



Comprehensive Plan

July 2006 Update

Prepared For:

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TABLE OF CONTENTS

CHAPTER 1 – INTRODUCTION	1-1 THROUGH 1-9
CHAPTER 2 – COMMUNITY DEVELOPMENT POLICIES.....	2-1 THROUGH 2-27
CHAPTER 3 – COMPREHENSIVE LAND USE PLAN	3-1 THROUGH 3-9
CHAPTER 4 – NATURAL AND MAN MADE FEATURES	4-1 THROUGH 4-4
CHAPTER 5 – TRANSPORTATION PLAN	5-1 THROUGH 5-10
CHAPTER 6 – MAJOR UTILITIES	6-1 THROUGH 6-9
CHAPTER 7 – MAJOR PUBLIC SERVICES.....	7-1 THROUGH 7-9
CHAPTER 8 – SUB-AREA AND CORRIDOR PLANS	8-1 THROUGH 8-53
<i>Sub-Area Locator Map.....</i>	<i>8-7</i>
<i>8.4.1 I-64 Interchange at Greenmount Road and Regency Park Extension.....</i>	<i>8-9</i>
<i>8.4.2 Central Park Plaza.....</i>	<i>8-12</i>
<i>8.4.3 Scott Troy Road and Hwy. 50.....</i>	<i>8-14</i>
<i>8.4.4 Seven Hills Road.....</i>	<i>8-17</i>
<i>8.4.5 State Street and Downtown.....</i>	<i>8-21</i>
<i>8.4.6 U.S. Hwy. 50.....</i>	<i>8-26</i>
<i>8.4.7 Hartman Lane.....</i>	<i>8-35</i>
<i>8.4.8 Lincoln Avenue.....</i>	<i>8-39</i>
<i>8.4.9 Gateway Connector.....</i>	<i>8-41</i>
<i>8.4.10 Proposed O'Fallon FPA Expansion.....</i>	<i>8-44</i>
<i>8.5 Summary of Recommendations for Other Development Areas</i>	<i>8-46</i>
<i>Western Sub-Areas Map.....</i>	<i>8-50</i>
<i>Eastern Sub-Areas Map.....</i>	<i>8-51</i>
<i>Mid-American Commerce Center Plan</i>	<i>8-52</i>
<i>North Sub-Areas Map.....</i>	<i>8-53</i>
<i>Airport Overlay District Map.....</i>	<i>8-54</i>

CHAPTER 1 INTRODUCTION

1.0 INTRODUCTION AND PURPOSE OF THE 2001 COMPREHENSIVE PLAN

1.1 Introduction and Purpose.

The current O'Fallon Comprehensive Plan was adopted in 2001 as an update to the City's 1993 Comprehensive Plan Update. Since the adoption of the 2001 Plan, the City has prepared a Northwest Quadrant Transportation Study, a Bicycle Facilities Plan, Capital Facilities Plan and Subdivision Regulations. This current Plan incorporates many of the ideas and recommendations from these efforts, particularly those that relate to the land use and development policies of the City. In addition, the Plan also incorporates those ideas and concepts that have come from many formal and informal discussions with members of the City Council, Planning Commission, Zoning Board of Appeals, and other groups in leadership positions throughout the community.

The 2006 Comprehensive Plan identifies the City of O'Fallon's development policies, capacities, and trends, and it provides a basis for making decisions on current and future projects and initiatives. It identifies existing and future land use patterns, as well as development goals, opportunities, and constraints. The Plan evaluates land use alternatives, makes recommendations concerning future land use patterns, and establishes development guidelines. The Plan, in sum, attempts to answer the basic questions about the physical, economic, and social conditions of O'Fallon and the aspirations of its citizenry by integrating knowledge of existing conditions with a plan for the future.

1.2 Project Team, Schedule, and Work Elements.

A team of consultants was retained to provide technical assistance in the development of the 2006 Comprehensive Plan. The team consisted of three groups. First was Woolpert, Inc., a planning, engineering, architectural, and geospatial firm with an office out of St. Louis, MO, who provided land use planning and development policy guidance. Guidance concerning Market Analysis related to the retail and industrial real estate in O'Fallon was provided by Economics Research Associates based out of Chicago, IL. The attached document identifies the near-term development potential for both retail and industrial land use options. Finally, Dan Vogel, a land use and municipal attorney from Cunningham, Vogel, & Rost, P.C., located in St. Louis, conducted a review of the plan and made invaluable comments. He currently serves

CHAPTER 1 INTRODUCTION

as City Attorney for Wildwood, MO., and Green Park, MO. His efforts in preparing planning and development regulations for Wildwood were highlighted in a 1999 issue of Planning magazine, the national periodical of the APA. Dan is also working with staff to complete the revision of our zoning and codes, which is being done in conjunction with the 2006 Comprehensive Plan.

This team worked closely with City staff to review existing plans, development applications, and regulations. They met continuously with City staff, the Mayor, City Council members, the Planning Commission, and other officials to identify special problems within the City. Following this consultation with the City, the consultant's were tasked with the job of updating the Plan components, preparing an updated land use map, creating a number of Area and Corridor plans, making recommendations regarding development capabilities, and compiling this Comprehensive Plan Update. Following the initial draft, Woolpert in conjunction with City staff, held two open houses for the public. The open houses were well attended and included residents, developers, school officials, elected city officials, appointed city officials, and city staff. Comments from these open houses were used to modify and finalize this 2006 Comprehensive Plan.

1.3 Historical Development of O'Fallon.

The O'Fallon area was originally settled by Captain Joseph Ogle who settled in Prairie Ridge in 1802. The City was named after Colonel John O'Fallon who was a wealthy gentleman from St. Louis. He had an interest in the Ohio and Mississippi Railroad, which built a depot and water tower in 1854 in what is the present location of the City of O'Fallon. In that same year, town lots were platted by Ernest Tiedemann, with the first lots being sold on May 13, 1854 for up to \$10.00 each. O'Fallon was incorporated as a Village on January 27, 1874, however, a referendum held on March 14, 1905 changed its structure to a City form of government.

The City of O'Fallon has evolved from its early rural railroad and mining beginnings to its present state as a fast growing suburban activity center. This has received considerable momentum since the opening of the St. Clair Square Mall. This transition continues today as office and employment centers are being developed in and around the city. Previously, citizens residing in O'Fallon commuted to work at Scott Air Force Base, Belleville, and downtown St. Louis. While this pattern still occurs, O'Fallon is increasingly becoming an employment center itself



CHAPTER 1 INTRODUCTION

and is experiencing an increased share of regional office and retail activity. Development of Central Park Plaza, Regency Park, Wal-Mart, Sam's, St. Clair Auto Mall, and Eagle Center exemplifies this trend. The major force behind this change has been Interstate 64, which is becoming increasingly attractive as a development corridor. The factors influencing O'Fallon's growth include: a fifteen minute drive to downtown St. Louis, "build-out" that is occurring in the western suburbs, a strong regional and national economy, highly regarded school systems, small town scale and atmosphere, and attractive residential neighborhoods.

CHAPTER 1 INTRODUCTION

1.4 *Development and Growth Trends*

The City of O'Fallon continued to experience pressure for both residential and commercial development since the Comprehensive Plan was last updated in 2001. The following factors contributed to the decision by City officials to initiate an update of the Plan in 2006:

- Completion of the new interchange at Green Mount Road and I-64 generating commercial growth on the City's west end.
- Continued rapid population increase (from 21,910 in 2000 to 25,791 in 2005) primarily north and west of the City.
- Proposed expansion of the City's Facility Planning Area (FPA) by 7,500 acres beyond the land area studied in 2001.
- Planned improvement of the Scott-Troy Road corridor to serve as a regional outerbelt—the Gateway Connector.
- The desire to diversify the City's economic base by maximizing the benefits of a large undeveloped parcel adjacent to I-64, the proposed Gateway Connector, and Mid-America Airport.

In 2005, the City of O'Fallon contracted with the U.S. Census Bureau to conduct a special census of the municipality. The results can be seen in the table below. The Census Bureau reported that the population went up by 3,737 persons since the 2000 Census to a total of 25,647. Additionally, the number of households is estimated to have increased by 1,776 based on the number of homes constructed (1,842) and estimated vacancy rate (3.6%) during the same period. The resulting estimated number of total households in O'Fallon (10,086) brought the average household size down to 2.54 persons in 2005, while the median age of O'Fallon residents continued to rise.

Table 1.4

City of O'Fallon, IL Total Population 1940-2005			
Year	<i>Total Population</i>	<i>Persons/ Household</i>	<i>Median Age</i>
1940	2,407	N/A	N/A
1950	3,020	N/A	N/A
1960	4,018	N/A	N/A
1970	9,379	N/A	N/A
1980	12,241	2.94	30.3
1990	16,037	2.63	N/A
1995	18,519	2.71	34.5
2000	21,910	2.62	35.3
2005	25,791	2.54	N/A

Source: U. S. Census Bureau

CHAPTER 1 INTRODUCTION

Due to strong residential construction in the City of O'Fallon, at the end of 2005, nearly 75% of the homes in the City were built since 1970 (Table 1.5). On average, the City gained 368 new homes and 747 new residents per year since the 2000 Census (Table 1.6).

Table 1.5

City of O'Fallon, IL Age of Housing	
<i>Yr. Built</i>	<i># of Houses</i>
2001-05	1,842
1995-00	855
1991-94	770
1985-90	1,194
1980-84	1,140
1970-79	1,423
1960-69	903
1950-59	643
1940-49	327
1939-earlier	704

Source: U.S. Census Bureau (2000 Census)
City of O'Fallon (Building Permit Records 2001-2005)

Table 1.6

City of O'Fallon, IL Building Permits 1991-2005						
	<i>Single Family Permits</i>	<i>Multiple Family Permits</i>	<i>Residential Add/Alts</i>	<i>Commercial New</i>	<i>Commercial Alt</i>	<i>Total*</i>
2001- 2005		54				
# Permits	1,498	(372 units)	1,024	71	246	2,893
Total \$	\$220,405,248	\$20,488,194	\$11,916,167	\$93,034,064	\$22,929,688	\$368,773,361
1996-2000		55				
# Permits	1,074	(257 units)	600	113	177	2,019
Total \$	\$136,809,269	\$12,774,278	\$5,320,407	\$90,762,370	\$32,579,141	\$278,245,465
1991-1995		62				
# Permits	924	(228 units)	462	45	115	1,608
Total \$	\$113,538,802	\$12,016,509	\$4,139,766	\$21,780,882	\$12,442,350	\$163,918,309

**Totals Do Not Include Sign Permits and Mobile Home Alterations & Additions*

Information Provided By: O'Fallon Planning & Zoning Department
Building Permit Records 1991-2005



CHAPTER 1 INTRODUCTION

Table 1.7

City of O'Fallon, IL Annual Building Permits 1997-2005									
	1997	1998	1999	2000	2001	2002	2003	2004	2005
<i>New Home Permits</i>	193	204	210	224	249	208	299	358	384
<i>New Commercial Permits</i>	22	24	26	16	11	15	12	16	17
<i>Total Permits</i>	443	449	506	502	543	524	642	721	744
<i>Total Value of Permits</i>	\$53M	\$50M	\$62M	\$50M	\$41M	\$74M	\$71M	\$82M	\$99M
Annual Plats & Annexations 1997-2005									
<i>Final Plats Sub./Lots</i>	6/102	12/140	22/312	11/174	12/341	13/324	13/428	18/819	14/900
<i>Annexation Acreage</i>	761	76	64	61	151	400	3	885	500

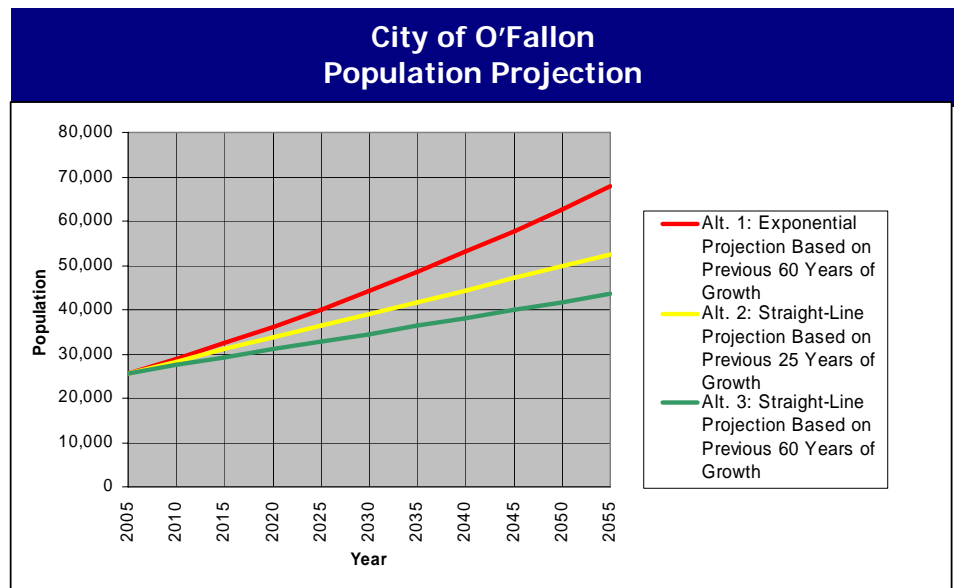
Assuming this rate of growth continues, the City could reach a population of over 40,000 in twenty years. Such growth requires an expansion and densification of the area planned for residential development in the O'Fallon Comprehensive Plan. In order to accommodate this expected growth, areas designated for Rural Residential and Agriculture are decreased and the area for Single Family Residential is increased. Additionally, the area being studied and planned was increased by over 10,000 acres between the 2001 Plan Update and the 2006 Plan Update. It is estimated that the new study area including the proposed 7,500-acre FPA expansion into Madison County, at the current density of residential development, could support an end-state population of over 71,000 (Table 1.8).

Table 1.8

Comprehensive Plan Study Area Population Estimate at 100% Build-Out												
	Total Area (Acres)	Floodplain Area (Acres)	Undevelopable Area (Acres)	Developable Area (Acres)	ROW & Common Ground Dedication (Acres)	Estimated Non-Residential (5%) (Acres)	Park Dedication (Acres)	Residential Area (Acres)	Average Lot Size (Square Feet)	Number of Homes	Estimated Population	
City of O'Fallon*	8,310	443		7,867	1,490	700	582	5,000	19,000	10,446	25,647	
Proposed Northern Extension of O'Fallon FPA**	7,580	1,506		6,074	896	263	60	4,856	54,000	3,917	9,949	
Unincorporated Caseyville Twtnshp NW of O'Fallon	3,437	123	206	3,108	847	117	70	2,037	19,000	4,671	11,863	
Portion of O'Fallon FPA not in City of O'Fallon	10,648	1,896	2,415	6,337	1,803	238	144	4,153	19,000	9,520	24,182	
										Total Estimated Population at 100% build-out		
											71,641	
	* Table entries based on existing land use.			** ROW and Common Ground calculations weighted to account for predominantly Rural Residential Development								

CHAPTER 1 INTRODUCTION

Using O'Fallon's historic rate of growth, low, medium, and high scenarios were generated to estimate the number of years it could take to reach the end-state population of 71,640 calculated above. The chart below shows the results of applying these three alternative rates of growth to the O'Fallon planning area. According to the calculations used to generate the chart, O'Fallon could reach complete build-out by the year 2060 (Red line) according to the high growth scenario: *Alternative 1—Exponential Growth* based on the past 60 years; the year 2090 (Yellow line) according to the medium-growth scenario: *Alternative 2—Straight Line Projection* based on the past 25 years; and 2140 (Green line) according to the low-growth scenario: *Alternative 3—Straight Line Projection* based on the past 60 years. Using this same chart for planning purposes, it is easy to see the range of potential populations for any given future year through 2055.





CHAPTER 1 INTRODUCTION

Table 1.9

City of O'Fallon Population Projection			
	Straight-Line Projection Based on Previous 60 Years of Growth	Straight-Line Projection Based Previous 25 Years of Growth	Exponential Projection Based on Previous 60 Years of Growth
1940	2,407	2,407	2,407
1950	3,020	3,020	3,020
1960	4,018	4,018	4,018
1970	9,379	9,379	9,379
1980	12,241	12,241	12,241
1990	16,037	16,037	16,037
2000	21,910	21,910	21,910
2005	25,791	25,791	25,791
2010	27,435	28,328	28,902
2020	31,011	33,690	36,092
2030	34,587	39,052	44,123
2040	38,163	44,414	52,994
2050	41,739	49,776	62,705
2060	45,315	55,138	73,257
2070	48,891	60,500	



CHAPTER 1 INTRODUCTION

A comparison to other communities and counties within the region indicates O'Fallon's housing composition by housing type is similar to the region as a whole, with two-thirds of the units Single Family and approximately 20% of the units Multi-Family (Table 1.10).

Table 1.10

Housing Composition 2000						
		Percent of Total Units by Housing Type				
<i>Location</i>	<i>Total # Housing Units</i>	<i>Single Family</i>	<i>Duplex</i>	<i>Multi-Family</i>	<i>Mobile Home</i>	<i>Owner Occupied Units</i>
St. Charles, MO	25,214	54%	11%	28%	7%	62%
Belleville, IL	19,294	65%	10%	22%	3%	56%
St. Peters, MO	18,801	76%	8%	14%	2%	85%
Kirkwood, MO	12,324	76%	2%	22%	0%	74%
Collinsville, IL	11,101	65%	9%	20%	5%	64%
O'Fallon, IL	8,604	68%	7%	18%	7%	66%
Edwardsville, IL	8,453	77%	5%	18%	0%	67%
Creve Coeur, MO	7,487	59%	4%	36%	0%	66%
Fairview Heights, IL	6,376	79%	3%	15%	3%	73%
Shiloh, IL	2,920	60%	15%	12%	13%	66%
<i>Avg. City %</i>		<i>68%</i>	<i>7%</i>	<i>21%</i>	<i>4%</i>	<i>68%</i>
St. Clair County, IL	104,446	69%	8%	15%	8%	62%
St. Charles County, MO	101,663	75%	7%	13%	5%	82%
St. Louis County, MO	423,749	60%	5%	22%	0%	71%
<i>Avg. County %</i>		<i>68%</i>	<i>7%</i>	<i>17%</i>	<i>4%</i>	<i>72%</i>

Source: 2000 U.S. Census

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

2.0 COMMUNITY DEVELOPMENT POLICIES

2.1 Introduction and Overview

Much of the attractiveness and desirability of O'Fallon is attributable to its small town atmosphere and quality residential development. Currently, the City is experiencing a boom in single family residential development, which can likely be attributed, at least in part, to its excellent school system, low City property taxes, and convenient location to Scott Air Force Base and the City of St. Louis, Missouri.

The City is well known for having high quality single-family residential areas that enhance and reinforce the community's character. Public input validated that, while a diversification of the local economy is desirable, O'Fallon most desires to remain a predominately single-family residential community. One challenge the City faces is that many older neighborhoods met the market demand when they were constructed; however, housing units in these neighborhoods may not have the features and amenities many homeowners prefer in today's marketplace. To counter this, City policies should provide for renovation and rehabilitation where appropriate. Retail and entertainment uses are being constructed along I-64 at a rapid pace, which basically extends metropolitan St. Louis' suburban ring and influence. The City does not rely solely on local residents to support the number of uses and retailers. The market area has grown with the extension of the transportation network providing quick, convenient access around O'Fallon.

This growth, while very positive, has also added a certain strain on the City, particularly on its financial condition. Businesses and developers usually share or subsidize the cost of providing public infrastructure and public services within a community. Utility hook up fees, business license fees, property taxes, and sales taxes together help pay the cost of providing public services to community residents. The City has reconsidered its position of providing its services without regard to the impact of new users. The City has implemented policies that require new growth to pay a proportionate share of the costs that new development generates. These include Annexation Fees, Park Lands Dedication Fees, and potentially School Impact Fees. The City may now target general fund monies to projects that benefit the community as a whole.



CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Most People interviewed felt O'Fallon should maintain and enhance the community's "small town character", defined generally as knowing your neighbors. In order to maintain and enhance O'Fallon's small town character, the location, form and image of existing and new development should be based on the themes that exist and the City's priorities, including the following:

1. Preservation of small-town community character, encouraging a mix of residential options, and preservation of older residential neighborhoods;
2. Provision of public facilities and services in a financially responsive and economically beneficial manner;
3. Application of an environmental and landscape framework throughout the City; and
4. Development of a targeted economic development program to encourage diversification of the City's economy.

While each of these priorities is reflected throughout the goals of the plan, the purpose of the General Development Goals and Policies is to highlight the importance of these four issues toward ensuring that O'Fallon maintains its small-town character while growing responsibly.

Table 2.1

SUMMARY OF GENERAL DEVELOPMENT GOALS AND POLICIES	
<p><i>Section 2.2 Land Use, Design, and Community Appearance</i></p>	<p>Goal 1: Maintain O'Fallon's small town community character through an increased emphasis on design issues and community appearance.</p> <p>Goal 2: Promote and enhance O'Fallon's continued growth through encouraging densities and mixes of uses that support walking and non-motorized forms of transportation and that reflect the City's human scale, history, aesthetics, natural environment, and sense of community identity.</p> <p>Goal 3: Preserve the character and stability of existing neighborhoods, encourage a balanced range of housing options, and promote the continued development of new, high quality residential developments in our growth areas.</p> <p>Goal 4: Provide for commercial and industrial land uses that are well planned, consistent with the City's economic development goals, visually consistent with neighboring areas, and are in the most appropriate location.</p>



CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Table 2.1- Continued	
<i>Section 2.3 Public Facilities and Infrastructure</i>	<p>Goal 5: Ensure the cost-effective provision of public facilities and infrastructure that adequately serves O'Fallon's present and future residents and businesses.</p> <p>Goal 6: Continue to provide for cost-effective, responsive public safety services that meet the needs of the community.</p>
<i>Section 2.4 Environmental /Landscape Issues</i>	<p>Goal 7: Establish a consistent set of goals and objectives for environmental qualities and amenities that are to be preserved and/or developed over time throughout O'Fallon.</p> <p>Goal 8: Maximize site-specific economic values of the natural landscape within the City while minimizing long-term maintenance costs of certain infrastructure components such as storm water management.</p> <p>Goal 9: Promote land development policies that create a direct, positive relationship between residents and the physical landscape of the City.</p> <p>Goal 10: Promote land development policies that preserve the qualitative aspects of O'Fallon's natural landscape conditions, including landform and slope, vegetative cover, and natural drainage patterns.</p> <p>Goal 11: Create alternatives to vehicular roadway connections between all City parks, schools, and community institutions.</p>
<i>Section 2.5 Economic Development</i>	<p>Goal 12: Promote responsible, high quality residential and non-residential development and encourage expansion of existing commercial and industrial activities in a manner that maximizes existing financial and economic resources and minimizes the need for new facilities and services.</p> <p>Goal 13: Fully implement the City's Economic Development Plan.</p> <p>Goal 14: Provide local, high wage employment opportunities for O'Fallon's residents.</p> <p>Goal 15: Expand and diversify the economic base of the City to strengthen the local economy. Focus on the attraction of "clean" business and industrial development.</p>

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

2.2 Land Use, Design, and Community Appearance

The physical design of the City is critical to both its character and appearance. Much of the City's small town character is due to the scale of the streets and the adjacent landscape, including the existing tree canopy along Highway 50. The quality of design of the public spaces in the City, such as the streets, park system, and schools, will influence the general public's perception about what is considered important to the City and its residents. Also, quality, well-designed private developments are important in creating a sense of place and community. The City should develop standards for new commercial areas, the public spaces in the community, and the downtown.

