing neighborhoods. Sites deemed no longer viable for commercial use should be considered for residential redevelopment.

C-3 | (Re)Development will be well designed to integrate with the character of the surrounding neighborhood and will not endanger the health, safety and welfare of the neighborhood. High-quality, long-lasting materials will be used.

C-4 | Native landscaping and other aesthetically appealing elements will be used to enhance commercial properties.

Design Strategies

The City encourages all commercial projects to use design strategies that will maintain property values over time. This section offers different strategies for businesses within or near residential neighborhoods.

Relationship to the Street: The building should be designed such that the primary building facade is

oriented towards the street (toward the larger street on corner lots) and should have a public entrance.

Architectural Character: The building should be designed using architectural elements that provide visual interest and a human scale that relates to the surrounding neighborhood context.

Building Materials: The building should be constructed of high quality, long lasting finish materials, especially along prominent facades with frequent customer traffic.

Building Projections: Canopies, awnings, and/or gable-roof projections should be provided along facades that give access to the building. (See graphic below)



Building Projections - Awnings or canopy structures help define the building entrances and provide visual interest along the street frontage.

Signs: Signs should not be larger or taller than necessary based on the context of the site, and within the limits established by the zoning ordinance. Desired sign types include building-mounted, window, projecting, monument and awning.

Parking: Front yard parking should be limited; side yard, rear yard, or below building alternatives are preferred. Shared parking and access between properties is encouraged to minimize curb cuts and make more efficient use of land and paved surfaces and prevent more stormwater runoff. Landscaping and trees should be incorporated into all surface parking areas to improve aesthetic and environmental performance. Vegetative buffers should be provided between pedestrian circulation routes and vehicular parking/circulation. Access drive lanes should be separated from parking stalls to reduce congestion. (See side bar)

Landscaping & Screening: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low shrubs in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety. (See side bar) In some instances these areas should be screened with landscaping, ornamental fencing, or a combination of the two.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key civic features (e.g. church steeples).

Stormwater: Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.



Parking, Landscaping & Screening - The above concept illustrates shared parking between two developments connected by an access drive and includes vegetative buffers along all pedestrian routes.



Commercial / Light Industrial (CI)

Commercial / Light Industrial areas are intended for retail, service, and office uses that serve neighborhood, community and regional markets. Examples include large retail and service businesses, offices, clinics and health care facilities, hotels, restaurants and entertainment businesses, storage, and automobile sales and services. The type and size of use will be determined by location and market forces.

Moreover, they are good areas for business park-like uses such as showrooms, warehousing, storage, and light industrial uses with associated office functions. Business park developments are usually designed in a unified manner and feature both public and private landscaping, and common directory signage and/or site entry features.

Suitable Zoning Districts

B-1 (Highway Business)

B-2 (General Business District)

I-1 (Light Industry)

Land Use Strategies

CI-1 | Commercial / Light Industrial areas should generally be served by public transit, a contiguous sidewalk network, and connected to safe bike routes when available.

CI-2 | The City encourages and supports investment in highway commercial businesses, especially commercial along I-57, Route 36 and Route 45.

CI-3 | The City encourages the development of a Light Industrial Park west of town and in the south east quadrant of the I-57 Interchange.

CI-4 | Any new business parks will utilize design standards to establish and maintain a consistent and quality appearance.

Design Strategies

The City encourages for all commercial and light industrial projects to use design strategies that will maintain property values over time.

Relationship to the Street: The building should be designed such that the primary building facade is oriented towards the street (toward the larger street on corner lots) and should have a public entrance. Buildings visible from the highway should also have attractive building elements along the corridor.

Architectural Character: The building should be designed using architectural elements that provide visual interest and a scale that relates to the surrounding neighborhood context. A consistent design theme or style among different sites is not necessary.

Building Materials: The building should be constructed of high quality, long lasting finish materials, especially along prominent facades with frequent customer traffic and/or high visibility from major roads.

Building Entrances: Building entrances should utilize architectural features that make them easy to find and which provide some measure of protection from the elements immediately in front of the door. (See Below)



There are many ways to architecturally define building entrances on office/industrial buildings. Above are a few examples with varying degrees of protection provided.

Building Projections: Canopies, awnings, and/or gable-roof projections should be provided along facades that give access to the building.

Signs: Signs should be not larger or taller than necessary based on the context of the site, and within the limits established by the zoning ordinance.

Desired types of signs include building-mounted, monument and free-standing. Common directory signs at business park entrances and a common style or format for all sites are encouraged. (See below)



Examples of common directory signs at business/industrial park entrances.

Parking: Front yard parking should be limited; side yard, rear yard, or below building alternatives are preferred. Shared parking and access between properties is encouraged to minimize curb cuts and make more efficient use of land and paved surfaces. Landscaping and trees should be incorporated into all surface parking areas to improve aesthetic and environmental performance. Vegetative buffers should be provided between pedestrian circulation routes and vehicular parking/circulation. The use of on-street parking is encouraged when appropriate. Access drive lanes should have adequate throat depths to allow for proper vehicle stacking and to reduce congestion.

