NEIGHBORHOOD DISTRICT DESIGN GUIDELINES

O'FALLON, IL

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INTRODUCTION

The City of O'Fallon ("O'Fallon" or the "City") is in St. Clair County, Illinois, United States. The 2020 census listed the population at 32,289. The City is the second largest municipality in the metro-east region. O'Fallon is located five miles from Scott Air Force Base and 15 miles from downtown St Louis, Missouri.

O'Fallon is a hub for commercial and residential development. It is known for its excellent schools, public safety, recreation, flourishing downtown, and proximity to Scott Air Force Base and Downtown St. Louis, Missouri.

The 2040 Master Plan established the importance of key priorities, including:

- The "15-minute city."
- Neighborhood nodes
- Infill Development and "Missing Middle" housing

Existing Situation

- O'Fallon's residential neighborhoods are typically located far from commercial districts. Most residents drive in their vehicles to access services and destinations, such as markets, entertainment, and services.

Goal

- Enhance quality of life, reducing carbon emissions, and efficiently planning land use and infrastructure.

Method

- Promote the development of neighborhood nodes through efficient, well-maintained, and reliable multi-modal transportation infrastructure and networks.

NEIGHBORHOOD DISTRICTS

The 2040 Master Plan defines an area of the City that has light commercial activity and amenities in close proximity to residential areas. These districts are designed to create self-sufficient communities where people can live, work, and socialize within a relatively small geographic area. The concept of neighborhood districts has been around for many decades, and it has been a popular approach to urban planning in many countries around the world.

The importance of neighborhood districts cannot be overstated. These districts are essential for creating sustainable and livable communities where people feel a sense of belonging and connectedness. By designing neighborhoods with a mix of residential, commercial, and community spaces, planners can create environments that encourage walking, biking, and the use of public transportation. This, in turn, can help reduce traffic congestion and air pollution, improve public health, and foster social interaction.

Neighborhood districts also play a critical role in fostering economic development. By providing local businesses with a stable customer base, neighborhoods can help support small and medium-sized enterprises that might otherwise struggle to survive. This, in turn, can create more job opportunities and generate revenue for the local economy.
Another important aspect of neighborhood districts is their scale. These districts should be designed to be compact enough that people can easily walk or bike to all the amenities they need. This can help reduce dependence on cars, which can help reduce traffic congestion and air pollution. Compact, well defined neighborhood districts can help create a sense of place and identity, which can help foster a strong sense of community.

Neighborhood districts should be designed to be easily accessible by public transportation. By providing people with easy access to transit options like buses and trains, planners can help reduce the need for cars and make it easier for people to get around the city. This, in turn, can help reduce traffic.

Neighborhood districts are a critical element cities. By creating self-sufficient, mixed-use communities that are compact, walkable, and accessible by public transportation, cities can create livable and sustainable neighborhoods that promote social interaction, economic development, and public health.

GOALS & OBJECTIVES

To implement the ideals of the 2040 Master Plan by:

- Establishing new development of Neighborhood Districts to create the "15-minute city."
- Maintaining community support.
- Using community surveys to track resident feedback, active improvements, and implementation.

To ensure the success of new Neighborhood District nodes by:

- Enhancing quality of life and continuing to develop O'Fallon, IL as an inclusive, welcoming, and attractive place for people to build their lives, businesses, and communities.
- Promoting sustainable development, reducing carbon emissions, and engaging the public to implement sustainable design solutions.
- Improving the efficiency of planning land use and infrastructure.
- Exploring creative design strategies for mixed use neighborhood centers that complement the scale and character of the existing neighborhoods.

To promote Diversity, Equity, Accessibility, and Inclusion ("DEAI") by:

- Providing diverse and attainable housing options through the development of "Missing Middle" housing.
- Maintaining neighborhoods which already have diverse and attainable housing.
- Designing neighborhood district nodes with the values of DEAI.

DIVERSITY

Diversity is all the ways that people are different and the same at the individual and group levels. Even when people appear the same, they are different. Organizational diversity requires examining and questioning the makeup of a group to ensure that multiple perspectives are represented.

EQUITY

Equity is the fair and just treatment of all members of a community. Equity requires commitment to strategic priorities, resources, respect, and civility, as well as ongoing action and assessment of progress toward achieving specified goals.

ACCESSIBILITY

Accessibility is giving equitable access to everyone along the continuum of human ability and experience. Accessibility encompasses the broader meanings of compliance and refers to how organizations make space for the characteristics that each person brings.

INCLUSION

Inclusion refers to the intentional, ongoing effort to ensure that diverse individuals fully participate in all aspects of organizational work, including decision-making processes. It also refers to the ways that diverse participants are valued as respected members of an organization and/or community.

Source: https://www.aam-us.org/wp-content/uploads/2018/04/AAM-DEAI-Definitions-Infographic.pdf

SUSTAINABILITY

SUSTAINABLE DEVELOPMENT

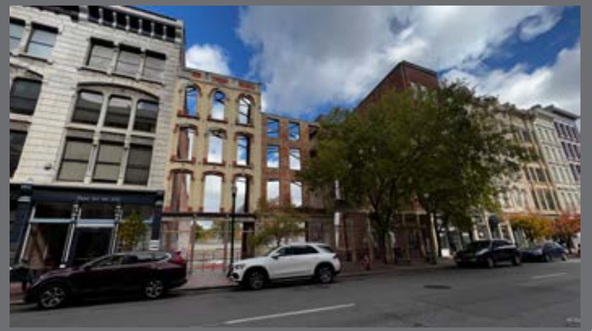
ENCOURAGED CHARACTERISTICS

- Re-purposing existing buildings rather than building new, whenever feasible. This not only strengthens the character of the neighborhood but also may result in unique, compelling design solutions.
- Prioritizing mobility for pedestrians and bicyclists through pedestrian-friendly and bike-friendly street design.
- Incorporating stormwater collection and management systems in the design of the building and landscape, to promote the reuse of water resources on site.
- Preserving trees and other exciting mature landscape elements when possible.

