

**THE
COMPREHENSIVE
PLAN**

**THE VILLAGE OF
NEW BADEN**

VILLAGE OF NEW BADEN, ILLINOIS

THE COMPREHENSIVE PLAN

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8/15/2005

I. INTRODUCTION

The **New Baden Comprehensive Plan** is a public document designed to provide policy direction to the community as it seeks to accommodate future change. It is intended to serve as a statement of municipal policy for the guidance and control of future growth and development in New Baden. The Plan will be a primary source of guidance to the Village Board, the Planning Commission, the Zoning Board, other municipal officials and citizens in the conduct of their functions. Citizens, developers and land owners will benefit from a clear understanding of the municipality's long-term intentions.

The Comprehensive Plan addresses not only prospects for residential and commercial developments, but also future requirements for public facilities including parks, schools, the public library, civic center, village hall and police and fire services. Formulation of Goals and Objectives that set forth the "ends" that the **Comprehensive Plan** seeks to achieve is an important step in the process.

As such, the **Comprehensive Plan** is:

- **Comprehensive**, addressing all aspects of the community.
- **General**, incorporating New Baden's stated goals, objectives and policies.
- **Long Range**, addressing community requirements between 2005 and 2020.
- **Focused on physical development**, including the generalized location of public facilities and incorporating recommendations regarding future improvements

The time horizon for the **Comprehensive Plan** is the period between 2005 and 2020. The Plan, therefore, will service as a guide to future development decisions for a fifteen (15) year period. The Comprehensive Plan presumes that by maintaining and affirming high development standards consistent with the established goals, objectives and policies that New Baden can control its destiny and enhance the "quality of life" for its residents.

1. Fundamentals of the Comprehensive Plan

The Comprehensive Plan consists of two parts:

A. Information

A basic function of the Comprehensive Plan is to provide a profile and a picture of the community and the marketplace within which it competes. The Plan synthesizes background information regarding the community and profiles the surrounding Market Area. This information gives residents, the business community and elected and appointed municipal officials a detailed, factual basis for their decision making.

B. Vision

A second function of the Comprehensive Plan is to present a long term future vision of the community and what it can become. The goals, objectives and policies that are incorporated into the Plan are based upon the background information referenced above. To better understand these terms, this analogy is helpful:

- **A GOAL is a destination.**
- **An OBJECTIVE is a purpose to be achieved or route to be used to arrive at a destination.**
- **POLICIES are the means of transportation to be used along routes or a way of making a goal and an objective a reality.**

2. Purposes of the Comprehensive Plan

The primary purposes of the Comprehensive Plan are to:

- Identify community goals and objectives.
- Establish a cohesive set of general long-range policies for the physical development of the community.
- Establish a working guide within which the Village can make everyday decisions regarding future expenditures and development issues.
- Give both the public and private sectors a clear indication of municipal intent. The Comprehensive Plan should serve as a guide to public sector capital investments and private sector development decisions.
- Serve as an advisory and educational document.
- Educate the community about how to create a more functional and attractive physical environment.

3. End Products

The Comprehensive Plan is being published in two (2) volumes.

The first volume, **Existing Conditions / Community Profile**, is the culmination of the data assembly process. It includes sections dealing with background, socio-economic

characteristics, land use, community facilities, housing, transportation, planning management, municipal finances and issues and opportunities.

The second volume, **The Comprehensive Plan**, includes the community goals, objectives and policies and the Land Use, Public Facilities, Housing, Transportation, Recreation, Development Opportunities and Public Utilities elements, together with an implementation section. Information is presented in both written and graphic form. Maps and graphics depicting the future land use pattern, recreation and open space facilities, the transportation network and other required public facility investments are also provided. The municipal finance element addresses implementation mechanisms and development incentives. Environmental and natural resource issues and opportunities are also identified.

4. Plan Timeframe

Comprehensive planning is not a static process. Frequent modifications in both expectations and plans are required to address changing circumstances. Thus a plan is a living document. This planning initiative updates the **Comprehensive Community Plan Update** completed by the Southwestern Illinois Planning Commission and adopted by the Village of New Baden in 1991.

5. Methodology

The Village Board formed a **Planning Task Force / Plan Commission** committee to guide the Comprehensive Plan preparation process. Comprised of elected officials, department heads and other community leaders, the Task Force not only guided the Plan preparation process, reviewing materials prepared by the consultant and providing direction in formulating goals, objectives and policies to guide community growth and change. Its ultimate task is to recommend the Plan to the Village Board for formal adoption by that body.

Preparation of Volume I, **Existing Conditions / Community Profile**, involved an assessment of existing conditions and the anticipated magnitude and direction of future development activity. Economic Development Resources (EDR), the Village's planning consultant, conducted interviews with persons knowledgeable about the community. Primary data was generated by an on-site evaluation of community facilities, a parcel-by-parcel inventory of existing land use and a review of the U.S. Census of Population and other materials published by state agencies and public institutions.

Preparation of Volume II, **The Comprehensive Plan**, involved the direct participation of the Task Force. A series of meetings were held to develop goals, objectives and policies and to prepare the Future Land Use Map and other components of the Plan document.

II. BACKGROUND

1. The Community

The Village of New Baden was established in Clinton County, Illinois in 1867. It took almost a century for the community population to reach 1,500 persons. The local economy was largely based upon agriculture, coal mining and retail trade. As recently as 1997, the U.S. Census of Agriculture reported 233,700 acres in farms in Clinton County.

Construction of Interstate Highway 64 connecting the St. Louis Metropolitan Area with south central Illinois, Evansville, Indiana and Louisville, Kentucky in the 1960's and 1970's represented the first step in the community's transformation from a rural trade center into an exurban residential growth center. Once relatively isolated, the New Baden area is now fully integrated with the metropolitan regional economy and the national roadway transportation system.

Also accelerating this process of change has been the impact of aviation facilities upon eastern St. Clair County and western Clinton County. The long established Scott Air Force Base, located in the Interstate Highway 64 corridor approximately ten (10) miles west of New Baden, is now the home of the United States Transportation Command. MidAmerica St. Louis Airport, a newly constructed facility assigned the core missions of international / national cargo service and national passenger service by the St. Louis Metropolitan Airport Plan, is even closer. Both facilities have generated substantial demand for both housing and commercial services in St. Clair and Clinton counties.

In 1960, the Village of New Baden had a population of 1,464, having increased by 36 persons during the decade of the 1950's. By 2000, however, community population had more than doubled to 3,001. The pace of change is accelerating as evidenced by recent platting activity and the rising number of residential building permits. Annexations have extended the community northward and westward. A portion of the Village is now in St. Clair County. Developers are constructing new subdivisions on the north side of New Baden and commercial development is beginning along State Route 161 between the established community and the Interstate Highway 64 interchange.

The Village of New Baden stands on the verge of major change. The forces of growth will be even stronger in the future than they have been in the past. Regional and metropolitan trends, including further dispersal of the population, will accelerate the pace of change in the coming years.

2. New Baden and "Metro East"

The Illinois portion of the St. Louis Metropolitan Area has emerged as a full partner in the economic life of the urban region. Since 1990, Madison and St. Clair counties have

shed their heavy industrial images and now present a more broadly based economic profile characterized by a fully developed mix of commercial, service and public / semi-public activities. The pace of housing construction is accelerating and employment is rising. The Interstate 64 corridor between Fairview Heights and New Baden is the center of this evolving urban structure.

While the Illinois portion of the metropolitan area has always been fully integrated with the regional economy, it has historically fulfilled a highly segmented role as a primary location for heavy industry and agriculture. In the first half of the 20th Century, Madison and St. Clair counties were preferred locations for meat packing, steel, chemicals and other manufactures. Nearby residential communities like Alton, Edwardsville, Collinsville and Belleville remained market towns and commercial centers that functioned somewhat independently from the heavy industry that dominated the landscape along the Mississippi River across from the City of St. Louis. Farther to the east, the Village of New Baden was a freestanding trade center in agricultural Clinton County.

Between 1970 and 1990, manufacturing and employment in such traditionally heavy industry oriented communities as East St. Louis, Madison, Granite City and Wood River declined in both relative and actual terms. Population declines were registered in both Madison and St. Clair counties as the economy shifted from heavy industry to services, retail trade and governmental employment. That process has now largely run its course. The remaining industries appear firmly committed to the area, in part due to its exceptional transportation advantages including highway, rail and barge facilities second to none in the central United States.

Largely in consequence of substantial public investment in transportation improvements including I-64, I-55-70 and I-255, the easterly portions of “Metro East” above the bluffs have begun to exhibit the suburban development patterns that have long characterized the Missouri portion of the Metropolitan Area. This process has been accelerated by the establishment and growth of such substantial employers as Southern Illinois University - Edwardsville and Scott Air Force Base. Warehouse and distribution facilities have appeared along the Interstate 255 corridor and elsewhere in order to capitalize upon the availability of reasonably inexpensive and accessible open land.

Residential growth in a dozen or more “bluff” communities has been accompanied by the rapid expansion of retail services, educational facilities and employment opportunities. This pattern is most clearly defined for communities located closest to the interstate corridors.

As the easternmost “exurban” community along the emerging Interstate 64 residential and employment corridor, New Baden is well positioned to benefit from accelerating growth. The Village also benefits from the fact that “Metro East” is increasingly viewed as being competitive with the Missouri portion of the St. Louis Metropolitan Area in terms of “quality of life” indicators.

The perception has emerged that “Metro East” offers good jobs, competitively priced housing, abundant retail, fully developed educational, cultural and entertainment opportunities together with convenient access to downtown St. Louis and the rest of the Metropolitan Area. The pace of development in communities like New Baden is accelerating.

The future of the Village of New Baden will be increasingly dependent upon other development trends that impact prospects for growth and change. Among these are:

- The future of Scott Air Force Base and its continuing role as the premier employer in “Metro East”.
- MidAmerica Airport’s success in positively impacting the regional economy and nearby communities, including New Baden. The hope is that MidAmerica will emerge as an alternative to Lambert St. Louis Metropolitan Airport for both passengers and cargo and that plans to develop the environs for transportation related industrial and distribution land uses will prove feasible.
- That urban development will continue to be characterized by rapid growth at the urban fringe coupled with population stability and / or decline in more established communities. At present, young families are willing to accept longer commutes in exchange for affordable housing, community stability and good schools.

New Baden will likely continue to increase in population at rates in excess of regional averages. What is not certain is how fast the growth will be and how soon it will take place. The primary challenge confronting the Village in the opening years of the 21st Century is how to respond to growth and how best to manage change in order to enhance the qualities that give the community its distinctive “quality” image.

3. Factors Impacting Future Growth

The Comprehensive Plan reflects the mix of geographic and economic issues confronting the community. In New Baden, growth prospects are driven by:

- An exurban location on the eastern fringe of the St. Louis Metropolitan Area.
- High accessibility throughout the Metropolitan Area provided by Interstate Highway 64.
- The growing importance of both Scott Air Force Base and MidAmerica Airport.
- Availability of up-to-date urban infrastructure including sewer and water and a highly regarded school system.

