
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.

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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

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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.

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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.

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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,

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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.



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Insert Sub-Area Map Here



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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.

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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.

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- 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.

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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)

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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.

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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;

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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.

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- 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.

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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

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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

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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

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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.

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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.

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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.

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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.

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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.

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- 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.

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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.

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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

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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

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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

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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

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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.

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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

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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

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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.

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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.

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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,

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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

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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.

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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

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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.

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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

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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-

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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.

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- 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.

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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

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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

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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.

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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.



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Insert Riparian Map here.



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maps