



O'FALLON, IL MASTER PLAN



BUILD YOUR
FUTURE HERE.
2040 MASTER PLAN

ACKNOWLEDGMENTS

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This plan is dedicated to the memory of Greg Yank and the valuable work he did for the O'Fallon Community throughout his life.

CITY ADMINISTRATOR

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ASSISTANT CITY ADMINISTRATOR

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CONSULTING TEAM

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**BUILD YOUR
FUTURE HERE.**
2040 MASTER PLAN

Dear Friends:

O'Fallon is a prosperous city whose history, strong sense of community, and quality of life shine. O'Fallon's rich beginnings in trade and industry coupled with a strategic transportation location created a foundation for continued growth and development. Our excellent schools, parks, quality neighborhoods, outstanding health services, and growing business sectors contribute to O'Fallon's status as one of the fastest-growing cities in the St. Louis Metro area. Scott Air Force Base's proximity adds to our City's success.

Our Build O'Fallon 2040 Master Plan celebrates past successes, but more importantly, it creates an essential community-developed roadmap for the next 20 years. It was developed through a process that was thorough and meaningful, including extensive research and community input. We are so grateful for the interest and enthusiasm for this planning effort, especially during the COVID-19 pandemic. Over 1,500 people viewed the Master Plan website, www.BuildOFallon.com, and over 750 responses were received related to activities hosted on the site. We are excited about the online feedback collected from the public and for the ideas sparked by conversations with local developers and real estate agents, the Future Builders Committee, the Planning Commission, City Council, and City staff.

This plan calls for an ongoing commitment to O'Fallon as a safe, culturally diverse, and family-friendly community that responds to the community's desire for greater physical and social connection. Perhaps because of the pandemic, connection and community were themes we heard throughout the planning process. The plan captures these ideas through its "15-minute city" concept that proposes to connect residents to key destinations within walking or biking distance (or a short drive) from their home.

This plan challenges us to work toward a 15-minute city by creating housing for all life stages, add density and mixed-use in strategic locations, and make room for walking and biking facilities. Our ability to realize this vision will require community involvement and collaboration, which O'Fallon has demonstrated throughout its history. We are proud of the O'Fallon community, the lives and businesses we have created here, and the progress we share. I am confident more great things for O'Fallon lie ahead.

Sincerely,

Herb Roach
Mayor, City of O'Fallon

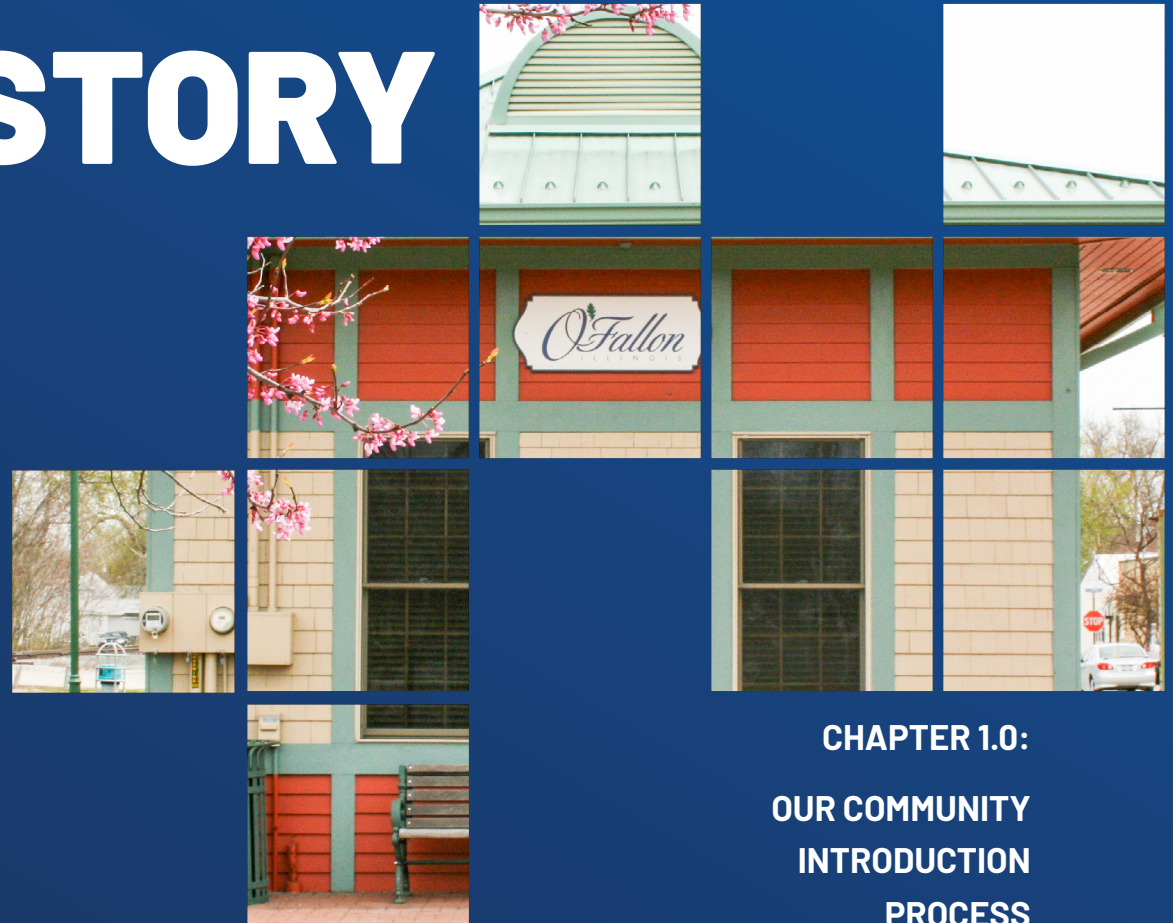
September 2021



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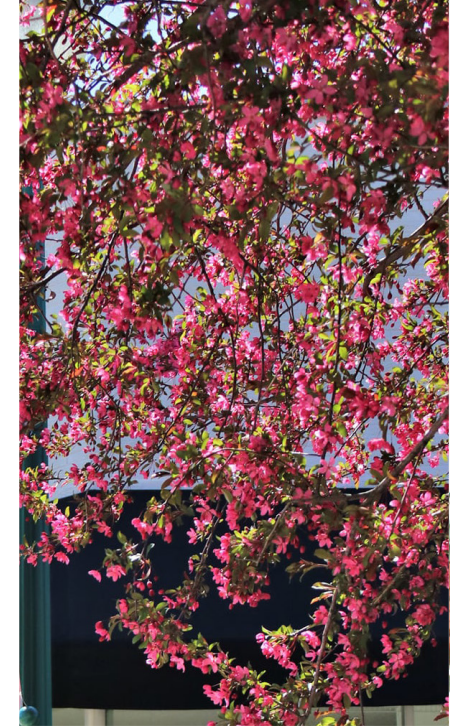
OUR STORY



CHAPTER 1.0:
OUR COMMUNITY
INTRODUCTION
PROCESS
HISTORY

1.1 OUR COMMUNITY

*Our community is more than a series of highway interchanges.
It is more than plots of land and a collection of developments.
Of schools. Of parks. And of successful businesses.
O'Fallon is all these things.
But most of all, the real heart of O'Fallon is its people.
People with ideas, big and small.
People working on the front lines and behind the scenes,
to create a complete community.
To build a place people are proud to call home.*

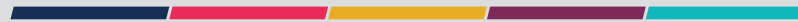


1.2 INTRODUCTION

O'Fallon, Illinois, is a growing community of choice in the Metro East, known for an inviting and welcoming atmosphere, resurgent downtown, and enviable sports and recreation opportunities. Our community created this 20-year Master Plan that will guide us to a better O'Fallon today and for the future.

We know our future will be impacted by changing demographics, as well as economic, societal, and industrial trends. We know that change is certain. But change offers an opportunity to shape the impact of disruptors and possibilities to build a better future. The Master Plan describes our long-term plan to make O'Fallon the best it can be for all our residents and businesses. The City's short-term Strategic Plan aligns with the vision, goals, and objectives of the Master Plan and will guide implementation.

The Master Plan serves as the City of O'Fallon's Official Comprehensive Plan and replaces the 2006 Comprehensive Plan. The Future Land Use Map included in the Master Plan is the official map of the City's incorporated area and contiguous unincorporated area. Subdivision and Development Ordinances describe requirements applicable within the City and its one and one-half mile extraterritorial jurisdiction and will be updated to align with the Master Plan.



WHAT IS A MASTER PLAN?

A Master Plan connects all a community's plans related to the natural and built environments to define the vision, goals, strategies, actions, policies, principles, and future land use desired for the community, typically for the next 20 years. The City seeks an overall Master Plan that will provide attainable recommendations while allowing for a creative and dynamic plan to build upon past success. The Master Plan will need to serve as the guiding document for the City's long-term planning decisions for land use, economic development, and City services. The Master Plan is derived from citizen and stakeholder input to provide a clear direction for future development policy and decisions. The Master Plan incorporates and expands several previously approved plans, including the Downtown Action Plan (2015), Transportation Study (2010), and Bicycle Plan (2005).

Additionally, the Master Plan is innovative. The Plan's development included outreach, utilizing technology and building upon the City's brand. The Master Plan provides recommendations at the intersection of land use and economic development, provides the City with direction to create a resilient economy, and provides guidance to further the equality and quality of life for the City's current and future residents. Finally, the Master Plan identifies and prioritizes the City's Capital Improvement Plan and creates a guide for implementing the recommendations formulated throughout the Plan's development.



1.3 PROCESS

The planning process brought together research and analysis, public input, and policy deliberation. Five phases of planning took place from June 2020 to June 2021.



PROJECT LAUNCH

PHASE ONE: LET'S GET ON THE SAME PAGE, JULY - AUGUST 2020

Phase One laid the groundwork for planning and engagement throughout the process. Activities included identification of stakeholders, preparation of engagement materials, confirmation of data sources, and development of critical planning questions.



DISCOVERY

PHASE TWO: DEVELOPING THE STORY OF O'FALLON, AUGUST - SEPTEMBER 2020

Phase Two involved gathering information on O'Fallon's planning context and trends that could impact the community's future. The project team also researched existing plans to determine which recommendations should be carried forward into the Master Plan. Meetings with the Planning Commission, City Council, and City staff presented this information and identified which global trends were most applicable to O'Fallon and how the City might respond.



ENGAGE

PHASE THREE: CREATING CONSENSUS, OCTOBER 2020 - MARCH 2021

Phase Three focused on engagement. The Future Builders Committee, a community advisory group of citizens representing diverse interests, met seven times to develop the Master Plan's strategic framework. The online platform, www.BuildOFallon.com, the project's main tool for public engagement, became active in October 2020 and hosted activities through March 2021.

In addition to public engagement, the consultant team conducted a market analysis to inform the Plan's projections of population, housing, and commercial development. Coordination with a concurrent planning effort to update the City's Parks Master Plan also took place during this phase.



PLAN

ADOPT & IMPLEMENT

PHASES FOUR AND FIVE: CRAFTING AND ADOPTING THE PLAN, JANUARY - JUNE 2021

During these phases, input from the Future Builders Committee and the public shaped the plan's draft goals, objectives, strategies, and action items. Decision-makers, including the Planning Commission, City Council, and City staff, worked closely with the consultant team throughout these phases, making themselves available for multiple workshop-style meetings and providing feedback that directed the Plan's overarching themes, as well as its specific text. The public was also given the opportunity to review and comment on the draft plan prior to its adoption.

To jump start implementation of the Master Plan, City staff worked with the consultant team on a three-year Strategic Plan to guide City operations, integrating the Master Plan's priorities.

PUBLIC ENGAGEMENT

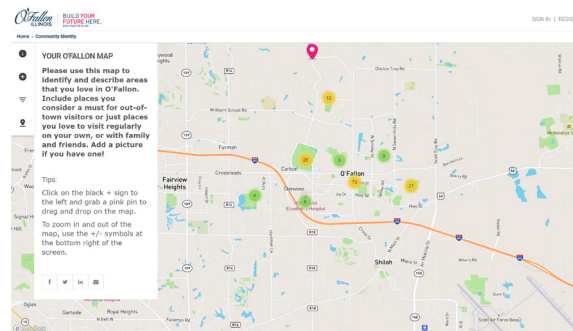
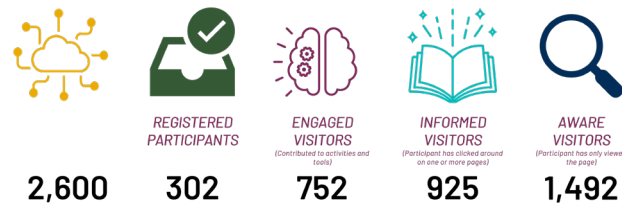
The O'Fallon 2040 Master Plan is a community-driven plan based firmly on input from the citizens of O'Fallon. Participation in the planning process was strong, despite the COVID-19 pandemic, with an active citizen advisory group and hundreds of participants engaging in activities on the Plan's digital platform, www.BuildOFallon.com.

ENGAGEMENT PLATFORM

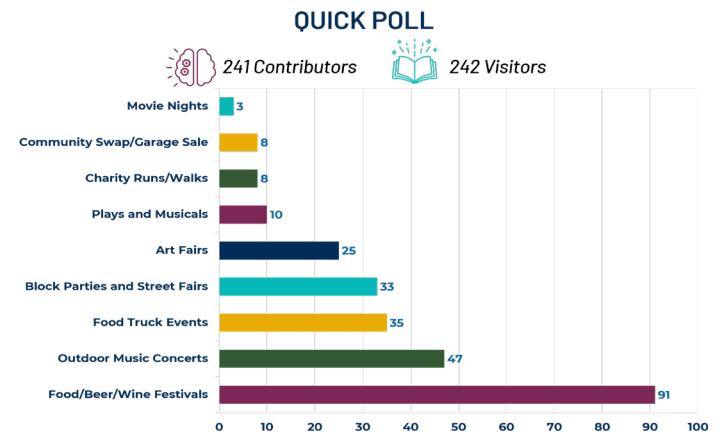
Given the pandemic, virtual engagement was critical. BuildOFallon.com was designed with two goals in mind: 1) to help the community learn about important planning issues and 2) offer the public a variety of ways to provide feedback. Engagement activities based on the Plan's critical issues were introduced one at a time during the site's six-month lifespan. More than 750 engaged visitors completed 20 activities, including surveys, mapping exercises, a visual preference exercise, and online discussion forums.



Build O'Fallon Site Statistics



What types of events would you like to have (or have more of) in O'Fallon to bring the community together?



PUBLIC ENGAGEMENT

FUTURE BUILDERS COMMITTEE

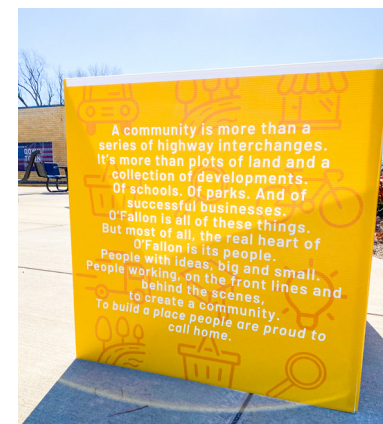
The planning process relied heavily on a group of diverse community advisors. Organizations represented included churches, businesses, civic organizations, schools, and the City's Planning Commission. The Future Builders Committee reviewed O'Fallon data and trends that could impact the city's future; analyzed strengths, weaknesses, opportunities, and threats (SWOT); developed and prioritized strategies to address key issues; conducted resiliency planning; and reviewed action items. The Future Builders Committee endorsed the Master Plan.



ENGAGEMENT THEMES

- » Parks and open space are highly valued.
- » More opportunities to walk and bike safely are needed, both for recreation and to get to key destinations.
- » Downtown is a popular destination and recognized as the heart of the community; it is a source of great community pride and identity.
- » It is important to have housing available for all stages of life in O'Fallon - including housing that is largely missing now for younger people starting out and seniors ready to downsize.
- » More dining and entertainment options are desired so residents can stay in O'Fallon to meet these needs.
- » Schools are O'Fallon's greatest strength, the reason many choose to live in O'Fallon.

Community signage raised awareness about the planning process



1.4 HISTORY

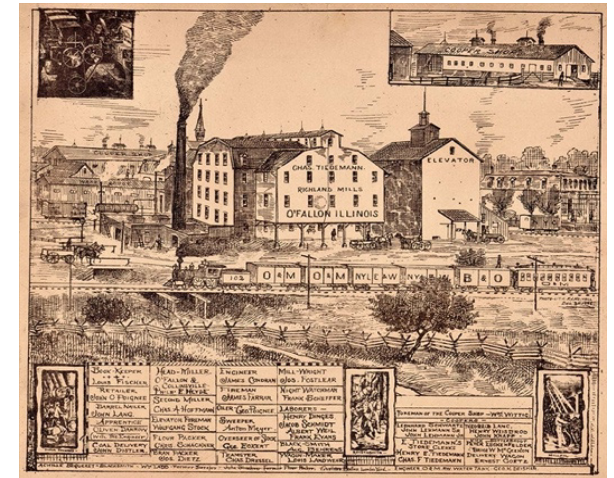
- » **1854: Founded**
- » **January 27, 1874: Incorporated as a Village**
- » **1905: Voted to change to the City form of government**
- » **1970: Established as a Home Rule City under the State of Illinois Constitution**

O'Fallon is east of the St. Louis Metropolitan area in southwestern Illinois. Only 18 miles from Downtown St. Louis, the City of O'Fallon has prospered with access to great housing, world-class amenities, commerce, and industry. Initially founded in 1854, the town gained its name from Colonel John O'Fallon. As president of the Ohio and Mississippi Railroad, John O'Fallon established a train depot outside St. Louis, naming it O'Fallon Station. The surrounding area flourished with the station's presence and became incorporated as a village in 1874, fully forming the City of O'Fallon in 1905.

Mining was a key component of growth in O'Fallon and the surrounding area through the early 1900s, providing a vital employment source and an enormous economic impact. With several mines active in the vicinity, an estimated 35 percent of the population depended on mining operations for a household income.

Scott Air Force Base was established just southeast of O'Fallon in 1917. At the time, Scott Field was a training facility for the US Army designed to improve military air services for World War I. Scott Field then served as an aeromedical evacuation, transportation, and communications training ground during World War II. The training Field continues that mission today at Scott Air Force Base. Today, Scott Air Force Base houses the 375 Air Mobility Wing, 618th AOC, the 18th Air Force, Air Mobility Command, and the United States Transportation Command. These missions employ over 15,000 people and provide over \$3 Billion in economic impact to Southwest Illinois.

The City of O'Fallon has evolved from its early rural railroad and mining beginnings to its present state as a fast-growing suburban center. The development of Interstate 64 and Scott Air Force Base has been the catalyst for the growth of O'Fallon.



Historic O'Fallon / Historic Society

HISTORY TIMELINE

Nearby Scott Air Force Base creates a partnership with the City. O'Fallon has become a place for service members and their families to visit, live during active military assignments, and return to when retiring. For this reason, the City houses a significant active duty and veteran population, and in 2018 was named a "Purple Heart Community." This commendation is an honor that celebrates the sacrifice from veterans who have given for our country.

O'Fallon's rich history of trade and industry continues to this day. O'Fallon is, at the time of this publication, the fastest growing City in St. Clair County and hosts one of the newest technology growth corridors in the St. Louis Metropolitan area. A solid foundation of growth and prosperity drives people to O'Fallon, making it one of the area's most popular communities in which to live and work.

HISTORICAL GROWTH

O'Fallon, Illinois, population 32,289 per 2020 U.S. Census, is an upscale suburban community located in St. Clair County, just 18 miles east of Downtown St. Louis. Interstate 64 runs east and west along the southern edge of the city limits, providing residents quick access to St. Louis and Scott Air Force Base. The City of O'Fallon has four interchanges on Interstate 64 (Exit 14 – Highway 50, Exit 16 – Green Mount Road, Exit 19 – Air Mobility Drive, and Exit 21 – Rieder Road), all of which have created opportunities for the City's growth.

While O'Fallon may have previously been considered a "bedroom community," the development of St. Elizabeth's Hospital and Memorial East Hospital, the expansion of Scott Air Force Base, and the creation of regional Class-A office space have generated a daytime population of nearly 30,000. As a result, O'Fallon continues to set the pace for residential growth in the St. Louis market.

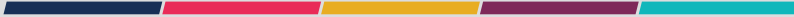
Over the past 10-years, O'Fallon consistently ranked among the top five municipalities for annual new single-family home construction in the St. Louis region. Sustained residential growth has resulted in new commercial and retail businesses locating in O'Fallon and the expansion of existing businesses.

Sound planning practices and implementing the visions outlined in the 2001 and 2006 Comprehensive Plan updates resulted in high-quality development. The 2006 Comprehensive Plan incorporated land use alternatives, provided recommendations for future land use patterns, and established development guidelines to direct the City's future growth.

Shortly after adopting the 2006 Comprehensive Plan, the Great Recession of 2008 struck and slowed the timeline. However, the construction of two new hospitals, a new interstate interchange (Exit 21), and further development around the existing interchanges (Exits 14 and 16) have driven O'Fallon's economic recovery and growth. The O'Fallon Family Sports Park and the Regency Park Conference Center continue to bring new visitors to the community. The 2015 Downtown Action Plan renewed focus on redevelopment in the City's original Downtown. With the construction of O'Fallon Station, a multi-use facility for events in the Downtown District, the private investment of business and building owners, and the implementation of the Downtown District Façade Improvement Grant, the resurgence of the Downtown District continues to transform the core of O'Fallon.

ANNEXATION

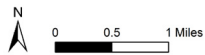
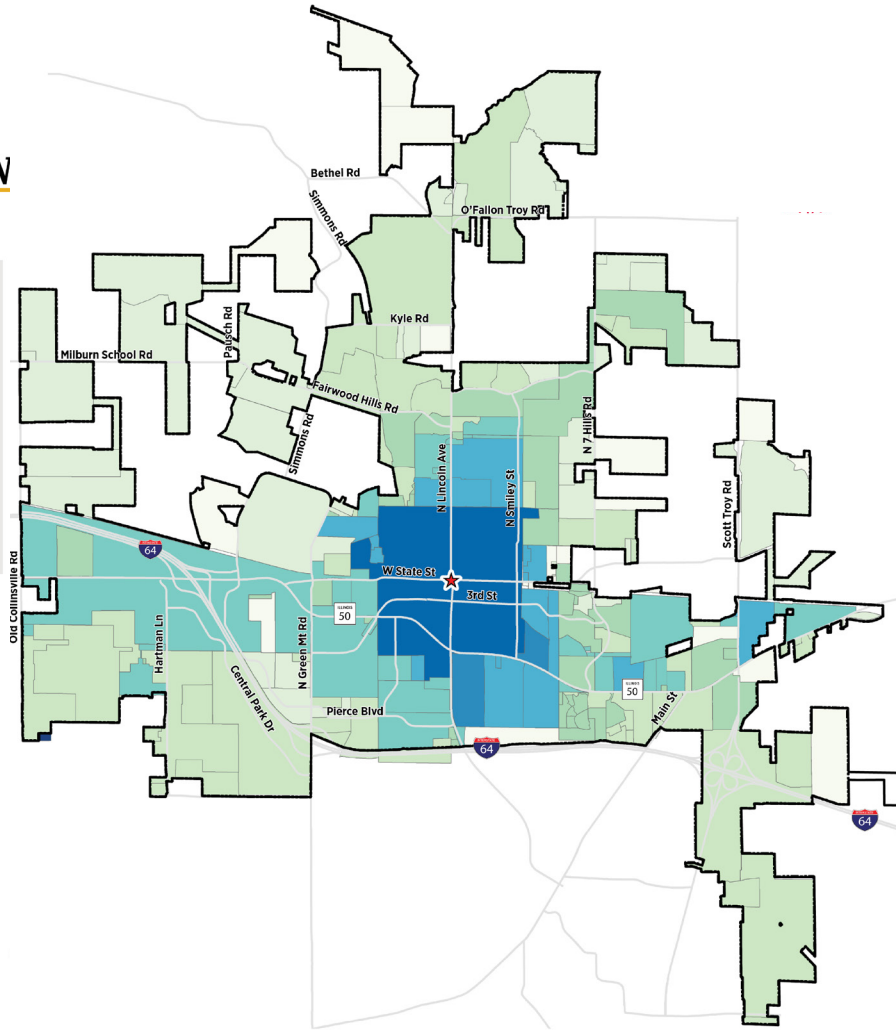
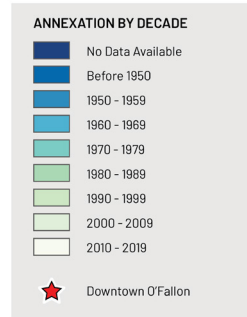
The Annexation map shows the City of O'Fallon, with the dark blue patch within city limits as the original Downtown before the 1950s. The History Timeline and the Annexation map shows how a population increase from the 1970s to 2010 closely ties to annexation growth. Highway expansion in the 1980s and 1990s brought some of the largest annexations around the highway and interchanges.



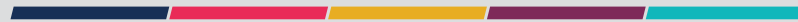
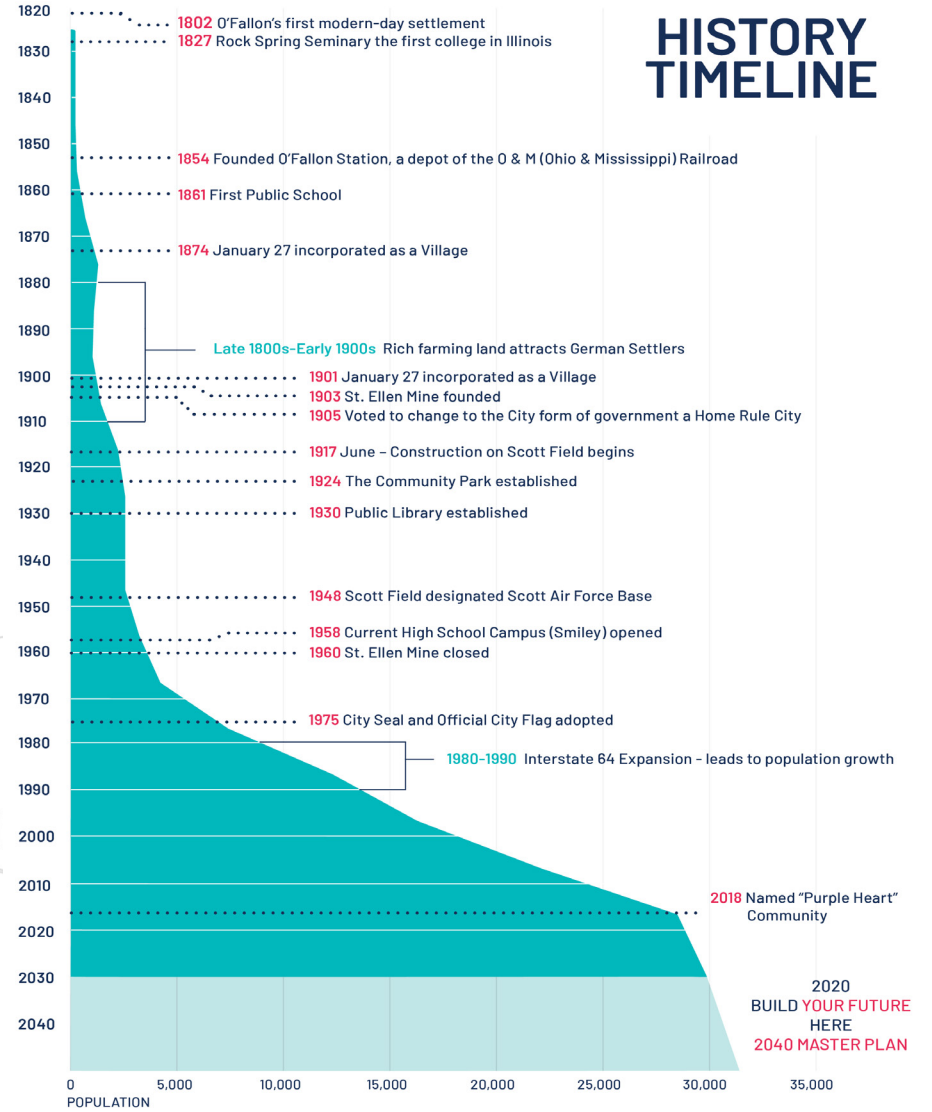
HISTORICAL GROWTH

ANNEXATION

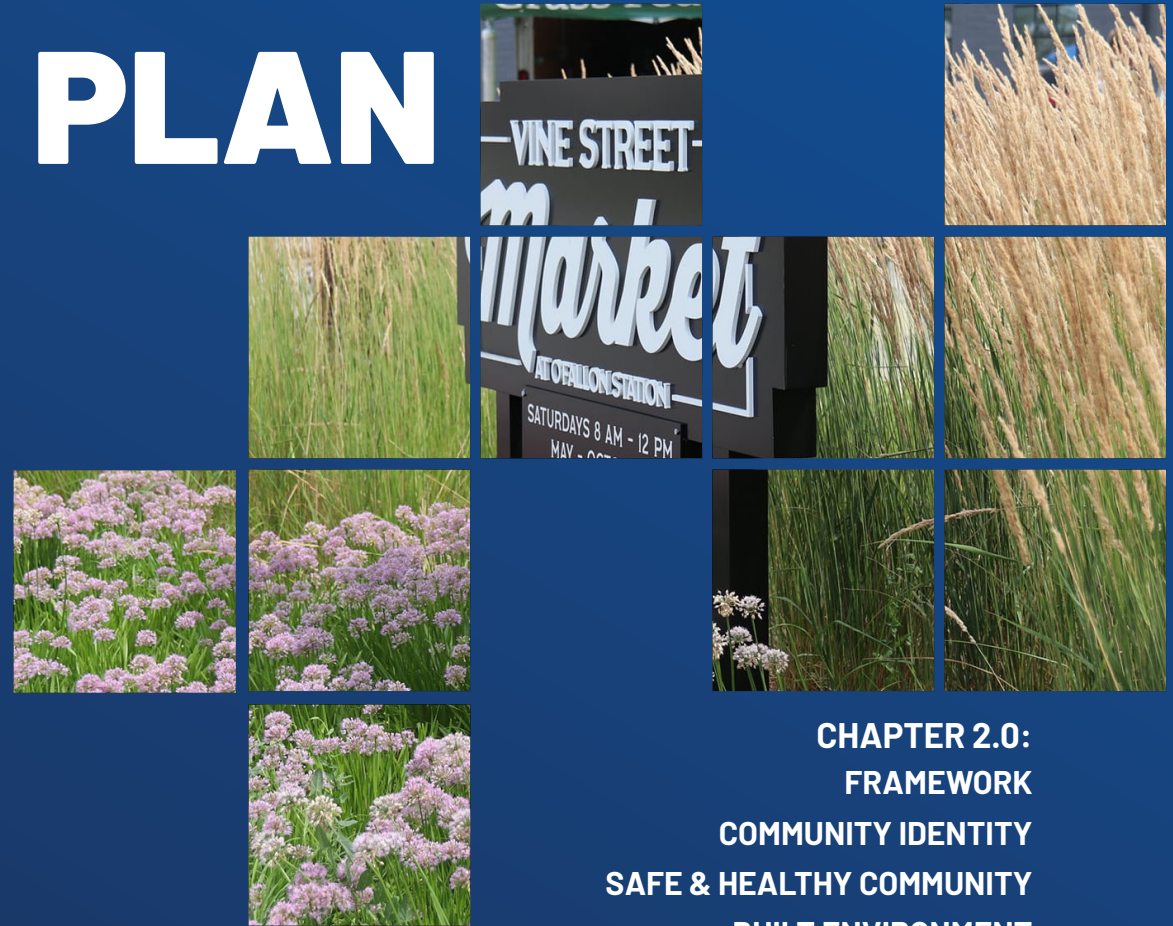
April 2021



HISTORY TIMELINE



OUR PLAN



- CHAPTER 2.0:
- FRAMEWORK
- COMMUNITY IDENTITY
- SAFE & HEALTHY COMMUNITY
- BUILT ENVIRONMENT
- NATURAL ENVIRONMENT
- RESILIENT ECONOMY
- CURRENT LAND USE

2.1 FRAMEWORK

OUR VISION

The pandemic brought our community together, changed how we live, and strengthened our resolve to evolve. Together we can imagine and create the future we want – the future described in our community vision:

O'Fallon is a connected, caring community where residents' needs are met with exceptional amenities that are both easily accessible and inclusive.

The recommendations in the O'Fallon, Illinois Master Plan provides a vision and framework where:

- » We are safe
- » It is easy to get goods and services
- » Everything we need is close to home
- » We live in affordable, accessible, and adaptable housing
- » We can live close to where we work or work from home
- » We have time to enjoy the arts, culture, recreation, leisure, the natural environment, and everything else O'Fallon has to offer
- » Everyone is welcome to enjoy all that our inclusive community has to offer

OUR ORGANIZING CONCEPT: THE 15-MINUTE CITY

What if we strengthened all the good things about O'Fallon and had more time to enjoy them?

Over the next 20 years, our community will work together to create a standard where we reclaim our time, health, and well-being by focusing on access, choice, and inclusion.

As in most suburban communities, we lead hectic lives, spending precious time in our cars that could be spent with our families and friends. But what if we lived in a community where everything we need and more is available in O'Fallon?

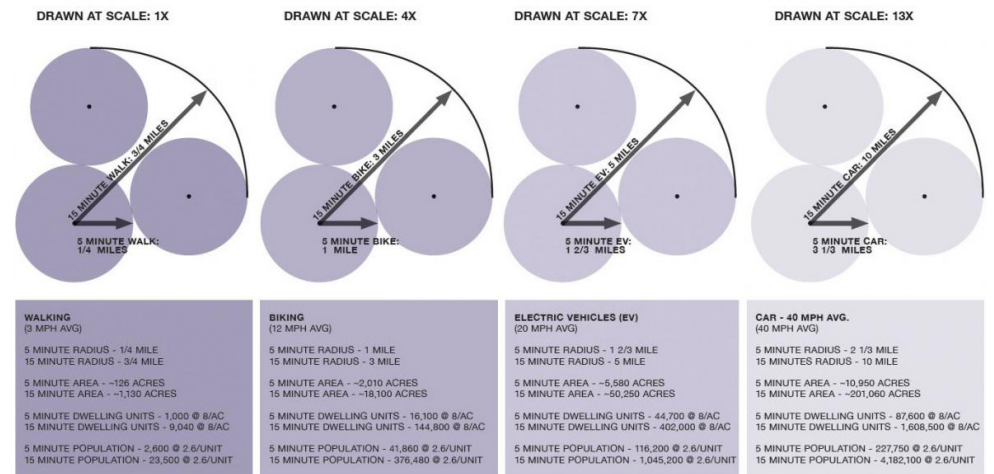
This notion is the idea behind the 15-minute City – a way to grow from a typical suburban community to a community with everything you need within 15-minutes of our neighborhoods. The 15-minute city is defined by what you can access by walking or biking a quarter-hour or less from your home.

This concept was developed to reduce carbon emissions, reimagining our towns as mosaics of vibrancy and not divided into disconnected zones for living, working, and entertainment. Thus, street space previously dedicated to cars frees up, reducing emissions pollution and making room for bike lanes, gardens, and more recreational activities.

It is about having more quality time, but also about enhancing physical health and improving the environment. Transforming O'Fallon into a 15-minute city will help make our lives more convenient, less stressful, and more sustainable.



Dorothy Edwards/ Crosscut.



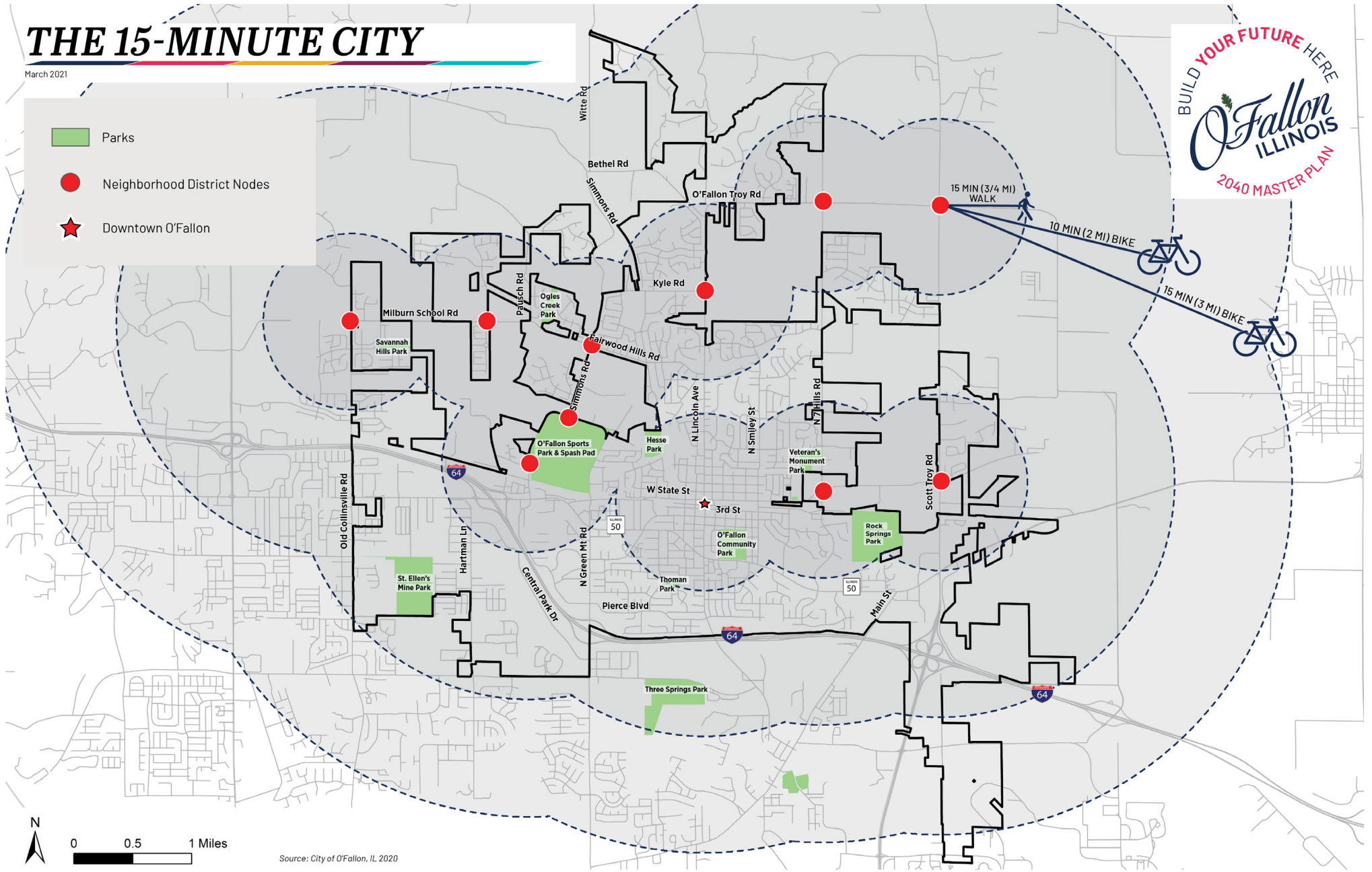
CREDIT: DPZ CoDesign

THE 15-MINUTE CITY

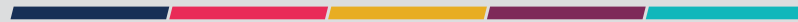
March 2021



- Parks
- Neighborhood District Nodes
- Downtown O'Fallon



Source: City of O'Fallon, IL 2020



OUR GUIDING PRINCIPLES

Our Guiding Principles provide a framework for decisions about future growth, development, and redevelopment in O'Fallon.

- » **Place** – Our community is a place where people feel welcome and want to live, work, and play. Our gathering places and unique points of interest draw both locals and visitors.
- » **People** – Our diverse, resilient people are our community's most valuable resource.
- » **Programming** – We leverage the power of art, culture, recreation, nature, and experiential retail to bring our spaces to life with people.
- » **Healthy and Active** – Our world class health services and second-to-none recreation and leisure opportunities allow residents of all ages to thrive physically, socially, and emotionally.
- » **Quality Housing** – We offer a variety of housing options so people of all income levels and all stages of life can call O'Fallon home.
- » **Neighborhoods** – Our strong neighborhoods are positioned near parks, schools, goods and services, and are places where people feel safe and are connected to each other.
- » **Age-Friendly** – We are a community that respects people of all ages, values their contributions, and actively supports their safety and well-being.
- » **Mobility** – Our forward-thinking transportation network connects people to places they want to go whether by car, transit, bike, or foot.
- » **Product** – Our community's ongoing investment in superior infrastructure is paying off, attracting businesses and investment of all kinds.
- » **Prosperity** – We are a community of choice for businesses large and small. Our talented, well-paid, and economically secure workforce drives business innovation and financial prosperity for all.

OUR PLAN-AT-A-GLANCE

COMMUNITY IDENTITY

O'Fallon is a special place - a growing city with small-town roots and Midwestern sensibility made richer by nearby Scott Air Force Base and the diversity of military personnel who have lived all over the world.

Preserving and enhancing community values, traditions, and physical assets allows for exceptional opportunities to advance O'Fallon's identity. In addition to preservation, other elements such as community design will be explored to cultivate O'Fallon as a unique and distinctive community for future generations to enjoy.

The O'Fallon community:

- » Preserves and maintains history and culture.
- » Expands cultural and recreation events.
- » Continues to develop the arts across our community.
- » Attracts residents and visitors to businesses
- » Nurtures O'Fallon's unique community spirit and culture.

CULTURAL & HISTORIC RESOURCES

GOAL 2.2.A: Preserve the history and legacy of O'Fallon.

OBJECTIVE: Protect O'Fallon's unique history for future generations.

GOAL 2.2.B: Enhance sense of place throughout the community so people feel welcome and want to live, work, and play in O'Fallon.

OBJECTIVE: Increase local tourism.

SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.C: Increase the sense of belonging in the community and activate a greater civic engagement, with particular attention to people historically disenfranchised.

OBJECTIVE: Increase the number of people of all ages and abilities involved in our community.

SAFE & HEALTHY COMMUNITY

O'Fallon is widely known as a safe and welcoming place. It is also known as a sports and recreation destination. Maintaining O'Fallon's quality of life depends on continuing support for public safety and exploring options for furthering a healthy community throughout the lifespan of each resident.

The O'Fallon Community will:

- » Maintain and enhance public safety.
- » Support mental health and general well-being.
- » Expand fitness and recreation opportunities.
- » Increase access to healthy lifestyle choices.

PUBLIC HEALTH & WELL-BEING

GOAL 2.3.A: Support a physically and mentally healthy, happy community by improving healthy lifestyle choices, opportunities, and sense of community.

OBJECTIVE: Continue to address barriers to health care and increase access to mental health care services.

PARKS, RECREATION, & LEISURE

GOAL 2.3.C: Promote a healthy community by ensuring parks, recreation, and leisure opportunities for all.

OBJECTIVE 1: Improve the accessibility and equitable distribution of public and recreation facilities for people of all ages and abilities.

OBJECTIVE 2: Improve the overall health and well-being of the community.

PUBLIC SAFETY

GOAL 2.3.B: Ensure excellent and equitable public safety for all.

OBJECTIVE 1: Reduce crime and enhance feeling of safety throughout the community.

OBJECTIVE 2: Reduce the risk to people's safety and limit property damage due to fire.

BUILT ENVIRONMENT

The built environment includes all man-made elements that make up our community. In a neighborhood there are houses, the school neighborhood children attend, the streets, and the utilities that bring water, electricity, and internet service. These building blocks combine to create our living, working, and recreational spaces.

O'Fallon's built environment includes:

- » **Neighborhoods & Housing** — Revitalizing and building strong neighborhoods with additional housing selections will attract new residents and serve people in all seasons of life. By creating and maintaining a variety of housing options, styles, and price ranges, we can continue to cultivate inclusive and friendly neighborhoods.
- » **Mobility & Transportation** — Movement within O'Fallon's built environment shapes our city, whether it be by driving, walking, biking, or taking public transportation. An effective multimodal transportation network provides multiple benefits to the community, including safety, access, connectivity, convenience, and enhanced mobility for all ages and abilities.
- » **Infrastructure & Utilities** — Our infrastructure is the system that supports water and wastewater treatment, electricity distribution, stormwater management, and our street network. Safe, efficient, and reliable infrastructure allows a community to grow and prosper into the future.
- » **Public Facilities & City Services** — Public facilities such as libraries, police stations, fire stations, and community centers make possible the delivery of high-quality city services. We must continue to plan for, and invest in, desired public facilities and city services to ensure the finest quality of life for future generations.

NEIGHBORHOODS & HOUSING

GOAL 2.4.A: Enhance our neighborhoods to accommodate all ages and abilities.

OBJECTIVE 1: Increase housing density — a range of housing types, sizes, and price points — to meet changing market demands.

OBJECTIVE 2: Balance the cost of housing with income levels of our residents and workers so that housing is attainable for our people.

OBJECTIVE 3: Increase quality housing units that fit within the existing context of a neighborhood.

MOBILITY & TRANSPORTATION

GOAL 2.4.B: Provide a balanced transportation system that safely and efficiently moves people and freight.

OBJECTIVE: Accommodate a variety of transportation choices, modes, and users.

GOAL 2.4.C: Support a multimodal transportation network that is complete, equitable, and accessible for all ages and abilities.

OBJECTIVE: Enhance connections between where people live and where they work and play.

GOAL 2.4.D: Enhance the movement of people and goods through efficient and sustainable infrastructure.

OBJECTIVE: Improve convenience, flexibility, and safety of the transportation system.

PUBLIC FACILITIES & CITY SERVICES

GOAL 2.4.F: Deliver City services and facilities that meet industry standards of excellence and high satisfaction among citizens.

OBJECTIVE: Provide public facilities to support a high quality of life and City service levels.

INFRASTRUCTURE & UTILITIES

GOAL 2.4.E: Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

OBJECTIVE: Increase livability, choice, access, health, and safety through quality public infrastructure investments.

WASTEWATER OBJECTIVE 1: Reduce sewer overflows which damage property and pollute the environment.

WASTEWATER OBJECTIVE 2: Accommodate growth and redevelopment with wastewater service.

WATER OBJECTIVE: Maintain adequate fire flow and water pressure in O'Fallon.

STORMWATER OBJECTIVE: Improve the stormwater system function and condition.

STREETS OBJECTIVE: Prolong the life of the City's streets.

FIBER OBJECTIVE: Improve communications systems that serve the community.

ENERGY OBJECTIVE: Encourage energy efficiency and allow the use of alternative sources of fuel such as solar and electric.

NATURAL ENVIRONMENT

The natural environment includes all living and non-living things that occur naturally on Earth. Our natural environment affects weather, water supply, air quality, vegetation, and more. The environment's condition directly impacts the health of humans and even plays a role in mental health. The natural environment also contributes to the attractiveness of communities. In community planning, sustainability intersects with the natural environment.

GOAL 2.5.A: Preserve and protect natural resources and habitats for long-term community sustainability, resiliency, and quality of life.

OBJECTIVE 1: Maintain the amount of protected open spaces and natural habitats per resident as the population grows.

OBJECTIVE 2: Improve water quality in lakes, streams, and wetlands.

RESILIENT ECONOMY

O'Fallon's core economy focuses on healthcare, retail, finance, and defense. The City maintains a strong position within the St. Louis market and is home to over 1,100 businesses. Scott Air Force Base provides a stable economy, jobs, and flow of people. With a strong foundation and ongoing commitment by civic and business leaders, O'Fallon is a place where opportunity beckons businesses and residents. The Master Plan focuses on how to increase economic resiliency, the ability for our economy to bounce back after disasters, and avoid all together.

JOBS & WORKFORCE

GOAL 2.6.B: Expand the workforce in economic growth sectors.

OBJECTIVE: Increase the number of jobs in targeted sectors.

EDUCATION

GOAL 2.6.A: Enhance educational opportunities to support economic development.

OBJECTIVE: Support equitable education for all residents.

ECONOMIC ACTIVITY

GOAL 2.6.C: Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE: Increase the tax base.

2.2 COMMUNITY IDENTITY

CULTURAL & HISTORIC RESOURCES

GOAL 2.2.A:

Preserve the history and legacy of O'Fallon.

OBJECTIVE :

Protect O'Fallon's unique history for future generations.

BENEFITS OF HISTORIC PRESERVATION

Preserving cultural and historic resources connects us to the past and facilitates unique, authentic experiences. Preservation efforts help reinforce a community's identity and ensure distinguished places have use, revitalization, and appreciation. In return, these community assets attract and retain people looking for a community with deep roots and respect for the past.

- » **CREATION** of local historic districts can stabilize and increase property values.
- » **INCREASE** in property values within the districts is usually higher than the community or City at large.
- » **REHABILITATION** of historic buildings creates more jobs and local business than new construction. These projects are more labor-intensive and require more high-skilled and specialized laborers. Improvements encourage additional neighborhood investment and a higher return on municipal investment.
- » **TOURISM** within the heritage industry is a significant economic driver and typically draws tourists to stay in their destinations longer.

- » **SUPPORT** growth management policies by encouraging conservation of the community's older housing stock through rehabilitation and adaptation to meet the needs and preferences of modern homeowners.
- » **SUPPLEMENT** the older housing stock with infill that respects the scale and character of older neighborhoods.

There are several resources and organizations at the local, state, and national levels that the City can tap into to preserve its historical and cultural assets. The Illinois Historical Society and O'Fallon Historical Society educate and advocate for preservation. The O'Fallon Historic Preservation Commission formalizes preservation efforts by recommending places for local historic designation to the City Council. The National Park Service has recognized the City of O'Fallon as a Certified Local Government (CLG) since 2005, allowing it to compete for different pools of state grant funds. Currently, there are 30 local historic landmarks and one National Register designation.

NATIONAL REGISTER FACTS

- » Owners can do anything they wish with their property provided no federal license, permit, or funding is involved.
- » Listing does not lead to a public acquisition or public access.
- » Individually owned properties will not be listed if the owner objects.
- » Listing does not automatically invoke local historic district zoning or local landmark designation.
- » Structures are typically eligible, with some exceptions, after they reach the **50+ years old threshold**.