- Increasing attractiveness of the Illinois portion of the St. Louis Metropolitan Area as a location for residential development.
- Ample and conveniently located developable land with few impediments to commercial, industrial and residential development.

4. **Socioeconomic Conditions**

A review of U.S. Census Bureau socioeconomic data for New Baden between 1980 and 2000 was conducted. Population and economic trends are treated more fully in Volume I. *Existing Conditions / Community Profile.*

A. **Demographics**

A conservative estimate of 10% population growth per decade for the Village would give New Baden a 2020 population of 3,600. More likely, however, is the prospect of accelerating growth that builds upon community geographic assets and the expansion of nearby employment destinations like Scott Air Force Base and MidAmerica Airport. For planning purposes, therefore, a 2020 target population of 4,500 has been selected. This figure represents a 50% increase over the 2000 population total. **See Table 1. Historic and Prospective Population Growth / 1950 - 2020.**

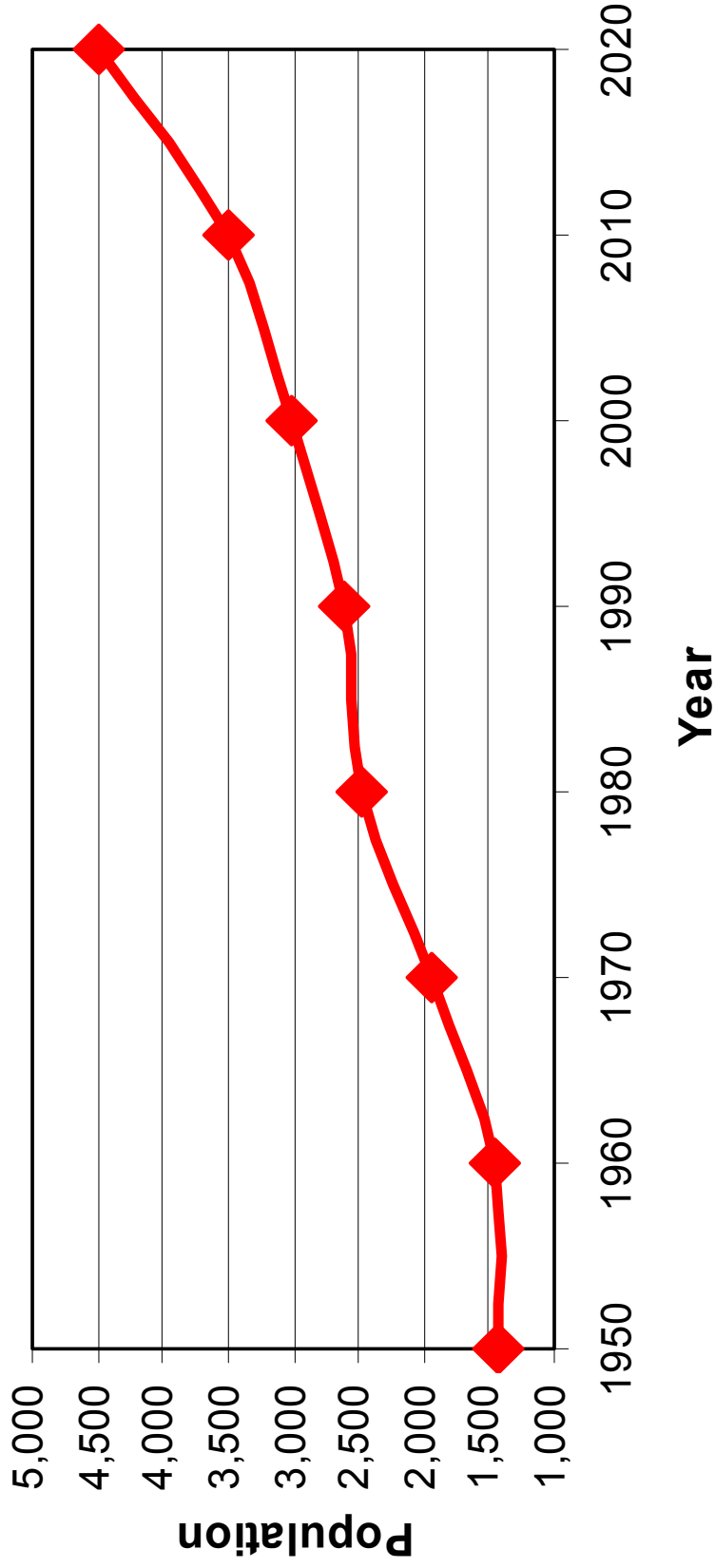
The Market Area for New Baden encompasses portions of Clinton, St. Clair and Washington counties and extends from Bartelso on the east to Mascoutah on the west and from Breeze on the north to Okawville on the south. Approximately 28,500 people live within this 200 square mile area. Agriculture and the Kaskaskia River floodplain constitute the predominant land uses.

Median age of Village residents was 36.2 years in 2000, slightly below that of the Market Area but 1.5 years higher than for the State of Illinois. Average household size continues to decline in tandem with both state and national trends. Changes in the age cohorts of the Village and the Market Area have been pronounced as reflected by stability in the number of persons under 5, limited growth in the 5 to 24 and 25 to 44 age cohorts, and somewhat stronger growth in the 45 to 64 age cohort. The number of persons over 65 is growing.

Between 1980 and 2000, the number of New Baden residents with either some college or an Associate Degree more than doubled. This group now constitutes the largest single education cohort in both New Baden and the Market Area. The number of residents with a college degree has increased by more than 50% over the past 10 years and now represents 17.8% of the over 25 age group.

EXHIBIT 1

Historic and Prospective Population Growth



Source: U.S. Census of Population.
Projection EDR.

Meanwhile, persons with no more than a high school diploma represent a shrinking portion of the New Baden population.

B. The Economy

The dynamism of the New Baden economy is highlighted in the employment statistics. Between 1990 and 2000, the number of employed residents grew by almost 40%. Labor force participation has grown rapidly. Unemployment dropped precipitously from 7.2% of the workforce in 1990 to 3.6% of the workforce in 2000. Since then, unemployment in Clinton County and, by extension, the Village of New Baden, has trended slightly higher to the mid 4% range, but is still substantially below the levels of the 1990's.

Occupational patterns in both New Baden and the Market Area show a dramatic shift toward higher levels of workforce participation in the *Management / Professional* and *Production / Transportation* categories. Over 40% of the workforce is employed in just three (3) industry groups, *Manufacturing, Retail Trade* and *Education, Health and Social Services*.

These data point up the fact that New Baden and its Market Area mirror economic trends across the state and nation. Education, medical, service, finance, insurance and real estate and entertainment activities represent a growing share of the economy. Agriculture is shrinking as an employer. The number of jobs in manufacturing, wholesale trade and public administration is relatively stable.

The local economy has shifted successfully from agriculture, extractive industry and manufacturing to a mix of service, office and professional employment while maintaining a significant presence in manufacturing and construction.

C. Incomes

Incomes in New Baden and the Market Area rose dramatically during the 1990's as households with incomes above \$50,000 increased from 20.8% to 46.6% of the total. Less than ¼ of area households had incomes below \$25,000 in 2000. Meanwhile, median household income increased by 53.7%. These trends parallel the dramatic growth in employment and also reflect increasing numbers of two-income families and the improved access to higher paying jobs throughout the St. Louis Metropolitan Area.

5. Land Use and Development

The Village of New Baden covers approximately 1,000 acres. Single family residences represent 23.5% of the incorporated area. Roads and infrastructure account for an additional 18.8% while 43.4% of the community is either vacant or undeveloped. Other

land uses include multi-family residential, mobile homes, commercial, industrial, public and semi-public and parks. Recently annexed areas platted for single family residential use are concentrated in the northern portions of the Village. Vacant parcels zoned for agricultural or industrial use are concentrated in the southern half of the community and in the vicinity of the Interstate Highway 64 / Route 161 interchange.

A. Land Use

• **Commercial**

The 35 acres of commercial development is concentrated along Hanover Street (State Route 161), the primary east / west arterial. A secondary commercial / industrial concentration is found on State Route 160, the north / south arterial that forms the eastern edge of the Village. Commercial establishments in New Baden occupy freestanding buildings with adjacent parking and meet the everyday convenience and neighborhood retail needs of community residents.

• **Residential**

Single family and multi-family housing and mobile homes occupy approximately 263 acres. Residential land uses are concentrated north of Hanover Street with a second concentration between of Hanover Street and the railroad tracks. There are approximately 130 mobile homes on individual lots and a mobile home subdivision is situated west of New Baden Community Park.

The 2000 U.S. Census reported 208 apartment units in New Baden. These units are concentrated south of Hanover Street and on Poos Drive in the northern portion of the community.

• **Industrial**

New Baden's limited industrial areas account for only 21 developed acres and are located along the railroad right-of-way and the State Route 160 corridor south of Hanover Street.

• **Public / Semi Public / Parks**

Village Hall, the public safety building, the Public Library, the Civic Center and Community Park are clustered on or in close proximity to Hanover Street. The two (2) Wesclin Community Unit School District elementary schools are located on the north side of New Baden.

B. Development Activity

Since 2000, four (4) annexations have added 143 acres to the Village. Former agricultural land is being subdivided and developed for residential use. Between

1995 and 2004, New Baden permitted 132 new single family units and more than 200 residential lots were available for development at the beginning of 2005. A commercial strip is forming between the Interstate 64 interchange and the traditional core of the community.

III. ASSETS AND OPPORTUNITIES

1. Assets

The Village of New Baden has many assets that enhance the community for its residents, among which are:

- **Geographical advantages** including proximity to Interstate Highway 64 give the community convenient access to the entire St. Louis Metropolitan Area and its employment, cultural and entertainment opportunities. The extension of Metrolink to eastern St. Clair County and proximity to both Scott Air Force Base and MidAmerica Airport are also noteworthy.
- **Favorable tax rates** and the positive business climate that give the Village a competitive advantage over other Metro East communities where real estate taxes and costs of doing business are higher.
- **Ample opportunities for growth** as evidenced by the lack of physical impediments to municipal expansion constitute community assets. New Baden is surrounded by flat and easily developed agricultural land.
- **A high quality educational system** that meets community expectations and attracts new residents to the community
- **A neighborly, small town quality of life** where crime rates are low, community institutions are well developed and people are friendly and know one another.
- **A fully developed array of governmental services and facilities** that is exceptional for a community of its size. These include a responsive local government with its own police and fire departments, sewer and water service, a large community park and other municipal buildings.
- **An adherence to quality land use regulations** in the form of zoning and subdivision regulations and a willingness to utilize state development incentives like Tax Increment Financing.

