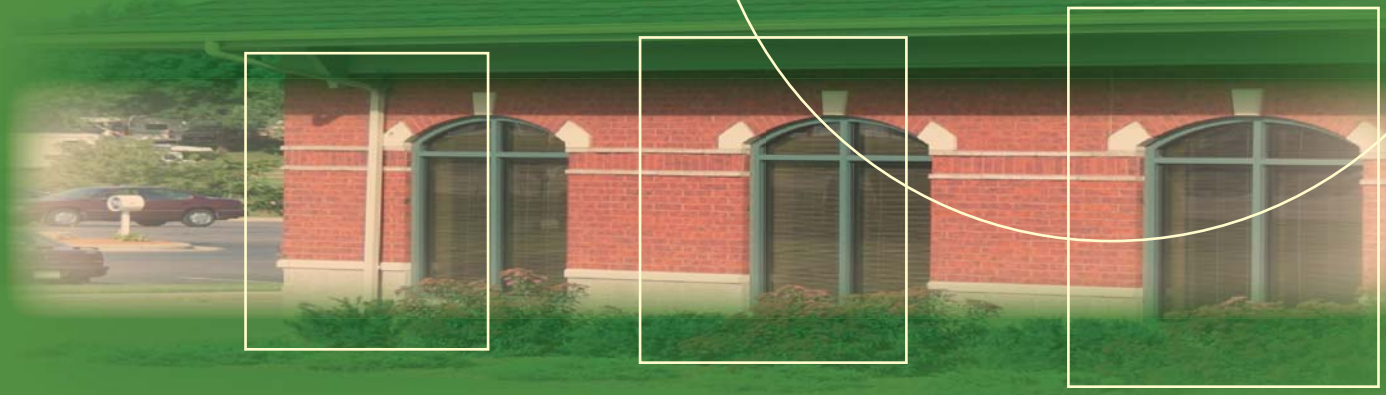
City of Galena

Highway 20 Corridor

Design Manual



City of Galena Zoning Ordinance

Ordinance: O-05-04

Section 154.303

Adopted: April 11, 2005

ACKNOWLEDGEMENTS

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I. INTRODUCTION

Thank you for your interest in developing on Highway 20 in Galena! While our history is our key asset, additional growth and economic development in our community are essential to maintaining our vitality into the future. Accordingly, we welcome your consideration of Highway 20 and Galena for new or expanded business and housing opportunities.

No doubt, your interest in locating in Galena results from our renowned historic district and exceptional quality of life. Businesses and residents feel very fortunate to be a part of this outstanding community, and we welcome the opportunity to share what we have with others. We have a long-established reputation of providing outstanding hospitality to visitors and are working hard every day to extend that hospitality to new businesses and residents as well. We believe that this Design Manual and the corresponding revisions to other provisions of our Zoning Ordinance are a big step forward in achieving that goal.

Through this Design Manual we hope to clearly communicate our expectations for new development and redevelopment, while at the same time simplify the development review process. Reasonable minds can and will disagree about what constitutes "good design." As a community, we had many spirited debates about the qualities that defined our community and those we wished to enhance and add in the future. However, we all agreed that Galena is unique with an exceptional community image. That image is what drew most of here, and what will continue to draw new visitors, businesses and residents in the future. As a result, there is a strong community consensus that we take proactive steps to define and articulate that image as we work to attract needed, additional development.

While not everyone will agree with every aspect of the design concepts and standards contained in this Manual, please be assured that each was carefully considered and debated by a diverse group of citizens and reviewed by the community at-large. When considered together, we truly believe the concepts and standards put forth in this Manual will result in development that adds to Galena's unique image. Further, it also should result in development that strikes a fair balance between our community goals and objectives and those of individual property owners.

Again, we appreciate your interest in our community. The information in this Manual is intended to be an invaluable resource to you as you design your project that when followed, should result in a predictable, fair and timely review and approval. As you work your way through the contents, please do not hesitate to contact the city zoning staff with questions or to discuss your specific development concepts and designs.

II. HOW TO USE THIS MANUAL

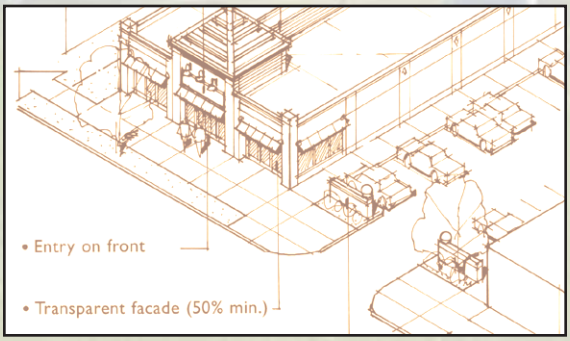
This Manual has been designed to meet the needs of a variety of users, including; property owners, business owners, architects and other design professionals, and building and landscape contractors, as well as members

of the Zoning Board of Appeals, City Council, city staff and the general public. It is intended to serve as a guide for preserving and perpetuating an authentic character of development along the Highway 20 Corridor throughout the City of Galena. Accordingly, it summarizes the conditions and themes of existing development, describes the desired character of future development, and provides general and detailed standards for the pattern, form and quality of future development. In addition, provides guidance on how to apply this information to a particular development project, and outlines the design and development review and approval process.

This Manual is part of the City of Galena Zoning Ordinance (see section 154.303 of the Zoning Ordinance) and provides standards for development within the Highway 20 Corridor Overlay District. As such, it contains only some of the standards applicable to development in the Corridor, with the remainder of the Zoning Ordinance and other city codes and ordinances providing the rest. In designing a development project then, it is essential to be highly familiar with both the contents of this Manual and all other applicable zoning and land development regulations contained in the City Code. This Manual has been designed to be consistent and work in concert with all of the other city zoning and land development provisions. However, where the provisions of this Manual conflict with any others contained in the Zoning Ordinance or the Subdivision Ordinance (see Title 153 of the City Code of Ordinance), the provisions contained in this Manual shall prevail.

The contents of this Manual provide the following four key concepts to guide the layout and design of new development within the Highway 20 Corridor Overlay District:

- **Chapters III, IV and V** describe the pattern and condition of existing development along the Highway 20 Corridor and the desired character of future development. Understanding these baseline conditions and desired themes is an important first step in crafting a development plan that is sensitive to its context.
- **Chapters VI and VII** provide design standards for subdivisions and individual lots respectively. Regardless of which level of development you are considering, both chapters should be reviewed together, as they provide detailed direction on the form, style, orientation, scale, and materi-



als desired for development within the Corridor. Each of the design standards was established based on the defining characteristics of the Corridor as described in the previous chapters. As a result, the standards are reflective of Galena's unique image and are intended to result in development that contributes further this to authentic character.

- **Chapter VIII** recommends that the city, state and new development projects incorporate site features that "tell the story" of Galena's history and natural setting. This can be accomplished through a variety of means including everything from markers and signage, to sculpture and other works of art.
- **Chapter IX** is a "cookbook" explaining how to fully incorporate all of the information in this Manual in your development project, while **Chapter X** describes the design and development review and approval process. The process is intended to provide predictable, swift and positive outcomes for development proposals that meet the spirit and letter of the design standards.

One final important note to keep in mind as you begin using the information in this Manual and designing your project; most of the area within the Highway 20 Overlay District is outside of the Historic District. As a result, the current and future character of development along the corridor is separate and distinct from that within the Historic District. While there are common elements between the two, this Design Manual does not encourage nor permit development that attempts to mimic development within the Historic District. Instead, it seeks to encourage development that is responsive to its unique setting on the prairie above the downtown and that contributes to an authentic, high quality sense of place that is complementary to, but not a duplication of, the Historic District. Having a good understanding and

As a 'design' manual, the information, photographs and illustrations contained in the following pages address and respond to the opportunities for enhancing and preserving the visual environment of the Highway 20 Corridor and the entire City of Galena. The design standards in this Manual are, by specific intent, illustrative rather than prescriptive. They do not dissect every architectural or site design influence, nor do they attempt to prescribe specific, detailed ways to handle every type of project or site. They do, however, provide the City of Galena with an objective methodology and common framework for reviewing proposals and attaching conditions, if any, to project approvals.

appreciation of the unique aspects of the architecture and form of development within the Historic District is important to establishing the overall context for future development. However, it does not drive the design standards contained in this Manual, nor should it drive the design of specific development projects.

Terms

"ACCESS ROAD"

Secondary public street that connects with a Cross Street providing access to the rear of development.

"CROSS STREET"

Public street that intersects with Highway 20 providing access to and from development parcels and establishing a development node.

"INTERNODAL AREA"

Area between nodes characterized by setback development and open space along Highway 20 frontage.

"NODAL DEVELOPMENT PATTERN"

Pattern of development which creates concentrated Highway 20 frontage development at limited access points (Cross Streets). This pattern is market driven and reinforces the preservation of viewsheds.

"NODE"

Area characterized by concentrated development and smaller setbacks, located primarily at Cross Street intersections with Highway 20.

"OPEN SPACE SEPARATOR"

The portion of an Internodal Area located adjacent to Highway 20 which separates development from Highway 20. This separator helps to create nodes and maintains viewsheds.

"SIGNIFICANT VISTA CORRIDOR"

Location of significant unobstructed views to distant features (e.g. bluffs) and pastoral landscapes often located at ravines and framed by ridges.

"VIEWSHED"

Unobstructed view to distant landscape features, horizon, etc.

"VISTA CORRIDOR"

Contiguous open space created by separation of buildings that allow for unobstructed views to distant landscapes from Highway 20.

Design Standard Terms

The design standards contained herein are either mandatory or discretionary. The terms, "Required" and "Prohibited" are mandatory. The terms "Preferred" and "Discouraged" are discretionary. These terms are defined as follows:

"REQUIRED"

Required items are design elements that are necessary in order to maintain the desired character and quality of the Highway 20 Corridor Overlay District.

Compliance is mandatory for project approval.

"PREFERRED"

Preferred items are design elements that, whenever possible , should be used in order to maintain the desired character of the Overlay District. Such items are those typically found along the Corridor and which, in combination with other preferred items, define the existing and desired character of the Overlay District. Preferred items are thought to comply with the following goals with respect to desired Corridor character and quality:

- **Consistency of the context and goals for development**
- **Consistency of the corridor development concepts**
- **Consistency of the design districts' character**
- **Consistency of the pattern of development**
- **Consistency of building orientation, design and materials**
- **Consistency of site features and elements**

Incorporating preferred items into a design increases the probability of, but does not assure, project approval.

"DISCOURAGED"

Discouraged items are design elements that should not be used in order to maintain the desired character and quality of the Overlay District. These items are not typically found along the Corridor, and detract from the existing and desired character of the Overlay Districts. Discouraged items are thought to not comply with the following goals with respect to desired Corridor character and quality:

- **Consistency of the context and goals for development**
- **Consistency of the corridor development concepts**
- **Consistency of the design district's character**
- **Consistency of the pattern of development**
- **Consistency of building orientation, design and materials**
- **Consistency of site features and elements**

"PROHIBITED"

Prohibited items are design elements that do not maintain the desired character or quality of the Overlay District, and are not permitted under current codes or regulations.

Use of prohibited elements mandates project denial.

III. EXISTING CONTEXT & DEVELOPMENT GOALS OF THE HIGHWAY 20 CORRIDOR

The existing Galena Highway 20 Corridor varies in character from well-preserved historic settings, to typical highway-oriented development, to pristine rural countryside.

The downtown and hillside segments of Highway 20 fall within the Galena National Register Historic District where changes to sites and buildings are controlled by rehabilitation design standards. Here you will find preserved nineteenth-century stone and frame buildings with historic site amenities and signage along with small scale and/or integrated parking facilities.

Within Galena corporate limits and outside of the historic district, the Highway 20 character takes on a much more varied, contemporary, and highway-oriented character. The road itself widens and traffic speeds are higher. A mix of more contemporary and automobile-oriented commercial uses have located here on individual parcels, grouped in strips, or located within the industrial park. Buildings are set back from the highway, and larger parking lots dominate some sites. Some older highway-oriented uses now stand empty. Building character includes new franchise-designed facilities, metal industrial buildings, and typical gas station facilities, along with aging highway-oriented commercial uses. Some outdoor storage, waste handling, and loading facilities are visible from Highway 20. Very few historic structures remain in this segment. Some views of the surrounding landscape remain while others are now blocked by structures.