For most cities, Downtown is the oldest part of the community. Unfortunately, a fire in the 1950s destroyed most of O'Fallon's Historic Downtown. Most of O'Fallon's housing stock around the Downtown was built modestly for the City's working population. Many of these homes are not considered architecturally significant, despite their importance to the history, development, and fabric of O'Fallon. Still, a majority of O'Fallon's designated structures are within five blocks of Downtown.

THE CITY OF O'FALLON HISTORIC RESOURCES

Designated Historic Places:

- » 19 Single-Family homes
- » 9 Civic/ churches/ schools/ cemeteries/ memorials
- » 2 Commercial properties

LOCAL HISTORIC LANDMARKS	NATIONAL REGISTER
30 PROPERTIES	1 PROPERTY
0 DISTRICTS	

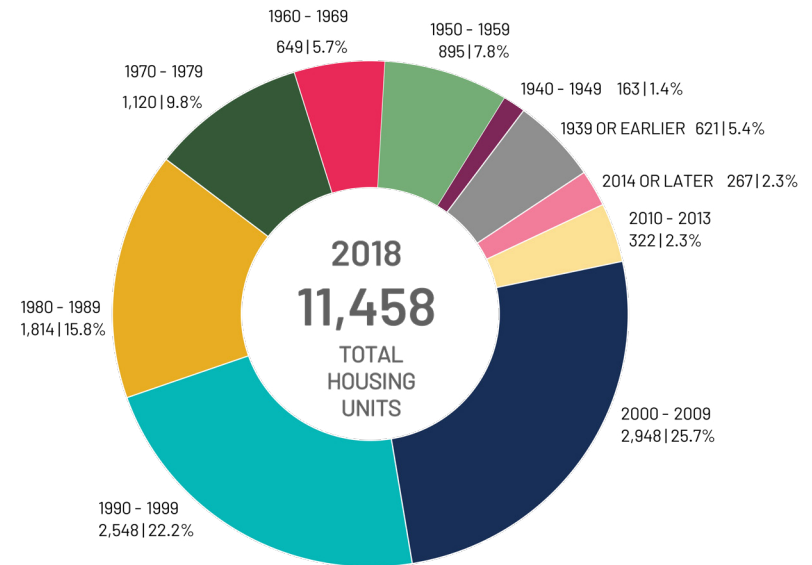
Source: O'Fallon Historic Preservation Commission

The City of O'Fallon, Illinois is a Certified Local Government (CLG), since 2005. As such, its historic preservation program meets federal guidelines. The designation also allows the City to compete for a pool of grant funds available each year to CLGs in the state.

Historic Resources to Consider:

- » Although not located within City limits, the nearby Scott Field Historic District is on the National Register of Historic Places (since 1994).
- » St. Ellen Mine could be a cultural resource for the community to safeguard. The O'Fallon Historic Preservation Commission deemed the site worthy of historic landmark status in 2017.

AGE OF HOUSING (YEAR BUILT)



20.3% of O'Fallon's properties are currently 50+ years old and eligible for National Register consideration.

TRENDS & FORESIGHT

RECENT PAST

There is growing interest in modernizing and preserving structures from the 1950s, 1960s, and 1970s, primarily ranch-style homes, for a few reasons:

- » Younger home buyers find that ranch houses are affordable entry-level homes in many markets.
- » The single-story living of ranch homes attracts older buyers looking for a house they can navigate easily.
- » The open floor plan is desirable in today's market.
- » Maintenance costs are lower than in homes built pre-1950.
- » Many neighborhoods featuring ranch-style houses are now well-established with large trees.
- » The flexibility to modify and personalize these sometimes-repetitive home styles offers homeowners the opportunity for creativity and self-expression.



TRADITIONAL DOWNTOWN LIVING

The Illinois State Historic Preservation Office developed an award winning initiative, Upstairs Downtown, for the Illinois Main Street Program. The initiative helps owners reclaim and reuse upper-level vacant floors and turn them into income-producing properties. Rehabilitating upper floors into living space is growing in popularity across the state as more people want to live and work in mixed-use areas. The City can promote participation in Upstairs Downtown and other unique preservation programs to encourage the revitalization of older places and structures in the Downtown District.



HISTORICAL RESOURCES

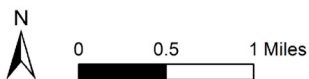
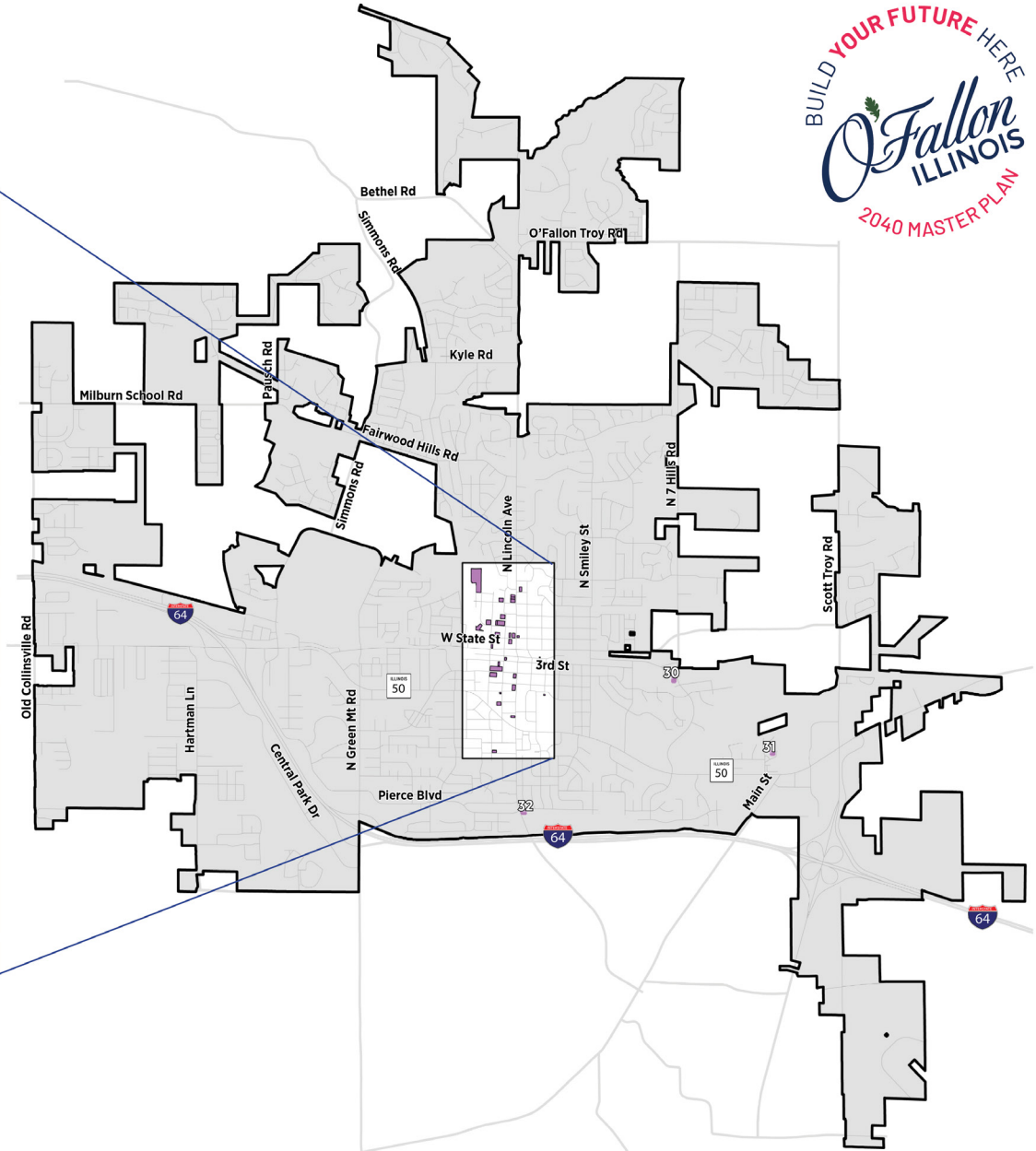
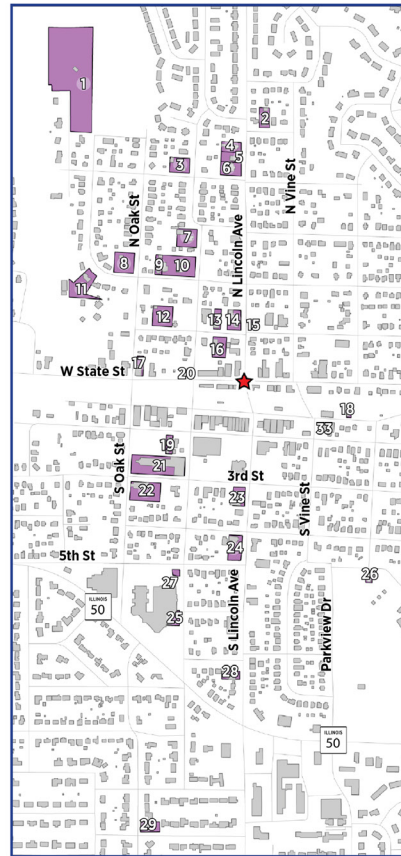
April 2021

Historical Resources

1. 601 North Oak St - Cemetery
2. 106 East Monroe St
3. 501 North Cherry
4. 509 North Lincoln Ave
5. 505 North Lincoln Ave
6. 503 North Lincoln Ave
7. 319 North Cherry St
8. 302 West Adams St
9. 216 West Adams St
10. 206 West Adams St - United Church Of Christ *
11. 305 North Cedar St
12. 212 West Washington St
13. 110 West Washington St
14. 102 West Washington St - Wolfersberger Funeral Home
15. 200 North Lincoln Ave
16. 109 West Washington St
17. 226 West State St
18. 214 East First Street - Scale House
19. 104 South Cherry St
20. 207 West Second St
21. 214 West Third St - St. Clare Catholic School
22. 205 West Third St - St. Clare Catholic Church
23. 301 South Lincoln Ave - Schildknecht Funeral Home *
24. 403 South Lincoln Ave - O'Fallon Apostolic Church
25. 505 South Cherry St - Amelia Carriel Fountain
26. 209 East Fifth St - American Legion - Grange Hut
27. 505 South Cherry St - Marie Schaefer Gymnasium
28. 703 South Lincoln Ave
29. 118 Ruth Dr
30. 109 Betty Lane
31. 1680 Mansion Way - The Mansion
32. 101 Dartmouth Drive
33. 102 S. Vine Street - Hillesheim Building

* Heritage Award

★ Downtown O'Fallon



Source: City of O'Fallon, IL 2020

SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.B:

Enhance the sense of place throughout the community so people want to live, work, and play in O'Fallon.

Sense of place is the lens through which people connect meaning to their experiences in a physical space. Because personal experiences differ, this sense evolves and is defined by how people view, interpret, and interact with their world. In cities, the intersection of culture, surrounding environment, history, politics, and the locality's economic resources characterize a sense of place.

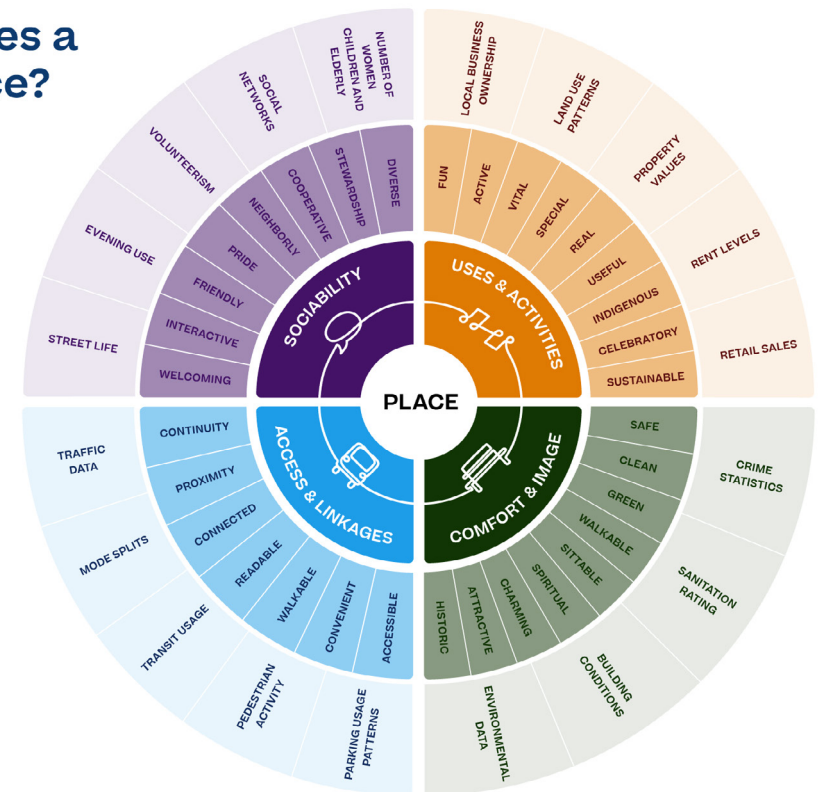
Many factors impact a place such as a plaza, a park, or a downtown area like global mobility, migration, and a blurring of boundaries between the built and natural environment. In order to mitigate these impacts, it's important to explore tactics that promote community resilience and adaptability. As the world changes, adjusting to changing landscapes and trends with active community engagement and placemaking strategies will help create community identity and a sense of space.

It is necessary to have a vibrant and robust community character to entice new growth and development and maintain current residents. The placemaking Power of 10 concept evaluates a place at multiple city scales, demonstrating that a place truly thrives when users have various reasons to be there. When cities support lively public spaces and a sense of community, they encourage social interaction among their residents.

OBJECTIVE:

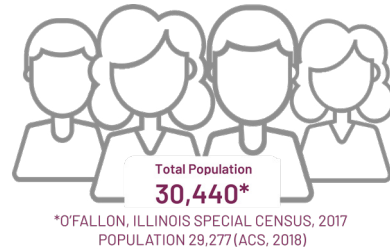
Increase local tourism.

What Makes a Great Place?



Source: Project for Public Spaces

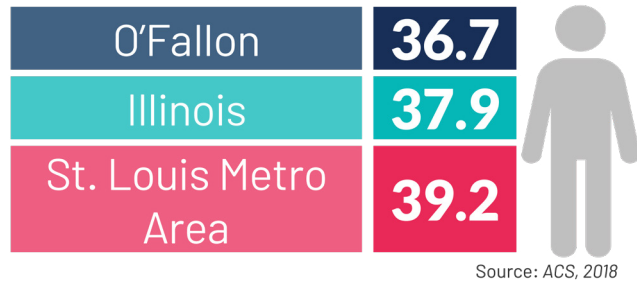
As one of the fastest-growing communities in southern Illinois, O'Fallon takes great pride in its multicultural, family-centric legacy. The growing community, great amenities, and unique attractions create a positive sense of place that attracts people to live, work, and play in O'Fallon.



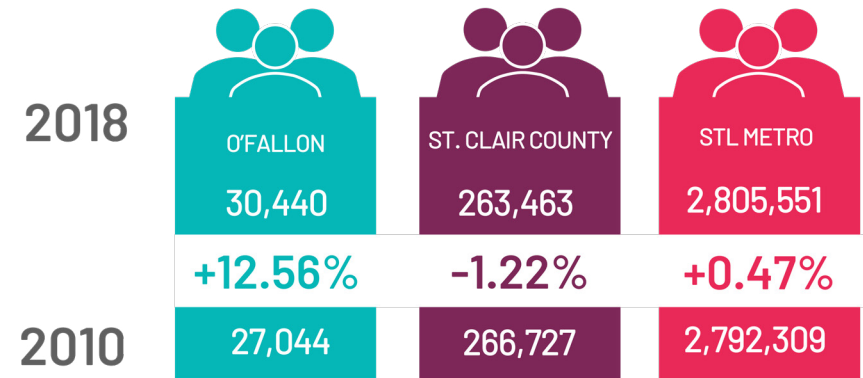
DEMOGRAPHICS

The community's family-friendly identity reflects the 2020 National Community Survey, where 91 percent of respondents think of O'Fallon as a place to raise children. In 2017, the population grew to 30,440 people, up over 12 percent from 2010. O'Fallon is the fastest-growing City in St. Clair County and among the fastest-growing cities in the St. Louis metro area. The median age of 36.7 is younger than both the State of Illinois (37.9) and the entire St. Louis Metro area (39.2), but lower than the national average for age diversity, with an index of 0.85.

Median Age



Eighty-nine percent of O'Fallon residents rate the quality of life as excellent or good, according to the 2020 National Citizen Survey. The town's size, exceptional school system, quality of city services, and accessible amenities contribute to the high satisfaction as a desirable place to live.



This data provides a comparison of population growth - O'Fallon and the St. Louis MO-IL Metro have experienced an increase in population since 2010. St. Clair County has experienced a decrease in population.

Source: ACS, 2010 and 2018; Special Census, 2017

AARP Livability Index Score



The livability score rates the overall livability of O'Fallon Illinois from 0 - 100. It's based on the average score of seven categories - housing, neighborhood, transportation, environment, health, engagement, and opportunity. Scoring measurements being at the neighborhood level and outward to the state level.

POPULAR ATTRACTIONS

O'Fallon's culture and values are celebrated and highlighted in the City's public spaces and destinations, like the O'Fallon Station, Downtown District, Family Sports Complex, and Splash Pad.

- » **O'Fallon Station** is a community space built along the historic railroad tracks in Downtown O'Fallon. Once an empty lot, O'Fallon Station was developed by the Parks & Recreation Department to redefine the traditional idea of a park by becoming a place for the community to come together. The Station acts as a venue for food, art, and cultural events. Every week in the summer, the Station hosts the Vine Street Market, a local farmer's market with live music.
- » The **Downtown District** contains many local and national businesses that bring retail, dining, and entertainment to the historic area. Public and private investment has been vital for the growth and revitalization of this destination.
- » As one of O'Fallon's most loved attractions, the **Family Sports Park & Splash Pad** located at Exit 14 of Interstate 64 offers eight lighted all-weather synthetic turf soccer fields, three premium grass soccer fields, and eight lighted baseball fields. The facility added two new Championship all-weather synthetic turf softball and baseball fields in the spring of 2018. The complex also features a walking/running path, a family splash pad, an all-weather playground, and accommodates exhibition games, tournaments, league events, and more.

O'Fallon has invested in many community improvements over the last several years. The 2015 Downtown Action Plan outlines business recommendations based on market trends and community surveys. As a result of this study and action plan, the City financed O'Fallon Station, improved streetscaping through the Downtown, implemented a façade improvement grant program, and encouraged continued large-scale community gardens. New businesses have since blossomed Downtown, therefore necessitating improved bike and pedestrian access plans in the City's 5-year Capital Improvement Plan (CIP).

The family-centric and strong sense of community also serves as a draw for tourists. Attracting many visitors each year, O'Fallon is on the map as a St. Louis Metro regional destination.

O'Fallon Attractions

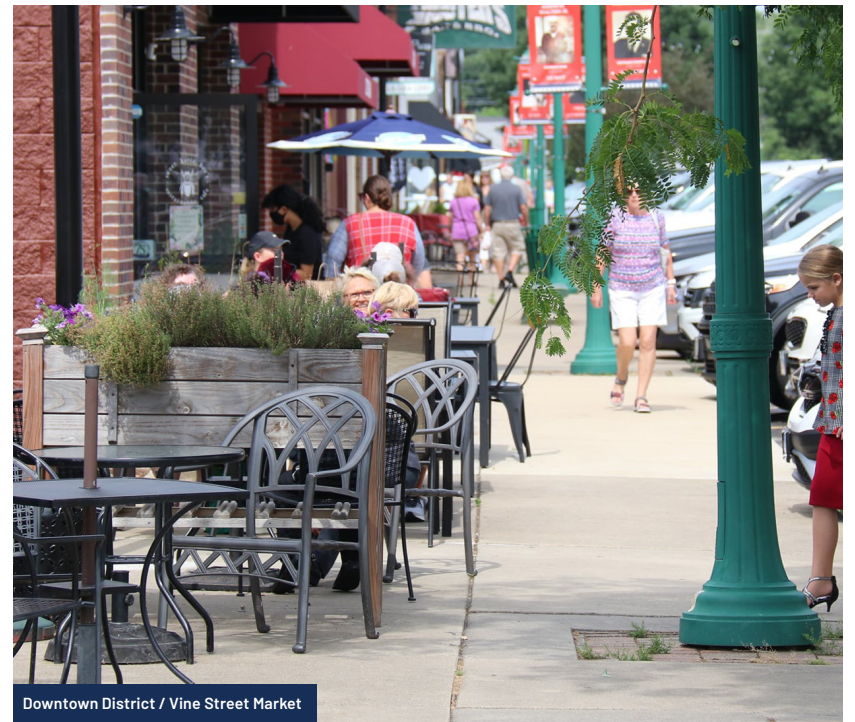
- O'Fallon Historical Museum
- Vine Street Market
- O'Fallon Veterans' Monument
- Gateway Classic Cars
- O'Fallon Family Sports Park
- Splash Pad
- McKendree Metro Rec Plex



Splash Pad / Planning Design Studio

TRENDS & FORESIGHT

Studies and surveys show an increasing desire for walkable communities that offer a range of activities close to each other. Increasingly, towns are encouraged to create a community focal point that drives a sense of place and offers real character. Downtowns are great places to strengthen by encouraging small business growth and cultivating arts and cultural events and spaces while still retaining the character and town identity. Additionally, Downtowns with unique local businesses are a tourism draw that builds on other amenities, such as the Family Sports Park.



SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.C:

Increase the sense of belonging in the community and activate a greater civic engagement, with particular attention to people historically disenfranchised.

Civic engagement is any group or individual activity addressing issues of public concern. This engagement can be anything from electoral participation, to volunteering in the community, to organizational involvement. Civic engagement develops personal knowledge, skills, and a voice to cultivate positive change. Such actions improve the conditions that influence community health and well-being, demonstrating that people not only care but are willing and motivated to participate.

Engagement must address struggles in the community by listening, bridging the gaps in voices represented, and elevating under-voiced leadership. A thriving community synthesizes diversity, equity, and inclusion to provide a platform for historically disenfranchised peoples.

With increased diversity and civic engagement, communities gain economic, cultural, and social vibrancy. The social benefits of a diverse and equitable community include more voices that can help make essential decisions that better represent the population.

With enhanced diversity and civic engagement, communities gain economic, cultural, and social vibrancy. The social benefits of a diverse and equitable community include more voices who can help make essential decisions that better represent a diverse population.

OBJECTIVE:

Increase the number of people of all ages and abilities involved in our community.

Interstate 64 can act as a barrier in the City. It divides a portion of the community on the west end of town, making engagement and connection with this part of O'Fallon challenging.

The O'Fallon population is 79 percent white, with 5 percent white identifying as Hispanic or Latino, and 12 percent Black or African American. The area west of Interstate 64 has a higher proportion of minority residents. Ensuring historically underrepresented groups are part of the conversation is essential in moving forward with community growth, trust, equity, and inclusion.

Scott Air Force Base is a major employer, and much of its large, diverse workforce chooses to live in O'Fallon. Therefore, ensuring that they are part of the conversation is relevant in creating a sense of belonging for newcomers and temporary residents.

The City of O'Fallon works to promote positive community interaction and inclusivity in public safety programs in partnership with the library, parks department, and school districts.

TRENDS AND FORESIGHT

Multicultural events allow people to celebrate elements of their culture or ethnicity with other community members through storytelling, music, art, food, and more.

2.3 SAFE & HEALTHY COMMUNITY

PUBLIC HEALTH & WELL-BEING

GOAL 2.3.A:

Support a physically and mentally healthy, happy community by improving healthy lifestyle choices, opportunities, and sense of community.

OBJECTIVE:

Continue to address barriers to health care and increase access to mental health care services.

HEALTH & HAPPINESS

The 2020 World Happiness Report highlights how social and environmental factors affect community health. Many factors go into creating happy, healthy communities. Everything from social relationships, trust in those relationships and government, and a clean natural environment play a role in mental and physical well-being. Local governments can strive to be connected, transparent and provide a healthy natural environment to promote the community's overall well-being. Community health includes physical and mental health as well as the overall quality of life of residents.

OVERALL HEALTH ASSESSMENT

The AARP Livability Index uses seven broad categories to assess the quality of life: housing, neighborhood, transportation, environment, health, engagement, and opportunity. All scoring begins at the neighborhood level. O'Fallon has an average AARP livability score of 54, which is higher than the county's score of 45 and slightly higher than the state's score of 52 out of 100.

The average health score for O'Fallon is 43, which is the same as St. Clair County's score and lower than the State of Illinois's average health score of 51. The health scores account for health-related behaviors such as smoking and obesity; access to jobs, education, quality care, and healthy foods; the number of walk trips; social engagement activities; and air and water pollution.

AARP Livability Index Score

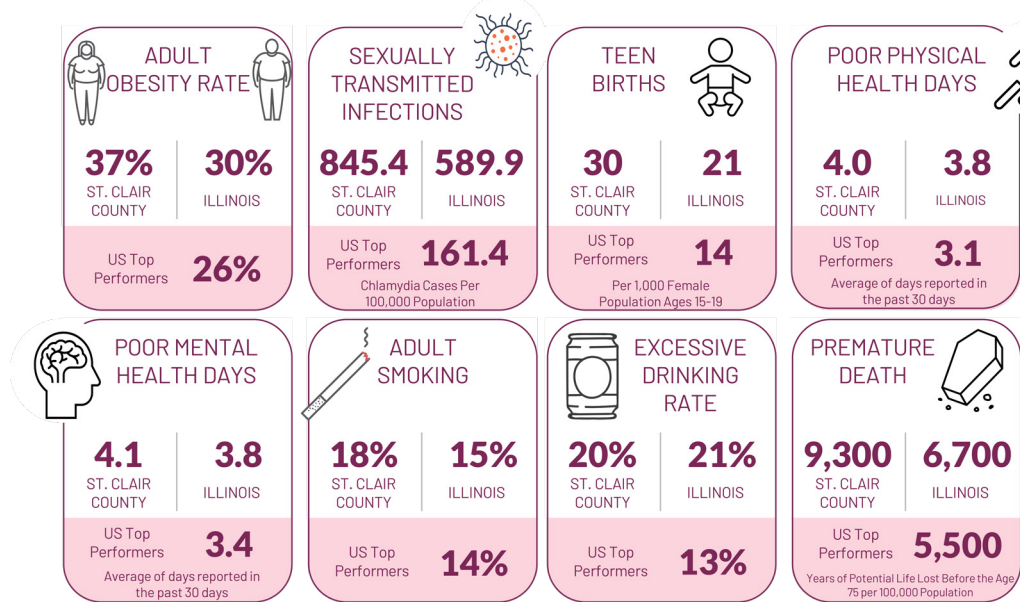


The livability score rates the overall livability of O'Fallon Illinois from 0 - 100. It's based on the average score of seven categories - housing, neighborhood, transportation, environment, health, engagement, and opportunity. Scoring measurements being at the neighborhood level and outward to the state level.

70%
of respondents said that their "health in general" was excellent/good in the 2020 National Community Survey for O'Fallon, IL.

St. Clair County Overall Health

The County Health Rankings and Roadmaps program provides data, evidence, guidance, and examples to build awareness of the multiple factors that influence health and support community leaders working to improve health and increase health equity. The rankings are unique in their ability to measure the health of nearly every county in all 50 states.



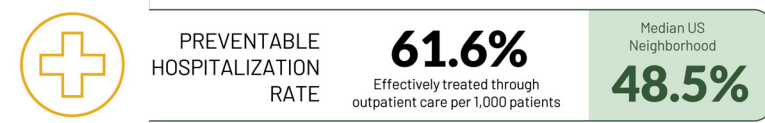
Source: Countyhealthrankings.org

The County Health Rankings and Roadmaps program provides data, evidence, and examples to build awareness of health and influence factors to improve health and equity. While these rankings do not expressly reflect the City of O'Fallon, they benchmark health outcomes from St. Clair County against outcomes from the State of Illinois and other top U.S. health-performing counties. These metrics help provide some context for the City.

When comparing St. Clair County health scores to other Illinois counties and U.S. top performers, the data reveal notable health challenges for the county. Premature death, sexually transmitted infections, and adult obesity are higher in St. Clair County than in Illinois overall and U.S. top performers. Teen births are nearly double in St. Clair County compared to U.S. top performers and are higher than the state rate. Poor mental health days are slightly higher than the state average.

More people in O'Fallon are effectively treated through outpatient care than in the U.S. median neighborhood, avoiding unnecessary hospitalization.

Improving access to preventive and mental health care can reduce pressure on hospitals and rates of other related unhealthy behaviors like substance abuse.



Source: AARP, 2018

ACCESS TO QUALITY CARE

Access to quality care is crucial to a healthy, thriving community. Unfortunately, although health care facilities are available, barriers still exist. These barriers include: a lack of or insufficient insurance, shortage of service providers, long waits, low awareness of available resources, limited options for transportation to providers, and the social stigma that often accompanies treatment of mental health issues.

In addition to access, the quality of care is critical to ensuring a healthy community. When people know they will receive quality care and are satisfied with their healthcare services, they are more likely to seek those services and care in the future.

O'Fallon has sufficient access to quality medical care with five facilities (most in the western part of the City). These include the award-winning regional medical center HSHS St. Elizabeth's Hospital as well as HSHS Medical Group Pediatrics, MedExpress Urgent Care, O'Fallon Family Medicine, and Cancer Care Specialists of Illinois. In addition, there are plans for a new Total Access Urgent Care at the Shoppes at Richland Creek. These facilities also serve neighboring parts of the region.

Transportation does not seem to be a barrier to accessing care for residents. O'Fallon offers transportation assistance through the Rotary Wheels program. This program provides free or low-cost rides to O'Fallon residents throughout O'Fallon Township and O'Fallon city limits. Passengers aged 62 and older, as well as people with disabilities, ride the van for free. Individuals age 55 to 61 currently pay \$0.50 while all others pay \$1.00 per ride.

Financial access presents another barrier to quality care. Low-income individuals face competing needs for income such as housing, transportation, food, and other basic needs. Health insurance coverage, expensive costs, health literacy, transportation, and arranging time off from work may present barriers to obtaining care, which results in negligent preventative care. Often, negligent preventive care leads to more significant health problems down the road, greater hospitalization rates, and lower life expectancy.

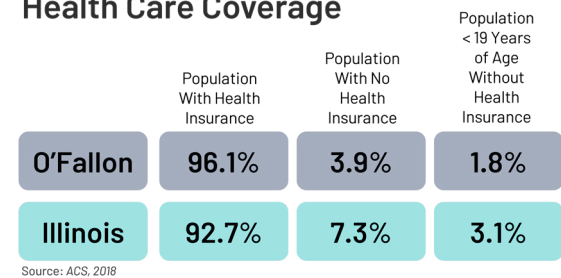
HEALTHCARE COVERAGE

Compared to the state of Illinois, O'Fallon has a higher percentage of insured residents. While insurance aids in receiving sufficient healthcare, it comes at a cost and can often be a barrier for those seeking care.

Many insurance policies provide little if any mental health care assistance, which results in many patients not seeking treatment. The HSHS St.

Elizabeth's hospital provides aid to those in need of services and has increased the quality of healthcare for O'Fallon residents.

Health Care Coverage



MENTAL HEALTH

The stigma of mental health is slowly declining as more people become aware of acute needs and as resources are more readily available. Mental health treatment is multi-faceted and often requires partnerships between health institutions and city services to share the funding and resources available to provide adequate services and education.

Mental health resources are limited in the area. Nationally, younger generations are experiencing higher rates of mental health issues than previous generations. COVID-19 has also impacted the mental health of all ages, but especially the elderly, due to isolation. Currently, more than forty mental health providers exist in O'Fallon and nearby, and some see patients on a sliding income scale. O'Fallon needs additional community mental health educational outreach and services, particularly those catering to low-income individuals.

Currently, the Police Department is responsible for responding to mental health calls for service. Officers receive Crisis Intervention Training (CIT) to equip themselves with the necessary skills better to respond to individuals experiencing mental health crises. The O'Fallon Police Department has experienced an increase in mental health-related calls for service. Despite the City's commitment to mental health response training for officers, follow-up is almost non-existent for people who need more assistance.

The O’Fallon Police Department has experienced an increase in mental health-related calls for service. While the City is committed to police officer mental health response training, follow-up is almost non-existent for people who need more assistance. There are private mental health care providers in the community, but many do not accept insurance so the cost can be a barrier.

See the Public Safety section for more information on police training and programs.

Mental Health

1 PERSON
dies by suicide every
6 HOURS
in the state of Illinois

Source: American Foundation for Suicide Prevention, 2020

SUICIDE
is the **3rd** leading cause of death for those ages
10-24
the **2nd** leading cause of death for those ages
25-34
and the **4th** leading cause of death for those ages
35-54
and the **9th** leading cause of death for those ages
55-64
and the **18th** leading cause of death for those ages
65+
and the **11th** leading cause of death in Illinois

COVID-19’S MENTAL HEALTH IMPACT

COVID-19 resulted in months of social distancing and mandatory quarantines. In addition to being forced into isolation, numerous people contracted the Novel Coronavirus and fell ill or had to take care of sick family members. Some lost their jobs or were required to work reduced hours and suffered financial consequences due to unemployment,

government shutdowns, and medical expenses. Some also juggled the already challenging responsibility of childcare with remote learning and homeschooling. In the worst-case scenarios, some experienced the painful loss of loved ones and friends due to the virus. Without ready access to mental health services, those most negatively affected have faced increasing challenges or received help through telehealth services. Many mental health providers have transitioned to telehealth services. It is important to ensure continued and increased access to virtual mental health services.

COVID-19 exposed a need for work-life balance, healthy human connection (and technology to facilitate that connection when physically gathering is impossible). There is also a need for outdoor gathering spaces to foster more interpersonal connections and relationships, vital for good mental health.

HEALTHY LIVING

Many health concerns can be addressed and prevented by healthy lifestyle choices and behaviors. Creating a healthy lifestyle includes fitness, nutrition, and mental well-being.

Investing in parks and recreation enhances residents’ opportunities for physical activity and can positively impact mental health. The City has supported physical health by investing in parks and recreation facilities, including the 200-acre O’Fallon Family Sports Park.

Specific plan goals, objectives, and strategies are listed throughout this plan, promoting healthy lifestyle choices.

Reference the Parks, Recreation, and Leisure section for more detail.

TRENDS & FORESIGHT

TECHNOLOGY

Improved access to technology is changing the way we access health care.

Consumers are demanding more choice and participation in their health care. As a result, health providers are changing business models to increase convenience, decrease cost, and engage consumers.

In addition, industry-wide technology is bringing health care directly to patients.

Telemedicine, telesurgery, electronic health databases, patient information systems, digital drug prescriptions, and other patient technology services are advancing and developing rapidly. Simultaneously, advancements in genetic testing, health-related self-monitoring and measuring, self-care, and analytic tools are occurring to create greater consumer participation, education, and lower overall health costs.

MEDICAL ADVANCEMENTS ON THE HORIZON

- » Genetic testing for preconception counseling, preventive medicine, and diagnostic purposes will become routine.
- » Automated and remote health screenings, monitoring, and analysis will likely become the industry standard, requiring dependable, fast communication infrastructure.
- » Medical advancements in treatments and medicines for diseases like cancer and Alzheimer's will prolong life spans, creating a strain on existing long-term care facilities and housing stock.

THE GREAT DISRUPTOR - COVID-19'S IMPACT

COVID-19 has exposed shortfalls in our health care system and calls into question the future of care in every community. The COVID-19 Pandemic has not only impacted individuals' health, but it has also tested the public health response, emergency services, resources, and health care systems.

PUBLIC SAFETY

GOAL 2.3.B:

Ensure excellent and equitable public safety services for all.

Public safety is an essential component of a community's overall quality of life. Safety is more than preventing and solving crimes, preventing personal injuries, and protecting properties. Safe cities directly influence the quality of life for existing residents, attract new development, and give businesses the confidence to invest in the community.

O'Fallon is a safe city with a well-rated Public Safety Department. Since 2010, property crimes have decreased. While violent crimes have increased since 2010, O'Fallon's rate is well below Illinois and the national rate. Nearly 90% of participants in the City's 2020 National Community Survey said they have an overall feeling of safety in O'Fallon. Police services received an 88% positivity rating, and crime prevention received 87% positive responses.

PERCEPTION OF SAFETY

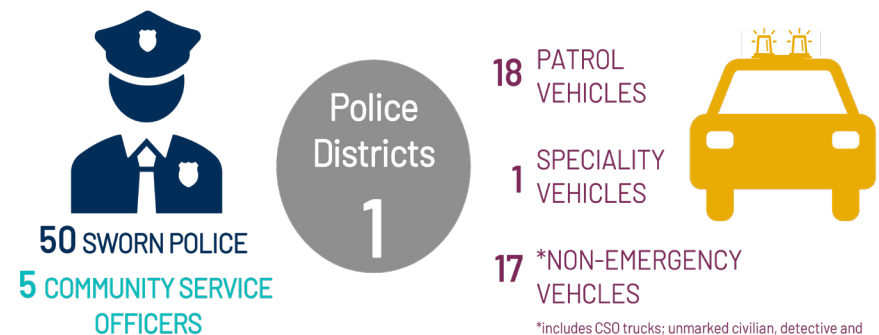
- » Safety can impact individual wellbeing. The feeling of safety can be a direct response from experiences or fear of harm.
- » Lighting, property conditions, presence or absence of other people influence individuals' perceptions of safety.
- » The fear of crime or victimization carries more weight than the actual likelihood of crime. This fear can influence how residents engage in the community.

OBJECTIVE 1:

Reduce crime and enhance the feeling of safety throughout the community.

STAFFING AND TRAINING

O'Fallon police services operate in three zones. Police officers are assigned to patrol a specific zone, and two officers are assigned to "rove" positions to increase police visibility. O'Fallon Police has 50 sworn police officers and five community services officers to assist with police operations. The Patrol Division is the largest component of the O'Fallon Police Department. The goal of the Patrol Division is to proactively solve problems and protect life and property through education, prevention, and enforcement. In addition, the department has two drug recognition experts who often provide services to smaller municipalities.

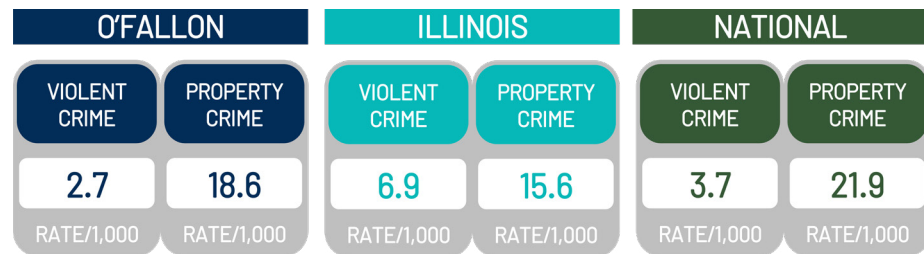
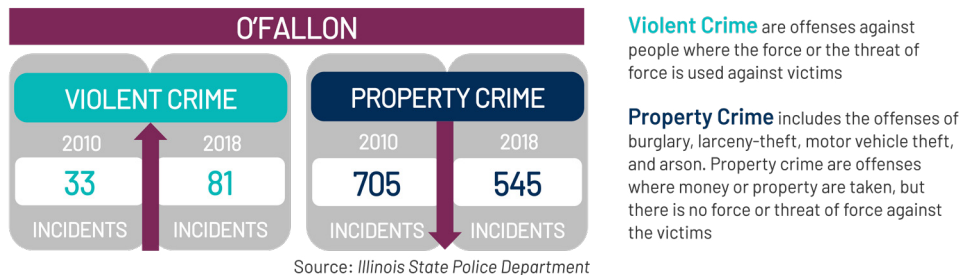


Source: O'Fallon Police Department

RECRUITMENT

Public safety is an essential component of a community’s overall quality of life. Yet, despite its essentiality, Police, fire, EMS, and the Metro East Communications dispatch center have difficulty filling job vacancies. Emergency response departments, facing recruiting challenges, are revising their application process to be more flexible and open to a broader range of potential candidates.

The O’Fallon Police Department uses wearthebadge.com to recruit police officers. Promotional videos and information are available to those with no law enforcement experience and existing or former officers. Recruitment of active or retired military personnel is also an option for additional opportunities due to Scott Air Force Base’s presence.



PROGRAMS AND SERVICES

O’Fallon’s Police Department also runs a Neighborhood Watch Program to establish and maintain a partnership with residents and neighborhoods. A Neighborhood Watch Group is assigned a patrol officer as a liaison for the program. Groups work alongside police to help reduce crime and further community policing strategies through two-way communication, meetings, signage, crime prevention, and public safety presentations.

Another innovative use of technology is the Police Department’s program to solve crimes by partnering with residents and their private camera security systems. Registering private home cameras into the Police database creates a partnership with the community to solve crimes in the neighborhood and business districts.

The City of O’Fallon has utilized the “Crime Free Rental Housing Program” since 2010 to help reduce the probability of criminal and nuisance activities associated with rental properties. The Police Department employs a liaison to work with the City, police, and property owners to manage the program, inspect rental housing, and assist property owners.

Minority hiring outreach, community outreach through Continuing the Conversation and the 10 Shared Principles are all part of the City’s efforts to address systematic racism and racial justice issues of concern throughout the nation.

Similarly, the O’Fallon-Shiloh EMS offers educational and community preventive care with school seminars, health screenings, CPR and car seat trainings, and ambulance and station tours. Through progressive education, strong community partnerships, and excellence in service, the EMS improve the outcomes of illness, injury, and quality of life for the residents of O’Fallon.

TRENDS & FORESIGHT

Tensions between communities of color and police officers have reinvigorated police reform efforts locally and nationally. State and federal reform focus on police tactics, community policing programs, and demilitarized police services. Localities may also need to reevaluate or supplement training programs to strengthen relationships between first responders and the community. Some of the statewide policing reforms include body cameras, more transparency, and residency requirements for police officers.

Minority hiring outreach, community outreach through Continuing the Conversation, and the 10 Shared Principles are all part of the City's efforts to address systematic racism and racial justice issues of concern throughout the nation.

Another critical public safety issue is that emergency service providers respond to more mental health calls than ever. Social work training for police officers and employing social workers to work alongside police officers are ideas gaining traction in communities across the country. This approach is showing promising signs of more effectively addressing mental health issues and crises.

The COVID-19 pandemic has increased isolation and exacerbated mental health issues, leading to increased Police and EMS calls. Fortunately, many O'Fallon police officers and dispatchers have completed Crisis Intervention Training (CIT) to connect individuals experiencing mental health crises with care and resources. According to the National Alliance on Mental Health (NAMI), CIT programs establish collaborative community partnerships that improve communication, identify mental health resources, and ensure officer and community safety. It will continue to be necessary for the City to encourage this training among officers and dispatchers.

Refer to the Public Health & Well-Being section for more insight into mental health.

BENEFITS OF CRISIS INTERVENTION TRAINING

- » Reduces arrests of people with mental illness and increases the likelihood of individuals receiving mental health services
- » Cost savings by reducing arrests
- » Training increases awareness and understanding of mental illness.

PUBLIC SAFETY

GOAL 2.3.B:

Ensure excellent and equitable public safety services for all.

Fire prevention is a critical public safety service. Fire departments provide various services beyond extinguishing fires, including response to hazardous materials, special rescue, and emergency management. A large component of most fire departments is fire prevention programming and education with the public.

City Fire Departments are one of three types: career, volunteer, or a combination. The differences are in staffing and compensation.

CAREER FIRE DEPARTMENTS (PROFESSIONAL)

- » 100 percent staffed by full-time paid personnel.

VOLUNTEER FIRE DEPARTMENTS

- » Staffed by part-time or unpaid firefighters.
- » Sometimes compensated using service reward programs or pensions.

COMBINATION FIRE DEPARTMENTS

- » Can include any variation of career and volunteer firefighters.
- » Ranges from city to city.

OBJECTIVE 2:

Reduce risk to people's safety and limit property damage due to fire.

STAFFING & NEEDS

O'Fallon has a combination Fire Department with five full-time staff, eight part-time firefighters, and volunteers. O'Fallon has a combination Fire Department with two full-time and four part-time hourly rate firefighters on shift during the day, and two full-time and 47 paid-on-call firefighters standing by at night. Firefighters provide on-call service for O'Fallon and the surrounding areas, including the Village of Shiloh and the rural areas of the O'Fallon, Shiloh Valley, Caseyville, and St. Clair Townships. Volunteers have worked well through the years, adapting to the needs of fire services.

O'Fallon's projected growth will increase the need for additional firefighters as well as equipment and facilities. As a result, there is potential for considering mutual aid agreements as an option or supplement to services. Currently, state-funded grants cover the cost of training firefighters. These grants help to alleviate the strain of up-to-date training costs.



2 FULL-TIME
FIREFIGHTERS (Fire Chief &
Deputy Chief)

3 FULL-TIME
NON-FIREFIGHTER
PERSONNEL

40-45 VOLUNTEER
FIREFIGHTERS

ISO RATING

The Insurance Service Organization (ISO) classification system gauges a local Fire Department's capacity to respond to fires. The O'Fallon Fire Department holds an ISO Class 3 on a scale from 1 to 10. Class 1 represents the best public protection, while ten is the worst. Strong ISO ratings help lower home insurance rates since insurance companies equate good ISO ratings to lower risk for severe fire property damage.

SERVICES AND PROGRAMS

The O'Fallon Fire Department provides support for the community through a variety of services. The Fire Department invests significant time in schools, educating students about the importance of fire prevention. Beyond youth outreach, firefighters host several open houses during fire prevention week every October.



TRENDS AND FORESIGHT

A study published in the Journal of the NPS Center for Homeland Security and Defense in 2017 cited generational differences as contributing to recruitment and retention issues. Many fire departments have not been successful in attracting millennial talent.

Fire Programs and Services

Residential Smoke Detector Installations

School Fire Drills

School Fire Prevention Assemblies

Community Fire Extinguisher Training

Community Fire Prevention Classes

Commercial Fire Alarm Inspections

Fire Suppression System Inspections

Source: O'Fallon Fire and Rescue

PUBLIC SAFETY

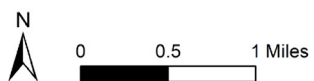
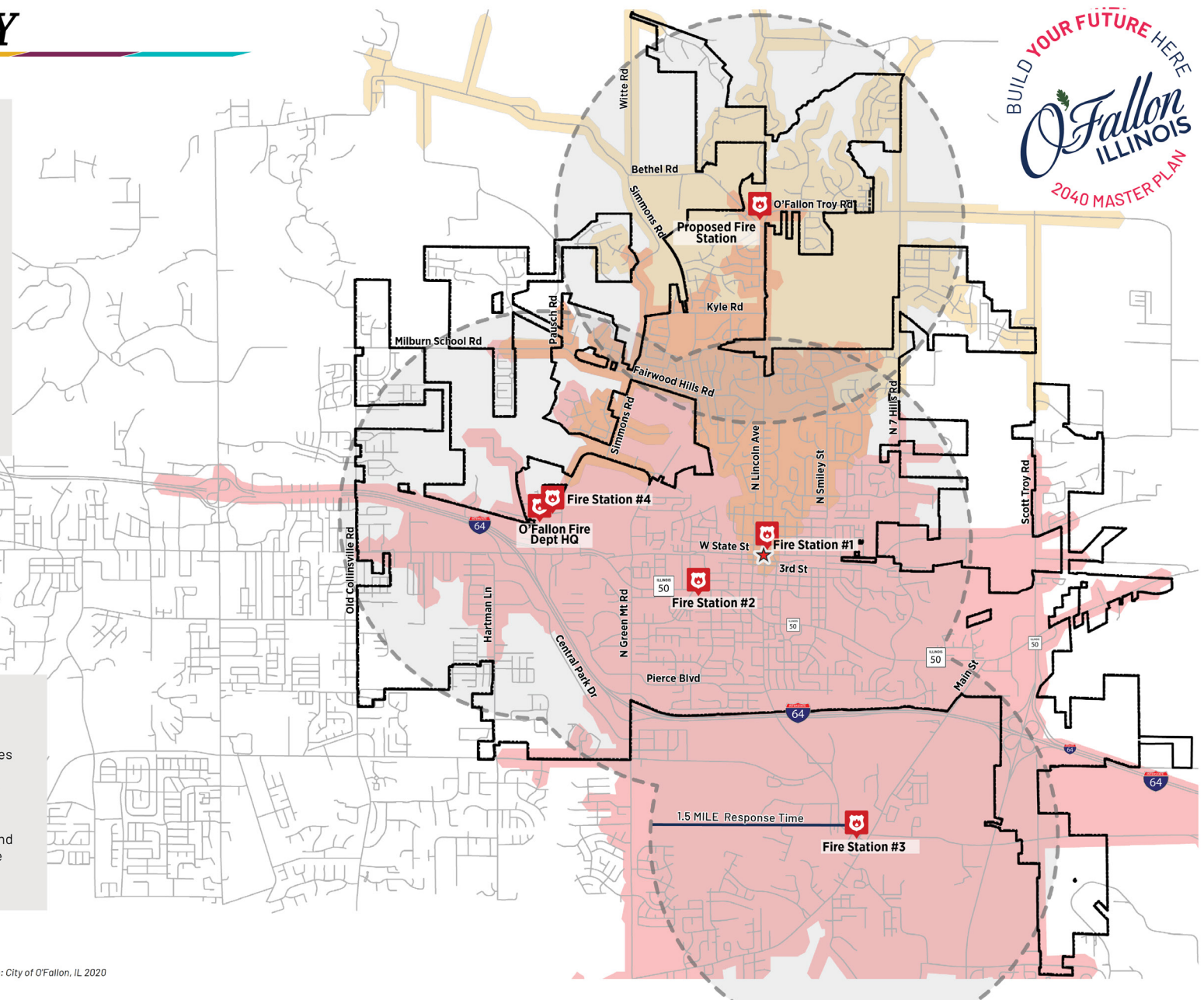
April 2021



FIRE SAFETY

- 5 minute Response Time from Existing Fire Stations
- 5 minute Response Time from Proposed Fire Station
- Current and Proposed Fire Station Response Time Overlap
- Fire Station
- 1.5 Mile Response Time
- ★ Downtown O'Fallon

The overall goal is to ensure fire response times meet or exceed levels of service. Making sure that we're adequately servicing all areas of the community, especially as new development comes online. There are 4 fire stations that provide emergency services to more than 30,000 people across 14.48 square miles, which includes the neighboring municipality of Shiloh. A new fire station is planned to maintain levels of service and meet demands as the community develops in the northern area of the city.



