



GREEN MOUNT MEDICAL CAMPUS **Sub-Area Plan**

Background

The City of O'Fallon's 2006 Comprehensive Plan provides an outline for the City's policies and guidelines on how the community should grow, with it serving as a clear policy statement regarding "what land uses should go where, and what they should look like". Recently, the City of O'Fallon has been approached by Hospital Sisters Health System (HSHS), which is a non-profit health care provider with 13 hospitals in Illinois and Wisconsin, one of which is St. Elizabeth's Hospital in Belleville, Illinois. The HSHS system is considering acquiring approximately 106 acres of land between Exit 14 and Exit 16 off Interstate 64 on Green Mount Road for the purpose of constructing a medical campus that could include inpatient and outpatient services, medical offices, and various testing centers and clinical services. As part of that effort, the City wants to evaluate how a medical campus of this type may change the development of the immediate area around the hospital in both the short and long term. To accomplish that, the City has determined that the 2006 Comprehensive Plan needs to be reviewed and updated to provide a more detailed evaluation of how a medical complex would change the land uses in and around it. In response, City staff has prepared this Green Mount Medical Campus Sub-Area Plan which is being submitted to the City Planning Commission, City Council, and general public for consideration, input, and recommendations.

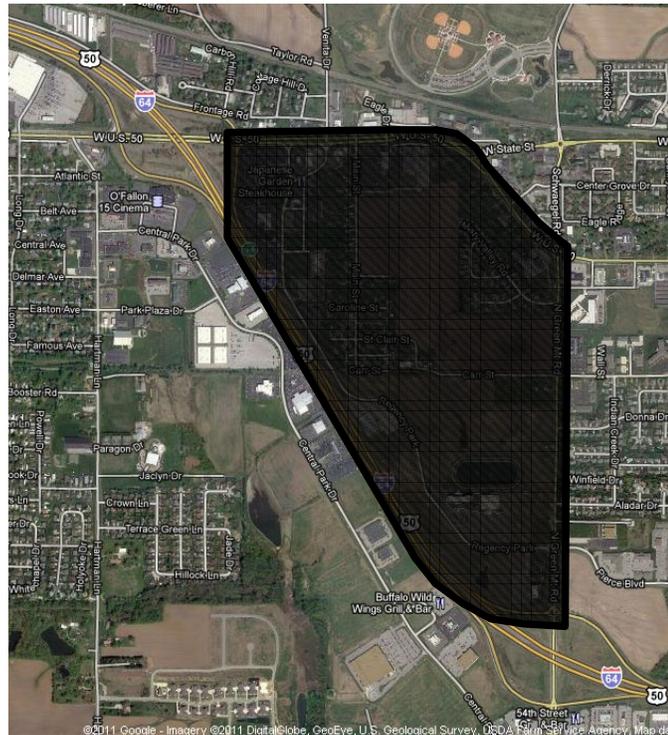
The City is generating this Sub-Area Plan as an amendment to the Comprehensive Plan to reflect the potential uses, impacts, and opportunities a hospital might have on the surrounding area. While a detailed medical campus site plan is not expected to be submitted by HSHS until Spring 2012, this sub-area plan sets the stage for establishing a medical district and guiding the new types of development that may occur in and around it.



Location

The Green Mount Medical Campus Sub-Area Plan is bounded by West Highway 50 on the north, North Green Mount Road on the east, and Interstate 64 on the south and west. The area has direct access to Interstate 64 at W. Highway 50 (Exit 14) and N. Green Mount Rd (Exit 16). Other points of access into the site include Pierce Blvd and Cambridge Blvd with signalized access at both ends of Regency Park Dr.

A large portion of the area is undeveloped, particularly where the hospital may be located, however, there are also several existing uses within the sub-area. Along Regency Park Drive, near the southwestern edge of the Sub-Area, uses include the Hilton Garden Inn, Regency Conference Center, a three story office building, bank, and recently approved restaurants. The northwest corner of the sub-area includes auto dealerships, extended stay hotels, light retail and tenant spaces, and a few restaurants. In the central portion of the boundaries are two residential areas: Misty Valley Subdivision and Main Street. The City of O'Fallon's 200 acre Family Sports Park is directly north of the Sub-Area at State Street and Oberneufemann.