Landscaping: Generous landscaping should be provided with an emphasis on native plant species. Landscaping should be placed along street frontages, between incompatible land uses, along parking areas, and in islands of larger parking lots. Use trees and low shrubs in and around parking areas to partially obscure views of parking while retaining visual connections to maintain personal safety.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and light pollution, and especially to avoid light trespass to nearby residential property. Limited uplighting is acceptable for architectural accentuation, flag lighting, and to highlight key

civic features (e.g. church steeples and flag poles).

Stormwater: Rain gardens, bio-retention basins, permeable pavement and other stormwater management technologies should be utilized to filter pollutants and infiltrate runoff.

Service Areas: Trash and recycling containers, street-level mechanical, rooftop mechanical, outdoor storage, and loading docks should be located or screened so that they are not visible from a public street. Screening should be compatible with building architecture and other site features.

Industrial (I)

Industrial areas are intended for light or heavy manufacturing, warehousing, distribution, wholesale trade, accessory offices, and similar uses. Industrial areas are typically larger, individual sites not part of a larger business park.

Suitable Zoning Districts

I-2 (Heavy Industry)

Land Use Strategies

I-1 | Industrial areas should be located near regional transportation routes. Uses with a large workforce should also be served by public transit when available/feasible.

Public / Civic / Institutional (PI)

Public and institutional areas are intended for churches, schools, cemeteries, art and cultural facilities, government facilities and other parcels that are owned by a public or quasi-public entity. This category does not include parks and recreation areas.

Suitable Zoning Districts

These uses are permitted in almost all zoning districts.

Land Use Strategies

PI-1 | Decommissioned public properties, such as schools and libraries, should be reused or redeveloped in ways compatible with the surrounding neighborhood.

4

4-24

Design Strategies

Many public and institutional uses are located in or next to residential areas. The following strategies are intended to mitigate negative impacts on surrounding uses.

Traffic and Parking: Parking and driveway access should be designed to minimize the impacts of vehicle headlights, congestion, and aesthetic appearance on the surrounding neighborhood. Parking lots should be buffered from adjacent residential uses by a landscaping buffer that blocks headlights and the view of parked cars.

Landscaping: Buildings that are much larger than surrounding residential uses should utilize landscaping and even fencing to mitigate the apparent size of the building and the effects on neighboring properties. This can include a combination of planting beds, foundation plantings, ornamental shrubs and trees, and shade trees that will help the larger structures blend into the neighborhood.

Lighting: Exterior lights should be full-cut-off fixtures that are directed to the ground to minimize glare and prevent all light trespass to adjacent residential uses.

Transportation Improvements

The map on the next page shows future improvements the City should consider in regards to transportation infrastructure. These improvements not only consider the function of multi-modal transportation, but the form. Improving both form and function will improve the experience for any user traversing Tuscola.

Design Strategies

The improvements and suggestions are based on accommodating pedestrian traffic and enhancing both the pedestrian and vehicular experience throughout Tuscola.

Pedestrian Improvements: A sidewalk on or along North Line Road was sighted as a need throughout the process to safely connect the school to the neighborhoods and Ervin Park. This is shown as Option A on the map. While this is currently the collector street for the north side of town, it does have limitations with the narrow size of the right-of-way. Option B suggests moving the collector street south onto Barker Street and making the necessary multi-modal improvements on the available right-of-way here.

Pedestrian Enhancements: There are six locations where pedestrian and cyclist must cross either railroads or Route 36 on a regular basis. These crossings currently lack any sort of pedestrian friendly crossing. Areas where these would be useful have been circled in yellow. Improvements could include one or any combination of signage, street markings, lights, or bump-outs.

Proposed Multi-Purpose Trail: Multi-purpose trails are becoming quite popular in municipalities large and small. They offer a safe route for exercise and recreation for residents. And, if the route is well planned, can also double as a transportation route for residents to navigate the City. The proposed route (dotted green line) loops the city and follows the two water ways within Tuscola and connects destinations such as the schools, Ervin and Wimple Parks, and the downtown.