Goal 1: Maintain O'Fallon's small town community character through an increased emphasis on design issues and community appearance.

Objective 1 - Ensure that new development is compatible with adjacent uses, is of good quality, and does not create undesirable impacts (e.g., traffic, visual, noise, etc). Ensure use of attractive, well landscaped buffer strips, where appropriate. Also, encourage the incremental transition of land uses, rather than sharp, incompatible changes in adjoining land uses.

Objective 2 - Reduce the potential for dispersed commercial or industrial growth along arterials and major roadways. The "clustering" of commercial and retail uses should be encouraged closer to intersections, with transitional uses encouraged in the other areas along the roadway.

Objective 3 - Identify and develop gateways to the City of O'Fallon and important neighborhoods in the City to distinguish O'Fallon from adjacent communities.

Policy 1 - Gateways serve as a focal point, and can consist of monument structures, distinctive building designs, or unique landscaping and lighting schemes; where gateway marking is appropriate the City should consider a variety of options.

Policy 2 - New development or redevelopment applications before the City should be reviewed to determine if gateway identification would be appropriate on the project site.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 4 - Establish design review guidelines that reflect the predominant character of each of the City's neighborhoods, the Downtown, and commercial/industrial areas and apply design guidelines to new development and substantial (50% of building or increase in site) redevelopment.

Objective 5 - All commercial and industrial uses should be sited so that higher intensity uses with better quality exterior finishes are situated closer to the more visible areas as seen from the public right-of-way. Outdoor storage or loading areas should be sited away from the roadways and adequately screened or buffered.

Objective 6 - The existing tree canopy in the City, particularly along its major collector and arterial roads, should be maintained where practical. The scale and appearance of the mature trees enhances the residential, small-town atmosphere of the community. Tree plantings should be encouraged along these roads, as well as throughout the City, by both private and public entities. Specific corridor landscaping plans should be developed for each of these key areas.

Objective 7 - The use of new overhead electrical service should be limited where possible. The City's subdivision ordinance requires new electric service within new subdivisions to be buried. The provider of electric utilities in O'Fallon should submit a plan, with expenses, that would enable new developments to bury their electrical service. The feasibility of retrofitting existing overhead electrical service should also be examined in key areas, such as along both Highway 50 and State Street. These are major corridors that visually identify the City.

Goal 2: Promote and enhance O'Fallon's continued growth through encouraging densities and mixes of uses that support walking and non-motorized forms of transportation that reflect the City's scale, history, aesthetics, natural environment, and community identity.

Objective 1 - Encourage a balance of residential, commercial, and light/clean industrial growth that is beneficial to the community in terms of quality of life, employment opportunities, and revenue generation.

Objective 2 - Develop policies that encourage balanced and coordinated development through infill of vacant properties, redevelopment of existing older areas, and development of contiguous areas.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 3 - Identify appropriate locations for village and neighborhood centers that reinforce concentrations of neighborhood retail, neighborhood services, and housing at a density appropriate to the surrounding neighborhoods. A limited area should be identified for this type of use in the developing residential areas in the north of the City. *See also Goal 4, Objective 4.*

Objective 4 – While additional multi-family housing is not encouraged through this plan, ground-related housing types including townhouses, duplexes, triplexes and garden apartments as part of mixed-use neighborhoods, particularly near commercial shopping areas, may be developed.

Objective 5 - Encourage alternative transportation (i.e. bike and walking trails) connections between schools, parks, downtown, and the City's residential neighborhoods.

Goal 3: Preserve the character and stability of existing neighborhoods, encourage a balanced range of housing options, and promote the continued development of new, high quality residential developments in our growth areas.

Quality residential development is a result of coordinated growth patterns, a range of housing opportunities, and appropriate planning and site design. To strengthen existing neighborhoods and develop new, viable residential areas, the City should:

Objective 1 - Encourage the development of residential options for senior citizens of varying incomes and lifestyles, including supportive living facilities, and master planned residential communities with amenities needed and desired by that population.

Objective 2 - Maintain a strong community identity through the preservation of existing neighborhoods. Encourage the renovation of older residential units that have not been updated to meet today's market demands. Create a combination of incentives and partnerships to encourage the rehabilitation of existing housing and increase the availability of moderate-income housing in existing neighborhoods.

Objective 3 - Use planning and development regulations to protect residential neighborhoods from encroachment of incompatible activities or land uses that may have a negative impact on the residential living environment.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 4 - Continue to accommodate development of low- and medium-density suburban residential areas, and implement land development policies that promote well designed, cohesive neighborhoods that reflect market preferences.

Objective 5 - Encourage the development of some new moderately priced housing units.

Objective 6 - Discourage the extension of public utilities and services into agricultural areas to prevent a pattern of “leapfrog” or sprawl development.

Objective 7 - The City should consider various implementation techniques to provide flexibility in the review and approval of residential developments, where appropriate:

Policy 1 - Increased use of planned residential developments that allow for innovative and flexible site planning, including preservation of open space and natural features.

Policy 2 - Allowing an increase in density in selected areas, selective small lot or zero lot-line zoning, and townhouse construction. These options should be required to provide open space and other unifying amenities.

Policy 3 - Preventing the platting of new residential subdivisions in which lots have direct access to abutting arterial streets and discouraging lots fronting and accessing collector streets. Lots “backing” directly onto collector or arterial streets should be discouraged unless landscaped berms or other adequate buffering techniques are used. Landscaped buffering should be provided along arterial and collector streets adjacent to residential development with the residential developments oriented away from these major roadways.

Policy 4 - Requiring multiple routes of ingress and egress for major residential developments to accommodate emergency vehicles while ensuring that these routes are not designed to become collector routes for non-emergency traffic.

Objective 8 - In reviewing development proposals, O'Fallon should consider issues of community character, compatibility of use, environmental impact, resident security and safety, and efficient service provision.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 9 - The conversion of residential properties into multi-family or business related uses should be discouraged. This practice should be allowed only in specific geographic locations, with very tight restrictions, and where a clear hardship or unique circumstance can be proved.

Goal 4: Provide for commercial and industrial land uses that are well planned, visually consistent and compatible with neighboring areas, that are in the most appropriate location, and that are consistent with the City's economic development goals.

Objective 1 - "Strip" retail commercial centers characterized by independently sited, freestanding buildings compound problems of vehicular and pedestrian access, create a disjointed appearance, and can create conflicts with adjacent residential use. O'Fallon should attempt to limit the pattern of "strip" commercial land use, characterized by independently sited freestanding buildings, by encouraging clustering and containment of commercial and retail centers wherever possible, such as near major intersections.

Objective 2 - Highway access management measures should be encouraged on arterial or collector streets to reduce the traffic impacts of commercial centers. The use of frontage roads, combined with signalized intersections, should be encouraged where possible.

Objective 3 - Special attention needs to be focused on the older downtown retail core along State, First Street, and Lincoln. Redevelopment and infill of vacant properties should be encouraged. To encourage investment in the downtown area, the use of incentives should be explored, such as Tax Increment Financing and property tax freezes or abatements. A special service area (SSA) should also be explored as a viable means of establishing a long-term means of generating revenue to support downtown revitalization efforts.

Objective 4 - Consideration should be given to the possibility of accommodating a limited amount of neighborhood retail development and other services at several major intersections north, west, and east of the current City limits. (Potential locations are identified on the Proposed Land Use Map.)

Objective 5 - The City should focus on accommodating complementary retail uses west of the I-64 interchange along West Highway 50, in the vicinity of the St. Clair Square Regional Shopping Center, while accommodating quality neighborhood and community-level retail uses in

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

commercial areas east of the I-64 interchange. Regional and highway commercial centers would generally include Central and Regency Park, the three interchanges, and Highway 50 west of the "Spur" and between Green Mount Road and Cambridge Boulevard on the south side of the highway. A mix of neighborhood retail and offices uses would be most appropriate between Green Mount Road east to Walnut Street on the north side of the highway. Local, neighborhood retail uses would generally be focused near the downtown along State Street, Southview Plaza, Lincoln Avenue, and Highway 50 from Lincoln Avenue east to Scott-Troy Road.

Objective 6 - In the newer, undeveloped growth areas, the City should reconsider how it uses economic incentives. The City should generally require new developments to pay their own way in terms of the burden placed on the City for the provision of infrastructure and public services. A detailed analysis using uniform criteria should be used on most economic packages, although, a degree of flexibility should be retained in each evaluation.

Objective 7 - Encourage and accommodate master planned commercial and office uses near the new FAI-64/North Green Mount Interchange.

Objective 8 - Identify areas for business development and establish a business park. The area east of Scott-Troy Road and bounded by East Highway 50, Rieder Road, and Interstate 64 has been identified for the community's business/industrial park. All future light industrial, heavy commercial, warehousing/distribution, and similar operations should be directed toward this business park. Identify and market employment and business park to potential users.

Objective 9 - The area immediately surrounding the Route 158/I-64 interchange should remain a primary location for office and limited commercial uses designated to support surrounding employment.

Objective 10 - Give high priority to the processing of non-residential development applications that may lead to long-term increases in City employment, or that otherwise further the goals of this plan.

Objective 11 - Promote office and industrial development in master planned campus-like settings in designated centers.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

2.3 Public Facilities, Infrastructure, and Services

The City is experiencing steady growth, in part, because land is development ready -- the City and other authorities have put in place the infrastructure necessary for development. This is a significant advantage to the development community and may certainly provide a growth incentive. A policy of ensuring the provision of infrastructure totally at the City's expense over the long term, however, is not feasible for O'Fallon. City policy requires developer financed infrastructure provision, particularly regarding off-site impacts and effects on general city services, so that the City can preserve valuable resources and use selective infrastructure funding as an incentive technique.

It is the policy of the City that development should generally pay for the costs of utilities and infrastructure necessary for the development and that such public facilities should be completed or in place concurrent with the completion of the development, unless specifically identified public interests dictate otherwise. The City should not authorize new or expanded development in an area unless adequate public facilities already exist to serve the area or such facilities will be provided concurrently with the new development. In determining whether adequate public facilities exist or will be provided concurrently, the City shall examine the existing or concurrently proposed public facilities, including but not limited to utilities, streets, sanitary sewers, parks and open space, and schools and essential services and considering the goals, requirements, and policies listed in the City's Comprehensive Plan, enacted by Ordinance, or otherwise identified by the City.

Goal 5: To ensure the cost-effective provision of public services, facilities, and infrastructure to adequately serve O'Fallon's present and future residents and businesses.

A. General Infrastructure Policies

Objective 1 - Adhere to a policy of provision of adequate public facilities and services through the required construction or other provision of public facilities and services by the development that are sufficient in level of service to meet the demands of the proposed development.

Objective 2 - Where a proposed development is non-contiguous, the full cost of infrastructure extensions and other services must be the responsibility of the developer unless there is a significant and quantifiable public benefit.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 3 - Ensure that all public facilities and services are provided at levels of service that meet City standards and that are provided in conjunction with the designated future land use for the area. These facilities and services include water, sewer, stormwater, roads, schools, police, fire, library, and parks, and other general services.

Objective 4 - Formulate an annexation policy based upon future growth patterns, provision of public facilities and services, and suitability of land for development

Objective 5 - The City should promote installation of telecommunications systems for businesses and homes; encourage the integration of telecommuting and computing facilities along with other public services; and foster the creation of smart buildings and creation of community telecommuting centers.

Objective 6 - Develop a plan that identifies where the City wants to accommodate future wireless communication providers and other similar users.

A(1) Roadway, Street and Sidewalk System

Objective 1 - Concentrate public capital investments, such as arterials, boulevards, parks, and public services, into areas that are contiguous with currently developed land and that are currently or easily served by utilities.

Objective 2 - Allocate the costs of infrastructure extensions to the property owner or developer where development is proposed in a non-contiguous location or where a non-logical extension of infrastructure is required.

Objective 3 - Revise the City's street standards to update street widths, turning radii, sidewalk locations, intersection design, bikeways and bike lanes, and standards affecting pedestrians and develop a retrofit plan for existing facilities.

Objective 4 - Identify existing streets that are not built to either current or proposed design standards or are in a deteriorated state, and continue to identify funds for upgrades. This would be particularly true in the City's older residential core.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 5 - Develop at least one additional grade separated (overpass or underpass) rail crossing at an appropriate location in the community for emergency and safety situations.

Objective 6 - Ensure that sidewalks are provided in all residential and commercial developments to reduce vehicular traffic and to provide safe areas for pedestrians.

Objective 7 - Identify and evaluate alternatives for funding off-site road improvements, as well as other infrastructure and services, to serve new developments. These could include such mechanisms as land dedications, exactions, impact fees, excise taxes, or special service areas. Particular focus should also be given to the use of development agreements and annexation agreements to help pay for the direct and indirect costs of new development. The City should develop a systematic methodology for identifying these impacts

Objective 8 - The City should adopt and develop a schedule for implementation of the recommendations of the Woolpert Traffic Study.

A(2) Water, Sewer and Stormwater

Objective 1 - O'Fallon should promote the use of existing services or logical extensions of new transmission and collection facilities. The City should avoid investing funds where development is remote from existing infrastructure unless there is significant developer financing or a significant and measurable public benefit.

Objective 2 - Concentrate public capital investments into areas that are contiguous with currently developed land and that are currently or easily served by facilities.

Objective 3 - The City should prepare an overall stormwater management plan and implementing regulations that address the impacts of new development and mitigation of existing problem areas. The City should develop a set of comprehensive maintenance policies that seeks to minimize City responsibility, expense, and long term maintenance for stormwater detention facilities.

Objective 4 - The City should review funding mechanisms for sewer services to ensure adequacy of funding, equity of rates, and sufficiency of reserves.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 5 - O'Fallon should coordinate existing water and sewer supply, treatment, and conveying capacities to assure adequate facilities for new development, including those areas within one and a half miles (1-1/2 miles) of the City boundaries. These infrastructure capacities should be coordinated with the transportation plan.

Objective 6 - The City should continue to focus on the maintenance and replacement of facilities serving older residential and commercial sections of O'Fallon to determine what improvements will be necessary for inclusion in the capital improvements program.

Objective 7 - The City should develop and formally approve a future sewer plan.

Goal 6: Continue to provide for cost-effective, responsive public safety services that meet the needs of the community.

Objective 1 - The City should continue to evaluate the need for upgraded or improved public safety services and identify appropriate locations for the development of new facilities to accommodate future growth needs.

Objective 2 - The City should consider the needs for public safety provision in its review of development projects. These needs include but are not limited to providing adequate emergency access to buildings, and provide site specific project review for items such as safety in public parking areas, etc.

Objective 3 - The City should review development proposals for their financial impact on public safety services and for their potential demand on services. These impacts should be factored into the City's review and approval process on new projects.

Objective 4 - The use of special service area financing should be explored regarding new developments for the purpose of funding new police, emergency, and general administrative services needed to serve those developments.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

2.4 Environmental and Landscape Issues

Goal 7: Create an environmental/landscape framework plan that establishes a consistent set of goals and objectives for environmental qualities that are to be preserved and/or developed over time throughout the City.

Objective 1 - Use environmental and landscape framework proactively.

Policy 1 - Apply environmental/landscape policies in the review and consideration of all newly developed and redeveloped sites.

Policy 2 - Use environmental/landscape policies for the origination of new programs within the City relating to the development and redevelopment of parks, revegetation of roads and streets, identification of gateways, and enhancement of stormwater detention and retention areas.

Policy 3 - Create design guidelines and standards that include measures to protect and enhance the City's natural resources.

Objective 2 - Educate the community about the purposes and outcomes of the environmental and landscape policies.

Objective 3 - Developers of new residential areas should be encouraged to incorporate land for future parks as part of the development, provided the land is sited appropriately to need and is consistent with the City's Park Master Plan. As an alternative, development fees, or "fees in lieu of land" should be utilized for purchasing park land.

Goal 8: Maximize site-specific economic values of the natural landscape within the City while minimizing long-term maintenance costs of certain infrastructure components such as storm water management.

Objective 1 - To preserve the character and qualities of natural landforms and drainage patterns, storm water detention and retention strategies shall avoid destruction or disruption of such conditions wherever possible.

Policy 1 - Regional stormwater detention shall be utilized wherever practical; however, when this is not possible,

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

stormwater detention/retention shall take place on site according to applicable City standards.

Policy 2 - Where storm water management strategies meet environmental corridors, such strategies should form an extension of the corridor into the development site.

Objective 2 – Continue to require that flow-rate and velocity of post-development stormwater run-off shall not exceed the flow-rate and velocity of pre-development run-off from the site.

Objective 3 - The design of storm water management strategies should be developed to create landscape and site conditions constructed of materials that are economically sustainable including both required construction and maintenance resources.

Policy 1 - Pervious materials should be used where possible to reduce run-off and aid in natural storm water recharge into site soils.

Policy 2 - Native plant species, as defined by the Illinois Species Database or Nature's Heartland, Native Plant Communities of the Great Plains should be used where possible.

Objective 4 - Recreational conditions such as hike and bike trails, walking pathways and common open space and constructed/programmed landscapes such as outdoor theaters, plazas, or courtyards shall be integrated with storm water management facilities where possible.

Policy 1 - Active recreational uses such as sports fields may be designed to occupy the same areas as portions of the site's storm water management system.

Policy 2 - Areas which may be partially or fully flooded during peak storm water flows may be designed to serve dual recreation purposes.

Objective 5 - The combination of common open space within individual development parcels and functional components of landscape including storm water management shall be considered in development design.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Goal 9: Promote land development policies that create a direct, positive relationship between residents and the physical landscape of the City.

Objective 1 - Preserve existing landform/topographic conditions and vegetative cover within identified environmental corridors pursuant to the requirements of the land development regulations.

Objective 2 - Expand City parks to include the use of Environmental Corridors and bike lanes on specific streets to form a park network that is fully and easily accessible from all districts within the City without automobile travel.

Objective 3 - Plan and design individual parks to offer variation and intensity of use.

Objective 4 - Encourage development of additional park and recreational spaces in the northern part of the City. Two future community parks (Proposed West Community Park and Proposed North Community Park) similar in size to the existing City Park on Highway 50 should be developed to serve this growing northern area. Additionally, up to ten smaller neighborhood parks of 5-10 acres each should be developed through the city. In response to the park and recreations needs of the community, the City adopted a parkland dedication ordinance for new developments and a 3-acre minimum for all lands dedicated to the City for parks.

Goal 10: Promote land development policies that preserve the qualitative aspects of O'Fallon's natural landscape conditions, including landform and slope, vegetative cover, and natural drainage patterns.

Objective 1 - Where slope and natural drainage exists within a development site, every effort should be made to preserve landform and drainage patterns when designing the site. Excavation and fill of any identified wetland or floodplain is strongly discouraged. Projects involving these natural areas should be reviewed by the appropriate state or federal agency.

Objective 2 - Site design should minimize both on and off-site hydrologic (flooding) problems created by development.

Objective 3 - Changes in natural landform and drainage conditions should be planned to minimize impacts to existing trees and other vegetation.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 4 - Site surface disturbance should be avoided during development where possible to avoid loss of topsoil (a critical resource), prevent erosion and deposition of sediment within natural drainage ways and additional silt loading of existing stormwater systems, and to minimize the costs of revegetation.

Objective 5 - Existing vegetative cover including native trees, shrubs, groundcovers, grasses, and other flora should be preserved to the extent possible during development.

Policy 1 - Infiltration methods of drainage control and storm water management are preferred over other drainage strategies.

Policy 2 - In areas containing mature trees, changes in existing slope gradients or drainage patterns within the canopy line or drip line of such trees should be avoided.

Policy 3 - When development requires soil disturbance, topsoil should be stored on-site and reused on-site in completion of the development.

Policy 4 - An analysis of existing vegetation including the type, extent, and general health of species present should be encouraged as part of the development approval process.

Goal 11: Create alternatives to vehicular roadway connections between all City parks, schools and community institutions.

Objective 1 - Encourage the use of non-vehicular circulation system design and implementation for all projects regardless of scale or type of land use to provide alternative routes for pedestrian and bicycle traffic throughout the City.

Objective 2 - Wherever possible, paths should be designed to form a circulation system connecting to environmental corridors.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 3 - Environmental corridors should be designed to complement and intersect with paths where they exist on contiguous properties, or with planned paths identified in the Comprehensive Plan.

2.5 Economic Development

The City should work to diversify its economic base. Interviews validated the impression that the City is too reliant on sales tax generation to pay for general municipal services, making the City's economy vulnerable in the event of a national or regional downturn in consumer spending. Approximately two-thirds of the City's general fund revenues come from sales taxes. Retail and service sector jobs typically have lower wage rates, which makes it difficult to develop and sustain a balanced economic environment. Additionally, some consideration should be given to the impacts on the City of any closure or significant reduction in force at Scott AFB. While Scott AFB survived the 2006 BRAC and closure no longer appears imminent, the City should, as a long-term contingency, develop an economic diversification plan that takes into account the effects and mitigating activities related to closure.

This plan should encourage expansion from predominately retail based land uses to more of a balanced mixture of retail, service, professional, and industrial uses. A community-supported priority is the attraction of high-wage office and industrial employment including medical, transportation, assembly and technology-based businesses to the City. The City should plan for and encourage the creation of a campus-style business and professional park, as well as a master planned industrial park. Heavy Commercial and Light Industrial uses are located throughout the City, many adjacent to Single-Family Residential neighborhoods. The City should encourage the consolidation of the community's Heavy Commercial and Light Industrial uses, over time, in the Business Park land use category east of Scott-Troy Road at U.S. Hwy. 50 and I-64.

Goal 12: Promote high quality residential and non-residential development and encourage the expansion of existing commercial and industrial activities in a manner that maximizes existing City resources and minimizes the need for new facilities and services.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Objective 1 - The City must proactively develop investment and land development opportunities to encourage a balanced economic base.

Policy 1 - Encourage the growth of light industries in the City, such as high-tech production, back-office, warehousing, light assembly and manufacturing, and transportation distribution by identifying land appropriate for these types of companies and developing a plan for development of a master planned park to accommodate them. A public/private partnership will be critical in making this happen, as well as the business and professional park proposed in Policy 1.

Objective 2 - Define priority growth areas to guide future extensions of infrastructure.

Policy 1 - Plan for infrastructure provision and development of new residential growth areas, particularly west of Simmons Road and along Seven Hills Road.

Policy 2 - Plan for long-term infrastructure provision to those areas east of Scott-Troy Road to serve future business and industrial areas north and south of I-64.

Objective 3 - Develop a formal program for encouraging the retention and expansion of existing O'Fallon businesses. The City needs to identify those economic sectors, types of business, and geographic locations in need of such assistance.

Goal 13: Expand, diversify, and strengthen the City's economic base.

Objective 1 - Support economic growth that keeps pace with the City's population growth and provides balanced opportunities for residents to work and live in the City.

Objective 2 - Designate sufficient land for both commercial and industrial development through the Future Land Use Map and zoning regulations.

Objective 3 - Promote downtown development.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Policy 1 - Follow the strategies established in the O'Fallon Strategic Plan (1998) and the Main Street Strategic Plan for the revitalization of the Central Business District.

Policy 2 - Investigate and develop methods such as special assessment or tax increment financing to share the burden for new or upgraded infrastructure or redevelopment.

Policy 3 - Conduct a detailed market analysis to establish viable development "niches".

Policy 4 - Create or establish programs to assist small developers and nonprofit corporations to develop small-scale commercial projects.

Policy 5 - Encourage new community events that support Downtown O'Fallon.

Objective 4 - Consider economic benefit when establishing priorities for capital improvements.

Policy 1 - Establish economic development policy review in zoning regulations that requires a determination of financial impact for the rezoning of commercial or industrial property to residential property.

Policy 2 - Streamline the review and approval process for developments with significant positive economic impact.