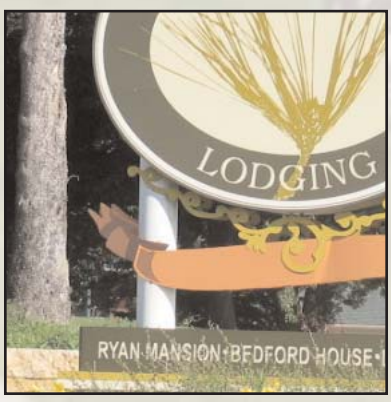
The segment of Highway 20 outside of the corporate limits is currently "countryside." Primarily rural in character, the surroundings are dominated by rolling agricultural fields, fence rows, and farmsteads. Some new residential and golf course development can be seen from one portion of the highway.

This diverse character has influenced the development of the corridor and district development concepts outlined in the next chapter. These diverse segments each have issues and important influences on future site development and building design.

Development Goals

Based on some of the existing prominent characteristics of the corridor and the character of future development desired by the city, the standards and guidance contained in this Manual are intended to further the following development goals within the Highway 20 Corridor:

- **Preserve desirable views to farmland, bluffs, and hillsides**
- **Maintain large open spaces and rural qualities**
- **Respect, preserve, enhance, and leverage natural features of development sites**
- **Create a unique and authentic sense of place**
- **Promote residential and business diversity and vitality**
- **Create a quality image of development**
- **Enhance the onsite experience of occupants and visitors of development**
- **Coordinate access and traffic between properties**
- **Preserve and restore historic structures**



IV. CORRIDOR DEVELOPMENT CONCEPTS

Successful and attractive development corridors have consistent design themes and character and coordinate individual development sites into a coherent development pattern. The following corridor development concepts provide guidance to community leaders and developers on how to establish positive development patterns and overriding principles for planning the Highway 20 Corridor outside of the Historic District.

- **NODAL DEVELOPMENT PATTERN**

Encourage denser and more highway-oriented development adjacent to limited highway access points and less dense and setback development at locations between access points. This development pattern takes advantage of the exposure and immediate access for businesses, allows for the appropriate location of a variety of uses, and reduces the negative impact on desired views from the highway to surrounding landscapes.

- **VIEWSHED PROTECTION**

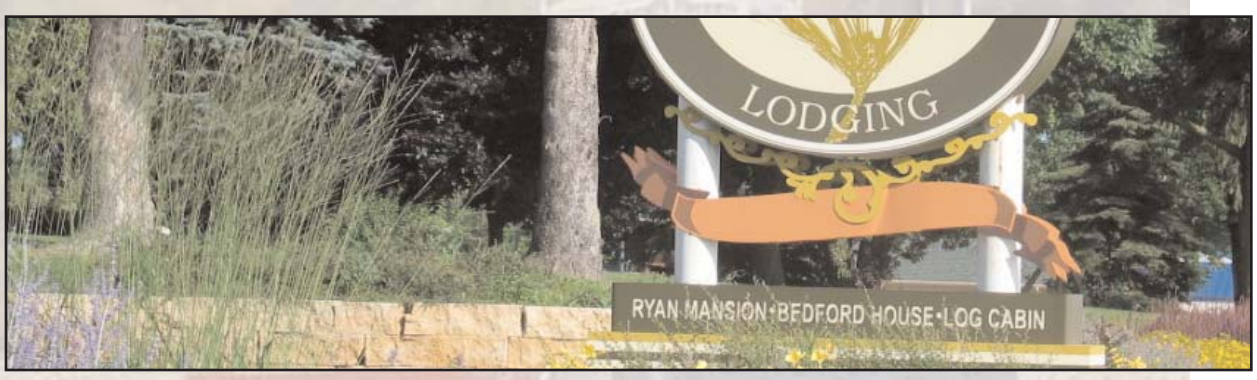
Identify valuable viewsheds and protect them from unnecessary obstruction by new development. Concentrate development at access nodes and reduce development density in areas between, especially in areas of valuable viewsheds. Discourage development in areas of steep topography and drainage ways that afford valuable views.

- **GALENA "EDGE CORRIDOR" DESIGN CHARACTER**

The design character of the Highway 20 Corridor outside of the historic district should be unique, unified, high-quality, and create the image of a stable edge corridor for the historic community of Galena.

Encourage design character that respects the historic character of Galena yet does not confuse or detract from the authentic qualities of the original structures and urban fabric of the Galena National Register Historic District. Encourage a use of "traditional" design elements such as articulated facades, sloped roofs, multiple small windows, etc.

Also encourage design character that is consistent and unifying. Utilize a consistent use of brick in a limited palette of colors and design elements that make reference to the "rural" context such as white fences, field stone, fence and tree rows, etc.



- **GALENA HISTORY**

Integrate references to Galena's history into existing and future development. Appropriate topics would include Galena's "bigger picture" stories such as connections to the Mississippi River, mining, and the City's connections to the surrounding agricultural landscape. Galena's northwest Highway 20 Corridor is also historically significant as the former location of Galena's key intercity transportation route from the mid-1800s into the 1900s and the former "country estates" of prominent Galenians.

V. DESIGN DISTRICT CHARACTER

As discussed in Chapter II, the existing character and future development potential varies as you traverse Highway 20 through Galena. Each area has distinctive qualities including the age and style of development, types of land uses, access and orientation to the highway, open space, and views to the distant countryside, mounds and Mississippi bluffs. Some of these traits are highly desirable and need to be retained to create an overall positive image for the entire highway corridor while others are at odds with that image and need to be phased out. Further, the west end of the corridor is comprised of large areas of open space and agricultural lands, some with historic structures, that will develop over time. While some aspects of that future development need to be analogous to existing development along the highway, the pastoral qualities of this area are an important defining element of the entire corridor that need to be preserved.

In order to properly guide the pattern and design of future development, it's important to first identify the existing and desired character of development along the Corridor. While most of the design standards contained in Chapter VI apply throughout the entire Corridor, it's important that their application on a particular site respect the unique qualities of the particular setting/neighborhood. The following, then, is a description of the four sub-areas/neighborhoods that comprise the Highway 20 Corridor through the City (see Figure V1.1)

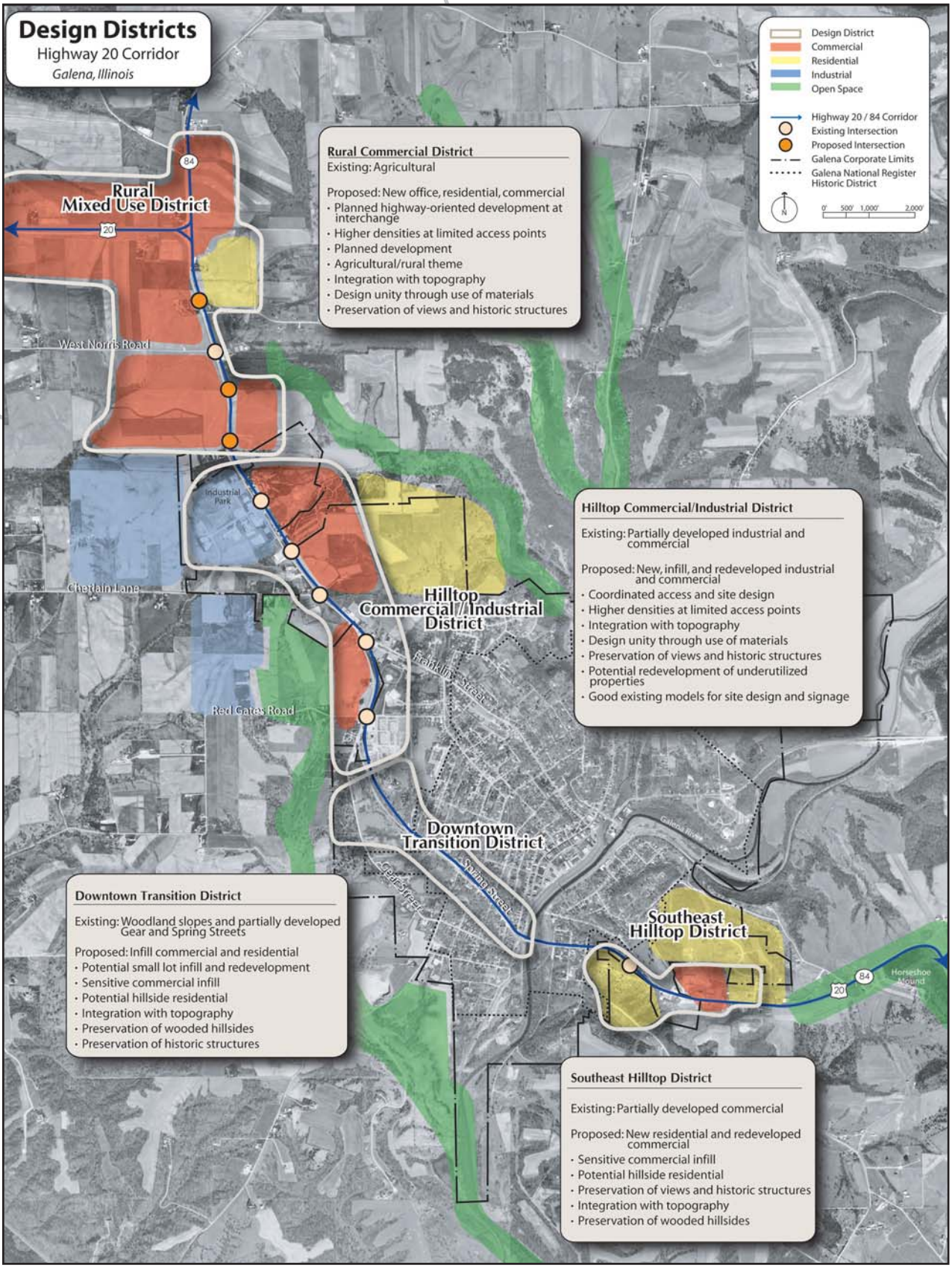

Design Districts
Highway 20 Corridor
Galena, Illinois
Design District
Commercial
Residential
Industrial
Open Space
Highway 20 / 84 Corridor
Existing Intersection
Proposed Intersection
Galena Corporate Limits
Galena National Register Historic District
0' 500' 1,000' 2,000'
Rural Mixed Use District
Rural Commercial District
Existing: Agricultural
Proposed: New office, residential, commercial
• Planned highway-oriented development at interchange
• Higher densities at limited access points
• Planned development
• Agricultural/rural theme
• Integration with topography
• Design unity through use of materials
• Preservation of views and historic structures
West Norris Road
Industrial Park
Chadain Lane
Hilltop Commercial/Industrial District
Hilltop Commercial/Industrial District
Existing: Partially developed industrial and commercial
Proposed: New, infill, and redeveloped industrial and commercial
• Coordinated access and site design
• Higher densities at limited access points
• Integration with topography
• Design unity through use of materials
• Preservation of views and historic structures
• Potential redevelopment of underutilized properties
• Good existing models for site design and signage
Franklin Street
Red Gates Road
Downtown Transition District
Gear Street
Spring Street
Galena River
Downtown Transition District
Existing: Woodland slopes and partially developed Gear and Spring Streets
Proposed: Infill commercial and residential
• Potential small lot infill and redevelopment
• Sensitive commercial infill
• Potential hillside residential
• Integration with topography
• Preservation of wooded hillsides
• Preservation of historic structures
Southeast Hilltop District
Horseshoe Mound
Southeast Hilltop District
Existing: Partially developed commercial
Proposed: New residential and redeveloped commercial
• Sensitive commercial infill
• Potential hillside residential
• Preservation of views and historic structures
• Integration with topography
• Preservation of wooded hillsides

Figure VI.1

Downtown Transition District

The Downtown Transition District is an existing, mostly developed commercial and residential corridor on the near northwest side of Galena. It is comprised of Highway 20 (Spring Street) related development parcels within the Historic District. The form of development is heavily influenced by the steep terrain adjacent to this portion of Spring Street. Currently, most parcels not on steep terrain have been developed with historic structures lining Spring Street. There is potential, however, for some new hillside residential development and a few infill parcels.