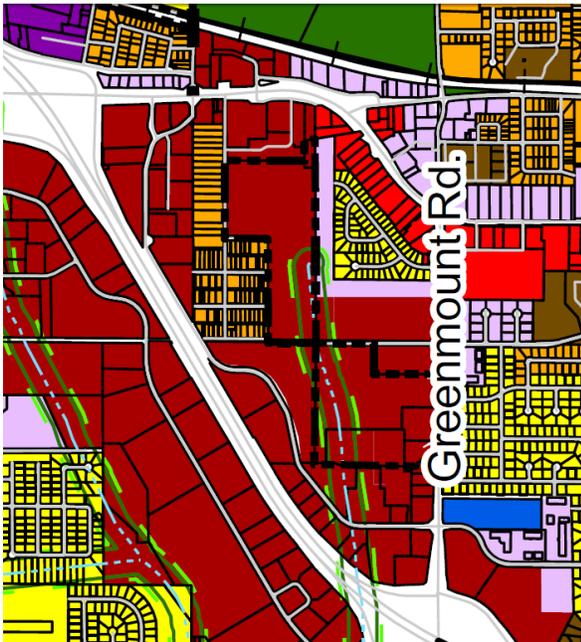


Boundary of Green Mount Medical Campus Sub-Area Plan

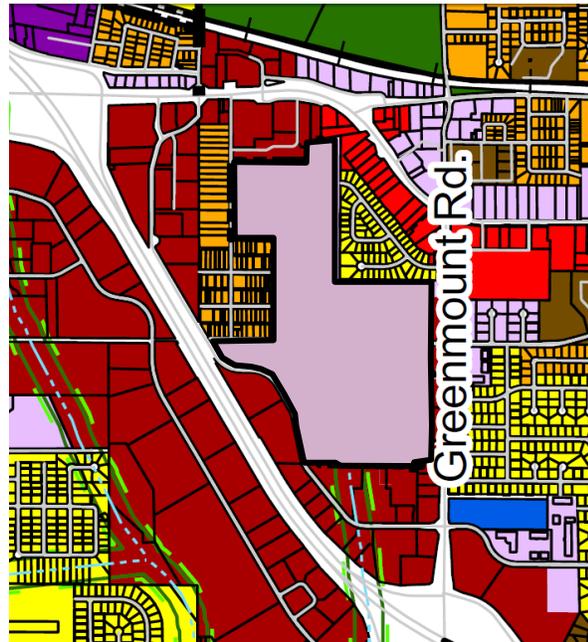
Land Use

The existing Comprehensive Plan's Future Land Use Map shows the entire Sub-Area vicinity, except for the existing residential subdivisions and a small office buffer along Misty Valley, as Regional Commercial. Per the 2006 Comprehensive Plan, uses within Regional Commercial should typically be zoned B-1 (Community Business District), and could include big box retail, car dealerships, entertainment facilities, fast food and sit-down restaurants, theaters, outdoor merchandise display, retail sales, convenience stores, ancillary office, and uses that could include heavy traffic and lighting generators.

While commercial land uses are often appropriate for interstate frontage located between major interchanges, the Office/Business Service land use designation for the future 106 medical campus is most compatible with the location and will also provide a lower impact on the adjacent existing residential neighborhoods. The Sub-Area Plan proposes a change in the future land use designation for the future medical campus from Regional Commercial to Office. The existing residential neighborhoods surrounding the Medical Campus will remain residential in the proposed Sub-Area Plan. The other land uses around the Campus will remain shown as they are currently are in the 2006 Comprehensive Plan.



Existing Comprehensive Plan Future Land Use Map



Revised Comprehensive Plan Future Land Use Map

A Medical Campus of this type can be expected to attract a wide variety of uses to the immediate area, as well as to the community at-large. As documented in the case studies later in this report, uses that may typically locate around a hospital include:

- | | | |
|----------------|---------------------------|------------------------|
| Restaurants | Imaging/Radiology | Business Incubators |
| Grocery Stores | 24-Hour Day Cares | Banks |
| Retail | Long Term Care Facilities | Financial Institutions |
| Pharmacies | Hotels | Real Estate Offices |
| Physicians | Education Facilities | Title Companies |
| Orthodontics | Medical Research | Residences |
| Pediatricians | Medical Device Companies | |

The Green Mount Medical Campus, along with the proposed Memorial Hospital and BJC properties located in Shiloh, will have a large impact on the way land around interstate Exit 16 develops as well as the types of uses that choose to locate in the sub-area. The Medical Campus will not only act as a regional draw for employment, but also for businesses serving the hospital, its employees, patients, and visitors. The land use portion of this sub-area plan is important in establishing the types of uses that are compatible and incompatible within and around the hospital campus.

Analysis of Land Uses

Certain land uses are of high priority within the core area of a hospital. Other uses may be compatible with the hospital but should be located on land outside the campus. This section focuses on three levels of land use analysis:

- 1) *106 Acre Medical Campus Core*: The 106 acre campus that the Hospital Sisters Health System is considering for a hospital.
- 2) *Balance of Sub-Area Outside Medical Campus Core*: The remainder of land within the Sub-Area including those properties within the TIF boundary but not including the hospital and MOB's.
- 3) *Adjacent Property*: Uses outside but adjacent to the Sub-Area.