Policy 3 - Include economic development benefit as a criteria for ranking proposed infrastructure projects in a capital improvements program.

Policy 4 - Develop a financial impact analysis model that can be used to evaluate the cost vs. benefits of a proposed project or incentive package.

Policy 5 - Create a one-stop center for complete support services to small businesses. Also, establish an on-going, proactive business retention and expansion program.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

Policy 6 - Clearly identify economic development incentive priorities, and follow the City's adopted Economic Incentive Policies.

Objective 5 - Develop a retail environment that relates increasingly to tourism and the importing of dollars into the City.

Objective 6 - Support businesses actively involved in community-oriented or civic activities.

Goal 14: Strengthen local employment opportunities for O'Fallon residents.

Objective 1 - Continue to coordinate with local and regional economic development agencies to help attract needed, targeted businesses to O'Fallon. Increase marketing efforts, including people and companies both in Greater St. Louis and outside the region.

Objective 2 - Take actions to maintain and improve O'Fallon's work force, including:

Policy 1 - Work with local community colleges to provide worker training and retraining that meets the needs of existing and anticipated businesses.

Policy 2 - Work with local school districts and economic development agencies to develop programs providing school-to-career readiness in support of a skilled workforce for O'Fallon.

Goal 15: Focus on the attraction of "clean" industrial development.

Objective 1 - Actively market the City's environmental qualities in order to attract "clean", non-polluting companies that will enhance the economic base.

Objective 2 - Establish site and design standards for new non-residential development that encourages preservation of natural resource areas and ensures that new development will not alter or degrade current environmental standards or place excessive burdens on local services and facilities or utility systems.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

2.6 Plan and Policy Implementation

O'Fallon has a number of tools and techniques available to implement the Comprehensive Plan. Development regulations, such as the City's zoning and subdivision ordinances, are designed to fulfill the City's policy objectives as they are stated in the Plan. All proposed development should be consistent with the plan and with the zoning, subdivision and other development regulations. The City may also employ programs to implement policies, such as a program to raise revenues to fund the construction of public facilities and infrastructure. The City should use its adopted Incentive Policies as a basis for economic development decision-making. The City should employ as many of these tools and techniques as are available to ensure that development occurs in a way that conforms to the City's vision as reflected in the Plan.

A. Annual Review and Monitoring

The City Council should review the Comprehensive Plan prior to the initiation of the budget process each year. The annual review is intended to:

1. Measure the City's success in reaching Plan goals;
2. Propose strategies to be pursued under the coming year's budget;
3. Identify unlisted strategies that will achieve Plan goals;
4. List development actions that affect the Plan's provisions;
5. Explain difficulties in implementing the Plan.

B. Land Use Amendments

The Future Land Use Map is intended to serve as a guide for public and private development and land use decisions. Land use amendments are anticipated as growth occurs and market conditions change. While land use amendments may occur more frequently than policy changes, they should not occur more than twice per year. By limiting opportunities to amend the future land use plan, the City will reduce the potential for incremental land use changes that could result in unintended policy shifts.

C. Policy Review and Amendment

To ensure that the Comprehensive Plan remains an effective guide for decision-makers, O'Fallon should conduct periodic major evaluations of the Plan goals and policies. These evaluations should be conducted every three to five years, depending upon the rate of change in the community, and should consider the following:

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

1. Progress in implementing the Plan;
2. Changes in community needs and other conditions that form the basis of the Plan;
3. Fiscal conditions and the ability to finance public investments recommended by the Plan;
4. Community support for the Plan's goals and policies; and
5. Changes in state or federal laws that affect the City's tools for implementation.

The major review process should encourage input from neighborhood groups, merchants, developers, and other community interests. The City may consider the creation of a citizen review committee. Plan amendments that appear appropriate as a result of this review would be processed according to the Plan amendment process.

D. Zoning and Subdivision Regulations Policy

The Comprehensive Plan serves as the policy direction for future development decisions. To implement the Plan, the City's land use decisions must be consistent with the Plan. The standards and provisions of the City's zoning and subdivision regulations are the primary tools for ensuring consistent implementation of the City's land use policies. Zoning regulations are necessary to control and guide site-specific land use and building construction. Subdivision regulations are designed to shape the physical character of the community as well as to require the provision of adequate public facilities.

The City should revise zoning and subdivision regulations following adoption of this Plan. The goals and policies of the Plan should be reflected in these revised land development regulations. These regulations need to be reviewed and updated on a regular basis to reflect changes to the Plan.

E. Design Standards Policy

O'Fallon should establish design standards and guidelines to ensure compatibility between adjacent uses and to reflect community design ideals. The Comprehensive Plan provides initial guidelines in the Area and Corridor Plans, but these criteria can be supplemented through the creation of a separate comprehensive design document and a set of specific design review policies adopted by the City.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

F. Development Agreements

Development agreements can facilitate development by resolving land use and infrastructure issues. Agreements can address timing, location and intensity of development, as well as the timing, location, sizing, and funding of infrastructure improvements. Well written agreements can assure the City that adequate facilities and services will be available to meet new demands, and assure developers that their investment in a project will not be lost due to some future change in City regulations or policy. The City should establish a common format and tracking system if it chooses to aggressively pursue the use of development agreements.

G. Capital Improvements Program Policy

The City should prepare, adopt, and maintain on an annual basis, a five-year capital improvements program (CIP) which prioritizes and directs resource allocation for appropriate projects including streets, water, wastewater, drainage, and parks. This should include a financing plan and a schedule for high priority projects. The CIP should also incorporate a one-year capital improvements budget. The CIP should be coordinated closely with the Comprehensive Plan since land development and infrastructure availability are so interrelated. It should also be a public document that is formally reviewed, adopted, and amended by the Mayor and City Council.

The long-range CIP is an important planning tool to ensure the City has planned the most cost effective facilities and to determine whether the City will have the capability to fund needed public facilities. The long-range CIP should reflect the size, approximate location and estimated costs of improvements needed to serve anticipated growth for the next 15 to 20 years. While the CIP is not intended to be an engineering document, it should provide enough specificity to determine which costs are required to remedy existing deficiencies and which projects will provide new capacity that will be demanded by new development. The long-range CIP should be updated at least once every 5 years or when significant changes to the base systems modify the City's long term capital investment strategies.

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

H. Official Map Policy

The City needs to adopt an Official Map and ordinance pursuant to Chapter 65 ILCS 5/11-12-6 of the Illinois Revised Statutes. The purpose of the Official Map shall be to guide the development of land within the City and within 1½ miles from the City limits regarding:

1. The location, course, and standard requirements for the size and width of streets, alleys, public ways, street lights, curbs and gutters, parks, playgrounds, and ways for public service facilities;
2. The kind and quality of material used for the construction of streets and alleys and public service facilities;
3. The location and width of proposed streets and ways; and
4. The location of storm sewers, detention, and retention facilities.

These standards should be included in the land development regulations or other appropriate ordinances adopted by the City, or reference is made to the Comprehensive Plan standards in such regulations or ordinance to ensure the standards are adopted by the City.

The Official Map shall be referred to as part of the City's land use decision-making process and the City shall use the standards to review land development applications made to the County subject to the City's extraterritorial jurisdiction. The primary purpose of this policy is to ensure that unincorporated fringe development is compatible with O'Fallon's standards. This will help ensure that these developments will meet all City standards and will not pose any present or future problems with service provision. It is particularly critical concerning water services by others (Village of Caseyville water), sewer services by others (Caseyville Township Sewer District), and roadways. Conflicts concerning water services may become a more serious problem, particularly with the Village of Caseyville's water system. In some cases, they are providing water service adjacent to O'Fallon's water lines within our growth areas. The City of O'Fallon should examine ways to mitigate this type of situation, particularly as the City expands.

I. Intergovernmental Coordination

The coordination of plans and regulations among governmental units plays a critical role in shaping the future community. A regional approach to planning can prevent disputes and costly problems associated with the provision of roads and public utilities. Expansion of water and sewer systems to serve projected growth will require

CHAPTER 2 COMMUNITY DEVELOPMENT POLICIES

coordination and negotiation with other providers. Joint planning of development patterns and improvement standards for areas immediately adjacent to O'Fallon offers benefits for cost-effective service provision and orderly community growth. O'Fallon should foster formal and informal channels of communication with the County, particularly as it concerns development in unincorporated fringe areas around the City and as it relates to Mid-America Airport. In addition, formal intergovernmental agreements should be made that specifies the O'Fallon City Land Use Plan and Zoning Ordinance will take precedence within 1.5 miles of the O'Fallon city limit, or half way to the nearby city limit, whichever is less. Any proposed development or project within this boundary must come before the City of O'Fallon for consideration and recommendations.

The 2001 Plan stated the City should consider establishing jurisdictional boundary agreements with Fairview Heights, Collinsville, Lebanon, and Shiloh. Toward that end, agreements have been formalized with Fairview Heights to the west and Collinsville to the northwest. Informal "gentlemen's" agreements exist with Lebanon to the east based on the natural boundary of Silver Creek, and with Shiloh to the south based on the physical boundary of I-64. O'Fallon is in ongoing conversations with Troy about establishing a jurisdictional boundary agreement to the north. These formal and informal jurisdictional boundaries are displayed on the following map.

CHAPTER 3 COMPREHENSIVE LAND USE PLAN

3.0 COMPREHENSIVE LAND USE PLAN

3.1. Overview

The purpose of creating a future land use map supported by goals, objectives, and policy statements is to guide future decision-making in O'Fallon to ensure that growth and land use outcomes are a result of planning and purposeful action. Although O'Fallon has gained a reputation as a community that is a desirable place to live -- because of schools, quality residential areas, public safety, and low taxes -- it is a community at a crossroads. Currently, the City has a number of positive qualities, including:

- Ease of access to St. Louis via I-64;
- Abundance of readily developable commercial sites with access to regional and local transportation system;
- Many viable, well-established neighborhoods;
- Relatively compact development pattern;
- Above-average level of police protection;
- Presence of a viable downtown and older residential core.
- Visible infrastructure in good condition;
- Strong school districts.

O'Fallon, however, has reached a crucial point in its development. Many of the current policies and practices within the community have created a visibly attractive place to live, but these same policies and practices are not healthy for the long-term sustainability of the City. Some of the City's current challenges include:

- Lack of identity or unique character, particularly along public right-of-ways;
- Lack of industry;
- Need for investment in the older portions of the City;
- Indications of an emerging sprawling development pattern; and;
- Financial and utility provision policy concerns regarding future growth and development.

The Future Land Use Map has been created to clarify important development policies and guide the City's decision-making process to reinforce preferred growth and development patterns while changing or avoiding unacceptable conditions. The Future Land Use Map focuses on the following planning issues identified by the City as important.

CHAPTER 3 COMPREHENSIVE LAND USE PLAN

Preservation of Community Character. O'Fallon has roots in the traditional Midwestern concept of community. There is a downtown business district, surrounded by single family homes which are interspersed with parks and schools. As the City has grown to include regional shopping and suburban development, it has maintained its character and identity as a community. To maintain this individuality, O'Fallon must clearly define the character of its community and follow a set of goals and objectives designed to continually reinforce local values.

Cohesive Neighborhoods. Both old and new neighborhoods have a distinct identity in O'Fallon and there is some pride in the fact that new and traditional community options are available to O'Fallon residents. To maintain the existing cohesive neighborhoods, the City must be willing to minimize the intrusion of surrounding uses. This includes uses that are clearly different, such as new industrial/employment uses, as well as seemingly compatible uses, such as the conversion of residential uses to small commercial/retail uses. In places where a number of uses already conspire to weaken a neighborhood, the Plan's goal is to determine an ultimately beneficial use for the area and achieve this use through the consistent application of City goals and policies.

Environmental/Landscape Framework. O'Fallon residents have enjoyed the City's unique physical landscape for years, but recent growth and development pressures threaten the continued existence of this local amenity. As part of the planning process, the City has identified a commitment to preserve key open spaces and create an active/passive recreation system for use by residents and tourists alike. In conjunction with maintaining community character the environmental/landscape framework will enhance the City's non-motorized transportation options and provide the general basis for an enhanced stormwater management program. Minimum open space of between 12-20% should be required with all land uses to ensure adequate green space, landscaping, recreation and civic needs of the development and the community are satisfied.

Availability of Regional Commercial Uses. Although O'Fallon has a small town character, it is also experiencing growth as a regional commercial center. One of the challenges the City faces is to preserve its character while containing some of the impacts of the large retailers on the City's perimeter. Through this Plan, the City will attempt to contain the larger commercial development areas and focus on creating a balance of employment opportunities for residents.

CHAPTER 3 COMPREHENSIVE LAND USE PLAN

To address these key issues, the City has prepared a future land use map and identified the following goals, objectives and policies. The purpose of the future land use map is to provide a guide to the location, type, and characteristics of future development throughout the City. Supporting the future land use map, the goals describe a desired future result or situation for the City. Objectives provide an approach or approaches the City and private developers will use to achieve the goals. Policies are specific actions that will be required of land development applicants to implement the goals and objectives. The goals, objectives, and policies are intended to reflect the City's adopted approach to future land use and should be considered in conjunction with any City determination regarding future development.

3.2. Future Land Use Map

The Future Land Use Map is the fundamental policy guidance component of the Comprehensive Plan. The Future Land Use Map shows the recommended configuration of future uses in O'Fallon, given current characteristics and anticipated future development potential. This Map is a guide to the preferred distribution of residential densities and their relationship to nonresidential uses. The Map responds to the compatibility of various land use categories and shows how vacant or inappropriately developed land may be best utilized or redeveloped so that O'Fallon is able to meet future development goals. The decision to locate new uses and activities in the City is based upon factors such as impact on existing development, capacity of adjacent streets, planning and design principles, and the need for compatibility between the built and natural environment.

The Future Land Use Map shows a desirable distribution of land uses in O'Fallon, but those recommendations will not become reality unless the daily decisions and implementation activities in O'Fallon support the proposed plan. The principles for development are differentiated between general land use categories and specific area issues. The recommendations should be used with a sense of flexibility; development proposals that do not exactly match the map and these principles, but reflect market place demands, should be given reasonable consideration so long as they do not present significant new public service burdens on the community or hinder community development goals.



CHAPTER 3 COMPREHENSIVE LAND USE PLAN

3.3 2006 Land Use Categories:

The Future Land Use Map contains the following residential and non-residential land uses and development densities. The land uses are categorized according to their individual attributes and the potential impacts they have on adjacent properties and uses. Appropriateness of uses or projects for each category will be based on a number of factors, including natural areas, sensitive adjacent land uses, transition densities from one land use category to another, and the general framework outlined in the plan and supporting materials. These uses may be contained in separate districts or in separate special or planned use classes within the zoning code.

Table 3.1

Land Use		
<i>Description</i>	<i>Density</i> <i>(Calculated on Gross Area)</i>	<i>Proposed Uses</i>
Agriculture/Open Space	As currently exists or recommended by the Environmental Framework Plan.	-Agriculture -Private Parks & Playfields -Riparian Corridors
Associated Zoning District(s): A; Agricultural uses, active and passive private parks and playfields, and open space/riparian corridors without public access; includes FEMA designated floodplains, designated wetlands, drainage areas, and any other lands to be preserved for private open space purposes.		
Rural Residential	No more than 1 dwelling unit per acre.	-Agricultural -Single Family detached -Neighborhood Commercial will be considered as a planned use at rural intersections.
Associated Zoning District(s): A new zoning category will be needed to preserve Rural Residential areas; Incorporate existing environmental conditions into design criteria to preserve rural character, large lot development, some available infrastructure, rural roads; clustering of homes may be permitted in planned developments in conjunction with open space preservation and access to sanitary sewers; continued agricultural uses.		
Single Family Residential	No more than 3 dwelling units/acre.	-Single Family detached -Clustered home subdivisions will be considered as a planned use.
Associated Zoning District(s): SR-1, SR-1B; Typical suburban character, medium sized lots in subdivisions, full infrastructure availability and sewer connection required, residential streets; clustered single family homes allowed in planned developments, particularly in conjunction with open space preservation.		



CHAPTER 3 COMPREHENSIVE LAND USE PLAN

Table 3.1

Land Use		
<i>Description</i>	<i>Density (Calculated on Gross Area)</i>	<i>Proposed Uses</i>
Neighborhood Residential	No more than 7 dwelling units/acre.	-Single Family detached
Associated Zoning District(s): SR-2, SR-3; Older type, urban, single-family neighborhoods with smaller lot sizes; may include a mix of residential styles and types; full infrastructure availability and sewer connection required; residential streets; attached villas may be permitted through the planned use process; villas defined as non-stacked, zero lot line/common wall construction with two or more dwelling units (includes "duplexes"); home ownership is encouraged.		
Multi-Family Residential	No more than 10 dwelling units/acre.	-Single Family detached in planned developments -Single-Family attached (villas/townhomes) -Apartment -Mobile Home parks and subdivisions
Associated Zoning District(s): MR-1, MR-2, MH-1, MH-2; Large lots with a mix of multi-family styles and types; full infrastructure availability and sewer connection required; residential and collector streets; buffer between single-family residential and non-residential uses; single ownership of the development or unified, perpetual control and maintenance of the entire development is encouraged.		
Institutional	As determined on an individual project basis, compatible with surrounding zoning	-School -Hospital -Church -Government Facilities -Nursing Homes -Civic Institutions -Not-for-profit organizations
Associated Zoning District(s): All; Existing public and quasi-public uses; those facilities that serve residential areas (such as branch libraries, post offices and schools) should be grouped together; all public/institutional facilities should have access to arterials, public transportation and major utility trunk lines; uses are not prohibited in other categories if applicable zoning and design criteria are met. In the absence of an Institutional use, Single-Family Residential is an acceptable alternative land use.		



CHAPTER 3 COMPREHENSIVE LAND USE PLAN

Table 3.1

Land Use		
<i>Description</i>	<i>Density (Calculated on Gross Area)</i>	<i>Proposed Uses</i>
Office/Service	Suggested FAR for new commercial and office .33; Existing commercial FAR .21; Downtown FAR 1 to 2; Office Park FAR .25.	-Professional Office -General Business Office & Ancillary uses -Light Retail -Office Park
Associated Zoning District(s): O-1; General office activities such as professional offices, financial institutions, business services, and ancillary light retail; planned office designation should apply when a proposed development adjoins a residential or natural area, larger project areas, or adjacent sensitive uses; planned designation may be utilized in residential areas that are transitioning to a more intense use with limited signage, parking, employees, and the preservation of existing structures and landscaping.		
General Commercial	Suggested FAR for new commercial and office .33; Existing commercial FAR .21; <u>Downtown</u> FAR 1 to 2	-Community retail -Personal, professional, and business services -Public/institutional uses -Office (ancillary)
Associated Zoning District(s): B-1, B-2; The scale and character of the development should be compatible with the surrounding area; architectural, urban design, and landscape plans will be required to ensure community character is maintained; general commercial activities such as retail sales and services, restaurants, and convenience stores, office uses, and general business services at key intersections and corridors; planned commercial developments should be considered where areas to be developed are near a residential area or other natural/sensitive use; access control, additional landscaping, buffering, and monument signage is required when appropriate. <u>Downtown</u> : O'Fallon Main Street designated boundaries for mixed use development with 1 st Floor Commercial/Service and 2 nd Floor Residential/Office; medium high-density residential and small offices over community oriented commercial uses, specialty retail, and public/institutional uses.		
Regional Commercial	Suggested FAR for new commercial and office .33; Existing commercial FAR .21	-Regional retail -Restaurant -Hotel/Conference Center -Entertainment/Recreational facilities -Office (ancillary)
Associated Zoning District(s): B-1; Regional commercial activities such as retail sales and services, restaurants, hotels, general convenience stores, entertainment and recreational facilities in a regional/highway-based setting; also includes most office uses and general business services; includes heavy traffic and lighting generators, big box, dealerships, entertainment, fast food and sit-down restaurants, theaters, and outdoor merchandise display.		



CHAPTER 3 COMPREHENSIVE LAND USE PLAN

Table 3.1

Land Use		
<i>Description</i>	<i>Density (Calculated on Gross Area)</i>	<i>Proposed Uses</i>
Heavy Commercial	Suggested FAR .25	-Contractor Yards -Dairies -Storage Facilities
Associated Zoning District(s): B-2; Recommended building types are concrete, masonry, and tilt-up. Outdoor storage is allowed with appropriate fencing and landscaping.		
Business/Industrial Park	Suggested FAR .25	-Light Manufacturing/Assembly -Warehousing/Distribution -Contractor Yards -Dairies -Storage Facilities -Corporate/Technology Park
Associated Zoning District(s): O-1 (P), B-1 (P), B-2 (P), I (P), PUD; Recommended building types are concrete, masonry, and tilt-up. Environmentally "clean" light manufacturing and assembly operations; transportation and distribution related uses, corporate campuses and technology businesses performing research and development, and associated administrative functions.		
Neighborhood Commercial District	Planned developments at a primary intersection up to 8 acres and/or 40,000 s.f. of total floor area. The maximum development in any one quadrant is 4 acres and/or 15,000 s.f. of total floor area.	-Neighborhood retail -Personal, professional, and business services -Public/institutional uses -If no acceptable planned Neighborhood Commercial developments are proposed, the preferred land use is identified by the underlying land use district.
Associated Zoning District(s): B-1, B-1 (P), PUD; Neighborhood Commercial uses are to be planned in and near the residential areas of the City; located at the intersection of collector and/or arterial roadways; low intensity commercial uses intended to serve nearby residents; may be mixed with residential uses; potential uses include limited retail, business, professional and personal services, financial services, dental or medical services, day care, food or drug sales, postal or mailing services, schools and churches; prohibits gas pumps; the scale and character of the development should be compatible with the surrounding residential neighborhoods; detailed architectural, urban design and landscape plans will be reviewed to ensure neighborhood character is maintained; public improvements, open space, or other amenities may be required to mitigate effects of these non-residential uses in essentially residential neighborhoods. Building height is limited to two stories.		



CHAPTER 3 COMPREHENSIVE LAND USE PLAN

Table 3.1

Land Use		
<i>Description</i>	<i>Density (Calculated on Gross Area)</i>	<i>Proposed Uses</i>
Regional Mixed Use District	Planned developments within an area defined as a 1/4 th -mile radius from the primary intersection (up to 125 total acres)	-Neighborhood or Community Retail -Restaurant -Entertainment/Recreational facilities -Office -Hotel/Conference Center -Institutional -Residential
<p>Associated Zoning District(s): B-1 (P), PUD; Mixed-use development is characterized by three or more revenue-producing, mutually-supporting uses (retail/entertainment, office, residential, hotel, and/or civic/cultural/recreation), physically and functionally integrated, and in conformance with a coherent plan.</p> <p>Community Mixed Use is characterized by Service/Convenience Retail and Specialty Retailers (primarily apparel, household and specialty goods, restaurants, and entertainment), unique architectural design, and overall shopping ambiance oriented to both neighborhood (5 to 10 minutes) and community/regional patrons (up to 30 minutes). These areas were determined based on their location at the intersection of two major thoroughways; ease of access; appropriate site size and dimensions; adjacency to supportive, compatible, or adequately buffered uses; and capacity to meet the City's future community mixed-use needs. Future locations could be considered in Downtown and adjacent to Regency Park.</p>		
Park	As currently exists or recommended by the Environmental Framework Plan and Park Master Plan	-Public Parks -Trails -Greenways
<p>Associated Zoning District(s): All; Active and passive public parks, trails, and open space corridors with public access; may include FEMA designated floodplains, designated wetlands, drainage areas, and any other lands preserved for public open space purposes.</p>		

CHAPTER 4 NATURAL AND MAN-MADE FEATURES

4.0 NATURAL AND MAN-MADE FEATURES

4.1 Introduction

This section analyzes O'Fallon's development capacity through investigation of its natural and man-made features. Knowledge of physical features such as slope, soil, and drainage conditions indicates areas of opportunity and constraint. The city's infrastructure (major utilities and roads) as well as its public facilities and land use patterns portray various operational systems. A synthesis of this information provides the city with a basis to make balanced decisions regarding civic improvements and future growth.