Source: City of O'Fallon, IL 2020

PARKS, RECREATION, & LEISURE

GOAL 2.3.C:

Promote a healthy community by ensuring parks, recreation, and leisure opportunities for all.

O'Fallon has a thriving Downtown area, sports park, trails, and many smaller recreational spaces. Club sports offered by the Parks and Recreation Department are popular and utilize fields and courts at the Family Sports Park and local schools.

PARKS AND OPEN SPACE

Creating opportunities for physical activity has the potential to enhance well-being. Even a short burst of brisk walking increases mental alertness, energy, and a positive mood. Participation in regular physical activity supports good mental health by reducing stress and anxiety, increasing self-esteem, and improving overall cognitive abilities. Walking, biking, and use of recreational facilities have increased since the rise of the COVID-19 pandemic and are likely to continue as more people work from home and look for ways to spend time outside. Walkability, connectivity, and bikeability are trends that are likely to remain.



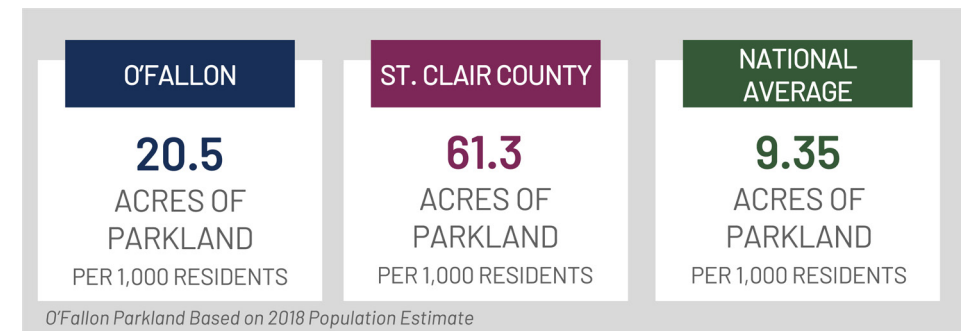
O'Fallon Family Sports Park/ O'Fallon Parks and Recreation

OBJECTIVE 1 & 2:

1. Improve the accessibility and equitable distribution of public and recreation facilities for people of all ages and abilities.
2. Improve the overall health and well-being of the community.

AMOUNT OF PARKLAND

O'Fallon has 20.5 acres of parkland per resident across the City's 12 parks. This is more parkland per resident than the national average. Currently, developers must either build neighborhood parks in new developments or pay a park lands dedication fee— most choose the latter. Residential development is moving north and west of Downtown, where parks and open space grow sparse. The Park Lands Dedication ordinance will help balance growth with sufficient recreational opportunities.



PROXIMITY TO PARKS

During the Parks and Recreation Master Plan update, Planning Design Studio conducted a Parks Service Area Analysis. Please refer to the Parks and Recreation Master Plan for more information.

Thirty-five percent of residents live within a ten-minute walk of a park or school facility with outdoor playground. The 10 minute walk is a standard promoted by the Trust for Public Lands.

The 15-minute city plan framework measures the walking distance for each neighborhood. A map showing those results are included at the end of this section. It shows the proximity to parks (15 minute walk) for each area of the community.



Source: The Trust for Public Land, 10-minute walk

TRAILS

Currently, O'Fallon's trail system lacks connectivity. Several trails go through the City, but many other entities (Shiloh, Fairview Heights, and Madison County Transit) maintain them.

The community expressed great interest in expanding trails throughout O'Fallon. Developing new trails and making strategic connections between existing trails and parks can help expand the current trail system. Refer to Mobility and Transportation to learn how trails and sidewalks relate as a mode of transportation and as recreation to promote healthier lifestyles and lesser reliance on cars.



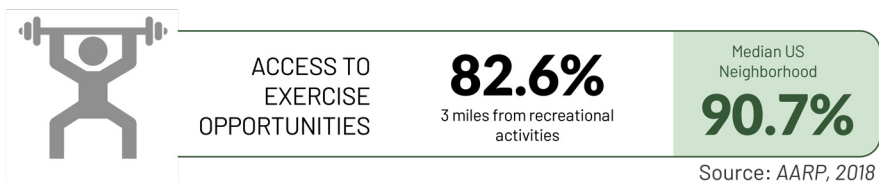
Source: O'Fallon Planning and Zoning, 2020

RECREATION & LEISURE

People are increasingly willing to spend time and money on high-quality recreation and leisure activities. Physical leisure, which encompasses sports and exercise, is called active recreation or active leisure. Passive leisure includes activities that are relaxing but do not require physical movement.

Participation in sports and recreation teaches children the importance of healthy lifestyles and teamwork. These skills can help them make long-term healthy choices that decrease public health issues like diabetes, heart disease, and obesity. Since youth sports are popular in O'Fallon, the City offers a wide range of activities, from kindergarten basketball to youth fencing classes. Youth sports bring families out into the community, benefitting the local economy. In addition, O'Fallon's quality recreation facilities, including the Family Sports Park, the Rec Plex, and other recreational facilities, attract residents and visitors.

According to AARP, 82.6% of neighborhoods in O'Fallon are within three miles from recreational activities, which is under the Median US Neighborhood at 90.7%. However, not accounted for in this percentage are the outdoor spaces that schools provide, which the public can use during non-school hours. O'Fallon Parks and Recreation partners with local schools to provide recreation space for club sports. This partnership, while it helps expand access to recreation, may still not be adequate to serve the community as it grows. The City of O'Fallon is currently developing a Parks Master plan to identify gaps and a strategy to meet the community's needs into the future.



ARTS, CULTURE, & PASSIVE LEISURE

Arts and culture activities can help build social capital, connection, shared values, and community identity while benefitting local businesses. Public festivals, art fairs, and cultural performances are just a few examples of arts and cultural activities that can bring these social and economic benefits to the City.

The City and many community organizational partners host various events throughout the year that offer cultural experiences. Events include the City Fest, farmers' markets, and numerous seasonal festivals and events. These public events showcase the City and draw tourists and visitors from across the region. In addition, community organizations help facilitate the promotion of arts and culture through regular events.

Besides the few community events spread throughout the year, most people drive out of O'Fallon for arts and cultural activities. Most of O'Fallon's arts and cultural events occur within the Downtown District or at local schools, universities, and Scott Air Force Base. Community events, especially those involving local organizations or businesses, help create a sense of community that is vital to the success of O'Fallon. According to online quick polls, people love the Downtown District and would likely spend more time there if there were more offerings for arts, cultural, and leisure activities.

57%

of respondents rated "opportunities to attend special events and festivals" excellent/good in the 2020 National Community Survey for O'Fallon, IL.

PARKS & TRAILS

April 2021



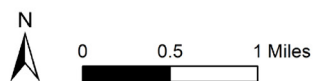
RESIDENTIAL PROXIMITY TO PARKS

- 0.25 Mile or Less to Parks
- 0.26 - 0.50 Mile to Parks
- 0.51 - 0.75 Mile to Parks
- 0.76 - 1.00 Mile to Parks
- 1.01 Mile or Greater to Parks
- Non-Residential Parcel

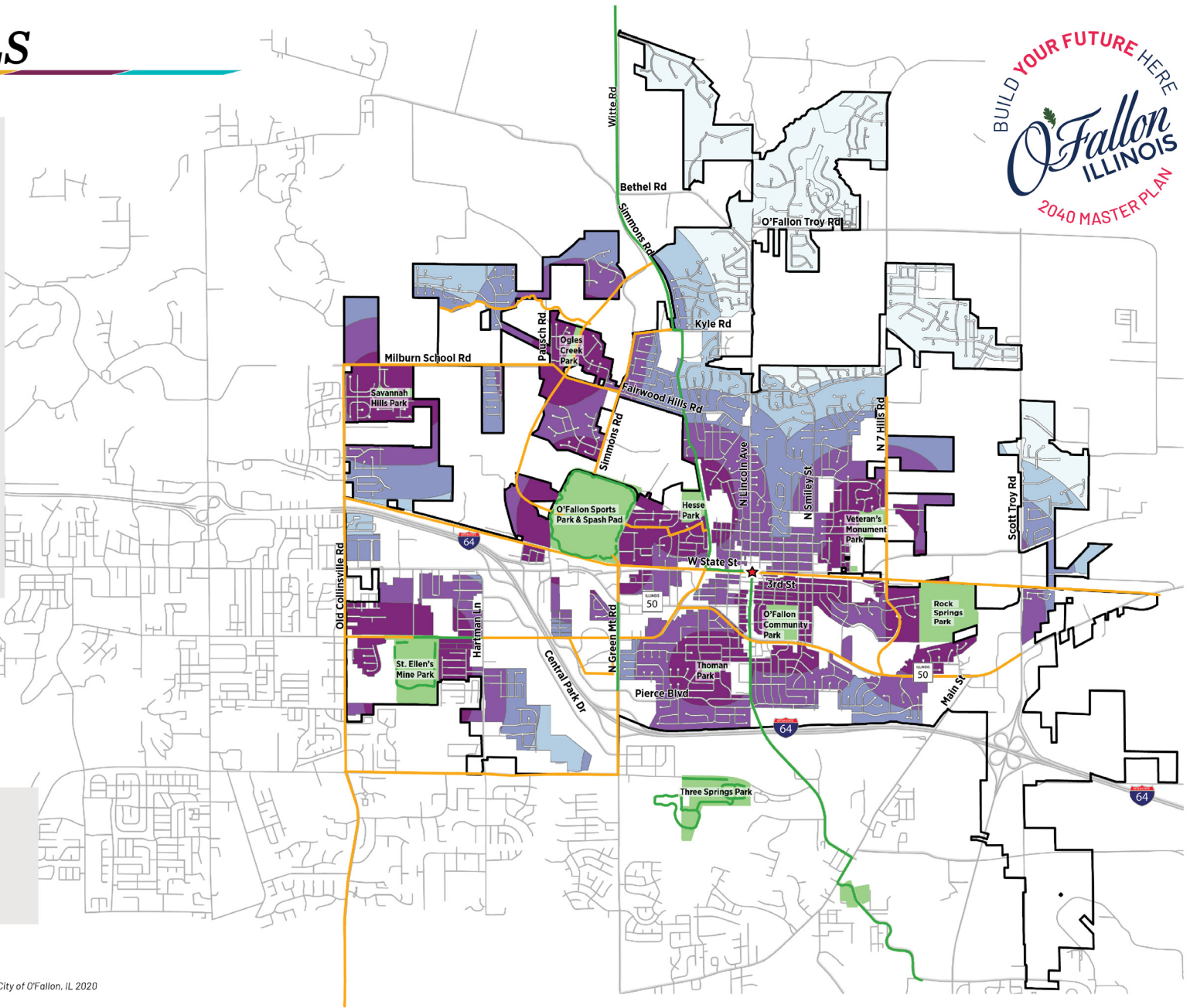
Note: 0.50 Miles is approximately a 10 minute walk and 0.75 Miles is approximately a 15 minute walk.

- Current Trails
- Proposed Trails
- Parks
- Downtown O'Fallon

Close proximity to parks and trails encourages a healthy, active lifestyle. A majority of O'Fallon's residents are within a 10-minute walk to a park. As development continues, new parks should be focused in areas with a greater than half a mile access to parks and in the northeast part of town.



Source: City of O'Fallon, IL 2020



2.4 BUILT ENVIRONMENT

NEIGHBORHOODS & HOUSING

GOAL 2.4.A:

Enhance our neighborhoods to accommodate all ages and abilities.

OBJECTIVE 1:

Increase housing diversity – a range of housing types, sizes, and price points – to meet changing market demands.

A variety of housing options are needed to meet the changing needs of communities including family size, lifestyle, income, and physical ability. Communities that offer a range of housing types succeed in attracting and retaining residents.


Charming, inclusive, and community-minded neighborhoods offer various housing choices, price points, and architectural styles. Infrastructure, such as sidewalks, trails, and open space, supports vibrant, walkable communities and connects people to daily services and amenities. Safe, stable housing is a key determinant of health and quality of life.

HOUSEHOLDS & FAMILIES

The average family size is growing locally and nationally. O'Fallon's average family and household size increased in the past decade.

The increase could mean families are having more children and moving to O'Fallon, older children are moving back in with their parents, and parents are caring for their aging parents. In 2040, O'Fallon survey respondents

want housing that attracts families and accommodates all life stages and generations. Sidewalk connections and open spaces such as parks are a draw for young families. Improving the feeling of safety is a key factor in neighborhood success and a priority for all generations. Accessibility and inclusive design of public spaces and neighborhoods can ensure housing for all.



Households

	2010 ACS		2018 ACS	
Average Family Size	3.19		3.25	
Average Household Size	2.68		2.71	
Family Households	7,329	72.5%	7,801	72.2%
Nonfamily Households	2,774	27.5%	3,003	27.8%
Total Households	10,103	100%	10,804	100%

REVITALIZING NEIGHBORHOODS

The most important feature of vibrant, quality neighborhoods for O’Fallon survey respondents is clean, well-maintained properties and the overall feeling of safety.

Organizations such as Habitat for Humanity have successfully helped transform neighborhoods through the Quality-of-Life Framework. Building communication and pride within the community can also produce lasting change.

These elements can help build stronger neighborhoods and communities:

- » Sense of community: Identifying with the neighborhood and feeling connected to your neighbor.
- » Social cohesion: Working together and communicating.
- » Collective action: Organizing to advocate change and break down barriers.

Focusing on these elements can increase motivation and capacity to overcome barriers. Working with local, regional, state, and federal programs and agencies can also help ease the financial constraints of improving homes and neighborhoods.

EXISTING HOUSING STOCK

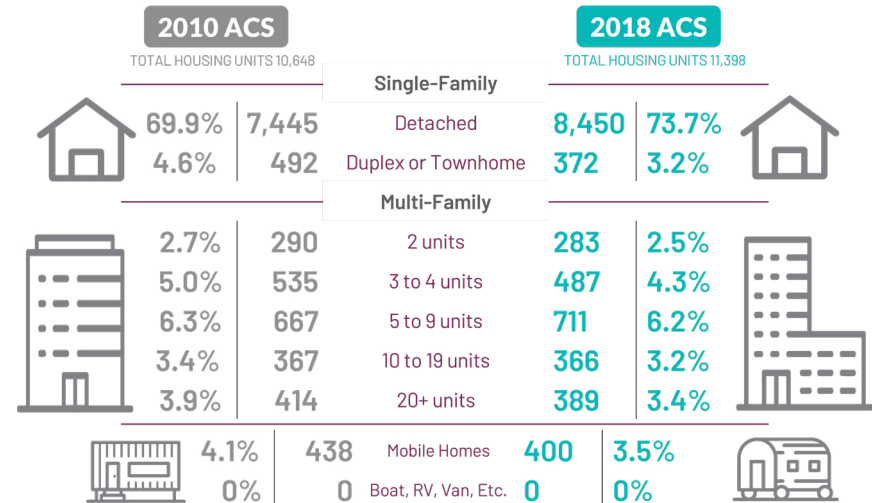
Older housing stock and long-established neighborhoods form the foundation for strong and unique community identity. Market pressures often overlook the importance of older buildings and neighborhoods to meet demands for newer, more energy-efficient homes with contemporary floor plans. Older homes provide great value. They typically offer high structural integrity and architectural styles that reflect the community’s identity and history. Most costs associated with older homes relate to upgrades and repairs. These homes’ original investment has long been “paid for”

and absorbed into the local economy. These costs toward maintenance and improvement are less than costs associated with constructing new housing.

The 2018 American Community Survey reports that only six percent of O’Fallon’s housing stock, approximately 700 units, is new as of the 2010 Great Recession. In addition, less than half (45.9%) of the housing stock was built before 1990, with over one quarter (25.6%) constructed between 1970 and 1989. The aging housing stock introduces challenges for many homeowners related to maintenance and renovations.

The number of housing units in O’Fallon increased only slightly from 2010 to 2018. Single-family detached and attached housing accounts for 76.9% of O’Fallon’s housing stock, according to the 2018 American Community Survey. Multi-family housing makes up 19.6% of the housing stock, and mobile homes account for 3.5%.

Housing Units by Structure

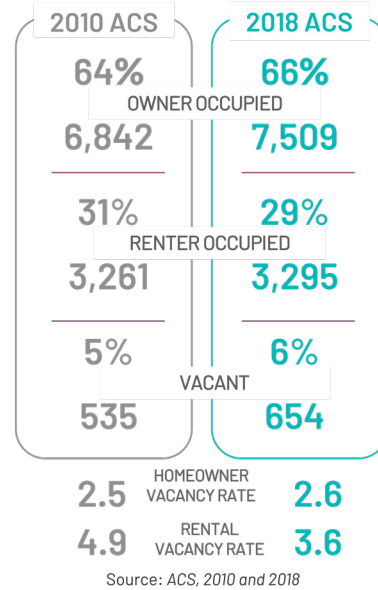


Source: ACS, 2010 and 2018

Occupancy increased between 2010 and 2018 by approximately 2%. Owner-occupied housing accounts for 66% of O'Fallon's housing units, a slight increase since 2010. Renter-occupied housing accounts for 29%, which is a 3% decrease from 2010. This decrease in rental occupation decreased the rental vacancy rate to 3.6%. This data is an estimate and may not reflect current values.

The loss of older housing stock diminishes the integrity of established neighborhoods and unique identity. Moreover, it reduces the opportunity to preserve these structures as crucial affordable housing stock. Low vacancy rates for owner-occupied housing units also help maintain healthy neighborhoods.

Housing Units



O'FALLON MARKET ANALYSIS

A driving force affecting O'Fallon's housing demand is population growth and changing demographics. As the population grows, the labor force grows alongside, enabling more business activity and general prosperity. Population growth also generates a need for more commercial buildings and even more public facilities.

As shown by the population growth rates, there was an impressive 340% increase in the City's population over the 50 years since the 1970 Census. Meanwhile, St. Clair County as a whole decreased 8.9% (down 18% outside of O'Fallon) from 1970. But O'Fallon's growth has been slowing down. The City's growth in the 2010s was only about one-third the rate of the 1990s. The St. Louis metro area remained virtually static in recent years, with most population growth occurring in counties further out from the region's urban core.

Recent O'Fallon Population Growth Rates

1990 to 2000	36.3 Percent
2000 to 2010	29.1 Percent
2010 to 2020	14.1 Percent

The City of O'Fallon's 2017 special census population was 30,440, or 12% of the county's 259,686 residents. The growth rate has significantly declined from the very robust expansion in the 1990s to much slower population additions in the 2010s.

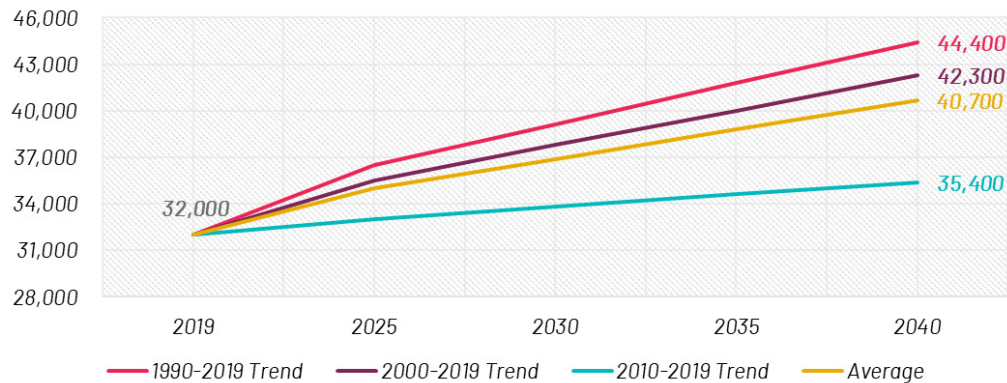
Reviewing past growth and change is informative, but planning requires a look into the future. A model of growth in O'Fallon emerges with three possible growth scenarios by using population projections from the U.S. Decennial Census, the Illinois Special Census, historical trends, and comparisons with national projections.



Using national and regional growth patterns since 1990 and projecting them to 2040 leads to a high growth scenario for O’Fallon with 44,400 residents in 2040. This scenario projects an additional 12,400 residents, growing 39% from 2019. The low-growth scenario uses growth trends from 2010-2019 and projects 35,400 residents by 2040.

Population Projections Scenarios 2019 to 2040 City of O’Fallon, Illinois

Source: St. Louis University



The most probable projection estimates 42,300 residents in O’Fallon by 2040, which is 10,300 more residents than the 2019 population estimate. This projection uses trends from 2000 to 2019 and creates a population estimate in the middle of the high and low projections.

The population figures represent status quo projections based on available data and do not account for any proactive efforts by the City and region to counteract these anticipated trends. Status quo projections capture a slowly increasing population. O’Fallon and other regional partners can positively impact population growth by proactive measures and strategic planning implementation.

UNITED STATES HOUSING TRENDS

Sluggish growth is not unique to O’Fallon. The Census Bureau projects decreasing population growth rates in the entire United States, with the 2010s national growth rate at 7.6%. Illinois’ population, however, declined by 1.25%.

IMPLICATIONS FOR HOUSING DEMAND

Looking at demographic changes happening nearby O’Fallon and nationally, the “Most Likely” scenario of household size for O’Fallon in 2040 is about 2.42 persons per household. Calculations for household size are determined by the average projections for St. Clair County, St. Louis County, St. Charles County, and the U.S.

The 2018 Census Bureau estimates the housing vacancy rate in O’Fallon was relatively low at 6% (654 units). O’Fallon currently has 11,398 housing units.

There has been a significant change in the housing inventory since 2018. So, this vacancy rate may not reflect actual 2021 values. The most recent data available did not capture substantial business growth in the past 18 months. Repairs of existing homes and city incentives to increase occupancy would not only function better for O’Fallon’s housing stock but would create a more vibrant town. The City’s vacancy rate was 5% in 2010.

Strategies and actions to improve the quality of the existing housing stock could also promote O’Fallon as an attractive place to live. With market opportunities created by the thousands of daily in-commuters, the City’s position in the greater St. Louis metropolitan area, and increased work-from-home jobs, population, and housing growth could very well exceed the illustrated projections.

TRENDS & FORESIGHT

AGING IN PLACE

As populations age, the Baby Boomer generation will be the largest senior-aged cohort in world history. This increase presents challenges related to where the elderly will live and how they will receive care. Alternative housing types will allow many to reside closer to their children and grandchildren and relieve them of many homeowner responsibilities. The growing aging population, paired with many younger generations waiting to have families, reduces person per housing unit figures.

As an aging population desires to stay in their home as long as possible, it is essential to adapt to meet the changing needs of different life stages. Therefore, more affordable and attainable housing options and connections for seniors to the services needed will create a sustainable age in place system.

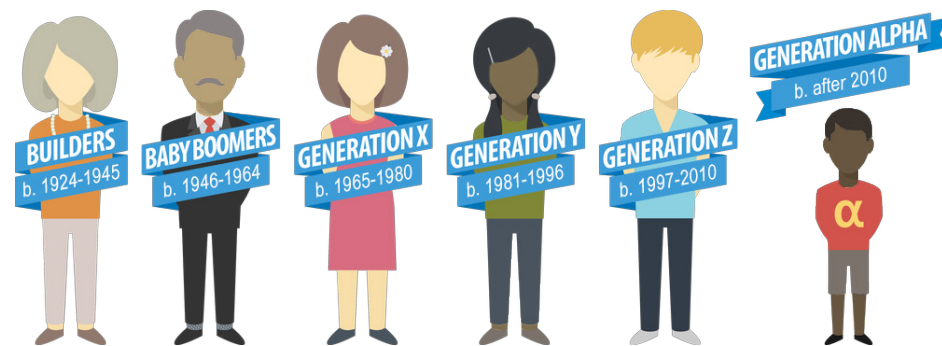
New policies and practices need to intentionally connect generations, promote lifelong contributions, and bring resources together to improve the quality of life for community members of all ages.

HOUSING TOMORROW

Millennials – or generally people born in the early 1980s through 1990s – will continue to drive housing trends as they hit their prime homebuying age. This drive will lead to increased interest in smaller, more affordable homes.

Impacts of climate change will continue to plague neighborhoods and cities as extreme weather events increase in frequency and intensity. For example, the Midwest has experienced severe flooding events in recent years, resulting in destroyed family homes and local businesses. As a result, several experts and organizations predict homebuyers and sellers will consider the impacts of climate change when deciding their next housing move.

Larger coastal cities will be unable to meet the demand of price growth and rising interest rates. However, in “flyover states,” smaller cities, such as O’Fallon, may see an increase in demand as people migrate to smaller and more affordable metros.



NEIGHBORHOODS & HOUSING

GOAL 2.4.A:

Enhance our neighborhoods to accommodate all ages and abilities.

OBJECTIVES 2 & 3:

1. Balance the cost of housing with income levels of our residents and workers so that housing is attainable for our people.
2. Increase quality housing units that fit within the existing context of a neighborhood.

How does O'Fallon address more density / multi-family to address affordable housing? What else is needed to fill the demand in O'Fallon for living options for all phases of life so O'Fallon is a highly attractive community for young professionals, young families, empty nesters, retirees, and residents requiring assisted living arrangements?

The 2018 population density of O'Fallon was 1,910 people per square mile. This density is consistent with the overall density in St. Louis County, Missouri, but much higher than for St. Clair County, which remains largely rural. However, its suburban cities, particularly those east of the American Bottom area, have similar densities as O'Fallon.

Construction of zoning-dependent accessory dwelling units (ADUs) adjacent to single-family homes (there are 8,450) can increase density, provide an affordable housing option for young folks entering the workforce, and allow family members to live near one another while maintaining independence.

COST OF LIVING & HOUSING AFFORDABILITY

Housing affordability impacts communities throughout the nation. Wages are not keeping pace with increasing rents and homeownership costs. Almost 18 million households in the country pay half, or more than half, of their income on household costs. These statistics show that many Americans are cost-burdened, spending more than 30% of their household

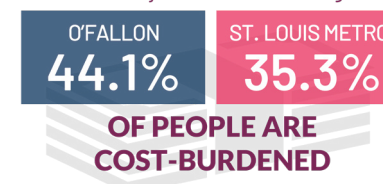
income on housing expenses, including rent, mortgage, and utilities. Households that pay 50% or greater are severely cost-burdened.

The median home list price and housing value are above the county, metro area, and state estimates. These higher housing prices indicate people want to live in O'Fallon, but lead to a decrease in affordable and attainable housing options. Higher housing prices also explain why a higher percentage of people are cost-burdened than the St. Louis metro region.

O'Fallon has single-family homes predominantly. Nearly 73 % of housing units have a mortgage. Currently, 44% of O'Fallon residents are cost-burdened, spending more than 30% of their monthly income on housing. Not only has median monthly rent increased from \$911 in 2010 to \$1,014 in 2018, but rental unit options decreased by 11.1% for units below \$1,000 a month.

Housing Affordability

Cost-burdened is described as spending 30% or more of monthly income on housing.

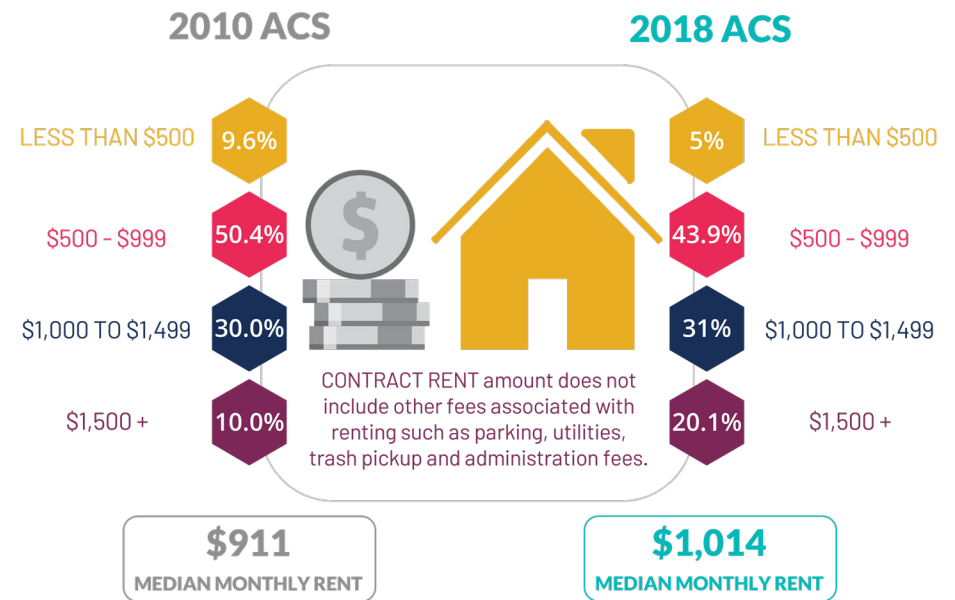


Source: Center for Neighborhood Technology, 2018

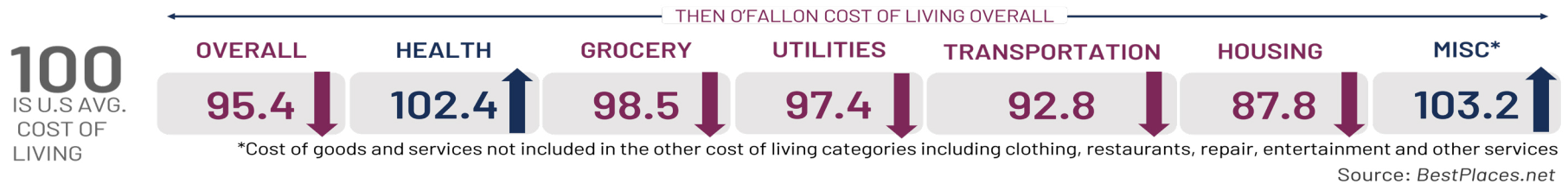
O'Fallon residents enjoy a low overall cost of living, ranking at 95.4 compared to the U.S. average cost of living of 100. Housing and transportation rank significantly lower than national averages. Higher rankings for factors like health (102.4), groceries (98.5), utilities (97.4), and miscellaneous expenses (103.2), which include clothing, restaurants, repair, and entertainment, and other services, contribute to increasing the overall cost of living. Though the cost of living is lower than the national average, O'Fallon's median home list price and median home values are higher than St. Clair County and the St. Louis metro area.

Affordability is not just about low-income housing. Communities must encourage housing options in all price ranges to ensure that housing is attainable for the workforce and residents of all income levels.

Nationally, construction costs continue to increase as labor and material expenses soar. In addition to rising land costs, these expenses impact housing affordability as many developers and home builders across the nation cannot build new homes for less than \$300,000.



Source: ACS, 2010 and 2018



	O'FALLON	ST. CLAIR COUNTY	ST. LOUIS MO/IL METRO AREA	ILLINOIS
MEDIAN LIST PRICE	\$233,500	\$129,900	\$198,900	\$229,000
MEDIAN VALUE	\$216,367	\$111,266	\$163,900	\$219,500

Source: Zillow, 2020 and Illinois Realtor, 2020

MISSING MIDDLE

“Missing middle” housing refers to various housing types that suit people at different stages in life. These housing types, such as apartments, townhomes, and small-lot single-family residential homes, are often missing in communities but provide more affordable housing options.

From 2010 to 2018, O’Fallon decreased most variety of housing types, causing single-family detached housing to increase from 69.9% to 73.7%. All multi-family dwellings decreased by almost 2%. By 2040, survey respondents want more small single-family homes, lofts above commercial spaces, and senior housing.

Density also improves affordability, especially in suburban communities, because land and utility costs are less per unit. Missing Middle housing helps solve the mismatch between the available housing stock of multi-family apartments and single-family detached homes and shifting demographics with a greater desire for more walkable communities.

INFILL DEVELOPMENT

Infill development is the process of developing vacant, underutilized, or abandoned areas within existing downtown cores or neighborhoods. Infill development is a strategy to mitigate sprawl, employ smart growth policies, and reduce the cost of expanding new infrastructure for new development. By revitalizing vacant lots between existing developed sites, infill development creates more walkable and bikeable communities and increases core density to provide better access to existing public services and transportation. In addition, developing vacant lots offers a way to diversify housing stock within a community.

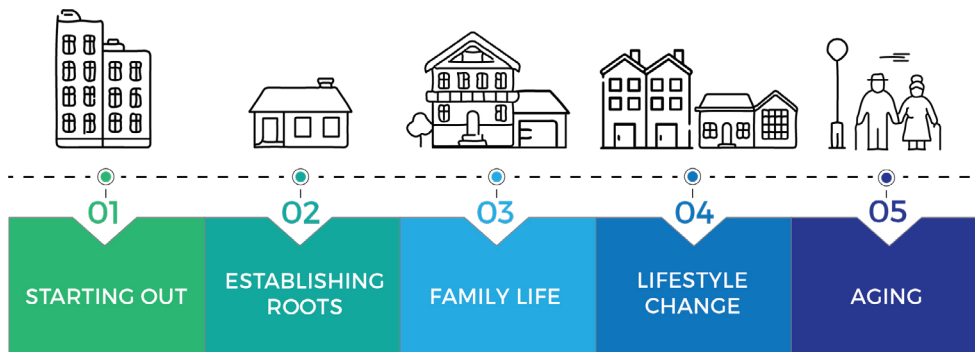
Communities that offer a range of housing types succeed in attracting new residents. The variety of options helps meet their vast and ever-changing needs, including family size, lifestyle, income, and physical ability.

VETERANS

O’Fallon attracts many active and retired military personnel and their families due to the proximity to Scott Air Force Base and the City’s high quality of life and excellent schools. Veterans and military personnel positively affect the community and are an important part of the City’s identity.

However, two benefits for military personnel and veterans have a notable impact on the local housing market. The first is the Disabled Veterans’ Standard Homestead Exemption offered by the State of Illinois, which provides property tax exemptions to veterans with service-connected disabilities. The amount of the exemption is based on the degree of disability:

- Disability of 30-49% = \$2,500 exemption
- Disability of 50-69% = \$5,000 exemption
- Disability of at least 70% = fully exempt



The state began offering this benefit in 2015, and it has had a significant impact on the City’s revenue and school district revenues. For example, in 2016, it was estimated that O’Fallon Township High School District 203 lost \$600,000 in revenues due to the exemption (O’Fallon Weekly, December 2016).

Another military-related benefit is the Basic Allowance for Housing (BAH), which provides uniformed service members housing compensation when government quarters are not provided. BAH is based on rank and number of family members and can be used for either rent or mortgage payments, if purchasing a home. Each year the Department of Defense (DoD) sets the monthly BAH rates based on the median local monthly cost of housing, including current market rents, utilities, and renters insurance. The allowance can fluctuate year to year as demand in markets varies over time.

Because of the large role SAFB plays in the local economy and housing market, it will be critical for the City to remain involved with efforts to ensure SAFB’s long-term presence in the area. Staying in the loop on the Base’s plans will also help the City plan for changing needs and demands. Regardless, the City should diversify its housing market to appeal to many individuals and families to build resilience if SAFB is ever realigned (expanded, shrunk, or closed).

THE 15- MINUTE CITY & SENIORS

Living in walking distance from shops and services is appealing to many generations. The 15 minute walk to neighborhood commercial creates more connections between people, businesses, and neighborhoods.

It is still a fact of American life that families want relatively large homes where children can have their own bedrooms. This is a market the O’Fallon serves well, though many such families are cost-burdened for a while even as their fortunes are improving over time.

Baby Boomers have had large homes, but now need less space. Their homes can be the homes of the next generations, perhaps at lower relative cost than newly constructed homes. So far, O’Fallon does not have a financial assistance program for first-time, young homeowners who might otherwise qualify for such existing housing. Assistance in the form of initial down payments and/or upgrade and maintenance costs could be appropriate.

O’Fallon schools are the real driver for housing growth. But City officials seem to see the need for higher density developments centered around seniors. Senior housing developments are usually more tolerable to the community and independent living apartments and villas are desired in O’Fallon. These senior housing options could like townhomes or private-pay assisted living facilities.

O’Fallon will face challenges with owner-occupied senior housing as they currently have 3 assisted living facilities and 2 retirement communities. Two notable empty nester homes include Augusta Greens and Stonebridge Villas. Augusta Green provides currently provides maintenance free single-family homes in the upper 300K range, but phase 2 will include options at a more affordable 200K price point. Stonebridge Villas, another maintenance free development, offers a range of housing types from single family homes, duplexes, and fourplexes.

Increasing density around neighborhood nodes by incorporating a variety of missing middle and infill housing will create different price points for residents in different stages of life. In addition, integrating various types of housing with businesses creates walkable 15 minute neighborhoods that encourages convenient, less stressful, and more sustainable living.

Senior Living Facilities



Source: Google Maps and O’Fallon Planning, 2020



TRENDS & FORESIGHT

Zoning ordinances, land values, traffic and parking concerns, and sometimes social biases often constrain multi-family and affordable housing development.

Requiring sufficient buffering from lower-density areas (i.e., predominately single-family neighborhoods) can mitigate the impacts of denser housing types. Multi-family buildings closer to commercial centers or corridors are appropriate. Arterial road corridors are often good locations for multi-family housing. By lessening the land cost per unit, smaller-lot single-family homes, townhomes, duplexes, and triplexes can alleviate affordability challenges without burdening neighboring single-family subdivisions.

ZONING

Zoning laws can inhibit the supply of diverse housing choices. An over-abundance of single-family districts discourages other kinds of development and encourages residents to oppose denser and more affordable housing options due to fear of negative impacts on housing values.

Proper buffering between less dense and more dense residential areas and proactive code enforcement can mitigate the impact of more intense land uses. Some American cities are even experimenting with eliminating exclusively single-family zoning districts to encourage more density and affordability. In addition, there are changes afoot in urban zoning that will have implications for suburban zoning as the suburbs continue to diversify.

ADUs & TINY HOMES

Alternative forms of housing implemented throughout communities in the U.S. include accessory dwelling units (ADUs) and tiny homes. These provide housing options to accommodate populations with lower income levels and those looking to downsize while maintaining independent living.

ADUs, also known as granny flats, are secondary structures permitted on existing residential property. They also include dwelling units built above garages.

Tiny homes are typically single units less than 400 square feet. They can be developed in clusters to create a sense of community for residents.

Communities use tiny home developments to:

- » Shelter the homeless
- » Provide housing options for veterans and other groups like artists
- » Create senior citizen villages, reducing maintenance responsibilities while increasing safety and companionship with nearby peers

Alternative housing types increase density, which reduces City pressures related to infrastructure expansion and costs per capita. They also aid in improving the quality and vibrance of neighborhoods.

Other communities adopt policies and programs related to universal design standards for residential development to expand opportunities for people to remain in their homes and age in place.

See Chapter 3.1 Design Criteria for more on ADUs & Tiny Homes.

MOBILITY & TRANSPORTATION

GOAL 2.4.B:

Provide a balanced transportation system that safely and efficiently moves people and freight where it needs to go.

Transportation networks encompass roadways, bridge crossings, sidewalks, on-street parking, off-road recreational trails, and public transit. Multimodal options and transportation choices improve the quality and resiliency of communities. In addition to these modes, people and freight move by rail and air.

Safe and convenient access to transportation varies based on income and physical abilities. Communities experience increased economic and individual health when all residents have more transportation choices.

Personal vehicles remain the primary mode of transportation for most Americans. The 1950s auto industry boom added car ownership to the American Dream. Almost 93 percent of U.S. households own at least one vehicle, and the average household owns two vehicles. However, people are increasingly looking at other modes of transportation, such as walking, biking, and public transit, to reduce household costs and environmental impact.

62%

Of survey respondents said that **BIKING** was "very important" or "important" to their quality of life.

90%

Of survey respondents said that **WALKING** was "very important" or "important" to their quality of life.

OBJECTIVE:

Accommodate a variety of transportation choices, modes, and users.

PERSONAL VEHICLES

Like most communities, O'Fallon is predominantly vehicle-oriented. There are 170 centerline street miles within city limits. O'Fallon households average over 21,586 vehicle miles and spend \$12,824 on transportation each year (\$0.60/vehicle mile traveled). Most O'Fallon households own at least one vehicle.

21,586

AVG HOUSEHOLD VMT
(Vehicle Miles Traveled)

Source: Center for
Neighborhood Technology

HOUSEHOLDS IN
O'FALLON SPEND
\$12,824
ON TRANSPORTATION COSTS
EVERY YEAR

Source: Center for Neighborhood
Technology



Ride, White, & Blue / Bike Surgeon

WORKFORCE COMMUTE

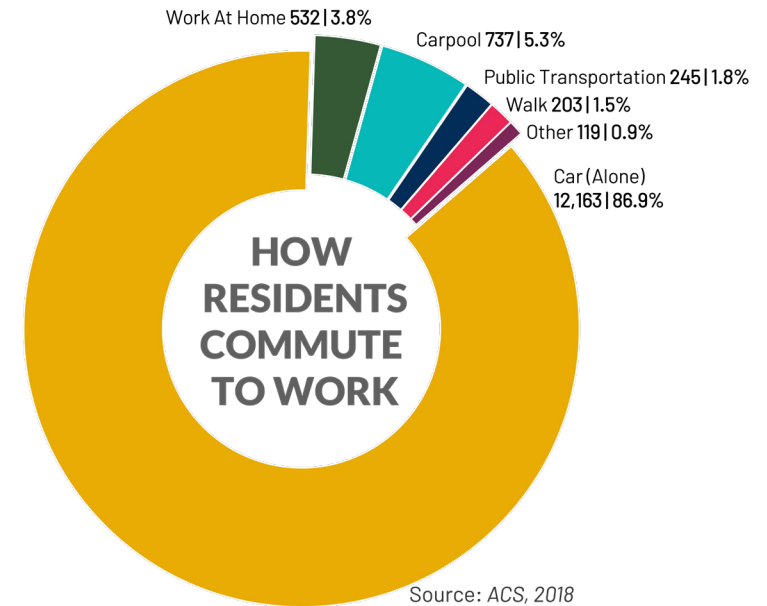
O'Fallon residents have an average commute time to work of 25.2 minutes, slightly lower than the national average commute of 26.6 minutes. More than 85 percent of O'Fallon residents commute to work by car, with an additional 5.3 percent carpooling. Few residents get to work without a car— 1.5% walk, 0.3% bike, and 1.8% use public transportation. Just over 1,600 O'Fallon residents also work in O'Fallon.

The top three places that O'Fallon residents commute to are:

- » St. Louis: approximately 18 miles from O'Fallon;
- » Belleville: approximately 8 miles away; and
- » Fairview Heights: approximately 5 miles away.

O'FALLON MEAN TRAVEL TIME TO WORK
25.2 MINS

NATIONAL AVERAGE IS
26.6 MINS



WHERE THE O'FALLON WORKFORCE LIVES

	# of Workforce	% of Workforce
O'Fallon, IL	1,626	15.3%
Belleville, IL	746	7.0%
Shiloh Village, IL	386	3.6%
Collinsville, IL	374	3.5%

WHERE O'FALLON RESIDENTS WORK

	# of Workforce	% of Workforce
O'Fallon, IL	1,626	12.8%
St. Louis, MO	1,576	12.4%
Belleville, IL	1,247	9.8%
Fairview Heights, IL	571	4.5%

The U.S. Census Bureau maps the Longitudinal Employer–Household Dynamics Origin–Destination Employment Statistics (LODES), describing geographic patterns of jobs by their employment locations and residential locations, and the connection between.

Source: U.S. Census Bureau, OnTheMap, 2017

STREETS, SIDEWALKS & PARKING

Wide streets characterize O'Fallon's neighborhoods and commercial areas. The width of these streets, especially in residential neighborhoods, promotes shared use for parking and biking. Sidewalks line most major roads and neighborhoods in O'Fallon, especially neighborhoods constructed in the past 25 years. Older neighborhoods near the Downtown District have smaller street widths and inconsistent sidewalk coverage. Within the Downtown District, there are multiple public parking lots as well as angled, perpendicular, and parallel on-street parking options along State Street, First Street, and Second Street for store patrons. In addition, surface lots accommodate parking for the businesses along the Highway 50 and Lincoln Avenue commercial corridors.

TRAILS

The trail network in O'Fallon is limited, but there is a demand to expand it and connect it to existing City and regional trails. Madison County Transit (MCT) recently completed the Goshen Trail along an unused rail corridor that extends into the northern part of the City of O'Fallon near Kyle Road and Illini Drive. This extension is a huge opportunity for City to tie into the 100+ mile MCT trail network. The Goshen Trail connects to the City's Hesse Park Trail through an on-road bike path on Illini Drive. In turn, the Hesse Park Trail, the City's longest trail at 0.7 miles, connects to Hesse Park on the western edge of the Downtown District. The trail also connects to the Family Sports Park, which has an additional 2.1-mile walking and biking path. Many streets in the City have "Share the Road" signage or lane markings, but there are currently no dedicated on-street bike lanes.

ROTARY WHEELS BUS

O'Fallon Township operates the Rotary Wheels transportation program, a cooperative venture between the O'Fallon Township, O'Fallon Rotary Club, City of O'Fallon, and the O'Fallon-Shiloh Chamber of Commerce. Rotary Wheels provides transportation services to the community by offering free or low-cost rides to O'Fallon residents throughout O'Fallon Township and the City of O'Fallon. In addition, the van can accommodate those with wheelchairs.

METRO ST. LOUIS

O'Fallon is served by two MetroBus routes, both of which connect to the MetroLink Red Line— which ultimately connects to Lambert International Airport, the University of Missouri-St. Louis, and Downtown St. Louis, among other destinations. Bus Route 12 runs from the Fairview Heights Station to the Shiloh-Scott Station, providing multiple stops in Fairview Heights and O'Fallon. Route 15 connects the Downtown District to the Belleville MetroLink Station. These Metro routes connect the City of O'Fallon to other parts of the region. However, due to spread out development patterns, transit services often are not convenient for those who live too far from the nearest bus stop or train station. In these scenarios, "last mile" transportation modes can help close that gap.

Personal Rapid Transit (PRT) provides on-demand transportation for one to four passengers, such as Uber or Lyft. Although implementation is not yet large-scale, PRT has the potential to connect to larger regional transit options, like light rail.

TRENDS & FORESIGHT

LOW-CAR LIFESTYLE

There is a growing trend toward low-car lifestyles across the country for several reasons:

- » The cost burden of owning and maintaining a vehicle
- » A desire to improve mental and emotional health by reducing stress associated with car commuting and the loss of hours of personal productivity
- » A desire to improve physical health through increased walking and biking
- » An interest in decreasing environmental impact

While this trend is much easier to accomplish in more urban communities, there is still demand in suburban areas to accommodate multiple modes of transportation.

NEW MODES

The emergence of new transportation modes:

- » Autonomous vehicles
- » Ride-hailing services, especially in areas where short trips are in high demand
- » Micro-mobility options, which include e-scooters, golf carts, e-bikes, etc.

TECHNOLOGY

The following 10 years will see widespread use of adaptive traffic signals and Intelligent Transportation Systems (ITS). These technologies provide signal prioritization intended to improve traffic flow and reduce conditions that cause collisions at high-volume intersections.

Technology, such as pay-by-apps and real-time travel displays, also changes how people pay for and find information about transportation options. These technologies influence how people select their travel routes based on convenience, comfort, and perception of safety. These technologies may affect how communities plan for road improvements, services, and amenities to attract more visitors.

PARKS & TRAILS

April 2021



RESIDENTIAL PROXIMITY TO PARKS

- 0.25 Mile or Less to Parks
- 0.26 - 0.50 Mile to Parks
- 0.51 - 0.75 Mile to Parks
- 0.76 - 1.00 Mile to Parks
- 1.01 Mile or Greater to Parks
- Non-Residential Parcel

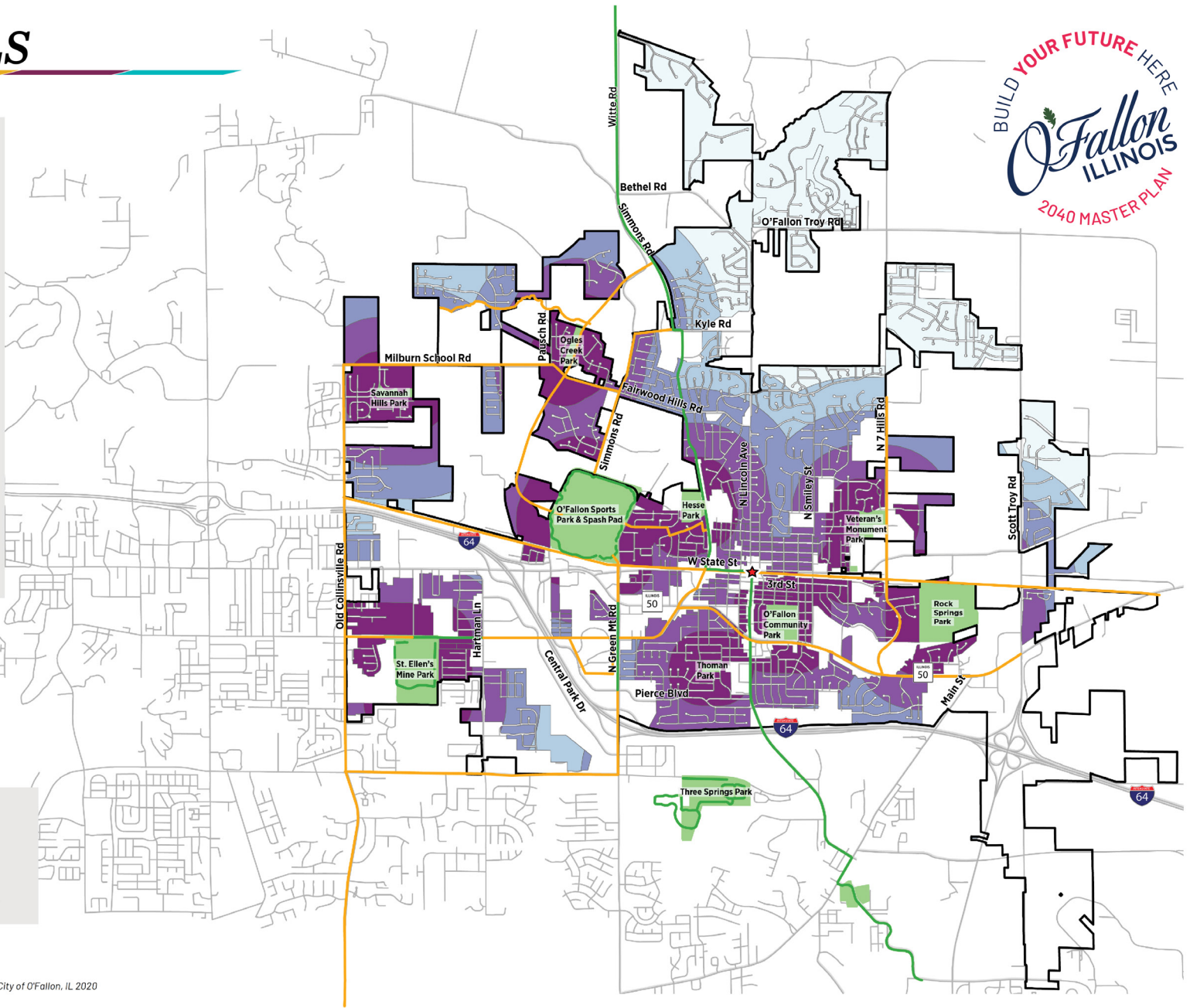
Note: 0.50 Miles is approximately a 10 minute walk and 0.75 Miles is approximately a 15 minute walk.