2. Opportunities

The Planning Task Force / Plan Commission has identified prospects and opportunities for the future. These opportunities can be capitalized upon between 2005 and 2020.

- **Exploit the opportunities presented by the I-64 / State Route 161 interchange.** Development possibilities include a truck stop, motel / hotel, restaurants, service

businesses and other uses oriented to the regional market. This location is seen as New Baden's primary development opportunity.

- **Expansion of locally based commercial activity**, with a primary focus on businesses that serve the convenience retail needs of local residents, was seen as both needed and a realistic goal for the future. A concerted effort to support and sustain existing businesses and to enhance downtown was endorsed. Questions were raised about the negative impacts that “big box” retailers might have on local businesses.
- **Growth in demand for residential property.** New Baden is in the fortunate position of having a growing demand for residential property. The community can pursue an orderly growth strategy with both single and multi-family housing while adhering to quality development standards and retaining a preponderance of homeownership. Likewise, existing residential neighborhoods can be strengthened by code enforcement, infrastructure upgrades and systematic removal of incompatible land uses and unsuitable conditions. Niche market opportunities include seniors housing and condominium development. Code enforcement efforts should be maintained and expanded as a means of maintaining neighborhood quality. New Baden can become a “bedroom community” for the metropolitan area.
- **Opportunities for upgrading community facilities**, including the public library, civic center and public safety buildings were identified.
- While they do not constitute a significant problem at present, **traffic congestion and management** represent long term issues for New Baden. Several locations may require traffic signals in future, including the County Line Road / State Route 161 (Hanover Street) intersection. Ongoing roadway maintenance and the need for collector street improvements were also identified.
- **New Baden needs to be fully integrated with emerging communications technologies** including high speed internet access.
- **Building the local employment base** is seen as a compelling future need. Previous efforts to implement an industrial park strategy have been unsuccessful, at least partially due to the fact that it has not been possible to construct an interchange where State Route 160 crosses Interstate Highway 64 south of the community. Such an improvement is seen as unlikely during the planning period. Efforts to build employment should focus on the opportunities presented by professional services (i.e. medical office), convenience oriented retail trade, and distribution services.
- **Expand use of development incentives and municipal regulatory authority.** Specific examples include maximizing the benefits of the tax increment financing (TIF) district already in place in New Baden and utilizing state-of-the-art land use regulations to guide growth.

IV. GOALS, OBJECTIVES AND POLICIES

The New Baden Comprehensive Plan presents clear planning goals that define the expectations residents have for their Village. While goals are broad statements, objectives more specifically identify purposes to be attained in furtherance of the goals. Policies present the operational framework that specifies methods for achieving the goals and objectives.

The goals, objectives and policies presented in the Comprehensive Plan are organized under the following headings:

- Quality of Life and the Environment;
- Community Growth;
- Housing and Neighborhoods;
- Public Utilities;
- Transportation;
- Public Facilities;
- Recreation;
- Economic Development.

1. Quality of Life and the Environment

Goal: **Build upon New Baden’s small town character, family atmosphere and residential neighborhoods as the crucial elements that define the community’s social stability and economic well being.**

Objective # 1: **Maintain a safe, secure, stable and attractive community environment for residents, businesses and visitors.**

Policy A: Provide high quality police and fire protection and EMS services.

Policy B: Institute and / or continue cooperative agreements for police, fire and EMS services.

Policy C: Insure that land use regulations, safety codes and related ordinances provide for the well being of residents, businesses and visitors.

Objective # 2: **Enhance New Baden’s role as a suburban “bedroom community” with a commitment to stable, ordered growth.**

Policy A: Maintain the focus on single family uses as vacant land is developed.

Policy B: Attract young families with good schools, community facilities and housing.

Policy C: Work with private developers to position New Baden as a residential growth community.

Policy D. Utilize municipal land use regulatory tools, including zoning, to implement this objective.

Objective # 3: **Strengthen downtown as the central focus of community life.**

Policy A: Prepare a focused redevelopment strategy for the Hanover Street corridor, identifying redevelopment sites, landmark buildings and needed infrastructure improvements.

- Policy B:** Acquire, market and redevelop one or more targeted redevelopment sites within the corridor for commercial, office and public uses and parking facilities.
 - Policy C:** Develop and implement an aesthetic enhancement strategy for the Hanover Street corridor that addresses gateways, landscaping, signage, parking and pedestrian circulation.
 - Policy D:** Develop and implement a downtown parking strategy, focusing on multiple-use alternatives and public parking requirements.
 - Policy E:** Position office and public / semi public land uses along the Hanover Street corridor.
 - Policy F:** Encourage the development of mixed commercial and residential land uses along the Hanover Street Corridor.
- Objective # 4: Provide for the physical safety of residents, businesses and visitors.**
- Policy A:** Insure that public improvements, including both buildings and infrastructure, are built to and maintained at the highest possible standard.
 - Policy B:** Adequately fund police, fire and EMS services.
 - Policy C:** Maintain quality public infrastructure and facilities, expanding them as required to meet future needs.
- Objective # 5: Maintain a superior educational system (K-12) that meets the needs of students and the community.**
- Policy A:** Support Wesclin initiatives that enhance the School District's quality of education.
 - Policy B:** Coordinate with Wesclin Community Unit School District initiatives to provide new and /or expanded educational facilities within the Village.
- Objective # 6: Support environmental initiatives directed toward enhancing the natural environment, improving air and water quality and preserving natural features of the landscape.**

Policy A: Work with neighboring jurisdictions, the state and the federal government to achieve this objective.

Objective # 7: **Enhance the appearance of both public and private property throughout New Baden.**

Policy A: Incorporate aesthetic standards in Village land use and / or zoning regulations.

Policy B: Identify, designate and preserve historic buildings and landmarks that contribute to the community's distinctive identity.

Policy C: Preserve, protect and / or acquire drainage-ways, stream valleys, woodlots and other natural features within the framework of a defined and mapped community open space network.

2. Community Growth

Goal: Encourage the orderly and managed growth of the community.

Objective # 1: Capitalize upon geographical location, moderate cost-of-living, quality infrastructure, schools, and other assets as primary vehicles for attaining community goals.

Policy A: Develop a marketing program that focuses on location and quality-of-life issues.

Objective # 2: Maintain a balance between the demands of growth and the provision of municipal services and facilities.

Policy A: Use cost-benefit analysis to determine the prospective future service demands each residential development proposal will place upon Village government and infrastructure.

Policy B: Establish a permitting process and schedule that enables the Village to coordinate new development projects with available services and resources.

Objective # 3: Build the employment base, providing local job opportunities for an expanding the community's population.

Policy A: Pursue a mixed commercial, distribution and regional service oriented business development at the I-64 / State Route 161 interchange.

Policy B: Explore opportunities to attract an industrial developer to take the lead in assembling, improving and marketing an industrial district in New Baden.

Policy C: Focus industrial site / industrial park development efforts in the area between I-64 and Hanover Street.

Policy D: Encourage service and commercial businesses to locate within the Village, particularly along the Route 160 and Route 161 corridors and along the Norfolk Southern Railroad right-of-way.

- Policy E:** Selectively utilize Tax Increment Financing, Business Districts and other Illinois development incentives to achieve this objective.
- Policy F:** Consider use of developer impact fees to generate revenues for facilities and services, the need for which is driven by accelerating residential growth of the community.
- Objective # 5:** **Provide for a full array of retail, commercial and professional service facilities that meet daily living needs of community residents.**
- Policy A:** Assist the private sector in developing an expanded neighborhood shopping center along the Hanover Street corridor in proximity to existing commercial development west of County Line Road.
- Policy B:** Identify one or more sites for professional / service businesses along the Hanover Street corridor and facilitate the development of same.
- Objective # 6:** **Adhere to high development standards for both residential and commercial projects.**
- Policy A:** Review municipal land use regulations and amend as necessary to incorporate enhanced development standards.
- Objective # 7:** **Insure that all future development that uses or seeks to use community services and facilities, takes place within the municipal boundaries.**
- Policy A:** Extend municipal land use regulations 1 ½ miles beyond municipal boundaries per Illinois extraterritorial land use powers.
- Policy B:** Require annexation as a precondition for receiving municipal services and / or facilities.
- Policy C:** Encourage voluntary annexation of adjacent unincorporated residential neighborhoods, offering sewer hook ups and similar incentives to bring this about.

3. **Housing and Neighborhoods**

Goal: Provide a full range of safe, sanitary, attractive and affordable housing opportunities for current and future Village residents.

Objective # 1: Affirm the importance of home ownership and the continuation of New Baden as a predominately single family community.

Policy A: Pursue development of single family subdivisions that conform to municipal development standards.

Policy B: Annex adjacent single family neighborhoods that rely upon community services and facilities.

Policy C: Restrict the conversion of single family structures into multi-family residential buildings.

Policy D: Accommodate rental housing in planned apartment communities that meet New Baden zoning, building and housing codes.

Policy E: Mandate conformance of all existing apartment developments to municipal health and housing codes.

Objective # 2: Accommodate a full and diverse range of housing types in the community, including both attached and detached residences and duplexes and condominiums.

Policy A: Pursue the senior housing market as a residential development opportunity, including both independent lifestyle facilities and extended care facilities.

Policy B: Designate infill sites for condominium and duplex development.

Policy C: Designate sites for mobile home subdivisions and manufactured housing.

Policy D: Encourage market rate apartments with a particular focus on military personnel.

Objective # 3: Insure that all housing in the community is maintained in a fully standard and habitable condition:

- Policy A:** Conduct an inventory to identify all obsolete and or / blighted residential units.
- Policy B:** Utilize code enforcement and property inspection procedures to bring all substandard housing units into code compliance.
- Policy C:** Enact a program that requires inspection of rental housing at the time of change in occupancy to ensure that there are no health or safety problems.
- Policy D:** If necessary, intervene to remove blighted residential units.
- Policy E:** Develop and administer a program to assist low-income and elderly homeowners with home maintenance and repairs.

Objective # 4: **Insure provision of needed recreational infrastructure and other public services in developing residential areas.**

- Policy A:** Study the establishment of impact fees, exactions and / or land donations to accomplish this objective.

Goal: **Enhance New Baden’s neighborhoods, recognizing that the community’s residential character and family atmosphere are crucial to social stability and economic well being.**

Objective # 1: **Adopt policies that promote neighborhood well being, enhance residential lifestyles and improve the appearance of older neighborhoods.**

- Policy A:** Educate community residents about the benefits of neighborhood reinvestment, beautification and urban revitalization and development.
- Policy B:** Establish a tree planting and maintenance program along street rights-of-way throughout the Village.
- Policy C:** Review zoning and other land use regulations to insure compatibility with this objective, in terms of landscaping, buffering, building placement and size and other requirements.

- Policy D:** Encourage homeowner organizations to carry out landscape projects within their neighborhoods.