106 Acre Medical Campus Core

Uses located within the 106 acre campus core will include the hospital, outpatient facilities, 200,000 square feet of medical offices and clinical/physician space, and specialized treatment services. It is expected the facilities will be built in phases, with the first phase to be constructed on the southern half of the property north of the existing detention pond. Ancillary retail supportive of a hospital such as pharmacies may also be considered if strategically located at primary road intersections. These ancillary retail locations will most likely exist at the Green Mount Road & Cambridge Boulevard intersection and the Regency Park Drive & Carr Street intersection and may allow for drive-through traffic. Institutional uses such as medical education or research may also be appropriate within the core area. Open spaces such as small parks, plazas, and gardens along with trails should be considered vital to the quality of life for employees, patients, and visitors.

Balance of Sub-Area Outside Medical Campus Core

The land within the sub-area but outside the hospital core already includes existing uses such as hotels, a senior living facility, the conference center, restaurants, bank, office tower, and retail, each of which would be compatible with the Medical Campus. In addition to these existing uses, future uses within the balance of the sub-area should be supportive of the hospital, its employees, and patients it draws. These uses should not be regional attractors themselves. For instance, with high traffic generators such as a big box store, traffic in the sub-area may increase to such a high level that such a store negatively impacts the road system and interrupts service to the hospital. In contrast, uses such as pharmacies, daycares, senior services, or restaurants will be compatible and supportive of a hospital development.



The sub-area includes several vacant lots which should be developed with uses compatible with a medical campus environment. The three existing undeveloped office lots at 1417, 1425, and 1433 Green Mount Road should continue with office zoning. Commercial and retail should be discouraged as these three office lots are intended as a buffer with the residences east of Green Mount. The office building design on these three lots should be architecturally consistent with the Medical Campus, particularly since they, along with the lot at the corner of Regency and Green Mount, will serve as a “front door” for the Medical Campus. The corner lot at 496 Regency Park is zoned Community Business and should continue as such, although the type and intensity of any proposed use should be strongly scrutinized to ensure consistency with the uses, traffic circulation, and design of the medical campus. Financial institutions, offices, and light retail or restaurant are appropriate for this corner lot.



There are also a couple of vacant lots in front of the conference center, one of which is planned for a hotel, and the other (outlot) is being reserved for use as a restaurant or other light retail facility. The vacant lots between Regency Park Drive and Interstate 64 are also zoned Community Business, and they are ideal for casual dining or up-scale restaurants to provide services to the hospital campus and local hotels and convention center. Offices, education facilities, and retail centers may also be considered on these lots. One of the existing buildings near the medical campus core, a former bowling alley, is included in the TIF area and is suitable for use as an office, institutional use, or educational facility. Some commercial uses may be considered, however, any and all storage and inventory would need to be kept inside the facility.

The Main Street and Misty Valley residential neighborhoods, as well as the residential areas east of Green Mount Road, shall be strictly protected as residential only and should be shown on the plan and in any future overlay zone as single-family residential only. Buffering to protect these existing residential neighborhoods will also be required to be provided as part of the formal submission of the detailed site plan for the Medical Campus in 2012.

Property Adjacent but Outside of the Medical Campus Sub-Area

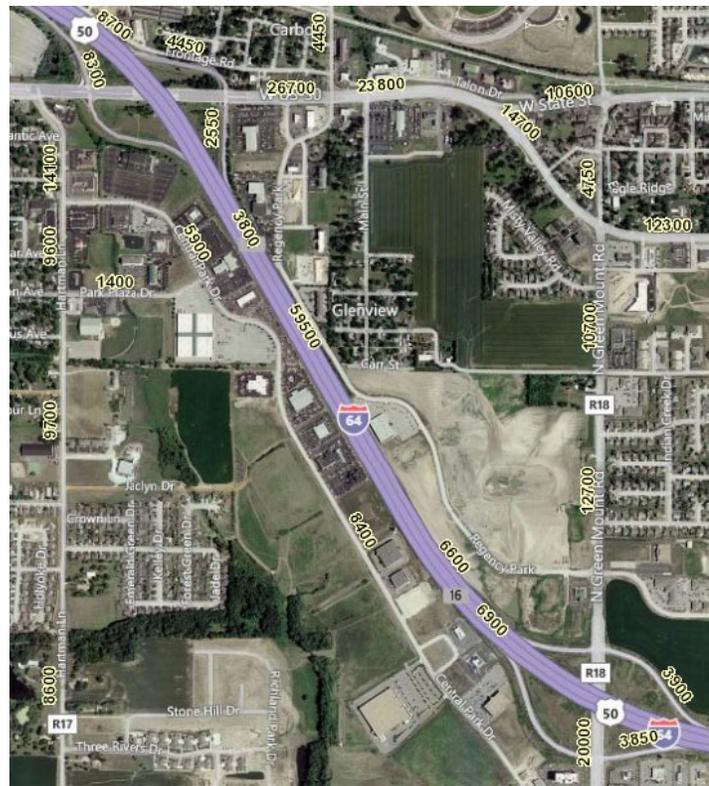
Green Mount Road should act as a hard line between the development of the Green Mount Medical Campus and the residential land to the east. Conversion of residential properties east of Green Mount shall not occur, and those residential areas shall remain as residential only. Vacant land (owned by