4.2 Topography

Gently rolling hills characterize O'Fallon and its planning area's topography. The vast majority of land area has gentle to moderate slopes (0% to 8%). Moderate (8% to 15%) and steep slopes (above 15%) occur along the major creeks and their tributaries. Future development along Engle Creek, Rock Spring Branch, Ogles Creek, and the FPA expansion area may encounter added costs due to mitigation of potential problems created by slope conditions. Areas of steep slope form significant limitations on development. These areas are depicted in the enclosed Natural Features Map.

Most of O'Fallon proper sits at 550 feet above mean sea level, while the planning area ranges between 430 feet and 600 feet. The high point, 598 feet, falls in the northwest corner of the planning area along Old Collinsville Road approximately four-tenths of a mile north of Milburn School Road. An area north of O'Fallon's sewage treatment facility represents the low point at 434 feet.

4.3 Soils & Undermined Areas

Factors influencing soil quality with respect to development include slope, permeability, shrink-swell characteristics, corrosive potentials, load bearing capacities, wetness, and drainage characteristics. Most prevalent soils within the planning area appear well drained, having been formed in loess on the upland till.

Fayette and Muscatine soil associations represent the most common soil classifications. Soils within the Fayette Association are well drained at gentle to very steep slopes. The Muscatine-Tama soils appear well

CHAPTER 4 NATURAL AND MAN-MADE FEATURES

drained to somewhat poorly drained at nearly level to sloping inclines. Overall, these soils pose few problems for development.

The areas of probable limitations on development lie primarily along the creeks. Steep slopes and severe erosion characterize these areas. Wakeland soils, found on bottom lands within the flood plain, consist of nearly level, somewhat poorly drained soils that formed in silty alluvial sediment.

Other areas that pose probable development limitations include spoil areas for underground coal mining operations ("gob piles") and physical depressions in upland and prairie areas. The western portion of the City is notably undermined. Reclamation of the former St. Ellen's mine site southwest of the Ridge Prairie Heights subdivision has gained new potential for development. A significant portion of the planning area consists of undermined land. From the mid- 19th century to the mid-20th century, the area witnessed active coal mining operations. Within the O'Fallon planning area, undermined areas cover a large portion of land west of the Illinois Terminal tracks and south of Milburn School Road. Other undermined tracts lie situated east of downtown O'Fallon along the CSX Railroad tracks. Development on undermined property risks subsidence requiring evaluation on a site-by-site basis. Known subsidence activity has occurred near Elm and Orchard Streets, O'Fallon Lumber at the corner of Cambridge Boulevard and West Highway 50, and near the Sonic Restaurant. Any development proposed for these areas should have geotechnic reports prepared prior to construction activity to minimize the likelihood of future damage. Subsidence areas are depicted on the enclosed Natural Features Map.

4.4 Drainage, Hydrology, and Stormwater

Natural drainage in O'Fallon is conducted primarily through the Kaskaskia River Basin. The planning area falls within the Silver Creek and the Richland Creek Watersheds. Engle Creek and Rock Spring Branch form the Engle Creek Sub-watershed. Ogles, Upper Richland, and Upper Silver Creeks, in addition, serve the larger planning area as natural stormwater drainage conduits.

No methods of stormwater detention were required before 1977. Detention ponds and storm sewers have been used in new subdivisions. City development codes require detention be provided on all new residential and commercial development. Regional detention is preferred, however, sometimes it must occur on a site by site basis. Some older areas have storm sewers, but are considered generally undersized.

CHAPTER 4 NATURAL AND MAN-MADE FEATURES

The 100-year flood plain, as marked by the Federal Emergency Management Agency (FEMA), closely follows the four major creeks. In the planning area's eastern portion, a large marsh surrounding Silver Creek also remains subject to flooding. City Ordinance No. 1030, "Flood Hazard Management Regulations", governs development within the 100-year flood plain. Essentially, the ordinance guides usage pertaining to floodways, water and sewage utilities, new construction and substantial improvements, and subdivision development all within the 100-year flood plain. Development in the floodplain and along riparian areas is discouraged, as discussed elsewhere in the plan. Flood prone areas are depicted on the enclosed Natural Features Map.

Stormwater Master Plan

In 2003, the City of O'Fallon retained the consulting engineering firm of Black & Veatch to develop a Stormwater Master Plan and associated stormwater Capital Improvement Plan. Findings of the report and recommended projects can be found in Chapter 6.

4.5 Airport Constraints

Scott Air Force Base and MidAmerica St. Louis Airport are situated immediately south and east of the City of O'Fallon. Together, this joint-use airport complex provides two parallel runways for military and civil aircraft operations. Portions of O'Fallon lie within the airport complex's accident potential zones, high noise contour areas, and height limitation areas. In 1999, the City adopted an ordinance implementing airport zoning regulations (Airport Environs Overlay District) relating to these areas for the "prevention of the creation or establishment of airport hazards and aircraft noise".

Two areas in O'Fallon (not located on Scott AFB or MidAmerica Airport property) subjected to these zoning regulations are located west and east of Illinois 158 (Scott-Troy Road), north of I-64. The area west of Illinois 158 is a developed area generally zoned SR-2 Single Family located north of I-64, west of Shiloh's N. Main Street, and south of U.S. 50. This area contains a portion of Accident Potential Zone (APZ) II and lies within the 65 to 70 Ldn noise contour.

The area east of Illinois 158 is an undeveloped, unincorporated area generally zoned County A—Agriculture and O-3 Airport Overlay located north of I-64, east of Illinois 158, south of U.S. 50, and west of Rieder Road. This area contains portions of APZ I and APZ II, and lies within noise contours between 65 and 80 Ldn. Limitations on the future development of this area include the height of structures on the land, the use of the land compatible with airfield operations, and the possible mitigation of aircraft noise on new structures.

CHAPTER 5 TRANSPORTATION PLAN

5.0 TRANSPORTATION PLAN

5.1 Introduction

The accommodation of projected growth necessitates the continued expansion of O'Fallon's street system. The number of streets being constructed as result of private development has dramatically increased, as has the City's subsequent responsibility for their long-term maintenance and repair.

The city's arterial system is generally in place; however, priority must be given to completing the collector streets in order to maintain orderly traffic flow throughout the City. Completion of a basic grid pattern of collector streets is needed. While the north-south street network is generally in place, the east-west connections through the City are incomplete. There are also a number of places where existing local streets are 'stubbed' into adjacent, vacant land, and these connections should be made when the adjoining property develops. Ideally, the City's proposed road network should complete a grid of streets at roughly one-mile intervals in order to provide good circulation throughout the City. Additionally, the City should consider a Northeast Quadrant traffic study (east of Seven Hills Road) to evaluate the potential roadway network that could be developed as this rural area begins to grow.

The following recommendations build upon the framework created by previous plan updates, recommendations by the city's engineering department, a traffic study done by Woolpert in 1998, and the recent Transportation Plan by Crawford, Bunte, and Brammeier (CBB). The Transportation Study by CBB in November of 2005 evaluated the City's existing transportation network and made recommendations concerning needed short-term and long-term transportation improvements. Each of these projects will have some impact on adjoining land uses. Land use planning and transportation planning are inextricably interconnected, with each one affecting the other. Where new roadways are proposed, future land use is considered in some detail, with both existing and future land use classifications outlined in the appropriate sub-area plan. Below is a summary of the study recommendations.

CHAPTER 5 TRANSPORTATION PLAN

5.2 Key Recommendations

Short Term (2005-2010) Projects

1. Railroad overpass at a location to be determined (submitted for funding to State's Rail Access Program).
2. Ashland Avenue Extension – Old Collinsville Road to Central Park Drive.
3. Old Collinsville Road – North of Frontage Road to north of Milburn School Road reconstruction and expansion to 3 lanes.
4. Extend Chesapeake Junction to Porter Road.
5. Realignment of Pausch Road.

2010 Projects

- 1) Improvement at State Street and West Highway 50.
- 2) Cambridge Blvd. – N. Greenmount Road to Regency Drive extension.
- 3) Construct a road linking Madison Street with Juniper Drive.
- 4) Milburn School Road – Old Collinsville Road to Simmons Road reconstruction.
- 5) O'Fallon-Troy Road – Lincoln Avenue to Scott-Troy Road reconstruction.

Recommendations from the Northwest Quadrant Transportation Study:

- 6) Construct Road "A" (a new north-south minor arterial connecting Bethel School Road to Oberneufemann Road).
- 7) Construct Road "C" (a new major collector connecting Old Collinsville Road and Windsor Creek Subdivision).
- 8) Construct Road "E" (a new local road connecting O'Fallon-Troy Road and Windsor Creek, Knolls, and Milburn Estates subdivisions).
- 9) *Simmons-Porter Road and Venita Drive* – Construct a railroad overpass and associated roadways.
- 10) *West Highway 50* (Hartman Lane to Old Collinsville Road) - Resurface.
- 11) *State Street* (W. Hwy 50 to Seven Hills Road) – Evaluate need for a traffic signal at State and W. Hwy 50. Also, construct a bi-directional lane from W. hwy 50 to east of Oberneufemann Road.

2025 Projects

- 1) Intersection improvements at Hartman Lane and Central Park Drive.
- 2) North Lincoln Avenue reconstruction (East Highway 50 to O'Fallon-Troy Road).

CHAPTER 5 TRANSPORTATION PLAN

- 3) Upgrade Bethel School Road and widen to 5 lanes.
- 4) Upgrade Milburn School Road and widen to 5 lanes.
- 5) Widen Old Collinsville Road to 5 lanes and construct an interchange at I-64.
- 6) Widen Greenmount Road to 5 lanes from I-64 to Highway 50.
- 7) Construct new interchange at I-64 and Rieder Road.
- 8) Improve Rieder Road.
- 9) Improve Bowler Road.
- 10) Improve Witte Road.

Recommendations from the Northwest Quadrant Transportation Study:

- 11) Construct Road "B" (a new minor arterial connecting Bethel School Road to Milburn School Road).
- 12) Construct Road "F" (a new major collector serving Old Collinsville Road and Road "A").
- 13) Construct a local street Commerce Drive (East Highway 50 to Township Line Road) north-south through the proposed Business Park.

Improvements to IDOT Maintained Roadways:

- 1) West Highway 50 (Walnut to I-64) – Widen to five lanes.
- 2) West Highway 50 (Lincoln Avenue to Walnut Street) – Add bi-directional turn lane.
- 3) East Highway 50 (Scott-Troy Road to Seven Hills Road) – Construct shoulders and ditches.
- 4) Design and construct Gateway Connector.

Other Road Improvement Recommendations Include:

- ONGOING: Require transportation feasibility and cost benefit studies/plans for major projects to reflect current traffic, road improvements, land use and growth trends.
- The construction of a road linking Madison Street with Juniper Drive. This will provide need access to Hinchcliff School and Hesse Park for neighborhoods to the east, which presently have no direct access to these important community facilities.
- Introducing a local street from Commerce Drive (O'Fallon Industrial Park) that extends southward from East Highway 50 to Township Line Road. In addition, Township Line Road should be upgraded and extended to Route 4. This proposed road would provide access for planned commercial, office, and industrial developments within the northeast quadrant of I-64 and Route 158.

CHAPTER 5 TRANSPORTATION PLAN

Functional Classification of Roadways

To better review and evaluate the City's road system, the streets have been classified into functional categories. The Functional Classification System, as defined by the Department of Transportation, is a system used to categorize the design and operational standards of roadways according to their purpose in moving vehicles. The classification system adheres to a hierarchical structure to describe the operation of roadways within a transportation system. A higher functional classification implies higher traffic capacity and speeds, and typically longer traveling distances. The hierarchy of street types in descending order includes Interstate/Freeways, Arterial, Collector and Local. The functional roadway classifications are as follows:

Interstate/Freeway

An interstate or freeway is a major roadway designed for relatively uninterrupted, high volume, high-speed traffic movement between urban centers and across the region. There are no traffic stops on this level of roadway and access is limited, with access provided only by grade-separated interchanges. Interstates are not intended to provide direct access to adjacent land.

Arterial

Arterials are primarily intended for medium to high volume, moderate speed traffic between major activity centers. Access to abutting property is subordinate to major traffic movements and is subject to necessary control of entrances and exits. Arterials provide alternative routes to and from freeways and interstates and usually provide linkages to cities, towns and villages.

Collector

This level of roadway collects and distributes traffic to/from arterial streets. They are intended for low to moderate volume, low speed, and short length trips while providing access to abutting properties. Commercial/industrial collector streets may be constructed to higher standards in order to serve truck traffic.

Local

A roadway for low-volume, low-speed, and short-length trips to and from abutting properties is generally classified as a local road. Its primary purpose is to provide access between abutting properties and roads of higher functional classifications.

CHAPTER 5 TRANSPORTATION PLAN

Major Roadways in O'Fallon, By Type

Current Highways:

- Interstate 64
- East and West Highway 50

Current Arterial Streets:

- Troy-O'Fallon Road
- Scott-Troy Road
- Old Collinsville Road
- Frank Scott Parkway
- Green Mount Road

Current Collector Streets:

- State Street/O'Fallon Spur
- Hartman Lane
- Oberneufmann/Porter/Simmons/Venita Roads
- Milburn School Road
- Kyle Road
- Smiley Street
- Seven Hills Road
- Third Street/Cambridge Boulevard
- Old Vincennes Trail
- Hawthorne Drive
- Central Park Drive
- Illini Drive
- Regency Park Drive/Pierce Blvd./Dartmouth/Edgewood
- Deer Creek Drive
- Fairwood Hills Drive
- Walnut Street
- Thornbury Place
- Wildwood Lane
- St. Nicholas Drive
- Wesley Drive
- West Madison Street
- Timber Creek Road
- Reider Road

Modifications to Functional Roadway Classifications

The following table summarizes the roadway classification petitions submitted by the City of O'Fallon to the East-West Gateway Council of Governments in 2005. All changes have been made with the exception of Regency Drive.

CHAPTER 5 TRANSPORTATION PLAN

5.3 Other Transportation Issues

CSX Railroad

The railroad tracks currently bisect the City along State Street. Currently, CSX Railroad owns the tracks. Trains pass through the City approximately 12 times a day transporting items such as grain and automotive products. The closest piggyback terminal to the City is 15 miles away. There is a spur located at State Street and Karl Place.

Bi-State & MetroLink

The growth of O'Fallon combined with immediate interstate access has made the City an attractive, vital transportation area. Public transportation alternatives in and around the City are providing commuters with alternatives to driving. The expansion of MetroLink into St. Clair County may make it more marketable for people to live in Illinois while still working in St. Louis or in communities' further west.

The public bus system also provides a viable transportation alternative within Metro-East communities and commercial centers. With more than 300 passengers each day, the local O'Fallon line is the fastest growing bus route for the district. The entire bus system provides more than 40 opportunities a day for O'Fallon residents to board the bus somewhere in O'Fallon. The district would like to expand its ridership to teenagers who do not have their license or use of a car as a way to increase their mobility to work or shop within the community.

The Shiloh-Scott AFB Station of the MetroLink light rail system opened in June of 2003, providing access to the regional transit system serving Southwestern Illinois and St. Louis, Missouri. This station currently serves as the last stop in St. Clair County, with a future extension planned to the MidAmerica Airport terminal near Illinois 4 in Mascoutah. The Shiloh-Scott AFB Station, located in Shiloh, is the primary station for O'Fallon residents choosing MetroLink for their workday or special event transportation. The Shiloh side of the station area provides 645 parking spaces and the secured Scott AFB side provides 421 spaces.

In 2003-2005, the Shiloh side averaged 190 vehicles per day and the Scott AFB side averaged 75 per day. Average weekday boardings were 922 at the Shiloh-Scott AFB MetroLink Station, reflecting a large walk-on/walk-off ridership on the Scott AFB side of the station.



CHAPTER 5 TRANSPORTATION PLAN

Since the opening of St. Clair County's original MetroLink extension in 2001, the St. Clair County Transit District (SCCTD) has discontinued service at two of its former three park-n-ride stations in O'Fallon. SCCTD still maintains a parking lot with bus service in downtown O'Fallon at the Depot.

The construction of the Depot project in downtown O'Fallon was completed in May 1999. The Chamber of Commerce has relocated its office to the new Depot. With the opening of the Depot, Bi-State has begun an O'Fallon shuttle service providing service to local schools, medical facilities, shopping centers and the depot. The City also currently funds a DARTS program that provides transportation for the disabled and elderly that have difficulty being serviced by traditional bus routes.

CHAPTER 6 MAJOR UTILITIES

6.0 MAJOR UTILITIES

6.1 Water System

The City of O'Fallon operates its own water distribution system. All developed areas within the city receive potable water, and water mains generally follow arterial or collector roads.

The O'Fallon water system purchases water from Illinois-American Water Company to service over 16,000 water customers. The service area for water includes the majority of Fairview Heights, O'Fallon, and surrounding unincorporated areas.

Illinois-American supplies water to the O'Fallon distribution system at Illinois-American's French Village Pump Station located at the intersection of Illinois State Route 160 and St. Clair Avenue on the western edge of Fairview Heights. Additionally, Illinois-American provides to O'Fallon at a meter pit located east of the Metro-Link Station adjacent to Route 161 from their Edgewood Pump Station located in E. St. Louis. The water main from Illinois-American's French Village Pump Station is boosted by O'Fallon's French Village Pump Station located north of St. Clair Avenue approximately 2,400-feet east of Illinois-American's French Village Pump Station. The Edgewood feed is not boosted. Both feeds join near the intersection of Lincoln Highway and Old Lincoln Highway in Fairview Heights. From there water feeds the Fairview Height neighborhoods, the St. Clair Mall elevated storage tank and O'Fallon.

In 2005, the system supplied 1,502 MG of water, which equates to an average daily demand of 4.12 MGD. Peak day demand approached 7.5 MGD. Equalization and fire storage requirements are provided by five separate storage tanks with a total capacity of 3.0 MG. The storage tanks are located at St. Clair Square Mall (elevated, 0.5 MG), East State Street near Behrens Street (elevated, 0.5 MG), and Seven Hills Road near Moye Elementary School (elevated, 0.5 MG), and two ground storage tanks at the City's Public Works Compound on West State Street (ground tanks, 1.0 & 0.5 MG). The pump at the O'Fallon French Village Pump Station is driven only by electrical power. The pumps at the Public Works Compound Booster Pump Station are driven electrically by a commercial feed with a back-up diesel fuel-powered generator. The St. Clair Square storage tank primarily services the Fairview Heights area. The remaining four tanks service the O'Fallon area. In 2006 and 2007, O'Fallon will build a new French Village Pump Station and two

CHAPTER 6 MAJOR UTILITIES

additional elevated storage tanks (each 1,000,000 gallon capacity). One of the tanks will be in O'Fallon in the vicinity of the I-64 corridor. The second will be in the vicinity of Milburn School Road and Pausch Road.

According to the St. Clair County and O'Fallon Comprehensive Plans, growth within the O'Fallon-Shiloh growth corridor is occurring in the residential, commercial, and industrial sectors. Future commercial development will continue to increase along the I-64 corridor, particularly at the new I-64 interchange at Green Mount and I-64/HWY 158 interchange. The Highway 50 corridor should also see an increase in commercial development as existing parcels are developed. Future industrial development has also been identified along the I-64 corridor east of Scott-Troy Road and along the CSX Railroad tracks. When large water users or industrial-type development occurs, O'Fallon should analyze what demands and limitations these projects could produce regarding water supply, wastewater generation, transportation, etc.

Projections from Burns & McDonnell, Inc. in November 1996, (consultants for the City), predicted a population increase in the entire system from 33,881 in 1995 to 52,133 in 2016. These projections look at the demand for the entire water distribution system, not specifically at O'Fallon. Average day demands are projected to increase from around 4.0 MGD to 6.52 MGD. The water system capital improvement plan recommended by Burns and McDonnell in 1996 assumed a high growth projection for the City. The high series growth was based on the population projection information provided in the O'Fallon 1993 Comprehensive Plan. That plan was designed to correct existing deficiencies and meet future water demands. At this time most of the recommendations in that report have been incorporated into the water system. Burns & McDonnell are currently updating data used in the 1996 report and will provide that to the City in 2006. The new report will provide projections for the entire water system and include general cost estimates for the implementation of future improvements.

Future system boundaries have been identified as Highway 161 on the west, FPA expansion limits on the north, Reider Road on the east and approximately Thouvenot Lane/Old Shiloh Road on the south. While these bounds approximately represent both the existing and anticipated future limits of the system, the build out is limited to the far outlying areas. Demands located a significant distance from the pressure/storage centers challenge the capabilities of the existing distribution system; hence, the need to look at future infrastructure needs.



CHAPTER 6 MAJOR UTILITIES

6.2 Sanitary Sewer System

The facilities planning areas (FPAs) of both the O'Fallon Sanitary Sewer District and Caseyville Township Sanitary Sewer District are well defined at this point in reference to how both will serve the existing and future development of O'Fallon. Developments west of the interstate, Simmons Road and Witte Road will be serviced by Caseyville Township. Expansions of the sewer system within the Caseyville Township Sanitary Sewer District and O'Fallon's will be driven by development. The facilities planning area (FPA) for the City's sanitary system is proposed for expansion into Madison County.

The two existing main sanitary sewer trunks serving O'Fallon within the O'Fallon Sanitary Sewer District follow Engle Creek and its Rock Spring Branch, respectively. The larger trunk, Engle Creek line (30-inch), serves the city's northern portions. The smaller trunk (21-inch) collects waste from southern and eastern areas. The city-operated system has a treatment plant and with large lagoons for overflow capacity outside the current city limits at the confluence of Engle Creek and Silver Creek. Wastewater generated in areas in the City served by the Caseyville Township Sanitary Sewer District System are treated at their plant on Ecology Drive in O'Fallon near Old Collinsville Road.

In recent years, the O'Fallon system has expanded along with the city's growth. The treatment plant has accepted sewage from the Village of Shiloh without exceeding capacity levels. In 1997, the City of O'Fallon completed a significant expansion of its wastewater treatment plant located on Reider Road, north of East Highway 50. The following illustrates the plant's capacity:

Average Daily Flow	5.61 MGD*
Maximum Daily Flow	13.14 MGD*

*MGD = Million Gallons Per Day

Maintenance of the collection system is also a significant concern for the City. Infiltration poses a recurrent problem in older areas of the city where aged sewer pipes allow leakage, creating back-ups in the system. The City has developed an on-going program for improving the sanitary sewer system in the older parts of town to alleviate some of these problems, as well as to help maintain the viability and attractiveness of the older core of the City.

CHAPTER 6 MAJOR UTILITIES

Recommended Sewer System Improvements

The following projects have been identified for the City of O'Fallon regarding sanitary sewer service.

1. Further expand the O'Fallon Facility Planning Area (FPA) to the identified 7,500-acre area in Madison County north of the current FPA boundary.
2. Construct a Northeast Interceptor Sewer.
3. Construct a Southeast Interceptor Sewer.
4. Construct an O'Fallon FPA expansion area Interceptor Sewer System.
5. Construct a Northeast Area Terminal Lift Station and Force Main.
6. Construct the Southeast Area Lift Station and Force Main.
7. Construct a limited number of minor Force Mains.