- Objective # 2:** **Maintain compatible land use relationships among housing types within residential neighborhoods and between residential neighborhoods and the rest of the community.**
 - Policy A:** Buffer rental apartments, mobile home subdivisions, industrial uses and commercial developments from single family housing, using setbacks, landscaping and other design techniques.

- Objective # 3:** **Encourage infill housing within established residential neighborhoods.**
 - Policy A:** Inventory vacant parcels within established residential neighborhoods.
 - Policy B:** Market available parcels informally to single family residential developers.
 - Policy C:** Use Special Service Areas and other Illinois development incentives to further this objective.

- Objective # 4:** **Create “walkable” and pedestrian friendly neighborhoods.**
 - Policy A:** Develop a sidewalk plan, identifying all streets where sidewalks should be located.
 - Policy B:** Inventory existing sidewalks and identify needed maintenance and repairs.
 - Policy C:** Establish a budget item for sidewalk construction and repair.
 - Policy D:** Establish pedestrian linkages between Community Park and the rest of the Village, including one or more pedestrian crossings of Hanover Street.

- Objective # 5:** **Promote and support locally based organizations that further the well being of residential neighborhoods.**
 - Policy A:** Encourage developers to establish homeowners associations in all new subdivisions.

Policy B: Divide New Baden into a hierarchy of designated neighborhoods as a first step toward establishing a community-wide framework of neighborhood organizations.

Policy C: Assist homeowners in established residential areas to organize neighborhood associations.

Objective # 6: **Encourage urban growth that consists of contiguous expansion of existing residential areas.**

Policy A: Use requests for municipal utility extensions to implement this objective.

4. PUBLIC UTILITIES

Goal: Provide high-quality water and sewer facilities and services throughout the community.

Objective # 1: Insure that New Baden’s sewerage treatment facilities are sufficient to accommodate both current demand and prospective growth during the planning period.

Policy A: Identify replacement of the existing sewerage lagoon system with a new treatment plant as New Baden’s number one infrastructure priority.

Policy B: Prepare and implement plans to replace the existing treatment facilities with a modern sewerage treatment plant that fully complies with state and national standards.

Policy C: Fund the new treatment plant with a bond issue.

Objective # 2: Address system deficiencies by bringing all sewers and water lines into conformance with current state and national standards.

Policy A: Inventory the existing system, identifying outmoded, undersized and defective lines and prioritize their renovation and / or replacement.

Policy B: Implement a capital improvement program that addresses system shortcomings on a staged basis, with all lines brought up to an acceptable standard by the end of the planning period.

Objective # 3: Insure the development of infrastructure adequate to attract new residential, commercial, industrial and institutional uses.

Policy A: Coordinate sewer infrastructure planning, funding and construction programs with New Baden’s economic development efforts.

Policy B: Develop engineering plans to extend sewer lines to and beyond the Interstate Highway 64 / State Route 161 interchange for the land uses shown in the Village’s future land use map.

Policy C: Develop engineering plans to extend sewer lines to a proposed industrial park located between State Route 161, the Norfolk Southern Railroad and Interstate Highway 64.

Objective # 4: **Coordinate with the Summerfield Lebanon Mascoutah (SLM) Water Commission to insure that adequate water is available as the community grows.**

Policy A: Monitor the adequacy of municipally owned water storage facilities and expand as necessary to accommodate growth.

Policy B: Periodically review SLM plans and keep the Commission apprised of municipal needs and requirements.

5. TRANSPORTATION

Goal: **Maintain and enhance a transportation system that moves people and goods safely and efficiently throughout the Village and the St. Louis Metropolitan Area.**

Objective # 1: **Improve internal circulation within the Village by developing a network of arterial, collector and local streets that move traffic conveniently both within and beyond the municipal boundaries.**

Policy A: Supplement Hanover Street with a new east-west collector street for motorists traveling between County Line Road and State Route 160.

Policy B: Require developers to dedicate right-of-way and construct streets in conformance with the Comprehensive Plan.

Policy C: Rebuild County Line Road to a collector street standard through the Village.

Policy D: Work with Clinton County to construct a collector street connection between section line roads on either side of New Baden one mile north of State Route 161

Objective # 2: **Enhance the capacity, functionality and convenience of public streets within the Village.**

Policy A: Identify each public street in the Village by its functional type, (residential, collector and arterial).

Policy B: Use “traffic calming” and similar techniques to restrict traffic speeds on local streets and to maintain the character of existing neighborhoods.

Policy C: Evaluate the need to signalize one or more intersections, including the Hanover Street / State Route 160 intersection.

Objective # 3: **Bring all streets in the community up to an acceptable condition within the planning period.**

Policy A: Inventory the condition and adequacy of all streets in the Village and prioritize their needs for enhancement.

- Policy B:** Develop and adhere to a multi-year capital improvement budgeting process.
- Policy C:** Identify new funds for transportation improvements.
- Objective # 4:** **Enhance opportunities for pedestrian, bicycle and other means of individual movement within the community.**
 - Policy A:** Develop a pedestrian / bicycle trail system plan that provides a functional alternative to motor vehicles throughout the Village.
 - Policy B:** Utilize capital budget and / or bond funds to implement the trail system plan.
- Objective # 5:** **Provide adequate parking facilities throughout the community.**
 - Policy A:** Assess the adequacy of municipal parking requirements for both commercial and institutional land uses.
 - Policy B:** Require suitable screening, buffering and landscape all parking lots, both public and private.
- Objective # 6:** **Promote expanded public transportation linkages between New Baden and major employment and shopping destinations throughout the St. Louis Metropolitan Area.**
 - Policy A:** Establish a conveniently located and weather protected public transit facility accessible by both automobiles and pedestrians to serve public transit riders.
 - Policy B:** Publicize public transit routes and timetables within the community.
- Objective # 7:** **Enhance the aesthetics of public street rights-of-way.**
 - Policy A:** Enhance the Hanover Street corridor from County Line Road to State Route 160 with distinctive landscaping, signage, entry treatments and building setbacks.
 - Policy B:** Create aesthetic standards, initiate programs and innovative procedures for each public street type.

Policy C: Work with the Illinois Department of Transportation (IDOT) to develop standards more suited to urban environments while meeting safety requirements.

Objective # 8: **Coordinate transportation enhancement efforts with the Village's economic development program.**

Policy A: Renew efforts with IDOT to designate and develop an interchange at the State Route 160 bridge over Interstate Highway 64.

Policy B: Insure adequate vehicular access both to and within the proposed industrial sites in the southern portions of the Village.

6. PUBLIC FACILITIES

Goal: Provide the Village of New Baden with public facilities that enhance the quality of life for all community residents.

Objective # 1: Insure that all public buildings and facilities are appropriately scaled to meet the needs of residents and visitors in terms of size, location, staffing and appearance.

Policy A: Conduct an assessment of the community's administrative offices, community meeting space, public safety and operations and maintenance facility requirements.

Policy B: Identify facility needs by type and develop a strategy to accommodate these needs during the planning period.

Objective #2: Provide a suitable setting for new and / or expanded government buildings, including the Public Library, and Civic Center in state-of-the-art facilities.

Policy A: Develop a "campus plan" for the Public Library - Civic Center block, anticipating the redevelopment of this site to re-house these facilities in a comprehensively planned public setting in state of-the-art facilities.

Policy B: Develop and implement a program to address the future needs of the Police Department, the Fire Department and EMS, and including the expansion and / or relocation of one or more departments if necessary.

Policy C: Plan for the replacement and or expansion of Village Hall with a facility half again as large as the existing facility.

Policy D: Develop a funding mechanism (preferably either a capital improvements or bond issue), to provide the needed facilities.

Policy E: Insure convenient access to and parking at, all public facilities, both existing and planned, by both pedestrians and vehicles.

Policy F: Incorporate superior architectural design and suitable landscaping into all future public facility projects in the Village.

Objective # 3: **Market quality public facilities and standards as community amenities and assets.**

Policy A: Feature municipal buildings and facilities in all marketing materials developed by the Village.

Objective # 4: **Support the Wesclin School District as it accommodates growth, insuring an appropriate balance of facilities throughout the District.**

Policy A: Market schools as a primary attraction to young families seeking to locate in “Metro East”.

Policy B: Plan for an additional elementary school in the developing northern portion of New Baden.

Policy C: Anticipate meeting future demand for middle and upper school facilities at the Jr. Sr. High School campus located on State Route 160 half way between Trenton and New Baden.

7. RECREATION

Goal **Provide Village residents of all ages with access to open space and a comprehensive array of active and passive recreational amenities and opportunities.**

Objective # 1: **Expand and improve park and recreation facilities to maintain an optimal level of leisure and recreational services.**

Policy A: Complete site improvements planned and underway in New Baden Community Park.

Policy B: Maximize the New Baden Community Park by utilizing this facility for additional recreational facilities serving a municipality-wide demand.

Policy C: Expand the Village's access to and use of regional recreational facilities in nearby communities and counties.

Policy D: Evaluate opportunities to develop a municipal golf course in or near New Baden.

Policy E: Identify opportunities to utilize surplus village property for mini-parks (1-3 acres) and neighborhood parks (5-10 acres).

Policy F: Require developers to set aside usable recreational space in future planned residential development.

Policy G: Enhance the accessibility of municipal parks via the citywide trail / bicycle system.

Policy H: Enhance entryways / gateways into New Baden on major arterials as mini-parks, incorporating identification pylons and landscaping.

Policy I: Pursue Illinois Department of Natural Resources funding for parkland acquisition and development.

Policy J: Coordinate with the Wesclin School District on expanded use of public recreational facilities.

Objective # 2: **Develop a new neighborhood park to serve the growing northern portion of the community.**

Policy A: Identify and acquire a 5-10 acre site for such a facility, preferably obtaining a site with distinctive natural features.

Policy B: Fund such a project through either the capital improvements program or a capital bond issue.

8. ECONOMIC DEVELOPMENT

Goal: Provide for the economic well being of all segments of the community, including individuals, families and businesses, within a framework of orderly and planned economic development, capitalizing upon identified residential, commercial and industrial development opportunities.

Objective # 1: Enhance and expand New Baden’s status as the primary “commercial center” within its defined Market Area.

Policy A: Supplement existing “convenience retail” facilities with expanded day-to-day shopping opportunities in a planned setting along the State Route 161 corridor.

Policy # B: Assist existing retail / commercial businesses in the community by making public development incentives (i.e. Tax increment financing, Business Districts, et. al) available.

Policy C: Actively pursue office park and commercial development as identified in the Village’s future land use map.

Objective # 2: Utilize demand for residential housing as a prime driver of local growth.

Policy A: Work with residential developers to achieve this objective.

Policy B: Market the availability of quality affordable housing as a positive community characteristic in the metropolitan media.

Policy C: Insure a pipeline of approved platted lots for residential builders.

Policy D: Streamline permitting, inspection and approval procedures for new housing units.