Delmar Gardens) at the northeast quadrant of Exit 16 is ideal for multi-story senior living, nursing, or assisting living facilities. This property as well as the vacant parcel at 700 Pierce may be appropriate and supportive of medical research or educational facilities particularly with the easy access to I-64 and the central location between the three hospital properties. Additional vacant land west of the Assembly of God and east of Frieze Harley Davidson are appropriate for office use but may be able to accommodate light commercial or business service uses as well. The existing office parks at Green Mount Road and Cambridge, and on Pierce Boulevard, will remain designated only for office use. The Family Sports Park is directly north of the sub-area and will be directly accessed by Green Mount Road and Regency Park Drive. The sub-area should look to not only serve the hospital but also support the strong recreational draw for adults and children.

Traffic Access, Infrastructure, and Undermining

Traffic & Roadways

The roadway system surrounding the sub-area is heavily travelled. In 2009, the Illinois Department of Transportation calculated the Annual Average Daily Traffic (AADT) for roadways throughout the state. There are three existing major roadways that surround the Green Mount Medical Campus – Highway 50 (23,800 AADT), Green Mount Road (12,700 AADT), and Interstate 64 (59,500 AADT) – all of which have additional capacity to serve the medical campus. Highway 50 (Exit 14) and Green Mount Road (Exit 16) both intersect Interstate 64 providing quick and immediate regional access to the campus. Multiple access points along Highway 50, Green Mount Road, and Regency Park Drive offer direct service to the core areas of the medical campus. The campus will



be highly visible to residents (59,500 vehicles per day on I-64) of the region and those traveling through the area. And the proximity to major road networks offer convenience for patients in the region to travel to and from the Medical Campus for specialized services. Mass transit including the Metro bus route and bike routes are important links in the transportation network for bringing patients and staff to the campus from neighboring communities.

The City of O'Fallon has been very successful in obtaining federal grants for roadway improvement. A majority of the City's allocation of State of Illinois Motor Fuel Tax (MFT) is held to pay the City's portion of Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Program,

Highway Safety Improvement Program (HSIP), and Illinois Transportation Enhancement Program (ITEP) grant projects. In the last 10 years, the City has successfully garnered a grant in each of these programs every time they have been offered – a success rate matched by no other municipality in the Metro East. O’Fallon will work with these programs to provide enhancements to the existing roadways serving the Green Mount Medical Campus. These improvements should be made to accommodate any necessary lane widening, additional turning movements, signalization, and aesthetic streetscape treatments.

Traffic Study

The City of O’Fallon anticipates contracting with a traffic engineering consultant to assist the City and the hospital in determining a phased approach to traffic management improvements around and within the campus. Other traffic studies should be required for development within and around the sub-area. These studies 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.

Access

Site access and internal circulation systems within these medical, commercial, and office areas should 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 access from Regency Park Drive, Green Mount Road or Highway 50. Access options on these roads should be carefully reviewed and limited based on traffic study recommendations. Cross access easements should be required and shared parking and maintenance agreements are strongly recommended throughout the sub-area plan to allow for movement between properties.

Long term planning should allow for additional primary access points into the medical campus as it grows. Preliminary access points into the Medical Campus may include: access at Carr Street and Green Mount Road (with a signal), Regency Park Drive, secondary access on Green Mount south of Cambridge, and long term access, if needed, to Highway 50 at the spur/State Street. All of these access points should be based on recommendations of a traffic study, and may include additional turn and/or deceleration lanes as needed.

Parking

Surface parking will be common throughout the medical campus. Given the long term planning of the hospital, future phases for growth, and the hospital case studies in St. Louis, the City should be open to allowing structured parking in the long term if the hospital deems it necessary. Current parking requirements (lighting, landscaping, islands, etc.) are appropriate for the medical campus.

Sidewalks/Bikeways

With few exceptions, sidewalks should be constructed on both sides of residential streets, collectors and arterials. Pathways may also be appropriate for interior open space within the development itself. All sidewalks and curb cuts/ramps are to conform to Illinois Accessibility standards. Special sidewalk materials, patterns, and colors may be used to define and articulate key pedestrian areas. Paths should be provided between mass transit stops and core areas of the medical campus.

Utilities and Drainage

Sanitary Sewer

The area south of Carr Street is generally within the Caseyville Township Facility Planning Area (FPA). The area north of Carr Street is within the City of O'Fallon FPA.

Water

Potable water throughout the sub-area will be supplied by the City of O'Fallon. The water service around the sub-area is served by redundant water mains from the north, west, and east to help prevent any loss of water service to the hospital in the event of a main break or other precipitating event.