6.3 Stormwater Sewer System

In 2003, the City of O'Fallon retained the engineering firm of Black & Veatch to develop a Stormwater Master Plan and associated Stormwater Capital Improvement Plan. During analysis, the consulting firm analyzed 320 potential problems using a Stormwater Priority Ranking Form. The result is a prioritized list of the top 23 Stormwater Improvement Projects recommended for completion. The projects are listed in the table below.

City of O'Fallon Stormwater Master Plan Recommended Projects		
<i>Ranking</i>	<i>Project #</i>	<i>Project Location</i>
1	System E	Southeast City Center Sub-Area
2	System B	Southwest City Center Sub-Area
3	Study Area 4	Red Fox Trail and Amberleaf
4	System H	Northeast City Center Sub-Area
5	Study Area 10	Bristlecone Drive
6	Study Area 8	Estate Drive and Lee Drive
7	Study Area 13	West Madison Drive and West Nixon Drive
8	System F	Northeast City Center Sub-Area
9	EC-6	North Seven Hills Road
10	Study Area 9	Fontaine Bleau
11	System C	Northwest City Center Sub-Area
12	Study Area 7	St. Nicholas Drive
13	Study Areas 5 & 6	Jackson St., Wesley Dr., Lakeshore Dr.
14	Study Area 14 – Phase I	Westfield Dr., Susan Ct., Holiday Dr.
15	EC-2	Neighborhood near Persimmon

CHAPTER 6 MAJOR UTILITIES

16	EC-1	Neighborhood South of W. State St.
17	EC-3	Glen Hollow Road
18	Study Area 14 – Phase II	Westfield Dr., Susan Ct., Holiday Dr.
19	Study Area 12	Mulberry Lane
20	System G	Northeast City Center Sub-Area
21	System A	Southwest City Center Sub-Area
22	Study Area 14 – Phase III	Westfield Dr., Susan Ct., Holiday Dr.
23	System D	Southeast City Center Sub-Area

The estimated cost of the above improvements (near \$14,000,000) were thought to be beyond the City's existing funding sources. A Stormwater Advisory Committee (SWAC) was formed in 2005 at the invitation of the Mayor to a group of citizens who had stormwater problems, represented groups or commercial interests that would be affected by any additional collection of funds to correct stormwater problems, and due to their experience in serving city governments could add to the discussion of solutions to problems. AMEC Earth & Environmental was contracted with to provide facilitation of committee meetings and provide necessary information to the committee for their consideration. Recommendations of the committee were presented to the aldermen on the City's Public Works Committee in January of 2006. Based on those recommendations that were forwarded to the full City Council for consideration, the City will contract with AMEC in April 2006 to start the planning phase of the implementation of a Stormwater Utility. Based on the SWAC recommendations a revenue stream of \$1.2 to 1.4 million is needed to adequately address the problems the committee reviewed.

6.3 *Fiber Optics*

Typically, fiber optic service is provided as businesses and customers require it. However, the cost of obtaining the equipment and lines can be extremely expensive. Copper wire is typically the most available and least expensive, depending on use, and it may fulfill many of the same data processing and user needs as fiber optics. Copper wire is currently available and expected to serve the needs of the new medical office park on Seven Hills Road. If a business is considering fiber optics, Ameritech representatives should be consulted early in the planning process due to the time needed to develop an extension.

The current location of fiber optic lines in the City are from the Ameritech office at Lincoln and 5th Street, to Highway 50, then west to Old Collinsville Road. At this point the line runs north on Old Collinsville

CHAPTER 6 MAJOR UTILITIES

Road to Milburn School Road then west to Route 159. An additional line runs north on Lincoln Avenue to the lift station near Lincoln Farm Subdivision. The same line run south on Lincoln Avenue into Shiloh. This line extends through Shiloh coming out on Maple Street before running south on new Route 158 then east on Seibert Road to Scott Air Force Base. An additional fiber optic line runs from Highway 50 south through the entire length of Hartman Lane. This line also extends onto Park Plaza Drive in Central Park Plaza.

Future expansions to be completed include: extending fiber optics from Hartman Lane west on Thouvenot lane; from Highway 50 south onto Green Mount Road; and east from Lincoln Avenue and 4th Street to Smiley then south to Highway 50 then east to the Eastgate Professional Park.

Since 2001, AT&T (formerly Ameritech and SBC) has extended fiber optic lines to the following areas of the City:

- On Frank Scott Parkway, west from Hartman Lane to Old Collinsville Road.
- On Green Mount Road, south from U.S. 50 to Frank Scott Parkway; and north from U.S. 50 to Oberneufemann Road, then Porter Road, to Milburn School Road.
- On North Lincoln Avenue, north from Summerlin Ridge to Troy-O'Fallon Road, then east to Weil Road.
- From South Lincoln Avenue, east on 4th Street to Smiley, then south to U.S. 50, then east to the Eastgate Professional Park.
- On Scott-Troy Road, north from Eastgate Drive (the Eastgate Professional Park) to Oak Hill School Road.
- In Shiloh, from South Lincoln Avenue/Cross Street west on Lebanon Avenue.

Additionally, AT&T indicated they will be extending fiber optics to the new home developments in the City's northwest quadrant.

6.4 Electric

Illinois Power supplies the city's electrical needs. Two transmission lines stretch across north/south and east/west axes. The east/west line generally follows the CSX tracks until it follows Vincennes Road. The north/south line runs parallel to Venita Drive and Porter Road.

CHAPTER 6 MAJOR UTILITIES

While no capacity problems currently exist, continued growth will place increasing demands upon the existing system. Within five years, Illinois Power proposes to build an additional substation off Porter Road, one-quarter mile north of West Highway 50. The four existing substations are located at: 1) Hartman Lane and Famous Avenue; 2) Charles Street and State Street; 3) State Street and Seven Hills Road; and 4) Troy-O'Fallon Road.

As suggested in the 2001 Plan, Ameren (formerly Illinois Power) has built an additional substation on the west side of Porter Road, one-quarter mile north of West Highway 50.

With the City's planned expansion north of the St. Clair/Madison County line, electric distribution to development north of the County line will be provided by Southwestern Electric Cooperative, Inc. (SWECC).

6.5 Natural Gas

Illinois Power Company provides the City of O'Fallon with natural gas. A 14-inch trunk line extends from Ashland Drive in Fairview Heights along the former Illinois Terminal right-of-way into downtown O'Fallon. It continues as a six-inch line parallel to the CSX tracks terminating at Seven Hills Road. Presently, size and capacity of all lines are considered satisfactory. If industrial or large commercial users locate in the city, some distribution lines will require increased capacity.

Ameren indicated size and capacity of all lines serving O'Fallon are considered satisfactory. Future industrial or large commercial users locating in the city will require increasing capacity on distribution lines.

CHAPTER 7 MAJOR PUBLIC SERVICES

7.0 MAJOR PUBLIC SERVICES

7.1 Police and Emergency Services

O'Fallon currently employs 45 officers equaling 1.75 officers for every 1,000 persons. While taking many other variables into account, including calls-for-service, traffic counts and sales tax revenue, the City tries to maintain a ratio between 1.65 and 1.9 officers per 1,000 residents. The current growth of the community, as it adds between 850 and 1,100 new residents each year, indicates that hiring roughly two new officers annually would be needed to maintain the recommended ratio. The majority of the costs associated with hiring and training additional officers are absorbed through the General Fund. The Police Department will also be utilizing grant opportunities to purchase technology and other resources. Regarding EMS services, the need for employees, equipment, and facilities is based on call demands. Over the course of the last three years, demand for EMS services have increased between 13 and 20% annually. If this trend continues, a third fully staffed ambulance will be necessary to keep response times at an acceptable level.

Primarily because of increased development near the Interstate 64 interchange, the location of calls has shifted in the City. The previous primary location of calls was in the City's older core areas. The shift in demand for service is now located in the growing commercial area located near Hartman Lane and West Highway 50. The demand for both police and ambulance services has increased considerably in this vicinity. This increased demand on services puts a considerable drain on police service, with calls mostly associated with commercial development consuming an increasing proportion of the department's time. The department's largest increase in calls involves traffic accidents and property crime calls, including thefts. The continued growth of the City's commercial developments will continue placing increasing demands on existing police services. While each shift has a minimum of five officers on duty, the stacking of non-emergency calls is periodically required due to peak times and days. As a general comparison, the City of Fairview Heights, which is dominated by commercial development, has a similar number of police officers as O'Fallon and approximately 5,000 fewer residents. This is obviously due, in part, to the number of calls associated with their large commercial base. Future annexations also directly affect the police department and its ability to deliver service. As the farmland on the

CHAPTER 7 MAJOR PUBLIC SERVICES

City's fringe develops, and the City's population grows, the need for additional public safety resources will continue to increase. As the City's population begins to grow north of Highway 50 and west of Simmons Road, the need for an overpass on the west-end of town will also increase.

All officers are based at the O'Fallon Public Safety Facility on Seven Hills Road. The Public Safety Facility was opened in 2004 and is projected to adequately serve the Police Department and Emergency Medical Services for the next 25 years.

7.2 Fire Department

The City of O'Fallon is protected by a 41 member volunteer fire department. This department is a joint entity of the City of O'Fallon, the O'Fallon-Shiloh Valley-Caseyville Fire Protection District (OSVCFPD)—a rural district, and the O'Fallon Volunteer Fire Department. The three entities share station houses, equipment, and manpower, and exercise an "automatic" mutual aid agreement. Station houses are located in O'Fallon at 106 E. Washington (#1) and at the corner of State & 3rd Streets (#2), with a third station in Shiloh. The fire department serves a 42 square mile area including the City of O'Fallon, most of the Village of Shiloh, O'Fallon Township, and small portions of Caseyville and Shiloh Valley Townships.

The Department believes the volunteer system can be sustained for the next ten years. However, demands for increased administrative work, fire inspections, and public service programs are beginning to strain the volunteer system. These public service programs include: offering fire prevention classes, assisting businesses with fire escape plans and how to place and use fire extinguishers, all the activities during fire prevention week and making fire prevention presentations to organizations. These are done outside of fire fighting and are completely managed and conducted by volunteer firefighters. The department estimates it will need, at some point in the near future, administrative positions to help satisfy the increasing demands placed on the department.

The Department maintains an ISO rating of 4 and has set a goal of achieving a rating of 3 by 2007. Improvements to be addressed to achieve an ISO rating of 3 include physical improvements to the water system and dispatch center, and Pre-Plans for all commercial and multi-family facilities.

CHAPTER 7 MAJOR PUBLIC SERVICES

Strict inspections and adequate sprinkler systems provide the best fire prevention. The City's commercial occupancy permit program is instrumental in making a more fire-wise community by catching hazardous conditions before they cause a problem.

Growth of the City of O'Fallon has caused the Fire Department to consider the location of its fire stations. The Department is currently evaluating three alternatives for a new firehouse in the northwest quadrant of O'Fallon near Milburn School/Porter-Simmons Road. By 2010, the Department projects a need for a new station in the northeast quadrant of the city near Troy-O'Fallon Road/Scott-Troy Road. This may also involve the relocation of one of the downtown stations to this quadrant to eliminate the overlapping service areas of the two older, downtown stations.

The City should also continue to ensure the construction of east-west roadways, which will improve connectivity throughout the City and enhance response time. The need for fire services in these growing areas will also increase as these homes age and become more vulnerable to fire. Providing volunteers to meet the increasing demands and maintaining the viability of the volunteer system will be a challenge into the decade.

CHAPTER 7 MAJOR PUBLIC SERVICES

7.3 *City Parks and Recreation Services*

The City of O'Fallon owns approximately 175 acres of public park space. The four parks that comprise this total include: Community Park (40 acres), Hesse Park (22 acres), Thoman Park (4.5 acres), and Rock Springs Park (109 acres). Community Park serves as an active community park and Hesse Park and Thoman Park serve as neighborhood parks. Rock Springs Park is reserved as a passive park.

The facilities at Community Park are in the process of much needed renovation. Memorial pool, which was built in 1957, was completely renovated in 2001. The opening of the pool at the new private indoor facility on Seven Hills Road has helped meet the need for another pool within the community. Rock Springs Park has recently undergone development as a passive recreation area, which includes nature trails, picnic areas, informal recreational areas and restroom & parking facilities. The City obtained funds to make improvements to open this park, which included developing access from Third Street extended. In addition, the City provided adequate parking facilities.

The City developed a Park Master Plan, which includes: maintaining and upgrading the Community Park, developing more biking and walking trails, creating more non-sports related programs, developing the new Family Sports Park, and acquiring new park ground in the growing areas of the City. The Cavins Center has received substantial internal and external renovations with Illinois FIRST funds.

Recreation amenities can be found in the open spaces along the city's creeks, particularly Engle, Ogle, and Rock Springs Branch. These areas provide an opportunity to integrate these natural resources into the city's open space network. These areas have potential as passive linear parks linking active recreational areas with one another, as settings for jogging, exercise and bike trails, and as natural conduits for stormwater drainage. This issue is addressed more fully in the Environmental Framework Plan and the Parks Master Plan.

With the existing and anticipated population growth, especially in the northeast portion of the city, additional parkland must be built to service the expanded population and residential areas. It is recommended that 13 new park areas are developed/dedicated in conjunction with the implementation of this plan and the implementation of the proposed Parks, Open Space and Greenways Master Plan. The general locations of the recommended future park areas are shown on the Public Facilities Map. The site locations, quantity of sites and park type are general

CHAPTER 7 MAJOR PUBLIC SERVICES

recommendations that are subject to land availability, funding sources, residential growth and the level of community support. It is recommended that the City take steps to procure and/or acquire rights to property in the general vicinity of the recommended park areas. Alternative locations should be considered based upon land availability, cost and the level of intrinsic value prospective sites may offer.

Since the adoption of the 2001 Comprehensive Plan Update, the City has completed improvements to Rock Springs Park and Thoman Park (4.5 acres) and has acquired land for the establishment of Family Sports Park. Over the same time period, the City removed the 1st Street Pocket Park and Holiday Park. The design for Family Sports Park includes 11 soccer/multi-purpose athletic fields, 12 ball diamonds, a recreation complex, picnic shelters, an internal trail system, dog parks, and a lake. Phase I, funded in part by a FY05 LWCF Grant and FY06 OSLAD Grant from the State of Illinois, includes four lighted multi-use baseball/softball diamonds, pavilions, a playground, a section of multi-use trail and parking.

Recreational Trails and the Bicycle Facilities Plan

In January, 2005, the City of O'Fallon adopted a Bicycle Facilities Plan as prepared by Trailnet, Inc. and James Pona and Associates with Southwestern Illinois RC&D. The main objectives outlined in the plan are to develop recreational trails as an important element in the City's transportation and recreation system and establish programs to effectively and safely use the recreational trail system. The main components of facilities as outlined in the plan are listed below.

1. Trails

It is proposed that several additional trails be developed and interconnected – through a system of recreational trails and bicycle lanes – with the three existing trails in Hesse, Rock Springs, and St. Ellen Mine Parks. These trails will become the backbone of O'Fallon's new interconnected trail system, and would ensure the preservation of alternative transportation, recreation, and environmental habitat corridors as residential development continues. The new trails would be developed within designated greenways as well as the proposed Gateway Connector corridor and would include: North Extension of Hesse Park Trail; Ogles Creek Trail; Engle Creek Trail; Rock Springs Branch Trail; Silver Creek Trail; and a trail on the proposed Gateway Connector Alignment.

CHAPTER 7 MAJOR PUBLIC SERVICES

2. On-Street Bikeways

The On-Street Bikeway System consists primarily of accommodations intended to facilitate travel connections for bicyclists, including movement between city parks, downtown commercial establishments, and other activity centers. In addition to these bikeway improvements, the city should promote and encourage bicycle accommodations on connecting state and county-maintained roads where recommended in the Bikeway Facilities Plan. It should also promote cooperation with Collinsville, Lebanon, Mascoutah, Shiloh, and Scott Air Force Base to establish connections to bordering bikeways in those communities.

Bikeway connections to SCCTD's MetroLink and MetroBus lines are also very important in terms of further encouraging bicycle usage and supporting transit-oriented development (TOD).

All facilities recommended in the plan amount to approximately \$14.5 million in improvements.

In 2003, the Metro East Park and Recreation District (MEPRD) adopted a Long Range Development Plan. Two projects identified and prioritized in the MEPRD plan would have a direct impact on the City of O'Fallon. The first is Ogles Creek Park and the second is Scott-Troy Trail. Below are excerpts from the Plan regarding one of these projects.

"The Scott-Troy Trail extends from the eastern end of the Schoolhouse Trail in Troy along the old Union Pacific railroad right-of-way south through O'Fallon and Shiloh to the MetroBikeLink and Shiloh-Scott AFB MetroLink Station."

Park Lands Dedication Ordinance

To help meet the park and recreational goals of the city and "to maintain the existing high quality of life for present and future residents" the City adopted a Park Lands Dedication ordinance in February of 2005. The ordinance is part of the Subdivision and Development Control Ordinance of the City of O'Fallon. The ordinance requires that developers of new subdivisions dedicate 6 acres of park land to the City for every 1,000 persons estimated to be added to the City's population. Cash payments are accepted in lieu of land dedication. The ordinance further states that no park shall be less than three contiguous acres unless otherwise approved by the City Council.

CHAPTER 7 MAJOR PUBLIC SERVICES

7.4 Schools

Public school districts serving O'Fallon include O'Fallon School District No. 90, with five elementary and one junior high school; Central School District No. 104, with one elementary school; Shiloh School District No. 85, with one elementary and one middle school, and O'Fallon Township High School District No. 203, with one high school. Future expansion of the City of O'Fallon north into Madison County would include a portion of the Triad Unit District No. 2, serving both elementary and high school students. A small number of students at Pontiac-William Holiday School District No. 105 in Fairview Heights also feed to O'Fallon High School, as do some students at area independent (private and parochial) schools.

A geodemographic study was completed in late 2005 for the O'Fallon school districts. The study concluded that K-12 enrollment will increase approximately 20% based solely on demographic trends over the next five years, with additional gains expected from new housing construction driving that rate up to 35% over the same interval.

To meet this anticipated demand, O'Fallon High School District #203 has purchased 42 acres on the west side of North Seven Hills Road and 112 acres on the north side of Milburn School Road for potential future expansion purposes. Central School District No. 104 owns 28 acres off St. Ellen Mine Road, west of its current facility on Hartman Lane.

As new facilities are envisioned and constructed, the City should pursue the development of new municipal park and recreation facilities near, or co-located with, these new school locations. The following table provides historic, current, and projected enrollment figures.



CHAPTER 7 MAJOR PUBLIC SERVICES

Table 7.2

SCHOOL	GRADE	1997-98 ENROLL- MENT	2004-05 ENROLL- MENT	2009-10 PROJECTED	CURRENT CAPACITY
O'Fallon H.S. #203	9 – 12	1903	2259	3173*	2041
O'Fallon District #90		2535	3268	4278*	4250
<i>Edward Fulton Jr. H.S.</i>	7 – 8		838		900
<i>Marie Schaefer</i>	6		382		700
<i>Estelle Kampmeyer</i>	K – 5		474		550
<i>J. E. Hinchcliffe</i>	K – 5		457		550
<i>LaVerna Evans</i>	K – 5		450		550
<i>Delores Moye School</i>	K – 5		667		1000
Central #104	K – 8	390	395	680	440
Shiloh District #85		437	580	800	1000
<i>Shiloh M.S.</i>	5 – 8		255	360	525
<i>Shiloh Elem.</i>	PK – 4		325	440	475

*O'Fallon Community Consolidated School District #90 Geodemographic Study, Charles Kofron, PhD, October 21, 2005.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.0 SUB-AREA AND CORRIDOR PLANS

8.1 Purpose of the Sub-Area and Corridor Plans

The Plan provides detailed planning and development guidelines for ten specific areas in O'Fallon. Each of these areas provides unique challenges and opportunities for the City in terms of community character, development design, environmental impact, traffic movement, new development and neighborhood stabilization. These Area and Corridor Plans are made an integral part of the Plan and provide additional planning information with the following purposes:

- to identify appropriate design controls that delineate and enhance planning areas and coordinate development along corridors;
- to coordinate land uses in areas and corridors with existing transportation improvements and to encourage the planning of future improvements in conjunction with the scale of development in the area or corridor;
- to enhance City gateways and entry points to encourage movement into and through the City by both residents and visitors; and
- to provide specific implementation techniques to coordinate area and corridor planning with the City's development regulations.

The Area and Corridor Plans address general issues, permitted uses, development intensity, design intent, site planning, vehicular access, building design, landscaping, signage and land development regulations. These Plans are intended to guide applicants, staff and City decision-makers to site development projects and to guide the City in addressing future development.

8.2 General Sub-Area and Corridor Issues

1. Consistency with Master Plan. Development should be consistent with the planned land uses. Where existing zoning is inconsistent with the Comprehensive Plan, the property should be rezoned to a consistent classification. Where less than an entire parcel is proposed for development, a concept plan for the entire parcel, including adjacent lands under common ownership should be submitted to the City for review.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

2. Nonconforming Uses and Structures. Existing legally approved uses and designs that do not comply with these guidelines, as incorporated into the land development regulations, shall be considered non-conforming uses and/or structures. These shall be treated in conformance with the non-conforming provisions of the land development regulations, but should comply with the Area and Corridor Plans to the maximum extent possible.

3. Traffic Study. A traffic study may be required for development projects within any of the Area or Corridor plans. This study shall be prepared in accordance with nationally recognized and adopted City traffic design standards and shall assess the off-site impact of the site-generated traffic. The impacts should be evaluated relative to computed levels of service and propose mitigation measures where appropriate. The traffic study should include proposed improvements, a cost estimate, a construction schedule and the extent of participation by the developer. The City requires the expense for the traffic study to be borne by the developer. The City will determine the firm or individuals that shall be used to conduct the study.

4. Land Planning Analysis. A land planning analysis may be required for development projects within any of the Area or Corridor plans. This study shall be prepared in accordance with nationally recognized planning principles and urban design standards and shall assess the non-traffic related on-site and off-site impacts of the project, as well as the site design and layout. The City requires the expense for the planning study to be borne by the developer. The City will determine the firm or individuals that shall be used to conduct the study.

5. Implementation. The Area and Corridor plans are a component of the Comprehensive Plan and should be implemented in conjunction with the City's land development regulations. These guidelines are intended to help public and private decision-makers interpret the intent of the plan as specific development standards are applied to individual development parcels.

6. Review and Amendment. In order to assure that the Area and Corridor plans are applicable and current, residents businesses or other interested parties may submit comments or suggestions to the O'Fallon Planning Commission every two years on the anniversary of the adoption of the O'Fallon Comprehensive Plan. If the Planning

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Commission determines that amendment will be necessary or desirable, it may initiate an amendment. If the Planning Commission concludes that amendment will not be necessary or desirable, it will prepare a brief report to the City Council explaining this conclusion. The City Council and/or Planning Commission may initiate plan amendments at any time.

8.3 General Design Guidelines:

Land use. Each of the Area and Corridor Plans is characterized by a mix of land uses which may include retail, commercial, office, business park, public, institutional, and residential uses. While a mixed-use character should be encouraged, it is important that the allocation of uses be clearly distributed and located. Each use will have somewhat different needs and requirements that should be considered in the respective plan.

Streets. O'Fallon should maintain a balance between traffic movement and access to adjacent land development. New development and improvement projects such as signalization, intersection improvements or lane additions should be planned to reduce conflicts between through traffic and traffic accessing new or existing development. All street improvements should be coordinated with the O'Fallon Comprehensive Plan and the City's Capital Improvements Program.