Gateway: Based on the main entrances into Tuscola

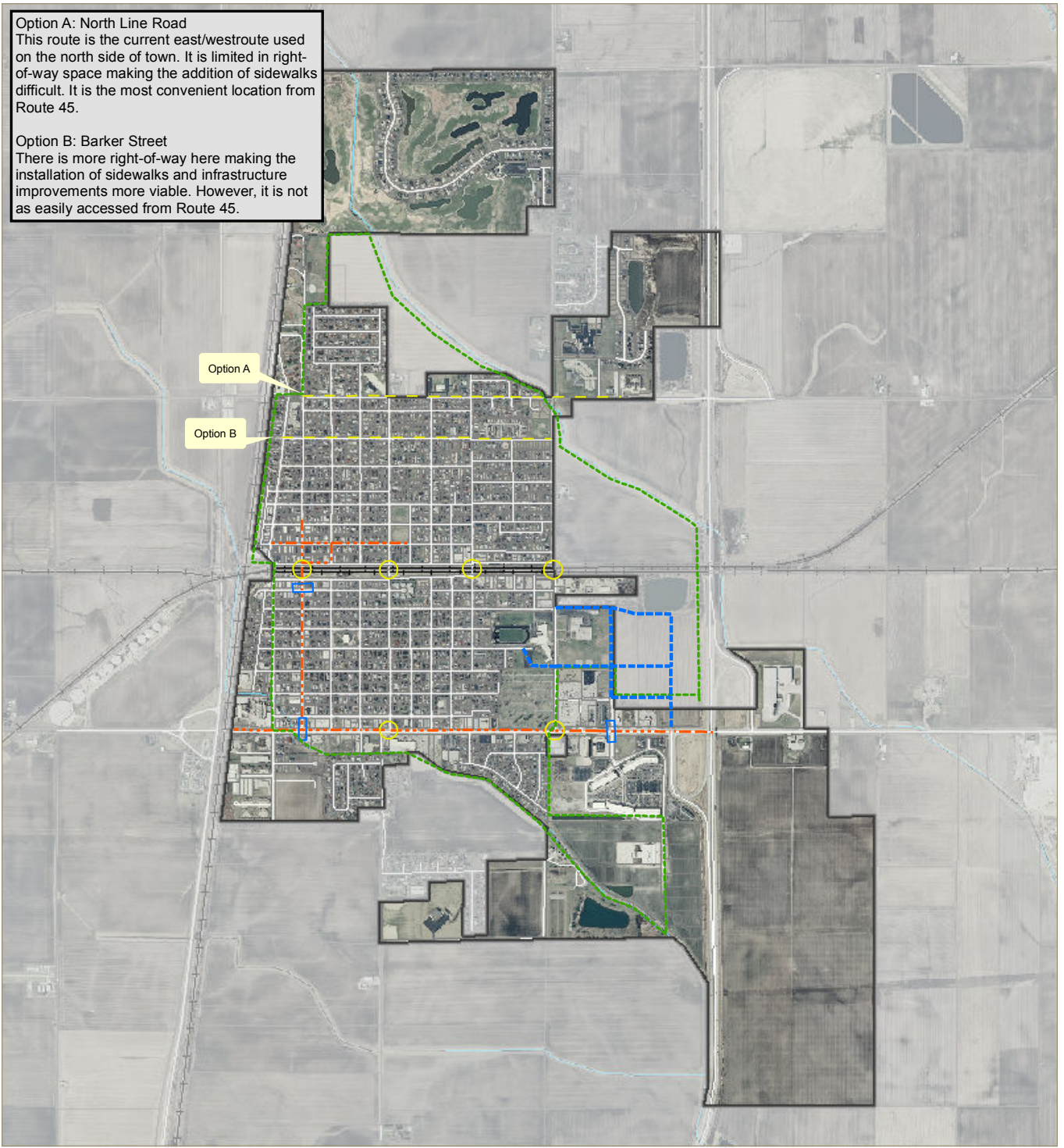
and Downtown Tuscola, three spots were sited for a potential “gateway” or special “entry feature”. This could be a roadside monument, an artistic sign, or an actual gateway over the roadway. The intent is provide a visual cue that you are entering a special district. This gateway treatment should be a consistent design with the other corridor treatments and elements.

Corridor Enhancements: These enhancements should include lighting, wayfinding signage, monuments and gateways, landscaping and planters, and similar features which provide aesthetic enhancements and pedestrian improvements to the two main corridors: Main Street and Route 36.



Option A: North Line Road
 This route is the current east/west route used on the north side of town. It is limited in right-of-way space making the addition of sidewalks difficult. It is the most convenient location from Route 45.

Option B: Barker Street
 There is more right-of-way here making the installation of sidewalks and infrastructure improvements more viable. However, it is not as easily accessed from Route 45.



TRANSPORTATION | FUTURE

CITY OF TUSCOLA
DOUGLAS COUNTY, ILLINOIS

- CITY OF TUSCOLA
- PEDESTRIAN IMPROVEMENTS
- GATEWAY
- PARCEL
- PEDESTRIAN ENHANCEMENTS
- CORRIDOR ENHANCEMENTS
- STREAM
- PROPOSED MULTI-PURPOSE TRAIL
- FUTURE CITY ROADWAY

DATA SOURCES:
 BASE DATA PROVIDED BY DOUGLAS COUNTY, ILLINOIS.
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