Gas

There exists a 15" Ameren gas transmission main (+60 PSIG) along the same general line of Carr Street. The Developer should site their buildings to avoid conflicts with the transmission line and allow access to the easements. If conflicts with the gas line cannot be avoided, the developer would need to move the gas line and obtain the proper approvals and permits for such relocation.

Drainage

There exist two regional detention areas within the sub-area north of the conference center and south of Regency Park Drive. Most water within the sub-area will flow to these detention areas. The Developer shall evaluate its drainage implications to determine if on-site detention is required or if drainage easements and access to the common detention ponds need to be secured. Developments are required to have appropriate easements to facilitate new infrastructure needed to service this area and participate in the business association (maintenance and repair of common detention areas) if applicable.

Undermining

The Medical Campus Sub-Area is undermined, meaning that the property has areas under its surface where coal mining was done decades ago, leaving mine shafts and open voids in the ground. Actual mine subsidence occurs when remnants of former underground coal mines settle due to the voids left behind from mining activity. In order to prepare undermined areas for development, remediation is often done which involves filling these underground voids. Mine remediation is an expensive procedure and is a main justification for making ground eligible for use of Tax Increment Financing (TIF). All mine remediation is eligible for reimbursement with TIF funds and, once completed, would allow all structural building to proceed normally. The HSHS site is expected to be remediated, particularly for those structures over one story in height, and TIF funds are expected to be used for the remediation.

Zoning and Site Design

Bulk and Area Regulations

A large hospital will have different building requirements than a traditional office building. While the underlying O-1 Office zoning district fits the desired land uses, the B-1 Community Business District's bulk and area regulations are more appropriate for physical planning of a hospital and associated MOB's. The maximum height of a building within an O-1 Office District is 35 feet (approximately three stories), while the lot coverage is limited to 30% and the floor area ratio is 3/4:1. This type of hospital facility would generally require five to six stories and medical office buildings of three to four stories. The B-1 Community Business District permits maximum heights of 92 feet or eight stories, lot coverage of 50% and a floor area ratio of 2:1. Given the case studies staff conducted, these B-1 physical attributes are appropriate for the hospital campus. Other variances related to a hospital should allow for a helicopter pad and provided relief from parking space widths for certain designated staff areas.

Architectural Standards

New development or redevelopment of properties should be consistent with the City of O'Fallon *Residential Design Guidelines* and *Commercial Design Handbook*. In general, building massing and façade design should visually reduce the 'big box' nature of any proposed structure using changes in massing, building height, and architectural features. The roofline should be defined by cornices or other architectural devices. Rooftop equipment should be screened from view. All building sides should be finished with similar 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.

Site Planning

Generally, all buildings should be oriented to major thoroughfares. Buildings should be setback from the right-of-way to maintain a landscaping buffer along the street edge. Parking areas should be centrally located and configured in a manner for parking lots to centrally service multiple buildings and businesses.

Streetscapes

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 buried utilities.

Identity/Gateways

The City should establish the corners of the Medical Campus Sub-Area Planning District as major gateways to the Medical Campus. Public improvements involving landscaping, signage, and other public amenities such as sculptural elements, should be designed and implemented in this area.

Signage/Wayfinding

Signage should comply with adopted sign regulations. Multi-tenant projects should establish coordinated site design standards to minimize clutter and establish a sense of project cohesion.

Applicants proposing large developments of business and office centers 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 throughout the sub-area. Wayfinding signs directly related to the hospital and medical office buildings should be permitted throughout the sub-area, particularly in regards to access and directions from Highway 50 and Green Mount Road. Provisions should be made to allow outlots and easements on non-hospital or medical office building property for monument style directional signage serving the Medical Campus to be located off-site.

Common Areas/Greens/Connectivity to Family Sports Park

Require the provision of public amenities such as plazas, seating areas, fountains, artwork, or others as part of the development or redevelopment process.

Service & Loading Areas

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

Outdoor Storage

Outdoor storage areas should be discouraged in this Sub-Area.

Neighboring Residential Bufferyard Requirements

The City will preserve the existing boundary between the medical campus and the residential neighborhoods east of Green Mount. It will also require bufferyards between the Main Street and Misty Valley neighborhoods and the Medical Campus. Those impacts should be mitigated with regard to site planning and use, building design and materials, landscaping, access, signage, improved bufferyards and setbacks, and other methods of providing buffering. The City should also consider how the Medical Campus could mitigate noise and lighting related to helicopters and flight patterns, traffic, emergency vehicles, cooling units, and generators.

Mitigation of Noise

The City should consult with a noise impact and mitigation professional to study the audible impacts that a hospital campus may have on existing and future neighboring uses. Sources of noise may result from general increased traffic to the sub-area, the introduction of helicopters & flight patterns for emergency services, emergency vehicles, cooling towers, and utilities. However, emergency vehicle routes and helicopters must still have quick access to the hospital. The study should evaluate a variety of noise mitigation techniques to achieve the desired function of the site while also helping protect neighbors from the adverse impacts of noise.