- Current Trails
- Proposed Trails
- Parks
- Downtown O'Fallon

Close proximity to parks and trails encourages a healthy, active lifestyle. A majority of O'Fallon's residents are within a 10-minute walk to a park. As development continues, new parks should be focused in areas with a greater than half a mile access to parks and in the northeast part of town.



Source: City of O'Fallon, IL 2020



MOBILITY & TRANSPORTATION

GOAL 2.4.C:

Support a multimodal transportation network that is complete, equitable, and accessible for all ages and abilities.

OBJECTIVE:

Enhance connections between where people live and where they work and play.

How do we improve connectivity?

A well-connected transportation network reduces the distances traveled to reach destinations, increases the options for routes of travel and can facilitate walking and bicycling.

Seamless bicycle and pedestrian infrastructure, direct routes, and minimal physical barriers are components of well-designed multimodal networks. Increased levels of transportation connectivity are also associated with higher levels of healthy physical activity.

CITY SHAPE

O'Fallon lacks connectivity in certain areas. State Street is an effective east-west thoroughfare through the central part of town and the Downtown District, but the northern half in the City lacks an east-west thoroughfare. The odd shape of the city boundaries and the separation created by Interstate 64 leads to challenges connecting O'Fallon's transportation network.

SIDEWALK GAPS

Sidewalk gaps inhibit mobility and accessibility. These connectivity issues are especially prevalent in the residential neighborhoods west of Exit 14 on Interstate 64. The lack of connectivity results in poor pedestrian access to amenities east of Interstate 64, such as the Downtown District, the Family Sports Park, and Central School District 104.

In addition to the area west of Exit 14 on Interstate 64, the residential areas around the Downtown District have gaps in the sidewalk network that may discourage people from taking advantage of proximity to amenities.

COMMUNITY GROWTH

O'Fallon is experiencing residential development growth in the northern portion of the City limits and away from the City's core. New developments present the opportunity for developers to install infrastructures such as trails and neighborhoods parks to improve the community's multimodal connectivity. In addition, growth will create more need for east/west corridors that will help improve traffic flow and response times for emergency service providers.

TRENDS & FORESIGHT

COMPLETE STREETS & THE 15-MINUTE CITY

Planned transportation networks maximize efficiency and safety for vehicular traffic. Many transportation engineers and planners use Level of Service (LOS) to measure how well roadways serve vehicles. However, LOS typically ignores how well the transportation network serves pedestrians, bicyclists, transit riders, and those whose mobility is impaired. A high LOS also conflicts with the economic value of a street in an area like the Downtown District, which inherently requires slower traffic so that people can walk around safely and enjoy the atmosphere.

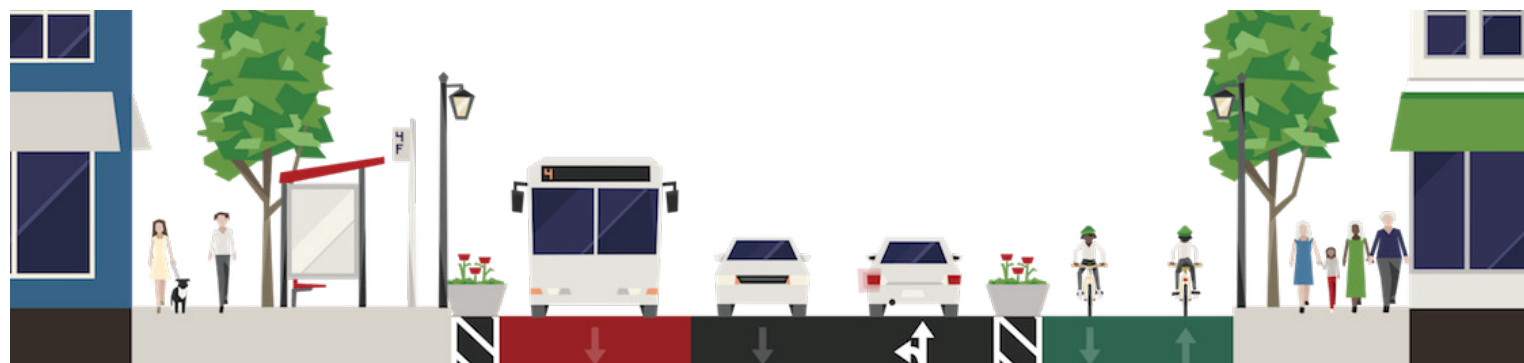
Complete Streets is a movement that advocates for safe, comfortable, and convenient streets for all modes of transportation. According to Smart Growth America, the Complete Streets approach takes a more holistic approach to our transportation networks. This approach enables streets to prioritize safety over speed, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

Good, safe streets are only effective if they bring people to destinations—restaurants, shops, events, services, amenities, etc. Therefore, Complete Streets also require land use and development patterns that place these activities and uses in locations that are accessible and convenient to where people live. The organizing concept of this Master Plan, the 15-minute City, goes hand in hand with Complete Streets’ principles.

Read more about the 15-minute City in the Framework section of this plan.

Demographic changes and emerging technologies will have important implications for transportation planning:

- » On-demand delivery or next day delivery of goods and services
- » The deployment of autonomous vehicles and micro-mobility technologies
- » The proliferation of work from home
- » Mobility limitations associated with an aging population
- » Generational preferences for car-free lifestyles



MOBILITY & TRANSPORTATION

GOAL 2.4.D:

Enhance the movement of people and goods through efficient and sustainable infrastructure.

OBJECTIVE:

Improve convenience, flexibility, and safety of the transportation system.

How do we prepare for new transportation technologies?

PLANNING

Planning a complete transportation network involves multiple agencies. As a result, successful implementation and construction depend on schedules, funding, organizational capacities, and political processes. Ultimately, the planning process drives assurances that the transportation network maximizes convenience, ensures flexibility for changing futures, and improves safety for all users. Combined with local policies that guide transportation and infrastructure management, these factors result in an efficient and sustainable system.

Proactive transportation network planning reserves adequate land for expanded arterial and collector streets, allowing corridors to remain efficient as transportation needs grow and keeping higher speed traffic out of neighborhood streets.

LOCATION

O'Fallon sits along Interstate 64, and Illinois Highway 50 runs through the southern section of the City.

Proposals show a potential new entrance at Highway 50 in addition to Exit 21. The City's investment at Exit 21 in support of Mid-America Commerce Center includes a sewer lift station, Enterprise Zone, and gas extension. In addition, new roads will be developer-funded to support the Mid America Commerce Center in attracting regional distribution centers and manufacturing.

O'Fallon's connection to the regional transportation network is critical to the community's growth and vitality, both physically and economically.

NETWORK & MAINTENANCE

Improvements to transportation infrastructure are typically a challenge for many communities since surfaces inevitably wear with time and use. Yearly maintenance programs extend the lifespan of roads and sidewalks, reducing the need for replacement, which is very costly. Pavement condition issues compound over time if not addressed, decreasing overall safety and level of service.

The typical service lifespan of maintained asphalt pavement is seven years. While concrete pavement construction is more costly, it has a lifespan of 20 years if properly maintained. Heavy vehicles and the freeze and thaw cycle of changing seasons have the most impact on pavement health.

The local road network is vital to the O'Fallon community. O'Fallon receives significant traffic through town along Interstate 64 and U.S. Highway 50, catering to travelers, offering food, gas, and other automotive services. Therefore, maintenance of this major thoroughfare is critical to ensuring safe and efficient travel for passersby and residents accessing services along Green Mount Road, Lincoln Avenue, Highway 50, and State Street.

As residential development continues in the northwest quadrant, improved facilities and infrastructure will be critical to maintaining safety and an efficient traffic flow. Improvements include widening Pausch Road and Old Collinsville Road and assessing infrastructure improvements to Milburn School Road.

The City employs traffic calming methods to alleviate traffic congestion and increase safety. Measures include stoplights and four-way intersections, but roundabouts in key locations may also help traffic flow. Identified locations for improvement include Pierce Boulevard from Green Mount to Lincoln Avenue, the intersection of Wesley Drive and Seven Hills Road, and the Lincoln Avenue and State Street intersection downtown.

REGIONAL NETWORK

MidAmerica St. Louis Airport is growing. In 2018, the airport was named "Airport of the Year" by the Illinois Department of Transportation for airports that see more than 10,000 passengers annually. Created to alleviate the burden on St. Louis Lambert International Airport, MidAmerica has expanded to include cargo and partner with Scott Air Force Base. As O'Fallon grows, there is an opportunity to create a partnership shuttle service between the City and Scott Air Force Base and the MidAmerica St. Louis Airport, located just nine miles from O'Fallon.

Nearby rail lines from Amtrak include Gateway Station, which is 18 miles away in St. Louis and offers the Missouri River Runner route taking trips to Kansas City, Missouri, and the Texas Eagle route, which connects Chicago to Los Angeles by way of St. Louis and Austin. There is also a station 37 miles away in Alton, Illinois, which is part of the Texas Eagle route.



Rail

AMTRAK (Nearby Stations)

18 MILES TO St. Louis, MO
Gateway Station
Missouri River Runner
Trips to Kansas City, MO

37 MILES TO Alton, IL Station
Illinois Service
Trips to Chicago, Illinois

Source: Amtrak.com

TRENDS & FORESIGHT

NETWORK IMPROVEMENTS

Roadways help attract new businesses and residents. As a result, many Illinois jurisdictions plan for reinvestment in neighborhood roadways and streetscapes to turn mundane transportation infrastructure into transformative community features. These reinvestment and maintenance programs positively impact neighborhood aesthetics, housing values, and overall safety.

The construction of new roadways, or even major reconstruction of existing streets, is expensive. Partnerships help in successfully submitting roadway project grants and help make these projects more financially feasible. As of 2021, a national transportation bill to increase available dollars for such projects is under discussion in Congress.

WORK FROM HOME

The COVID-19 pandemic forced many Americans to start working from home. This trend is likely to continue post-pandemic. Working from home increases the day-time population and the number of people needing to access local services and amenities. Expanding multimodal transportation options may help day-time mobility.

Fewer people commuting to work reduces congestion and the risk for traffic crashes. However, reducing car trips also means less gas purchased, resulting in declining gas sales tax revenue. Without dedicated funding for road maintenance, these reduced revenues present challenges to maintaining existing transportation infrastructure.

AUTONOMOUS & ELECTRIC VEHICLES

According to the Blueprint for Autonomous Urbanism, cities should focus on the near-term policies and decisions to adopt autonomous technologies for improved transportation outcomes. For example, autonomous trucks, including on-road trucking and delivery vehicles, will be commonplace in the next five to 10 years. Therefore, Communities like O'Fallon, near highway trucking routes, should plan for the necessary infrastructure to support these new technologies.

As autonomous vehicles become mainstream locally, parking will likely be reduced since vehicles will provide curbside drop-off and pick-up. In addition, autonomous vehicles may become a prevalent form of transit in communities like O'Fallon.

As electric vehicles increase in popularity, communities are beginning to install electric charging stations. Charging stations will ultimately meet the local community's needs and provide an amenity to travelers needing to stop and charge their cars.

INFRASTRUCTURE & UTILITIES

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

OBJECTIVE:

Increase livability, choice, access, health, and safety through quality public infrastructure investments.

NOTE: In Implementation, Infrastructure & Utilities has different objectives for each of the major types of infrastructure covered in this section (wastewater, water, stormwater, streets, fiber, and energy). This was created to emphasize the importance and needs for each infrastructure type.

Well-maintained, resilient, and adequately performing infrastructure contributes to the quality of life of residents and businesses. O'Fallon has grown rapidly over the past 20 years. The City anticipates growth to continue through new development and redevelopment. While growth brings new investment and amenities, it can also burden municipal budgets as new and upgraded infrastructure is needed to serve new development. Availability of funding, state and federal regulations, and whether the City or others provide infrastructure are all considerations impacting the City's long-term planning for water, stormwater, wastewater, streets, and utility services.

There are two types of infrastructure needs:

- » Building new infrastructure to serve the increasing population and new development
- » Maintaining or rehabilitating existing infrastructure

Meeting these infrastructure needs makes up a significant portion of the City's annual budget. In addition, the City plans for infrastructure maintenance and replacement annually through its 5-Year Capital Improvement Program (CIP). Public infrastructure projects comprise over three-fourths of O'Fallon's CIP (88% in the 2022-2026 CIP). Capital improvement projects receive funding once approved in the City's annual budget.

Capital Improvement Plan Revenue Sources

Annexation Fees
Park Land Dedication Fees
Motor Fuel Tax
Tax Increment Financing

General Fund
Property Tax Proposition S
Hotel/Motel Tax

Enterprise Funds - Water
Enterprise Funds - Sewer
Utility Tax

Source: O'Fallon CIP, 2021-2025

O'Fallon's Public Works Department maintains an extensive system of water, wastewater, and stormwater facilities, as well as the City's street network. In the City's 2020 National Citizen Survey (NCS), the City's sewer services received the highest citizen satisfaction, with 78% of respondents rating it "excellent or good." Sixty-eight percent of respondents rated the overall quality of O'Fallon's infrastructure (sewer, utility billing, drinking water, stormwater, and internet) in O'Fallon as "excellent" or "good."

O'Fallon proactively plans for new infrastructure to support growth and maintain current levels of service. O'Fallon manages the quality and timing of new residential development occurring outside its existing borders. Owning sewer, water, and stormwater utilities give the City greater control over how this development occurs. Developers are required to annex into O'Fallon to connect to the City's water and sewer systems. The City can secure fees to help fund the extension of utilities and new streets to support new development through annexation agreements.

Resilient infrastructure absorbs disruptions while retaining basic functions and capacities. O'Fallon leverages technology, redundancy, proactive maintenance, and planning to ensure the resiliency of its infrastructure in the event of natural or man-made emergencies and disasters:

- » O'Fallon's Emergency Operations Plan assigns specific duties to the Department of Public Works to retain essential City operations during emergencies
- » As a member of the Illinois Public Mutual Aid Network (IPMAN), the City relies on member communities for mutual aid
- » O'Fallon's Wastewater Treatment Plant, lift stations, and pumps use backup generators. The City has considered using solar energy as an alternate power source, but additional study is needed
- » The City maintains three additional interconnects with the Illinois American Water system that can activate in an emergency to keep water service flowing to O'Fallon customers

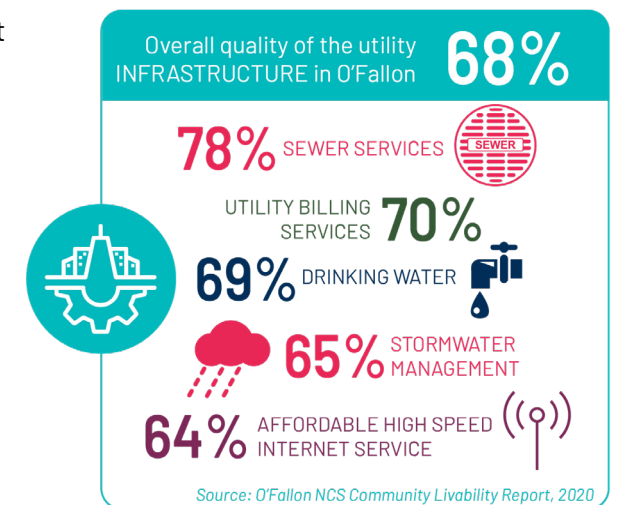
Technology plays a vital role in infrastructure's performance and sustainability. Innovative materials and sensors can improve cities' ability to monitor the use and condition of streets, water and sewer infrastructure, and bridges. Innovative materials will extend the life of infrastructure and improve the performance at a lower life-cycle cost. O'Fallon will also need technology to implement many new intelligent infrastructure systems, such as autonomous vehicles.

O'Fallon currently uses the following technologies to improve services and infrastructure resiliency:

- » Pavement Management System
- » Automatic Meter Reading
- » O'Fallon on Demand
- » Online utility billing
- » Monitoring system for lift stations
- » Wastewater Treatment Plant Phase 2 improvements
- » Software for asset management, permitting, and licensing.

2020 NATIONAL COMMUNITY SURVEY

Percent of respondents who rated the following "Excellent" or "Good"



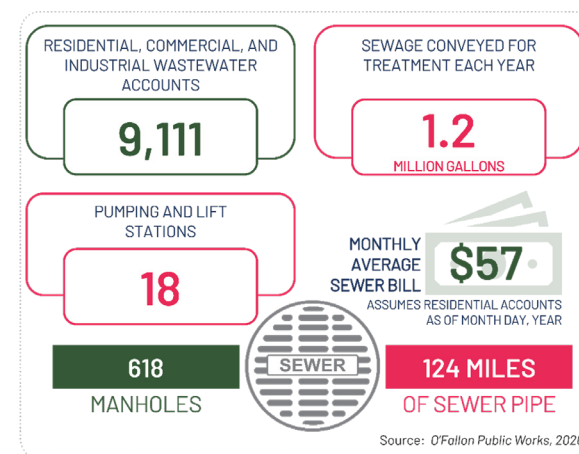
WASTEWATER

The City has over 100 miles of sewer lines. The Sewer Division of the Public Works Department maintains the sanitary sewer lines along with the 14 lift stations that operate as part of the sanitary sewer system. Most of the wastewater and stormwater system is over forty years old. The City programs regular maintenance and replacement of the system through the Capital Improvement Plan. A monitoring system alerts crew members if a wastewater lift station malfunctions and allows some corrections via computer. Cleanout and inspection equipment allow for proactive maintenance.

The O'Fallon Wastewater Treatment Plant (WWTP) is located east of the city, approximately one-half mile north of Highway 50 on Reider Road. The plant serves approximately half of the Village of Shiloh and three-fourths of the City of O'Fallon. The Caseyville Township Sewer District plant serves the remainder of O'Fallon. The City of O'Fallon's treatment plant operates on an annual budget of approximately \$3 million. Applicable regulatory requirements include O'Fallon's National Pollutant Discharge Elimination System (NPDES) permit, Total Maximum Daily Loads (TMDLs), and Illinois Environmental Protection Agency (IEPA) Water Quality Standards. The plant meets all current environmental requirements and treats an average of 4 million gallons of wastewater per day.

The City is planning a \$10 million upgrade to the Wastewater Treatment Plant as the second of four phases of improvements recommended and prioritized in the 2017 Wastewater Treatment Facilities Plan. Scheduled to commence in late 2021, the Phase 2 upgrade will increase the plant's treatment capacity rating from a Daily Average Flow (DAF) of 5.61 million gallons per day (MGD) to a DAF of 8.5 MGD. The upgrade will also implement new processes to improve plant operations with a sludge dewatering system and new filter system. Once complete the upgrade is expected to serve growth for next 20 years.

The Wastewater Treatment Plant currently operates on electricity and has a backup generator in place in the event of a power loss. The City has considered incorporating solar as an alternate power source, but additional study is needed to further diversify the plant's energy sources. All pumps and lift stations also have backup generators.



The existing north and south wastewater sewer trunk lines are 50-70 years old and in need of replacement. The south trunk line is programmed for replacement within the next five (5) years. The City anticipates that the north trunk line will need to be replaced in the next ten (10) years, although creekbank erosion could move the need for replacement sooner. Both trunk lines should be sized with capacity to serve future full build-out. In addition to replacing existing lines, the City anticipates the need for an additional north trunk line to support future development.

There are some I&I (inflow and infiltration) and SSO (storm sewer overflow) problem areas in O'Fallon, primarily in older portions of the city. Stormwater that enters the wastewater system through connections or broken pipes is known as "inflow and infiltration." Inflow and infiltration can cause the wastewater collection system to overflow or backup into buildings during rainstorms. The City is in the process of reconstructing infrastructure where overflows are occurring during the multi-phase Presidential Streets project. In addition to asphalt overlay, the project includes replacing and upsizing sewer lines and water mains with PVC pipe, along

with constructing new curb and gutter and stormwater infrastructure. The City's investment in this part of O'Fallon improves safety and livability for existing residents and businesses. The improvements also attract private investment to the area.

O'Fallon also invests \$500,000 annually to re-line existing clay sanitary sewer mains throughout the City. Lines that are in otherwise good condition are relined to reduce points of infiltration into the system.

WATER

O'Fallon's water distribution system is nearly double the geographic extent of the sewer system and serves about 18,000 customers. The Water Division of the Public Works Operations Group maintains and repairs the system, supports system-monitoring devices, and extracts and tests samples for water quality. In addition, the City uses an Automatic Meter Reading (AMR) to increase efficiency and reduce costs.

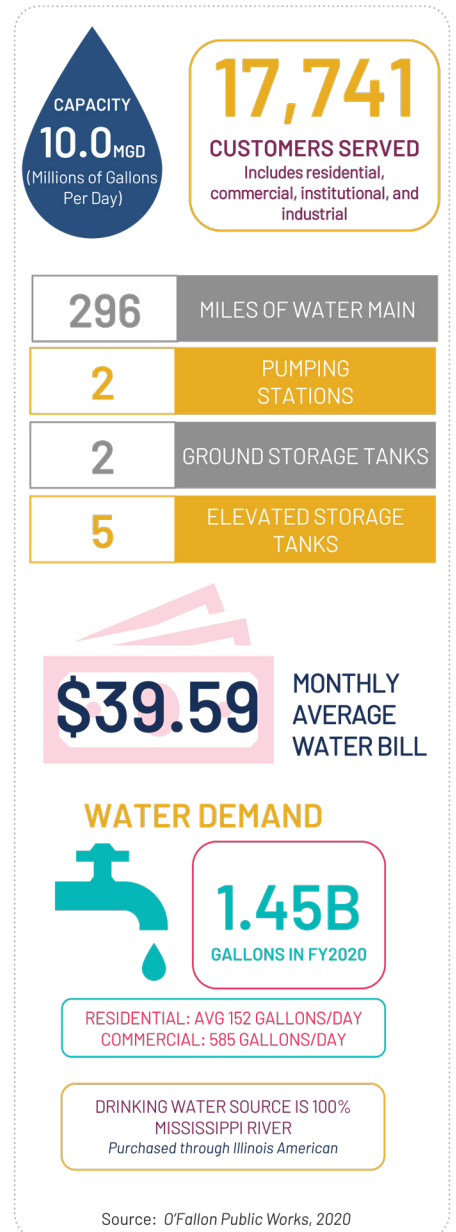
O'Fallon does not provide water treatment. Instead, the City purchases potable water from Illinois American Water Company's plant in East Saint Louis. The City delivers water to customers in both O'Fallon and Fairview Heights through the City-owned distribution system.

Two main transmission lines enter the City from the west. These lines originate in Fairview Heights and pass to the French Village pump station serving O'Fallon customers. Both lines need replacement. In a disaster, the City achieves redundancy in its water distribution system by activating three additional tap lines if the existing transmission lines are destroyed or become inoperable.

When the City replaces water lines in poor condition, they use eight-inch lines to replace six-inch lines. Currently, there is no formal policy or program in place for small line replacement. Instead, projects are identified based on staff recommendation, main break/leak history, and in conjunction with other infrastructure improvement projects. The City budgets \$2 million annually for water system updates.

O'Fallon updated its Water Master Plan in 2018. The plan includes recommendations for short- and long-term improvements. According to the plan, the City's water facilities and infrastructure are in good condition after completing the improvements recommended for 2021. There is adequate water storage to meet current and projected demand. Fire flow meets or exceeds industry standards.

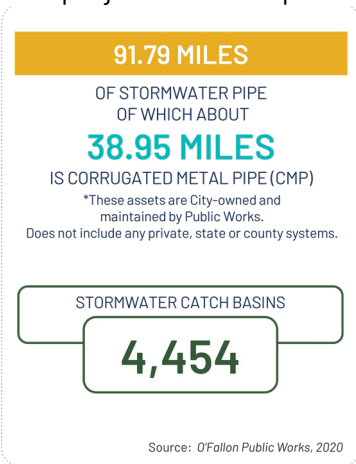
Factors that trigger water system expansion include water quality, new development, and fire flow. When a new development requires water extension, the cost is shared between the developer and City. The developer's share is equivalent to the cost of an eight-inch main; the City pays for the rest.



STORMWATER

Stormwater management was historically not considered when many suburban communities were growing, including O'Fallon. As a result, most of O'Fallon's growth in the mid-20th century did not provide sufficient stormwater management practices. Today, O'Fallon takes a proactive approach to stormwater management to protect water quality and reduce the risk to land and buildings from excessive stormwater runoff. The City maintains compliance with its Municipal Separate Storm Sewer System (MS4) permit as part of its stormwater management program and regulates stormwater infrastructure through the development review process. In addition, the Public Works Department improves existing stormwater facilities with individual improvement projects as funding allows. Currently, there is not a prioritization system in place to determine which projects the City undertakes.

The City installs stormwater infrastructure in conjunction with street resurfacing projects. Stormwater projects are paid through the Streets budget and Proposition S, a ½-cent sales tax dedicated for street, sidewalk, and stormwater improvements. The City anticipates that a greater portion of Prop S funding will be available for stormwater projects within the next 10 years—once the City's oil and chip roadway resurfacing projects are complete.



The City's Stormwater Maintenance Policy provides that the City maintains storm drainage easements and cleans, constructs, and repairs the stormwater conveyance system under its ownership. City staff has discussed developing a grant program to assist private property owners with streambank stabilization projects. However, it is challenging to ensure qualified individuals perform the work and meet US Army Corps of Engineers regulations.

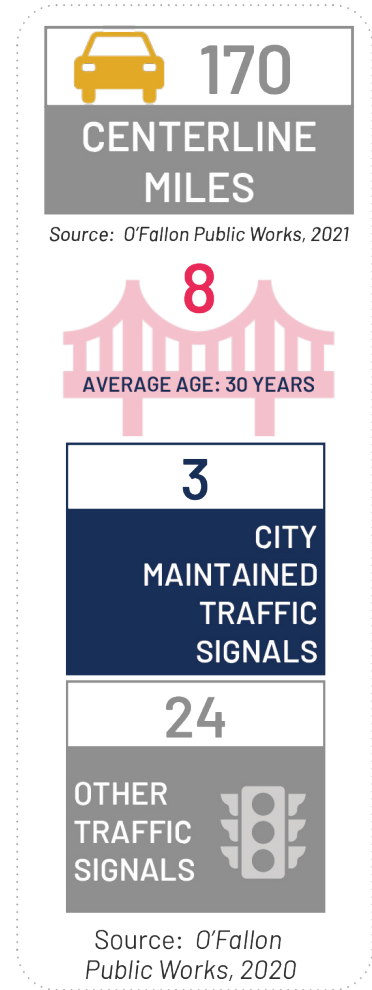
Stormwater pollution results from materials and chemicals washed into the storm drains from streets, gutters, neighborhoods, industrial sites, parking lots, and construction sites. The City strives to prevent illegal dumping into the stormwater system through public education and enforcing existing regulations.

O'Fallon's stormwater management practices are also discussed further in Chapter 2.5: Natural Environment.

STREETS

The Department of Public Works Street Division maintains and repairs the approximately 170 centerline miles of O'Fallon's street network. This includes roadway components such as storm sewer pipes and inlets, curb replacement, and pavement patching. The Street Division also installs and maintains traffic signs, street signs, and pavement markings.

O'Fallon began implementing a Pavement Management Program in 2019. This program helps the City identify and prioritize maintenance, resurfacing, and reconstruction projects in the CIP. Investing in preventative maintenance helps communities save money on reconstruction costs and slows the rate of roadway deterioration in the long run. Vehicle traffic counts and accident ratios are also utilized to prioritize projects.



The City spends \$2 million annually on street maintenance and surface improvement projects. The Streets Division budget and Proposition S provide funding for this. In addition, when needed, the City upgrades aging water, sewer, and stormwater infrastructure in conjunction with street projects.

The City must also rely on state, county, and township governments to maintain and improve streets under their ownership and care. But this reliance can present challenges for the City's infrastructure planning. The City periodically evaluates assuming responsibility for county roads in areas where the City anticipates development and desires greater control over things like sidewalk connections, access management, and traffic control. Through annexation, Township roads automatically transfer to O'Fallon. Ongoing coordination with IDOT, St. Clair County, Caseyville, and O'Fallon Township government is essential to ensure O'Fallon's roadway network is safe, well-maintained, and meets the needs of existing and future O'Fallon residents and businesses.

FIBER

During the development of this Master Plan, the Future Builders Committee identified inconsistent internet service as an issue to address. While O'Fallon does not control this internet service, there are opportunities for the City to influence improvements. This occurs through regular communication with providers about areas where service improvements are needed and opportunities to coordinate with City projects. The City also influences private utilities through enforcement of the City's right-of-way regulations.

ENERGY

Ameren Illinois provides the majority of gas and electric service to O'Fallon property owners. Southwestern Electric Cooperative, Inc serves a very small portion of northern St. Clair County.

Scott Air Force Base (SAFB) is subject to a national military renewable energy mandate, requiring all military bases to receive at least 25% of their energy generation from renewable sources by 2025. This mandate presents an opportunity for partnership and collaboration between the City and SAFB to increase the renewable energy infrastructure serving O'Fallon.

The City supports residential solar installations if property owners meet City requirements. However, even while meeting City requirements, property owners may face restrictions from Home Owner Associations (HOAs) regarding solar panel aesthetics.

The City of O'Fallon does not currently require charging stations for electric vehicles with new development, nor has the City provided charging stations in public parking lots or areas throughout the City. Although not mandatory, several recent O'Fallon commercial developments have included electric vehicle charging stations. The Future Builders Committee recommended the City consider providing electric vehicle charging locations or facilitating those talks with service providers. Additionally, there are opportunities to help fund investment in this infrastructure through state and private grant programs.

TRENDS & FORESIGHT

Good development and redevelopment processes should involve partnerships between developers, cities, other public agencies, and utility providers. Sharing the costs of development lessens the burden on existing property owners/taxpayers.

Extreme weather can increase the deterioration and failure rate of infrastructure. As energy and water consumption increases due to hotter temperatures, demand for energy systems and water supply increases. New infrastructure must be able to withstand more extreme storm events and temperatures over its lifespan. Design criteria may change to account for climate impacts on demand, capacity, and storage. Planning for extreme weather affects both short-term (construction) and long-term (maintenance) costs.

Technology can improve infrastructure's longevity in areas impacted by extreme weather. Monitoring the maintenance of bridges, the street network, and sewer and water systems is essential to keep a city running smoothly and safely. Smart infrastructure uses sensors to collect real-time data on the condition of and potential threats to infrastructure. For example, bridge sensors can track all aspects of a bridge's health, collecting data on vibration, pressure, humidity, and temperature. This data can predict early signs of damage and deterioration.

Technological advancements will also impact the infrastructure needs of future generations. Electric vehicle demand and ridesharing are increasing. Autonomous vehicles are likely to start in the community as trucking and delivery, then move to personal transportation. Autonomous vehicles, bike-sharing, and on-demand delivery services will impact traffic flows, parking demand, and curb space.

INFRASTRUCTURE PRINCIPLES









- » Design resilient infrastructure for future generations
- » Locate public infrastructure and facilities to support community goals outlined in this Master Plan
- » Construct public infrastructure that accommodates persons of all ages and abilities
- » Leverage technology to secure infrastructure performance and sustainability
- » Plan and size infrastructure to adequately serve existing and future development
- » Maintain citizen satisfaction of infrastructure conditions and service levels
- » Enhance the environment, safety, and public health with infrastructure investments
- » Invest in innovative materials and technologies to build and extend the life of infrastructure

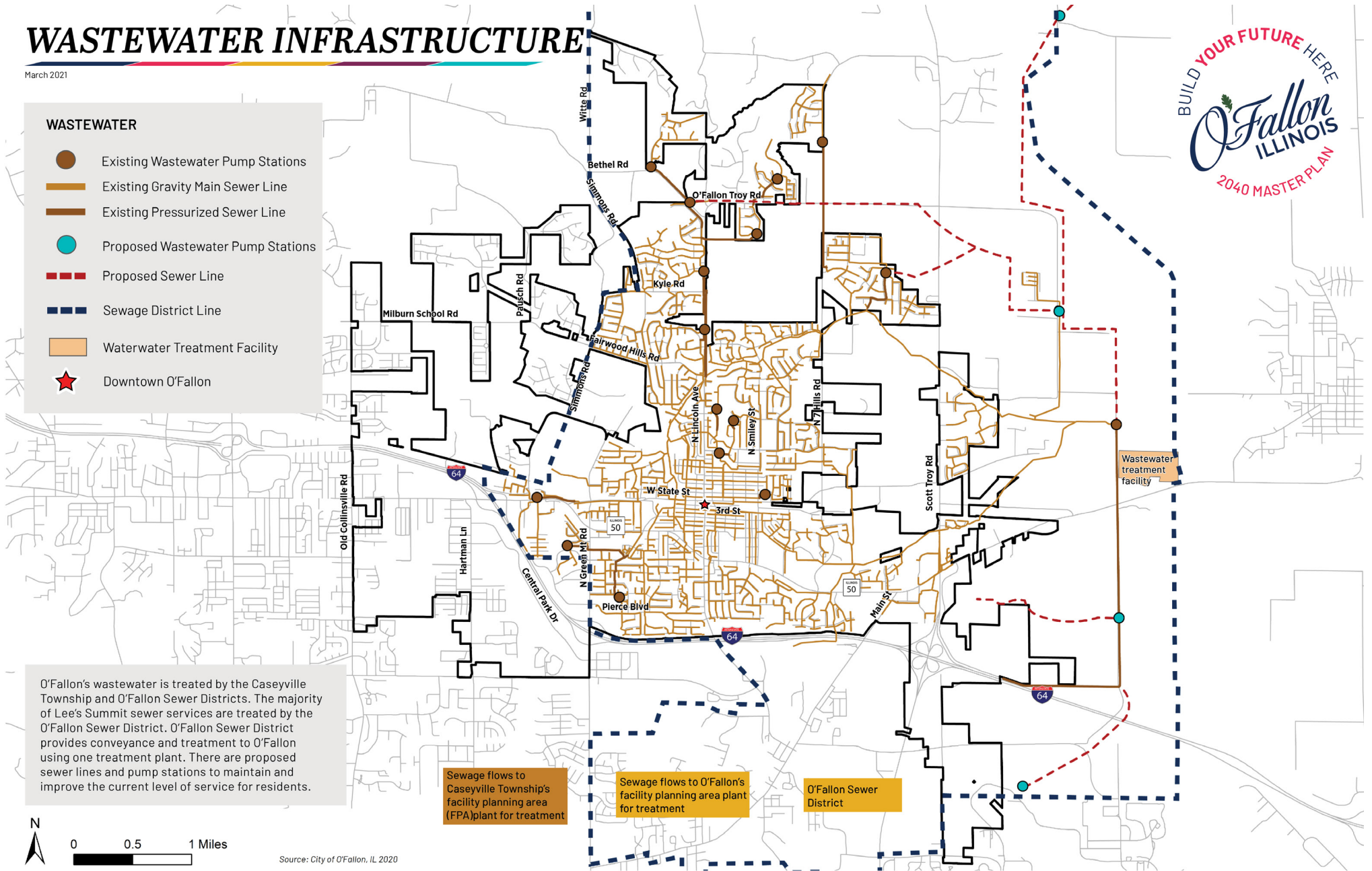
WASTEWATER INFRASTRUCTURE

March 2021



WASTEWATER

-  Existing Wastewater Pump Stations
-  Existing Gravity Main Sewer Line
-  Existing Pressurized Sewer Line
-  Proposed Wastewater Pump Stations
-  Proposed Sewer Line
-  Sewage District Line
-  Wastewater Treatment Facility
-  Downtown O'Fallon



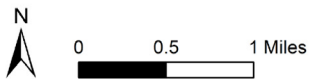
O'Fallon's wastewater is treated by the Caseyville Township and O'Fallon Sewer Districts. The majority of Lee's Summit sewer services are treated by the O'Fallon Sewer District. O'Fallon Sewer District provides conveyance and treatment to O'Fallon using one treatment plant. There are proposed sewer lines and pump stations to maintain and improve the current level of service for residents.

Sewage flows to Caseyville Township's facility planning area (FPA) plant for treatment

Sewage flows to O'Fallon's facility planning area plant for treatment

O'Fallon Sewer District

Wastewater treatment facility








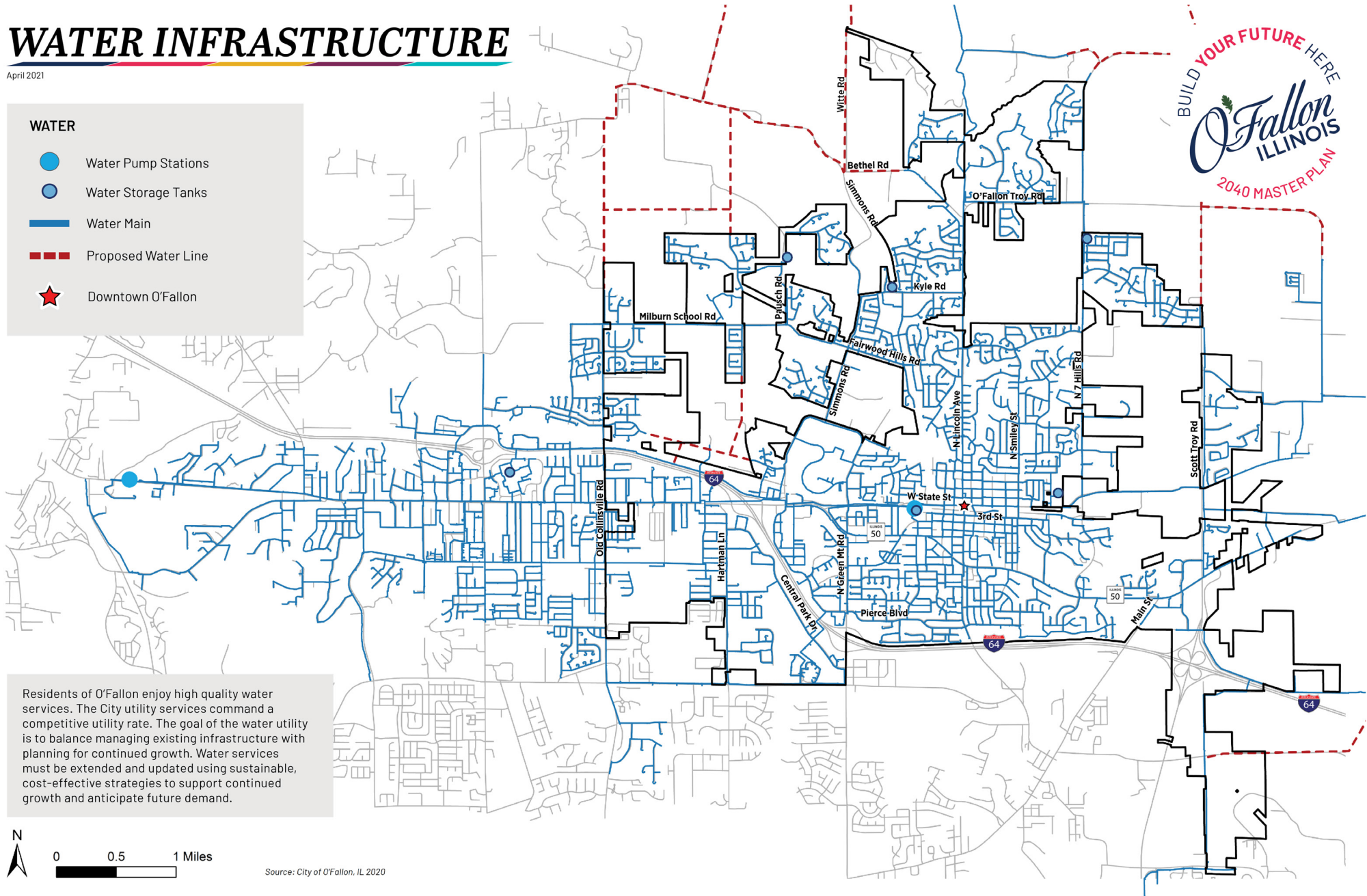
Source: City of O'Fallon, IL 2020

WATER INFRASTRUCTURE

April 2021

WATER

-  Water Pump Stations
-  Water Storage Tanks
-  Water Main
-  Proposed Water Line
-  Downtown O'Fallon



BUILD YOUR FUTURE HERE
O'Fallon
 ILLINOIS
 2040 MASTER PLAN

Residents of O'Fallon enjoy high quality water services. The City utility services command a competitive utility rate. The goal of the water utility is to balance managing existing infrastructure with planning for continued growth. Water services must be extended and updated using sustainable, cost-effective strategies to support continued growth and anticipate future demand.



Source: City of O'Fallon, IL 2020

PUBLIC FACILITIES & CITY SERVICES

GOAL 4.2.F:

Deliver City services and facilities that meet industry standards of excellence and high satisfaction among citizens.

OBJECTIVE:

Provide public facilities to support a high quality of life and city service levels.

Where should public facilities be located to support a high quality of life? How do we continue to sustain and enhance City services and public facilities to protect a high quality of life? How can we make sure our library remains a vital “third place” in our community? How do services need to change to keep up with anticipated technology changes and evolving citizen needs? How should City services evolve to continue citizen satisfaction considering growth, future trends, and disruptive technologies?

In the City’s 2020 NCS, 82% of respondents rated the value of the services O’Fallon provides to be “excellent” or “good.” As the City grows and changes, new public facilities and improvements to existing facilities will be needed. Providing high-quality services and facilities requires understanding community needs, prioritization, partnerships with the private sector and community organizations, and collaborative planning.

The City must consider the impact of future development and investment on existing facilities and plan accordingly. The management and maintenance of the City’s public facilities directly influence investment decisions by future residents, local institutions, and the business community. In addition to considering population growth and maintenance of existing facilities, the City must identify underserved areas to ensure all residents have equitable access to public resources and services.

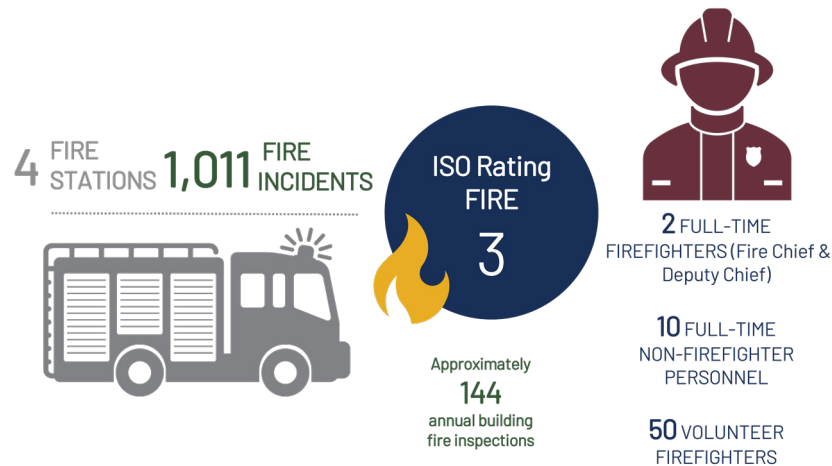
The Public Works Facilities Division is responsible for the planning, management, operation, and maintenance of City facilities. The City of O’Fallon provides high-quality public facilities and services throughout despite the City’s history of fast-paced growth. The excellent quality of life associated with the City’s facilities and services benefits existing residents and businesses and attracts new ones.

O’Fallon expects residential growth to continue, particularly in the north and east parts of the City. New warehouse and logistics development is anticipated at Exit 21 (Reider Road) of Interstate 64. These developments will bring increased demand for City services and facilities. Many of the remaining greenfield sites within the City limits are currently not feasible for development due to high land costs or because property owners are unwilling to sell. Therefore, most new development will occur either through infill or annexation. Future public facilities will need to serve new, contiguous development and growth occurring through redevelopment. The City should continue assessing facility needs in O’Fallon’s older core as well.



FIRE PROTECTION SERVICES

O'Fallon is regarded as a safe community thanks to its excellent public safety services. However, new fire stations may be needed to maintain or improve the City's ISO 3 rating and ensure adequate coverage, personnel, and equipment.

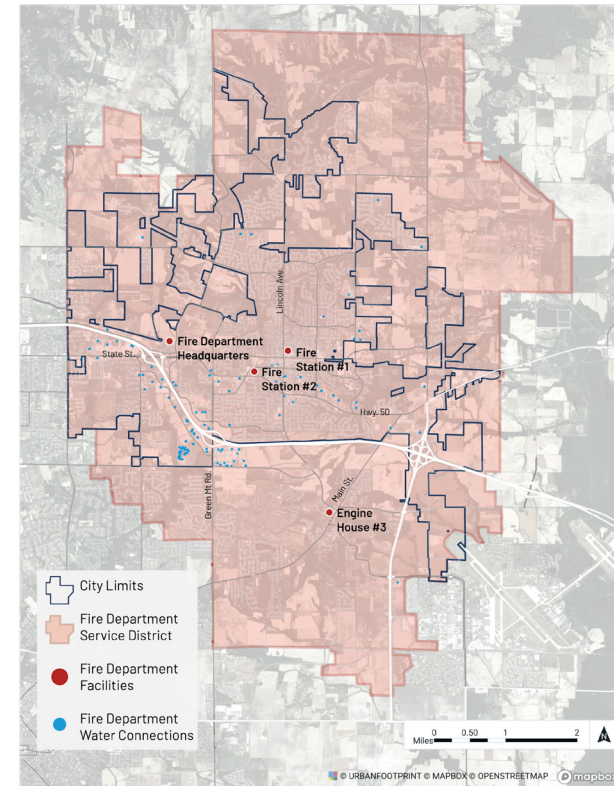


There are four fire stations located throughout O'Fallon. O'Fallon Fire Rescue anticipates a need for a fifth fire station in the future to serve residential development in the northern portion of the City, as well as new commercial development near Exit 21.

The City recently placed the feasibility study for Station #5 on hold. Currently, response times are good, and there is not enough new development in growing areas of town to justify a new station. However, if development with a greater fire load occurs more quickly than currently expected, then the City could resume the feasibility study.

The City will also need to consider relocating Fire Station #1 farther north and constructing a new facility to replace Fire Station #2. These are the oldest fire stations in O'Fallon that lack some modern, necessary service features, such as drive-thru bays and living quarters. Relocating Station #1 could improve response times to northern O'Fallon, whereas improvements to Station #2 will be at the same location. Replacing Station #2 is not expected to impact response times to the north. In addition, the upgraded facilities would better meet modern fire stations' industry standards to serve growth in the east and the north.

Station Locations



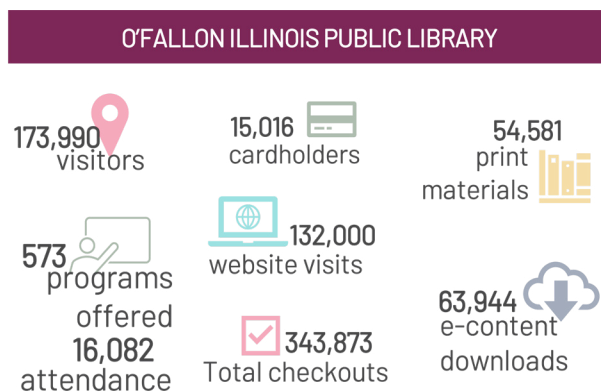
PUBLIC SAFETY BUILDING

The Public Safety Building houses the Police Department, Dispatch, and EMS. When constructed in 2004, the building was expected to serve the City's needs for 25 years. However, the building is in the second half of its life expectancy and will need improvements as the facility ages.

LIBRARY SERVICES

The O'Fallon Public Library is a public space where people spend time other than work and home. It is an anchor of the community and a prominent place where all people can access resources and services, exchange ideas, and connect. In the 2020 NCS, 93% of respondents rated the Library's services as "excellent" or "good." However, a recent study determined that the Library is about half the size it needs to be to best serve the community. Based on the study's findings, the existing Library should be expanded or rebuilt.

The O'Fallon Public Library expanded its online and remote services and programs during the COVID-19 pandemic. Following the pandemic, the Library will need to meet the needs of those who return in-person as well as those who choose to continue accessing the Library virtually.