Objective # 3: Build the employment base of the community, placing primary emphasis upon industrial, distribution and service job creation.

- Policy A:** Develop a distribution / industrial park either in proximity to the Interstate-64 / Illinois Route 161 interchange or the area between the Norfolk Southern Railroad and Interstate 64.
- Policy B:** Prepare designated distribution / industrial park sites for end users by insuring adequate dedicated access and extending sewer, water and gas services, and accomplishing annexation as required.
- Policy C:** Explore opportunities to attract an industrial developer to the community who is willing to acquire, package and market a suitable tract for industrial / distribution use
- Policy D:** Develop an action plan to encourage new businesses to locate in New Baden.
- Policy E:** Focus the marketing and development effort on attracting convenience commercial, retail and service business and warehousing / distribution uses and opportunities to the Village.
- Policy F:** Create and market a tenant solicitation package for “targeted” businesses.

Objective # 4: **Build linkages with major regional employers, including Scott Air Force Base and MidAmerica Airport, emphasizing the reciprocal benefits deriving to both the Village and the institutions and including employment opportunities, housing options and lifestyle amenities.**

- Policy A:** Establish a local task force to market New Baden to major regional employers.

Objective # 5: **Position New Baden to be fully competitive with communities throughout the St. Louis Metropolitan Area in terms of high-speed telecommunications access.**

- Policy # A:** Insure that telecommunications providers have the opportunity to install necessary equipment to accommodate local demand with maximum efficiency.

Objective # 6: **Utilize state and federal economic development tools to accomplish community economic goals.**

Policy A: Utilize the New Baden Tax Increment Finance District to revitalize the Hanover Street corridor and other locations for non-residential uses including mixed office / retail activities.

Policy B: Coordinate efforts with the Southwestern Illinois Development Authority (SWIDA), the Illinois Department of Commerce and Economic Opportunity (DCEO) and other state and regional economic development agencies.

Policy C: Identify and utilize incentives and grants for parks and public utilities.

Objective # 7: **Protect existing and future residential, commercial and industrial development from the dangers of flooding, mine subsidence and other environmental conditions.**

Policy A: Preclude development from the 100 year flood plain and other flood prone areas.

Policy B: Encourage and assist commercial and industrial developers to remediate sites located above the unused coal mine and create developable land.

V. COMPREHENSIVE PLAN ELEMENTS

1. Land Use

The Village of New Baden covers 996 acres. Approximately 60% of the incorporated area has been developed for urban uses; the remaining 40% is either vacant or used for agriculture.

If growth proceeds at the rate anticipated for the planning period, an additional 300 acres will urbanize by 2020. Preliminary estimates suggest that at least 125 acres will be absorbed for residential use, 35 acres for commercial use and 30 acres for industrial use. Change of this magnitude, as summarized in **Table 1. Developed Acreage - 2005 / Estimate Acreage 2020**, would represent a 50% increase in the developed portion of New Baden.

The proposed land use plan is based upon the existing land use pattern, physical development constraints and the goals, objectives and policies identified in Chapter IV. The future land use designations are depicted on **Map 1, Future Land Use Plan**.

A. Residential

Two (2) residential land use categories are identified, single family residential and multi-family residential. Each new residential unit should house approximately 2.3 persons, generating a projected demand for 500 to 750 new residential units during the planning period. Assuming that development continues to grow as in the past decade and that additional acreage is utilized for commercial and industrial purposes as well, New Baden's land use profile will remain substantially unchanged. Residential use will still constitute slightly less than ½ of total developed acreage. The amount of land devoted to multi-family use development over the planning period should not change appreciably. Commercial and industrial land use will increase slightly as the community assumes a more diverse profile.

Single family developed is expected to continue northward toward an unnamed tributary of Sugar Creek that flows from northwest to southeast approximately ½ mile north of the existing edge of urban development. This area is bounded by County Line Road on the west and State Route 160 on the east and is sufficiently large to accommodate the bulk of anticipated residential development during the planning period. Single family uses will predominate on the fringes and newly developing portions of the community at a permitted zoning density of four (4) to 8.7 units per acre. Higher density single family uses are concentrated in the older sections of the community.

Table 1.

DEVELOPED ACREAGE 2005 - ESTIMATED ACREAGE 2020 / VILLAGE OF NEW BADEN

Land Use	2005		2020		Net Change in Acreage
	Acreage	% of Developed Acreage	Acreage	% of Developed Acreage	
Single Family	234	41.6	350	40.7	116
Multi-Family	29	5.1	40	4.7	11
Commemrcial	35	6.2	70	8.1	35
Industrial	21	3.7	50	5.8	29
Public / SemiPublic	57	10.2	75	8.7	18
Roads / Infrastructure	187	33.2	275	32.0	88
TOTAL	563	100.0	860	100.0	297

Source: Economic Development Resources
Notes: Based upon a 2020 population of 4,500

Maximum permitted multi-family density is 14.5 units per acre. Such higher density single family uses are concentrated in the older sections of the community, principally on either side of the Hanover Street corridor.

B. Commercial / Office

The commercial / office land use category is expected to increase by 35 acres under the proposed land use plan as additional acreage along the Hanover Street corridor and the Interstate 64 interchange attracts additional commercial development. These areas are expected to accommodate both the convenience retail needs of residents together the transient regional market along the Interstate 64. Commercial uses are expected to increase from 6% to 8% of community land area over the next 15 years as this relatively underdeveloped economic function responds to accelerating growth of the Village.

These newly developed commercial areas should be developed in accordance with an overall design in order to avoid the problems associated with “strip commercial” development and its lack of coordination between adjacent use, chaotic signage and disorganized curb cuts. This issue can be addressed in several ways. One would be to establish an internal street paralleling Route 161 and accessing individual lots. Another would be to mandate the submission of commercial plats with designated internal circulation as part of the plat approval process. These commercial subdivisions should be designed to accommodate national tenants with for-sale lots, internal streets, sidewalks, coordinated signage and master planned utility networks.

Prospects for office and specialty retail infill development along Hanover Street have also been identified. This area is currently characterized by a mixture of freestanding commercial and office structures, public / semi public uses, residences and vacant parcels. The plan recommends development of vacant and underutilized parcels in an effort to strengthen the town center. While the area adjacent to Village Hall and adjoining blocks is not an historic district, it is the active focal point of the community and would benefit from selective reinvestment designed to strengthen its social and economic role. The Hanover Street Corridor is more fully addressed in Section VI. 5. B.

C. Industrial

New Baden can accommodate industrial and distribution functions on vacant property either within or adjacent to the community and subject to annexation. The area south of Route 161 between the I-64 interchange and Route 160 has water service and is accessed by two roadways, Route 160 and Clinton Street, both of which cross the Norfolk Southern Railroad at-grade. Sewers and gas service could be extended to the area, which is currently in agricultural production. Major sewer line extensions must await the construction of a new

sewerage treatment plant. This new facility, anticipated to be located on the site of the existing sewerage lagoons on Route 161, should be operational by 2008.

The speed with which such development occurs will be determined not only by regional and national economic factors, but also by Village efforts to provide prospective users with attractive real estate packages. Businesses seeking new locations prefer available and appropriately priced property that is fully served with public utilities and situated in designated industrial locations.

D. Historic and Cultural Resources

At least two (2) structures in New Baden are sufficiently distinctive to justify designation as historic landmarks. They are Village Hall, a former bank building located at 100 West Hanover Street and Saint George Roman Catholic Church, 200 North Third Street, whose steeple is visible for miles across the open countryside. While other landmark structures could be identified and certified, New Baden lacks distinctive residential and commercial districts that would justify historic district designation. A Village wide survey would be required to quantify the scope of historic resources and identify eligible structures.

If deemed appropriate, the Village could establish a Historic District Commission and implement a local registry of individually designated historic structures. Procedures for taking such a step are well established under Illinois law. The primary consequence of historic district designation is to establish criteria for remodeling and / or demolishing designated structures. Federally designated structures become eligible for financial incentives under certain circumstances.

2. Community Facilities

The Village of New Baden owns several public buildings and approximately one dozen parcels of property. These properties and facilities are needed to provide municipal services, including police and fire protection and community services. While adequate for current requirements, municipal growth will, in relatively short order, render one or more of these facilities insufficient to meet their designated requirements. **Table 2, Community Facility Requirements**, identifies the most important public buildings in New Baden, estimates further space requirements and suggests development options.

These public buildings could be grouped into a civic center environment with a strong and mutually reinforcing identity. The scope and direction of the civic center concept will depend upon municipal facility needs and financial resources.

A. Village Hall

Table 2.

**COMMUNITY FACILITY REQUIREMENTS
VILLAGE OF NEW BADEN**

Type of Facility	Future Space Requirements	Options
Village Hall	5,000 - 6000 sq. ft.	Expand or Replace
Public Library	5,000 sq. ft.	Replace
Civic Center	20,000 sq. ft.	Replace
Public Safety Building	Same	Convert to Fire Station / EMS Building
Police Station	2,000 sq. ft.	Relocate to new or remodeled Village Hall

Source: Economic Development Resources

Village Hall is a well maintained former bank building located at 1 Hanover Street. This building is poorly configured to accommodate the functions of municipal government and, with only 3,000 sq. ft. is increasingly deficient from a size standpoint as well. Continued growth of the community will aggravate these problems and further highlight the need for additional office and public meeting space.

The Comprehensive Plan proposes to relocate Village Hall to a new structure of not less than 5,000 sq. ft. on a site on Hanover Street. This building could house not only municipal administrative offices but also meeting space for civic activities and police headquarters. The site plan should also include shared on-site parking in an accessible and attractively landscaped setting.

B. Public Safety Building

The Public Safety Building at 100 East Hanover Street houses not only the Police and Fire departments, but also EMS. This four (4) bay building is ten (10) years old and accommodates departmental equipment, offices, a day room, kitchen space and other facilities. Demand for additional public space could be accommodated by converting this building to fire department use only and shifting the police department elsewhere, possibly the new Village Hall complex. EMS could remain at the Public Safety Building with the Fire Department. No additional police precinct stations or fire stations should be required during the planning period unless growth accelerates substantially.

C. Public Library / Civic Center

The Public Library and Civic Center occupy freestanding structures on a 52,000 sq. ft. site located two (2) blocks north of Hanover Street. The property is bounded by Maple Street on the north, Birch Street on the south, the alley behind Second Street on the east and First Street on the west. Neither building was built for its current use, having originally been additions to a now demolished school. Both structures are at least 50 years old and have experienced deferred maintenance.

The Plan proposes to locate a new public library building at the present site. A new civic center building could become part of the proposed government center complex which will also house Village Hall and the police department. The precise location of the government center has yet to be determined. The civic center building could contain indoor recreation space, including a gymnasium and meeting space for civic activities.