Economic Development

The City of O'Fallon is creating a TIF District to support the future hospital, primarily for the purpose of remediating the existing undermining on the site, with the balance of any future revenues beyond

remediation going to offset public infrastructure costs, such as widening of Green Mount Road and utility extensions. The estimated budget for the TIF is \$22 million dollars. There are no other economic development incentives for the HSHS site at this time.

In a 2010 Economic Impact Study prepared jointly between St. Elizabeth Hospital, HSHS, and the Illinois Hospital Association, new hospital jobs create an additional 1.1 jobs, with many of them located in the region. It is expected that new jobs and business opportunities will be created in the O'Fallon area with the establishment of a new hospital, with these impacts being felt in the restaurant and hotel industries, local retail, local housing, and numerous related medical uses, suppliers, and offices.

As identified in the IHA Study, St. Elizabeth in Belleville has a direct employment impact of 2,000 jobs (1,200 at the hospital and 800 at build-out of the MOB's) and a direct economic impact of \$313 million (2009 estimate). The report estimates that hospital employees' generate \$140 million in economic activity (groceries, clothing, mortgage payments, rent, etc.) thus potentially creating 700 additional jobs to the local economy.

To help us determine the land use and economic impact of the proposed Medical Campus, City staff identified three medical campuses in the St. Louis Metro area for detailed site investigation to see how each hospital impacted the neighboring areas, particularly residential, and what land use effects resulted from them. These three hospitals and the associated case studies are as follows:

Case Studies Summary

<u>Hospital</u>	<u>Location</u>	<u>Beds</u>	<u>MOB</u>	<u>Acreage</u>
SSM St. Clare	Fenton, MO	154	116,000 sf in 1 bldg	54 acres
Barnes Jewish St. Peters	St. Peters, MO	127-180	98,000 sf in 2 bldgs	28 acres
Barnes Jewish West County	Creve Coeur, MO	108	237,091 sf in 4 bldgs	54 acres

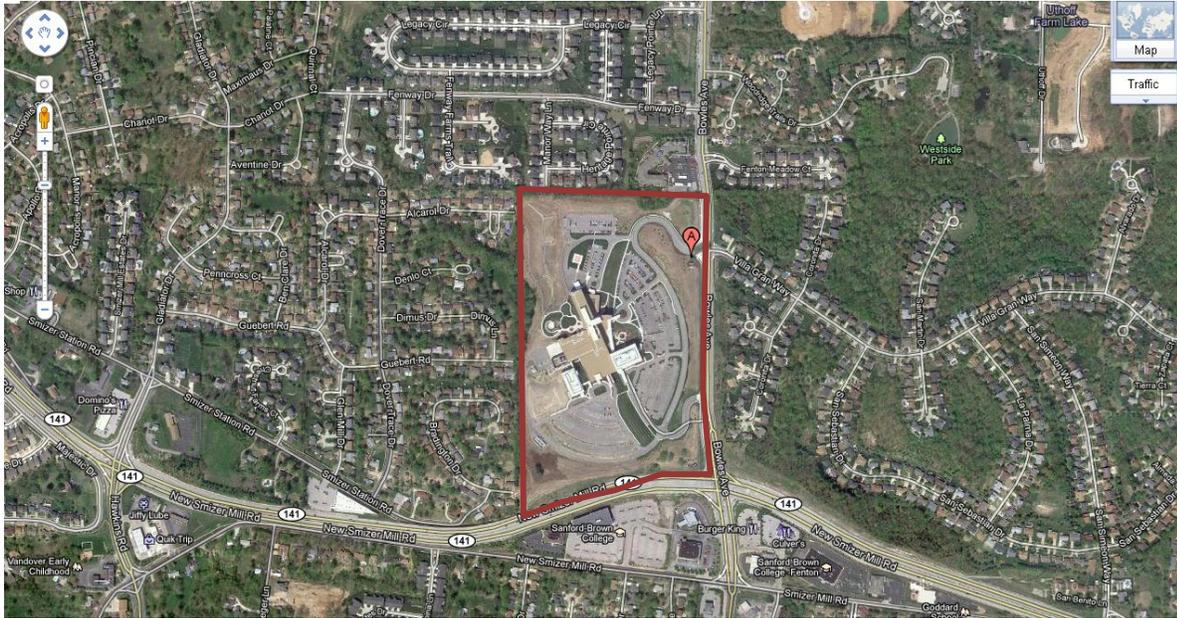
SSM St. Clare

Location: Creve Coeur, MO
Inpatient Beds: 180
Medical Office: Building 1 – 116,000 sf
Total MOB: 116,000 sf
Site Acreage: 54 acres

Summary:

SSM St. Clare was completed in March of 2009 and has one medical office building located on campus. It includes SSM’s Heart Institute, Neurosciences Institute, Cancer Care, Ambulatory Surgery Center, Outpatient Procedure Center, Outpatient Diagnostic Center and St. Francis Medical Office Building.