Future development in the Downtown Transition District should include preservation of existing historic structures, strict adherence to Historic District guidelines, and high quality building materials and site amenities.

EXISTING CHARACTER

- **Developed commercial and residential historic sites**
- **Steeply sloped terrain**
- **Framed and restricted views**
- **Historic District status**

The appearance of this transition corridor is very important to the current positive image of Galena. Because any property on the slope of the bluffs and on lower Spring Street is associated with, and literally within the Historic District, more care must be given to new development. Future infill projects and future redevelopment of underutilized properties must respect the sensitive historic context of this area.

In addition to providing a transition between the Historic District and the Hilltop District, the area itself is undergoing a transition in the types of land uses. Most of the structures in the area initially were built for residential use. As the buildings have aged and the volume of traffic on the highway has increased, the area has become a less desirable location for residential use and the cost of rehabilitation and maintenance has made residential use less economical as well. As a result, future conversions to non-residential use - like offices, art studios and galleries, and boutique retail - are expected.

PROPOSED CHARACTER

- **Preserved historic structures**
- **Additional conversions from residential to low-intensity office and commercial uses**
- **Coordinated and shared access and parking**
- **High quality site design and amenities**
- **Maintenance of historic scale in new construction**
- **Only approved, high quality materials**

Hilltop Commercial/Industrial Districts
(Includes both the northwest and southeast areas)

The Hilltop Commercial/Industrial District is an existing, partially developed commercial and industrial corridor on the northwest side of Galena. It is comprised of Highway 20 related development parcels within the corporate boundary and outside the Historic District. The current appearance of this district and development status of the parcels along Highway 20 is varied. Most parcels are developed with some properties vacant and not currently viable. There are several parcels that have never been developed. Every era of development is represented, dating from the turn of the century to projects under construction. Structures vary from an historical residence, to an aging roadside motel, to new metal-sided shops, to the latest commercial franchise.

This area has the greatest potential for new development and redevelopment in the short term, and its appearance currently has a mixed impact on the image of the Corridor and entire city. The preservation of historic structures and high quality new development have enhanced this portion of the Highway 20 Corridor, while aging structures, vacant properties, and low quality site design and new construction have diminished the community's image. Future infill projects and future redevelopment of underutilized properties must serve to improve the overall character of the Hilltop Commercial/Industrial District.

Future development of the Hilltop Commercial/Industrial District should include coordinated access and circulation, higher density development at access points, preservation of viewsheds to surrounding and distant landscapes, a unifying character and/or theme for site and building design, consistent use of design elements, integration of buildings with the character of the sites, and high quality building materials and site amenities.

EXISTING CHARACTER

- **Partially developed commercial and industrial sites**
- **Inconsistent architectural themes**
- **Inconsistent setbacks and parking strategies**
- **Visible service and storage areas**
- **Rolling, and sometimes steep, terrain**

PROPOSED CHARACTER

- **Visually unified through consistent use of brick as a design element**
- **Coordinated and shared access and parking**
- **Higher density development at controlled access points**
- **Preserve views to distant bluffs, mounds and countryside**
- **High quality site design and amenities**
- **High quality materials**
- **Preservation of historic structures**

Rural Mixed-Use District

The Rural Mixed-Use District is currently "countryside" and outside the core and edge development of Galena. Views from Highways 20 and 84 are dominated by rolling agricultural fields framed by fence rows and farmsteads. Panoramic views to the horizon include wooded hillsides, distinct mound features, and the bluffs of the Mississippi River valley.

EXISTING CHARACTER

- **Agricultural**
- **Rolling terrain**
- **Planted fields**
- **Fence rows**
- **Small wood lots**
- **Scattered farmsteads**

This area has the greatest potential for new development and redevelopment in the long term. Its current appearance contributes greatly to a positive image of Galena as an historic city in a beautiful and historic rural and river-influenced landscape. Future development must enhance, not detract from, this image. Opportunities also exist to preserve and utilize elements of Galena's historic "country estates" and to interpret Highway 20 and Galena's history. Unlike the already developed portions of the Highway 20 Corridor closer to downtown Galena, the Rural Mixed-Use District can be planned and designed according to these goals ahead of future development.

Future development of the Rural Mixed-Use District should include coordinated access and circulation, higher density development at access points, preservation of viewsheds to surrounding and distant landscapes, a unifying character and/or theme for site and building design, the consistent use of design elements, integration of buildings with the character of the sites, and high quality building materials and site amenities.

The Rural Mixed-Use District also may be influenced in the future by the construction of a Highway 20 bypass and an interchange of Highways 20 and 84 at the current "T" intersection. These transportation improvements will likely increase development pressures at the interchange and create access and site design issues important to the character of the District.

PROPOSED CHARACTER

- **Rural or agricultural design theme/s**
- **Visually unified through consistent use of design elements (e.g. brick, white fencing)**
- **Coordinated and shared access and parking**
- **Higher density development at controlled access points**
- **Views to distant bluffs, mounds and countryside**
- **High quality site design and amenities**
- **High quality materials**
- **Preservation of historic structures**

VI. SUBDIVISION AREA DEVELOPMENT DESIGN STANDARDS

OVERVIEW

The Highway 20 Corridor Overlay District covers extensive areas that are not yet in the City and/or are not yet subdivided. As discussed in Chapter III of this Manual, some of the primary purposes for the creation of the Overlay District and the standards in this Manual are to protect views and vistas to distant landscapes and topography, and to preserve large open spaces and the rural qualities that define much of the existing and desired future character of the Corridor. While designs of individual buildings and building sites have a significant influence on the Corridor's overall visual quality and theme, the pattern of development (i.e. how the development lots are laid out, and the locations and sizes of building areas and open spaces) has an equal or greater influence. Accordingly, this Chapter provides standards for subdivisions and other large area developments within 1,200 feet of the centerline of Highway 20 (see Figures VI.1 and VI.2). For purposes of this Chapter, "development" shall include all proposed subdivisions and all proposed building projects on parcels of 10 acres or larger that were not created as part of a subdivision approved in accordance with this Chapter.

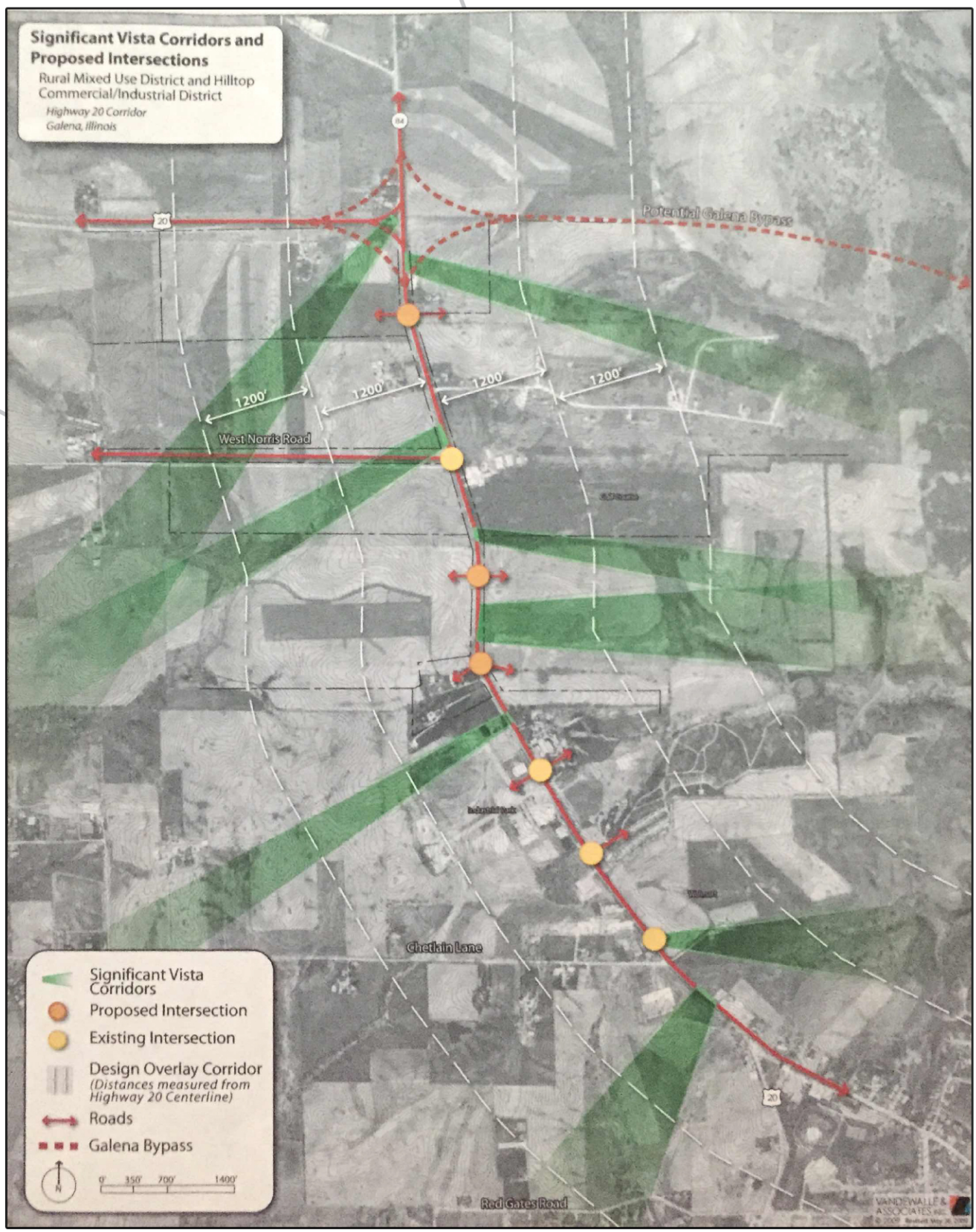

Significant Vista Corridors and Proposed Intersections
Rural Mixed Use District and Hilltop Commercial/Industrial District
Highway 20 Corridor
Galena, Illinois
Potential Galena Bypass
1200'
1200'
1200'
1200'
West Norris Road
Chetlain Lane
Red Gates Road
Significant Vista Corridors
Proposed Intersection
Existing Intersection
Design Overlay Corridor
(Distances measured from Highway 20 Centerline)
Roads
Galena Bypass
0' 350' 700' 1400'
N