SUSTAINABLE DEVELOPMENT

DISCOURAGED CHARACTERISTICS

- Demolishing dilapidated buildings that are beyond repair, particularly when adaptive reuse is feasible.
- Providing insufficient space, infrastructure, and amenities for bicyclists and pedestrians.
- Designing new buildings or landscaping that are resource intensive and require an excessive amount of electricity, water, etc.
- Generating excessive construction waste.
- Removing mature landscaping that is invasive, overgrown, or unattractive.



Building façades were preserved for the entrance to a pocket park - Louisville, TN

ADAPTABILITY

ENCOURAGED CHARACTERISTICS

- Designing new buildings and public spaces to be flexible and adaptable, allowing the buildings and public spaces to support multiple uses and users over time.
- Encourage a variety of event programming and activities to create more opportunities for different groups of people to use the new buildings and public spaces.

ADAPTABILITY

DISCOURAGED CHARACTERISTICS

- Public spaces with insufficient infrastructure and amenities, such as street furniture, lighting, water fountains, restrooms, etc.
- Buildings and public spaces that are isolated and not integrated with the context of the surrounding neighborhood.
- Open spaces which lack an inviting program and welcoming activities and amenities to attract people.

Un-programmed public space.

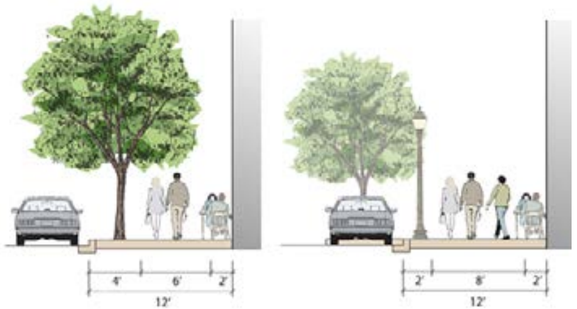
Paths lack access to adjoining spaces, fixtures, lighting, and other amenities.

PUBLIC REALM & STREETSCAPE

PUBLIC RIGHT-OF-WAY

ENCOURAGED CHARACTERISTICS

- Identifying opportunities to improve the public right-of-way in order to accommodate changes in mobility needs, improve safety, contribute to the identity of a neighborhood, and achieve the goal of a "15-minute city" addressing the health and exercise needs of residents.
- Expanding pedestrian access within the site, particularly in locations where existing sidewalks are too narrow to adequately support pedestrian-oriented design. Strategies may include:
  - Setting the building back from the property line.
  - Expanding pedestrian pavement.
  - Creating other streetscape improvements and amenities including street trees, benches, public seating, etc.



PUBLIC RIGHT-OF-WAY

DISCOURAGED CHARACTERISTICS

- Narrow or nonexistent pedestrian walkways.
- Infrastructure and site features that intrude significantly into pedestrian walkways.
- Confusing signage and circulation, particularly at street intersections.

SAFETY & ACCESSIBILITY

ENCOURAGED CHARACTERISTICS

- Welcoming, accessible, and equitable entrances. Strategies may include:
  - Providing accessible routes to the main entry of the building.
  - Selecting surface materials that are not only accessible but also woven into the overall design of the neighborhood district.
- Within the public realm, designing an open visual field to ensure safety, visibility, and accessibility.
- Providing buffers between the sidewalk and moving vehicles to increase the sense of safety. Strategies for providing sidewalk buffers may include:
  - Planting strips of grass, trees, and other landscape.
  - Providing street furniture, including benches, lighting, public art, bicycle storage, and other site furnishings.
  - Adding buffer areas with bicycle lanes, parklets, and outdoor dining.

SAFETY & ACCESSIBILITY

DISCOURAGED CHARACTERISTICS

- Signage that is not clearly visible or oriented to pedestrians.
- Insufficient space for sidewalks, bike lanes, and vehicles.
- Minimal or no buffers to separate pedestrian areas from vehicular circulation.
- Developing new (or preserving existing) eye-level obstacles that could pose potential hazards to pedestrians, bicyclists, and vehicles.
- Using materials that become dangerous if not maintained (rotten wood, pavers that heave with frost/thaw cycles, etc.).

SITE PLANNING & CONTEXT

BUILDING RELATIONSHIP TO THE STREET - GENERAL

ENCOURAGED CHARACTERISTICS

- Prioritizing pedestrian site access from the main street frontage.
- Providing sufficient space and infrastructure for bicyclists, such as dedicated bike lanes and bicycle storage.
- On corner sites, designing buildings to be responsive and accessible from both streets, particularly for commercial uses.
- Providing primary access to public uses from major streets.
- Providing primary access to private uses from side streets.

BUILDING RELATIONSHIP TO THE STREET - GENERAL

DISCOURAGED CHARACTERISTICS

- Prioritizing vehicular access over pedestrian access.
- Locating the primary entry away from the main street frontage.
- Failing to provide sufficient space and infrastructure for bicyclists.
- Developing buildings on corner sites that are not responsive to both streets.