D. Educational Facilities

New Baden Elementary School and Saint George Elementary School are well maintained facilities that well suited to meet the primary educational requirements

of New Baden students. A third elementary school, however, may be required if New Baden gains an additional 1,500 residents by 2020. Growth of that magnitude could generate as many as 250 additional students for the Clinclair District. The timing of such a project will be dependent not only on population growth, but also the ability of the existing New Baden Elementary and rented St. George Elementary School to handle rising enrollments. Opportunities to expand existing facilities should be identified and implemented if possible.

A new elementary school should be located in the rapidly developing northern portion of New Baden. Grade 7-12 students will be accommodated at the Jr. Sr. High School campus 2.3 miles north of New Baden on State Route 160. School district administrative offices will also remain at that location.

3. Housing

The Village of New Baden is confronted by at least two (2) housing challenges. The first is to maintain the existing housing stock, a significant portion of which is more than half a century old. The second is to meet the demand for new housing to accommodate population growth and achieve higher expectations for residential land uses in the market place.

New Baden is fortunate to have a sound housing stock. Adhering to the community objectives of maintaining a preponderance of residential home owners, together with a serious commitment to code enforcement will sustain these established neighborhoods during the planning period. Providing a diversity of housing types for different age groups and income levels will also enhance New Baden's market appeal. .

A. Existing Housing Stock

In 2000, New Baden had 1,180 residential units, including 814 single family houses, 27 duplexes, 208 multi family units and 131 mobile homes. Since then, the single family housing stock has grown by approximately 10% through the permitting of new units. Almost all of this new construction is taking place in newly annexed areas on the northern edge of the community.

The continuation of this desirable pattern of development will assure the continued cohesive and orderly expansion of the community.

B. Future Housing Development

Residential development during the planning period will continue in a northerly direction where several hundred platted lots are available and ready for development. Few impediments to development exist in this area and sufficient utility capacity is in place to accommodate build-out on the approved platted lots.

As previously stated, residential growth will likely generate a demand for more than 100 acres during the planning period. The majority of this acreage will be absorbed on the northern edge of the Village. Lesser amounts of land will be needed for attached residences, both rental and for sale. Additional housing will take the form of infill-development within the existing urban boundary, either on vacant lots or upon sites cleared for redevelopment. The area north of State Route 161 and west of County Line Road in the St. Clair County portion of the Village may also become a residential growth area.

4. Transportation

The Village of New Baden is the eastern gateway to the St. Louis Metropolitan Area on I-64.

A. Transportation System Inventory

An inventory of existing transportation facilities in and around New Baden was conducted to identify roadway deficiencies, project needed improvements and evaluate transportation alternatives. The inventory identified all transportation components, including roadways by type and condition, public transit service, rail service and air service.

B. Functional Roadway Classifications and Levels-of-Service

Functional roadway classifications in the Village of New Baden are summarized in **Table 3, Roadway Functions**, and defined under the following headings:

- **Principal Arterials** - Interstate highways, freeways and major streets that provide for the longest trip lengths and highest traffic volumes. Also included are other principal arterials that serve long-distance intra-urban needs by linking regional activity centers.
- **Minor Arterials** - Provide for trips of moderate length at a lower level of service than principal arterials. These roadways emphasize linkages between higher and lower roadway classifications.
- **Collector Streets** - Collect and distribute traffic from local streets and channels it to the arterial street system.
- **Local Streets** - Provide direct access to abutting land uses and consist of all streets not classified as either arterials or collectors.

Table 3.

**ROADWAY FUNCTIONS
VILLAGE OF NEW BADEN**

Type	Segment
Principal Arterials	Interstate Highway 64
Minor Arterials	State Route 160 State Route 161
Collector Streets	Cedar Street County Line Road Illinois Street Franklin Street Third Street Ninth Street Hillside / Peach Streets
Local Streets	(All other streets)

Source: Economic Development Resources

Level-of-Service is a qualitative measure that describes the operational conditions of a road and the perception of the operational conditions by motorists. Such conditions are generally described in terms of speed, travel time, freedom to

maneuver, traffic interruptions, comfort, convenience and safety. The six (6) levels-of-service range from “A” (free flow conditions) to “F” breakdown flow. By such definitions, traffic circulation in New Baden operates at Level-of-Service C (stable flow with good levels of comfort and convenience) or better, although movements across Hanover Street at peak hours of operation can be negatively impacted by through traffic.

C. Roadway and Signalization Improvements

The transportation element of the comprehensive plan seeks to address these issues:

- Steadily increasing traffic volumes on State Route 161 (Hanover Street) between the Interstate 64 interchange and State Route 160 at the eastern edge of the Village.
- Ill-defined north-south collector streets linking the urbanizing northern fringe of the community with the Hanover Street corridor.
- Need to enhance vehicular movements between County Line Road on the western edge of the Village and State Route 160 on the eastern edge of the Village.

The transportation element of the comprehensive plan is presented on **Map 2, Transportation Plan**. It proposes to improve traffic flows by:

- Upgrading and widening County Line Road between the village limit and Hanover Street to a collector street standard.
- Planning for an additional east-west collector street between Route 160 and Route 161 approximately ½ mile north of the Peach / Hillside corridor.
- Upgrading and widening 3rd Street and 9th Street between Hanover Street and Peach Street and Franklin Street between Hanover Street and Cedar Street as fully functional collector streets.
- Planning for at least one (1) north / south collector from Peach Street to the northern edge of urban development.
- Reconstructing Illinois Street as an east-west collector street paralleling Hanover Street between Clinton Street and State Route 160.

- Signalizing the State Route 160 - 161 Intersection as soon as growing traffic volumes warrant.
- Extending Pfeiffer Road between Clinton Street and State Route 160 to create an east-west collector street one (1) mile north of State Route 161.

D. Public Transit

There is a growing demand for St. Clair County Transit commuter service between the Village and:

- Major employers and commercial destinations throughout the metropolitan area.
- The eastern terminus of MetroLink at the Village of Shiloh and Scott Air Force Base.

These linkages need to be both affirmed and strengthened. A public transit center should be established at New Baden Community Park. This facility would include both a small shelter with seating and adjacent parking and should be supplemented by intermediate pick up points along the Hanover Street corridor to the Interstate 64 interchange.

E. Air and Rail Transportation

The 2005 BRAC process has reaffirmed the status of Scott Air Force Base as a permanent US military installation. MidAmerica Airport has announced plans to upgrade services and facilities, including an employment district at the State Route 4 / I-64 intersection approximately 4½ miles west of New Baden.

The importance of air transportation to the future of the community cannot be overstated. The Village must strengthen its public transportation linkages with these institutions and affirm its position as a bedroom community for persons assigned to and employed by these facilities.

The Norfolk Southern Railroad corridor has formed the southern edge of New Baden for more than 100 years. Much of the community's industrial base is located either adjacent to in proximity to the railroad corridor. The Comprehensive Plan designates the area south of the railroad for industrial use with the option of extending rail service to the area should demand materialize for such service. At-grade rail crossings should be limited to those already in place at State Route 160 and County Line Road. Traffic volumes on these roadways may grow in consequence of industrial development to the point that it becomes an inconvenience to both transportation modes. Should this occur, it will be

necessary to consider creating grade separated crossings at either one or both locations.

5. Recreation

The Village of New Baden has pursued an aggressive effort to provide a complete array of active and passive recreational facilities at New Baden Community Park. With the completion of improvements funded by the Illinois Department of Natural Resources FY 2003 Open Space Land Acquisition and Development (OSLAD) grant program in 2005, a walking trail, playground equipment, in-line skating rink and other improvements have been added to those already in place.

A. Existing Facilities

Table 4, Park Requirements to 2020, notes that while New Baden has ample park acreage, all that space is found in the “Community Parks” classification. There are no mini-parks and neighborhood parks. Population growth, while substantial, will be insufficient to create a deficit in the “Community Parks” classification. The mini-parks and neighborhood parks categories will account for a 15 ¾ acre deficit in park land by 2020.

- **Mini Parks** - Generally between 1.0 and 2.5 acres in size, mini parks are intended to meet the active recreational needs of young children and frequently include playground equipment and seating areas for adults. Mini park users generally live within walking distance.
- **Neighborhood Parks** - Average between 5.0 and 10.0 acres in size and combine active and passive recreational features in a neighborhood setting. Such parks often incorporate aesthetic features including natural landscaping, gardens and similar elements. Limited parking may be provided.

As noted in Volume One, **Existing Conditions / Community Profile**, New Baden Community Park is situated at the southeastern edge of the community and inconvenient to the rapidly growing northern neighborhood. Remedying this deficiency in mini and neighborhood park space and establishing more convenient recreational facilities for community residents are primary objectives of the Recreation Element of the Comprehensive Plan.

B. Planned Future Facilities

The Recreation Element of the Comprehensive Plan recommends the creation of one (1) neighborhood park and two (2) mini-parks. These facilities should be located and designed to meet neighborhood recreational needs for the area north of Hanover Street.

Table 4.

**PARK REQUIREMENTS TO 2020
VILLAGE OF NEW BADEN**

Park Classification	Proposed Acres per 1,000 Population	Existing	Hypothetical Park Size	Acres Required to 2020	Deficit by Classification
Mini-Parks	1.00	0.00	1 -2.5 Acres	4.50	4.50
Neighborhood Parks	2.50	0.00	5-10 Acres	11.25	11.25
Community Parks	5.00	30.00	Variable	22.50	0.00
TOTAL	8.50	30.00		38.25	15.75

Source: Economic Development Resources

Notes: Based upon a 2020 population of 4,500.

A five (5) to ten (10) acre neighborhood park is suggested for the northwestern portion of the community in proximity to County Line Road. The site could either be acquired through purchase or developer donation.

One (1) mini-park is suggested to be located on a former brick yard site owned by the Village. This parcel is vacant and bounded by Adams Avenue on the east and Franklin Avenue on the west. Three (3) houses have recently been constructed adjacent to this site.

A second mini-park could be a cooperative venture of the Village and the Westclin School District on the site of New Baden Elementary School. A new park at this location would accommodate the recreational needs of young children in the northeastern portion of the Village.

6. Public Utilities

A. Water

The Village of New Baden purchases water from the Summerfield Lebanon Mascoutah Water Commission. The municipally owned system has adequate capacity and pressure to accommodate forecast growth during the timeframe of the comprehensive plan, although ongoing maintenance must be addressed as required.

At some point in the future, additional storage capacity may be required to accommodate the needs of a larger community. Within a more immediate time frame, a pump station located near Aviston Lumber Company on State Route 160 may be relocated to augment anticipated development. Concurrently, the Village should continue its policy of maintaining its storage facilities and distribution lines.