Figure VI.1

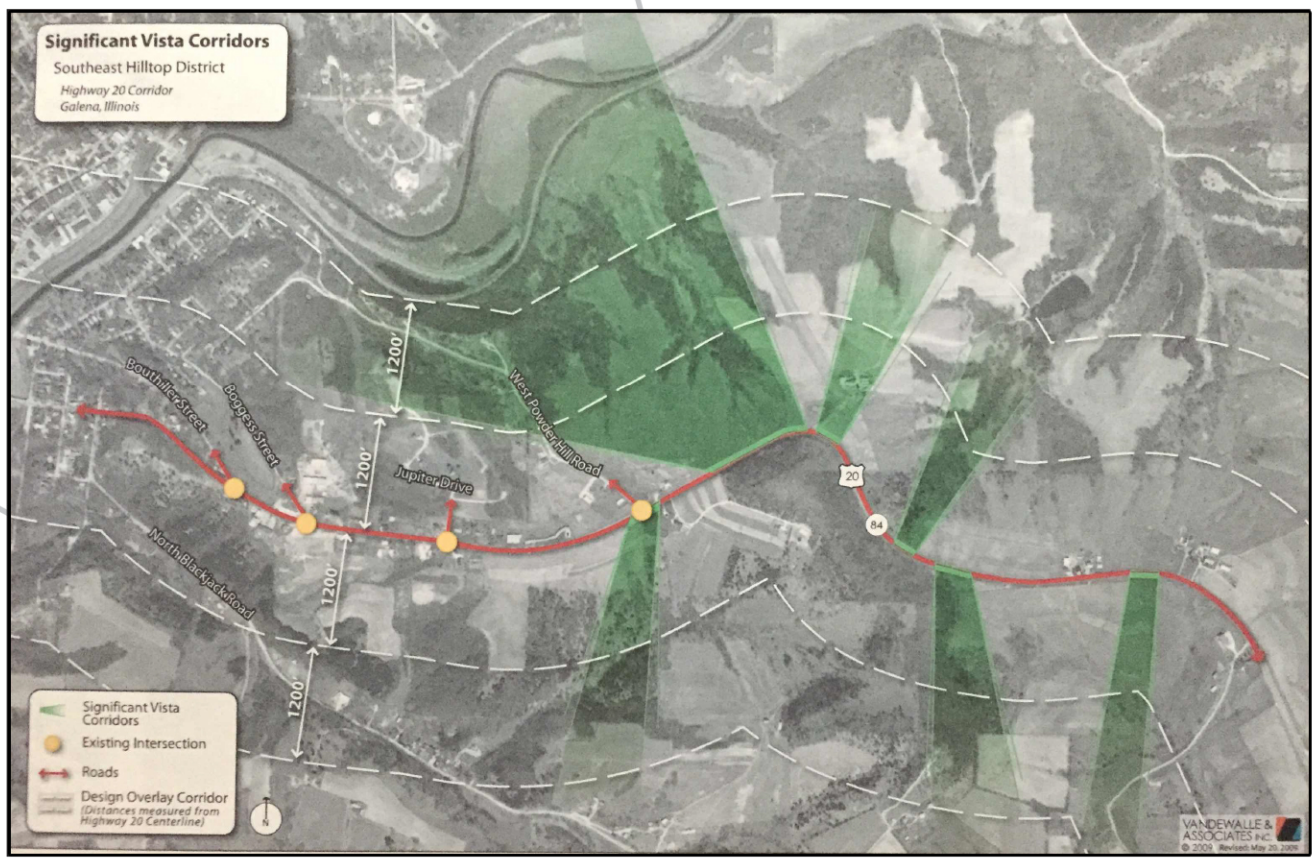

Significant Vista Corridors
Southeast Hilltop District
Highway 20 Corridor
Galena, Illinois
Bouthiller Street
Boggess Street
North Blackjack Road
Jupiter Drive
West Powder Hill Road
1200'
1200'
1200'
1200'
20
84
Significant Vista Corridors
Existing Intersection
Roads
Design Overlay Corridor
(Distances measured from Highway 20 Centerline)
N
VANDEWALLE & ASSOCIATES INC.
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Figure VI.2

A. REQUIRED SITE ANALYSIS

To properly layout development, a comprehensive Site Analysis must be completed first. A description of the requirements for a Site Analysis are included in Chapter IX of this Manual, which also provides guidance on how to apply the standards contained in this Chapter to a particular project. As discussed in Chapter IX, the application of the standards contained in this Chapter are contingent upon the presence of historic structures, the natural resources and physical features of a particular site. However, on the whole, when the standards of this Chapter are applied on a consistent basis, an appropriate pattern of development will emerge that meets the purposes and goals of the Overlay District.

B. REQUIRED TRAFFIC ANALYSIS

A significant component of subdivision design is the location of streets and access points. This Chapter provides standards for creating a continuous public street network and functional access to development sites. However, these standards are fairly general and primarily deal with general street layouts and distances between intersections. What is not covered are detailed street and intersection designs, such as the number of lanes. These parameters are dependent upon projected traffic volumes, which can vary widely between different types of the development. Accordingly, all development shall perform a traffic analysis as described in Chapter IX.

C. NODAL DEVELOPMENT CONCEPT

Unlike the highway itself, development within the Overlay District should not be linear. Instead, development should be concentrated at various Nodes centered on key intersections (see Figures VI.1 and VI.2). The Illinois Department of Transportation has restricted direct access to Highway 20 throughout most of the Corridor. Therefore, nearly all new development will take vehicular access from existing streets or those to be dedicated as part of the development.

The limited access will naturally tend to concentrate development at the intersections, based on visibility and accessibility. Sites on the corners will be highly desirable and valuable, while sites further away will be less so. This market-driven response to development concentration reinforces the goal of the Overlay District to maintain views by separating areas of intense development. Accordingly, development generally should be concentrated on corners with smaller lots, less open space, and buildings pulled close to the highway and secondary streets. Between Nodes, development should be pulled back from the highway and separated with large expanses of open space to create views and vistas between buildings to the horizon.

D. SIGNIFICANT VISTA CORRIDORS

Significant Vista Corridors have been identified and are shown on Figures V1.1 and V1.2. The Significant Vista Corridor symbols indicate the portions of Highway 20 from which views are seen, the direction of the views, and the breath of the views. These delineations are approximate and should be field verified and more precisely located before parameters are established for new development design; however, the width of a Significant View Corridor along the Highway 20 Corridor shall be at least 100 feet.

E. APPLICABILITY WITHIN DESIGN DISTRICTS

The subdivision/large area development design standards are applicable to all project proposals that affect the pattern of development in the Highway 20 Corridor and views to distant landscapes and topography (see Figures VI.1 and VI.2). Projects in the undeveloped Rural Mixed-Use District are especially influential and must adhere to the following standards.

New projects proposed for the Hilltop Commercial/ Industrial District must consider nodal design concepts and adhere to the Vista Corridor standards of this section. These infill projects are also subject to the requirements of Building Site/Small Area Development Design Standards of this Manual. The patterns of development in this District are essentially established, however, it is acknowledged that access points, street hierarchy, and adjacent development are beyond the control of proposed infill projects.

New projects proposed for the Southeast Hilltop District must also consider nodal design concepts and adhere to the Vista Corridor standards of this section. These infill projects are also subject to the requirements of Building Site/Small Area Development Design Standards of this Manual. Development in this District is essentially built out, however, it is acknowledged that access points, street hierarchy, and adjacent development are beyond the control of proposed infill projects.

New projects proposed for the Downtown Transition District should protect the character of the steep topography and vegetation of this District and strictly follow the existing pattern of development of the National Register Historic District. Because of the limited land areas and the historical sensitivity of this area, no large area developments and the associated patterns of development are possible in this District.

F. NODAL DESIGN

Depending on their location, individual developments may comprise as much as an entire node (all four corners) or as little as one corner. Still others may not include any nodes, but their design and access will be controlled by an existing or future node. The following provisions will be applied based on the specific location of the development. Some developments may need to include all of the design elements identified below, while others may need to address only some. However, the development must be designed based on the design of adjoining development and/or the potential for development on adjoining properties so that, together, adjoining developments create the desired pattern of development described in this Chapter.

Please note that unless specified otherwise, for all design standards in this Chapter that use Highway 20 as a reference point (such as a minimum distance from "Highway 20"), the point on Highway 20 so referenced shall be the closest point of the Highway 20 right-of-way.

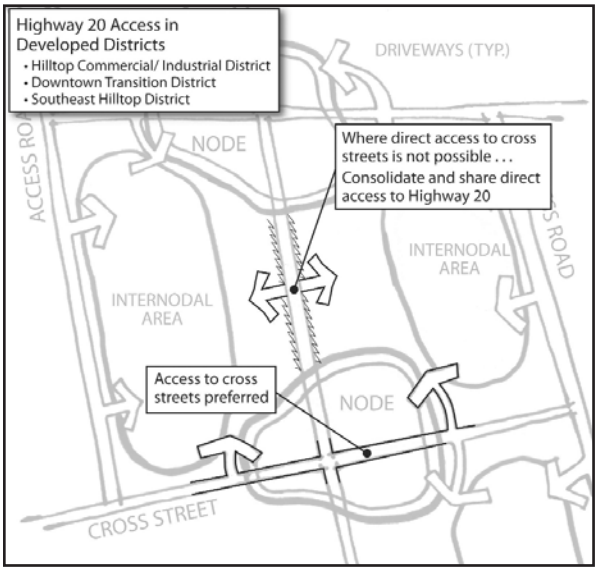


Figure VI.3

I. Nodal Locations

The Highway 20 Corridor already has an established pattern of nodes spaced about 900 to 1,200 feet apart. Based on this pattern and IDOT access requirements, new node locations are shown on Figures VI.1 and VI.2. As noted, many properties in the Downtown Transition District and Hilltop Commercial/Industrial District currently have direct access to Highway 20. Where possible, these should be removed as development occurs and replaced with access off of existing or new public streets. Where such alternative public streets are not available or possible, the direct private access points should be minimized by consolidating existing points and through shared access agreements and easements between adjacent property owners (see Figure VI.3).

REQUIRED

- **Nodes located as shown on Figures VI.1 and V1.2**
- **Remove existing private direct access points to Highway 20 where possible**
- **Where access to another street is not possible, consolidate existing private direct access points to Highway 20**

PREFERRED

- **Where access to another street is not possible, provide shared access points to Highway 20 for adjoining properties and provide cross-access easements for on-site circulation and parking**

DISCOURAGED

- **Where access to another street is not possible, more than one access point to Highway 20 per property**

PROHIBITED

- **Where access to another street is not possible, more than two access points to Highway 20 per property**

2. Street Hierarchy

Figure VI.4 provides a schematic layout of streets and access points to Nodal and Internodal areas. For purposes of this Chapter, "Cross Streets" are public streets that intersect with Highway 20 to establish the Nodes. The "Access Roads" are public streets that generally parallel Highway 20 and function somewhat akin to frontage roads, except that they are located behind the development. The street network is a major foundation block of the development pattern and, as such, has a significant impact on the layout of all subsequent development, both that within the Overlay District as well that located some distance beyond. In addition, the street network greatly affects the access to individual developments as described in the next section. Accordingly, it is critical that street locations and designs be carefully considered and closely coordinated with adjoining development and properties.

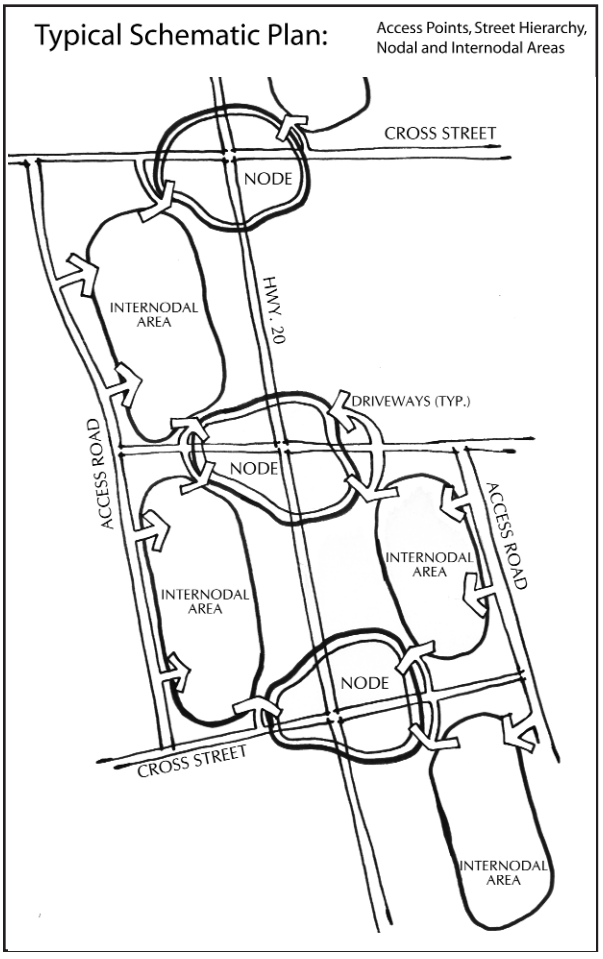


Figure VI.4

REQUIRED

- **Cross Streets and Access Roads dedicated as public streets that meet all design requirements of the Galena Subdivision Ordinance.**
- **Cross Street intersections with Highway 20 that meet all IDOT design and permitting requirements.**
- **Access Roads that cross the entire width of the development unless they would adversely impact a Significant Vista Corridor or other significant natural feature**
- **Cross Roads and Access Roads that follow the natural topography and minimize the destruction of the natural features and resources covered in Article 5 of the Zoning Ordinance.**
- **Continuation of existing Cross Streets and Access Roads through the development**

PREFERRED

- **Cross Street/Access Road intersections a minimum of 350 feet from Highway 20 intersections, but no greater than 500 feet**

DISCOURAGED

- **Signalized Cross Street/Access Road intersections**
- **Cross Street /Access Road intersections less than 350 feet from the Highway 20 intersection, but at least 250 feet**
- **Cross Street /Access Road intersections greater than 500 feet from the Highway 20 intersection, but less than 650 feet**

PROHIBITED

- **Cross Street /Access Road intersections less than 250 feet from the Highway 20 intersections**
- **Cross Street /Access Road intersections greater than 650 feet from the Highway 20 intersection**
- **Street networks that terminate on the site and do not connect to adjacent properties, except in those instances where the street extension would adversely impact a Significant Vista Corridor or other significant natural feature**

3. Public Street Access and Internal Circulation

Consistent with IDOT regulations, direct access to Highway 20 is prohibited, with all access provided from a Cross Street or Access Road (see Figure VI.5). The location and design of access points must be carefully considered to ensure that the operations of the Cross Street/Highway 20 and Cross Street/Access Road intersections are not adversely affected. This will result in a limited number of access points, and therefore requires that individual developments include internal circulation systems that can be shared by several lots and buildings within the development, as well as existing or future lots and buildings on adjoining properties.