BUILDING RELATIONSHIP TO THE STREET - COMMERCIAL BUILDINGS

ENCOURAGED CHARACTERISTICS

- For mixed use or commercial development, standardizing active store frontages on the ground floor immediately adjacent to the pedestrian sidewalk. Commercial uses for the neighborhood district may include: retail, restaurant, personal services, and more.
- Inviting and welcoming façades and entries. Design strategies may include:
  - Highly visible main entries located off the sidewalk
  - Continuous storefront windows
  - Non-reflective windows with good visibility to the interior
  - Open-air frontages (where feasible)
- Highlighting the main entrances with attractive signage and architectural features and treatments such as awnings, canopies, marquees, overhangs, setbacks, and façade articulation.
- Orienting the building toward the street.

BUILDING RELATIONSHIP TO THE STREET - COMMERCIAL BUILDING

DISCOURAGED CHARACTERISTICS

- Main entries that are not clearly visible or accessed from the street frontage.
- Commercial storefronts that lack visual permeability to the interior. The use of highly reflective or opaque glass is discouraged. Likewise, the design of significant areas of solid or opaque walls is discouraged for active commercial uses.
- Commercial façades that lack visibility, articulation, visual interest, or architectural integrity.
- Commercial entries or signage that are out of character with the neighborhood context.
- Minimal or no signage for commercial uses.

BUILDING RELATIONSHIP TO THE STREET - RESIDENTIAL BUILDINGS

ENCOURAGED CHARACTERISTICS

City Responsibility

- Complying with all applicable zoning regulations, according to the land use and building type.
- Developing setback dimensions for new residential buildings that are generally consistent with other buildings on the same block.

Developer Responsibility

- Providing appropriately scaled pedestrian accommodations along the street and within the neighborhood.
- Orienting the building toward the street.

BUILDING RELATIONSHIP TO THE STREET - RESIDENTIAL BUILDING

DISCOURAGED CHARACTERISTICS

- Orienting the building on site in such a way that disrupts the character of the neighborhood. Examples include:
  - Creating residential areas with an inconsistent setback design by locating the building significantly closer to or farther from the street than its neighboring structures.
  - Designing new buildings that are out of scale with the pedestrian context or adjacent structures.
  - Failing to provide clearly visible entries with well-defined pedestrian access.

BUILDING RELATIONSHIP TO THE STREET - BUILDING FRONTS & ENTRANCES

ENCOURAGED CHARACTERISTICS

- Locating the primary entry on a street-facing façade.
- Creating entries that are clearly identified and oriented to the street frontage.
- Providing well-defined walkways to connect from public pedestrian areas, streets, and vehicular parking to the primary entry.
- Where it is not feasible to locate the primary entrance facing the street due to site constraints, providing secondary entry feature(s) such as a courtyard entry archway, trellis, free-standing columns, or other site features to clarify the site circulation.
- Designing awnings, canopies, marquees, and other entry features to complement the character of the building and not detract from the appearance of neighboring buildings.

BUILDING RELATIONSHIP TO THE STREET - BUILDING FRONTS & ENTRANCES

DISCOURAGED CHARACTERISTICS

- Obscuring the entry to the building by failing to provide clearly defined entry features or by orienting the entry away from the street frontage.
- Failing to provide well-defined pedestrian access to the entry.
- Entry features that are out of character with style of the building or the neighborhood context.
- Entry features (like awnings, canopies, or marquees) that are out of scale with the neighborhood or block visibility to adjacent buildings.
- Locating new development in isolation from its surrounding neighborhood context.

BUILDING RELATIONSHIP TO THE STREET - STREET-FACING FAÇADES

ENCOURAGED CHARACTERISTICS

- Orienting the street-facing façade of the building towards the public street.
- Facing the primary front entrance of the building to face the public street.
- For commercial uses, incorporating welcoming and attractive entry features and façades, such as highly visible main doors, continuous storefront windows, attractive signage, awnings or other architectural features, and façade articulation.
- For residences, incorporating welcoming and attractive entry features and façades, such as a front porch, a visually prominent front door, pedestrian walkways, windows, architectural features, façade articulation, and front yard landscaping.

BUILDING RELATIONSHIP TO THE STREET - STREET-FACING FAÇADES

DISCOURAGED CHARACTERISTICS

- Orienting the primary façade or front entrance of the building to face away from the street.
- Failing to incorporate welcoming and attractive entry features.
- Façades with insufficient articulation.

BUILDING RELATIONSHIP TO THE STREET - FRONT YARDS

ENCOURAGED CHARACTERISTICS

- Designing front yards to enhance the streetscape, create a pedestrian-friendly zone and provide a transition from the public areas to the private residential spaces.
- Providing a clear transition and distinction between the residential buildings and the public pedestrian areas, streets, and vehicular parking.
- Providing functional, usable outdoor space.
- Providing clear, welcoming, and safe entry for pedestrians from public areas and streets to the residences.
- Maximizing areas for landscaping by limiting paved areas.

BUILDING RELATIONSHIP TO THE STREET - FRONT YARDS

DISCOURAGED CHARACTERISTICS

- Front yards with insufficient space to create a clear transition between residential buildings and the public pedestrian areas, streets, and vehicular parking.
- Failing to provide clear, welcoming, and safe access for pedestrians from the street to the entry of the residence.
- Excessive areas of paving and reducing the available area for landscaping.