Findings on SSM St. Clare, Fenton:

SSM St. Clare is a good comparison both from a physical planning as well as a land use perspective. The hospital is located at the intersection of Bowles Ave. (comparable to Green Mount) and Highway 141. Bowles Ave is two lanes in each direction with a central turn lane and limited, controlled access points into larger residential and commercial complexes. Residential subdivisions surround the hospital on its east, north and west. Commercial and office properties are south of the campus across Highway 141. Adjacent uses off campus include residences, restaurants, a dental office, a pharmacy, banks, colleges, day cares, and gas stations.

The medical campus is accessed from two main entrances off of Bowles Ave. Internally, a smooth loop road carries vehicles around all sides of the campus. The emergency room drive immediately breaks off after the entrance to avoid conflicts with other parts of the medical facility. Continuing on the loop road, each segmented parking area has controlled access from the loop and is organized and well identified. Wayfinding is clear and concise. There are two main building entrances to the complex: one to the hospital building and one to the medical office building. The two areas are connected by a sweeping glass window wall. Service areas are on the west and out of the way of normal hospital operations.

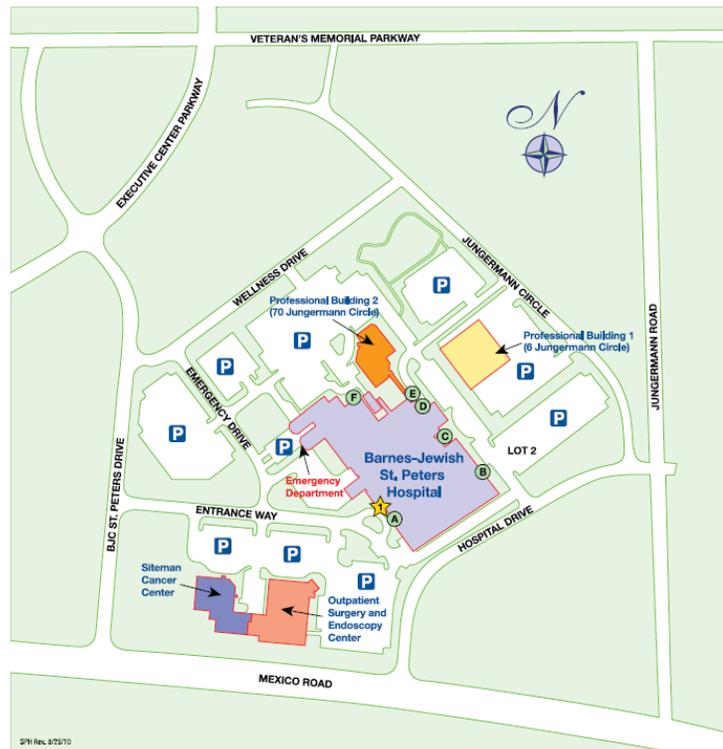
Although surrounded on three sides by residential, one would not know given the level of landscaping, tree groves, grade changes, and landforms on the site. The site uses large stands of native prairie grass to help with these buffers as well as limiting the need for irrigation and mowing. Manicured turf areas are strategically located to give the campus an inviting, well maintained feel. On the east and west sides of the hospital are two seating areas and landscaped plazas. These are well used and offer areas for staff to take breaks as well as patients to be outside and in a healing environment. The northwest corner of the campus has a large native grass and detention area with a concrete path surrounding it. This offers a place for exercise and rehabilitation, as well as a trail connection to neighborhoods or the surrounding trail network.

Barnes Jewish St. Peters

Location: St. Peters, MO
Inpatient Beds: 127-180
Medical Office: Building 1 – 46,883 sf
 Building 2 – 51,013 sf
Total MOB: 98,000 sf
Site Acreage: 28 acres

Summary:

BJ St. Peters Hospital (BJSPH) is an older facility that has had several additions to the hospital as well as the medical office buildings. In the 2004 expansion adjacent to the Siteman Cancer Center, cardiology and women’s centers along with outpatient surgery and an endoscopy center were added to the campus. In 2008, the main hospital building expanded with a 67,000 sf, 3-story addition that includes 64 additional patient rooms, a new inpatient pharmacy, and medical office space. Other services offered at this campus include a breast health and women’s center, cancer care, cardiology, diabetes services, emergency department, home health, hospice care, imaging services, nutritional services, obstetrics, pulmonary, surgery and therapy services. BJ St. Peters also houses a satellite facility of the Siteman Cancer Center which is a partnership between the hospital and the Washington University School of Medicine.





Findings on Barnes Jewish St. Peters:

Contact - Julie Powers, Director of Planning, Community & Economic Development, City of St. Peters.