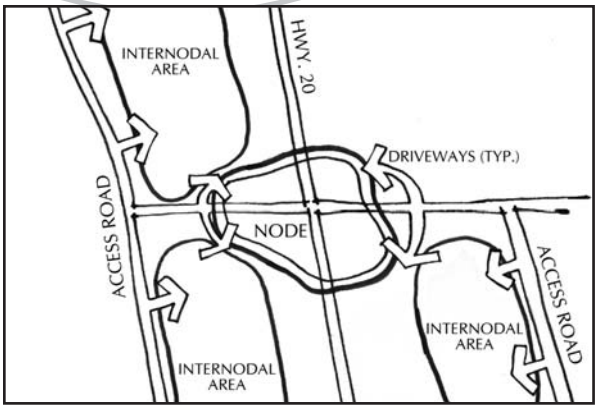


Figure VI.5

REQUIRED

- **Shared access and internal circulation easements shall be recorded for lots and/or building sites within a development and for existing or future lots and buildings on adjoining property that would require shared access in order to meet the access standards of this Chapter**

PREFERRED

- **Nodal and Internodal access from Access Roads only**
- **Driveways on Cross Streets, where necessary at all, at least 250 feet from the Highway 20 intersection**
- **Driveways on Cross Streets, where necessary at all, at least 100 feet from the Access Road intersection**

DISCOURAGED

- **Driveways on Cross Streets, where necessary at all, less than 250 feet from the Highway 20 intersection, but at least 150 feet**
- **Driveways on Cross Streets, where necessary at all, less than 100 feet from the Access Road intersection, but at least 50 feet**

PROHIBITED

- **Direct access to Highway 20 (unless required by IDOT)**
- **Driveways on Cross Streets less than 150 feet from the Highway 20 intersection**
- **Driveways on Cross Streets less than 50 feet from the Access Road intersection**

4. Nodal Dimensions

Each corner of a node should be limited to a maximum of 3 to 4 acres of intensive development that is pulled up close to the Highway 20 right-of-way and the Cross Street. Between Nodes, development should be separated with extensive areas of open space ("Open Space Separators") along Highway 20, with development behind set back a considerable distance. Figure VI. 6 provides a schematic layout of Nodal, Internodal and Open Space Separator areas.

REQUIRED

- **Development concentrated at Nodal Corners, except where corners are left open for Vista Corridors**
- **Open Space Separators to be permanently restricted through protective covenants, to which the City of Galena is a party, or dedication to the City of Galena**

PREFERRED

- **Nodal area frontage on Highway 20 of up to 350 feet**
- **Size of Nodal area of 2 to 3 acres**
- **Open Space Separators with frontage on Highway 20 of at least 50% of the distance between Nodal intersections**
- **Open Space Separators with a depth of 75 feet or greater**

DISCOURAGED

- **Nodal area frontage on Highway 20 of greater than 350 feet, but less than 500 feet**
- **Size of Nodal area more than 3 acres, but less than 4 acres**
- **Open Space Separators with frontage on Highway 20 frontage of less than 50%, but more than 40% of the distance between Nodal intersections**
- **Open Space Separators with a minimum depth of 50 feet at any one point, but with an average depth of 75 feet or greater**

PROHIBITED

- **Nodal area frontage on Highway 20 of greater than 500 feet**
- **Size of Nodal area of 4 acres or greater**
- **Open Space Separators with Highway 20 frontage of 40% or less of the distance between Nodal intersections**
- **Open Space Separators with a minimum depth of less than 50 feet at any one point, and/or an average depth of less than 75 feet**

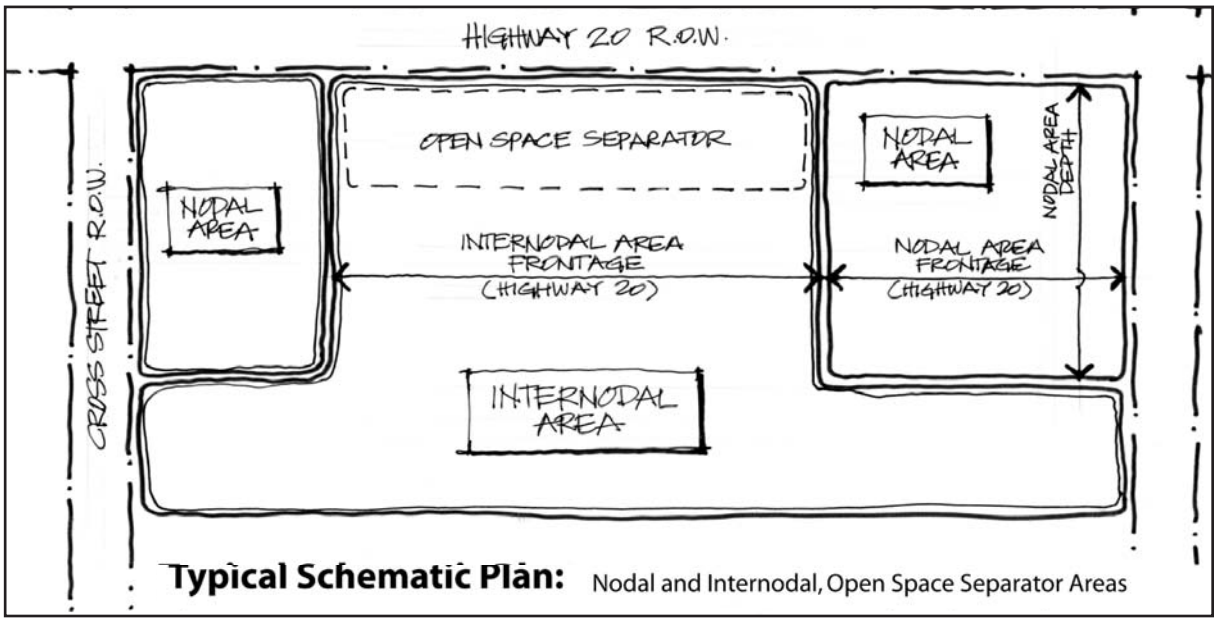


Figure VI.6

5. Vista Corridors

As discussed earlier in this Manual, vistas and views to distance hillsides and pastoral landscapes are one of the primary character defining elements of the entire Highway 20 Corridor. The landscape also is punctuated by ravines and other natural features that are striking in their own right, as well as providing wide, unobstructed views to the distance. Figure VI.7 indicates the location of these "Significant Vista Corridors." In addition to preserving these, it is important that development between Nodes provide additional Vista Corridors to preserve views and maintain an appropriate amount of open space and separation of buildings along the Corridor. Figure VI.7 is a sketch of a Vista Corridor that complies with the standards provided in this section.

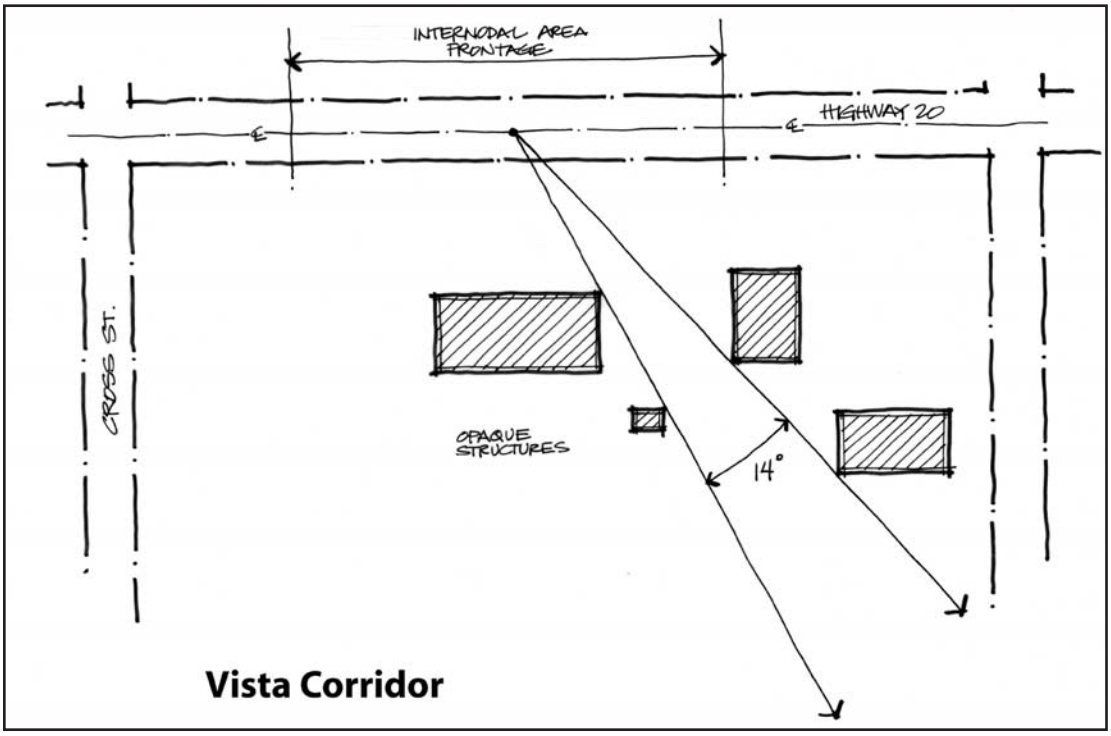


Figure VI.7

REQUIRED

- Preservation of the Significant Vista Corridors as shown on Figures VI.1 and V1.2 in accordance with the provisions of this section
- A minimum of two Viewsheds between each Nodal intersection
- The apex of a Viewshed shall be located 5 feet above the Highway 20 centerline and the View-shed shall have a 14^{o} angle; however, no area of the View-shed shall be less than 50 feet wide
- The apex of a Viewshed shall be located in front of, and the entire width of the Viewshed shall cross, an Open Space Separator located adjacent to Highway 20
- The Viewshed across the Open Space Separator shall be free of paving and all site improvements, including landscaping taller than 3 feet
- Viewsheds where the land line (as opposed to the tree line) of the winter horizon remains discernably unbroken by buildings or site improvements of any kind

PREFERRED

- 3 or more Viewsheds between each Nodal intersection
- Continuation of Viewshed established on other properties
- Viewshed with paving or site improvements of any kind, including landscaping taller than 3 feet located 150 feet or greater from Highway 20
- Viewsheds with no buildings or buildings located a minimum of 1000 feet from Highway 20

DISCOURAGED

- Disruption of Viewsheds established on other properties
- Viewsheds with paving or site improvements of any kind, including landscaping taller than 3 feet located less than 150 feet from Highway 20, but more than 75 feet
- Viewsheds with buildings located at least 500 feet from Highway 20, but less than 1000 feet

PROHIBITED

- Viewsheds with paving or site improvements of any kind, including landscape materials taller than 3 feet, located within an Open Space Separator adjacent to Highway 20
- View-sheds with site improvements of any kind, including landscaping taller than 3 feet, located within 75 feet of Highway 20
- Viewsheds with buildings located less than 500 feet from Highway 20
- Viewsheds where the winter horizon line is broken by buildings or site improvements of any kind

6. Nodal Zoning

The City of Galena Zoning Ordinance has been revised simultaneously with the development of this Manual so that the two may work in concert with one another. Specifically, several zoning districts have been developed for use within the Highway 20 Corridor , as well as elsewhere in the community, and to further the goals and objectives the adopted Comprehensive Plan.