BUILDING SETBACKS (FOR LIGHT, AIR, & PRIVACY)

ENCOURAGED CHARACTERISTICS

- Designing front yard setbacks to be generally consistent with other buildings on the block.
- Locating and configuring new buildings to respect the need for privacy, light, and air of adjacent buildings.
- Being considerate of the context and the need for privacy, light, and air when locating higher density projects, commercial uses, and/or "Missing Middle" housing adjacent to existing single-family residences. Strategies may include:
  - Providing greater distance between new buildings on the same project site and from existing buildings on adjacent lots.
  - Designing lower building heights for portions of the project adjacent to lower density housing.
  - Incorporating larger side and rear setbacks in areas adjacent to lower density housing.

BUILDING SETBACKS (FOR LIGHT, AIR, & PRIVACY)

DISCOURAGED CHARACTERISTICS

- Providing setbacks of significant variation in distance relative to the street.
- Designing building massing that casts excessive shade on open spaces or neighboring properties.
- Locating new, higher density developments too close to the neighboring buildings, with insufficient setback or buffer space.
- Failing to be considerate of the context and the need for privacy, light, and air when locating higher density projects, commercial uses, and/or "Missing Middle" housing adjacent to existing single-family residences.

ACCESSORY STRUCTURES

ENCOURAGED CHARACTERISTICS

- Designing accessory structures with appropriate size and proportions to integrate with the site's layout and with the neighborhood context.
- Locating new accessory structures on the site to complement the primary building and to respect the neighbors.
- Designing new accessory structures with consistent character, style, and materials as the primary structure.
- Designing new accessory structures with architecturally compatible roof forms - matching the style, material, and roof pitch of the primary building whenever feasible.
    - Note: shallower roof pitches than the primary structure may be acceptable in specific circumstances.

ACCESSORY STRUCTURES

DISCOURAGED CHARACTERISTICS

- Locating accessory structures, especially garages, in highly visible areas of the lot.
- Accessory structures that are out of scale with the primary building and the neighborhood context.
- Accessory structures that lack design integrity.
- Permitting the style, materials, colors, finishes, or details that are inconsistent with the design of the primary building.

BUILDING & NEIGHBORHOOD COMPATIBILITY

CONTEXT-SENSITIVE DESIGN - INTEGRATION OF MISSING MIDDLE HOUSING

ENCOURAGED CHARACTERISTICS

- "Missing Middle" housing types to integrate with the context of the neighborhood by respecting existing development patterns and complementing the neighborhood character.
- "Missing Middle" infill projects to enhance the appearance of the neighborhood and to contribute to the character of the community.
- Incorporating "Missing Middle" housing into the context of single-family residential neighborhoods by designing the street-facing façade(s) to appear like single unit structures. Strategies may include:
  - Providing individual entrances to each unit.
  - Designing each unit to have its own unique design features (varying the architectural style, massing, details, colors, roof forms, etc.).

CONTEXT-SENSITIVE DESIGN - INTEGRATION OF MISSING MIDDLE HOUSING

DISCOURAGED CHARACTERISTICS

- Designing new Missing Middle housing with out of scale massing or proportions compared to the surrounding existing residential areas.
- Designing new Missing Middle housing with an architectural style, materials, colors, finishes, or details that are out of character with the neighborhood context.
- Creating visual dissonance and causing disruption to the character of the neighborhood by failing to respect existing development patterns or failing to integrate the new Missing Middle housing into the existing context.

CONTEXT-SENSITIVE DESIGN - TRANSITIONING & BUFFERING

ENCOURAGED CHARACTERISTICS

- Consider adjacent land uses and visual experience when orienting buildings on the site. Strategies may include:
  - Preserving positive views to adjacent features.
  - Providing visual buffering of incompatible or detracting adjacent land uses.
  - Providing privacy through appropriate buffering and proper site orientation and layout of new buildings.
- Providing sufficient buffering of utilities, parking, loading, and service areas with attractive landscaping, fences, or walls.
- Utilizing Missing Middle housing or mixed use developments to provide a gradual increase in density between low-density and high-density districts.
- Residential buffering can be accomplished in many ways. This may include the use of vegetative borders, decorative or privacy fencing, and terraced masonry.

CONTEXT-SENSITIVE DESIGN - TRANSITIONING & BUFFERING

DISCOURAGED CHARACTERISTICS

- Failing to provide appropriate transitions between higher-density uses (like mixed use development or Missing Middle housing) and lower density single family houses.
- Providing insufficient visual buffering of utilities, parking, loading, and service areas.

CONTEXT-SENSITIVE DESIGN - VARIETY & ANTI-MONOTONY

ENCOURAGED CHARACTERISTICS

- Avoiding monotonous design.
- Ensuring that new residences do not duplicate the design of any property within several lots to either side of the property or on lots across the street.
- Providing visual interest through the variation of building form, materials, and detailing.
- Incorporating variation in articulation, rooflines, architectural features, window placement, door placement, and other elements.
- A defined color palette architectural features, finishes, and facades for developers to chose from.

CONTEXT-SENSITIVE DESIGN - VARIETY & ANTI-MONOTONY

DISCOURAGED CHARACTERISTICS

- Insufficient variation in articulation, rooflines, architectural features, window placement, door placement, and other architectural elements, resulting in a monotonous design.
- Using repeated or matching architectural features, rooflines, colors, materials, finishes, and other elements across long stretches of the neighborhood block.
- Imposing overly strict architectural style guidelines for new structures, which would result in repetitive, monotonous housing designs.
- The use of only deciduous landscaping elements without consideration of seasonal change.