Source: O'Fallon Library Annual Report, 2019

FUNDING

The City approaches investing in facilities strategically through its 5-year Capital Improvement Program (CIP) and annual budget process. Funding public facilities and services are challenging because 10% of O'Fallon's housing stock is exempt from property taxes due to the disabled veterans' exemption through the State of Illinois. Property taxes fund O'Fallon Fire Rescue. Additional funding, most likely through a new funding source, would be needed to support the fire department's transition from a volunteer to a career department and the construction of new facilities.

REMOTE ACCESS TO CITY SERVICES

Some residents and businesses prefer to conduct business with the City remotely and outside regular business hours. Although this was true before the COVID-19 pandemic, it is even more so now. The City of O'Fallon currently offers access to various online services, including paying utility bills, applying for permits, Parks rentals and class registrations, and more.

Advances in technology make it possible for cities to meet the needs of residents and businesses better. With more business conducted online, protecting data systems to ensure customer privacy should be a high priority. It is essential to attract, retain, and educate current staff on good technology practices for service delivery. The City's IT Department plays a critical role in protecting data and educating staff.

TRENDS & FORESIGHT

RESILIENT AND EFFICIENT FACILITIES

The COVID-19 pandemic is one example of a disruption that can significantly impact City revenue. For instance, O'Fallon suffered losses in revenue from negatively impacted entertainment and tourism, the temporary suspension of water shutoffs, and more.

Cities use new, creative methods to stretch municipal budgets and maintain the services residents need and expect. Facilities shared among cities, libraries, and school districts are a practice that reduces cost and increases efficiency. Innovative facilities designed or retrofitted with shared spaces can address the education needs of students while also meeting the community's need for social, recreation, and civic areas. Cities are also incorporating community spaces and amenities near municipal buildings, such as fire stations, to increase the public benefit of city-owned facilities.

Both energy-efficient and public sheltering facilities are becoming increasingly important as climate changes and weather patterns shift. Sustainable building practices help reduce operating and maintenance costs. In addition, facilities that rely on more than one power source are more resilient and can function when one power source is out of service.

ACCESSIBLE, HEALTHY, AND SAFE FACILITIES

People expect accessible, healthy, and safe city facilities. The Americans with Disabilities Act requires all public facilities to have accessible accommodations. As our population ages, the need for fully accessible public facilities will increase. Beyond accessibility, encouraging universal design in public facilities will allow people with varying degrees of physical and mental ability to access and enjoy services and facilities.

Public demand for safety features and designs that promote public health is expected to continue following the COVID-19 pandemic. For example, healthy buildings have good air circulation (through windows or other systems) and filtration systems that remove potentially dangerous particles from the inside environment. In addition, touchless technologies will replace processes or actions that traditionally required physical contact. These trends will require future modifications to existing facilities and influence the design of new facilities.

LIFE-CYCLE COSTS

The design and construction of facilities and infrastructure represent only part of the total project cost. As a result, cities are increasingly evaluating projects from a whole-life cost perspective. Considerations begin in the planning phase for the costs of operation and maintenance and the costs of decommissioning public assets. Using a life-cycle cost model encourages cities and developers to make higher initial capital investments in sustainable materials, place a higher value on sustainable building practices, and consider innovative best practices to reduce long-term operations and maintenance costs.

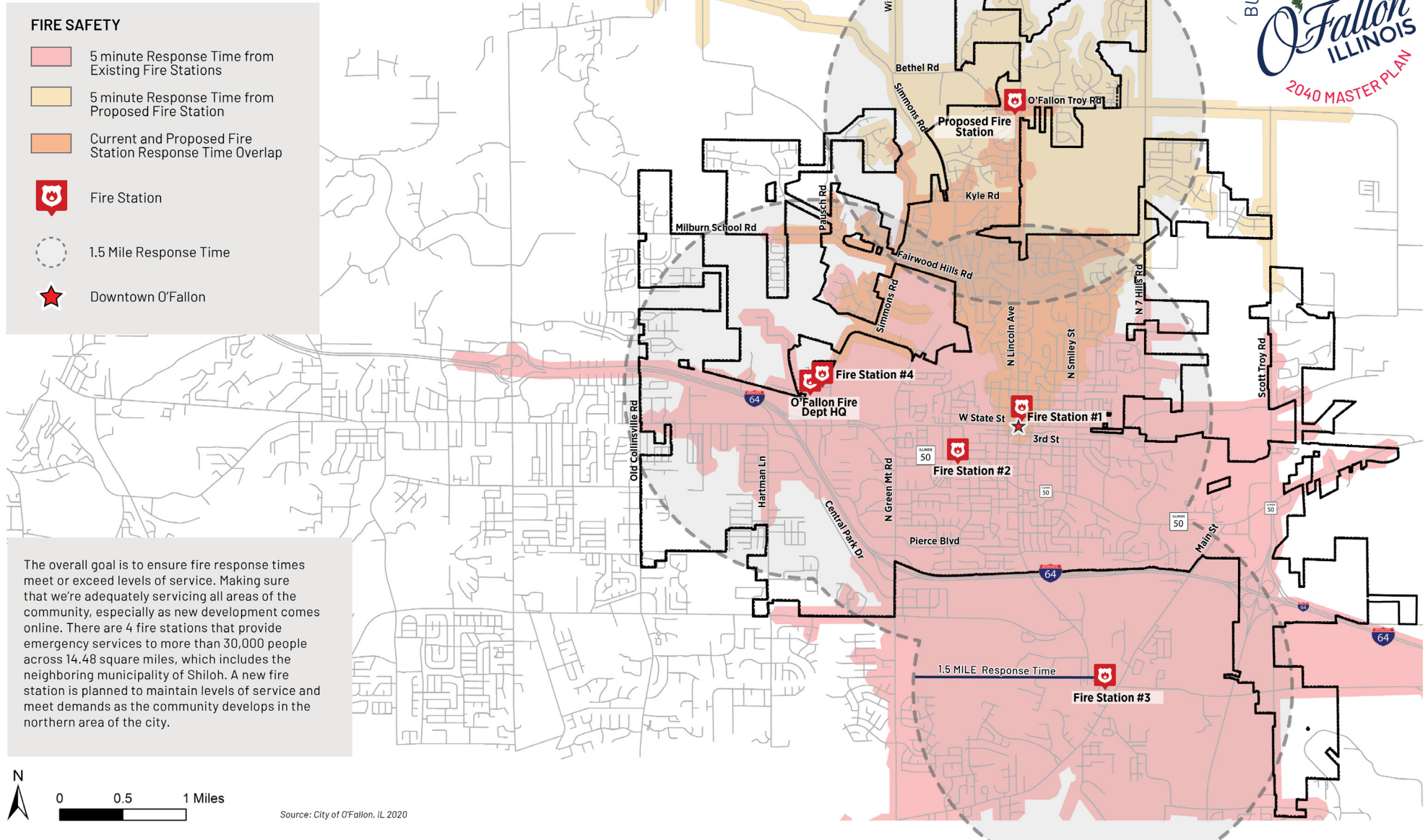
PUBLIC SAFETY

April 2021

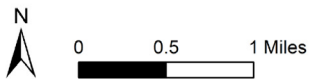


FIRE SAFETY

- 5 minute Response Time from Existing Fire Stations
- 5 minute Response Time from Proposed Fire Station
- Current and Proposed Fire Station Response Time Overlap
- Fire Station
- 1.5 Mile Response Time
- Downtown O'Fallon



The overall goal is to ensure fire response times meet or exceed levels of service. Making sure that we're adequately servicing all areas of the community, especially as new development comes online. There are 4 fire stations that provide emergency services to more than 30,000 people across 14.48 square miles, which includes the neighboring municipality of Shiloh. A new fire station is planned to maintain levels of service and meet demands as the community develops in the northern area of the city.



Source: City of O'Fallon, IL 2020

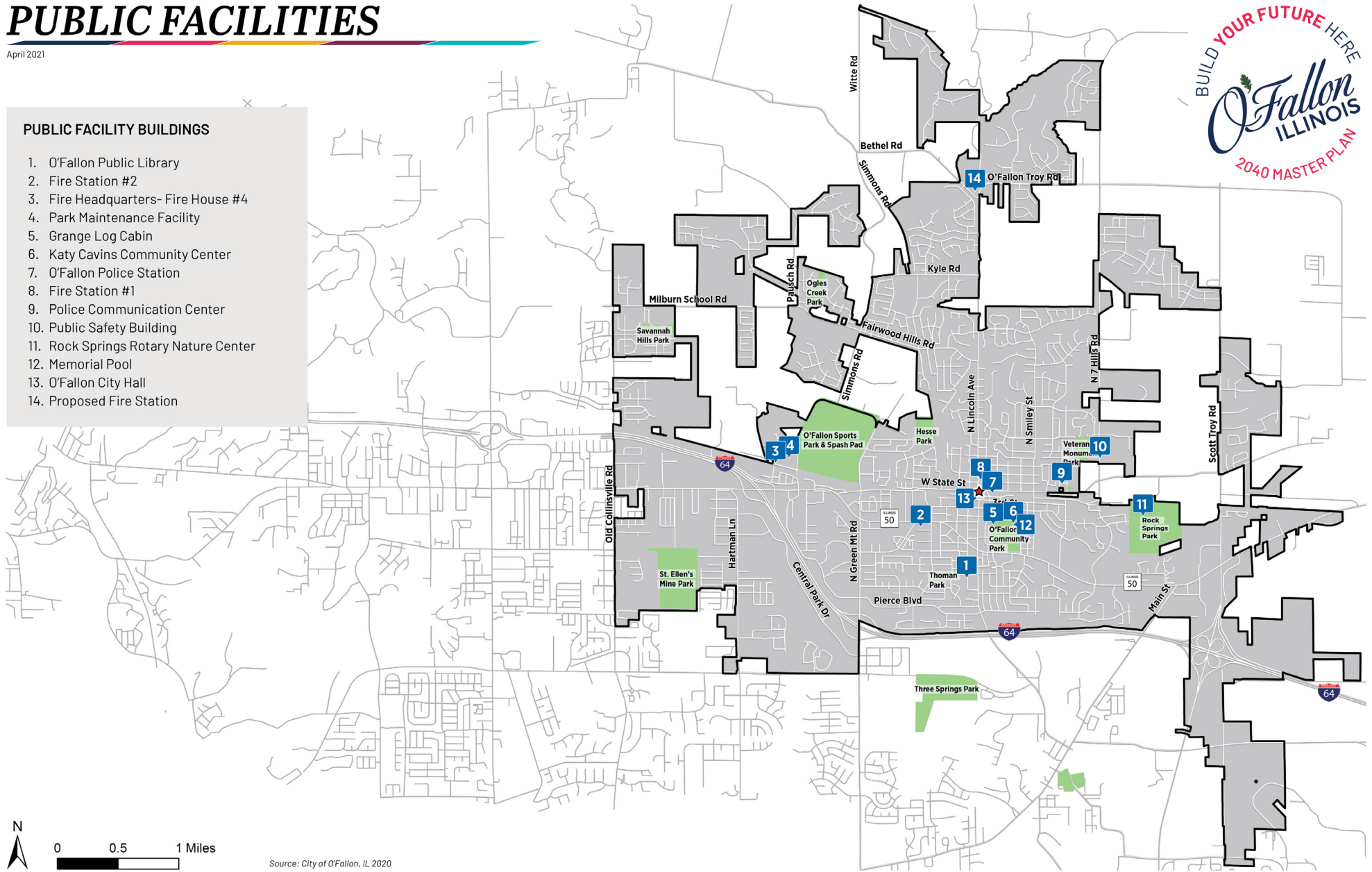
PUBLIC FACILITIES

April 2021



PUBLIC FACILITY BUILDINGS

1. O'Fallon Public Library
2. Fire Station #2
3. Fire Headquarters- Fire House #4
4. Park Maintenance Facility
5. Grange Log Cabin
6. Katy Cavins Community Center
7. O'Fallon Police Station
8. Fire Station #1
9. Police Communication Center
10. Public Safety Building
11. Rock Springs Rotary Nature Center
12. Memorial Pool
13. O'Fallon City Hall
14. Proposed Fire Station



Source: City of O'Fallon, IL 2020

2.5 NATURAL ENVIRONMENT

NATURAL RESOURCES & SUSTAINABILITY

GOAL 2.5.A:

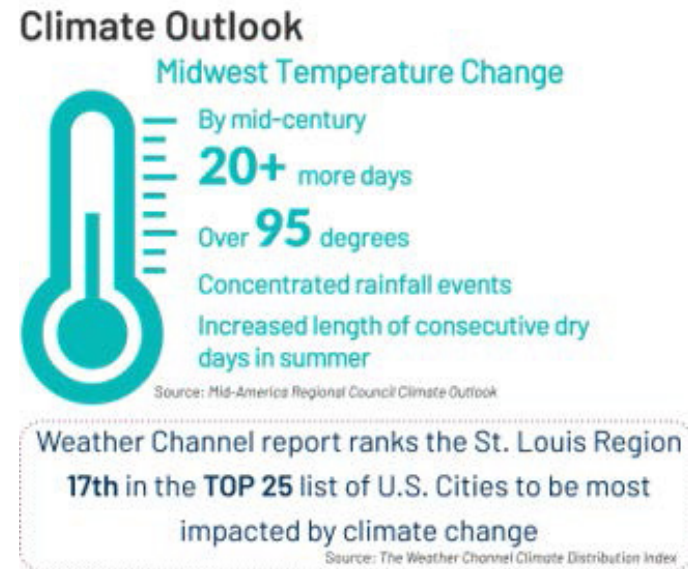
Preserve and protect natural resources and habitats for long-term community sustainability, resiliency, and quality of life.

Communities depend on natural resources. Basic resources, such as clean air to breathe, a clean and ready supply of groundwater and surface water, viable soil, plants, and woodlands, are critical to all. Natural resources also provide natural landscapes and water habitats, including forests, prairies, and wetlands essential for biodiversity. In addition, we count on natural resources for recreation in lakes, rivers, parks, and trails. These outdoor spaces nourish both the physical and mental needs of the community.

Shifting weather patterns will impact natural resources and our community. The Midwest and St. Louis regions are becoming warmer with higher seasonal temperatures and more frequent and intense rainfall events. Precipitation events could shift to heavy downpours in the winter and spring seasons. Droughts in the summers could affect water availability important to natural environments and the community.

OBJECTIVE 1:

Maintain the amount of protected open spaces and natural habitats per resident as the population grows.



Warmer temperatures will lead to:

- » Stress on vegetation and wildlife
- » Potential decrease in rainfall during warm seasons
- » Increased heat island effects
- » Increased need for electric power
- » Stress on vulnerable populations.

More intense precipitation events will lead to:

- » Increased flood damage
- » Strained drainage systems
- » Travel delays
- » Disruption in services.

Climate change can stress natural resources within O'Fallon, but the City has the opportunity to temper local impacts.

Loss of natural habitat and climate change are negatively impacting wildlife populations, especially insects and birds. For example, the numbers of birds once common to the Midwest have declined in the past 40 years, as much as 40%. Scientists are also studying the decline of insects that birds depend on to feed and raise their young.

Unfortunately, this trend will continue as habitats and pastures are converted to row crops and human development. As seasonal temperatures and precipitation events shift, plants, insects, and animal populations will face more environmental stress. The image to the right shows how different carbon emissions scenarios impact the Illinois climate over time.

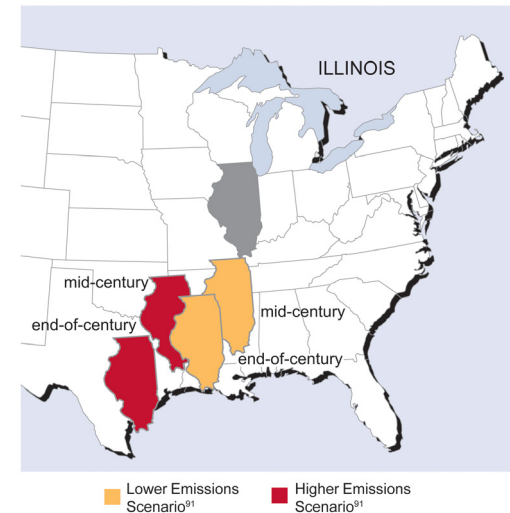
Native trees and vegetation are important resources as climate and weather patterns shift. Not only does vegetation regulate temperatures and urban heat island effects, but it also promotes biodiversity in flora and fauna. Vegetation, especially in natural habitats, captures and stores

carbon dioxide, ultimately reducing greenhouse gas impacts. Native vegetation also absorbs precipitation, reduces stormwater runoff, and improves air quality, reducing the impact of human development.

Communities increasingly view green space and natural systems as opportunities for green infrastructure rather than just potential development sites. Development invariably impacts the environment and natural systems by reducing natural land areas and vegetation, compacting the soil regime, decreasing water infiltration back into the natural system, and displacing wildlife.

Integrating open spaces and natural areas into the community protects critical natural resources while providing needed recreation areas. Green infrastructure can reduce energy demands, stormwater runoff, and wastewater treatment costs. Public health benefits include safe places to recreate outdoors, improved physical and mental health, reduced respiratory diseases with enhanced air quality, and high quality of life.

ILLINOIS CLIMATE MIGRATION



Hayhoe et al.²⁸³

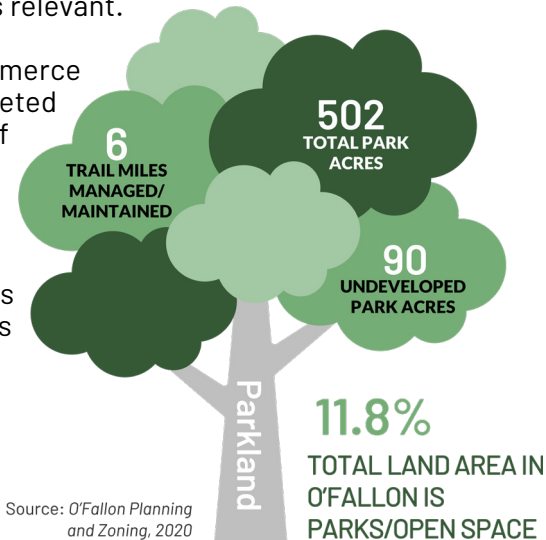
Protected areas in a community should include:

- » Along streams and riparian corridors
- » Floodplains and areas that flood
- » Wetlands and lakes plus their shoreline
- » Wooded areas and wildlife habitat areas
- » Steep slopes.

Making green infrastructure part of land development helps ensure vital elements of the environment are left intact while providing needed recreational space for communities. Green infrastructure can also be a benefit to reduce facility operation and maintenance costs.

The City of O'Fallon implemented the Environmental/Landscape Framework Plan, a framework and policy to guide the development of the built landscape and protect critical environmental resources for future generations. At the time of writing, all recommendations in the plan are either completed or in progress. The plan should be reviewed and updated periodically to ensure it remains relevant.

In 2011, the Mid-America Commerce Center Resource Plan completed an analysis and assessment of natural resources in O'Fallon and surrounding areas. As a result, the plan recommended primary and secondary preservation areas. These recommendations are also included as part of this Master Plan.



The Trust for Public Land, a national nonprofit organization that advocates for quality public parks and green spaces, recommends every resident lives within a 10-minute walk of a park or public open space. Spending time outdoors has physical and mental health benefits. In addition, surveys from residents indicate a desire for natural areas to get outdoors.



TRENDS AND FORESIGHT

Climate change can stress the natural resources within O'Fallon and provides opportunities to temper local impacts. For example, as our climate warms, plant and animal species native to regions south of O'Fallon will migrate north. The presence of armadillos in southern and central Missouri is a prime example. Likewise, plant species intolerable of cold winters will be able to survive in O'Fallon, both native plants, and imported exotic species.

NATURAL RESOURCES & SUSTAINABILITY

GOAL 2.5.A:

Preserve and protect natural resources and habitats for long-term community sustainability, resiliency, and quality of life.

OBJECTIVE 2:

Improve water quality in lakes, streams, and wetlands.

How do we balance growth with the protection and preservation of our natural resources? Where are the best areas for development? Where should development be avoided? Where are the high-quality natural areas to preserve and protect? How can we manage land use to minimize environmental impacts? How can the City strategically use natural resources to its advantage?

The City of O'Fallon has five watersheds within the Kaskaskia watershed that drain into the Mississippi River. O'Fallon's stormwater and wastewater systems protect these natural systems as well as water quality, public health, and property. Without proper stormwater management infrastructure in place, increased development increases stormwater runoff. Some areas of O'Fallon experience flooding issues due to the lack of stormwater management in the past.

Increasing development in communities creates concerns about stormwater runoff's impact on water quality. Areas along streams, lakes, and wetlands can be poorly drained and may remain wet during most of the year. Other areas are prone to frequent flooding or ponding after precipitation events. Development reduces natural land areas and decreases water infiltration back into the natural system. Often, this results in stormwater runoff going directly into stormwater systems and waterways. Increasing runoff causes flooding concerns and creates the potential for contaminants entering water and food systems.

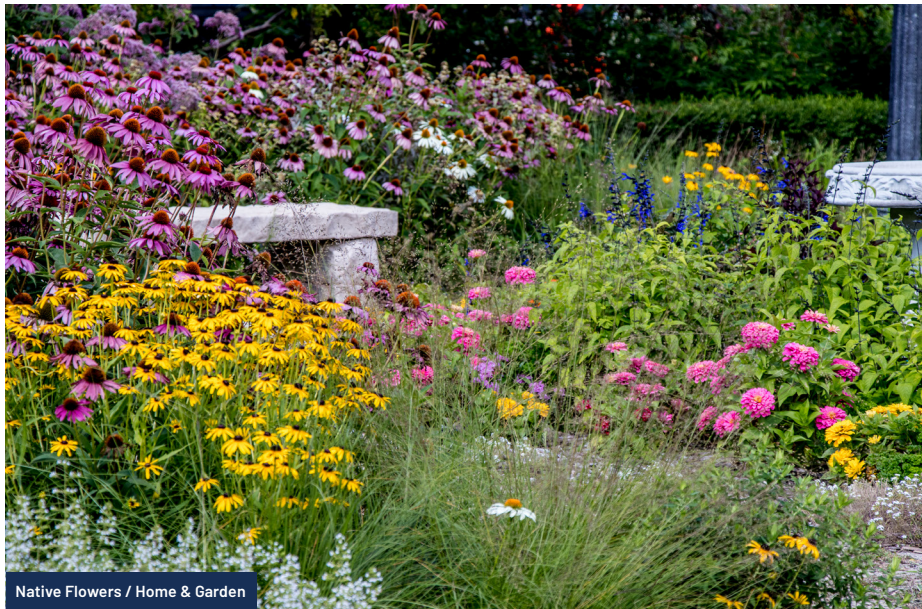
Past stormwater and wastewater review processes for new developments did not require sufficient facilities to manage development impacts. These concerns led to an update of the City's development review process. As a result, O'Fallon's development regulations require stormwater management and help ensure development projects include sustainable stormwater management protecting the city long-term.

O'Fallon's five-year Capital Improvement Program includes programming for stormwater and wastewater improvements. Additionally, replacing stormwater and wastewater infrastructure occurs when street overlays are completed. The City has ample water storage capacity. The City plans to upgrade the waste treatment plant, and trunk lines will need significant investment.

NATIVE LANDSCAPING

Green infrastructure and low-maintenance vegetation can reduce maintenance costs while supporting biodiversity. For example, native plants require less water and pruning once established. Additionally, natural areas and native plantings require less mowing and maintenance during the growing seasons.

Stormwater management best practices and green infrastructure at park facilities naturally handle stormwater runoff and have lower life-cycle costs than buried pipes and gray infrastructure systems.



HAZARD / RISK AVOIDANCE

Avoid development or redevelopment in high-risk areas and high-quality natural habitats to minimize future risk and long-term cost to the City. Requiring developers to minimize impact to natural resources and adhering to city-wide land use plans can reduce costs and help mitigate effects on the environment. Natural resources include soil, water, air, native vegetation, and wildlife.

Locations for new development and redevelopment include:

- » Infill areas with existing infrastructure – water, sewer, utilities, transportation systems
- » Outside the stream setback zone
- » Soils with low shrink/swell properties, lower clay content; well to moderately drained soils
- » Higher elevations, mild slopes or terrain, flat topography
- » Meets other community goals/visions/desired outcomes, e.g., alternative transportation and connection opportunities; 15-minute walk neighborhoods.

Areas to avoid new development and redevelopment include:

- » Along streams and riparian corridors; stream setback zone
- » Floodplains, areas that flood, FEMA zones
- » Shoreline of wetlands and lakes
- » Steep slopes
- » Soils with high shrink/swell properties (high clay content), wet or gleied (wetlands)
- » Mature woodlands.

NATURAL RESOURCES

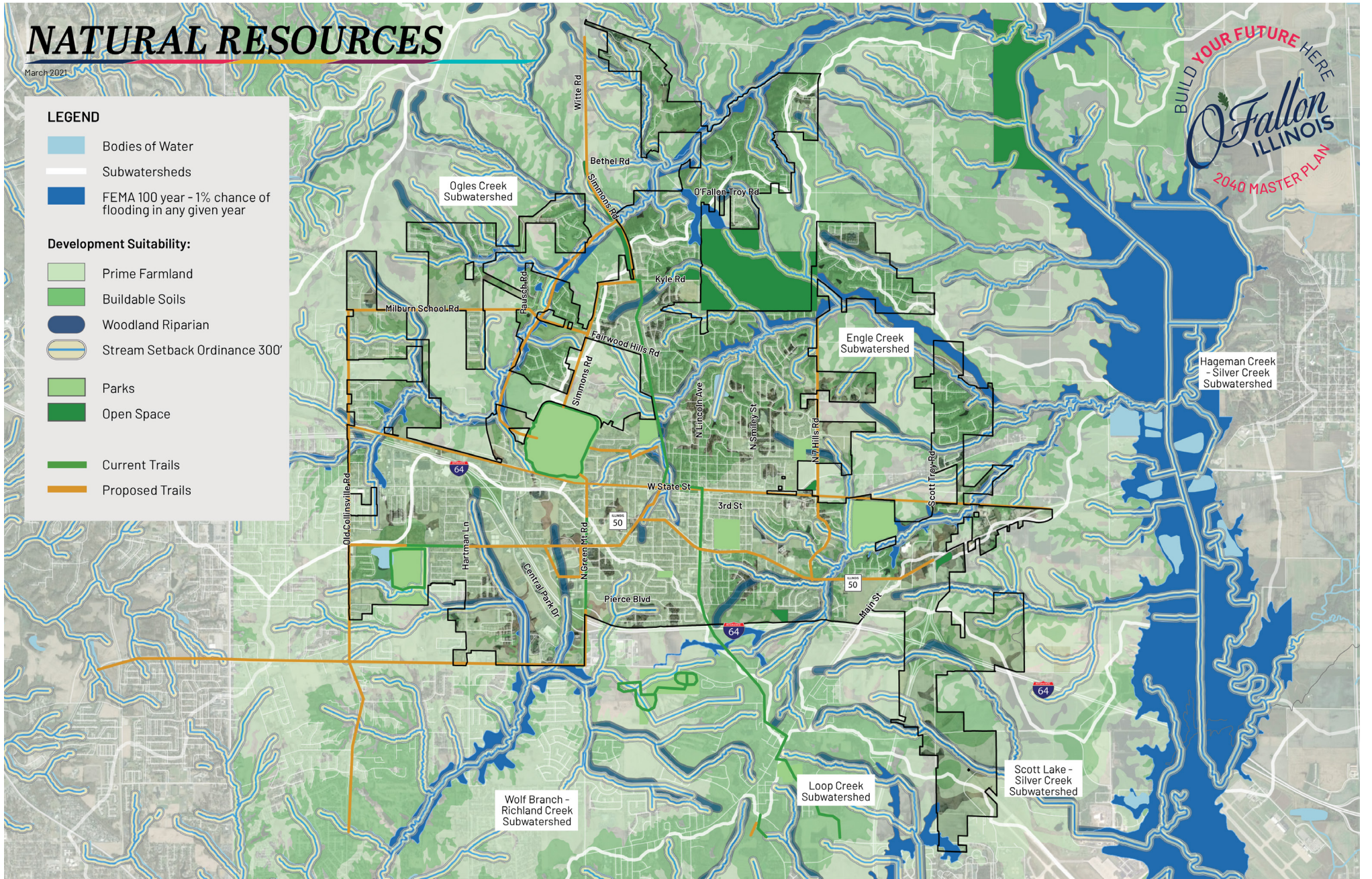
March 2021

LEGEND

- Bodies of Water
- Subwatersheds
- FEMA 100 year - 1% chance of flooding in any given year

- Development Suitability:**
- Prime Farmland
- Buildable Soils
- Woodland Riparian
- Stream Setback Ordinance 300'
- Parks
- Open Space

- Current Trails
- Proposed Trails
















BUILD YOUR FUTURE HERE
Fallon
ILLINOIS
2040 MASTER PLAN

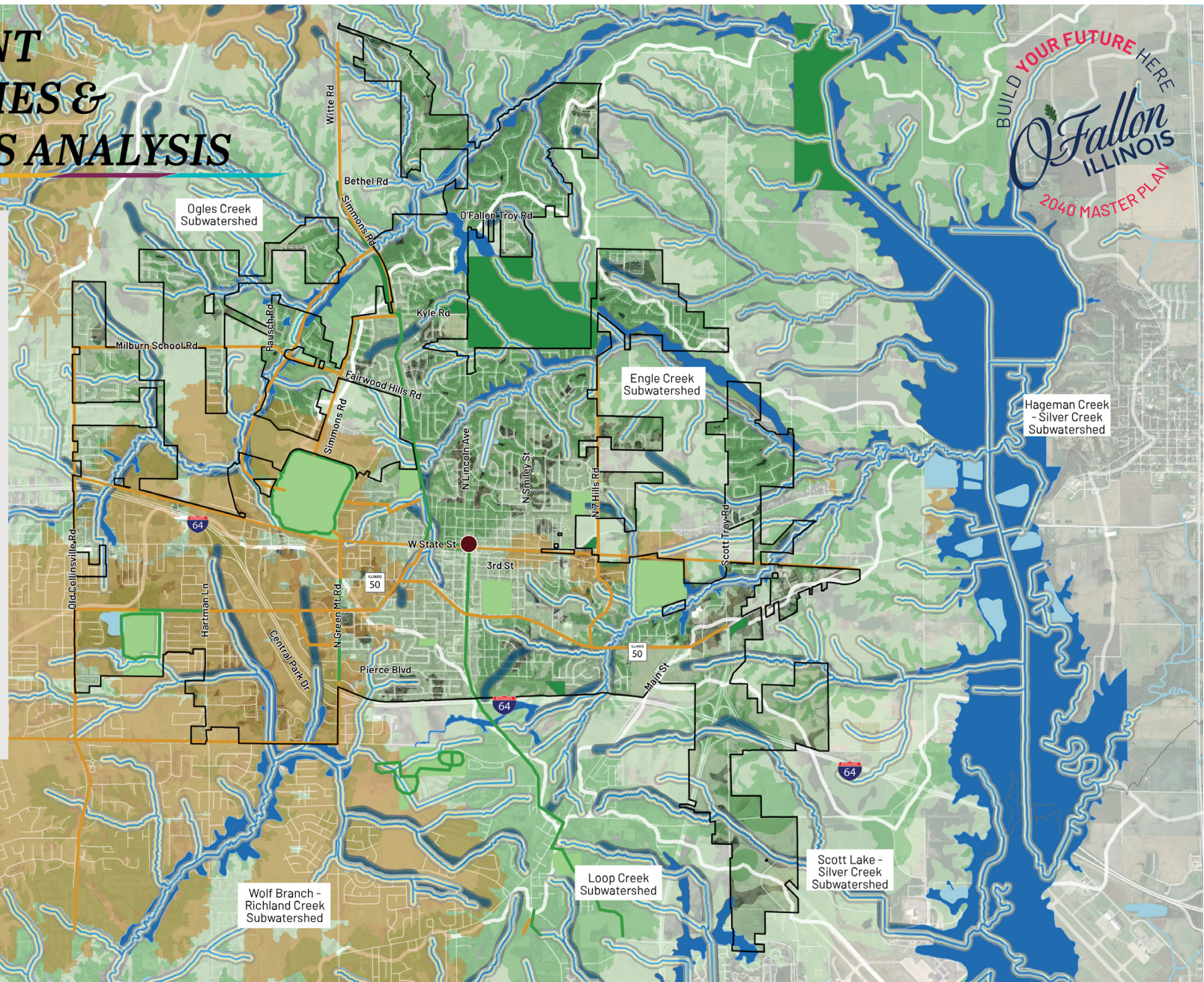
DEVELOPMENT OPPORTUNITIES & CONSTRAINTS ANALYSIS

March 2021

BUILD YOUR FUTURE HERE
Fallon
 ILLINOIS
 2040 MASTER PLAN

LEGEND

-  Bodies of Water
 -  Subwatersheds
 -  FEMA 100 year - 1% chance of flooding in any given year
- Development Suitability:**
-  Prime Farmland
 -  Buildable Soils
 -  Woodland Riparian
 -  Stream Setback Ordinance 300'
 -  Parks
 -  Open Space
 -  Brownfields (Former Clark Gas Station)
 -  Underground Mines
 -  Current Trails
 -  Proposed Trails



2.6 RESILIENT ECONOMY

EDUCATION

GOAL 2.6.A:

Enhance educational opportunities to support economic development.

OBJECTIVE:

Support equitable education for all residents.

How do we enhance and plan for educational opportunities to support economic development? How do we partner with educational institutions and residents to fill the regional labor shortages? What is O'Fallon's role in education and regional workforce efforts? How does the fact that disabled veterans are not taxed impact the community's ability to fund quality schools?

Educational attainment directly relates to individual and community well-being. Opportunities for individuals to obtain education and needed skills affect the likelihood they will live a long life. Educated and skilled residents and quality schools are among the biggest factors contributing to thriving communities.

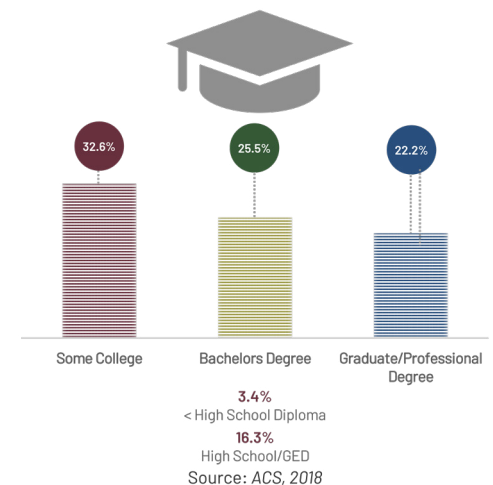
O'Fallon is a highly educated community. In 2018, 97% of residents had at least a high school degree, and 48% had at least a bachelor's degree, both of which are well above the state and national educational attainment rates.

O'Fallon Township High School District 203 is ranked one of the best in the country by the U.S. Department of Education. District 203 has a well-regarded college preparatory curriculum and offers college credit courses, dual credit courses (including Career and Technical Education), and Advanced Placement courses.

High-quality schools are often why families with children move to O'Fallon and have contributed significantly to O'Fallon's residential growth. Residents surveyed for the 2040 Master Plan indicated schools as O'Fallon's greatest strength. In addition, they rated maintaining quality schools as a priority for the next twenty years.

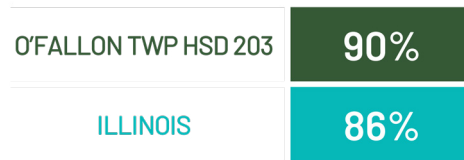
While school enrollment in Illinois is decreasing, O'Fallon's public school District 90 expects to gain approximately 500+ students by 2030.

2018 Education Attainment



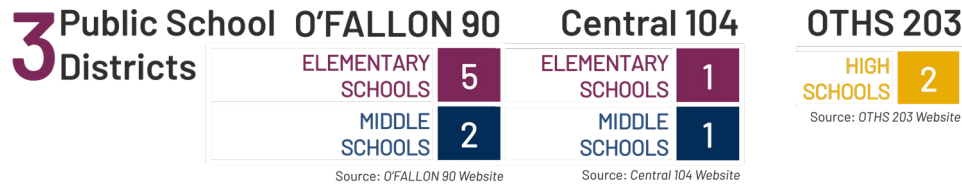
Much of that growth is occurring in the northwest area of the district. Enrollment in the City's other school districts, Central District 104 and O'Fallon Township High Schools District 203, is expected to remain relatively stable.

2019 Graduation Rate

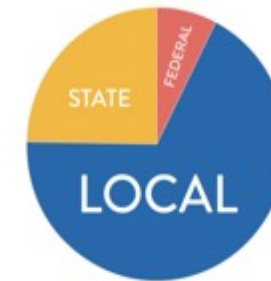


Source: Illinois State Department of Education, 2019

District, with approximately 400 students. In comparison, 25% of the commercial tax base is in more populated District 90, with approximately 3,600 students. As a result, residential property owners in the Central School District pay about 65 percent of education costs, while property owners in District 90 pay about 95% of public education costs. To alleviate this burden on residents, the City of O'Fallon actively pursues nonresidential development in both districts.



Illinois K-12 Funding Sources



Illinois relies much more heavily on local property taxes to fund their schools. In Illinois, school districts receive only about a quarter of K-12 funding from State government. Two-thirds comes from local sources. The federal government provides 7%.

K-12 EDUCATION FUNDING

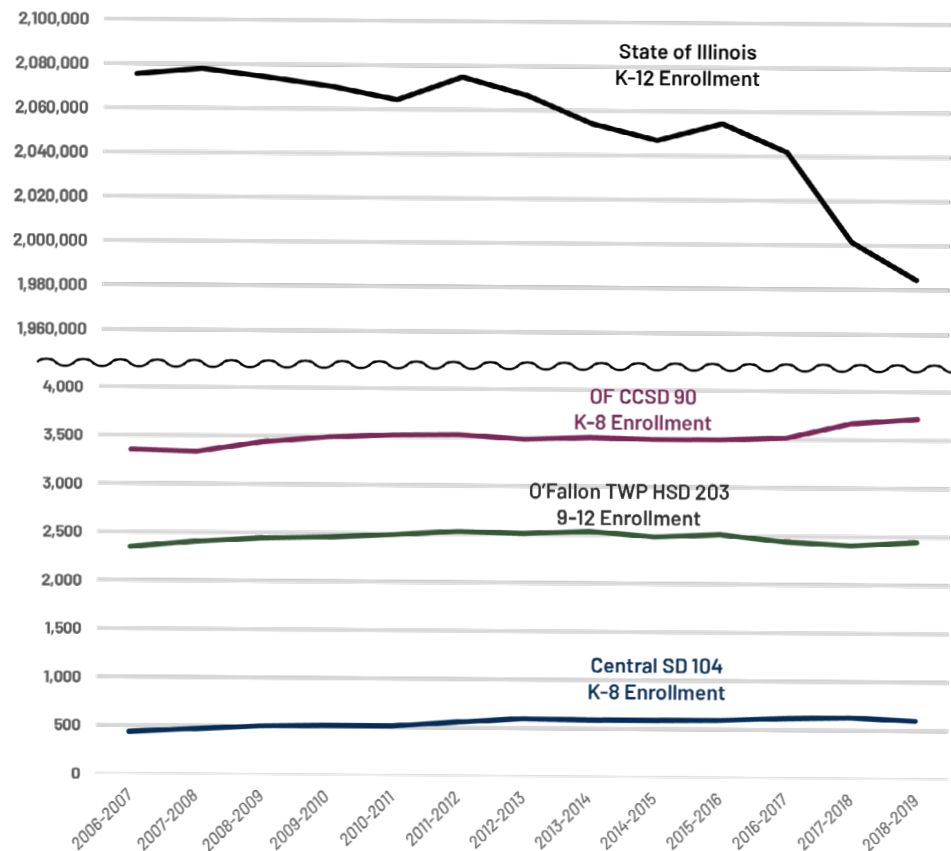
Compared to other states, K-12 schools in Illinois receive a smaller share of funds from the state and rely more heavily on local property taxes. About two-thirds of K-12 education funds come from local property taxes.

About 10% of O'Fallon's residential properties are not taxable due to a property tax exemption for disabled veterans. This amounts to about \$90 million in untaxable equalized assessed value (EAV). In addition, this untaxable amount is growing as more veterans choose O'Fallon as a place to live. While the presence of the military is a strength for O'Fallon, the property tax exemption will continue to pose challenges to funding public schools and other public services.

Furthermore, O'Fallon's elementary schools are not receiving funds equally because the City has an unequally distributed commercial tax base. Seventy-five percent of the commercial tax base is in the Central School



Enrollment



Source: Illinois State Department of Education, 2019

POST-SECONDARY EDUCATION

In addition to the many colleges and universities across the region, there are several excellent higher education institutions in the Metro East, including Southern Illinois University Edwardsville (SIUE), McKendree University, and Southwestern Illinois College (SWIC).

O'Fallon's K-12 schools partner with area universities to connect students with opportunities to get exposure to various career paths. Through the Education Committee at the Chamber of Commerce, leaders of O'Fallon's high schools meet regularly with area universities, local businesses, and personnel from Scott Air Force Base. Activities include developing internships, career fairs, mentoring, and presentations to junior and senior high school students by local employers.

5 Nearby Universities

- Southern Illinois University at Edwardsville**
Edwardsville, IL
- McKendree University**
Lebanon, IL
- Southwestern Illinois College**
Belleville, IL / Granite City, IL / Red Bud, IL
- Lindenwood-Belleville**
Belleville, IL
- Webster University**
Scott Air Force Base

JOBS & WORKFORCE

GOAL 2.6.B:

Expand the workforce in economic growth sectors.

OBJECTIVE:

Increase the number of jobs in targeted sectors.

How will we attract major employers when unemployment is low, which translates to a workforce shortage? With the expansion of logistics jobs, will there be people available to fill them? Will these workers drive to O'Fallon or relocate there? What business sectors should we focus on recruiting? How can we build upon existing clusters such as military contractors and logistics? How do we best take advantage of a good location, great schools, and a trained workforce to best leverage growth of Interstate 64 and the HSHS-St. Elizabeth's Medical Campus, along with the continual growth of Scott Air Force Base?

Workforce development seeks to ensure that workers have the education and training needed to meet the needs of employers. Because labor markets are regional, state and regional agencies typically manage workforce development planning and programming, with municipalities supporting them.

According to 2018 numbers, there are a total of 10,784 jobs in the City. Most of these jobs (85%) are held by people who live outside of O'Fallon

but commute into the City for work. The remaining 15% of jobs are held by O'Fallon residents who live and work in the City.

In 2018, there were 15,049 O'Fallon residents in the labor force, which is defined as individuals over the age of 16 who are employed, on leave, or actively looking for work. Most of these O'Fallon residents (88%) commute outside of the City for work.

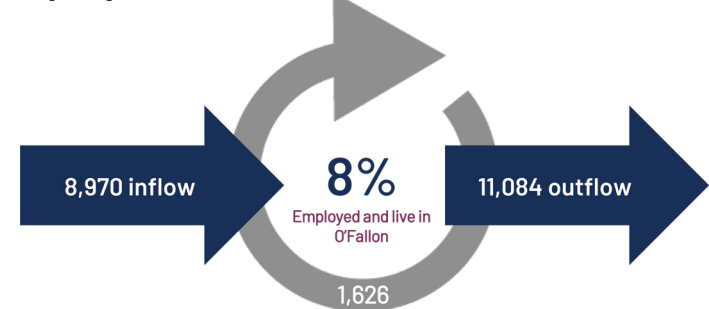
Labor Force

15,049 PEOPLE IN O'FALLON WORKFORCE

67.2% OF RESIDENTS OVER THE AGE OF 16 PARTICIPATE IN THE WORKFORCE
1.02% OF THE ST. LOUIS MO-IL METRO WORKFORCE ARE O'FALLON RESIDENTS

UNEMPLOYMENT RATE	
ST. CLAIR COUNTY	10.2% (Aug) 3.4% (Feb), 14.9% (May)
ST. LOUIS METRO AREA	7.9% (Aug) 3.3% (Feb), 11.3% (May)
ILLINOIS	10.9% (Aug) 3.5% (Feb), 14.8% (May)

Employment Inflow & Outflow



SECTORS IN THE ECONOMY, PROJECTED GROWTH 2018-2040

A market study was conducted for the 2040 Master Plan by St. Louis University to estimate future employment growth. The study's findings can help to understand which sectors are likely to generate jobs in O'Fallon. According to this analysis, employment growth in O'Fallon over the next decade will most likely be the result of slight net growth in the broader region, based on trends and projections, and relocation of jobs from elsewhere.

MODELED EMPLOYMENT ADDITIONS FOR O'FALLON

The largest employment gain projected for O'Fallon by 2040 would be the addition of more than 950 lodging and dining jobs. This service industry gain is partly due to strengths already exhibited in O'Fallon but mainly attributed to the increasing buying power of the area and its various attractions.

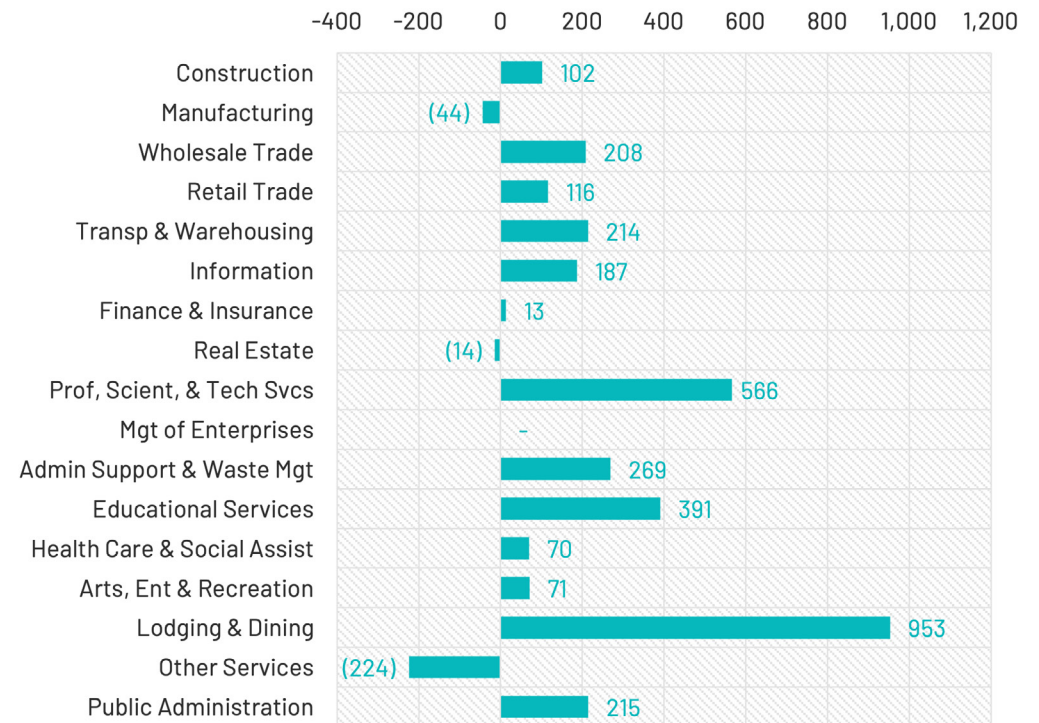
Almost 570 more jobs are in the professional, scientific, and technical services sectors. O'Fallon developers have already noted the high demand for office space in the City. This demand for office space combined with the educational and skill levels of the O'Fallon population encourages more employment closer to home.

The wholesale trade and the transportation and warehousing sectors would add a combined 420 jobs, followed by educational services adding about 390 more jobs in O'Fallon.

Altogether, about 3,100 jobs would be added in this "most likely" scenario. This scenario excludes possible increases in health care jobs, which are likely underreported because available data preceded the opening of the new HSHS St. Elizabeth's Hospital in O'Fallon and Memorial East (BJC) Hospital in Shiloh. Thus, a high growth scenario suggests an additional 5,900 jobs; low growth suggests 1,110 net new jobs.

Projected Growth in Employment by Sector in the City of O'Fallon, 2018 to 2040: Most Likely Scenario

Source: Saint Louis University



TRENDS & FORESIGHT

O'Fallon's residents are generally well-educated with career-building employment. Key growth sectors to attract people to O'Fallon should include those requiring the kinds of education and experience that O'Fallon "exports" every day to other cities: health care, educational services, and professional and business services.

Health care job growth shows no signs of slowing down over the next decade. With St. Elizabeth's and Memorial hospitals having such prominent facilities in and near O'Fallon, recruiting health care professionals to those jobs and to potentially live in O'Fallon, should be a priority.

With the opportunity provided by Mid America Commerce Center, manufacturing jobs can lift people from lower to middle-income positions. In addition, there is likely to be a major national and local reconsideration of various supply chain networks in light of national security and business security challenges uncovered during the COVID-19 pandemic. These security challenges could very well favor more "onshore" manufacturing facilities, particularly those with ready access to multiple markets and supplies, for which O'Fallon is well-positioned.

Although transportation and warehousing (logistics) currently comprise 2.6 percent of jobs in O'Fallon, they are the City's second-fastest-growing sector. Between 2002 and 2017, these jobs increased 140 percent—much faster than in St. Clair County and the overall St. Louis region.

Investment in infrastructure and marketing for Exit 21 has forged a promising path for the future of logistics and military contracting jobs in O'Fallon. Further collaboration with Scott Air Force Base and regional economic development agencies will help solidify this growth opportunity.



Scharf Farm / Vine Street Market

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE:

Increase the tax base.