REQUIRED

- **Zoning districts consistent with the adopted Comprehensive Plan and Proposed Land Use Map included with the Plan.**

PREFERRED

- **For nodal residential areas, the High Density Residential (HDR) District or Planned Unit Development/Traditional Neighborhood Development that uses the HDR District as the base district**
- **For internodal residential areas, High Density Residential (HDR) District, or Planned Unit Development/Traditional Neighborhood Development that uses the HDR District as the base district**
- **For nodal commercial areas, the Planned Commercial (PC) District, or Planned Unit Development/Traditional Neighborhood Development that uses the PC District as the base district**
- **For internodal commercial areas, the Planned Office (PO) or Planned Commercial (PC) Districts, or Planned Unit Development/Traditional Neighborhood Development that uses either the PO or PC Districts as the base district**
- **For nodal and internodal industrial areas, the Planned Industrial (PI) District, or Planned Unit Development that uses the PI District as the base district**

DISCOURAGED

- **For internodal residential areas, the High Density Residential (HDR) District**
- **For nodal commercial areas, the Planned Office (PO) District or Planned Unit Development/Traditional Neighborhood Development that uses PO District as the base district**

PROHIBITED

- **For nodal residential areas, the Countryside Residential (CSR) and Low Density Residential (LDR) Districts, and Planned Unit Development/Traditional Neighborhood Development that uses either the CSR or LDR Districts as the base district**
- **For internodal residential area, the Countryside Residential (CSR) District, or Planned Unit Development/ Traditional Neighborhood Development that uses the CSR District as the base district.**
- **For nodal commercial areas, any Office or Commercial District other than the Planned Commercial (PC) or Planned Office Districts, and Planned Unit Development/Traditional Neighborhood Development that uses an Office or Commercial District other than the PO or PC District as the base district**
- **For internodal commercial areas, any Office or Commercial District other than Planned Office (PO) or Planned Commercial (PC) Districts, and Planned Unit Development/Traditional Neighborhood Development that uses any Office or Commercial District other than the PO or PC District as the base district**
- **For nodal industrial areas, any Industrial District other than Planned Industrial (PI), and Planned Unit Development that uses any Industrial District other than the PI District as the base district**
- **For internodal industrial areas, the Heavy Industrial (HI) District, and Planned Unit Development that uses the HI District as the base district**

VII. BUILDING SITE/SMALL AREA DEVELOPMENT DESIGN STANDARDS

A. SITE DEVELOPMENT STANDARDS

The combined appearance and character of contiguous building site developments will have a major impact on the character of Galena's Highway 20 corridor. Site designs set the tone for the development cluster and individual buildings, as well as the direct experience of the user. Site development also affects neighboring properties and the area's environment.

The Building Site/Small Area Development Design Standards are applicable to all project proposals that affect the appearance of the Highway 20. Projects proposed in the Rural Mixed-Use District, Hilltop Commercial/Industrial District, and the Southeast Hilltop District within 1200 feet, unless otherwise specified, of the centerline of Highway 20 must adhere to the following standards.

Projects proposed for the Downtown Transition District must meet the requirements of the following design standards as well as the standards of the National Register Historic District.

Site Development Standards

1. Siting of Buildings
2. Driveways and Parking
3. Site Signage and Lighting
4. Landscaping
5. Site Features
6. Storm Water Management Features

I. Siting of Buildings

The siting of buildings will have a major impact on the character of Highway 20 and adjacent cross streets. Siting affects the functionality of the site, the impact of parking areas, as well as the visibility of a building's activity areas, building entries and service areas. A well-sited building will have a presence on the street, help to define edges of sites, create a desirable site composition, and allow access for maintenance.

Grouped Buildings

REQUIRED

- **Nodal area building setbacks from Highway 20 R.O.W.: 10 to 20 feet**
- **Nodal area building setbacks from Cross Street R.O.W.: 10 feet (without parking) to 80 feet (with parking)**
- **Internodal area building setbacks from Highway 20 R.O.W.: 150 to 175 feet**
- **Internodal area building setbacks from Cross Street R.O.W.: 10 to 80 feet**

PREFERRED

- **Grouped buildings (in a multiple building development) that create internal spaces, break up parking areas, and are connected by a walkway system**
- **Corner buildings that frame streets and intersections**

DISCOURAGED

- **Linear "strip commercial" development pattern**

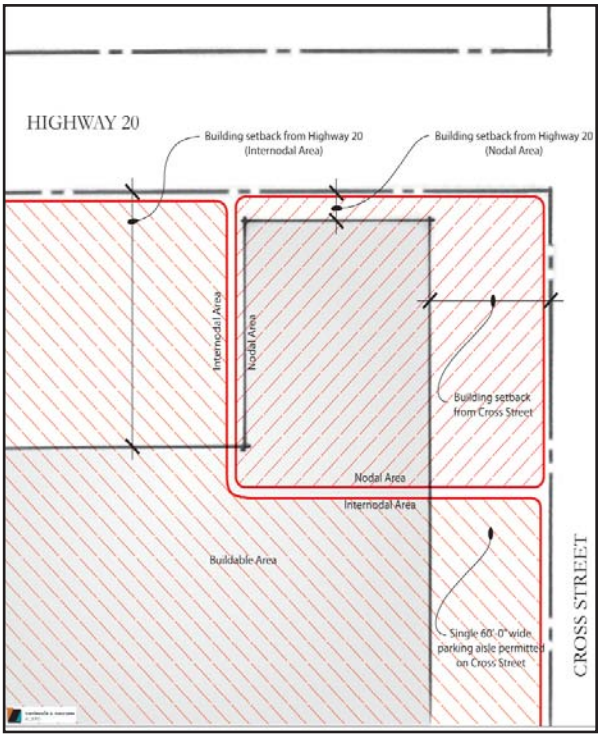


Figure VII.1

2. Driveways and Parking

Driveways and parking areas are a necessary functional component of a new development site and can also adversely affect a site's visual character and experience of a site's users. Well-located drives and parking areas do not detract from the landscape character neither do they detract from the intended focus of a development site - the buildings and site amenities.

REQUIRED

- **Parking area setbacks from Cross Street and Access Road R.O.W.: At least 8 feet**
- **Accommodation of emergency vehicles**

PREFERRED

- **Parking area setbacks from Highway 20 R.O.W.: At least 20 feet**
- **Parking area frontage on Highway 20 or Cross Street: 120 feet or less**
- **Safe, efficient, and convenient vehicular and pedestrian site access**
- **Shared access to adjacent development parcels**
- **System of walkways and crosswalks providing safe pedestrian access through parking areas**

DISCOURAGED

- **Parking area setbacks from Highway 20 R.O.W.: 10 to 20 feet**
- **Parking area frontage on Highway 20 or Cross Street: 120 to180 feet**

PROHIBITED

- **Parking area setbacks from Highway 20 R.O.W.: Less than 10 feet**
- **Parking area frontage on Highway 20 or Cross Street: More than 180 feet**

System of walkways through parking areas

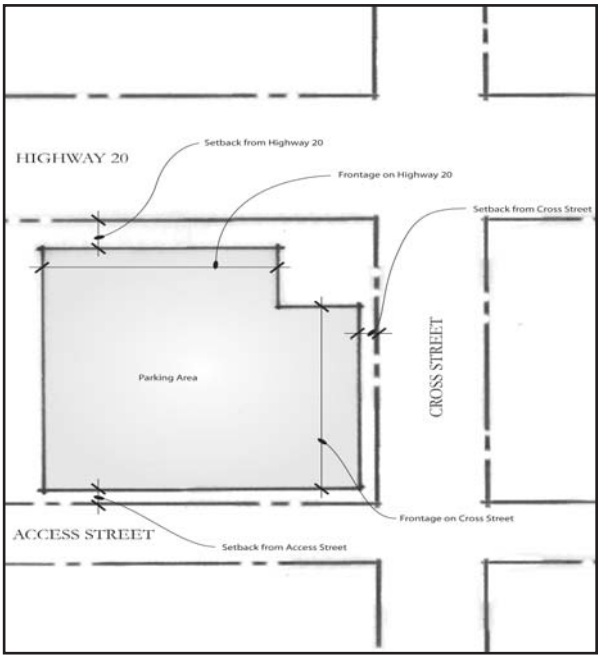


Figure VI.9

3. Site Signage and Lighting

Signage and lighting have a major impact on site character. Signage sets the tone of a commercial area and is often the first impression a visitor has of a highway corridor. The appearance of lighting structures and fixtures, as well as the lighting quality itself can add or detract from a site's character. Lighting can "pollute" the night sky and overwhelm neighboring properties if not well designed. The following standards are concerned with signage location and design style as well as lighting scale and appearance. Consult Article 8 of the Zoning Code regarding size and additional design requirements for signage as well as Article 6 concerning lighting glare and trespass.

REQUIRED

- **Monument style signage (See Article 8 of the Zoning Code for size requirements) consistent with architecture of building**
- **Signage material and design to be compatible with architectural design character**

PREFERRED

- **Local stone or brick signage base (easily visible above grade and plantings)**
- **Pedestrian-scaled ornamental lighting at parking areas, walkways and building entries**
- **Black or earth tone colored light structures and fixtures**
- **Light fixtures that minimize glare and light trespass (See Article 6 of the Zoning Code)**
- **Maximum of one monument sign on Highway 20 per nodal corner**
- **Maximum of one monument sign on Cross Street or Access Road**

DISCOURAGED

- **High mast lighting (over 30 feet in height)**
- **Brightly colored light structures and fixtures**

PROHIBITED

- **Pole-mounted signage**

Monument style; brick base

Compatibility with architectural design character

Pedestrian-scaled ornamental lighting

4. Landscaping

Landscaping affects the visibility of site features and parking areas and the setting for the building. It also affects the relationship to adjacent sites, vistas to the surrounding landscape, the climactic comfort, and the overall attractiveness, character and identity of a site.

PREFERRED

- **Retained mature landscaping where possible**
- **Limited and consistent palette of plantings**
- **Plant material form and texture compliments site design**
- **Low growing shrub plantings (evergreen species -- only as high as necessary to screen parking areas, utilities, waste storage, etc.)**
- **Ground cover and/or floral beds at front yards, parking areas, etc.**
- **Trees that enhance and frame views, yet, do not block vistas**
- **Shade trees in parking areas (where they do not block vistas)**

DISCOURAGED

- **Trees that block business signage or views**
- **Invasive or exotic species**
- **Synthetic or artificial plant materials**

Floral beds and ground cover

Shade trees in parking lot

Low growing shrubs to screen parking areas

5. Site Features

Site features include site furniture, special design elements, and features that are not considered accessory structures (see Architectural Building Standards: Accessory Structures) or a part of the building architecture.

PREFERRED

- **Patios and other activity areas**
- **Walkways with high-quality materials at building entry and approaches**
- **Bicycle parking**
- **Bench seating**
- **Low fencing (painted or finished (no bare materials)**
- **Stone, brick, rural wood fencing**
- **Features that "tell the story" of Galena's history and natural setting**

DISCOURAGED

- **Unscreened mechanical/utility equipment (visible from on or off-site)**
- **Chain link fencing**
- **Tall fencing**

PROHIBITED

- **Outdoor storage**

Quality materials

Stone features and fencing

Activity areas

Low fencing

Screened service areas

Visible outdoor storage

6. Stormwater Management Features

Stormwater management features, necessary for storm water infiltration and detention, can add or detract from the appearance and character of a site. Careful site planning and design can locate and configure these features to benefit the project.

REQUIRED

- **On-site infiltration and detention as required by code**

PREFERRED

- **Stormwater facility integrated with other site design elements**
- **Stormwater and detention structure utilized as a site amenity**

DISCOURAGED

- **Large banks of hard surface or rip-rap materials**
- **Visible engineered structures**

On-site detention

On-site infiltration

B. ARCHITECTURAL BUILDING STANDARDS

The combined appearance and architectural character of new buildings has a major impact on the character of Galena's Highway 20 Corridor. Overall building form, roof character, facade design, use of materials and colors, location and configuration of windows, building detailing, and the handling of equipment and accessory needs on-site are all factors. All combined, they can add or detract from the quality of the corridor, the success of businesses, and the user's experience.

Projects proposed in the Rural Mixed-Use District within 1200 feet of the centerline of Highway 20 must adhere to the following standards.