BUILDING SCALE COMPATIBILITY - HEIGHT & DEPTH

ENCOURAGED CHARACTERISTICS

- Maintaining the residential scale and character of the neighborhood.
- Designing the height, scale, and proportion of each building to be compatible with its site, adjoining buildings, and neighboring lots.
- Providing height transitions between taller and lower buildings to maximize light, air, and privacy.
- Locating taller portions of projects away from adjoining properties. For example, the tallest portions of the project could be located in the center of the property or adjacent to a street intersection at the outside corner of the property.
- Minimizing the bulk of the buildings by limiting the building length and depth.

BUILDING SCALE COMPATIBILITY - HEIGHT & DEPTH

DISCOURAGED CHARACTERISTICS

- Disrupting the residential scale and character of the neighborhood with new construction that is excessively tall or out of scale with the adjoining properties.
- Maximizing the building's height, length and depth on the site, out of proportion to the size of its lot.
- Locating taller portions of higher density projects next to adjoining, lower density buildings.

BUILDING SCALE COMPATIBILITY - MASSING & BULK

ENCOURAGED CHARACTERISTICS

- Designing building massing to relate to the size and shape of adjacent buildings.
- Designing simple overall building forms to fit with the character of the neighborhood block.
- Providing rectangular configured floor plans.
- Particularly for larger buildings, Base of building that appears larger than upper floors which are set back further than the ground floor. For multi-story buildings, designing upper floors that are set back from the ground floor on all street-facing façades.
- Utilizing roof articulation and pitched roof elements, such as dormers, clipped gables, and other features, to minimize the appearance of the building's height.
- Minimizing the visual impact of large building masses through the articulation of walls, the articulation of roof forms, and the design of architectural features.

BUILDING SCALE COMPATIBILITY - MASSING & BULK

DISCOURAGED CHARACTERISTICS

- Large, box-like building forms or flat, multi-story façades that lack articulation.
- Large, monotonous roof forms that lack articulation.
- Structures and architectural features that emphasize a building's verticality.
- Creating several different wall planes and muti-layer setbacks on the façade of the building, resulting in an overly complex building form.
- Use of angular or curving forms as a dominant or repetitive feature within the building mass.

BUILDING SCALE COMPATIBILITY - SIZE RELATIONSHIP OF BUILDING TO LOT

ENCOURAGED CHARACTERISTICS

- Buildings with appropriate size and proportions relative to the lot, to integrate with the site's layout and with the neighboring context.
- Buildings with similar scale and proportions relative to lot size as the surrounding properties.
- Maximizing open space for landscaping, outdoor activities, and appropriate building setbacks from neighboring structures.

BUILDING SCALE COMPATIBILITY - SIZE RELATIONSHIP OF BUILDING TO LOT

DISCOURAGED CHARACTERISTICS

- Buildings that are excessively large relative to the size of the lot.
- Buildings that are out of scale with the adjoining properties.
- Minimizing the area of open space.

BUILDING FORM COMPATIBILITY - ROOFLINES & ROOF FORMS

ENCOURAGED CHARACTERISTICS

- Developing roof styles to integrate with the neighborhood context. For example, if the predominant roof style in the neighborhood is either gabled or hipped: provide gabled or hipped roofs for the new structure.
- Designing symmetrical roof pitches for a consistent look.
- Designing roof slopes similar to the neighborhood average roof slope: typically, greater than 4:12 and less than 12:12.
- Designing a variety of complementary roof forms to add visual interest. Strategies may include:
  - Changing the roof height across different roof volumes.
  - Changing the direction of the roof slope.
  - Adding dormers, parapets, towers, or other roof features.
  - Adding roof offsets and articulation to the eaves and cornices.
- When utilized, incorporating dormers into the rhythm of the building. Dormers should be an appropriate scale for building.

BUILDING SCALE COMPATIBILITY - ROOFLINES & ROOF FORMS

DISCOURAGED CHARACTERISTICS

- Substantial areas of roofs or long, uninterrupted façades without sufficient articulation, fenestration, or other architectural details.
- Large, unarticulated roof forms across multiple residential units.
- Creating several rooflines or eave lines along the façade of the building. More than three rooflines or eave lines is excessive for most residences.
- Flat roofs and shallow-sloped roofs less than 4:12 pitch for the primary structure. Shallower or flat roofs are acceptable for minor building volumes or some accessory structures or when shallower or flat roof styles are the predominant style of the neighborhood context.
- Steep roofs, with a slope exceeding the neighborhood average or more than 12:12 pitch.

BUILDING FORM COMPATIBILITY - PROPORTIONS

ENCOURAGED CHARACTERISTICS

- Providing roof massing that is in proportion with the scale of the building.
- Buildings that are in proportion to the context of the neighborhood.
- Architectural features and details with appropriate scale relative to the size and style of the building.
- Windows and doors with proportions appropriate to the architectural style and scale of the building.

BUILDING SCALE COMPATIBILITY - PROPORTIONS

DISCOURAGED CHARACTERISTICS

- Architectural volumes or features that are out of proportion with the rest of the building.
- Roof massing that is excessively large relative to the scale of the rest of the building.
- Buildings or portions of buildings that are out of scale with the neighborhood context.