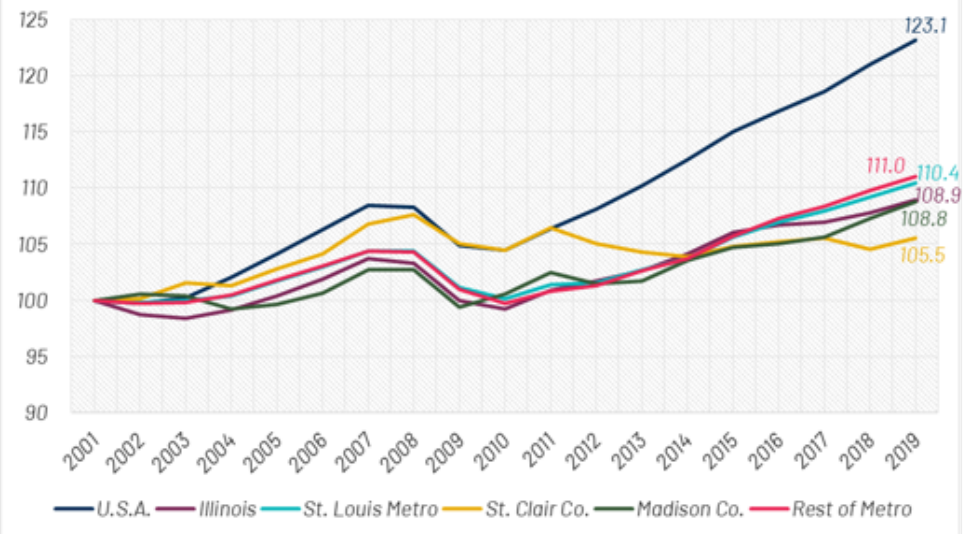
How can we help our existing businesses grow? How do we attract investment and developers? How can we help our Downtown thrive?

A community's economy provides jobs, makes goods and services available, and generates tax dollars that support city services, schools, and local businesses. Increasing the tax base allows municipal government and schools to keep up with cost increases and enhance services. O'Fallon and other cities in Illinois heavily rely on sales taxes to fund essential municipal services, making this revenue source particularly important. However, changing retail trends and crises like the COVID-19 pandemic have demonstrated the pitfalls of being too reliant on sales tax revenue. Moving forward, diversifying the tax base will help the City be more resilient to economic changes.

O'Fallon is a growing community in a slow-growing region. Slow regional growth is a challenge for communities in the St. Louis Metropolitan Area, particularly in St. Clair County, Illinois. St. Clair County added 5.5% more jobs between 2001 and 2019. This jobs rate was a slower rate than Madison County (8.8%), the state of Illinois (8.9%), the St. Louis metro area (10.4%), and the U.S. as a whole (23.1%). Between 2002 and 2019, St. Clair County had a net increase of 670 jobs. Meanwhile, O'Fallon had a net gain of 1,330 jobs, meaning that O'Fallon's share of county jobs is increasing and outpacing neighboring communities.

Total Employment Growth Rate Comparisons 2001-2019
St. Clair County, St. Louis Metro, Illinois & USA

Source: U.S. Bureau of Economic Analysis



Job growth demonstrates O'Fallon's strength compared to the region. O'Fallon benefits from a highly skilled workforce with buying power, proximity to Scott Air Force Base, and public and private commitment to growth. O'Fallon also has excellent schools, considered to be the primary driver of its residential growth.

Per capita income, median household income, and median family income in O'Fallon are all well above average for St. Clair County and the State of Illinois.

O'Fallon's largest employers include St. Elizabeth's Hospital, school districts, and several large retailers. The sectors these employers represent – healthcare, education, and retail – offer stable jobs and are expected to grow over the next 20 years.

Per capita income, median household income, and median family income in O'Fallon are all well above average for St. Clair County and the State of Illinois.

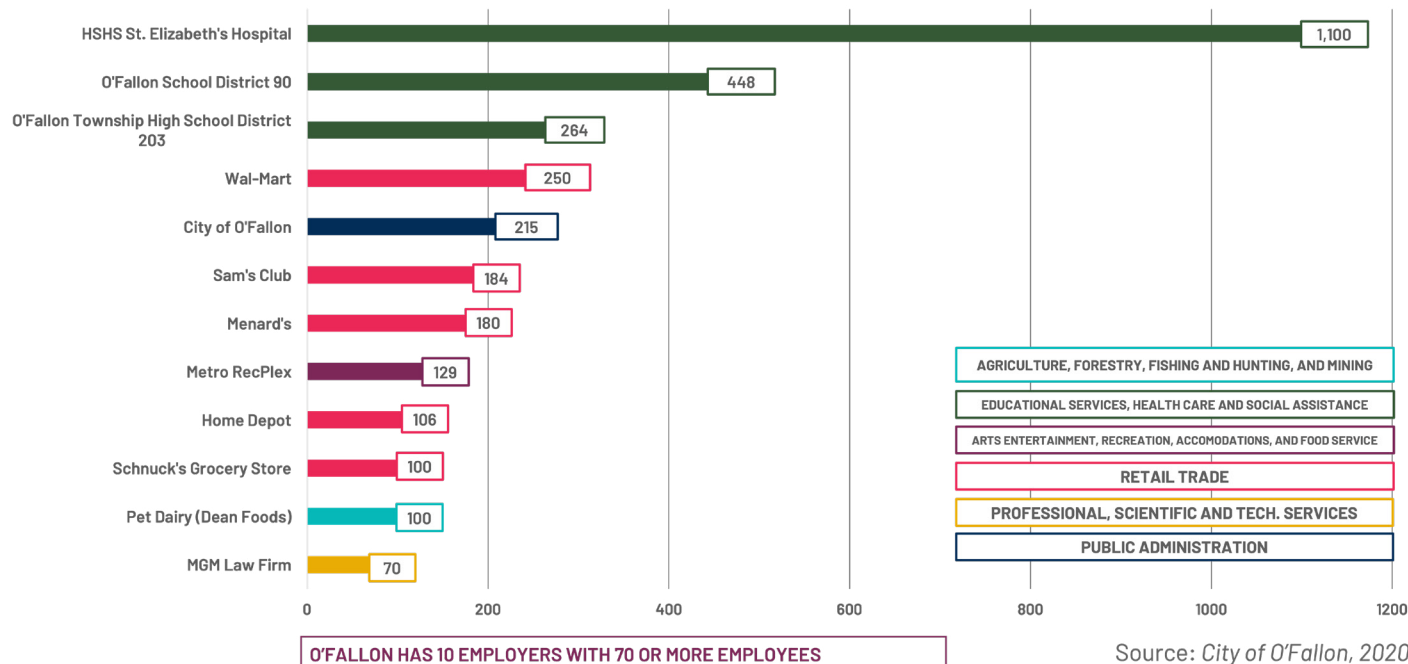
PER CAPITA INCOME		MEDIAN HOUSEHOLD INCOME		MEDIAN FAMILY INCOME	
O'FALLON	\$38,017	O'FALLON	\$89,535	O'FALLON	\$104,389
ST. CLAIR COUNTY	\$30,824	ST. CLAIR COUNTY	\$53,681	ST. CLAIR COUNTY	\$72,482
ILLINOIS	\$35,801	ILLINOIS	\$63,575	ILLINOIS	\$79,747

Source: ACS, 2018

Source: ACS, 2018

Source: ACS, 2018

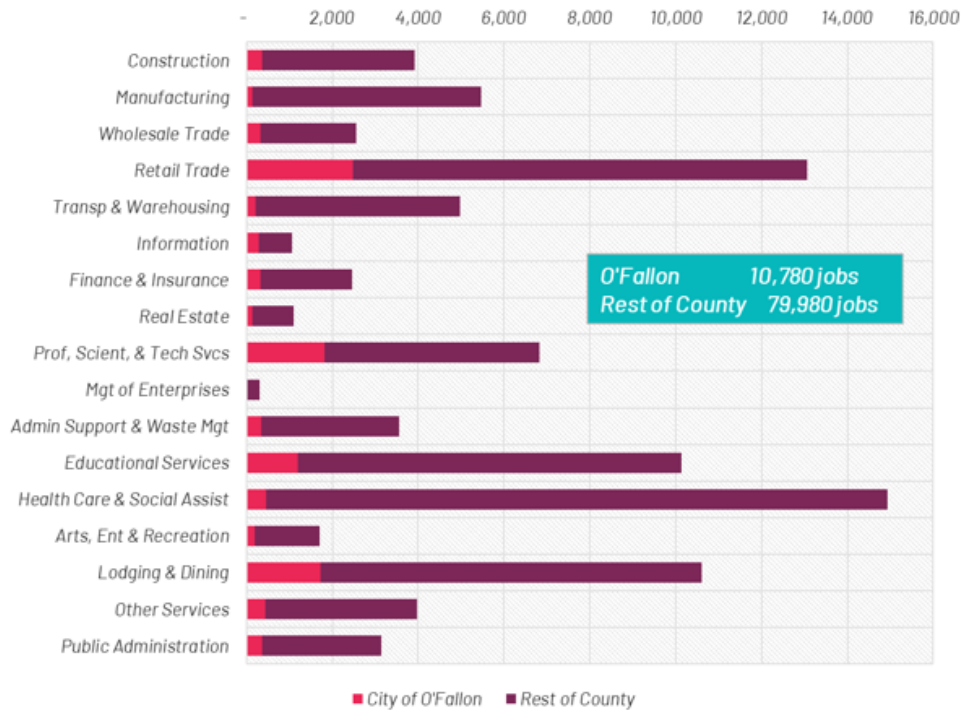
Number of Jobs, Major Employers



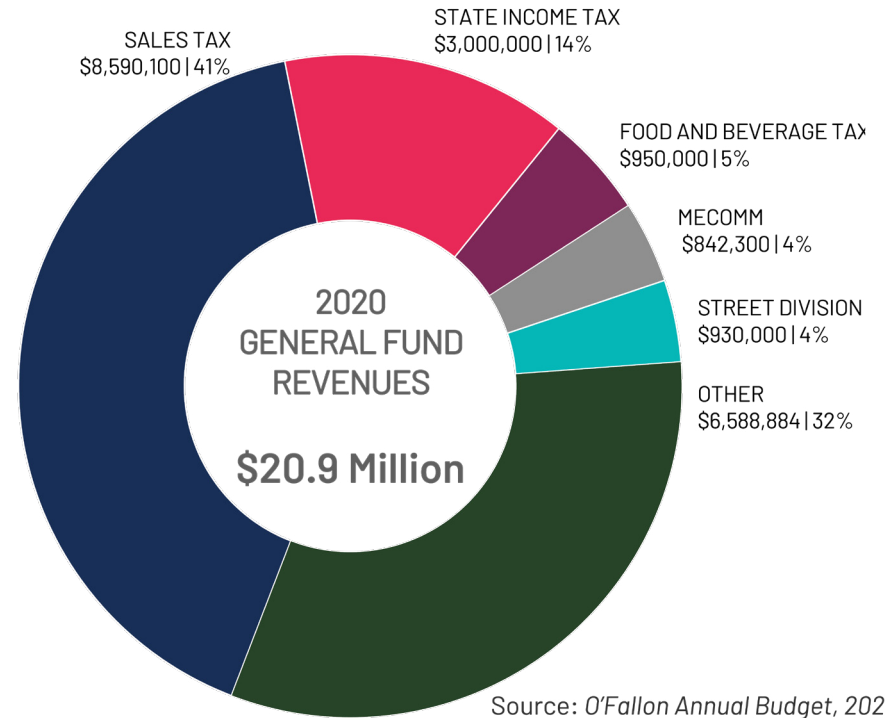
The sector with the largest total number of jobs is retail trade (23%), followed by professional/scientific/technical services (17%), lodging and dining (16%), and educational services (11%).

Jobs by Sector in O'Fallon and Rest of St. Clair County, 2018

Source: U.S. Census Bureau LEHD



The City of O'Fallon has long recognized the need to diversify its revenue base. As a result, the City has pursued commercial and industrial development to complement its strong residential base. O'Fallon, like all municipalities in Illinois, relies heavily on sales tax revenue which is vulnerable to fluctuations in consumer spending. In 2020, sales taxes made up 41% of the City's General Fund revenues. The loss of an automotive dealership group in 2022 is expected to reduce sales tax receipts by \$1 million. This sales tax loss reinforces the City's need to look to other funding sources to stabilize the City's budget.



SCOTT AIR FORCE BASE

O’Fallon’s economy inextricably links to nearby Scott Air Force Base, one of the largest employers in the St. Louis region. Scott AFB employs nearly 8,000 active duty, National Guard, and Reserve officers and an additional 5,000 civilian employees (STL 2030 Jobs Plan, Greater STL, Inc., December 2020, Draft for Public Review). In addition, the base has expertise in cybersecurity and logistics. Both are growing sectors in the local economy and an asset that O’Fallon can leverage to attract future employers.

Like all military bases, Scott AFB is regularly reviewed by the U.S. Department of Defense for closure or consolidation. However, the recent growth of the base commands and construction of the new National Geospatial-Intelligence Agency (NGA-West) facility in St. Louis complements Scott AFB’s operations. Therefore, the new facilities and nearby expansion will likely keep the base open and relevant for years to come.

BUYING POWER

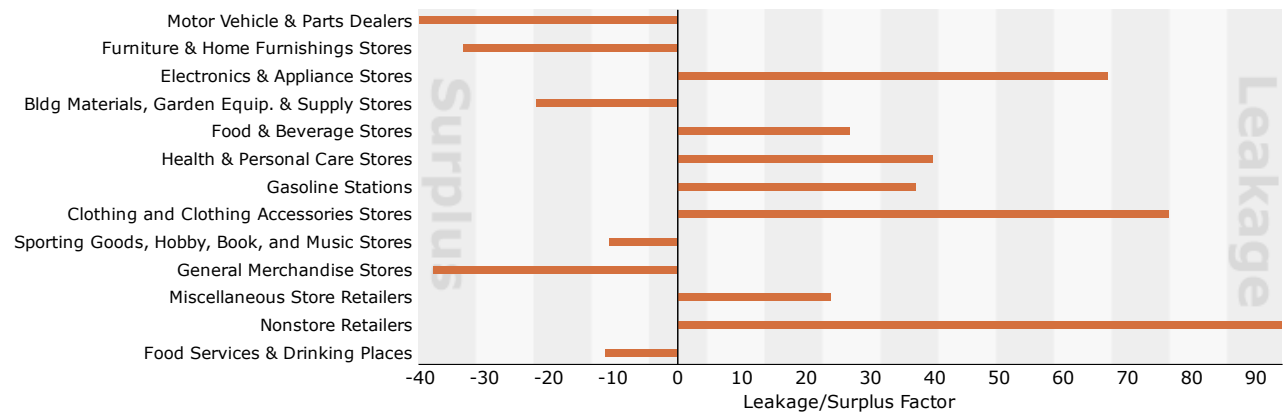
The growing population of O’Fallon and nearby Scott Air Force Base, combined with increased consumer demand, create opportunities for retail business growth in O’Fallon.

Meeting consumer demand on a local scale has multiple benefits. When residents buy local, wealth stays in the community, and the City captures tax revenue for services. In addition, expanding local retail options could help lower greenhouse emissions by shortening car trips. As a result, local retail would increase the

quality of life for residents who desire access to goods and services within walking distance of their homes.

Leakage or surplus analysis is a method used to evaluate how retail needs are being met and identify opportunities to fill gaps. In industry subsectors with a positive leakage or surplus factor, some degree of spending by O’Fallon residents occurs outside city limits. Conversely, suppose there is a negative leakage or surplus factor. In that case, supply exceeds the demand of O’Fallon residents, indicating a gap between the number of stores O’Fallon has compared to the amount of need for a particular type of good or service. According to this analysis, Electronics and Appliance Stores, Clothing and Clothing Accessories, and Nonstore Retailers experience the most leakage. On the other hand, sectors that currently have a surplus include Motor Vehicles and Parts Dealers, Furniture and Home Furnishings, and General Merchandise Stores. However, while the data used for this analysis is the most current available, it pre-dates the loss of the Aufferberg Motor Company. This loss will inevitably impact the surplus in the Motor Vehicle and Parts Dealers subsector.

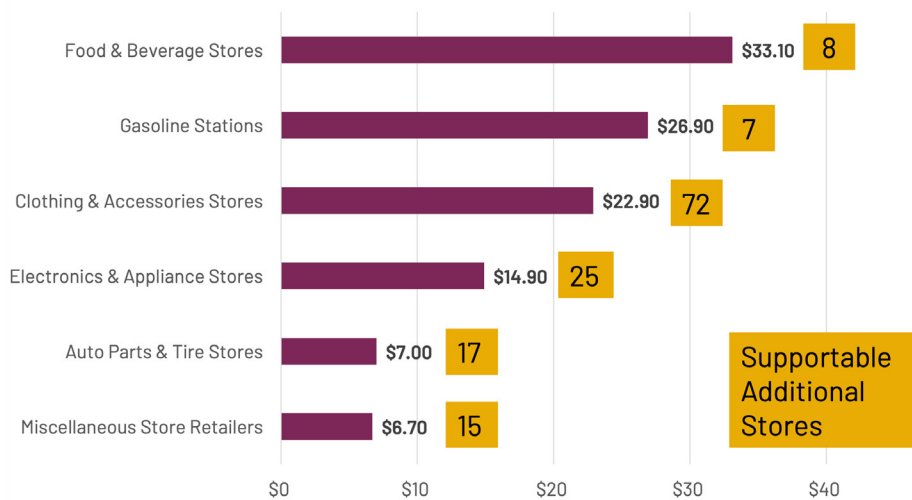
2017 Leakage/Surplus Factor by Industry Subsector



Based on this consumer demand, projections show that O'Fallon could support additional stores in specific subsectors subsequently listed. Clothing and Accessories Stores (72) top the list, followed by Electronics and Appliance Stores (25), and Auto Parts and Tire Stores (15). This analysis suggests that there are opportunities for retail growth in O'Fallon. The City can keep those growth opportunities in mind as developers and businesses approach them for support and as it seeks to capture retail demand within its boundaries.

Retail Sectors with Excessive Local Demand in O'Fallon, 2017 (In Millions)

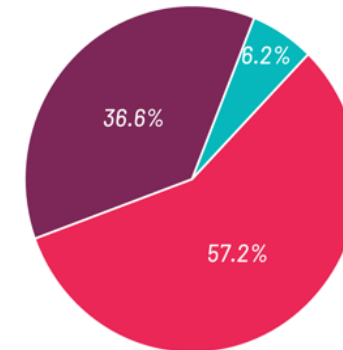
Source: Esri



Nearly nine out of ten O'Fallon residents work outside the City, which suggests a decrease in buying power locally. However, the wages earned through those out-of-town jobs bring home substantial buying power that local merchants can capture.

Workers Earning More Than \$40,000 per Year, 2018 City of O'Fallon

Source: U.S. Census Longitudinal Employer-Household Dynamics (LEHD)



■ Living in O'Fallon, Working Elsewhere ■ Living Elsewhere, Working in O'Fallon ■ Living and Working in O'Fallon

PUBLIC INVESTMENT SUPPORTS PRIVATE INVESTMENT

Business owners, developers, and City leaders recognize O'Fallon as a place that values opportunity and growth. Recent examples demonstrate the effectiveness of public investment in attracting private sector investment: commercial growth at Exit 16 and Green Mount Road, developments planned for Exit 21 and Rieder Road, and the Downtown District, to name just a few.

The City of O'Fallon actively supports a positive business climate in many ways, including:

- » Infrastructure investments including water, sewers, and roadways to encourage development in strategic locations
- » Investments in the Family Sports Park and Vine Street Market, recognized as both community assets and attractions to visitors
- » Establishment of several Tax Increment Financing (TIF) Districts
- » Support for the Downtown District through the Façade Improvement Program and funding for the Downtown Plan
- » Promotion of local businesses on the City's website and social media

These targeted economic sectors and strategic development locations are best to attract new development and reinvestment:

Targeted economic sectors include:

- » Healthcare
- » Logistics and Warehousing
- » Retail
- » Advanced Manufacturing
- » Professional Services

Strategic locations include:

- » I-64 and Green Mount Road, Exit 16
- » I-64, Exits 19 to 21, Mid America Commerce Center (*local actions listed separately*)
- » I-64, Lincoln Avenue to Main Street/Highway 50
- » Highway 50/Scott Troy Road
- » Downtown District (*local actions listed separately*)
- » Family Sports Park (*local actions listed separately*)
- » St. Elizabeth's Hospital and Memorial Hospital - East

The map at the end of the section highlights development incentives that the City actively supports for positive business growth.

MID AMERICA COMMERCE CENTER

Logistics and industrial parks, such as Mid America Commerce Center (MACC), have emerged as more efficient facilities for moving goods within the United States as well as into and out of the country. As MACC grows with market connections aided by MidAmerica Airport and the interstate highway system, other economic sectors should benefit, including Scott Air Force Base. In addition, ready access to inputs and markets makes MACC an attractive location for manufacturers.

Mid America Commerce Center is a planned development from Tri-Star Companies as an industrial, logistics, and commercial park north of I-64 and east of IL-158.

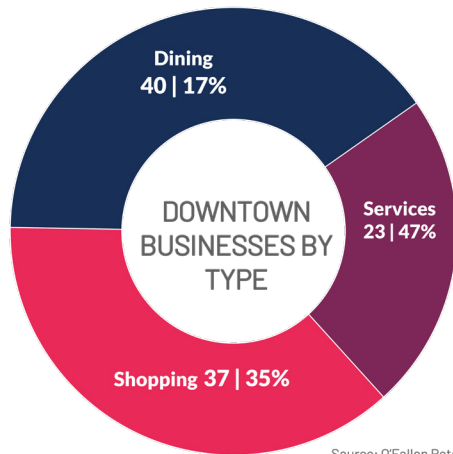
Mid America Commerce Center will bring new jobs and potential for further development to O'Fallon and help unlock Mid America Airport's potential for freight shipping. Infrastructure Improvements around the development will also encourage other investments around Exits 19 and 21.



DOWNTOWN DISTRICT

Experiential retail is a trend in shopping that combines traditional browsing and purchasing with amenities like live music, cafés, and art. O’Fallon’s Downtown District is well-suited to the task. People are drawn to the area to enjoy the “small town” ambiance and encounters with friends. Additionally, outdoor venues like the Vine Street Market at O’Fallon Station reinforce a sense of belonging in the larger community.

The Downtown District is reviving and has the potential to continue redeveloping. Additional programming could activate the space, such as outdoor movies, monthly art and wine walks, holiday festivals, and parades. A variety of events broaden the district’s appeal to different kinds of visitors. As more people become accustomed to visiting the Downtown District outside of events, they may eventually choose to spend time there with family and friends, visiting local businesses. More visitors will attract more business and redevelopment activity to support a thriving district.



Source: O’Fallon Retail Market Profile, 2018



DEVELOPMENT INCENTIVES

April 2021



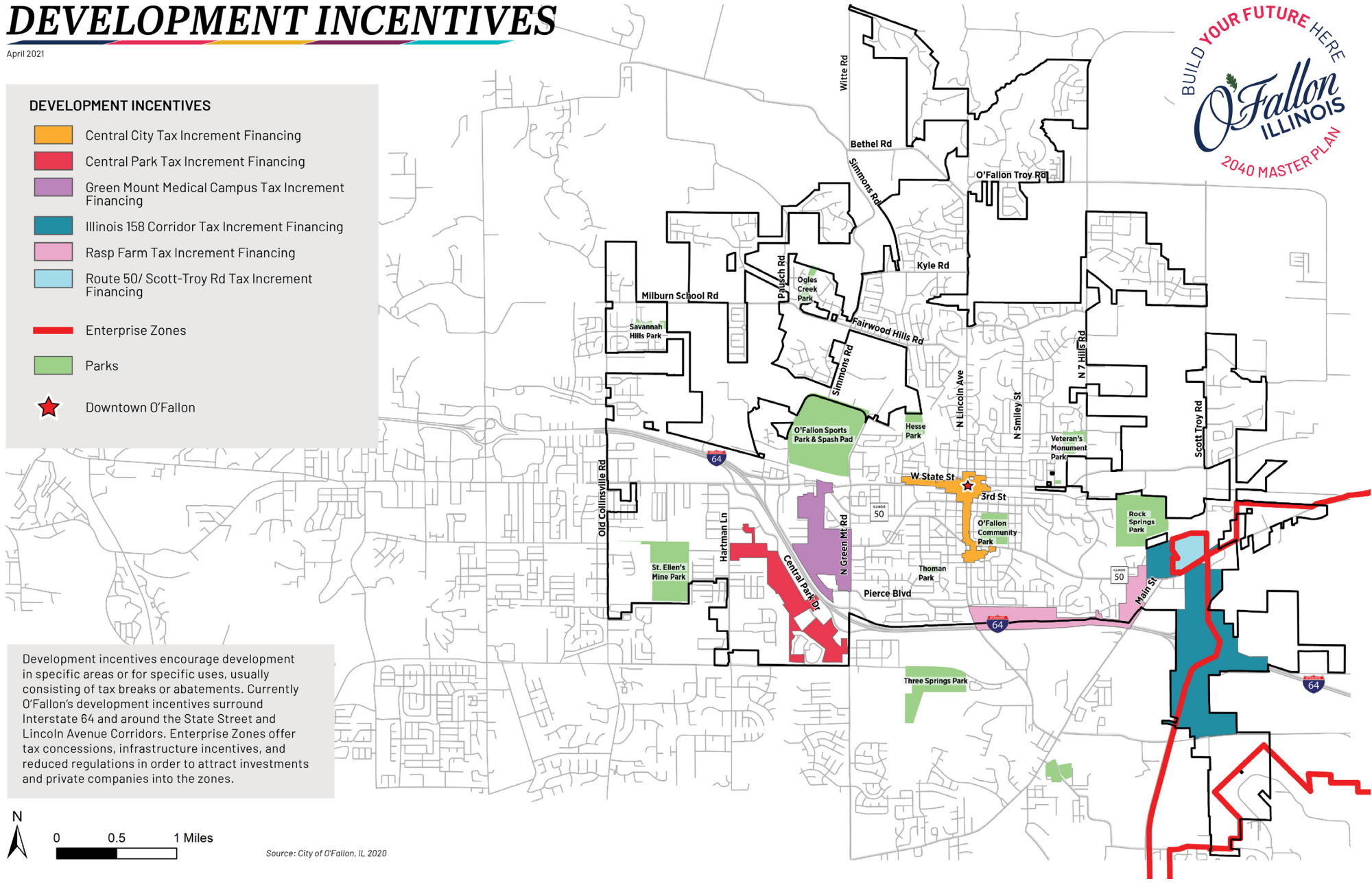
DEVELOPMENT INCENTIVES

- Central City Tax Increment Financing
- Central Park Tax Increment Financing
- Green Mount Medical Campus Tax Increment Financing
- Illinois 158 Corridor Tax Increment Financing
- Rasp Farm Tax Increment Financing
- Route 50/ Scott-Troy Rd Tax Increment Financing
- Enterprise Zones
- Parks
- Downtown O'Fallon

Development incentives encourage development in specific areas or for specific uses, usually consisting of tax breaks or abatements. Currently O'Fallon's development incentives surround Interstate 64 and around the State Street and Lincoln Avenue Corridors. Enterprise Zones offer tax concessions, infrastructure incentives, and reduced regulations in order to attract investments and private companies into the zones.



Source: City of O'Fallon, IL 2020



2.7 CURRENT LAND USE

LAND USE ANALYSIS

LAND USE BARRIERS AND OPPORTUNITIES FOR FUTURE DEVELOPMENT

The physical environment of O'Fallon offers both opportunities and constraints for future development. Understanding the physical environment helps guide decision-making to avoid or encourage development in certain areas.

Both the natural environment and the existing man-made environment make up the physical environment. The natural environment includes the land area, elevations, natural drainage basins, flood plains and slopes, water features, soil, vegetation, and environmentally sensitive areas. The man-made environment includes physical structures, public infrastructure, parks, man-made lakes, mines, rock quarries, and brownfields.

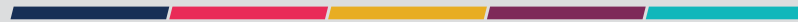
WATER BARRIERS

Water creates many development constraints. Understanding the natural water resources, including where and how they flow, will help mitigate flooding in developed areas and water pollution. The map on the following page shows bodies of water, watersheds, floodplains, and the sewer facility planning area (FPA).

Stormwater and surface runoff ultimately drain to bodies of water within their watershed boundaries. Watersheds affect the water quality in the surrounding body of water. Therefore, it is crucial to be aware of the development level in each watershed and how that may adversely affect the surrounding water quality.

Floodplains are buffers around lakes and streams that are prone to flooding. The FEMA 100-year floodplain is an area that statistically floods once every 100 years or has a 1% chance of occurrence in any given year. Developing in these areas could result in higher flood insurance or ongoing property damage, so FEMA recommends avoiding developing in high probability floodplains or providing local floodplain regulations. However, if development is unavoidable, O'Fallon and developers can implement green infrastructure such as drainage basins and bioswales in order to balance property protection and costs. On a larger scale, the City has a stormwater system with maintenance required every 5 to 20 years to alleviate the strain of stormwater surges.





The sewer facility planning areas, or FPAs, show the boundaries between different sewer districts. Future development in areas outside of the City's core or far from developed land may face constraints in access to sewer infrastructure.

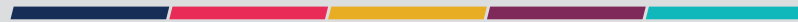
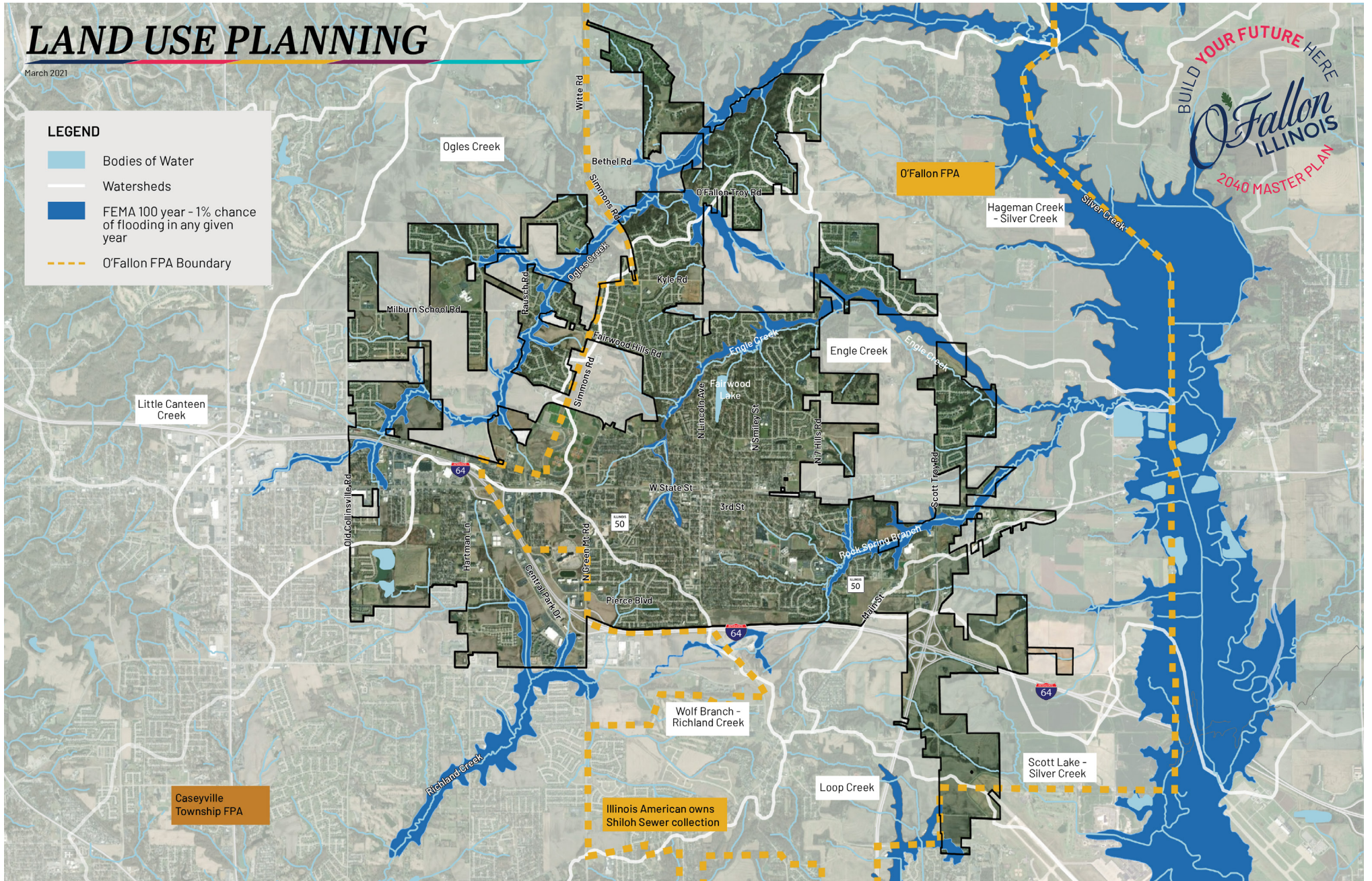


LAND USE PLANNING

March 2021

LEGEND

-  Bodies of Water
-  Watersheds
-  FEMA 100 year - 1% chance of flooding in any given year
-  O'Fallon FPA Boundary



OTHER NATURAL CONSTRAINTS

In addition to water barriers, there are other natural and man-made constraints for development. Natural limitations include soil suitability to support structures, environmentally sensitive areas, woodland riparian, parks, brownfields, and underground mines.

Soil suitability on the map shows where the most fertile farmable soil is located compared to soils better suited for structures.

Environmentally sensitive areas (hatched sections on the map) primarily show creek headwaters, forested areas, increased land slopes along streams, and woodland riparian corridors. These areas are important natural resources and may require certain protections from development impacts.

Woodland riparian corridors are wooded areas that primarily lie along creek beds. Riparian zones help control sediment, reduce the damaging effects of flooding, and aid in stabilizing stream banks. To protect these areas, O'Fallon has an ordinance that requires a 300-foot building setback from streams.

MAN-MADE CONSTRAINTS

Developing around or close to existing parks encourages recreation opportunities and supports a healthy lifestyle. Brownfields, on the other hand, pose health risks. O'Fallon contains one known brownfield site, a former Clark's Gas Station (802 E State Street). Brownfields are sites with perceived or known contamination, typically land pollution resulting in soil contamination due to hazardous waste.

Underground mines, although no longer in use in O'Fallon, require special development considerations. Underground mining generally affects the land surface, groundwater, and surface water. In some circumstances, mine subsidence occurs, creating structural damage to buildings, roads, pipelines, and reservoirs.

Built infrastructure creates many man-made constraints. Planning potential development sites alongside existing and proposed infrastructure and service areas will help produce service efficiencies, minimize development costs, and avoid fiscal strain.

Future developments should consider access to the current and proposed roadways and trails. These community connectors indicate where the City is investing in infrastructure and supporting growth.


















DEVELOPMENT OPPORTUNITIES & CONSTRAINTS ANALYSIS

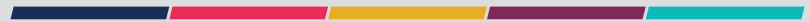
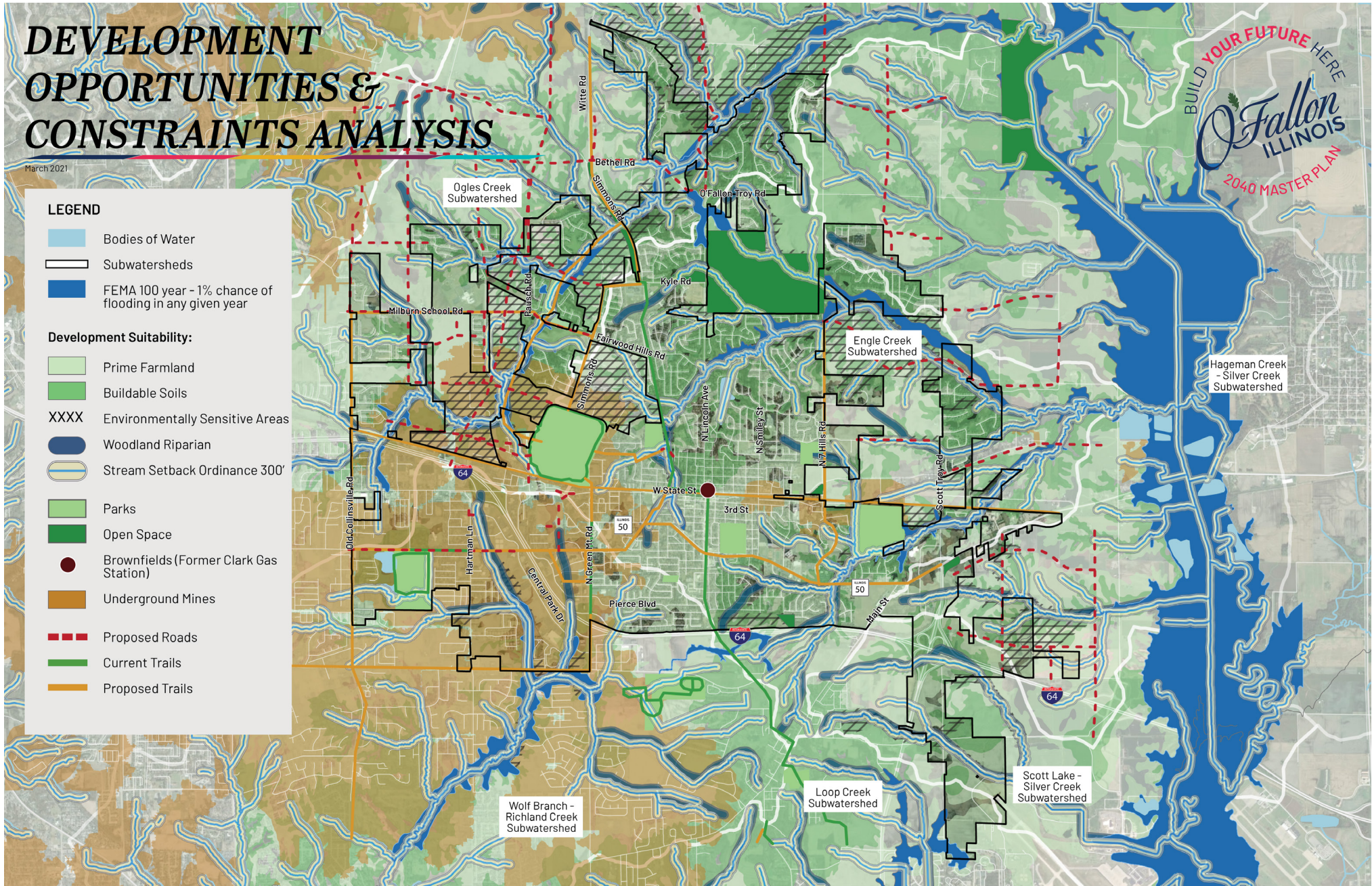
March 2021

BUILD YOUR FUTURE HERE
Fallon
 ILLINOIS
 2040 MASTER PLAN

LEGEND

-  Bodies of Water
-  Subwatersheds
-  FEMA 100 year - 1% chance of flooding in any given year

- Development Suitability:**
-  Prime Farmland
-  Buildable Soils
-  XXXX Environmentally Sensitive Areas
-  Woodland Riparian
-  Stream Setback Ordinance 300'
-  Parks
-  Open Space
-  Brownfields (Former Clark Gas Station)
-  Underground Mines
-  Proposed Roads
-  Current Trails
-  Proposed Trails



DETERMINING FUTURE LAND USES WITH CURRENT LAND USE ANALYSIS

TPOLOGY

Land use typologies create a framework for the types of uses and development the City envisions in its future. The typologies are categorized and arranged along a spectrum of intensity of use. For example, the least intense development type is Parks and Agriculture/ Open Space, and the most intense is Light Industrial and Logistics. Categorizing by typology helps build an appropriate level of connectivity and ensures compatibility of land uses.



Light Industrial and Logistics – Mid-America Commerce Center.

Regional Commercial – located at major intersections Downtown.

Corridors & Gateways – roadways and paths that bring you to and around O’Fallon.

Strip Development – as the name implies development along an auto-oriented roadway strip that does not extend back very deep from the roadway. This type of development is difficult to redevelop into other uses due to shape.

Neighborhood Commercial – least intense commercial development, located to serve neighborhoods, walkable, and connected to other surrounding neighborhoods.

Residential Development – varies by intensity starting with Rural Residential to more intense Multi-Family Residential. Designated on land use map by intensity.

Parks & Agricultural/ Open Space – places set aside for public open space, parks, and trails. Places that can serve multiple benefits of healthy living, natural resource protection, stormwater management, and transportation. This is the least intense development typology and is categorized as its own land use on the future land use map.

The Land Use Plan designates a land use type for every part of the City and includes adjacent land currently not within the city limits.

LAND USE

In order to determine the best future land uses, it is first necessary to analyze the current land uses and where future growth should be concentrated.

NEIGHBORHOOD COMMERCIAL

Neighborhood commercial nodes, shown by small red dots, are areas where increased density will help support small, low-intensity commercial centers that are surrounded by residential land uses. This land use strategy will strengthen with the 15-minute city framework (Chapter #), where residents can access basic needs and amenities within walking distance of their homes.

REGIONAL COMMERCIAL

As shown by the larger red dots, Regional Commercial areas have higher commercial activity. These areas, such as the Downtown District and along Interstate highway 64, are highly trafficked and attract regional activity. Therefore, concentrating retail development in these areas could result in greater tourism and sales revenue while minimizing impacts on other parts of the City.

GATEWAYS

Gateways are the primary entry and exit points to the community, and therefore affect first impressions. As development grows, it is important to be aware of new access points that could become gateways.



LAND USE PLANNING

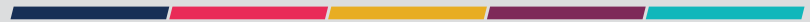
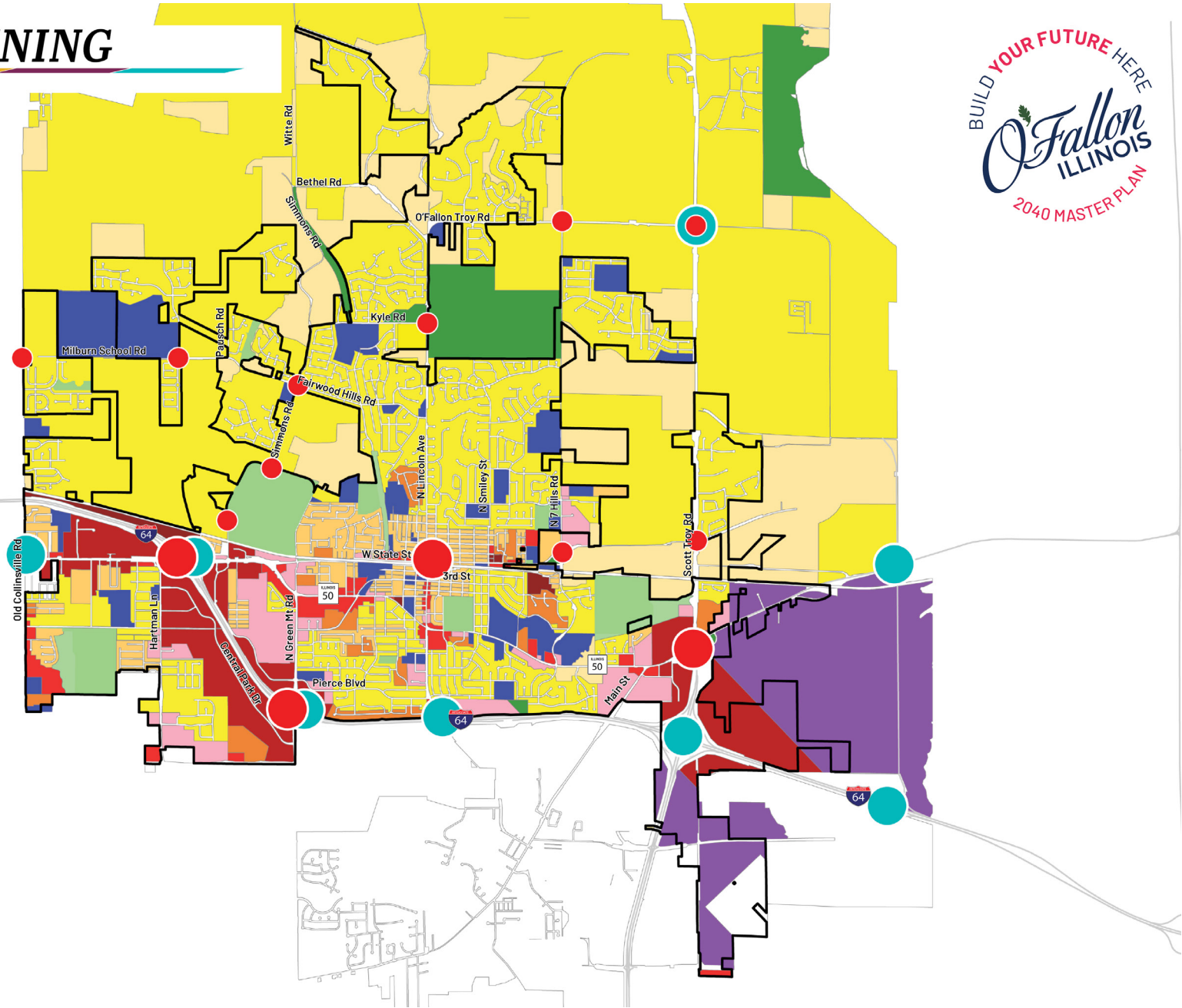
March 2021



CURRENT LAND USE

- Single Family Residential
- Rural Residential
- Neighborhood Residential
- Multi-Family Residential
- General Commercial
- Regional Commercial
- Heavy Commercial
- Office/ Service
- Business/ Industrial Park
- Institutional
- Agriculture/ Open Space
- Park

- Neighborhood Commercial Nodes
- Regional Commercial Nodes
- Gateways



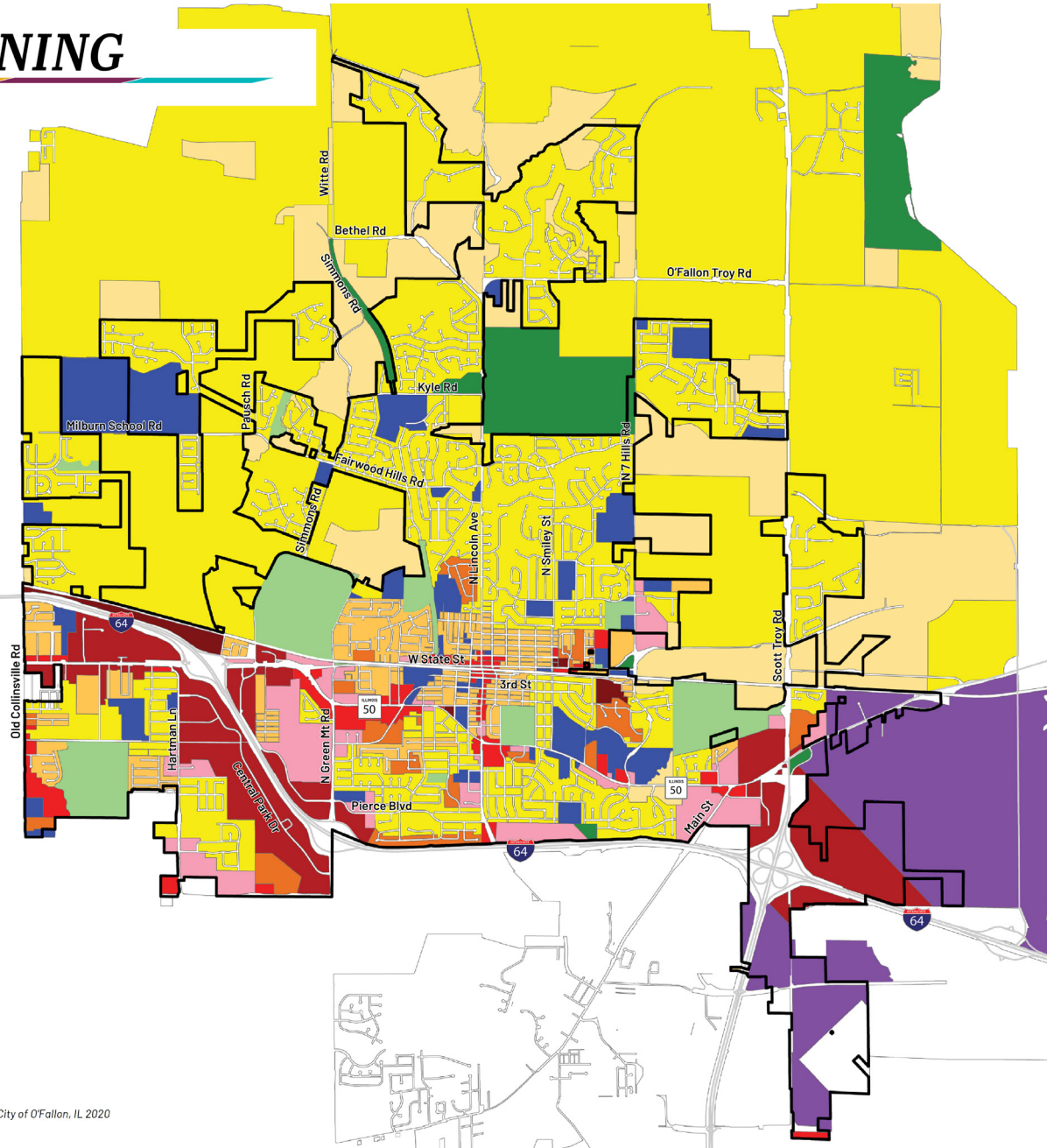
LAND USE PLANNING

April 2021



CURRENT LAND USE

- Single Family Residential
- Rural Residential
- Neighborhood Residential
- Multi-Family Residential
- General Commercial
- Regional Commercial
- Heavy Commercial
- Office/ Service
- Business/ Industrial Park
- Institutional
- Agriculture/ Open Space
- Park



Source: City of O'Fallon, IL 2020





**BUILD YOUR
FUTURE HERE.**
2040 MASTER PLAN



OUR FUTURE

**CHAPTER 3.0:
FUTURE LAND USE
IMPLEMENTATION**

3.1 FUTURE LAND USE

FUTURE LAND USE PLAN

The purpose of creating a future land use map supported by goals, objectives, and policy statements is to guide future decision-making in O'Fallon to ensure that growth and land use outcomes are a result of planning and purposeful action.

The Future Land Use Map has been created to clarify important development policies and guide the City's decision-making process to reinforce preferred growth and development patterns while changing or avoiding unacceptable conditions. The Future Land Use Map organizes around the 15-minute city concept.