BJ St. Peters Hospital (BJSPH) is a good comparison both from a physical planning as well as a land use perspective. It is adjacent to and visible from a major interstate (I-70), but the start of the campus is approximately a ¼-mile from the interchange along Mexico Road. Mexico road is a valid comparison to the potential of Green Mount Road with two lanes in each direction, a central landscaped median, and limited, controlled access points and turn lanes into larger office and commercial complexes. Commercial properties still occupy the most accessible and visible properties from the interstate. Further west on Mexico Rd past the hospital are office suites, educational facilities, and the Civic Complex. Adjacent uses off campus include restaurants, hotels, pharmacies, retail, physicians, orthodontics, pediatricians, imaging, radiology, title companies, real estate offices, banks, and a 24-hour day care. Vacant land exists at the major corner of the campus at Jungermann and Mexico and will be dedicated to a commercial land use. There are no adjacent residential subdivisions or land uses. There is a “back door” entrance to the campus on Executive Centre Parkway through a recently constructed viaduct over I-70. This connects commercial and office (along with automobile dealerships) on the north side of I-70 with the hospital campus, Mexico Road, and its commercial/office uses while avoiding the interstate exchange. This could be an equivalent of an Ashland extension and overpass.

The medical facilities are accessed through an internal system of drives with controlled access into parking areas. All parking is surface parking, and because of the phased nature of the hospital do not integrate well into each other through cross access. Also, wayfinding can be difficult because of the phasing of the campus. An overall master plan for a complete build out is important in establishing a plan of phases and how future buildings and expansions can be logically incorporated into the facility, minimizing changes to existing infrastructure. A helipad is located central to the campus. Because of the hospital’s timing for shift changes, it does not add to typical rush-hour traffic concerns.

Barnes Jewish West County

Location: Creve Coeur, MO
Inpatient Beds: 108 to 150
Medical Office: Building 1 – 57,877 sf
 Building 2 – 53,986 sf
 Building 3 – 51,865 sf
 Building 4 – 73,363 sf
Total MOB: 237,000 sf
Site Acreage: 54 acres

Summary:

BJ West County Hospital (BJWCH) is an older facility. It has four medical office buildings located on campus. Services offered at this campus include internal medicine, bariatric, cancer care, cardiology, dermatology, emergency medicine, GI services, infectious disease, laboratory services, neurology, neurosurgery, ophthalmology, oral surgery, pediatrics, physical therapy, pulmonary function and respiratory therapy, radiology and imaging services, nutritional services, surgical services, urology and vascular. BJ West County Hospital also houses a satellite facility of the Siteman Cancer Center which is a partnership between the hospital and the Washington University School of Medicine.



12634 Olive Blvd. • Creve Coeur, MO 63141 • Front Desk: 314-996-8000
 For a physician referral please call 314-542-WEST (314-542-9378) or 800-392-0836
 BarnesJewishWestCounty.org
BARNES JEWISH West County Hospital
 BJC HealthCare





Findings on Barnes Jewish West County, Creve Coeur:

Contact – Paul Langdon, Director of Community Development, City of Creve Coeur.

BJ West County Hospital (BJWCH) is a good comparison both from a physical planning as well as a land use perspective. Creve Coeur has a specific zoning district for their two hospital campuses: Planned Hospital District. Hospitals are required to go through a Master Plan visioning process every 8 years to anticipate how medicine, treatment, and operations, along with phasing, may change over the course of a decade. BJWCH is a Level 3 trauma facility. Although it is a full mile from Interstate 270, Olive Boulevard is a major east west corridor through St. Louis County and offers comparable access and commercial uses to what may be seen at Exit 14 and Exit 16 in O’Fallon. Olive Blvd is two lanes in each direction with a central landscaped median and limited, controlled access points and turn lanes into larger office and commercial complexes. Commercial and office properties occupy the north side of Olive. Office buildings occupy the land just west of the campus. On the southwest and east sides of the campus are residential subdivisions, and the City’s Millennium Park is at the south. Adjacent uses off campus include restaurants, a movie theater, grocery store, retail, long term care facilities, pharmacies, physicians, pediatricians, plastic surgery, medical research, light manufacturing, finance, and banks. Vacant land exists at the south end of the campus for future expansion of the hospital.

The medical facilities are accessed through an internal and external system of drives with controlled access into parking areas. Olive Blvd, Barnes Dr, and N. Mason Rd are a part of the campus’ overall circulation system. All parking is surface parking and appears to be well connected. However, the hospital’s recent master plan update shows that given the hospital’s ideal expansion size, structured parking may be needed to maintain adequate parking ratios for the hospital. Wayfinding is clear and concise – a compliment to the master plan visioning process. There does not appear to be a helipad at this campus. There are no traffic concerns related to the hospital campus beyond any other typical use. The hospital built a 30’ tall landscaped berm west of their expansion area to appease a neighboring subdivision.