B. Sewer

The Illinois Environmental Protection Agency (IEPA) has alerted the Village of New Baden to the fact that its sewerage treatment facilities are approaching capacity. Development on approved lots and on parcels adjacent to existing lines may continue, but extending service to new areas is on hold until facilities have been upgraded. Therefore, planning is already underway to replace the obsolete aerated lagoons that provide sewerage treatment for the Village with a modern (activated sludge) wastewater plant. The Village engineer anticipates submitting a Facilities Plan to IEPA in August 2005, with project design to follow. Estimated project cost is \$6.5 million, with funding to be provided through the IEPA loan program and paid back with municipal bonds. The project timetable calls for completion in 2007.

The new plant will have a capacity of 6,600 persons, more than twice the current village population, and is being designed for further expansion. An approximately five (5) acre site will be required to accommodate the plant, which will be located on village property at the site of the existing aerated lagoons on State Route 161 east.

The eighteen (18) inch interceptor connecting the Village with the existing treatment facilities is deemed adequate. Throughout the community, ongoing efforts are being made to maintain, upgrade and replace aging and obsolete sewer lines. Future municipal growth can generally be accommodated by gravity flow. Service to the western side of the I-64 interchange will require boring beneath the interstate and the installation of a lift station.

7. Development Opportunity Areas

“Development Opportunity Areas” have particular potential for development and / or redevelopment activity. A combination of public incentives and private investment at these locations can be expected to generate maximum impact in the furtherance of community goals and objectives. These areas are commonly developed for either commercial or industrial land uses. “Opportunity areas also address matters of public investment and community aesthetics. **See Map 3, Development Opportunity Areas.**

A. Shopping Facilities

Convenience retailing in New Baden is concentrated along Hanover Street between the Interstate 64 interchange and Clinton Street, which is already the site of such commercial uses as McDonald’s Restaurant, Herman Chevrolet, Outside Inn, Shell Oil Company, Dollar General, the Market Center of New Baden and Ahner Florist. Much of the property fronting on Hanover Street consists of large undeveloped parcels that are well suited for urban development. Traffic counts exceed 10,000 vehicles per day.

For these reasons, this area is particularly well suited for commercial investment. The Comprehensive Plan identifies this area as the location of as much as 50,000 sq. ft. of convenience retail space intended to meet the day-to-day shopping needs of Village residents. Prospective future tenants of this area include a drug store, supermarket and other convenience retail uses. It is anticipated that New Baden residents will carry out their community and regional scale shopping elsewhere along the Interstate 64 corridor.

Fragmented, “strip commercial” development can be avoided by requiring individual property owners to develop in conformance to an overall development plan. Pedestrian and vehicular circulation patterns, the location of curb cuts and building placement determined prior to actual development.

B. I-64 / State Route 161 Interchange

The Interstate 64 / State Route 161 interchange represents New Baden’s primary development opportunity for freeway oriented regional development. Prospective occupants of this location include truck stops, motels, restaurants and similar uses benefiting from convenient access to and from the metropolitan area and highly visible freeway locations. Actual uses should be determined in response to development proposals received by the community. Insuring that development take place in a coordinated fashion is a matter of primary importance.

The four quadrants of the intersection are substantially vacant and offer few impediments to development. Water service is already available. Sewer service has been extended as far west as the McDonald’s Restaurant. IDOT has mandated that the Village bore beneath the interstate highway to extend sewer lines to the northwestern and southwestern quadrants of the interchange. While this project represents a sizable expense to the community, it is feasible from an engineering standpoint and must be addressed before comprehensive development of the interchange can take place.

Conceptual site plans for all four (4) interchange quadrants would assist in assuring that an optimal development pattern is achieved.

C. Industrial, Distribution and Warehousing Uses

Industrial, distribution and warehousing development opportunities are concentrated between Hanover Street and Interstate Highway 64. This agricultural area is close to Interstate 64 and can be readily annexed to the Village of New Baden. Water is available and sewers can be provided by running lines south of the Norfolk Southern Railroad. State Route 160, State Route 161 and County Line Road are the primary means of ingress and egress to the area.

Development as an industrial, business or “employment” district will require extension of sewer lines to the area and a master planned system of internal access roads. Opportunities to provide rail service should also be explored.

D. Hanover Street Corridor

IDOT has rebuilt and widened Hanover Street between Clinton Street and State Route 160. The new cross section provides one moving lane in each direction, parking on either side, and curbs and gutters separated from the sidewalks by a grass lawn. This roadway corridor carries traffic volumes in excess of 10,000

vehicles per day and provides the axial focus of the community. Residential, commercial, office and public and semi-public uses line the street for approximately one (1) mile. The entire corridor is located within the New Baden TIF District.

A mixed development approach is suggested for this “Opportunity Area”. In addition to City Hall and New Baden Bank (FCB) this area includes restaurants, specialty retailers, offices and residences. The concept features enhanced landscaping, coordinated parking, controlled signage and identifies selective redevelopment sites. An intensification of development density is envisioned, with secondary land uses supplemented by higher density office, commercial, public and residential uses.

The primary objective of this strategy is to strengthen Hanover Street as the focus of New Baden’s economic and cultural life. Gateway signage should be placed at the eastern entry to New Baden to complement the signage already in place at the western gateway to the community. Distinctive landscaping should take the form of street trees throughout and planter areas adjacent to points of entry, public buildings and other points requiring attention. The overall effect should reinforce the town center’s pedestrian scale and welcoming character. Vacant lots should be redeveloped. Historic structures like Village Hall need to be protected against either inappropriate use or demolition.

IDOT investment in the roadway represents a first step in that process. The availability of TIF will be an important incentive that enables selective clearance and redevelopment to occur along the corridor. Individual development projects should proceed on a parcel-by-parcel basis, integrated within the larger streetscape enhancement guidelines.

VI. IMPLEMENTATION

Implementing the Village of New Baden Comprehensive Plan will involve coordinating the goals, objectives, policies and future land use map with the day-to-day administrative actions of the Village. These include administration of:

- Building, health and safety codes,
- Zoning and subdivision regulations,
- Capital improvements programming, including construction and maintenance of community parks and other public facilities,

Individual tasks identified in the Plan must be prioritized in terms of community importance.

Over the next fifteen (15) years, elected and appointed municipal officials will make many decisions that affect the future of the community. Finding the revenues to carry out these programs and projects will be a major challenge. Potential revenues for these purposes, in addition to income the community currently receives from various sources, could include a municipal bond issue.

The first step in implementing the Comprehensive Plan as an official statement of public policy is to adopt it. To accomplish this, the Village Board must adopt the Plan after the Plan Commission recommends it and a public hearing is held. The Comprehensive Plan may need to be amended during the planning period to address unanticipated changes and developments that have a bearing on the future of New Baden. The Comprehensive Plan becomes effective "... 10 days after the date of filing notice of the adoption of such comprehensive plan or amendment with the recorder of the county".

1. Land Use Regulations

Land use regulations in New Baden are administered by the seven (7) member Planning Commission, the seven (7) member Zoning Board and the Village Board. These organizational structures are mandated by state law and appear to operate satisfactorily.

Both the current zoning ordinance and the subdivision regulations are modern and well considered documents that appear to be entirely suitable for the community. The zoning ordinance recognizes all primary land use types. These regulations insure that divisions of land are handled properly and that all land use types are both identified and regulated in accordance with modern development standards. Moreover, the kinds of development issues commonly confronted by villages in the State of Illinois, and including regulation of home occupations, placement of mobile homes, approvals of auto oriented businesses,

signage and off-street parking are addressed. The zoning ordinance has two (2) PUD districts one for residential uses and one for commercial uses that encourage flexibility on the part of developers and builders.

After the Comprehensive Plan has been recorded at Clinton County, the Planning Commission should evaluate the zoning map, identify areas of non-compliance and bring the zoning map as closely as possible into conformity with the Comprehensive Plan.

Should either the zoning ordinance or the subdivision regulations ordinances require modification in response to changed development conditions, that process can be initiated by the Planning Commission and concluded by the Village Board. Issues that the Village may wish to consider are;

- Impact fees,
- Parkland dedication,
- Enhanced landscape requirements,
- Historic building designations,

Impact fees and parkland dedication are commonly encountered as a response to rapid community growth. New Baden may wish to consider adding these exactions to its land use regulatory framework as soon as the pace of annual residential growth accelerates to the point that the residential marketplace can sustain it. At present, the pace of housing construction may be too slow to justify the imposition of additional development costs that could place New Baden at a competitive disadvantage with similarly placed communities that have not imposed similar costs on developers. This is an issue that the Village Board will have to address.

Enhanced landscape regulations should incorporate planter areas within parking lots, perimeter green belts and similar aesthetic enhancements.

Historic districts and designation of individual structures are the best ways to protect noteworthy structures of significance to the community. The community may wish to extend protection to such structures as St. George's Catholic Church, the former Francis Hotel, Berkemann's Bakery building, Village Hall and the residence at 100 North 2nd Street, among others.

2. Annexation

Since 2000, four (4) annexations have added 143 acres to the Village. These newly annexed areas are either currently under development or became part of the community in order to obtain public utilities in anticipation of future near term development.

New Baden has already assumed a proactive posture in this key aspect of growth and development. The practice of mandating annexation in exchange for municipal services insures not only that municipal development standards and requirements will be applied to growth areas but also that the community is committed to controlling its own future. Annexation should remain a centerpiece of New Baden's Comprehensive Plan implementation strategy. Moreover, every effort should be extended toward accomplishing the voluntary annexation of previously developed areas proximate to the municipal boundary, particularly the subdivisions along State Route 160 north of the Village.

3. Municipal Revenues and Future Bond Issues

Municipal revenues rose by 89% between 1995 and 2004. A similar increase between 2005 and 2020 would generate an additional \$1 million in municipal revenues for New Baden. **Exhibit 2, Historic and Projected Growth - Municipal Revenues** forecasts that community revenues from all sources, of which the most important are the property tax and intergovernmental transfers from the State of Illinois (including the sales tax, income tax and motor fuel tax) will approach \$2.4 million by 2020. Municipal revenues, therefore, are expected to increase twice as fast as population, which is projected to grow by 50% during the same period.

Municipal bond issues are normally repaid through municipal revenues. The anticipated increase in revenues, therefore, will likely facilitate any attempt by the Village to pay for future capital improvements with bond issue funds. The proposed new \$4.5 million dollar sewerage treatment plant, for example, will be paid for with bond funds. Other capital improvements identified in the Comprehensive Plan should be paid for with bond funds if current revenues prove insufficient for this purpose.