BUILDING ARTICULATION

ENCOURAGED CHARACTERISTICS

- Adding articulation to the building's form through a variety of pitched roof forms and changes in plane (i.e. projections or recesses).
- Creating architectural relief and shadows in the building's façade by adding depth to a variety of architectural features. Such features may include: doorways, windows, columns, overhangs, front porches, bay windows, chimneys, balconies, etc.
- Furnishing trim and other decorative elements to add detail and articulation to the façade. Elements may include: bands of trim, eave and cornice detailing, door and window surrounds, transoms, window mullions and casings, shutters, brackets, railings, masonry detailing, etc.
- Creating visual interest in the façade through the use of a variety of materials, especially for added detailing at porches and entry areas, at the base of the building, and at other key features of the building.

BUILDING ARTICULATION

DISCOURAGED CHARACTERISTICS

- Substantial areas of walls or roofs with insufficient articulation, fenestration, or other architectural details.
- Articulation elements that lack architectural integrity with the building. These elements may be out of scale and proportion with the building, not cohesive with the building's architectural style, or otherwise lacking in design integrity.

SIGNAGE & LIGHTING

SIGNAGE

ENCOURAGED CHARACTERISTICS

- Signage should follow a general brand that has been adopted by the City as whole, or individually for specific geographies within the City. Geographies could include neighborhoods, districts, corridors, etc.
- Signage should be context appropriate.
- Signage should be encouraged at gateways into the community at a size and scale appropriate for vehicular traffic.
- Where appropriate, signage should be utilized as part of a comprehensive wayfinding package. This should include maps, branding, symbols, and colors.
- Signs should be legible and effectively communicate a clear message.

SIGNAGE

DISCOURAGED CHARACTERISTICS

- Electronic signs should be discouraged due to their size, brightness, and animation capabilities.
- The control of messaging by land use, typology, and density.
- Inappropriately scaled signs without regard to context.

LIGHTING

ENCOURAGED CHARACTERISTICS

- Nighttime signage on businesses should be utilized and encouraged within the City.
  - Nighttime Signage should allow for designation of businesses without creating an unappealing aesthetic.
- Pedestrian scaled lighting should be encouraged in all commercial areas in the City, especially in public areas like sidewalks, alleyways, and bus stops.
- Lighting should be warm and create an inviting atmosphere.
- Lighting that utilizes overhead tree canopies and string lights should be supported and encouraged in public areas, where appropriate.

LIGHTING

DISCOURAGED CHARACTERISTICS

- Nighttime signage should not be overly bright or leak onto other properties.
- The use of brightly colored neons, flashing, or strobing lights should be discouraged.
- Pedestrian scaled lighting should be located in safe locations within pedestrian right-of-way. The a case where enough right-of-way does not exist for proper installation, lighting should be discouraged unless it presents an immediate safety concern.

MISSING MIDDLE HOUSING

INTRODUCTION

Missing Middle Housing refers to a variety of residential building types with multiple units and a range of different price points. Unlike large multi-family housing developments, these buildings are comparable in scale and form to detached single-family houses.

Goals for Missing Middle Housing:

- Provide a diversity of housing options, ranging from duplexes and fourplexes to cottage courts, townhouses, live-work units, and more.
- Fit seamlessly into the neighboring context and to enhance the character of existing residential neighborhoods.
- Promote pedestrian-friendly, walkable neighborhoods and increased "feet on the street."
- Support a variety of neighborhood amenities, including public transportation, bicycle infrastructure and walkable access to retail, dining, and services.
- Provide a variety of housing solutions that address shifting demographics and the growing demands for affordability, walkability, sustainability, and community.
- Prioritize walkability options in conformity with the City of O'Fallon's 2040 Plan.

NEIGHBORHOOD INTEGRATION - LOCATION & DISTRIBUTION

DISTRIBUTED THROUGHOUT A BLOCK

- Layout: The Missing Middle Housing types are spread throughout the block and located side-by-side with detached single-family homes.
- Density: Up to 40 dwelling units per acre
- Benefits: This blended pattern of detached single-family homes and Missing Middle Housing types works well because the forms of these types are never larger than a large house and may compliment forms and designs of nearby single family homes.

NEIGHBORHOOD INTEGRATION - LOCATION & DISTRIBUTION

PLACED ON THE END-GRAIN OF A BLOCK

- Layout: The Missing Middle Housing types are placed on the end-grain of a block with detached single-family homes, facing the primary street. This configuration usually comprises several continuous blocks adjacent to a busier neighborhood main street. Configurations include:
  - Several fourplex units on the end grain lots facing the primary street.
  - One or two fourplexes on the corners of the end grain lots on the block.
- Density: 16 dwelling units/acre minimum, to support small, locally-serving commercial and service amenities and transit.
- Benefits: This configuration allows for the use of slightly larger buildings because of the natural transition in building types. In this block type, the alley to the rear of the lots also allows for a good transition in scale to the detached single-family home lots behind them.

NEIGHBORHOOD INTEGRATION - TRANSITIONING TO ADJACENT USES

TRANSITIONING TO A COMMERCIAL CORRIDOR

- Layout: The Missing Middle Housing types are located between lower density single family housing and higher density mixed use or commercial buildings, forming a transition from the neighborhood to the commercial area.
- Benefits: This layout provides a transition in use from single family housing to commercial or retail.