The purpose of the future land use map is to provide a guide to the location, type, and characteristics of future development throughout the City. Supporting the future land use map, the goals describe a desired future result or outcome. Objectives provide a measurable outcome to track progress toward meeting goals. Policies are specific actions that will be required of land development applicants to implement the goals and objectives. The goals, objectives, and policies are intended to reflect the City's adopted approach to future land use and should be considered in conjunction with any City determination regarding future development.

BUILDING ON A STRONG FOUNDATION

Many of the current policies and practices within the community have created a visibly attractive place to live, but these same policies and practices are not sustainable long-term. New development in O'Fallon over the next decade—and future decades— will come from greenfield development and infill within developed areas. While infill sites represent a relatively small percentage of the overall land in the City, they represent a range of opportunities to redevelop under-utilized sites and better utilize existing infrastructure and enhance the services and amenities within the community. Where possible, this Plan will guide redevelopment to ensure that it takes the form of walkable, diverse, and mixed-use centers and neighborhoods that support the community's vision and goals.

The land use goal for O'Fallon is to promote sustainable land use that meets the needs of the future, with an objective to plan for purposeful growth, revitalization, and redevelopment. A land use framework to assist with defining future opportunities was developed as a guide for directing land use recommendations throughout the community. The framework seeks to maintain and preserve existing land uses, such as open space and neighborhoods, while proposing infill development or redevelopment for portions of the community with existing infrastructure and likelihood for growth.

FUTURE LAND USE MAP

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

LAND USE PLAN PRINCIPLES

The Future Land Use Map and Criteria encourages a mixture of uses that work in harmony with each other. It addresses the relationship between land use and the nearby transportation network, considering the appropriate scale of existing and future development.

COMPATIBILITY

Effective land use planning prevents conflict between adjacent uses. Successful integration of different land uses connects people to services and improves walkability and access to jobs, recreation, and other needs and amenities creating the 15-minute city. Design guidelines can also be used to alleviate land use conflicts when the incompatible uses cannot be avoided.

INTENSITY OF USE

A central component of land use compatibility is the intensity of each use, which impacts demand on infrastructure and City services. Neighboring land uses with incompatible intensities can lead to nuisance issues—noise, air quality, traffic congestion, etc. The Land Use Categories in the Future Land Use Plan are distinguished from each other based on intensity of land uses.

TRANSPORTATION SYSTEM & LAND USE RELATIONSHIP

Land use and transportation planning must go hand-in-hand. The Future Land Use Plan is intricately connected with the street typology which guide infrastructure investment decisions to adequately serve proposed or expected future land uses.

SERVICE EFFICIENCY

The delivery of high quality, cost effective services is a high priority for the City and its citizens. Some of the City's newer, low-density residential developments are more costly to serve than much of the older, denser areas. The Land Use Plan, therefore, reflects a land use pattern that is intended to maximize the City's ability to provide high quality, cost effective services such as water, sewer, and public safety to its residents and businesses.

TRENDS & FORESIGHT

SENIOR LIVING

The land use categories are based on compatibility, intensity of land use, transportation impacts, and service efficiencies. They are not based upon who lives in the housing units. This approach focuses on compatibility to better meet the evolving market needs and creates a more multi-generational neighborhood.

As baby boomers enter their retirement years, senior housing development trends are moving toward dynamic mixed-use locations, walkable environments close to public transit, adaptive reuse of historic structures, sustainable design strategies, and a greater emphasis on varied social spaces and amenities. As a result, many new facilities that include independent living, assisted living, and even skilled nursing units are acquiring the look and feel of contemporary urban apartment and condominium communities. Locating senior units depends upon the floor area ratio and the transportation impacts described in the future land use table on the next page.

NEIGHBORHOOD DISTRICTS

Neighborhood Districts are nodes of light commercial activity and amenities in close proximity to residential areas. They are intended to provide residents with everyday destinations in a short, walking distance of their homes. Thus, they will have primary market areas of 1-2 miles. Buildings in neighborhood districts should be designed to be compatible with the surrounding neighborhood, providing walking and biking access, and minimizing traffic and parking demands. Example land uses in the neighborhood district designation might include cafes, coffee shops, co-working spaces, corner markets, small retail shops, or salons. Denser and more diverse housing types described in the Missing Middle Housing section--such as townhomes, 2-4 family buildings, and 2-3 story apartment buildings--help create demand for these commercial uses while creating a buffer from lower-density residential neighborhoods.

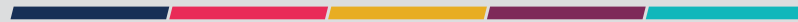
THE DOWNTOWN DISTRICT

The City's continual investment in the Downtown District is paying off, attracting new private investment and community event programming over the last few years. The Downtown District demonstrates the value and potential of 15-minute city principles to bring vitality to O'Fallon neighborhoods. The Future Land Use Map builds on these successes by planning for more housing diversity and walkability in the Downtown District. Denser residential uses, like townhomes, 2-4 family buildings, and small apartment buildings, should be encouraged to promote increased activity and walkability. In addition, the City should prioritize enhancement of the South Lincoln corridor within the Downtown District with streetscape improvements; addition of restaurants, shops, and other desired community amenities; and placemaking strategies.

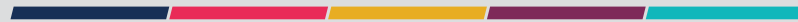
FUTURE LAND USE CATEGORIES

The future land uses are categorized according to their individual attributes and the potential impacts they have on adjacent properties/uses, and infrastructure/transportation needed to serve the use in the table below. Densities shown are expressed in gross terms unless otherwise indicated. Gross density is the sum of all residential units divided by the entire site area including all common areas, rights-of-way, etc. and is expressed in dwelling units per acre.

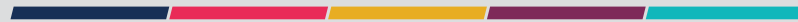
LAND USE	USES	FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS	ASSOCIATED ZONING DISTRICT
Low Density Residential	Single-family detached homes on medium to large lots. Clustered home subdivisions will be considered as a planned use. Duplexes are special use.	Typical suburban character, medium and large sized lots in subdivisions. No more than 4 dwelling units/acre.	Bordered by collector or arterial streets with buffers created by Medium Intensity Residential or Commercial.	Residential	Full infrastructure availability and sewer connection required	SR-1, SR-1B, RR, SR-2
Medium Density Residential	Small lot single family detached homes, multifamily, apartments, senior living facilities with similar design to apartments.	Older type, urban, single-family neighborhoods with smaller lot sizes 4-6 units/acre; may include a mix of residential styles and type. Large lots with a mix of multi-family styles and type with no more than 9 units per acre.	Often serves as a buffer between low intensity residential and other uses. Scale should be compatible with neighboring uses, typically stepping up from lower density to higher density uses.	Residential Collector	Full infrastructure availability and sewer connection required	SR-2, SR-3, MR-1
Neighborhood District	A walkable area where dense residential with small-scale retail, commercial, or institutional uses and are supportive of each other (mixed use). Residents live within a 15 minute walk where the commercial provides convenient shopping opportunities for the daily needs of nearby residential areas. The category, designed for small scale commercial activity is intended to contain urban design elements compatible with adjacent neighborhoods. Serves residential neighborhoods within a roughly one-mile radius, offering shops, restaurants, studios, small offices, and other services that residents typically visit an average of one to three times per week. In some cases, may include a grocery store or supermarket or a public space.	Provide pedestrian and bicycle connections to the commercial area with internal circulation and connections to surrounding neighborhood. Parking is less prominent than pedestrian features and should emphasize opportunities for gathering and enhance the pedestrian experience. The idea is to put more people near the commercial node to support it so denser residential is located within the 5-minute walk radius and less dense residential located within the 15-minute walk radius. Low intensity residential should not be located in the 3/4-mile radius (15 minute walk).	The physical layout should aim toward 'node' or 'center' clusters around an intersection of an arterial or collector street, rather than a 'corridor' (strip design), and should be easily accessed by walking, bicycling and by transit.	Residential Collector	Full infrastructure availability and sewer connection required	SR-2, SR-3, MR-1, MR-2



LAND USE	USES	FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS	ASSOCIATED ZONING DISTRICT
General Commercial	Community retail Personal, professional, and business services Public/institutional uses Office (ancillary) Apartments	Access control, additional landscaping, buffering, and monument signage is required when appropriate. Max for Office is 0.75; Commercial FAR 2; Downtown FAR 1-2.	The scale and character of the development should be compatible with the surrounding area; architectural, urban design, and landscape plans will be required to ensure community character is maintained	Arterial Collector	Full infrastructure availability and sewer connection required	B-1, B-2, MR-2
Regional Commercial	Regional retail Restaurant Hotel/Conference Center Entertainment/Recreational facilities Office (ancillary) Apartments	Heavy traffic and lighting generators, big box, dealerships, entertainment, fast food and sit-down restaurants, theaters, and outdoor merchandise display. Max for Office is 0.75; Commercial FAR 2; Downtown FAR 1-2.	A unified area for large-scale commercial that serves the region. Generally located at major intersections and near interstate overpasses and exits.	Arterial	Full infrastructure availability and sewer connection required	B-1, MR-2
Heavy Commercial	Contractor Yards Dairies Storage Facilities	Recommended building types are concrete, masonry, and tilt-up. Max FAR 2.	Outdoor storage is allowed with appropriate fencing and landscaping.	Arterial Collector	Dependent on use, either Full infrastructure availability and sewer connection required or minimal infrastructure.	B-2
Office/Service	Professional Office General Business Office & Ancillary uses Light Retail Office Park	General office activities such as professional offices, financial institutions, business services, and ancillary light retail. Max for Office FAR 0.75, Commercial FAR 2, Downtown FAR 1-2.	Planned office designation should apply when a proposed development adjoins a residential or natural area, larger project areas, or adjacent sensitive uses; planned designation may be utilized in residential areas that are transitioning to a more intense use with limited signage, parking, employees, and the preservation of existing structures and landscaping.	Arterial Collector	Full infrastructure availability and sewer connection required	O-1



LAND USE	USES	FORM/INTENSITY CHARACTERISTICS	LOCATION/COMPATIBILITY CHARACTERISTICS	STREET TYPES	SERVICE AND INFRASTRUCTURE REQUIREMENTS	ASSOCIATED ZONING DISTRICT
Business/ Industrial Park	Light Manufacturing/ Assembly Warehousing/ Distribution Contractor Yards Dairies Storage Facilities Corporate/Technology Park	Recommended building types are concrete, masonry, and tilt-up. Suggested FAR 0.25.	Access to arterial, highway, or interstate within 1/8 mile. May have internal driveways. Access does not go through adjacent residential areas and buffers are typically present with residential areas.	Arterial Collector	Full infrastructure availability and sewer connection required	O-1 (P), B-1 (P), B-2 (P), I (P), PUD
Institutional	School Hospital Church Government Facilities Senior Living Facilities Civic Institutions Not-for-profit organizations	Those facilities that serve residential areas (such as branch libraries, post offices and schools) should be grouped together.	Uses are not prohibited in other categories if applicable zoning and design criteria are met. In the absence of an Institutional use, Single-Family Residential is an acceptable alternative land use.	Arterial Collector	All public/institutional facilities should have access to arterials, public transportation and major utility trunk lines	All
Agriculture/ Open Space	Agriculture will remain the principal use during the planning period. Private Parks & Playfields Riparian Corridors	Very large minimum lot sizes farm homes and outbuildings. Open space with minimal buildings.	Rural areas within city limits, focusing on areas with prime farmland soils. Minimal pressure or conflicts from residential or other uses.	Major Arterial Connector	Minimal infrastructure. Extension of urban services will not occur during the foreseeable future.	A; Agricultural uses, active and passive private parks and playfields, and open space/ riparian corridors without public access; includes FEMA designated floodplains, designated wetlands, drainage areas, and any other lands to be preserved for private open space purposes.
Park	Public Parks Trails Greenways	As currently exists or recommended by the Parks Master Plan.	Various types of parks have different location and compatibility characteristics. A neighborhood park is typically small, located in residential areas, and with walkable access for nearby residents. Larger community parks are located along collector street allowing higher traffic and accessibility for the entire community. Community parks often have sports amenities, shelter and picnic facilities.	Residential Collector	No/minimal infrastructure	All; Active and passive public parks, trails, and open space corridors with public access; may include FEMA designated floodplains, designated wetlands, drainage areas, and any other lands preserved for public open space purposes.



LAND USE PLANNING

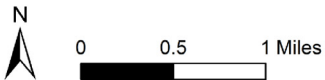
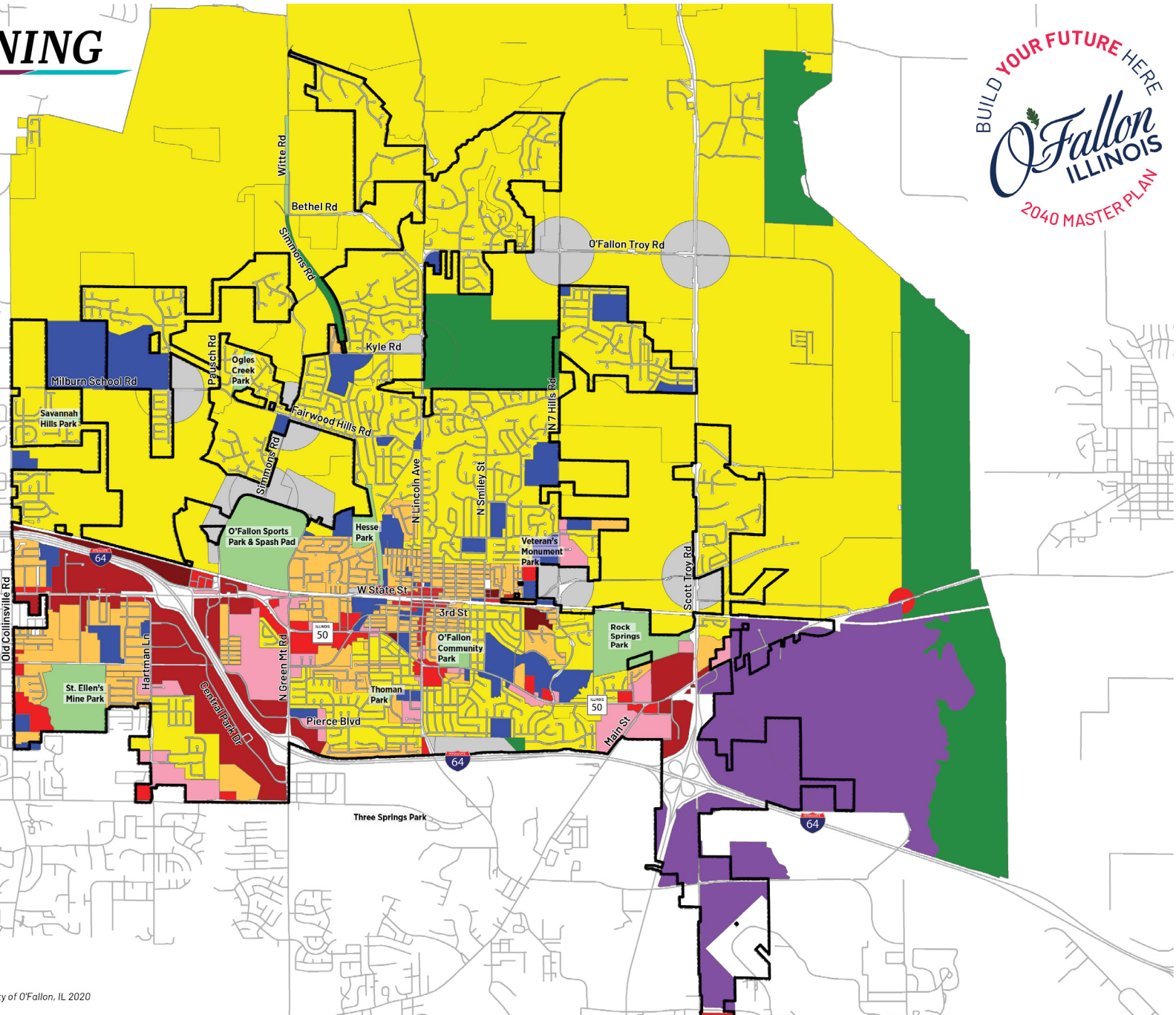
April 2021



FUTURE LAND USE

- Low Density Residential
- Medium Density Residential
- Neighborhood District
- General Commercial
- Regional Commercial
- Heavy Commercial
- Office/ Service
- Business/ Industrial Park
- Institutional
- Agriculture/ Open Space
- Park

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



Source: City of O'Fallon, IL 2020

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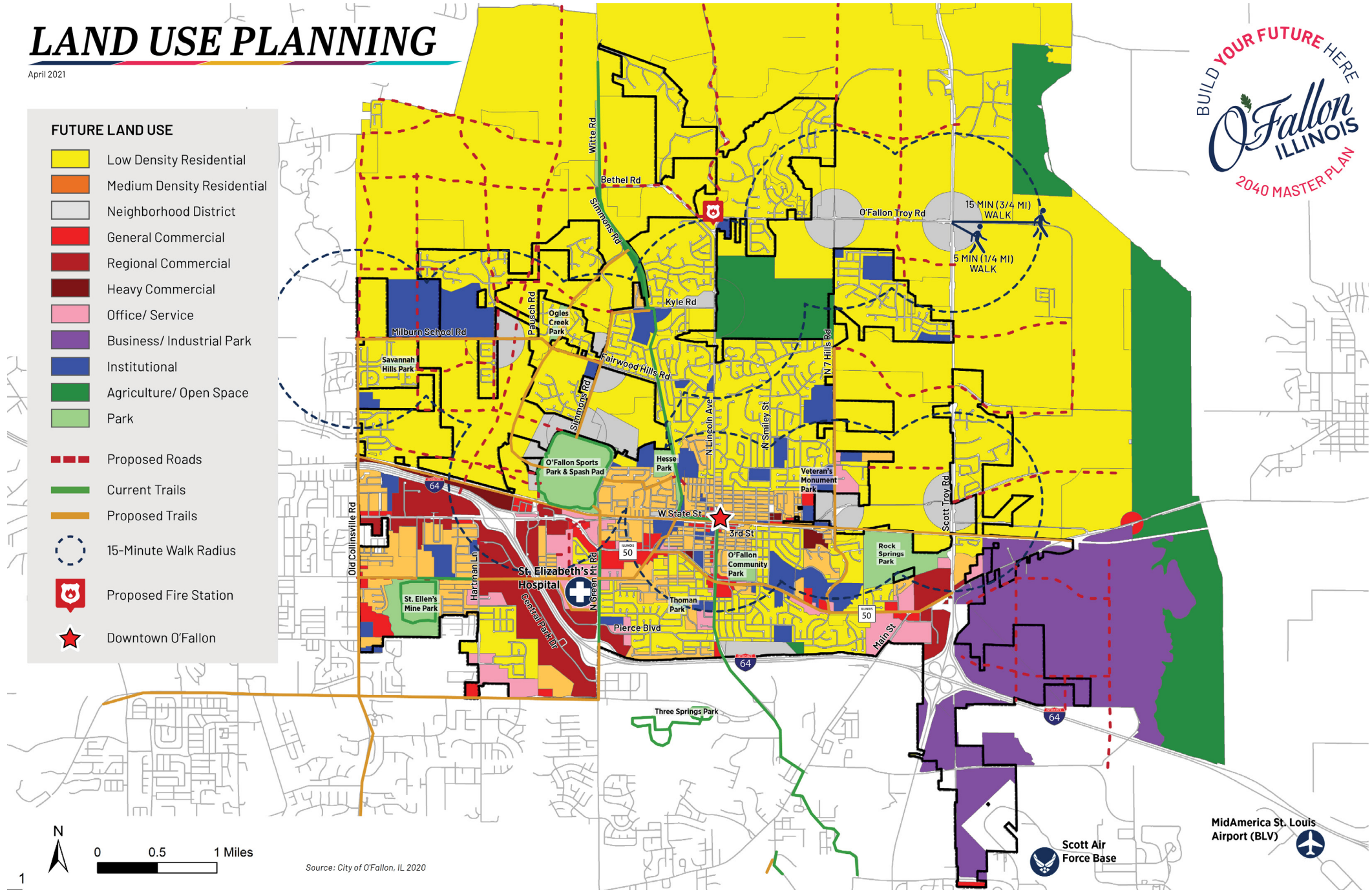
LAND USE PLANNING

April 2021

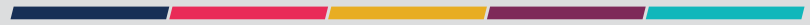


FUTURE LAND USE

- Low Density Residential
- Medium Density Residential
- Neighborhood District
- General Commercial
- Regional Commercial
- Heavy Commercial
- Office/ Service
- Business/ Industrial Park
- Institutional
- Agriculture/ Open Space
- Park
- Proposed Roads
- Current Trails
- Proposed Trails
- 15-Minute Walk Radius
- Proposed Fire Station
- Downtown O'Fallon



Source: City of O'Fallon, IL 2020



O'FALLON DEVELOPMENT POLICIES

CONTEXT & CHARACTER

- » Relate to the aesthetic of the character area.
- » Enhance community character through an increased emphasis on design issues and community appearance.
- » Preserve the character and stability of existing neighborhoods, encourage a balanced range of housing options, and promote the continued development of new, high quality residential developments in growth areas.
- » Build community identity by revitalizing main streets and enforcing design standards.
- » Incorporate safe, convenient, accessible, and attractive streetscaping elements to promote walking and biking (e.g., sidewalks, bike street furniture, bicycle facilities, street trees, gateway monuments, and wayfinding signage).
- » Discourage development that negatively impacts the visual appearance of major commercial corridors, neighborhoods, and historic sites.

CULTURAL & HISTORIC RESOURCES

- » Conserve and reuse historic resources such as buildings, sites, landmarks, or districts that are meaningful to the community.

HEALTH, SAFETY, & WELL-BEING

- » Plan for improved health and safety for all residents of O'Fallon regardless of race, ethnicity, socioeconomic status, geography, gender, age, behavior, or disability.
- » Encourage energy and resource efficiency, waste reduction, pollution prevention, and occupant health and productivity.

MOBILITY & ACCESS

- » Create alternatives to vehicular roadway connections, such as trails connecting City parks, schools, and community institutions.
- » Encourage neighborhood designs that support connectivity for multiple transportation modes.
- » Provide an integrated, efficient, and economical transportation system that affords mobility, convenience, and safety and that meets the needs of all citizens, including transit-dependent and disabled citizens.
- » Establish land use policies that allow for equitable access to health care providers, schools, arts, parks, and cultural facilities.
- » Discourage development that negatively impacts traffic safety for all modes of transportation.
- » Discourage development that creates unsafe conditions for pedestrians, bicyclists, and transit riders.
- » Incorporates reduced parking solutions when practical.

INFRASTRUCTURE & SERVICES

- » Ensure the cost-effective provision of public facilities and infrastructure that adequately serves O'Fallon's present and future residents and businesses.
- » Continue to provide cost-effective, responsive city services that meet the needs of the community.
- » Promote the redevelopment of lands with existing infrastructure and public services and the maintenance and rehabilitation of existing residential, commercial, and industrial structures.
- » Encourage land uses patterns and densities that promote efficiency and relatively low infrastructure and utility costs.

NATURAL ENVIRONMENT

- » Protect natural resources that contribute to both quality of life and a healthy ecosystem.
- » Create an inventory of environmental amenities that are to be preserved and/or developed over time throughout O'Fallon.
- » **Maximize site-specific economic values** of the natural landscape within the City while minimizing long-term maintenance costs of certain infrastructure components such as storm water management.
- » Promote land development policies that conserve natural resources while creating recreational opportunities for residents.
- » Promote land development policies that preserve O'Fallon's natural landscape, including landforms and slope, vegetative cover, and natural drainage patterns.
- » Protect natural areas, including wetlands, wildlife habitats, lakes, woodlands, open spaces, and groundwater resources.

ECONOMIC RESILIENCY

- » Providing adequate infrastructure and public services and an adequate supply of developable land to meet existing and future market demand for residential, commercial, and industrial uses.
- » Promote the stabilization and expansion of the existing economic base and the creation of a range of employment opportunities.
- » Encourage sustainable, quality development and expansion of existing commerce that builds on economic resources and follows "smart growth" principles.
- » Increase local, high-wage employment opportunities for O'Fallon's residents.
- » Create unique places, historic attractions, and community events.
- » Strengthen the resiliency of the community's economy through diversification of business sectors.
- » Protect economically productive areas, including farmland and forests.
- » Discourage development that cannot adequately be served by quality infrastructure and services without increasing the net costs to taxpayers and ratepayers.
- » Discourage development that duplicates existing development or over-saturates an economic sector.
- » Encourage commercial infill development in the Downtown District.
- » Discourage development that adversely impacts future development opportunity and does not adhere to future land use practices.
- » Improve the physical, environmental, and economic conditions of neighborhoods experiencing declining property values, high foreclosure rates, depopulation, or physical deterioration.
- » Strengthen the economic activity in the Downtown District through job creation and increased residential density in the vicinity.

LAND USE PATTERNS

- » Provide for efficient, diverse, and integrated land use mix supported by an interconnected transportation system.
- » Diversify the housing stock by providing a range of housing sizes, types, and price points to accommodate individuals and families of varying life phases, abilities, and economic means.
- » Provide easy access to a variety of quality commercial opportunities to residents and visitors.
- » Plan for new commercial and industrial uses that are compatible with and minimize impact on neighboring areas.
- » Allow for sufficient industrial and commercial space supported by a quality infrastructure and transportation network to sustain a strong, resilient economic base.
- » Continue to enhance the Downtown District so it exhibits a self-reinforcing cycle of vibrancy with high occupancy rates and a diverse mix of employment, housing, retail, entertainment, and other supporting uses, and prioritizes the pedestrian experience and public life.
- » Balance individual property rights with community interests and goals.
- » Encourage densities and mixed land use patterns where appropriate that support walkability, bikeability, and use of public transportation.

REGIONAL COLLABORATION

- » Expand O'Fallon's presence in regional planning and economic development efforts.
- » Participate in the coordination and cooperation among government agencies.

SPECIAL INFILL & REDEVELOPMENT POLICIES

Infill and redevelopment should conform to the following policies:

- » **Site assembly** – Multiple property owners, often absent or very difficult to find, can make it impossible to put together sites for redevelopment. The City can help private developers by helping them assemble sites.
- » **Infrastructure** – While redevelopment and infill sites usually have infrastructure, these facilities are sometime obsolete and require improvement. Redevelopment can provide the impetus for making necessary public investments in these assets.
- » **Public investments** – Parks, schools, civic facilities, pedestrian and bicycle facilities, streetscapes, and other amenities can provide anchors that are proven to generate private development. Development should contribute to the funding of these services and amenities as it benefits from them.
- » **Code improvement and proactive enforcement** – Poor property maintenance, unattractive and cluttered signs, and public or operating nuisances can degrade the value of surrounding property and discourage reinvestment. Updated ordinances and consistent enforcement will minimize these disincentives and create momentum for new private development.
- » **Activation** – Activate underutilized parcels of land and/or existing structures in built-up areas, served by or with access to existing infrastructure and services.

DESIGN CRITERIA

O'Fallon's future development and redevelopment will be designed to enhance the experience for all users, from the human scale to the city-scale. The following design criteria focuses on identifying opportunities for greater character development, safety, wellness, connectivity, and accessibility.

INFILL DEVELOPMENT AND MISSING MIDDLE HOUSING

Infill development is the process of developing vacant, underutilized, or abandoned areas within existing neighborhoods. Infill development is a smart growth strategy that helps create more walkable communities, restore vitality in commercial districts, and efficiently provide public services and amenities.

Communities that offer a range of housing types succeed in attracting new residents. The variety of options helps meet their vast and ever-changing needs, including family size, lifestyle, income, and physical ability.

Most communities are overwhelmingly made up of either single family homes or large apartment buildings, and everything in between, such as duplexes, fourplexes, garden apartments, etc., are missing. These "in-between" housing types, referred to as "Missing Middle Housing," fit seamlessly into existing residential neighborhoods and support walkability, locally-serving retail, and public transportation options (Opticos). They also help address affordability challenges, by providing a range of housing types and price points. Many middle housing units were built in the early- to mid-twentieth century, but have been disappearing from the housing stock since, as more and more are replaced by single-family homes or commercial buildings. The market analysis for O'Fallon ([Element 2.4 Built Environment](#)) illustrates a need for middle housing over the next two decades. Much of this demand can be accommodated as infill

development in the City's mature neighborhoods, along major corridors, and in Neighborhood District centers.

Setting parameters on the form and scale of middle housing types can mitigate potential negative impacts on existing lower-density neighborhoods. Most of these missing middle structures are a similar scale to existing housing: not more than 2.5 stories, no more than 55-75 ft. wide, and approximately 45-60 feet deep. While most missing middle housing types are appropriate within the urban or neighborhood places, some of the denser housing types ("Upper Missing Middle") could reach up to 3-4 stories and are only appropriate in the context of higher density, mixed-use development.



CHARACTERISTICS

- » Walkable Context
- » Small-Footprint buildings
- » Lower Perceived Density
- » Smaller, Well-Designed Units
- » Fewer Off-street Parking Spaces
- » Simple Construction
- » Creates Community
- » Marketable

MISSING MIDDLE HOUSING TYPES:

DUPLEX & TRIPLEX: SIDE-BY-SIDE OR STACKED

A small- to medium- sized structure that consists of two dwelling units, one next to the other, both of which face and are entered from the street.



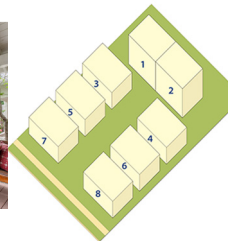
COURTYARD APARTMENTS

A medium- to large-sized structure consisting of multiple side-by-side and/or stacked dwelling units accessed from a courtyard or series of courtyards. Each unit may have its own individual entry, or up to three units may share a common entry.



BUNGALOW COURT

This building type consists of a series of small, detached structures, providing multiple units arranged to define a shared court that is typically perpendicular to the street. The shared court take the place of a private rear yard.



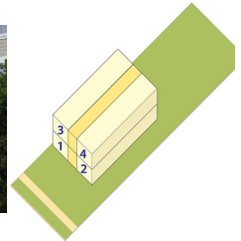
CARRIAGE HOUSE

An accessory structure typically located at the rear of a lot providing space for a small residential unit, home office, or other small commercial or service use. This unit could be above a garage or at ground level.



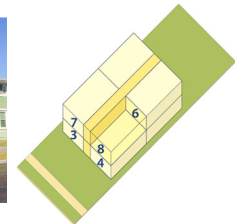
FOURPLEX

A medium structure that consists of four units: typically, two on the ground floor and two above with a shared entry.



MULTIPLEX: SMALL

A medium structure that consists of five to 10 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front.



TOWNHOUSE

A small- to medium- sized structure, consisting of two to eight (usually) attached single-family homes placed side by side.



LIVE/WORK

A small- to medium- sized attached or detached structure consisting of one dwelling unit above or behind a flexible ground floor space for residential, service, or retail uses. Both the primary ground-floor flex space and the second unit are owned by one entity.



INTEGRATING MISSING MIDDLE HOUSING

- » Distributed throughout a block with single-family homes
- » Placed on the end-grain of a single-family block.
- » Missing Middle types can act as buffers to transition from single-family homes to higher-density housing and/or commercial corridors.



MIDDLE HOUSING & NEIGHBORHOOD DISTRICTS

Locating middle housing types in and near Neighborhood Districts (described in more detail in the Future Land Use categories), creates a mutually beneficial land use relationship. Close access to diverse uses, such as shops, restaurants, services, and recreation amenities, in Neighborhood Districts attracts residents to live nearby. Meanwhile, residents that live within a short walk of these districts support and create demand for commercial activity. Neighborhood Districts and middle housing are most successful when they are served by multimodal transportation facilities—sidewalks, bike lanes, transit stops, etc.

NEIGHBORHOOD DISTRICT DEVELOPMENT TYPES:

SMALL-SCALE NEIGHBORHOOD CENTERS



SMALL SHOP NEIGHBORHOOD COMMERCIAL



RESIDENTIAL -TO- COMMERCIAL CONVERSION



MID-SCALE NEIGHBORHOOD CENTERS



LARGE-SCALE NEIGHBORHOOD CENTERS



MIXED USES

Multiple-story neighborhood commercial buildings offer the opportunity to mix uses either through additional businesses or residences on upper floors. Mixed-use structures can add to a neighborhood's vitality by generating activity throughout the day and evening. Separate entrances and other design elements can help ensure the privacy and security of residential units. Some of the options for mixed uses include office or retail on the ground level with:

- » Housing above
- » Offices above
- » Parking above
- » Parking below

The City can promote a mixture of uses by allowing an additional story for residential use (e.g., first floor retail, second floor office, third floor residential).

What types of businesses could go in a Neighborhood District?

- » Bed and breakfast inns
- » Civic, fraternal, cultural, community, or club facilities
- » Commercial uses: pharmacy, small doctors office, coffee shop, retail shops, cafes and bakeries, smaller grocer, or corner store
- » Family care homes
- » Day cares

INTEGRATING NEIGHBORHOOD DISTRICTS

BUILDING DESIGN & ORIENTATION

Mixed-use and neighborhood commercial buildings should be located near and oriented towards streets and sidewalks to encourage pedestrian activity. Human-scale buildings with architectural details like large storefront windows, awnings, signage, and lighting, contribute to an attractive atmosphere for pedestrians, and thus, businesses. Building details and materials that respect the character of the area and nearby structures improve compatibility and integration of new buildings into established communities.

SETBACK & BUILDING LINE

Commercial setbacks and building lines allow for wider sidewalk and greater mobility. The COVID-19 pandemic has demonstrated the benefits of wider sidewalks and public spaces for outdoor dining and gathering.

STREETSCAPE

Streetscapes are designed according to the intensity of land use through which a street passes. In Neighborhood Districts and the Downtown District, streetscapes should prioritize the pedestrian experience to support local businesses, while also accommodating on-street parking to serve parking needs and create buffers between sidewalks and roadways.

LANDSCAPING

Preserving desirable existing vegetation and landscaping with native plants can enhance regional character and reduce maintenance costs, as well as augment the appearance and integration of buildings, drives, and parking areas. Attractive landscaping, site furniture, and lighting in courtyard and entry areas can enhance the aesthetic appeal of a Neighborhood District. Screening and buffering incompatible land uses and blank walls with a mixture of trees and shrubs also adds to a development's attractiveness.

SITE ACCESS CONSIDERATIONS

- » **Ingress and egress** needs of the various users should be considered during site planning.
- » **Alleys & shared roadways** minimize curb-cuts (i.e., access points, driveways). Parking behind and beside buildings also reduces vehicular traffic through the pedestrian areas.
- » **Linking parking lots** and providing shared roadway access whenever possible facilitates ease of access between adjacent properties, increases efficiency in parking lot layout, and reduces the amount of paved area.
- » **Site entrances and exits** should be clearly marked, and, when pedestrian and vehicular traffic intersect, the signage and site design should direct vehicular traffic should yield to pedestrians.
- » The minimum distance between a site's vehicular access points and road intersections should be two hundred (200) feet wherever possible.
- » Where limited access is desired between adjacent neighborhoods, and installing bollards provides for pedestrian and bicycle circulation while restricting through-traffic to emergency vehicles.
- » **Design ingress & egress** for trucks and service vehicles for loading and unloading materials, as well as accessing appropriate parts of a site.

STORMWATER CONTROL & DETENTION

Opportunities for control of on-site stormwater in Neighborhood Districts include minimizing the impervious service area by reducing the size of parking lots and/or using porous paving, landscaped rain gardens or other infiltration methods, and capturing rainwater for reuse.

PARKING CHARACTERISTICS

- » Reduced parking needs.
- » On-street parking stimulates street-side activity.
- » Shared parking agreements between businesses with opposite schedules reduces needed parking.
- » Locating small parking areas behind or beside buildings and accessing them from alleys and side streets contributes to the attractiveness of the streetscape.
- » Parking lots should be screened to minimize their impact on adjacent properties while maintaining safe access.

LIGHTING

Exterior lighting should be designed and scaled to address safety concerns without disturbing adjacent properties or contributing to light pollution. Installing timed and/or motion triggered lights around the side and rear of buildings ensures that lights are on only when needed.

BIKE & PEDESTRIAN ACCESS

"Bicycle facilities" can be located both within and outside of roadway right-of-way (ROW). Facilities within the ROW include either bicycle lanes or cycle tracks that provide dedicated space for bicyclists, or 'share the road' routes that typically include improved shoulders, signage, and sometimes pavement markings. Outside the roadway, bicycle facilities are commonly referred to as "trails" and are often part of multi-use facilities where cyclists share the facility with pedestrians and other non-motorized modes of travel.

SLOW TRAFFIC

Traffic calming measures should be designed and implemented to ensure better bike and pedestrian comfort and safety, while decreasing traffic levels.

COMPATIBILITY CHECKLIST

- Locate buildings to retain desirable existing vegetation and other natural features
- Incorporate architectural elements to complement community character
- Design parking areas to facilitate safe and efficient access
- Establish pedestrian pathways connecting building entrances and parking areas
- Place parking lots behind or beside buildings
- Screen parking areas, especially those between buildings and roadways
- Encourage shared parking and reduced parking standards
- Design landscaped islands to break up the mass of parking areas
- Promote alternative surfacing materials
- Combine and screen service elements
- Use low-maintenance landscaping
- Control and recycle stormwater runoff
- Incorporate context-appropriate signage

3.2 IMPLEMENTATION

O'Fallon has many tools and techniques available to implement the Master Plan. Development regulations, such as the City's Zoning and Subdivision Ordinances, are designed to fulfill the City's policy objectives in the Plan. All proposed development should be consistent with the Plan and zoning, subdivision, and other development regulations. The City may also employ programs to implement policies, such as raising revenues to fund public facilities and infrastructure construction. The City should utilize as many of these tools and techniques as are feasible to ensure that development occurs in a way that conforms to the City's vision as reflected in the Plan.

A. ANNUAL REVIEW & MONITORING

The City Council should review the Master Plan prior to the initiation of the budget process each year. The annual review intends to:

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

B. LAND USE AMENDMENTS

The Future Land Use Map is a guide for public and private development and land use decisions. Anticipated land use amendments occur as growth and market conditions change. While land use amendments may occur more

frequently than policy changes, they should not occur more than twice per year. By limiting opportunities to amend the Future Land Use Plan, the City will reduce the potential for incremental land use changes resulting in unintended policy shifts.

C. POLICY REVIEW & AMENDMENTS

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

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

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

D. INCORPORATING NEW PLANS

The City may amend the Master Plan to respond to changes identified during the evaluation process; to improve or clarify content; or incorporate other plans, such as infrastructure, area, district, or corridor plans. These plans could originate from the City or other governmental entities. The Community Development Department will evaluate each new Plan and recommend adjustments to the Master Plan as part of the annual plan monitoring process.

E. ZONING & SUBDIVISION REGULATIONS POLICY

The Master Plan serves as the policy direction for future development decisions and growth management. Therefore, the City's land use decisions must be consistent with the Plan for adequate implementation. The standards and provisions of the City's zoning and subdivision regulations are the primary tools for ensuring consistent implementation of the City's land use policies. Zoning ordinances regulate and define how land can be used and developed. Zoning places restrictions on the type of land use and building height, setbacks, lot coverage, parking requirements, etc. Subdivision regulations shape the physical character of the community as well as require the provision of adequate public facilities streets, utilities, drainage, parkland, etc.

The City should revise zoning and subdivision regulations, including the corresponding zoning map, following the adoption of this Plan. The goals and policies of the Plan should be reflected in these revised land development regulations. These regulations need to be reviewed and updated regularly to reflect changes to the Plan. When the City proposes changes to these ordinances, a public review process must be conducted.

F. DESIGN STANDARDS POLICY

O'Fallon should establish design standards and guidelines to ensure compatibility between adjacent uses and to reflect community design ideals. The Master Plan provides initial guidelines in the Area and Corridor Plans, but a separate comprehensive design document and specific design review policies adopted by the City can be used as supplements.

G. DEVELOPMENT AGREEMENTS

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

H. CAPITAL IMPROVEMENTS POLICY

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

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

I. OFFICIAL MAP POLICY

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

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

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

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

J. INTERGOVERNMENTAL COORDINATION

The coordination of plans and regulations among governmental units plays a critical role in shaping the future community. A regional approach to planning can prevent disputes and costly problems associated with providing roads and public utilities. Expansion of water and sewer systems to serve projected growth will require coordination and negotiation with other providers. Joint planning of development patterns and improvement standards for areas immediately adjacent to O'Fallon offers benefits for cost-effective service provision and orderly community growth.

O'Fallon should foster formal and informal channels of communication with the County, particularly as it concerns development in unincorporated fringe areas around the City and as it relates to Mid America Commerce Center and MidAmerica Airport. In addition, formal intergovernmental agreements should be made that specify the O'Fallon City Land Use Plan and Zoning Ordinance will take precedence within 1.5 miles of the O'Fallon

city limit, or halfway to the nearby city limit, whichever is less. Any proposed development or project within this boundary must come before the City of O'Fallon for consideration and recommendations.

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

K. COLLABORATIONS & PARTNERSHIPS

In addition to official policies, the City must also identify and pursue partnerships with other local community organizations, regional economic development organizations, private businesses, and other governmental entities, such as the local school districts, to implement the vision of the Master Plan.

L. ANNEXATIONS

The City occasionally receives petitions to annex land. Some petitions are simple requests to clarify jurisdictional boundaries, while some are for larger parcels of land with future development in mind. When the latter occurs, City staff, the Planning Commission, and the City Council play a role in reviewing and approving or denying petitions for annexation, as well as any conditions deemed necessary. The City reviews annexation petitions to ensure changes in jurisdictional boundaries will tangibly benefit the community. Considerations include:

1. Residents' improved quality of life and levels will be maintained or improved.
2. The City's ability to provide services efficiently will be improved or will not be impacted.
3. Future development brought about by the change in municipal boundaries will not create adverse impacts or untimely development pressure on the community.
4. Proposed boundaries do not create irregular geographies with confusing service areas, instead, they follow significant features such as rights of way and topographic ridgelines (watersheds).
5. Jurisdictional responsibility for maintaining streets and rights-of-way are clearly defined.
6. Agreements are established with neighboring jurisdictions defining how development along a shared street will be designed, reviewed, and approved.

CULTURAL & HISTORIC RESOURCES

GOAL 2.2.A:

Preserve the history and legacy of O'Fallon.

OBJECTIVE:

Protect O'Fallon's unique history for future generations.



EDUCATION & OUTREACH

- » Continue to provide education to the public on O'Fallon's history and historic places.
- » Educate the public about the cemetery and those buried there.
- » Protect and build community understanding of significant cultural and ecological resources, including natural areas and historic and archaeological sites.



PLAN DEVELOPMENT

- » Develop a cultural assessment plan.



INVENTORY, ASSESSMENT, OR SURVEY

- » Identify future areas and neighborhoods for future cultural resources surveys.
- » Evaluate the designation of historic or conservation districts to preserve the character and help maintain the supply of attainable housing.



PROGRAMS OR SERVICES

- » Continue to support the Historic Preservation Commission and their efforts for preservation in O'Fallon.

Identify and preserve historic properties and cultural resources.



STRATEGY

#1

CULTURAL & HISTORIC RESOURCES

GOAL 2.2.A:

Preserve the history and legacy of O'Fallon.

OBJECTIVE:

Protect O'Fallon's unique history for future generations.



EDUCATION & OUTREACH

- » Coordinate public outreach opportunities to include historic preservation.



PRACTICE IMPROVEMENTS

- » Align planning with historic preservation efforts.
- » Ensure the demolition process allows sufficient time to potentially save structures of historical significance.



PLAN DEVELOPMENT

- » Evaluate and update alteration guidelines for designated structures, sites, and areas.



INVENTORY, ASSESSMENT, OR SURVEY

- » Develop a tool that allows residents to offer input on places they want to preserve.
- » Continue to use online media resources such as History Pin to maintain and develop a historic resource inventory and database.



PROGRAMS OR SERVICES

- » Maintain a list of local contractors that have experience with historic properties or restoration specialties.

Preserve and reuse our high-quality historic and cultural resources to create places people want to live, gather, and visit.



STRATEGY

#2

CULTURAL & HISTORIC RESOURCES

GOAL 2.2.A:

Preserve the history and legacy of O'Fallon.

OBJECTIVE:

Protect O'Fallon's unique history for future generations.



EDUCATION & OUTREACH

- » Create a social media presence for historic preservation and historic resources.
- » Emphasize the importance of documenting specific cultural groups such as Black or African Americans, American Indians, and Hispanics or Latinx.
- » Plan a special activity to promote National Preservation Week in May of each year.



PRACTICE IMPROVEMENTS

- » Highlight cases in which preservation has benefited property owners.
- » Develop a newsletter to spread awareness and keep recipients informed of historic and cultural news and events.



PARTNERSHIPS & COLLABORATION

- » Collaborate with educational institutions and school districts to integrate historic preservation into the classroom.



PROGRAMS OR SERVICES

- » Continue and expand historic preservation programming (e.g., historic walking tour, cemetery walk, etc.) to encourage residents to visit historic sites.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Enhance and increase the amount of signage, historical markers, and preservation awards to raise awareness.

Promote historic and cultural resources and the importance of historic preservation.



STRATEGY

#3

CULTURAL & HISTORIC RESOURCES

GOAL 2.2.A:

Preserve the history and legacy of O'Fallon.

OBJECTIVE:

Protect O'Fallon's unique history for future generations.



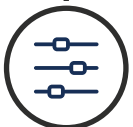
PRACTICE IMPROVEMENTS

- » Expand funding mechanisms to include tax abatement in conservation districts.



PLAN DEVELOPMENT

- » Update the Historic Preservation Strategic Plan.



POLICY & CODE ADJUSTMENT

- » Enforce building codes and land use policies that facilitate the preservation treatment of historic structures and other cultural resources.



PARTNERSHIPS & COLLABORATION

- » Support school districts and educational institutions with projects relating to history and historic assets to help fundraise for local historic preservation efforts.
- » Work with local lending institutions to establish low-interest loans and other incentives to encourage property maintenance of older homes.



INVENTORY, ASSESSMENT, OR SURVEY

- » Identify existing financial incentives for the identification, evaluation, and protection of cultural resources.



ENFORCEMENT & INCENTIVES

- » Encourage renovations of public facilities in lieu of replacement.



PROGRAMS OR SERVICES

- » Develop a maintenance program to prevent historically significant structures from becoming dilapidated.
- » Hold an annual historic preservation workshop to provide information and resources such as, answering questions and assisting with application or paperwork and documentation.

Increase the financial resources available to assist with historic preservation.



STRATEGY

#4

SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.B:

Enhance the sense of place throughout the community so people want to live, work, and play in O'Fallon.

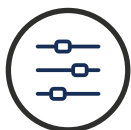
OBJECTIVE:

Increase local tourism.



PLAN DEVELOPMENT

- » Consider the potential for a community park in the northwest part of the city.
- » Conduct a Library facilities plan/feasibility study that includes a cultural center component (e.g., historical museum, performing arts space, etc.).
- » Identify priorities for indoor and outdoor spaces for arts, culture, recreation, and leisure.



POLICY & CODE ADJUSTMENT

- » Connect gathering places to surroundings, both visually and physically.
- » Develop public space design guidelines.
- » Require integration of comfort and image areas to socialize in new gathering place designs.



PARTNERSHIPS & COLLABORATION

- » Collaborate with the Downtown District members to create programming and community events.
- » Partner with School District for shared future park facilities.
- » Explore partnership opportunities for tourism and visitor promotion.
- » Work with developers to create great places to gather within proposed developments.



INVENTORY, ASSESSMENT, OR SURVEY

- » Develop an existing gathering place inventory.
- » Conduct an inventory assessment using the Project for Public Spaces' [the Power of 10+](#) placemaking strategy and a comfort, image, and potential for socialization audit.



PROGRAMS OR SERVICES

- » Continue to promote Downtown O'Fallon as a unique community gathering place for residents and visitors.
- » Activate existing public spaces and gathering spots in retail areas.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Identify sustainable and dedicated funding sources for additional recreation programs and facilities.
- » Complete the outdoor amphitheater that is currently planned in the Sports Park Master Plan.
- » Determine next phase of the O'Fallon Family Sports Park Master Plan build-out and identify funding.

Create great places to gather and unique points of interest to draw locals and visitors.



STRATEGY

#1

SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.C:

Increase the sense of belonging in the community and activate a greater civic engagement, with particular attention to people historically disenfranchised.

OBJECTIVE:

Increase the number of people of all ages and abilities involved in our community.



EDUCATION & OUTREACH

- » Conduct regular training for City staff on issues such as the meaning of equity, unconscious bias, and how to create an inclusive workplace for all.
- » Offer community-wide training and discussions regarding issues of equity, unconscious bias, and inclusion.



PRACTICE IMPROVEMENTS

- » Evaluate recruitment practices regularly and look for new ways to attract diverse applicants and fill gaps in representation.



PARTNERSHIPS & COLLABORATION

- » Partner with the O'Fallon-Shiloh Chamber of Commerce to create an awards program to recognize individuals and organizations in their efforts to celebrate and promote diverse people, cultures, and ethnicities.



INVENTORY, ASSESSMENT, OR SURVEY

- » Summarize and report staff and leadership demographics to identify gaps in representation.



PROGRAMS OR SERVICES

- » Continue and expand as necessary Public Safety programs that promote positive community interaction and involvement.

Demonstrate
commitment
to community
equity and
inclusion.



STRATEGY

#1

SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.C:

Increase the sense of belonging in the community and activate a greater civic engagement, with particular attention to people historically disenfranchised.

OBJECTIVE:

Increase the number of people of all ages and abilities involved in our community.



EDUCATION & OUTREACH

- » Make visitors feel more welcome at the Sports Park.
- » Make information more accessible through digital media and at points of interest, such as QR Codes linking users to the site's history.



PARTNERSHIPS & COLLABORATION

- » Work with Scott Air Force Base to share O'Fallon's welcome package with newly stationed military members and their families.
- » Continue partnerships with the O'Fallon Public Library, Parks Department, and school districts to encourage involvement among new residents.



PROGRAMS OR SERVICES

- » Expand current welcome package provided through water utilities and include a resource guide for new residents.

Welcome newcomers and help them get connected.