Sidewalks/Bikeways. Sidewalks and bikeways should be planned in accordance with the Environmental/Landscape Framework and as required by the City Engineer. With few exceptions, sidewalks should be constructed on both sides of residential streets, collectors and arterials. Pathways may be appropriate for rural arterials as determined by the Planning Commission and City Engineer. Sidewalk widths may vary depending on the function and location of the roadway, but a minimum of 5 feet is recommended. All sidewalks should have curb cuts or ramps for the elderly and/or physically handicapped and be designed and constructed to conform to ADA requirements. Special sidewalk materials may be used to define and articulate key pedestrian areas.

Streetscaping. As recommended by the Environmental/Landscape Framework or a specific sub-area plan, a consistent system of public right-of-way improvements should be implemented along major corridors, including street trees, street lights, median treatments, sidewalks, curbs and gutters, public signage and graphics, and overhead utility line improvements.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Access. Site access and internal circulation systems within major commercial, business and residential areas in each area or corridor should be designed to be compatible with the surrounding public street system. Their design should consider the direction of traffic flow to the site, the capacity of surrounding roadways, and any external improvements required to adequately serve vehicles entering or leaving the development area. Sight distance, potential limits on turning movements, the need for acceleration or deceleration lanes, and the availability of alternative access shall be considered when a request is made for direct arterial access. Access points on arterials and at intersections should be strictly limited. A traffic study should be required when the City anticipates that a development may reasonably create a public safety problem or other off-site impacts.

Business/Office Developments. Generally, all buildings should be oriented to major thoroughfares. Buildings and parking areas should be setback between 25 and 40 feet from the right-of-way to maintain a consistent landscaping buffer along the street edge and to allow for a buffer between the main arterial and parking areas. Common design elements include street trees, sidewalk, shrubs and hedges along surface parking lot edges. Existing natural features should be evaluated for possible preservation, where buffer areas would be needed.

Architecture. Building massing and façade design should visually reduce the 'big box' nature of any proposed structure, such as using 'breaks' or utilizing other architectural massing techniques. The roofline should be defined by cornices or other architectural devices. Rooftop equipment should be screened from view. Large buildings should be designed with interesting features, materials and colors to provide interest and diversity for this area. All non-residential buildings should be finished with the same building materials and architectural style as the front of the building. Exposure of the back of buildings should be discouraged through appropriate building orientation and screening.

Parking. Parking areas should include interior/perimeter landscaping.

Service & Loading areas. Service and loading areas should be located off the internal circulation system, and should not be visible from public streets.

Outdoor Storage. Outdoor storage areas should be screened and buffered from views along major arterials and pedestrian routes. Screens and buffers may include berm landscaping, walls or fences.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Where possible, outdoor storage should be enclosed by walls that are consistent with the design and materials of the principal structure. These areas should also be located on site away from view from the public ROW.

Signage. Signage should comply with adopted sign regulations. Portable signs, temporary signs, and signs with moving parts or flashing lights should not be permitted outside buildings in the planning areas and corridors. Interior window signage or window painting advertising special sales and services should be avoided. Multi-tenant projects should establish coordinated site design standards to minimize clutter and establish a sense of project cohesion. Applicants proposing development of shopping centers, business and office centers and industrial parks should prepare and submit master signage plans to ensure that signage is coordinated, aesthetic, and harmonizes with adjacent development. The use of monument based signage is strongly encouraged in the sub-areas identified below, particularly in those areas not directly adjacent to I-64.

Residential Conversion. Four residential areas within the Highway 50 corridor and one area along Lincoln Avenue are recommended to be converted to office/service land uses, should redevelopment be proposed. The city can anticipate continued pressure to develop these four highly strategic frontages for highway-oriented retail uses. However, piecemeal development of individual parcels will produce poorly planned development that can only negatively impact the adjacent residential neighborhood.

The City has three possible options for these areas. First is to do nothing, leaving it residential, thereby encouraging some of the properties to become rental or vacant at some point. The second option is to follow the recommendation of the 2001 Plan that proposed office designation with the condition that minimum 2.5-acre parcels be assembled. Landscaped buffers would be needed between this area and the houses surrounding each parcel. The proposals should encourage continuity of development, efficient traffic flow, and coordination between residential and commercial land uses. Office use is more appropriate in these locations than retail due to each site's relationship to Highway 50 and the small number of curb cuts that should be allowed. High intensity retail and commercial uses would create greater stress on already congested sections of road, there would be fewer turning movements, the hours of operation of offices would be daytime, display or intense parking lot lighting would not be needed,

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

and the less intense, more residential scale of an office/business service area would enable new developments to be more compatible with their neighbors. The third option would be to allow conversions of these residences to limited business or professional uses. The properties would be allowed, through a Planned Use option, to be rezoned to Office and Business zoning classification, providing relief for certain business uses having a maximum of 1-2 employees, 3-4 parking spaces, and monument signage. The ultimate goal however, would be to assemble these parcels into a cohesive, master planned area.

Projects in this sub-area would be subject to Planned Use review and approval. Future developments would be required to have the appropriate utility easements to facilitate the development of new infrastructure needed to service this area, cross-access easements to allow future movement between properties, sidewalks for pedestrian traffic along Highway 50, and landscaped buffer-yards would be required. Preservation of mature, healthy trees should be done where appropriate. Tree planting and landscaping along Highway 50 should also be a part of each project. Maintenance of the neighborhood scale and appearance of this area is critical in preventing the degradation of its appeal and importance to the City. Each property would need its own detention, unless several parcels could be developed together to obtain more consolidated detention basins.



CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Insert Sub-Area Map Here



CHAPTER 8 SUB-AREA AND CORRIDOR PLANS



CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4 Guidelines for Specific Corridors and Areas

<i>8.4.1 I-64 Interchange at Greenmount Road & Regency Park Extension</i>
<i>8.4.2 Central Park Plaza</i>
<i>8.4.3 Scott Troy Road & Highway 50 Intersection</i>
<i>8.4.4 Seven Hills Road</i>
<i>8.4.5 State Street and Downtown</i>
<i>8.4.6 U.S. Highway 50 (West & East)</i>
<i>8.4.7 Hartman Lane</i>
<i>8.4.8 Lincoln Avenue</i>
<i>8.4.9 Gateway Connector</i>
<i>8.4.10 Proposed O'Fallon FPA Expansion Area</i>

8.4.1 I-64 Interchange at Green Mount Road and Regency Park Extension

8.4.1.A Land Use Analysis

Land Use West of Green Mount Road

The agricultural property between the Main Street neighborhood and Green Mount Road is unincorporated, however, it is part of a larger area that is completely surrounded by the City. It is recommended that this area, which immediately borders two residential neighborhoods, be designated for primarily Regional Commercial with a buffer of Office/Service between this area and the Misty Valley subdivision. An extension of State Street across Highway 50 and to the south towards Regency Park would serve as a possible means of access. Access could also be obtained from Green Mount Road along the future Ashland Drive extension.

These transportation improvements will significantly alter surrounding land uses. The neighborhood residential land uses proposed for this area in the 2001 Comprehensive Plan are no longer suitable. Due to the area's dynamics, new developments should be encouraged as master planned projects, particularly with land blocks larger than 20+ acres.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Land Use on the Northwest Quadrant of I-64 and Green Mount

In the northwest quadrant, Regency Park is expanding toward Greenmount Road in the form of The Shoppes at Greenmount, primarily a regional retail development. This quadrant also contains an existing Neighborhood Residential area with older homes on small lots. As these homes no longer remain viable as residences due to age, condition, or economic value, the area should become part of a larger Community Mixed Use development in this quadrant. The District should be designed as an integrated, cohesive development under common ownership, architectural design, and management.

8.4.1.B Green Mount Area/Regency Park Development Guidelines

- Generally, all buildings should be oriented to face Green Mount Road or I-64.
- The buildings and parking areas should be setback at least 25 feet from the right-of-way along Green Mount Road, Regency Park Drive, and Pierce Boulevard to maintain a consistent landscaping buffer along the street edge.
- Vehicular points of access should be limited along Green Mount Road. Pad sites that front Green Mount Road should have access within the development site.
- Monument signage should be used for all businesses located within this sub-area. Joint-use signs may be permitted by City Council for large scale, master planned developments.

8.4.1.C Land Use Plan Changes

Modifications to the 2001 Comprehensive Plan for the I-64 Interchange at Greenmount Road Sub-Area include:

- The conversion of a portion of the planned Neighborhood Residential area in the northwest quadrant to Regional Commercial with a small Office/Service buffer adjacent to the Misty Valley subdivision.
- The conversion of the planned Office/Service area along the west side of Greenmount Road to Regional Commercial.
- The conversion of the Regional Commercial and Proposed Park Area on Pierce Boulevard east of Greenmount Road to Office/Service.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

- The addition of planned Office/Service land use abutting residences on the east side of the Regional Commercial area located south of Pierce Boulevard and east of Greenmount Road.
- Realign the intersection of U.S. Hwy. 50 and State Street to improve the geometrics and extend State Street south of U.S. 50 into the northwest quadrant of proposed Regional Commercial use.
- In the future, consider the addition of a Community Mixed Use District in the northwest quadrant.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.2 Central Park Plaza

8.4.2.A Planning and Development Background

It is no longer appropriate for heavy commercial uses to be considered for Central Park Plaza.

The proposed construction of a new road (Ashland Avenue) connecting Central Park Drive on the east with Hartman Lane, Old Collinsville Road, Illinois 159 and Sullivan Drive to the west will provide significant new regional access to this area

Access is to be on Central Park Drive rather than Green Mount Road. The parcels in the development should be master planned, providing for internal circulation, heavy landscaping, consistent signage and lighting, and building orientation toward public roadways. In particular, the City should carefully review proposals as to their land use compatibility and their suitability for location in Central Park.

8.4.2 .B Central Park Plaza Development Guidelines:

- The Central Park/Regency Park/Green Mount Interchange Area is planned and designed as Eastern St. Louis's regional retail hub. The area should include commercial, retail, entertainment, and office uses, including hotels, potentially a conference center or office park with and supportive retail and services. It will not only serve the citizens of O'Fallon but also the surrounding communities.
- Residential development abuts Central Park on the western and southwestern border. The new development should provide adequate buffering to the existing residential uses to minimize any potential conflicts between the two.
- Generally, all buildings should front the Central Park, Greenmount, and Hartman roads. Those buildings that have rears facing I-64 should be finished with the same building materials and architectural style as the front of the building. Buildings located between the main roadway, Central Park Drive, and the I-64 right-of-way should be lower in height than buildings south and west of Central Park to maintain visibility from the interstate. (preferably single story)

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.2.C Land Use Plan Changes

Modifications to the 2001 Comprehensive Plan for the Central Park Plaza Sub-Area include:

- The conversion of the southwest corner of the planned Multi-Family Residential area along Frank Scott Parkway known as Green Mount Lakes Apartments to General Commercial to support a small retail center at this high traffic location. A traffic signal at the entrance to this development should be installed prior to building of the western half of this development.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS**8.4.3 Scott Troy Road and Highway 50 Intersection Area*****8.4.3.A Planning and Development Background***

The intersection of Illinois 158/Scott-Troy Road and East Highway 50 is a key crossroads for the collection/dispersion of north-south and east-west traffic. Located within one-half mile of I-64, and just north of Scott Air Force Base, the region's largest employer, this area is a major commuter thoroughway. With the construction by St. Clair County of St. Louis MidAmerica Airport adjacent to Scott AFB just south of I-64, and the proposed reconstruction of Scott-Troy Road as part of the regional Gateway Connector highway, this area is poised for major development.

That development, however, is tempered by the constraints placed on it by the airfield operations of both MidAmerica Airport (directly) and Scott AFB (indirectly). A large portion of this sub-area is located within the City's Airport Overlay Zone (Accident Potential Zones I & II) of MidAmerica Airport, restricting uses within this area to those that do not pose a hazard to airfield operations nor pose a hazard to the lives of those who may be affected by an aircraft accident. This would include restrictions on residential, commercial, office, and institutional uses. Ideally, this property would be developed at a lower density with activities that do not require a large workforce, such as warehouse/distribution facilities, nor attract a large public gathering.

Existing development within the area is currently limited, with a small office park, hotel and restaurant in the southwest quadrant and convenience retail/services, a mobile home park, and limited industrial use in the northeast quadrant. The southeast and northwest quadrants are effectively vacant.

All changes in land use south of I-64 should be considered only as "planned uses" and should conform to all restrictions imposed by the Scott AFB/MidAmerica Airport airfield operations.

8.4.3.B Southeast Quadrant of Scott Troy Road and Hwy 50 Intersection Development Guidelines

Development north of I-64 and east of Scott-Troy Road should be developed as a large scale Business/Industrial Park. Potential sub-districts within the park could include the following:

- **Industrial District**—Large and small scale light manufacturing/assembly and associated warehouse facilities;

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

includes rail access facilities for delivery of materials and/or distribution of products.

- **Warehouse/Distribution District**—Large, low-rise warehouse facilities serving large-scale distributors and manufacturers; may include logistics companies providing value-added services of logistics and processing; may include showrooms and demonstration areas to highlight products assembled or distributed there.
- **Incubator District**—Flexibly-configured, economically priced space and opportunities for shared services for small, start-up businesses; may be supported by City of O'Fallon.
- **Technology/Corporate District**—High-profile site that looks like an office park and includes office, research, and possibly light assembly functions; ideal for high-tech companies that require a setting conducive to innovation; proximity to related companies creates a synergistic atmosphere.
- **Regional Commercial District**—Shopping centers, restaurants, recreational facilities, and hotel/conference centers.
- **Highway Commercial District**—Large-site, highway visibility opportunities for wholesalers or retailers of large or bulk products; may include showrooms and demonstration areas to highlight products.
- **Convenience Commercial District**—Convenience/gas/travel services facilities, fast food, and small-scale retail.

8.4.3.C Scott Troy Road and Hwy 50 Intersection Development Guidelines

- The quantity of vacant land available in this area, in conjunction with the availability of public services and highway access, make this area attractive for a large non-residential campus-type development.
- Single family residential development exists to the northeast and to the west of Scott-Troy Road. Any new non-residential development must be buffered from these uses and the traffic impacts of the non-residential development minimized. All developments must be compatible with the City's Airport Overlay Zone requirements.
- Future land uses near the Highway 50/Scott Troy Road intersection should include commercial, retail, restaurant, and office uses on the west side of the intersection. The area immediately east and south of Highway 50 should be reserved for future employment opportunities such as an office campus, general office, and limited retail with frontage and visibility along the roadways, and industrial uses in a campus setting on the interior parcels.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

- Protection of existing riparian areas, tree stands, and drainage ways should be considered when developing this area. In addition, the areas designated as Park/Open Space on the Future Land Use Map should be preserved and used as sites for future "Gateway" amenities such as landscaping, monuments, public art, etc.
- This area has excellent access to the interstate highway system as well as to rail service. Design and construction of frontage roads should be part of the overall planning for the area to ensure that over-the-road tractor-trailers would not have to traverse any of O'Fallon's neighborhoods to access this area.
- The buildings and parking areas should be setback at least 40 feet from the internal circulation system, Scott Troy Road or Highway 50 to maintain a consistent landscaping and give this area a campus-like character.
- Vehicular points of access should be limited along Scott Troy Road or Highway 50.
- Should the area develop with more than two story buildings, the airport fly zone height limitation may be a factor, but this is unlikely to be a constraint. The roof line should be defined by cornices or other architectural devices. Roof top equipment should be screened from view.

8.4.3.D Land Use Plan Changes

Modifications to the 2001 Comprehensive Plan for the Scott-Troy Road and Hwy. 50 Intersection Sub-Area include:

- Conversion of a portion of the planned Regional Commercial and Light Industrial area at the northeast corner of the intersection to Office/Service as a transition to adjacent uses.
- Conversion of the previous Heavy Commercial and Light Industrial/Warehousing land use categories in the southeast quadrant of the Scott-Troy Road/U.S. 50 intersection (north of I-64) to a new land use category: Business/Industrial Park.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.4 Seven Hills Road

8.4.4.A Land Use Analysis

Future Land Uses From Troy-O'Fallon Road South Near Vincennes Trail

Appropriate land uses in this corridor are primarily low density single-family uses, institutional uses such as churches and schools, agricultural land with limited livestock, and open space or park-type uses. The Seven Hills Professional Park off of Dustin Lane and Wesley Drive should consist of compatible professional and associated uses, and should constitute the northernmost extent of office uses. Plans are in place for Dustin and Wesley to connect with Seven Hills Road to allow improved access to interior portions of the City. Wesley is proposed to continue eastward, and as property develops east of Seven Hills, this road will become an east-west collector street. Another east-west connection should be developed either utilizing Thornbury Hills subdivision or developing a separate road south of Thornbury Hills.

The area near the medical facility and YMCA would be suitable for a variety of single-family residential options, including a retirement-type residential development, open space recreational opportunities, such as a golf course, or other uses complimentary to the new medical facility, YMCA, and office park. This corridor is only modestly impacted by noise from planes flying out of MidAmerica Airport, and it lies outside of the City's airport zoning district.

Land Use at the Intersection of Seven Hills and Vincennes Trail

The vacant land at the intersection of Vincennes Trail and Seven Hills Road is anticipated to be neighborhood commercial at some point in the future. Any future development at this intersection should be very limited in scale and should focus on serving a local market. Zoning should allow for mixed-use projects that retain a neighborhood character and scale, particularly as outlined in the neighborhood commercial center land use category. Development projects here would be subject to planned development approval and would be subject to design controls to minimize incompatibility with neighboring uses and with the rural character of the area. Potential uses would be light neighborhood services, office-type businesses, and residential. Typical heavy and/or regional commercial uses would be incompatible with the existing and proposed character of the area. These types of uses should be focused on Highway 50 closer to the interchanges and along I-64 in planned commercial areas rather than at more remote locations

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

such as this. Each development should be heavily and appropriately landscaped, buffered along the roadways, and should provide for pedestrian and bicycle access.

South of Vincennes Trail Intersection

Seven Hills is a two-lane thoroughfare with sidewalks along portions of the residential section of the corridor. Any new development within the corridor should provide for sidewalks with street tree landscaping and bikeways when feasible. Curb cuts and turn lanes along Highway 50 and Seven Hills should be kept to a minimum.

At the intersection of Highway 50 and Seven Hills Road, only planned office or institutional proposals should be entertained by the City. This area is within the City's Airport Overlay Zoning District, and land uses must be compatible with its requirements. There are approximately 17 acres available for development at this intersection presently zoned B-1. This area should be considered for rezoning to accommodate less intense uses at this intersection. There are other more suitable existing regional commercial areas available east at the Highway 50 and Scott Troy Road intersection. The existing residential, institutional, and service character and scale of this immediate area makes regional commercial and heavy retail uses and shopping centers incompatible in this section of Highway 50 and Seven Hills Road. Surrounding land uses include two churches, a real estate office, a dentist office, a physician's office center, up-scale residential subdivisions, a grocery store, housing for senior citizens, a small horse stable, and open space/floodplain.

There is a small vacant parcel of ground immediately in front of the 1st Baptist Church zoned B-1. It is essentially residual land left over from the City's Seven Hills Road extension project which shaved-off this portion from a larger 14 acre tract. Commercial development on this site should be prohibited due to incompatibility of those uses with the surrounding neighborhood and limitations of the site itself. Commercial development of this lot, which has approximately a 15% grade and would require construction of an extensive retaining wall next to the existing church parking lot, would have a significant, adverse impact on the church's property as well as the entire area. A small office or business use may be suitable, depending on the project and its layout. Site grading and traffic generation should be kept to a minimum.

The southwestern quadrant of the intersection, also in the current B-1 zone, is inside a 100-year flood plain. The parcel is unsuitable for

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

commercial development because of the scale and character of the neighborhood, limited traffic access and on-site circulation issues, the potential for adverse impacts on the 100-year floodplain and adjacent Timbercreek subdivision, and extreme topography of the site. Grading and excavation in the 100-year floodplain at this location, as throughout the City, should be discouraged. This site may be suitable for a small office building.

8.4.4.B Seven Hills Road Development Guidelines

- The northern two corners at the intersection of State Street/Old Vincennes Trail and Seven Hills Road are appropriate locations for Neighborhood Mixed Use development. The Land Use Map shows underlying land use categories of Neighborhood Residential and Office/Service as alternative or interim uses to Neighborhood Mixed Use. As a mixed-used district however, residential, office/service, and retail uses would be included in a single development at each corner. Developers should also be encouraged to include two or more uses in each building.
- As part of an annexation agreement, the City of O'Fallon agreed to allow the owner of Seven Hills Professional Park to develop the subdivision as Office/Service. If market conditions persist and the subdivision does not develop as Office/Service, Single Family Residential use is the next preferred alternative. As a "planned" residential project, this development should create a special place with high-quality design, supporting such use as a senior retirement center.
- Any mixed use development at Old Vincennes Trail and Seven Hills Road should be connected via a pedestrian trail to Seven Hills Professional Park behind the YMCA.
- The current large lot development pattern with access directly off of Seven Hills Road may landlock some interior parcels. A road plan may be necessary to direct future residential development.
- The Seven Hills Road area should generally develop as a series of residential neighborhoods from US Highway 50 to Troy-O'Fallon Road, except as otherwise noted. The Seven Hills Road area should be planned as a series of connected residential neighborhoods. The high design quality that has been established in these existing residential areas should be continued along this corridor.
- The Seven Hills Road area has certain flat areas that are currently in agriculture use and could support typical lot size of 3 homes per acres, while other parcels near Troy-O'Fallon Road have significant topographic changes and would be more suitable for larger lot

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

residential neighborhoods. Site grading should reflect the predevelopment character of the site. Dwellings and roads should blend with the existing natural grades. Existing stands of mature trees should be retained.

- Vehicular points of access should be limited along Seven Hills Road. Seven Hills Road will likely collect a significant volume of traffic in the future and the number of curb cuts should be limited to neighborhood streets, not driveways. Every subdivision should have at least one vehicular point of connection to an adjacent subdivision. If there are no adjacent subdivisions, then the site plan should stub roads to surrounding parcels.

8.4.4.C Land Use Plan Changes

Modifications to the 2001 Comprehensive Plan for the Seven Hills Road Sub-Area include:

- Conversion of the Sally Brown Agricultural Reserve from Agriculture/Rural Residential to Agriculture/Open Space.
- Correction for the size of the Institutional area southeast of O'Fallon-Troy Road and Seven Hills Road. The new area only encompasses Moye School and property owned by the City for the water tower.
- Removal of the Neighborhood Commercial use at the southeast corner of State Street/Old Vincennes Trail and Seven Hills Road.
- Conversion of the Park/Open Space area at the southwest corner of State Street/Old Vincennes Trail and Seven Hills Road to Agriculture/Open Space.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.5 State Street and Downtown

8.4.5.A Planning and Development Background

An expanded view of downtown should include Southview Plaza, the older downtown area, and the portion of Lincoln Avenue that connects them.

8.4.5.B Land Use Analysis

Highway 50 "Spur" to Railroad Track Crossing

This portion of State Street from its intersection with Highway 50 at the "Spur" to the CSX railroad crossing is one of the main entryways into the city and leads to the heart of downtown O'Fallon.

State Street is currently a two-lane city street with curb and gutter. No turn lanes or traffic signals exist within this corridor. A traffic circle is currently planned for the State Street/ N Green Mount intersection to reduce safety concerns.. Another main concern for this portion of State Street is the visual impact of the area. This is the main entrance into downtown O'Fallon and should present a favorable impression of the City. The City should explore the feasibility of burying the overhead electric power lines along State Street. The overhead lines along the railroad tracks may be screened by landscaping measures, but the electric power lines are too tall to be screened. Uniform tree plantings and landscaping of the northern boundary of State Street along the railroad tracks and south of State Street at the public works facility should be considered. It is also recommended that sidewalks be provided along the southern boundary of State Street.