NEIGHBORHOOD INTEGRATION - TRANSITIONING TO ADJACENT USES

TRANSITIONING TO HIGHER-DENSITY HOUSING

- Layout: Smaller-scale Missing Middle Housing types are placed on a few of the lots that transition from the side street to the primary street.
- Benefits: This layout provides a transition in scale to the larger buildings on the end grain of the block along the primary street.

PARKING, VEHICLE ACCESS & SERVICE

TRANSPORTATION & ACCESS

ENCOURAGED

- Prioritizing pedestrian and bicycle access and providing clear access points for various users on the street.
- Locating vehicular access in the rear of the site.
- Minimizing pedestrian, bicycle, and vehicular conflicts.
- Combining parking and loading access to minimize driveways and to allow adequate room for other site programming, such as open space, outdoor dining, and other streetscape improvements.
- Creating more visible open space, particularly on large sites, to promote pedestrian safety and to highlight pedestrian paths through the site.

TRANSPORTATION & ACCESS

DISCOURAGED

- Planning sites with no clear access points for various users.
- Prioritizing vehicular access over pedestrian access.
- Creating conflicts between different uses and access points.
- Developing new (or preserving existing) excessive or unnecessary parking, service or loading areas, which would reduce the potential for open space.

PARKING & SERVICE

ENCOURAGED

- Locating parking and service areas (including waste/recycling receptacles, mechanical systems, loading areas, and other support areas) at the rear of the site.
- Providing access to parking and service areas via alleys or side streets, where possible.
- Screening parking and service areas from view by fences, walls, screens, and/or landscape buffers. Materials for these service screens should be visually attractive and appropriate to the context.
- Identifying opportunities for creative parking solutions that reduce the visual and physical impact of surface parking lots. Strategies may include: side parking, rear parking, below-grade parking, tuck-under parking, dispersed parking, and parking wrapped with other uses (such as living space, commercial storefronts, or mixed-use development).
- Prioritizing commercial street frontages, pedestrian-oriented streetscapes, and landscaped residential front yards rather than parking, vehicle, and service access.

PARKING & SERVICE

DISCOURAGED

- Locating parking between the building and the street or access driveway.
- Creating conflicts between parking/service areas and pedestrians.
- Providing minimal or no screening of parking and service areas.
- Highlighting the prominence of driveways, parking garages, and service areas within the street-facing façades of the building.

BICYCLE PARKING & STORAGE

ENCOURAGED

- Prioritizing mobility for bicyclists through bike-friendly street design.
- Providing secure and easily accessible on-site parking and storage facilities for bicycles.
- Providing dedicated bike lanes, wherever feasible.
- On busier streets, providing physical separation between vehicles and bicycles. Strategies may include: curbs, bumpers, bollards, barriers, or landscaped buffers.

BICYCLE PARKING & STORAGE

DISCOURAGED

- Insufficient space, infrastructure, and amenities for bicyclists.
- No storage or parking for bicycles.
- Failing to take advantage of opportunities to expand bike infrastructure and provide bike-friendly street design.
- Failing to adequately protect bicyclists from vehicles, particularly on busy streets.

LOADING

ENCOURAGED

- Designing loading doors and similar service elements to minimize their visual impact and to integrate them with the building façade.
- Screening loading docks from view with landscaping, fences, walls, screens, or other visual buffers.
- Locating loading areas in the rear of the site, with access offside streets or alleys, where feasible.

LOADING

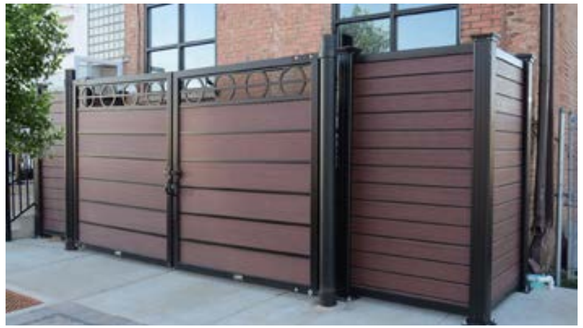
DISCOURAGED

- Locating loading areas along street frontages.
- Failing to provide adequate visual screening of loading areas.
- Creating excessively large or visually obtrusive loading doors and dock areas.

TRASH & RECYCLING

ENCOURAGED

- Providing on-site facilities for storage of trash and recyclable materials.
- Screening outdoor storage areas and dumpsters with landscaping, fences, walls, or other aesthetically pleasing enclosures.
- For mixed use, commercial, or "Missing Middle" housing uses, providing centralized, screened, or covered enclosures for storage of trash and recyclable materials.
- Locating trash and recycling enclosures out of view, towards the rear of the site.



TRASH & RECYCLING

DISCOURAGED

- Locating trash storage areas along street frontages.
- Failing to provide adequate visual screening of trash storage areas.
- Failing to provide sufficient facilities and storage area for trash and recyclable materials in on-site enclosures.

EQUIPMENT & UTILITIES

ENCOURAGED

- Installing new utilities underground, where feasible.
- Locating equipment and facilities within the building, to the maximum extent feasible.
- Providing visual screening of all equipment and utilities, include: rooftop mechanical units, outdoor air conditioning units, transformers, utility meters, electrical panels, and other services and utilities.
- Locating equipment and utilities at the rear of the site, along rear walls or side walls, etc. to minimize visibility from the street.

EQUIPMENT & UTILITIES

DISCOURAGED

- Locating utility equipment where it is visible from the street or pedestrian walkway, such as on the front façade, in the front yard, or other highly visible location, unless fully hidden from view.
- Failing to provide adequate visual screening of utilities and equipment.