STRATEGY

#2

SENSE OF COMMUNITY & APPEARANCE

GOAL 2.2.C:

Increase the sense of belonging in the community and activate a greater civic engagement, with particular attention to people historically disenfranchised.

OBJECTIVE:

Increase the number of people of all ages and abilities involved in our community.



PRACTICE IMPROVEMENTS

- » Identify barriers to serving on boards, commissions, and City Council for underrepresented groups (e.g., child care, transportation, financial constraints, meeting times, etc.) and look for new ways to make volunteerism/ serving in the community more accessible.



PARTNERSHIPS & COLLABORATION

- » Encourage all members of the community to serve on boards, commissions, and to run for City Council so that leadership is diverse and representative of the community.
- » Identify methods to best engage all residents in O'Fallon.
- » Measure engagement results to identify gaps in representation and develop strategies to fill them.
- » Grow partnerships with veterans, volunteers, and civic groups to encourage placemaking through volunteerism.



INVENTORY, ASSESSMENT, OR SURVEY

- » Continue to conduct a bi-annual citizen survey.



PROGRAMS OR SERVICES

- » Explore opportunities to increase volunteerism.

Encourage
volunteerism
and civic
engagement.



STRATEGY

#3

PUBLIC HEALTH & WELL-BEING

GOAL 2.3.A:

Support a physically and mentally healthy, happy community by improving healthy lifestyle choices, opportunities, and sense of community.

OBJECTIVE:

Continue to address barriers to health care and increase access to mental health care services.



EDUCATION & OUTREACH

- » Implement a mental health awareness campaign with community partners and using City communication outlets.



PRACTICE IMPROVEMENTS

- » Find ways to connect residents with mental health support resources, such as awareness programming, equipping librarians with information on how to access care, or even employing social workers in the library.



PARTNERSHIPS & COLLABORATION

- » Strengthen partnerships with private mental health service providers.



PROGRAMS OR SERVICES

- » Continue to provide Crisis Intervention Training and trauma-informed care for Public Safety Officers.
- » Study the feasibility of expanding CIT to include follow-up calls to offer support and supplemental resources to residents experiencing mental health issues.
- » Support local mental health care nonprofit organizations to increase access and awareness for all.

Support equitable access and the provision of quality mental health care services.



STRATEGY

#1

Promote healthy lifestyle choices



STRATEGY

#2

PUBLIC SAFETY

GOAL 2.3.B:

Ensure excellent and equitable public safety services for all.

OBJECTIVE 1:

Reduce crime and enhance the feeling of safety throughout the community.



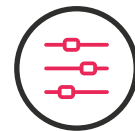
EDUCATION & OUTREACH

- » Continue community engagement and outreach regarding public safety issues.
- » Continue using social media to educate the community in real time about crime prevention.
- » Continue Public Safety engagement with the student population to enhance relationships.
- » Explore new outreach and engagement opportunities such as: emergency preparedness classes, Medication collection box, ride-along programs, Citizen's Academy, or Open Houses.



PRACTICE IMPROVEMENTS

- » Explore opportunities for social work training for officers or hiring social workers for the department as Illinois Police Reform is implemented.
- » Continue community policing efforts and engaging the community.



POLICY & CODE ADJUSTMENT

- » Maintain policies and manuals to meet national standards and requirements.
- » Enhance recruiting practices to promote diverse staff and Public Safety Officers who reflect the overall community.
- » Continue to ensure funding sources remain available for Public Safety equipment and training needs into the future.
- » Continue succession planning for the Police Department to grow future leaders.



PROGRAMS OR SERVICES

- » Continue investing in Crisis Intervention Training.
- » Promote events and outreach programs with an interdepartmental newsletter from the City that arrives in the resident's monthly City utility bill.

Continue to build relationships between the City's police officers and the community.



STRATEGY

#1

PUBLIC SAFETY

GOAL 2.3.B:

Ensure excellent and equitable public safety services for all.

OBJECTIVE 1:

Reduce crime and enhance the feeling of safety throughout the community.



PRACTICE IMPROVEMENTS

- » Continue to seek grant funding for equipment and training.



INVENTORY, ASSESSMENT, OR SURVEY

- » Routinely conduct a manpower study to determine if the current three policing zones should be redivided to create a new zone.
- » Perform routine evaluation of EMS transfer program.



PROGRAMS OR SERVICES

- » Continue nontraditional crime watch.
- » Continue police officer recruitment strategy using www.wearthebadge.com and other methods with a focus on diversity.
- » Continue EMS transfer program to maintain up-to-date trainings and high levels of service.

Provide adequate staffing, training, equipment, facilities, and procedures for police personnel to meet the changing needs of the community.



STRATEGY

#2

PUBLIC SAFETY

GOAL 2.3.B:

Ensure excellent and equitable public safety services for all.

OBJECTIVE 2:

Reduce risk to people's safety and limit property damage due to fire.



PRACTICE IMPROVEMENTS

- › Maintain or reduce 9-minute National Fire Protection Association (NFPA) 1720 standard within suburban areas for fire suppression operations, emergency medical operations, and special operations.
- › Increase fire prevention measures, such as educational programs and fire safety pamphlets.
- › Consider consolidating the Fire and EMS Departments.
- › Discover and conduct new daily or monthly trainings for improving skills, such as an online training modules.



PARTNERSHIPS & COLLABORATION

- › Partner with the Community Development Department to update the International Code Council (ICC) and NFPA life safety codes on a 6-year cycle and addressing local amendments to the codes.



INVENTORY, ASSESSMENT, OR SURVEY

- › Continue assessment of "combination" structured department (fire officers, engineers, firefighters).
- › Evaluate effectiveness of new zones within response areas.



PROGRAMS OR SERVICES

- › Continue to utilize some level of volunteers in the Fire Department as the department evolves.

Build relationships in the community to improve staff recruitment and to educate on how to prevent fires.



STRATEGY

#1

PARKS, RECREATION, & LEISURE

GOAL 2.3.C:

Promote a healthy community by ensuring parks, recreation, and leisure opportunities for all.

OBJECTIVES 1 & 2:

1. Improve the accessibility and equitable distribution of public and recreation facilities for people of all ages and abilities.
2. Improve the overall health and well-being of the community.



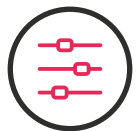
PRACTICE IMPROVEMENTS

- » Secure sustainable funding sources to ensure high-quality parks, recreation, and cultural opportunities for all residents.
- » Determine the need for a dedicated sales tax for current and future parks and recreation facilities, leisure, and cultural programs.
- » Ensure sidewalks and trails are well maintained and connected without gaps.
- » Continue to serve persons of all ages and abilities when developing programming and facilities.
- » Create places and experiences that support an active lifestyle for all ages.
- » Increase fees gradually for parks and recreation programs to keep up with inflation and avoid significant increases in any single year.
- » Avoid acquisition of parkland less than 5 acres in size to ensure substantial community benefit and efficient management.
- » Find opportunities to create connections between existing and new subdivisions with pedestrian and/or bicycle paths to improve walkability of neighborhoods and 15-minute city access.



PLAN DEVELOPMENT

- » Continue to follow Accessibility Plan to meet national standards for recreation facilities.
- » Evaluate need for new facilities through Parks Master Plan process and implement high priority recommendations.



POLICY & CODE ADJUSTMENT

- » Encourage developers to build pedestrian and bicycle trail connections in new subdivisions using the Parkland Dedication Ordinance.
- » Consider density incentives in certain developments to maintain open space, natural resources, and parkland.
- » Maintain policy for easement requirement in new subdivisions to allow for new trails. Require a portion of landscape buffers be used for shared paths.
- » Strengthen implementation of the Parkland Acquisition Ordinance so the City has more control where compensatory land is acquired.

Provide accessible parks, recreation, facilities, trail access, and open space within a 15 minute walk of all neighborhoods.



STRATEGY

#1

PARKS, RECREATION, & LEISURE

GOAL 2.3.C:

Promote a healthy community by ensuring parks, recreation, and leisure opportunities for all.

OBJECTIVES 1 & 2:

1. Improve the accessibility and equitable distribution of public and recreation facilities for people of all ages and abilities.
2. Improve the overall health and well-being of the community.



PARTNERSHIPS & COLLABORATION

- » Strengthen the partnership between the Library, school districts, and the Parks and Recreation Department to identify program and facility overlap.
- » Coordinate meetings between the City and school districts to discuss parks, recreation, and leisure partnership opportunities.
- » Continue to share information with residents regarding township senior services programming.



INVENTORY, ASSESSMENT, OR SURVEY

- » Inventory parkland needs, establish targets, updates, and use to plan additional parks and recreation facilities and programming as the population grows.
- » Develop swimming pool needs assessment study.
- » Study the viability of an amphitheater.
- » Study the viability of indoor places to gather and host community events.
- » Assess the volume, capacity and support for current leisure activities and cultural events.



PROGRAMS OR SERVICES

- » Explore gaps in programs and identify what future facilities and programs would fill those needs.
- » Utilize additional spaces at the Family Sports Park for leisure sports, such as pickle ball.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Assess and update older facilities to meet national accessibility standards.
- » Prioritize parks and open space acquisition as part of the City's Capital Improvement Program (CIP).
- » Ensure a variety of fitness resources throughout the community for all age groups and abilities.
- » Improve connectivity to Family Sports Park Trails.

Provide accessible parks, recreation, facilities, trail access, and open space within a 15-minute walk of all neighborhoods.



STRATEGY

#1

PARKS, RECREATION, & LEISURE

GOAL 2.3.C:

Promote a healthy community by ensuring parks, recreation, and leisure opportunities for all.

OBJECTIVES 1 & 2:

1. Improve the accessibility and equitable distribution of public and recreation facilities for people of all ages and abilities.
2. Improve the overall health and well-being of the community.



PRACTICE IMPROVEMENTS

- » Showcase local people, musicians, artists, and family-run businesses to celebrate local community assets.
- » Encourage the development of shared sites and programs that involve one or more organizations delivering services bringing people from different generations to the same location.
- » Invest in facilities and events that support a high quality of life and attract residents, visitors, and businesses.
- » Program art, culture, recreation, and nature in spaces within local business areas to bring these spaces to life with people.



INVENTORY, ASSESSMENT, OR SURVEY

- » Survey the community to create an understanding of the events they want to see in the community.
- » Inventory current event space and match up with programming needs and desires of community.



PROGRAMS OR SERVICES

- » Create events to bring the community together, draw visitors, and enhance O'Fallon's identity.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Continue to support existing facilities and maintain as state-of-the-art venues to increase opportunities for community events.
- » Better utilize existing event spaces and leisure facilities such as the Katy Cavins Center.

Expand public art, arts and cultural amenities, and programming.

STRATEGY

#2

NEIGHBORHOODS & HOUSING

GOAL 2.4.A:

Enhance our neighborhoods to accommodate all ages and abilities.

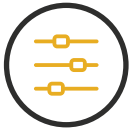
OBJECTIVE 1:

Increase housing diversity – a range of housing types, sizes, and price points – to meet changing market demands.



EDUCATION & OUTREACH

- › Connect residents to resources that provide technical assistance for retrofitting their homes to age in place.



POLICY & CODE ADJUSTMENT

- › Accommodate multigenerational living including shared dwellings that meet the needs of all ages.
- › Encourage mixed-use developments that provide a range of housing price needs.
- › Allow an increase in density in select areas, selective small lot or zero lot line zoning, and townhouse construction.
- › Follow universal design principles in the design of neighborhoods and housing.



PARTNERSHIPS & COLLABORATION

- › Attract housing options that meet the future market demand for empty nesters and seniors, including the development of maintenance-free villas, patio homes, and condominiums, e.g. Lincoln Park Villas.



INVENTORY, ASSESSMENT, OR SURVEY

- › Develop a neighborhood and housing condition inventory to create a baseline and prioritize improvements.
- › Develop a transition plan for land currently used as mobile home parks.



ENFORCEMENT & INCENTIVES

- › Promote successful use of Low-Income Housing Tax Credit Program for Lincoln Park Villas and encourage use for other developments.



PROGRAMS OR SERVICES

- › Encourage the renovation and updating of older residential housing to meet today's and future demands.

Make improvements to existing and build new neighborhoods that accommodate people of all abilities throughout their lifespan.



STRATEGY

#1

NEIGHBORHOODS & HOUSING

GOAL 2.4.A:

Enhance our neighborhoods to accommodate all ages and abilities.

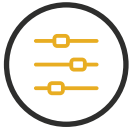
OBJECTIVES 2 & 3:

1. Balance the cost of housing with income levels of our residents and workers so that housing is attainable for our people.
2. Increase quality housing units that fit within the existing context of a neighborhood.



EDUCATION & OUTREACH

- » Connect homebuyers and developers to programs and incentives that make housing more affordable.



POLICY & CODE ADJUSTMENT

- » Review development ordinances and processes to determine their impact on development costs while protecting quality and safety.
- » Preserve existing housing valued at an attainable price point (under \$150,000).



PARTNERSHIPS & COLLABORATION

- » Explore partnerships with outside groups to study affordable housing needs and to fill gaps in development market.



INVENTORY, ASSESSMENT, OR SURVEY

- » Assess market trends and demands every 5 years to ensure O'Fallon achieves and maintains attainable price points
- » Inventory the existing housing valued at an attainable price point (under \$150,000).



ENFORCEMENT & INCENTIVES

- » Promote attainable housing in locations that already are served by infrastructure, such as Downtown.



PROGRAMS OR SERVICES

- » Explore subsidy programs for affordable housing opportunities, such as a first time homebuyers' program, etc.
- » Consider waiving city-controlled costs to encourage affordable housing, such as tap fees, impact fees, and building permit fees for developers and City real estate taxes for homeowners.

Reduce barriers to the development of denser, attainable housing options.



STRATEGY

#1

NEIGHBORHOODS & HOUSING

GOAL 2.4.A:

Enhance our neighborhoods to accommodate all ages and abilities.

OBJECTIVES 2 & 3:

1. Balance the cost of housing with income levels of our residents and workers so that housing is attainable for our people.
2. Increase quality housing units that fit within the existing context of a neighborhood.



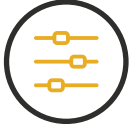
PRACTICE IMPROVEMENTS

- » Focus efforts on targeted neighborhoods to maximize impact and improve valuation.



PLAN DEVELOPMENT

- » Monitor transition between commercial development and existing single-family areas nearby. Be prepared to manage transitional areas in terms of design and function.



POLICY & CODE ADJUSTMENT

- » Encourage accessory dwellings units that meet the needs of all ages.



INVENTORY, ASSESSMENT, OR SURVEY

- » Continue working with St. Clair County to identify abandoned properties for acquisition and reinvestment.
- » Develop an ownership database of vacant lots.
- » Monitor demand for infill housing. As infill housing becomes more prevalent, consider policies regarding teardowns and standards that fits the context of the existing neighborhoods.



PROGRAMS OR SERVICES

- » Reduce the number of vacant and dangerous buildings through proactive code enforcement, demolition, and property acquisition.
- » Utilize existing programs and explore additional opportunities to revitalize more mature neighborhoods and encourage housing renovation.
- » Provide educational pamphlet to new residents about benefits of infrastructure improvements in relation to reduced home maintenance costs, curb appeal, usability, and improved home values.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Stimulate housing infill in existing neighborhoods with infrastructure improvements.

Stimulate quality infill housing that enhances the existing character of a neighborhood.



STRATEGY

#2

NEIGHBORHOODS & HOUSING

GOAL 2.4.A:

Enhance our neighborhoods to accommodate all ages and abilities.

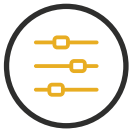
OBJECTIVES 2 & 3:

1. Balance the cost of housing with income levels of our residents and workers so that housing is attainable for our people.
2. Increase quality housing units that fit within the existing context of a neighborhood.



PLAN DEVELOPMENT

- » Assess senior housing needs and encourage locating senior housing in or near multigenerational neighborhoods rather than isolated locations.



POLICY & CODE ADJUSTMENT

- » Ensure new developments, particularly in the North and West parts of the City, are designed for walking access to existing or future neighborhood commercial nodes.
- » Plan for neighborhood commercial that appropriately transitions and connects the neighborhoods it serves.



INVENTORY, ASSESSMENT, OR SURVEY

- » Identify neighborhoods that lack walking access to existing or future neighborhood commercial nodes.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Make infrastructure improvements to sidewalks and trails connecting neighborhoods to neighborhood commercial.

Create neighborhoods so people can access some their basic needs and amenities within a 15-minute walk of their home.



STRATEGY

#3

MOBILITY & TRANSPORTATION

GOAL 2.4.B:

Provide a balanced transportation system that safely and efficiently moves people and freight.

OBJECTIVE:

Accommodate a variety of transportation choices, modes, and users.



EDUCATION & OUTREACH

- › Increase awareness of the Rotary Wheels Bus Program, MetroLink, and MetroBus public transportation services.
- › Facilitate pop-up street improvements to demonstrate and build enthusiasm for Complete Streets concepts.



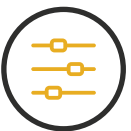
PRACTICE IMPROVEMENTS

- › Prioritize transportation investments in underserved areas and low-income neighborhoods.
- › Emphasize accessibility in transportation policies and programs.



PLAN DEVELOPMENT

- › Update 2005 Bicycle Facilities Plan.
- › Plan for expansion of the trail system, including designating Ogles Creek Corridor, Engle Creek Corridor, and Silver Creek Trail as greenways.
- › Complete the 2010 Major Thoroughfare Plan and implement it to provide a robust multimodal transportation network.
- › Develop multimodal connections between the Downtown District and the O'Fallon Family Sports Park.
- › Create multimodal connections between all City parks, schools, and community institutions.



POLICY & CODE ADJUSTMENT

- › Ensure that parking in commercial areas provides adequate service but does not detract from the community's appearance nor impede provision of multimodal transportation facilities.
- › Encourage shared parking agreements between businesses/uses that have opposite schedules.
- › Plan for bike and pedestrian facilities to be built concurrently with new roadways.
- › Consider policies that allow for autonomous vehicles and micro-mobility transportation modes.
- › Require building setbacks, access control, and parking design for accessibility and to accommodate different sidewalk mobility.
- › Incorporate Complete Streets design guidelines into the Development Manual.

Plan for a multimodal transportation system that allows people to use various transportation modes, including public transportation, walking, biking, and other mobility devices.



STRATEGY

#1

MOBILITY & TRANSPORTATION

GOAL 2.4.B:

Provide a balanced transportation system that safely and efficiently moves people and freight.

OBJECTIVE:

Accommodate a variety of transportation choices, modes, and users.



PARTNERSHIPS & COLLABORATION

- › Partner with Scott Air Force (SAF) Base to promote ride-hailing services and increase connectivity between the City and SAF Base.
- › Continue to partner with state, regional, and local agencies to increase accessibility and investments in the trail network.



INVENTORY, ASSESSMENT, OR SURVEY

- › Conduct a walkability assessment Downtown to determine where Americans with Disabilities (ADA) compliance upgrades are needed, streetscaping design improvements, or low-stress bikeability access along the sidewalks.



ENFORCEMENT & INCENTIVES

- › Incentivize development that provides the infrastructure to support multimodal transportation.



PROGRAMS OR SERVICES

- › Improve winter maintenance of pedestrian facilities.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- › Incorporate safe, convenient, accessible, and attractive design features that beautify the community and promote walking and biking (e.g., sidewalks, street furniture, bicycle facilities, street trees, gateway monuments, and wayfinding signage).
- › Integrate and improve ADA compliant best practices at transportation nodes to allow accessibility with ramps, shelters for bus stops, and improved sidewalk access.

Plan for a multimodal transportation system that allows people to use various transportation modes, including public transportation, walking, biking, and other mobility devices.



STRATEGY

#1

MOBILITY & TRANSPORTATION

GOAL 2.4.C:

Support a multimodal transportation network that is complete, equitable, and accessible for all ages and abilities.

OBJECTIVE:

Enhance connections between where people live and where they work and play.



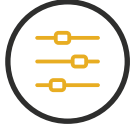
PRACTICE IMPROVEMENTS

- » Ensure that connective infrastructure like trails and sidewalks are accessible to people of all abilities.
- » Prioritize transportation investments in underserved areas and low-income neighborhoods.



PLAN DEVELOPMENT

- » Plan for expanding the trail system to better connect all neighborhoods to schools, services, and amenities.
- » Implement low-stress bikeability practices to encourage connectivity for those that are less confident riders, such as school age children who shouldn't ride in high traffic areas.



POLICY & CODE ADJUSTMENT

- » Improve the overall health and well-being of the community.



PARTNERSHIPS & COLLABORATION

- » Partner with the school districts to improve walkability between residential neighborhoods and schools, filling gaps within ¼ mile of schools.
- » Identify alternate funding sources to finance infill of gaps in the sidewalk network.



INVENTORY, ASSESSMENT, OR SURVEY

- » Conduct a sidewalk study and develop a plan to enhance sidewalks and provide safe walking throughout the community.
- » Assess needs and opportunities to increase options for new east-west thoroughfares to better connect the community.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Fill gaps in the sidewalk network to better connect destinations in O'Fallon.
- » Continue to evaluate road design for new and redeveloped roads to improve connectivity and meet changing transportation demands, modes, and services.
- » Improve street lighting to enhance safety.
- » Improve the experience of walking on sidewalks by increasing the number of street trees and other streetscaping measures, such as landscaping, wider sidewalks, and occasional places to sit.
- » Increase walking and biking connections between existing and new residential subdivisions.

Fill gaps in the transportation network.



STRATEGY

#1

MOBILITY & TRANSPORTATION

GOAL 2.4.D:

Enhance the movement of people and goods through efficient and sustainable infrastructure.

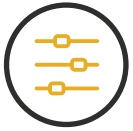
OBJECTIVE:

Improve convenience, flexibility, and safety of the transportation system.



PLAN DEVELOPMENT

- › Align land use planning with regional transportation investments.



POLICY & CODE ADJUSTMENT

- › Monitor trends and policies related to autonomous vehicles to improve and enhance convenience and levels of service.
- › Adjust parking requirements in anticipation of reduced demand due to autonomous vehicles and expanded multimodal options.



PARTNERSHIPS & COLLABORATION

- › Coordinate regional transportation investments with job clusters to improve transportation efficiency and economic development.
- › Explore opportunities to capitalize on private investment in electric vehicle charging stations, such as at hotels or major businesses.
- › Utilize USDOT and IDOT grant opportunities to expand and improve the transportation network.
- › Collaborate with Scott Air Force Base to expand bike and trail connectivity between the Base and O'Fallon.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- › Implement the recommendations for roadway improvements including on-road bike facilities (Scott Air Force Base Bicycle & Pedestrian Commuter Plan 2013).
- › Add electric vehicle charging stations with multiple charging terminals at City facilities.

Improve regional transportation.



STRATEGY

#1

MOBILITY & TRANSPORTATION

GOAL 2.4.D:

Enhance the movement of people and goods through efficient and sustainable infrastructure.

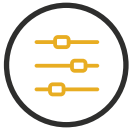
OBJECTIVE:

Improve convenience, flexibility, and safety of the transportation system.



PLAN DEVELOPMENT

- › Reduce the impact of heavy traffic on public infrastructure while improving vehicle, pedestrian, and bicyclist safety.



POLICY & CODE ADJUSTMENT

- › Update street design guidelines to minimize conflict areas between motor vehicles, bicycles, and pedestrians.
- › Consider Complete Streets strategies like road diets on major roads to allow for on-road bike lanes, sidewalks, and space for cars.



INVENTORY, ASSESSMENT, OR SURVEY

- › Conduct targeted traffic assessments identifying opportunities to reduce congestion and improve safety.
- › Complete corridor studies for Highway 50, and State Street to maintain service level as the community grows.
- › Evaluate access management needs and solutions in select areas.
- › Address intersection and driveway issues to reduce crash frequency.
- › Install turn lanes at intersections as necessary to reduce risk of rear-end collisions.
- › Ensure drivers and pedestrians have full visibility around landscaping, signage, and parked vehicles.
- › Evaluate traffic calming needs and solutions including pedestrian refuge islands, raised crosswalks, raised intersections, and on-street parking with curb extensions.



ENFORCEMENT & INCENTIVES

- › Enforce residential speed limits more proactively.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- › Implement the City's Major Thoroughfare Plan for the Northwest Quadrant of O'Fallon (2004).

Increase safety by reducing congestion and improving maintenance.



STRATEGY

#2

MOBILITY & TRANSPORTATION

GOAL 2.4.D:

Enhance the movement of people and goods through efficient and sustainable infrastructure.

OBJECTIVE:

Improve convenience, flexibility, and safety of the transportation system.



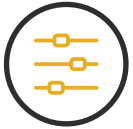
EDUCATION & OUTREACH

- » Promote the use of technology to inform residents of upgrades, such as a City app or subscription text alerts.



PLAN DEVELOPMENT

- » Create a phased plan for updating pedestrian crossings with accessible audible pedestrian pushbutton signals, shorter pedestrian crossings, high visibility retroreflective pavement markings and signs, and activated warning lights.



POLICY & CODE ADJUSTMENT

- » Ensure codes and policies promote charging stations for electric vehicles in new commercial development.



INVENTORY, ASSESSMENT, OR SURVEY

- » Assess which locations would benefit from Intelligent Transportation System (ITS) implementation, including traffic observation cameras, Dynamic Message Signs, or Variable Speed Limit Signs.



ENFORCEMENT & INCENTIVES

- » Encourage developments to include adaptive and emerging technology such as electric charging stations and smart parking technology (using phone applications to locate vacant parking spaces nearby)



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Evaluate electric utility ownership of electric vehicle charging stations.
- » Promote private investment in electric vehicle charging stations.

Incorporate new technology to ensure a flexible and resilient transportation network.



STRATEGY

#3

INFRASTRUCTURE & UTILITIES: WASTEWATER

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

WASTEWATER OBJECTIVES 1 & 2:

1. Reduce sewer overflows which damage property and pollute the environment.
2. Accommodate growth and redevelopment with quality wastewater service.



PRACTICE IMPROVEMENTS

- » Proactively engage with regulatory agencies to predict future regulatory requirements.
- » Seek opportunities to incorporate new practices into water and wastewater systems to increase resiliency and reduce cost.
- » Quantify the lifecycle costs and fiscal impact of extending infrastructure prior to annexation.



INVENTORY, ASSESSMENT, OR SURVEY

- » Continue to evaluate and upgrade wastewater system to meet changing state and federal regulations.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Upgrade Wastewater Treatment Plant (WWTP) according to the Wastewater Treatment Facilities Master Plan (April 2017).
- » Continue analyzing feasibility of sustainable practices such as incorporating solar power to treatment facilities.
- » Construct sewer lift station to support the Mid America Commerce Center.

Provide reliable wastewater services that accommodate growth, protect public health and the environment, and meet all state and federal regulations at a reasonable cost to the ratepayer.



STRATEGY

#1

INFRASTRUCTURE & UTILITIES: WASTEWATER

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

WASTEWATER OBJECTIVES 1 & 2:

1. Reduce sewer overflows which damage property and pollute the environment.
2. Accommodate growth and redevelopment with quality wastewater service.

CONVEYANCE SYSTEM – TRUNK LINES



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Construct new north trunk line to support continued growth and anticipate future demand.
- » Replace north trunk line (in the next 10 years).
- » Replace south trunk line (1-5 years).

Efficiently convey wastewater from existing customers and plan for new growth to the system.



STRATEGY

#2

WASTEWATER COLLECTION SYSTEM



PLAN DEVELOPMENT

- » Update the City's Wastewater Treatment Facilities Master Plan as needed to reflect regulatory changes, improvements in technology, and community needs.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Invest in Inflow & Infiltrations (I&I) program.
- » Continue sewer replacements in the older areas of O'Fallon to reduce inflow and infiltration.

Collect wastewater effectively from private property without unintentional releases into the environment.



STRATEGY

#3

INFRASTRUCTURE & UTILITIES: WATER

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

WATER OBJECTIVE:

Maintain adequate fire flow and water pressure in O'Fallon.

WATER DISTRIBUTION



PRACTICE IMPROVEMENTS

- » Proactively engage with regulatory agencies to predict future regulatory requirements.



INVENTORY, ASSESSMENT, OR SURVEY

- » Test and inventory service lines for lead as required by state law.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Replace and upgrade main transmission lines from Fairview Heights to O'Fallon.
- » Continue annual investment in replacement and upsizing of distribution lines.
- » Continue implementation of small main replacement program.
- » Continue replacing 4-inch water mains.

Continue to provide a reliable water distribution system by investing in the existing system to improve condition and expanding it to sustainably accommodate new growth.



STRATEGY

#1

WATER STORAGE



PRACTICE IMPROVEMENTS

- » Continue ongoing maintenance of storage tanks and conduct needs assessment.



PLAN DEVELOPMENT

- » As the community grows, update the Water Master Plan and work with water providers to ensure system maintains adequate fire flow levels to support new development.
- » Study water storage in City's west zone service area to support new development.
- » Replace water storage tanks as needed based on water storage needs study.

Provide adequate water storage, water pressure and fire flow.



STRATEGY

#2

INFRASTRUCTURE & UTILITIES: STORMWATER

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

STORMWATER OBJECTIVE:

Improve the stormwater system function and condition.



EDUCATION & OUTREACH

- » Encourage private investment in the development and maintenance of green infrastructure (e.g., raingardens, native plantings, rain barrels).
- » Promote resources and best management practices (e.g., rain gardens, detention basins, native landscaping) for businesses and residents to help reduce localized flooding on their property and improve water quality.
- » Continue and expand efforts to educate the community about the importance of preventing trash, debris and chemicals from entering the stormwater system (e.g., marking stormwater inlets).



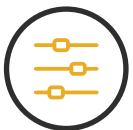
PRACTICE IMPROVEMENTS

- » Proactively engage with regulatory agencies to predict future regulatory requirements.
- » Partner with property owners to fund a streambank erosion program.
- » Incorporate green infrastructure into City stormwater projects whenever practical.
- » Secure additional stormwater funding from Proposition S after completion of street maintenance projects.
- » Evaluate revenue options for additional stormwater funding.



PLAN DEVELOPMENT

- » Conduct a feasibility study for conversion of existing storm water system components into multipurpose facilities that manage stormwater runoff but also enhance the City's recreation network and wildlife corridors (green infrastructure).



POLICY & CODE ADJUSTMENT

- » Develop criteria to evaluate and prioritize stormwater projects.
- » Update the Development Manual to reflect the latest materials, technologies, industry best practices, and the anticipated impact of changing weather patterns.
- » Explore additional best management practices for properties at the top of the watershed to reduce downstream flooding as the watershed develops.

Implement best practices for stormwater management.



STRATEGY

#1

INFRASTRUCTURE & UTILITIES: STREETS

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

STREETS OBJECTIVE:

Prolong the life of the City's streets.



PRACTICE IMPROVEMENTS

- › Continue utilizing the Pavement Management System to identify, prioritize, and program resurfacing projects.
- › Continue incorporating water, stormwater, and sewer upgrades into street resurfacing projects when needed.
- › Better accommodate bicycles by integrating changes to striping during pavement management projects when practical.
- › Enhance the experience of walking, biking, and driving on streets using street trees for a shaded tree canopy.
- › Provide wayfinding and/or signage at gateways into the community



PARTNERSHIPS & COLLABORATION

- › Work with IDOT to proceed with overlay of Highway 50 and consider opportunities to enhance mobility in conjunction with this project.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- › Complete planned pavement management projects.
- › Extend Downtown District streetscape improvements south.
- › Retrofit or replace light fixtures in the Downtown District and surrounding neighborhoods to achieve better light levels.
- › Promote the installation of pedestrian-scale lighting with capital street projects to enhance community character.
- › Bury overhead utilities and incorporate sidewalks, bike paths, and public landscaped areas in capital street projects when feasible.

Maintain O'Fallon's street network in safe condition that meets national industry standards.



STRATEGY

#1

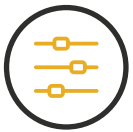
INFRASTRUCTURE & UTILITIES: FIBER

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

FIBER OBJECTIVE:

Improve communications systems that serve the community.



POLICY & CODE ADJUSTMENT

- › Continue permit regulations for public and private facilities projects within the right-of-way.



PARTNERSHIPS & COLLABORATION

- › Work with local providers to coordinate upgrading the fiber network in conjunction with City infrastructure projects.
- › Collaborate with providers to bring next-generation telecommunication connections to the community.

Enhance the quality, connectivity, and reliability of the internet and cell communications network.



STRATEGY

#1

INFRASTRUCTURE & UTILITIES: ENERGY

GOAL 2.4.E:

Invest in O'Fallon's infrastructure and utilities to promote growth, revitalization, and a high quality of life.

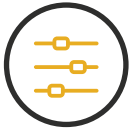
ENERGY OBJECTIVE:

Encourage energy efficiency and allow the use of alternative sources of fuel such as solar and electric.



PRACTICE IMPROVEMENTS

- » Investigate microgrid pilot projects from existing US military bases as models for sustainable energy sources for the WWTP.



POLICY & CODE ADJUSTMENT

- » Continue allowing residential solar by right.



PARTNERSHIPS & COLLABORATION

- » Support Community Solar Initiative in partnership with Ameren.



PROGRAMS OR SERVICES

- » Leverage renewable energy installations for additional power, potential revenue, and to assist Scott Air Force Base in meeting its energy mandate

Encourage energy efficiency and allow the use of alternative sources of fuel such as solar and electric.



STRATEGY

#1

PUBLIC FACILITIES & CITY SERVICES

GOAL 2.4.F:

Deliver City services and facilities that meet industry standards of excellence and high satisfaction among citizens.

OBJECTIVE:

Provide public facilities to support a high quality of life and city service levels.



INVENTORY, ASSESSMENT, OR SURVEY

- › Assess the need for building Fire Station #5.
- › Assess the need to adapt or renovate the Public Safety Building as it approaches its life expectancy.
- › Assess the need for a fire station facility serving the east side of the city.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- › Continue studying the feasibility of building a fifth fire station.
- › Relocate Station #1.
- › Replace Fire Station #2 at its current location.
- › If Fire Station #1 is relocated, maintain the original station as a historic property open to the public.
- › Build Field House facility at Family Sport Park as funding allows.

Provide a timely, orderly, and efficient arrangement of public facilities and services to ensure response time, coverage, and best practices are met to support existing and future development.



STRATEGY

#1

PUBLIC FACILITIES & CITY SERVICES

GOAL 2.4.F:

Deliver City services and facilities that meet industry standards of excellence and high satisfaction among citizens.

OBJECTIVE:

Provide public facilities to support a high quality of life and city service levels.



EDUCATION & OUTREACH

- » Explore opportunities to extend services to underserved areas.
- » Develop outreach initiatives to strengthen community ties with the Library, such as promoting Library events in a newsletter.



PLAN DEVELOPMENT

- » Develop a Library Master Plan to define the facility and programming needs over the next 20 years.



PRACTICE IMPROVEMENTS

- » Promote accessing the Library in person and remotely by offering programming and services to accommodate both.



INVENTORY, ASSESSMENT, OR SURVEY

- » Assess whether expansion or a new facility is needed, and expand or build based on results.
- » Assess the viability of adding a social service component, such as staffing, resources, and information to the Library.



PROGRAMS OR SERVICES

- » Continue offering virtual programs to meet the needs of the community post-COVID-19.
- » Create friendly spaces and experiences utilizing indoor and outdoor spaces.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Incorporate safety features in response to the COVID-19 pandemic (e.g., improved ventilation and air filtration, self-service kiosks, space for physical distancing).
- » Implement green initiatives and building improvements to increase efficiencies.

Ensure the O'Fallon Public Library provides adequate physical space as well as remote services and programs to meet the needs of the community.



STRATEGY

#2

PUBLIC FACILITIES & CITY SERVICES

GOAL 2.4.F:

Deliver City services and facilities that meet industry standards of excellence and high satisfaction among citizens.

OBJECTIVE:

Provide public facilities to support a high quality of life and city service levels.



PRACTICE IMPROVEMENTS

- » Seek new funding sources for facilities and city services improvements.
- » Identify opportunities to coordinate facility and service operations between City departments.
- » Evaluate facility projects from a whole-life cost perspective and consider funding needs for ongoing operations, maintenance, and decommissioning public assets.



PARTNERSHIPS AND COLLABORATION

- » Continue partnership with school districts to share facilities.



INVENTORY, ASSESSMENT, OR SURVEY

- » Continue developing an inventory of facility assets.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Invest in green technologies when developing new facilities and retrofitting existing facilities to reduce costs.
- » Remodel existing facilities when needed to improve accessibility, incorporate energy and resource efficiencies, enhance indoor air quality, reduce pollution, and minimize overall environmental impact and cost.
- » Implement smart, innovative facility designs, construction methods, and maintenance practices to reduce life cycle costs.

Reduce the cost of constructing and maintaining facilities while enhancing performance and sustainability.



STRATEGY

#3

PUBLIC FACILITIES & CITY SERVICES

GOAL 2.4.F:

Deliver City services and facilities that meet industry standards of excellence and high satisfaction among citizens.

OBJECTIVE:

Provide public facilities to support a high quality of life and city service levels.



EDUCATION & OUTREACH

- » Provide “how-to” demonstration videos and written instructions about how to access and use City services online.
- » Continue regular communication with Scott Airforce Base to monitor City services needs of military personnel.



INVENTORY, ASSESSMENT OR SURVEY

- » Continuously monitor the City’s information technology infrastructure to ensure data is secure.



PROGRAMS OR SERVICES

- » Continue and expand online access to City services and the ability to conduct business with the City remotely.
- » Continue to investigate ways to reduce online transaction fees for customers as online services become more prevalent.
- » Implement ADA compliant website design.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Continue improving accessibility of existing facilities.
- » Ensure public facilities and spaces are accessible and served by multiple transportation modes to better serve people of all ages and abilities.

Deliver public facilities and services that are accessible to all.



STRATEGY

#4

NATURAL ENVIRONMENT

GOAL 2.5.A:

Preserve and protect natural resources and habitats for long-term community sustainability, resiliency, and quality of life.

OBJECTIVES 1 & 2:

1. Maintain the amount of protected open spaces and natural habitats per resident as the population grows.
2. Improve water quality in lakes, streams, and wetlands.



EDUCATION & OUTREACH

- » Educate the community and stakeholders regarding the benefits of natural resource preservation, conservation, and enhancement.



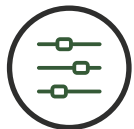
PRACTICE IMPROVEMENTS

- » Update park and facility operation and maintenance procedures compatible with new policies.
- » Implement stream setback requirements on all development.
- » Implement green infrastructure and low impact development practices.
- » Develop best practices for vegetation and tree protection and removal.
- » Incorporate green infrastructure elements when designing City projects.
- » Reduce unintentional releases from the wastewater system.



PLAN DEVELOPMENT

- » Incorporate habitat protection, wildlife corridors, and green infrastructure into updated Parks Master Plan.



POLICY & CODE ADJUSTMENT

- » Update the Environmental/Landscaping Framework.
- » Develop low maintenance and native vegetation policies for City facilities, including parks.
- » Avoid development in the areas described in the chapter, which are harmful to natural resources.
- » Update stream corridor protections.
- » Develop a tree protection and replacement ordinance.

Restore, connect, and protect natural habitats and sensitive lands.



STRATEGY

#1

NATURAL ENVIRONMENT

GOAL 2.5.A:

Preserve and protect natural resources and habitats for long-term community sustainability, resiliency, and quality of life.

OBJECTIVES 1 & 2:

1. Maintain the amount of protected open spaces and natural habitats per resident as the population grows.
2. Improve water quality in lakes, streams, and wetlands.



PARTNERSHIPS & COLLABORATION

- » Partner with local and regional nonprofits, schools, and developers to implement natural resources strategies and action items.



INVENTORY, ASSESSMENT, OR SURVEY

- » Assess functioning of current stormwater best practices installations and opportunities for green infrastructure alternatives.



ENFORCEMENT & INCENTIVE

- » Implement stream corridor protections.



PROGRAMS OR SERVICES

- » Provide training on stormwater and green infrastructure design, installation, and maintenance best practices to City staff, developers, property managers, and landowners.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Incorporate native plantings at City facilities.
- » Remove invasive plant species.

Restore, connect,
and protect natural
habitats and
sensitive lands.



STRATEGY

#1

EDUCATION

GOAL 2.6.A:

Enhance educational opportunities to support economic development.

OBJECTIVE:

Support equitable education for all residents.



PARTNERSHIPS & COLLABORATION

- » Create connections between local colleges and universities and O'Fallon schools to promote paths to higher education.
- » Create opportunities for introducing students to military and government careers by promoting greater engagement between O'Fallon schools and Scott Air Force Base representatives.
- » Encourage the O'Fallon School District to forge a partnership with local colleges and universities, such as Southwestern Illinois Community College and McKendree University, to provide advanced courses and dual credit for college readiness.
- » Foster connections between O'Fallon schools and local laborers unions, manufacturers, and hospitals to introduce students to various trade and skilled professions.



PROGRAMS OR SERVICES

- » Encourage schools to strengthen resume building and interview preparation for students.
- » Create a "Path to College Program" with local colleges and universities.
- » Create a job shadowing program with the City of O'Fallon to expose students to careers in local government.

Create a catalyst for partnerships and programming between O'Fallon schools and higher education to promote lifelong learning.



STRATEGY

#1

JOBS & WORKFORCE

GOAL 2.6.B:

Expand the workforce in economic growth sectors.

OBJECTIVE:

Increase the number of jobs in targeted sectors.



EDUCATION & OUTREACH

- » Tap into regional workforce development programs and initiatives to benefit O'Fallon residents and businesses.
- » Encourage businesses in targeted sectors to offer education and training opportunities to local workers through internships, on-the-job training, and mentoring.
- » Encourage eligible businesses to apply for state grants for job creation.
- » Conduct formal and informal outreach to local businesses to understand workforce needs. Formal outreach includes surveys and similar tools; informal outreach includes phone calls, emails, or in-person meetings with staff.
- » Work with schools to promote trades and workforce training.



PRACTICE IMPROVEMENTS

- » Establish quantitative employment goals to grow O'Fallon's workforce in target sectors.



PLAN DEVELOPMENT

- » Partner with local businesses and the school districts to create a 20-year funding plan for education and workforce training.



PARTNERSHIPS & COLLABORATION

- » Create connections with local colleges and universities, businesses, and schools to provide facilities and materials for trade workforce development programs.



INVENTORY, ASSESSMENT, OR SURVEY

- » Assess current workforce training programming and trades training to discover what is missing.
- » Create benchmark to meet workforce goals and compare with the assessment of current training programs.



ENFORCEMENT & INCENTIVES

- » Incentivize hiring local students for interns and entry-level positions.
- » Incentivize offering on-the-job training for students and young residents.

Support local and regional efforts to educate and train workers in targeted sectors.



STRATEGY

#1

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE:

Increase the tax base.



EDUCATION & OUTREACH

- » Encourage businesses and residents to utilize the new medical services and clinics built within the community.
- » Promote buying local.
- » Continue O'Fallon's community branding.
- » Meet with local business owners and business groups both formally and informally to understand their needs and concerns.
- » Develop a marketing plan to attract new businesses and retain existing business.



PRACTICE IMPROVEMENTS

- » Undertake a diverse program of promotion and marketing of O'Fallon, both locally and regionally.



PLAN DEVELOPMENT

- » Explore uses for the office space next to the history museum for a potential startup incubator space, maker's space, or co-working café/community conference room.



PARTNERSHIPS & COLLABORATION

- » Continue to support and participate in the O'Fallon - Shiloh Chamber of Commerce.
- » Work with existing businesses to retain existing jobs and to assist with expansion projects.



ENFORCEMENT & INCENTIVES

- » Consider incentives and funding mechanisms to support existing businesses.
- » Evaluate the City's regulatory requirements to ensure they work efficiently for businesses while protecting the public interest.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Make improvements to infrastructure that support existing businesses.

Support the growth and resilience of existing businesses, especially small local businesses.



STRATEGY

#1

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE:

Increase the tax base.



EDUCATION & OUTREACH

- » Promote incentives available for business development opportunities in O'Fallon.



PRACTICE IMPROVEMENTS

- » Grow existing business clusters such as military contractors, logistics, and cybersecurity businesses.
- » Attract high quality, community-friendly commercial development to designated neighborhood commercial nodes identified in this plan
- » Continue to encourage business and industry that protects and enhances the future viability of Scott Air Force Base.
- » Continue efforts to attract businesses to the east side of town to equalize school tax burden on residential properties.



PLAN DEVELOPMENT

- » Work with developers and property owner to redesign or re-plan the auto mall corridor to attract targeted economic sectors. Potential uses could include a mixed-use development with high quality office space, experiential retail, and higher density residential.



ENFORCEMENT & INCENTIVES

- » Evaluate the performance of existing Tax Increment Financing (TIF) districts to guide incentive policy in the future.



PROGRAMS OR SERVICES

- » Support redevelopment of Southview Plaza and adjacent areas such as the Lincoln corridor.

Attract new development and reinvestment in targeted economic sectors and strategic locations.



STRATEGY

#2

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE:

Increase the tax base.



EDUCATION & OUTREACH

- » Promote the growth of Mid America Commerce Center and near the Mid America Airport.



PRACTICE IMPROVEMENTS

- » Attract development that will complement the Mid America Commerce Center.



PLAN DEVELOPMENT

- » Plan for transportation needs including roadways, railway access for freight, and light rail.



POLICY & CODE ADJUSTMENT

- » Annex land adjacent the Mid America Commerce Center as development occurs.
- » Pursue general obligation bonds, the formation of a Business District, and the pursuit of a (non-retail) TIF District for the area.



PARTNERSHIPS & COLLABORATION

- » Establish a development partnership and a corresponding development district with the Mid America Commerce Center.



INVENTORY, ASSESSMENT, OR SURVEY

- » Explore creating a corridor in the Citizen Protection Zone (CPZ) for low-density uses such as infrastructure.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Remain active in conversations regarding potential light rail in O'Fallon.
- » Explore the possibility of a public-private partnership to bring renewable energy production to the area that would serve both Scott Air Force Base and the City of O'Fallon.

Attract additional development to Mid America Commerce Center.



STRATEGY

#3

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE :

Increase the tax base.



EDUCATION & OUTREACH

- » Continue to promote the Downtown District to current residents, potential visitors, and the business/investor community. Include marketing at the Family Sports Park to attract new visitors.
- » Meet with existing Downtown business and property owners to understand their needs.
- » Actively recruit tenants for vacancies Downtown following strategic analysis of appropriate types of businesses and how they might be best located in the Downtown area.



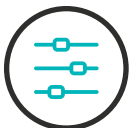
PRACTICE IMPROVEMENTS

- » Ensure stability of the housing stock near the Downtown District and encourage infill development where possible.
- » Encourage housing density in and near the Downtown District to support local stores and businesses.
- » Work with property owners to facilitate Upstairs Downtown development.
- » Review and assess current programming; schedule events with a focus on increasing the number of visitors each year.
- » Support the development of new and modern office space to increase the Downtown District's daytime population.



PLAN DEVELOPMENT

- » Develop a streetscape plan along North Lincoln Avenue from 3rd Street to Adams Street.
- » Continue to reference the Downtown O'Fallon Area Action Plan as the guiding document for downtown development.
- » Continue using Design Guidelines for Downtown to encourage rehabilitation of downtown buildings.
- » Create a 5-year capital budget for the Downtown District.
- » Create a 5-year marketing and promotion program that coordinates all Downtown businesses and property owners.



POLICY & CODE ADJUSTMENT

- » Ensure that existing City regulations and incentives support the mix of uses needed.

Strengthen the Downtown District and promote as an authentic experience.



STRATEGY

#4

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE:

Increase the tax base.



PARTNERSHIPS AND COLLABORATION

- » Develop partnerships with a wide range of O'Fallon and regional organizations to further the interests and success of Downtown O'Fallon and tourism.



INVENTORY, ASSESSMENT, OR SURVEY

- » Consider parking restrictions that would reserve premium parking in front of businesses for customers on a time-limited basis.



ENFORCEMENT & INCENTIVES

- » Consider incentives and funding mechanisms that encourage development and redevelopment Downtown.



PROGRAMS OR SERVICES

- » Explore bus service between hotels, the Downtown District, and Family Sports Park to create more activity and access to all of these destinations.
- » Continue the Downtown Façade Improvement program.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Pursue rails to trails opportunity in Downtown O'Fallon along out-of-use CSX railroad tracks.
- » Improve parking signage in Downtown to increase awareness about parking availability.
- » Consider reconfiguring and restriping existing parking areas to increase total available parking.
- » As Downtown grows, add surface parking lot at the vacant lot next to City Hall (200 South Lincoln Avenue).
- » Improve intersection at Lincoln and State to facilitate pedestrian crossings.
- » Expand space used for Vine Street Market to include the gravel area adjacent to the railroad tracks. Utilize this space for picnic tables, outdoor seating, and entertaining.
- » Install string lights across State Street in Downtown O'Fallon to add ambiance.

Strengthen the Downtown District and promote as an authentic experience.



STRATEGY

#4

ECONOMIC ACTIVITY

GOAL 2.6.C:

Strengthen the economic base of O'Fallon through diversification.

OBJECTIVE:

Increase the tax base.



EDUCATION & OUTREACH

- » Continue to market the O'Fallon Family Sports Park as a premier venue for local and regional sporting events, particularly tournament play.



PLAN DEVELOPMENT

- » Determine next phase of the Sports Park Master Plan build-out and identify funding sources.
- » Update the amphitheater feasibility study to explore feasibility of mixed use as a surrounding land use.
- » Conduct a request for proposals (RFP) for the available piece of land by the west entrance of the Sports Park to determine the best use.



PARTNERSHIPS & COLLABORATION

- » Coordinate with local businesses to offer discounts/special deals, etc. to Family Sports Park visitors.



PROGRAMS OR SERVICES

- » Promote other O'Fallon destinations to those attending tournaments in the Sports Park.



FACILITIES OR INFRASTRUCTURE IMPROVEMENTS

- » Install signage at Family Sports Park promoting the Downtown District.

Attract compatible and complementary development around O'Fallon Family Sports Park.



STRATEGY

#5