Architectural Building Standards

1. Building Form and Architectural Style
2. Roofs
3. Facade Configuration
4. Windows and Doors
5. Wall Materials and Colors
6. Detailing
7. Service Areas, Utility Equipment
8. Accessory Structures and Features

I. Building Form and Architectural Style

Building forms and styles have a major impact on the character and impact of new development. New structures should relate harmoniously to the landscape surrounding Galena's Highway 20 Corridor and to the traditional building forms of the city and farmsteads of the countryside. The landscape is primarily rural in character with gentle rolling hills with horizontal lines. Buildings are simple in form with well proportioned facades and architectural elements.

PREFERRED

- **Building form and massing that responds sensitively to site conditions, especially topography**
- **Midwest regional character**
- **Traditional character and simple building forms**
- **Rectangular configuration**
- **Low and horizontal profiles**
- **Traditional and simple building forms**
- **Vertical tower at corner and/or building entry**
- **One-story arcade or porch on highway, street, and building entry facades**

DISCOURAGED

- **Styles that mimic Galena's historic district structures**
- **"Disneyesque" architectural character**
- **"Post-modern" styles with architectural symbols not in character with Galena area**
- **Contemporary character**
- **Corporate trademark building designs**
- **Monolithic forms**
- **Shed-like building forms**
- **Angular walls as dominate feature**
- **Curved or complex building forms**
- **Removal or inappropriate alterations to historic structures**

Prohibited

- **Bold, non-rectangular forms (e.g. A-frames, geodesic domes)**

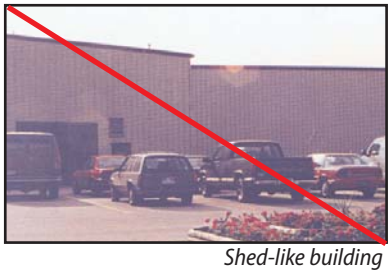
Traditional character

Low and horizontal profiles

One-story arcade

Articulated corner and entry

"Post-modern" style



Shed-like building

2. Roofs

Roofs have a major influence on the character, style, scale and proportion of a new structure. Roofs should be in character with preferred building form and styles. Similarities in roof form create a visual continuity in the corridor.

PREFERRED

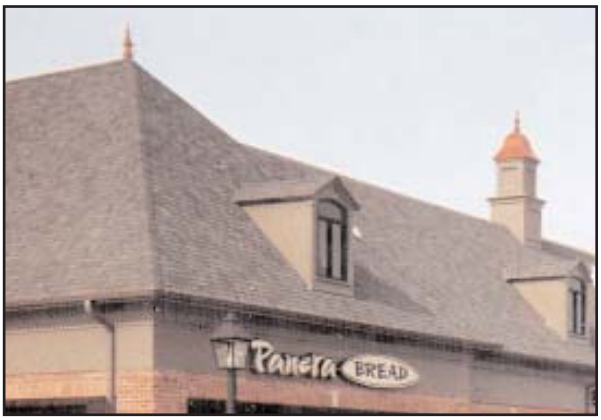
- **Gable and hip roof forms**
- **Moderately pitched roofs (6:12 to 12:12 slope)**
- **Articulated roof elements (dormers, towers) that enhance the overall building form and architectural style**
- **Gutters and downspouts integrated as architectural features**
- **Exposed gutters and downspouts painted to match color of adjacent roof or wall**
- **Flashing and protruding stacks and pipes to match color of adjacent building surface**
- **Earth tone color roof materials**
- **Overhangs at eaves and rakes**
- **Flat lying shingles and standing-seam metal roof materials**

DISCOURAGED

- **Unscreened roof-mounted mechanical equipment**
- **Shallow or steep roof pitches (Less than 6:12 or more than 12:12)**
- **Flat roofs without parapet**
- **Contemporary modern roof lines and detailing**
- **Exposed (back and side) false roofs**
- **Mansard roofs**
- **Shed roofs (except as attached to primary building mass)**
- **Stylized roof materials (e.g. Mediterranean tiles)**

Gable roof form; moderate pitched roof

Overhangs at eaves and rakes



Hip roof form; articulated roof elements

3. Facade Configuration

Facades are the "faces" that create the primary impression of a building's character. Configuration issues such as articulation of exterior facades, building entries, drive-up facilities, etc. are covered in this section. Other facade elements, including windows, doors, materials, colors, and architectural detailing are covered in following sections.

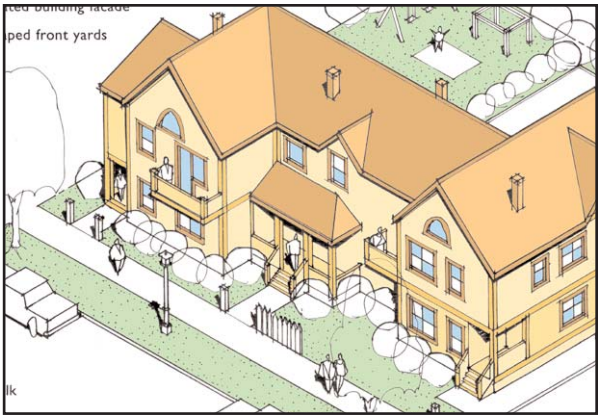
PREFERRED

- **One-story arcades or porches or awnings on street facing and prominent sides of building**
- **Articulation of facades with bays, recesses, building set-backs**
- **Clearly defined, highly visible customer entries (indicated by arcades, canopies, overhangs, roof forms, detailing)**
- **Public entry visible from street and parking**

DISCOURAGED

- **Continuous flat walls without projections, recesses, etc.**
- **Service entries visible from street and parking**
- **Drive-up facilities on highway side of building**
- **Building mounted signage (restricted size and type) not integrated with architectural elements**

One-story arcade



Articulation of facades with bays, recesses, setbacks, and porches

Clearly defined customer entry

4. Windows and Doors

Window and door size, placement, and character affect the character of building facades and the visibility of a building's activity. Windows and doors are the major architectural elements that create interest, rhythm, pattern, scale, and transparency of a facade.

REQUIRED

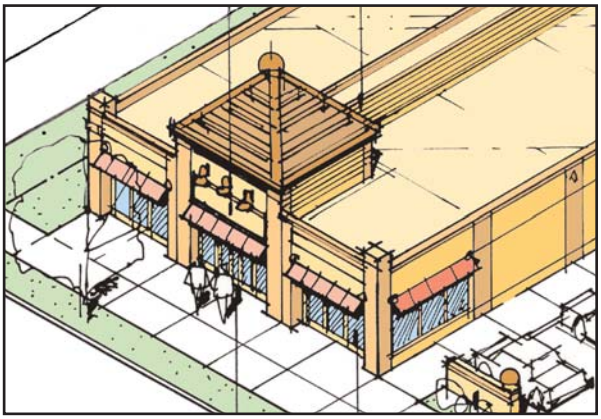
- **30-70% of wall surface transparent windows and doors on street-facing, prominent, and parking facades**

PREFERRED

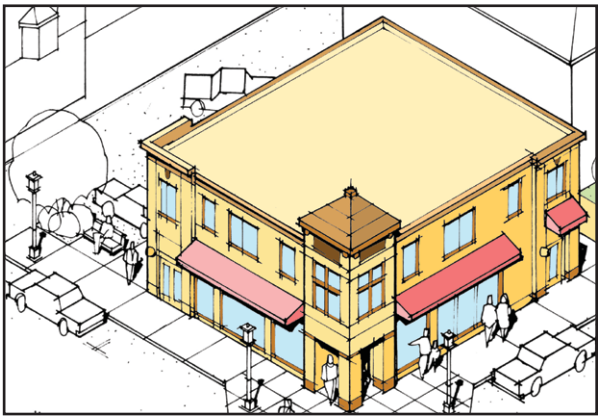
- **Individual or small groups of window units (versus banded)**
- **Window and door style compatible with architectural style**
- **Limited palette of window types**

DISCOURAGED

- **Continuous bands of windows**
- **Moderate to highly reflective glass**
- **Strongly colored or darkly tinted glass**
- **False windows**



Transparent wall surfaces face street and parking areas



Individual and small groups of windows

Continuous window bands; reflective and false windows

5. Wall Materials and Colors

Material and color selections for exterior walls have a major impact on the visual appearance of a new structure. Materials and colors should complement the architectural style of the building and should be in keeping with the historic palette of the Galena area. Select a simple palette of high-quality materials.

PREFERRED

- Medium to dark value brick (approved color palette) as primary wall material on all street-facing and prominent facades
- Local stone (approved stone type and color palette) as wall or accent material
- Clapboard siding on secondary facades
- Stucco and EIFS as Secondary Material
- Material changes occurs at changes of wall plane
- Consistent use of materials throughout the building
- High quality materials
- Historic and earth tone colors for brick, siding, and trim
- Non-reflective finishes
- Limited number of trim and accent colors

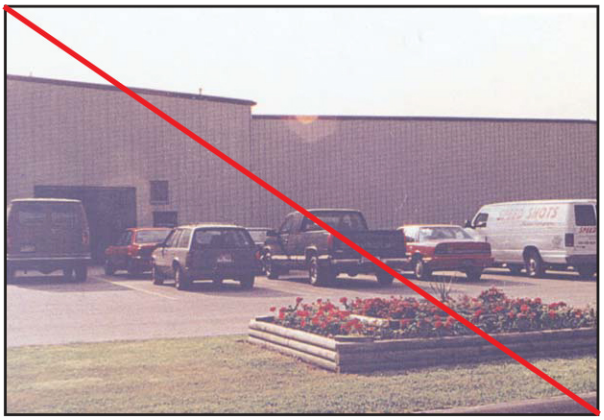
DISCOURAGED

(WITHIN 1,200 FEET OF THE CENTERLINE OF HIGHWAY 20)

- Vinyl and aluminum siding
- Rough wood siding
- Stucco and EIFS as Primary Material
- Smooth concrete block on prominent facade
- Black (except as trim), primary, high-intensity, metallic, and neon colors
- Bright corporate trademark colors
- Prefabricated metal and concrete panels
- Faux material siding
- Unfinished, exposed concrete block
- Metal and concrete panels
- Large scale metal siding

Consistent use of materials; brick as primary material with trim and clapboard siding.

Brick as primary wall material



Prefabricated metal panels

DISCOURAGED

(BETWEEN 1,200 FEET TO 2,400 FEET OF THE CENTERLINE OF HIGHWAY 20)

- Prefabricated metal and concrete panels
- Faux material siding
- Unfinished, exposed concrete block
- Metal and concrete panels
- Large scale metal siding

6. Detailing

The quality of a building's detailing has a significant impact on the overall character of a new structure. Detailing should complement the architectural style and appropriately highlight the desired scale and design elements.

PREFERRED

- **Detailing that is compatible with architectural style**
- **Appropriately sized to scale of building, facade, and architectural elements**
- **Detailing that articulates "caps" and "bases" and "edges" of architectural elements**
- **Traditional (versus contemporary) in character**
- **Three-dimensional details (versus applied)**
- **Detailing that adds architectural interest, texture to facades**
- **Quality detailing that will withstand effects of weather**

DISCOURAGED

- **Detailing that mimics detailing of the historic district**
- **Inappropriate historical references**
- **Applied (versus three-dimensional)**

Architectural interest at facade and roof

Detailing of bases, edges, and caps of building facades

Inappropriate historical references

7. Service Areas, Utility Equipment

Every building is served by deliveries, waste pick-up, utilities, and mechanical equipment. These service areas and pieces of equipment can detract from the primary uses and desired appearance of a building without proper placement and screening.

PREFERRED

- **Service and delivery areas located away from highway and building entry areas**
- **Screened mechanical and utility equipment**

DISCOURAGED

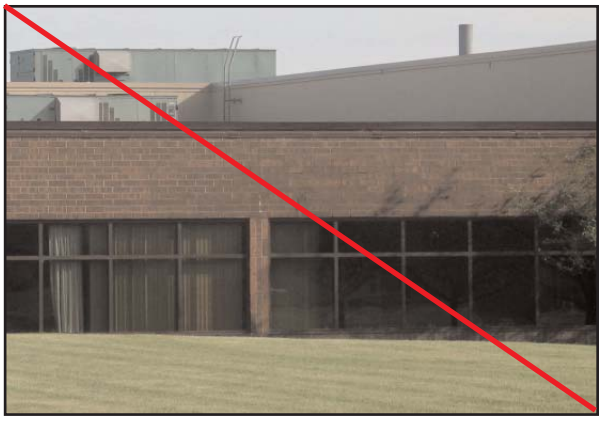
- **Service and delivery areas visible from highway and building entry areas**
- **Satellite dishes and antenna visible from highway**
- **Exhaust and vent stacks visible from highway**

PROHIBITED

- **Mechanical equipment visible from the highway**

Screened mechanical and utility equipment

Service area located away from highway and entry areas



Visible rooftop mechanical equipment and vents

8. Accessory Structures and Features

Accessory structures and features such as dumpster enclosures and utility equipment should be well integrated with the site and designed to have minimal impact on the character of the site and primary buildings.