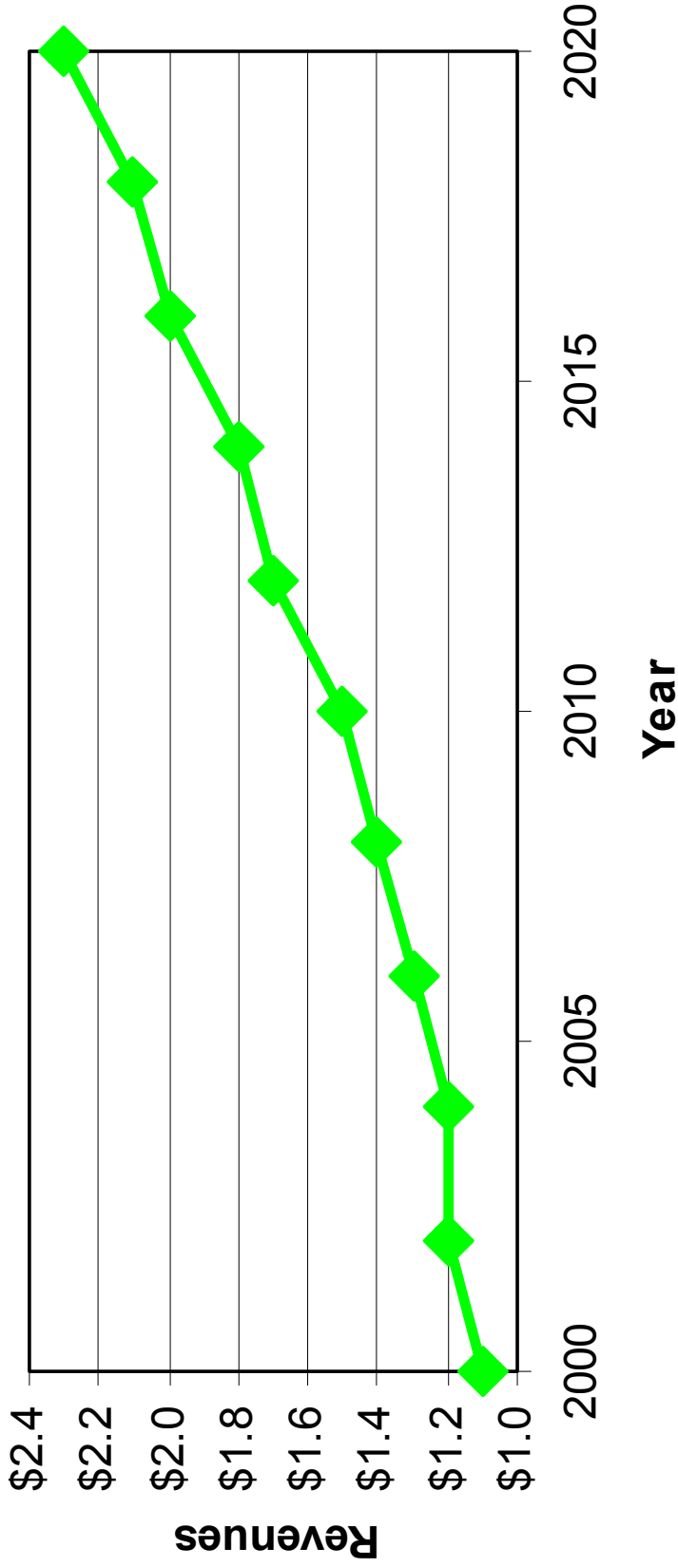
The Wesclin Community Unit School District # 3 must also consider utilizing a bond issue to construct facilities required to accommodate the increase in the number of school age children anticipated during the planning period. The New Baden Elementary School cannot be expanded. Saint George Elementary School is a rental facility. Intermediate demand for additional school room space can be met by shifting sixth grade classes to the intermediate school at the campus on State Route 160. Longer term, and depending upon the magnitude of growth, an elementary school will be needed to serve New Baden's newly urbanizing northerly neighborhoods. A bond issue will probably be required to fund such a facility.

4. Capital Improvements Program

In previous years, the Village has focused its capital improvement efforts upon storm and sanitary sewer improvements. Municipal revenues have also been utilized to construct

EXHIBIT 2

**Historic and Projected Growth
Municipal Revenues**



Source: U.S. Census of Population.
Projection EDR.

the 150,000 gallon stand pipe located in the northern part of the community. This commitment to expand public infrastructure in line with municipal growth should be continued in conjunction with ongoing urban development. Construction of a new sewerage treatment plant to replace the lagoon system is the immediate priority and should be accomplished by 2010. Preliminary planning is already under way and the new facility is expected to occupy the existing site on State Route 161 approximately ½ mile east of State Route 160.

The Village of New Baden should consider developing a capital improvement program (CIP). The CIP is a fifteen-year programming tool identifying needed capital improvements, many of which will be drawn from projects identified in the Comprehensive Plan. The CIP will coordinate the financing and timing of each project to fit within the Village's needs and financial capabilities. The CIP considers the needs of the community on a long term basis. Changing priorities and unexpected needs can change project priorities each year. Annually, the CIP must identify which project(s) have been accomplished, reconsider the previously listed projects in light of changing circumstances and plan an additional year's projects.

5. The Extraterritorial Area

The Village of New Baden is empowered by the State of Illinois to exercise specified land use controls within 1½ miles of its corporate limits. Illinois statute 65 ILCS Sec. 5/11-12-5 (1) provides that the Plan may apply not only to the incorporated area but also to "contiguous territory not more than one and one-half miles beyond the corporate limits and not included in any municipality". Moreover, the Village may exercise subdivision regulations within this area and take certain other steps to administer its Comprehensive Plan provided an adopted comprehensive plan is on file. The opportunity of zoning the unincorporated extraterritorial area, however, is precluded by the fact that Clinton County has enacted zoning regulations. 65 ILCS 5/11 Sec. 11 -13-1 specifies that Illinois communities may exercise enumerated zoning controls within 1½ miles from the corporate limits as well unless "... the county in which such municipality is situated has adopted 'An Act in relation to county zoning'".

Despite the fact that zoning the extraterritorial area is not an option, the Village can, nonetheless, exercise significant land use control within this area through its annexation and utility extension policies and the exercise of its subdivision regulatory powers. The Village Board should pass an ordinance establishing its intention of administering subdivision regulations in the extraterritorial area and formally notify Clinton County of this action. As a further step, New Baden should work closely with the Clinton County Zoning Department to insure that county zoning within the extraterritorial area conforms to the New Baden Comprehensive Plan.

There are no incorporated communities within 1½ miles of New Baden. This extraterritorial area, shown on **Map 4, Extraterritorial Area**, is agricultural except for a

residential cluster on either side of State Route 160 north of the municipal boundary. Therefore, land use conflicts should be relatively limited during the planning period. This is the area where the Village of New Baden must concentrate its annexation efforts, with a particular emphasis upon bringing all four quadrants of the Interstate 64 interchange into the community.

The Village should insure that development within this area conforms to the Plan and that municipal development standards (planning, zoning, subdivision) are adhered to. To this end, utilities and other municipal services should be provided only when conditions mandated by the municipality are met. Normally, this will only occur in conjunction with annexation.

6. ECONOMIC DEVELOPMENT / MARKETING

Communities can facilitate economic development and community growth in many different ways.

A. State of Illinois Grants and Assistance

State grants constitute an important source of funds for community improvement. The Illinois Department of Commerce and Economic Opportunity administers the Community Development Assistance Program (CDAP). This federally funded program is targeted toward low-to-moderate income people by creating job opportunities and improving the physical environment. CDAP assists Illinois communities by providing grants to assist in financing economic development, public facilities and housing rehabilitation projects. Eligible communities must have fewer than 50,000 residents and apply to DECO for funds on a project by project basis. CDAP grants are awarded competitively and in accordance with established guidelines for public facilities, economic development, housing rehabilitation and planning assistance. Applications must be submitted to DCEO within specified deadlines. Applications are evaluated by DCEO staff and rated according to program guidelines. Power of approval rests with the DCEO director.

The Village of New Baden should view CDAP as a primary source of funds for community enhancement. The DCEO office that services the “Metro East” is available to advise communities about grant programs, project funding, project eligibility and application procedures.

The Illinois Department of Natural Resources also administers a grant program to fund both acquisition and development of land for public parks and open space. The Village has used this program to construct improvements in New Baden Community Park. The Illinois Environmental Protection Agency offers “brownfields” and other assistance.

B. Tax Increment Financing and Business Development and Redevelopment Districts

Tax Increment Financing (TIF), is, perhaps, the most successful single Illinois economic development tool. TIF has enabled municipalities throughout the state, including the Village of New Baden, to promote economic development in areas characterized by disinvestment and deterioration. The New Baden TIF district encompasses much of downtown and neighboring areas and has generated funds for public facility enhancement. As TIF revenues grow, these funds should be directed toward creating a framework for private investment to flourish. Moreover, opportunities for creating new TIF districts in conjunction with specific development proposals may be identified during the timeframe of the Comprehensive Plan.

The State of Illinois has also authorized the establishment of Business Development and Redevelopment Districts that allow communities to accomplish redevelopment by imposing a Retailers' Occupation Tax, a Service Occupation Tax and a Hotel Operators' Occupation Tax of up to 1% of gross receipts. Such funds may be used for the "planning, execution, and implementation of business district plans and to pay for the business district project costs as set forth in the business district plan approved by the municipality". Full particulars are spelled out in 65 ILCS 5/11-74.3-3 of the Illinois statutes.

C. Marketing

The Village of New Baden is part of a larger "competitive marketplace" that encompasses "Metro East" in general and the Interstate 64 corridor in particular. Population growth and economic investment are accelerating. Communities that position themselves to capture their proportional share of growth will achieve maximum benefit from these trends. One purpose of the Comprehensive Plan is to identify available opportunities and present ways of capitalizing upon them. The Plan emphasizes the point that the degree to which New Baden capitalizes upon its potentials will, in great part, depend upon how effectively the community presents itself within this "marketplace".

New Baden stands in the path of growth at the eastern gateway to the St. Louis Metropolitan Area. While the community can expect to receive some population growth and economic investment as a matter of course, the best way of capitalizing upon these trends is to:

- Determine the course it wishes to follow,
- Provide suitable infrastructure for residential, commercial and industrial development,

- Aggressively market the Village's interest in and acceptance of quality growth to the wider regional public.

In brief, the Village of New Baden needs to be pro-active in responding to its economic development opportunities. The Comprehensive Plan stands as a formal statement of community wishes and intentions. New Baden's determination to provide state of the art community services and facilities has already been demonstrated. Developing and implementing a community marketing strategy is the next step.

A carefully crafted development program can be accomplished in a variety of ways ranging from organizing an in-house staff effort to utilizing consultant services both to establish the program (including an incentives package) and assist prospects. Either way, the community must position itself to be competitive by providing both fully served sites for commercial development and a well considered package of economic development incentives tailored to the type of development being sought. Industrial land users expect accessible sites with available water and sewer services. The development approval process must be straight forward with the prospect of unforeseen impediments kept to a minimum.

Other elements of the program will involve "selling" the community over the internet, participating in trade shows and other marketing events, coordinating with State of Illinois economic development officials and "word of mouth". In combination, these and other municipal actions will communicate the point that New Baden is a community that both accepts and embraces growth.