The residential parcels currently zoned B-1 east of the Convenience Food Mart and west of the office building, have converted to office uses. The single-family residential lots along the north side of this section of State Street are quite shallow due to the presence of the railroad tracks and only extend to a depth of about 150'. These lots should be developed in accordance with Section 8.3 for residential conversion.

The 'corner lot' at the northeast quadrant of the State Street and Obernuefemann Road is unsuitable for development due to its shape and use as a drainage area. Currently zoned single-family, this parcel created by the intersection of the CSX railroad tracks and State Street should be maintained as open space and detention area.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

The State Street Sub-Area, from just west of Oberneufemann Road on the west to Lee Street on the east, has experienced little change since the 2001 Plan. The City of O'Fallon purchased property in the northwest quadrant of the Oberneufemann Road and State Street intersection for establishment of the 206 acre Family Sports Park.

The planning process also considered the appropriate future use of the Multi-Family and Heavy Commercial land uses near North Smiley and State Streets. If these uses become economically unviable, the area would serve as an ideal "redevelopment opportunity", potentially as a Neighborhood Mixed Use District including Neighborhood Residential, Office, and General Commercial uses.

Public Works Yard East to the City Limits

The portion of State Street from its intersection with the CSX railroad tracks east to the eastern boundary of the City limits constitutes the Central Business District, or CBD, of O'Fallon and as such is made up of mixed uses.

Current land use within this corridor is mixed. Land uses to the east include downtown shops and restaurants, offices, and residences east of Lincoln Avenue. The only exception to this progression is the Land-O-Sun Dairy, which is incompatible with the existing residential and neighborhood commercial uses surrounding Land-O-Sun. Land uses immediately to the north and south of State Street consist primarily of high-density single-family neighborhoods, including many of O'Fallon's earliest established neighborhoods. Also, institutional uses such as the Caboose public area, St. Clare Church and School, and City Hall anchor this mix of residential and downtown businesses.

The only vacant parcel of land of any size within this corridor is located north of the public works facility along the northern boundary of State Street. This parcel is currently zoned B-1. Recommended uses for this parcel would consist of a mix of institutional, light retail and office type uses, with landscaped buffers to the adjoining neighborhood. Uses unsuitable for this tract would be those of a regional commercial nature that would have more adverse impacts on surrounding uses because of lighting, hours of operation, or traffic generation. Access points onto State Street should be limited. This parcel's development should provide services for surrounding neighborhoods and provide consistency with the CBD located to the east. Open space, sidewalks, tree plantings, and internal circulation should be incorporated.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

In this older residential core, conversions of existing single-family homes into duplexes or triplexes should be restricted to improve stability of the housing stock, encourage homeownership, and prevent neighboring land use conflicts.

The existing downtown atmosphere should be maintained and enhanced. Parcel assembly and larger developments of a scale dissimilar to the size currently found downtown should be discouraged in this corridor.

Downtown

Lot sizes within the State Street corridor are very small, with depths as little as 100'. Setbacks are not as strict within the downtown area, as seen by the shops and offices near the State Street and Lincoln Avenue intersection. These store and office fronts adjoin the sidewalk and typify most Downtown areas. Both on-street and off-street parking options are available for these buildings. The City has improved public parking in this area, along with appropriate landscaping, to serve these downtown businesses. The City should also investigate landscaping the area surrounding the restored caboose and providing facilities to encourage a public 'gathering place' in the heart of the city perhaps including benches, a fountain, and message boards or display cases for City facts or for local student projects. The mixed-use atmosphere within the CBD should be preserved, with all new construction or redevelopment projects being subject to planned status. Uniform lighting and signage, as well as landscaped sidewalks, should be encouraged where feasible. Architectural consistency of new building or remodels of existing buildings with the general design character of the downtown area should be maintained.

An area of concern in this corridor is the unincorporated area just east of Smiley. For public safety and welfare reasons, the City should take steps to annex this pocket of unincorporated residential land located along the northern boundary of State Street east of Smiley Street and north past Elm Street from Carson Drive to Behrens Avenue. The unincorporated residences within this area have city water but no city sewer service. They are all on older, deteriorating individual septic systems, which have been cited by St. Clair County as a public health concern. Additionally, the City has no code or law enforcement authority in this area, which would help maintain property values and increase public safety. This area includes Steve's Auto body and The Hut tavern.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

The Downtown Sub-Area is a roughly 40-block area bounded by Adams Street on the north, Park Street/Orange Street on the east, 5th Street on the south, and Hickory Street on the west. Very little change has been witnessed in the area since 2001, with generally only minor structural improvements or occupancy changes occurring. Downtown residential uses should be encouraged for targeted preservation and enhancement, or in some cases, for tear-down and reconstruction at an appropriate scale and character. An area of MR-1 zoning was identified in Downtown that was built as Single-Family Residential use. This area—south of Adams, west of Lincoln, and north of Washington—should be rezoned to SR-3 to match the surrounding uses and to minimize the potential conversion of these Single Family units to multi-family.

8.4.5.C State Street and Downtown Development Guidelines

- Downtown O'Fallon is surrounded by single family residential development. This development should be protected from commercial encroachment through buffering and separation of incompatible uses.
- The Downtown area has a variety of styles and designs with no identifiable borders or theme. The limits of the Downtown area should be identified and a design theme should be created to delineate those structures and businesses that form the core of the City.
- Residential uses may be appropriate within the boundaries of the Downtown commercial district, particularly second story apartments.
- Existing residential uses should be preserved and buffered to encourage a neighborhood scale in the Downtown. Should any new government facilities be constructed in O'Fallon, the first consideration for location should be Downtown.
- The State Street/Downtown area should also have businesses that support the surrounding residential neighborhoods, where possible.
- The State Street area is relatively flat but has limited lot depth due to the active railroad. Lots abutting the railroad could be redeveloped for parking if the entertainment nature of the Downtown area flourishes.
- All new buildings along State Street should be located along the right-of-way line to maintain the zero yard setback that currently exists to maintain the existing character. This existing street-to-building relationship differentiates this area from other commercial areas within O'Fallon.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

- A common open space in Downtown should be identified for community gatherings, festivals, or a farmer's market.
- Vehicular points of access should be limited along State Street, which State Street carries a significant traffic volume. The number of curb cuts should be restricted with points of access being from the side streets or alleys where available. Parking may be surface or structured, if necessary. Parking areas should be easily accessible, but screened from view, particularly from neighboring areas. Common signage to identify parking areas should be developed.
- New commercial and mixed-use buildings should front the street to define the street edge and public realm. All building elevations that face streets and public spaces should provide variety and interest. Choose glass for first floor windows that allows for pedestrians to view goods and activities. Avoid bland, unarticulated walls. Redevelopment or remodeling efforts should be consistent architecturally with surrounding structures, as much as is possible. Vinyl siding over existing brick or masonry should be discouraged. Flush mounted signage is encouraged. Free standing pole signage should be prohibited in this corridor.

8.4.5.D Land Use Changes

Modifications to the 2001 Comprehensive Plan for the State Street and Downtown Sub-Areas include:

- Conversion of the northwest corner of Obernuefemann Road and State Street from Neighborhood Residential to Park.
- Conversion of the athletic fields owned by St. Clare Church and School from Park/Open Space to Institutional.
- Conversion of the future land use of the parcel partially occupied by the Governor French Academy (private school) from Institutional to General Commercial.
- Conversion of the block containing the St. Clare Church from Neighborhood Residential to Institutional.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.6 U.S. Highway 50

8.5.6.A Land Use Analysis

U.S. Highway 50 Sub-Area (Old Collinsville Road to Walnut Street)

The western two-thirds of the corridor, between Old Collinsville Road and Walnut Street, is the City's primary regional commercial corridor. This area includes the U.S. 50/I-64 interchange, as well as the intersection of U.S. 50 with Greenmount Road which leads directly to the Greenmount Road/I-64 interchange.

West of the I-64 interchange, the area north of U.S. 50 is bounded by I-64 on the north and has developed as a regional commercial area with big box retailers and auto dealerships. Minor improvements, expansions, and additions have been made to businesses in this area since 2001. The area west of the I-64 interchange and south of U.S. 50 was developed in a much different pattern: typically shallow parcels with individual small commercial users. This area is beginning to come under some pressure for larger scale redevelopment.

East of the I-64 interchange, the area north of U.S. 50 is a mix of regional commercial, general (or community-oriented) commercial, and small offices. Minor changes in land use are occurring, following the land use pattern prescribed in the 2001 Comprehensive Plan. The area east of the I-64 interchange and south of U.S. 50 can be viewed as two distinct areas. U.S. 50 west of Greenmount Road has developed as a regional commercial destination, paralleling what is occurring across I-64 in Central Park Plaza.

The CSX Railroad traverses O'Fallon from east to west parallel to U.S. Highway 50 and State Street. Due to concerns with moving traffic and emergency vehicles through the at-grade railroad crossings in town, the City has considered overpass options along the CSX corridor. Alternatives include an overpass at Greenmount/Obernuefemmann Road, an overpass at Porter/Venita Drive, and a new alignment over the railroad tracks at a potential new I-64 ramp near Weinel, west of the U.S. 50/I-64 interchange. The City has submitted for funding to the State's Rail Access Program for the railroad overpass at Porter Road.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Residential Area on Frontage Road Between Taco Bell and Hartman Lane

This residential area sits at the southern corner of Hartman Lane and West Highway 50 in close proximity to the I-64 interchange. The city can anticipate continued pressure to develop this highly strategic frontage for highway-oriented retail uses. However, piecemeal development of individual parcels will produce poorly planned retail development that can only negatively impact the adjacent residential neighborhood. Office use is more appropriate to this location than retail due to the site's relationship to the interchange. Lack of good exposure from the interstate and more complicated traffic movements indicate office rather than retail uses. This area should be developed in accordance with the guidelines for residential conversions as listed in Section 8.3.

From the I-64 Overpass to the Spur

The agricultural land immediately to the east of Jack Schmitt's Chevrolet dealership and fronting Highway 50 is recommended for office or retail use. The site's proximity to other commercial uses and its frontage on West Highway 50 justify the proposed uses, and its 500-foot depth will allow quality site amenities. However, access to this area could pose a problem. Access is currently obtained by a small frontage road that begins at the entrance to the Schmitt Chevy dealership and runs eastward along the front of the property. A traffic signal is proposed for this entrance, and a surety bond in the amount of \$180,000 was posted by QuikTrip Corporation located across Highway 50 to install a signal when it is warranted. In that event, the access road entrance may have to be redesigned to avoid conflicting with the entrance to the car dealership.

Farther east along Highway 50, there are several parcels fronting the highway that are currently zoned B-1. Ten of these parcels are approximately 100' in average width and 350' in average depth. Located behind them is Misty Valley single family subdivision. While these parcels are suitable for professional offices and light retail uses, typical regional commercial uses with major traffic requirements should not be encouraged. Ingress and egress into the area will be very difficult due to constrained access onto Highway 50; there are no current or planned traffic controls on Highway 50 across from CFM; there is limited depth for development of a commercial frontage road; access into the area would need to be evaluated for sight distance since it is located in a continuous curve of Highway 50; the present

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

residential/office scale of adjacent developments is not conducive to intense general or regional commercial development; and the potential exists for adverse impacts on the adjacent Misty Valley homes because of lighting, hours of operation, noise, and traffic volumes. Future development of this area should be subject to a traffic study addressing the traffic-related issues. The two existing frontage roads should be connected as the properties in this area re-develop. The uses in this area would be subject to the planned use requirements of the City to ensure mitigation of these and other factors. These conversions should follow the guidelines in Section 8.3.

Spur to Walnut Street

Traffic in this area has steadily increased during the past twenty years. This portion of West Highway 50 is three lanes and has an elevated curve immediately to the west of the Scott Credit Union facility. A traffic study done by Woolpert recommends this section of West Highway 50, which is an IDOT roadway, should be widened to five lanes. A new interchange has been constructed for I-64 at Green Mount Rd, which will directly feed traffic to this portion of West Highway 50. The new interchange is significantly changing the overall development patterns in this area

The 14-acre vacant site on the north side of Highway 50 across from Walgreen's lies between two residential areas to the west side of South Lawn Avenue. In order to maintain the area's predominantly residential character, future land use should be primarily single-family residential, with the area fronting West Highway 50 considered for office and business service uses.

The existing residential lots on the north side of Highway 50, across from Green Mount Market commercial subdivision and adjacent to Eagle Ridge average 370 feet in depth and are roughly 120 feet in width, making them suitable for conversion to business uses. Given the nature of the area, as described above, this residential section on the north side of West Highway 50 between Lawn and Green Mount would be most suitable for office and business services rather than high impact general or regional commercial or retail uses. This area should be redeveloped in accordance with the guidelines set forth in Section 8.3.

Walnut Street to Lincoln Avenue

The portion of Highway 50 from Walnut to the western boundary of the properties at the western edge of Lincoln Avenue is comprised of

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

primarily residential buildings with the exception of Marie Schaeffer School, the Prairie Farms Dairy, and Gators Frozen Custard, all of which are located along the northern boundary of Highway 50.

Traffic flow is expected to increase within this area with the new interchange at Green Mount Road. The Woolpert traffic study recommends adding a turn lane at some future date, but this decision could have financial implications for the City because several real property acquisitions may be necessary. The State would also require a jurisdictional transfer of Highway 50 to the City.

Lots along this portion of Highway 50 are too shallow to support commercial developments or parking areas. There are more appropriate areas for commercial development from a visibility and access standpoint elsewhere in the City. Conversion of residential properties to commercial uses should be prohibited within this corridor. Any increase in use intensity along Highway 50 would add congestion and pressure for turn lanes. No turn lane exits from Lincoln west almost to Walnut. Without a middle turn lane, no rezonings should be authorized in this area.

The five parcels at the northeastern corner of the Walnut Street and Highway 50 intersection should be rezoned to Planned Office rather than the current B-1. Office uses within this zoning should be of residential scale and appearance with a minimum of parking spaces provided for employees and customers. Any existing trees stands should be preserved as much as possible, lighting should be limited to security purposes only, and signage should be limited to building- or ground-mount only. Some examples of appropriately scaled businesses for this zoning would be a craft store, an art gallery, or a professional office.

Parcel assembly is discouraged within this area. The City should look into the feasibility of connecting all existing sidewalk portions into a continuous sidewalk with landscaping to aesthetically improve this highly visible area. Since Highway 50 is a major entryway into the heart of O'Fallon, the City should conduct a study into the feasibility of burying the power lines along this stretch as well as providing for tree plantings along both sides of Highway 50.

Lincoln Avenue to Seven Hills Road

This Highway 50 corridor stretches from the western edge of the B-1 zoning at its intersection with Seven Hills Road to the Western boundary

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

of Lincoln Avenue. The Plan Update provides for primarily commercial uses including retail and office uses along the southern boundary of Highway 50 from Lincoln Avenue to the middle of O'Fallon Community Park. Further East, uses are less intense consisting primarily of institutional and office/service uses. The update provides primarily for single-family residential and institutional uses along the northern boundary of Highway 50, with the exception of the Lincoln Avenue intersection, which is zoned B-1. Due to the presence of so many retail and office establishments and to the traffic flow along Highway 50, there is significant pressure for this area to convert to office/retail, especially along the north side of Highway 50. In order to help maintain the 'small town' atmosphere and the unique character of O'Fallon, this portion of Highway 50 should not be subject to conversion to higher intensity land uses.

Currently, Highway 50 is a three-lane thoroughfare with a left turn lane within this corridor. Signalized intersections are limited along this stretch.

Highway 50 constitutes the 'heart' of O'Fallon and is one of the main focal points of the City, particularly considering the influence of the O'Fallon Community Park. As such, it represents an opportunity to develop a favorable impression of the city to the visitors and residents alike who travel this busy street daily. Some discussions have been held concerning widening Highway 50 to five lanes. While this may give greater capacity to the roadway, consideration must also be given to the impacts of widening Highway 50 on not only the neighboring uses, but also the 'small town' scale and visual appearance of this portion of the City.

There are no vacant lots available within this corridor, except near the intersection of Seven Hills Road and Highway 50. There is an existing mix of small residential and stand-alone commercial lots along this stretch of Highway. No residential conversions to office or commercial uses should be permitted in this area. The existing homes along Highway 50 anchor this area as a residential neighborhood. Conversions of any of these homes would have adverse visual impacts and would begin tearing at the continuity of the neighborhood. Redevelopment proposals within commercial zoning areas should be scrutinized for adherence to planned development standards, which include, but are not limited to, the following: restricted signage (monument only), limited and uniform street lighting, landscaped buffer requirements, and pedestrian and bike-friendly designs. Redevelopment proposals should be closely aligned with the

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

neighborhood scale of this area. It is recommended that the City also investigate the feasibility of burying overhead power lines, and developing landscape hedges and tree-lined walkways for both sides of Highway 50, particularly at and near the Community Park.

Seven Hills Road to Scott Troy Road

The area along Highway 50 from Seven Hills Road to Scott Troy Road contains much of the vacant available land within O'Fallon. It is crucial, therefore, that the City take an active role in guiding development within this corridor. Parcels along Highway 50 east of Seven Hills Road tend to be large tracts of vacant land of varying zoning classifications. Master planned developments should be encouraged, with small-scale subdivision of parcels avoided, if possible. Current land use in this area from the vantage point of the Seven Hills Road intersection include Timber Creek subdivision to the immediate south, a small horse farm and agricultural area, followed by vacant B-1 land south of Highway 50 east to the N. Main St. intersection. Farther to the east and south of Highway 50, land use includes Market Basket, the O'Fallon Business Park, Eastgate, and vacant agricultural land at the southern quadrants of the Scott-Troy Road intersection. South of this intersection is a vacated Park and Ride, the Comfort Inn complex and eventually the I-64 interchange. North of the Seven Hills Rd. intersection and east to Lakepoint Centre Dr. is the First Baptist Church, vacant residential and agricultural land that is located within a flood zone area, a mobile home dealership, Lakepointe retail center, and the Lakepointe Centre planned office park. East of Lakepointe is a vacant 40 acre parcel. A MotoMart convenience store is currently located on the northeast corner of Scott-Troy Road intersection, along with a car wash.

Highway 50 along this stretch is a two-lane thoroughfare that connects O'Fallon to the City of Lebanon. There are currently no plans for widening or otherwise improving Highway 50 at this time. Because this corridor is a gateway into the City from the east, care should be taken to ensure that new developments incorporate appropriate landscaping, sidewalks, and signage. Those businesses facing Highway 50 should be allowed monument signage only. Businesses facing Scott-Troy should be evaluated on a case-by-case basis for the need for visibility from I-64. Generally, buildings in this corridor should be oriented facing public roadways to preserve the aesthetic quality and scale of the corridor.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

South Side of Highway 50 from Timber Creek East to Shiloh Road

Appropriate developments for the southeastern quadrant of the Shiloh Road/Highway 50 intersection may include a residential-scale retail center, office buildings, or related uses, that would serve as an appropriate transition from the agricultural and residential land uses to the west and the commercial uses to the east. Typical regional commercial uses would not be appropriate at this location, such as convenience stores, car washes, or fast food restaurants, with these uses centered more closely to the intersection of Scott-Troy Road and Highway 50.

Consideration should be given to access to the farmland to the west. As this general area develops, good access to interior parcels must be considered in the approval of subdivision plats. For example, Edgewood Drive which is located on the eastern edge of Timbercreek, is stubbed into the adjacent property with the intent of continuing eastward toward Shiloh Road as properties in this area develop. Any road accessing the interior of the farm field near Timber Creek should align with the entrance to Country Oaks Subdivision and then proceed southward until it intersects Edgewood Extension. The land adjacent to Timbercreek should be considered for low intensity uses, such as rural residential, office uses with limited accessory warehousing, or remain as farmland. The property immediately fronting Highway 50 should be considered for more intense uses, such as neighborhood commercial. Regional commercial is not recommended in this area.

Land Uses at Scott-Troy Road and Highway 50

The northwest quadrant of this intersection is an approximately 40 acre site owned by the Westmore Group, which plans to master plan a commercial development that will have one or two large anchor businesses with smaller, related outlots. This would be an appropriate use of this property. Along the rear of the property is a riparian drainage area that should be protected. Along this drainage way, particularly near Scott-Troy Road, office and professional business uses would be more appropriate. This site is also proposed as a part of the future gateways to the City. The gateway plans should be coordinated with the developer prior to development of the site. Monument signage is recommended at this site, as is architectural design standards.

The southwestern quadrant of the Highway 50 and Scott-Troy Road intersection is currently zoned as part agricultural and part industrial land and the southeastern quadrant is zoned agricultural. The zoning of these parcels should be changed to allow a mixed used regional

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

commercial area, integrating such commercial uses as restaurants and light retail with office uses.

Development may prove difficult in both these areas with the land being identified by the State as a potential interchange for the proposed Gateway Corridor Connector.

Land Uses in Southeast Quadrant of Scott-Troy Road and Highway 50

Future land uses in the southeastern quadrant between Highway 50 and I-64, serviced by the new frontage road, is proposed as a mix of airport compatible commercial and industrial uses. The commercial uses would be located along the frontage road in the more visible areas, with the industrial and heavy commercial uses farther away from public view on the interior parcels. This area is well suited for a larger planned commercial or industrial complex, with appropriate amenities and unifying control. Key infrastructure issues include providing access roads into the interior parcels, as well as providing public sewer service to this area. Much of this area has been included into a regional enterprise zone approved by the state to help support the Mid-America Airport complex. Preservation of the existing drainage and riparian system in this quadrant is also a priority. A detailed plan identified as the Mid-America Commerce Center Plan has been prepared to guide the future development of this area.

8.4.6.C US Highway 50 Development Guidelines

- The commercial uses along Highway 50 are generally adjacent to single family residential uses. The City should ensure that the commercial uses are restricted to the highway frontage and not permitted to migrate back into neighborhood areas.
- The overall design character along each of the previously identified areas need help with design quality and aesthetics. Uses should be developed to support the surrounding residential neighborhoods, where possible.
- Many of the commercial structures along U.S. 50 are small-scale or residential conversions. This type of neighborhood design scale should be required for any additional redevelopment.
- West of Third Street (Cambridge Blvd) - The US Highway 50 corridor should allow for commercial retail and service uses. This part of the corridor is predominantly single use sites, both large and small, that are automobile oriented. Office uses should generally be located on the north and commercial sites on the south of Highway 50. This section is the most intensely developed and needs the most

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

attention in terms of design quality. A uniform landscaping treatment should be developed that includes an attractive landscape edge between the US 50 right-of-way and surface parking lots.

- Third Street to Seven Hills Road - This area along the Highway 50 corridor includes a mix of residences, commercial uses, and small single use automobile oriented pad sites. New commercial uses that support surrounding neighborhoods are allowed. Existing residences should remain in residential use. Maintaining this residential character near the city's oldest neighborhoods is important. The landscaping treatment should include street trees and sidewalks. Parking areas should be surrounded with hedges.
- Vehicular points of access should be limited along the US Highway 50 Corridor. The Corridor carries a significant volume of traffic and the number of curb cuts should be restricted to the main road into a development
- Parking areas should be easily accessible, but screened from view, particularly from residential areas. Use of hedges can be used to accomplish this.
- Well-designed buildings enhance the positive character of a community. New commercial buildings should front the street to define the street edge and public realm. All building elevations that face streets and public spaces should provide variety and interest, avoiding bland, unarticulated walls.
- East of Seven Hills Road to the City limits - This section of US 50 has yet to develop and provides the most opportunity to establish a uniform landscaping character. A wide landscaping area on each side of the right-of-way is desirable.