REQUIRED

- **Trash enclosure large enough to conceal trash receptacles**

PREFERRED

- **Trash enclosure that compliments building in color, material, and style**

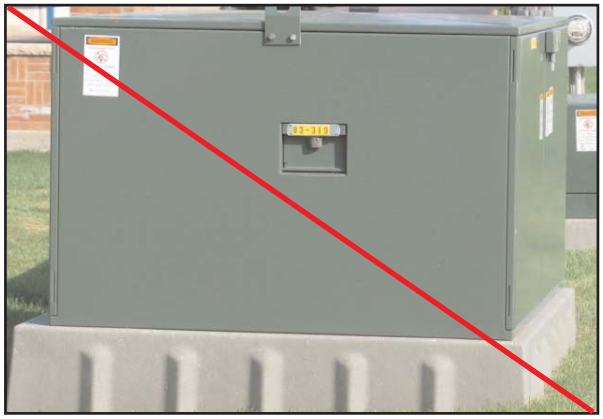
DISCOURAGED

- **Unscreened utility equipment on highway frontage**
- **Trash enclosure located near highway and building entry**
- **Trash enclosure that does not conceal trash receptacles**

PROHIBITED

- **Unscreened waste receptacles**
- **Metal or prefabricated storage sheds**

Screened mechanical and utility equipment



Service area located away from highway and entry areas

VIII. GALENA ROADSIDE INTERPRETATION

The importance, image, and history of Galena extend beyond the National Register Historic District and into the nearby countryside. Visitors to Galena begin their experience of "Galena" as they approach the community on Highway 20. Steeples located in the core of Galena peek above the ridge tops. The Galena and Mississippi River valleys, so important to the history of Galena, are apparent. The countryside, where farm products for Galena have been raised for a century and a half fill the immediate roadside view. Galena's northwest Highway 20 Corridor is also historically significant as the former location of Galena's key intercity transportation route from the mid-1800s into the 1900s and the former "country estates" of prominent Galenians. An existing roadside at the interchange of Highways 20 and 84 already recognizes the importance of this vantage point for roadside interpretation.

The State of Illinois, City of Galena and private development along the highway should take advantage of these historic references and panoramic views to interpret this history and communicate a positive image of the community. Public entities could identify potential funding sources, identify prototypes in the state highway system, select appropriate themes, identify appropriate locations for these interpretive roadsides, and acquire the necessary right of ways and/or easements for implementation. In addition to reflecting the community character through the design of sites and buildings, private development also can incorporate interpretative elements on their sites in the form of markers and signs, sculpture and other works of art, landscaping, and exhibits.

Potential themes for interpretation include (1) Galena Toll Road and early links to Dubuque and Mineral Point, (2) "country estates" of prominent Galenians, (3) landmarks of Galena, (4) the Mississippi and Galena River connection, (5) natural landscape history, (6) mining, and (7) farming and Galena. Facilities could include a small parking area, viewing platform, and/or interpretive displays. Because of limited highway access requirements, interpretive information may be integrated into future developments.

IX. HOW TO APPLY ZONING & DESIGN STANDARDS TO A PROJECT

LAYING OUT YOUR PROJECT

As a developer of large areas and individual parcels in the Highway 20 Corridor, you will need to apply the previously described design standards to your project design process. This process will include site analysis, building and site design, and a self evaluation of the proposed design.

A. Large Area Site Analysis

Analysis of the area's natural characteristics and existing neighboring patterns of development will help identify its design constraints and opportunities, create a site and building design that is integrated with the setting, and assist the designer in meeting development standards. The following is a checklist of site characteristics to be analyzed.

1. Topography
2. Vegetation
3. Soils
4. Groundwater and surface runoff
5. Solar orientation
6. Vistas from and through site
7. Views to site
8. Site access
9. Existing traffic patterns
10. Adjacent site and building designs
11. Presence of historic structures

B. Site and Building Design

The design of a site and its building(s) involves determining how the project fits into the Highway 20 Corridor and the site's design district, the larger development pattern, the desired site and building character, and the site's particular characteristics. The Design Manual describes standards at each of these levels that are applicable to your project. Figure X.1. on the next page provides an example of how a development may be laid out using all of these standards.

1. Review Highway 20 Corridor development concepts. Use these concepts to begin to shape your understanding of the future character of the corridor.
2. Determine the design district in which the project is located and use the proposed character for that district to being to shape your vision of your project. (The project proposal will be evaluated on these characteristics).
3. Determine Highway 20 access points and access route to site. Access to your project will be via a limited access point and cross street from Highway 20.
4. Determine whether site is in a nodal or internodal location. This determination will affect standards for setbacks, locations of building and parking areas, etc.
5. Determine setbacks and separation requirements for building and parking areas.
6. Combine results of site analysis and the parameters of the above constraints to develop site design strategies and concepts. Develop strategy for building locations to protect vistas, preserve historic structures, integrate development into site, minimize impervious surfaces, etc. Develop concept plan including determination of access points, site circulation, parking areas, building location, building service and customer entry locations.
7. Evaluate concept plan to see if it meets design standards.
8. Develop plan with real footprints of building, parking, drives, walkways, and landscaping. Utilize Site Development Standards to guide site design.
9. Develop building design to meet architectural building standards.
10. Evaluate design:
    a. disturbance, cut-and-fill, impervious surface
    b. nodal concepts
    c. site access
    d. building and parking locations
    e. view corridors
    f. site standards
    g. architectural building standards
    h. traffic analysis including projected trip generation, peak hourly traffic, parking stacking, sight lines, access relationship to existing intersections
    i. compatibility with adjacent development

X. DESIGN AND DEVELOPMENT REVIEW APPROVAL PROCESS

The standards and regulations contained in this Design Manual for the Highway 20 Overlay District apply to all development activities (including everything from grading and filling, to paving, to new construction and additions, to all new principal and major and minor accessory structures and additions thereto) within 1200 feet of the Highway 20 centerline (as it exists at the time development is proposed). The standards and regulations also apply to all proposed subdivision plats within 1,200 feet of the centerline of Highway 20. No development covered by this Design Manual may be undertaken without first obtaining approval of a Highway 20 Development Permit from the appropriate review body.

To equate the intensity, length and cost of the development review process with the potential impacts of a proposed development, the City has established a three-tiered development review process, each with a different review body. These bodies include, from lowest to highest; the Zoning Administrator, Zoning Board of Appeals, and City Council. Depending on the type and size of a proposed development, a review body may provide either a recommendation to a higher review body or take final action on an application. Table X.1. indicates the responsibilities and authority vested with each review body.

Section 154.915 of the Zoning Code provides an outline of the processes and procedures for applications for an Administrative Highway 20 Development Permit to be acted upon by the Zoning Administrator.

Section 154.922 of the Zoning Code provides an outline of the processes and procedures for applications for a Non-Administrative Highway 20 Development Permit to be acted upon by the Zoning Administrator and City Council.

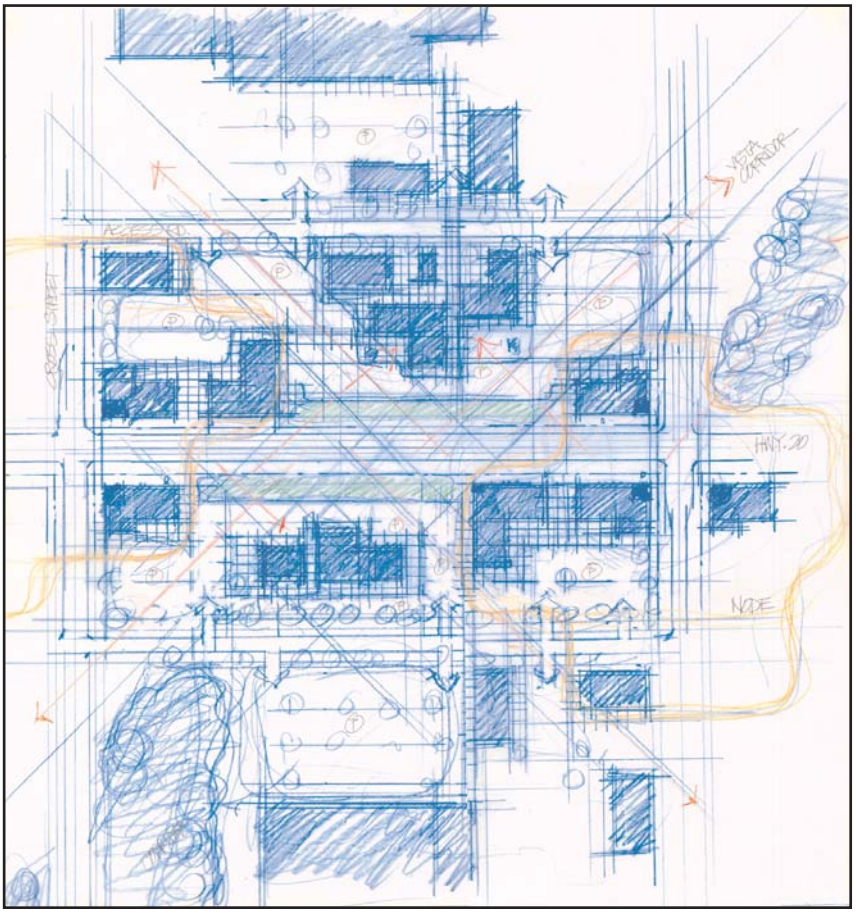


Figure X.1: Example Development Concept Plan

Table X.1.
Highway 20 Development Permit
Review Body Authority and Responsibilites[1]

Type of Development	ZA[2][3]	ZBA	CC
Land Disturbance			
Grading and Filling	D		
Natural Resource Disturbance	D		
Site Improvements			
Paving of Vacant Lots	R	D	
Paving Expansions			
5,000 square feet or less	D		
More than 5,000 square feet	R	D	
Landscape Plan Alterations			
25% or less of plant materials	D		
More than 25% of plant materials	R	D	
Walls and Fences	D		
Mechanical Equipment	D		
Structures			
New Minor Accessory Structures and Additions	D		
New Major Accessory Structures and Additions			
2,500 square feet or less	D		
More than 2,500 square feet	R	D	
New Principal Structures	R	D	
Additions to Principal Structures			
2,500 square feet or less	D		
More than 2,500 square feet	R	D	
Principal and Major Accessory Structure Elevation Changes			
Change in Colors	D		
Change in Materials[5]	D		
Administration[4]			
Annexation	R	R	D
Rezoning	R	R	D
Subdivision	R	R	D
Special Use	R	D	

Legend:
CC = City Council; ZA = Zoning Administrator; ZBA = Zoning Board of Appeals
D = Decision Maker; R = Recommends

Footnotes:

[1] Where a development proposal contains two or more items shown on this table, the entire development shall be reviewed as one proposal and shall be acted upon by the highest review body required. For example, the Highway 20 Development Permit for a 1,000 square foot addition to a major accessory structure for a use that requires a special use permit shall be acted upon by the Zoning Board of Appeals.

[2] The Zoning Administrator may defer his or her decision making authority on any development proposal to the Zoning Board of Appeals where he or she believes the purpose and intent of the Design Manual would be furthered by a public hearing.

[3] Projects which would otherwise be acted upon by the Zoning Administrator but which include a discouraged element shall be acted upon by the Zoning Board of Appeals. No public hearing will be held. A simple approval by the Zoning Board of Appeals is all that is required.

[4] This table presents only a summary of administrative procedures covered in Article 9 of the Zoning Ordinance.

[5] The use of "Discouraged" wall materials within 1,200 feet of the centerline of Highway 20 shall require Zoning Board of Appeals approval of a Special Use Permit.