STORAGE

ENCOURAGED

- Providing sufficient storage space inside the building.
- Encouraging residents use their garage for vehicle parking rather than ancillary storage space for household goods by designing sufficiently large garages and other storage areas (as needed) within the residence.

STORAGE

DISCOURAGED

- Storing bulk goods or large items outdoors, in view from the street, pedestrians or neighboring buildings.
- Providing insufficient space inside the building for storage.

SCREENING

ENCOURAGED

- Providing visual screening of all services and utilitarian facilities, including: loading docks, parking lots, trash dumpsters, recycling bins, composting bins, rooftop mechanical units, outdoor air conditioning units, transformers, utility meters, electrical panels, and other services and utilities.
- Considering a variety of screening options, such as landscaping, fences, screens, and/or walls.
- Providing a landscaping buffer in combination with other screening materials.
- Designing aesthetically pleasing enclosures that complement the architecture of the adjacent buildings.
- Designing screening enclosures with durable, high-quality materials such as stone, brick, concrete block, steel, heavy timber, or other materials that are appropriate to the context.

SCREENING

DISCOURAGED

- Failing to provide adequate screening of any of the elements listed.
- Designing enclosures with low quality, non-durable materials.
- Providing screening that does not fit with the character of the neighborhood.

OPEN SPACE & LANDSCAPE

OPEN SPACE

ENCOURAGED

- Creating open spaces that are accessible and inviting to everyone.
- Including a variety of different elements in open spaces, such as inviting places to sit, diverse plantings, access to sunlight and shade, quality lighting, public art, and other amenities.
- Providing visual buffers between on-site open spaces and adjacent incompatible land uses and/or views.
- Creating open spaces associated with the new "Missing Middle housing" that is multi-functional and adaptable to a variety of uses.

OPEN SPACE

DISCOURAGED

- Developing new (or preserving existing) open spaces that are not accessible for everyone.
- Creating discomfort in open spaces due to lack of infrastructure or appropriate buffers.
- Designing open spaces for a single intended use.
- Designing large spaces with only one type of ground material (lawn, brick pavers, concrete, etc.).

LANDSCAPE

ENCOURAGED

- Enhancing the streetscape with street trees and other plantings along the pedestrian sidewalks.
- Softening building edges with plantings, where possible.
- Selecting native plant species, including native trees, shrubs, herbaceous perennials, and groundcovers, to:
  - Reduce maintenance and watering requirements.
  - Provide seasonal interest.
  - Create habitat to attract birds and pollinators.
  - Prevent erosion.
- Installing pedestrian amenities such as seating, lighting, wind blocks, overhead canopies, and receptacles, where possible.

LANDSCAPE

DISCOURAGED

- Selecting tree species for use along streetscapes that have shallow root systems that could damage the adjacent hardscape (bricks, stones, pavers, concrete, etc.), storm sewer lines, etc.
- Selecting “messy” trees for use along streets and sidewalks that drop fruit, seeds, nuts, etc. and or produce significant leaf litter.
- Selecting trees or other plants that are susceptible to disease, insect infestation, etc.
- Planting invasive plant species.
- Failing to provide adequate maintenance of landscape along streets or in other open spaces.

RECOMMENDED STREET TREE LIST

1.	Acer griseum	Paperbark Maple
2.	Acer truncatum	Purple-blow Maple
3.	Amelanchier spp.	Serviceberry (Improved cultivars)
4.	Cercis canadensis	Redbud
5.	Chionanthus virginicus	Fringetree
6.	Cornus Kousa	Kousa Dogwood
7.	Halesia carolina	Carolina Silverbell
8.	Malus spp.	Crabapple, (Non-fruiting cultivars)
9.	Carpinus betulus	European Hornbeam
10.	Carpinus caroliniana	American Hornbeam
11.	Koelreuteria paniculata	Golden Rain Tree
12.	Ostrya virginiana	Hophornbeam

REFERENCE

REFER TO THE FOLLOWING DOCUMENTS FOR ADDITIONAL DESIGN GUIDELINES:

- O'Fallon IL Residential Design Guidelines
- O'Fallon IL Commercial Design Handbook
- O'Fallon IL Downtown O'Fallon Design Guidelines

REFER TO THE RESIDENTIAL DESIGN GUIDELINES FOR THE FOLLOWING:

MISSING MIDDLE HOUSING TYPES

BUILDING DESIGN
- ARCHITECTURAL STYLE
- BUILDING MATERIALS
  - PREDOMINANT MATERIAL PALETTE
  - MATERIAL QUALITY
- BUILDING COLORS
- WINDOWS
  - DESIGN
  - DETAILS
- DOOR & ENTRANCES
- ROOF EAVES
- ARCHITECTURAL DETAILS
- REMODELING & ADDITIONS

PARKING & VEHICLE ACCESS
- DRIVEWAYS & CURB CUTS
- GARAGES & CARPORTS
  - LOCATION & ORIENTATION
  - FORWARD-FACING GARAGES
- PARKING FOR MISSING MIDDLE HOUSING

SITE FEATURES
- FENCES
- WALLS
- LIGHTING

SOURCES

Missing Middle (pages 68-73)
https://missingmiddlehousing.com

Recommended Street Tree List (pages 98)
https://codelibrary.amlegal.com/codes/ofallon/latest/ofallon_il/0-0-0-17240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