8.4.6.D Land Use Changes

Modifications to the 2001 Comprehensive Plan for the U.S. Highway 50 Sub-Area include:

- Extension of the Office/Service area to the west along Talon Dr.
- Conversion of a portion of the northeast corner of Scott-Troy Road and Hwy. 50 from Regional Commercial to Office/Service.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.7 Hartman Lane

8.4.7.A Planning and Development Background:

Southern Hartman Lane is characterized by medium density single-family residential development that has reverse frontage facing internal subdivision roads and not Hartman Lane. Northern Hartman Lane, as it proceeds to an intersection with U.S. 50, is a mix of high-density single-family development, single family development that has converted to commercial uses (or mixed commercial and residential in the same structure), open space/recreational areas, office, and retail uses. The intersection of Hartman Lane and U.S. 50 is a "T" intersection at which all traffic must turn either right or left, and is in direct proximity to the U.S. 50/ I-64 interchange.

Progress Since 2001

The Hartman Lane Sub-Area extends from its intersection with U.S. Highway 50 on the north to Jaclyn Drive on the south. The U.S. 50/Hartman Lane intersection is located a few hundred feet west of the U.S. 50/I-64 interchange. Traffic at this location is very heavy as this is a primary entryway/exitway for the Regional Commercial uses located east on U.S. 50 and south off Hartman Lane in Central Park Plaza. A U.S. 50/Hartman Lane intersection improvement project was completed since the 2001 Comprehensive Plan to mitigate, but not eliminate, traffic congestion and safety.

The Hartman Lane corridor serves the Central Park Plaza regional commercial area on the east and residential and school uses on the west. Central Park Plaza has undergone significant commercial development since the 2001 Plan, including along its frontage on Hartman Lane. In essence, Hartman Lane must serve as a buffer between the conflicting commercial and residential/school land uses.

The proposed extension of Ashland Avenue between Old Collinsville Road on the west and Central Park Drive on the east will improve regional access, and presumably generate additional traffic, to the Hartman Lane corridor. It should be noted that the site of the proposed new Central School (District #104) on the north side of the Ashland Road extension is limited to only one narrow point of access. Ideally, additional land would be acquired off Ashland Avenue eastward from St.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Ellen Mine Road to improve access to and the functionality of this important Institutional use.

8.4.7.B Land Use Analysis

Overview of Sub-Area

Hartman Lane south of Highway 50 extends south through the Village of Shiloh to Lebanon Avenue. Hartman Lane in the city limits of O'Fallon extends south to Thouvenot Lane extension. This is an area facing strong development pressures, with residential generally in the south and commercial in the north near Central School. The commercial development is taking place on the east side of Hartman Lane in Central Park Plaza. The current update to the plan retains single family residential along the western boundary and commercial development on the east.

Intersection of Central Park and Park Plaza Drives

At the entrance of Central Park Drive, traffic flows are heavily congested during peak usage, particularly during evenings, weekends, and holidays. Traffic projections from the transportation study done by Woolpert, LLP, for the entrance of Central Park Drive show a level of service "F" in 2020 (assuming no changes). Woolpert believes this intersection will require further study to help prevent poor LOS estimates.

Ashland Drive Extension

Another road improvement that will greatly impact this corridor is the proposed extension of Ashland Drive 5500 feet from Old Collinsville Road, through St. Ellen Mine Park to Hartman Lane, and then extend an additional 2200 feet to Central Park Drive. This total road project will provide greater interconnection between Hartman Lane and Central Park Plaza with the west-end of O'Fallon and Fairview Heights. This project is expected to alleviate some of the congestion on Hartman Lane and at the intersection of Highway 50. It will also open up land that is presently isolated and non-visible, such as the area along Booster Road. It will also create intersections at Hartman Lane, St. Ellen Mine Road, and Old Collinsville Road that will be attractive as business locations.

Future land uses along this roadway include single-family, neighborhood residential, and office uses between St. Ellen Mine Park and the intersection with Hartman Lane. At the intersection with Hartman Lane,

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

planned offices and neighborhood services would be suitable, as opposed to general or regional commercial uses such as a fast food restaurant, convenience store, car wash, and other similar commercial or retail uses. Immediately behind this intersection is an old trolley depot that should be evaluated for its potential as a renovated historic landmark. It would have frontage on Ashland Drive. Proposed land uses at the intersection of St. Ellen Mine Road and Ashland Drive, which will form the main entrance into St. Ellen Mine Park, should be compatible with a park-like setting and should be subject to the City's planned use requirements. Future land uses at and near Old Collinsville Road and Ashland Drive intersection should include recreation and entertainment activities, office and business services, and low-impact neighborhood retail. Typical commercial uses are not appropriate at any point along Ashland Drive extension. Careful attention should be paid to lighting, landscaping, and tree planting along this roadway, particularly since it will traverse St. Ellen Mine Park and an existing residential area.

Future Land Uses on the West Side of Hartman Lane

The 'front row' single family housing on the western edge of Hartman Lane is most affected by the pressure to convert to commercial uses. The lots along this row are 60' in width and approximately 120' in depth. This depth will not allow for heavy office or commercial use, and extending commercial uses beyond the depth of the front row would be intrusive to the established neighborhood St. Ellen Mine Park and Central School. Zoning in this area should remain single-family.

Future Land Uses on the East Side of Hartman Lane

Along the eastern edge of Hartman, vacant land is available for development. The current zoning allows for commercial uses, but office uses would provide a better transition 'buffer' area with the residential uses on the west side. Appropriate land uses on the east side of Hartman would be a mix of office and commercial projects. Uses located on the front of the property near Hartman Lane should be single story, with any taller uses located interior to Central Park. This is to help preserve the existing single-story scale and appearance of the neighborhood. Any development on this vacant parcel will be subject to a mandatory development plan and will be required to have planned business designation due to its proximity to residential development (250 ft.) and Central School. Due to traffic considerations, any proposed uses should access Park Plaza Drive rather than Hartman Lane. Commercial and office uses should be allowed along the eastern

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

boundary of Hartman Lane south to Jacquelyn Drive. Anything south of this boundary should be provided for single-family residential uses.

8.4.7.C Hartman Lane Development Guidelines:

- Each of the distinct land uses along northern Hartman Lane lacks boundaries and/or buffers. The uses encroach on incompatible uses and severely impact property values. Such uses should be separated and buffered.
- Site grading should reflect the predevelopment character of the site. Dwellings and roads should blend with the existing natural grades. Retain stands or mature trees where possible to preserve what remains of the small-town scale and character of the neighborhood.
- The existing residential units along Hartman Lane currently front the street. New commercial structures should also front the street to maintain an established development pattern. Generally, all new residential subdivisions should require homes to front an internal circulation system.
- Neighborhoods should be better connected with St. Ellen Mine Park through bike and pedestrian paths.
- Vehicular points of access should be limited along Hartman Lane. Hartman Lane already carries a significant volume traffic and the number of curb cuts should be limited to neighborhood streets and multi-use commercial sites.
- Edges of streets and other public open spaces should be landscaped with trees. This is intended to strengthen the definition of the street and give visual interest. Where the backs of residential lots abut the Hartman Lane right-of-way, require a hedgerow and additional landscaping or fencing along the buffer area. Sidewalks are also necessary along both sides of Hartman Lane.
- To protect the neighborhood from cut-through commercial traffic, Long Drive should not be connected to the future Ashland Avenue extension.

8.4.7.D Land Use Changes

Modifications to the 2001 Comprehensive Plan for the Hartman Lane Sub-Area include:

- Conversion of the planned Office/Service land use on the north side of the proposed Ashland Avenue extension, west of Hartman Lane, to Single Family Residential.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.8 LINCOLN AVENUE CORRIDOR

8.4.8.A Planning and Development Background

Lincoln Avenue serves as a primary north-south corridor through the City, from Troy-O'Fallon Road in the far north to the downtown area of the Village of Shiloh in the far south. The area north of State Street has experienced very little recent land use changes. It is basically all residential north of the Old City Hall at Lincoln and Washington.

Progress Since 2001

The corridor connects the developing residential area north of the City, Downtown O'Fallon, the U.S. Highway 50 commercial area, and the institutional and residential areas south of downtown. Land uses north of U.S. 50 are predominantly planned for General Commercial in locally-owned, community-oriented retail facilities, with office functions in a number of converted single-family houses.

Land uses south of U.S. 50 include General Commercial uses at the U.S. 50/Lincoln Avenue intersection including a bank complex and the Southview Plaza retail center. Further south is the Post Office/Library complex and a vacant parcel planned for Office use on the west side of the corridor, facing a large Single-Family Residential neighborhood on the east side. Land use in the Lincoln Avenue corridor south of Downtown has been relatively constant since the 2001 Comprehensive Plan.

The proposed Neighborhood Residential land use south of Dartmouth in the northeast quadrant of South Lincoln and I-64 is considered an appropriate future use. However, due to its adjacency to an existing neighborhood and concerns with storm water drainage through the area, this area should be developed only as a "planned" residential development. This requirement would allow for the proper placement of storm water detention basins, the mixing of residential densities based on their relationship to the interstate and the existing single-family neighborhood, and the location of access points.

Lincoln Avenue From Bank of O'Fallon north to Third Street

This portion of the Lincoln Avenue corridor serves as a critical link between the downtown business district and the commercial area at the Highway 50/Lincoln Avenue junction. By emphasizing the area's

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

potential, the city strengthens the central core's role as a vital center of commerce. Analogous to a shopping mall with two anchors (Southview Plaza and the Downtown Business District), this sub-area acts as a corridor linking the anchors. Both the anchors and the smaller businesses reinforce one another.

This area is probably more suitable for limited conversion of the existing homes and renovation of the existing businesses. New developments located from the intersection of Highway 50 and Lincoln north to Third Street, should have a minimum size of 2.5 acres and a minimum depth of 375 feet. Small offices, limited retail uses, and business services, would be appropriate in this area. The scale of the area should remain compatible with and not encroach into the adjacent residential neighborhoods. Residential conversions should follow the guidelines set forth in Section 8.3.

To strengthen or augment the commercial appeal of this area will require providing a balance of shopper convenience and amenities, while also preserving the area's distinctive character. This combination will be necessary if the Lincoln Avenue Corridor is to successfully compete with commercial retail, office, and service development along East and West Highway 50.

Vacant Parcel South of the Post Office on the West Side of Lincoln Avenue

Without a secondary means of ingress and egress, this parcel, which is located on the west side of Lincoln between the Post Office and the office park to the south, does not provide an efficient means of handling the traffic generated by a large scale retail commercial development. Without an interchange at I-64, it is questionable whether non-neighborhood oriented retail activity is appropriate, particularly in such close proximity to residential uses. High density single family and office uses are recommended for this sub-sector. These uses would create compatibility with the existing residential, office, and institutional uses that comprise the adjacent properties.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.9 Gateway Connector Corridor

8.4.9.A Planning and Development Background

The Gateway Connector Corridor is the result of the Illinois Route 158 Outer Belt Feasibility Study (1999-2001). The Feasibility Study initially looked at a very broad study area that encompassed parts of Madison, St. Clair, and Monroe counties. Roughly 37 miles long and one to two miles wide, the final study area extended from the I-55/70 - U.S. 40 interchange near Troy in Madison County, south and west through St. Clair County, to I-255 near Columbia in Monroe County. After technical and environmental evaluation, and input from stakeholders and the public, the study area was narrowed resulting in a "Recommended Study Corridor."

After examination of the Recommended Study Corridor, a 400-foot wide "Preferred Corridor" was identified in the 2004 Corridor Protection Study. The Corridor is protected from encroachment by IDOT through the Illinois State Statutes Corridor Protection process. The purpose behind corridor protection is to:

- Minimize residential and commercial displacements and environmental impacts.
- Benefit communities by incorporating their long-range plans and needs.
- Establish a corridor that could be used for a variety of transportation improvements.

Corridor protection does not mean it has already been determined that a new roadway facility is the best use for the Gateway Connector corridor. The Phase I study will look at a variety of options - including the "No Build" option - to determine what transportation improvements would best handle the expected population and traffic growth.

The Gateway Connector corridor could be modified during future study phases. For example, the more detailed level of analysis in Phase I may identify significant environmental impacts, displacement issues, or engineering concerns. Any such modifications to the corridor would most likely be minor shifts (for example, to avoid a cemetery or historical site), and would not mean that entirely new corridor options would be created.

The Location & Environmental (EIS) Study (Phase I) is currently on hold pending release of funds and notice to proceed by the State of Illinois. This \$5-10 million process is estimated to take 3-5 years. Design (Phase

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

II), Land Acquisition, and Construction are unfunded and estimated to take 3-5 years for each phase. Therefore, the Gateway Connector could be completed at the earliest in 12 years (2018), but potentially even later (2020-2025).

The Gateway Connector Preferred Corridor stretching from the U.S. Highway 50 Sub-Area to Madison County is the center of the Gateway Connector Sub-Area. The Sub-Area encompasses ¼-mile on each side of the Corridor.

Since it has not been determined what type of roadway facility will ultimately be constructed, it is unclear how intersections with existing roads will be treated. The Corridor Protection Plan has designated property at Scott-Troy Road in the apparent configuration of a diamond interchange, and the property at County Line Road in the apparent configuration of a cloverleaf interchange (or potentially a series of fly-over ramps). If this becomes the case, development at the Scott-Troy Road diamond interchange would be more conducive to higher intensity commercial uses at the interchange with lower intensity mixed uses beyond those. The more complex, potential cloverleaf or fly-over configuration at the County Line Road interchange would be less conducive to higher intensity commercial uses.

8.4.9.B Land Use Analysis

This stretch of the corridor is predominantly agricultural. There are a few rural residential and single family subdivisions including Woodstream, Braeswood, Keck Ridge, Johnson Farms, Sunny Hill Lakes, and Whispering Hills adjacent to the corridor.

8.4.9.C Future Land Use & Development Guidelines

- Preserve the existing Rural Residential areas.
- Future development should be predominantly Single Family Residential land use.
- Given the uncertain nature of the Gateway Connector design, the design of future developments should not infringe upon the protected corridor. Additionally, the suggested setback for arterial roads should be applied to the corridor boundary.
- If the Gateway Connector is designed as a limited access highway, the City of O'Fallon should encourage IDOT to create a frontage road system on either side of, and parallel to, the highway. Ideally, the City would work with IDOT to retain existing portions of Scott-

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

Troy Road as the western frontage road during design of the Connector.

- Construction of the Gateway Connector may cut off access to subdivisions now accessed via Scott-Troy Road. Existing and future subdivisions located along Scott-Troy Road should have an alternative point of vehicular access to the frontage road system, or another local road, other than the Gateway Connector.
- The future intersections of the Gateway Connector with O'Fallon-Troy Road and with County Line Road are potential locations for Community Mixed Use developments—a mix of uses including Neighborhood Residential (e.g., townhomes to a density of 7 DU/acre), General Commercial, and community scale Office/Service.
- Design of the mixed use developments should resemble a community center with sites and buildings that have more than one use, pedestrian access, and a common design theme.
- If future traffic generates demand for more intense land uses, Regional Commercial and higher density Office/Service uses would be acceptable adjacent to the intersection.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.4.10 Proposed O'Fallon FPA Expansion

8.4.10.A Planning and Development Background

The proposed expansion of the O'Fallon Facility Planning Area encompasses 7,580 acres in Madison County. The expansion, once adopted, will increase the existing FPA of 22,000 acres by 34%. The expansion area is bounded by Kirsch Road to the north, the Madison/St. Clair County border to the south, Silver Creek to the east, and the ridge defining the Mill Creek watershed to the west. This entire area drains to Silver Creek past the O'Fallon waste water treatment plant making it a natural addition to the O'Fallon FPA.

8.4.10.B Land Use Analysis

Current land use in the Sub-Area consists of approximately 5,700 acres Agriculture, 1,600 acres Rural Residential, and 60 acres Single Family Residential. There is one Single Family Residential subdivision along Scott-Troy Road. The Rural Residential properties are mainly located along Troy-O'Fallon Road, Kirsch Road, Mill Creek Road, Liberty Road, and County Line Road.

8.4.10.C Future Land Use & Development Guidelines

- Future land use within the Sub-Area is primarily Single Family Residential in the southern half of the area and along Scott-Troy Road, with the exception of existing Rural Residential developments.
- North of the railroad tracks should be Rural Residential due to topography and limited road and utility access.
- Agriculture/Open Space is preferred in the Silver Creek floodplain.
- Given the uncertain nature of the Gateway Connector design, the design of future developments should not infringe upon the protected corridor. Additionally, the suggested setback for arterial roads should be applied to the corridor boundary.
- If the Gateway Connector is designed as a limited access highway, the City of O'Fallon should encourage IDOT to create a frontage road system on both sides of, and parallel to, the highway.
- The future intersection of the Gateway Connector with County Line Road is a potential location for a Community Mixed Use development—a mix of uses including Neighborhood Residential (e.g., townhomes to a density of 7 DU/acre), General Commercial, and community scale Office/Service.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

- Design of the mixed use development should resemble a community center with sites and buildings that have more than one use, pedestrian access, and a common design theme.
- If future traffic generates demand for more intense land uses, Regional Commercial and higher density Office/Service uses would be acceptable adjacent to the intersection.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

8.5 SUMMARY OF RECOMMENDATIONS FOR OTHER DEVELOPMENT AREAS

8.5.1 Scott Air Force Base and MidAmerica Airport Overlay Zoning Area

The US Department of Defense Office of Economic Adjustment has funded a Joint Land Use Study (JLUS) to be conducted during 2006-2007, in conjunction with an update of the Air Installation Compatible Use Zones (AICUZ) study being done by planners at Scott Air Force Base. The purpose of the JLUS and the AICUZ Studies are to ensure long term compatibility between the base and surrounding communities, as well as to ensure the long-term viability of Scott AFB and Mid-America Airport as a joint use facility.

The JLUS Study will be an opportunity for the surrounding communities of O'Fallon, Mascoutah, Lebanon, Shiloh, and St. Clair County to work together with planners from Scott AFB to determine appropriate land use standards within the over-fly impacted areas around the base. The AICUZ Study will update the noise contours and accident potential zone configurations for those affected areas around the base, with the recommendations being based on work jointly performed by the Air Force and the Department of Defense. As a result of both studies, the current Airport Overlay Plan and Zoning Ordinance in effect in O'Fallon should be modified accordingly.

The purpose of the City's current Airport Overlay Zoning Ordinance is to protect the public health, safety, and welfare by preventing encroachment into noise sensitive areas or into areas where the Air Force has determined that accidents are most likely to occur (Map 8-53). It will prevent population intensive land uses (hospitals, shopping malls, etc.) from locating in those areas where accidents are most likely to occur, thus limiting the likelihood of future catastrophic losses from a plane crash. The mitigation of losses from plane crashes, the prevention of nuisances caused by noise, and the prevention of incompatible encroachments on the air complex are the primary goals.

A key goal of the JLUS and AICUZ Studies and subsequent ordinances is to protect Scott Air Force Base from incompatible encroachments, which if allowed, could adversely affect the long-term viability of the Base. During the 1997 round of federal Base Realignment and Closure (BRAC) hearings, Scott AFB did not rank well regarding the prevention of

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

incompatible encroachments on the base, particularly residential developments. Although encroachment on the base by developments in O'Fallon has been strictly prevented since 1997, which helped during Scott AFB's successful retention during the BRAC round of 2005, the City wants to continue updating its plans and ordinances to ensure encroachment is not an issue in any future BRAC rounds.

8.5.2 Land Use on Old Collinsville Road

The visibility and sensitivity of the St. Ellen Mine Park, along with the mix of retail, residential, and service-related uses in this corridor, will preclude the location of heavy commercial and industrial uses in this area. A mix of residential options should be considered for the area, particularly with a focus on detached and attached single-family residences and duplexes. Homeownership options should be encouraged to help stabilize the transitional nature of the area. Multi-family uses should be discouraged. The intersection of Old Collinsville Road and the Ashland Drive Extension is suitable for general office or local commercial use, particularly with an emphasis on providing neighborhood services. It is not suitable for typical regional commercial uses, such as convenience stores, car washes, drive-through service businesses like fast food restaurants, those uses with heavy traffic volume or turnover, or those with potentially negative external effects such as noise or lighting inconsistent with the neighborhood's current uses

8.5.3 Unincorporated Land in the 1.5 Mile Planning Area

The City's 1.5 mile extraterritorial planning area includes essentially the area bounded by Silver Creek on the east, an area north of the St. Clair/Madison County line, and Old Collinsville Road to the west. Within this area, the City exercises its subdivision review authority. The City unfortunately does not have zoning authority in this area because the County's zoning ordinance takes precedent in the unincorporated areas. However, it is the City's intent to work towards an intergovernmental cooperation agreement with the County to ensure joint review of projects within the City's 1.5 mile planning jurisdiction. The City's general policy is to encourage low density (1-4 units/acre) development closer to our corporate limits and our existing municipal services, while discouraging anything but rural residential densities or agricultural uses

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

farther out. This is to discourage a “leapfrog” type of development pattern that is less efficient concerning land use and much more difficult and expensive for the City to serve. Areas unserved by public water and sewer should remain either Agricultural or Rural Residential until public water and sewer is provided. Package plants or other “on-site” treatment facilities are strongly recommended against. Areas proposed for development within the 1.5 mile planning and subdivision jurisdiction should be annexed to the City prior to subdivision approval to restrict poorly planned leapfrog development, as well as to ensure urban services, such as police, water, and sewer service, are readily available to serve the new subdivisions at the time of their development.

8.5.4 Riparian and Environmental Corridor Plan

This section of the O'Fallon Comprehensive Plan summarizes the goals and objectives of the Environmental and Landscape Framework Plan prepared in conjunction with Tim Franke, Professor of Landscape Architecture and Urban Design at Washington University. It also highlights the riparian corridor concept outlined in that Plan. The Environmental and Framework Plan is adopted by reference is a supplement to this Comprehensive Plan. It contains a number of key goals and objectives that are reiterated as goals and objectives in this Comprehensive Plan, which include:

1. Protect the health, safety, and welfare of City residents with land development policies that lead to a safe and well-ordered physical environment for current and future residents.
2. Develop policies related to land use that maximize site specific economic values of the natural landscape to land owners and developers within the City, while minimizing community-wide, long-term maintenance costs of certain infrastructure components such as storm water management facilities.
3. Promote land development policies that create a direct and positive relationship between residents and the physical landscape that forms the context of the City.
4. Promote land development policies that preserve the qualitative aspects of O'Fallon's natural landscape conditions including landform and slope, vegetative cover, and natural drainage patterns.
5. Provide alternatives to vehicular roadway connections between all City parks, schools, and community institutions within the City.

CHAPTER 8 SUB-AREA AND CORRIDOR PLANS

6. Establish a consistent set of goals and objectives for environmental qualities that are to be preserved and/or developed throughout the City, over time.

The Plan also outlines the need for protection of environmental and riparian corridors, which are located both within the City and in its unincorporated fringe. The Plan defines environmental corridors as “those linear natural landscape systems which have economic, biological, ecological, or visual values for the Community”. Riparian corridors are those areas “located along naturally occurring drainage channels” that have been identified as “critical environmental resources” within and near the City. The riparian corridors are areas located along natural drainage ways that typically have tree canopy cover in or immediately adjacent to the drainage way. The riparian corridors are areas of critical environmental sensitivity where no excavation or fill is allowed, with the intent of minimizing soil erosion, degradation of the drainage way, and preservation of the remaining fragments of the tree canopy. Each riparian corridor will have a 300’ wide area of “no development” within a zone “x”, measured 150’ from each side of the centerline of the drainage area. The zone “y” of the riparian corridor is an area 50’ wide on the outer edge of the “x” zone, where limited development, excavation, and fill is allowed. The intent is to retain the “y” zone in a near natural condition during construction.

